

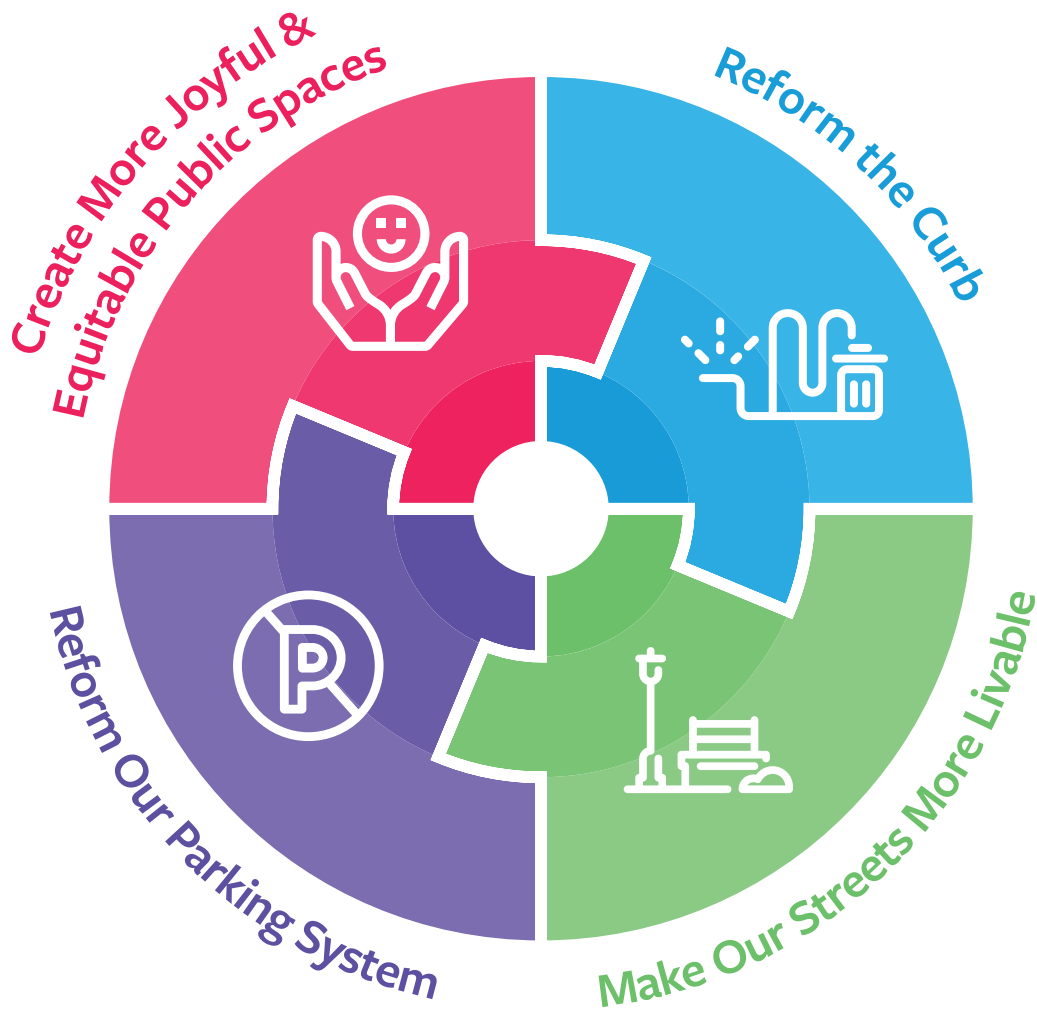
2023 - 2024

Legislative Agenda

Open Plans Legislative Agenda

Open Plans' Legislative Agenda is centered around four key policy areas that make a city livable. These pieces work together, and each one is essential to the success of the others.

These policy areas require action in the City Council, by Borough Presidents, the Administration and Agencies, and at the State level. When activated together, these initiatives build toward a truly livable city.



Making Our Streets More Livable

City Council

- ★ Daylight every intersection with physical interventions
- ✔ [Intro 1115](#)
Escalating Alternate Side Parking Penalties
- ✔ [Intro 501-A](#)
Citizen Enforcement
- ✔ [Intro 1151](#)
Illuminated Crosswalks
- ✔ [Intro 708](#)
Reconfigure NYC's Truck Network
- ✔ [Intro 150](#)
City EV Charging Mandate
- ✔ [Intro 417](#)
Simplify CB Notifications

Agencies & Administration

- ★ Implement 10th Avenue double-wide bike lanes and use it as a model to further micromobility priorities
- 🕒 Expand two-way and double-wide bike lanes citywide
- 🕒 Amend the CEQR standards to use VMT to prioritize the environment and all users over vehicular LOS in street design
- 🕒 Expand Citi Bike and make it truly public transportation
- 🕒 Manage e-bike and moped proliferation through infrastructure and upstream solutions
- 🕒 Work to get the most dangerous drivers off the road
- 🕒 Reduce the city fleet
- 🕒 Prioritize off-street electric vehicle charging rather than on-street charging

- 💡 Require DOT to shift away from level of service (LOS) and instead use vehicle miles traveled (VMT) to prioritize safety over vehicular LOS in street designs
- 💡 Create a publicly accessible database of resolutions passed by Community Boards
- 💡 Amend CB notice requirements so that DOT does not need permission for any street safety improvements
- 💡 Legislate and amend codes to address issues with sidewalk scaffolding

Borough Presidents

- 🕒 Use discretionary powers to ensure that new and diverse voices are placed on Community Boards
- 🕒 Request the introduction of a bill mandating publicly accessible database of resolutions passed by Community Boards
- 🕒 Further build out borough-wide pedestrian networks
- 🕒 Provide comprehensive training to new Community Board Members

State

- ✔ [S2812/A5259](#)
Reauthorizing and Expanding Red Light Cameras
- ✔ [S314/A275](#)
E-Bike Rebate Program
- ✔ [S1981/A4120](#)
Centering Vehicle Miles Traveled
- ✔ [S6657A/A7978](#)
Heavy Vehicle Registration Fee
- ✔ [S7621/A7979](#)
Speed Limiters for Reckless Drivers
- ✔ [S1952/A4057](#)
Vehicle Safety Standards
- ✔ [S1736C/A3780C](#)
State EV Charging Mandate
- ✔ [S2422A/A7266](#)
Lower NYC Speed Limits

Legend

- ★ Next Steps from Wins
- ✔ Bill
- 💡 Bill Idea
- 🕒 Policy Recommendation

Reforming the Curb

City Council

- ✔ [Intro 293](#)
Activate Community Curb Space
- 💡 Home rule message for automated enforcement of the curb lane (including bike lanes, bus lanes, commercial loading zones, metered parking, etc.)
- 💡 Require DOT to create a publicly accessible digital curb inventory

State

- ★ Expand automated bus lane enforcement to capture other traffic infractions
- ✔ [S3304/A4637](#)
Automated Bike Lane Enforcement Pilot
- 💡 Grant home rule for all automated enforcement of the curb lane

Agencies & Administration

- ★ Actualize and expand on the Curb Management Action Plan
- 🔄 Request that the City have home rule for automated enforcement at the curb
- 🔄 Daylight every intersection in New York City with physical interventions
- 🔄 Iterate and expand on containerized trash pilots
- 🔄 Reimagine the parking lane as the curb lane

Creating More Joyful and Equitable Public Spaces

City Council

- ★ Codify the Chief Public Realm Officer and fund public space managers
- ★ Create a year-round option and rules that work for open dining
- 💡 Require the City to indemnify community partners who are working with the City to advance the City's stated goals
- 💡 Expand the accessibility and size of the School Streets program

Agencies & Administration

- ★ Extend the hours, days, and miles for Summer Streets
- ★ Fund public space management for local communities
- 🔄 Expand public space management so that more neighborhoods can have Open Streets and plazas
- 🔄 Remove the burden of liability from community groups and have the City indemnify them
- 🔄 Remove the requirement that Open Streets operators get a SAPO permit for all programming
- 🔄 Streamline the application process for School Streets
- 🔄 Expand the DOT's Sidewalk Unit to reimagine sidewalks as real public space

Borough Presidents

- 🔄 Advocate for expanded dates and hours for Summer Streets
- 🔄 Support the School Streets Program
- 🔄 Support Open Plans' Building Blocks Program

Reforming Our Parking System

City Council

- ✔ Support and pass a measure fully lifting parking mandates citywide
- ✔ [Intro 500](#)
Eliminate City Parking Placards
- ✔ [Intro 748](#)
Dynamic Pricing Pilot
- 💡 Pilot a Parking Benefit District in a New York City neighborhood

State

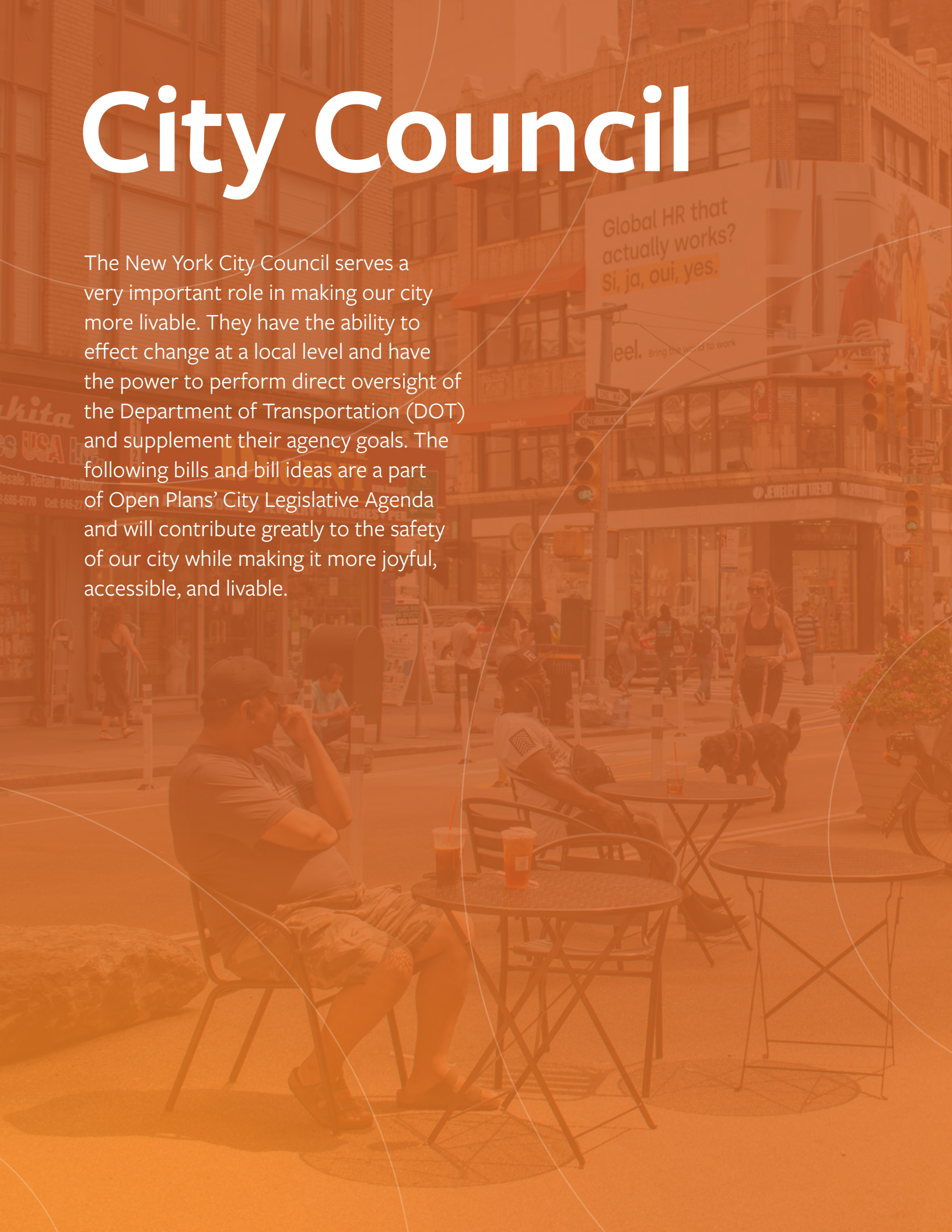
- ✔ [S162/A5700](#)
Lifting Parking Mandates Statewide

Agencies & Administration

- 🔄 Advocate for and communicate the benefits of fully lifting parking mandates citywide
- 🔄 Transition a majority of free parking spaces to metered spaces and explore dynamic pricing
- 🔄 Explore the potential benefits of a Parking Benefit District through a pilot program

City Council

The New York City Council serves a very important role in making our city more livable. They have the ability to effect change at a local level and have the power to perform direct oversight of the Department of Transportation (DOT) and supplement their agency goals. The following bills and bill ideas are a part of Open Plans' City Legislative Agenda and will contribute greatly to the safety of our city while making it more joyful, accessible, and livable.



Victories & Next Steps



Intro 854-A

Daylight 100 Intersections Yearly

During one of the deadliest years for cyclists and pedestrians, advocates successfully pushed for Intro 854-A's passage. The bill requires DOT to prohibit parking within a minimum of 15 feet of an intersection — commonly known as daylighting — at at least 100 dangerous intersections yearly (with priority for intersections that experience a high volume of traffic violence), and requires DOT to report on its progress.

What's next? Going forward, we will advocate for these intersections to have a physical intervention (e.g. a boulder, planter, or bike rack) in the daylit area which is proven to be the most effective method of daylighting, and for every intersection in New York City to be daylit.



New York City's first Chief Public Realm Officer

In February 2023, Mayor Adams appointed Ya-Ting Liu as New York City's first ever Chief Public Realm Officer with the mandate to coordinate public space management and project implementation between city departments, officials, community groups, and the private sector. We believe this appointment is monumental and an exciting next step for city-led public space management.

What's next? Now, we must advocate for the position to be codified and to think expansively about public space managers in each borough working to improve our public spaces locally.



Intro 31-C

Permanent, Standardized Open Restaurants

In August 2023, Intro 31-C passed, formalizing a permanent Open Restaurants program in New York City. While the bill isn't perfect, small business owners now have clarity on the status of the program, and the DOT has authority over it.

What's next? The best version of the bill would have featured a year-round option for restaurants; we will continue to advocate for such an option, as well as for rules that foster vibrant, safe, and joyful streets.



Livable streets are joyful streets where neighbors can foster community, children can safely bike or walk to school on their own, and seniors can comfortably cross the street and get around their neighborhood. They provide an alternative to harmful, car-centric design by prioritizing our most vulnerable users instead of drivers. Adopting the following bills and ideas would be significant steps in making New York City's streets more livable.

**Intro 1115****Escalating Alternate Side Parking Penalties**

This bill would more equitably enforce alternate side parking penalties, with repeat offenses resulting in a towed vehicle. Alternate side parking fines are viewed by many as a cost of parking; this bill would ensure that these laws are applied equitably and that those with the resources to cannot simply disregard them.

**Intro 501-A****Citizen Enforcement**

This bill would create a new civil violation and enforcement mechanism for obstructing bike and bus lanes, sidewalks, crosswalks, and fire hydrants, allowing everyday people to easily report these infractions. This bill will help disrupt the culture of cars having free reign to park or idle wherever, whenever.

**Intro 1151****Illuminated Crosswalks**

This bill would require DOT to install at least 100 illuminated, solar-powered traffic control devices at crosswalks annually for the next five years and produce a study on the efficacy of the devices used. The bill gives DOT the discretion to determine what specific devices would be used (illuminated signs, crosswalk lights); this technology has been used successfully in cities across the country to increase visibility and safety for pedestrians.

**Intro 708****Reconfigure NYC's Truck Network**


This bill would reconfigure New York City's truck route network which has inequitably distributed congestion and stress on our street system and is responsible for a significant amount of emissions and traffic violence. This bill would help increase safety and reduce traffic and emissions as a result of our trucking system.

**Intro 150****City EV Charging Mandate**


This bill would require existing and new parking garages to equip 40% to 60% of spaces with electric vehicle charging capability. While electric vehicles are not going to solve our root problem — car-centric culture and design — they will help ensure our infrastructure supports a greener future, and work towards EV policy that prioritizes off-street rather than on-street charging.

**Intro 417****Simplify CB Notifications**


This bill would consolidate the notification process for Community Boards and Council Members about bike lane projects and allow DOT to proceed with less delay. This will help streamline the process, avoid unnecessary delays caused by procedural inefficiencies, and expedite these important projects.

 **Require the DOT to shift away from level of service (LOS) and instead use vehicle miles traveled (VMT) to prioritize safety over vehicular LOS in street designs**


Currently, the DOT uses a car-centric metric called level of service (LOS) — meaning the flow of vehicular traffic — when making planning decisions. This metric has been shown to lead to more car-centric street design, and we propose that the DOT instead use vehicle miles traveled (VMT), which is simply the amount of miles vehicles travel in a given period of time. VMT, which California adopted recently, allows planners to better integrate environmental, land use, and transportation goals.

 **Create a publicly accessible database of resolutions passed by Community Boards**

Community Boards are historically opaque, and the amount of accessible online information available about them depends on each Community Board. Resolutions — important documents signifying a Board’s stance on a project or issue — are similarly opaque and sometimes difficult to find. The Council should mandate a singular database of Community Board resolutions to increase government transparency, working with Borough Presidents to introduce such a bill.

 **Amend CB notice requirements so that DOT does not need permission for any street safety improvements**

This bill would allow any street safety improvement to be put in place without Community Board approval. This would allow necessary street safety improvements, like turn calming and curb and sidewalk extensions, to be built more rapidly, potentially saving lives and preventing delays.

 **Legislate and amend codes to address issues with sidewalk scaffolding**

The Manhattan Borough President’s Office released [Shed the Shed](#), outlining a multi-step process to clear our sidewalks of bureaucratically stalled and sometimes unnecessary scaffolding. These solutions include providing financial assistance to needy buildings to expedite construction, reducing permitting delays, holding buildings accountable, reforming design and inspection standards, and extending compliance cycles. Some specific items — like extending inspection cycles for non-terracotta buildings — were recommended in our 2022 - 2023 Legislative Agenda. While some of the policy recommendations are at the State-level, much of the onus falls on the City, and we urge them to act.



CITY COUNCIL

Reforming the Curb

Curb space in New York City is incredibly valuable. While a variety of functions happen at the curb — bike and bus lanes, bike parking, outdoor dining, passenger pick-up and drop-off, commercial and neighborhood loading, and more — the vast majority of our curb space is designated for private vehicle storage. Instead of evolving to accommodate these new uses, the curb has remained a space primarily for free parking for decades. The curb and its uses should be reformed, and these bills and bill ideas play an important role towards that goal.



Intro 293

Activate Community Curb Space

This bill would allow community-based organizations (like community centers, schools, arts institutions, and religious institutions) to reclaim adjacent outdoor and curb spaces for car-free programming. This bill would be a significant step in the effort to create more joyful public space and reimagining how we use curb space.



Home rule message for automated enforcement of the curb lane (including bike lanes, bus lanes, commercial loading zones, metered parking, etc)

New York City is not currently empowered to enforce its own curb. A home rule message would request the New York State Legislature to permit

automated (camera-based) enforcement of our curb lane and its various uses. Cars frequently idle in bike lanes, bus lanes, and commercial loading zones, and automated enforcement would ensure current rules are enforced.



Require DOT to create a publicly accessible digital curb inventory

This bill would require DOT to create a digital curb, which would catalog and map the uses of all curbside space in New York City in a publicly accessible, standardized format. This would allow the City and advocates to get a better grasp on the current state of curbside uses. In order to effectively think about how to use the curb creatively and efficiently, its data must be consolidated and made publicly available.



CITY COUNCIL

Creating More Joyful and Equitable Public Spaces

New York City’s streets, sidewalks, and plazas are central to public life. We use them everyday for walks around the block, chatting with neighbors, doing business, and much more. Our government has a responsibility to ensure that these spaces are accessible, safe, and well-managed. The following bill ideas will help ensure our public spaces are accessible, equitable, and joyful.



Require the City to indemnify community partners who are working with the City to advance the City’s stated goals

This bill would make it easier for community partners — Open Streets operators, private maintenance partners, street safety improvement installers — to help the City reach its Streets Plan goals by not requiring \$1 million liability insurance policies and indemnifying them. This will ease the burdens on smaller organizations and make it procedurally easier for these organizations to do what they’re meant to do. This will also create more equitable public space as smaller organizations and volunteers can help to activate and care for public space in neighborhoods where there is no well-resourced private entity to do so.



Expand the accessibility and size of the School Streets program

The School Streets program allows children to have a safe, accessible, and joyful way to get to school without worrying about traffic violence. However, as of right now, School Streets are not distributed equitably around

the city. The Council should propose one School Street in every Council District in order to expand the scope of the program. Further, the program should be made more accessible by making the program opt-out rather than opt-in, forgoing the application process schools are required to undertake currently.



CITY COUNCIL

Reforming Our Parking System

For too long, private vehicle storage has been valued over almost all other uses of our streets, and parking lots and garages are endemic in many neighborhoods. We can reform our parking system and rightsize the relationship between parking and our city — discouraging the over-building of parking spots while equitably and efficiently using our existing parking supply — through City legislation and action.

✓ **Support and pass a measure fully lifting parking mandates citywide**

Parking mandates are a zoning rule that requires a certain number of parking spaces be built in new buildings. As our report [released in March 2023 revealed](#), parking mandates increase the cost of housing, decrease our city's walkability, and contribute to the climate crisis. In September 2023, [Mayor Adams announced](#) the Administration would pursue fully lifting mandates citywide. In response, the City Council should express support for fully lifting parking mandates citywide and vote in favor of the text amendment when it comes to a Council vote.

✓ **Intro 500 Eliminate City Parking Placards**

City-issued parking placards allow vehicles to park in restricted areas, disrupting the streets, curbs, and sidewalks around them. This bill would eliminate almost all City-issued parking placards. For too long, [parking placards have been abused](#), causing unsafe conditions and chaos on city streets. This bill would stop thousands of vehicles from being able to park wherever they want.

✓ **Intro 748 Dynamic Pricing Pilot**

This bill would establish one demand-based, dynamic pricing zone in each borough. Dynamic pricing has been shown to increase turnover at the curb, thereby increasing the efficiency of our streets. However, pairing such a pilot with adequate enforcement is essential to its success. Additionally, this bill could be amended to include one Parking Benefit District to pilot such a program.

💡 **Pilot a Parking Benefit District in a New York City neighborhood**

Parking Benefit Districts are neighborhoods where the curb is priced based on demand, and the proceeds from the meters go directly back into the neighborhood in the form of added public services like street safety improvements. [Research has shown](#) that such an initiative would reduce carbon emissions and raise significant revenue to improve public services; a neighborhood in our city should be chosen to pilot this ambitious program. Alternatively, Intro 748 could be amended to include this concept.

State

Although the City Council has control over much of our city's streets, the City does not have complete home rule over them. State bills are also essential to make our streets safer and more livable. The following bills and bill ideas are a part of Open Plans' State Legislative Agenda and will contribute greatly to a more joyful, accessible, and safe city.



Victories & Next Steps



Automated Bus Lane Enforcement

An expansion of the Automated Bus Lane Enforcement (ABLE) was included in the FY 2024 budget. This will expand an already-successful pilot program, and ensure that our bus lanes are safe and efficient.

What's next? We will continue to work to keep our streets safe through camera-based enforcement by advocating for such enforcement in bike lanes, the curb lane, and expanding the infractions that can be captured by bus lane cameras.



The State plays an important role in making sure our streets are livable. The following bills and bill ideas would exercise the State's wide power to improve our streets and expedite City initiatives.

**S2812/A5259****Reauthorizing and Expanding Red Light Cameras**

The positive effects of red light cameras have been immense. However, the city only currently has 150 red light cameras, providing safety at only a miniscule number of intersections in New York City. This bill renews and expands the current program, and it should be passed. Additionally, we urge the Legislature to make the program permanent and allow New York City to permanently operate the program.

**S314/A275****E-Bike Rebate Program**

This bill would set aside money for a Ride Clean Rebate program, allowing those who wish to purchase e-bikes to receive a rebate. This program would use the same funds as the current electric vehicle Drive Clean Rebate program, which are already allocated and not fully paid out, and would expand equitable e-bike access.

**S1736C/A3780C (State EV Charging Mandate)**

This bill would require electric vehicle-capable parking spaces and charging stations in many new buildings. While electric vehicles are not going to solve our root problem — car-centric culture and design — they will help ensure our infrastructure supports a greener future, and work towards EV policy that prioritizes off-street rather than on-street charging.

**S6657A/A7978****Heavy Vehicle Registration Fees**

High-weight vehicles are extremely dangerous for pedestrians — the heavier a vehicle is, the more deadly it is — and further contribute to the climate crisis. By increasing the registration fees for these vehicles, the State can discourage high-weight vehicle purchases.

**S7621/A7979 (Speed Limiters for Reckless Drivers)**

This bill would install devices that limit the speed of vehicles owned by repeatedly reckless drivers. Such a bill would hold accountable those who repeatedly drive recklessly and put others at risk.

**S1952/A4057 (Vehicle Safety Standards)**

This bill would mandate new vehicle safety standards in all vehicles registered in New York State and manufactured on or after January 1, 2024. These standards would help reduce pedestrian deaths and serious injury by limiting blindspots and requiring modern advanced safety features in all new cars manufactured in New York State after 2024.

**S2422A/A7266 (Lower NYC Speed Limits)**

This bill, also known as Sammy's Law, would allow for the life-saving lowering of speed limits in New York City, from 25 mph to 20 mph. There is a direct correlation between car speeds and how deadly a crash is; lowering the speed limit in New York City will save lives.

✓ **S1981/A4120**

Centering Vehicle Miles Traveled

This bill would create a mandate to reduce vehicle miles traveled (VMT) by 15% by 2050. VMT is a metric successfully used in other cities and states as a more effective planning metric than level of service (LOS), which prioritizes movement of cars rather than the movement of people. While this bill does not require the State to adopt VMT in the planning process, it is a good step forward in addressing and reducing our city and state’s car-dependency.



STATE

Reforming the Curb

In addition to the need to diversify our curb space, we also need to ensure that enforcement mechanisms are in place to keep them that way. Only the State can authorize new types of automated enforcement, and these bills and bill ideas would help us keep our curb safe and utilized in their respective ways.

✓ **S3304/A4637**

Automated Bike Lane Enforcement Pilot

This bill would allow for automated camera-based enforcement for 50 bike lanes around New York City. While we believe such a program should be far more widespread, this bill is a good opportunity to show the effectiveness of automated bike lane enforcement.



Grant home rule for all automated enforcement of the curb lane


This would permit automated camera-based enforcement of our curb lane and its various uses. Cars frequently idle in bike lanes, bus lanes, and commercial loading zones, and automated enforcement would ensure current rules are enforced.



STATE

Reforming Our Parking System

Presently, the most actionable way for the State to help reform parking is by lifting parking mandates statewide. This bill would solve the problem of parking mandates and the over-production of parking at its root city and statewide.

 **S162/A5700**

Lifting Parking Mandates Statewide

Parking mandates are a zoning rule that requires a certain number of parking spaces be built in new buildings. As our report [released in March 2023 revealed](#), parking mandates increase a city’s cost of housing, decrease its walkability, and contribute to the climate crisis. This bill would lift parking mandates statewide in addition to making other changes to onerous parking-related zoning rules. Such a measure would make New York a leader in modernizing our zoning rules to combat car-reliance and allow for the construction of more housing.

Agencies & Administration

Agencies have a large amount of flexibility and power when it comes to improving our city. They can take swift internal action that will help make our public spaces more joyful and equitable, our streets more livable, and our curb more modern. As a part of Open Plans' Legislative Agenda, we urge relevant agencies and the Administration to take these actions.

Victories & Next Steps



New York City's Curb Management Action Plan

In September 2023, DOT released their Curb Management Action Plan, a document that outlines ten action items that the Department will take to improve New York City's curb space. In the document, the Department recognizes the changing nature of the curb and that the majority of New Yorkers do not own or drive cars. Many of the action items were recommended in our report, [Curb the Chaos: Solutions for Cities at the Curb](#), including expanded automated enforcement, demand-based pricing solutions, and expanding passenger and commercial loading at the curb.

What's next? Now, it will be important to ensure that the Department implements these items, and they continue to iterate on this initial plan to create a comprehensive curb management strategy.



Expand Summer Streets to the outer boroughs

In July 2023, Mayor Adams announced that the popular Summer Streets program would be expanded to all five boroughs. This is a massive step forward for citywide access to joyful public space.

What's next? To ensure further access to public spaces in the city, we will continue to advocate for expanded hours, days, and miles for Summer Streets.



\$30 Million Allocated for Public Space Management

In the FY 2024 budget, [the Adams Administration allocated \\$30 million](#) to provide management and operations for public spaces and public space partners — with a special focus on low-income and historically underfunded neighborhoods — including for the Plaza Program, Shared Streets, Open Streets, and other DOT public space projects.

What's next? This allocation represents a commitment by the Adams Administration and DOT to fund public space management, and we will continue to advocate for further investment in public space, financial and operational assistance for public space partners, and other ways to make our public spaces more safe and joyful.



Double-wide bike lanes on 10th Avenue

The City is [planning](#) on creating a double-wide bike lane between West 14th and West 52nd streets, creating nearly a dozen blocks of double-wide bike lanes. This is a positive improvement, and can serve as a model and catalyst to expand double-wide bike lanes across the city.

What's next? We will continue to advocate for this important infrastructure — as well as two-way and dedicated e-micromobility lanes — to work towards making micromobility more accessible and comfortable for all.



Making Our Streets More Livable

Simple planning decisions and foresight can make our streets more livable; agencies and the Administration have the power to enact these changes internally.

Expand two-way and double-wide bike lanes

As it stands, our city's bike lanes have room for improvement. When standard bikes, e-bikes, and e-scooters are forced to share a narrow bike lane, it inherently creates conflict as users go different speeds and need to pass. While new cargo delivery bikes are a great way to get large delivery trucks off our streets, they create an even further need for wider bike lanes. In addition, one-way bike lanes simply aren't practical for a future where more and more people are getting around by micromobility. The DOT should ensure as many new bike lanes as possible are wider and two-way, and explore options to create dedicated lanes for e-micromobility.

Amend the CEQR standards to use VMT to prioritize the environment and all users over vehicular LOS in street design

Currently, CEQR standards require consideration of the car-centric metric called level of service (LOS) — meaning the flow of vehicular traffic — when making planning decisions. This metric has been shown to lead to more car-centric street design, and we propose that the DOT/DCP instead use vehicle miles traveled (VMT), which is simply the amount of miles vehicles travel in a given period of time. VMT, which California adopted recently, allows planners to better integrate environmental, land use, and transportation goals. Additionally, departments should also always consider the experiences of other road users.

Expand Citi Bike and make it truly public transportation

Citi Bike has been a massive addition to micromobility in New York City used by tens of thousands of New Yorkers every day. Lyft, the owner of Citi Bike, is reportedly looking to sell the program which could place it in the wrong hands, or potentially, spell the end of Citi Bike altogether. The City should work with the State to look into acquiring Citi Bike to firmly place it as truly public transportation, further expanding it throughout the city and exploring a dockless bike or scooter share program.

Manage e-bike and moped proliferation through infrastructure and upstream solutions

Electric mobility devices are quickly changing New York City's transportation landscape, providing efficient, climate-friendly, and accessible ways to get around. However, their proliferation have presented a number of challenges. By proactively addressing the e-bike boom, New York City can alleviate tensions from sharing scant space and integrate e-micromobility into a larger landscape of safe, well-managed, people-centered streets. Our policy platform on e-micromobility can be read here.

Work to get the most dangerous drivers off the road

While the Dangerous Vehicle Abatement Program engaged some of the dangerous drivers identified by the program, it was not sufficiently effective at changing the behavior of the most dangerous drivers to make our streets safer. A small number of drivers receive an incredibly high number of tickets (speeding, red light, reckless driving, etc) and current methods for dealing with this dangerous behavior is ineffective. The city, including the Vision Zero Task Force, must work urgently to find ways to address these most dangerous drivers.

Reduce the city fleet

The city can lead the way in reducing driving by reducing the size of the city's fleet. While many city vehicles are essential, such as fire trucks and ambulances, the city can reduce the number of commuter vehicles provided and eliminate non-emergency light-use city vehicles. Agencies should work with the Department of Citywide Administrative Services (DCAS) to reduce the size of their fleet, particularly the Parks Department (where cargo bikes and carts should be prioritized) and DOT. Agencies should also ensure they have programs in place to reimburse employees for public transportation trips for commuting and while on the job.

Prioritize off-street electric vehicle charging rather than on-street charging

Right now, the City and DOT are placing emphasis on the benefits of widespread on-street electric vehicle (EV) charging. However, such a policy presents a number of difficulties: placing expensive infrastructure locks in EV charging as that curb's use, installed technology could become outdated quickly, and such a rapid and large expansion could have far-reaching negative impacts on our streetscape now and in the future. Instead, we should prioritize off-street EV charging by working to pass Intro 150, and exploring the possibility of more widespread high-speed HDFC charging and full or partial gas station conversions.


AGENCIES & ADMINISTRATION



Reforming the Curb

Agencies and the Administration have immense control over who accesses the curb and how it's used. We should follow the lead of cities around the country and comprehensively manage our curb as space for a variety of uses, not just private vehicle storage.

Request that the City have home rule for automated enforcement at the curb

 In conjunction with City Council legislation, the Administration and DOT should also formally request home rule power over automated enforcement at the curb. This way, the City can implement automated enforcement in a way that makes our streets and our curb more equitable for all.

Daylight every intersection in New York City

Daylighting dramatically improves safety at intersections by providing more visibility for drivers, pedestrians, and other road users. Hoboken, for example, has had zero traffic deaths in six years, in part because they have expanded daylighting to nearly every intersection. DOT should enforce daylighting at every intersection (which is state law) with hardened infrastructure like planters, boulders, or bike corrals and build curb extensions at the most dangerous intersections in order to orient our streets for our most vulnerable users.

Iterate and expand on containerized trash pilots

New York City is notorious for the piles of trash on our sidewalks, blocking pedestrian rights of way and providing a nightly feast for rats. DSNY should work with DOT, DOB, and experts to continue to iterate on and expand the trash containerization pilot projects, as well as learn from the NYCHA project to expand citywide. In the meantime, they should also provide trash corrals in the curb lane to get trash off our sidewalks and make trash pick-up easier for our hard-working DSNY employees.

Reimagine the parking lane as the curb lane

One of the first steps in orienting a department to make significant changes at the curb is to reimagine what is traditionally known as the parking lane as the curb lane, thereby changing the way it's perceived. The DOT can do this by striking the phrase "parking lane" and replacing it with "curb lane" in department regulations, and by referring to the lane as a curb lane in internal and external communications.



AGENCIES & ADMINISTRATION

Creating More Joyful and Equitable Public Spaces

City agencies and the Administration have immense power to facilitate joyful, equitable public spaces. They should use this ability to empower local organizations to activate their public spaces — making it easier, not harder, to enjoy public space. It is also crucial for them to ensure that public space is accessible equitably for all.

Expand public space management so that more neighborhoods can have Open Streets and plazas

Right now, public space management happens on a piecemeal and decentralized basis. The City should implement dedicated public space managers on the local level to ensure that public space is managed equitably, efficiently, and well. These public space managers would be responsible for duties including but not limited to: ensuring the space is safe and clean, setting up and breaking down tables and chairs, programming the space, and more.

Streamline the application process for School Streets

In order to apply for a School Street, schools are required to go through an onerous process that could take months, including a lengthy application and required letters of recommendations. We urge the DOT to simplify this application — ideally making it an opt-out program — so that schools can ensure all students are safe coming to and from school and activate School Streets with ease.

Remove the burden of liability from community groups and have the City indemnify them

Currently, public space partners are required to carry expensive and onerous general liability insurance to carry out their work. When an organization is furthering agency goals, the City should indemnify them and volunteers involved against claims by others for loss and injury. This will ease the burdens on smaller organizations and make it procedurally easier for these organizations to do what they're meant to do. This will also create more equitable public space as smaller organizations and volunteers can help to activate and care for public space in neighborhoods where there is no well-resourced private entity to do so.

Remove the requirement that Open Streets operators get a SAPO permit for all programming

Despite already going through the lengthy process of getting an Open Street approved, Open Streets operators are still required to get a SAPO permit for all programming that occurs on the street. This is a burdensome requirement and adds friction to what should be a simple process. It should be removed to allow Open Streets organizers more time to focus on programming rather than paperwork.

Expand the DOT's Sidewalk Unit to reimagine sidewalks as real public space

Right now, the team at DOT that manages our city's sidewalks — led by the Commissioner of Sidewalks and Inspection Management — envisions the space mainly through simple maintenance, with a focus on inspections, repairs, and pedestrian ramps. While these things are important, sidewalks can be and are so much more than a strip of concrete. They are a vibrant part of our streetscape, and presently can be somewhat hostile to pedestrians. Too often the burden of maintaining sidewalks — clearing snow, repairing cracks, keeping the pedestrian way clear — falls to the adjacent property owners, meaning that the quality of sidewalks varies dramatically around the city, with lower-income neighborhoods often suffering from severely under-maintained sidewalks. DOT should expand the Sidewalk and Inspection Management unit to focus on sidewalks as public space and to manage them holistically rather than relying on adjacent property owners to do much of the maintenance and care.



AGENCIES & ADMINISTRATION

Reforming Our Parking System

Agencies and the Administration have a vital role to play in helping reform our parking system. They manage our parking spaces — both free and paid — as well as scope, organize, and dictate much of the zoning text amendment process. For this reason, it is essential that they act on reforming our free and paid parking across the city, and remain steadfast in lifting parking mandates citywide.

Advocate for and communicate the benefits of fully lifting parking mandates citywide

Parking mandates are a zoning rule that requires a certain number of parking spaces be built in new buildings. As our report [released in March 2023 revealed](#), parking mandates increase the cost of housing, decrease our city’s walkability, and contribute to the climate crisis. In September 2023, [Mayor Adams announced](#) the Administration would pursue fully lifting mandates citywide. Now, the Department of City planning must effectively communicate these myriad benefits of lifting mandates, and hold steadfast in the face of the vocal minority of car-owners.

Transition a majority of free parking spaces to metered spaces and explore dynamic pricing

Currently, the vast majority of curb space in New York City is free. This means that not only is the City foregoing over \$1 billion of potential revenue (which could be dedicated to improving our streets and transportation system), it is also missing an opportunity to adequately manage parking demand and turnover. Expanding metered parking spaces and exploring demand-based dynamic pricing would be complementary and beneficial to the City’s stated goals (like those presented in DOT’s [Curb Management Action Plan](#)); the Department can likewise push for passage of Intro 748 to pilot a dynamic pricing program.

Explore the potential benefits of a Parking Benefit District through a pilot program

Parking Benefit Districts have the potential to adequately price our curb while directly funding public services in neighborhoods, like safety improvements. Research has shown that such an initiative would reduce carbon emissions and raise significant revenue to improve public services, and they have been [implemented successfully in cities like Austin, Portland, and Pittsburgh](#). DOT should explore such a policy, and work with the Council to select a neighborhood in our city to pilot this ambitious program.

Borough Presidents

Borough Presidents act as the representatives of their boroughs, and they have a platform to advocate for and help actualize more livable, safe, and just streets. Our Legislative Agenda calls for Borough Presidents to use their powers to make our city more livable.





By advocating for safer and more vibrant streets, along with a more representative and robust democracy, Borough Presidents can play an important role in ensuring our city is livable.

Use discretionary powers to ensure that new and diverse voices are placed on Community Boards

Community Boards have long been unrepresentative of the communities they represent, often being whiter, older, wealthier. While there have been some steps made in some boroughs to remedy this, Borough Presidents should use their strong discretionary powers to nominate diverse voices who have been historically marginalized and underrepresented, and also to choose not to reappoint individuals who have been particularly problematic and unrepresentative.

Request the introduction of a bill mandating publicly accessible database of resolutions passed by Community Boards

Information about Community Boards varies greatly from Community Board to Community Board. Due to the important appointment role that Borough Presidents play for Community Boards, it is logical that they can and should call for oversight and transparency. Towards this goal, one or more Borough Presidents should work together with each other and the Council to request a bill that would mandate a singular database of all Community Board resolutions. Alternatively, Borough Presidents could voluntarily create such a database while advocating for its codification in the City Council.

Further build out borough-wide pedestrian networks

Open Streets provide space for people to walk, gather and enjoy their neighborhoods. But these Open Streets are often isolated and only function part-time and with burdensome investment in programming by the volunteers or organizations that support them. Using 34th Avenue in Queens and the Broadway Vision as an example, Borough Presidents should advocate for more permanent pedestrian space. Eventually, just like Broadway, these streets can be connected to create pedestrian-focused corridors and networks.

Provide comprehensive training to new Community Board Members

Community Boards are an important opportunity for neighbors to get involved in what happens in their community. However, there is a lot of technical bureaucracy involved in order to effect change, and training on how to navigate this bureaucracy should be accessible and required for all new members in every borough. This includes how to write and evaluate a resolution, navigate City data sets, evaluate transportation projects, and specialized training for members of Land Use and Transportation Committees.



Creating More Joyful and Equitable Public Spaces

Borough Presidents can use their bully pulpit and discretionary funds to further more joyful and equitable public spaces.

Advocate for expanded dates and hours offered for Summer Streets

Summer Streets have been a massively popular and successful way to activate our streets for people, and to provide much needed access to public space to our neighbors. The program was expanded into all five boroughs in July 2023, a huge step forward. We can go further; borough presidents should advocate for expanded dates, hours, and miles for Summer Streets.

Support the School Streets Program





School Streets is a program with significant potential, but it is presently underfunded and flies under the radar of many schools in our city. Borough Presidents can use their powers to remedy these issues; they can and should allocate funding towards providing technical assistance for the sometimes burdensome application process and help publicize and promote the program through their official channels and through Community Boards.

Support Open Plans' Building Blocks Program

In an effort to create block-level democracy and choice for neighborhoods about how their streets and public spaces are used, Open Plans is engaging in a program we call Building Blocks. Working on the ground with community members, we discuss what they would like to see in their neighborhood. Borough Presidents can expand on such an idea, leading such a program and providing much needed technical and monetary support to ensure neighbors have a say on what happens in their neighborhoods.



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Open Plans' mission is to transform the way people experience New York City's streets.

Open Plans uses grassroots advocacy and policy change to inspire structural reforms and cultural shifts. We promote a people-first street culture that prioritizes community, safety, joy, mobility and empowerment.