



2025

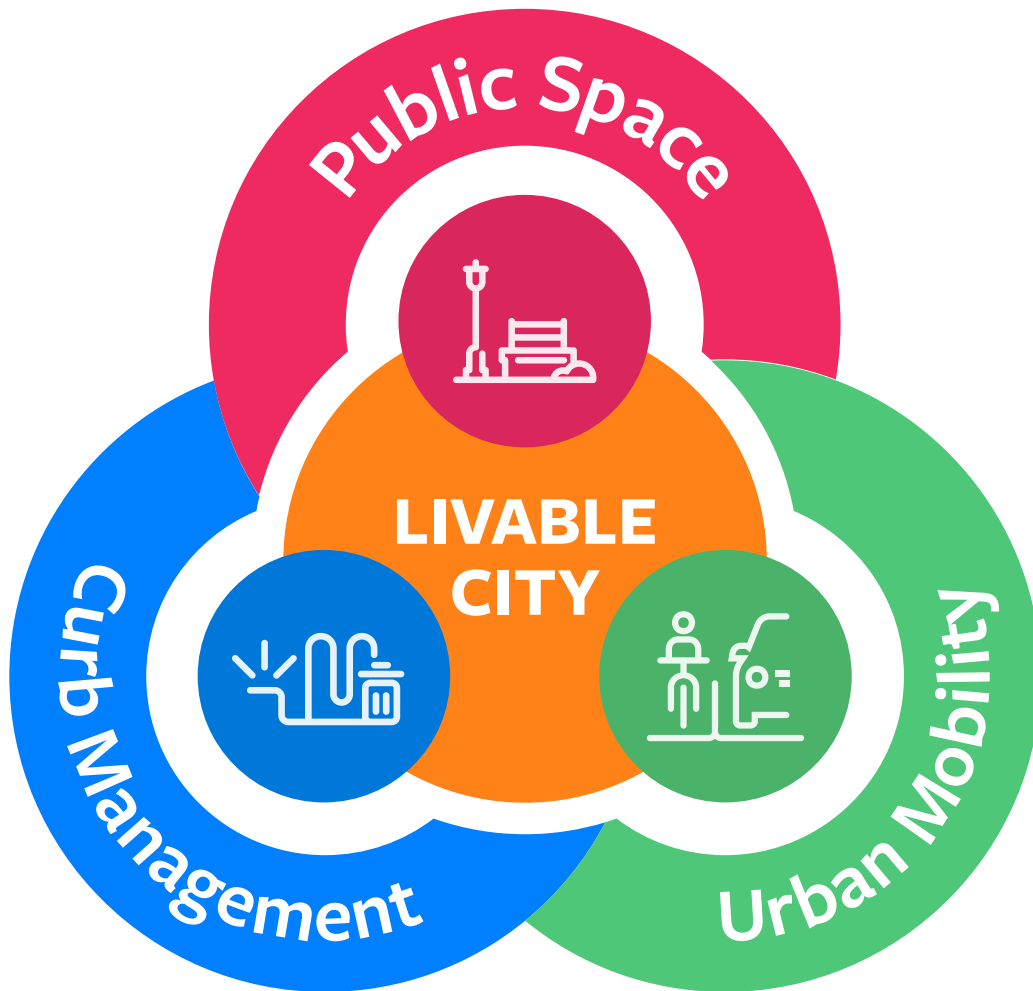
Agenda for a Livable City



Open Plans' Agenda for a Livable City

Open Plans' Agenda for a Livable City is centered around three key policy areas that make a city livable: urban mobility, curb management, and public space. These pieces work together, and each one is essential to the success of the others.

These policy areas require action by the City Council, the State Legislature, and City Agencies and Administration. When activated together, these initiatives build towards a truly livable city.



Legend

★ Next Steps from Wins

BOLD Priority

✔ Bill

💡 Bill Idea

🔄 Policy Recommendation

Urban Mobility**City Council**

- ★ Pass Intros [113](#) & [114](#)
 - ✔ [Intro 113](#)
Last Mile Facilities Impact
 - ✔ [Intro 114](#)
Design for Fewer Commercial Vehicles in Neighborhoods

- ✔ [Intro 1039](#)
Cap Citi Bike Prices
- ✔ [Intro 1131](#)
E-Micromobility Task Force

- ✔ [Intro 1145](#)
Beginner E-Bike Rider Speed Cap
- 💡 Set a goal of a 25% reduction of vehicle miles traveled (VMT) on New York City streets

State

- ★ Expand and make permanent automated enforcement
- ★ Implement 20 mph speed limits
- ✔ [S314A/A275A](#)
E-Bike Rebate Program
- ✔ [S1981B/A4120B](#)
Lower Vehicle Miles Traveled Goal

- ✔ [S7621/A7979](#)
Speed Limiters for Reckless Drivers (ISA)
- ✔ [S6657A/A7978](#)
Vehicle Weight Tax
- ✔ [S162/A5700](#)
Lifting Parking Mandates Statewide

Agencies & Administration

- 🔄 **Pilot a Low Traffic Neighborhood**
- 🔄 Better integrate and expand Citi Bike

Public Space**City Council**

- 💰 **Invest \$25 million to pilot Public Space Teams for better, more equitable public space management**
- ✔ [Intro 79](#)
More Pedestrian Lighting
- ✔ [Intro 46](#)
Reduce Capital Project Durations
- ✔ Intros [391](#), [392](#), [659](#), [660](#), & [661](#)
Sidewalk Scaffolding Reform
- 💡 Require the City to indemnify public space partners working to advance the City's stated goals
- 💡 Create a publicly accessible database of resolutions passed by Community Boards

Agencies & Administration

- ★ Continue to expand Summer Streets
- 🔄 Pilot five Public Space Teams across the city
- 🔄 Appoint a Deputy Commissioner for Public Space Management & Creation at DOT
- 🔄 Formalize and expand the role of the Chief Public Realm Officer
- 🔄 Reduce bureaucracy for public space partners through a Trusted Partners Program
- 🔄 Further involve the Department of Education in school streets
- 🔄 Remove the burden of liability from community groups and have the City indemnify them
- 🔄 Work to improve the permitting system to aid partners and the public

Curb Management

City Council

- ★ Simplify CB Notifications
- ★ Advocate for parking & curb policy to make our city less car dependent
- ★ Keep EV chargers off-street
- ★ Continue to build out green street infrastructure
- ✔ [Intro 1138](#)
Universal Daylighting for NYC, City
- ✔ [Intro 285](#)
Curb Extensions at Dangerous Intersections
- ✔ [Intro 419](#)
Escalating Alternate Side Parking Penalties
- ✔ [Intro 764](#)
Automated Alternate Side Parking Enforcement, City
- ✔ [Intro 80](#)
Citizen Enforcement
- ✔ [Intro 411](#)
Eliminate City Parking Placards
- ✔ [Intro 474](#)
Dynamic Pricing Pilot
- ✔ [Intro 99-A](#)
Truck Parking in IBZs
- 💡 **Create a year-round option for the Dining Out NYC program**

State

- ★ Keep EV chargers off-street
- ✔ [S9769/A9985A](#)
Universal Daylighting for NYC, State
- 💡 **Create an automated curb lane enforcement program**
- ✔ [S3304/A4637](#)
Automated Bike Lane Enforcement Pilot
- ✔ [S8756A/A8902C](#)
Automated Alternate Side Parking Enforcement, State

Agencies & Administration

- ★ Put trash containers in the curb
- ★ Continue to implement wider micromobility infrastructure
- 🕒 **Continue to follow through on actions identified in the Curb Management Action Plan**
- 🕒 Daylight every intersection in New York City
- 🕒 Expand Smart Curbs pilots into other neighborhoods
- 🕒 Transition a majority of free parking spaces to metered spaces and explore dynamic pricing
- 🕒 Prioritize off-street electric vehicle charging rather than on-street charging

Legislative & Policy Priorities

Our Agenda for a Livable City contains legislation and policy reforms for our City and State to improve New York City’s urban mobility, curb management, and public space. They act together as Open Plans’ agenda for the year.

Below are our legislative and policy priorities — what we will focus most on in 2025. We view these priorities as some of the most urgent and impactful policies we can advocate for at this moment.

City Council

✓ **Intro 1138** **Universal Daylighting for NYC, City**

Daylighting is a street safety measure that prohibits parking within 20 feet of an intersection to increase visibility for drivers, pedestrians, and cyclists. New York State requires all cities to daylight their intersections, but New York City opts out of this requirement. Intro 1138 would bring universal daylighting to the city, disallowing parking within 20 feet of a crosswalk and mandating the City daylight and harden 1,000 intersections with infrastructure such as planters, boulders, or bike corrals each year.

💡 **Create a year-round option for the Dining Out NYC program**

In 2023, the City Council codified and made permanent the Open Restaurants program by creating Dining Out NYC. However, under this new program, restaurants are required to remove and store their outdoor dining set-ups during the winter months, creating a host of additional costs to restaurants who participate in the program. This has led to a massive drop in restaurant participation. The City Council should create an option for restaurants that would like to maintain their outdoor dining year-round, reducing overhead costs and increasing program participation.

💰 **Invest \$25 million to pilot Public Space Teams for better, more equitable public space management**

The City’s current approach to public space management is not holistic; it results in certain areas receiving a large amount of quality management and others receiving virtually none. Instead of this piecemeal approach, we recommend a framework through which to carry out public space management: Public Space Teams. These Teams would operate in Community Districts, and consist of two DOT employees — a Public Space Facilitator to coordinate the Team and the evolution of the space, and a Public Space Coordinator to liaise and assist the Facilitator and perform public outreach — as well as a group of paid contracted Public Space Stewards to perform supplemental sanitation. We recommend that the Council fund five pilot Public Space Teams with \$25 million to explore the potential for cohesive public space management. Further details can be found in our report, [*Framework for the Future*](#).

State Legislature

✔ **S9769/A9985A** **Universal Daylighting for NYC, State**

Like Intro 1138 on the City level, S9769/A9985A would require New York City to comply with New York State law and daylight all intersections in the city — a measure that would save lives. It's important to advocate for both Intro 1138 and S9769/A9985A, as gathering support for both helps ensure that if one should not succeed, the policy still has a path forward.

💡 **Create an automated curb lane enforcement program**

Far too often, violations in the curb lane — illegal parking and idling in commercial loading zones, bus lanes, bike lanes and more — go unpunished, allowing for chaos at our curbs. We should not allow bad behavior that creates more dangerous streets for drivers, pedestrians, and micromobility users alike. Instead, we can create an automated enforcement program that would capture parking violations and punish those who break the law in an equitable and efficient way.

Agencies & Administration

🔄 **Pilot a Low Traffic Neighborhood**

The city should adopt and implement the low traffic neighborhood model as a new strategy for redirecting through-traffic away from residential neighborhoods. By implementing modal filters and diagonal diverters at scale to connect between schools, parks, senior centers, and other public neighborhood spaces, DOT can create a safe, shared public space spanning across several blocks for the entire community to use. These intentionally designed community blocks allow for cars, bikes, and pedestrians to all travel slowly and safely through the neighborhood.

🔄 **Continue to follow through on actions identified in the Curb Management Action Plan**

Since the release of the *Curb Management Action Plan*, much progress has been made on its marquee Smart Curbs pilot, creating more loading zones, piloting micro hubs, and expanding automated bus lane enforcement. It's important to continue to make progress on other ambitious actions in the plan like a curb use hierarchy, keeping containerized trash in the curb lane, dynamic curbside pricing, and automated curb lane enforcement.

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.

Victories & Next Steps



City of Yes for Housing Opportunity

In December 2024, the City Council passed City of Yes for Housing Opportunity. We advocated strongly to lift parking mandates citywide in this text amendment. In the final version, a tiered system was implemented rather than a full elimination; mandates were fully exempted in most of Manhattan and parts of Brooklyn and Queens, they were drastically lowered for most areas near transit (with full exemptions for affordable and senior housing), and mostly remained the same in lower density areas in the outer boroughs. Importantly, many of the other provisions in City of Yes for Housing Opportunity are mostly exempt from mandates (reforms like transit-oriented development, town center zoning, and ADUs) — something we advocated strongly for.

What's next? Going forward, we will continue to advocate for curb and parking policy that make our city less car dependent. While there likely won't be another text amendment in the near future, we will keep building the groundwork for truly lifting parking mandates, including state-level mandate reform like S162/A5700.



Intro 417-B **Simplify CB Notifications**

Intro 417-B, which consolidates the notification process for Community Boards and Council Members on bike lane projects, passed in January 2024. This speeds up the timeline for vital transportation projects while continuing to make sure communities are notified about changes to their streets.

What's next? Working to create a notification process for street improvements that works with communities while not allowing a small group of dissenters to derail projects is important to meet Streets Plan goals.



Intro 17-B **City EV Charging Mandate**

April 2024 saw the passage of Intro 17-B, requiring electric vehicle (EV) chargers to be built in new and existing garages. EVs will not solve our root issue of car dependency, but they are important in our transition to a greener future.

What's next? Going forward, the City should prioritize EV charging off-street rather than on-street to ensure that car-centric infrastructure is not built physically into our curb.



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

In December 2023, the City Council passed Intro 708-A, which will reconfigure New York City's truck route network and alleviate the inequitably distributed congestion on our streets.

What's next? We should continue to ensure that the movement of commercial vehicles does not congest residential areas. In this vein, we recommend the passage of [Intro 113](#), which would study the impact of last mile facilities on residential areas, and [Intro 114](#), which would help determine how to limit the traffic of commercial vehicles on residential streets through street design.



Intro 746-A **Green Medians**

Passed in October 2024, Intro 746-A activates medians ripe to be used as a part of our stormwater management system by planting vegetation on them

What's next? We should continue to retrofit existing infrastructure as green infrastructure to ensure our city mitigates the effects of climate change as much as possible.

Urban Mobility

✓ **Intro 1039**

Cap Citi Bike Prices

Citi Bike has become a vital part of city life. On June 1st, 2024, over 177,000 New Yorkers rode a Citi Bike, surpassing the average weekday ridership of the PATH train. Still, members of Citi Bike are often subject to expensive rides for short trips. Intro 1039 would cap two-hour bicycle and one-hour e-bike rides at the subway fare for Citi Bike members — further integrating Citi Bike into our transportation system and ensuring that it remains accessible for all New Yorkers.

✓ **Intro 1131**

E-Micromobility Task Force

As our city adjusts to the more widespread use of e-micromobility, it's important to approach the challenges we face with a systemic, holistic approach that makes the road safer for all users. Intro 1131 would create a task force to research and suggest solutions to these challenges. Such a task force could create new, creative solutions to improve how our streets are experienced, and propose how to more widely implement the solutions we know work (like protected, wider bike lanes).

✓ **Intro 1145**

Beginner E-Bike Rider Speed Cap

As more and more New Yorkers continue to incorporate e-micromobility into their lives, we have to make sure safety and education are a part of that process. Intro 1145 would require a rider's first three rides on e-bikes to be capped at 10 miles an hour rather than 18 miles an hour to help ease users into a new form of transportation.

✓ **Intro 113**

Last Mile Facilities Impact

Last mile facilities are important to reduce congestion and emissions, particularly in light of our increasing reliance on e-commerce. As the City continues to pilot and explore options to expand last mile facilities, it is important to understand how last mile facilities may impact the neighborhoods they are placed in; Intro 113 would do that by studying existing last mile facilities to improve current and future sites.

✓ **Intro 114**

Design for Fewer Commercial Vehicles in Neighborhoods

Street design is the best way to make our streets truly centered around people, combat traffic violence, and curb bad behavior on our streets. Street design should also be used to ensure that residential streets aren't burdened by commercial vehicles regardless of their proximity to a commercial or industrial zone. Intro 114 would study such interventions, many of which have already been proven to work.



Set a goal of a 25% reduction of vehicle miles traveled (VMT) on New York City streets

It is vital for our climate and transportation goals to reduce our city's dependence on cars. Other cities have begun to use VMT as an effective metric to measure car usage in a city, and have set goals to reduce it. New York City should be a leader and set a goal of a 25% reduction in VMT on city streets, with annual reporting on progress towards these goals. Additionally, if a project doesn't reduce VMT (or even increases VMT), such a bill should require offsets in other projects.

Curb Management

PRIORITY



Intro 1138

Universal Daylighting for NYC, City

Daylighting is a street safety measure that prohibits parking within 20 feet of an intersection to increase visibility for drivers, pedestrians, and cyclists. New York State requires all cities to daylight their intersections, but New York City opts out of this requirement. Intro 1138 (like S9769/A9985A on the State level) would bring universal daylighting to the city, disallowing parking within 20 feet of a crosswalk and mandating the City daylight and harden 1,000 intersections with infrastructure such as planters, boulders, or bike corrals each year.



Intro 285

Curb Extensions at Dangerous Intersections

We have data on our city's most dangerous intersections but no law mandating changes at such intersections. Intro 285 would be a first step in that direction, requiring that five of the most dangerous intersections in each borough receive curb extensions — a proven safety measure.



Intro 419

Escalating Alternate Side Parking Penalties

Currently, alternate side parking fines are viewed by many as a cost of parking. Intro 419 would more equitably enforce these rules by creating an escalating fine structure, with three or more fines in a year resulting in a towed vehicle. This would ensure that alternate side parking rules aren't treated as optional, and that those with resources cannot simply disregard them.



Intro 764

Automated Alternate Side Parking Enforcement, City

Automated enforcement results in more equitable and consistent application of the law and helps change behavior. Intro 764 (like S8756A/A8902C on the State level) would create an automated enforcement system in the City for alternate side parking by placing cameras on street sweepers. These cameras would capture any violations, and send them to the NYPD and Department of Finance for ticketing. Like the rationale for our support of Intro 419, many view alternate side parking fines as a cost of parking, and Intro 764 helps work toward consistent enforcement.



Intro 80

Citizen Enforcement

Intro 80 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 would help disrupt the culture of cars having free reign to park or idle at will.



Intro 411


Eliminate City Parking Placards

For too long, parking placards have been abused, causing unsafe conditions and chaos on city streets. These 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 and stop thousands of vehicles from being able to park wherever they want.

 **Intro 474**
Dynamic Pricing Pilot


Dynamic pricing — an on-street parking model that changes rates based on the demand of a given space — has been shown to increase turnover at the curb, increasing the efficiency of our streets. Intro 474 would create one such zone in each borough, which could inform how a city-wide system could be implemented. However, pairing such a pilot with adequate enforcement, particularly automated enforcement, is essential to its success.

PRIORITY


 **Create a year-round option for the Dining Out NYC program**

In 2023, the City Council codified and made permanent the Open Restaurants program by creating Dining Out NYC. However, under this new program, restaurants are required to remove and store their outdoor dining set-ups during the winter months, creating a host of additional costs to restaurants who participate in the program. This has led to a massive drop in restaurant participation. The City Council should create an option for restaurants that would

like to maintain their outdoor dining year-round, reducing overhead costs and increasing program participation.

 **Intro 99-A**
Truck Parking in IBZs


In some residential neighborhoods, commercial trucks take up valuable curb space by parking there overnight. Intro 99-A would create curbside overnight truck parking sections in Industrial Business Zones, making sure that residential curbs are not used for industrial uses.

 **Pass a home rule message for automated enforcement of the curb lane**

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 — a step that is necessary to enact such a program. Drivers frequently idle in bike lanes, bus lanes, and commercial loading zones, and automated enforcement would ensure current rules are enforced.

Public Space

PRIORITY

 **Invest \$25 million to pilot Public Space Teams for better, more equitable public space management**

The City’s current approach to public space management is not holistic; it results in certain areas receiving a large amount of quality management and others receiving virtually none. Instead of this piecemeal approach, we

recommend a framework through which to carry out public space management: Public Space Teams. These Teams would operate in Community Districts, and consist of two DOT employees — a Public Space Facilitator to coordinate the Team and the evolution of the space, and a Public Space Coordinator to liaise and assist the Facilitator and perform public outreach — as well as a group of paid contracted Public Space Stewards to perform

supplemental sanitation. We recommend that the Council fund five pilot Public Space Teams with \$25 million to explore the potential for cohesive public space management. Further details can be found in our report, *Framework for the Future*.



Intro 79

More Pedestrian Lighting

On too many corridors in New York City, there is woefully insufficient lighting for pedestrians. Intro 79 would require the Department of Transportation to create more pedestrian lighting across the city, which would make our public spaces safer and more comfortable for everyone.



Intro 46

Reduce Capital Project Durations

Every day in New York City, new capital projects begin; many of the proposals we support and advocate for rely on capital projects. However, such projects often take too long. Intro 46 would mandate a strategic blueprint to reduce capital project durations by 25%. Reducing capital project durations is directly related to the continued success of our city's public spaces and streets.



Intros 391, 392, 659, 660, & 661

Sidewalk Scaffolding Reform

In 2023, the Manhattan Borough President's Office released *Shed the Shed*, which outlined several steps all levels of government could take to clear our sidewalks of stalled and sometimes unnecessary scaffolding. These bills are, in part, a follow up to that report. Intro 391 would modernize street scaffolding design requirements, Intros 392 and 659 would limit the impact of scaffolding on trees, parks, and playgrounds, Intro 660 would increase the brightness of lighting under scaffolding, and Intro 661 would create penalties for foregoing work permits. These bills are not a cure, but do begin to regulate scaffolding.



Require the City to indemnify public space partners working 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 indemnifying these partners and not requiring \$1 million liability insurance policies. 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.



Create a publicly accessible database of resolutions passed by Community Boards

Right now, the amount of accessible online information available about the resolutions that Community Boards pass depends on each Community Board. Resolutions — important documents signifying a Board's stance on a project or issue — can sometimes be difficult to find. We recommend the Council mandate a singular database of Community Board resolutions; it's beneficial to civic engagement for community members to have the transparency and consistency that such a database would provide.

State Legislature

The State Legislature has the ability to impact New York City through city-specific and state-wide legislation. Certain livable policies — like automated enforcement — require state-level approval to be implemented in the city.



Victories & Next Steps



S2812A/A5259A

Reauthorizing and Expanding Red Light Cameras

In October 2024, the red light camera program was renewed and expanded, going from 150 cameras to 600 cameras — a massive win for safety across our city.

What's next? We should continue to expand automated enforcement across our city to ensure street laws are enforced equitably, and consider making the red light and speed camera programs permanent.



Sammy's Law

Lower NYC Speed Limits

After years of advocacy and spearheading by Families for Safe Streets, Sammy's Law (S2422B/A7266A), which allows for the life-saving lowering of speed limits in New York City from 25 mph to 20 mph, passed as part of the FY2025 budget.

What's next? Now, it's important to ensure that lower speed limits are implemented where they are needed.



S1736E/A3780E

State EV Charging Mandate

While EVs alone will not save us from the climate crisis or help us reach our transportation goals, they are still an important piece of the puzzle. S1736E/A3780E requires new off-street parking structures and lots to have EV charging infrastructure.

What's next? Going forward, we should continue to keep EV charging infrastructure off-street, but our overall goal must continue to be to reduce car dependence writ large.

Urban Mobility

✓ **S314A/A275A**
E-Bike Rebate Program

The Drive Clean Rebate program provides a rebate for those who wish to purchase EVs, but no such program exists for e-bikes. S314A/A275A creates the Ride Clean Rebate program — using already allocated and unspent Drive Clean Rebate funds — allowing New Yorkers to receive rebates on e-bike purchases and equitably expanding e-bike access.

✓ **S1981B/A4120B**
Lower Vehicle Miles Traveled Goal

Setting goals to lower Vehicle Miles Traveled (VMT) has been used in many states as an effective strategy to reduce carbon emissions and the negative impacts of vehicle use. S1981B/A4120B sets a goal for New York State to reduce VMT by 20% by 2050, and requires the State to alter or offset any projects that would increase VMT. Such a goal helps orient our planning towards more people and transit-centered street infrastructure, and away from harmful car dependence. This advocacy is being led by the coalition New Yorkers for Transportation Equity, which Open Plans is a member of.

✓ **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 the cost of housing, decrease 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 State a leader in modernizing our zoning rules to combat car reliance and allow for the construction of more housing.

✓ **S7621/A7979**
Speed Limiters for Reckless Drivers

Many drivers who receive one speeding ticket never speed again. However, there are a small number of repeat offenders who speed multiple times with no further punishment. S7621/A7979 would allow for the installation of speed limiters in the vehicles of repeat offenders, and hold those accountable who repeatedly drive recklessly and put lives at risk. This advocacy is being led by the SAFE Streets Act coalition, which Open Plans is a member of.

✓ **S6657A/A7978**
Vehicle Weight Tax

High-weight vehicles are extremely dangerous for pedestrians, put a strain on our street infrastructure, and further contribute to the climate crisis. The heavier a vehicle is, the more deadly it is, the more it wears down pavement, and the more it pollutes. S6657A/A7978 places a tax on these vehicles to discourage high-weight vehicle purchases.

Curb Management

PRIORITY

✓ **S9769/A9985A**
Universal Daylighting for NYC, State

Daylighting is a street safety measure that prohibits parking within 20 feet of an intersection to increase visibility for drivers, pedestrians, and cyclists. New York State requires all cities to daylight their intersections, but New York City opts out of this requirement. Like Intro 1138 on the City level, S9769/A9985A would require New York City to comply with New York State law and daylight all intersections in the city — a measure that would save lives.

✓ **S3304/A4637**
Automated Bike Lane Enforcement Pilot

Every day, parking and idling violations in bike lanes go unpunished. S3304/A4637 would create a pilot for automated camera-based enforcement in 50 bike lanes around New York City to more consistently and equitably enforce violations. While we believe such a program should be far more widespread, this bill presents an opportunity to show the effectiveness of automated bike lane enforcement.

PRIORITY

💡 **Create an automated curb lane enforcement program**

Far too often, violations in the curb lane — illegal parking and idling in commercial loading zones, bus lanes, bike lanes and more — go unpunished, allowing for chaos at our curbs. We should not allow bad behavior that creates more dangerous and more chaotic streets for drivers, pedestrians, and micromobility users alike. Instead, we can create an automated enforcement program that would capture parking violations and punish those who break the law in an equitable and efficient way.

✓ **S8756A/A8902C**
Automated Alternate Side Parking Enforcement, State

Like Intro 764 on the City level, S8756A/A8902C would create an automated enforcement program for alternate side parking violations. Such a program would allow for the more consistent and effective enforcement of these violations, and work towards a more equitable system.

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.



Victories & Next Steps



More hours for Summer Streets

Following 2023's expansion of Summer Streets to all five boroughs, in 2024 their hours of operation were extended to 3 PM. This marks the continued expansion of a popular reclamation of our streets.

Summer Streets has proven to be a success, and it should continue to be expanded with more days, hours, and miles.



Expand two-way and double-wide bike lanes

Throughout 2024, DOT has expanded the use of two-way and double-wide bike lanes across the city. 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. New sections of bike lanes on 31st Avenue, 10th Avenue, and Queens Boulevard show that wider and two-way lanes work.

DOT should continue to expand the use of these types of micromobility lanes, redesign existing bike lanes to become wider, and explore options to create dedicated lanes for e-micromobility.



Iterate and expand on containerized trash pilots

New York City has taken a number of steps to greatly expand the scope of trash containerization in the city. The City is requiring the use of containers for buildings with one to nine units as of November 2024 and all businesses as of March 2024 — but with no requirement that they be placed in the curb. A pilot program was also approved in November 2024 for on-street containers for buildings with over 31 units, and buildings with 10 to 30 units will be allowed to choose between on-street containers and individual bins placed on the sidewalk.

It is vital that we not only keep trash containerized, but off of the sidewalk and out of pedestrian space. Whenever possible, we must keep containers in the curb lane and work towards creative solutions for lower density areas, like shared containers.

Urban Mobility

PRIORITY

🔄 Pilot a Low Traffic Neighborhood

The city should adopt and implement the low traffic neighborhood model as a new strategy for redirecting through-traffic away from residential neighborhoods. By implementing modal filters and diagonal diverters at scale to connect between schools, parks, senior centers, and other public neighborhood spaces, DOT can create a safe, shared public space spanning across several blocks for the entire community to use. These intentionally designed community blocks allow for cars, bikes, and pedestrians to all travel slowly and safely through the neighborhood.

🔄 Better integrate and expand Citi Bike

Citi Bike has become an integral part of New York City's transportation ecosystem. The City and State could continue to recognize it as such, and provide further public funding to ensure that fares remain accessible for all New Yorkers. Further, there should be a push from both the City and State to acquire funding to connect e-bike docks to the grid to charge them while they're docked; the current system of charging bikes through teams in vans is unsustainable.

Curb Management

PRIORITY

🔄 Continue to follow through on actions identified in the Curb Management Action Plan

Since the release of the Curb Management Action Plan, much progress has been made on its marquee Smart Curbs pilot, expanding loading zones, piloting micro hubs, and expanding automated bus lane enforcement. It's important to continue to make progress on other ambitious actions in the plan like a curb use hierarchy, keeping containerized trash in the curb lane, dynamic curb pricing, and automated curb lane enforcement.

🔄 Daylight every intersection in New York City

Daylighting improves safety at intersections by providing more visibility for drivers, pedestrians, and other road users. 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 reorient our streets for our most vulnerable users.

🔄 Expand Smart Curbs pilots into other neighborhoods

Implementation of the Smart Curbs program on the Upper West Side began in October of 2024. The engagement and planning process for Smart Curbs has been robust, and it is time to take the lessons learned in the planning and early stages of implementation to plan for expansion into other neighborhoods across the city. There should be a focus on different typologies in such an expansion, as different contexts call for different solutions.

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

Currently, the vast majority of curbside space in New York City is free. This means that not only is the City foregoing over \$1 billion of potential revenue (which could and should 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](#)).

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

A key part of the City and Department of Transportation's solution to EV charging is widespread on-street infrastructure. However, such a policy makes curbside EV charging permanent and could have broadly negative impacts on our streetscape now and in the future. Instead, we should prioritize off-street EV charging by creating off-street chargers under the newly passed Intro 17-B, and explore the expansion of HDFC charging facilities.

Public Space

Pilot five Public Space Teams across the city

Currently, the DOT takes a piecemeal approach to public space management. We recommend a new way to carry out public space management: Public Space Teams. These Teams would operate in Community Districts and consist of two DOT employees — a Public Space Facilitator to coordinate the Team and the evolution of the space, and a Public Space Coordinator to liaise and assist the Facilitator and perform public outreach — as well as a group of Public Space Stewards to perform supplemental sanitation. We recommend that, after receiving funding from the City Council, five of these Teams be created and placed across the city to tackle public space management cohesively. Read more about our plan in our report, [Framework for the Future](#).

Appoint a Deputy Commissioner for Public Space Management & Creation at DOT

Structural leadership is vital to effectively enact large-scale change in the realm of public space management. While DOT has a number of Deputy Commissioners, including for Sidewalks & Inspection Management, Traffic Operations, and even the Staten Island Ferry, it has no such position dedicated to public space. We recommend the appointment of a Deputy Commissioner for Public Space Management & Creation to cement DOT's role in both aspects of public space.

Formalize and expand the role of the Chief Public Realm Officer

The Chief Public Realm Officer (CPRO) is tasked with breaking silos, bringing agencies and stakeholders together, and innovating in the public realm — a sizable task for one position with only two staff members. We recommend that the position of CPRO be formalized, and provided with more resources, capacity, and staff — potentially by creating a Mayor’s Office of the Public Realm or using legislation to formalize the role within an agency.

Reduce bureaucracy for public space partners through a Trusted Partners Program

Public space partners are burdened by onerous administrative paperwork for every event. Some partners have been granted workarounds, but these are informal loopholes that can close at any time. We believe a more streamlined process should be created to reduce permits and increase partner freedom. In the Chief Public Realm Officer’s report [Realm of Possibility](#), they outline a Public Space Academy that would allow public space partners to gain the status of Trusted Partners. We agree that this process is essential and the City should ensure that it is well publicized and remains open to a wide variety of formal and informal public space partners.

Further involve the Department of Education in school streets

School streets (formally known as Open Streets Full Closure: Schools) is a program run by DOT that creates space for safe pick-up, drop-off, instruction, and recreation by closing the street in front of a school to vehicle traffic. Open Plans has helped 23 schools successfully apply for this program and we believe that the Department of Education (DOE) should be further involved in the process. They hold crucial institutional knowledge and power,

including top candidates for the program (e.g. schools that are near crash-prone intersections, have the organizational capacity, and/or have accommodating street design). An Office of School Streets within DOE would coordinate directly with DOT, identifying potential candidates, guiding them through the application process (which could potentially be expedited), and continued support of those that become enrolled in the program

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. These organizations are furthering agency goals, and the City should indemnify them and their volunteers against claims by others for loss and injury. This will ease the burdens on smaller organizations, creating 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.


Work to improve the permitting system to aid partners and the public

Our permitting system is deeply flawed and serves as a barrier for public space partners and everyday New Yorkers alike. It is confusing, frustrating, and can be extremely costly for small organizations and the public. DOT should foster collaboration between them and SAPO to ensure that SAPO is clearly and helpfully communicating with permit applicants. The periods for SAPO permits should also be simplified and condensed into 60, 30, and 14 day windows; the specific windows for each event type is described on page 79 of our report, [Framework for the Future](#).



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Open Plans' mission is to promote a people-first street culture that prioritizes community, active mobility, and connection.

Open Plans uses grassroots advocacy and policy changes to help transform how people experience New York City's public spaces.