

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY BEFORE THE CITY  
COUNCIL COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
June 28, 2022**

Good afternoon Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Ydanis Rodriguez, Commissioner of the New York City Department of Transportation. With me today are Sean Quinn, Assistant Commissioner for Street Improvement Programs, Yogesh Sanghvi, Associate Commissioner for Grants and Fiscal Management, and Ben Smith, Director of Legislative Affairs. And in our first in-person hearing, in the room we are joined by DOT Borough Commissioners. We are happy to be here with our partner agencies, the New York City Department of Parks and Recreation and the New York City Economic Development Corporation. Thank you for the opportunity to testify today on behalf of Mayor Eric Adams on managing the City's public space and on Introductions 251, 291 and 293.

All New Yorkers must have access to safe, welcoming, and attractive public spaces close to where they live. And every New Yorker must have access to active transportation options, parkland, and the city's 520 miles of shoreline.

Open, green space should not be a luxury. Being able to walk, jog or bike to nearby parks and other neighborhoods is a necessity and a public good. In the pandemic, many New Yorkers took up biking for the first time leading to a historic "bike boom." COVID-19 also underscored the value of open space, parks, and biking and walking networks, as more people looked for opportunities for outdoor recreation and active transportation.

But for too long, some of our communities—particularly Black and Brown communities—have been cut off from green spaces and paths for biking and walking. Under Mayor Eric Adams's leadership, DOT and our sister agencies are committed to creating a greener, more connected, and more livable city for all New Yorkers.

**Public Space**

Earlier this year, DOT launched the 2022 Open Streets program through which New Yorkers will be able to enjoy more vibrant public space at over 150 locations—21 new—covering a total of approximately 300 blocks. The program prioritizes equity with a focus on Priority Investment Areas identified in the NYC Streets Plan. We will announce additional locations this summer and encourage Council Members to connect us with community organizations that are interested in becoming public space partners, including smaller grassroots groups, which may be eligible for financial and operational support.

The Executive Budget included funds that will allow us to advance permanent redesigns of popular Open Streets, including \$88 million to further transform 34th Avenue in Queens.

New York City's Open Streets program—the largest in the country—first launched in May 2020 as a way to give New Yorkers space to social distance and safely get outside, and they became a source of inspiration and community. As we recover and emerge, we are working to build them into sustainable community amenities, with City resources and community support.

Based on lessons learned over the past five-plus years of our OneNYC Plaza Equity Program, and our recent Open Streets collaboration with City Cleanup Corps, we are restructuring our program to be more supportive of the wide variety of public spaces and partners across the city. To support new, vibrant public space in areas that would not have had it otherwise, DOT will receive \$5.4 million in funding in FY23 and beyond for a Public Space Equity Program on top of existing baselined Open Streets and Plaza Equity funding, bringing our total annual funding to over \$8 million.

This comprehensive approach to public space support and management includes partner reimbursements and a contract for maintenance, landscaping, and technical assistance for public space partner organizations in greatest need. This will allow us to continue providing direct support to over 20 Open Streets, over 30 plazas, and more in the future.

Turning to Intro. 293, the Open Spaces bill sponsored by Council Member Stevens. This Administration supports the spirit of this bill and is committed to using new ways to transform streets into vibrant public space. This includes building upon the Open Streets and Open Restaurants programs, while also learning from the Open Culture, Open Storefronts, and Outdoor Learning programs. These programs began in response to the pandemic, and as we are transitioning to programs that will continue beyond the crisis, we have found that more oversight is necessary to ensure the many demands for street space are balanced.

In addition, schools and community-based organizations are able to apply for an Open Street which is either a street with limited local access or a full closure. Organizations can also apply to the Mayor's Office of Citywide Event Coordination and Management's Street Activity Permit Office to use a sidewalk or curb lane. We look forward to discussing with the Council how to continue transforming streets, while better understanding how this proposal would relate to our existing suite of public space programs and other street uses.

On Intro. 258 sponsored by Council Member Joseph, this Administration is committed to increasing access to public bathrooms. There are a number of challenges around public bathrooms that we look forward to discussing further with the Council. Under DOT's jurisdiction are the Automatic Public Toilets, or "APTs," installed and maintained by JCDecaux pursuant to its citywide coordinated street furniture franchise agreement.

There are a number of challenges to finding locations for the APTs. These include that the bathrooms are large, heavy, and require water and sewer connections. Therefore they cannot be sited on overpasses, bridges, or any other insecure site. In addition, as a part of the franchise agreement all locations need to be approved by the Mayor and Council Speaker, along with consultation with affected local elected officials and community boards, and many neighborhoods do not want them. We are happy to work with the Council on locations where an APT could be located and look forward to discuss the specifics of this legislation further.

## Greenways

Turning to greenways and Intro. 291 which would require DOT to create a greenway master plan, provide updates on budgets and construction, and engage with communities on such plans. New York City currently has more than 150 miles of greenways across the five boroughs and we are working to maintain and grow this system. This Administration welcomes this bill which is in line with both our vision for a greener, more connected city and ongoing effort to achieve this vision.

Historically, the city's greenway network has mainly consisted of pedestrian and cyclist paths in parks. While the Parks Department has continued to expand important corridors in their properties, in recent years DOT has also implemented transformative separated bike and pedestrian paths in our right of way, connecting New Yorkers to their waterfront and green spaces. To give an example, DOT recently completed two segments of the Brooklyn Waterfront Greenway—one in South Williamsburg along Kent Avenue and another in Sunset Park connecting to the Brooklyn Army Terminal and Owl's Head Park. Working closely with our agency partners, we are expanding the vision of what New York City's greenway network can be.

A comprehensive citywide greenway network will enhance bike and pedestrian safety, promote affordable and zero-emission mobility options, increase access to open space, enhance public health, and provide access to jobs and essential services. Expanding the greenway network will also provide opportunities to connect both residents and visitors to many rich historical and cultural tourist destinations as well as regional hiking and biking trails.

Low- and moderate-income New Yorkers will especially benefit from a more comprehensive greenway network, as non-motorized transportation modes have lower costs to purchase, operate, and maintain. Further, a large body of research shows that cycling is correlated with improved health outcomes, so the expansion of the greenway network will improve health and well-being by encouraging more cycling. Finally, expansion of the citywide greenway network and its ability to connect people to where they live, work, and play will encourage a shift to non-motorized transportation options, resulting in less driving and reducing air pollution and greenhouse gas emissions.

Building out a citywide greenway plan is in keeping with several of the City's guiding strategic documents. In OneNYC's transportation section, New York City pledges to increase connectivity of the bike network through on-street bike lanes and greenway expansion. *Roadmap to 80x50*, the City's climate change and emission reduction plan, calls upon NYC DOT to increase the mode share for bicycling to 10 percent of all trips by 2050. And finally, in the cycling portion of the Council-mandated NYC Streets Plan, DOT committed to developing the next generation of greenways that would be the backbone of a high-capacity, separated network for both recreational and commuter trips as a "Transformative Idea."

Greenways improve the physical health and mental well-being of every New Yorker. They create new jobs, decrease our dependence on private automobiles, help absorb storm water, increase our tree cover to help reduce heat islands, and create new habitats for wildlife. They are a win for the

economy, a win for nature and environmental justice, a win for our physical health and mental well-being, a win for transportation, and a win for every New Yorker and the entire planet.

Turning to ongoing and future work to build out the greenway network, Deputy Mayor Joshi and I had the privilege to attend the NYC Greenways summit last month along with Council Member Rivera, Senator Schumer and state elected greenway champions such as Assembly Member Gallagher and State Senator Gounardes. We congratulate the NYC Greenway Coalition for their advocacy, and they are an important partner in achieving our vision. At the summit, the Adams Administration committed \$47.6 million in greenway funding for Parks and DOT to implement projects in Brooklyn and Queens developed through the Destination Greenways community planning process last year.

DOT and Parks partnered with community members and stakeholders to determine local needs and the amenities along each route. The funding will go towards a total of six projects, led by Parks with on-street work by DOT. In Brooklyn, work will improve access to the waterfront by building new greenway segments in Leif Ericson Park and reconstructing the existing greenway in part of Shore Road Park. In Queens, we will build new segments in Flushing Meadows Corona Park, Kissena Corridor Park, and Kissena Park, helping to close greenway gaps in neighborhoods that have been historically disconnected.

The City is also partnering with residents in other boroughs to make important greenway connections, such as new greenway connections in the Bronx. For example, as part of daylighting Tibbetts Brook, an exciting environmental restoration project, DEP and the Parks Department will work together to incorporate greenway elements. And work is currently underway with full funding allocated under the previous Administration, to complete a 32.5 mile greenway loop around Manhattan, in conjunction with our partners at EDC, focusing on the UN Esplanade, Harlem River, Inwood, and Esplanade Gardens sections. And Parks recently received additional capital funding for safer greenway connections on Randall's Island and upgrades to the Pike and Allen Street bike path and pedestrian malls.

And in Brooklyn, we recently completed two segments of the Brooklyn Waterfront Greenway I mentioned earlier and work is also underway on one of the most critical segments the Gowanus Connector. Currently planned for completion late next year, this project will create a safe, separated bike path connecting Sunset Park to Red Hook and Gowanus on Hamilton Avenue. Additional pedestrian safety, landscaping, and accessibility enhancements will help realize the vision of a connected waterfront greenway for the borough.

DOT is also working to fill on-street greenway gaps through in-house Street Improvement Projects, including at the following locations in 2022 and 2023:

- Emmons Ave, Jamaica Bay Greenway;
- 233<sup>rd</sup> St, Bronx River Greenway;
- Cropsey Ave Bridge, Brooklyn Waterfront Greenway- in development;
- Richmond Terrace, North Shore Greenway in Staten Island- in development;
- Lafayette Ave, Bronx Waterfront Greenway; and
- E 180<sup>th</sup> Street, Bronx River Greenway- in development.



And the following additional DOT greenway capital projects were recently funded:

- \$25.2 million in the April plan for a new grade separated two-way path along Utopia Parkway from Cryders Lane and Little Bay Park to the Cross Island Parkway and seawall upgrades further north along the Parkway;
- \$16 million for a new connection to the Bronx River Greenway at East Tremont Avenue, including redesigning and reconstructing a complex intersection to transform it into a major gateway to the Bronx River Greenway; this project is now fully funded at \$33 million; and,
- \$19.8 million in the April and September plans to build out and improve segments of the Jamaica Bay Greenway through Marine Park and down Flatbush Ave towards Floyd Bennett Field.

#### RAISE Grant: Filling the Gaps: NYC's Greenway Expansion Plan

In order to further advance our vision for greenways, and in line with the goals of Intro. 291, DOT recently requested \$7.25 million in US Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity, or "RAISE" funding for *Filling the Gaps: NYC's Greenway Expansion Plan*. This RAISE grant application is part of the City's effort to go after every dollar available from the Bipartisan Infrastructure Law to advance projects that will benefit New Yorkers for decades to come.

*Filling the Gaps* will be a collaboration between DOT, Parks, and EDC, to increase walking and cycling for commuting, leisure, and exercise by planning for a comprehensive network of greenways. This RAISE funding will be used to review previous plans and studies, engage community partners, develop analytical tools for determining priority corridors including a micro-mobility demand model, and complete a citywide gap and opportunity analysis.

The outcome of *Filling the Gaps* will include a vision plan that articulates the City's principles for completing the greenway network, up to five Early Action corridor plans for greenways across the five boroughs, and a set of Future Action corridor candidates for further development. Taken together, these plans will enable a major expansion of the NYC greenway network, with a focus on under-developed greenway sections located in chronically disenfranchised communities.

The aim of *Filling the Gaps* is to prepare for ushering in a new era of multi-modal infrastructure investments focused on greenways, capitalizing on the nation's changing priorities and increasing investment in active transportation and open space infrastructure, pandemic recovery and job creation, climate action, and equity.

As Intro. 291 moves forward, DOT and our sister agencies look forward to discussing the details of its requirements further—to align it with the aggressive pace of our planning efforts and federal resources we hope to bring to bear, and to structure the reporting, updating, and community engagement requirements to make them as effective and efficient as possible and aligned with our existing mandates.

### Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. I look forward to working with you to enhance access to public space for all New Yorkers and build a more connected greenway network that will benefit New Yorkers for generations to come. We would be happy to answer any questions after you hear from our sister agency colleagues.



**June 28, 2022**

**New York City Council Committee on Parks and Recreation  
Oversight: Managing the City's Public Space**

Testimony by: NYC Parks Chief of Policy & Long Range Planning Sarah Neilson

Good morning, Chair Brooks-Powers, members of the Transportation Committee, and other members of the City Council. I am Sarah Neilson, Chief of Policy & Long-Range Planning for NYC Parks. I am happy to be testifying together with our partner agencies, the New York City Department of Transportation (DOT) and the New York City Economic Development Corporation (EDC). I want to start by noting our appreciation for the Council's continued advocacy for our City's open spaces, of which parks play a vital role. Without your continued support, much of the important work we do would not be possible.

I would like to first address Int 291, which is concerned with creating a Citywide greenways master plan. NYC Parks firmly believes that all New Yorkers deserve access to quality public space, and we are committed to increasing equity and access. We see greenways as an important step in achieving this. Greenways connect communities to our city's parks, bike paths, and waterfront. They serve as both destination and thoroughfare. They provide access to nature and offer options for safe physical activity among diverse users, serving as vital greenspaces especially for New Yorkers who don't live near a big park. Expanding New York City's greenways has been a key priority for the City, and there are now more than 150 miles of greenways throughout the five boroughs.



We at NYC Parks believe that all New Yorkers deserve beautiful greenspaces. We are working with our sister agencies to expand the citywide greenway network – across all five boroughs – so that we can strengthen the connections between our parks. We are proud of our recent work with DOT on *Destination Greenways*. In this study, our two agencies embarked on a conceptual planning process for two key corridors – one in Queens and one in Brooklyn. Our goal was to connect the small greenway segments within existing parks, by making the vital connections from park to park. We gathered community input to focus on filling gaps in those two existing routes. Currently we are working to expand this model of determining greenway improvements to additional routes in other boroughs—noting the Bronx is high priority. The *Destination Greenways* study strives to make greenways safer and more inviting for all New Yorkers and will enhance treasured open space in many neighborhoods.

Community involvement was essential to this study; we are pleased to share that approximately 1,000 individuals registered for our virtual community input meetings, we spoke to about approximately 200 people last summer, out along the routes, during on-site outreach events. We also received about 800 comments on the interactive project website while the study was ongoing.



NYC Parks also works regularly with EDC, adding new greenway miles to the Manhattan Waterfront. We are currently in the process of wrapping up the design for the Harlem River Greenway 125<sup>th</sup>-132<sup>nd</sup>. This project will add seven new acres of waterfront open space between along that stretch of waterfront and connect miles of greenway to the north and south. These steps will close a major gap in the Manhattan Waterfront Greenway, providing New Yorkers with easier access to vibrant new spaces.

In the Bronx, we were pleased to open the Putnam Greenway in 2020. This project built 2.8 miles of new greenway that connects Van Cortlandt Park with the South County Trail System in Westchester County and the Empire State Trail. There are also plans to extend the Greenway further south as part of DEP's project to daylight Tibbetts Brook. That long-awaited project is in design now and we are working closely with DEP.

In Queens, we are fully reconstructing the Vanderbilt Motor Parkway and Joe Michaels Mile. Both of these vital greenways are being renovated in separate two-phase projects. Phase 1 is completed for both, and we are pleased to announce that Phase 2 is underway. These routes make up key segments of the overall Queens *Destination Greenways* route. As part of that project, we are also closing greenway gaps in Flushing Meadows Corona Park, Kissena Corridor Park, and Kissena Park.

And in Brooklyn we are building new greenway segments in Leif Ericson Park and reconstructing the existing greenway in Shore Road Park.



As these projects move forward NYC Parks will continue to collaborate with partner agencies and work with key stakeholders to holistically plan for in-park and on-street greenway improvements and help strengthen connections between our parks.

NYC Parks is thrilled that Mayor Adams and the Council have allocated funding for greenways in the budget! This investment will fill gaps in existing greenway routes, with a focus on connecting communities to New York City's greater park system.

I would also like to take a moment to address Int 258 and note, as Commissioner Rodriguez stated, this Administration is committed to increasing access to public restrooms. NYC Parks is extremely proud that we currently operate 680 comfort stations – that's what we call bathrooms in our parks-- and public restrooms across the five boroughs. We are actively increasing that number. We recognize there are certain challenges around building public restrooms, but we look forward to continued discussion on this issue with the Council and our sister agencies.

I thank you for the opportunity to testify alongside DOT and EDC today, and I look forward to answering any questions you may have.



**NYC Council Hearing Testimony on Managing the City's Public Space  
before the Committee on Transportation and Infrastructure  
June 28, 2022**

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Good afternoon, my name is Laura Shepard, Queens organizer with Transportation Alternatives (TA). Thank you to Chair Brooks-Powers for convening this hearing, and to Council Members Carlina Rivera, Rita Joseph, and Althea Stevens for introducing today's legislation. The bills being heard today work to make our public space more inclusive, accessible and sustainable for New Yorkers.

For nearly 50 years, TA has fought for safe, equitable and livable streets in New York City. As our city starts a new phase coming out of the pandemic, it is time to rethink and re-examine how we use our public space to serve our communities. New Yorkers are increasingly calling for public spaces that serve people, not just the moving and storing of cars. Over the last two years, communities relied heavily on parks and open space for their health and wellbeing and have seen the benefits and opportunities they offer. If we convert just one-quarter of current car space into space for people, every New Yorker could live within a quarter-mile of a protected bus lane, protected bike lane, and public green space – this is the vision of TA's [NYC 25x25](#) campaign. Opening the street in front of every public school would give young people safer trips to school, more space to play, and cleaner air to breathe.

We are heartened by the recent commitments that have been made to improve public space design and transportation access. The \$904 million investment in the NYC Streets Plan and the MTA's newly-launched planning process to enhance bicycle, pedestrian and micro-mobility access at subways, bridges, and bus stops are clear signs that we are at an infrastructure juncture that has the ability to shape the future of our city. As we recover from COVID-19, we can meet New Yorkers' transit and sustainability needs in new ways – and our task is to do so equitably.

Our public space and transit system must be a focal point in how we shift to more resilient infrastructure. Better use of streets and waterways can reduce car emissions, clean the air, and improve public health and must prioritize Black and Brown neighborhoods that have been under-resourced and underinvested in. For this reason, Transportation Alternatives strongly supports Intro 291 to build a public waterfront greenway network that connects all five boroughs to increase public access to our waterfront and connect communities throughout the city. This plan will build out fully-protected green bike path infrastructure that is safe and accessible to people of all ages and abilities, advancing New York's climate justice goals and addressing inequities in the current greenway program.

Greenways provide significant infrastructure benefits: they create jobs and safer transit options, provide waterfront flood protection, and improve air quality and public health outcomes. Across the boroughs, community partners have reclaimed and restored waterway access and green



space, helped protect frontline communities from flooding through resiliency planning, and provided healthy outdoor options for neighbors.

However, there are still significant gaps that need to be addressed to create an equitable greenway network. The current piecemeal approach has been slow, inequitable, and resulted in substandard sections due to agency jurisdictions or public-private partnerships. 100 miles of dedicated space still needs to be developed, and construction upgrades and connectors are needed throughout the network. In some areas, families cannot safely access nearby parkland without a car because of the lack of contiguous connections. For neighborhoods with limited park and open space, greenway connections are critical. As one example, Kissena Corridor Park is more than 100 acres of natural space adjacent to Main Street Flushing, yet it is largely inaccessible and uninviting to its neighbors. A family-safe path through Kissena Corridor Park, with connections to Kissena Park and Flushing Meadows Park, would improve accessibility and safety for thousands of Flushing residents and Queens visitors who use it every year.

Plans to close gaps and expand greenways must also include strong community partnerships. For years, communities hardest hit by environmental abuses of flooding and air pollution have been ignored in infrastructure and it is critical that frontline communities lead the way on local resiliency and transportation planning. In highway-dense neighborhoods, greenway gaps have put cyclists and pedestrians' safety at risk and subjected residents to high levels of toxins, which community leaders have been working to address locally.

Enacting a 5-borough greenway master plan would make New York City a leader in resilient urban infrastructure. Investing in greenways, in partnership with frontline communities, helps to correct some of the environmental abuses of the past and provide more New Yorkers with healthy and sustainable transportation options they deserve.

Making our public space more inclusive and accessible also requires us to more broadly rethink space dedicated to the storage of vehicles. 96 percent of New Yorkers [walk to and from public transit](#), yet our City's public space overwhelmingly prioritizes car space over pedestrian space and parks. We thank Chair Stevens for introducing Intro 293, which would expand dedicated open space around schools and community centers, offering young people greater access to playspace, improves safe access at pick-up and drop off and connects young people to biking and open space resources that are often limited in the city. We look forward to further discussing ways young people across the city can access public spaces to play, learn and grow.

Lastly, Transportation Alternative supports Intro 258, requiring DOT to identify locations for new public bathrooms in every ZIP code. Public spaces must be truly public and accessible for everyone, regardless of a person's housing status, gender, or economic means. Bathrooms are a basic public necessity, yet, despite the fact that New York City has over 8.5 million residents, there are only 1,103 public bathrooms. This disproportionately affects unhoused New Yorkers, who often do not have regular access to a private bathroom, and are forced to find a place to relieve themselves without a clean space or the dignity they deserve, or risk medical harm.





Bathroom access is also an issue of gender equity, workers rights, and disability justice. Women disproportionately face longer commutes and are more likely to have primary responsibility for watching children, who require more frequent trips to the bathroom. Workers who make their living transporting people and goods around the city like delivery workers and taxi drivers, need to have reliable access to bathrooms in a wide array of neighborhoods throughout the day. And for New Yorkers or tourists living with a disability or medical condition, having access to a bathroom could be the difference between going about your day or needing to remain closer to home.

New York City can and must do more to make public bathrooms available immediately. [Currently, there are 15 self-cleaning toilets stored in a warehouse in Queens](#) that the City could set up immediately with the leadership of city agencies and Council Members calling to bring these public bathrooms online today.

Changing our streets starts with setting our priorities. We have a historic opportunity to invest in our public space and redesign our streets to work for all of us by prioritizing people and reclaiming space from cars. Open streets in NYC have enlivened neighborhoods, strengthened local businesses and reduced commercial vacancies, and provided green space for communities to come together in new ways. We look forward to working with this Council to continue to support the wellbeing of our neighborhoods and increasing transportation access. Thank you.

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## **PUBLIC TESTIMONY OF WATERFRONT ALLIANCE**

**June 28, 2022**

**New York City Council Hearing Transportation and Infrastructure**

**Re: Citywide Greenway Master Plan**

**Submitted by Tyler Taba, Senior Manager of Climate Policy, Waterfront Alliance**

Thank you, Chair Brooks-Powers and Council Members. My name is Tyler Taba, Senior Manager for Climate Policy at the Waterfront Alliance, an alliance of more than 1,100 organizations, businesses, and individuals. We also convene the Rise to Resilience Coalition – a coalition of more than 100 organizations calling on government to make climate resilience an urgent priority.

Healthy open spaces – connected along the City’s waterfront greenways – provide tremendous benefits to New Yorkers. We support the legislation calling for a Greenway Master Plan.

The New York City Comprehensive Waterfront Plan released earlier this year acknowledges the need for a five-borough greenway plan, and specifically includes a goal of *“completing planned waterfront greenway improvements that leverage the unique opportunities and community needs available along the various stretches of waterfront.”* Waterfront Alliance is proud to have worked with the New York City Department of City Planning on the Comprehensive Waterfront Plan, and we could not agree more with their goal of completing a planned waterfront greenway. We recommend that a greenway master plan consider development of a uniform user experience between greenways, parks, sidewalks, bike paths, and ferry landings.

Greenways are catalysts for change – connecting communities, creating new recreational opportunities, fostering outdoor experiences that lead to better health outcomes, and implementing resilient infrastructure to address climate hazards. More than ever, New York City needs environmentally sustainable, resilient, and accessible



shorelines, especially in environmental justice communities where waterfront infrastructure and access are in dire need of improvements and holistic solutions.

Greenway infrastructure is a critical part of climate resilient infrastructure that can bring multiple benefits. For example, climate-related improvements to East Harlem's seawall are currently underway along the Harlem River. This will help protect flood-prone communities while improving waterfront access through the extension of the East River Greenway. We have also seen in recent years the growth of sustainable and adaptable shorelines as part of greenway projects such as the Brooklyn Greenway in Brooklyn Bridge Park.

Further, greenway investments foster better connections for residents to existing parks and waterfronts, as well as new ferry landings providing further access to all parks for communities.

Many sections of New York City's waterfront greenways still require substantial improvements. Connecting greenways along the perimeter of all five boroughs, for example along the Harlem River, Bronx River, and Northern Queens, is an equity issue.

Low-income communities and communities of color continue to lack public access to the waterfront. These communities have also seen the least development and investment in recent greenway expansion. Investments in neighborhoods that are currently underserve; particularly low-income, communities of color, and neighborhoods lacking green space, can help address the currently fragmented greenway network.

Waterfront Alliance studied a mile and a half stretch of waterfront along the northeast shore of Staten Island with limited waterfront access, poor roadway conditions for cycling and pedestrians, and repeat flood incidents. Local community members agreed it is a glaring gap between the New Stapleton Waterfront and Fort Wadsworth, which, if



activated, could provide connectivity, resilience, recreation and economic development benefits to local residents and the Borough as a whole.

Ultimately, greenway expansion provides a unique opportunity to provide multiple benefits such as resilience, public access, and transportation in single projects. Resilience, public access, and transportation all of which are critical components to New York City's climate and justice goals and are reflected in the New York City Comprehensive Waterfront Plan.

We look forward to advancing Intro 291 to meet these critical needs for the City and its waterfront communities. Thank you.



June 28, 2022

**Founders**

Vernice Miller-Travis  
Peggy M. Shepard  
Chuck Sutton

**Testimony of Lonnie J. Portis, Environmental Policy and Advocacy  
Coordinator at WE ACT for Environmental Justice**

**Board of Directors**

*Chair*  
Jeff Jones

**To the New York City Council Committee on Transportation and  
Infrastructure**

*Secretary*

Nancy E. Anderson, Ph.D.

**Regarding Int 0291-2022 Citywide greenway master plan**

*Treasurer*

Ken P. Mak

Dear Committee Chair Selvena N. Brooks-Powers and Committee on  
Transportation and Infrastructure:

*Members*

Lakeisha M. Aquino  
Peter Bokor  
Dennis Derryck, Ph.D.  
David Evans, Ph.D.  
Abiola Fasehun, Esq.  
Eric A Goldstein, Esq.  
Neetin Gulati  
Christy Loper  
Sarangi Iyengar  
Marielle Villar Martiney  
Crystal Romeo Upperman  
Vernice Miller-Travis  
Phillip Morrow  
Dart Westphal

Thank you for the opportunity to testify in support of Int 0291-2022 and  
the need to develop a master plan to repair and complete the New York  
City Greenways network.

WE ACT for Environmental Justice, an organization based in Harlem, has  
been fighting environmental racism at the city, state, and federal levels for  
more than 30 years. We recognize and fight to remedy the negative  
cumulative impacts of unjust policies that have plagued communities of  
color for decades.

Greenways have many benefits. When properly designed they can absorb  
stormwater and reduce localized flooding, increase tree-cover to address  
the urban heat island effect, and provide habitat for wildlife.

*Executive Director*

Peggy M. Shepard

It has been clear that recent greenway expansion has been opportunistic,  
leveraging other infrastructure projects design and funding resources, with  
too few projects developing greenways as its own critical urban  
infrastructure and low-income neighborhoods and communities of color  
have seen the least of this small amount of development. This is illustrated  
below with the inequitable development of the waterfront on the eastside of  
Manhattan.

**East Harlem Waterfront**

It is well documented and known to many city agencies that East Harlem is  
vulnerable to flooding from extreme rain, sea level rise, and storm surge.  
Residents have been consistently vocal about flooded streets during strong  
rain. Large areas of the neighborhood sit directly in a high-risk flood zone,



according to flood maps from the Federal Emergency Management Agency. The most at-risk areas have residents that are majority Black and Latinx and represent some of the poorest in New York City.

East Harlem is one of the most underserved communities in New York City. For more than a decade communities in East Harlem have been promised plans and funds to make the neighborhood more resistant to flooding. However, funding commitments and promises of repairs to the East Harlem waterfront failed to materialize.

WE ACT has been tracking the progress of the work going on at the waterfront and we were excited to hear an update recently – from New York City Economic Development Corporation (NYCEDC) at a Community Board 11 meeting – on the Harlem River Manhattan

Greenway, 107th St Pier and East River Esplanade projects. However, we were concerned about the gap in the project from East 107th to East 114th Street which we have been told has no funding. (NYC Department of Parks and Recreation has recently confirmed that the gap between East 114-118th Streets is under their jurisdiction and is designed and funded.)



### **Int 0291-2022 Citywide greenway master plan**

The Greenway Plan For NYC published 30 years ago by the Dinkins Administration envisioned a comprehensive five-borough greenway network, but was not followed up with an implementation plan. The greenway network is still fragmented and short of the comprehensive vision. Because of this WE ACT supports Councilmember Carlina Rivera’s bill to prepare a master plan on the City’s Greenways.



WE ACT believes that there is an opportunity to codify equity and environmental justice in Int 0291-2022 by adding the following to the bill:

1, The report needs to include an implementation plan that is focused on equity. It is important that environmental justice communities – who have taken on the brunt of the climate crisis – should be first to benefit from a greenway.

2. The report should also include any potential impact on housing displacement when completing the greenway and ways to mitigate it, like including community land trust organizations in the planning efforts. We know that these types of projects have the potential to make impacted communities unaffordable – “green gentrification”.

Thank you Councilmember Brooks-Powers and the Committee on Transportation and Infrastructure for allowing us to testify in support of Int 0291-202

Sincerely,

**Lonnie J. Portis**

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**Testimony of  
Kevin Jones  
AARP New York**

**New York City Council  
Committee on Transportation and Infrastructure**

**6.28.22**

**Remote Hearing  
New York, New York**

**Contact: Kevin Jones (646) 668-7550 | [kjones@aarpp.org](mailto:kjones@aarpp.org)**



Subject: Oversight- Managing the City's Public Space

Good afternoon, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. My name is Kevin Jones, and I am Associate State Director for Advocacy at AARP New York, representing 750,000 members of the 50+ community in New York City. Thank you for providing me with the opportunity to testify at today's oversight hearing to discuss the city's public spaces and greenway master plan.

Older adults represent the city's fastest growing demographic. The 65+ age group is growing 12 times faster than the under 65 population. Given this reality, the city should pay significant attention to the needs of older individuals in the planning and management of public spaces.

Our older adult population built this city and made it great, and we owe it to them to make it a great city for them to live in as they age. Green spaces are key to a livable city that supports aging in place, and livable cities go hand in hand with being age-friendly. AARP has long supported and pushed for livable communities, which include safe, walkable streets; a healthy environment; opportunities for residents of all ages to participate in community life; and more. We publish a livability index by neighborhood, and if you're curious how your neighborhood stacks up, you can look it up in our Blueprint for Action, which we sent to your office earlier this year—or on AARP New York's website, [aarp.org/ny](http://aarp.org/ny).

While green spaces are vital for livability—improving physical health, increasing life expectancy, improving mental health, the environment, and more—too few older adults access these spaces.

A 2014 study of 174 neighborhood parks in 25 major U.S. cities found that although adults age 60 and older accounted for 20 percent of the general population, they represented only 4 percent of total park users. Mobility issues could have a lot to do with that.

According to the 2015 National Health and Aging Trends (NHAT) study, 16.4 percent of seniors use a cane; 11.6 percent use walkers; 6.1 percent use wheelchairs; and 2.3 percent rely on scooters. Improving mobility access to green spaces and ensuring proper maintenance of paths will encourage more older adults, especially those with mobility issues, to utilize green spaces.

Green spaces should have paved walkways, access points that don't require stairs, and more places to sit, including benches. Furthermore, access to public restrooms and nearby accessible public transportation would encourage green space use. Maintenance is also very important, especially of uprooted trees that could pose dangers to walkers.

And, of course, any master plan should reflect the needs of the community. As the city moves forward with the greenway master plan, consideration of the needs of older adults should be paramount. The plan should not only follow the existing ADA and NYC Disability Laws but also create an age-friendly environment.

Thank you for allowing me the opportunity to testify today. I am happy to provide additional information as needed.



## **June 28, 2022 testimony: NYC City Council Transportation & Infrastructure Committee hearing on Greenway Master Plan legislation – Intro 291**

Jon Orcutt, Bike New York advocacy director

### **Key points**

- A city-wide greenway master plan would create transparency regarding NYC's greenway project pipeline and add impetus to filling network gaps, speeding realization of a functional, interconnected greenway system.
- New York City's greenways are extremely popular and well-used, but work to build additional segments and connect them into a useful network has been slow and focused in relatively narrow areas of the city.
- A transparent, regularly updated greenway plan will lead to more equitable greenway development, spotlighting areas of the city that have little access to greenways and priority greenway links to address this problem.
- Regular plan updates from agencies that implement and maintain greenways will allow the Master Plan to remain a relevant, active planning effort that consistently produces benefits for all New Yorkers.
- This excellent bill could be improved further with an updated greenway definition, a provision for a jurisdictional map, and a requirement for greenway design standards.

### **Testimony**

Bike New York wholeheartedly supports Intro 291, a bill to require the Department of Transportation (DOT) and Department of Parks and Recreation (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.

New York City's greenways are extremely popular and well-used, but the city's work to build additional segments and connect them into a useful network has

been slow, focused in relatively narrow areas of the city, and not transparent. And while the city devotes resources to some new greenway links, others have decayed or become substandard thanks to an absence of maintenance and upgrade attention.

New York can make faster and more steady progress if the public and city agencies regard greenways as pieces of a currently unfinished but ultimately integrated network. A New York City Greenway Master Plan will present the status of the network in terms of built and future segments, resources needed to complete and allow the network to serve as intended, and will bridge the interagency divides and gaps that have marked greenway development in recent decades.

The city last issued a greenway plan in 1993, during the mayoralty of David Dinkins. This legislation will require the city to maintain an ongoing Greenway Master plan, with regular updates on projects, resource needs and network connectivity.

Development of a new NYC Greenway Master Plan will be very timely. Greenways can create and extend healthy open spaces into every corner of the city, aid with social distancing, greenway construction and upgrades will create jobs that can take advantage of new federal infrastructure funding, and they will safely support booming bike use in the city, for many types for trips and for people of all ages and abilities.

Our suggestions for changes to the already-excellent bill are:

- Update the definition of greenway to acknowledge that some New Yorkers use greenways for transportation, and to acknowledge that electric assist bicycles and possibly other small electric vehicles should be allowed on Parks Dept. greenways.
- Add a requirement for a jurisdictional map of the city's greenways in the Master Plan. The current system with greenways under a variety of city and other agency jurisdictions is not transparent to everyday New Yorkers.
- In 3. describing greenway closures, add a provision to include the specific detour for specific closures.
- Add a section requiring greenway design standards that allow capacity for growth in greenway usage and emphasize green infrastructure.

Int. No. 291

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

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

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 a multi-use right-of-way for pedestrian use, non-motorized wheeled devices, and permitted electric and electric-assist devices.

b. The department and the department of parks and recreation, 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. The map or a version of the map shall clearly indicate agency jurisdictions over the various segments of existing city greenways, including city-state entities such as the Hudson River Park Trust and contracted entities.

; and

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

4. Establish and update design standards that allow capacity for growth in greenway usage and opportunities to extend permeable surfaces and green infrastructure in flood prone areas.

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.

KS  
LS 6923  
4/14/22 5:15PM

June 28, 2022

Testimony of Thomas J Mituzas  
Before the NYC Council  
Re Greenways

Blissville Greenway, DOT-484255-K7Q6

Greetings today to the honorable Speaker Adams, my Councilmember the honorable Julie Won and the honorable members of the NYC council. Hello my name is Tom Mituzas president of Blissville Long Island City Queens; Secretary with the Blissville Civic Association and Co-Chair of the transportation committee of CB2 Queens.

Today i come before you to ask for your support of the Blissville Greenway a community inspired vision that would create a greenway from Kosciuszko Bridge to Greenpoint Ave bridge along review avenue connecting Laurel Hill and Blissville and the Boroughs of Brooklyn and Queens.

Connecting the Pedestrian and Cyclist Path on the Kosciuszko Bridge in Laurel Hill, Queens and the site of two new Parks to be built by NY State at the based of the bridge <https://sunnysidepost.com/new-park-being-designed-by-kosciuszko-bridge-weigh-in-on-plans-next-week> to South Sunnyside (heading north) via the 43rd Street underpass and (heading south) to parts of Long Island City, Queens and Brooklyn via a thoroughfare that is currently in use by pedestrians and cyclists on Laurel Hill Blvd and Review Avenue; yet with no protection or added aesthetics.

In 2020 we received a letter of support from then Councilmember Jimmy Van Bramer, received the support of Community Board 2 of Queens and were also assigned a number by DOT to conduct a study for the feasibility of this greenway.

Our vision of the greenway:

As you head down Laurel Hill Blvd from the Kosciuszko Bridge you will pass by Historic Penny Bridge, a site that could one day be transformed to a Water Access point for the Creek or you can Stop in at First Calvary Cemetery for a visit to the Calvary Soldier's Monument

<https://www.nycgovparks.org/parks/calvary-monument/monuments/1467> honoring Union Soldiers who died in the Civil War; and then...

Continue down Review Avenue toward Blissville, LIC along what we propose to be a treelined, protected bike and pedestrian Greenway

Passing by the Blissville Veterans Memorial <https://www.nycgovparks.org/planning-and-building/capital-project-tracker/project/10071> honoring Veterans dating back to 1919 where you could connect to existing Bike Lanes heading to Greenpoint, Brooklyn or Sunnyside or continue down... Review Avenue and connect up with what we hope to see one day / Newtown Creek Alliance's - the Dutch KillsLoop <https://dutchkillsloop.org/> that will bring you to the the Court Square section of Long Island City.



Our Greenway could even continue down Borden Avenue connecting to Pulaski Bridge and those existing bike lanes and Our greenway connect the 3 gateways between Brooklyn and queens the K Bridge, Greenpoint Avenue Bridge and Pulaski Bridge.

Thank you for your time today. building the Blissville Greenway will bring much needed Greenspace and protected pedestrian and cyclists thoroughfares to an all too often neglected part of NYC - Blissville LIC Queens With much respect. Tom Mituzas.



June 29, 2022

To: [hearings@council.nyc.gov](mailto:hearings@council.nyc.gov)  
Honorable Selvena N. Brooks-Powers, [District31@council.nyc.gov](mailto:District31@council.nyc.gov)  
Chair of the NYC Council Committee on Transportation & Infrastructure

Re: **Testimony of Thomas J Mituzas** – June 28, 2022, addendum  
Resident of the Blissville Section of Long Island City  
Secretary with the Blissville Civic Association; and  
Co-Chair Transportation Committee, Community Board 2 of Queens

Topic: The Blissville Greenway – DOT-484255-K7Q6

Hearing: NYC COUNCIL HEARING-COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
June 28, 2022, at 2PM

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Greetings Chair Brooks Powers and the NYC Council Committee on Transportation and Infrastructure. I was grateful to speak yesterday and share my testimony with yourself and Members of the City Council; along with fellow participants who provided testimony including Commissioner Ydanis Rodriguez of the NYC Department of Transportation, Commissioner Susan Donoghue of the NYC Department of Parks and all those who spoke at yesterday's hearing.

I have attached my original testimony from yesterday's hearing and please accept the following and the attachments now provided as an addendum to that testimony.

My name is Tom Mituzas resident of the Blissville section of Long Island City Queens; Secretary with the Blissville Civic Association and Co-Chair of the Transportation Committee of Community Board 2 of Queens. My family has called Blissville home since 1907.

Our community of Blissville LIC is part of the 1% of New Yorkers without access to greenspaces, parks or playgrounds, we are part of the NYC population who must travel greater than 15 min to get to a greenspace; the one area that served as our park, a small triangle sand-lot that I played in as a child - was taken from us years ago by DOT and now stores vehicles and equipment owned by DOT. More land in in Blissville has been taken recently by DOT for storage of equipment despite our cries for greenspace.

In 2018 the NYC Administration determined that our community was an appropriate location to host three homeless shelters; all of whom we have welcomed with open arms – we welcomed this population as residents of our community and not just guests of our community. Although we share the same zip code of Long Island City; 11101 – the Blissville section of LIC has not received the multi-million-dollar awards for greenspace our neighboring communities have in District 26; we do not have the amenities Long Island City has been granted. We, in the Blissville Community; the

“other” Long Island City exist on the *wrong side of the tracks*. To the left, right of Blissville we have seen millions upon millions of dollars awarded for Greenspace in District 26 – we have calculated upwards of \$50 Million; and even under this year’s budget just over \$10 million has been awarded to greenspace in District 26; but again – to areas that have received millions previously (**Attachment A**). Simply put - The *haves* continue to receive in District 26 and the *have nots* continue to be left behind.

Blissville received \$500K– awarded by our prior councilmember in 2020, and only after a 10-year fight with DOT to restore our century old veteran’s memorial that sits on land owned by DOT and managed by Parks. In 2012 hurricane sandy bent the flagpole at this veteran’s memorial and rather than repairing it... it was cut at the base. DOT Commissioner Ydanis Rodriguez testimony yesterday was one I was not familiar – unfortunately Blissville’s experience with DOT in the Borough of Queens under the prior administration during our pursuit to restore the Veterans Memorial was not the experience and vision I heard described yesterday. Only after a 10-year battle did our prior City Councilmember award \$500K to the NYC Department of Parks to restore this memorial. We are grateful for the final plans we saw presented by Parks last week during a Community Board 2 Meeting. The plan is thoughtful, meaningful and will not only restore the memorial it will restore dignity to the Veterans, especially those from the Blissville Community; many who never returned home. Commissioner Rodriguez’ vision shared yesterday as to who is NYC DOT was refreshing. I was pleased to hear that the Commissioner is committed to focusing on underserved communities like Blissville and I long to see those words demonstrated when the Blissville Greenway is built (**Attachment B**).

Yesterday, I presented testimony (see attached), as a representative of the Blissville Civic Association and longtime resident of Blissville. I offered a solution to resolve the disparate treatment our community has felt for more than 50 years. It is time for Blissville to receive its fair share – we are due.

We, like the Honorable Selvena Brooks-Powers – call upon the NYC Department of Transportation to focus on communities, like Blissville – an underserved community; a community that can serve as a poster-child for much of the arguments I heard yesterday by many of the honorable Council Members who testified yesterday in support of 291; Blissville a community that NYC deemed appropriate to host 3 shelters; doubling our population; a community who has not seen the millions upon millions that neighboring communities have received in District 26 for parks, greenspace and playgrounds; a community who was promised improvements to infrastructure under the prior administration that have never been fulfilled. We implore you - do not be leave us behind; we not only deserve our fair share – we respectfully request it.

Yesterday I came before the committee to testify regarding 291 and ask for your support for specifically including the Blissville Greenway - a community inspired vision that would create a greenway in the Great Borough of Queens from the base of the Kosciuszko Bridge to the Greenpoint Avenue bridge along Review Avenue connecting the neighborhoods of South Sunnyside, Maspeth, Laurel Hill and Blissville and the Boroughs of Brooklyn and Queens.

Our Greenway will connect the Pedestrian and Cyclist Path on the Kosciuszko Bridge and the site of two new Parks (yet to be built but promised to us) at the base of the bridge in Queens. From this location you may go to Sunnyside (heading north) via the 43rd Street underpass or (heading south) to parts of Long Island City and Brooklyn via a thoroughfare currently in use by many pedestrians and cyclists on Laurel Hill Blvd and Review Avenue; but with no protection for cyclists or pedestrians or added aesthetics.

Our greenway will connect the 3 gateways between Brooklyn and Northwestern Queens... the Kosciuszko Bridge, Greenpoint Avenue Bridge and Pulaski Bridge. We do not just want lines on a road. We want an actual greenway... with trees, and protected pedestrian & cyclists’ paths. This is not too much to ask from a community left behind all too often.

We would also love to see the Department of Transportation and Department of Parks partner together to bring traffic calming measures to the Blissville community; creating bulb outs at intersections but also adding trees to those bulb outs; combining two of Mayor Eric Adams initiatives – (1) intersection safety (2) and planting more trees. Maybe

Blissville can serve as a test site for such an idea at just one intersection - the intersection of Greenpoint Avenue and Starr Avenue. **(Attachment C)**

Thank you for your time yesterday and your attention to this testimony. Building the Blissville Greenway will bring much needed Greenspace and protected pedestrian and cyclists' thoroughfares to an all too often neglected and disenfranchised section of New York City - Blissville LIC Queens. Our working class living in Blissville and our sheltered populations in Blissville do not differ from those communities who have received Millions upon Millions – We too like and enjoy and deserve greenspace; we should not be forgotten and left behind. You can correct – years of disparate treatment. Please do not miss the opportunity.

With much respect,



Thomas J Mituzas, Secretary  
Blissville Civic Association  
53-32 37<sup>th</sup> Street  
Long Island City, NY 11101

/tjm

cc: Honorable Donovan Richards, Queens Borough President  
Honorable Council Member Julie Won, NYC Council - District 26  
Commissioner Ydanis Rodriguez, Department of Transportation  
Commissioner Susan Donoghue, NYC Department of Parks  
Ido Shargal, Queens Borough Director - Mayor's Community Affairs Unit  
Nicole Garcia, Queens Borough Commissioner, NYC Department of Transportation  
Morry Galonoy, Chair, Community Board 2 of Queens  
Sheila Lewandowski, Chair – Transportation Committee – Community Board 2 of Queens  
Debbie Markel, District Manager, Community Board 2 of Queens  
Gretha Suarez, Queens Borough Planner, NYC Department of Transportation  
Community Board 2 of Queens  
Warren Davis, Blissville Civic Association President  
Willis Elkins, Executive Director, Newtown Creek Alliance  
Members of the Blissville Civic Association  
file



June 28, 2022

Testimony of Thomas J Mituzas,  
Resident of Blissville Long Island City  
Blissville Civic Association, Secretary  
Community Board 2 of Queens – Co-Chair Transportation Committee

NYC COUNCIL HEARING-COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE-6/28/22 AT 2PM

Blissville Greenway, DOT-484255-K7Q6

Greetings Chair Brooks Powers and the NYC Council Committee on Transportation and Infrastructure. I am grateful to speak to you today and share my testimony with Chair Brooks Powers, Members of the City Council; and leadership of Department of Transportation and Department of Parks and all those present at today's hearing.

Today I come before you to ask for your support of the Blissville Greenway a community inspired vision that would create a greenway from the Kosciuszko Bridge to Greenpoint Ave bridge along review avenue connecting Laurel Hill and Blissville and the Boroughs of Brooklyn and Queens.

Connecting the Pedestrian and Cyclist Path on the Kosciuszko Bridge in Laurel Hill, Queens and the site of two new Parks to be built by NY State at the base of the bridge <https://sunnysidepost.com/new-park-being-designed-by-kosciuszko-bridge-weigh-in-on-plans-next-week> to South Sunnyside (heading north) via the 43rd Street underpass and (heading south) to parts of Long Island City, Queens and Brooklyn via a thoroughfare currently in use by pedestrians and cyclists on Laurel Hill Blvd and Review Avenue; yet with no protection or added aesthetics.

In 2020 we received a letter of support from then Councilmember Jimmy Van Bramer (**Attachment D**), received the support of Community Board 2 of Queens; received a letter of support in 2021 from Transportation Alternatives (**Attachment E**) and were also assigned a number by DOT to conduct a study for the feasibility of this greenway DOT-484255-K7Q6.

Our vision of the greenway:

As you head down Laurel Hill Blvd from the Kosciuszko Bridge you will pass by Historic Penny Bridge, a site that could one day be transformed to a Water Access point for the Creek or you can Stop in at First Calvary Cemetery for a visit to the Calvary Soldier's Monument <https://www.nycgovparks.org/parks/calvary-monument/monuments/1467> honoring Union Soldiers who died in the Civil War; and then...

Continue down Review Avenue toward Blissville, LIC along what we propose to be a treelined, protected bike and pedestrian Greenway

Passing by the Blissville Veterans Memorial <https://www.nycgovparks.org/planning-and-building/capital-project-tracker/project/10071> honoring Veterans dating to 1919 where you could connect to existing Bike Lanes heading to Greenpoint, Brooklyn or Sunnyside or continue down...

Review Avenue and connect up with what we hope to see one day / Newtown Creek Alliance's - the Dutch KillsLoop <https://dutchkillsloop.org/> that will bring you to the the Court Square section of Long Island City.

Our Greenway could even continue down Borden Avenue connecting to Pulaski Bridge and those existing bike lanes and Our greenway connect the 3 gateways between Brooklyn and queens the Kosciuszko Bridge, Greenpoint Avenue Bridge and Pulaski Bridge.

Thank you for your time today. building the Blissville Greenway will bring much needed Greenspace and protected pedestrian and cyclists' thoroughfares to an all too often neglected part of NYC - Blissville LIC Queens

With much respect and Gratitude,



Thomas J Mituzas  
53-32 37 Street  
Long Island City, NY 11101

/tjm

cc: Honorable Donovan Richards, Queens Borough President  
Honorable Council Member Julie Won, NYC Council - District 26  
Commissioner Ydani Rodriguez, Department of Transportation  
Commissioner Susan Donoghue, NYC Department of Parks  
Ido Shargal, Queens Borough Director - Mayor's Community Affairs Unit  
Nicole Garcia, Queens Borough Commissioner, NYC Department of Transportation  
Michael Dockett, Queens Borough Commissioner, NYC Department of Parks  
Morry Galonoy, Chair, Community Board 2 of Queens  
Sheila Lewandowski, Chair – Transportation Committee – Community Board 2 of Queens  
Debbie Markel, District Manager, Community Board 2 of Queens  
Gretha Suarez, Queens Borough Planner, NYC Department of Transportation  
Community Board 2 of Queens  
Warren Davis, Blissville Civic Association President  
Willis Elkins, Executive Director, Newtown Creek Alliance  
Members of the Blissville Civic Association  
file

Attachment A

One of the Communities is NOT like the other





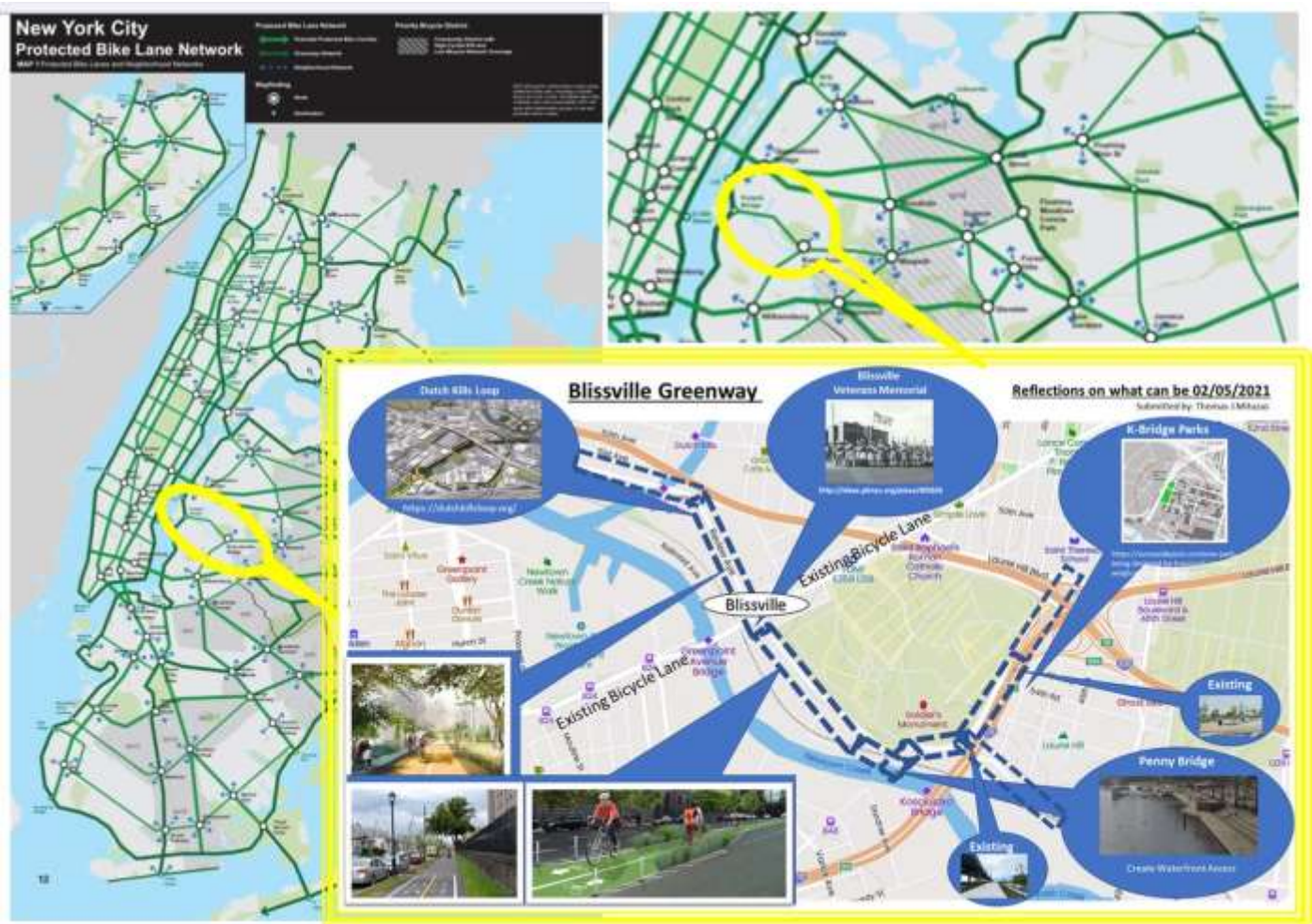
Attachment B

The Blissville Greenway

DOT-484255-K7Q6

Connecting the Pedestrian and Cyclist Path on the Kosciusko Bridge in Laurel Hill, Queens and the site of two new Parks to be built by NY State at the base of the bridge to South Sunnyside (heading north) via the 43rd Street underpass and (heading south) to parts of Long Island City, Queens and Brooklyn via a thoroughfare currently in use by pedestrians and cyclists on Laurel Hill Blvd and Review Avenue; yet with no protection or added aesthetics

Buid the Blissville Greenway!





## Attachment C

### Bulb Outs with Trees

We would also love to see the Department of Transportation and Department of Parks partner together to bring traffic calming measures to the Blissville community; creating bulb outs at intersections but adding trees to those bulb outs; combining two of Mayor Eric Adams initiatives – (1) intersection safety (2) and planting more trees. Maybe Blissville and be the test site of such an idea at just one intersection - the intersection of Greenpoint Avenue and Starr Avenue.



Attachment D

Letter of Support

**DISTRICT OFFICE**  
47-01 QUEENS BOULEVARD, SUITE 205  
SUNNYSIDE, NEW YORK 11104  
TEL: (718) 383-9566  
FAX: (718) 383-9076

**CITY HALL OFFICE**  
250 BROADWAY, SUITE 1882  
NEW YORK, NEW YORK 10007  
TEL: (212) 788-7370  
FAX: (212) 788-7195



THE COUNCIL OF  
THE CITY OF NEW YORK  
**JIMMY VAN BRAMER**  
DEPUTY LEADER  
26<sup>TH</sup> DISTRICT, QUEENS

**CHAIR**  
CULTURAL AFFAIRS, LIBRARIES &  
INTERNATIONAL INTERGROUP RELATIONS

**COMMITTEES**  
FINANCE  
PARKS & RECREATION  
PUBLIC HOUSING  
MENTAL HEALTH

December 4, 2020

Commissioner Nicole Garcia  
NYC Dept. of Transportation—Queens  
120-55 Queens Boulevard 2<sup>nd</sup> Floor  
Kew Gardens, NY 11424

Commissioner Michael Dockett  
NYC Parks – Queens  
The Overlook at Forest Park  
Kew Gardens, NY 11415

Dear Commissioner Garcia & Commissioner Dockett,

The Blissville Civic Association has passionately requested through my office an assessment of Review Avenue between Laurel Hill Boulevard and the Greenpoint Avenue Bridge for the creation of a bicycle and pedestrian friendly greenway.

Green streetscaping and increased transportation connectivity would be incredibly important to this community. I ask that a greenway study be conducted. Thank you for your attention to this important matter. I look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "JVB".

Jimmy Van Bramer  
New York City Council Deputy Leader

JVB:AMS

cc: Blissville Civic Association

## Attachment E

### Letter of Support

April 19, 2021



Dear Community Boards 2 and 5  
Dear Councilman Jimmy Van Bramer  
Dear Councilman Robert Holden  
Dear NYC DOT Queens Commissioner Nicole Garcia

Re: Support for Blissville Greenway

Transportation Alternatives is a not-for-profit organization working to reclaim New York City's streets from the automobile and to advocate for better walking, [biking](#) and public transit for all New Yorkers.

**We are proud to support the Blissville Greenway concept and help connect residents of Blissville to their greenspaces, waterfronts and the parks planned for underneath the new Kosciuszko bridge span with a safe and comprehensive new shared path. We also support the creation of a network of protected bike lanes, improving safety and accessibility throughout the industrial corridor of Western Queens and to the Kosciuszko Bridge shared path.**

The industrial area along the Southern edge of Western Queens has long been a treacherous location for pedestrians, [cyclists](#) and drivers alike. Over the past four years, there have been two fatalities and 183 crashes along the corridor between Greenpoint Avenue and Grand Avenue. This stretch was built to move cars, not people. It lacks functional sidewalks along portions of the cemetery perimeter, was built with oversized roads that encourage speeding, and acts as a barrier for those looking to access the waterfront amenities.

At present, the Blissville community is receiving exciting new greenspaces under the Kosciuszko Bridge. However, without changes to the streetscape, they will remain inaccessible to many pedestrians and cyclists. To address these concerns, Transportation Alternatives proposes the following actions:

- **Build the Blissville Greenway along Laurel Hill Boulevard and Review Ave west to Blissville**, with a widened and paved path that can be shared by pedestrians and cyclists, and lined with [trees](#);
- **Create a two-way protected bike lane on 43rd Street and add barriers to the sidewalk path entrance to the Kosciuszko Bridge shared path**, creating a safe bike and pedestrian experience both to the Blissville Greenway and the bridge's shared path from [Sunnyside](#);
- **Create protected bike lanes connecting Sunnyside and LIC with Maspeth and Ridgewood** along Rust St and 56th Road; and
- **Install wayfinding signage** for notable locations near the greenway like the historic Penny Bridge, Calvary Soldier's Monument, entrances to the Kosciuszko bridge shared path, and other key locations.

With the above changes, it will become easier for local communities to access and enjoy their waterfront and greenspace, and increase pedestrian, bike, and driver safety

We appreciate your long-standing support for safe streets and transportation alternatives for Queens [residents](#), and welcome the opportunity to partner in support of these key infrastructure improvements.

Thank you,  
Danny Harris  
*Executive Director, Transportation Alternatives*  
Juan Restrepo

*Queens Organizer, Transportation Alternatives*

111 John Street, Rm 260 New York, NY 10038  
 (212) 629-8080 (212) 629-8334  
[www.transalt.org](http://www.transalt.org)



# BRONX COMMUNITY BOARD 8

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Laura Spalter, Chairperson

Ciara Gannon, District Manager

June 28, 2022

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Bob Bender

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Robert Fanuzzi

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Omar Murray

**Housing**

Theodore R. Morris II

**Land Use**

Charles G. Moerdler

**Law, Rules & Ethics**

Martin Wolpoff

**Parks & Recreation**

Ramdat Singh

**Public Safety**

Edward Green

**Traffic & Transportation**

Debra Travis

**Youth**

Julia Gomez

Dear Council,

We are writing in support of funding the Hudson River Greenway (HRG) in the Bronx. Bronx Community Board 8 voted in 2014 in favor of extending the HRG from Manhattan to Yonkers. The HRG in the Bronx lies entirely in Community Board 8. The Bronx Is the missing link in this greenway. We urge you to make it a priority for the Council. The HRG has strong support from elected officials in the Bronx and Yonkers.

In 2018 a feasibility study was conducted by an engineering firm under the auspices of Metro-North railroad. This study identified feasible routes for the HRG that Metro-North accepted because they will not interfere with the operation of its Hudson Line.

Cordially,

*Bob Bender*

Bob Bender  
Chair  
Special Committee on the  
Hudson River Greenway

CC: Council Member Eric Dinowitz  
Council Member Carmen De La Rosa  
Council Member Pierina Sanchez





## Testimony to the Transportation and Infrastructure of the City Council

June 28, 2022

Thank you to Council Member Rivera and Committee Chair Brooks-Powers for bringing this bill to this subcommittee. I am Robert Fanuzzi, President of the Bronx Council for Environmental Quality, member of its Greenway Committee, and member of the Harlem River Working Group.

BCEQ strongly urges passage of Intro 291, the Greenway Master Planning Bill, the first citywide masterplan since the 1993. In that same year, Bronx Council for Environmental Quality played a leading role in the first Bronx Greenway master plan. Nearly 30 years in, we can speak with authority about the environmental and civic needs for this bill.

BCEQ members sat on the first Bronx Greenway Plan in 1993 and its update in 2007. Though still unfinished, these Bronx Greenway Plans laid the groundwork for the bike path and park network our borough has today. BCEQ members lead efforts to clean up the Bronx River, now the Bronx River Greenway. So we know from first-hand experience the environmental, recreational, and transportation benefits that building Greenways bring. Building Greenways—green Greenways—with zero discharge surfaces and green infrastructure engineering—is a foundation of sustainability, shoreline resilience, non-coastal flooding mitigation, water quality improvement, and park planning. These many co-benefits argue for this fact: greenways may be linear but the path towards planning and planning them is not. *BCEQ therefore recommends that Intro 291 names and plans greenways as Green Infrastructure--Green Greenways—that are compliant with DEC mandates for the city's permeable surface coverage and contribute to the city's resiliency strategies and climate change goals.* This important change will gain more funding, support, and urgency for Greenway master planning within city government.

The Bronx side of the Harlem River is the next frontier of Greenway planning. BCEQ is a founding member of the Harlem River Working Group, a community coalition bringing the same energy and focus to the Bronx's other river. We helped make the Harlem River a project site for the Urban Waters

Federal Partnership. With help from DPR, we successfully designated the Bronx bank of the Harlem River a New York State Brownfield Opportunity Area, with plans for a continuous linear Greenway from Van Cortlandt Park to Randalls Island.

Twenty years in to this effort, and we see the Harlem River Greenway growing in fits and starts, absent Master Planning at a citywide scale. And we are concerned that the varied jurisdictions and agencies are not on the same page. Every day, BCEQ's advocacy must do what this bill requires the City of New York to do: bring agencies together. We work with DOT, with DPR, with DCP, with DDC, with State DOT and EDC, and federal EPA and USGS. Thirty years in to our pathbreaking Bronx Greenway efforts and 20 years in to our Harlem River advocacy, it is time for the City of New York to bring agencies and jurisdictions together as described in this bill and get the lost and broken links of a citywide Greenway together.

And time is indeed running out. For every broken and lost Greenway, there is a community deprived of efficient human-powered transportation, recreation, and easy interconnections to the larger city. Here we speak in the name of environmental justice. For Greenway Master Planning is more than project management. It is an equity policy, predicated on safe and easy access between communities. Greenway Master Planning is THE opportunity to find the communities that are isolated and disconnected, underresourced and underfunded. Greenway Master Planning must be equity planning, and incorporate the demographics, the health impacts, the mortality rates along with the public assets, the right of way, and the transportation infrastructure.

Here again I present the Bronx as a borough deeply in need of citywide Master Planning. The Bronx was not included in the Destination Greenway RFP. We have a Harlem River Waterfront Zoning resolution from the Bloomberg administration that does not incorporate Greenways. High rises rising along the Harlem River are now the chief drivers of waterfront open space planning. Meanwhile, 50% of Bronx residents have waterfront access, compared to 70% in other boroughs, and our county's asthma rates are the highest in New York State.

BCEQ has assisted Columbia University, MIT, and Pratt Institute on their master plans for the Harlem River Greenway. Our borough's grass-roots advocacy has brought not only the Bronx River Greenway and plans for the Harlem River Greenway but the Hutchinson River Greenway, South Bronx Greenway and the Mott Haven-Port Morris Waterfront Plan. We are doing all we can. To honor the decades of activism, unpaid service to our city, and sustained civic engagement that has brought us this far, *BCEQ*

*recommends that Intro 291 includes provisions for planning and project management processes to include greenway stakeholder community organizations as well as community boards.*

After decades of advocacy and countless volunteer hours, it's time—way past time—for the City of New York to honor its communities most in need with a new citywide Master Plan designed with connections, planned for resilience, and dedicated to those currently left out. We urge passage of Intro 291 and respectfully submit the two recommendations contained therein for your consideration.

--Robert Fanuzzi



**Testimony in Support of Intro 291 Greenways Master Plan  
To the City Council Committee on Transportation & Infrastructure  
by Brooklyn Greenway Initiative Executive Director Terri Carta  
June 28, 2022**

Brooklyn Greenway Initiative (BGI) is a nonprofit organization that for more than two decades has partnered with city agencies, elected officials, and community stakeholders to advance the Brooklyn Waterfront Greenway. Early last year BGI convened greenway groups from across the city to form what is now known as the NYC Greenways Coalition to collectively advocate for a fully developed, equitable 5-boro network of greenways.

BGI enthusiastically supports Intro 291 calling for a NYC Greenways Master Plan that:

- Advances a fully connected citywide network, not just disparate segments
- Is created collaboratively by the multiple city agencies that plan, design, build, and maintain greenways to ensure consistency in design and safety standards, as well as integration of waterfront access, resilience, and other green infrastructure opportunities
- Centers equity, ensuring that the neighborhoods that need greenways the most are at the front of the line for detailed planning, funding, and capital implementation of greenways, even when these segments are some of the most complex to build

We applaud the bill's focus on implementation, not just vision.

We also want to make sure the full life cycle of greenways is accounted for in the final version of the bill – namely, operations and maintenance:

- Greenways need consistent rules and regulations regardless of agency jurisdiction to address inconsistencies related to e-bikes and other forms of active transportation, for example





- NYC needs to streamline city resources for day-to-day and annual maintenance of greenways, to address everything from snow removal in the winter and surface repair in the summer to periodic repairs and upgrades over time as needs change and new technologies become available. We need the Plan to codify efficiencies and consistency in maintenance across agency jurisdictional boundaries and across all boroughs and neighborhoods to best serve all New Yorkers.

As one of the 40+ organizations of the NYC Greenways Coalition, BGI applauds the 22 Council Member co-sponsors of Intro 291, especially Council Members Rivera and Brooks-Powers for their leadership, and asks the rest of Council to swiftly pass this important bill into law.

Thank you!



**Testimony in Support of Intro 291 Greenways Master Plan  
To the City Council Committee on Transportation & Infrastructure  
by Brooklyn Greenway Initiative Executive Director Terri Carta  
June 28, 2022**

Brooklyn Greenway Initiative (BGI) is a nonprofit organization that for more than two decades has partnered with city agencies, elected officials, and community stakeholders to advance the Brooklyn Waterfront Greenway. Early last year BGI convened greenway groups from across the city to form what is now known as the NYC Greenways Coalition to collectively advocate for a fully developed, equitable 5-boro network of greenways.

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- Centers equity, ensuring that the neighborhoods that need greenways the most are at the front of the line for detailed planning, funding, and capital implementation of greenways, even when these segments are some of the most complex to build

We applaud the bill's focus on implementation, not just vision.

We also want to highlight two vital additions for the final version of the law:

- The need to streamline city resources for day-to-day and annual maintenance of greenways, to address everything from snow removal in the winter and surface repair in the summer to periodic repairs and upgrades over time as needs change and new technologies become available. We need the Plan to codify efficiencies and consistency in maintenance across agency jurisdictional boundaries and across all boroughs and neighborhoods to best serve all New Yorkers.



- The need for consistent rules and regulations on greenways regardless of jurisdiction across different agencies. This will address inconsistencies related to e-bikes and other forms of active transportation.

As one of the 40+ organizations of the NYC Greenways Coalition, BGI applauds the 22 Council Member co-sponsors of Intro 291, especially Council Members Rivera and Brooks-Powers for their leadership, and asks the rest of Council to swiftly pass this important bill into law.

Thank you!

# MANHATTAN COMMUNITY BOARD FIVE

Vikki Barbero, Chair

450 Seventh Avenue, Suite 2109  
New York, NY 10123-2199  
212.465.0907 f-212.465.1628

Marisa Maack, District Manager

Tues, Jun 28

Hearing Testimony – New York City Council, Committee on Transportation and Infrastructure

My name is Julie Chou. I serve on Manhattan Community Board Five and am part of a Public Bathroom Working Group comprised of 4 community boards in Manhattan (CB1, CB4, CB5, CB6). I helped to publish a report with the Urban Design Forum in 2019 that stated there are only around 1,100 public bathrooms spread out in the 5 boroughs with only 2 public bathrooms available 24/7 in Manhattan. Eleven hundred public bathrooms are not enough for a city of 8.4 million with annual tourists over 66 million. Public bathrooms are a basic need, a quality of life and public health concern. With the recent public health emergency, public bathrooms are needed more than ever. Let's learn from the lessons of the previous four administrations and create a public bathroom system that will make public spaces accessible to all New Yorkers.

- In 1990, a group of homeless people sued the City of New York and the MTA for lack of access to public bathrooms. In 1992, Mayor Dinkins authorized the installation of six self-cleaning sidewalk toilets around the city as an experiment. The 6 toilets were used over 40,000 times over a 4-month period and was deemed a success.
- Under Mayor Giuliani, the toilets were again pursued as part of his quality-of-life initiative. During this time, City Council proposed to install 50-100 toilets with a \$5 million budget. Both initiatives failed.
- Mayor Bloomberg revived the idea of the public toilet in 2002, even making it one of his top three priorities. He installed 3 automated public toilets (APT) during his administration.
- Mayor Deblasio installed 2 APTs during his administration.

We ask the Adams Administration to install the remaining 15 APTs in the next 4 years before the contract expires in 2026. JC Decaux would install and maintain the units for free under the existing contract. We ask DOT to make transparent the sites that have been considered for the automated public toilets to better understand why it has been so challenging to find viable sites for these units.

We also recommend DOT consider siting public bathrooms in their Plaza Program. There is more clearance in plazas than on our public sidewalks. It has been reported that 74 plazas have been created over the past 10 years and only 2 of them have an APT located in them. The legislation should also consider other sidewalk toilets like the Portland Loo, which may not require as much clearance around the unit as an APT. We also recommend DOT consider siting



public bathrooms next to POPS for clearance issues.

There are only 680 comfort stations out of the 1,700 parks in NYC so more than half of our parks do not have access to public bathrooms. We ask the NYCDPR to provide a list of parks that do not have comfort stations as part of this legislation so that we can understand why certain parks do not have access to public bathrooms.

A public bathroom is not a one size fits all solution, and we want to make sure that the public bathrooms that are sited for the different zip codes are attractive, well maintained, safe and cost effective. We ask that they be located in areas with high pedestrian traffic following Crime Prevention Through Environmental Design (CPTED) principles and also request that they will be regularly maintained by DPR or a local BID preferably with full time attendants.

Manhattan Community Board Five wholeheartedly supports the legislation to propose a public bathroom site for each zip code and applauds the city council for addressing this need. We request that DOT provide the locations of previous sites that has been considered for APT, that DCP be included in this study; that there be an interagency effort between DOT, DPR and DCP to come up with a comprehensive plan for siting public bathrooms; and DOT, DPR and DCP work with the community board's public bathroom working group and local community boards and BIDs throughout this study.

Manhattan CB5 has also passed a resolution asking for more public bathrooms in the city with at least one additional 24/7 public bathroom with full time attendants in our district. This public bathroom resolution also asks the city to use easily identifiable signage for public bathrooms, use technology to help people locate all publicly accessible bathrooms in NYC along with information about the operational status, accessibility for wheelchair users, and changing facilities for infants.

Thank you for giving me the opportunity to testify.

Julie Chou  
Vice-Chair, Budget, Education and City Services Committee



**New York City Council, Committee on Transportation and Infrastructure**  
**Hybrid Hearing**  
June 28, 2022

Chair Brooks-Powers and members of the Committee, thank you for holding this hearing on the use of public space in the city. City Parks Foundation is a nonprofit that works alongside NYC Parks to enliven our parks by encouraging their use and activating communities to help care for these green spaces. We understand the immense benefits of expanding access to green spaces through the development of citywide greenways and so express our support for Bill Int. 0291-2022, which would require our city to develop a new Greenways Master Plan and regularly check in with communities on their engagement with these spaces to help measure their impact.

This Bill would enable a vision for the city's environmental and economic future that requires innovation and collaboration among multiple city and state agencies and community-focused organizations. As a member of the Greenways Coalition, City Parks Foundation fully supports the adoption of this Bill. We recognize that increasingly, parks, green/ blue/ mixed-use open spaces are essential infrastructure within cities and that a dedicated stream of resources and investment in them will continue to reap myriad benefits.

A new greenways network that spans the city and builds upon the existing 150 miles of greenways would enhance public health, improve bike and pedestrian safety, promote zero-emission mobility options, increase access to open space, waterfronts and green space and help with workforce development. Expanding the greenways network would also increase opportunities to connect city residents and tourists to historical and cultural sites as well as regional hiking and biking trails. The shift towards more nonmotorized transportation options that greenways embody will connect residents to the city and each other in more substantial and measurable ways.

Greenways have been proven to improve the physical health and mental well-being of our city residents, and translate into economic and environmental benefits, such as the creation of jobs, a decrease of dependence on private automobiles, helping to absorb stormwater and increasing tree cover to help reduce rising heat islands.

It has been heartening to witness the growth of greenways in the city over the years. With the collaboration of the Parks Department, the Department of Transportation and the Economic Development Corporation, among other agencies and the city's community networks, we believe that the long term plan to build a more comprehensive, more connected greenways system that is truly citywide will have immense benefits. City Parks Foundation believes that collaboration on this scale can only be bolstered by an organized, central Office of the Public Realm to support our collective efforts towards a recovering, resilient and equitable city. We look forward to working alongside the City to engage with community members to develop a greenways system that matches the greatness of New York City.

June 28, 2022 testimony: NYC City Council Transportation & Infrastructure Committee hearing on Greenway Master Plan legislation — Intro 291

Kerissa Fuccillo Battle, PhD  
Founding Director, Community Greenways Collaborative, Inc

Testimony:

**Community Greenways Collaborative (CGC) enthusiastically supports Intro 291, a bill to require the Department of Transportation (DOT) and Department of Parks and Recreation (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.**

**Greenways are vital for improving quality of life for urban residents and creating sustainable, equitable cities. Greenways can also have far-reaching environmental benefits and contribute to climate resilience. Increasing the connectivity of urban habitat, pollutant and carbon uptake by native vegetation and stormwater absorption are just a few of the environmental benefits of expanding greenways. Greenways are multi-functional and can create new avenues for social-ecological connectivity, critical for a sustainable future.**

New York can make faster, steadier progress if the public and city agencies regard greenways as pieces of a currently unfinished but ultimately integrated network. Some of New York City's greenways are popular and well-maintained, but work to build additional segments and connect them into a useful network has been relegated to narrow areas of the city, slow-moving and lacking a transparent process. While the city devotes resources to some new greenway links, others have decayed or become substandard. The city last issued a greenway plan in 1993.

A revised and complete New York City Greenway Master Plan will present the status of the network in terms of built and future segments, resources needed to complete and allow the network to serve as intended, and will bridge the interagency divides and gaps that have marked greenway development in recent decades. This legislation will require the city to maintain an ongoing Greenway Master plan, with regular updates on projects, resource needs and network connectivity. Development of a new NYC Greenway Master Plan will be very timely. Greenways can create and extend healthy open spaces into every corner of the city, aid with social distancing, greenway construction and upgrades will create jobs that can take advantage of new federal infrastructure funding, and they will safely support booming bike use in the city, for many types for trips and for people of all ages and abilities.

**Key Benefits:**

- A city-wide greenway master plan would create transparency regarding NYC's greenway project pipeline and add impetus to filling network gaps, speeding realization of a functional, interconnected greenway system.
- A transparent, regularly updated greenway plan will lead to more equitable greenway development, spotlighting areas of the city that have little access to

greenways and priority greenway links to address this problem.

- Regular plan updates from agencies that implement and maintain greenways will allow the Master Plan to remain a relevant, active planning effort that consistently produces benefits for all New Yorkers.
- This excellent bill could be improved further with an updated greenway definition, a provision for a jurisdictional map, and a requirement for greenway design standards.

**Suggestions for minor changes if possible:**

- Update the definition of greenway to acknowledge that some New Yorkers use greenways for transportation, and to acknowledge that electric assist bicycles and possibly other small electric vehicles should be allowed on Parks Dept. greenways.
- Add a requirement for a jurisdictional map of the city's greenways in the Master Plan. The current system with greenways under a variety of city and other agency jurisdictions is not transparent to everyday New Yorkers.
- In 3. describing greenway closures, add a provision to include the specific detour for specific closures.
- Add a section requiring greenway design standards that allow capacity for growth in greenway usage and emphasize green infrastructure.

**Summary Closing:**

**A Citywide Greenway network will dramatically increase New York City's ability to equitably deliver affordable and green mobility options, create open space and environmental benefits, improve public health and social cohesion, and enhance access to jobs and economic development to 8.4 million New Yorkers in all reaches of our city.**

**Thank you for your consideration of this transformative project.**

**Sincerely,**

Kerissa Fuccillo Battle, PhD  
Founding Director, Community Greenways Collaborative, Inc



**New York City Council  
Committee on Transportation and Infrastructure  
June 28, 2022**

**Written Testimony  
Matthew Clarke  
Executive Director, Design Trust for Public Space**

Thank you to Chair Brooks-Powers and the Committee for having me today. My name is Matthew Clarke and I serve as the Executive Director of the Design Trust for Public Space. Our organization has spent the past 27 years unlocking the potential of New York's public space.

I'm testifying today to support public space and the three bills under consideration. However, my primary message to this Committee, and to the council at large, regards the context in which these programs can be successful.

Over the past two years, we have worked with hundreds of organizations, from large BIDS to small place-based advocates, with thousands of individuals, and with many of you, on projects that reframe what public space means to New Yorkers.

For example, with *Neighborhood Commons* ([neighborhoodcommons.nyc](http://neighborhoodcommons.nyc)), we worked with Small Business Services to identify a new way to manage and support commercial corridors and public space that don't have the benefit of a BID.

With *Turnout NYC* ([turnoutnyc.org](http://turnoutnyc.org)), we're testing a new model of public space arts infrastructure that puts power in place, particularly BIPOC and historically marginalized communities.

And with *Alfresco NYC* ([rpa.org/alfresco-nyc](http://rpa.org/alfresco-nyc)), we're working to imagine the long-term development of Open Restaurants in New York City.

These efforts have made two points abundantly clear: 1) we are meeting a generational moment to rethink how public space can serve every New Yorker and 2) that our government is not yet structured to take advantage of this opportunity.

New York needs a centralized voice to address public space management with three critical capacities:

1. Being able to vision, plan, and coordinate our parks, streets, plazas, and corridors...and to understand how those projects intersect with each other.
2. Providing a clear and inclusive regulatory process, such that non-governmental entities have centralized and simple procedures for permitting and licensing.
3. Directing existing and future resources, like grants and maintenance, in a coordinated and equitable way, to small businesses, CBOs, and other public space managers.

Design Trust recommends that the Interagency Public Space Working Group be strengthened to serve as a forum to design a long-term, more formal structure to address these capacities.

In support of these Bills, Design Trust wants to support public space as a leading cause for New York City.

Thank you.

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**From:** Cliff Stanton <cliff.fhrg@gmail.com>  
**Sent:** Wednesday, June 29, 2022 9:04 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Testimony

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Forward suspect email to [phish@cyber.nyc.gov](mailto:phish@cyber.nyc.gov) as an attachment (Click the More button, then forward as attachment).

Dear Councilmembers,

I am the chair of the Friends of the Hudson River Greenway. We advocate for the extension of the Hudson River Greenway (HRG) in the Bronx, where there is currently a missing link between Manhattan and Westchester. We have letters of support from past and present councilmembers Andrew Cohen and Eric Dinowitz. We also have the support of Assemblyman Jeffrey Dinowitz, State Senator Alessandra Biaggi, and Congressman Jamaal Bowman. In addition, State Senate Majority Leader Andrew Stewart-Cousins has expressed support for the construction of the missing link between Manhattan and Yonkers.

The HRG does not currently exist in the Bronx. It falls entirely within the jurisdiction of Bronx Community Board 8, which has been advocating for the missing Bronx link since 2014. In 2016 former Councilman Andrew Cohen introduced Resolution 994-2016, calling for the creation of the Hudson River Greenway in the Bronx, which the Council passed. Metro-North Railroad commissioned a feasibility study of an all waterfront Greenway which was completed in 2018.

There remains strong community support for continuing the HRG into the Bronx and Westchester.

We join with other greenway advocates in urging the City Council to create a new citywide greenway plan that will include the HRG and will link to a proposed Harlem River Greenway and other greenways throughout New York City.

Cordially,

Cliff Stanton  
President, Friends of the Hudson River Greenway

cc: Councilmembers Pierina Ana Sanchez, Carmen de la Rosa, Eric Dinowitz

Sent from my iPhone



## ***The RAIN (Raingarden Action in Neighborhoods) Coalition***

**NYC Council, | July 1, 2022**

**Testimony By: Maggie Scott Greenfield & Cameron King, RAIN Coalition (Bronx River Alliance, Gowanus Canal Conservancy, HOPE Program, Newtown Creek Alliance)**

My name is Cameron King and I am the Development Director of the Gowanus Canal Conservancy and a founding member of the RAIN (Raingarden Action in Neighborhoods) Coalition, made up of Bronx River Alliance, Gowanus Canal Conservancy, the HOPE Program, and Newtown Creek Alliance. The RAIN Coalition is writing to express our support to the NYC Council Committee on Transportation and Infrastructure (re: Oversight - Managing the City's Public Space) for a coordinated Office of the Public Realm led by a new position reporting directly to Mayor Adams or a Deputy Mayor.

The RAIN Coalition is a new neighborhood-based NYC coalition representing the three of NYC's most degraded waterways: Bronx River, Gowanus Canal, and Newtown Creek. The Coalition also includes The HOPE Program, a workforce development organization with deep ties in horticultural stewardship. We are all committed to see that green infrastructure (GI) is a useful tool in the City's toolbox of improving water quality and providing climate resiliency and providing multiple co-benefits, including:

- Stormwater management, essential to meeting the requirements of NYC's MS4 permit
- Abatement of combined sewer overflows, required by NYC's Long-term Control Plans
- Neighborhood cooling, essential as our City experiences more frequent and longer heat waves
- Habitat for pollinators and other urban wildlife
- Beauty and joy in our neighborhoods!

In other words, GI can be an environmental, regulatory and political win-win-win for the Adams administration. In order to be successful, however, GI needs a high-level coordinated approach in the Mayor's office.

The RAIN Coalition formed to tackle a pressing problem facing our watersheds: newly-installed green infrastructure features that were quickly becoming denuded of their original native plantings and full of trash, weeds and debris. Not only is the state of these rain gardens failing to achieve their intended purpose, they are also becoming blighting influences in our neighborhoods. Their neglected, denuded, trash-filled state run the risk of turning public opinion away from green infrastructure. Comptroller Stringer issued a stinging indictment of the City's performance in maintaining green infrastructure in 2019.<sup>1</sup>

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<sup>1</sup> See <https://comptroller.nyc.gov/reports/audit-report-on-the-on-the-department-of-environmental-protections-maintenance-of-rain-gardens/>



A denuded, trash-filled rain garden in Newtown Creek watershed. Inlets are clogged with sediment, which impacts the ability of the feature to absorb and treat stormwater.



Youth apprentices assist with planting during a stewardship event led by the RAIN Coalition, July 21, 2021

The RAIN Coalition is less interested in pointing fingers and more about finding solutions. We asked ourselves: what can we as watershed stewards do to help correct this chronic issue of failing green infrastructure? How can we link our efforts to the critical need for green collar jobs for communities most impacted by environmental harms?

We banded together to pilot a new model of watershed-based green infrastructure stewardship, rooted in community education and seeking to establish a pathway for employment for communities most impacted by environmental harms.

We strongly advocate that NYC use every available opportunity to *plan, build* and *steward* GI properly. This means ambitious *planning* which seeks to use all available public land, be it schools, public housing, parks or streets, sanitation yards, etc. It means *building* these features using best practices across all public land. Finally, it means a coordinated approach to *maintenance* of GI across agency assets. In other words, GI in parks should have the same maintenance plan and tracking as GI on the street or on NYCHA property.

The RAIN Coalition stands with all those calling for a coordinated, holistic strategy to provide better care, management, coordination, and planning for the public realm. We salute the creation of the “Blueprint for New York City’s Economic Recovery” that

recommends an “interagency ‘public realm’ working group to coordinate citywide policy and program implementation.”

While we apply the formation of a public realm working group, we advocate that the City go farther. We ask that Mayor Adam establish an Office of the Public Realm at the Deputy Mayor level to ensure success in interagency coordination for the public realm. This will demonstrate the administration’s prioritization of the public realm, be it greenways, rain gardens, plazas, sidewalks, or green infrastructure.

We must be creative and ambitious and methodical in this endeavor. We salute the talented staff who lead public realm efforts in their agencies. We work with many of them on a regular basis and recognize their talents and dedication. However, the current structure remains far too siloed and is not serving NYC well.

Thank you for providing the opportunity for the RAIN Coalition to express our support for a coordinated Office of the Public Realm led by a new position reporting directly to the Mayor or Deputy Mayor.

Sincerely,

*Cameron King*

Cameron King  
Development Director

CC: RAIN Coalition  
Jennifer Mitchell, The HOPE Program  
Willis Elkins, Newtown Creek Conservancy  
Maggie Scott Greenfield, Bronx River Alliance

Chauncy Young  
Coordinator, Harlem River Working Group  
Home Address:  
### Anderson Avenue

Bronx NY 10452

6/28/2022 Testimony on Int 0291-2022 City Council Transportation and Infrastructure Committee

Good afternoon Chair Brook-Powers and NYC Council Members. I am presenting today on behalf of the Harlem River Working Group, a member organization of the NYC Greenways Coalition. The Harlem River Working Group and many Greenway and Parks Advocacy Groups formed the NYC Greenways Coalition in conjunction with the Brooklyn Greenway Initiative, because we need an expanded Greenway Network for NYC. The Bronx and other less affluent communities throughout NYC have not benefited from the same level of Parks and Greenway infrastructure development as other areas of NYC. We hope that by standing together that we will have a stronger voice and that being united, we will be able to ensure that all communities benefit and that the Bronx, the borough that has seen the least development, will finally get it's share and hopefully can be a destination where families can finally enjoy safe recreational and transportation opportunities.

Over the last few years, NYC Parks and NYC Department of Transportation partnered together on a project called Destinations Greenways, which was to address issues of equity in terms of Greenway Development outside of the Borough of Manhattan. In the Bronx, Destinations Greenway selected the Harlem River Greenway, a project that has been the vision of residents of the Boroughs for over 3 decades, but decided the project was too complicated and only focused on Greenway development in Brooklyn and Queens.

Several of the Destination Greenway Projects in Brooklyn and Queens were funded in this past budget year, while the majority of Bronx Projects have not been funded and due to no city agency planning processes, are not considered Shovel Ready Projects.

The HRWG was formed in 2009, and represents over fifty community groups, parks advocacy groups, community board representatives and elected officials, and many of our partner organizations and individuals have been organizing for decades.

Bronx residents have less waterfront access than any other borough with only 50% of Bronx residents having access, while the other boroughs are over 70%. City Planning shared these figures in a recent waterfront meeting.

I don't think that I need to mention that Bronx County is 62 out of 62 counties in terms of Health Outcomes, and certainly one of the factors in this is lack of access to parks and recreational activities.

While the Bronx is the borough of Parks, with two of the largest parks in New York City, many Bronx residents do not have access to parks. The original goal of the Greenways Plan by Bronx advocates and Bronx Borough President Fernando Ferrer was to connect all Bronx communities to the Bronx Waterfront and Bronx Parks. Imagine how our borough would be transformed if residents could safely ride/walk/skate from Randall's Island to Van Cortlandt Park. Many of our families travel to Manhattan or out of NYC to find safe spaces to recreate with their families, developing a sustainable Greenway system in the Bronx and throughout NYC could change this.

A complete network in the Bronx would connect the Harlem River Greenway, Putnam Greenway, Aqueduct Walk Trail, the Bronx River Greenway, the Hutchinson River Greenway, the Hudson River Greenway and the

Mosholu-Pelham Greenways together, so that Bronx Residents can travel to any part of the Borough safely by walking, bicycle, or other alternative forms of Transportation. This Greenway Network would work in conjunction with an on-street bicycle network and would connect into Greenway systems in the other 4 Boroughs and in Westchester.

New York State's trail system, the Empire State Trail runs through the Bronx, but only for a short section to connect to the Hudson River Greenway and the Westside of Manhattan. However, the development of the Putnam Greenway and Harlem River Greenway would not only create the safest off street connection for this trail for tourists, families and commuters throughout the City, but would provide Bronx residents safe access to what has been seen as one of the star programs of the NYS Parks System.

While the Putnam Greenway might seem far out of the South Bronx, as it will connect Van Cortlandt Park to Fordham Landing. The Putnam Greenway will also help stop flooding in the Bronx alongside the Deegan Expressway as the Greenway is being developed in conjunction with the Daylighting of Tibbetts Brook. This is the largest Daylighting project in the US, where we are going to take a stream out of the NYC Sewer system, where currently the 3-4 million gallons of fresh water combine with sewage to make the Deegan Expressway very flood prone. This is why the NYCDEP is funding this project. Unfortunately, the MTA and CSX have been slow to come to the table with NYC about this project, so although it is fully funded, it has been delayed for years. This is in stark contrast to how CSX worked with NYC around the High Line in Manhattan where they sold the property for \$1.00.

There is a history of the Bronx Waterfront being sold away or not being seen as an essential part of Bronx Resident's Life. Over the past 20 years, several hundred acres of Bronx Waterfront has been lost for various failed infrastructure projects including the Harlem River Yards Project and Oak Point Rail System, the Highbridge Train Washing Station, the transfer of promised the Parkland of Millpond Park South (Pier 5) to EDC to develop affordable housing, the sale of 30 acres of CSX Property in Fordham to Dynamic Starr, and the recent renovations of the Deegan Viaduct that filled in a potential greenway path from 161st Street to Depot Place.

The Harlem River Yards Project and Oakpoint Rail System cut off more than 2 miles of the waterfront from community members under the guise of developing an intermodal transportation system for the Bronx and NYC which would cut down on trucking and pollution in the Bronx and New York City as a whole. In 2000 when the project was completed, the intermodal system was so outdated and nonfunctional, that the related rail system does not bring food and products into NYC but is instead used to transport trash for the Bronx and much of New York City out of the metro area and the Harlem Yards houses some of the most truck intensive industries in the City: Fresh Direct, Fedex, and the NY Post, all based on nearly 100 acres of state owned land with a 99 year lease. The Oakpoint Rail line travels 1.9 miles in the Harlem River, it's construction costs at the time made it the most expensive rail project in New York City. All to truck garbage and at the same time making even waterfront parks unable to provide on-water recreational programs due to the dangers of being unable to pass until the railroad at mid to high tide.

Prior to the development of the Deegan Expressway and the Harlem River Drive, the Harlem River was the center of water recreational sports for not only New York City but also the region as a whole and NYC's Harlem River rivaled Philadelphia and Boston as the center for recreational boating in the United States with over fifty boat houses along the Harlem River.

The current situation, leaves Bronx residents with no access to on-water recreational activities in the West Bronx. Outside of the Harlem River Working Group Partnership with Wilderness Inquiry's Canoemobile twice annually, there are no active water recreational programs for the Bronx side of the Harlem River.



Most of what I have shared was in the original Bronx Greenway Plan of 1993, and several of these proposals were included in the 1993 Master Greenway Plan released under Mayor David Dinkins.

Why we are supporting the Greenway Master Plan Bill is not only about updating the citywide Greenway plan but also proposes to have regular presentations and updates on the progress and development of this Greenway Network.

Sincerely,  
Chauncy Young  
Coordinator of the Harlem River Working Group



**Testimony of Carlos Castell Croke  
Associate for NYC Programs  
New York League of Conservation Voters**

**City Council Committee on Transportation and Infrastructure  
Oversight: Managing the City's Public Space  
Intro 0291  
June 28th, 2022**

Good afternoon, my name is Carlos Castell Croke and I am the Associate for New York City Programs at the New York League of Conservation Voters (NYLCV). NYLCV represents over 30,000 members in New York City and we are committed to advancing a sustainability agenda that will make our people, our neighborhoods, and our economy healthier and more resilient. I would like to thank Chair Brooks-Powers for the opportunity to testify today.

In a densely populated city like New York, access to affordable, clean transportation is more than an economic driver and hard sought after resource, it is a fundamental right. We know that transportation is a leading source of emissions in the state and in the nation, mainly due to personal automobiles and heavy duty vehicles burning fossil fuels. Furthermore, our frequent acceptance and perpetuation of car culture constantly undermines the safety of pedestrians and effectiveness of alternative forms of transportation.

In order to effectively fight climate change and protect public health, we need to reimagine how people live and move in our city. An undeniably crucial part of that will be creating an interconnected greenway system that provides people with safe, low emission passage throughout the boroughs while providing numerous other environmental benefits through green infrastructure.

NYLCV therefore supports Introduction 291 to create a greenway master plan. Greenways connects parks and opens spaces, easily providing access to these resources for communities that can't walk to them. Green infrastructure along these paths also help to fight urban heat island effect and can absorb stormwater. However our greenways now are disjointed and unfinished, a master plan can help to get us back on track and build out a truly interconnected network.

Lastly, I want to add that NYC DOT has already applied to a Federal RAISE grant for a greenways expansion plan. We support this application and hope that they receive it to work in conjecture with this legislation.



**Testimony from the Open Hearts Initiative Re: Intro. 258  
June 28, 2022**

Thank you to Chair Brooks-Powers and to the members of the Transportation and Infrastructure Committee for the opportunity to submit testimony regarding Intro. 258. My name is Sara Newman and I am the Director of Organizing for the Open Hearts Initiative (OHI). OHI supports communities across New York City who welcome homeless neighbors and advocate for housing justice in their backyards. Our chapters and affiliated groups in neighborhoods across the city represent hundreds of housed New Yorkers who stand in solidarity with homeless neighbors. We support this legislation and urge the Council to pass it.

When we talk with neighbors who express concerns about the presence of homeless neighbors in their communities, we often hear complaints that individuals perceived to be homeless sometimes use the bathroom outside. The response is often to try to push homeless neighbors out, or to criminalize their attempts to meet the most basic human needs. This approach fails to solve the problem. As uncomfortable as it is for someone with a home to see a neighbor relieving themselves in public, the experience is undoubtedly more humiliating for the person without access to a restroom. No one wants to relieve themselves in public—and in fact, people often take extreme steps to reduce their need to do so, in ways that cause real damage to their health.

Friday, July 1 marks the start of Homeless Rights Month, and few rights are more fundamental than the right to meet one's basic needs. Every person deserves a convenient and safe place to use the bathroom—regardless of their housing status. Increasing the number of public restrooms in the city is a logical solution that gets at the root of the issue rather than perpetuating stigmas, and Intro. 258 is a common-sense step towards doing so. If we want to improve our communities—to make them cleaner, safer, and more welcoming for all—then providing these types of public services is crucial. Public restrooms are vital public health resources that exist in much greater numbers per capita in cities across the country and world, where they are widely perceived as assets—not liabilities—for all members of the community. When everyone's needs are met, our communities are the better for it.

We need more public restrooms in *all* neighborhoods, including those where some residents have historically resisted hosting facilities that serve homeless New Yorkers—which is why we are excited that Intro. 258 requires identifying sites in every ZIP code. We hope that in considering any opposition from constituents, Council Members keep in mind that many of the constituents who lack consistent access to a restroom—and would most benefit from this bill—are also those who are at a disadvantage in terms of the time and resources it takes to contact



elected officials or attend lengthy community meetings. Council Members should weigh the feedback on this bill accordingly, and when this bill is implemented, city agencies should proactively reach out to directly impacted individuals to identify potential locations for public restrooms as part of the “community input” process.

We urge the Council to pass this bill immediately and ensure it is swiftly implemented to give all New Yorkers a convenient, safe place to use the bathroom.

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**From:** Rick Horan <RickHoran@queenslink.org>  
**Sent:** Friday, July 1, 2022 5:59 PM  
**To:** Testimony  
**Subject:** [EXTERNAL] Testimony for Transportation and Infrastructure Hearing on Greenways.

Dear Transportation and Infrastructure Committee,

The QueensLink project is the proposed extension of the NYC Subway M Train from Rego Park to the Rockaways and would run along a city-owned, 3.5-mile right-of-way that the LIRR Rockaway Beach Branch once used. The QueensLink is to South and Central Queens what the IBX is proposed to be for Brooklyn and Western Queens. Both projects would reuse existing rail assets to improve mass transit for neighborhoods that desperately need it, while simultaneously reducing carbon emissions.

**QueensLink proves that publicly accessible community parks, greenways, and new subway infrastructure are not mutually exclusive.**

Some of the many potential benefits of the QueensLink include:

- **New transit connections** that reduce commuting time by up to an hour a day, allowing for faster access to education, employment, and recreation opportunities.
- **Reduced traffic** on Woodhaven Blvd. and the Van Wyck Expressway, curtailing greenhouse gas emissions and other pollutants.
- **Transit equity** for the underserved communities of Glendale, Woodhaven, Richmond Hill, Howard Beach, Broad Channel, and the Rockaways. The latter endure some of the longest commuting times in the country.
- **Returning the G train to Forest Hills** once capacity is increased along the Queens Boulevard Line. Increasing capacity along the QBL will be possible when the M is diverted south at Rego Park, instead of ending at Forest Hills.
- **Faster, more reliable travel** between Queens neighborhoods via one-train access.
- **Up to 33 acres of space for parks, trails, or newly created farmer's markets** alongside and underneath the tracks.

In 2019, the MTA released its Rockaway Beach Branch Sketch Assessment. This study determined that subway reactivation is feasible and estimated it would serve nearly 50,000 riders a day. This approximation does not include the millions of travelers who could utilize QueensLink for access to attractions in south Queens, such as Resorts World or the Rockaways, or for shopping at the malls along Queens Boulevard. As described in the title, the MTA's report is only a "sketch," and many of the assumptions require further

study. While the MTA estimated the project would cost \$8 billion, an independent transportation consultant (TEMS) determined it would cost far less – about \$3.5 billion.

QueensLink is an investment that could pay for itself in economic return in less than a decade while serving New York City for generations. An EIS would provide greater detail on QueensLink’s potential economic and environmental impact, as well as provide solutions to preserve the quality of life for people and businesses along the right-of-way. With the new federal infrastructure bill dedicating \$10 billion for transportation projects in NYS, we want to move as fast as possible to understand how best to allocate these funds.

Finally, an EIS for QueensLink will put it on a similar track to the IBX, another study-worthy initiative. Both projects are currently being evaluated by the MTA for inclusion in their next 20-year Capital Plan.

Respectfully submitted,

Rick Horan

**Rick Horan**, Executive Director  
- [RickHoran@QueensLink.org](mailto:RickHoran@QueensLink.org)

The logo for QueensLink features a stylized 'Q' composed of two overlapping semi-circles, one green and one orange, followed by the word 'QueensLink' in a bold, sans-serif font.  
*QueensRail Corporation is a 501c3 not-for-profit*



Dear Council Members:

On behalf of Row New York, I would like to express our support for the development of a new Citywide Greenway Master Plan for NYC that incorporates a renewed focus on equity, racial, economic and environmental justice.

Since our beginning Row New York has seen the benefits of New York City's greenspaces on the young people we serve and how essential they are for the well being of communities. We began in 2002 on Meadow Lake in Queens to increase academic and athletic opportunities for girls living in low-income communities, guided by the principle that where a child is born should not determine the opportunities available to her. Since that time, we have evolved into a nationally recognized sports-based youth development organization serving girls and boys at program sites in Queens and Manhattan and with plans for a new boathouse and learning center underway in Sherman Creek Park.

Throughout our twenty years as an organization, we have been so grateful to see our young people thrive in our city's parks. We have also seen the difficulty that some of our young rowers and families have to face to access them. We wholeheartedly support a new Greenway Master Plan that addresses the inequity that exists and incorporates greater community involvement in the construction of new developments and maintenance of existing ones.

We at Row New York is dedicated to making the sport of rowing, a historically exclusive and predominantly white sport, accessible to everyone. As such, we truly would like to see improvements that help individuals from all NYC communities and with all outdoor interests get to experience the spaces that make programming like ours possible.

Thank you,

A handwritten signature in black ink, appearing to read "Rachel Cytron".

Rachel Cytron, Executive Director of Row New York

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**From:** New York City Council <no-reply@council.nyc.gov>  
**Sent:** Monday, June 20, 2022 2:58 PM  
**To:** Testimony  
**Subject:** [EXTERNAL] Tue, Jun 28 @ 2:00 PM - Committee on Transportation and Infrastructure  
**Attachments:** Bronx-Gets-More-Bus-Lanes.pdf

Attendee will be: Testifying via Zoom (web) Attendee name (Zoom name): Glen Bolofsky Attendee email (Zoom account): glen@parkingticket.com Attendee phone number:  
Hearing: Tue, Jun 28 @ 2:00 PM - Committee on Transportation and Infrastructure Subject of testimony: Why does Amazon, Fed Ex & UPS get discounts for blocking bus lanes ?  
Organization: Other  
Organization if "Other": 504 Democratic Club

If a testimony was uploaded, it will be in the attachments.



# City unveils long-awaited bus improvement projects

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Hello,

My name is Adele Loomis and I am a resident of Manhattan on West 61<sup>st</sup> Street. I am writing in support of the Greenways Master Plan.

The existing greenways are already a huge benefit to the city. I rely on the bike trail along the Hudson River Park for my commute to work each morning, because it is the safest way to travel between the Upper West Side and lower Manhattan. Biking on other streets that are not protected from car traffic is dangerous and involves weaving around vehicles that are illegally parked or idling in the bike lanes. The greenway is shady and pleasant even in the heat of summer, which is so important for providing healthy transportation and recreation for New Yorkers.

That being said, the city needs to improve access to the greenways. I am fortunate to live near the Hudson Greenway, but in most parts of New York it is challenging to bring your bike to a protected biking area. Even the Hudson Greenway could use better access points. For example, 34<sup>th</sup> Street is a major entry/exit point for commuters but there is very little space to wait for the light to change at the intersection with 12<sup>th</sup> Avenue. As a result, stopped bikes end up in the way of oncoming riders.

Related to this, there should be more sidewalk space around all of the bike paths. Between about West 40<sup>th</sup> and 59<sup>th</sup> Streets, pedestrians must squeeze onto the side of the bike trail, which is unsafe for both the pedestrians and bikers. Meanwhile, there is plenty of space for cars whizzing by on the road creating air and noise pollution. We should be incentivizing healthier, cleaner behaviors by making it actually pleasant and feasible to travel on foot or by bike. And the traffic along the Hudson Greenway even with the space constraints shows how much potential there is to create amazing park space along our city's waterfronts—people love to spend time there even when there is barely enough space.

We should create more greenways around the entire city as part of the master greenway network proposal. It would greatly improve quality of life for residents of all boroughs and increase connectivity between the boroughs. These greenways should be open to everyone, not part of private developments that can be closed off. The master plan provides a good first step in making our city greener and more bike-friendly, even if the bike trails are mostly confined to the peripheries of neighborhoods and more work will need to be done to make these trails accessible to people farther inland in Brooklyn and Queens.

Thank you for your consideration.

Sincerely,  
Adele Loomis

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**From:** aumpierre@me.com  
**Sent:** Friday, July 1, 2022 10:34 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Re: Greenway Master Plan, intro 0291

Hello,

As a resident of Bay Ridge who regularly bikes to work and to errands around Brooklyn with my children, I strongly support implementing the greenway master plan. Southern Brooklyn in particular is noticeably lacking in protected bike lane infrastructure which can make getting around safely by bicycle difficult for most. The bike routes that do exist are routinely clogged with double parked cars of all stripes and as the priority continues to be the convenience of drivers above the safety of all other road users.

I look forward to one day soon being able to safely cycle and walk without being worried about a driver deciding their need to stop for coffee supersedes the safety of others.

-Angel

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**From:** anniebrinich@posteo.net  
**Sent:** Monday, June 27, 2022 1:06 PM  
**To:** Testimony  
**Subject:** [EXTERNAL] testimony@council.nyc.gov

Hello NYC City Council,

I want to write to you today to express my dismay that the Greenway Plan For NYC published 30 years ago by the Dinkins Administration has not yet been accomplished and appears to be abandoned. This critical infrastructure would help thousands of New Yorkers access safe, efficient and affordable commute options. The fact that the Plan was abandoned is a testament to the untrustworthiness of public officials when it comes to adopting infrastructure that benefits people rather than corporations and private interests. Additionally, communities that need this infrastructure the most seem to be the ones more unlikely to benefit from it. Yikes. I ask that you include in your Master Plan legislation a fully five-borough plan that reaches all of New York City's communities. This includes:

- Connecting the existing network fragments.
- Expanding into neighborhoods not currently served, in particular - low-income neighborhoods, communities of color, neighborhoods lacking open space.
- A uniform user experience between greenways, parks, sidewalks, and bike paths, and avoiding unnecessary deviations in rules and policy.
- Maintaining a state-of-good-repair and identifying existing greenways in need of repair and renewal.
- Avoiding an over-reliance on private developers, and ensuring rights-of-way are for multiple uses and public benefit, not merely tenants of specific properties

I think making NYC a world-class bikeable city should be a top priority for infrastructure going forward. I have to say, it seems like it's probably a heck of a lot easier than fixing the MTA and highways/parkways, so it's a pretty good start to NYC's larger public infrastructure problems.

Best,  
Annie Brinich

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**From:** Barak Friedman <barakfriedman1@gmail.com>  
**Sent:** Friday, July 1, 2022 10:06 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Greenway master plan

Hi,

I want to register my support for the Greenway Master Plan.

This is necessary for transportation and for healing this city.

Thank you,

Barak Friedman

Sent from my iPhone

## Testimony in Support of Intro 0258-2022 and Addressing the Need For Public Toilets

The paucity of public toilets, especially ones that are open 24 hours/day and 365 days/year, is a long-standing and well-documented complaint in New York City (NYC)<sup>1,2</sup> even though public toilets are needed to allow people to manage a basic human need, to promote public health, to combat public urination and defecation and to advance menstrual justice. Bathroom access is essential for all, but for those who experience urgency or increased frequency such as pregnant women, small children and people with gastrointestinal or urogenital problems, etc. a lack of access to public toilets interferes with their ability to spend time and participate within the public realm - a basic civil right. Commonly known as comfort stations because they do provide the comfort that allows pedestrians to move about and to eat and shop for extended periods, the availability of public toilets is an issue that needs to be addressed in NYC if tourism is to be revived.

In 2019 the NYC Comptroller's Office reported that Park Department bathrooms provide only 16 bathrooms for every 100,000 residents, which ranked NYC an embarrassing 93<sup>rd</sup> among the country's 100 largest cities.<sup>3</sup> Only 31 percent of NYC Parks bathrooms are ADA accessible, 11 percent were not open year-round and 73 percent did not have changing stations for infants and toddlers<sup>4</sup> - making these populations the most affected by the shortage of public bathrooms in NYC parks. Since the Parks Department is the largest provider of public toilets in NYC, this demonstrates how far behind other cities NYC is for overall access to a toilet and helps to explain the challenges that keep many close to home. The recent Got2goNYC Tik Tok account that provides codes for bathrooms in NYC retail stores has garnered 1 million likes and 90,000 followers, which further demonstrates the need for more public access to retail bathrooms

Multiple factors have contributed to the lack of access to a toilet including:

- Government offices that are under the jurisdiction of the City of New York should contain bathrooms that are ADA accessible and are presumably under a mandate to allow public use. However, the presence of public toilets is not clearly identified outside the buildings and the security services that control building access at times reject requests from public members to enter to use such bathrooms.
- The Department of Homeless Services operates 5 Drop-in Centers that provide hot meals, showers, laundry facilities, and other social services for about 3,600 people who are unsheltered homeless, but this is not enough to address the broader need for 24 hour/day bathroom access for those who are unsheltered.

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<sup>1</sup> Elston A, "No Place to Go: NYC's public restrooms are scarce and dirty, posing a health and public safety quandary", *Crain's*, February 2022, [https://www.craigslist.com/special-features/no-place-go-public-bathrooms-nyc?utm\\_source=editorial-promotion-&utm\\_medium=email&utm\\_ca%E2%80%A6](https://www.craigslist.com/special-features/no-place-go-public-bathrooms-nyc?utm_source=editorial-promotion-&utm_medium=email&utm_ca%E2%80%A6)

<sup>2</sup> Carmel J, "No Place to Go When You Need to Go? These New Yorkers have Ideas", *The New York Times*, July 3, 2021; <https://www.nytimes.com/2021/07/02/nyregion/nyc-bathrooms.html>

<sup>3</sup> NYC Comptroller Office, *Discomfort Stations: The Conditions and Availability of NYC Parks Bathrooms*; [https://comptroller.nyc.gov/wp-content/uploads/documents/Discomfort\\_Stations\\_The\\_Conditions\\_and\\_Availability\\_of\\_NYC\\_Parks\\_Bathrooms.pdf](https://comptroller.nyc.gov/wp-content/uploads/documents/Discomfort_Stations_The_Conditions_and_Availability_of_NYC_Parks_Bathrooms.pdf), June 2019

<sup>4</sup> NYC Comptroller Office, *Discomfort Stations: The Conditions and Availability of NYC Parks Bathrooms*; [https://comptroller.nyc.gov/wp-content/uploads/documents/Discomfort\\_Stations\\_The\\_Conditions\\_and\\_Availability\\_of\\_NYC\\_Parks\\_Bathrooms.pdf](https://comptroller.nyc.gov/wp-content/uploads/documents/Discomfort_Stations_The_Conditions_and_Availability_of_NYC_Parks_Bathrooms.pdf), June 2019

- The MTA's New York City Transit, operated by New York State, only has public bathrooms in 78 of their 472 subway stations, which equates to only 146 bathrooms for 5.7 million subway riders - or one toilet per 39,000 people - even if they weren't all closed due to the pandemic with no plans to reopen them.
- Neither the NYC Building Code nor the NYC Zoning Resolution include any requirements for public bathrooms in our public spaces, making toilets and changing facilities unavailable where they are greatly needed. Only 14 of the 550 privately-owned public spaces (POPS) in NYC currently provide public bathrooms, a missed opportunity.

Dr. Wansoo, the creator of [nyrestroom.com](http://m3.mappler.net/nyrestroom/)<sup>5</sup> and professor at Rutgers University, aimed to cure one of Manhattan's oldest problems—the difficulty of finding a public restroom. More toilets are needed, but so is a way to find them. Even if one can be located, safety, cleanliness, maintenance and even operational status vary widely even amongst the public bathrooms that rate an acceptable level in all areas. Unfortunately too many of the scarce bathrooms are avoided by the public due to a lack of care.

Clearly there are many issues to address to resolve the issue of having, locating and ensuring that the facilities are safe, clean and operational. However, Council Member Rita Joseph and Manhattan Borough Resident Mark Levine's [Intro 258](#) would be a step toward improving access to public toilets. This legislation, which will require the City to identify locations in each zip code for a public restroom, is an important step towards addressing the serious lack of access to public restrooms for all New Yorkers. As Starbucks is considering blocking public access to their toilets,<sup>6</sup> the issue will take on an even greater urgency. I respectfully request that all council members support Intro 258 and other legislation that would improve access to public toilets throughout NYC.

**Betty Kay**

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<sup>5</sup> <http://m3.mappler.net/nyrestroom/>

<sup>6</sup> Mhm S, Why is it so Hard to Find a Decent Public Bathroom? *Washington Post* , [https://www.washingtonpost.com/business/why-is-it-so-hard-to-find-a-decent-public-bathroom/2022/06/18/604cd8ceef07-11ec-9f90-79df1fb28296\\_story.html](https://www.washingtonpost.com/business/why-is-it-so-hard-to-find-a-decent-public-bathroom/2022/06/18/604cd8ceef07-11ec-9f90-79df1fb28296_story.html)

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**From:** Chris Ameigh <cameigh@gmail.com>  
**Sent:** Tuesday, June 28, 2022 10:15 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] NYC Greenway testimony

Hello,

I reside at East 38th St in Brooklyn. My neighborhood of East Flatbush in Central Brooklyn is un-bike-able.

I am afraid to take myself or my family out on bikes to reach the nearest bikeable places like Ocean Parkway, Prospect Park or the Jamaica Bay greenway. I want to access these places, but there is simply no way to safely get there from my home without spending 15-20 minutes on congested car centered roads with unpoliced double parking, inappropriately sized trucks, reckless drivers and other barriers that make it unsafe to navigate a bike. We are effectively stranded in our own neighborhood.

As a pedestrian in East Flatbush I am regularly passed on the sidewalk by bikes and E-bikes at unsafe distances, an issue which I blame the lack of protected bike infrastructure for. riders need a safe option and they will find it where they can.

I routinely question the planning behind the new construction of sorely needed large residential apartment buildings in a traditionally 1 and 2 family environment, that have minimal parking requirements without also shifting roadways from automobile to bike focused infrastructure in the district. I applaud the desire to build housing without new cars on the streets. But people need to get around, and biking should be primary in the mix of desired alternatives to the car. If you are getting people out of cars, you should be helping them get onto bikes.

I'm writing specifically in support of expanding greenway access to Central Brooklyn to connect the dispersed biking network of my borough to the growing neighborhood where I live.

Some suggestions I have.

- Taking a hard look at the awful state of Kings Highway and considering a future greenway. Especially given the Transit Oriented Development (TOD) likely to come to the future Inter Borough Express (IBX) route being studied by the state, which I strongly support.
- look at Church Avenue as a central biking corridor and a possible future bike/bus only route through Flatbush. The extreme pedestrian density at Church between Utica and Coney Island Avenue is my primary concern there.
- Utica Avenue is a wide road with room for a greenway and future TOD in connection to the IBX. (not to mention a subway extension proposed for study by MTA)
- Empire Blvd is similarly wide and could be home to a bike lane



The essential thing is that these lanes need to be protected by physical barriers from entry by automobiles. There is no respect for bike lanes by drivers in my and many neighborhoods, making the painted lines meaningless. I see this regularly at Clarendon Road 1 block from my home and at Bedford Ave, where the bike lanes are mostly used as a turning or loading lane or for idling space for drivers.

Please think big. East Flatbush is in need of transportation options other than cars. As a driver of a reasonably sized family van AND as a biker, I don't mind sacrificing parking and lanespace for bike infrastructure.

Thank you,  
Christopher Ameigh

## Transportation and Infrastructure Committee Testimony

Councillors,

I write you urging immediate action to make our streets safer for all New Yorkers. Specifically, I demand the full pedestrianization of Broadway along the full length of the Borough of Manhattan following Monday's crash at 29th and Broadway. This was not an "accident," but a policy result, the result of years of cowardice in the face of the most dangerous people on the streets of New York: drivers. Every day that we allow drivers access to Broadway, we invite more tragedy.

We all know this. We all know that cars and their drivers, many of whom have dangerous records of reckless behavior and should not even have a license, are a danger to everyone's safety. We know this when they collide into a busy grocery store, as one driver did in my neighborhood earlier this year. We know this when they kill children like three-month-old Apolline Mong-Guillemain, whom a reckless driver killed last year by colliding with her and her mother on the sidewalk. And we know this now, as six innocent people recover from their life-changing injuries; at least one of them has lost a leg to this latest act of traffic violence.

We talk about life-changing and life-ending crashes of this type as "accidents," as unpredictable twists of fate. This is wrong, not just factually but morally. We **know** that cars are dangerous. We **know** what damage they can do. We **know** that most New Yorkers do not have access to a car and so we know we do not need these cars to be on our streets threatening our lives. And we **know** how to prevent these crashes. Simply banning cars from Broadway, a street that is already pedestrianized in stretches of Midtown, would save lives. We know this because it has worked already in Times Square, which many of us remember as the frightening car sewer it used to be. It is safer now. And since we know what works, since we know that our streets become safer places for all people when we restrict car access to them, it is unconscionable to take no action. We can do something, so we must, if we value our neighbors' lives and safety.

Mayor Adams has said that he is not looking at making Broadway safe "at this time." If not now, when? How many more people have to be sent to the emergency room? How many more legs must be amputated? How many more have to die? How many of them will be children? Parents and grandparents? Siblings, aunts, uncles, cousins? How many more child-sized coffins must we put in the ground before we've decided that enough blood has

been shed and enough tears? How many maimings and how many murders will be enough, if not this many? What are we waiting for? Would we decline to make Broadway safe for all "at this time" if it had been someone close to the Mayor who had been hurt in this crash? Would we sit on our hands if a driver killed a city councillor? It shouldn't have to come to that. We know what to do and the time is now. We must pedestrianize Broadway now, right now.

Thank you for reading my testimony. I will be watching what you do.

Sincerely,

Daniel Rothblatt

## Testimony on Bill (Int 0291-2022) - Greenway Master Plan

June 28, 2022

Deborah Kerzhner

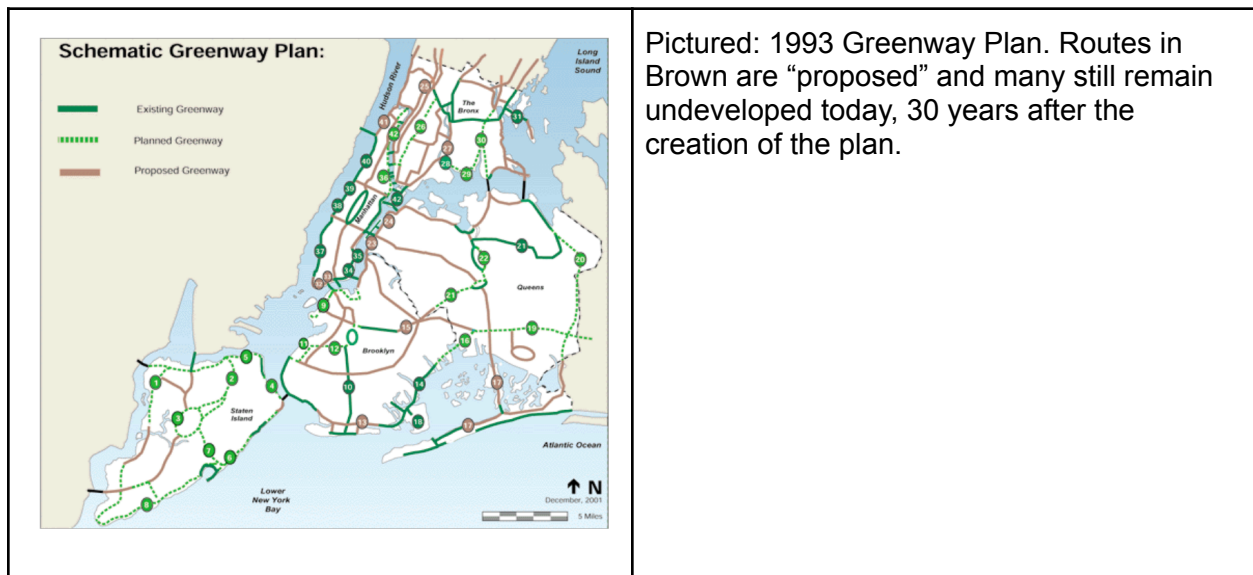
[deborah.kerzhner@gmail.com](mailto:deborah.kerzhner@gmail.com)

I am testifying in support of Bill (Int 0291-2022) which would require NYC to develop a new Greenway Master Plan.

The City has had a Greenway Master Plan since 1993, almost 30 years ago.

(<https://www1.nyc.gov/assets/planning/download/pdf/plans/transportation/gp.pdf>)

However, many of the identified routes still remain undeveloped today. I applaud the effort to create an inter-agency group which will work together to develop a new Greenway Master Plan, which, unlike the 1993 plan, which actually be able to develop any planned Greenways.



### The Greenway Plan should consider the role of Greenways for Commuters



Greenways should not be only seen as for recreation.

Cities are increasingly recognizing that biking is a sustainable, equitable form of transit. Greenways serve as safe, dedicated bike infrastructure that can be used to connect distant areas of the City. In this way, the existing Greenway design is outdated.

Consider Manhattan, which has a Greenway at its shoreline and a second, isolated Greenway within Central Park. These Greenways are difficult for most commuter

traffic to access. A Greenway created with commuters in-mind, for example, would run through Midtown, closing Broadway to car traffic from Union Square to Central Park.

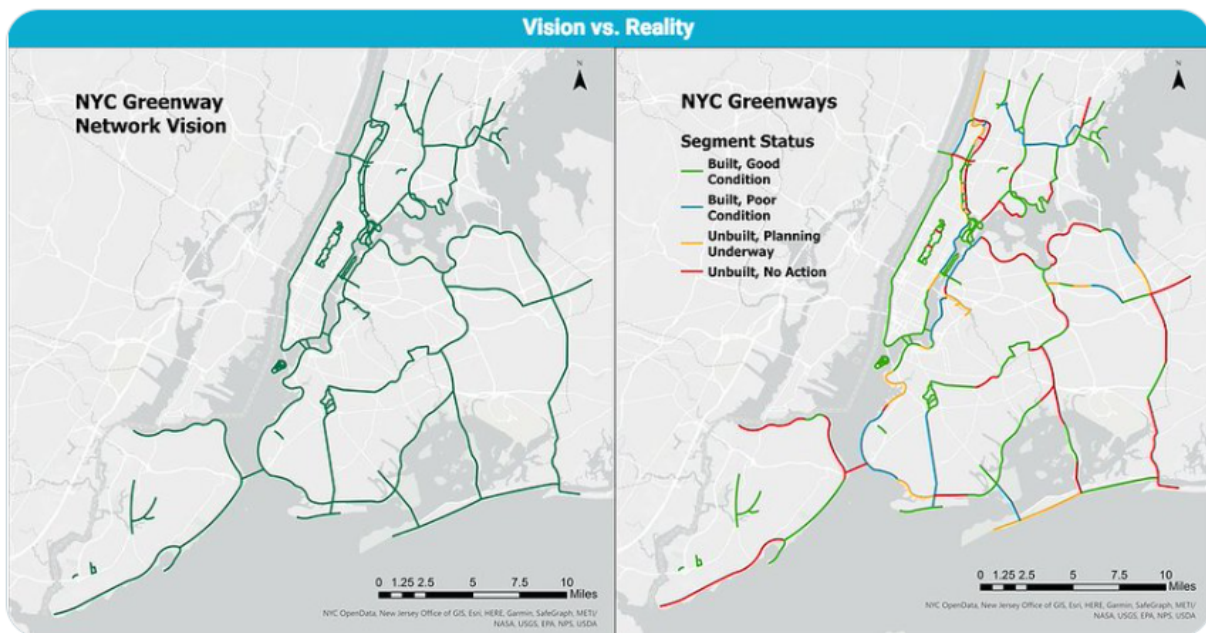
## The Greenway Plan should create connections between existing Greenways

The Bill, in its current form, calls for the identification of areas that can be developed into Greenways or serve as “connections” to the Greenway.

My concern is that this language does not place strong enough emphasis on the importance of creating a Greenways network, a truly interconnected system of safe bike paths through New York City. Rather, I suggest, the legislation should mandate that connections between existing Greenways should be created where possible.

A network is only as strong as its weakest link, and what we have in our current Greenways system is several well-developed Greenways separated from (and therefore largely inaccessible to) other Greenways. By focusing on bridging these small gaps, the Greenways Master Plan could create a robust City-wide Greenway that is accessible to and from multiple neighborhoods.

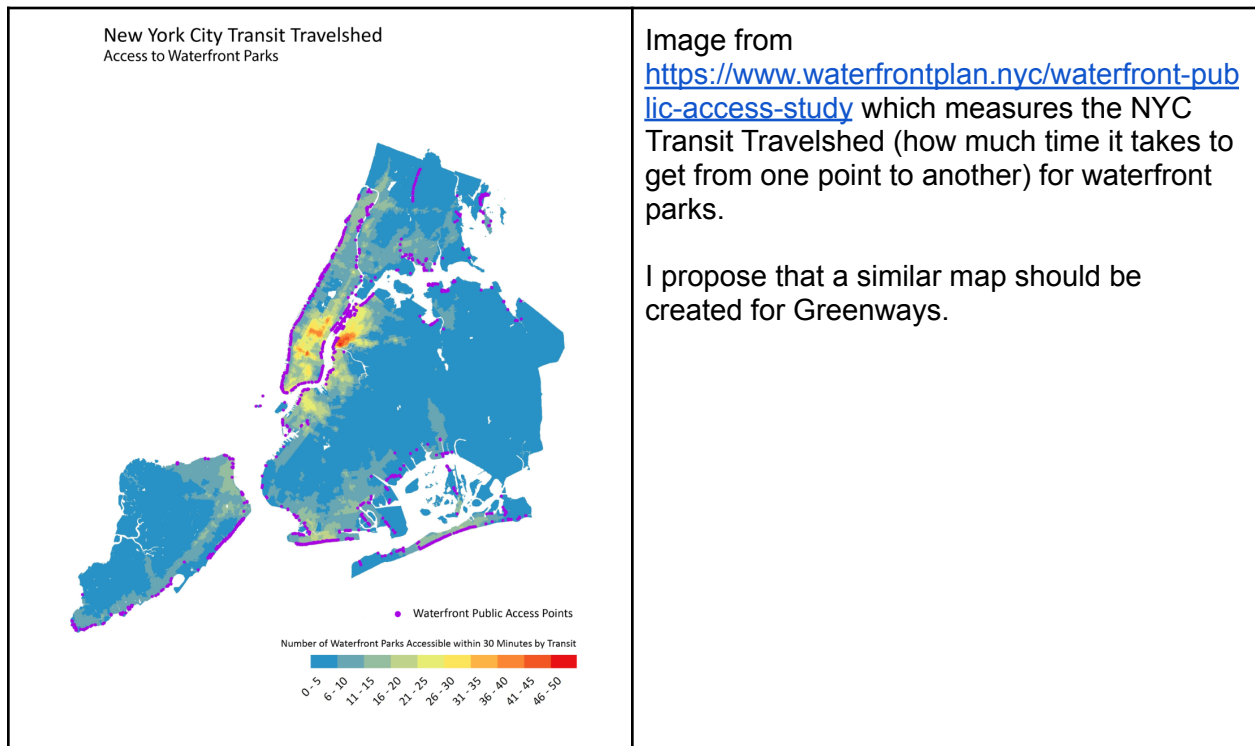
Again I refer to the example of Manhattan’s two isolated Greenways, which have no direct, protected bike infrastructure connecting the two. (There is no east/west protected bike lane between 59th and 110th!). A robust Greenways Plan would create a connection between the two routes. This connection makes each route exponentially more reachable, usable, and accessible.



Consider the “Vision” map, above. Central Park sits isolated, inaccessible from the existing Greenway Network, as do other segments of the Greenway. Again, as in the 1993 plan, many of the planned routes go unbuilt.

## The Greenways Master Plan should consider how accessible the Greenways are to New Yorkers

Just as NYC's Waterfront Access Plan calculates how many New Yorkers have access to the waterfront via walking and public transit, NYC's Greenway Master Plan should consider how many New Yorkers have safe, direct access to a Greenway via bikes. Greenways are enjoyable because they are safe from cars. But if New Yorkers cannot safely get to a Greenway without having to bike on a street without protected bike lanes, they cannot get to the Greenway to begin with. It is therefore a key component of any Greenway Plan to consider how New Yorkers can get to a path.



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**From:** Fred Blau <fredblau@gmail.com>  
**Sent:** Friday, July 1, 2022 4:55 PM  
**To:** Testimony  
**Subject:** [EXTERNAL] greenway master plan

Biking in NYC is a great, and empowering way to get around the city. But it's truly joyful when biking not on the road. Separated greenways are few and far between in the city, and they need maintenance more than ever! Please expand them widely and quickly!

Thanks!

Fred Blau, Brooklyn.

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**From:** George Bargoud <gbargoud@gmail.com>  
**Sent:** Tuesday, June 28, 2022 10:15 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] New York City Greenways

I have seen a map of the proposed network of greenways and while it looks fantastic for recreational cycling, it does not go nearly far enough to enable cycling as a form of transit.

In order to be a useable transit, it needs at least a half dozen cross manhattan connections and a connection between Grand Army Plaza/Prospect Park and the east river bridges. I can't speak to the other boros since I haven't lived in them so I don't know the situation on the ground there but I suspect it is very similar.

I would like to suggest prioritizing connections between the large parks at the center of each boro since many people live within easy bike rides of those parks or along the routes between them.

If you were to connect Prospect Park to Central Park and Corona Park/Flushing Meadows and Van then connect those two parks to each other and Van Cortlandt park, that would make a barred diamond that covers most of the city and connects to routes out of the city such as the South County Trailway. It's hard to incorporate Staten Island in this because of distance but a connection from Prospect Park to the Shore Parkway trail would connect to the proposed verrazano bridge.

In short, this proposed map reinforces the idea that cycling is a leisure activity and not a mode of transportation because the greenways are clearly put in scenic places where they won't inconvenience drivers rather than along routes people need to take. Please consider adding links that make this usable for commuting and other transport as well as recreational rides.

- George Bargoud



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**From:** Hannah Emple <hannah.emple@gmail.com>  
**Sent:** Monday, June 27, 2022 1:23 PM  
**To:** Testimony  
**Cc:** District2  
**Subject:** [EXTERNAL] Testimony for June 28 Transportation Committee hearing re: Master Plan for Greenways

Dear Council Member Rivera and Transportation committee members,

Please consider this my testimony in reference to the hearing on June 28, 2022, in support of Int 0291-2022.

I'm writing as a biker and a parent of a young child. A properly-maintained and well-constructed Greenway that connects the entire city with safe and beautiful places to bike is an urgent necessity. Biking around NYC with a small child is currently terrifying; car traffic is aggressive and unrelenting even when a biker is obviously carrying a toddler. The limited existing Greenways that connect parts of the city to each other offer a glimmer of hope - every time I switch from unprotected in-lane bike routes over to portions of the Greenway I can feel my blood pressure lower and I feel a sense of ease and joy that should be present at all times when biking. But the current infrastructure remains fragmented, too narrow in parts, and in need of dramatic expansion and upkeep.

A master plan for Greenways should include input from all types of bikers - parents with young kids, people with disabilities using modified bicycles, and more casual recreational bikers, in addition to seasoned commuter bikers and those doing deliveries. There is enough space in the bike lane for everyone on a bike to coexist if we build them properly - wide enough, good signage, attention to signal lights, consistent clean up and removal of dangerous debris, and good connection points to bike lanes around the city.

I urge Council Members to support a master plan for Greenways, and to be attentive to gaps in neighborhoods historically underfunded for bike infrastructure. I also urge Council Members to maintain a commitment to shared public space and to not allow any privatization of these valuable city rights of way.

Thank you,  
Hannah Emple  
Resident of Council District 36 Brooklyn

## GREENWAYS BIKE HIGHWAY PROPOSAL & AEROTRAX ELEVATED BIKE TRAM LINES

I wish to add my testimonial today, concerning the status of Urban Renewal Projects that are currently being considered throughout the NYC transportation networks. I am James William Simpson, founder of Pedal Power Work Bikes, and a Green Party advocate.

The use of Cycleways and Walkways throughout the regions surrounding the city are important avenues of movement for many different groups of people, offering the chance to use these paths for the recreational and socio-economic benefits they bring to the city.

By stimulating the building and maintenance of these avenues for people to use, the city provides a linked network of locations that are easily accessible, creating a simple and cost-effective plan to connect these regions with others in the area.

Often times there are needs to build Cycleways to ease the burden of vehicular traffic, and other times there is a need to provide a recreational path between park areas and points of interest in the city that are used by residents and visitors alike.

When an established Cycleway is created, bike stores and bike rental companies prosper, as do the users of this network of paths, by saving money using their own Pedal Power to get them through their day. As the need for more Cycleways in the city grows, it creates a movement where new innovative ideas are brought to the table.

Converting old rail lines to Bike Paths and Walkways through Brooklyn's neighborhoods, will help upgrade existing paths to connect the entire area with a central Bike Highway. Ideas like this can easily be achieved in a short amount of time. One is currently being considered for a major rail line upgrade that will end up costing the city billions if it is approved. The path I recommend runs 17 miles from Hell Gate Bridge to Owl's Head Park along the existing unused rail line, converted for a fraction of the proposed new rail line's cost.



This is a major opportunity to use a more sensible approach to investment into Urban Transportation solutions as this type of option, which many residents find more appealing, saves money for more important issues the city faces, and brings support from all walks of life.

The other Cycleways will be able to connect as shown above in the map. With these tied together via a cirque, the inner lanes of travel all benefit from access to this main line, and a cyclist can easily travel from one area to the next across a simple route to other key areas.

Having established this lane as a corridor of transportation that is being considered for redesign, it is important that appeals from local boards are heard, and that any of the expenditures that are made by the city are spent on projects that benefit all of the residents of NYC. The proposed rail line is redundant as there are suitable lines established as well as a thriving bus system servicing the entire area.

Therefore it is precedent that the existing Cycleways paths are maintained and completed first, with the consideration of the inclusion of a Central Bike Highway to interconnect all of them together using the abandoned Rail Line.

Likewise the opportunity arises to introduce a new idea for the city that would enhance the project and attract companies that would consider backing parts of these plans, by taking on some of the costs. The concept I created called AeroTrax, is an Elevated Bike Tram Line that is suspended over an avenue, allowing for an open lane of travel in a human-powered pod. So potent of an idea, CitiBikeShare had contacted me to consider proposing a line over the Williamsburg Bridge to connect Manhattan to Brooklyn.

With the Central Bike Highway project as an option, companies like CitiBikeShare would consider not only setting up hubs and leasing space for their rental bikes, but would consider installing an AeroTrax loop around Brooklyn along the abandoned rail line, with one around Manhattan, illuminating the path, providing for a safer Cycleway.

This would cut your costs to a minimum, and be able to provide affordable transportation services that are already streamlined with regulated rates for all people. It would open a low-cost avenue to the mass of people in the region, and encourage the use of bicycles and alternative forms of transportation by connecting them to areas that they were not able to reach safely before.

As a former Intern at 3 Firms in large cities, I can say that the mass of vehicles on the roads today have far outweighed the available space in most cities. Likewise the increasing cost of advanced rail systems has made projects difficult to regulate, leaving runaway costs as a burden on the city after the projects begin.

I leave you with the idea of the Central Bike Highway Plan, and a basic introduction of the concept of my AeroTrax Elevated Bike Tram Line to consider as a viable transportation option, which can be installed and managed by the networks that are already in place to interconnect the region with a 17 mile long central avenue.

Thank You for your time today. I will be available to consult with your board at no cost to help stimulate the idea and produce a working plan with estimates for the different stages of project development that were mentioned in this statement.

James William Simpson  
Founder/Owner – Eldorado Enterprises  
Maker of Pedal Power Work Bikes and AeroTrax  
blueexplorer76@hotmail.com

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**From:** John DeLooper <[john.deloooper@gmail.com](mailto:john.deloooper@gmail.com)>  
**Sent:** Friday, July 1, 2022 10:01 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Greenway Master Plan Testimony

Hello,

I'm writing to submit written testimony about the Greenways Master Plan, discussed at the Transportation Committee Hearing on Tuesday.

I'm testifying as an individual, my name is John DeLooper, and contact info is [john.deloooper@gmail.com](mailto:john.deloooper@gmail.com) (can send phone as well if you need that.)

Testimony is as follows:

I wanted to testify on the Greenways Master plan. My concern is that the proposed routes, while a good idea, are not comprehensive enough. They look too recreational to me.

As somebody who wants to bicycle more, but is afraid to do it on the city roads due to the traffic and reckless drivers, I would like to see the plan be much more comprehensive, and add more protected bike routes to connect people to their jobs and to help parents like me bring children to school safely.

For this reason, I hope the master plan includes lots of safety features like barriers that keep cars out of the bike lane, and I hope the city works to finish incomplete greenways like the Sunset Park Upland Connectors at 58th and 43rd Street.

Thank you for your efforts in making our city a safer and more accessible place.

John DeLooper

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**From:** John DeLooper <john.deloooper@gmail.com>  
**Sent:** Friday, July 1, 2022 10:14 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Testimony for Intro 258

Hello,

I'm writing to submit written testimony about Introduction 258, discussed at the Transportation Committee Hearing on Tuesday.

I'm testifying as an individual, my name is John DeLooper, and contact info is [john.deloooper@gmail.com](mailto:john.deloooper@gmail.com) (can send phone as well if you need that.)

Testimony is as follows:

I wanted to provide feedback on Introduction 258. I support this introduction because New York City has too few public restrooms.

As a person with a gastrointestinal disorder, I sometimes need a bathroom fast. During my long commute, this can be perilous – I can't know all bathrooms off a random subway stop during my 1.5+ hour commute and lack of bathroom can sometimes delay me for more than an hour if I need to exit system and get back on.

There are too few public bathrooms, and the City needs to fix this.

For years now, the situation has deteriorated. Businesses have removed their bathrooms, and the MTA has yet to reopen their bathrooms, closed more than two years since the start of COVID-19. In addition, several Parks Department bathrooms and public library bathrooms have also closed, or had their hours significantly reduced.

By adding restrooms, this bill is a good start to help individuals like me. I hope the City Council will work to add to this by encouraging the MTA to reopen subway bathrooms, and making an effort to improve and expand existing restrooms, such as those in public libraries. Please also work to reopen restrooms that have been closed, and work to add additional accessibility features like changing tables.

I mention this because as a parent, I can say with certainty that changing a child's diaper on a hard, irregularly cleaned concrete floor is a bad experience, and this is the case at most Parks bathrooms. Our city can and should do better.

Thank you for your efforts to make our city a more accessible place, and I hope you pass and continue to improve on this Introduction in the ways mentioned above.

Thank you,

John

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**From:** John W. Tomac <john@johnwtomac.com>  
**Sent:** Friday, July 1, 2022 11:21 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Intro 0291, The Greenways Master Plan

My name is John Tomac. I am a co-founder of Bike South Brooklyn—one of the groups in the NYC Greenways coalition and resident of Bay Ridge. I write today in support of Intro 0291, The Greenways Master Plan Bill. I am pleased that this bill already has the support of my council member Justin Brannan and our neighbors’ representative to the north in Sunset Park, Alexa Avilés. I hope the rest of the council will join them in supporting this bill and finally build out the Greenway network that was envisioned by the Dinkins Administration nearly 30 years ago.

Today in Southern Brooklyn, the majority of our greenway spaces are old infrastructure that the city has failed to maintain. They include the The Ocean Parkway Bike Path, built in 1890, and looks as though it has not been maintained since; The Shore Promenade, adjacent to and covered in as many, if not more, potholes as the Belt Parkway and the Leif Ericsson Greenway which is so neglected that in 2020 the Parks Department tried to claim it wasn’t actually a bike path or part of the greenway network. The Greenway Master Plan should bring these segments into a state of good repair and maintain that going forward.

In the past few years, we’ve been fortunate to see greenway expansion projects along Shore Parkway, Second Ave. and Wakeman Place. However, like many of the city’s new greenway projects these were the finishing touches on other crucial infrastructure projects, like sewer line replacement. The city’s decision to leverage ancient infrastructure and piggyback on other capital projects instead of following a comprehensive plan for greenways has left us with a network that is incomplete and falls far short of the vision from 1993. In Southern Brooklyn, the greenway ends abruptly at Cropsey Ave. Neptune and Emmons Ave are similarly devoid of bike infrastructure. Coney Island is a popular destination for people on bikes, especially on the weekend when subway service is impacted by repair work. The ride from Bay Ridge is fairly easy until you’re almost there, then the last leg is scarier than the rides at Luna Park, even for the most experienced bike rider. It doesn’t have to be this way. The Greenway Master Plan needs to prioritize filling in gaps and expanding to communities that the city has historically neglected and underfunded.

Similarly, the Leif Ericsson Greenway is just a few hundred feet from the Fourth Ave. Bike lane. They do not connect. The Greenways Master Plan needs to connect not just existing greenway segments, but with the city’s growing network of bike lanes.

In addition to the lack of connections, the user experience can vary from block to block. Riding South from 58th St in Sunset Park, a rider will have the experience of riding in a separated bike path above the curb, on the street in a painted bike lane, across a highway ramp and on a sidewalk shared with pedestrians all in the span of less than a mile. It is crucial that the Greenways Master Plan creates a plan that gives riders a uniform experience between greenways, parks, sidewalks, and bike paths. It should also address unnecessary deviations in rules and policy, such as the Parks Dept.’s prohibition on bikes in places like Prospect Park.

In filling in the greenway gaps, the city needs to take the lead. It cannot hand off this work to private real estate



developers in exchange for approval of projects. Private entities have demonstrated they are not good caretakers of public rights of way. The path behind the Home Depot near Six Diamonds park is supposed to be publicly accessible. It is locked and overgrown. The path near the marina at Kings Plaza is supposed to be publicly accessible. It is often locked and made to feel like it is not for the public's use. The city should look no further than the State of New York's recent investment in the Empire State Trail when modeling the greenway master plan. That project sought to solve right-of-way obstacles with private, federal, and state entities, including the MTA. The end result is hundreds of miles of easy to follow bike paths and trails. The city can and should do the same thing with its greenways so that every resident of this city is just a short walk or bike ride from open space.

Thank you for your time

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John W. Tomac |

| [johnwtomac.com](http://johnwtomac.com)

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**From:** Kevin Fagan <kevin.j.fagan1@gmail.com>  
**Sent:** Friday, July 1, 2022 10:57 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Written Testimony in Favor of Intro 0291 - Greenways Master Plan

Good Morning,

It is long past time that NYC implement its greenways master plan. In our current climate emergency and with recent threats from SCOTUS, the city will have to take a much more active role in fighting climate change, and one way to do that is to reduce volumes of car traffic citywide. Each of the greenways constructed in our parks and streets should come with reductions in vehicle parking and increases in bike parking, pedestrian plazas, etc. I live on the Upper West Side and in 2019 NYC DOT removed over 400 parking spaces from Central Park West in order to build a protected bike lane. This project has been an overwhelming success and the amount of cyclists (myself included) using the lane have increased enormously. If we build it, cyclists will come.

Thank you,  
Kevin

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Kevin Fagan | E: [kevin.j.fagan1@gmail.com](mailto:kevin.j.fagan1@gmail.com) |

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**From:** Luke Szabados <lukesza.cb12@gmail.com>  
**Sent:** Thursday, June 30, 2022 4:57 PM  
**To:** Testimony  
**Cc:** District12; John Isaac; Jones, Simone; Riley, Kevin  
**Subject:** [EXTERNAL] Please Support Citywide Greenway Masterplan

Hi,

My name is Luke Szabados. I'm a resident of the Bronx in Council Member Kevin Riley's District 12. I'm reaching out today to call on Council Member Riley, the Community Board and on the entire city council to support and pass the Citywide Greenway Master Plan Bill (Int 0291-2022). Access to greenways and the Waterfront in every community should be a right for all New Yorkers, not only wealthy New Yorkers, but residents in every borough. In the Bronx we have a disproportionate lack of greenways and waterfront access. This bill will help improve and expand the greenway and waterfront access we desperately retain and need.

Here is more information on the bill

(<https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=5570546&GUID=4DD33BD3-23C4-452D-A7FE-D4889F45C772>)

All the best and thank you,

Luke Szabados

Bronx Community Board 12 Member

Testimony to the Committee on Transportation and Infrastructure  
June 29, 2022  
Roy Smith  
[roy@panix.com](mailto:roy@panix.com)

I write in support of Int 291-2022 (Citywide greenway master plan).

The bill mandates agencies to cooperate to expand the city's greenway network. Retrofitting a modern greenway network into our existing car-oriented infrastructure is not easy. It is even more difficult because the agencies are protecting their own domains at the expense of the larger picture. In the Bronx, where I live, two examples stand out.

First is 177th near Starlight Park. This has been delayed for years as the NYC DOT, NYS DOT, Parks, etc squabble over turf.. Meanwhile, it remains one of the most dangerous blocks for cyclists in the entire borough, while an empty lot allocated to be developed into greenspace and a bike path sits behind a chain-link fence, collecting derelict cars and weeds.

Second is the ferry terminal at Ferry Point Park. The Bronx e-scooter pilot has just entered phase 2, covering the area surrounding, but excluding, the park. The nearest bus stops (Bx42 on Harding Ave and Q44/Q50 on Lafayette Ave) are 1.5 miles away. E-scooters would be an efficient and convenient way to connect these bus lines with the ferry. NYC DOT says they are "in talks" with the Parks department to allow access, but no progress is being made. Likewise, the new bike/pedestrian path along the shoreline almost connects Throgs Neck with the ferry terminal. I say "almost" because one small sliver of unused land owned by the NYS DOT blocks completion of the route. People care about getting to their destinations safely and efficiently. They don't care which agency has title to which sliver of land or about the inter-departmental turf wars which needlessly delay completion of vital projects.

Additionally, the burgeoning range of micromobility options need to be provided for. In the past, a combined bicycle/pedestrian path was sufficient. We now have a wider range of electric and hybrid electric/human powered devices. Some can go 20 MPH. Some, such as the cargo bikes being tested by UPS, are so wide as to obstruct the entire width of a typical bike lane. These are not just toys; electric cargo bikes are the foundation of the delivery network supporting our restaurant industry.

The number and variety of these devices will continue to grow. They are a valuable and essential alternative to full-sized motor vehicles, but don't fit in with either vehicular traffic or greenways designed for bicycles and pedestrians. We need a network which will safely support these "not quite a bicycle, not quite a motor vehicle" modes of transportation.

Bill 291 will require our various governmental agencies to work together to attack these issues. I strongly urge its passage.

Dear Council Members,

I am writing in response to the public hearing on the state of NYC Greenways and the Greenway Network Vision.

This network, even as it already exists, is hugely important for providing transportation options for NYC citizens. I use one of those that are identified as being in poor condition (an appropriate rating) every day on my commute to and from work as well as to drop my son off at daycare. It cuts a half hour off my commute versus using public transportation and is similar to my commute times in a car, but better for me, the climate, and the city as a whole. Having it upgraded and making the network more inclusive would be a huge win for everyone involved.

That said, there remain significant challenges both to the vision as presented and the existing greenways/traveling mindset.

The Greenway Vision focuses heavily on waterfront paths. While these are pleasant to ride on and can be helpful in commuting from one place to another, following a shoreline is rarely the most straightforward way for someone to arrive at a destination. This vision must be updated to include far more connectivity within the boros to ensure that all citizens have access to a safe commuting route where they can choose to not use a car and feel safe in that choice. The plan as presented appears to be recreationally focused, which implies a car-centric focus most of the time and downplays the importance of other vehicles.

Finally, we must prioritize the safety of people who are not using cars to a much greater extent (and certainly more than simply asking taxis and city vehicles to display a slogan with no action behind it, which seemed to be the effect of Vision Zero).

On my commute through Council District 11 (Mr. Dinowitz's district), the Mosholu Greenway; part of the East Coast Greenway system and the Empire trail, trails leading from Maine to Key West and across New York State, respectively; passes by the NYPD 52<sup>nd</sup> precinct parking lot. Since at least 2020, police have used the Greenway as an extension to their parking lot, taking this wide and well used sidewalk along a busy parkway down to a walkway barely 3' wide with streetlamps obstructing much of that distance and where precinct employees regularly exit the lot while unable to see who may be coming down that path. Despite this problem persisting for years, Mr. Dinowitz's office replied to questions about this obstruction that they are 'working with NYPD' on a solution. Clearly, this is not a priority, and actively makes this area less safe.

More protection for riders on streets and education for drivers about the right of cyclists to use the roadways is also imperative. The Greenway plan as proposed does not include access to or from places where most New Yorkers live, so we must necessarily ride on streets to be able to use these paths. Most days I am honked at, passed too closely, and yelled at for being in the road by drivers who are ignorant of cyclists' rights and their responsibilities. There are multiple avenues to pursue this aim – through street calming, closing streets to cars altogether, public education campaigns, and police enforcement, but the progress on that is slow and low profile.

Thank you for your time,

Ryan Barthel

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**From:** Sam Anderson <hi@sam.design>  
**Sent:** Monday, June 27, 2022 5:46 PM  
**To:** Testimony  
**Subject:** [EXTERNAL] NYC Bike Greenways

I'd like to show my support for expanding the Greenway program with a connection from the Navy Yard to Prospect Park. This would fill a small but critical hole in the Greenway. A route along Vanderbilt as depicted in my attached screenshot would be a boon to Brooklyn.





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**From:** Stefan C <stefan.cwalina@gmail.com>  
**Sent:** Monday, June 27, 2022 11:49 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Committee on Transportation and Infrastructure - Testimony

To whom it may concern,

I reach out to you as a resident of Georgetown (District 46, Community Board 16). I have a question regarding future bike lane infrastructure projects:

**From the 2018 DOT Jamaica Bay Greenway Implementation Plan, is there a timeline for the construction of the Paerdegat Network Link?**

I have recently (6 months) begun commuting to work (Downtown Manhattan) via bicycle. The improvements to the bike infrastructure over the last several years has been very noticeable throughout the borough. I understand our district is lagging behind the rest of the city due to the lower number of cyclists, however, good infrastructure often is required to bolster the number of riders.

The greenway along Jamaica Bay in my opinion is one of the best resources for a healthy and active lifestyle that many of my fellow residents can access. The city in recent years has spent a lot of effort in beautifying this corridor. With the protected bike lane along Paerdegat Ave N, it is fairly accessible to residents of Georgetown, and neighborhoods west and north of the Basin.

However, in order to reach the bike lane, cyclists, joggers, and others must traverse the dangerous intersection of Flatlands and Ralph. As part of the DOT plan (see pages 30 and 31), the DOT acknowledged this "missing link" and proposed the "Paerdegat Network Link". This connection would link the bike "lane" on Ave I, to the Jamaica Bay greenway. I am hoping to hear back to see if there has been any motion to implement this lane.

I also have some additional input for expanding this link if there is an area for comments.

<https://nycdotprojects.info/sites/default/files/2018-04/JBG-Plan-Web.pdf>

Thank you,

Stefan Cwalina

New York City has less than 1,200 public bathrooms for over 8 million residents plus additional millions of tourists each year.

The lack of sanitary, accessible, and public bathrooms in NYC is a violation of basic human rights.

I was inspired to create got2gonyc on July 15th of last year after nearly peeing my pants in Times Square. After multiple establishments had turned me away, I made it to a McDonald's. They allowed me to use their bathroom BUT only *after* I paid \$3 for a bottle of water. The bathroom didn't even have a code. I thought to myself "if only I had a resource that showed me where the bathroom was located, I could have walked up to the second floor and used their bathroom without spending my money". So I created exactly that.

Since last year, it has been my mission to make sure that I could prevent as many New Yorkers and tourists alike from having to pay to do a basic bodily function. Besides posting pictures and videos detailing locations of sanitary and accessible bathrooms, I have also created a shared google maps list which to date has 441 bathrooms across all 5 boroughs.

I am here today not only to speak on my beliefs but as a representative of my got2gonyc community- which currently has a cumulative of over 150 thousand followers across all social media platforms. I have learned from my followers that the issue at hand is two fold: as well as being a public health crisis, the lack of sanitary, accessible, and public NYC bathrooms is an equity crisis. Marginalized groups are bearing the brunt of the city's failures.

In February of this year a man commented on my page “as a black man who does deliveries at night I don’t even bother trying at this point”. I understand that as a cis white straight woman, my appearance gives me an inherent privilege. I can walk into most hotels and use their lobby bathroom without being questioned or told to leave. This is not the case for the majority of New Yorkers.

I have had the privilege of speaking with a homeless couple who were denied the bathroom code to a cafe based on their appearance even after offering to buy a drink with their limited funds.

This is New York City. The greatest city in the world. Why are we ranked 93rd in the nation when it comes to bathrooms per capita?

Why was a 27 year old NYC resident forced to bleed through her pants in a CVS while holding a box of tampons she bought, begging to use the restroom.

Why does a 22 year old camp counselor at Prospect Park have no choice but to change children in a bathroom where human feces was smeared on the floors and walls for days on end despite having reported it to the parks department.

Why did a tourist from London have to witness her elderly friend wet herself because they couldn’t find an accessible restroom in time.

While this bill is only one tiny step in the right direction to fix this issue, I believe that it could positively impact the lives of millions. It is of the utmost importance for New Yorkers and tourists alike to know where to go without needing to take out their wallet.

**Theodora Siegel**

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0291 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Tyler Taba

Address: South Oxford St., Brooklyn, NY 11217

I represent: Waterfront Alliance

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 258 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Theodora Siegel

Address: E 18th St, NY New York 10003

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 291 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/28/22

(PLEASE PRINT)

Name: SARA LIND

Address: W 86th St

I represent: OPEN PLANS

Address: 377 Broadway

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 241 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/28/22

(PLEASE PRINT)

Name: Carlos Castell Croke

Address: 46th St

I represent: New York League of Conservative Voters

Address: 30 Broad St, 30th floor 1004 NY, NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Ben Smith

Address: 55 Water St.

I represent: NYC DOT

Address: Director of Leg Affairs

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Commissioner Ydannis Rodriguez

Address: NYC DOT

I represent: \_\_\_\_\_

Address: 55 Water St. NY NY



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 291 Res. No. 258

in favor  in opposition

Date: 6/28/22

(PLEASE PRINT)

Name: NEILE WEISSMAN

Address: 309 EAST 5th Street #19

I represent: NEW YORK CYCLE CLUB \* Complete Grange

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 219 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6.28

(PLEASE PRINT)

Name: ROBT. EMMETT

Address: 5700 Newington Ave NY

I represent: Brooklyn Council (Crown Heights)

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 291 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 06.28.2022

(PLEASE PRINT)

Name: CHRIST SANDERS

Address: Edgecombe Apt NY NY 10031

I represent: Trans At Volunteers

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 291 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/28/2022

(PLEASE PRINT)

Name: Terni Carta

Address: 1111 1st Street, Bklyn 11205

I represent: Brooklyn Greenway Initiative

Address: 19 Morris Ave, Bklyn New York

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 219 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Chovy Young

Address: 7 Madison Ave Apt 11 Bronx NY

I represent: Hudson River Working Group / BCFG

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 291 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6-28-2022

(PLEASE PRINT)

Name: Jon Orant

Address: \_\_\_\_\_

I represent: BIKE NEW YORK

Address: \_\_\_\_\_



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Elijah Hitzhinson

Address: \_\_\_\_\_

I represent: Vice Presidents of Waterfronts

Address: Economic Development Corporation

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/28/22

(PLEASE PRINT)

Name: Daniel Ranells

Address: Rochambeau Ave

I represent: Bronx River Alliance

Address: 1 Bronx River Pkwy, Bronx NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/28/2022

(PLEASE PRINT)

Name: MIRIAM DAWN TABB

Address: CARROLL PLACE BX, NY 10456

I represent: THE FRIENDS OF MILL POND PARK

Address: ~~HOT CARROLL PL~~

150 E. EXTORTIOR STREET

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 291 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/28/2022

(PLEASE PRINT)

Name: Michael Kaess

Address: Bhinglander Ave

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/28

(PLEASE PRINT)

Name: Sean Quinn

Address: NYC DOT Panel

I represent: Assistant Commissioner Street Improvement

Address: Programs

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: SARAH NEILSON

Address: Chief of Policy and Long Range Planning

I represent: NYC Panel

Address: \_\_\_\_\_



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: YOGESH SANGHVI

Address: ASSOCIATE COMMISSIONER, NYC DOT

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 293, 258, 291 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Laura Shepard

Address: 50<sup>th</sup> Street, Woodside, NY 11377

I represent: Transportation Alternatives

Address: 111 John Street, Suite 260, New York  
NY 10038

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 291 Res. No. \_\_\_\_\_

in favor  in opposition

Date: JUNE 28 2022

(PLEASE PRINT)

Name: JOBY JACOB

Address: 82ND AVE HOUSEHUS NY 11427

I represent: ~~XXXXXXXXXXXXXXXXXXXX~~ MYSELF

Address: \_\_\_\_\_