

**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
March 3, 2026**

Good afternoon, Chair Abreu and members of the Committees on Transportation and Infrastructure. I am Mike Flynn, Commissioner of the New York City Department of Transportation. With me today are First Deputy Commissioner Margaret Forgiione, Paul Ochoa, Executive Deputy Commissioner, Eric Beaton, Deputy Commissioner for Transportation Planning and Management, and Rick Rodriguez, Assistant Commissioner for Intergovernmental and Community Affairs. Thank you for the opportunity to testify on behalf of Mayor Zohran Mamdani on the New York City Streets Plan.

Although we are only a couple months into the new year, we are already making great strides in achieving the Streets Plan's goals with efforts built on the bold and ambitious work of previous years. In 2025, we made significant progress in improving transportation and the city achieved some major milestones: we ended the year tied for the fewest traffic deaths in New York City's history with traffic fatalities, down 31 percent since the launch of Vision Zero in 2014. These successful results are a direct reflection of our safety-focused approach to street redesign, education, and enforcement.

In addition to historic progress making our streets safer, Manhattan also benefited from the MTA's congestion pricing initiative, which led to an 11 percent reduction in traffic, faster bridge and tunnel crossings of up to 50 percent, and increases in transit ridership and walking trips. Combined with our major street redesign projects, it is easier and safer to walk, take transit and cycle throughout the city. Speaking of street redesign projects, across the five boroughs, we completed over 130 projects in 2025 that support safe and sustainable transportation. These projects include expanded pedestrian and cyclist space on the Queensboro Bridge, a transformational Bike Boulevard on 31st Avenue in Astoria, bus lanes on Hillside Avenue in eastern Queens that improve service for more than 215,000 daily riders, a new pedestrian plaza in Washington Heights, a new segment of the Harlem River Greenway on Bailey Avenue in the Bronx, and many more.

But, there is much more to do.

When Mayor Mamdani selected me to serve as DOT Commissioner, he tasked us with thinking big, being ambitious, and making our streetscape the envy of the world. And, that is what we are going to deliver.

We are going to do it with a focus on safe, affordable, and low-pollution transportation and building a vibrant and equitable public realm. As someone who has spent his career focused on this work, it is deeply personal to me and I recognize the special opportunity I have in this important role serving my fellow New Yorkers.

As I know from the nearly ten years that I previously spent serving our city at DOT, the agency has some of the world's best minds in transportation and is full of hard-working, mission driven employees. So, we are ready for the challenges that lie ahead.

Our most immediate steps have been to resume important street redesign projects that stalled due to political considerations or legal challenges. These projects include implementing parking-protected bike lanes along McGuinness Boulevard in Greenpoint, extending the Madison Avenue double bus lanes south from 42nd Street to 23rd Street in Manhattan, and restarting the process to redesign the 31st Street corridor in Astoria.

Just last month, we also announced the revival of two stalled bus and bike lane projects, which include finalizing the designs for the Fordham Road offset bus lanes and completing the final segment of the protected bike lane on Ashland Place in Brooklyn. This spring, we will also implement other Brooklyn bike lane projects including a long-delayed plan to build a bike lane network across Midwood, Flatbush, and East Flatbush and we will also install parking-protected bike lanes on East New York Avenue and conventional bike lanes will be added in Prospect-Lefferts Gardens. And this is just the beginning.

Later this year, we will release the second Streets Plan, presenting the City's comprehensive vision to make our streets even safer, more welcoming, and more sustainable. This time, we will focus squarely on outcomes—not just miles. We have to be attuned to how the work we do improves the lives of New Yorkers. We will ask clear, measurable questions:

- Are buses moving faster?
- Are fewer people being killed or seriously injured?
- Are more New Yorkers choosing to bike?
- Is it easier and more affordable to get around our city without a car?
- Is the public space we're creating high quality and equitably distributed?

These are metrics that matter.

I want the agency to go big and be bold. But, ambition alone is not strategy. The next Streets Plan should be a blueprint that aligns aspiration and execution to deliver real results for New Yorkers.

The scale and pace envisioned in the original Streets Plan reflected a significant and immediate shift. Experience has shown that sustained delivery requires aligning goals with an ability to execute at scale. If we are to move faster and deliver more impact, the agency needs the flexibility to prioritize its resources and the projects that produce the greatest results.

We want to focus on strategies that ensure scalable, long-term progress and prioritize investments that maximize impact. This is something that mandates alone cannot achieve.

We will expand proven tools, designs, and treatments across the city, while introducing new programs and commitments to transform our streets into vibrant, dynamic public spaces.

And, we look forward to working with the council to deliver these results in every district—with shovels in the ground building protected bus lanes, expanding pedestrian space, building protected bike lanes, and delivering life-saving street safety projects. No New Yorker deserves lesser results based on their council district.

Legislation

Turning to the legislation before the Council today.

Intro. 13

First, Intro. 13 sponsored by Speaker Menin. This bill would require DOT to install at least 100 illuminated, solar-powered traffic control devices at crosswalks annually over the next five years and to study the efficacy of these devices in comparison to regular crosswalks.

DOT frequently tests new materials to enhance safety on our streets, and we are always open to testing new technologies to increase safety. However, we have done some preliminary studies on the types of technologies envisioned in the bill and have concerns about their efficacy. Our previous tests found no notable difference in compliance compared to regular stop signs, and crashes did not significantly change at the five pilot locations when testing Rectangular Rapid Flashing Beacons.

Additionally, MUTCD guidelines would only allow for a limited universe of intersections, since in-roadway warning lights cannot be used at intersections controlled by traffic signals, stop signs, or yield signs. Analysis from other jurisdictions across the country identifies greater benefits in higher speed, lower traffic streets, which are typically in non-urban settings. Research also indicates a flashing light fatigue effect in which the more widespread the treatment, the less effective it is. Finally, this bill would require DOT to install a large number of devices—significantly more than is needed to determine efficacy.

We look forward to discussions with the Council and appropriate stakeholders on this legislation and the best strategies to explore new technologies.

Intro 93

Next, Intro 93 sponsored by Council Member Brewer. This bill would create a bicycle parking station program. In the first year, it requires DOT to identify 5,000 locations of potential sites for bicycle parking stations, 2,000 of which are to be within commercial corridors. Over the next 5 years thereafter, DOT is to install bike parking stations in at least 1,000 locations a year, 400 of which must be in commercial corridors. It also requires DOT to make a map of all locations installed and submit a report to the council within 6 years of the effective date analyzing the program.

Our city's cycling trends continue to grow, and with more than 600,000 bicycling trips taken in the city each day, we know accessible bicycle parking is critical for New Yorkers. Currently, we are aiming to install at least 2,000 bike racks per year on the sidewalk or roadway. But we are often exceeding our goal as we strive to offer free, short-term bike parking to keep our city moving. We install our large and small hoop racks, along with our bike corrals, based on bike parking demands and we're also looking to the future to include secure bike parking. Similar to current practice, we plan to use public input to identify locations for secure bike parking access, which will continue to fuel New Yorkers' embrace of cycling, a safe and environmentally friendly transportation option – while balancing operational considerations and competing roadway and sidewalk needs. We look forward to ongoing conversations with the Council to identify initiatives that meet our shared goal to support continued cycling growth.

Intro 163

Next, Intro. 163 sponsored by Council Member De La Rosa. This bill would require DOT, in consultation with the Department of Small Business Services and the New York City Economic Development Corporation, to conduct a study on the feasibility of providing ferry service to Inwood in Manhattan.

Although DOT owns and operates the Staten Island Ferry, we do not oversee or operate the NYC Ferry contract, and defer to our sister agency, EDC, who does.

Intro. 202

Turning to Intro. 202 sponsored by Council Member Gutiérrez. This bill would require DOT to complete installation of any necessary traffic calming device or traffic control device on any

street adjacent to a school, in no more than 60 days after DOT issues its traffic study determination.

DOT shares the goal to act as expediently as possible and we're continually striving to deliver more efficiently. We work to enhance safety through a variety of "traffic calming" and "traffic control" design changes that – together – make streets safer by encouraging slower speeds and reducing opportunities for aggressive driving. For traffic control devices, we have a detailed process called an "intersection control study" to determine if traffic signals or multi-way stop signs are appropriate. We also consider weather conditions and active site constraints like construction and sidewalk sheds – even in a perfect scenario we still need to consider factors that are out of our control when determining timing for installation.

Additionally, our traffic calming design guidelines determine the appropriate conditions for installation based on a field study. Many of our traffic calming measures are dependent on weather conditions and some treatments may fail, deteriorate, or lead to increased risk if installed during sub-optimal conditions.

Regardless of the treatment, we are taking unprecedented steps in our safety engineering efforts with thoughtful and comprehensive review that may take time prior to installation and we welcome collaboration in identifying specific areas of concern where we can bring additional safety intervention. We look forward to discussions with the Council on this legislation and the best strategies to ensure efficient yet thoughtful treatment installation timeframes.

Intro. 310

Next, Intro. 310 sponsored by Council Member Marte. This bill would require DOT to establish a program to ensure each sign in Chinatown has the street name in Chinese and English. As part of the program, DOT would also conduct a study to determine the Chinatown borders and then add the Chinese name of the street to each English only sign within the borders. This bill would also require DOT to replace any damaged bilingual street name sign in the City with a new bilingual sign, and enable a Council Member or the Public Advocate to request DOT add a street name in English and another language. Lastly, this bill would require DOT to create and maintain a website regarding bilingual street name signs for Council Members and the Public Advocate to enter sign requests, a searchable map, and a searchable database.

With over one million street signs citywide, our teams work quickly to prioritize the repair and maintenance of signs with designs following federal guidelines, which have a direct impact on safety. At the same time, we are committed to maintaining the current set of signs in

Chinatown, and would want to make sure not to add new administrative burdens to this process. We think Council's current practice of working with the City to identify street co-naming locations is the smart strategy when there is an interest in celebrating cultural influences at specific locations. We would be happy to have further discussions with the Council about this bill.

Intro. 655

Turning to Intro. 655 sponsored by Council Member Restler. This bill would expand the City's outdoor dining program by allowing grocery stores to apply for a sidewalk cafe license, removing seasonal restrictions on roadway cafe operation, and providing the option to expand frontage for certain cafes upon consent. This bill would also streamline the review process for restaurants applying to operate a sidewalk or roadway cafe by restricting Community Boards from requiring applicants to supply additional materials.

We are continuously exploring new ways to increase program participation and remove barriers to access for Dining Out NYC and support the bill, while also acknowledging operational and other considerations. We are exploring new rules to address heating and winterization standards, strengthen sanitation and quality-of-life requirements and enhance enforcement protocols. As we prepare for the program's second season, we look forward to using lessons learned from the program's first year to continue improving upon the program's success. We are happy to have more discussions with the Council and stakeholders about adapting our program processes.

Intro. 628

Next, Intro. 628 sponsored by Council Member Restler. This bill would require DOT to issue and receive applications to operate a sidewalk cafe and roadway cafe online and at a physical location accessible to the public. This bill would also allow applicants to save partially filled-out online applications in order to complete the application at a later date.

Our Dining Out NYC team works diligently with applicants to provide support on the outdoor dining application process, both virtually and in-person based on applicant preference. We already offer robust resources in partnership with sister agencies to provide free services for applicants to submit applications in-person, and applicants already have the opportunity to apply online or in-person. We are continuously exploring how to improve our online application process and are pleased to announce that the function to save in-progress applications is already available for applicants. We look forward to continuing the ongoing work of enhancing our application process by working with the sponsor on this bill.

Preconsidered bill 1336

Turning to preconsidered bill 1336, sponsored by Speaker Menin. This bill would limit the clear path requirement for pedestrian paths in front of sidewalk cafes to no more than 8 feet or 50 percent of the width of the sidewalk, whichever is greater.

Sidewalk space is becoming more competitive than ever and it is critical to prioritize the sidewalk as being a safe place for New Yorkers to walk, use a wheelchair, or push a stroller or shopping cart. Further, sufficient clear path requirements are necessary for our planners to meet various needs including providing space for bike racks, EV charging stations, Citi Bike stations, bus shelters, and other street furniture. It is also imperative to maintain sufficient space for pedestrian access and people with disabilities. And as we have seen all too well from this winter, overcrowded sidewalks during storms can lead to additional accessibility issues.

Currently, there are three tiers of clear path in the Dining Out NYC program based on DOT's innovative Pedestrian Mobility Plan: 12 feet on Global Corridors, 10 feet on Regional Corridors, and 8 feet on all other streets. The Global and Regional corridors exist largely in the Central Business District in Manhattan – the most heavily foot trafficked part of the city. 97% of all streets in the city already fall into the 8' clear path requirement.

We are thrilled with the growing interest in the program, but we are also wary of creating sidewalk congestion and compromising the accessibility needs for New Yorkers in the busiest sections of the city. We are happy to discuss our current clear path requirements to determine if any adjustments can be made while maintaining our commitment to making our pedestrian space safe and accessible for all.

Preconsidered bill 1335

Next, preconsidered bill 1335 sponsored by Council Member Hanif. This bill would require DOT to identify intersections that pose the greatest danger to pedestrians, based upon incidence of traffic crashes involving pedestrians, and implement curb extensions prohibiting parking within 15 feet of a crosswalk at a minimum of five intersections in each borough.

While curb extensions are an important tool in our traffic calming toolbox, we strongly believe that mandating specific treatments across the board, without considering the specific issues at a specific location, is inadvisable. Through the Vision Zero Borough Pedestrian Action Plans, the agency utilizes crash data, as well as engineering judgement, to determine the locations most in need of safety interventions, and what safety interventions are best suited for that location. While we support the overall goal to focus safety investments where they're needed most, we will want to ensure our engineers retain flexibility to make holistic determinations on where

safety treatments are needed and which treatments are most effective in those areas. We always welcome input from Councilmembers on any suggested locations to explore additional safety improvements.

Preconsidered bill 1338

Finally, preconsidered bill 1338 sponsored by Council Member Restler. This bill would require DOT to include in its next streets master plan, to be issued by December 1, 2026, a benchmark to expand pedestrian space by 1 million square feet per year for the next 5 years and to prioritize expanding pedestrian space in the areas around bus stops and subway stations that have the highest rates of pedestrian traffic.

Since streets make up 27% of the city's total land area, we maintain and manage a large portion of the city's public space. Pedestrian spaces transform reclaimed roadway into vibrant, social public spaces for all to enjoy and these projects simultaneously work to increase safety by enhancing pedestrian comfort and flow. As demand for pedestrian space increases, we are responding by expanding opportunities that prioritize pedestrians at the block, corridor, or district-wide scale. We are also developing some exciting new programs and commitments on this topic that we intend to incorporate into the upcoming new Streets Plan. These new commitments will complement our existing goals which result in approximately 500,000sqft of new pedestrian space a year. We look forward to ongoing conversations with the Council to identify initiatives that meet our shared goal to increase pedestrian space citywide.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. I'm really looking forward to partnering with you and your colleagues to ensure that all New Yorkers, and especially our least advantaged neighbors, can benefit from safe and livable streets that offer many different choices for how to get around. We would now be happy to answer any questions.

**Testimony of the New York City Economic Development Corporation
New York City Council Committee on Transportation and Infrastructure
March 3, 2026**

Good morning, Chair Abreu and members of the Committee. Thank you for your leadership and your continued focus on New York City's waterfront and harbor.

The New York City Economic Development Corporation (EDC) works to create a vibrant, inclusive, and globally competitive economy for all New Yorkers. Our work is guided by four strategic priorities: strengthening business confidence, growing innovation industries with a focus on equity, building neighborhoods as places to live, learn, work, and play, and delivering sustainable infrastructure that supports long-term growth.

Having served at the helm of NYC Ferry since its inception with the East River Ferry pilot in 2011 to the multi-million rider network NYC Ferry is today, EDC is proud to provide a transit service that connects New Yorkers across the five boroughs.

Overview of NYC Ferry

Beginning with the East River Ferry pilot in 2011 and expanding with the launch of NYC Ferry in 2017, NYC Ferry has grown the system into a citywide network encompassing 5 routes, 25 landings and more than 70 nautical miles of New York Harbor. EDC owns the system's 38 vessels, oversees landing maintenance at most ferry sites, and is responsible for key policy decisions related to fares, service planning, and system growth. Day-to-day operations are carried out by our private operator, Hornblower, which manages staffing, vessel maintenance, customer service, and fare collection under EDC's oversight.

NYC Ferry provides safe, reliable, and accessible transportation between waterfront communities, helping connect residents to jobs, services, and recreational destinations across the city. Demand for the service continues to grow. In 2025, NYC Ferry carried almost 7.4 million riders, and we anticipate ridership to grow since we implemented new optimized routes at the end of last year. Seasonal demand remains particularly strong, and during the past summer the system set new daily, weekly, and monthly ridership records. In August alone, NYC Ferry recorded more than one million boardings, a 17 percent increase over the same month in 2024.

As the system continues to evolve, NYC Ferry is committed to further improving and expanding NYC Ferry's ability to serve New Yorkers. We did this through the introduction of the NYC Ferry discount program, which currently serves over 27,000 riders, optimizing the system through a system-wide rerouting that gives riders more places to go and continuing to assess new opportunities for NYC Ferry.

We are incredibly proud that NYC Ferry growth has also driven the systemwide subsidy to \$8.33, down 36% from what it was at its peak in 2020. We continue to guide our decisions and future plans with this goal in mind.

NYC Ferry Approach to Additional Sites

The success of NYC Ferry has also come with many requests from communities across the City for additional landings. When new landings are considered, NYC Ferry's ability to serve sites often depends on (1) the operational cost of service expansion, and (2) the ability for the existing fleet to meet those needs without investing in new vessels. The operational cost of serving a landing is dictated by its physical location in relation to the destinations it will serve, and whether existing routes provide service that can be modified to include it. Landings that are best served with a new route have the highest new costs to operate, whereas landings that can be incorporated into or are small extensions on existing routes have far lower new costs to operate. Operationally, the consideration of new landings must also factor in the constraints of the NYC Ferry fleet to ensure that any new or additional service can operate within the greater network given the number of vessels available.

The current NYC Ferry fleet can safely navigate and dock in most parts of the New York Harbor, limited primarily by areas with inadequate water depth, areas facing the open ocean (beaches), and areas restricted by bridge heights. The expected growth in ridership on existing and planned routes also limits the number of vessels available for new services. EDC expects that any new routes would require the procurement of new vessels, whereas landings that can be accommodated through minor modifications to existing routes may require less vessel-related investment.

In its 2025 Ferry Report, EDC identified two opportunities for cost-effective growth with NYC Ferry's existing fleet: East Harlem 125th Street and Bush Terminal/MADE in Sunset Park.

Beyond these neighborhoods, there are many more communities who want and could benefit from ferry service, whether that is within the NYC Ferry system or another ferry operator. As such, EDC is very interested in exploring the viability of different types of service for these communities.

NYC Ferry Expansion

To responsibly evaluate these longer-term opportunities, EDC is undertaking a broader planning and visioning effort to study where ferry service may be feasible in the future, what form that service might take, and how it could be delivered sustainably. The scope of this work, outlined in the 2025 Ferries Report, will look across the harbor and consider a range of service models, including public and private operations, as well as seasonal and limited-service options, where appropriate. Upper Manhattan was explicitly mentioned in the outline of potential areas of study in the 2025 Ferries Report and will be incorporated in the evaluation. It will also incorporate community engagement and coordination with other ferry operators, with particular attention to infrastructure needs and environmental considerations. We anticipate this process to take about a year, concluding in 2027.

Closing

In closing, we take great pride in our efforts to continue improving NYC Ferry's ability to deliver reliable, affordable transportation along the NYC waterways.

We value the Council's partnership and support in these efforts and thank you for the opportunity to provide testimony about our work.



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

ANTONIO REYNOSO

Brooklyn Borough President

City Council Committee on Transportation & Infrastructure

Oversight Hearing: Streets Plan Update- Assessing the State of the Streets Plan in 2026

March 3, 2026

Good afternoon, Chairs Menin and Abreu, and thank you for holding this hearing today. I am here representing Brooklyn Borough President Antonio Reynoso. We are presenting testimony today on Intros 655 and 628 regarding outdoor dining, and on the coming NYC Streets Plan update.

Outdoor Dining

As a member of the City Council, Borough President Reynoso was the lead sponsor of two bills: one that created the emergency Open Restaurants program, and a precursor to the bill that the Council ultimately passed in 2023 to make that program permanent.

This program has been a lifeline for small restaurants. During the pandemic, it saved approximately 100,000 jobs, allowed for people to interact socially in a safe setting, and generated tax revenue for the city. It has also helped New Yorkers re-imagine what our streets can be, which is why so many New Yorkers share our desire to see the program succeed. Yet due to the seasonal rules that the Council adopted, we've seen the number of open restaurants drop from about 8,000 at the program's peak, to about 2,500 last year, to zero in the winter months.

The seasonal program simply creates too many burdens on small businesses. The cost of purchasing an outdoor dining setup and paying to construct it, only to have to pay again to take it down, and then pay *again* to store it for the off season is too burdensome for many businesses and is the most-cited reason why they are choosing not to participate. Intro 655 addresses this by allowing open restaurants to operate all year, as was originally intended. This will encourage more creative designs, create more year-round jobs, and encourage the vibrant street life that New Yorkers enjoy.

Intro 655 also addresses other important issues with the program. It ensures expedited approvals by preventing community boards from requiring extra application materials, acknowledging that agency-level requirements are sufficient to ensure safety, appropriateness, cleanliness, and accessibility. It also expands the number of businesses that can participate by opening the option for a sidewalk cafe to grocery and specialty food stores, and by creating an option for businesses that are too small to have their own setup to coordinate with adjacent businesses to expand their space.

Removing these barriers is in line with the program's original intent to make it as easy as possible for small and immigrant-run businesses outside Manhattan to participate without a major cost burden or too much red tape. The proposals in Intro 628 to expand access to application information and make applications easier to submit are also in line with this goal.

Streets Plan

The current NYC Streets Plan covers five years through the end of this year. As DOT prepares for the next five years, they should focus on creating a network of protected bike and bus lanes. This should go beyond "bus priority infrastructure" and identify Bus Rapid Transit corridors, where buses would be fully separated from vehicle traffic. A comprehensive approach to route planning will help ensure that projects are not pursued in isolation, making them less vulnerable to being modified or even halted by local interests.

The agency also needs to build internal capacity, both in terms of personnel and equipment. DOT vacancies should be backfilled and new staff added to reduce reliance on costly outside contractors to design, engineer, and build projects. These projects are not one-off tasks to be farmed out; the Streets Plan is a commitment that DOT will be doing this work consistently. DOT should also expand its capability to produce concrete and asphalt to speed up the in-house delivery of hardening projects.

Finally, the new Streets Plan should include a Low Traffic Neighborhoods (LTN) pilot in concert with implementing any new slow zones enabled by Sammy's Law. LTNs use street design elements to facilitate neighborhood-wide traffic management plans that aim to reduce cut-through traffic on local streets while maintaining access for local residents, emergency vehicles, and other services. LTNs have been shown to decrease traffic by almost 50% and dramatically reduce crashes and associated injury and death. LTNs could be planned in coordination with ongoing DOT initiatives and priorities such as School Streets, the Curb Management Action Plan, and the NYC Plaza Program.

Thank you again for holding this hearing today. Borough President Reynoso looks forward to continuing to work with the Council on these efforts.



New York City Council Committees on Transportation and Infrastructure
Oversight Hearing: Streets Plan Update
March 3, 2026
Testimony of Eric McClure, Executive Director, StreetsPAC

When the City Council passed the Streets Plan into law in 2019, many of us celebrated what promised to be a sea change for New York City's streets and transportation system. With its benchmarks for the creation of physically separated bike and bus lanes, upgraded intersections and bus stops, transit-signal priority, and new public plazas, the Streets Plan appeared truly transformative.

The potential for that transformation, however, was largely squandered by the previous mayoral administration, which failed by wide margins to meet many of the Streets Plan's mandates. Installation of new protected bike lanes has lagged well behind the annual requirement of 50 miles, and implementation of new bus lanes has fared just as badly. Whether the cause was mayoral indifference, inadequate Department of Transportation staffing, or outright hostility to the Streets Plan's goals, the lack of progress has been deeply disappointing. That's not to say that progress hasn't been made in a number of places and in a number of important ways, but it's hard not to look at the Streets Plan glass as half-empty rather than half-full.

But elections bring change, and change brings opportunity. Improved bus service was a key plank in Mayor Mamdani's electoral platform, and he frequently arrived at campaign events via bike, bus, or subway. Since his inauguration, the Mayor has been quick to revive a number of stalled street-safety projects, and his administration appears poised to meaningfully increase capital and operational funding for DOT. Breathing new life into the Streets Plan, and launching a truly ambitious next phase, can firmly cement New York City as a leader among its peers in transforming the ways in which people get around, and to quote the Mayor, make New York City's streets "the envy of the world."

With that in mind, we have the following recommendations.

1. It's essential that the Department of Transportation be fully staffed and funded in a way that allows it to plan, and deliver, bold new plans. For too long, the hard-working staff at NYC DOT has been asked to do more with less, and it's time to give them the resources to go big.
2. While the new administration bears no fault for the failings of its predecessor, the people of New York City have been shortchanged. The Mayor and Council must commit to at least meeting the benchmarks laid out by the Streets Plan, and

wherever possible, to catch up on past deficits. Providing DOT with the ability to bring more implementation work in-house will help the agency to meet future mandates, and close past gaps.

3. The administration should aim high when it comes to building bus lanes. Not all separated bus lanes – or lane-miles – are created equal, and prioritizing true Bus Rapid Transit designs on key, high-ridership bus routes will have enormous benefits for working-class New Yorkers.
4. The city should ensure that our growing network of protected bike lanes is truly interconnected. A network is only as good as its weakest link, and a parent riding with a child in a safe, protected bike lane will think twice about taking the bikes out again if they're suddenly dumped without warning into mixed traffic.
5. The city should set ambitious targets for *results*, beyond the mandates for lane-miles and square footage. Metrics such as one million daily bike trips by 2030, a citywide increase in bus speeds of 20%, and a robust mode-share for sustainable trips by the end of the next phase of the Streets Plan are achievable – and necessary.
6. NYC DOT should also expand the next Streets Plan to include benchmarks for additional metrics such as the implementation of secure bike-parking facilities, 20-mile-per-hour speed limits, daylighting, and low-traffic neighborhoods, along with a targeted reduction in vehicle miles traveled.

One more thing: the City Council needs to be a fully committed partner to the Streets Plan's success. It's not enough to support meeting the Streets Plan's benchmarks in someone else's district. To borrow a catchphrase from City of Yes, we need a few more bike and bus lanes in *every* neighborhood.

Mayor Mamdani's administration has the opportunity to write a new and exciting chapter for the Streets Plan, delivering on the substantial promise that it held when it was passed in 2019. New Yorkers deserve it, and our future depends on it. We look forward to working with the administration and the Council to make it happen.

Int 0655-2026 – Strongly Support

We strongly support Intro 655, which would restore year-round roadway dining and streamline and simplify the process for applying for roadway and sidewalk cafe permits. While we hesitate to say that anything good came from the pandemic, the Open Dining program has proven to be overwhelmingly popular with the public, and Intro 655 would correct the mistake of imposing seasonal limits on the program. We urge the Council to move quickly to pass this legislation.



DISABLED IN ACTION OF METROPOLITAN NEW YORK
POST OFFICE BOX 1550
NEW YORK, NY 10159 TEL 646-504-4342
www.disabledinaction.org

DIA's Written Testimony for the Transportation committee hearing held Tuesday March 3, 2026

OUTDOOR DINING

I am Jean Ryan, president of Disabled In Action of Metropolitan New York. I watched the March 3 hearing on YouTube. Our organization is concerned about accessibility in outdoor dining, ever since it was initially expanded in 2020 during the Covid pandemic. In 2020, the outdoor dining program was instituted with few rules, was free or almost free to join, and helped our city recover from economic uncertainty during a huge health crisis when the safe way to see friends was outdoors.

Now, times are different and we have seen what unregulated outdoor dining can be like and we never want to go back to that free-for-all chaos again although powerful forces want to repeat that. There actually were a few regulations but not enough and the ones that were there were not followed or enforced. For people with disabilities, people who are blind, who use wheelchairs and walkers, and for people who have vision disabilities, the sidewalks in front of dining sheds and sidewalk cafes could be difficult and unsafe to navigate. There were poles for awnings that we could not see. There were people milling about drinking and talking or waiting for a table. There were tables and chairs in the pathway. Some restaurants tied a rope around the sides of the sidewalk café so no one could pass on the sidewalk. There was also loud talking and music late into the night and rats. We're not against outdoor dining, but when it is unregulated and in the public realm, we cannot get around our city. And worst of all, people with mobility disabilities were often unable to get into either the sidewalk cafes or the dining sheds because they were inaccessible.

We made complaints about specific inaccessible restaurants with the small City consumer agency which had been chosen to enforce the few rules there were. We do not know anyone who got access to an outdoor dining establishment after they made a complaint. Everything was the same. Even the Mayor's Office for People with Disabilities made complaints about inaccessibility to no avail. Either the restaurant was at street level and 8 inches below the sidewalk or it was above the sidewalk and there was a big step to get into it. Not one restaurant, *most*. The inaccessibility meant that most people with mobility disabilities were destined to eat at home and not be able to visit with friends at an outdoor restaurant that was in the roadway. The sidewalk restaurants often did not have enough room for someone with a wheelchair to enter and get to a table.

One time I was able to eat with my family at an outdoor restaurant in Bay Ridge for a birthday celebration. The first restaurant we had a reservation at changed their mind and did not have outdoor dining that evening because of lack of staff and we could not eat there. We went to a different restaurant that had a dining shed that happened to be even with the curb so wheelchair users could get in it. While we were there, occasionally a really bad smell like rotting meat hit our noses. That was unappetizing but there was nothing to see. We think it was either a dead rat under the floor of the dining shed or some rotten meat that had gotten under the floor. There was no way to tell because the shed floor was solid and fixed.

DIA's Written Testimony for the Transportation committee hearing held Tuesday March 3, 2026

As the pandemic went on, more and more outdoor restaurants in Bay Ridge and other outer borough neighborhoods were abandoned. Not taken down, but just left to sit there. In the winter, few people dined out even if the outdoor shed was taken care of. In warm weather, I passed dining sheds with items like a Christmas tree and construction materials. Many had folded tables and chairs on their sides or upside down. Some sheds weren't really a shed, just an inaccessible outdoor platform left there to rot. I saw this in Manhattan, too.

In some cases, the sheds were right next door to each other and no one could pass between them. Some blocks in Manhattan looked like a Third World full of ramshackle sheds all along the street. Residents complained about the rats and the noise from patrons drinking late into the night and people relieving themselves and vomiting on the sidewalk. Are those conditions really necessary for restaurants to survive? Do we want to have less regulation again for the restaurant industry to make money?

I spent a year working with architects on what an outdoor restaurant could look like when it was accessible to everyone, rat proof, and could be taken down every year.

We need to have enforced regulations so that this is a liveable city *for everyone*.


What we want:

- DIA is against the proposed laws that would allow lessening the restrictions on outdoor dining and allowing outdoor dining to have even less oversight than what it has!
- We are against year round outdoor dining on the roadway.
- We are for roadway restaurants that have to be taken down every winter.
- We are for roadway and sidewalk restaurants that are accessible to wheelchair users. We are for the community boards to be involved in approving outdoor restaurants because they know what is going on in their neighborhoods, which restaurants have their garbage all over, which restaurants are not good neighbors and do not follow the rules.
- We are for paying for the privilege of using the public realm, our streets and sidewalks to make money.
- We are in favor of rules that prohibit restaurants from taking up more sidewalk space so we cannot get by.
- We are in favor of rules that prohibit outdoor restaurants from operating late into the night.
- We are for sidewalk and roadway restaurants that are all accessible to wheelchair users.

Jean Ryan

President

Disabled In Action of Metropolitan NY


Pansies007@gmail.com



1010 Avenue of the Americas, Suite 301, New York, NY 10018
tel: 917-923-8136 fax: 212-254-5953
aschwartz@cidny.org

www.cidny.org

Arthur Z. Schwartz
General Counsel

Dining Sheds Must Be Regulated So That They Don't Create Barriers for Those With Disabilities

Submitted by: Arthur Schwartz, General Counsel, CIDNY

I am submitting this testimony on behalf of the Centers for the Independence of the Disabled, New York, also known as CIDNY. CIDNY provides services for disabled New York City residents; over 70,000 this past year.

Restaurant owners have a storied history of neglecting Title III ADA guidelines, which focus on creating a barrier-free environment with mandates for door entrance widths and ramps, table heights, clutter-free paths of travel, and accessible bathrooms, in addition to accommodations for the visually impaired. Large-print menus are a rarity, and too-high tables and inaccessible “accessible” bathrooms are the norm. Wheelchairs generally do not fit, and they have a hard time entering doorways. Those who are hearing-impaired enter spaces with blasting music. And finding a braille version of a menu is rare. ADA compliance is properly undertaken only in response to lawsuit threats.

During the pandemic, plenty of restaurants adhered to bans on indoor dining and state-mandated curfews, and built impressive outdoor dining spaces. While restaurant owners learned to navigate COVID laws, they learned truly little about navigating ADA guidelines.

Complying with ADA guidelines should not be considered an added expense or something that restaurant owners can push to the wayside. It is the law, just as state mandates for indoor and outdoor dining, limited capacities, and other social-distancing protocols were. It was disheartening to see how quickly and ingeniously many restaurants are able to pivot when it is the bottom line that is at risk (and understandably so: we are sympathetic to their need to survive), rather than the needs of their customers with disabilities.

Those customers — and potential customers — are many. According to the CDC, 61 million people with disabilities live in the United States, a number that accounts for 25 percent of the population. The disability community is a minority group that anyone can join at any point in their life. And if this pandemic has not proven that to be true, I do not know what will. Restaurants must stop doing the disability community a disservice and remember that assistive and mobility devices are not accessories, consider the path of travel through their dining rooms, and offer modified menus, turn down the blasting music (or at least have a quieter section) and offer accessible bathrooms.

But as much as we'd like to be hopeful, we are still regularly confronted with reminders of the general disregard for customers with disabilities: Plenty of outdoor dining setups act as sidewalk

obstacle courses, block spaces for paratransit vehicles, or even taxis (which can be critical forms of transportation for the disabled).

The City of New York, which did too little during the Pandemic to protect the rights of those with disabilities, much less the general public in areas with narrow streets and too many restaurant sheds, like Greenwich Village, must step up as they phase outdoor dining back up this Spring. Outdoor dining is a boon to restaurant owners, and it is a boon to property owners, who basically get to rent out public sidewalk and street space. Such benefits should come with a cost. There are many things that the City can force restaurateurs to do to improve accessibility within and beyond their spaces. Ensuring that their sidewalk setups do not take up too much space. Do not allow sidewalk structures to be located on a block without a curb cut. Require sidewalk shed to have space for assistive devices. Require large print menus and Braille alternatives. Keep street and sidewalk sheds from being too close, so that there is room for accessible vehicles and Paratransit.

And while the City is at it, it should use the opportunity to reinforce the Human Rights Law requirements about hiring and accommodating people with disabilities. Accessibility and accommodations at restaurants are not only important for patrons with disabilities, but for employees with disabilities as well. It is no secret that working in the hospitality industry is demanding, Restaurants need not only be accessible to patrons, but also to employees. so I ask restaurant owners to please listen to their employees' needs and remember that not all disabilities are visible. They should also find out if workers with assistive devices can easily navigate behind the bar, within the kitchen, and any other area they need to go into.

If the Pandemic has reinforced one thing for restaurants, it should be that going out to eat is about more than food. It is about celebrations, milestones, and capturing moments. Restaurants that do not comply with ADA guidelines make people with disabilities miss out on all of these things, and that is not okay. Especially given that the Pandemic has reminded all of us that getting another chance to celebrate is not guaranteed.



1010 Avenue of the Americas, Suite 301, New York, NY 10018
tel: 917-923-8136 fax: 212-254-5953
aschwartz@cidny.org

www.cidny.org

STATEMENT DELIVERED ON BEHALF OF DR. SHARON McLENNON-WIER, EXECUTIVE DIRECTOR OF THE CENTER FOR THE INDEPENDENCE OF THE DISABLED NEW YORK ABOUT BETTER PRACTICES BY NYC DURING SNOWSTORMS TO ASSIST PEOPLE WITH DISABILITIES

February 27, 2026

The Center for the Independence of the Disabled, New York (CIDNY) is New York State's largest independent living center. Over the last 12 months we have serviced over 70,000 New Yorkers with disabilities, and have an ever deepening understanding of the needs of disabled New Yorkers. There are nearly 2 million of us, over one out of every four New Yorkers. We are not a special interest group; we are people critical to how NYC functions. But we are not always treated that way. The City and State dedicate far too few resources to the disabled, which is why we have to bring lawsuits all the time. It took us 5 years to get the NYC Transit Authority to agree to install elevators at most stations, and even that win will see us wait until 2055 for 95% of stations to be accessible. And one of the big problems we have to recognize is the failure of Mayors and City Councils for decades to put the money needed into the needs of the disabled community.

We have fewer and fewer heavy snowstorms in New York City, but we just had two in four weeks. Our phone rang off the hook with people calling not to complain, but for help. Based on those calls I can address some of the critical ways NYC must address snowstorms in the future so that the disabled community suffers more than the rest of New Yorkers. Again, we are 25% of all New Yorkers; we shouldn't be begging for crumbs.

Recent NYC snowstorms have created dangerous, impassable conditions for people with disabilities,, often trapping them indoors for days. Key issues include uncleared, narrow, or icy sidewalks, blocked curb cuts, and inaccessible bus stops/shelters. These barriers, especially at intersections, restrict access to necessary services and daily life.

Key Problems for People with Disabilities

- **Impassable Sidewalks: Uneven, icy, or insufficiently cleared sidewalks (less than four feet wide) prevent wheelchair users and those with limited mobility from navigating, often trapping them at home.** New York has forever followed a rule which does a disservice to the disabled- building owners and homeowners must shovel their own sidewalks. Here is what the NYC website says: *The City does not: -Clear snow or ice from sidewalks in front of residential or commercial property -- Clear snow or ice blocking access to sidewalks, vehicles, or driveways, even if it was caused by plowing.* In fact, other than around City parks, and municipal buildings, the City does not clear sidewalks. The City relies on property owners to clear a 4 foot wide path, but many homeowners don't do that; they only clear the width of a shovel, or if they

are older or disabled, they don't do it at all. Theoretically these homeowners and property owners are subject to a \$250 fine. But in a major storm this doesn't work. What would work: handling snow the way they do it in Toronto, Ottawa and Montreal- use specialized, compact sidewalk plows to clear snow, prioritizing pedestrian safety. This year we saw bike lanes everywhere being cleared by compact plows; they were often cleared better than the streets. The same needs to be done on sidewalks in residential areas. Will it cost lots of money? Yes, maybe 2 to 4 times a year. Can City workers be tasked with that work? Of course they can. The MTA does it, clearing subway entrances .

- **Blocked Curb Cuts & Intersections:** Snow piled at intersections by city plows creates "no man's land" for wheelchair users, and all but the most athletic of walkers; making it impossible to safely cross streets. Those same machines which we call on the City to use to clear sidewalks can do this as well.
- **Blocked Bus Stops:** Even if sidewalks are cleared, snow piles often block access to bus shelters and make boarding buses hazardous. Bus shelters are City, not Transit Authority property. Buses must be able to pull over to the curb; people with disabilities often cannot board when the bus stops 4 to 6 feet from the curb. Again, the compact machines which the City needs to utilize can do this job
- **Paratransit Problems:** The City must have a plan for every block to have a place where Access-a-Ride vehicles and accessible taxis can pull over and leave someone off. Perhaps this can be near hydrants, which exist on almost every block. Hydrants should be cleared not by the homeowners near them, but by City employees, and that cleaning needs to include the street next to the hydrant so that paratransit (and fire and other safety vehicles can pull to the curb.
- **Too many people with disabilities get stuck** in a home unable to maneuver in and after a snowstorm. 45% of NYCHA and rent stabilized tenants are elderly and people with disabilities. The City must have a dedicated hotline, and staffed agency to assist with problems like this. When a cold, hungry person with disabilities calls 311, there is no dedicated agency designed to respond to this problem We need a Commissioner for the Disabled, and a Commissioner-level agency with more staff than the Mayor's Office of the Disabled.
- **The City Is Not Just Manhattan** – one of the biggest complaints we got was that people outside of Manhattan felt left out. And most disabled New Yorkers live outside of Manhattan. People with disabilities make less, and live further from Manhattan. Getting New York moving does not just mean Manhattan.

Thank you for your attention.



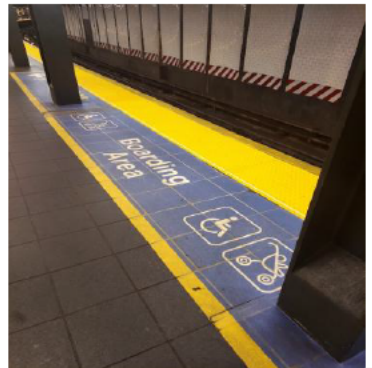
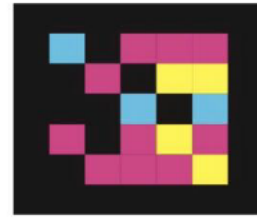
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271+ Accessible Stations Targeted to Begin in 2025-2029

Legend

- 116 2024 Projected Completion
- 30 2025 Projected Completion
- 25 2026 Projected Completion
- 20 2027 Projected Completion
- 15 2028 Projected Completion
- 12 2029 Projected Completion

Accessibility of 1000 Select Bus Connect

Accessibility of 1000 Select Bus Connect

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convo

SCAN IT FOR INTERPRETER



**PAST
ACCESSIBILITY**



When I see bus drivers go out of their way to pull up to the



157 accessible subway and Staten Island Railway stations



Metro north 124 stations



LIRR has around 117 accessible stations



R262

NEW FARE GATES

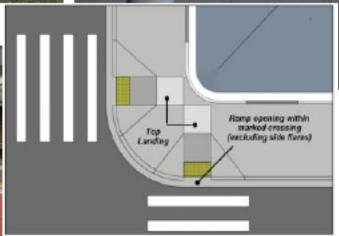


FUTURE ACCESSIBILITY

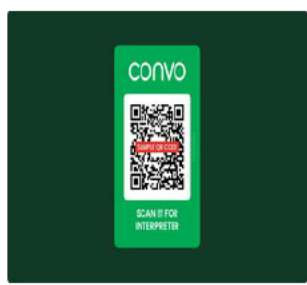
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- 42 St-Port Authority Bus Terminal ACE
- Atlantic Av-Barclays Ctr BDNQR2345
- Bedford Park Blvd BD
- Broadway-Lafayette St/Bleecker St BDFM6
- Crown Hts-Utica Av 34
- Delancey St-Essex St F M J Z
- Jackson Hts-Roosevelt Av/74 St-Broadway E F M R 7
- Nostrand Av A C



R268



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Christopher D Greif

President ADA Accessibility Transportation Group

Email Group adaaccessibilitytransportation@yahoo.com

chrisgreif@yahoo.com

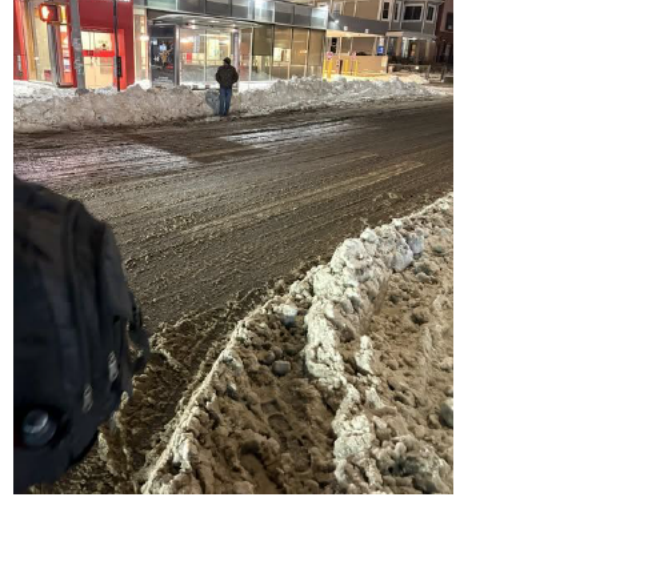
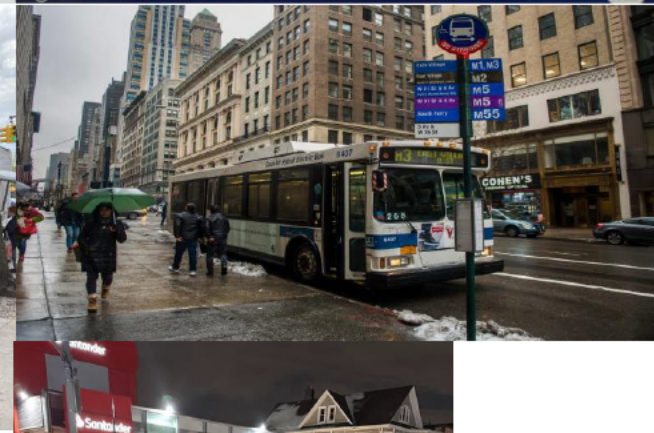
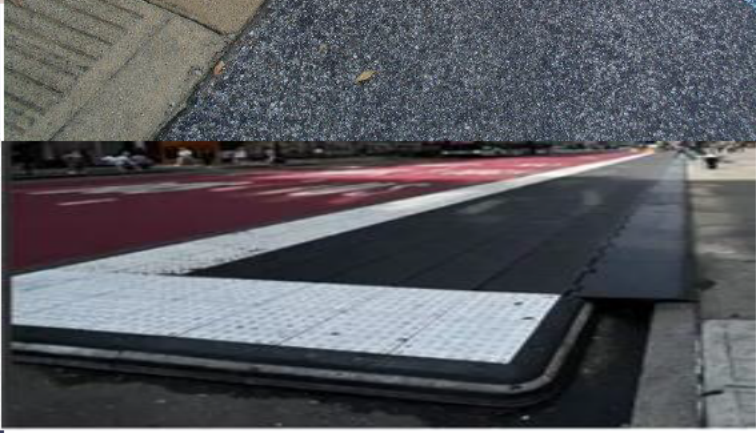
Click ADA Accessibility Transportation Group [Facebook group](#)

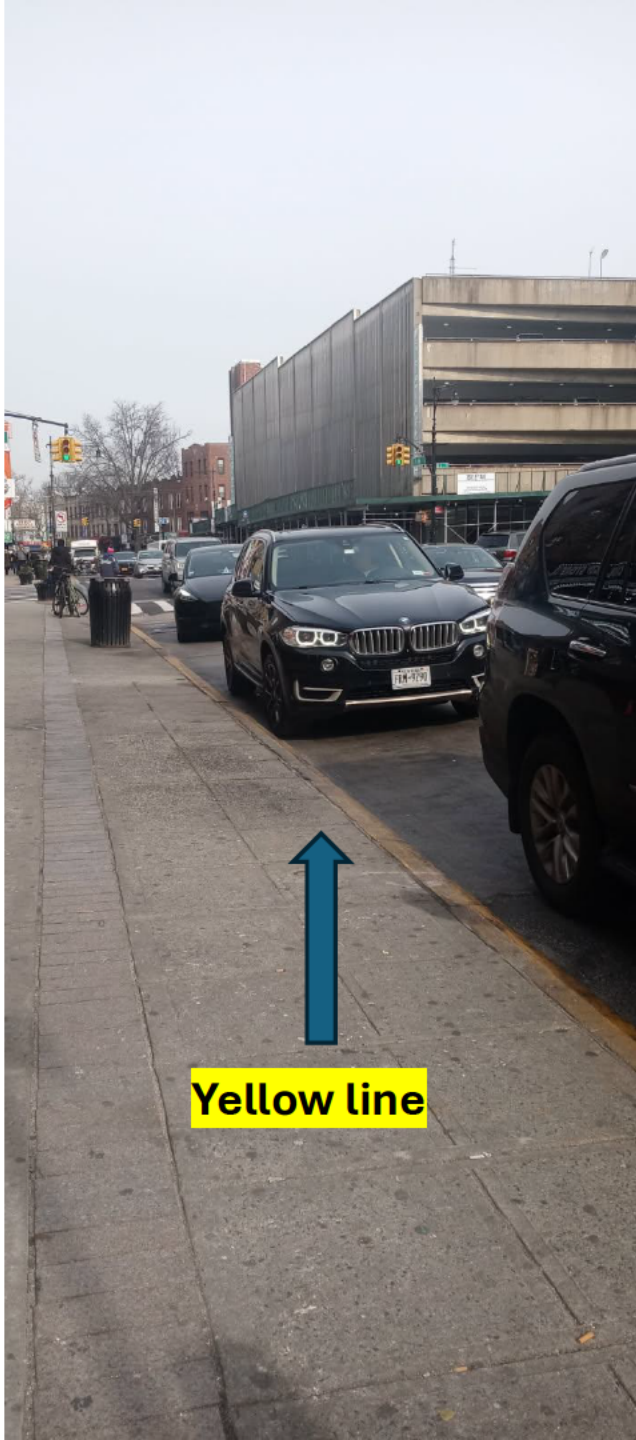


Debra Greif
Testimony
2026 Joint Legislative Budget
Hearing - Transportation



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Update Reduce fare Van and bus

**Update and enforce laws to stop cars and trucks from
blocking bus stops**

**Update City & state curbs make them
Fully Accessibility**



Debra L Greif

Parent Advocate

Accessibility Community Member LIRR Metro North Subway & Bus

debra.greif61@yahoo.com



2 Broadway, 16th Floor, New York, NY 10004
(212) 878-7087 mail@pcac.org

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Meet Streets Plan Mandate and Make It Work For Bus Riders and All New Yorkers Testimony to the City Council Committee on Transportation and Infrastructure March 3, 2026 By Lisa Daglian Executive Director, Permanent Citizens Advisory Committee to the MTA

Good day, I'm Lisa Daglian, Executive Director of the Permanent Citizens Advisory Committee to the MTA, PCAC.

Thank you for holding this hearing today. PCAC was created by the state legislature to be the official voice of MTA riders, who are represented on our New York City Transit Riders Council and with a non-voting seat on the MTA Board – though we are working to give that strong voice a vote.

We firmly believe that our city's buses are engines of opportunity and that the two million riders who depend on them every day deserve the fastest, smoothest trips possible. That's why we were thrilled with the premise and promise of the Streets Plan mandate. Unfortunately, the previous Administration didn't keep its promise to riders. We are thrilled that you will have the chance to update the Streets Plan, using the lessons learned of what could have been but fell short. The Streets Plan boldly states that the city's streets are not just for cars: they are for all of us to use safely and can be reimaged with clarity and inclusion.

It's not too late to get it right now, even as you look to the next Plan. Riders around the city know that more can be done to keep their buses out of traffic and improve on the woeful average of eight miles per hour they currently travel, which is the worst in the nation. Too many buses literally go slower than a chicken can run, as we found in our joint [report](#) with the NYPIRG Straphangers campaign. That is simply not OK, nor should it be a standard for our city. It is past time to invest in meaningful improvements in our bus network. The MTA is doing its part with its borough network redesigns, but DOT has fallen far short of its mandates. At least part of that has been an underinvestment in the human capital needed to make them a reality.

We urge Mayor Mamdani and the Council to work together to staff up DOT so the agency can actually meet the legal mandate created by the Streets Plan and to make it easier, not harder,



NYCTRC

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RIDERS COUNCIL

2 Broadway, 16th Floor, New York, NY 10004
(212) 878-7087 mail@pcac.org

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for DOT to build bus lanes and busways – particularly in our city’s subway deserts and to create viable connections across transit lines.

Fordham Road is a start! Busways are better than bus lanes, which are infinitely better than nothing. A Bus Rapid Transit network would be even better, delivering world class service, which our world class city – and its riders – deserve. We look forward to working with you, the Mamdani Administration and our colleagues in advocacy to make [BRT](#) in NYC a reality. That means installing protected bus lanes aligned to the center of streets, avoiding the chronic issues that block New York’s existing curbside and offset bus lanes; continuing to implement technology innovations to speed up buses, such as transit signal priority, and other intersection safety tools such as left turn bans and queue jumps when necessary; and building accessible BRT stations with level boarding.

We urge you to work with DOT and the advocacy community – your willing partners – to help deliver transformative bus priority projects that take into account riders’ input, improve speeds by at least 20% and target pinch points where service is especially slow and heavily used.

Ensuring that everyone can afford to ride is critical, which is why we are calling for expansion of Fair Fares to 300% of the Federal Poverty Level (FPL), allowing those who make less than 150% FPL to ride buses and subways for free, and bringing automatic enrollment to our city.

We also support ensuring that if you’re not a bus, you stay out of the bus lane and the MTA’s Automated Camera Enforcement helps do just that. We support expanding ACE, not rolling it back as some have suggested.

Like you and your colleagues over the years, we have been frustrated with trying to get updates on progress to-date and what’s planned. We strongly support requiring DOT to maintain a capital tracker of its Street Plan projects with monthly updates to connect the plan to tangible projects and their status. Just trying to find how many intersections have Transit Signal Prioritization was a Google challenge, with results ranging from under 1,000 to close to 4,000. It matters and should be easy to find.

The future is bright and bus riders have a lot to look forward to. We look forward to working with you, DOT, the MTA and our colleagues in advocacy to make our city’s streets a place we all feel welcome and safe. Thank you.

March 3, 2026

Comments of the NYC Hospitality Alliance to the New York City Council's Committee on Transportation and Infrastructure on Int. Nos. 0628, 0655, and T-2026-1336

The NYC Hospitality Alliance, representing thousands of restaurants, bars, and nightclubs across the five boroughs, submits this testimony in support of Int. Nos. 0628, 0655, and T-2026-1336 to improve the Dining Out NYC program.

We have long advocated for outdoor dining reform. The 1970s-era sidewalk café law was outdated, restrictive, and expensive. During the pandemic, we worked with the City Council and two mayoral administrations to create the temporary outdoor dining program that saved thousands of small businesses and over 100,000 jobs. It was also beloved by countless New Yorkers and visitors during such a difficult time.

The new Dining Out NYC system was meant to build on that success – expanding access and simplifying participation for restaurants – but in many ways, the program has fallen short of many people's hopes and expectations. Before the pandemic, about **1,400 restaurants** were licensed under the old restrictive sidewalk café program, mostly located south of 96th Street in Manhattan. Then during the pandemic under the Open Restaurants program, nearly **13,000 businesses** registered citywide in neighborhoods across the Bronx, Queens, Brooklyn, Staten Island, and upper Manhattan. Finally, because the city cut red tape and fees, outdoor dining was made accessible and equitably distributed to small businesses and workers across countless neighborhoods. New Yorkers could dine alfresco in their own communities and attract visitors seeking a great meal.

Under the new **Dining Out NYC** program, it is difficult to obtain precise data on restaurant participation. We estimate that **fewer than 3,000 restaurants** currently offer outdoor dining, with most concentrated again in lower Manhattan. The majority are still operating under **conditional approval from the Department of Transportation (DOT)**, meaning this number is likely to decline further as more applications are denied or withdrawn due to high costs and other barriers. Based on current trends, we may end up with **fewer than 2,500 restaurants** participating – representing an **approximately 80% reduction** in outdoor dining establishments.

This dramatic decline underscores how the **diverse small businesses** that powered the pandemic-era outdoor dining expansion are once again being **left behind by the City of New York**. The City has failed to deliver the **small-business-friendly** outdoor dining program it promised.

This is why the NYC Hospitality Alliance supports the following bills to create a better outdoor dining program so it can live up to its hopes and expectations!

Int. 0655 would make roadway dining **year-round** – a crucial fix. Seasonal roadway dining simply doesn't work for too many restaurants: setup, breakdown, and storage costs make it unviable and too expensive for many small operators.

T2026-1336 restores the **8-foot or 50% (whichever is greater) clear-path standard** for sidewalk cafés, which worked for decades pre-pandemic and was endorsed by DOT during the temporary program. The current, more complicated standard has cut seating and revenue, customer capacity, and jobs and worker pay. The proposed decades old standard is clear, fair, and consistent with best practices – San Francisco, for example, recently adopted a 6-foot clearance standard, at a minimum New York City must restore 8 feet or 50% standard.

Int. 0628 improves **accessibility and equity** by allowing businesses to submit paper applications in person and by requiring a “save your work” feature on the online portal – vital for many small businesses and for those owners who are not be technically savvy.

Additional proposed tweaks like streamlining community board review and allowing use of adjacent roadway cafe frontage will further help small businesses generate revenue and create jobs.

In addition to the bills before the Council today, **further outdoor dining reforms are urgently needed**. The City should allow **sidewalk café enclosures during cooler months** to help restaurants sustain sales, preserve worker hours and income, and provide comfortable seating for New Yorkers and visitors year-round. Restaurants pay for **annual sidewalk café licenses**, so they should be able to operate year-round.

Moreover, the requirement that restaurants obtain a **revocable consent** for outdoor dining should be **eliminated**. This mandate adds significant costs and delays – often months – to the application process. Since the City Council originally added this requirement to the law, it has the authority to remove it now and make the system more efficient, affordable, and accessible for small businesses.

The outdoor dining fees paid to the City should also be permitted to be paid in installments. The DOT's requirement that all fees be paid in a single lump sum imposes a financial burden on many and may be cost-prohibitive for others, creating additional barriers for restaurants seeking to participate.

Outdoor dining remains overwhelmingly popular with New Yorkers. It supports thousands of jobs, strengthens neighborhoods, and enhances our city's vibrancy. We thank Speaker Menin, Chair Abreu, and Council Member Restler for holding this hearing and their leadership. We urge swift passage of these practical, small business-friendly reforms.

Thank you for your consideration. If you have comments or questions please contact our executive director, Andrew Rigie, at arigie@thenycalliance.org or 212-582-2506.



chelseaw200ba@gmail.com

Jesenko Vukadinovic, President

Dianna Maeurer, Vice President

Robert Dobruskin, Secretary

Pamela Wolff, Treasurer

19th Street Block Rep: Sean Holihan

20th Street Block Rep: Viren Brahmhatt

21st Street Block Rep: Gina Moss

22nd Street Block Rep: Jason Weinzimer

March 4, 2026

New York City Council
Committee on Transportation & Infrastructure
250 Broadway
New York, NY 10007

Re: Int 0655-2026 and T2026-1336

My name is Jesenko Vukadinovic, and I am the President of the Chelsea West 200 Block Association. The block association covers the area bounded by Seventh Avenue, Eighth Avenue, West 19th Street, and West 22nd Street. I am testifying in opposition to both bills.

We oppose the proposed legislation based on our first-hand experience with the administration and enforcement of the Outdoor Dining program within our block association area, which contains roughly a dozen sidewalk cafes and (before November of 2025) a handful of roadway cafes.

Our experience with the program, particularly with its administration and enforcement, has been mostly negative. The roll-out of the program was flawed, ridden with confusion, with the onus falling on the community and organizations such as ours to make sure that the rules are implemented. This resulted in tension between residents and businesses as it created the perception of vigilante policing and NIMBYism. Enforcement has been lax, and many restaurants flaunt the rules with impunity. Consequently, we cannot support the expansion and purported “streamlining” of the existing program until we have guarantees that the program will be administered and enforced in a more effective manner. It doesn’t make sense on any level to expand a failed program.

We don’t take this stance lightly. We value having outdoor dining in our area, especially if it helps secure the financial bottom line for struggling restaurants. We support our local businesses and want them to thrive. We generally support the adopted rules for the program; as written, they attempt to strike an appropriate balance between the private interests of restaurants and the public interest of pedestrians. The review process for outdoor dining establishments also tries to balance the need for restaurants

to obtain approvals expeditiously and the need for the public and community boards to have meaningful input in the review of applications. We support that balance.

Unfortunately, our experience with the sidewalk cafes and roadway cafes in our neighborhood has shown that the administration and enforcement of the current program has not achieved that balance, and the public has suffered. We cannot in good conscience support the expansion of the program, or other changes to it, until these issues are corrected, and we have faith that the system will work.

Many of the sidewalk cafes and roadway cafes in our area are not in compliance with the outdoor dining rules. Restaurants often do not comply with clear path requirements, serve patrons from the public sidewalk and not from within their designated set up areas, and pack roadway cafes with more than the number of approved tables and chairs to accommodate large parties. None of the roadway cafes provides ADA accessibility from the sidewalk and none of the roadway cafes and none of the sidewalk cafes provide ADA compliant tables or seating areas. One of the roadway cafes is not properly secured at night after business hours and is used as outdoor seating for late night partiers but with no trash collection. Repeated calls to 311 have not resulted in enforcement, nor have our pleas to local officials.

Our experience with compliance has been more positive on Seventh Avenue, which has wide, 20-foot sidewalks, and a 10-foot clear path, than on Eighth Avenue, with 15 foot sidewalks and an 8-foot clear path. The sidewalk cafes along Seventh Avenue generally comply with distance requirements, and there are fewer conflicts between pedestrians and outdoor dining users than on Eighth Avenue. On Eighth Avenue, sidewalk cafes often encroach into the required clear path area and provide service from the sidewalk rather than from within a defined cafe area.

Our opposition is based on the practices of DOT under the previous administration. We are optimistic that the new administration will take the outdoor dining program more seriously when it comes to enforcement. We ask the Council to work with the new administration to figure out how to apply and enforce the outdoor dining program more effectively before expanding and modifying it.

Thank you for your time and consideration.

Jesenko Vukadinovic, President
Chelsea West 200 Block Association



March 3, 2026

[Via Testimony Upload Link](#)

New York City Council
Committee on Transportation & Infrastructure
250 Broadway
New York, NY 10007

Re: Int 0655-2026 and T2026-1336

Dear Chair & Committee Members,

My name is Susan Palmer Marshall, and I am President of the Council of Chelsea Block Associations, Inc. (CCBA), a nonprofit organization representing 79 blocks and 18 block and tenant associations across Chelsea. I am testifying in opposition to both bills.

While CCBA recognizes the value of outdoor dining to restaurants and to the vibrancy of our streets and communities, **we believe it is premature to expand the program in the ways proposed. The problems associated with the administration and enforcement of the current program must be addressed and corrected before we can support any modifications.**

Based on our first-hand experience in CCBA's coverage area, which stretches from Sixth Avenue to Tenth and Eleventh Avenues and from 14th Street to 30th Street, the administration of the current program has been inconsistent and enforcement, insufficient. Businesses submit applications that clearly do not comply with the adopted rules and, once approved, often operate in material non-compliance. It then falls to individual community members to file repeated 311 complaints to report violations, which frequently result in little corrective action. This is not an effective model of program administration.

The principal areas of non-compliance we have observed include:

- Required pedestrian clear paths are not maintained and often do not match approved plans;
- Required perimeter barriers intended to physically separate private sidewalk cafes from the public sidewalk are frequently absent, allowing cafe seating and pedestrian space to blend and effectively privatizing the entire sidewalk;
- Required internal service aisles (36-inch minimum width within perimeter barriers) are often not provided, resulting in restaurant service occurring from the public sidewalk;
- Compliance with ADA standards appears inconsistent and, in many cases, inadequate;
- Although prohibited, outdoor amplified sound is sometimes provided.

Enforcement must be addressed and corrected before the program is expanded to allow year-round roadway cafes, reduced pedestrian clear space, or a further streamlined application process with more limited community board review. Expanding a program that has not demonstrated consistent compliance and enforcement is premature and unwise.

Roadway dining structures were removed in November 2025, and the permanent program has not yet completed a full operational year. Before expanding eligibility, reducing pedestrian space requirements, or altering the seasonal framework, the City — both DOT and the Council — should evaluate how the current program performs during its active months, including sanitation cycles, heavy rain events, shoulder-season snowfalls, and peak pedestrian periods.

If the Council is considering year-round roadway structures, that introduces additional operational concerns. Heavy winter snow events significantly complicate street clearing, plowing access, and sanitation operations. These impacts must be explicitly studied and planned for before moving in that direction. Rodent mitigation must also be central to any long-term outdoor dining framework. Enclosed or elevated roadway structures—particularly those in place for extended periods—can create harborage conditions if not rigorously maintained and periodically removed for deep cleaning. A year-round model would require clear evidence that sanitation access and rodent control can be effectively maintained in all seasons, including during winter conditions.

If the City wishes to build public confidence in this program, it must demonstrate reliable inspection, compliance, and correction mechanisms — not simply streamline approvals. Policy ambition must be matched by enforcement capacity.

In residential neighborhoods like Chelsea, outdoor dining also intersects with noise and alcohol service. Extended outdoor alcohol consumption has, in some instances, resulted in late-night noise and disorder that strain quality-of-life conditions for residents. **These impacts further underscore the need for consistent enforcement and clear operating standards.**

With respect to T2026-1336, CCBA strongly opposes reducing the required pedestrian clear path. In dense neighborhoods, sidewalks are already constrained by tree pits, scaffolding, subway entrances, bike docks, and utility infrastructure. **A formula of “8 feet or 50 percent of sidewalk width, whichever is greater” does not reflect actual usable pedestrian space.** Accessibility for seniors, families with strollers, and people with mobility challenges must remain paramount.

At its core, this legislation raises fundamental questions about the governance of public space:

- Who controls public sidewalk space?
- What percentage of pedestrian right-of-way may be effectively privatized for commercial use?
- How much commercialization of curb lanes is appropriate?
- Does the City currently possess the enforcement capacity to manage this scale of public-space allocation responsibly?

Outdoor dining must meet the same standards of accessibility, sanitation, enforceability, and equity that we expect of any long-term use of public space.

CCBA supports a seasonal roadway dining model and proposes moving toward a simpler, well-established European-style approach — tables, chairs, and umbrellas. This reduces construction, storage, and insurance burdens on small restaurants while minimizing sanitation and quality-of-life impacts.

Whether the model is outdoor dining sheds or modest tables, chairs, and umbrellas, there must also be a clear demarcation of sidewalk and roadway frontage. Operators should not be permitted to expand beyond the footprint of their own establishment or extend into the frontage of neighboring properties, whether occupied or vacant. Clear frontage limits protect fairness among businesses and ensure accountability for maintenance and compliance.

In summary, **before broadening eligibility or reducing pedestrian protections, the City should demonstrate that the existing framework is enforceable, equitable, and operationally sound. This program was largely structured under the previous administration. We are hopeful that the new mayoral administration and the current City Council leadership will take this opportunity to reassess its implementation, strengthen enforcement, and ensure that the long-term use of public space reflects both community needs and responsible governance.**

Thank you for your consideration.

Sincerely,



Susan Palmer Marshall

President

Council of Chelsea Block Associations, Inc.

cc: Hon. Shaun Abreu, NYC Council Member, District 7 & Chair, Transportation & Infrastructure Committee
Hon. Selvena N. Brooks-Powers, NYC Council Member, District 31
Hon. Eric Dinowitz, NYC Council Member, District 11
Hon. Shahana K. Hanif, NYC Council Member, District 39
Hon. Shekar Krishnan, NYC Council Member, District 25
Hon. Farah N. Louis, NYC Council Member, District 45
Hon. Christopher Marte, NYC Council Member, District 1
Hon. Justin E. Sanchez, NYC Council Member, District 17
Hon. Pierina Ana Sanchez, NYC Council Member, District 14
Hon. Julie Won, NYC Council Member, District 26
Hon. Phil Wong, NYC Council Member, District 30
Hon. Julie Menin, Speaker, The New York City Council
Hon. Brad Hoylman-Sigal, Manhattan Borough President
Hon. Erik Bottcher, New York State Senator
Hon. Tony Simone, New York State Assembly
Leslie Boghosian Murphy, Chair, Manhattan Community Board 4
Jesse Bodine, District Manager, Manhattan Community Board 4
Christine Berthet, Co-Chair, Transportation Committee, Manhattan Community Board 4
Jesse Greenwald, Co-Chair, Transportation Committee, Manhattan Community Board 4
Frank M. Holozubiec, Co-Chair, Business, License & Permits Committee, Manhattan Community Board 4
Wendy Gonzalez, Co-Chair, Business, License & Permits Committee, Manhattan Community Board 4
Robert Dobruskin, Vice President, CCBA

From: [SPaCE BA](#)
To: [Testimony](#)
Cc: [District1; Linda Jones](#)
Subject: [EXTERNAL] Opposition to year round Outdoor Dining sheds - Intro No. 0655
Date: Tuesday, March 3, 2026 1:13:26 PM

Good Afternoon,

My name is Emma Culbert. I've lived on Canal Street for 20 years. I am a mother of two teenage sons, and the President of the SPaCE block association on the Lower East Side.

People think of Canal Street as six lanes of traffic, but our stretch—east of the Manhattan Bridge—was the "quiet side." It was a balanced ecosystem of mom-and-pop shops and immigrant families.

Since 2022, that equilibrium has shattered. While the residential population remains largely immigrant and working-class, the commercial landscape has been surrendered to a 24/7 "alcohol and drug-filled playground." from April to November.

Many of my neighbors live in tenements and warehouses. They rely on open windows for ventilation. Now, they are forced to choose between stifling heat or a "sea of noise" and "clouds of smoke" from marijuana and cigarettes.

On narrow streets like Division, which is 1/3 of the streets that comprise the Dimes Square triangle, the acoustics are such that the outdoor dining makes it impossible to sit in a living room without hearing a constant roar.

Our sidewalks are no longer navigable for 2/3 of the year. Between the "putrid" filth left behind by sheds that street sweepers can't reach and the throngs of people blocking the clear path required by the ADA, my sons are forced to navigate an unhealthy, adult situation every single day. Can you imagine how this city would have navigated the streets with this winter's snow if we were also clogged with sheds?

Non-Compliance is the Norm: Establishments are ignoring their 10 PM closing stipulations with zero consequence. The DOT fails to enforce stipulations. They only investigate if a complaint is filed, yet the 311 system for "Open Restaurants" is so convoluted it's nearly impossible for the average resident to use.

The Lower East Side has been treated as "sacrificial lambs" for the food and beverage industry. The food and beverage lobby is fierce however we are asking for you, the city, to lobby on behalf of the people for whom you serve. Year round roadway dining is an egregious and predatory ask which commandeers public space for private profit. Stop prioritizing sidewalk sheds for one industry over the actual residents who live here. Implement real, proactive enforcement of the laws already on the books and maintain the seasonal roadway dining timeline, which is already a significant concession extracted from local residents and other business owners.

Thank you,

Emma Culbert

From: [ILP Businesses](#)
To: [Testimony](#)
Subject: [EXTERNAL] Outdoor Dining Feedback
Date: Wednesday, March 4, 2026 9:10:23 PM

Hello,

I am emailing you to give feedback on the 12-month Outdoor Dining Proposal. I think that having Outdoor Dining for 12 months is not a good idea. Over the years, I've seen several Outdoor dining sheds full of rats at night. Rodents were running on the outdoor furniture, under, and around the sheds. This is unsanitary and poses a health risk. In addition, in a city with 8million+ people, leaving sheds up unoccupied during the winter causes issues with snow removal and trash cleanup. I doubt that in the winter, people are eating outside. In addition, these sheds take up parking in an already overcrowded city. I think that Outdoor Dining was "fun and cute" when we were trying to revitalize the city from COVID, but as a long term option, it does not seem rational. Lastly, Outdoor dining/cafe areas causes a safety concern for residents. These cafes take up space on the sidewalk causing individuals to walk on MTA Subway gates or in the streets to avoid walking into the outdoor seating area. There is little room for strollers and wheelchairs to pass through.

Thank you.

Imani

- My name is Abby Dzuiura and I live in Harlem and work in the Bronx. I am here with Riders Alliance.
- I take the bus on Fordham Road every day and I am frustrated by how often it is late or delayed by traffic.
- Not only is my life affected, but the lives of my students are as well. I work at an after school program and they are constantly late or absent because of the buses.
- One of my students wrote about their frustrations in an essay to me:
 - “Taking the bus in New York is something you can only grasp if you do it. The Bx22 line is the bus I have been taking since elementary school. Taking public transportation makes you learn how to be aware of your surroundings. The 22 is the worst bus in the world and i hate it because its always late and takes at least 30 minutes in between each bus.”
- Riders like myself and my students deserve better.
 - Buses stuck in traffic interfere with our daily lives, affecting our ability to go to work and to school.
- Streets plan is an opportunity to create and deliver a bold plan to speed up buses in a significant and tangible way for riders
- The streets plan is a law that the Mayor must follow, he can't fail riders like Mayor Adams did- who disrespected riders by ignoring the law
- Riders are demanding a 20% citywide speed increase during Mayor Mamdani's administration
- City streets are a public space where all people using them deserve space, and bus riders are constantly left behind

From: [Adam Boritz](#)
To: [Testimony](#)
Subject: [EXTERNAL] Statement on Outdoor dining
Date: Wednesday, March 4, 2026 3:33:22 PM

To whom it may concern,

I was unable to attend yesterday's (March 3rd) hearing regarding outdoor dining, but I feel strongly enough about the subject that I still wanted to provide written testimony. Simply put, I think the current outdoor dining program is too limited and the program that existed during the pandemic was much better suited to the needs of New York City.

One of the biggest issues facing dining establishments right now is that the cost of running a business has grown massively because of rents, cost of labor, insurance and more have all gone up steadily. Further, delivery apps and reservation platforms and other technology platforms for things like card payments, customer retention and such take a cut of each customer. The margins for many of these business are small and that assumes they won't have things like a break in, or the building's electric or gas going out or a water main break or some other problem that could force them to close or only operate at a fraction of normal business for one or more days. Outdoor dining during the pandemic helped to relieve these pressure because it provided extra tables that could be served without increasing the cost of doing so at a percentage equal to or greater than the increase in revenue. We have seen the effects of reducing outdoor dining as we have had a lot of affordable establishments close and the majority have been replaced by something that costs a lot more from a customer perspective. As such, we've also made dining out less affordable for people, too.

Another benefit of the outdoor program was the ability to dine with a very young child. Many restaurants, bakeries and other places where food is sold just do not have the square footage to provide room for a stroller to be brought inside, meaning parents are limited in where they can go to dine with their young children. Outdoor dining provides more space for that. And when a child is very young and not yet vaccinated or having very few vaccinations, outdoor dining allows parents to feel safer going out to eat if they cannot find someone to watch their child.

Finally, outdoor dining makes a block feel more lively and inclusive. Curbside dining, especially, feels like a better usage of space that just storing a car that is not frequently moved. Some people will claim that it's noisy with restaurants having patrons outside, but these same people won't admit that cars honking because a car is double parked waiting for someone or for a spot to open is worse. They won't admit that replacing the emissions of a car with people enjoying a local establishment is better, too. They'll try to distort the reality of the hospitality industry even though we saw the positive impacts of the pandemic era outdoor dining program.

Thank you,
Adam Boritz

From: [B](#)
To: [Testimony](#)
Subject: [EXTERNAL] NO to ridiculous outdoor dining year round
Date: Tuesday, March 3, 2026 5:37:37 PM

[REDACTED]

Hi,

I have lived in the East Village for 20 years.
I supported PANDEMIC era sheds during the time we couldn't eat inside.

I support sidewalk licenses year round.
The idea that that also has to include the street is insane.

They already get enough public space - why should they also get the street?
It is ugly and dirty and takes up space.
The city has not even been regulating the sidewalk cafes properly.

I personally don't even want the seasonal roadway cafes - I think it's ridiculous.
Keep the streets and parking areas clear.

There is absolutely no reason for those setups to be in the public street year round.

Brian Boulos
[REDACTED]

From: [Dan](#)
To: [Testimony](#)
Subject: [EXTERNAL] Please do not keep having these restaurant structures in the street
Date: Wednesday, March 4, 2026 2:40:17 AM

Hi,

I am begging you to not allow restaurants to strong-arm you into taking over the street space year round, when they already are graciously allowed to take half of the sidewalks the entire year.

You gave them an inch, and they want to take a yard.
This whole thing is ridiculous and uncalled for.

We should keep our streets clear for transportation - cars, bikes, buses, cabs, emergency vehicles.

There are so many issues with having these structures up in general, year round just makes it a more permanent and worse issue. Please do not do this.

Introduction - My name is Daquane Mays. I am a bus rider in The Bronx, and a member of Rider's Alliance. I am a born and raised New Yorker. I currently work as an Operations Manager at Community Labor Administrative Services.

Personal Experience -As a regular bus rider in the Bronx, I have experienced consistent issues with service reliability and overall ride quality. Bus arrival times displayed on applications such as Google Maps and Transit frequently do not align with actual arrival times. On multiple occasions, I have arrived at a stop several minutes before the scheduled time, only to find that the bus has already passed, or I have had to wait an additional 15–20 minutes for the next bus, which often arrives overcrowded.

In addition to reliability concerns, there has been a noticeable decline in cleanliness and rider etiquette compared to prior years. Instances of litter left on seats, passengers occupying multiple seats with personal belongings, loud music, and even smoking create an environment that feels unmanaged and uncomfortable for working commuters.

As a working-class New Yorker who relies on public transportation daily, I believe we deserve a system that is dependable, clean, and respectful of riders' time and financial investment. Reliable bus service is not a luxury — it is essential. For someone like myself who is actively seeking employment, service unpredictability can directly impact access to job opportunities and economic mobility. This is one of many stressors I have to endure to make ends meet.

With the rising costs of housing and living expenses, we cannot afford to lose opportunities due to preventable transit inconsistencies. I urge leadership to prioritize on-time performance, service accountability, and rider experience improvements so that public transportation fulfills its role as a reliable resource for the communities it serves.

Why we need this:

We deserve better ridership in every corner of the Bronx. We're New Yorkers — we have jobs, responsibilities, and lives to get to. Right now, our buses are slow and unpredictable. It makes the city feel sluggish, not the city that never sleeps. Reliable buses aren't a luxury — they're a lifeline for working people and job seekers alike.

What we demand:

The mayor must act now to speed up buses by at least 20% citywide. We've seen what "less" gets us — delays, overcrowding, and missed opportunities. The Streets Plan Law is the city's chance to deliver on its promises. This is the time to put words into action.

We are asking for a transit system that respects our time, our work, and our city. The Bronx is ready — the people are ready — and the city needs to step up.

From: [Jeff Waddle](#)
To: [Testimony](#)
Subject: [EXTERNAL] Letter in opposition to expansion of roadside dining
Date: Tuesday, February 24, 2026 8:40:19 PM

Dear Speaker Menin:

I am writing regarding the proposal to expand roadside dining. We had many roadside dining sheds on our street during covid and in the winter the sheds were particularly grim - they were used primarily for storage and as public bathrooms, and as repositories for graffiti. I understand that the current proposal would also restrict community boards' ability to have reasonable requirements on these outdoor spaces. Further, I understand that the new proposal would allow the sheds to further encroach on crosswalks. They are already too close to crosswalks and it makes it hard for drivers to see pedestrians preparing to enter the crosswalks.

For the above reasons I see little benefit to the proposed expansion, and am opposed to it. Thank you.

Jeff Waddle

[REDACTED]
New York, NY 10003

[REDACTED]

Hello Everyone and thank you to the council for giving us the space to speak as a group here today. My name is Jolyse Race, I am a senior organizer at Riders Alliance- we are a grassroots organization that fights for better public transit in New York City. For the past 6 years I have been organizing bus riders across the city and 4 years ago I stood outside of city hall and rallied with other transit advocates to ensure proper funding for the streets plan, which we won.. Unfortunately, this plan has not yet resulted in meaningful bus speed or service improvements for most riders in New York City.

As a transit organizer it was a long 4 years fighting for bus riders under the Adams administration. For four years the streets plan was ignored and bus riders were completely disrespected by the elected officials, save a few, whose salary is quite literally paid for by working class people taking the bus. Riders cannot afford another administration like our last one, and our hope here today is to encourage DOT, council, and our Mayor to bring the changes we need to give bus riders the dignified commutes they deserve.

For the past two years I have been focused on organizing riders to bring faster bus service to Flatbush Ave. We've held dozens of community meetings, canvassed, and talked to thousands of riders taking buses on the corridor and we hear the same thing over and over and over again. Riders are waiting too long in extreme weather conditions only to board crowded buses that get stuck in traffic. Bus lanes are not respected by individual vehicles and bus riders are showing up late to work, interviews, picking up their children, appointments, you name it. I can't even count the amount of times the B12 has made me late to meetings. This kind of stress adds up over time and seriously impacts the overall quality of life for millions of people.

Fifty percent of bus riders are essential workers, the very people keeping our cities educated, healthy, and fed. So why are they treated like their commutes don't matter? Riders Alliance conducted a participatory research project with the Pratt Center for Community Development on the experiences of bus riders on Flatbush Avenue and we found that the majority of bus riders have lost pay, been reprimanded, or even terminated due to unreliable bus service. What about our elders who have spent their lives contributing to the city's economy and raising our children? Now they're stuck waiting in 100 degree weather for a bus that might come every 35 minutes to an hour. It's sad. What about our students who are the future of our beloved city? It isn't fair we have to deal with the slowest buses in the country when we know exactly how to speed them up.

Our city streets are public space and New Yorkers deserve a much more equitable approach to how that space is used. . Too much of our streets are given to private vehicles, while bus riders, bike riders, and pedestrians are left behind. The Streets Plan is the way to move forward in creating fair commutes for everyone using our streets, but to do so, it must deliver real time savings for riders. We are calling on this administration to create a bold and ambitious plan to speed up buses citywide by 20% throughout his administration. Doing so will be challenging, and will require taking much stronger steps to physically protect bus lanes, ensure buses are given priority, and stay out of traffic. Riders stand ready with the mayor, with city council, and with DOT to fight for the bus improvements we deserve

From: [Jose Rivas](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to Int. No. 655
Date: Tuesday, March 3, 2026 1:33:11 PM

Dear New York City Council,

I am writing to express my strong opposition to Int. No. 655. As a long-time resident of the East Village, I am deeply concerned about the impact this program would have on our neighborhood, which is already oversaturated with bars and restaurants.

Our district is characterized by narrow streets and limited sidewalk space. Residents are often forced to walk in the street because sidewalks are obstructed by crowds, venue barricades, and restaurant furniture. These setups frequently leave less than a quarter of the sidewalk clear for pedestrians. Allowing roadside cafes to operate will further exacerbate these issues. Additionally, the proximity of these outdoor areas to residential buildings creates significant noise disturbances for residents.

There are also serious environmental and sanitation concerns, including negative impacts on street trees, clogged drains, and increased vermin infestations. Making this program permanent would place an unfair burden on communities already struggling with these challenges.

While I have worked in the service industry for my entire adult life and understand the business perspective, the logistical and quality-of-life issues for residents in oversaturated areas are simply too great. I urge you to reconsider this legislation.

Sincerely,
Jose Rivas

From: [Kathy Morano](#)
To: [Testimony](#)
Subject: [EXTERNAL] Statement in Opposition to Permanent Year-Round Outdoor Dining
Date: Tuesday, March 3, 2026 4:45:07 PM

I am writing to express strong opposition to permanent year-round curbside dining on behalf of myself and our shareholders.

I live and self-manage a building on West Broadway between Duane and Thomas Streets, where there are five restaurants operating on one block. I have firsthand experience with the impact of year-round outdoor dining on residential buildings and neighborhood infrastructure.

When year-round curbside dining was previously permitted, enforcement was inadequate. Some restaurants complied, but others adopted a “pay the fine” approach, calculating that penalties were cheaper than compliance. Without consistent enforcement, rules become meaningless.

There is no compelling reason to replace the current seasonal, balanced compromise with a permanent year-round program.

The Blizzard of 2026 demonstrated the practical flaws of permanent roadway sheds. Our streets were covered in snow and ice for weeks. Had curbside sheds been in place, plowing and street cleaning would have been severely compromised. At a recent council meeting, the response was that restaurants would be notified to dismantle sheds before major storms.

That raises serious logistical questions:

Where will dismantled sheds be stored?

What happens if restaurants do not comply?

Who enforces removal in time for sanitation and plowing operations?

We have already seen that enforcement resources are limited. There are also unresolved infrastructure concerns. Curb lanes are engineered to direct rainwater to corner catch basins. During prior year-round dining, water was obstructed and accumulated near our building, contributing to leaks into our vault area. The Departments of Environmental Protection and Transportation must address how drainage, catch basin access, and curbside containerization will function with permanent structures in the roadway.

Quality-of-life issues also remain:

Rodent activity

Noise

Litter and late-night disturbances

Vomiting and public intoxication

Obstructed sidewalks and sanitation conflicts

With mandatory curbside containerization expanding, buildings with ground-floor restaurants already face limited space for trash storage. Adding permanent sheds further constrains public space and sanitation access.

Additionally, proposed legislation raises serious concerns:

Intro 0655-2026 would allow restaurants to extend roadway or sidewalk cafés beyond their own frontage and

reduce the role of Community Boards in the licensing process. This shifts liability and quality-of-life impacts onto neighboring properties without their consent.

If a patron exits a café, trips, and is injured in front of an adjacent property, in today's highly litigious environment the restaurant, the City, and the neighboring property owner could all face claims. Property owners should not bear additional exposure because public space has been privatized for commercial use.

Intro 0628-2026 proposes a city-supported drop-in office to assist restaurants with outdoor dining applications, while no equivalent support exists for residents coping with noncompliant operations.

Public space must balance the needs of businesses and residents. Property owners pay significant taxes that support the maintenance of streets, sanitation, and infrastructure. Permanent privatization of curb lanes for one industry — particularly when seasonal outdoor dining has already proven workable — is unnecessary and inequitable.

The seasonal program functioned. Restaurants operated responsibly during permitted months, and public space returned to full civic use during the winter.

There is no demonstrated need to replace that balanced approach with a permanent year-round program.

For these reasons, I strongly oppose permanent year-round curbside dining.

Sincerely,

Kathy Morano

[REDACTED]

New York, NY 10013

[REDACTED]

From: [Lizzbcj](#)
To: [Testimony](#)
Subject: [EXTERNAL] !2 Month On-Street Dining Sheds...Vote NO
Date: Monday, February 23, 2026 10:52:26 AM

Hello:

We are against the 12 Month On-Street Dining Shed Proposal for the following reasons---


1. **Look outside....** 12 Month on-street dining sheds are a hazard for sanitation to adequately clean streets in the winter months,
2. Your proposal will encourage employee/servers to file health related-winter related law suits against employers,
3. This proposal will create unnecessary and extended street noise.

And ask, who would be dumb enough to eat outside in the winter in the new unprotected weather structures recently mandated?

4. Auto congestion (and driver violence) will measurably increase as hundreds of on-street parking spots in all 5 boroughs will be lost.

Please circulate our rationale to all Council Members. Thank you.

Leonard J. Zimmerman


NY, NY 10128.

From: [Madisen Wu](#)
To: [Abreu, Shaun](#); [Marte, Christopher](#); [Sanchez, Pierina](#); [Rego, Matthew](#); [Krishnan, Shekar](#); [Won, Julie](#); [Wong, Phil](#); [Hanif, Shahana](#); [Louis, Farah](#); [District17](#); [District7](#); [District1](#); [District14](#); [District25](#); [District26](#); [District30](#); [District39](#); [District45](#)
Cc: [Deutsch, Max](#); [Kelmar, Caitlin](#); [Lin, Jessica](#); [Testimony](#); [NYC Council Hearings](#)
Subject: [EXTERNAL] Support for INT 0310-2026 (Bilingual Signage in Chinatown) - Madisen Wu
Date: Sunday, February 22, 2026 12:30:32 AM

Dear Chair Abreu, Council Member Marte, and Distinguished Members of the Committee on Transportation and Infrastructure,

My name is Madisen Wu, a sophomore in high school in New Jersey and the great granddaughter of Bing Jung Hom (Cantonese; Mandarin pinyin "Bingzhong Tan"). As you may know, my great grandfather was the calligrapher who hand-brushed the set of bilingual street signs that appeared throughout Manhattan's Chinatown since the 1980s, as discussed in a New York Times article from 2022 (<https://www.nytimes.com/interactive/2022/03/11/nyregion/nyc-chinatown-signs.html>), some of which still remain throughout the neighborhood.

I am writing to express my strong support for Int 0310-2026. Although my family lives in New Jersey, New York City and Chinatown remain our cultural home. My parents were born and raised in New York City and my grandparents continue to live in Brooklyn and Queens. Whenever we visit Chinatown, seeing my great grandfather's handwriting on the street corners isn't just a point of family pride but a reminder that our history -- both as a family and as descendants of immigrants -- is literally part of the fabric of New York City.

At a time when immigrant communities are being marginalized, these signs continue to welcome and guide newcomers to our great metropolis and serve as a record of their legitimacy and progress in the history of this great nation. I urge you and the Committee on Transportation to pass this bill to continue to signal the City's openness to new immigrants, but also urge you to take the next step in preserving the visual soul of Chinatown by keeping the calligraphy that my great grandfather labored over, so that generations of New Yorkers may understand this history.

Thank you for your time and consideration. If possible, I would like this letter to be included in the official legislative record for the hearing on March 3rd. I also welcome any questions or comments from you or anyone on the Committee, and would love to volunteer my time toward any effort in improving the lives of immigrants in Chinatown and elsewhere in New York!

Sincerely,

Madisen Wu
Granddaughter of Bing Jung Hom

From: [REDACTED]
To: [Testimony](#)
Subject: [EXTERNAL] Unbelievable to think dining sheds would return year-round defeat Intro 0655-2026
Date: Wednesday, March 4, 2026 10:29:49 AM

[REDACTED]

It is absolutely unbelievable to think that anyone would consider having the filthy, unsightly, public nuisance of the dining sheds return year round. The private use of public space in an already over-crowded city, making biking impossible, walking dangerous and only the rat population happy is the last thing we need. And after the winter we just had, having dining sheds in the street would have made snow removal even more difficult.

Further, why revisit this issue when it was thoroughly discussed and considered just a short time ago and a balanced and fair program was initiated. This is the kind of thing that makes NYC residents think the City Council is out of its mind. Defeat [Intro 0655-2026](#)

Nina Jody
[REDACTED]

New York City Council

Intro Bill 1336 of 2026:

To amend the Administrative Code to reduce the width of the pedestrian clear path in front of sidewalk cafes to 8 feet everywhere.

Hearing, Committee on Transportation, March 3, 2026

Dear Council Members:

Please vote NO on this bill.

It would take away scarce, vital, irreplaceable public space.

It would flip the fundamental principle governing the allocation of sidewalk space, going from public-priority to privately-owned-commercial priority.

It would strangle pedestrian circulation on the most heavily trafficked sidewalks in the City.

- 1) Decisions about the width of the necessary clear path on a sidewalk should not be made by a legislative body. There are experts in the field of pedestrian circulation that have built up a body of knowledge and expertise necessary to design sidewalks. The City Council should not substitute its (or the restaurant industry's) judgment for that of the professionals at the Dept. of Transportation.
- 2) Intro 1336 would pinch the space available for pedestrian circulation on the most heavily traveled streets in the City. The City's Pedestrian Mobility Plan categorizes streets according to the volume of their pedestrian traffic:

Global Corridors have large crowds of people moving in many directions and a high concentration of pedestrian destinations or large scale attractions. Under the permanent outdoor dining rules, there must be 12 feet of clear space between the curb (or sidewalk obstruction) and the perimeter of a sidewalk café (a 12-foot clear path). Intro. 1336, if enacted, would reduce that to 8 feet.

Regional Corridors have crowds of people passing each other and a concentration of pedestrian destinations or large scale attractions. Under the present outdoor dining rules, there must be 10 feet of clear space between the curb (or obstruction) and a sidewalk café (a 10-foot clear path). Intro. 1336, if enacted, would reduce that to 8 feet.

Crowds of people should not be shoehorned into only 8 feet of space in order to walk down the sidewalk. Not only would this produce serious pedestrian congestion but it would pose a safety hazard. Crowds carry built-in safety risks and can turn dangerous. The City should not be taking

chances with public safety. The City Council should not second-guess DOT's judgment by cutting the minimum clear path on the busiest, most crowded sidewalks in the City.

It should be noted that restaurants and bars have been flagrant, notorious, defiant scofflaws as to the outdoor dining rules, especially in their illegal takeover of sidewalk space in the mandated clear path for pedestrians. The industry not be rewarded by giving them what they are already stealing, especially since there can be no realistic expectation that they will comply with a more liberal rule.

I urge you to vote NO on Intro 1336 – 2026.

Norma Cote



New York NY 10014

Testimony
Intro Bill 655 of 2026
Re Roadway and Sidewalk Café Rules
City Council Hearing
March 3, 2026

I urge you to vote NO on this bill.

Numerous provisions in this bill are contrary to the public interest. I urge councilmembers to vote NO.

Allowing Roadway Cafes to Operate During the Winter

The dining public does not need more outdoor dining facilities during the winter. We already have year-round dining at sidewalk cafes and have always allowed such setups. But during cold weather, many or most sidewalk cafes don't even operate outdoors, and those that do set up their tables and chairs get virtually no business. Roadway cafes would suffer the same fate.

The general public – including tourists and visitors -- would be negatively affected by unused roadway cafes. They would be a blight on the public streetscape, just as abandoned sheds are. And the blight would persist 24 hours a day. Roadway setups are unlike sidewalk cafes, which can attach nothing to the sidewalk, not even the perimeter demarcations. Sidewalk cafes are required to secure their furnishings when they are not in actual operation and many sidewalk cafes also gather their planters, fences, or railings together with their furnishings, thus opening up an unobstructed line of sight and broadening the perceived walking space down the sidewalk. But roadway setups are frozen in place and cannot be shrunk, even when they are not in operation. The structures are frozen in place, even if the tables and chairs are removed. I have seen and heard people exclaim that my neighborhood (which is in a tourist area) is prettier and more pleasant when roadway cafes are removed, as they now must be in the cold season. That includes regular visitors and my immediate neighbors, and I agree.

Cutting the Clearance Between a Crosswalk or Intersection and a Roadway Café from 20 feet to 8 feet

This provision presents a danger to the public. Under the current rule, roadways cafes must not be built closer than 20 feet from a crosswalk or intersection with another street where the traffic is approaching the intersection. This bill would reduce that to 8 feet from the crosswalk or intersection. This is a public safety issue. The Department of Transportation is charged with setting rules relating to the design of sidewalk and roadway cafes “to ensure ... public safety....” Admin. Code 19-101.

Decisions about the safe distance between a crosswalk or intersection and an installation such as a café in the street should not be made by a legislative body. There are experts in the field of pedestrian safety and traffic flow who have built up a body of knowledge and expertise necessary to design a safe interface between people and vehicles where their paths cross. This takes into account the sightlines between pedestrians and oncoming traffic (which will put pedestrians in danger if they have to step out

into the roadway, especially children and short adults and especially where vehicles are traveling at some speed). It also takes into account the turn space needed for vehicles to round the corner into the intersecting street (which would be especially important for large emergency vehicles like fire engines). This Council should not overrule the Department of Transportation's judgment about the distance required for pedestrian safety and vehicle mobility.

Allowing Roadway Cafes to Spread Beyond Their Restaurant's Frontage

This provision creates an undesirable intrusion into the fabric of a neighborhood, especially in residential neighborhoods, which used to be protected from any outdoor dining operations under the zoning law. These are precisely the neighborhoods where indoor ground floor restaurants have less than 20 feet of frontage, especially in historic districts. There would be, in fact, no limit to the length of any add-ons to roadway cafes, other than the usual 40-foot separation requirement between large cafes, and no restriction on spreading in both directions, resulting in roadway operations of 60 feet or more, 3 times the size of the restaurant itself. Although the abutting property owners may consent to the spread, the residents who live across the street or down the block will find their quality of life destroyed, given the noise, trash, and vermin that accompany outdoor cafes. It's one thing to move onto a block knowing that there is one small indoor restaurant on the block, but it can be intolerable when the neighborhood is transformed into a food court out-of-doors.

Prohibiting Community Boards from Requesting Additional Written Materials

This provision exceeds DOT's authority over community boards and unjustifiably hinders their review of restaurateurs' applications for outdoor cafes. Community boards are the only entities that gather information from the field and know the neighborhoods first-hand. Restaurants and bars frequently leave out significant and necessary information about their proposed site and misrepresent conditions there. DOT will never be able to detect these discrepancies.

In addition, Community Boards also review liquor license applications for outdoor cafes that want to serve alcohol. DOT has no authority to issue rules on how a Community Board performs its review function under the New York State Liquor Law, and no authority to dictate what information a Community Board may or may not request or require in order to perform that review.

Protecting the Public Interest

The public interest requires that this bill be voted down by the City Council.

Norma Cote



New York NY 10014

Follow-Up Testimony
On Intro. 655 of 2026
Re Roadway and Sidewalk Cafés

Hearing March 3, 2026
City Council Hearing of Transportation Committee

I address an issue that came up for the first time at the hearing. Some participants used the term “winterizing” when talking about allowing roadway cafes to operate in the winter.

If this means that roadway cafes can be completely enclosed during the winter, this would be a major change in the concept and operation of outdoor dining of which the public has had no notice. This bill would be a Trojan Horse.

The current law and rules ensure that outdoor dining is not de facto converted into indoor dining out-of-doors. Under the Admin. Code, Section 19-101, a roadway café is defined as “an *open-air* portion of a ground floor restaurant located in the curb lane.....” A sidewalk café, under Section 190-160 (b) (2), “ ... shall be *open-air*....” (There are provisions dealing with pre-existing “enclosed sidewalk cafes,” but they are limited to structures regulated by the Dept. of Buildings.)

The rules issued by the Dept. of Transportation faithfully adhere to the open-air principle. Title 34, Chapter 5, Section 5-01 defines a roadway café as “an *open-air* portion of a ground floor restaurant ... located in the curb lane....” Under Section 5-11 (a) (1) (i), “Open-Air ... a sidewalk café ... shall be *open-air*....”

The design specifications tell us what “*open air*” means. Roadway cafes must have a barrier around them, but it can be no higher than 42 inches and it cannot be placed on the side of the café facing the sidewalk. Rule 5-11 (b) (2) (i) (A) and (B). Vertical screening is allowed but only on the roadway-facing side of the café, only atop the barrier, and no higher than 6 feet from the floor of the café. Rule 5-11 (b) (2) (iv). Sidewalk cafes must have a perimeter demarcation around three sides, but it cannot be more than 2 feet 6 inches above the sidewalk. Rule 5-11 (a) (2). In short, outdoor dining setups cannot have walls (with the exception of the traffic-facing side of a roadway café).

An enclosed shed, with four walls, a roof, and a door, is not “*open air*.” If this bill, Intro 655, is intended to permit roadway cafes to build fully enclosed sheds in order to “winterize” them and make year-round dining profitable -- without ever mentioning the *open air* requirement -- then the public has been deceived and has not received adequate notice, and the

March 3 hearing is defective. Accordingly, Intro 655 cannot be put before the City Council for a vote.

Norma Cote



New York NY 10014

I am a West Village resident and voter writing to express my opposition to reinstating year-round roadway dining sheds.

The roadway dining program was an emergency response to the pandemic. Those conditions no longer exist, and the continued use of public streets for private, semi-permanent restaurant installations is difficult to justify as a long-term policy.

Beyond operational concerns, roadway dining sheds materially alter the streetscape. Many enclosed setups create corridor-like sidewalks that block sight lines to the street and diminish the openness and visibility that make pedestrian environments feel safe and comfortable. Their aesthetic impact is also significant. Allowing individual operators to construct their own roadside installations inevitably leads to inconsistent and often poorly integrated additions that degrade the quality and coherence of the streetscape. These structures can also complicate sanitation and waste management, conditions that have historically contributed to rodent activity and other quality-of-life concerns. Attached photos illustrate the types of conditions that often develop around these installations.

Residents choose where to live in part because of the character of their neighborhoods. Streets are part of the city's shared public right-of-way, and allowing private businesses to occupy that space with semi-permanent, building-scale structures raises fundamental questions of equity and appropriate use of taxpayer-funded public space.

While I would prefer roadway dining be phased out entirely, the current, more limited framework is far less intrusive than a return to year-round structures. Policies that reshape the use of public streets should carefully weigh the long-term impact on neighborhood livability and the character of the city's residential blocks.

Respectfully,

Paul Margolin

[REDACTED]

[REDACTED]

New York, NY 10014

[REDACTED]





From: Philomena Salvato [REDACTED]

Sent: Tuesday, March 3, 2026 8:53 AM

To: Speaker Menin

Subject: [EXTERNAL] Year Round Outdoor Dining Opposition

Ms. Menin,

I understand that the Council is voting on year round out door dining today. I'm a resident in Williamsburg Brooklyn and vehemently opposed to this proposal. The sheds served their purpose during COVID but are no longer necessary. At this time, they are a draw for loitering, noise and an infestation of rats. You must realize that these restaurants are in residential neighborhoods where people are living in buildings that are three to four floors high. If you're living in a penthouse or high rise building, you're not as exposed to street noise. Another issue of contention is that this neighborhood has become so densely populated that people don't even move their cars on alternate side parking days. They find it easier to pay for tickets rather than ride around for hours to find a spot. This contributes to the filth and dirt in the streets because Sanitation sweepers are unable to clean. The City is always looking for revenue at the expense of their residents, I implore you and the Council to consider seriously the concerns of residents.

Thank you.

Philomena Salvato

From: Phyllis Rosenblatt

Sent: Monday, March 2, 2026 12:21 PM

To: Land Use Testimony

Subject: [EXTERNAL] Intro 0655-2026, and Intro 0628-2026

To: City Council Transportation and Infrastructure Committee

About [Intro 0655-2026](#), and [Intro 0628-2026](#): Please do not support the extension of restaurant sheds into the streets of Soho, or Noho, or other downtown areas. Since the sheds foot print is the same as a piece of real estate, it seems strange not to have the restrictions of sanitation, passageway area allowance, fire regulations and non-invasive noise to surrounding existing spaces. None of this seems to have been considered with any equity for the permanent residents and buildings adjacent to such structures.

The sheds were a stop gap arrangement for restaurant survival during Covid when shared air was dangerous. This condition does not exist at pandemic level now. If downtown Manhattan was a rural or suburban area with a lot more room between all things: buildings, sidewalks, roads etc. perhaps shed would be a possible idea. As it is they promote far more congestions, danger and problems than the simple idea of outdoor dining and increased customer draw.

I love restaurant dining but am certain street shed extensions are a disaster for equitable community street use. Please do not permit it.

Phyllis Rosenblatt



New York, NY 10013

My name is Raphael Orlove and I'm representing Riders Alliance, a group of subway and bus riders fighting for better public transportation.

I've lived on and around Flatbush for a decade now. The bus has improved over that time in so many ways. It is so much easier now to pull up an app, find the right bus route, and know when that bus is coming. But that has only made it so much more painful to get on that bus and still get stuck in the same traffic as everyone else

I'm a reporter writing about transportation. I own a car, and have covered car ownership and car culture in this city for 15 years. But this city gives too much leeway to cars and nowhere is that more clear than on Flatbush avenue, where double- and triple-parked cars regularly hold up traffic and delay bus after bus.

These are riders who depend on the bus. They are predominantly women; they are predominantly people of color; they are essential workers, often commuting to work at downstate hospital.

Even me — I don't commute by bus. I don't depend on it to get to work. But the bus is how you get across this part of Brooklyn, so unreliable service makes this whole side of the city totally cut off.

And while there are many proposals to speed up the neighborhood's buses, whether it's all door boarding, or reducing the number of stops, or even making all buses free, none of this tackles that problem of buses getting boxed out by someone double- or triple-parked.

We don't need new enforcement. We don't need new fines. We can't rely on painted lines on the road. We need protected bus lanes.

It's not right to only have dedicated busways in the rich or touristy neighborhoods of Manhattan or downtown Brooklyn. We need them in Flatbush, too. This is the backbone of Brooklyn.

The mayor needs to commit to speeding up buses by 20% citywide. The only way we're doing this is with dedicated, protected busways, on Flatbush Ave and beyond. Thank you.

Richard Hyman

March 5, 2026

Dear Council Members,

I am a resident of Sullivan Street in Council District 1, and am writing in opposition to Intro 655.

During Covid, our block had 10 different street sheds (Including one restaurant that had 3 separate sheds). While we acknowledge that these temporary sheds were critical to the survival of the overall restaurant industry during covid, they no longer are now.

During the time when all the sheds were up, they were unattractive wooden boxes that distracted from the physical and neighborhood qualities that Landmarks deemed worthy of protection when they established the South Village Historic District.

Overnight our block went from being a quiet neighborhood community to one more akin to Bourbon Street during Mardi Gras. People whose bedrooms were in the front of our building had to move to the back to get a decent night's sleep. Because of the sheds proximity to one another, street cleaning was ineffective, and garbage piled up. We were overrun by rats.

We are very grateful for the respite from noise and congestion during the time that the sheds are down. The number of sheds have also thankfully gone down from their covid high and we are concerned that if they are allowed to be year round, they will again proliferate.

If you determine to go ahead to this bill, please consider the following.

1) Limit the number of sheds on any one block or in proximity to each other, and limit any one restaurant to one shed with a maximum amount of linear feet. One restaurant on our block had three sheds, one of which was used solely for storage last year. This is critical to avoid the destruction of historic neighborhoods where the bulk of outdoor dining sheds are located. Alternatively, and even better would be to limit year round outdoor dining to sidewalk seating.

2) Charge a commercial market rate of rent for street seating. In a city faced with major deficits, the rent currently charged by the city is in most all cases a small fraction of the rent paid for the interior space. Why benefit an entire class of businesses and Landlords that make money without sheds, while giving away space that could be used to benefit all city taxpayers. Moreover, when a restaurant moves out, this will be a massive benefit for Landlords who will charge more rent from their next tenant, keeping the benefit of the under market outdoor rent for themselves. One could argue that outdoor space is even more valuable than indoor, given all income from those seats is incremental with almost no additional investment. Paying a market rent would have the


additional benefit that those restaurants operating sheds will make them more attractive to attract customers rather the plain, hard roofed, unadorned shacks that still proliferate in our neighborhood.

3) Establish and enforce effective design criteria that will enhance the community instead of putting up the cheapest structures to limit investment. My understanding of the current design criteria is that the roofs of these sheds would either be open with tables featuring umbrellas or with roofs with loose fabric as in the example on the Department of Transportation website. The vast majority of sheds in our neighborhood are hard, plastic roofed, ugly boxes, and there is no enforcement from the Department of Transportation (when you file a complaint with 311, the case is simply marked closed after a few days, likely without even a visit from the department). My suggestion would be to strengthen design requirements and to require restaurants to have the Community Boards approve each design, and should implementation not be as approved, there must be a mechanism to require compliance under threat of meaningful enforcement featuring significant fines and/or revocation of approvals. The department that closed unlicensed Cannabis dispensaries did a great job. Perhaps they could be involved here or City Council Members could play a role in supervising enforcement, or that another agency with sufficient resources could be designated.

4) Create more limited hours coinciding with noise ordinances and again give power to community boards / council members to revoke approvals for frequent violations of noise/design/operating hours violations.

If properly planned, designed and enforced, outdoor dining can be a benefit to our community. Sidewalk dining has thrived for a long time and has not caused the quality-of-life issues that street dining has. I worry that should strict limits and requirements not be placed and enforced on this expansion, that some of our most historic communities, and Greenwich Village in particular, will be forever altered in ways that will lose its character for its residents and all New Yorkers.

Thank you,



Richard Hyman

**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: 3/3

(PLEASE PRINT)

Name: Rick Rodriguez

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 3/3

(PLEASE PRINT)

Name: Paul Dehaan

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 3/3

(PLEASE PRINT)

Name: Eric Beaton

Address: _____

I represent: DOT

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 3/3/3

(PLEASE PRINT)

Name: Margaret Forgione

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. T2026-1376 Res. No. _____

in favor in opposition

Date: March 3, 2026

(PLEASE PRINT)

Name: Valerie De La Rosa

Address: _____

I represent: Manhattan Community Board 2 | Board Chair

Address: 3 Washington Square Village, #3A
New York, NY 10012

**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: SEALY-McCROREY DARNELL

Address: Brooklyn NY, 11201

I represent: Families For Safe Streets

Address: 111 John Street New York NY

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: 3/3

(PLEASE PRINT)

Name: Michael Flynn

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: _____

(PLEASE PRINT)

Name: Maria Kauter

Address: _____

I represent: Families for Safe Streets

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 013 Res. No. _____
 in favor in opposition

Date: 3/3/2025

(PLEASE PRINT)

Name: Steve Flack

Address: _____

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 655 Res. No. _____

in favor in opposition

Date: 3/3/26

(PLEASE PRINT)

Name: Lindsey Cormack

Address: [redacted] NY, NY 10075

I represent: CB-8 Manhattan Street Life Committee

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: 3/3/26

(PLEASE PRINT)

Name: Betsy Mak

Address: PO Box 1491, Flushing, NY 11354

I represent: Queens CB7

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: Zach Miller

Address: _____

I represent: TANY

Address: _____



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



**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

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

in favor in opposition

Date: 3/3/2026

(PLEASE PRINT)

Name: PAULINE BARKIN

Address: [REDACTED]

I represent: TRANSPORTATION ALTERNATIVES

Address: 140

**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: 3/3/26

(PLEASE PRINT)

Name: Leidis Dela Rosa

Address: _____

I represent: La Colmena - One wage for all

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 0628 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Marc Wouter

Address: [REDACTED] Columbia Heights

I represent: self

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 3/3

(PLEASE PRINT)

Name: Elizabeth Adams

Address: 111 John St

I represent: Transportation Alternatives

Address: 111 John Street

**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: 3/3/26

(PLEASE PRINT)

Name: Alia Soomro

Address: _____

I represent: NY League of Conservation Voters

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: Joshua Wood

Address: _____

I represent: Los Deliveredos Unidos / NYC Bike Messenger Association

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 3/3/26

(PLEASE PRINT)

Name: Lisa Daghian

Address: 2 Broadway

I represent: PCAC to the MTA

Address: 2 Broadway NYC

**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: Rayan Semery-Palumbel

Address: [REDACTED] 11237

I represent: One Fair Wage

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 655 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Cecil Brooks Jr.

Address: 377 Broadway, New York, NY

I represent: Open Plans

Address: 377 Broadway, New York, NY

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. indoor dining Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jacqueline Littleton

Address: 175 Varick

I represent: One fair wage

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

60
Appearance Card

I intend to appear and speak on Int. No. 625 ADD Res. No. _____

in favor in opposition 628

Date: 3/3/26

(PLEASE PRINT)

Name: SANDRA RAYBURN

Address: [REDACTED] PL BRKLYN

I represent: MYSELF

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: 3/3/26

(PLEASE PRINT)

Name: MYLINDA LEE

Address: [REDACTED] NY 10037

I represent: restaurant worker

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Lizi Rahman

Address: [REDACTED] 156 St Jamaica NY

I represent: Families for safe street

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: Samuel Rivera

Address: [REDACTED] Gillis Ave NYACK, NY 10960

I represent: Families for safe streets

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: 3/3/26

(PLEASE PRINT)

Name: Andrew Paulsen

Address: [REDACTED] Brooklyn, NY 11222

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 2026 Res. No. _____

in favor in opposition

Date: 3/3/2026

(PLEASE PRINT)

Name: Channing Young

Address: [Redacted] Anderson Ave

I represent: NYC Greenways Coalition / Harlem River Coalition

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 655 # STREETS PAL Res. No. _____

in favor in opposition

Date: 3/3/26

(PLEASE PRINT)

Name: Eric McClure

Address: [Redacted] BROOKLYN NY 11215

I represent: STREETS PAL

Address: 150 BROADWAY, 1212 NY NY 10038

**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: Daphne Mays

Address: [Redacted] New Rochelle, NY

I represent: Riders Alliance

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jolyse Race

Address: _____

I represent: Riders Alliance

Address: 50 Broadway

**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: 03-03-2006

(PLEASE PRINT)

Name: ERIC HUNTLEY

Address: _____

I represent: ONE FAIR WAGE

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: NASCA ROSARTO

Address: 175 Varich St

I represent: ONE FAIR WAGE

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 3/3/26

(PLEASE PRINT)

Name: Liam Jeffries

Address: _____

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: _____

(PLEASE PRINT)

Name: Joe Cianci

Address: _____

I represent: Myself

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: 3/3/26

(PLEASE PRINT)

Name: Kevin Jones

Address: 780 3rd Ave, 5th Fl New York, NY

I represent: AARP NY

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

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

in favor in opposition

Date: 3/3/26

(PLEASE PRINT)

Name: Matthew Robinson

Address: [redacted] West 16th St

I represent: Chelsea Residence

Address: [redacted] West 16th St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 0655 Res. No. _____

in favor in opposition

Date: March 3, 2026

(PLEASE PRINT)

Name: Charles Diamond

Address: [redacted] NY NY 10014

I represent: Personal Capacity

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: 3/3/26

(PLEASE PRINT)

Name: RAPHAEL ORLOVE

Address: 450 E 4th St Brooklyn NY 11218

I represent: Riders Alliance

Address: _____



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



**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Vianna Vang Olse

Address: [redacted] Hudson St.

I represent: West Village area - Board + myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0655 Res. No. 2026

in favor in opposition

Date: 3/3/2026

(PLEASE PRINT)

Name: Allie Ryan

Address: [redacted]

I represent: myself

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: 3/3/26

(PLEASE PRINT)

Name: Lou Martini

Address: 343 Pleasant Ave NY NY 10037

I represent: Casa Azul Group Inc

Address: same address

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ahmed Jazin

Address: 456 Bedell Avenue

I represent: Transportation Workers

Address: 456 Bedell Ave

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. T2026-1180 Res. No. _____

in favor in opposition

Date: 3 March 2026

(PLEASE PRINT)

Name: Spizale Love

Address: _____

I represent: W 124th St. Block Assoc.

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: 3/3/26

(PLEASE PRINT)

Name: Daniel Bush

Address: _____ Brooklyn, NY

I represent: DEP

Address: 96-05 Horace Harding Expy

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ligia Gualpa

Address: Workers Justice Project - Los Deliberistas Unidos

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. ¹³³⁶ 2655 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Norma Cate

Address: [Redacted] NYC

I represent: self

Address: [Redacted]

**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: 3/3/2026

(PLEASE PRINT)

Name: Teri Denise Thompson

Address: [Redacted] Neptune NJ

I represent: One Fair Wage

Address: _____

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sara Lind

Address: _____

I represent: Open Plans

Address: 377 Broadway

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: Russell Jackson

Address: _____ NY NY 10023

I represent: Our Fair Wage

Address: 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: 3/3/26

(PLEASE PRINT)

Name: CAROL PUTTIRE - CZ42

Address: _____

I represent: E 55C BLK ASSN

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 4/3/24

(PLEASE PRINT)

Name: Giovanni Uribe

Address: [REDACTED] New York 10011

I represent: One fair wage

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: 3/2/26

(PLEASE PRINT)

Name: KATHY MORANO

Address: [REDACTED] W. BROADWAY

I represent: SELF

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: Michele Campo

Address: [REDACTED]

I represent: Bowery Block Assn / BAN

Address: 184 Bowery

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 3/13/26

(PLEASE PRINT)

Name: AUGUSTINE HOPE

Address: [REDACTED] HUDSON ST

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 655 & T1336 Res. No. _____

in favor in opposition

Date: 3/3/26

(PLEASE PRINT)

Name: Tammy McHree

Address: _____

I represent: MCBI

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 655 Res. No. _____

in favor in opposition

Date: 3/3/26

(PLEASE PRINT)

Name: MAX BOOKMAN

Address: 325 Bway, NY NY

I represent: NYC HOSPITALITY ALLIANCE

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 03/03

(PLEASE PRINT)

Name: Even Sweet

Address: [redacted] Gensevoort St

I represent: Meatpacking District

Address: [redacted] Gensevoort Street

**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: Shaniqua Lewis

Address: [redacted]

I represent: One Fair Wage

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0013-2006 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: MARIL BETH KELLY

Address: [redacted] RIVERSIDE DR / 10025

I represent: FAMILIES FOR SAFE STREETS

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0013²⁰²⁶ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Yosef Meltzer

Address: Eastern Pkwy

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: 03/03/2026

(PLEASE PRINT)

Name: Chris Santos

Address: NO NO 10010

I represent: Myself

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: Ned Shalanski

Address: Rivington St.

I represent: _____

Address: _____

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