



Measuring Employment Outcomes of Open Streets in New York City

Highlights

- In each year between 2020 and 2024, Manhattan had the largest share of Open Street locations, ranging from 34.9 percent in 2020 to 44.1 percent in 2023, as the number of locations dropped in each of the outer boroughs.
- From 2020 through 2024, just 62 locations (12.2 percent) operated every year and were concentrated in parts of Manhattan and Brooklyn. The largest share (37.5 percent) operated only two years, followed by one year (22.9 percent).
- The top complaint across Open Street locations in 2024 was illegal parking, which is managed by the NYPD. From 2020, the complaint category increased by 178 percent, greater than the rate for non-Open Street locations over the period.
- Non-school Open Street locations added over 67,200 retail and restaurant jobs between the first and most recent year of operation, with nearly 46 percent of jobs created in corridors that were present for all five years between 2020 and 2024.
- Of the total restaurant and retail jobs created in Open Street corridors, nearly 79 percent (53,023) were in Manhattan, followed by 18.7 percent (12,578) in Brooklyn.
- Among Open Street locations that fully recovered retail and restaurants jobs lost to the pandemic, Brooklyn led the growth, with over 47 percent of its locations.

The Open Streets program in New York City began in 2020 to transform streets into public spaces to support local businesses, community organizations and schools safely amid the COVID-19 pandemic. Between 2020 and 2024, over 500 unique Open Street locations have been in operation. While Manhattan had the greatest share citywide in each year, parts of Queens and western Brooklyn have recently added locations.

As Open Streets was partly created to encourage people to shop and dine, it is useful to understand the program's impact on the hard hit retail trade and restaurant industries. The Office of the New York State Comptroller (OSC) found that over 74 percent of non-school Open Street locations that were present for more than one year added retail and restaurant jobs between their first and most recent year of operation. However, less than 30 percent of those locations saw an increase over their pre-pandemic level. Still, in the Bronx, Brooklyn and Manhattan, Open Streets recovered a greater share of retail and restaurant jobs than the rest of the borough. The opposite was true in Queens and on Staten Island.

Continued recovery of retail and restaurant jobs may be achieved by mitigating the concerns of Open Streets sponsors managing the locations. Several have noted challenges with community support, parking and vehicle traffic, and signage, suggesting areas for the Mayor's Office of Community Affairs, New York City Department of Transportation (DOT) and the New York City Police Department (NYPD) to continue to refine existing support. It is essential that City leaders maintain a comprehensive database of Open Street locations to effectively monitor the program and understand where it is working, where it is struggling and why.

Pandemic-Driven Open Streets Aim to Spur Economic Activity

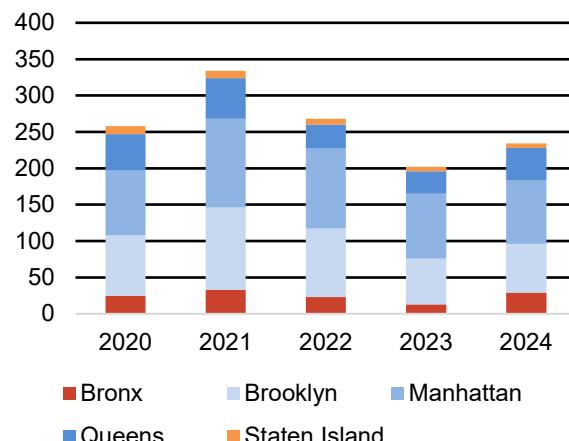
During the first year of the COVID-19 pandemic, DOT created Open Streets as a temporary program based on its Weekend Walk program, which supported multi-block, multi-day events on commercial corridors to promote the use of streets as public spaces.¹ During the pandemic, Open Streets provided residents and visitors areas to congregate in safe, socially distanced outdoor spaces for recreation, dining and other activities. The Open Streets program was made permanent in May 2021, when it was signed into law by the mayor.²

Open Street hours varied significantly, with some operating for only a few hours per day a year, with others operating for full days throughout the year. Between 2020 and 2024, a total of 510 unique Open Street locations citywide were in operation, with 2021 marking the most popular year. In each year, Manhattan had the largest share of locations, ranging from 34.9 percent in 2020 to 44.1 percent in 2023 as the number of locations dropped by nearly half in the Bronx and Staten Island and declined significantly in Brooklyn and Queens (see Figure 1). While fewer locations have opened in recent years, 2024 saw a boost in interest across most boroughs over the prior year, with the Bronx's share rising notably to 12.5 percent (from 6.4 percent) and Queens' share rising to 19.4 percent (from 15.3 percent).

Over the five-year period, just 62 locations (12.2 percent) operated every year. These were concentrated in parts of Manhattan and Brooklyn. The largest share (37.5 percent) operated only two years, followed by one year (22.9 percent). Figure 2 shows the majority of Open Street locations started in 2020, with a large concentration in Manhattan, the South Bronx and northern Brooklyn. While fewer locations have opened in subsequent years, interest in the program spread to parts of Queens and western Brooklyn by 2024.

FIGURE 1

Number of Unique Open Street Locations by New York City Borough, 2020 to 2024



Sources: New York City Comptroller; OSC analysis

Over 2020 to 2024, Manhattan's Financial District and Greenwich Village neighborhood boasted the greatest number of Open Street locations citywide at 40 (7.6 percent), followed by Brooklyn's Downtown Brooklyn and Fort Greene neighborhood at 30 (5.7 percent) and Manhattan's Midtown, East Midtown and Flatiron neighborhood at 28 (5.3 percent).³ The top 15 neighborhoods by number of locations housed 59.3 percent of Open Street locations citywide, suggesting some concentration of the program. Six of those neighborhoods were in Brooklyn, followed by five in Manhattan.

DOT places Open Street locations into three broad categories: full closure - schools, full closure and limited local access, each of which has different reasons for operating. It defines full closure - schools as streets that are temporarily closed to vehicles to support schools, particularly those without a gymnasium or designated playground; full closure as streets that are temporarily closed to vehicles to support local businesses, community organizations and schools; and limited local access as streets where local vehicle access is permitted for parking, passenger pickup and dropoff and deliveries. Of those that provided this information

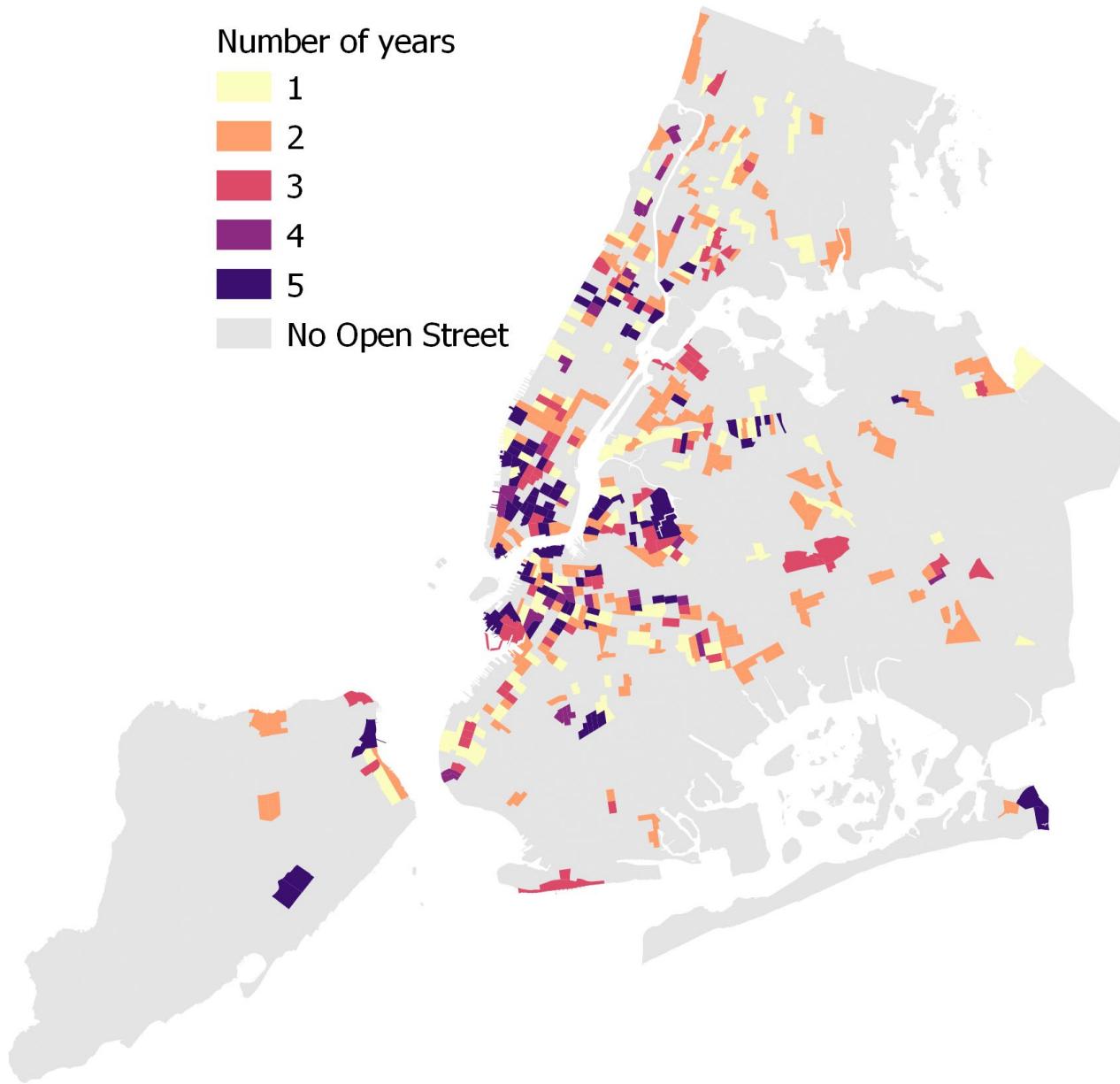
(2.5 percent or 12 locations over the duration of the program did not), nearly 46 percent identified as full closure in their most recent year of operation, over two-fifths of which were in Manhattan (see Figure 3).

Various types of organizations manage the operation of an Open Street location. Of those

that provided this information (nearly 44 percent or 213 locations over the duration of the program did not), over 36 percent identified as schools in their most recent year of operation, 28 percent identified as business improvement districts (public-private partnerships between the City and local businesses), 17 percent identified as nonprofit organizations (those with 501(c)(3)

FIGURE 2

Unique Open Street Locations in New York City by Number of Years in Operation



Sources: New York City Comptroller; OSC analysis

status), 11 percent identified as individual businesses and 7 percent identified as neighborhood organizations (groups created by local residents to address the needs of their communities).

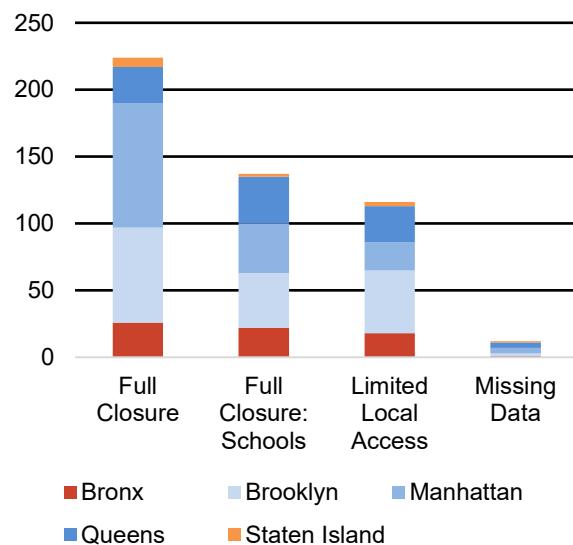
Insufficient Funding and Support Hinder Some Open Streets

While fewer new Open Street locations have opened in recent years, 2024 saw a boost in interest. The City Comptroller attributes the recent increase in Open Street locations to DOT's Public Space Equity Program (PSEP), which was established in 2023 and received a significant boost in funding the following year. Beginning November 2023, the City awarded a three-year \$27 million contract to the Horticultural Society for provision of operations and management services for public spaces through November 2026, as well as a three-year \$2.7 million contract for public space operations including graffiti and snow removal for about the same period.⁴ PSEP provides community partners (which operate Open Street locations) in low-income neighborhoods with operational and financial support to maintain high-quality public spaces.

The City Comptroller noted that PSEP provides one response to a study of Open Street locations which found that neighborhoods that were predominantly White and high-income were more likely to be car-free than others. Transportation Alternative's (TA; a nonprofit organization focused on transforming City streets) findings suggested that Open Street locations with more open space have a greater chance of economic prosperity amid increased public safety and ability to maintain support.⁵ OSC also found the median household income across Open Street locations was, on average, \$107,267 in 2023, much higher than the non-Open Street figure of \$86,226, with locations in Brooklyn surpassing their counterparts.⁶

The City Comptroller found the general decline in number of Open Street locations between the

FIGURE 3
Number of Open Street Locations in New York City by Category



Sources: New York City Comptroller; OSC analysis

inception of the program and 2024 was due, in part, to burdensome permitting processes (such as with the Street Activity Permit), delayed reimbursements from DOT and overall insufficient funding, as sponsors were found to expense more from their operating budgets than be reimbursed from DOT. Such limited funding can hinder the type of programming provided, which may decrease community engagement.

As a follow up to the City Comptroller's work, OSC interviewed seven Open Street event sponsors and additionally found road closure barricades and improper signage to be of concern. Sponsors reported the need for staff to manage the barriers throughout the day, including in cases of emergency. Inattention to this matter can risk public safety and discourage vulnerable populations from using Open Streets. In 2023, NY Access for All filed a lawsuit against DOT stating the Program did not provide equal mobility access to public streets.⁷ Additionally, sponsors reported the need for better signage, as

FIGURE 4

Typical 311 Complaints in Open Streets and Counterparts, 2020 to 2024

	Open Street present for 2020 to 2024			Not Open Street		
	2020	2024	Percent Change, 2020 to 2024	2020	2024	Percent Change, 2020 to 2024
Residential Noise	11,387	9,118	-19.9%	372,462	341,233	-8.4%
Street/Sidewalk Noise	10,113	7,680	-24.1%	179,880	141,011	-21.6%
Illegal Parking	5,339	14,841	178.0%	174,923	450,899	157.8%
Commercial Noise	3,551	5,118	44.1%	35,690	55,457	55.4%
Blocked Driveway	2,917	4,255	45.9%	106,966	154,879	44.8%
Street Condition	1,191	1,364	14.5%	48,216	67,145	39.3%
Outdoor Dining	347	644	85.6%	3,092	4,719	52.6%
Drinking	127	146	15.0%	2,740	3,750	36.9%
Missing Street Sign	110	102	-7.3%	4,168	3,091	-25.8%
Urinating in Public	31	35	12.9%	959	993	3.5%

Sources: OSC, NYC311 Monitoring Tool; New York City Comptroller; OSC analysis

pedestrians sometimes struggle with wayfinding (i.e., the process of knowing where you are and navigating oneself). Advocates for people with disabilities have also outlined concerns over the mobility impacts of the program, particularly physical barriers. These concerns can be mitigated to address the needs of all New Yorkers and improve access for all members of local communities.

In addition to these challenges, some Open Street locations suffer from community opposition. OSC analyzed 311 data to review complaint types in these locations versus non-Open Street locations. In some cases, complaint type growth at Open Street locations did not differ substantially from that at non-Open Street locations citywide.

The top complaint across Open Street locations (includes those present from 2020 to 2024) in 2024 was illegal parking, which was also the top complaint citywide and assigned to the New York City Police Department (see Figure 4).⁸ However,

from 2020, this complaint category increased by 178 percent, greater than the rate for non-Open Street locations over the period. Complaints about outdoor dining, missing street signs and urinating in public also stood out in Open Street locations, while complaints about blocked driveways increased at about the same rate. Interestingly, residential, street/sidewalk and commercial noise complaints did not rise more in areas with Open Streets than their counterparts.

Regarding more serious complaints, OSC found that Open Street locations were less affected. Between 2020 and 2024, harassment complaints represented a consistently small share of all citywide harassment complaints (less than 3 percent each year), peaking in 2021.⁹ Since then, complaints have declined sharply, suggesting improved safety among Open Street corridors, potentially due to greater foot traffic. However, it is important to note that many Open Streets are typically in operation during the daytime.

FIGURE 5

Retail and Restaurant Jobs Added in Open Streets and Citywide by Borough, 2020 to 2024

	Jobs added between first and most recent year of Open Streets	Share of City	Jobs added between 2020 and 2024 boroughwide	Share of City	Open Streets share minus boroughwide share
Bronx	342	0.5%	4,076	3.1%	-0.7%
Brooklyn	12,578	18.7%	23,736	17.9%	0.2%
Manhattan	53,023	78.9%	79,736	60.1%	17.0%
Queens	1,099	1.6%	23,053	17.4%	-15.3%
Staten Island	193	0.3%	1,962	1.5%	-1.2%
New York City	67,234		132,563		

Sources: New York City Comptroller; New York State Department of Labor's Quarterly Census of Employment and Wages; OSC analysis

Retail and Restaurant Jobs Not Recovered in Most Open Streets

Over the years, several studies have examined the effectiveness of the Open Streets program in spurring economic activity. In 2022, DOT found that Open Street corridors significantly outperformed nearby counterparts in sales growth, growth in the number of restaurants and bars and in enabling those businesses to remain open.¹⁰ The City's Department of City Planning also found that storefronts along Open Streets experienced a lower vacancy rate than citywide.¹¹ Another study found the Open Streets program helped increase pedestrian activity based on foot traffic patterns.¹²

This report analyzes labor force trends between 2020 and 2024 to understand the extent of how employment growth in Open Street corridors fared against non-Open Street corridors.¹³ As the Open Streets program was partly created to encourage people to shop, dine and support local businesses in a safe manner amid the pandemic, OSC's analysis of the program's impact focuses on employment in the hard hit retail trade and restaurant industries.¹⁴ By the end of 2020, foot traffic in key retail corridors in Manhattan remained below 50 percent of its 2019 level, raising the importance of public spaces made available by the Open Streets program.¹⁵ Employment in the restaurant industry also plummeted, and the program helped support restaurants and bars that were able to obtain

sidewalk and roadway permits to set up tables in traffic-free streets.¹⁶

Among Open Street locations that were present for more than one year, 276 added retail and restaurant jobs between their first and most recent year of operation. As not all Open Streets operate with the goal of creating jobs, schools are then excluded, yielding 200 locations (74.1 percent) that increased retail and restaurant employment over their tenure. These locations created over 67,200 jobs, with nearly 46 percent created in the 62 locations (out of hundreds over the duration of the program) that were present for all five years between 2020 and 2024. Of the total jobs created, nearly 79 percent (53,023) were in Manhattan, followed by 18.7 percent (12,578) in Brooklyn.

In most of the boroughs, the increase in retail and restaurant jobs in Open Street locations as a share of the increase citywide was disproportionate to the increase in these jobs boroughwide as a share of the citywide growth between 2020 to 2024 (see Figure 5). Open Streets in Manhattan added a significantly higher share of the City's retail and restaurant jobs than boroughwide. Brooklyn added a slightly higher share. Contrastingly, Open Streets in the Bronx, Queens and on Staten Island added much smaller shares.

Within the boroughs, South Portland Avenue in Brooklyn's Downtown Brooklyn and Fort Greene

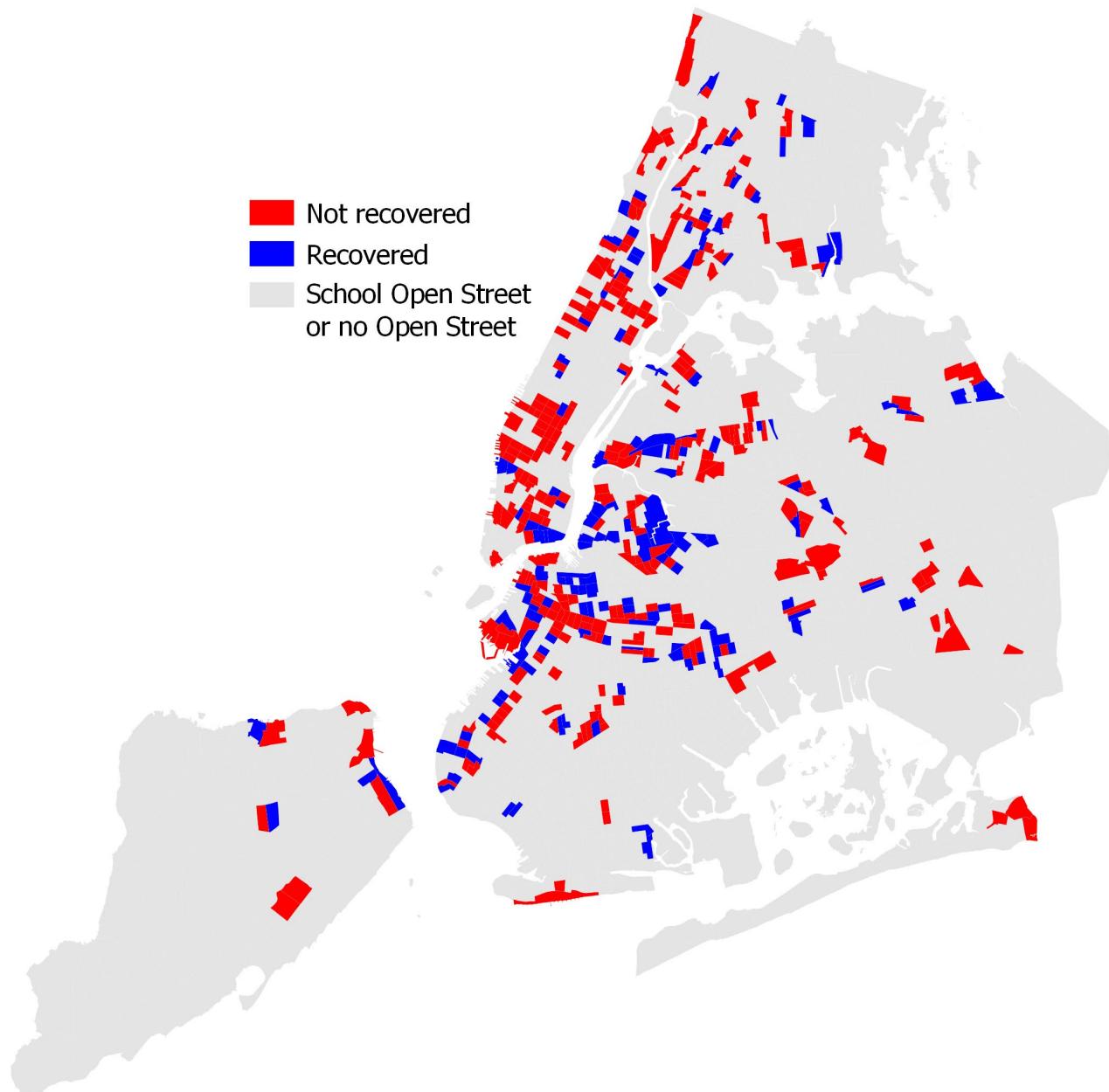
neighborhood, Hudson Boulevard East - West in Manhattan's Chelsea and Hell's Kitchen neighborhood and Graham Avenue – Skillman in Brooklyn's Williamsburg and Greenpoint neighborhood saw the largest growth (see the Appendix). Restaurants in these neighborhoods, as well as citywide, likely benefited from the

Restaurant Revitalization Fund, which distributed nearly \$2.8 billion in federal funds to the City to help eligible businesses keep their doors open.¹⁷

While nearly three-quarters of Open Street locations that were not schools saw growth in retail and restaurant jobs during their tenure,

FIGURE 6

Non-School Open Streets: Retail and Restaurant Jobs Recovered



Sources: New York City Comptroller; New York State Department of Labor's Quarterly Census of Employment and Wages; OSC analysis

about 27 percent of those locations saw an increase over their pre-pandemic level (see Figure 6). Brooklyn led the growth, with over 47 percent of locations having recovered employment in those industries. Only 23 percent of locations in Manhattan, 13.5 percent in the Bronx, 12.2 percent in Queens and 4.1 percent on Staten Island recovered their pre-pandemic levels of retail and restaurant employment.

Audubon Avenue in Manhattan's Washington Heights and Inwood neighborhood is still down 369 jobs from its 2019 level. 39th Avenue in Queen's Long Island City, Sunnyside and Woodside neighborhood is down 107 jobs. Calder Place in Brooklyn's Sunset Park and Windsor Terrace neighborhood is down almost 227 jobs. West 236th Street in the Bronx's Riverdale, Kingsbridge and Marble Hill neighborhood is down over 11 jobs, a meaningful figure given baseline employment. Stapleton on Staten Island's North Shore neighborhood is down almost 470 jobs.

While every borough has yet to fully recover its pre-pandemic levels of retail and restaurant employment in Open Street locations, the same can be said for non-Open Street locations, and even more so in some cases (see Figure 7). Open Street locations in the Bronx, Brooklyn and Manhattan recovered a greater percentage of their pre-pandemic jobs than non-Open Street

locations, whereas the opposite is true for Queens and Staten Island.

The fact that strong retail and restaurant job growth across many Open Street locations has not led to a full recovery may have to do with the relatively short-lived business formation activity during the pandemic. While activity among the City's new businesses was strong in the first half of the pandemic, growth slowed in the second half as larger businesses rebounded amid the introduction of vaccines and the normalization of economic activity.¹⁸ City leaders should target resources to specific areas that may not be performing as well as the rest of their neighborhood (especially those highlighted in the Appendix) to further lift up the retail and restaurant industries citywide. Retail employment in the City was still 14.7 percent below its pre-pandemic level as of August 2025, while restaurant employment was 0.5 percent below (see OSC's [industry dashboards](#)).¹⁹

Outlook

The Open Streets program provided an outlet for residents, businesses and community partners to congregate safely at the onset of the pandemic, and to this day continues to support shopping, dining and other activities in many parts of New York City. Between 2020 and 2024, the Open Streets program supported more than 500 unique locations across the City, with Manhattan consistently having the largest share. Over 74 percent of non-school locations operating for more than one year added over 67,200 retail and restaurant jobs between their first and most recent year of operation, though less than 30 percent surpassed their pre-pandemic levels. Manhattan accounted for most of the job growth, but many corridors remain below 2019 levels. Brooklyn showed relatively strong recovery, while Queens and Staten Island experienced slower progress.

Retail and restaurant job gains should be considered alongside operational and community

FIGURE 7
Percent Change in Retail and Restaurant Jobs

	Open Street, 2019 to most recent year	Not Open Street, 2019 to 2024
Bronx	-3.9%	-25.1%
Brooklyn	-9.8%	-23.5%
Manhattan	-29.7%	-46.7%
Queens	-20.9%	-16.3%
Staten Island	-20.3%	-10.9%
New York City	-25.5%	-34.2%

Sources: New York City Comptroller; New York State Department of Labor's Quarterly Census of Employment and Wages; OSC analysis

challenges that may have influenced outcomes. Complaints related to illegal parking were a top concern, highlighting the potential need for further coordination between DOT and the NYPD.

Complaints about outdoor dining, missing street signs and urinating in public also stood out in Open Streets compared to their counterparts and may be worth discussing with sponsors to identify solutions. Sponsors also reported difficulties with permitting and reimbursements, which limited programming and engagement. These findings suggest that while Open Streets have succeeded in recovering retail and restaurant jobs, greater attention to program design and funding support could help strengthen their long-term impact.

According to DOT's recent information session, 2025 was the Open Street program's biggest year, adding 43 new community partners and street locations. DOT expects to expand resources to support full closure of streets in 2026, which should help mitigate key concerns raised by sponsors and increase community well-being.

Looking ahead, several steps may help improve the program's effectiveness. Operational support for sponsors could be enhanced through more timely reimbursements, with a closer look at cases of insufficient funding. Continued attention to community concerns about parking, signage and accessibility will be important for sustaining public support. Maintaining a comprehensive database of Open Street locations would allow for better monitoring of outcomes and identification of areas where additional assistance is needed. It is currently unclear the extent to which business improvement districts, nonprofit organizations, individual businesses and neighborhood organizations need assistance, as that data is largely unpopulated. Finally, directing resources toward corridors that have not regained pre-pandemic retail and restaurant employment and lag behind the rate of recovery in the rest of the borough—especially in Queens and Staten Island—may help ensure the program contributes

more evenly to the City's overall employment recovery in the retail sector.

Appendix: Retail and Restaurant Jobs in Open Street Locations with Largest Growth

Borough	Neighborhood	Open Street	First year value	Most recent year value	Difference, first and most recent year value	Percent change, first and most recent year value
Brooklyn	Downtown Brooklyn & Fort Greene	South Portland Avenue	567	2,865	2,297	405.1%
Manhattan	Chelsea & Hell's Kitchen	Hudson Boulevard East - West	1,223	3,318	2,095	171.3%
Brooklyn	Williamsburg & Greenpoint	Graham Avenue - Skillman	292	741	449	153.8%
Brooklyn	Williamsburg & Greenpoint	S1st Street	1,294	3,144	1,850	142.9%
Manhattan	Lower East Side & Chinatown	Orchard Street	2,081	4,837	2,756	132.4%
Brooklyn	Williamsburg & Greenpoint	Randolph Street	174	404	230	132.2%
Manhattan	Financial District & Greenwich Village	Jane Street	775	1,751	976	125.9%
Manhattan	Harlem	Frederick Douglass Boulevard	258	581	323	125.2%
Manhattan	Upper West Side	West 74th Street	379	838	459	121.0%
Brooklyn	Sunset Park & Windsor Terrace	5th Avenue - Sunset Park	351	754	403	114.8%
Brooklyn	Bushwick	Troutman Street	312	650	338	108.1%
Brooklyn	Bedford-Stuyvesant	Jefferson Avenue	97	189	93	95.9%
Manhattan	Lower East Side & Chinatown	Avenue B - 6th Street - 14th Street	1,009	1,937	929	92.1%
Brooklyn	Downtown Brooklyn & Fort Greene	Columbia Place	184	350	166	90.0%
Brooklyn	Downtown Brooklyn & Fort Greene	Hall Street	203	373	171	84.2%
Brooklyn	Williamsburg & Greenpoint	Nassau Avenue	554	1,004	450	81.3%
Manhattan	Upper West Side	West 103rd Street	325	588	263	80.9%
Manhattan	Financial District & Greenwich Village	Christopher Street	2,376	4,168	1,792	75.4%
Brooklyn	Williamsburg & Greenpoint	Grattan Street	530	917	387	73.0%
Manhattan	Financial District & Greenwich Village	Duane Street	2,761	4,710	1,949	70.6%
Brooklyn	Park Slope & Carroll Gardens	West 9th Street	190	319	129	68.0%
Manhattan	Lower East Side & Chinatown	Jefferson Street	242	401	160	66.1%
Manhattan	Lower East Side & Chinatown	Hester Street - PS 42M	756	1,253	497	65.8%
Queens	Flushing, Murray Hill, & Whitestone	Barton Avenue	85	139	54	64.2%
Manhattan	Financial District & Greenwich Village	Cornelia Street	2,409	3,940	1,531	63.6%

Sources: New York City Comptroller; New York State Department of Labor's Quarterly Census of Employment and Wages; OSC analysis

ENDNOTES

- 1 New York City Department of Transportation (DOT), "Notice of Adoption," <https://rules.cityofnewyork.us/wp-content/uploads/2024/02/DOT-Notice-of-Adoption-Open-Streets-Program-FINAL.pdf> and NYC Queens Community Board 13, "Weekend Walks," <https://www.nyc.gov/site/queenscb13/resources/dot-weekendwalks.page>.
- 2 The New York City Council, "Int 1933-2020, The Open Streets Program," <https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=4424528&GUID=796B94D6-9FD4-4448-8E8A-9A631444F421&Options=&Search=>.
- 3 Some Open Street locations span more than one neighborhood.
- 4 Office of the New York City Comptroller, "Streets for People: Open Streets and the Future of Public Space Management in NYC," Bureau of Policy and Organizing, April 2025, <https://comptroller.nyc.gov/wp-content/uploads/documents/Open-Streets-and-the-Future-of-Public-Space-Management-in-NYC-1.pdf>, "NYC DOT Announces Expanded Resources Available to In-Need Open Streets, Plazas, and Other Public Spaces for 2024 Season," DOT, press release, March 15, 2024, <https://www.nyc.gov/html/dot/html/pr2024/nyc-dot-announces-expanded-resources-available.shtml> and City of New York – Financial Management System, Expense Budget Contracts, Franchises, and Concessions Registered for All Agencies Extract.
- 5 Transportation Alternatives, *Open Streets Forever: The Case for Permanent 24/7 Open Streets*, October 12, 2021, <https://transalt.org/open-streets-forever-nyc>.
- 6 U.S. Census Bureau, American Community Survey 5-Year Estimates.
- 7 Barbara Russo-Lennon, "DOT's 'Open Streets' Hit Legal Roadblock as Disability Advocates Say They Are Left Out," AMNY, October 15, 2025, <https://www.amny.com/nyc-transit/nyc-dot-open-streets-hit-legal-roadblock/>.
- 8 NYC311 is the City's non-emergency service line for residents to report issues that arise in their everyday lives. The Office of the New York State Comptroller (OSC) has reported on 311 complaints since May 2025 (see OSC's [NYC311 Monitoring Tool](#) for neighborhood-level insights on monthly requests by complaint type).⁸ OSC assigned 311 complaints by City agency to Open Street locations based on geographic coordinates, and identified census tracts associated with the start, middle or end of a given location. It is important to note the data may be skewed by a small number of individuals and their propensity to make requests.
- 9 New York City Police Department, "NYPD Complaint Data Historic," <https://data.cityofnewyork.us/Public-Safety/NYPD-Complaint-Data-Historic/ggea-i56i>.
- 10 DOT, *Streets for Recovery: The Economic Benefits of the NYC Open Streets Program*, October 2022, <https://www.nyc.gov/html/dot/downloads/pdf/streets-for-recovery.pdf>.
- 11 New York City Department of City Planning, "Storefront Activity in NYC Neighborhoods," November 2024, https://www.nyc.gov/assets/planning/download/pdf/planning-level/housing-economy/nyc_dcp_storefront_report_1024.pdf.
- 12 Helena H. Rong & Lance Freeman, "The Impact of the Built Environment on Human Mobility Patterns During Covid-19: A Study of New York City's Open Streets Program," *Applied Geography*, Volume 172, 2024, 103429, ISSN 0143-6228, <https://doi.org/10.1016/j.apgeog.2024.103429>.
- 13 OSC submitted a Freedom of Information Law request to the Office of the New York City Comptroller for its verified historical data on Open Street locations. The data was originally compiled by Transportation Alternatives (TA), a nonprofit organization focused on transforming City streets into safe, sustainable and equitable places. TA captured snapshots posted on the [DOT website](#) on an approximately monthly basis, from May 2, 2020, to November 4, 2024. OSC geocoded the Open Street locations to identify census tracts associated with the start, middle or end of a given location and joined the data to the New York State Department of Labor's Quarterly Census of Employment and Wages to examine labor force trends over the period.
- 14 The restaurant industry is defined by the North American Industry Classification System's code 722 for food and drinking places.
- 15 OSC, *The Retail Sector in New York City: Recent Trends and the Impact of COVID-19*, Report 8-2021, December 2020, <https://www.osc.ny.gov/files/reports/osdc/pdf/report-8-2021.pdf>.
- 16 OSC, *The Restaurant Industry in New York City: Tracking the Recovery*, Report 4-2021, September 2020, <https://www.osc.ny.gov/files/reports/osdc/pdf/nyc-restaurant-industry-final.pdf>.
- 17 OSC, *New York City Restaurant, Retail and Recreation Sectors Still Face Uphill Recovery*, Report 17-2022, January 2022, <https://www.osc.ny.gov/files/reports/osdc/pdf/report-17-2022.pdf>.
- 18 OSC, *Business Growth in New York City During the COVID-19 Pandemic*, Report 8-2025, June 2024, <https://www.osc.ny.gov/files/reports/osdc/pdf/report-8-2025.pdf>.
- 19 OSC, *New York City Industry Sector Dashboards*, <https://www.osc.ny.gov/osdc/reports/nyc-sectors/retail> and <https://www.osc.ny.gov/osdc/reports/nyc-sectors/restaurant>.

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