

**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
January 21, 2025**

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Margaret Forgione, First Deputy Commissioner of the New York City Department of Transportation. With me today are Paul Ochoa, Executive Deputy Commissioner, Eric Beaton, Deputy Commissioner of 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 Adams and Commissioner Rodriguez on capital planning and the future of street repairs.

DOT is responsible for operating and maintaining 6,300 miles of streets and highways. This includes maintaining roadways, curbs, and pedestrian ramps, over 800 bridges and five tunnels, nearly 400,000 streetlights, and jurisdiction over 12,000 miles of sidewalk.

DOT's \$33.5 billion capital plan makes this work possible, with \$5.7 billion dedicated to DOT's capital street reconstruction program. This program advances a broad range of agency priorities, among them enhancing safety conditions for all street users, increasing accessibility, improving pedestrian and cyclist connectivity and bus operations, keeping the road network in a state of good repair, and addressing flooding and ponding. DOT identifies street reconstruction needs regularly and through a variety of stakeholders, including community members, elected officials, other agencies, as well as proactively through our internal operational and planning teams.

As a part of the capital planning process, DOT evaluates prospective street projects using statistical prioritization frameworks that include metrics to quantify safety needs, roadway conditions, mobility improvements, climate considerations, and community demographics. Equity is one of the largest considerations in determining how projects rank. Our most recent ten-year capital plan for street reconstructions invests the most amount of money ever in communities of color throughout the five boroughs, including cycling and safety improvements in Northern Manhattan, Mott Haven, and Hunts Point; drainage improvements in Southeast Queens, the Rockaways, and South Brooklyn; and pedestrian and transit safety projects on the North Shore of Staten Island and along Southern Boulevard in the Bronx.

DOT's capital street reconstruction projects undergo a rigorous scoping process that includes various multi-departmental reviews, both from within DOT and across the wider City administration. DOT coordinates closely with other agencies and entities working within the City's right-of-way, including the Department of Environmental Protection, NYC Parks, utilities, and the MTA, to ensure that the resulting reconstruction project is thoroughly scoped, meets a range of stakeholder needs, and has been sufficiently coordinated to prevent follow-up work and repeated community disruption. This approach ensures that the roadway is not disturbed twice unnecessarily. The capital scoping process includes collaborative dialogue between DOT and the Department of Design and Construction (DDC), who are generally ultimately responsible for managing the project's implementation during its design and construction phases.

Once a project scope consensus has been reached, DOT transfers the project and its funding to DDC for implementation. After assuming management of the project, DDC brings on a design consultant, directly oversees design activities and facilitates design review, and leads the community engagement process. When design is complete, DDC then procures a construction contractor for the project buildout, while maintaining contact with the community throughout the project's construction phase.

Beyond capital street reconstruction projects, DOT also implements a wide array of Street Improvement Projects to enhance safety, connectivity, and accessibility for New York City's streets. Last week, we released an *Equity and Street Safety* report to analyze how we are prioritizing these projects and to ensure they are benefiting the neighborhoods with the greatest needs. I'm happy to say that the report found that since the start of Vision Zero, neighborhoods with high shares of non-white residents or high poverty rates have received more Street Improvement Project installations per mile.

Legislation

Now turning to the legislation before us today.

Introduction 145

First, Intro. 145 sponsored by Chair Brooks-Powers. This bill would limit the correlated color temperature of new and replacement lamps installed to illuminate streets, highways, parks, or any other public place to 3,000 kelvin.

3,000 kelvin is already DOT's lighting standard based on engineering guidance. And so we all understand what this means, kelvin refers to how warm or cool a light is, ranging from orange to white to blue. This is different from wattage, as wattage refers to how bright a light is. All new or replacement lamps that the agency installs are 3,000 kelvin, and thus the agency is complying with the intent of the bill. However, it is critical that we are able to adjust our practices in the future if engineering standards change. For this reason, we do not support legislating an engineering standard, but we would be happy to have further discussions with the Council about this standard and our operations.

Introduction 552

Next, Intro. 552 sponsored by Council Member Brannan. This bill would require DOT to finish resurfacing within two weeks from the start of the work. If the work is not finished within two weeks, DOT would be required to notify the surrounding community of reasons for delay and provide a new timeline.

DOT resurfaces roadways to address problems on the surface, including cracking, patching, and peeling, by replacing the top layer of asphalt pavement. This extends the roadway's lifespan and helps prevent potholes—the more we pave, the fewer potholes we need to fill. DOT's budget has baseline funding for resurfacing 1,100 lane miles and up to 50 miles of protected bike lanes each year.

We do not support this bill as written. While DOT works hard to mill and pave as quickly as

possible, our process must give sufficient time for utility companies, plumbers, and our sister agencies to make repairs under the asphalt. We conduct extensive coordination efforts with sister agencies and utility partners throughout the city to ensure the time when a street is milled is well used. Without this necessary time for repairs, more cuts would need to be made to roadways in the future, which would make the whole process less efficient. We all want to avoid the situation where a newly resurfaced street needs to be cut into for a repair right after the work finished. To have smooth streets for years to come, we need to give sufficient time for these repairs.

Moreover, it is critical that we maximize our capacity to ensure we can resurface 1,100 lane miles and up to 50 miles of protected bike lanes annually. The pace of resurfacing is faster than that of milling, so we must have enough areas milled to spend our resurfacing dollars well. This helps the department to maximize the number of paved lane miles.

Introduction 928

Next, Intro. 928 sponsored by Council Member Nurse. This bill would require DOT in partnership with the Department of Health and Mental Hygiene (DOHMH) to conduct a pilot on the use of cool pavement.

This Administration shares the Council's goal of enhancing resiliency and addressing heat vulnerability throughout New York City and we support the bill's intent. DOT is already taking a number of steps to enhance resiliency and to address heat. Since the Unified Stormwater Rule (USWR) came into effect in 2022, DOT has also embraced installing Precast Porous Concrete Panels (PPCP) in Capital projects. Roadway reconstruction projects that disturb over an acre of the subbase of the roadway or any project that adds 5,000 square feet of impervious surface are required to include stormwater management practices to reduce impervious space. DOT and DEP have either completed or plan to complete in the relative near-term approximately 92 linear miles of Porous Pavement that will result in approximately 450 million gallons of stormwater managed per year, the vast majority of which has been installed as part of DEP projects. We would be happy to discuss this work further with the Council.

Other than porous pavement, DOT is looking at other ways to beat the heat. Our Cool Corridors study, completed in 2024, was a first-in-the-nation capability and capacity building grant from FEMA to study the types and efficacy of heat mitigation and heat relief strategies through the lens of a benefit cost analysis. The study identified many types of physical interventions including street trees, drinking water fountains, surface treatments, and seating that can address the growing seasonal issue of extreme heat. Through analysis and discussions with sister agencies and sister cities, we evaluated, on a conceptual level, the feasibility of these interventions in the dense NYC context. DOT is advancing our mission to make streets comfortable and safe, especially in the summer. We are seeking federal funding to advance the cooling interventions identified in the study and working to integrate heat vulnerability assessments and heat resilience into capital planning and prioritization.

Given how multifaceted heat health is, we are grateful for the Mayor's Office of Climate and Environmental Justice (MOCEJ) and NYC Emergency Management who have served as

organizers for many of these efforts and also to DOHMH, who has been an incredible technical partner in understanding heat health.

Regarding the pilot that the bill would require, the Administration supports advancement and additional research into the use of cool pavements. DOT is aware that other municipalities have tested cool pavement and seen some promising results. But New York City is a dense and complicated place and implementing cool pavement here will have its unique challenges and any studies and implementation recommendations must consider the wide array of factors at play on the city's streetscape and adjacent buildings, including in areas outside of DOT's jurisdiction. Such a pilot would also require an understanding of heat impacts that are outside of DOT's expertise. We look forward to future discussions with the Council and other appropriate agencies about how to best achieve the bill's aims as well as the City's broader efforts to reduce heat.

Introduction 1105

Next, Intro. 1105 sponsored by Chair Brooks-Powers. This bill would require DOT, upon submission of the annual Streets Plan update, to post on our website a description of all planned projects for the year and describe how each will contribute to the Streets Plan mandates. This bill would also require that DOT give monthly updates on each project's progress.

DOT does not support this bill as written. Community engagement is a vital part of DOT's work. We are concerned that putting out a list of projects in the beginning of the year could hamper community engagement if community members feel that the projects will be moving ahead regardless of their input. Additionally, when the Streets Plan was negotiated into law, the annual February update was intended to serve as the agency's chance to publicly account for the previous year's work, and it continues to serve that purpose. That date was specifically negotiated to require our planners to focus on this accounting in the winter months outside of our construction season. We are concerned that requiring such accounting throughout the year will divert our planners' time away from actual project implementation and engagement to bureaucratic paperwork, slowing down our projects during peak construction season. Monthly updates will also be of limited utility, as many of our projects are completed in the last quarter of the year.

Introduction 1114

Next, Intro. 1114 sponsored by Council Member Won. This bill would require DOT to create a capital project tracker and provide quarterly updates on all projects that are not part of the Streets Plan.

I'm happy to say that the Mayor's Office of Operations already maintains a citywide capital projects dashboard that includes all of DOT's capital projects. We would be happy to have further discussions with the Council about this dashboard and how it can be improved.

Introduction 1160

Finally, Intro. 1160 sponsored by Council Member Brannan. This bill would require DOT to repaint all pavement markings within one week of repaving or resurfacing a street. If the work is not finished within one week, DOT would be required to notify the surrounding community of reasons for delay and provide a new timeline.

DOT does not support this bill as written, though we agree with the intent. DOT has been working to shorten the time between repaving or resurfacing our streets and repainting markings. Once paving is complete, DOT issues a work order right away. Then, the vast majority of markings—or 86 percent—begin within five days, and nearly all—or 96 percent—begin within 10 days. While much better than past practice, we agree that there is room for improvement, but operational flexibility is important to reflect real world conditions. DOT needs to be able to respond to other urgent priorities and, if necessary, redirect the contractor.

In order to get the painting done within one week, we would need to know the completion date a few weeks before the repaving work is completed in order to update plans and schedule contractors, and that is not always possible, as weather and other unexpected conditions can change resurfacing schedules. Environmental conditions also play a role, as extended periods of wet or cold weather may prevent markings installation within any set time period.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We would now be happy to answer any questions.



JUMAANE D. WILLIAMS

**STATEMENT OF PUBLIC ADVOCATE JUMAANE D. WILLIAMS
TO THE NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE
JANUARY 21, 2025**

Good Morning,

My name is Jumaane D. Williams, the Public Advocate for the City of New York. Thank you to Chair Brooks-Powers and Committee members for holding this hearing.

Street repair is essential to the continued modernization of New York City, with our infrastructure upgraded over the last few years to include more bike lanes, pedestrian plazas, and Open Streets. Street repairs are essential for health and safety reasons.

The [Streets Master Plan](#) was updated last year and it states that most trips in NYC are being made by public transit, walking, or cycling.¹ Therefore, it is imperative for the City to continue to put more emphasis on the city's sidewalks and other surrounding infrastructure since there is a need to make our streets and sidewalks more user friendly by taking steps such as:

1. curb cuts for the elderly, disabled or adults with strollers;
2. converting underutilized streets or sidewalks into pedestrian plazas;
3. more bus shelters on sidewalks; and
4. converting parking spaces or street lanes to encourage outdoor dining, not cycling on sidewalks, and more cycling as an alternative mode of transportation.

[Int. 1105-2024](#)² would require the New York City Department of Transportation (NYC-DOT) to be more transparent with the public on projects that contribute to the requirements of the [New York City Streets Plan](#). Int. 1105 would also require the DOT to continue to make community board presentations, which will increase transparency and ensure community input into plans that impact our neighborhoods. One issue that my office regularly receives complaints about, across the city, is assistance with residential sidewalk repairs. Homeowners may incur fines and sidewalk violations from the city or private lawsuits from those who succumb to injury due to faulty sidewalks in front of their property, which causes serious financial hardship, especially when damage occurs through no fault of their own.

In some ways the Covid pandemic helped to speed up how we reimagine the city's infrastructure and how we use it to function. Initiatives such as the Dining Out NYC program allowed restaurants to extend their look and feel out to the sidewalk or street via roadway and sidewalk cafes³. Some felt, or still feel, that these initiatives took away parking spaces, but the city has

¹ <https://www.nyc.gov/html/dot/downloads/pdf/nyc-streets-plan-update-2024.pdf>

²

<https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=7019729&GUID=A798A71F-065F-466B-A8DE-D206E68662E8&Options=&Search=>

³ <https://www.diningoutnyc.info/rules/sidewalk/siting-setup-area>

also since invested in congestion pricing to mitigate gas emissions and crowding on both our roads and sidewalks.

This presents more opportunity to redesign the roads and sidewalks that should have less traffic, and continue to help move people, goods, and services. The DOT has been doing great work to strengthen pedestrian safety by daylighting 1,000 intersections by the end of 2024, installing street lights with new LED lighting, and milling and resurfacing streets for further pedestrian and vehicle safety. As these changes occur, the ability to work and do business from home has also increased home deliveries which has led to more transportation options and curb space becoming more sought after, with more competition.

The new opportunities to redesign curb space is fortuitously in concert with the recent climate change and extreme weather that has shown that there are neighborhoods in the city disproportionately impacted by flooding. Interior sections of Brooklyn, the Bronx, and Queens are in need of a thorough reassessment due to groundwater levels and predevelopment conditions. The DOT should continue to look for opportunities in the outer boroughs where they can do a full street redesign that provides a host of benefits, including the installation of expanded sidewalks that reduce pedestrian congestion and updating intersection treatments for cyclists and pedestrians, as well as new commercial loading zones for pickups and deliveries.

An example of this is the expanded “Super Sidewalks” on Ninth Avenue in Midtown, Manhattan, that have been redesigned to mitigate congested pedestrian corridors. As a part of the project, the DOT worked with the Department of Environmental Protection and Department of Design and Construction to replace 5,000 feet of sewers along with catch basins. As a part of the final street restoration, 650,000 square feet of roadway along with curbs and sidewalks were reconstructed.⁴

Thank you and I look forward to continuing working together on improving our streets, which helps to increase our public safety overall.

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<https://www.nyc.gov/site/dep/news/23-005/city-major-water-supply-improvements-new-super-sidewalks-completed-ninth>



**Testimony to the City Council Committee on Transportation and Infrastructure
January 21, 2025**

Regarding: *Introduction 1114, in relation to requiring the commissioner of transportation to create an online capital project tracker*

The American Council of Engineering Companies of New York (ACEC New York) is the voice of the consulting engineering industry. Our organization consists of around 300 engineering and affiliate firms throughout New York that collectively employ 30,000 people statewide, with a concentrated presence in New York City.

Our members are involved in all aspects of engineering for the public sector. We plan and design the civil, structural, mechanical, electrical, environmental, plumbing, fire protection and technology systems for the city's infrastructure, including NYC Department of Transportation (DOT) capital projects.

We applaud your Committee's attention to providing oversight of the DOT's capital program. The oversight role is critical to ensuring the agency's capital program and the procurement processes that implement it are operating in a transparent and efficient manner.

We are pleased to offer our support for Introduction 1114, which would require the commissioner of transportation to create an online capital project tracker. The proposed tracker will serve to enhance public transparency of transportation projects. Furthermore, shedding light on agency performance metrics can help to identify components of the capital program that are working efficiently, and areas for improvement.

As you know, Local Law 37 of 2020 established a [capital projects tracker](#) for citywide projects which provides a view into city infrastructure projects, including DOT projects. The existing tracker includes each project's total budget; spend to date; project name; current phase; current phase start; current phase end; and forecast completion.

The data supplied for DOT projects on the existing tracker appears to be dated, at least in some cases, or lacking recent data entries. For example, the tracker shows DOT projects with a "Forecast Completion" date that has passed (eg. September 2023) and which do not appear to be completed (eg. the same project's percentage spend to date shows incompleteness). **This illustrates the point that the tracker will create meaningful public transparency to the extent it provides accurate, up-to-date data.**

We note, however, that DOT is currently experiencing significant staffing challenges, as the agency stated in testimony at the Council's budget hearing last year. This workforce shortage is in line with the infrastructure sector nationwide as governments and the private sector are

implementing large capital programs after enactment of the Bipartisan Infrastructure Law and other funding commitments. **If Intro 1114 is passed the Council must ensure that no existing DOT staff is allocated toward management of the capital program tracker, as this measure would otherwise be counterproductive to DOT's core mission.**

If our association can be of assistance please do not hesitate to contact us. Thank you, again, for your attention to this important topic.

Contact:

Bill Murray
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ACEC New York
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Taylor Palmer
Director of Government Relations
ACEC New York
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January 21, 2025

**Comments of Zach Miller
Vice President of Government Affairs
Trucking Association of New York**

before the

New York City Council Committee on Transportation & Infrastructure

Good morning, Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. My name is Zach Miller, I am the Vice President of Government Affairs for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety, and delivering a sustainable future.

I testify today in support of Int-1105, which would require the Department of Transportation (DOT) to provide regular updates on the streets master plan. Too often, TANY receives complaints from members and other stakeholders regarding a street project that will have a significant impact on their business and operations, and often, the company is unaware of the project. Our members must plan for adjustments to accommodate the projects and in doing so are often unaware of other similar work being done in surrounding areas, further complicating their planning. Not only does this lead to confusion and frustration, but it has real world operational implications for our members and beyond throughout New York City.

We know and appreciate that the DOT has a great deal on their plate and must coordinate plans between several departments both internal and external as well as a wide range of stakeholders. Sometimes information sharing falls through the cracks. That is why we are supportive of this legislation. We believe it will create more transparency of DOT projects, allow for more comprehensive dialogue, and provide necessary information for companies that operate in NYC, especially those based in Industrial Business Zones (IBZs) and/or use major thoroughfares daily. I defer to DOT if monthly updates are feasible, or if bi-monthly or quarterly makes more sense, but overall, this will give New York's small and industrial businesses information that is vital to their operations.

As always the Trucking Association of New York looks forward to ongoing collaboration with the City Council and DOT.

Thank you for your consideration of my comments and for your time.

January 21, 2025 at 10AM
Council Chambers of City Hall
New York

Testimony of Support for [Int 0552-2024 A](#): A Local Law to Amend the Administrative Code of the City of New York, in Relation to the Street Resurfacing Timeline

The NYC Hospitality Alliance is a not-for-profit association representing thousands of restaurants, bars, and nightclubs across the five boroughs. We submit these comments in strong support of [Int 0552-2024 A](#), a Local Law to amend the administrative code of the city of New York, in relation to the street resurfacing timeline.

We support this bill because street resurfacing work can disrupt storefront businesses, particularly those in the hospitality industry. When street resurfacing occurs in front of or around a business, it can negatively impact foot traffic, the delivery of goods, and the ability of customers to access the business. The disruption of daily operations can cause substantial operational financial strain on businesses that are already navigating the challenges of a competitive and often unpredictable environment. This proposal is a step forward in helping to mitigate those disruptions by trying to reduce the time required to complete street resurfacing and improving communication with affected businesses, especially when timelines are delayed.

However, we respectfully urge the City Council to consider two important additions to this proposal that would better protect the interests of businesses, jobs, and consumers:

1. **Advance Notice of Street Resurfacing**

We request that the proposal be amended to require that businesses be notified at least **one month** before street resurfacing is scheduled to begin. This advance notice would give business owners the time they need to plan for the interruption, make necessary adjustments to their operations, and communicate with employees, customers and suppliers. In cases where a one-month notice is not feasible, we recommend that businesses be notified **as soon as reasonably possible**.

2. **Coordination with Roadway Café Program**

Street resurfacing work, when scheduled during the outdoor dining season, can interfere with the city's seasonal **roadway café program** (operating from April 1st to November 30th). We urge that the bill be expanded to require all relevant agencies to coordinate with the **Department of Transportation (DOT)**, which oversees the roadway café program, to schedule street resurfacing during the **off-season** (December 1st to March 31st) whenever possible.

In cases where resurfacing cannot be completed during the off-season, we recommend that the law require agencies to notify affected businesses **prior to the start of the April 1st roadway café season**—allowing restaurants to make informed decisions about their outdoor dining plans. This would prevent businesses from investing in the construction of roadway cafés, only to later be informed they must remove them due to resurfacing work before the usual November 30th removal deadline.

Additionally, we urge that all street work affecting roadway cafés be **prioritized to begin and be completed as close to April 1st as possible** to minimize disruptions. If a business is unable to operate its roadway café for a portion of the season due to resurfacing, we propose that the City **prorate and refund the fees** paid by restaurants for the duration they cannot operate.

We also encourage the expansion of this policy to include any **street or sidewalk work** that impacts a restaurant's ability to run its outdoor dining operations.

Thank you for considering these critical suggestions. We believe these additions will provide essential protections to small businesses and help ensure that street resurfacing projects do not unnecessarily disrupt the livelihoods of New York City's vibrant hospitality community.

If you have questions or comments, please contact our executive director Andrew Rigie at arigie@thenycalliance.org

Good morning, members of the City Council. My name is Anna Humphrey, and I am the Transportation Community Organizer for the Center for Independence of the Disabled, New York (CIDNY). Thank you for the opportunity to testify today on behalf of our organization, which serves New Yorkers with disabilities, many of whom rely on accessible and safe public infrastructure.

We support bills that promote accessibility and safety in the Department of Transportation's projects. I will highlight CIDNY's position on several bills under consideration:

Int. 0145-2024 (Streetlight Temperature Cap)

CIDNY supports this bill because warmer, lower-temperature lighting enhances nighttime visibility without contributing to glare, which can disproportionately impact people with low vision or other disabilities. This is a necessary step toward creating safer and more inclusive public spaces.

Int. 0552-2024 (Street Resurfacing Timeline)

We strongly support holding DOT to a two-week resurfacing timeline, with community notification for delays. Prolonged construction disproportionately affects individuals with disabilities by creating inaccessible pathways and hazards. Accountability for delays ensures minimal disruption to mobility.

Int. 0928-2024 (Cool Pavement Pilot Project)

We support this initiative, as it prioritizes disadvantaged and heat-vulnerable communities, which often overlap with communities where residents with disabilities live. Cooler streets can mitigate health risks for those with heat-sensitive conditions, enhancing public safety.

Int. 1160-2025 (Repainting of Pavement Markings)

Prompt repainting of street markings is critical for pedestrians with visual impairments and those relying on mobility devices to navigate safely. CIDNY supports the requirement for timely updates and community notifications to address delays.

Thank you for your leadership on these critical issues, and for your commitment to building a more accessible and inclusive city.

Downstate New York



Downstate New York
ADAPT
Website: dnyadapt.com

January 24, 2025

Council Member Selvena N. Brooks-Powers
Chair
New York City Council Committee On Transportation
And Infrastructure
Sent Online at <https://council.nyc.gov/testify/>
Emailed to: testimony@council.nyc.gov

Copy emailed to: Julian Martin, Policy Director at
jmartin@council.nyc.gov

Re: New York City Council Committee On Transportation
and Infrastructure Hearing on DOT Capital Planning and
the Future of Street Repairs. This Hearing Was Held On
Tuesday, January 21, 2025

Dear Chair Brooks-Powers;

Downstate New York ADAPT is a grassroots civil rights
organization run by and for people with disabilities whose
mission is to eliminate discrimination for people with all
kinds of disabilities.

New Yorkers with disabilities encounter many obstacles every day traveling around New York City. When traveling the streets of New York City, we do not know whether we will be able to safely cross from one street to another since many times we encounter poorly maintained sidewalks and curb ramps. So too, we encounter no Accessible Pedestrian signals (APS) at crosswalks or broken APS, potholes on the sidewalk and in curb ramps, as well as curb ramps which are very steep, have cracks and are uneven. So too, some curb ramps are very dangerous because they guide people with low vision or who are blind into traffic instead of a safe pathway to the other sidewalk. Additionally, at times, New Yorkers with disabilities encounter sidewalks with no curb ramps available and are completely stranded until some kind person helps them.

Crossing streets is even more hazardous when you have low vision or are blind since you are more likely to have to cross a street that has no APS than one that does have an operational APS. APS must work correctly-it is a matter of life and death. The APS the City installs should, among other things, clearly indicate which pedestrian crossing is served by each device as well as provide the name of the street to be crossed in accessible formats such as Braille and raised print. So too, tactile maps of crosswalks also need to be provided.

In view of the fact that the City has been required for more than thirty years to have APS and pedestrian/curb ramps, its upcoming Streets Plan, due in fiscal year (FY) 2026, requirement that APS be installed at no fewer than 2,500 intersections over five (5) years, and

pedestrian/curb ramps be installed at no fewer than 3,000 street corners by FY 2031 is just a drop in the bucket and is not sufficient to improve safe travel for people with disabilities. [Committee Report, dated January 21, 2025, at p. 21](#)

Significantly, even in the 21st century we still encounter bus stops that are not accessible, this is not acceptable and illegal. Further, even when the bus stop is accessible there may not be a bus shelter with chairs with backs. We need every bus stop to be accessible and all bus stops need to have accessible bus shelters that have space for wheelchair users and seating with backs for people to wait for buses. The need for all bus stops to be accessible and to have bus shelters with sufficient room to shelter both people who use wheelchairs and other mobility devices as well as provide seating with backs for other passengers is even more important now with the changes happening to the climate in New York City.

Our tax dollars must be used to provide safe travel for all. As Jean Ryan stated in her testimony on Tuesday, January 21, 2025, the City needs to repair sidewalks where tree roots are pushing up the sidewalk because this is not only an unsafe obstacle for people with disabilities, but also is a tripping hazard for everyone.

Similarly, the issue of scooters being left unattended by riders as well as people's inability to hear them affects the safety of everyone and not just people with disabilities, the largest voting minority in New York City.

Additionally, Downstate New York ADAPT agrees with the testimony given in person by Jean Ryan, Michael Ring and Michael Acevedo as well as the written testimonies submitted to this Committee by Anna Humphrey on behalf of the Center for Independence of the Disabled, New York and by Jean Ryan on behalf of Disabled In Action of Metropolitan, New York, Inc..

Thank you for the opportunity to comment since equal access to all New York City's services, activities and programs is important to all New Yorkers. If you would like additional information or have any questions, please do not hesitate to contact Downstate New York ADAPT at dnyadapt@gmail.com.

Finally, thank you for your continued work on behalf of all of us.

Sincerely,
Anne-Elizabeth Straub, Marilyn Tucci, Brandon Heinrich
and Michael Ring
Co-Coordiators
Transportation Equity Working Group
Downstate New York ADAPT



January 21, 2025

The Honorable Selvena N. Brooks Powers
Chair, Committee on Transportation & Infrastructure
New York City Council
City Hall
250 Broadway
New York, NY 10007

Re: January 21, 2025 Hearing
Subj: DOT Capital Planning & Future of Street Repairs

Dear Chair Powers:

I am writing this letter to support the testimony I gave on the morning of January 21st on the future of street repairs. Please accept our gratitude for allowing me to speak about the opportunities that lie ahead for New York City to be at the forefront of technological advances in asphalt production.

Green Asphalt Co. LLC ("Green Asphalt") located in Queens, NY, was founded in 2011 with the vision to utilize the excess millings from NYC streets and recycle the material to the largest extent possible while lowering the cost of asphalt production and reducing carbon emissions. Today, Green Asphalt is the only producer in the United States to produce 100% Recycled Hot Mix Asphalt Pavement ("RAP") at a high-capacity plant equivalent to the plants owned and operated by NYC DOT and private producers.

On the morning of January 21st, NYC DOT First Deputy Commissioner Margaret Forgione testified that NYC DOT owns and operates two (2) hot mix asphalt plants; one at Harper Street in Queens and one at Hamilton Avenue in Brooklyn. The Harper Street plant utilizes 35% RAP while the Hamilton Street plant utilizes 40% RAP. In addition, the four (4) private producers under contract to supply asphalt to NYC produce hot mix asphalt from 20% RAP to 40% RAP. Commissioner Forgione also stated that NYC DOT benefits from these private producers reducing the need to dispose of excess asphalt by taking in a percentage of RAP equivalent to the percent of RAP used in their mixes.

Green Asphalt is currently under contract to take in excess asphalt from NYC DOT. However, Green Asphalt is not under contract to produce 100% RAP mixes because the bid specifications at time of bid did not allow for 100% RAP content.

Green Asphalt is a NYS DOT approved plant and produces several NYCDDC, MTA NYCT, and NYCDPR approved mixes. We have produced over 2,000,000 Tons of 100% RAP Hot Mix product since our inception, of which zero has gone to NYC DOT. We adhere to the same required performance testing as conventional asphalt and, in some cases, exceed industry testing standards on our mixes. We have streets that were paved over 5 years ago, some as many as 10 years, that are still in good working order, with no issues. In fact, Green Asphalt's 100% RAP mix was supplied in a



The Honorable Selvena N. Brooks Powers
Page 2
January 22, 2025

lane-by-lane comparison on Jewel Avenue in 2014 next to NYC DOT produced mix and a third-party private vendor that is under contract with NYC DOT. There is no difference in performance among the three (3) lanes.

The environmental benefits are astounding. I heard Council Member Sandy Nurse talk about the effects of global warming on our city and the dire situation we are in with the highest recorded temperatures in history. 100% RAP mix reduces carbon footprint emissions by 60%-70% when compared to conventional asphalt. Our current operation, without the ability to supply NYC DOT, eliminates 100,000 Tons of RAP going to landfills, saves 42,000 barrels of oil, and eliminates 2,600 truckloads of material from entering NYC. Council Member Brewer was very outspoken on truck traffic through NYC, an issue which our product impacts positively.

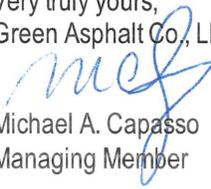
In addition to the environmental benefits the cost savings are tremendous. 100% RAP mix is 20%-30% less expensive than conventional mix in the private market. These savings would increase if NYC DOT allowed for 100% RAP mix. The targeted annual lane miles resurfaced for NYC DOT is 1,150. With the reduction in cost that number could be increased to close to 1,500 lane miles.

Green Asphalt's 100% RAP mix will advance NYC to achieve ISI Envision Certification and LEED credits for the streets they own and operate, which would be a first in the country. In fact, The Federal General Services Administration on Long Island awarded a job to Green Asphalt based primarily on the environmental benefits of our 100% RAP mixes.

I am respectfully requesting the Committee on Transportation and Infrastructure explore the technological advances in Asphalt Production located right here in Queens, NY and move NYCDOT towards reaping the benefits of our products in the same or more profound ways that other state and city agencies in NYC already do.

Thank you for your time.

Very truly yours,
Green Asphalt Co., LLC


Michael A. Capasso
Managing Member

cc: Council Member Carlina Rivera
Council Member Carmen De La Rosa
Council Member Amanda Farías
Council Member Julie Won
Council Member Joann Ariola
Council Member Chris Banks
Council Member Farah N. Louis
Council Member Mercedes Narcisse

Laborers' Local 1010 Testimony

Lowell Barton, Vice President and Organizing Director, Laborers Local 1010

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

January 21, 2025

Thank you, Chair Selvena Brooks-Powers, members of this committee, and members of the City Council. My name is Lowell Barton, and I am the Vice President and Organizing Director of Laborers' Local 1010, LiUNA. On behalf of our members, I thank you for the opportunity to present testimony in full support of two vital pieces of legislation: **Int. 0552-2024** and **Int. 1160-2025**, sponsored by Council Member Justin Brannan.

For over eight decades, Local 1010's members have built and maintained New York City's street network. Our workers shape the concrete, lay the asphalt, and construct the infrastructure that millions of New Yorkers rely on daily. We know firsthand the impact of delayed and poorly managed street projects on communities. The bills before this committee are essential to ensuring accountability, transparency, and responsiveness from the NYC Department of Transportation (NYCDOT) to the communities it serves.

The legislation addresses two persistent problems that plague our neighborhoods. **Int. 0552-2024** requires the New York City Department of Transportation (NYCDOT) to complete street resurfacing within two weeks of starting work. **When delays occur, NYCDOT must provide communities with specific explanations and concrete completion dates. This requirement transforms how the agency relates to residents - no more endless construction zones, no more silence when projects stall.**

This measure is about more than just enforcing timelines—it's about public safety and it's about restoring trust in public agencies and respecting the neighborhoods impacted by repaving projects. Too often, communities are left to navigate unfinished streets without clear communication or a timeline for resolution. This measure is meant to stop injuries and lawsuits that arise due to uncompleted paving projects. The same safety and construction standards that private contractors adhere to must be adhered to by NYC DOT in house paving projects.

Local 1010 believes this amendment to the administrative code is crucial for fostering accountability and ensuring that public works are completed efficiently and with the respect that New Yorkers deserve.

Int. 1160-2025 builds upon these principles by requiring the NYCDOT to repaint all pavement markings on a street within one week of repaving or resurfacing, tackling the dangerous gap between road resurfacing and line painting. Should this timeline not be met, the NYCDOT would be obligated to notify the affected community, explaining the delay and providing an updated timeline for completion.

It is important to note that this is not a new concept for NYCDOT. The agency's own contract documents set safety standards for the timely completion of pavement markings for private contractors that NYC DOT does not follow themselves.

Please take the time to read The NYC DOT STANDARD HIGHWAY SPECIFICATIONS that all private road building contractor must abide by. *On page 402, it is clearly written : 6.44.4. METHODS. (A) GENERAL - Any pavement upon which two-way traffic will be maintained shall be properly marked with a centerline pavement lane marking before nightfall or the end of the working day, whichever comes sooner. In order to comply with this requirement, the Contractor may furnish and apply a temporary painted pavement marking in accordance with the requirement of Section 6.49. But where neither Temporary Painted Pavement Markings nor the final Thermoplastic Reflectorized Pavement Markings can be immediately installed as directed, the Contractor shall be required to furnish, install, maintain, and remove, when directed, rubber cones or other treatment deemed appropriate by the Engineer to safely maintain traffic at no additional cost to the City.*

Additionally, an example of NYC DOT bid documents show in section 4.1 of the bid documents for the project titled "*Installation of Pavement Markings on Newly Resurfaced Roadways in the Boroughs of the Bronx and Queens, PIN: 84123MBTP565*" specifies that line striping—whether temporary or permanent—must be completed within 72 hours of repaving. *

On nearly all other highway paving projects in New York City, contractors are required by NYC DOT highway specifications (5/16/22) to provide at least temporary road markings and line striping by the end of the workday or "before nightfall."**

Yet, despite these contractual obligations, the reality of our city streets tells a different story. Last year, we alerted NYC DOT of projects like the Belt and Cross Island Parkways, where we repeatedly saw significant delays in the application of pavement markings, leaving road users to navigate unsafe and confusing conditions. This discrepancy highlights the need for stricter oversight, clearer communication, and enforceable timelines to hold the DOT accountable to the public and the principles set in its own agreements.

Clear and properly maintained pavement markings are essential for public safety and efficient traffic flow. From lane dividers and crosswalks to bike lanes, these markings ensure that pedestrians, cyclists, motorists, and public transit users can navigate our streets safely and effectively. **Leaving streets unmarked after resurfacing creates confusion, increases the risk of accidents, and disrupts daily life in the communities we serve.**

For our members, these bills reflect a critical understanding of the interconnectedness of all aspects of roadwork. Resurfacing and repainting are not standalone tasks—they are integral parts of creating safe, functional roadways. Both pieces of legislation prioritize transparency and accountability, holding the NYCDOT to the highest standards and ensuring that New York City's infrastructure projects are completed efficiently, safely, and with respect for the communities impacted.

Local 1010 applauds the leadership of Council Member Brannan and this committee for advancing these necessary reforms. By passing **Int. 0552-2024** and **Int. 1160-2025**, the City Council can ensure that no community is left to navigate unfinished, unsafe, or incomplete streets.

We stand ready to work alongside the City Council and NYCDOT to implement these policies effectively and to continue delivering the quality infrastructure that New Yorkers deserve.

Thank you for your time and your commitment to improving our city. I am happy to answer any questions or provide additional insight on behalf of Laborers' Local 1010.

* https://passport.cityofnewyork.us/page.aspx/en/bpm/process_manage_extranet/13628 (download go to sec 4.1)

**The contractor shall furnish, apply, maintain, and when so ordered, remove the temporary pavement markings, where shown on the Contract Drawings or where directed by the Engineer, in accordance with this section. Any pavement upon which traffic will be maintained shall be properly marked before nightfall or the end of the working day, whichever comes sooner, in accordance with this section.



**Testimony of Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
City Council Committee on Transportation and Infrastructure
Oversight Hearing on DOT Capital Planning and the Future of Street Repairs
January 21, 2025**

My name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. Thank you, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure for the opportunity to comment.

At a time when the nation is closely watching New York’s groundbreaking Congestion Pricing Program, we need elected officials to take bold leadership when it comes to reimagining our streets and mass transit system—not just in Manhattan, but throughout the five boroughs. While the program is in its beginning stages, early data from the MTA [suggests](#) that traffic has decreased around Manhattan’s core. This means the time is ripe to reconfigure our streets to prioritize buses, pedestrians, and cyclists.

NYC Streets Plan

First and foremost, the Administration must get back on track implementing the Streets Plan. [As of the end of 2024](#), the City once again fell behind on installing the legally required miles of bus lanes and also came in well below minimums for protected bike paths. Simply put, congestion pricing will not result in as large of a decline in congestion and air pollution as we expect—and need—it to if the City does not invest in dedicated bus lanes with signal prioritization, protected bike lanes that allow for fast, safe commutes into the central business district in Manhattan and between residential and commercial hubs in the outer boroughs, and creative repurposing of street space that is currently given over to cars. The investments that London made in buses ahead of their congestion pricing plan taking effect and the investments in both buses and bikes that they have made throughout the program’s existence are instructive for New York.

In implementing the Streets Plan and ensuring the benefits of congestion pricing work for all New Yorkers, the City must work closely with the MTA to prioritize improving bus service, since New York City buses serve a [greater share of low-income and minority households](#) compared to other modes of transportation, including subways. Additionally, the City and MTA should expedite routes in communities with the longest and slowest bus commutes, increase access to affordable multimodal strategies with prioritization in low-income and transit desert communities, carve out more public spaces for pedestrians, prioritize Vision Zero policies such as daylighting,

and improve and expand safe bicycle infrastructure, including protected bike lanes and safe e-bike charging stations.

With a comprehensive citywide vision, New Yorkers can more easily pursue sustainable and safer modes of transportation, move away from our dependency on vehicles, reduce air pollution, and breathe cleaner air as a result. This law is also another tool to help our City reduce greenhouse gas emissions and help meet the State's greenhouse gas emission reduction targets laid out in the Climate Leadership and Community Protection Act (CLCPA).

Timely implementing the NYC Streets Plan is more crucial than ever if we are to improve the safety, accessibility, and quality of our transportation network and our City's streets. NYLCV urges the City to fully and equitably implement and fund the NYC Streets Plan and realize the full benefits of congestion pricing.

Intro 1105 of 2024

NYLCV supports Intro 1105 of 2024, sponsored by Council Member Brooks-Powers, requiring DOT, upon submission of its annual Streets Plan update, to post on its website a description of all projects planned for that year that will contribute to the requirements of the Streets Master Plan, and the contribution each project will make to those requirements. The Department would also be required to provide monthly updates on the progress of each project including their current status, the actual and estimated start and completion dates, community board presentations if applicable, project funding, and whether any delays or cost overruns have occurred. Given the overall lack of progress on the NYC Streets Plan, this bill will improve transparency and accountability.

Intro 928 of 2024

NYLCV supports Intro 928 of 2024, sponsored by Council Member Nurse, requiring the DOT to conduct a pilot project, in consultation with the Department of Health and Mental Hygiene, on the use of cool pavement—pavement and pavement coatings designed to keep area temperatures cooler than traditional asphalt and thus combat the urban heat island effect—on City streets. The pilot is required to include at least four neighborhoods that are, or include, both disadvantaged communities and heat vulnerable communities.

Extreme heat is one of the most consequential impacts of climate change, and it disproportionately impacts low income and communities of color. Moreover, New York City had the greatest number of people exposed to the urban heat island effect in the United States, due to the vast amount of asphalt, buildings, and other infrastructure that absorb and re-emit the sun's heat. While mitigating extreme heat requires multiple solutions, cool pavement (such as porous, permeable, light-colored or other pavement and pavement coatings designed to reduce pavement temperatures and ambient air temperatures) offers many benefits.

NYLCV supports Intro 928 because it will encourage the use of cool pavement on City streets and, if incorporated permanently, could not only reduce the impact of the urban heat island effect and but reduce stormwater runoff if permeable pavement is utilized. [According to the EPA,](#)

conventional paving materials can reach peak summertime temperatures of 120–150°F (48–67°C), transferring excess heat to the air above them and heating stormwater as it runs off the pavement into local waterways. To have the most impact, NYLCV encourages the City to incorporate cool pavement features in future capital projects. We also encourage the legislation to clarify the difference between cool and porous pavements and its differing uses.

NYLCV believes that all New Yorkers should have access to clean and sustainable modes of transportation to improve our City's air quality and combat climate change. Efficient and accessible mass transit, pedestrian and cyclist safety, and smart street design are crucial to achieving these goals.

Thank you for the opportunity to comment.

Testimony on 1/21/25 Transportation and Infrastructure Committee Hearing

Open Plans writes today in regard to the committee's hearing on DOT capital planning. Far too often, capital projects, including street projects, stall. It's vital to ensure that current and planned improvements — including those mandated by the Streets Plan and especially pedestrian and bike infrastructure — are completed, and future improvements happen with quality and speed. More detailed comments on these points and others are below:

- **We support Int. 552, and believe that Int. 46 should also be passed.** Ensuring our streets are resurfaced in a timely manner is important for the safety of all road users, and we support Int. 552. We also believe that all capital projects — including vital, life-saving street infrastructure — need to be put in place more quickly; Int. 46 would require the Department of Design and Construction to create a blueprint to reduce capital project durations by 25%.
- **We support Int. 145, and believe that Int. 79 should also be passed.** Well-lit streets and public spaces are essential to making them safe. We believe that Int. 79, which would expand pedestrian lighting across the city, should be considered alongside Int. 145.
- **We support Ints. 928 and 1105, and think there should be more transparency and action on the Streets Plan.** Further transparency and accountability on capital projects and projects associated with the Streets Plan is important, and we support Ints. 928 and 1105. However, it's important to not only track progress on the Streets Plan, but to continue to make progress on it. Advancing policies that put barriers into place for projects like bus and bike lanes, street improvements, and other Streets Plan priorities is antithetical to the goals of the plan.

Respectfully,
Open Plans

Sara Lind
Co-Executive Director
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Jackson Chabot



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jacksonchabot@openplans.org

Michael Sutherland
Policy Analyst
michael@openplans.org

Improving Bus Stops with Seating and Shelter

In our commitment to improve bus service, we often forget that part of the needs of riders is also improvement of the bus stops where people wait for their next bus. In some boroughs, subways don't extend to the outer regions, people are dependent on buses for transportation needs, and may need to further connect to the subway to complete their trips. This is a long commute, whether to work, medical appointments, personal recreation, social connections.

We have 15,000 bus stops in NYC, but only 20% have shelters, only 17% have benches. The worst statistics are in the poorer neighborhoods, especially parts of Queens and the Bronx. For people with disabilities, for seniors, this presents another difficulty in their transportation needs. Edmund Asiedu, ADA Coordinator for the DOT, informed me that the DOT is installing benches and leaning bars at bus stops in all 5 boroughs. But that doesn't directly address shelters, which we all need, from bad weather: heat, snow, heavy rain etc. It is hard for anyone to wait in the snow 20 minutes for the next bus. And with climate change, more extreme weather is expected.

I presented the need for improved bus stops at Manhattan Community Board 4 Transportation Committee meeting, on December 18, 2024, and got a 100 % vote of support. On January 13, 2025, CB4 sent a letter on this need to Ed Picar of the DOT, Demetrius Crichlow of the MTA, Edmund Asiedu, ADA Coordinator of the DOT, and to local electeds: Mark Levine, Brad Hoylman-Sigal, Tony Simone, Erik Bottcher. CB4 concentrated on the stops on 23rd St in the district, as the first step. Please follow-up on the request to make bus stops more accessible for the riders in this district, which has many people with disabilities, including those at Selis Manor, with hundreds of residents with visual impairments, and a growing population of seniors.

And improved bus stops, with seats and shelter, should be on the agenda for us all.

Miriam Fisher

[REDACTED]
NY NY 10011

[REDACTED]

Committee on Transportation and Infrastructure
Testimony on Hearing
1/21/25
Submitted by Gloria Boyce-Charles

I live in the Brookville section of Queens, a community that is co-located with JFK International Airport and its thriving air cargo industry. As such, our community is plagued with heavy truck traffic 24 hours a day/7 days a week. The roadways within our residential communities are ill-suited to accommodate the weight and frequency of this activity. As a result, our homes shake under the weight of tractor-trailer trucks and our streets are often in dangerous states of disrepair. Over the years, residents have called into 311 about the potholes in our streets. And while the potholes do get refilled, they reoccur within short order. The reason for this problem is twofold: the streets are not structured to accommodate these weights, and the type and frequency of the truck traffic within our communities is inappropriate, often illegal and unmonitored.

I point out, in particular, the community that abuts the warehouses located on 227th Street and 146th Avenue. As an example, 227th Street, between 147th and 146th Avenues is in constant disrepair. Potholes that are filled today reappear in short order. Granted, the logistics of the truck traffic along that street need to be addressed (another issue for another hearing), but beyond that, what can be done to resurface or reconstruct that street so that it is safer and so that it better serves the community? And how can the DOT work more transparently and effectively with the community in understanding the issues and devising the best solutions? Other streets within our community face similar problems.

One of the recurring themes expressed at the 1/21/25 hearing was that the DOT does not do a very good job of engaging with communities. The focal point of such communication appears to be the Community Boards. I would argue that this is insufficient as a method of outreach. Civic and Environmental Justice associations flourish within our communities; and our religious institutions are often engaged in local civic activity as well. Given the critical mission of the DOT “to provide for safe, efficient and environmentally responsible movement of people and goods”, I think that the agency has a responsibility to go above and beyond to be knowledgeable about community influencers and to engage with them in identifying challenges and identifying/implementing solutions.

With this in mind, I would suggest that DOT actively develop a strategy/campaign for identifying the community-based influencers with whom they can engage, that they further formalize a consistent protocol for such engagement, and that they socialize this initiative across the community. While the Community Boards might be one source of support in this effort, it might also make sense to partner with City agencies such as the Mayor’s Office of Climate and Environmental Justice (MOCEJ). Again, the goal here is to identify

Committee on Transportation and Infrastructure
Testimony on Hearing
1/21/25
Submitted by Gloria Boyce-Charles

community resources that should be included in DOT's outreach and ways to effectively communicate with them.

With these concerns in mind, I am in agreement with the sentiments expressed in Intro 1105 and Intro 1114. Accountability and transparency are key benefits of the reporting requirements outlined in these bills. But what is not apparent is the communication of this information. What gets done to advise the community of these reports? How accessible is this reporting to the public? Is this information being produced on platforms and with language that is user-friendly? Without consideration of these things, the information will be underutilized and the time and energy that goes into producing it will not be well spent.

A case in point is the Truck Route Network Redesign Portal that the DOT "disseminated" this past summer. The portal was created to elicit public comment regarding the trucking challenges in NYC. However, the portal was not well publicized, nor was it user-friendly. There was no Help functionality, so users who did not know how to access or negotiate the site had no recourse. And there was no apparent point of contact to whom questions might be addressed. Such a site did not maximize the feedback that could have been provided by our communities. And it certainly did not live up to the spirit of public engagement.

Finally, I am in favor of Intro 928 on piloting the use of cool pavements. It is critical that NYC consider and implement strategies for addressing the extreme heat that is suffered by many of our communities, especially our environmental justice communities. I agree that the NYC Department of Health and Mental Hygiene should be a partner in the selection of the pilot participants, but once again, I question the effort to include other relevant agencies in the selection conversation. The Health Dept may be able to identify the communities that suffer the most extreme heat, but how are you reaching out to see which of these communities are best equipped to support the pilot from a logistical perspective? And what is being done to ensure fair representation/inclusion across the boroughs? In this regard, I'd, once again, recommend partnership with MOCEJ, and with EJ organizations in each of the boroughs.

Thank you for the opportunity to share these thoughts. I hope that they will receive your careful consideration.

From: [Michael F Acevedo](#)
To: [Testimony](#)
Subject: [EXTERNAL] From one of bills DOT sidewalks construction date issues
Date: Wednesday, January 22, 2025 6:19:42 PM



Hi my name is Michael Acevedo I testify in front of you guys this rest of what I could say the area is small not just wheelchairs have trouble getting by baby carriages also rain water too is issue there to not proper drainer there one spot. It is mess to me it looks abandoned area to me.I am going include pics showing the area I complaint about. It directly cross Hotel Eventi on 6th.

From: [Michael F Acevedo](#)
To: [Testimony](#)
Subject: [EXTERNAL] One DOT bills sidewalk construction up nothing there
Date: Wednesday, January 22, 2025 6:38:07 PM

[REDACTED]

I testify yesterday I forgot to give you my info sorry [REDACTED]

Michael Acevedo

New York, NY 10001
[REDACTED]

Where more pics of the area

I hope this helps of the area right across Hotel Eventi

West 29 and w 30 st on Sixth Ave I hope you make sure they know about this it been over 2 yrs a least

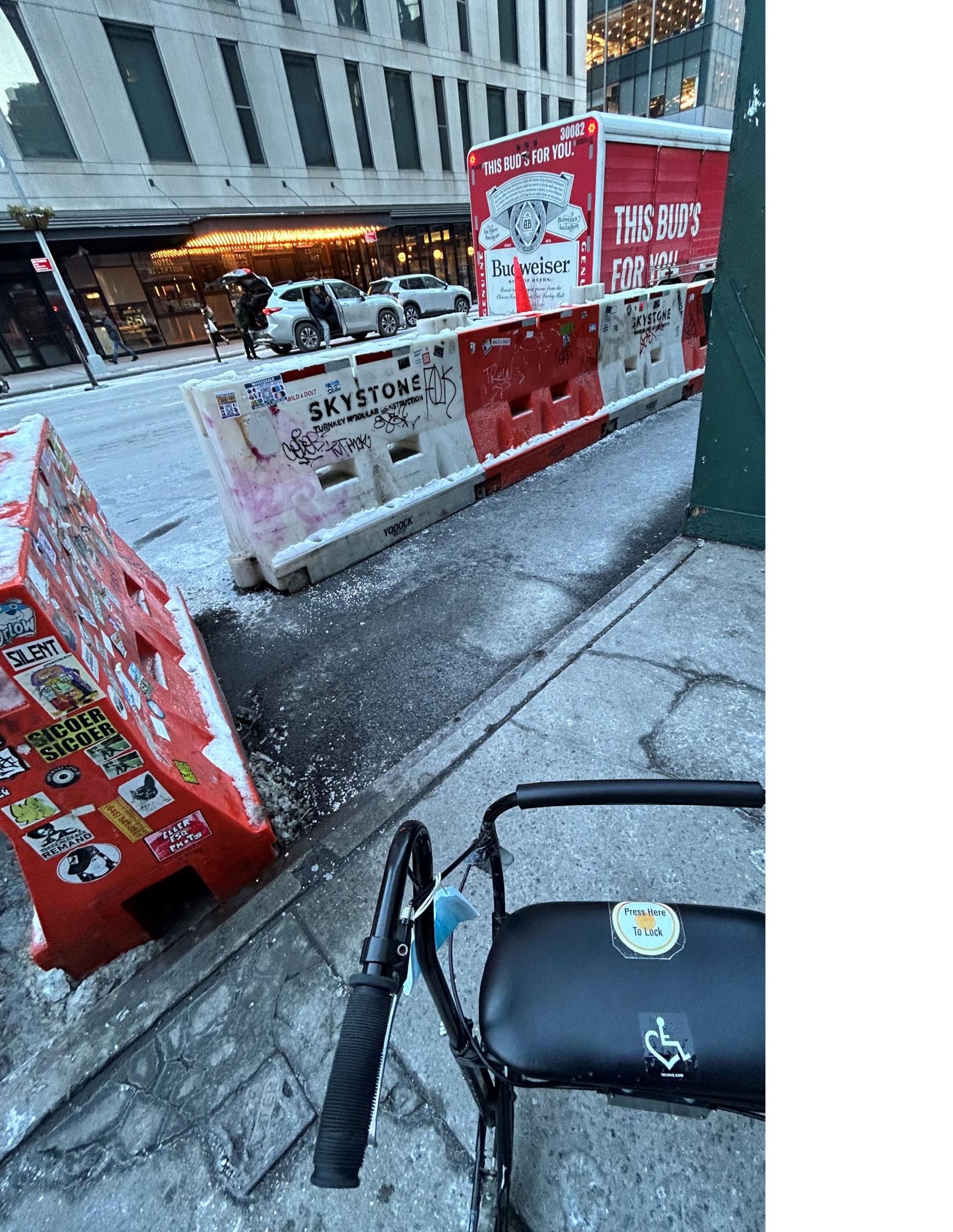


SIDEWALK
← CLOSED ←
USE TEMPORARY
WALKWAY

W 30 St

W 29 St









FIRE
HYDRANT
DO NOT
BLOCK
ACCESS

Free
GAA











**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: Paul Ochoa

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
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Appearance Card

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

Date: _____

(PLEASE PRINT)

Name: Igor Yavor Slav

Address: _____

I represent: DOT

Address: _____

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Appearance Card

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

Date: _____

(PLEASE PRINT)

Name: Rick Rodriguez

Address: _____

I represent: DOT

Address: _____

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Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Eric Beaton

Address: _____

I represent: DOT

Address: _____

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Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Margaret Fargione

Address: _____

I represent: DOT

Address: _____

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Appearance Card

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

in favor in opposition

Date: 1/21/25

(PLEASE PRINT)

Name: MICHAEL A. CARASSO

Address: 54-08 VERNON BLVD

I represent: GREEN ASPHALT

Address: SAME

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

**THE COUNCIL
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Appearance Card

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

(PLEASE PRINT)
Name: Jean Ryan
Address: 646 77th St
I represent: Disabled in Action
Address: INFO@disabledinaction.org

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

**THE COUNCIL
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1/21/2024

Appearance Card

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

(PLEASE PRINT)
Name: Michael King
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. _____ Res. No. _____
 in favor in opposition
Date: _____

(PLEASE PRINT)

Name: Michael Acevedo 10007
Address: [redacted] Avenue of the Americas [redacted]
I represent: I am member DTA
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: 1/21/25

(PLEASE PRINT)

Name: Christopher Lee Johnson
Address: [redacted]
I represent: Self
Address: _____

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