

**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
October 1, 2025**

Good afternoon, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am First Deputy Commissioner Margaret Forgione. I am joined by Paul Ochoa, Executive Deputy Commissioner, Montgomery Dean, Director of Operations, 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 about the Administration's work to enhance New York City's sidewalks, medians, and streetscapes.

DOT is responsible for operating and maintaining 6,300 miles of streets and highways and over 12,000 miles of sidewalk. Everyone in New York interacts with the roadways and sidewalks to get around and the vast majority of our goods travel to their final destinations on our streets. Our goal as always is to make sure that can happen in a safe, efficient, and environmentally responsible way by enhancing safety conditions for all street users, increasing accessibility, improving pedestrian and cyclist connectivity and keeping the roadwork in a state of good repair.

To that end, DOT continues to work hard and creatively to deliver high-quality, high-impact projects that enhance streetscapes through safety and maintenance improvements with our interventions proving successful. The first six months of 2025 had the second-lowest traffic fatalities since 2018, with fatalities down 30 percent from last year. The declines follow the Administration installing a record amount of pedestrian space, a record number of protected bike lanes, and completing major street redesigns across the city—treatments shown to enhance the City's sidewalks, medians, and streetscapes.

Legislation

Turning to the legislation before the Council today.

Introduction 169

First, Intro. 169 sponsored by Council Member Farías. This bill would require DOT to install electric vehicle charging equipment on lampposts based on an annual feasibility determination.

Shifting to more sustainable modes of transportation is an integral part of the Administration's efforts to achieve carbon neutrality by 2050. The most sustainable way to get around is by walking, biking or transit, but for those New Yorkers who choose or need to drive, we want them to drive electric. To support electric vehicle (EV) adoption, the agency continues to develop a comprehensive EV charging network, with an emphasis on expanding charger access in areas where private sector investment is limited and supporting the electrification of the yellow taxis and FHV fleets.

As part of this strategy, we have been expanding access to fast charging across the city, turning our parking lots and garages into EV charging hubs and installing Level 2 curbside chargers.

In June 2021, DOT partnered with Con Edison to launch the city's first curbside EV charging pilot

program, which includes 100 public on-street Level 2 chargers distributed across 35 locations in the five boroughs. These chargers – installed and operated by Con Edison – are consistent with the look of existing street furniture and have two chargers and retractable cables to avoid obstructing the sidewalk. The current system has an average utilization of 70% across all sites – the highest utilization rate of any such system – with some locations reaching over 90%. The program’s performance exceeded expectations and demonstrated that curbside Level 2 charging can meet existing charging needs, is operationally feasible, and can increase charging access equity.

Based on the success of the pilot, the agency plans to expand this program to over 600 plugs across the five boroughs using federal funding. As part of this expansion, we are seeking to deploy chargers that are compact, are consistent with the look and feel of our family of street furniture, and are easy to install and remove, so as to maintain flexibility in the use of the curb. In 2022 and 2023, the agency tested a number of different charger designs, including a streetlight-mounted unit and a unit where the user supplies the charging cord. This research, as well as on-going monitoring of advances in the charger space, are informing our design approach to expansion.

DOT supports the intent of this bill to expand access to charging at the curb. Based on our testing and research, however, streetlight-mounted chargers do present certain engineering and utility-related challenges as compared to free-standing units.

We look forward to discussions with the Council and appropriate stakeholders on this legislation and the best strategies to expand access to curbside charging.

Introduction 221

Next, Intro. 221 sponsored by Council Member Holden, regards the repair of sidewalk damage caused by City-owned trees. The City utilizes various approaches to address damage caused by City-owned trees to sidewalks adjacent to 1-, 2-, and 3-family residential properties. As a matter of policy, since 2019, DOT no longer issues sidewalk violations to owners of these properties for defects caused exclusively by City trees. The City will repair tree-related damage to the sidewalk if non-tree-related defects exist but will not charge owners of these properties for damage caused by City trees when repairing sidewalks.

NYC Parks also offers the Trees & Sidewalks Program, which repairs sidewalks adjacent to 1-, 2-, and 3-family homes that have been damaged by the roots of City trees. Repairs are made based on a rating system that includes the severity of damage, amount of pedestrian traffic, and size and condition of the tree.

The Law Department has indicated concerns over the potential of the bill, as currently drafted, to create confusion in its effort to redefine the balance of liabilities and responsibilities between the City and homeowners. Agencies currently have mechanisms for addressing the damage caused by tree roots at no cost to homeowners. We look forward to further discussions with the agencies, Law Department, and Council to appropriately achieve the goals of this bill.

Introduction 262

Next, Intro. 262 sponsored by Council Member Joseph. This bill would require the installation of speed humps on roadways adjacent to any park equal or greater than one acre, which equates to nearly 5,000 roadway segments. DOT works to enhance safety through a variety of “traffic calming” design interventions that make streets safer by encouraging slower speeds and raised speed reducers are just one example of a wide variety of treatments we use as part of our traffic calming design guidelines. Speed humps are one of two types of raised speed reducers, the other being speed cushions. Speed humps span the width of the street and are typically raised to 4 inches above the level of the roadway and have a proven track record in the city. We are proud of our program to install and maintain these around the city having completed 323 new speed reducers in 2024, and 491 re-installations.

That said, we strongly believe that mandating specific treatments in specific locations is inadvisable, as the agency utilizes a data-driven approach, as well as engineering judgement, to target locations most in need of safety interventions. Our data-driven approach and engineering judgement supports the installation of not only speed reducers but also road diets, bike lanes, curb extensions, pedestrian refuge islands, and signal timing changes. Limiting our toolkit to only speed reducers along all roadways adjacent to these parks leads to a treatment either unsuitable in some locations, and perhaps more importantly, to a less safe, less data-driven approach in addressing the most dangerous locations citywide. We support the overall goal of providing safety around parks and other busy parts of the city and welcome any suggested locations to explore additional safety improvements.

Introduction 270

Next, Intro. 270 sponsored by Council Member Joseph. This bill would modify the Open Streets program to offer special activations on certain holidays and time periods with significant pedestrian traffic. Our Open Streets program is a beloved activation transforming our streets into public space open to all. In 2025, we will feature more than 200 locations citywide, which includes a record-high 72 Open Streets at schools across the city as part of the back-to-school season, and celebrated annual traditions through Car-Free Earth Day and an expanded version of Summer Streets reaching over 400 blocks of car-free fun. We support this bill, as we already extend the opportunity for programming on holidays like our annual Trick-or-Streets activations, and look forward to supporting potential programming partners to activate our streets on even more days.

Introduction 882

Next, Intro. 882 sponsored by Council Member Holden. This bill would grant DOT the authority to install and maintain tree guards on city property. The Department of Parks and Recreation has jurisdiction over street trees including a comprehensive tree guard installation process to get tree guards installed in front of residential buildings and businesses. While we appreciate the Council’s focus on the beautification of our sidewalks, considering the Parks Department already has both charter mandated jurisdiction over street tree maintenance and the expertise on tree maintenance and tree guards, we are concerned with shifting the authority and responsibility of tree guard installation and maintenance from the Parks Department to DOT.

Introduction 1104

Next, Intro. 1104 sponsored by Chair Brooks-Powers. This bill would require DOT, in consultation with the Department of Small Business Service (SBS) and the Economic Development Corporation (EDC), to study and report on the feasibility of siting additional ferry terminals in NYC. Although DOT owns and operates the Staten Island Ferry, EDC oversees the city's private ferry operators and the promotion of the use of our waterways for transportation. As stated in the hearing before this committee on September 10, 2024, we would recommend any ferry feasibility studies to reflect the current nature of how expansion is being done – that it's being led through the ferries team at EDC.

As we do not oversee or operate the NYC Ferry contract, we believe that EDC should be lead on any such study, with DOT providing any needed help or expertise. Respectfully, we defer to their expertise.

Introduction 1147

Next, Intro. 1147 sponsored by Chair Brooks-Powers. This bill would require the cleaning of medians at least once per quarter. Routine median maintenance is a multi-agency effort across paved and planted medians, DOT's efforts include a variety of services including regular horticulture care, litter removal, and ad-hoc services to address conditions that may arise at specific planted medians that we have capitally constructed. Although we oppose the bill as written, if there are specific areas of concern, we are happy to inspect those locations with our sister agencies and work with you to address any problems.

Introduction 1154

Next, Intro. 1154 sponsored by Council Member Menin. This bill would establish a high visibility pavement marking program culminating in a report on whether to expand or make the program permanent.

DOT already uses markings products that are the most visible, while also being proven to be reasonably durable in active traffic. These are primarily thermoplastic markings with embedded glass beads, which provide reflectivity for visibility at night. We install these markings not only when roads are repaved, but through an active refurbishment program so that our streets remain safe with visible markings.

Testing new materials in the active right of way is inadvisable and could directly lead to bad safety outcomes if the materials fail to adhere, are slippery, or prove not to be visible at night.

When new products enter the market, we test them outside the public right of way first and only bring them into public use if they are visible, durable, safe, cost effective, and available at the scale of our city. Our recent testing of photoluminescent markings demonstrated that it does not meet this reasonable standard. We do not support the bill as written, but we are happy to have more discussions about our processes and are open to testing new materials in appropriate locations.

Introduction 1233

Next, Intro. 1233 sponsored by Council Member Bottcher. This bill would require new medians separating bicycle lanes from motorized vehicle traffic to accommodate street trees or vegetation planted by the Department of Parks and Recreation. Vegetation within the right-of-way has been shown to provide significant benefits, enhancing pedestrian safety and beautifying the streetscape. As part of our capital and in-house Street Improvement Project (SIP) work, we already ensure that, as long as the newly constructed medians meet the requirements of the Parks Department and have a long-term maintenance plan, vegetation is planted. We support this bill and look forward to continuing the ongoing work of enhancing our streetscapes with vegetation.

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.

COMMUNITY BOARD #14

CITY OF NEW YORK - BOROUGH OF QUEENS

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September 30, 2025

Testimony of Community Board 14Q Regarding NYC Council Intros 1147, 221, and 882 *"Maintaining, Greening, and Enhancing the City's Sidewalks, Medians, and Streetscapes"*

Good afternoon, Chairperson CM Selvena Brooks-Powers and Council Members,

My name is Felicia Johnson, I am the District Manager of CB #14Q, and I am speaking today on behalf of Queens Community Board 14, which encompasses the Rockaway Peninsula, and Broad Channel, NY—a vibrant, diverse, and resilient community bordered by Jamaica Bay and the Atlantic Ocean. Our district includes a large senior population, many of whom rely on ambulating devices such as walkers and wheelchairs. For them, safe and accessible sidewalks are not a luxury—they are a necessity.

We are here today to express our strong support for the intent behind Intros 1147, 221, and 882, which aim to improve the maintenance, greening, and enhancement of our city's sidewalks, medians, and streetscapes. However, we must also share our deep concerns about the chronic neglect and lack of accountability that have plagued these public spaces for years.

This past summer—and many summers before—our office fielded an overwhelming number of complaints from residents regarding the deplorable conditions of city-owned lots, sidewalks and streetscapes. These lots, many of which have not been maintained in years, are overgrown with weeds, strewn with litter, and pose serious safety hazards. They have become dumping grounds for garbage, cars, mattresses, anything you can possibly think of dumping. When we reach out to city agencies, we meet with finger-pointing: DSNY says it's Parks' responsibility, Parks says it's DOT's, and so on. Meanwhile, the lots, sidewalks, and medians remain untouched, and our residents suffer.

Sidewalk damage caused by city trees—trees that are supposed to be maintained by the NYC Parks Department—is another persistent issue. Homeowners are being asked to bear the cost of repairing upended sidewalks, with only the hope of reimbursement. This is not only unfair, but also unsustainable. The city continues to promote websites where residents can report sites in need of maintenance or repair, but there is no funding, no follow-up, and no accountability.

This summer, after submitting multiple 311 complaints with photographic evidence regarding median maintenance, overgrown sidewalks, walkways, and medians, our office received a response stating that DSNY would first spray the medians with insecticides and weed killers, wait to see if they worked, and then return to remove the dead weeds and convert them into mulch. This reactive, piecemeal approach is emblematic of the broader dysfunction in how our streetscapes are managed.

FELICIA JOHNSON
DISTRICT MANAGER



WWW.NYC.GOV/QUEENSCB14

DOLORES ORR
CHAIRPERSON

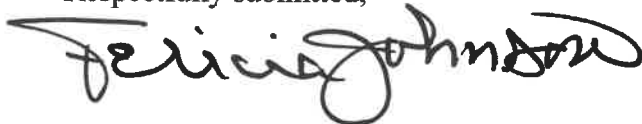
For our seniors', overgrown sidewalks are more than an eyesore—they are a barrier to mobility and independence. When weeds grow waist-high and tree roots crack the pavement, it becomes impossible for someone with a walker or wheelchair to safely navigate their own neighborhood.

We urge the Council to ensure that these bills are not just well-intentioned but well-funded and well-enforced. Maintenance of city-owned lots must be clearly assigned and regularly executed. Sidewalk damage caused by city infrastructure must be repaired by the city—not passed on to homeowners. And the public must be able to trust that when they report a problem, it will be addressed.

The Rockaway Peninsula deserves better. All of New York City does.

Thank you for your time and consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Felicia Johnson', with a stylized, flowing script.

Felicia Johnson, District Manager

Community Board #14 Queens



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Elizabeth Crowley, President & CEO

**STATEMENT OF THE BTEA TO THE NEW YORK CITY COUNCIL COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE
OCTOBER 1, 2025**

Good morning,

My name is Samuel Eluto, and I am the Director of Member Relations for the BTEA. Thank you to Chair Brooks Powers and the committee members for holding this important hearing. I am delivering testimony on behalf of members executing the New York City Department of Transportation's (DOT) contract for "Furnishing and Installing Accessible Pedestrian Signals" (APS).

The Building Trades Employers' Association (BTEA) represents more than 1,200 union construction managers, general contractors, and specialty trade subcontractors across New York City. We are the largest organization of union contractors in the country. Our members develop critical civil infrastructure projects for New York City and State, as well as the federal government. Additionally, many of our members are small and MWBE firms that hire union workers under collective bargaining agreements.

APS devices are necessary to preserve the health and safety of New Yorkers living with disabilities, and our members are eager to support a more accessible city. However, our members are troubled by the Independent Monitor's recent report finding that New York City is not in compliance with the MUTCD, while they are being required to bear the costs of compliance. The BTEA has heard from members who must perform work under a contract that we know requires revision, while also being forced to absorb the increasing costs associated with the contract. Additionally, poor communication and coordination from the DOT has made contractors have to pay more out-of-pocket costs because of uninformed inspectors, delays in the building process, and an inaccurate pricing system. This has placed an untenable burden on contractors, and our members need relief. Otherwise, our members may no longer be able to bid on the work.

We respectfully urge the DOT to move away from simply extending the current flawed contract. Rather than exercising unilateral renewal rights, the agency should issue a new solicitation that reflects today's compliance framework and real costs. Doing so would give installation contractors the clarity they need to decide whether to remain in the program and at what unit prices. Additionally, there needs to be timely inspections and permit approvals through dedicated resident engineers and mechanisms for providing fair compensation for work outside the scope of the APS program. This will allow the deficiencies in the current contract to be remedied and help ensure that our city is fully accessible to all New Yorkers. Thank you for your attention to this important issue.



Testimony of the New York Electrical Contractors Association

Before the New York City Council

Committee on Transportation and Infrastructure

Regarding the Department of Transportation's Accessible Pedestrian Signals Program

Chair Brooks-Powers, and Members of the Council:

My name is **Peter Rescigno**, and I serve as Executive Secretary of the New York Electrical Contractors Association, which represents union electrical contractors across New York City. Thank you for the opportunity to testify today about the serious challenges our members face under the Department of Transportation's Accessible Pedestrian Signals, or APS, program.

Our contractors support the mission of this program and recognize the importance of ensuring accessibility for all New Yorkers. Unfortunately, the City's execution of this contract has been deeply flawed, and unless changes are made, local contractors will continue to face devastating financial losses that threaten their ability to complete this work.

The current contract, issued hastily in 2023 to comply with a federal court order, an important fact which it does not mention, was based on inaccurate estimates and an ill-defined scope of work. Contractors were asked to design APS intersections without clear standards or consistent guidance, forcing them to make assumptions that have proven costly and unworkable.

Compounding this, NYCDOT has failed to provide timely inspections and oversight as required by the contract. Instead of assigning resident engineers, DOT relies on a handful of roving inspectors who often review work long after it has been performed. This has created constant disputes over measurement, payment, and responsibility for maintenance—costs that contractors must absorb.

In addition, contractors are routinely forced to perform extensive non-APS work and redesign projects at the last minute to accommodate this unrelated work at intersections. The contractors are being required to perform this extra work outside the scope of the contract without fair compensation under this unit price contract. The lack of coordination within DOT itself has led to delays in permits, inspections, and payments, while contractors are even ticketed for unavoidable conditions created by APS installations.

Finally, the contract's pricing terms are fundamentally unfair. The city has adopted a "heads I win, tails you lose" system, where contractors must absorb the losses from grossly inaccurate quantity estimates, but are prevented from recovering costs even when work far exceeds original projections.

The bottom line is this: our contractors have been asked to deliver on a critical accessibility program under terms that are inequitable and unsustainable. Without relief, the program itself is jeopardized.

Because the NYCDOT delayed in bidding a new contract to continue the APS installations after the expiration of this contract's term, NYCDOT has indicated its intent to renew the current Contract for up to an additional year at the same prices. Before renewing a contract, the PPB Rules require a determination that the prices set years earlier in the contract "are still fair and reasonable." This is certainly not the case, as the NYCDOT's failure to properly manage the contract pursuant to the intended terms at the time it was bid have and continue to cause the installation contractors to incur substantial losses each day that this contract remains in effect.

We respectfully urge the Council to press DOT to:

- Decline to renew the contract, or at the very least equitably revise the prices so that they fairly and reasonably reflect what the contractors are being forced to perform;
- Replace the current contract with a new agreement that includes clear standards, accurate quantities, and equitable pricing protections;
- Ensure timely inspections and permit approvals through dedicated resident engineers; and
- Provide fair compensation for work outside the scope of the APS program.

Our contractors remain committed to completing this important work for the City, but they cannot continue under the current conditions. We ask for your leadership to make sure the APS program succeeds while treating the contractors who perform this work fairly.

Thank you for the opportunity to be here today.

Saaif Alam
September 23rd 2025

City Council Testimony for Tree Repair by NYC Parks

Dear Members of the Committee of Transportation and Infrastructure,

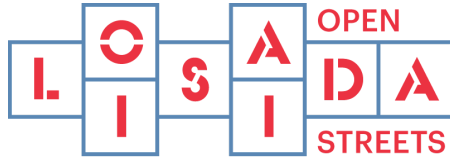
Thank you for allowing me to testify today. My name is Saaif Alam and I am the President of Jamaica Hill Community Association. Uproots of trees that cause damage to sidewalks is a top issue in our neighborhood. I spoke to several residents in my neighborhood and they have reported the complaints to 311. Their complaints did not receive a timely response by New York City Parks. Although the New York City Parks did inspections at their homes, the new York City Parks did not prioritize the matter for need of repair because it is below priority number 90.

The requests were submitted again but residents have to wait til next cycle. Based on the delay of requests, I urge the New York City Council to do the following things:

1. Allocate more investment on Trees and Sidewalk programs to expedite the process to repair sidewalks.
2. Allocate more investment to hire more staff for New York City Parks so they will have increased capacity to repair damage of sidewalks caused by trees,
3. Ensure the investment allows for a walkthrough requested by a civic association President to check for damages for a sidewalk.

Our homeowners deserve to repair their sidewalks caused by new york city owned trees without relying on an expensive alternative to repair the sidewalk on their homes. More investment towards the Tree and Sidewalk Program and New York City Parks will ease the financial burden of homeowners residing in Jamaica Hill, Queens. Please take action in favor of bill intro 0169-2024.

Best,
Saaif Alam
President of Jamaica Hill Community Association



October 3, 2025

RE: Int. 0270: **Special activation of the Open Streets program on certain holidays and time periods with significant pedestrian traffic.**

I am a volunteer organizer for the Loisaida Open Streets Community Coalition, on Avenue B in Manhattan, and I support the proposed legislation.

The Avenue B Open Street was launched in 2020. Maintained by volunteers for over two years and by DOT in partnership with The Horticultural Society since, the closure of Avenue B from 6th to 14th Streets (more recently, from 7th to 10th Streets) has made our neighborhood cleaner and safer. From 2019 to 2023, the ratio of cars to micro-mobility devices (bikes, scooters, etc.) has “flipped” to where, in both 2023 and 2024 vehicle counts, there were more pollution-free vehicles on the street than cars.

The Open Street has also been a haven for street activations and programming, with over 135 full-scale events since launch. This includes events that support the physical, cultural, and spiritual well-being of our community, as well as featuring in high-profile events like Trick Or Streets and Car Free Earth Day, as well as music, dance, art, fitness, cultural, and sustainability events. Because we have had the ability to program from 6th Street to 14th Street, we have had the ability to bring positive press and media coverage to both DOT and the Open Streets program. The Avenue B Open Street enjoys tremendous support in the East Village, Alphabet City, Chinatown, and other nearby neighborhoods.

As an Open Streets organizer, I support legislation that supports the goals and benefits of the Open Streets program. Common-sense improvements, such as Intro 0270, help make the program more accessible and flexible. By making it easier to run events on Open Streets, adding flexibility and allowing one-off days in addition to designated holidays, these community-based resources can be more responsive and supportive of the neighborhoods where they were based - and given the attraction to Open Streets events that we have seen, on our own Open Street and elsewhere, for all New Yorkers.

I strongly support this legislation to allow flexibility around special activations to the Open Streets schedule.

Sincerely,

Cecil Scheib

Loisaida Open Streets Community Coalition

loisaida.openstreets@gmail.com



**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 Maintaining, Greening, and Enhancing the City's Sidewalks,
Medians, and Streetscapes
October 1, 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.

In order to effectively fight climate change and protect public health, we need to reimagine how people live, move, and experience green space in our City. As members of the Play Fair for Parks and Forest for All NYC Coalitions, NYLCV has long-advocated that everyone should have access to well-maintained parks and open spaces. Additionally, we stand with advocates calling for all New Yorkers to have access to reliable, affordable, and clean transportation in addition to safe streets. Our city needs to continue prioritizing Vision Zero and street safety improvements.

NYLCV supports Intro 262 of 2024, sponsored by Council Member Joseph, which would require the NYC Department of Transportation (DOT) to install speed humps on roadways that are adjacent to any park equal or greater than one acre in size unless such installation, in the commissioner of DOT's judgment, would endanger pedestrians or motorists, or would not be consistent with DOT's guidelines regarding the installation of speed humps. Installing speed humps around parks will make cars slow down, making it safer for pedestrians, cyclists, and drivers to move around our city's green spaces.

On that note, we also support Intro 1154 of 2024, sponsored by Council Member Menin, which would require that the DOT Commissioner establish a pilot program to install high visibility pavement markings in at least five locations per borough. The bill would require DOT to prioritize placing the high visibility pavement markings in locations where high numbers of traffic related injuries or fatalities have occurred as a result of poor driving conditions.

As supporters of Vision Zero, Intros 262 and 1154 will improve New Yorkers' street safety and quality of life. According to the [2025 Mayor's Management Report](#), in Fiscal 2025, DOT constructed 49 percent fewer speed humps and cushions (from 433 in Fiscal 2024 to 224 in Fiscal 2025) and installed accessible pedestrian signals at 19 percent fewer intersections (from

950 to 772). While the city has made some progress when it comes to Vision Zero, we hope these two bills will contribute to making our city safer.

When it comes to New York City's ferry system, NYLCV also supports Intro 1104 of 2024, sponsored by Council Member Brooks-Powers, which would require DOT, in consultation with the NYC Department of Small Business Services and the NYC Economic Development Corporation, to study and report on the feasibility of siting additional ferry terminals in New York City. The study would identify potential locations for additional ferry terminals and would consider the local benefits of each new siting, logistical challenges associated with each new siting, any solutions to these challenges, and the estimated costs associated with each siting.

Waterborne transportation, including ferries, are a critical part of the City's climate and sustainability goals and help to better connect parts of the City that are not well-connected to the subway. We call on the City to continue making the ferry system more equitable by expanding it in transit deserts, especially in communities that have been historically underserved. For instance, new routes to consider include Staten Island to Brooklyn, an extension of the Soundview line to City Island and LaGuardia Airport, more routes to southeast Queens, and an extension to Randall's Island. We also urge the City to plan comprehensively by coupling ferry stops with expansions in micromobility options, such as Citibike and e-scooter docks, as well as protected bike and bus lanes. This will allow more New Yorkers to access more forms of safe and clean transportation. Lastly, NYLCV calls on the City to continue working towards an electrified ferry fleet for the whole NYC Ferry system.

Ultimately, we need comprehensive measures to improve our city's green space as well as driver, pedestrian, and cyclist safety. Enhancing safety and quality of life is key to achieving our climate goals. We look forward to working with the City Council, Administration, and advocates to move towards universal daylighting and prioritize Vision Zero policies.

Thank you for the opportunity to comment.

Testimony on 10/1/25 Committee on Transportation and Infrastructure Hearing

Open Plans writes today regarding the Transportation and Infrastructure hearing on October 1, 2025. Detailed comments on our positions on a number of bills being heard are below:

- **We support Intro 262 and 1154.** We fully support continuing to build out street infrastructure that works and provides safety for all road users. Intro 262 expands speed humps by parks, an important location due to the amount of pedestrian foot traffic, including for particularly vulnerable road users (e.g. children and seniors). Intro 1154's testing of high visibility pavement also could help increase safety and visibility on our streets.
- **We support Intros 270, 882, and 1147.** Our city is in dire need of a more comprehensive approach to public space management. While these bills don't get all the way there, Intros 882 and 1147 put more of an onus on the city to manage our streets and green space actively, and Intro 270 offers more opportunities to activate our public spaces (with assistance from the City). We support these bills and continue to urge the Council to explore more holistic public space management, as outlined in our report, [Framework for the Future](#).
- **We support Intro 1104.** We should continue to look towards expanding our city's public transportation network to the benefit of all New Yorkers. Ferries offer an added benefit of keeping some vehicular traffic off our streets and do not require as significant infrastructure as new subway lines or stops.
- **We support Intro 1233.** Like we did with Intro 746 (now LL 94 of 2024), we fully support Intro 1233. Medians are prime places for adding trees and green space, and can help towards a more climate-resilient city.
- **We have concerns about Intro 169.** Generally, we oppose the placement of EV chargers at the curb; they lock in that use of the curb for the foreseeable future, and can be a barrier to future street redesigns. While building charging into street lamps is a smart use of already existing infrastructure, we believe that EV charging efforts should be focused off-street.

Respectfully,
Open Plans

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October 1, 2025

RE: Int. 0270: Special activation of the Open Streets program on certain holidays and time periods with significant pedestrian traffic.

I am one of the organizers of the Vanderbilt Avenue Open Street in Brooklyn and I support the proposed legislation.

We just wrapped up our 6th Open Streets season. The Vanderbilt Open Street provides much needed public open space and a protected two-way bike lane, helps local businesses, and serves thousands of New Yorkers each week. Many of the local restaurants will attest that the Open Streets program has been a lifeline. Indeed, a 2022 DOT study found that businesses on the Vanderbilt Open Street experienced an increase in sales of 20% compared to the period prior to Open Streets. Beyond these economic benefits, the Open Streets program has allowed communities to reimagine their local streetscape and provided for the (temporary) transformation of city streets into beloved new public open space.

As an Open Streets organizer, I support legislation that further formalizes the Open Streets program, especially if it helps make the program more accessible and flexible. The proposed legislation would facilitate running Open Streets outside of a regular schedule. It would be incredibly helpful to add further flexibility and allow one-off days in addition to designated holidays. One obvious example that comes to mind, which would greatly facilitate our organizing of the Vanderbilt Open Street, is Pride in June — which is not technically a holiday, yet certainly a significant event in NYC, especially for the LGBTQ community.

Outside of designated holidays it is currently virtually impossible to add a one-off day to the Open Streets schedule. To illustrate: we organize a yearly Pride event on the Vanderbilt Open Street. Prior years, when we operated the Open Street Fridays through Sundays, we were able to organize a weekend-long Pride event. This season, as we only operated the Vanderbilt Open Street on Saturdays, we could only do one day of Pride instead of the entire weekend. We tried to add the Sunday of Pride back in, but there is currently no mechanism for adding such a one-off day to the Open Streets schedule — we would have to organize it as an entirely separate street event through SAPO, with all the cumbersome administrative and financial barriers that entails, effectively duplicating the substantial organizing load we already have for the Open Street itself. It is greatly inefficient and prohibitively complicated to require a complete parallel application from a community organizer already permitted and approved to run a recurring street event, in order to operate just one additional day.

So far, DOT has always provided us the opportunity to run the Vanderbilt Open Street on certain designated holidays in addition to our regular operating schedule, which has been a very helpful and flexible way to add e.g. a Memorial or Labor Day into our weekend schedule, and allow restaurants to operate in the street on those days and provide public space for neighbors to enjoy. The proposed legislation would further codify this practice and extend it beyond designated holidays.

In sum, I strongly support this legislation to allow flexibility around one-off additions to the Open Streets schedule, and want to emphasize the importance of making sure it is accessible not just for designated holidays but also for important community events such as Pride.

Saskia Haegens

Vice Chair, Prospect Heights Neighborhood Development Council



1 October 2025

NY City Council
New York City Hall
250 Broadway
New York, NY 10007

Re: Maintaining, Greening and Enhancing the City's Sidewalks, Medians and Streetscapes

Dear New York City Council,

I am writing on behalf of the Rockaway Civic Association, a community based non-profit organization which represents the Rockaway Park section of Rockaway, Queens.

The issue of Greening and Maintaining our center medians has been an ongoing concern in our community for many years. Requests to improve our neighborhood center road medians have been submitted through our local Community Board (14).

We urge the City Council to move forward on recommendations made by our City Council Representatives and our Community Board on improving our center medians for appearance, environmental sustainability and community health improvement.

As an example of this local issue in Rockaway, we have one large expanse of center medians located on Beach Channel Drive, which is the main roadway traversing the entire Rockaway Peninsula, and which has been neglected for decades without improvement (see attached photos).

This center media section between, roughly B98th Street and B112th Street, has been filled in with asphalt for decades, and is covered with trash and overgrown weeds throughout the summer season.

This large public space, the main entry point to Rockaway, would ideally benefit from well planned greenery and tree plantings, porous pavers to absorb rainwater runoff, all while providing a safety buffer from pedestrians crossing this busy thoroughfare.

As it stands, this stretch of center medians is a poor reflection on the City's commitment to improve public health with additional tree plantings and environmental concerns. The Rockaways are particularly low in tree canopy formation, as indicated by the NYC Parks department's web site; improvements for these types of spaces would provide an ideal location for addressing this problem. Additionally, the tree plantings would go a long way towards improving air quality surrounding the DEP Water Treatment facility located in this immediate area.

Thank you for taking the time to listen to our community concerns. We hope that this letter provides valuable insight into community wishes, with regard to center median improvements in Rockaway Park, Queens.

Sincerely,

Dr. Harold Paetz

President, Rockaway Civic Association

Subject: Written Testimony on Int 0169-2024 in support of the installation of EV charging stations on New York City lampposts.

Date: October 3, 2025

To the Honorable Members of the Committee on Transportation and Infrastructure:

Voltpost, Inc. is writing in support of Bill Int 0169-2024, a local law to amend the administrative code of the City of New York, in relation to the installation of electric vehicle (EV) charging equipment on lampposts. Voltpost is a New York-based EV charging company that is the leader in lamppost EV charging solutions in the US. Voltpost was founded in Brooklyn in March 2021 to decarbonize mobility by democratizing EV charging access. The company does this by deploying modular and upgradable Level 2 EV chargers on existing lampposts. By retrofitting existing poles, Voltpost eliminates the need for extensive trenching, new utility service upgrades, or costly site reconstruction. This approach not only reduces construction and permitting complexity but also accelerates project delivery, allowing chargers to be deployed and operational in a fraction of the time required for traditional charging stations.

In 2021, NYC DOT announced plans to build a public charging network with 40,000 Level 2 chargers. This included installing 10,000 curbside chargers by 2030, and a pilot of 200 lamppost chargers in 2023 to advance New York's sustainability targets and support drivers living in multi-unit housing who cannot install their own chargers or lack dedicated parking at home or their place of work. ConEd successfully partnered with the City of New York and FLO to deploy approximately 100 curbside EV charging ports across all five boroughs through the curbside charging pilot program. **In 2024, the average utilization across the network was reported at 72%¹**, highlighting the critical need for convenient and accessible Level 2 charging where New Yorkers live and work. Voltpost is eager to support NYC DOT to meet unmet EV charging targets.

Voltpost New York Projects

From 2022 to 2023, Voltpost piloted lamppost EV charging with NYC DOT through the DOT Studio program. Voltpost received positive feedback from NYC DOT, fleet drivers, local leaders, and NYC drivers, ranging from New Yorkers expressing that this is by far the best solution they have seen for curbside charging, to stating they want Voltpost lamppost chargers on their street. Since then, the company has deployed the Voltpost charging platform in Illinois and Michigan.

In 2024, Voltpost was awarded funding from NYSERDA to deploy 13 Voltpost lamppost chargers in New York. Voltpost is in conversation with the following cities to bring lamppost charging to their communities: Albany, Brooklyn, Glens Falls, Larchmont, Mount Vernon, New Rochelle, Saratoga Springs, Syracuse, and Yonkers. Voltpost is also working with ConEd and National Grid, and government agencies including NYCEDC and MTA on this project. This project will demonstrate Voltpost's solution as a cost-effective and scalable measure to expand access to EV charging. We recently completed our first commercial deployment as part of this program with NYCEDC at the MADE Bush Terminal in Brooklyn.

¹ <https://www.bloomberg.com/news/articles/2024-03-27/nyc-s-level-2-curbside-ev-charging-pilot-extended-past-2024>

We completed the Transit Tech Lab in 2024 with MTA and NJ Transit, and are actively working with MTA to deploy Voltpost in locations across multiple boroughs where MTA fleet drivers park. In addition to these grant-funded projects, Voltpost was awarded \$2.5M in funding from the Joint Office of Energy and Transportation to deploy 75 lamppost chargers curbside and in commuter lots across the Tri-state area in New York, New Jersey, and Connecticut. The project will be completed in partnership with Zipcar, Empire Clean Cities, Clean Cities NJ, and Connecticut Clean Cities Coalitions.

Our work with NYC DOT, NYSERDA, and NYC agencies has proven that lamppost EV charging is not only feasible but necessary for New Yorkers. Projects conducted in other cities in the US demonstrate similar findings.

Lamppost Charging Pilot Learnings

Successful right-of-way (ROW) pole-mounted charging deployment projects have been conducted with Seattle City Light and the Los Angeles Bureau of Streetlighting. These projects offer valuable insights into how curbside charging can be successfully deployed in major cities across the US. Collectively, these pilots have deployed several hundred chargers, with the overarching goal of accelerating EV infrastructure deployment in a cost-effective, minimally disruptive, and community-responsive manner. These programs were launched to address specific local and regional concerns, such as the lack of accessible EV charging in dense urban areas, the high cost of traditional ground-mounted installations, and the need to equitably expand EV access to low- and moderate-income communities.

Seattle City Light piloted a retractable EV charger mounted on utility or street light poles to serve homes without garage access. The charger cable drops when in use and retracts afterward, helping reduce tripping hazards and cable damage. In Seattle's first wave of this program, the city received over 1,100 applications for 30 planned chargers, highlighting high demand and contested street space. This pole-mounted system offered a practical, cost-effective solution for urban EV access and highlighted the need for careful site selection and community coordination. While installation costs varied at each site, average costs were less than traditional curbside charging because the chargers tap into existing pole power infrastructure.

Los Angeles is expanding their EV charging infrastructure by installing 10,000 pole-mounted chargers on existing streetlight poles, leveraging their built-in 240V power and freed-up capacity from energy-efficient LED upgrades. Over 750 chargers are already in place. Chargers deployed through this program are mounted 10 feet above ground to minimize damage risks and are especially suited for dense urban areas with limited space, helping improve access for residents in multi-unit buildings. This is a notable design evolution, as the initial placement of chargers was at eye level, which led to increased vandalism. In response, the equipment was repositioned 10 feet up the pole—a modification that has proven successful in reducing damage and improving operational reliability.

The planning and design criteria for these pilots were guided by considerations such as local EV adoption rates, socio-economic conditions, pedestrian and curbside usage patterns, and existing electrical infrastructure capacity. In some cases, pilot programs were coordinated with lamppost upgrades or municipal lighting infrastructure projects, allowing utilities and municipalities to leverage existing conduit and electrical service to minimize installation costs. The average deployment timeline for

pole-mounted EVSE in these pilots was significantly shorter than for traditional installations, with many units installed in a matter of hours rather than days or weeks. Costs were also lower due to the reduced need for trenching, civil work, and new utility service.

Addressing NYC DOT Concerns

Voltpost has faced barriers to deployment in the NYC public right-of-way due to the current regulatory environment. The Voltpost team respects the technical concerns raised by NYC DOT at the public hearing on October 1, and are committed to addressing them directly in our approach to lamppost EV charging. Specifically, the challenges around capacity, utility service and metering, and NYC lamppost infrastructure structural capabilities, raised by NYC DOT commissioners as potential blockers to lamppost EV charging deployments in NYC can all be solved through collaboration with Voltpost.

- Existing capacity at poles

Most residential lampposts in the US operate at 120 volts. However, in commercial or industrial settings, lampposts often run at higher voltages to support larger or more efficient lighting systems. In certain older installations or specialized applications, lampposts may also operate at 240V. Given these power limitations, lampposts generally cannot support direct current fast charging and are better suited for Level 1 and Level 2 chargers.

Voltpost installations require 208-240VAC with up to 40A of capacity per charger for appropriate charging speeds (i.e. a dual-port Voltpost charger needs up to 80A). Voltpost has specialized lamppost charging project development and deployment expertise and can reduce the power required if there are local power constraints. The Voltpost chargers can also power share if required. For example, a dual-port charger could share 40A between two ports. Upgraded power and/or a new meter service may be needed for some installations. This process is considered standard and very similar to upgrades done for LED streetlight upgrades. In these cases, Voltpost works directly with the local utility, electricians or facility managers, and installation partners to complete the required make-ready work. Voltpost has the support of utilities across the country, including ConEd, ComEd, National Grid, Eversource, United Illuminating, PG&E, and NYPA.

- Metering and utility challenges

NYC DOT expressed concerns in regard to the requirement of new meter service at NYC DOT poles hosting EV charging stations. Voltpost understands that ConEd sets a tariff, or general rate, for all NYC DOT streetlights, so NYC DOT would have to potentially open new meter service. Voltpost is open to exploring several innovative options with NYC DOT to reduce challenges associated with this effort. It is worth noting in London for example, that the same metering challenges were successfully overcome and thousands of lamppost chargers have subsequently been deployed. For poles that are “behind the meter”, such as Voltpost’s installation at the MADE Terminal Parking Lot, there is no need for the utility to be involved with the installation.

- NYC lamppost infrastructure unable to structurally support charging infrastructure

Votpost understands NYC DOT's concerns surrounding aging lamppost infrastructure in NYC and the ability to support EV charging infrastructure. That is why Votpost's new product offering, the Votpost Air, is a smaller form factor that can be deployed on more kinds of poles. The charger weighs 33 lbs and is mounted approximately 10 feet high, reducing opportunities for cable or charger vandalism. To date, Votpost has not faced any obstacles to deploying on older lampposts or utility poles.

Votpost applies specific criteria to pole selection based on our extensive work with our own engineers as well as independent engineers across the US. **Even if only 1% of pole types were suitable for retrofitting, that would unlock the deployment of thousands of chargers across New York for a fraction of the cost of traditional Level 2 chargers.**

Without clear guidelines and streamlined authority for curbside charging, innovative solutions like EV lamppost charging, which are already successful in major cities such as London, cannot scale in NYC. Passing legislation like this bill would unlock access, reduce red tape, and enable faster deployment of equitable public charging for New Yorkers. This bill is a step in the right direction and further positions New York City as a leader in sustainability and innovation. We urge you to vote "yes" on Bill Int 0169-2024 to enable increased access to this critical infrastructure in NYC.



Votpost Air at MADE Bush Terminal in Sunset Park , Brooklyn.

Thank you for your consideration,

The Votpost Team
gozero@votpost.com

Greetings Council Members,

I am writing on behalf of residents in **District 31** regarding the condition of the roadway medians in my community. These medians have not been properly maintained, cut, or landscaped for an extended period of time, and their current state has become a significant concern for both safety and quality of life.

First, the neglected medians pose a public safety hazard. Overgrowth obstructs visibility for pedestrians and drivers alike, and when individuals attempt to cross mid-block, the conditions create unnecessary risk. Medians should function as safe crossing points and traffic dividers, not barriers.

Second, the current state of neglect creates a visible eyesore in our district. Medians, when properly maintained, can serve as green spaces that beautify the community, improve environmental conditions, and promote civic pride. Unfortunately, our residents are being deprived of these benefits.

It is important to note that this issue does not appear to be consistent citywide. In other districts, medians are regularly maintained and improved, while in ours they are overlooked. This disparity raises concerns about equity in the allocation of city resources.

We respectfully urge the Parks Department and other relevant agencies to ensure that medians in District 31 are maintained on a consistent and ongoing basis. This should not be treated as optional, but rather as part of the city's commitment to public safety, beautification, and equal treatment of all communities.

We ask that you give this matter your immediate attention and provide a clear plan for ongoing maintenance. Our community deserves the same level of care and investment as any other district in the city.

Respectfully,
Damara Lee

I'm John Cori local Rockaway Community Activist or as others might say a pain in the Butt!

I am here to give my support to Intro 1147

This issue is without a doubt, a common denominator when it comes to blight in every NYC neighborhood.

Council members should not have to supply city agencies with portions of their budgets to get their constituents and immediate communities what they already deserve as Tax Payers.

Proper maintenance of our communities should be automatic, timely and hopefully mandatory after 1147 is passed!

My personal experiences with this type of urban blight of overgrown and or dirty medians and unkempt tree pits is a direct reflection on our immediate NYC Government and City agencies

And New Yorkers as a whole!

Over grown medians and sidewalks of City and state properties and poorly maintained tree pits are a glaring example of the Broken window theory-

Young students and Folks walking to schools and work should not have their immediate environment poorly maintained! It gives them a subliminal message that nobody cares, so why should they!

No New Yorker should be embarrassed to have a visitor to their neighborhood.

Please pass these bills!

Hello,

Hello,

My name is Lenny Yarde, and I reside in the 31st Council District in Arverne, New York 11692. I would like to express my gratitude to the Council for providing me with the opportunity to submit written testimony regarding INTRO 1147, which mandates the cleaning of medians at least once per quarter during the calendar year, as proposed by our Councilwoman Selvena Brooks Powers.

This legislation is both timely and necessary for our community. Last summer, our community was subjected to a prolonged period of neglect by the Department of Sanitation (DSNY) regarding the cleaning of our medians. Despite multiple 311 complaints filed by myself, THOR-CIVIC, Qns CB 14, and follow-up communications from the council member's office, the medians were not cleaned in a timely manner. This service took two months to be completed, during which time the medians and city-owned lots became an unsightly eyesore on our community. The medians were overgrown with weeds and vegetation, which conveyed a message of neglect and disregard for the community's well-being. As a homeowner, it was embarrassing to walk and drive past such neglect. This issue is a matter of quality of life, and services should be provided without delay regardless of one's zip code.

Recently, there was a DSNY Oversight hearing on September 18, 2025, titled "Challenges with Street Cleanliness." During the hearing, it was revealed that the technology and data analysis tools are now available to address street cleaning, including medians. The DSNY stated that the implementation of the cleaning conditional log is underway. I hope that with this new initiative and the legislation INTRO 1147, they will complement each other in ensuring cleaner medians, resulting in a more equitable distribution of services across all communities without undue delay. Our commitment must be consistent with our actions.

Thank You,
Lenny Yarde

October 2, 2025

Regarding Int. 0270: **Special activation of the Open Streets program on certain holidays and time periods with significant pedestrian traffic.**

I am writing to express my strong support for the proposed legislation, Int. 270, as a Queens resident, frequent visitor to Open Streets around the city, and as the Vice Chair of the 31st Ave Open Street Collective in Astoria which has given me valuable experience learning what it really takes to activate these spaces every weekend.

Our Open Street has been operating since 2020, providing much-needed public open space in a part of Queens where access to parks and open areas is limited. Many of us in this neighborhood are far from Astoria Park, making our Open Street an essential community resource. It serves thousands of New Yorkers each week, supports local businesses, and has allowed our community to reimagine what our local streetscape can be—transforming ordinary city streets into beloved public gathering spaces.

As an Open Streets organizer, I support legislation that formalizes and strengthens the Open Streets program, particularly measures that make it more accessible and reduce administrative burdens. The current SAPO process is overly complicated and leads to significant volunteer burnout. Anything we can do to simplify and standardize the operations of Open Streets will benefit not only individual groups like ours, but our city as a whole.

The proposed legislation would provide much-needed flexibility by facilitating the operation of Open Streets outside of a regular schedule. Currently, it is virtually impossible to add a one-off day to an Open Streets schedule outside of designated holidays. To do so requires going through SAPO as an entirely separate street event, with all the cumbersome administrative and financial barriers that entails. This effectively duplicates the substantial organizing load we already carry for the Open Street itself. It is greatly inefficient and prohibitively complicated to require a complete parallel application from community organizers who are already permitted and approved to run a recurring street event, simply to operate one additional day.

The ability to add flexibility around one-off days would be incredibly helpful—whether for designated holidays or for important community events that aren't technically holidays but hold significant meaning for our neighborhoods. DOT has provided opportunities to run Open Streets on certain designated holidays in addition to regular schedules, which has been very helpful. The proposed legislation would codify this practice and extend it beyond just designated holidays.

I strongly support Int 270 and its objectives. Simplifying and standardizing Open Streets operations will help prevent organizer burnout, make the program more sustainable, and ensure that communities like ours in Astoria can continue providing vital public space for all New Yorkers.

**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: _____

Name: Margaret Fargone (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

Name: Ricardo Rodriguez (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

Name: Montgomery Dean (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/1/25

(PLEASE PRINT)

Name: Benjamin Osborne

Address: 830 5th Ave

I represent: NYC Parks

Address: 830 5th Ave

**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: 10/1/25

(PLEASE PRINT)

Name: Samuel Eluto

Address: 1325 Ave of Americas

I represent: BTEA - Building Trades Employees Assoc

Address: 1325 Ave of Americas (with NYECA)

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. AP5

☐ in favor ☒ in opposition

Date: 10/1 Contact

(PLEASE PRINT)

Name: Peter Rescigno

Address: 633 31st Ave Floor 9 NYC

I represent: NY Electrical Contractors Assn

Address: 633 31st Ave Floor 9 NYC

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. 0169 Res. No. 2029

☒ in favor ☐ in opposition

Date: 10/1/25

(PLEASE PRINT)

Name: ADITI DESAI

Address: [REDACTED] BROOKLYN, NY

I represent: VOLTPOST, INC

Address: 205 E 42ND ST, NEW YORK, NY 10017

**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: 10/1/25

(PLEASE PRINT)

Name: Matt Drury

Address: NYC Parks, 830 F.F.H. Ave. NYC 10055

I represent: NYC Parks

Address: 830 F.F.H. Ave NYC 10055

**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: 10/1/25

(PLEASE PRINT)

Name: Franny Civitano

Address: One Liberty Plaza, NY, NY 10006

I represent: NYC EDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1197 Res. No. _____
☒ in favor ☐ in opposition

Date: Oct 125

(PLEASE PRINT)

Name: JOHN CORI

Address: _____

I represent: THE COMMUNITY

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: 10/1/25

(PLEASE PRINT)

Name: Christopher Leon Johnson

Address: _____

I represent: Self

Address: _____

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