

**Testimony of Emily Sweet, Deputy Commissioner,  
General Counsel, Mayor's Office for People with  
Disabilities**

**Hearing before the New York City  
Council Committees on Transportation Infrastructure,  
Disabilities, and Sanitation & Solid Waste Management**

**Friday, February 27, 2026 1:00 P.M.**

**Oversight: Pedestrian and Transit Accessibility During Winter Weather Events**

Good afternoon Chairs Abreu, Hanif, and Sanchez, and members of the Committees.

I am Emily Sweet, Deputy Commissioner and General Counsel of the New York City Mayor's Office for People with Disabilities (MOPD). Thank you for the opportunity to testify today.

The role of the Mayor's Office for People with Disabilities is to work across City government to ensure that accessibility considerations are integrated into planning, coordination, and implementation efforts that impact New Yorkers with disabilities.

Winter weather events highlight how accessibility intersects with infrastructure, public space management, and emergency response systems, and they provide important opportunities to assess how well our systems support all New Yorkers.

While winter weather affects everyone, people with disabilities often experience disproportionate impacts. This can include pedestrian ramps or pedestrian crossings blocked by snow accumulation, narrowed sidewalks that prevent passage of people using wheelchairs and other mobility aids, inaccessible bus stops or transit entrances, and increased fall risks for individuals with mobility or vision disabilities. These challenges can reduce independence, limit access to employment or essential services, and increase social isolation when travel becomes unsafe or unpredictable. Even temporary barriers can significantly disrupt daily life for people with disabilities who rely on consistent and accessible routes.

We appreciate the extensive planning and operational work undertaken by agencies such as the Department of Sanitation and the Department of Transportation during

winter weather events. Accessibility outcomes during winter weather require collaboration across operational agencies, policymakers, elected officials, community-based organizations and other community stakeholders.

The administration was in communication with advocates after Winter Storm Fern to hear concerns and recommendations and based on that, several concrete steps were taken:

- The Mayor explicitly mentioned the 4 foot corridor and people with disabilities when speaking about snow removal
- Agencies increased communications about responsibilities of private property owners
- Organizations were added to NYCEM's community-based briefings on winter weather.

MOPD remains committed to supporting the work of our sister agencies by providing disability expertise during planning and response discussions, facilitating stakeholder engagement, and supporting accessible communications and outreach.

Thank you again for the opportunity to testify. We look forward to continuing collaboration with City agencies and the Council to improve accessibility outcomes for all New Yorkers during winter weather events. I welcome your questions.

**Testimony of**  
**Javier Lojan, Acting Commissioner**  
**New York City Department of Sanitation**  
**Hearing before the New York City Council**  
**Committees on Transportation & Infrastructure, Disabilities, and Sanitation & Solid Waste**  
**Management**  
**Friday, February 27, 2026 1:00 P.M.**

**Oversight: Pedestrian and Transit Accessibility During Winter Weather Events**

---

Good afternoon Chairs Abreu, Hanif, and Sanchez, and committee members.

I am Javier Lojan, Acting Commissioner of the New York City Department of Sanitation, and I am joined today by Chief of Department Anthony Pennolino and Joshua Goodman, Deputy Commissioner, Public Affairs & Customer Experience. I am also joined by colleagues from the New York City Department of Transportation, including Commissioner Mike Flynn, First Deputy Commissioner Margaret Forgione, and Assistant Commissioner of Intergovernmental Affairs Rick Rodriguez as well as Emily Sweet, Deputy Commissioner and General Counsel from the Mayor's Office for People with Disabilities.

In my 27 years with the Department, I have learned firsthand that no two storms are alike. Knowing this, we plan all year for all possibilities, revising routes, evaluating performance, and overhauling equipment so that we have a playbook for every possibility.

Long before there is the slightest chill in the air, we have more than 2,200 vehicles ready to be turned into snow plows, more than 700 salt spreaders, 47 pieces of specialized equipment to clear protected bike lanes, 7,000 uniformed Sanitation employees trained for snow clearing, and 700 million pounds of salt on hand. We also have in place agreements with other city agencies and contracts with private vendors to provide snow clearing assistance if needed, and every year we build a roster of Emergency Snow Shovelers who can be dispatched on a day's notice.

By the time you see the temperature dropping, we transition operations to a winter schedule known as Night Plow, with additional employees working overnight hours to allow for quicker and more effective snow operations work. We are also constantly tracking weather, with forecasts from three different vendors, as well as our colleagues at NYC Emergency Management.

When forecasts indicate a possibility of winter weather, we fill salt spreaders citywide at our 42 storage sites and, if we anticipate the slightest possibility of two inches of snow, we will attach plows to collection trucks. We also have the capability to pre-treat roadways with brine, a saltwater mix that helps prevent accumulations.

If forecasts continue to predict snow, we dispatch spreaders so they are ready to go at the very first sign of precipitation. The same goes with plows: the minute snow depths reach two inches, we are ready to begin plowing. Our PlowNYC map allows anyone to go online and see when their block was last visited by a plow. At the same time, as we remind New Yorkers every year, our plow blades are not designed to scrape the pavement clean. Streets are uneven, so the blade is generally an inch or two off the ground. A plowed street will not show blacktop.

Thanks to a recent commitment to something we call Snow Equity, all streets are on a route – no more waiting days for so-called tertiary streets to be plowed. We also service vehicle travel lanes and bike lanes at the same time, so that New Yorkers who use bikes to get to work or to do their work can continue to do so safely, even as we open vehicle travel lanes for emergency vehicles and other motorists.

We hold ourselves accountable with a state-of-the-art tracking and management system for snow operations, known as BladeRunner 2.0. This gives us real-time insight into both salting and plowing operations in every corner of the city, allowing us to dispatch resources as needed.

This is all outlined in the Department's borough-based snow plans, submitted to the City Council at the end of September pursuant to Local Law 28 of 2011.

As we have seen over the course of the last month with Winter Storm Fern on January 25, and Winter Storm Hernando earlier this week, each storm has unique conditions and challenges, and we must adjust our operations accordingly.

First, Winter Storm Fern: Our forecasters told us this was going to be a significant snowfall, and we knew that temperatures were going to remain below freezing for at least several days. Hour-by-hour, we monitored forecasts, putting into motion our snow plans, and making adjustments as forecasts became clearer. Senior leadership started our days with 5 a.m. in-person snow meetings, with teams working around the clock to execute snow operations.

Given that this was not a rain-to-snow event, we pre-treated all major roadways and protected bike lanes with salt or brine on Friday, Jan. 23. We also began messaging to all New Yorkers, in sync with the mayor's office and other city agencies, asking New Yorkers to stay off the roads so that Sanitation Workers could clear them. We filled all spreaders, attached plows to trucks, and activated 2,600 Sanitation Workers to be on split 12-hour shifts. That meant over 2,600 Sanitation Workers working in the field from 6 a.m. to 6 p.m., and over 2,600 workers working 6 p.m. to 6 a.m.

On Saturday, as we stood with the mayor at our Spring Street Salt Shed for the administration's second daily in-person briefing, we had a clearer sense of the forecast and began activating emergency contracts with outside vendors to assist with shoveling, plowing and hauling.

When flakes started to fall, we ran the playbook, monitoring and making adjustments in real time: we salted the entire city at the first sign of precipitation, and our snow plows were out as soon as depths reached two inches. We notified our Emergency Snow Shovelers as early as Saturday that they should report to their local Sanitation Garage on Monday morning right after

the snow to clear public areas like bus stops, crosswalks – including pedestrian ramps, fire hydrants, and steep streets. And, unlike previous storms, we activated an extremely rare night shift for our Emergency Snow Shovelers to give more people the opportunity to do this work.

By Monday morning, nearly every street and protected bike lane in the city had been plowed at least once, and by Tuesday, at least twice. Our Sanitation Workers plowed, salted, plowed, salted, repeatedly as needed around the clock – and we began to clear snow and ice from pedestrian infrastructure.

Property owners had an important responsibility here: By 12:30 pm Monday, they were required to clear a four-foot path on the sidewalk to allow pedestrians, including people using wheelchairs and strollers, to pass safely. They were also required to clear around fire hydrants, unsheltered bus stops, and paths to crosswalks—including pedestrian ramps—and catch basins. We issued more than 4,500 summonses to property owners who failed to meet this responsibility.

Due to the unprecedented cold temperatures that turned the snow to ice, making it more difficult for property owners to remove, we took on much of this work ourselves. With a focused commitment to making the city safe for all, we cleared 13,278 bus stops, 78,087 crosswalks and 16,031 hydrants, and readdressed some of these locations additional times. This was by far the most the City has ever cleared, even compared to storms with significantly more snowfall. To help us with this work, we hired 500 Emergency Snow Shovelers and got assistance from over 500 employees from our sister agencies each day. In determining where to focus our efforts, we prioritized commercial corridors with the most pedestrian traffic and along bus routes as well as locations where we received complaints from people with disabilities.

In the two weeks following this storm, the average high temperature was just 24 degrees, meaning this snow was not going anywhere. While snow was still falling, we began activating snow-melting operations so that by Wednesday morning, we had snow melters active in all five boroughs. Sanitation Workers and private vendors worked around the clock to break up and haul snow from every neighborhood in the city. In the four weeks following the storm, we melted more than 600 million pounds of snow—more snow than we have ever melted previously—and impossible without having plans in place months before winter.

During snow operations, New Yorkers continued to put out 24 million pounds of trash and recycling every day. The same Sanitation Workers who collect trash also drive plows and salt spreaders, and historically, this has meant frequent collection delays during winter weather operations. For this snowfall, we had the people in place to resume collection operations just two days after the first flake, while continuing with massive ongoing snow operations. Compare that to 2021, when we resumed collection four days after the first flake, or to the Boxing Day storm of 2010, when we resumed collection eight days later. We prioritized trash and compost and encouraged property owners to hold recycling when able.

Turning to Winter Storm Hernando, which blanketed parts of the city with over two feet of snow earlier this week.

The forecast for this storm ramped up rapidly, and what was first projected to be 1-2 inches of snow quickly escalated. On Friday afternoon, we started calling in Emergency Snow Shovelers, notifying them that we would be mobilizing them starting Sunday night. Also on Friday afternoon, we initiated our contracts with private vendors for additional equipment starting Sunday night. On Saturday, as the forecast continued to grow worse, we recognized that we may need additional mechanized equipment and initiated the process to gain approval to activate our emergency contracts.

Starting Sunday morning, DSNY went into full force mode, with over 2,600 Sanitation Workers working 12-hour shift after 12-hour shift. 700 salt spreaders spread more than 150 million pounds of salt, and 2,200 plows worked across the city to clear every street. But with high winds causing heavy drifts, many areas needed to be readdressed over and over for several days. This storm had unique challenges, particularly in Staten Island, where hilly and narrow streets posed challenges for our larger equipment, which required us to deploy smaller equipment, which is more time intensive.

This is what it means to be prepared – not just having plans in place, but being ready to pivot whenever and however needed.

We also went out and cleared pedestrian infrastructure earlier than ever before. With the help of 1,500 Emergency Snow Shovelers working both day and night shifts, including during the active storm, as well as over 500 pieces of equipment from outside vendors, we have cleared snow from 40,000 crosswalks, 13,000 bus stops, and 10,000 hydrants so far in the five days since the storm. Winter Storm Fern showed how critical prompt removal from these important pieces of infrastructure is, and we have since geocoded bus stops and crosswalks to help us track this work. We also took steps to increase the number of Emergency Snow Shovelers, including offering increased pay and easing restrictions to become one, such as allowing walk-ins without an appointment. And we deployed vans to distribute shovelers more efficiently. Thankfully, the warmer temperatures made this work faster than the last storm, but we are still continuing melting operations given the significant quantities.

And of course, property owners continue to play a critical role in ensuring the city is accessible for all. By 8:30pm Monday, property owners were once again responsible for clearing a four-foot path on the sidewalk, as well as around fire hydrants, unsheltered bus stops, and paths to crosswalks and catch basins. So far, we have issued nearly 600 summonses to property owners who failed to meet this responsibility.

Thanks to the unprecedented number of Emergency Snow Shovelers, Sanitation Workers were able to continue salting and plowing while resuming collection Wednesday night. Trash and compost collection is underway and New Yorkers should follow their normal schedule, even if material is collected at a different time of day than they are used to. We are once again asking New Yorkers for their patience, and to hold their recyclable material until next week, if possible.

Together these two storms demonstrated what we already knew: that no two storms are alike, and that our response must be tailored to the specific conditions. Having served with the Department

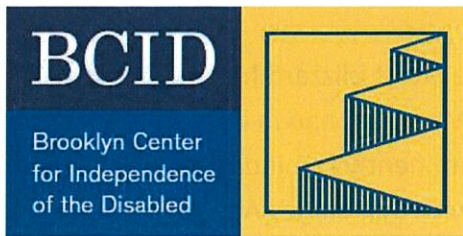
for seven out of the ten biggest storms in the city's recent history, I have continued to be

impressed at how we are able to adjust our operations to meet the needs of each unique storm.

Lastly, we are grateful to our partner agencies for working with us on snow removal, especially NYPD, DOT, MOPD, Parks, DEP and NYCEM. Together, we work around the clock to ensure that the city that never sleeps can run smoothly and safely after a snowfall. We also appreciate the Council relaying constituent concerns and hope that we were able to address them quickly.

Our storm response was the culmination of years of planning and refinement to our operations, coupled with a new commitment to clearing more areas of the city. We know New Yorkers can't wait for the snow to melt, so our workers went above and beyond to make it easier for all New Yorkers to get around this great city.

Of course, there is always more to do, and I look forward to discussing next steps as we answer any questions you may have about our work after you hear from my colleague from the Mayor's Office for People with Disabilities.



25 Elm Place, 5<sup>th</sup> floor  
Brooklyn, New York 11201-5826  
718 998 3000  
718 998 3743 FAX  
[www.bcid.org](http://www.bcid.org)

**Testimony of Joseph G. Rappaport, Executive Director,  
before the New York City Council's Disabilities, Transportation and Infrastructure, and  
Sanitation and Solid Waste Management committees hearing  
on Pedestrian and Transit Accessibility during Winter Weather Events**

February 27, 2026

Good afternoon. I am Joe Rappaport, Executive Director of the Brooklyn Center for Independence of the Disabled (BCID). Founded in 1956, we are a disability-led independent living center that provides services and advocates for disabled people in Brooklyn and across the city and state.

We appreciate the chance to talk about snow removal, which has been a long-standing issue for disabled New Yorkers and pretty much everybody else for decades. As my colleague Susan Scheer said in *The City* on Wednesday:

*"I brought up this problem in 1986, '87, '88 and I've brought it up every year since then," she said. 'And it's like a surprise every year that it snows and that everybody has to think all over again about how they're going to do this.'"*

This is the first public hearing on this question that I know of. We're also pleased to welcome the Council's new Disabilities Committee and look forward to working with you on this and other crucial questions facing our community.

At the same time, I must point out that BCID and many other disability organizations asked that this hearing be delayed because of the difficulties that remain in traveling. I had asked a BCID staffer who uses a wheelchair to testify here today as our representative and she couldn't because she is unable to leave her apartment yet. In fact, an Instagram video the Council posted perfectly illustrated the barriers that still remain around City Hall and around the city, making it difficult for some people to testify in person.

Our request was rejected—not a great start for the Council. We also want to make it clear that we don't want to be pawns in some game between the Council and City Hall. As your video so vividly showed, it is still hard for people to travel. We appreciate the chance to testify remotely, but not all of us have the capacity to do that.

Several disability groups met last week with Deputy Mayor Kerson's staff last week and made several suggestions about how to clear more quickly, get the message out about the responsibility of property owners and businesses, and to push the Department of Transportation's own franchisee to clear bus stops.

We were pleased that City Hall responded immediately as the latest blizzard hit New York with new and improved messaging about snow clearance from Mayor Mamdani and in its communications to the public. For the first time ever, the city repeatedly and prominently reminded New Yorkers of their responsibility under the law, including under the Americans with Disabilities Act, to clear the snow on sidewalks and at crosswalks by four feet, enough room for wheelchairs. News outlets picked up on this message and, to some extent, so did homeowners and retail outlets.

That was a start, but much more needs to be done. Here are three immediate recommendations:

- **First, the Sanitation must review and reform its own snow clearing practices so that crosswalks and bus stops are cleared swiftly after a storm.** Plows typically make a second, third or even fourth run down city streets, each time pushing snow into crosswalks and bus stops. Often, though, the snow already is cleared enough for emergency vehicles and public transportation, so those extra trips aren't necessary and in fact make it harder to dig crosswalks and bus stops out. And since the City, not property owners, are responsible for clearing snow from the street itself, crosswalks often remain impossible to use. The Sanitation Department should instead redeploy its hard-working Sanitation employees and temporary workers to clear the streets near crosswalks, bus stops and hydrants immediately, not several days later.
- **Second, the City must coordinate its response much better,** creating a "clearinghouse" for snow clearing so that the public, elected officials, community board and organizations can inform them of locations that need attention, responding with a quick deployment to resolve impassable conditions. Community boards and council members also should consider creating mutual aid operations so that disabled and older people who can't clear their own sidewalks can get help.
- **Third, the City and the MTA must monitor and report more fully about how it's doing.** Before the last storm, we urged the MTA to survey its bus stops to see whether they'd been cleared. The City must do this as well. We understand that it's a big city with tens of thousands of crosswalks and miles of sidewalks, but that is why there are sanitation districts that are more manageable in size. While there may be technological ways to monitor crosswalks, the City shouldn't wait for those and instead should develop its own system to keep track of conditions using City employees and vehicles; the City could also make it easier to report problems using 311, which is often bulky to use.
- **Fourth, the Sanitation Department must develop its own educational material and network to communicate directly** with homeowners, superintendents, real estate management companies, block associations and news outlets about their snow removal responsibilities and about garbage and recycling collection schedules. Before winter starts, the City should send flyers out with information about what to do when it snows. It should also create a text network that informs superintendents and others about when garbage collection will resume in a district after a storm or another event, so that New Yorkers with disabilities and everyone else will no longer have to maneuver around piles of garbage for days and weeks while the Sanitation Department has other responsibilities.



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

www.cidny.org

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

February 27, 2026

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

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

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

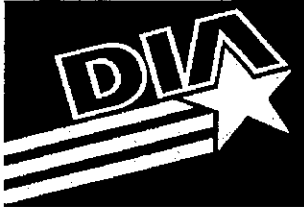
### Key Problems for People with Disabilities

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

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

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

Thank you for your attention.



**DISABLED IN ACTION OF METROPOLITAN NEW YORK**  
POST OFFICE BOX 1550  
NEW YORK, NY 10159 TEL 646-504-4342  
[www.disabledinaction.org](http://www.disabledinaction.org)

**Oral Testimony to City Council Snow Hearing February 27, 2026**

My name is Jean Ryan and I am president of Disabled In Action of Metropolitan NY. We work to get civil rights for people with disabilities. This is our 56<sup>th</sup> year. We believe in Nothing About Us Without Us but today, most of the seniors and people with disabilities who wanted to attend could not get here because of the snow.

Disability rights groups asked to have the hearing postponed; -- what is the emergency? But the city council refused to postpone the hearing by 2 weeks! It's terrible that you would want to hold a hearing about us without us! Where is the justice in that? **Today you are putting the diss to disability civil rights!**

I am a wheelchair user and a senior. I almost was not here today because someone on my block did not shovel their property so I could get off my block. That is my lived experience. Thank you to whomever shoveled 3 days after the storm instead of 4 hours. The longest I have been stuck at home was 6 weeks straight when no one shoveled the curb cut. It's a helpless feeling. **Melting should not be the plan.**

It is so stressful to be stuck at home and not know when we will freely and safely be able to go where we need to go. We have spent weeks being stuck at home, like Covid time without the disease. But the city prioritizes cars not pedestrians!

We need to have a better system to correctly shovel out bus stops and curb cuts. It should not be the property owner! We need a clearinghouse so property owners can find people to shovel and shovelers can earn money. We need the city to shovel sidewalks that are unshoveled and bill the property owner. Now 311 takes complaints and gets money in fines but the snow and ice are still there and we are still stranded! Melting is not a solution.

**We need access now, not wait until after the snow melts.**

Jean Ryan  
917-658-0760  
[Pansies007@gmail.com](mailto:Pansies007@gmail.com)

**Testimony by Disability Rights New York Before the New York City Council Committees on Disabilities, Sanitation & Solid Waste Management, and Transportation & Infrastructure**  
**New York City Council Hearing: “Pedestrian and Transit Accessibility During Winter Weather Events,” February 27, 2026**

Thank you for the opportunity to present testimony and to speak about accessibility for people with disabilities during winter weather events.

Disability Rights New York (“DRNY”) is a nonprofit organization and the designated Protection and Advocacy system for New York State. In the 1970s, Congress created the Protection and Advocacy system, which provides representation and legal services to people with disabilities. There is a Protection and Advocacy organization in every state and territory. DRNY assists thousands of New Yorkers each year on a wide range of disability-related issues, including public accessibility.

**1. People with disabilities cannot leave their homes and cannot access important services after a winter weather event.**

DRNY has emphasized the accessibility of pedestrian pathways in New York State for many years. Pedestrian pathways are inaccessible if they lack curb cuts and have cracks in the pavement, level changes, potholes, narrow pathways, or are blocked by movable objects. It is important for all residents to be able to access all parts of their communities after winter weather. Snow and ice on pedestrian pathways create the same insurmountable barriers for people with disabilities as an intersection without a curb cut or a car parked on a sidewalk.

When sidewalks are not cleared after a large snowfall, many people with disabilities cannot leave their homes. People who use wheelchairs or other mobility devices and people with vision disabilities, who rely on street markers, are literally stranded in their homes – and with significant consequences to their safety and well-being. People with disabilities may not be able to go to work, to go to school, get to the subway, get to the supermarket to buy food, or access medical care.

Similarly, even if people with disabilities are able to leave their homes, neighborhoods that are only partially cleared of snow create unnavigable and unpredictable barriers. If the street where the person with a disability lives has been cleared of snow but the nearby streets are not clear, the neighborhood is not accessible. Alternatively, if the person can leave their home but is not able to access a particular stretch of sidewalk because that sidewalk still has snow and ice, they may not be able to reach a medical provider or store. For people with disabilities, uncleared snow is



essentially an impenetrable wall.<sup>1</sup> And the duration of that forced confinement is often unpredictable, as there is no public access to snow removal schedules and maps specifically for sidewalks.<sup>2</sup>

## **2. Accessibility requires that pathways are shoveled so they are wide enough for a person in a wheelchair to navigate.**

True accessibility requires a pathway that is wide enough for people with mobility disabilities to use. New York City must enforce existing rules that a four foot pathway must be cleared after snow falls.<sup>3</sup> A narrow one-foot wide path through a tall pile of snow does not work for someone using a wheelchair or walker.<sup>4</sup> Sidewalks, curb cuts, pedestrian ramps, bus stops, and parking spaces designated for people with disabilities must all have a pathway wide enough for a wheelchair to navigate.

The City must promptly remove snow that is piled on pedestrian pathways and that blocks sidewalk and bus stop accessibility or accessible parking spaces. People with mobility disabilities cannot climb over a pile of snow to reach their destination. People with disabilities often end up using the streets to get around or to wait for the bus, because they cannot navigate around the piles of snow and ice. Using the streets is dangerous for the pedestrians, as well for as the cyclists and drivers sharing the streets.

## **3. Federal and local civil rights laws require New York City to remove snow and ice from the pedestrian pathways.**

Both federal and local civil rights laws require New York City to remove snow and ice in a manner that allows people with disabilities accessible pedestrian pathways around the city. Title II of the Americans with Disabilities Act (“ADA”), which applies to public entities such as New York City, provides that: “[N]o qualified individual with a disability shall, by reason of such disability, be excluded from participation in or denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” 42 U.S.C. § 12132.

<sup>1</sup> “DRNY’S Snow Removal Information,” <https://www.drny.org/page/seasonal-emergency-information-42.html>. See also Empire State of Rights podcast, “New York State Snow and Ice Removal,” February 28, 2024, <https://www.youtube.com/watch?v=tI31QviOCik> and Empire State of Rights podcast, “New York State Snow & Ice Removal and Emergency Preparedness,” February 1, 2023, <https://www.youtube.com/watch?v=JRWKr8AqGTY>.

<sup>2</sup> “Why There Are Snow Mountains at New York’s Intersections and Bus Stops,” NEW YORK TIMES, January 28, 2026, <https://www.nytimes.com/2026/01/28/nyregion/nyc-snow-mountains-crosswalks-bus-stops.html> (“Daphne Frias, 28, an advocate for people with disabilities, said she had been stuck at home in West Harlem for days. Her family said it would be impossible for her to navigate the curbs with her wheelchair. “My sister told me she had to climb into the street to get onto the bus to go to work,” Ms. Frias said. “The first thing she told me when she got home was, ‘You wouldn’t be able to go outside because there is so much snow.’”)

<sup>3</sup> “Snow or Ice on the Sidewalk,” New York City 311, <https://portal.311.nyc.gov/article/?kanumber=KA-01397> (explaining that property owners should “clear a path at least 4 feet wide”).

<sup>4</sup> “Why There Are Snow Mountains at New York’s Intersections and Bus Stops,” NEW YORK TIMES, January 28, 2026, <https://www.nytimes.com/2026/01/28/nyregion/nyc-snow-mountains-crosswalks-bus-stops.html> (describing “[t]ourists in Midtown Manhattan navigating narrow footpaths from sidewalk to crosswalk in single file, like mountaineers on a hazardous peak.”)



The Department of Justice, which creates regulations interpreting the ADA, has explained that the ADA includes the maintenance of pedestrian pathways.<sup>5</sup> New York City must make sure that pedestrian pathways comply with the accessibility requirements of the ADA. Similarly, the New York City Human Rights Law (“NYCHRL”) also requires that New York City maintain accessible pedestrian pathways.<sup>6</sup> New York City should prioritize snow and ice removal, so the pedestrian pathways are accessible for people with disabilities.

**4. NYC has the ultimate legal responsibility to ensure pathways are accessible after winter weather, even where property owners share the responsibility.**

New York City has the ultimate legal responsibility under the ADA and NYCHRL to ensure accessibility for people with disabilities, including the removal of snow and ice from sidewalks and curb cuts. Even where New York City delegates certain snow removal responsibilities, such as to property or business owners, the City maintains the legal obligation to make sure the pathways are fully accessible. New York City must also remove snow and ice in and around city-owned property, such as parks or playgrounds.

New York City must enforce its snow and ice removal requirements equally across the five boroughs. If property owners fail to meet their obligations, New York City must ultimately remove the snow to ensure accessibility for people with disabilities. Brooklyn, Queens, Staten Island, and the Bronx should all receive the same snow removal resources and commitment as Manhattan. Accessibility must be city-wide, and leadership must hold the City ultimately accountable.

The January and February 2026 storms demonstrated the real consequences that snow and ice create for people with disabilities. New York City must prioritize accessibility for all in its snow removal response.

We appreciate your consideration and the open forum to discuss this important subject. DRNY can provide additional information and education on this topic by contacting PAIR Program Director at PAIR@drny.org.

---

<sup>5</sup> See Statement of Interest by Dep’t of Justice, *Leon et al v. The City of New York et al*, No. 22-CV-04493 (S.D.N.Y. Oct. 5, 2022), pp. 10-24. (“The pedestrian pathways are both “facilities” that must be accessible to and usable by individuals with disabilities, and “services, programs, or activities” from which individuals with disabilities cannot be excluded. .... Given the important place that the provision of pedestrian pathways has held in the administration of government, courts have routinely concluded that they are “services, programs, [or] activities” under the ADA.”); see also Statement of Interest by Dep’t of Justice, *Betancourt-Colon v. City of San Juan*, No. 3:19-CV-01837 (D.P.R. Nov. 9, 2020).

<sup>6</sup> See *Am. Council of Blind of New York, Inc. v. City of New York*, 495 F. Supp. 3d 211, 255–56 (S.D.N.Y. 2020) (granting summary judgment to plaintiffs on claims under the ADA, Rehabilitation Act, and NYCHRL that New York City failed to accommodate blind and low vision pedestrians and noting that New York City is a ‘provider of public accommodations’ and the public streets are places of public accommodation under the NYCHRL).





New York City Council Committees on Transportation and Infrastructure, Disabilities,  
and Sanitation and Solid Waste Management  
Oversight Hearing: Pedestrian and Transit Accessibility During Winter Weather Events  
February 27, 2026  
Testimony of Eric McClure, Executive Director, StreetsPAC

Our testimony today would likely have been measurably different if this hearing had been held as originally scheduled this past Monday, had it not been postponed due to the effects of winter storm Hernando. That's because, while the cleanup after January's bomb cyclone and ensuing multiple-week deep freeze left a great deal to be desired – particularly in failures to make crosswalks, bus stops, and Citi Bike stations accessible in a timely manner after the storm had ended, the city's response to the recent blizzard was vastly improved.

We're not about to argue that roadways don't need to be plowed right away to facilitate emergency response, but pedestrians, transit riders, disabled persons, and micro-mobility users must not be left in the lurch. The majority of New Yorkers get around on foot or by public transit, and it's essential that sidewalks and crosswalks and bus stops and subway entrances and stairs be clear, accessible, and safe.

We were encouraged to see Sanitation Department crews out last Monday evening, just hours after the snow had finally stopped falling, using front-loaders to rapidly clear huge amounts of snow from bus stops, and to see workers on Tuesday morning shoveling out bus shelters and clearing paths. This was a major step up from the inadequate response to January's storm, and it demonstrated that the administration has learned and adapted quickly.

The improvements extended to better storm preparation and public warnings, and to the wise decision to hire many more laborers to perform snow clearance work at a higher wage that encouraged greater enlistment.

We hope that the administration will continue to hone and expand its plans for winter storm response. The city code outlining requirements for removal of snow and ice from city sidewalks lacks detail; what we really need is a comprehensive snow-removal policy that clearly delineates responsibilities, and puts the clearance of sidewalks, crosswalks, curb cuts, bus stops, subway stairs, bike lanes, and Citi Bike stations on par with the plowing of streets, and that holds the entities or individuals that fail to fulfill their requirements accountable in a meaningful way.

We also need an alternative approach to the seemingly endless suspensions of alternate-side parking rules to “facilitate snow removal” that do not, for the most part, facilitate snow removal, but rather have the opposite effect. While we know there are personnel limitations to how much plowing can happen over a given span of time, a quicker return to alternate-side parking regulations and a focused effort to plow parking lanes, towing vehicles when necessary, would make streets, and especially intersections, more passable more quickly.

Clearing curb lanes in a timelier fashion will also make it easier for sanitation workers to resume trash collection and will facilitate the clearing of catch basins that will alleviate the drainage issues that exacerbate flooding and wreak havoc on the city’s subterranean infrastructure.

One personal anecdote – several homes on my block in Brooklyn are currently experiencing electrical issues that have apparently been caused by the corroding of underground wires. The mountains of snow and ice surrounding unmoved cars are undoubtedly responsible.

In summary, we greatly appreciate the strides made by the administration from January’s storm to this past week’s blizzard, and fully realize that the shortcomings in the city’s winter storm plans date back many decades. We urge City Hall to create a truly comprehensive snow-removal policy that models the best examples from other cities, like Montreal and Stockholm, and treats all modes of mobility as equally important.

Testimony  
to  
the New York City Council  
Committees on Disability, Sanitation and Solid Waste  
Management, and Transportation and Infrastructure  
From  
Eman Rimawi-Doster  
Senior Community Organizer  
Disability Justice Program  
at  
New York Lawyers for the Public Interest  
February 27, 2026

My name is Eman Rimawi-Doster and I'm the Senior Community Organizer for the Disability Justice Program at New York Lawyers for the Public Interest (NYLPI). Thank you for the opportunity to present my testimony today. NYLPI's Disability Justice Program works on, among others, reducing barriers for people with disabilities around our city, and we support those seeking better access to sidewalks, curb cuts, transportation, and businesses.

This winter has been especially bad with the cold weather. The snow and ice have been especially brutal for those of us with physical disabilities and chronic illnesses.

As an above- and below-knee amputee with lupus, which causes chronic pain and chronic fatigue, navigating the city is already difficult. Adding snow and ice makes it even harder. My husband, who doesn't have a physical disability, had to travel with me the first three days after the first storm, because we knew that my metal legs and walker were no match for the ice and snow. And I couldn't even leave the house after the second storm.

It doesn't have to be this way, and the City must do a better job. We have met with City Hall official's multiple times over the years and have found that we haven't been listened to. How can the City talk about how much they want disabled New Yorkers to work, but not make sure the City is set up for us to get around. Getting to work isn't just about transportation or workplace accommodations. It's also about making sure the streets, sidewalks, and curb cuts are cleared for us in every borough. In addition, there are many other things we're missing out on, like

school, events, dinners, and so much more!

These issues are not minor inconveniences—they are immediate threats to public safety and violations of disabled New Yorkers' right to accessible streets and sidewalks. We need a holistic, intersectional, proactive, and intentional approach, including implementation of the following:

- Solutions
  - Assist seniors and persons with disabilities with snow removal
  - Help/incentivize property owners who are unable to meet their snow removal obligations
  - Assess fines for non-compliant property owners and businesses
    - Evaluate whether current fines are adequate
  - Consider increasing fines for businesses – especially chain businesses – with progressive fines for repeat offenders as was proposed in Int 0020-2022
  - Eliminate fines for seniors and persons with disabilities who fail to comply with snow removal mandates, as was proposed in Int. 0100-2022
  - Prioritize areas of particular importance like areas around curb cuts and crosswalks, as well as areas that are less likely to be cleared such as sidewalks in front of vacant lots
  - Hire temporary workers to clear crosswalks and, if necessary, sidewalks
  - Establish a youth employment program such as Summer Youth Employment Reimburse property owners who clear areas beyond their properties
  - Institute uniform guidance, and consider expanding the standards for clear paths (currently four feet wide)
  - Develop other approaches for plowing, such as the snow hot tubs which the City has pioneered, so that snow is not plowed into crosswalks and bus stops.
  
- Accountability
  - Rate how individual DSNY districts are doing by utilizing daily surveys to evaluate progress
  - Improve inter-agency communications and among relevant agencies such as the New York City Department of Sanitation (DSNY), New York City Department of Education, New York City Department of Parks and Recreation, the MTA, etc.), and incentivize them to work more cooperatively. If there's a park across the street from a public school, could one agency clear both sides?
  - Encourage the public to use social media to shine light on businesses failing to meet obligations
  
- Communication
  - Establish a DSNY alert system for building superintendents and owners so they know:
    - They are responsible for clearing the snow on the sidewalk in front of their property

- When garbage and recycling collection will resume. (Right now, DSNY's approach is to tell people to put out their garbage whenever they want and that DSNY will get it when it can. But often this is a week or more after the initial snowfall.)
- Produce and distribute educational materials on snow removal (similar to DSNY trash/recycling/composting materials)
- Learning from other cities
- Fines can be assessed on a per-day basis rather than per violation. Chicago, for example, fines non-compliant businesses up to \$1,000 per day of violation.

Thank you for the opportunity to testify. I can be reached at (212) 244-4664 or erimawidoster@nylpi.org if you have any questions or would like to discuss these issues further.


###

*About New York Lawyers for the Public Interest*

*For 50 years, New York Lawyers for the Public Interest (NYLPI) has been a leading civil rights advocate for New Yorkers marginalized by race, poverty, disability, and immigration status. Through our community lawyering model, we bridge the gap between traditional civil legal services and civil rights, building strength and capacity for both individual solutions and long-term impact. Our work integrates the power of individual representation, impact litigation, and comprehensive organizing and policy campaigns. Guided by the priorities of our communities, we strive to achieve equality of opportunity and self-determination for people with disabilities, create equal access to health care, ensure immigrant opportunity, strengthen local nonprofits, and secure environmental justice for low-income communities of color.*

*NYLPI's Disability Justice Program works to advance the civil rights of New Yorkers with disabilities. In the past several years alone, NYLPI disability advocates have represented thousands of individuals and won campaigns improving the lives of hundreds of thousands of New Yorkers. Our landmark victories include mandating that the MTA equitably provide its Access-A-Ride services to all applicants and riders with limited English proficiency. We have worked together with the MTA to bring about an "on demand" Access-A-Ride program and to enable New York's most indigent residents to obtain Fair Fare discounts when using Access-A-Ride. We recently filed a class action lawsuit seeking to permit all Access-A-Ride users to access the same discount programs available to all other MTA transit users, as well as a class action to remedy the enormous gaps between subway cars and subway platforms system-wide.*

Downstate New York

	Downstate New York ADAPT Website: <a href="http://dnyadapt.com">dnyadapt.com</a>
---	--

March 2, 2026

Council Member Shahana K. Hanif  
Chair  
New York City Council Committee On Disabilities

Council Member Justin E. Sanchez  
Chair  
New York City Council Committee On Sanitation And  
Solid Waste Management

Council Member Shaun Abreu  
Chair  
New York City Council Committee On Transportation  
And Infrastructure

Sent Online at <https://council.nyc.gov/testify/>  
Emailed to: [testimony@council.nyc.gov](mailto:testimony@council.nyc.gov)

Re: T2026-1245, T2026-1246 T2026-1247  
Oversight-Pedestrian And Transit Accessibility During  
Winter Weather Events – This Hearing Was Held On  
Friday, February 27, 2026

Dear Chair Hanif, Chair Sanchez and Chair Abreu;

Downstate New York ADAPT submits this testimony in response to the New York City Council Committee On Disabilities', New York City Council Committee On Sanitation And Solid Waste Management's and the New York City Council Committee on Transportation And Infrastructure's joint hearing held on Friday, February 27, 2026. Downstate New York ADAPT ("DNY ADAPT") is a grass roots, non-hierarchical community of people with all types of disabilities advocating for the civil rights of people with disabilities, including, but not limited to, the right to live and fully participate in the larger community. Downstate New York ADAPT covers the five counties in New York City, the two counties on Long Island as well as Westchester, Dutchess, Orange, Rockland, Putnam, Ulster and Sullivan counties in New York State.

In New York City, too often for weeks at a time after snowstorms and ice storms, including the most recent one in January and February 2026, the sidewalks, pedestrian curb ramps-also known as curb cuts or curb ramps, and bus stops remain impassable. Pedestrian curb ramps are buried or blocked by snow and ice. Bus stops are inaccessible. This is not merely an inconvenience — it is the denial of New Yorkers and visitors with disabilities civil right to travel and move freely within New York City.

The results are New Yorkers with disabilities being trapped in their homes and visitors with disabilities being trapped in their hotels. These conditions force New Yorkers with disabilities having to delay scheduling medical and business appointments as well as force New Yorkers with disabilities to have to cancel their appointments already previously made days, weeks and months in advance. New Yorkers with disabilities are forced to miss work because they cannot get to their own vehicle, a taxi, an Uber or Lyft, an Access-A-Ride vehicle, or a bus at a bus stop or to an accessible subway station. When snow and ice is not promptly and properly removed from New York City streets, pedestrian curb ramps, crosswalks, bus stops and subway stations, New Yorkers with disabilities lose their ability to travel to and from grocery stores, pharmacies, and other essential services as well as entertainment establishments, diners, restaurants, theaters, libraries, museums and other facilities.

Another problem created by the failure to have prompt and proper removal of snow and ice is that New Yorkers and visitors with disabilities are forced into the street, risking injury or death in order to travel. When sidewalks, pedestrian curb ramps and crosswalks are not properly cleared, people are pushed into traffic which is dangerous and unacceptable.

We have identified the following systematic failures that need to be addressed to solve this reoccurring winter problem.

## **No Clear Accountability**

It seems that the current system for snow removal is fragmented and ineffective. Specifically, there is no single person or agency clearly in charge of ensuring accessibility. Responsibility is scattered across multiple agencies with overlapping jurisdictions.

The New York City Department of Sanitation clears the roadways, and many times pushes the snow against the pedestrian curb ramps. The New York City Department of Transportation cleans certain bus stops and bus shelters. The Metropolitan Transportation Authority cleans certain areas at or near accessible subway stations. And property owners are responsible for sidewalks in front of their buildings, and some bus stops, those without bus shelters. Corner property owners also are responsible for cleaning the pedestrian curb ramps and crosswalks as well as the sidewalk adjacent to their property. However, there is little enforcement and minimal communication regarding government agencies and property owners' respective responsibilities.

## **Lack of Public Education and Enforcement**

Landlords, business owners, homeowners, and store operators are often unclear about:

A. The responsibility of property owners to remove a four feet wide area of snow and ice from the sidewalks, to create accessible pedestrian pathways, and certain bus

stops; as well as corner property owners' responsibilities to remove at least a four feet wide area of snow and ice from pedestrian curb ramps and crosswalks adjacent to their properties to create accessible pedestrian pathways a reasonable time after the end of a snowstorm or ice storm.

And,

B. The legal consequences of failing to comply with the law.

As we recently saw and experienced the result is that snow and ice removal is inconsistent, delayed, or simply not done.

### **Accessibility Is Not Optional After Snowstorms and Ice Storms**

Accessible routes must remain accessible year-round, including the winter. The failure to clear: 1-sidewalks and crosswalks to a sufficiently wide path; 2-pedestrian curb ramps fully, not partially or not at all; and 3-bus stops with adequate boarding space and bus shelters; are barriers that prevent equal access to New Yorkers and visitors with disabilities alike.

Clearing a narrow "footpath" is not sufficient. Bus stops must be cleared wide enough for wheelchair user, scooter users and others with mobility devices to board safely. Pedestrian ramps must be completely cleared so people with all types of disabilities can safely cross the street.

Sidewalks must be cleared to a width that allows two people — including someone using a mobility device, a service animal or cane — to pass safely.

We submit that New York City's priorities must change.

Snow removal priorities must explicitly state that the removal of snow and ice must be four feet wide and must include:

1. All sidewalks,
2. All pedestrian curb ramps and crosswalks,
3. Bus stops, including boarding areas, as well as bus shelters,
4. Subway stations and the areas surrounding them, and,
5. Routes everywhere since people with disabilities do everything and travel everywhere.

Pedestrian accessibility cannot be treated as secondary to vehicle traffic and bicycle lanes.

We recommend that the following be implemented:

1-Designate an official responsible to oversee and coordinate snow and ice removal among all the City's department and agencies and the public-a "Snow Czar/Commissioner"; and provide this person with proper staff, because everyone in charge leads to chaos and no one responsible, as we have experienced year after year.

2-Create an accessible website, telephone and text number where you can make an appointment with a properly trained person to have your sidewalk, pedestrian ramps, crosswalks, and bus stops cleaned for a reasonable fee within a reasonable time after a snowfall. An even better procedure would be to have the City remove the snow and ice and bill property owners a reasonable fee each winter. By doing this the City would be able 1-to properly train staff on how to remove the snow and ice to ensure that accessible, safe, pedestrian pathways are created and 2-to track the work as it is being accomplished as well as the costs incurred. The training of the snow and ice removal personnel as well as the website, telephone number and text number as well as the billing and collection tasks should be created, overseen and managed by the person in charge of winter snow and ice removal and their staff.

3-Establish improved accessible communication among state and city departments and agencies as well as between the Snow Czar and the public.

4-Proactive inspection after snow events, including tracking of whether and when sidewalks, pedestrian curb ramps, bus stops, bus shelters and bicycle lanes are cleared of snow and ice.

5-Create a simple, accessible, public reporting complaint system where the complaints go directly to the new commissioner of winter events and their staff for direct follow-up and resolution of complaints. Such a system should track the complaints, and the actions taken in response to the complaints.

Each May 15<sup>th</sup> the Snow Czar should be required to provide a report on complaints, the actions taken, and resolutions as well as other critical information and such report should be required to be posted on the Snow Czar's public accessible website.

6-Create an accessible advertising campaign to truly get across to the public their civic responsibility to clean the sidewalks, pedestrian ramps, crosswalks, and bus stops adjacent to their property.

7-Enforcement of the laws and regulations concerning snow and ice removal after a robust public service campaign with a meaningful penalties program implemented thereafter. If property owners actually received a fine one time, they would learn their lesson and more likely they and their neighbors would clear a four-foot path next time. Apparently, current fines are often treated as a cost of doing business when they are even issued since at the hearing it seemed that the number of complaints made was significantly higher than the number of fines issued.

Snow and ice are predictable winter events that the City has known occur most winters and yet, every year New Yorkers with disabilities face the same issues.

When sidewalks, pedestrian curb ramps, bus stops and bus shelters remain uncleared or inadequately cleared for weeks, it sends a message that our, New Yorkers with disabilities and visitors with disabilities, civil right to travel does not matter. We reject that message.

Access to public space is a civil right. Winter does not suspend that right.

New York City clears vehicle lanes with urgency and coordination. Pedestrian accessibility deserves the same priority.

Accessibility is a policy choice that New York City does not seem to want to choose since it continues to push the responsibility to clean our sidewalks, pedestrian curb ramps, crosswalks, bus stops and bus shelters on to the public.

New York City has the capacity to clear streets for vehicles within hours. So why does the City not apply the same urgency to pedestrian accessibility? We believe it can and must apply the same urgency to pedestrian accessibility, especially since this is a civil right that New York City cannot ignore nor blame others for its failure to promote and protect.

Access to public space is a civil right and winter weather conditions do not suspend this right.

Thank you for the opportunity to comment since the right to travel is a civil right that New Yorkers with disabilities and visitors with disabilities should not be denied at any time during the year.

If you would like additional information or have any questions, please do not hesitate to contact Downstate New York ADAPT. Thank you for your continued work on behalf of all of us.

Sincerely,

Accessibility Working Group  
Downstate New York ADAPT  
Email address: [dnyadapt@gmail.com](mailto:dnyadapt@gmail.com)

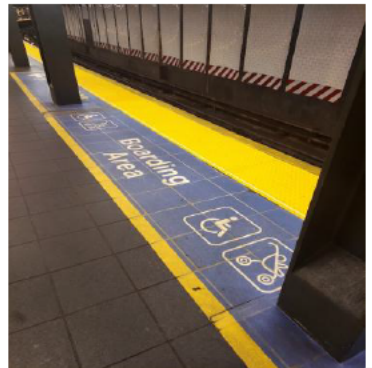
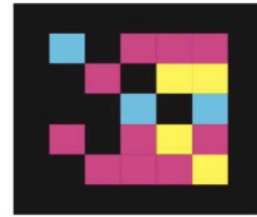




# MetroCard is retiring December 31, 2025

Tap and ride instead.

OMNY



Scan for live subway info

NavTime Accessible Code

Visit: [mta.info/accessibility](http://mta.info/accessibility) for more details

### 271+ Accessible Stations Targeted to Begin in 2025-2029

Legend

- 116 10th Avenue (Completed 2022)
- 30 10th Avenue (Completed 2022)
- 25 10th Avenue (Completed 2022)
- 35 10th Avenue (Completed 2022)
- 12 10th Avenue (Completed 2022)



convo

SCAN IT FOR INTERPRETER



# PAST ACCESSIBILITY



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



157 accessible subway and Staten Island Railway stations



Metro north 124 stations



LIRR has around 117 accessible stations



R262

### NEW FARE GATES

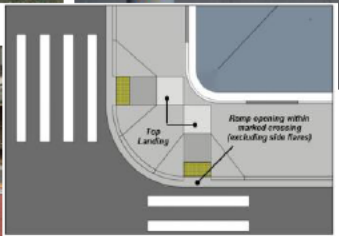


### FUTURE ACCESSIBILITY

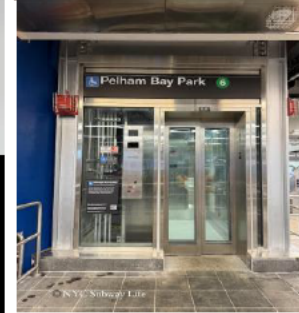
- 3 Av-138 St 6
- 42 St-Port Authority Bus Terminal ACE
- Atlantic Av-Barclays Ctr BDNQR2345
- Bedford Park Blvd BD
- Broadway-Lafayette St/Bleecker St BDFM6
- Crown Hts-Utica Av 34
- Delancey St-Essex St F M J Z
- Jackson Hts-Roosevelt Av/74 St-Broadway E F M R 7
- Nostrand Av A C



R268



### FUTURE ACCESSIBILITY



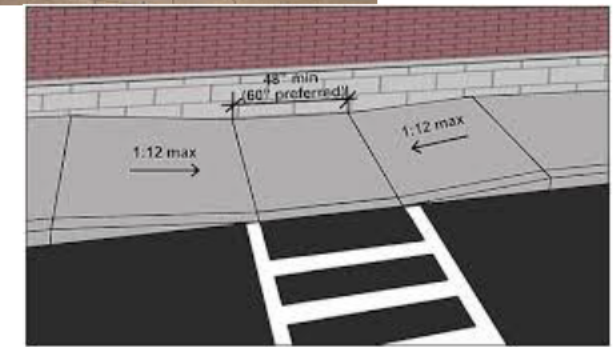
Scan for live subway info

MTA

Visit [mta.info/accessibility](http://mta.info/accessibility) for more details



Update Reduce fare Van and bus  
 Update Train stations fully Accessibility  
 Update Nava lens & Convo  
 Update City & state update curb Fully Accessibility and add more light pole  
 Update OMNY transfer machines  
 Update help point on the railroads alert train crew Accessibility Assistance





**Christopher D Greif**

President ADA Accessibility Transportation Group

Email Group [adaaccessibilitytransportation@yahoo.com](mailto:adaaccessibilitytransportation@yahoo.com)



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

# **Oversight Testimony: DeafBlind Inclusion and DSNY Snow Enforcement Failures and Accessibility Barriers**

February 23, 2026

Chair and Members of the Committee on  
Sanitation and Solid Waste Management,  
Chair and Members of the Committee on  
Transportation and Infrastructure:

My name is Marc Safman. I am a resident of City Council District 22 in Astoria, Queens, where I have lived on the same block since 2013. I am the founder of Safman Consulting, and I use my lived experience as a DeafBlind Black man to help businesses and government partners advance barrier-free employment and community engagement. I also serve on the NYC Board of Elections

Accessible Voting Advisory Committee. I helped cofound [New York DeafBlind Advocates](#), an informal group of New York residents seeking DeafBlind civil rights.

Deafblindness is a unique combined hearing and vision challenge. We are neither Blind nor Deaf. Many members of the City's 51228 vibrant DeafBlind community could not participate in this hearing because New York City lacks a funded Citywide Conavigator program. We need \$200,000 to create a citywide program that could be extended throughout the state. While in the Assembly, Mayor Mamdani and Council Member Harvey Epstein supported our legislation that would create this critical infrastructure. Assembly bill [A5020](#) sponsored by Assemblymember Stefani L. Zinerman (AD56 BedStuy). The Senate bill is [S3743](#) sponsored by Senator Cordell Cleare SD30 Harlem.

I am here today because New York City's snow and ice enforcement system failed — and continues to fail — disabled residents.

This is not about inconvenience. It is about New York City moving into the 21<sup>st</sup> Century by recognizing Accessibility is a core component of infrastructure. Accessibility's intersectional solutions facilitate the innovation that everyone benefits from.

## **I. Snow Conditions That Functionally Suppressed Access to the Ballot**

During the January 24 snow event, early voting for a special election was underway.

Winter Storm Fern caused Governor Kathy Hochul to cancel two days of early voting.

One early voting site in Assembly District 36 was located on 29th Street. Yet the intersections leading to that site — including Ditmars Boulevard and 23rd Avenue — were

frequently ineffectively cleared. Because one approach to the poll site was in-between properties and passed through an underpass for train tracks, there was a noticeable gap in the snow removal. I went out early the first day and spoke with the poll site staff to get the section cleared.

Crosswalk approaches were narrowed by snowbanks. Curb cuts were blocked. Slush obstructed pedestrian paths.

For disabled residents, seniors, and anyone relying on accessible crossings, these were physical barriers to civic participation.

When the City fails to clear accessible routes near polling sites, it risks functionally excluding voters. Accessibility failures become democratic failures.

## **II. A Specific Case Study: 23rd Avenue and 28th Street**

On January 27, 2026 at 9:47 PM, I filed a 311 complaint (Service Request: 311-26131314)

regarding snow and ice blocking pedestrian access at 27-20 23 Avenue, Astoria, NY 11105, currently occupied by bar called the Let Love Inn.

NYC311 indicated a one-day response timeframe. The obstruction involved curb cuts and a corner crossing — critical accessibility infrastructure.

No timely remediation occurred. After escalating to Council Member Tiffany Cabán's office on January 29, her constituent services team confirmed they were communicating with DSNY. Disabled residents should not need political intervention simply to use a sidewalk.

### **III. A “No Violation” Finding That Defies Reality**

DSNY did not close the complaint until February 4 — more than a week after submission. The closure stated that no violation was found.

At the time that notice was issued, snow and ice remained piled across the northwest corner. The 23rd Avenue pedestrian path between sidewalk and crosswalk was obstructed. The 28th Street curb ramp was blocked by compacted snow. After receiving the email I went out and saw someone climbing over the 23<sup>rd</sup> Avenue snowbank.

Photo A Northwest intersection 23<sup>rd</sup> Avenue and 28<sup>th</sup> Street Taken February 4, 2026 shortly after receiving DSNY no violation email.



Either the inspection did not assess accessibility because the inspector lacked training, or the enforcement standard itself is inadequate.

At the northwest corner of 23rd Avenue and 28th Street, snow and ice were clearly piled across the sidewalk corner and curb cut area. On the 23<sup>rd</sup> Avenue side of corner, snow accumulation blocked the pedestrian path between the sidewalk and the crosswalk, narrowing or preventing accessible passage. On the 28<sup>th</sup> Street side of corner, the curb ramp remained obstructed by compacted snow, limiting safe access for wheelchair users and others relying on a clear curb cut.

#### **IV. Delay as De Facto Policy**

Four weeks after the January 24 storm, the corner remained obstructed.

Photo B Northwest intersection 23<sup>rd</sup> Avenue and 28<sup>th</sup> Street Taken February 15, 2026.



This suggests an operational approach of waiting for snow to melt rather than ensuring accessibility.

## **V. Economic and Equity Implications**

When sidewalks and curb cuts are impassable, disabled residents miss work, medical appointments are canceled, transit becomes unreachable, and businesses lose customers.

Accessible sidewalks are infrastructure — no less essential than subway platforms or street lighting. Equity is operational. It is measurable. It is enforceable.

## **VI. Oversight Questions Requiring Clear Answers**

1. What is the written standard for determining a 'no violation' finding in snow obstruction cases?
2. Are inspectors required to confirm that curb ramps and all pedestrian corners are entirely cleared?

3. Are photographs required before closing a complaint?
4. What training do DSNY inspectors receive to understand that they must go beyond ADA-compliance and clear areas in a way that is effective?
5. What is the average response time for snow obstruction complaints this winter?
6. How many complaints were closed as 'no violation' within seven days of major snow events?
7. What enforcement actions were issued to property owners at this location?
8. Does DSNY track repeat noncompliance by commercial property owners?
9. Why was a one-day response standard missed by more than a week?
10. What corrective action occurs when a 'no violation' finding is demonstrably incorrect?

## **VII. Policy Recommendations**

1. Mandatory photographic documentation before closing snow obstruction complaints.
2. A clear, public accessibility checklist for winter inspections.
3. Public reporting of snow complaint response times and closure categories.
4. Enhanced training for DSNY inspectors on accessibility standards.
5. Creation of a disability advisory group to meet regularly with DSNY.
6. Targeted enforcement for repeat violators.

## **Conclusion**

This is not about one corner in Astoria. It is about whether New York City treats accessibility as infrastructure or as an afterthought.



If curb cuts remain blocked for weeks and complaints are closed as 'no violation,' then the system is not working.

Disabled New Yorkers should not have to risk their lives in order to participate in civic life.

Respectfully submitted,

Marc Safman

Astoria, Queens

Founder, Safman Consulting

[marc@safmanconsulting.com](mailto:marc@safmanconsulting.com)

## EXHIBIT PACKET

### Exhibit A-1 – Let Love Inn View A



Sidewalk at the corner business, Let Love Inn, is only partially cleared of snow. Snow is piled along the curb and building edge, leaving a narrow and uneven walking path. The remaining surface appears slippery and difficult for pedestrians to navigate.

### Exhibit A-2 – Let Love Inn View B



Residential sidewalk shows significant snow accumulation with only a narrow path shoveled. Snowbanks occupy much of the sidewalk width, forcing pedestrians to walk single file. The walking surface is uneven and partially covered with packed snow.

### Exhibit A-3 – Let Love Inn View C



Street corner and crosswalk area near Let Love Inn remain obstructed by snowbanks. Snow and slush block access between the sidewalk and the intersection. Pedestrian crossing space is limited and not fully accessible.

### Exhibit A-4 – Let Love Inn View D (Night)



Nighttime photo shows a sidewalk covered in packed snow and slush. Only a narrow path has been cleared, with snow piled on both sides. The walking surface appears uneven and slippery.

### Exhibit A-5 – Compton’s View A



Sidewalk and corner area outside Compton’s are obstructed by snow accumulation. Blue garbage cans are positioned within the pedestrian clear path and surrounded by snowbanks. Pedestrian access at the corner is narrowed and uneven.

### Exhibit A-6 – Compton’s View B



Sidewalk near Compton’s shows significant snow buildup across the curb lane and walking area. Multiple blue garbage cans are located within the pedestrian clear path. The remaining passage is narrow and difficult to navigate safely.

### Exhibit A-7 – Compton’s View C



Curb cut and crosswalk access in front of Compton’s are partially blocked by snow and slush. Access between the sidewalk and street is limited.

### Exhibit A-8 – Compton’s View D



Sidewalk near Compton’s has snow piled along both sides of a narrow cleared route. Blue garbage cans left out for pick up remain partially blocking the pedestrian clear path. These conditions restrict safe pedestrian movement.

### Exhibit A-9 – CVS @ Ditmars & 31st Street



A large pile of snow and ice remains in the pedestrian crossing area at the intersection. The snow pile occupies the pedestrian clear path and extends into the crossing space. Safe passage through the intersection is obstructed.

**Exhibit A-10 – Krispy Kreme @ Ditmars & 31st Street (Corner)**



Garbage can and debris are embedded within a snowbank at the edge of the sidewalk near a corner storefront. Snow, ice, and containers obstruct the pedestrian clear path. The remaining walking surface is uneven and partially blocked.

**Exhibit A-11 – 23rd Avenue & 29th Street (North Side)**



Snowbanks remain piled along the curb line adjacent to the crosswalk. Access between the sidewalk and the crosswalk is partially blocked by snow and slush. Pedestrian crossing conditions are restricted.

**Exhibit A-12 – Spectrum @ 23rd Avenue Corner**



Curb cut access is blocked by snow piled on both sides of the crosswalk entrance. The pedestrian clear path between the sidewalk and street is narrowed and uneven. Snow accumulation limits accessible crossing.

**Exhibit A-13 – Bus Stop by TD Bank @ Ditmars Blvd.**



Snowbanks line the curb in front of a bus stop and commercial frontage. Snow and ice encroach into the pedestrian boarding and waiting area. Access to the bus stop is obstructed.

**Exhibit A-14 – Krispy Kreme Ditmars (31st Street Sidewalk)**



Sidewalk near the intersection shows snow piled along the walking route and curb. The pedestrian clear path is narrowed by remaining snowbanks. Movement through the area is constrained and uneven.

**Exhibit A-15 – 23rd Avenue Storefronts**



Sidewalk in front of commercial storefronts is only partially cleared. A narrow, uneven path remains, with packed snow and slush forcing pedestrians to walk single file.

**Exhibit A-16 – 23rd Avenue & 29th Street (State Farm)**



Street corner at 23rd Avenue and 29th Street shows deep snowbanks and a very narrow shoveled path. Curb access to the crosswalk is obstructed by snow and slush.

**Exhibit A-17 – 23rd Avenue & 28th Street (South Side)**

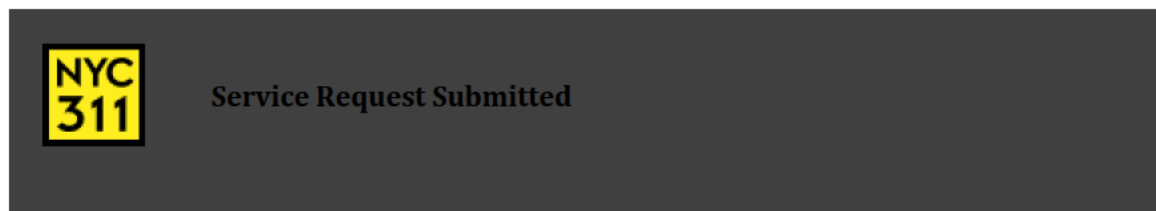




Commercial sidewalk has snow piled on both sides, leaving a narrow, slushy walking path. Two pedestrians cannot pass each other safely.

**Exhibit B-1 Complaint confirmation email**

From: **SRNotice** <SRNotice@customercare.nyc.gov>  
Date: Tue, Jan 27, 2026 at 9:48 PM  
Subject: SR Submitted # 311-26131314  
To: Marc Safman <marc@safmanconsulting.com>



Hello Marc Safman,

Thank you for contacting NYC311. Your Service Request has been sent to Department of Sanitation, DSNY.

Your request details are:

Service Request Number: 311-26131314  
Type: Snow or Ice - Sidewalk  
Location: 27-20 23 AVENUE, QUEENS (ASTORIA), NY, 11105  
Date Submitted: 1/27/2026 9:47:39 PM

DSNY will respond within 1 days.

We'll notify you when your request has been updated. You can also check status anytime [here](#).

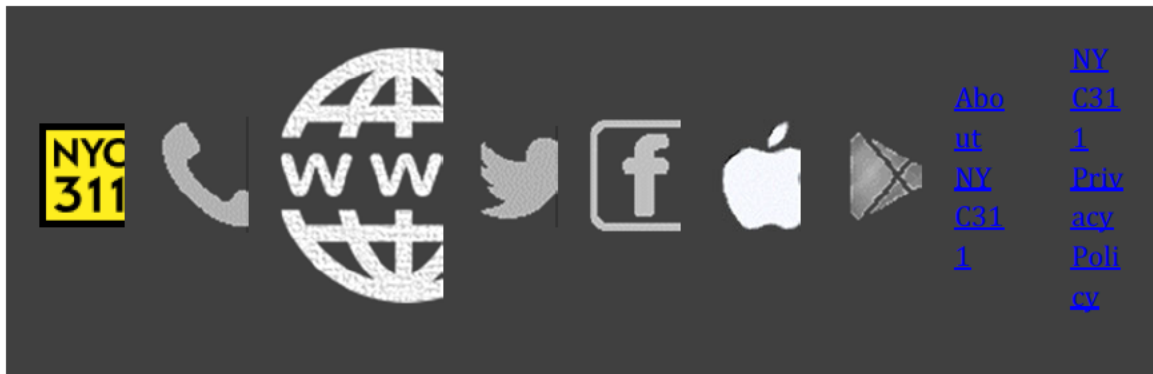
Did you know that 311 now offers accounts? An account will save you time when filing service requests and allow you to track updates in one convenient location. [Click here to sign up.](#)

Thank you,

NYC311

**Need Help?**

*Please do not reply to this email. It was sent from an account that can't receive email. If you have a question or need to report a problem, we're here 24/7, 365 days a year. Connect with us using the icons below.*



---

This email, including any attachments, may contain confidential, privileged, or otherwise legally protected information intended solely for the person(s) or entity(ies) to which it is addressed. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, copying, or other use of the email or its attachments is prohibited. Please immediately notify the sender of your access to the email or its attachments by replying to the message and delete all copies.

Exhibit B-2 complaint closed email

----- Forwarded message -----

From: **SRNotice** <SRNotice@customercare.nyc.gov>

Date: Wed, Feb 4, 2026 at 3:30 PM

Subject: SR Closed # 311-26131314

To: Marc Safman <marc@safmanconsulting.com>



Service Request Closed

Hello,

This Service Request has been closed by the Department of Sanitation, DSNY.

Your request details are:

Service Request Number: 311-26131314


Type: Snow or Ice - Sidewalk

Location: 27-20 23 AVENUE, QUEENS (ASTORIA), NY, 11105

Date Submitted: 1/27/2026 9:47:39 PM

Page **21** of **23**

Marc Safman

  
marc@safmanconsulting.com

DSNY provided the following information:

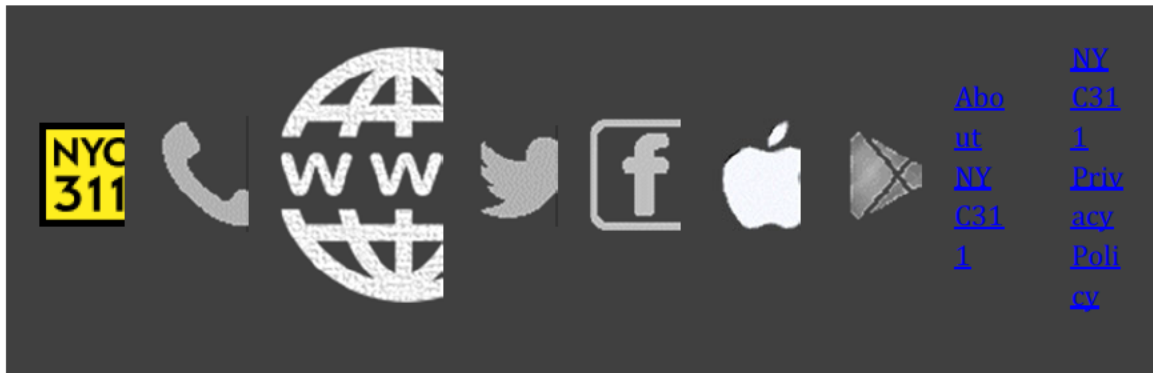
The Department of Sanitation investigated this complaint and found no violation at the location.

Thank you,

NYC311

**Need Help?**

*Please do not reply to this email. It was sent from an account that can't receive email. If you have a question or need to report a problem, we're here 24/7, 365 days a year. Connect with us using the icons below.*



---

This email, including any attachments, may contain confidential, privileged, or otherwise



legally protected information intended solely for the person(s) or entity(ies) to which it is addressed. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, copying, or other use of the email or its attachments is prohibited. Please immediately notify the sender of your access to the email or its attachments by replying to the message and delete all copies.



## Additional Exhibits – February 23, 2026 Oversight Testimony: DeafBlind Inclusion and DSNY Snow Enforcement Failures and Accessibility Barriers

Photos by Marc Safman

February 7 2026 Manhattan walking north on Fifth Avenue from 23<sup>rd</sup> street to 36<sup>th</sup> street



Image A (\_Manhattan 5th Ave 20s Feb7 A.jpg): Facing 5<sup>th</sup> Avenue Large piles of plowed snow and ice block portions of the curb ramp and crosswalk entrance, limiting pedestrian access and creating uneven footing.

Image B (\_Manhattan 5th Ave 20s Feb7 C.jpg): Facing 29<sup>th</sup> Street Substantial snow buildup at the curb line and corner reduces accessible entry to the crosswalk and creates hazardous, uneven surface conditions.

Image C (\_Manhattan 5th Ave 20s Feb7 B.jpg): Facing 29<sup>th</sup> Street Snow and dirty ice mounds accumulated along the curb edge and corner, narrowing the pedestrian path and obstructing clear access to the curb cut.

February 8, 2026 Walking from event in Jackson Heights to 74th/Broadway Subway stop

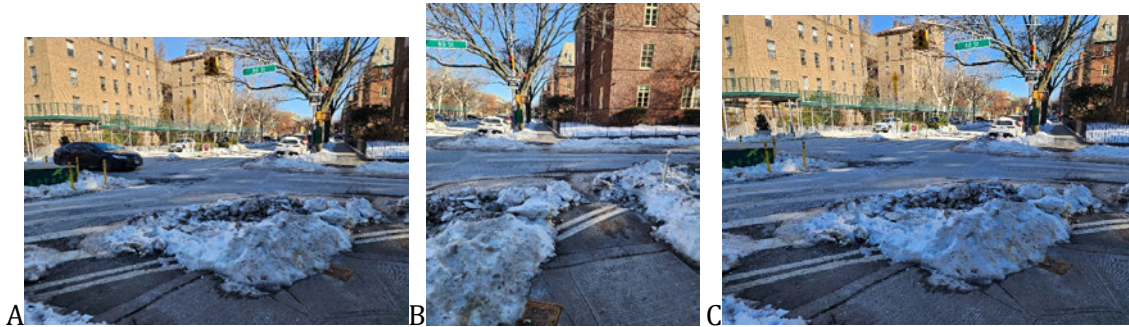


Image A (\_Jackson Heights Feb 8 2026 A.jpg): Snow and ice accumulation block the curb ramp and extend into the crosswalk, impeding pedestrian access and creating slippery conditions.

Image B (\_Jackson Heights Feb 8 2026 B.jpg): Packed snow and plowed debris partially obstruct the curb cut, reducing accessible passage and leaving uneven, icy surfaces at the street edge.

Image C (\_Jackson Heights Feb 8 2026 C.jpg): Snow piles at the curb corner restrict direct entry into the crosswalk and create barriers for pedestrians, particularly those requiring accessible ramps.

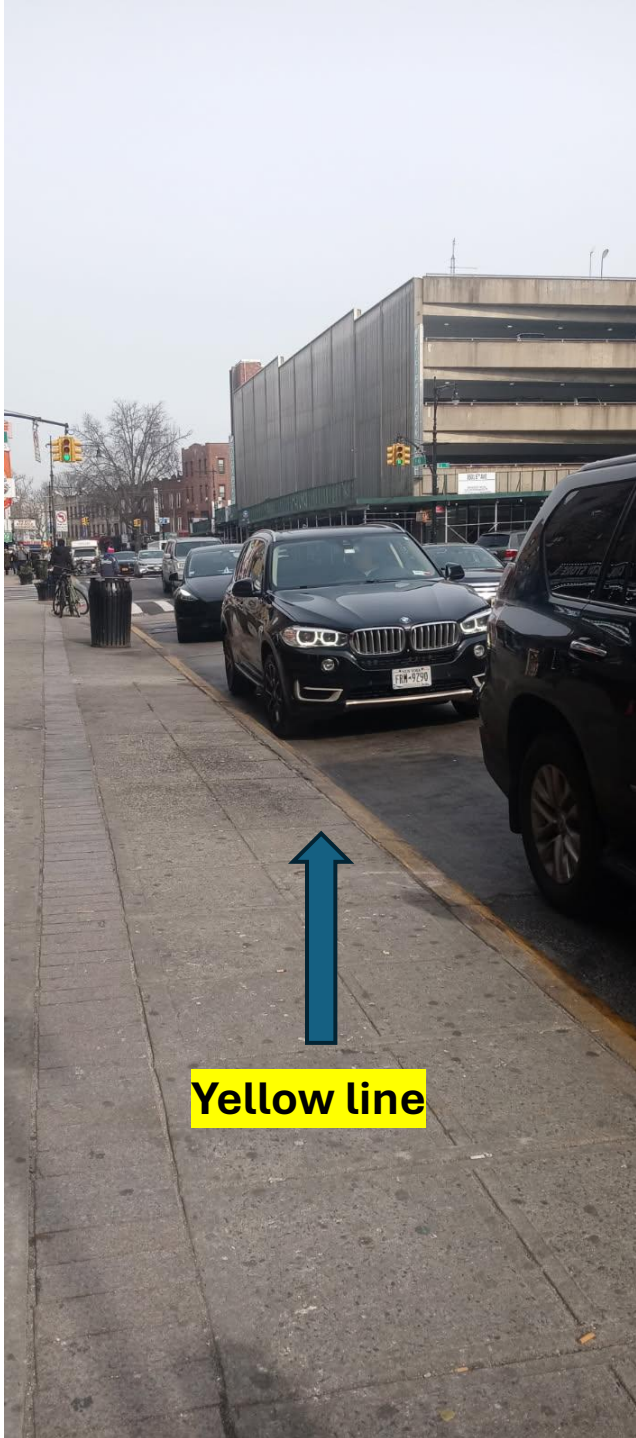


Debra Greif  
Testimony  
2026 Joint Legislative Budget  
Hearing - Transportation



**Take an accessible ride on an MTA bus**  
Our buses help Access-A-Ride customers get around 24/7 with no reservations needed.





**Update Reduce fare Van and bus**

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

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

Jonathan Hanon

February 27, 2026 NY City Council Committee on Disabilities, Jointly with the Committee on Sanitation and Solid Waste Management and the Committee on Transportation and Infrastructure  
Oversight - Pedestrian and Transit Accessibility During Winter Weather Events

Hello, Councilmembers, my name is Jonathan Hanon. I have Ehlers-Danlos Syndrome, and use a rollator. I am an Access-A-Ride customer and a resident of Inwood, Manhattan.

In the aftermath of the most recent blizzard, many New Yorkers with disabilities are still stranded at home and cannot navigate the city due to the snow and ice on the ground. With this hearing scheduled today, many are unable to get to City Hall to testify to hold the Department of Sanitation accountable for its mismanagement of this winter storm. For every empty seat in this room, there is a disabled New Yorker with a story to tell, but an inability to tell it.

Although my mobility is greater than some others, such as that I can walk short distances without my mobility device if necessary, and can lift my mobility device up a curb if necessary, I am also aware that many in the disabled community have far less mobility than I, and if there are instances when I cannot safely cross the street, there are so many more when an individual in a wheelchair cannot, and because of this, cannot even leave their houses. In terms of transportation, including paratransit, with many curbs, including bus stops, also piled with snow, to the point that vehicles cannot reach the curb to safely get to or leave us on the sidewalk, we also cannot board a bus, or even our paratransit vehicles, even if we wanted to. To make matters worse, whenever the plough passes by any cleared crosswalks, curbs, curb cuts, and bus stops, all progress is undone, and the street becomes uncrossable again. In neighbourhoods where some streets were not ploughed even once in the first two days of our most recent storm, we see gaps quickly arise in our system.

Given this, on January 30, I had filed a 311 complaint against the Department of Sanitation for their mismanagement of the situation, for not properly cleaning curb cuts, crosswalks, and bus stops. To my surprise, about two weeks later on February 10 (after the first snow was mostly gone), Sanitation replied to me, claiming that the shoveling of curb cuts, crosswalks, and bus stops are the responsibility of the property owner adjacent to them, and that I should tell the city to give these property owners a ticket.

However, when I looked into NYC Administrative Code, Section 16-123 and 124, I found that property owners are not responsible for removal from curb cuts, "pedestrian medians", and bus stops – these are the responsibility of the Department of Sanitation. However, 311 seems to follow the instructions told to them by Sanitation, despite the fact that that isn't what the law says, and because of this, innocent New Yorkers are being ticketed for something that isn't their responsibility, while Sanitation shirks this responsibility, to the detriment of the disabled community.

It is for these reasons that I hope that the city can hold DSNY accountable for their mismanagement of this winter storm, and for the future, enforce the law, so that the people of NYC, and especially people with disabilities, can navigate this city safely during the aftermath of a winter storm, and move on with their daily lives.

Please see the attached photos for context.

Jan 27, 2026, 3:30PM Triangle by Fort Tryon Park, property of Parks Department



Jan 27, 2026, 3:30PM Riverside Drive and Broadway, property of Parks Department



Jan 27, 2026, 3:56PM M100 bus stops, in front of Fort Tryon Park, both sides of street



Jan 31, 2026, 2:06PM Citi Bike: Broadway & Ellwood St



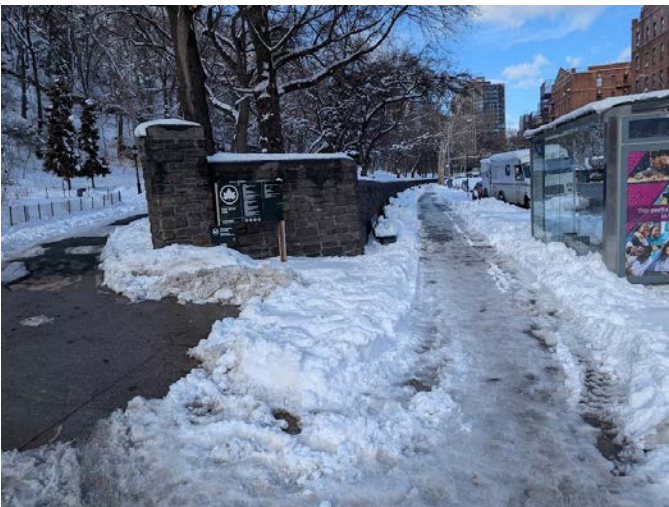
Feb 17, 2026, Triangle by Fort Tryon Park, Property of Parks Department (**3 weeks after first blizzard**)



Feb 24, 2026, 2:18PM Corner of Broadway and Nagle Ave  
(aftermath of plough, curb cut clearly previously shoveled, only blocked in crosswalk in street)



Feb 24, 2026, 2:20PM, Fort Tryon Park, Corner of Broadway and Nagle Ave, Property of Parks Department



Feb 24, 2026, 2:46PM, bus stop outside Fort Tryon Park, property of Parks Department



Feb 25, 2026, 8:35PM, Crosswalk of Dyckman Street and Nagle Ave, property of Department of Transportation



**From:** [Katherine Paulk](#)  
**To:** [Testimony](#)  
**Subject:** [EXTERNAL] Testimonial: disabilities / DeafBlind / Sno Event 2026  
**Date:** Friday, February 27, 2026 12:31:27 PM

---

Hello Chair and Members of the Committee,

My name is Katherine Paulk. I am a DeafBlind New Yorker living in Midtown on 8th Avenue in the Times Square neighborhood, zip code 10019. I use a guide dog and communicate using speech with powerful hearing aids. I work full time in retail sales in the Meatpacking District. I travel independently by subway whenever possible, typically using the C and E lines.

During the aftermath of the early February snowstorm, I found myself stranded on 8th Avenue. The sidewalks were not passable. I could not determine where a safe path existed, or whether one existed at all. I was unable to reach ride share pickup points, buses, or safe crossing areas. For hours, I was effectively cut off from work, from home, and from basic mobility.

Unfortunately, the more recent blizzard earlier this week repeated the same barriers. While I am grateful that the concrete dividers between the 8th Avenue bike lane and traffic lanes were cleared, the corners and curb cuts again remained inaccessible. Businesses that are permanently closed had not shoveled at all, leaving long stretches of impassable sidewalk. The pattern is predictable and recurring.

As a result, I missed several days of excused, but unpaid work. While attempting to locate a passable route to a subway station in both directions from my apartment, I fell on black ice and pulled muscles that are still healing. This occurred while I was actively trying to problem-solve my way to employment.

The barriers I encountered are not inconveniences. For DeafBlind residents, they are safety risks.

#### Sidewalks and Corners

Many sidewalks were not shoveled at corners. Narrow, intermittent footpaths were carved out by pedestrians, but they were too tight for a guide dog and white cane to navigate safely. These paths disappeared block by block.

At intersections, crosswalk access was often completely blocked by plowed snowbanks. To cross avenues, I had to step into the street, walk around hardened snow piles, and stand in active traffic lanes waiting for a safe moment to cross. I repeated this process on both sides of each avenue. This is dangerous for anyone. For someone who cannot rely fully on sight or hearing, it is terrifying.

On the second day after the first storm, a police officer at the 50th Street station kindly offered to guide me. I asked whether any crossing on 8th Avenue was accessible. He informed me that one corner at 50th Street had been cleared, and I modified my route accordingly. I am grateful for that assistance. But access should not depend on luck or the presence of an officer.

#### Vision-Related Mobility Barriers

I cannot visually scan down a block or across a street to assess whether a path is passable. I cannot see construction hazards, black ice, or sudden drop-offs created by plowing. Snow removes visual contrast and landmarks. It hides curbs and ramps. It makes obstacles blend into one continuous white field.

Small business sandwich boards, outdoor dining structures, delivery bikes, and carts become even more dangerous when narrowed walkways are already reduced to single-file paths. Accessible Pedestrian Signal buttons were physically unreachable behind snowbanks. If I cannot reach the button, I cannot safely confirm the crossing cycle.

Snow also muffles sound. For individuals who rely on traffic flow and ambient sound for orientation, this creates disorientation. Maintaining a straight line becomes difficult when surfaces are uneven and inconsistent. It increases cognitive load and risk.

#### Guide Dog Impact

Guide dogs rely on visual landmarks and consistent pathways. Snowbanks eliminate curb edges and hide ramps. My guide dog is trained to locate curb cuts and access ramps, but those ramps were buried. In many places, there was no room for the dog to walk beside me

because the shoveled paths were too narrow.

Relief areas for guide dogs were inaccessible. Snowbanks froze solid along entire blocks, leaving no place for a dog to relieve safely. Trash receptacles were unreachable behind snow piles, making proper waste disposal difficult.

This is not a minor inconvenience. Guide dogs are mobility equipment. When the environment blocks them, it blocks us.

#### Impact on Independence

When sidewalks, curb ramps, APS buttons, and crossings are not cleared promptly and fully, DeafBlind residents effectively lose independence. We lose access to employment, medical appointments, community participation, and basic daily life.

Winter weather is predictable. Snow is not an emergency surprise. Accessibility during and after storms must be treated as critical infrastructure, not optional cleanup.

#### Additional Recommendations

Improve public education about the right to call 311 to report sidewalks not cleared within the mandated timeframe and required conditions. Many residents do not know this is enforceable.

Implement emergency ride share programs for people with disabilities that do not require 24-hour advance reservations. Make permanent the existing pilot program. If prioritization is necessary, prioritize individuals who are employed, those traveling to medical appointments, and those with the greatest mobility barriers.

Require a shoveled pathway through the plowed snowbanks mid block to allow safe entry and exit from Rideshare or other vehicles wide enough for mobility equipment

I am not asking for special treatment. I am asking for equal access to public space.

Thank you for the opportunity to testify.

Kim

Katherine 'Kim' Paulk

Sent from my Mac using Apple's Accessibility Features

Kathleen Collins  
Kips Bay  
New York, New York 10010  
Cell phone & Text number [REDACTED]  
Email address: [REDACTED]

March 2, 2026

Council Member Shahana K. Hanif  
Chair of New York City Council Committee On Disabilities

Council Member Justin E. Sanchez  
Chair of New York City Council Committee On  
Sanitation And Solid Waste Management

Council Member Shaun Abreu  
Chair of New York City Council Committee On  
Transportation And Infrastructure

Sent Online at <https://council.nyc.gov/testify/>  
Emailed to: [testimony@council.nyc.gov](mailto:testimony@council.nyc.gov)

Re: T2026-1245, T2026-1246 T2026-1247  
Oversight-Pedestrian And Transit Accessibility During  
Winter Weather Events – This Hearing Was Held On  
Friday, February 27, 2026

Dear Chair Hanif, Chair Sanchez and Chair Abreu;

My name is Kathleen Collins. I am a congenital quadruple amputee and have used a wheelchair from birth. I am on the board of Disabled In Action of Metropolitan New York, Inc., also known as "DIA". I grew up in Queens, New York in a private home and have been living in Manhattan for more than 20 years, first in a rented apartment, and then in a cooperative apartment that I own. These are my comments.

Snow and ice have consistently made travel difficult for me. Further, the need to shovel snow and remove ice from the sidewalk made me opt for an apartment over owning a private home because I knew I could not independently remove snow and ice.

I would strongly urge the City Council to consider the following recommendations:

- 1-Designate a single person to be responsible to oversee the departments and agencies that are involved in snow and ice removal throughout New York City, a "Winter Weather Commissioner" or "Weather Commissioner". Presently, too many people are responsible and that is why nothing is getting done in a prompt and proper manner.

2-Create an accessible website, telephone and text number where you can make an appointment with a properly trained person to have your sidewalk, pedestrian ramps, and crosswalks cleaned for a reasonable fee within a reasonable time after a snowfall. An even better alternative is to just have the City do the snow and ice removal and bill the property owner. The training as well as the website, telephone and text number, should be created and overseen by the person in charge of winter snow and ice removal and their staff.

3-Establish improved communications among agencies and departments with respect to snow and ice removal.

4-Create a simple accessible complaint system where the complaints go directly to the new commissioner of winter events and their staff for direct follow-up and resolution of complaints as well as track this in coordination with other department and agencies.

Last week, after the blizzard, my husband made a complaint to 311 about a part of the sidewalk not being cleaned on Third Avenue in front of a store. Later, he received a response that the complaint "was closed" even though there still was snow in front of the store.

5-Create an accessible ad campaign to truly get across to the public their civic responsibility to clean the sidewalks, pedestrian ramps, and cross streets adjacent to their property.

6-Establish better training for departments and agencies staff regarding snow and ice removal so that the cleaning is at least four feet wide and city personnel, like the New York City Sanitation Department staff, stop pushing snow into pedestrian curb ramps.

7-Improve the enforcement of the laws regarding snow and ice removal and have initial and follow-up inspections of property that received complaints.

8-Track all the moving parts and have the new "Weather Commissioner" submit a report after the winter to the City Council and post it on a public accessible website.

Finally, I find it sad that this hearing had to be held so soon and that the City Council did not take into consideration the needs of all New Yorkers as both disabled and older New Yorkers faced real obstacles to appear in person at this hearing. There are many in our community that cannot navigate technology or do not have access to computers to appear at this hearing online and they are being denied their civil right to be heard today. I hope the council will be more cognizant of the needs of others in the future.

Thank you for this opportunity to submit comments.

Very truly yours,

Kathleen Collins  
New York City Council District 2

MARTHA MENDEZ

NEW YORK, NEW YORK 10025-3756

TELEPHONE:

E-MAIL:

FEBRUARY 26, 2026

NEW YORK CITY COUNCIL

RE: SNOW REMOVAL HEARING/ TESTIMONY FRIDAY FEBRUARY 27, 2026

AS A PERSON WITH A DISABILITY WHO USES A WHEELCHAIR AND ALSO HAS LOW VISION I HAD THE FOLLOWING DIFFICULTIES WITH THE PREVIOUS SNOW STORMS:

1. I STAYED HOME BECAUSE MY POWER/ MOTORIZED WHEELCHAIR DOES NOT OPERATE IN THE SNOW. THE WHEELS JUST SPIN. THEY STAY IN THE SAME SPOT.
2. MY ENTRANCE WAY TO RESIDENCE GET CLEARED ON A WEEK DAY, MY NEIGHBORHOOD DOES NOT. THE MOUNDS OF SNOWS TAKE A LONG WHILE TO CLEAR. WHEN SOMEONE ATTEMPTS TO CLEAR THE HIGH MOUNDS OF SNOWS, WERE PUSHED TO THE CURVES. THE WALK WAYS WERE NARROW. MY WHEELCHAIR COULD NOT GET THROUGH AND IT MADE IT DIFFICULT TO SEE WALK WAYS. THE WALK WAYS NEEDED TO BE WIDER AND MORE DEFINED.
3. I COULD NOT USE ACCESS A RIDE BECAUSE THE MOUNDS OF SNOWS INTERFERED WITH THE DRIVERS OPERATING THE LIFTS.
4. I COULD NOT USE THE METROPOLITAN TRANSIT AUTHORITY (MTA) BUS SYSTEM. THE DRIVERS WOULD OF NOT HAVE ENOUGH SPACE TO COME CLOSE AND WOULD HAVE LIFT ISSUES.

THERE SHOULD BE SOME KIND OF CLEARING HOUSE, SO PEOPLE WITH DISABILITIES CAN CONNECT WITH TO HANDLE THESE CLIMATE / WEATHER ISSUES. A CONTACT PERSON SHOULD BE DESIGNATED TO WORK WITH ALL AGENCIES INVOLVED WITH THESE ISSUES TO FULL FILL MANDATED CONCERNS AND COMMIT TO THE AMERICANS WITH DISABILITIES ACT.

IF YOU HAVE ANY QUESTIONS, PLEASE FEEL FREE TO CONTACT ME AT: 212-663-1491 OR E-MAIL.

SINCERELY,

MARTHA MENDEZ, LMSW.

CC: DISABLED IN ACTION OF METROPOLITAN NY

**From:** [miriam fisher](#)  
**To:** [Testimony](#)  
**Cc:** [miriam fisher](#)  
**Subject:** [EXTERNAL] Fw: City Council hearing Feb 27 2026  
**Date:** Saturday, February 28, 2026 1:15:33 PM

---

City Council Hearing Feb 27,2026  
Oversight Pedestrian and Transportation Accessibility  
139214-  
139215  
139216

The inadequate snow removal was devastating for people with disabilities, ambulatory difficulties, riders in wheelchairs, or those with balance problems. Often narrow paths were cleared which are difficult to go through, crosswalks not properly cleared, snow and ice patches not monitored. And as the snow melts,the snow chunks and icy patches are slippery, too, and must be cleared regularly.

I have a spinal disability, trying desperately to avoid a 4<sup>th</sup> surgery, also have torn meniscuses on knees, and poor balance. I fell on my knees, screamed for help getting up,and have slid repeatedly on the icy, slushy patches patches. I have stayed home during this snowy period except for urgent medical appts, frightened of more falls and injury.More extreme weather is expected with climate change, and NYC is unprepared. Learn from other places that have a history of heavy snow, but better equipment, and do better than NYC in snow clearance.

An additional concern is that about 1/3 of the NYC bus stops have no shelter,especially needed during the recent downpour of heavy snow. Standing by a lonely bus stop pole waiting for the next bus is horrific.The DOT recently allocated money to provide seats at all bus stops,seats designated as a "human need." Shelters are even more urgent to us all,people with disabilities, seniors, pregnant mothers, everyone. Another "human need."

Miriam Fisher  


NY NY 10011



**Committee on Disabilities (jointly with the /Committee on Sanitation and Solid Waste Management and the Committee on Transportation and Infrastructure)**

**February 27, 2026**

Members of the New York City Council,

My name is Monica Bartley, a member of Disabled in Action and I am a wheelchair user, and a resident of Brooklyn. I am here today to speak about the recent snowstorms and the devastating impact they have had on disabled New Yorkers.

The snow did not just fall — it trapped us.

After the recent storms, sidewalks across Brooklyn were left uncleared, with mounds of snow piled high at corners and curb cuts. Pathways were narrowed to the point where my wheelchair could barely pass. Bus stops were buried. Curb ramps were blocked. Accessible routes were erased.

Snowstorms are not unexpected in New York City. Winter happens every year. Yet the City's response made it feel as though accessibility was an afterthought.

On January 28th, I scheduled a ride on Access-A-Ride. When the vehicle arrived, there was no cleared space at the curb for the driver to safely deploy the lift. I was dropped off in the middle of a busy Brooklyn street. I feared for my life as cars passed. The driver accompanied me as I struggled to find a gap in the snowbank wide enough to reach the sidewalk. The path that did exist was dangerously narrow and uneven. This was not just inconvenient — it was unsafe.

On another occasion, I attempted to take the bus home. But snow piled at the bus stop prevented the driver from putting down the lift. For many people, climbing over snowbanks may be difficult. For a wheelchair user, it is impossible. I had to abandon the bus and try to find a taxi instead. Even that required traveling two blocks through snow and slush to locate a driveway where I could safely descend from the sidewalk to board the vehicle.

These are not isolated inconveniences. They are systemic failures.

When sidewalks and curb cuts are not cleared, disabled New Yorkers cannot:

- Get to medical appointments
- Go to work
- Attend school
- Buy groceries
- Participate in civic life

Are we to understand that when it snows, people with mobility disabilities should simply remain home? Should we be locked away for days at a time? That is not equality. That is exclusion.

New York City prides itself on being inclusive and forward-thinking. But inclusion must be operational. It must be built into emergency planning, sanitation response, and enforcement.

The City has done a poor job ensuring accessible snow removal. That is unacceptable.

I am calling on the Council to take decisive action:

1. Review and strengthen the City's snow emergency plan with disability access as a core priority.
2. Mandate rapid clearing of curb cuts, crosswalks, and bus stops — not just streets for cars.
3. Enforce sidewalk snow removal requirements more aggressively and equitably.
4. Develop a coordinated system to ensure that accessible transportation routes remain usable after storms.
5. Include disabled New Yorkers in planning and oversight of winter storm response.

Accessibility is not a luxury. It is a civil right. Mobility device users have the same right as any other resident to move freely, safely, and with dignity — in every season.

A truly accessible New York does not disappear when it snows.

I urge the Council to act now to create a winter response plan that ensures no New Yorker is stranded, endangered, or excluded simply because they use a wheelchair or other mobility devices.

Thank you.

Monica Bartley

Disabled In Action

**From:** [Paul Schreiber](#)  
**To:** [Testimony](#)  
**Cc:** [Henderson-Charnow, Hannah](#); [Hanif, Shahana](#); [Sanchez, Justin](#); [Abreu, Shaun](#); [Alexander, River](#); [Quigley, Jalissa](#)  
**Subject:** [EXTERNAL] Testimony to NYC Committee on Disabilities / Sanitation / Transportation and Infrastructure — February 27, 2026  
**Date:** Sunday, March 1, 2026 6:31:18 PM  
**Attachments:** [Schreiber Testimony 2026-02-27.pdf](#)

---

I presented this testimony via Zoom. Attached (PDF) is a complete copy of my testimony. Pasted below is a summary of the key points.

Testimony to New York City Council Committee on Disabilities jointly with the Committee on Sanitation and Solid Waste Management and the Committee on Transportation and Infrastructure

February 27, 2026  
Paul Schreiber

**Personal experiences**

I personally observed many blocked crosswalks in Boerum Hill and downtown Brooklyn. Crosswalks remained blocked for days or weeks after the storm. See photos in attached exhibit, pp 2–17.

DSNY failed to respond adequately to the 12 service requests I filed. See table in attached exhibit, page 19.

- Zero (0) had a response within the mandate 24-hour window
- Ten reports had a resolution of “no condition” or no violation
- One report had an inapplicable resolution of “removed the items”
- One remains open

**Citywide service request responses**

DSNY failed to adequately respond to service requests for “Snow and Ice on Sidewalk, Home or Business.” See exhibit, pp 20–26. Of the 19,349 reports filed between January 27 and

February 26:

- 12,422 were closed and 6,927 remained open (and overdue)
- Of the 12,422 closed reports
  - In 82.6% of the reports, DSNY found “no condition” or “no violation”
  - Only 10.1% resulted in a violation being issued
- 81.4% failed to meet the 24-hour service level agreement for resolution

### **Bad policy**

Per Nagin (2013), the certainty of being caught is a vastly more powerful deterrent than the punishment. Since DSNY only fines 10% of those who are reported (which is almost certainly less than 10% of all offenders or offenses), people are not deterred from leaving sidewalks uncleared.

### **Bike lanes**

DSNY failed to adequately clean bike lanes, even two-way protected bike lanes. See photo, page 26.

### **Road design**

DOT failed to correctly pitch roads, resulting in large puddles at crosswalks. Crosswalks should be the high point of roads, with storm grates nearby to drain water.

### **Learning from other cities**

Montréal handles snow properly.

- The city clears roads and sidewalks
- Cars are required to be moved so roads can be plowed to the curb.
- Cars that do not move are towed.
- See [youtu.be/6wDBWPd6XA0](https://youtu.be/6wDBWPd6XA0) for a video of this in action

- See [scopeofwork.net/montreal-snow/](https://scopeofwork.net/montreal-snow/) for a detailed written explanation

**Conclusion**

The city should take over responsibility for cleaning sidewalks, instead of leaving it to property owners.

Paul

# **Snow and ice on sidewalk observations**



**Atlantic Avenue &  
3rd Avenue SW**

**January 27, 2026**



**Atlantic Avenue &  
4th Avenue SW**

**January 27, 2026**



**Atlantic Avenue &  
Nevins Street**

**January 27, 2026**



**Atlantic Avenue &  
Nevins Street**

**January 27, 2026**



**Atlantic Avenue &  
Nevins Street SE**

**January 27, 2026**



**State Street &  
3rd Avenue SW**

**January 27, 2026**



**Flatbush Avenue &  
Lafayette Avenue**

**January 27, 2026**



**State Street &  
Nevins Street SW**

**January 28, 2026**



**Atlantic Avenue &  
3rd Avenue SW**

**January 28, 2026**



**Schermerhorn St &  
3rd Avenue NW**

**January 29, 2026**



**Dean St &  
3rd Avenue NW**

**January 29, 2026**



**Dean St &  
Nevins St SW**

**February 6, 2026**



**Livingston St &  
Bond St NE**

**February 7, 2026**



# State Street & Nevins Street SW

February 9, 2026



**Dean Street &  
Nevins Street SW**

**February 10, 2026**



**Dean Street &  
Nevins Street SE**

**February 10, 2026**

**Snow and ice on sidewalk  
311 service requests**

# Service requests filed

SR		Opened	Closed	Days	Resolution	Notes
311-26119978	32 4 Avenue	1/27	2/4	8d	No violation	Only closed because of EC-01518562
311-26120517	422 Atlantic Avenue	1/27	2/6	10d	No violation	
311-26120797	339 Atlantic Avenue	1/27	2/6	10d	No violation	
311-26139370	68 Nevins Street	1/28	2/7	10d	No condition	
311-26163380	360 Schermerhorn Street	1/29	2/7	9d	No violation	
311-26167146	112 3 Avenue	1/28	2/6	9d	No violation	
311-26174154	45 Nevins Street	1/29	2/7	9d	No condition	
311-26294649	150 Nevins Street	2/6	2/7	1d	No violation	
311-26312377	255 Livingston Street	2/7	2/8	1d	Removed the items	Huh?
311-26360088	252 Dean Street	2/10	2/19	9d	No violation	
311-26360110	250 Dean Street	2/10	2/19	9d	No violation	
311-26555405	33 Lafayette Avenue	2/24	—	—	—	

**19349**

**complaints filed**

**12422**

**complaints closed**

**82.6%**

**found no condition**

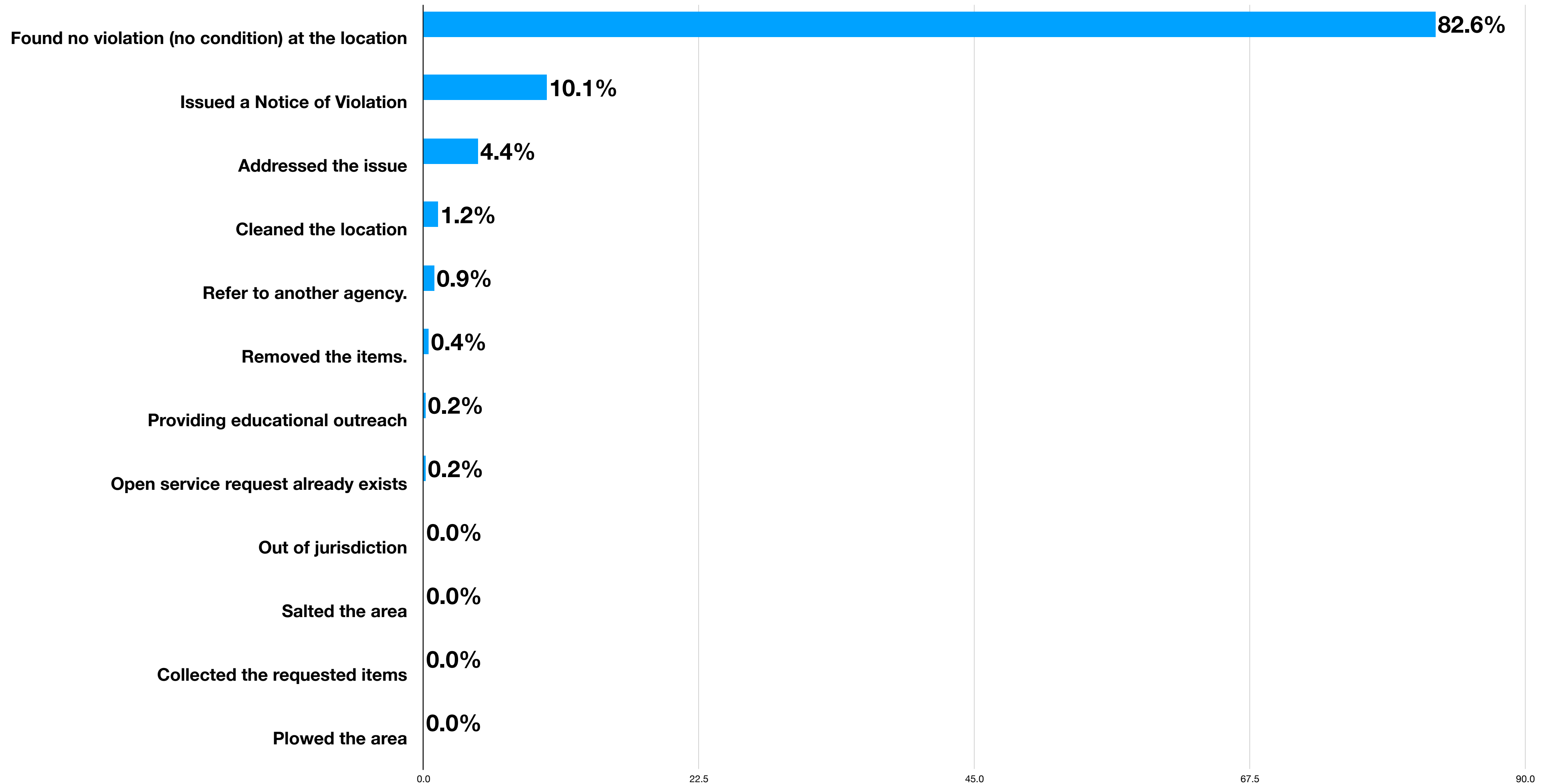
**10.1%**

**issued a violation**

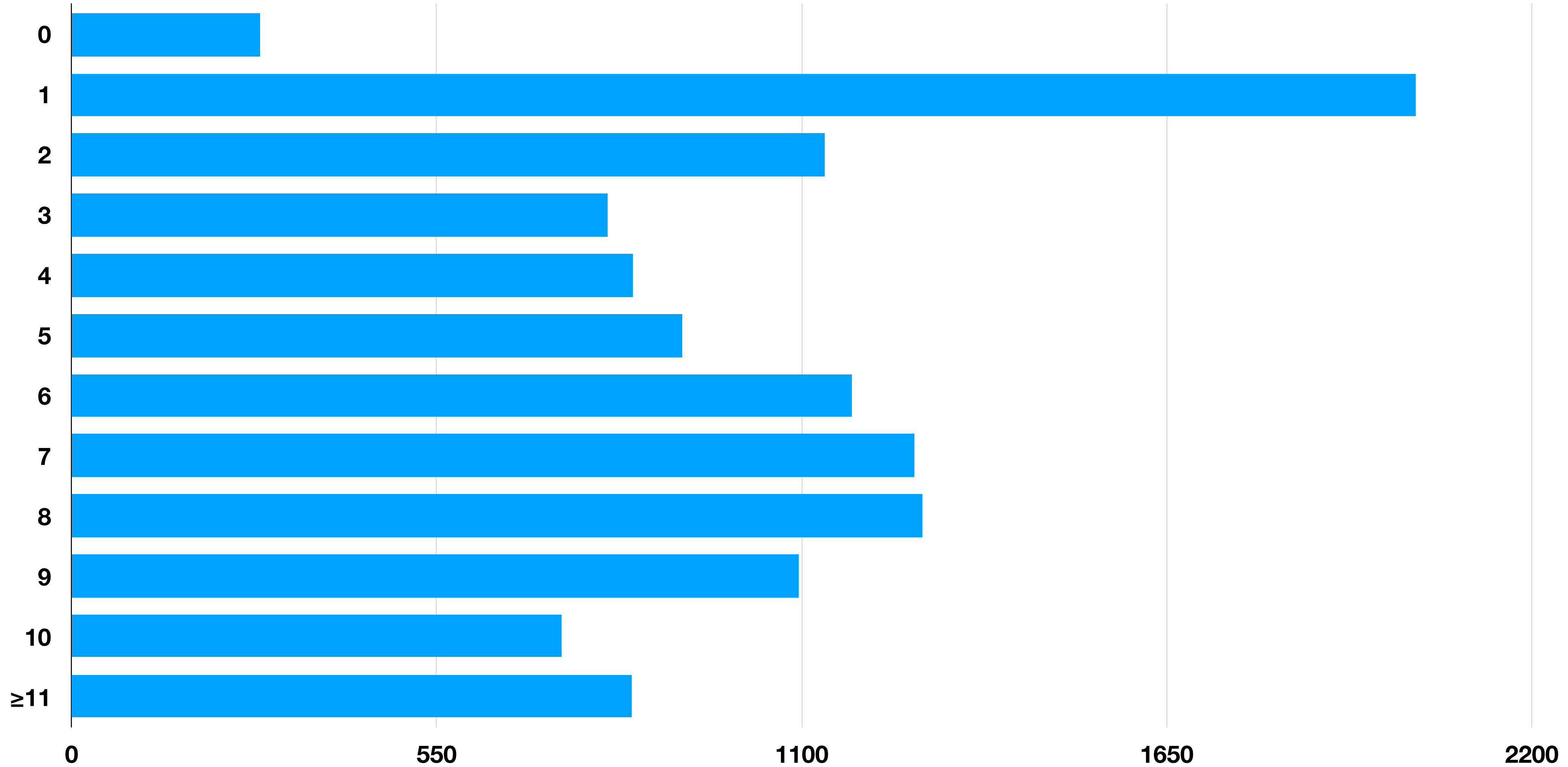
**81.4%**

**failed to meet 24-hour SLA**

# Service request resolution



# Service request resolution time



**Bike lanes  
uncleared**



**Schermerhorn Street  
and 3rd Avenue,  
Brooklyn “protected”  
two-way bike lane  
(other intersections  
similar)**

**February 24, 2026**

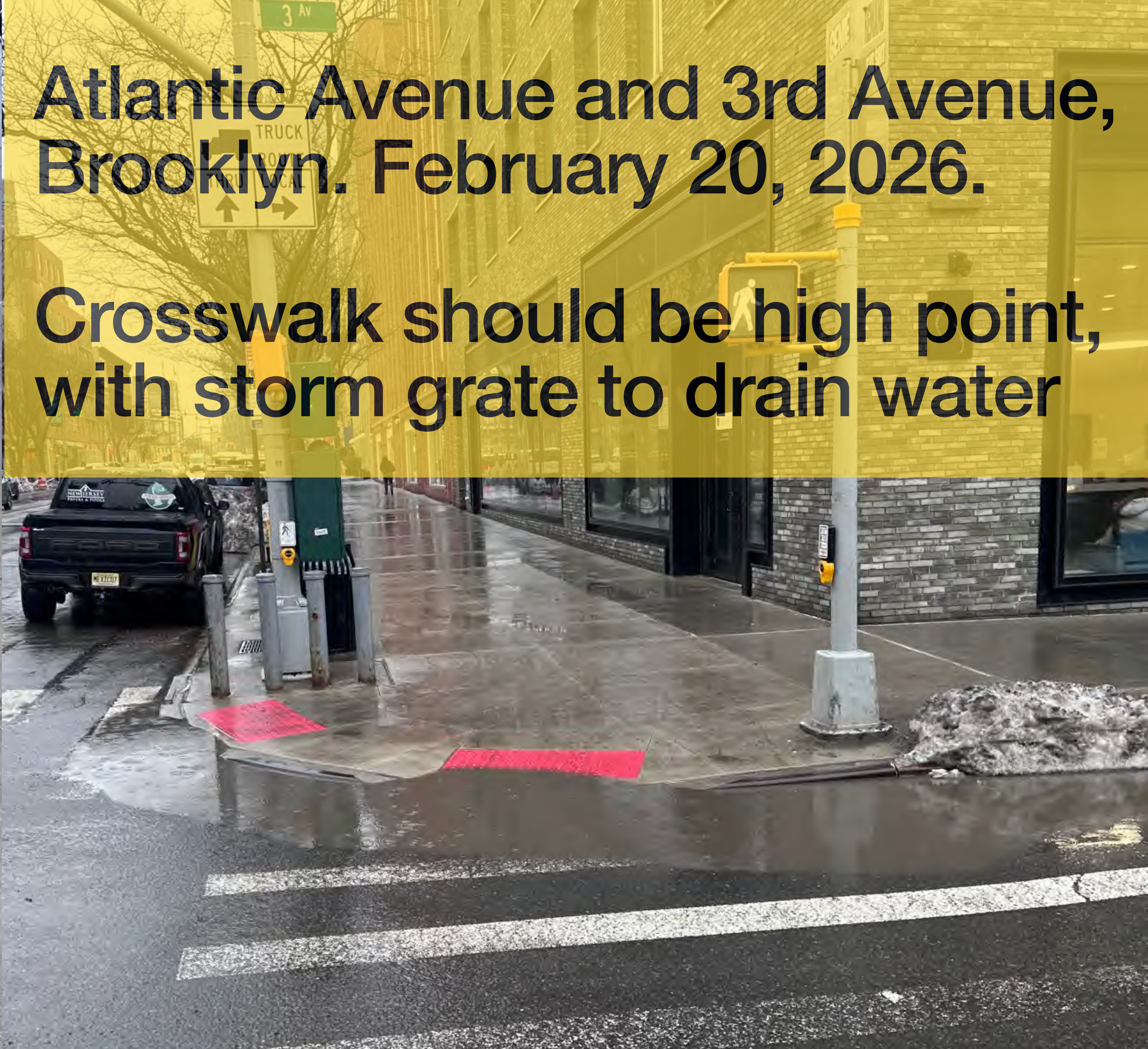
**Snow melt**

**makes puddles**



**Atlantic Avenue and 3rd Avenue,  
Brooklyn. February 20, 2026.**

**Crosswalk should be high point,  
with storm grate to drain water**



**Montréal handles  
snow properly**

**City clears roads  
*and* sidewalks**


Montreal Snow Removal

youtube.com/watch?v=6wDBWPd6XA0

Incognito

Search

Sign in



**MTL TRUCK SPOTTING**

**Montreal Snow Removal Ops | Heavy Machine**

Montreal Truck Spotting  
12.8K subscribers

Subscribe

1.9K

Share

Save

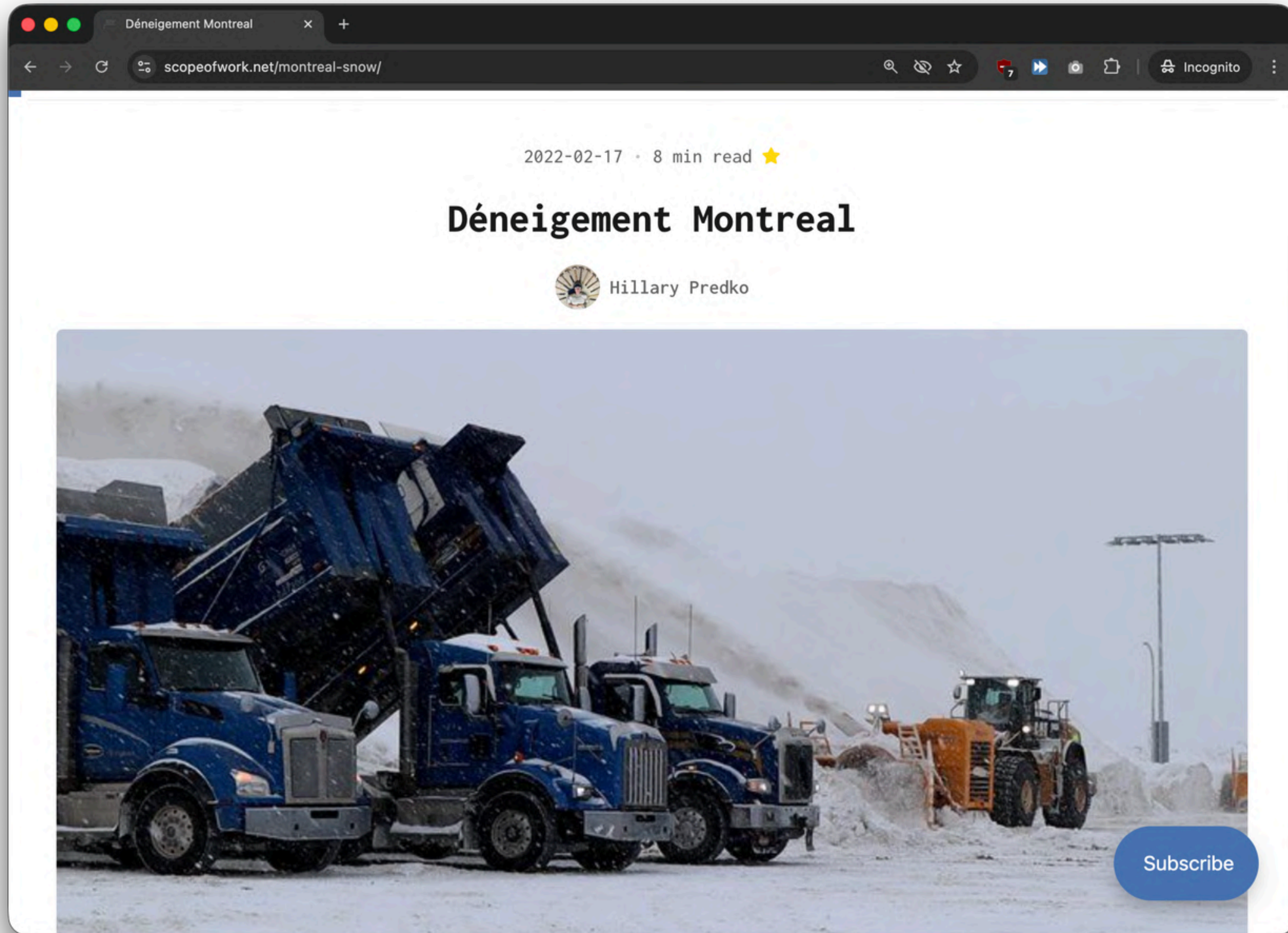
Snow Removal ...  
Montreal Truck Spo...  
73K views · 1 year ...

15:45

Larue 7060 &

261K views · 4 weeks ago · MONTREAL

[youtu.be/6wDBWPd6XA0](https://youtu.be/6wDBWPd6XA0)



[scopeofwork.net/montreal-snow/](https://scopeofwork.net/montreal-snow/)

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

7

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

in favor  in opposition

Date: 2/27/26

(PLEASE PRINT)

Name: EVAN YAMKET

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

I represent: BCID

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: 2/27/26

(PLEASE PRINT)

Name: Joshua Goodman

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

I represent: DSNY

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: 2/27/26

(PLEASE PRINT)

Name: Emily Sweet

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

I represent: Mayor's office for People w/

Address: Disabilities

**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: 2/27/26

(PLEASE PRINT)

Name: Anthony Pennolino

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

I represent: DSNY

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: 2/27/26

(PLEASE PRINT)

Name: Javier Lojan

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

I represent: DSNY

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: 2/27/26

(PLEASE PRINT)

Name: Margaret Fargione

Address: FDC

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: 2/27/26

Name: Mike Flynn (PLEASE PRINT)

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

I represent: Commissioner 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: 2/27/26

Name: Rick Rodriguez (PLEASE PRINT)

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

I represent: AL-IGA 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: 2/27/26

Name: Dr Sharon McLennan-Howe by Arthur Schwartz (PLEASE PRINT)

Address: 1010 5th Ave, NY

I represent: Center for the Independence of the Disabled, NY

Address: 1010 5th Ave, 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. I2026 Res. No. 1047

in favor  in opposition

Date: 2/27/26

(PLEASE PRINT)

Name: Layla Passman

Address: 306 Atlantic Avenue

I represent: Atlantic Avenue BID

Address: 306 Atlantic Avenue

**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: 2/27/26

(PLEASE PRINT)

Name: Robert Avedo

Address: 80078 Broadway

I represent: Disabled Interaction

Address: Maiden Lane

**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: 2/27/26

(PLEASE PRINT)

Name: Jackson Chabot

Address: 377 Broadway

I represent: Open Plans

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: 2/27/26

(PLEASE PRINT)

Name: Alex Corego

Address: [REDACTED] Brooklyn

I represent: myself

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

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

in favor  in opposition

Date: 2/27/26

(PLEASE PRINT)

Name: Jessica Scholes, Disability Rights New York

Address: 279 Troy Road Ste 9 Rensselaer NY 12144

I represent: Disability Rights New York

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

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

in favor  in opposition

Date: 2/27/26

(PLEASE PRINT)

Name: JOE RAPPAPORT

Address: 35 Elm Place, Brooklyn 11201

I represent: BROOKLYN CENTER INDEPENDENCE

Address: OF THE DISABLED

**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: 2/27/26

Name: Michael King (PLEASE PRINT)

Address: [REDACTED] Brooklyn 11215

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: 2-28-26

Name: Jean Ryan (PLEASE PRINT)

Address: pansies007@gmail.com

I represent: Disabled In Action

Address: [REDACTED]

◆ 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: 2/27/26

Name: MIKE SCHWEINSBERG (PLEASE PRINT)

Address: \_\_\_\_\_ 10009

I represent: 504 DEMS

Address: SAME

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: Feb 27, 2026

Name: Jonathan Horan (PLEASE PRINT)

Address: \_\_\_\_\_ New York, NY 10034

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

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

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