



February 25, 2026  
Testimony of Kevin Woods, Chief of Fire Operations, FDNY  
**“Oversight: Implementation of Local Law 6 of 2025”**

---

Good morning Chair Ariola and members of the Fire & Emergency Management Committee. My name is Kevin Woods and I am the Chief of Fire Operations at the New York City Fire Department. I am pleased to appear before you today to discuss the implementation of Local Law 6 of 2025, which places requirements on the Department of Transportation and the Fire Department with regard to proposed open street applications and major transportation projects affecting city streets, including open street applications and bicycle lanes. I am joined today by Chief James Ahrens, who oversees FDNY’s City Planning Unit, as well as Captain Kevin Molloy, and colleagues from the Department of Transportation.

In the case of a fire or emergency, the time that it takes for the local fire company to reach the scene is critical. It is not hyperbole to say that time lost in transit can be a matter of life and death. The Fire Department is always seeking the most effective path to carry out our mission to save lives and property. We are grateful to the Council for your attention to this issue. We are also grateful to the Department of Transportation for their collaboration and coordination. A key part of their mission is to make the streets safer for everyone. It is FDNY EMS and fire personnel who respond to crashes and accidents, so we support DOT’s efforts to reduce these injuries and deaths. The City’s Vision Zero initiative includes redesigning streets using proven safety treatments, which may involve bike lanes, pedestrian crossing interventions, lane

reductions, or other major transportation projects that require coordination with us and other New York City agencies. In as dense a city as New York, our challenge as government agencies is to find a way to accomplish both missions at once. Local Law 6 of 2025, passed by Chair Ariola and this committee, provides a roadmap for both agencies to improve our working relationship for the benefit of all New Yorkers.

The Fire Department works with the Department of Transportation on street redesigns, including major transportation projects, in several different ways. Importantly, DOT's engineers incorporate standards that both agencies have collaborated on over the course of a decade as part of their designs. This includes modeling a custom FDNY vehicles to ensure necessary turning radii and providing emergency access lanes through closed streets.

Additionally, we have several points of contact. Senior leadership from both agencies meet to discuss challenges. FDNY Borough Commanders meet with their DOT Borough Commissioners periodically so that they discuss challenges that they are experiencing in the field and DOT can provide advanced notice of major transportation projects that are in the planning stages. As prescribed by Local Law 6, the Department of Transportation provides plans to the Fire Department in order to coordinate regarding FDNY feedback. Those plans are submitted to the Fire Department's City Planning Unit, which then seeks the input from the local division and firehouse or firehouses that respond within the project area. In addition to seeking input from the firehouse, the City Planning Unit is staffed by experts who review each plan and, where appropriate, conduct an in-depth analysis. They work to understand how the changes to the street would affect emergency response and what changes to the plan would mitigate delays or

encumbrances on operations. Then feedback is provided to the Department of Transportation. In some instances, DOT and Fire Department staff also meet in the field to run fire apparatus through the proposed geometry of the project, a process that has resulted in modifications to the design before the project is finalized.

The Department of Transportation reviews the feedback from the Fire Department and at times makes changes to the projects as a result. Changes can be made during the design phase or after implementation. To give the Council some idea of the types of changes that occur, some recent examples have includes:

- Recent Changes involving planter, granite block, jersey barrier moves/placement based on FDNY input:
  - W 103<sup>rd</sup> Street (Manhattan)
  - Montague Street (Brooklyn)
  - Scott Street (Brooklyn)
  - Park Ave (Bronx)
  - Queens Boulevard (Queens)
  - 31<sup>st</sup> Avenue (Queens)
- Recent Design Coordination:
  - Woodside (Queens)
  - Broadway 35th-36th (Manhattan)
  - Broadway 17th-18<sup>th</sup> (Manhattan)

This process is not without its challenges. To begin with, there are a lot of major transportation projects, and the permanent staffing of the Planning Unit consists of an officer and two firefighters. The number of major transportation projects can be quite large. As a result, the unit has been working on a large backlog of projects since the law went into effect. This team is also responsible for conducting planning analyses of numerous other projects that are unrelated to the streets, including atypical building design, large construction projects, and other private

development throughout the City, so the work reviewing bike lane proposals is only one aspect of their portfolio.

Though City Planning disseminates all the bike lane plans to the local firehouses for review, it can also be a challenge for the affected firehouses to produce feedback. Members of the City Planning Unit have specialized training and backgrounds in analysis of projects – for instance, the unit includes a firefighter who is a professional engineer – but that’s not the case for the typical fire officer or firefighter in the firehouse. The projects are not necessarily spread evenly across all firehouses: some firehouses are in areas that contain many major transportation projects and those firehouses receive a large volume of plans to review. Naturally, their primary duty is responding to emergencies and the training and preparation that goes along with those operations. When the list of projects grows and creates a backlog of requests for feedback, the process slows down.

That said, I am happy to report to the Council that, over the course of the year that this law has been in effect, we have learned from our experience and we are taking concrete steps to improve and refine this process. We know that we can do a better job of providing timely feedback and coordinating with the Department of Transportation to mitigate issues that affect emergency operations and street safety. Both the Fire Department and the Department of Transportation have new commissioners at the helm and the commissioners and their senior teams have already met to discuss these topics and ensure open lines of communication. One of the changes under consideration includes amending the letters that the Planning Unit provides to DOT to provide more of the specific information that DOT needs in order to better comply with Local Law 6.

The Fire Department is also looking at ways to support the needs of the City Planning Unit. As it stands, an enormous amount of work is being done by a small group of people, and they are not able to do it as efficiently as we would prefer. We're exploring ways to assist with the workload that is created by the numerous proposed major transportation projects and open street applications. One recent change that we have already made is that we are adding two light duty firefighters to the unit to assist with reviewing projects and communicating with local firehouses. We expect these additions to pay dividends and improve the productivity of the unit.

The Fire Department is reviewing the lessons that we learned during the first year under Local Law 6. We know that we can do better and we will continue making improvements to this process so that we create better outcomes for the Fire Department, the Department of Transportation, and all New Yorkers.

**From:** [New York City Council](#)  
**To:** [Testimony](#)  
**Subject:** [EXTERNAL] Wed, Feb 25 2026 @ 10:00 AM - Committee on Fire and Emergency Management  
**Date:** Sunday, February 15, 2026 4:51:03 PM  
**Attachments:** [endangers-lives.pdf](#)

---

[REDACTED]

Attendee will be: Testifying in-person

[REDACTED]

Attendee name (Zoom name): Maxine Lois DeSeta

[REDACTED]

Hearing: Wed, Feb 25 2026 @ 10:00 AM - Committee on Fire and Emergency Management  
Subject of testimony: Road redesign PartktoPark103 Two fires Aug 8 2024, Dec 15,2025 on W103rd between Broadway & Amsterdam one death, injuries FDNY not involved when road design was implemented narrowing it to 9 1/2 against DOT emergency lane regulations ft  
Organization: Other  
Organization if "Other": SaveOurStreets

If a testimony was uploaded, it will be in the attachments.

# ParktoPark103 design of W103rd Street

## Endangers Lives

CALL 311 DOT ASK FOR TRAFFIC SAFETY REVIEW

Give your Name and Number. They are required to get back to you in 14 days

Fires Aug 8, 2024 and December 14, 2025 resulting in injuries and death of 83yr old

NYC DOT requires a minimum 15-foot emergency access lane on roadways ... **to ensure first responders can safely navigate.**

**This lane must remain clear of obstructions at all times.**

W103 has been narrowed to 9 ½ feet.

## BOULDERS IN STREET PREVENT SANITATION FROM SWEEPING

Every 6 months your Block Association dues, \$3800, are used to clean block.

Some Board members of the W102-103 Block Association would like to extend “design” to WEA and RSD which residents are strongly against. We do not want this mess that has resulted from Amsterdam Ave to West End Ave anywhere.

Contact Council person **Shaun Abreu 212-928-6814**



# EXECUTIVE SUMMARY: SYSTEMIC OPERATIONAL FAILURE OF COURT ST. CORRIDOR

FOR THE COMMITTEE ON FIRE AND EMERGENCY MANAGEMENT – HEARING DATE: 2/25/2026

SUBMITTED BY: Alexander Gregor

CREDENTIALS: 2010-2021 Superintendent of Highways Southampton, NY, 2022-2024 Instructor Cornell Local Roads program NY, LTAP

---

## 1. THE "SMOKING GUN": PHYSICAL IMPOSSIBILITY OF EMERGENCY ACCESS

- **Engineering Defect:** Physical measurements (Photos C5–C35) confirm travel lanes narrowed to **6.8' – 7.6'**.
- **The Violation:** A standard FDNY Engine is roughly **8' wide**. This design eliminates the **15-foot clear bypass width** required by [NYC Street Design Standards](#).
- **Documented Failure:**
  - **1/09/26:** Ambulance gridlocked at Court/Baltic (Photos A10–13).
  - **1/30/26:** FDNY Engine gridlocked at Court/Nelson (Photos A6–9).

## 2. THE "TIMELINE OF NEGLIGENCE": ACTUAL NOTICE GIVEN

- **1/09/26 (Notice 1):** Served DOT with 21-photo index following an accident and ambulance gridlock.
- **1/30/26 (Notice 2):** Served DOT with 112-photo audit proving the defect remained unaddressed and worsened.
- **The Breach:** Under the **Standard of Care** taught at the Cornell Local Roads Program, the City has held "Actual Notice" for 47 days (as of 2/25) and has failed to mitigate the documented life-safety risk.

## 3. WINTER MAINTENANCE & ADA LIABILITY

- **The "Snow Wall" Paradox:** The "Floating Parking" design forces DSNY to store snow at the curb.
- **ADA Breach:** Photos B14–15 document passengers discharged into active travel lanes because **30-inch frozen windrows** blocked bus stop access.

- **Illegal Obstructions:** Perpendicular **granite blocks** (Photos C11–13) are non-crashworthy and violate **MUTCD Section 1A.13**. They are "hidden landmines" that endanger both plows and motorists.

#### **4. FINANCIAL WASTE & OPERATIONAL OPTICS**

- **Equipment Mismatch:** The City is spending record man-hours and fuel on **specialized skid steers** to clear a bike lane that experienced cyclists (including myself) have abandoned due to a residual "slippery film."
- **The Result:** High-cost specialized equipment is prioritizing a 5-foot strip while the resulting snow-storage walls paralyze **Fire, EMS, and Sanitation** services.

---

### **EXPERT CONCLUSION**

As a Former Cornell Local Roads Instructor, I affirm that this design is **operationally bankrupt**. The DOT has engineered a "tunnel" that ignores the laws of physics and the requirements of the NYC Fire Code. **This design must be modified immediately to restore a 15-foot emergency clear path.**

---

Alexander Gregor

[REDACTED]  
[REDACTED]  
[REDACTED]

November 27 2025

Commissioner Ydanis Rodriguez

New York City Department of Transportation (NYCDOT)

55 Water Street, 9th Floor

New York, NY 10041

**Subject: URGENT: Comprehensive Safety and Operational Review Required for the Court Street Protected Bike Lane (Schermerhorn Street to Hamilton Avenue)**

Dear Commissioner Rodriguez,

I am writing to formally log severe and immediate safety issues observed since the implementation of the new protected bike lane configuration along the 1.3-mile stretch of Court Street, from Schermerhorn Street to Hamilton Avenue. My observations indicate potential non-compliance with the Federal Manual on Uniform Traffic Control Devices (MUTCD), NYS Vehicle and Traffic Law, and basic safety protocols, particularly concerning the lack of adequate consultation with emergency services.

My specific observations requiring urgent review are as follows:

- **Hazardous Transition at Hamilton Avenue:** The bike lane abruptly ends on the left side of Court Street just before the high-traffic Hamilton Avenue intersection. Cyclists are then immediately required to perform a dangerous merge across multiple traffic lanes to pick up the continuation of the bike lane on the right side of the road past Hamilton Avenue.
- **Non-Crashworthy Obstructions at Refuge Areas:** The large, fixed rocks placed at the pedestrian refuge areas at crosswalks create an extreme roadside hazard. These objects are perpendicular obstructions and do not meet crashworthy performance criteria outlined in engineering standards and required by the FHWA for objects near the clear zone. Even if marked, these rigid objects should, at a minimum, be breakaway or shielded by approved barriers, not fixed landscape elements.
- **Lack of Emergency Service Consultation (FDNY/NYPD/EMS):** Based on public information and ongoing legal challenges by the Court Street Merchants Association, there is significant concern that the NYCDOT did not adequately consult with local police, fire, and EMS departments. The single-lane

configuration and physical barriers severely impede access and maneuverability for emergency vehicles, which poses a critical public safety risk that must be addressed immediately.

- **MTA Bus Operational Failures:** MTA bus drivers are reportedly having difficulty accessing curbside stops, particularly during traffic volume. This has resulted in the highly dangerous practice of drivers letting passengers board and alight in the main lane of travel.
- **Illegal Moped and Scooter Operations:** The narrow, single-lane configuration encourages illegal behavior, such as food delivery mopeds and scooters lane-splitting in the travel lane (a violation of NYS VTL § 1252) and improperly using the bike lane.
- **Left-Side School Locations and Crossings:** With all area schools located on the left side of the one-way road, all students must cross multiple lanes of active traffic, a parking lane, and the bike lane.
- **School Bus and Crossing Guard Hazards:** The current configuration complicates safe student loading zones and creates significant sightline issues for the school crossing guard at the 2nd Place intersection, who struggles to safely direct children while monitoring downhill bicycle traffic.
- **Access Issues for Community Institutions:** The segmentation of parking areas creates significant access problems for facilities like the local funeral parlor and St. Mary's Church during high-volume events such as weddings and funerals.

The above issues indicate that the current design does not meet fundamental safety standards and operational needs of the community.

I formally request that the NYCDOT provide a certification of the consultations conducted with the FDNY and NYPD as required by Local Law 6 of 2025. I further request an immediate, detailed engineering study to address all the operational and safety issues listed above.

Thank you for your prompt attention to these critical matters. I look forward to a formal response and a timely resolution to these critical safety concerns.

Sincerely,

Alexander Gregor

**Alexander Gregor**

[REDACTED]

**Brooklyn, NY 11231**

[REDACTED]

[REDACTED]

**January 5, 2026**

**VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED**

**Commissioner Mike Flynn**

NYC Department of Transportation

55 Water Street, 9th Floor

New York, NY 10041

**CC:** Brooklyn Community Board 6; FHWA Office of Safety; NYC Comptroller's Office

**RE: FORMAL TECHNICAL OBJECTION & NOTICE OF DEFECT: Court Street/Schermerhorn St.- Hamilton Avenue Redesign and Inconsistent Daylighting Policy**

Dear Commissioner Flynn,

Congratulations on your appointment. As a professional colleague with 12 years of experience as an Elected Highway Superintendent and 3 years as an Instructor for the Cornell Local Roads Program (CLRP), I am submitting this formal audit of current DOT projects in Brooklyn CB6.

My previous formal objection dated November 28, 2025, remains unaddressed. This updated letter serves as a **Notice of Defect** regarding the "hardened daylighting" and protected bike lane installations which violate established standards of care, maintenance, and crashworthiness.

### **Engineering & Operational Audit (Court St/Hamilton Ave)**

#### **1. Fundamental Geometric Failure: Over-Engineering vs. Operational Safety**

The redesign of the Court Street and Hamilton Avenue intersection is a textbook case of an "engineering fix" for a self-inflicted design flaw.

- **The Problem:** By placing the protected bike lane on the left side of Court Street, the DOT created an unnatural conflict point at the high-volume Hamilton Avenue crossing.

- **The Hamilton Maze:** The installation of far-side bicycle signals—which I observed as a confusing "runway" of lights under the bridge—is an attempt to engineer out a conflict created by the lane's initial placement.
- **A Tale of Two Intersections:** Crucially, south of Hamilton Avenue, the bike lane returns to a **standard right-side alignment** within the travel lane. This layout is intuitive and allows for efficient maintenance. The decision to switch to a left-side "maze" north of Hamilton is an arbitrary and dangerous departure from standard practice.

## 2. Signal Confusion and "Hidden" Phases

The far-side bicycle symbols and "breakaway" lane dividers create a high-risk environment.

- **Visibility Hazards:** Bicycle signals are notoriously difficult for drivers of standard-sized vehicles to distinguish, especially when obscured by commercial vehicles.
- **T-Bone Risk:** This over-engineered solution creates a "hidden" signal phase. If a driver misses the specific bicycle actuation while focusing on the primary green light, the likelihood of a high-speed T-bone collision increases exponentially.

## 3. Emergency Response Compromise (FDNY, NYPD, EMS)

The tactical implementation lacks meaningful operational consultation with first responders.

- **Restricted Maneuvering:** Fixed granite blocks and rigid dividers restrict the "swing room" and turning radii required for large fire apparatus. The "maze" at Hamilton Avenue forces first responders to navigate a non-standard intersection during time-critical emergencies.
- As a former volunteer ambulance crew member and CDL holder who has performed CPR in the back of a rig, I know that seconds save lives. This maze of dividers and far-side signals isn't calming; it is chaotic and creates a friction that delays first responders. You cannot engineer safety by creating stress and confusion for those tasked with saving lives.

#### 4. MTA Transit Accessibility and ADA Liability

The one-lane configuration has resulted in a systemic failure of transit operations.

- **Travel Lane Discharge:** MTA bus operators are routinely discharging passengers directly into the travel lane because the one-lane design makes "curbing" the vehicle nearly impossible.
- **ADA Violation:** This denies seniors and individuals with disabilities a safe, firm, and level boarding surface, creating a direct **violation of ADA and PROWAG standards**.

#### 5. Maintenance Impossibility and the "Orphaned Lane" Failure

Field observations during the December 2025 snowstorms and the January 1, 2026 "dusting" confirm this design is **designed for failure**.

- **Mechanical Incompatibility:** Even during holiday periods with vacant lanes, DSNY equipment struggled to clear the "orphaned" parking lanes sandwiched between travel and bike lanes.
- **The Salt Gap:** On Jan 1, 2026, while travel lanes were salted, the orphaned lanes remained untreated, and specialized bike lane equipment failed to spread any melting agent.

#### 6. Federal Crashworthiness (MASH) Violations

- **Non-Tested Hazards:** These granite blocks are unyielding fixed-object hazards with no documented **MASH TL-1 or TL-2** crash-test certification. Using non-energy-absorbing hardware for "parking enforcement" increases occupant risk and contradicts the "forgiving roadside" philosophy.

#### 7. Inconsistent Daylighting: Revenue vs. Safety

The DOT's safety claims are undermined by hypocrisy at **Nelson and Court Street**.

- **Inbound Side:** The City has installed **metered parking right up to the crosswalk**, prioritizing revenue while blinding drivers to pedestrians.
- **Outbound Side:** Removing essential loading zones forces delivery trucks into unsafe double-parking. This arbitrary application of safety rules is technically indefensible.

#### 8. The "Hostility Gap" and Operational Conflict

This layout has engineered a "hostility gap" where homeowners, delivery drivers, and cyclists are forced into avoidable confrontations. By removing the "recovery zone" for

daily life—such as retrieving a wind-blown garbage can—you have created a socially divisive environment.

**Formal Request for Action:**

I am requesting a formal **Technical Audit** of the Court/Hamilton corridor to ensure compliance with the **2025 MUTCD (11th Edition)** and ADA/PROWAG requirements. We cannot "engineer out" bad behavior with blocks while ignoring the physical and logistical requirements of a functional city.

Sincerely,

**Alex Gregor**

Elected Highway Superintendent, Town of Southampton NY 2010-2021

Instructor, Cornell Local Roads Program 2022-2024

**Alexander Gregor**

[REDACTED]

**Brooklyn, NY 11231**

**Commissioner Mike Flynn**

**NYC Department of Transportation**

**55 Water Street, 9th Floor**

**New York, NY 10041**

**RE: SECOND SUPPLEMENTAL NOTICE OF DEFECTS – Case dot-731192-M2G7**

**Subject: Systemic Operational Failure, Public Health Crisis, and Breach of Standard of Care**

January 31, 2026

Dear Commissioner Flynn,

I am submitting this urgent update to **Case dot-731192-M2G7** following an extensive five-day field audit of the Court Street, Schermerhorn Street and 9<sup>th</sup> Street/7<sup>th</sup> Ave. corridors. My documentation proves that the current "Road Diet" design has caused a systemic breakdown of essential City services, including emergency response, ADA access, and public sanitation.

As a former Highway Superintendent and Cornell Local Roads instructor, I have documented the following critical failures between January 25 and January 30, 2026:

1. **Life-Safety Breach (Emergency Access):** Physical measurements on 1/25 confirmed the single travel lane was narrowed to **7.8'–8.3'**. This is physically narrower than a standard FDNY engine or ambulance. This design has created a "1.3-mile tunnel" that traps emergency vehicles, as verified by my video of the gridlocked ambulance on 1/9/26.
2. **Public Health Crisis (Failed Sanitation):** On the night of 1/26, the redesign prevented the scheduled collection of waste for multi-family dwellings. The **23-inch frozen windrows** created by the "floating" design acted as a physical moat, preventing DSNY crews from safely accessing the curb. Abandoned garbage now lines the corridor, creating a secondary health hazard.

3. **ADA and Transit Violations:** Windrows as high as **32 inches** at bus stops (specifically Court/Nelson, Court/3rd Place, Court/1<sup>st</sup> Place) have rendered curb access impossible. Passengers are being discharged into frozen drifts or active travel lanes, a clear breach of the **Standard of Care** and federal ADA mandates.
4. **Infrastructure Abandonment:** While the City claims these lanes are for safety, the protected bike lanes on **Court and Schermerhorn Streets** remained entirely unplowed through Thursday morning, 1/29. This forces cyclists into the narrowed 7.8' travel lane, engineering the very conflict the DOT claims to mitigate.

Your recent statement claimed the city prioritizes "protecting people who live, work, and take their children to school." My evidence proves the opposite. This design is "Arbitrary and Capricious" as it ignores the operational storage capacity needed for winter maintenance and basic city services.

I have attached a **Photo Index of 120+ time-stamped photographs** documenting these failures. I request an immediate engineering review to restore emergency maneuverability and public health access to these corridors.

Sincerely,

**Alexander Gregor**

**Highway Superintendent, Town of Southampton NY 2010-2021**  
**Instructor, Cornell Local Roads Program 2022-2024**

# INDEX OF TECHNICAL EXHIBITS

**Project:** Court Street/Hamilton Avenue Infrastructure & Operational Audit (CB6)

**Auditor:** Alex Gregor, Former Elected Highway Superintendent & CLRP Instructor

- **Exhibit 1:** Northbound Court St. approaching Hamilton Ave.; illustrates "over-engineered" signal maze, non-intuitive far-side signals, and "runway" dividers causing driver confusion.
- **Exhibit 2:** Southbound Court St. at Hamilton Ave.; documentation of standard right-side bike lane alignment and pavement markings currently functioning south of the bridge.
- **Exhibit 3:** Southbound Court St.; illustrates natural traffic flow with cyclist utilized right-side contiguous lane, proving right-side alignment is a viable, standard alternative.
- **Exhibit 4:** Southbound Court St.; additional documentation of cyclist utilizing standard right-side lane, highlighting intuitive geometric design.
- **Exhibit 5:** Transit Hazard: MTA bus discharging/boarding passengers directly into the travel lane on Court St. due to curb-access obstructions.
- **Exhibit 6:** ADA/PROWAG Violation: MTA bus unable to reach the curb for level boarding; forces passengers into the travel lane, creating a significant safety and accessibility liability.
- **Exhibit 7:** Nelson St. Inbound (at Court St.): SUV parked at metered spot within 3 feet of crosswalk; illustrates "Revenue over Safety" hypocrisy and a rigid, non-breakaway sign post violating **MASH/MUTCD** standards.
- **Exhibit 8:** Nelson St. Inbound: Alternate angle of Exhibit 7; further documentation of sightline obstruction at a metered corner.
- **Exhibit 9:** Nelson St. Outbound: Vehicles parked to the crosswalk edge; documentation of rigid, non-breakaway old sign post and new "Daylighting" sign on a non-yielding post (**MASH Violation**).
- **Exhibit 10:** Nelson St. Outbound: Alternate angle of Exhibit 9; documenting inconsistent application of daylighting standards.

- **Exhibit 11:** School Safety Hazard: Children crossing a protected bike lane and entering the travel lane to board a school bus on Court St.
- **Exhibit 12:** School Safety Hazard: Adult monitor forced into the travel lane to protect students; illustrates flawed lane geometry for school transit operations.
- **Exhibit 13:** Incident Management: Minor collision on Court St. requiring traffic to be diverted into the protected bike lane; illustrates lack of "recovery zone."
- **Exhibit 14:** Incident Management: Tractor-trailer struggling to navigate a detour through narrow, "hardened" corridors; illustrates restricted maneuvering for large vehicles.
- **Exhibit 15:** Winter Operations Failure (Dec 26-27): "Orphaned" parking lane on Court St. remains unplowed and untreated long after travel lanes were cleared.
- **Exhibit 16:** Winter Operations Failure: Pedestrian refuge area on Court St. left with deep snow/slush; illustrates mechanical impossibility of clearing "hardened" corners.
- **Exhibit 17:** Winter Operations Failure: Clear documentation of "sandwiched" parking lane; travel and bike lanes are clear, but the parking area is unreachable by DSNY equipment.
- **Exhibit 18:** Pedestrian Hazard: Refuge area with granite blocks remains un-cleared; forces pedestrian to walk in the active travel lane to bypass ice/slush.
- **Exhibit 19:** Winter Operations Failure: Breakaway dividers at Court St. area inaccessible to plowing equipment, creating a permanent ice hazard.
- **Exhibit 20:** Operational Conflict: "Super-sucker" truck cleaning Con Ed manhole, completely obstructing the bike lane on Court St.
- **Exhibit 21:** Operational Conflict: Vacuum truck removing cooking oil, obstructing the bike lane; illustrates the lack of dedicated commercial loading zones in the redesign.
- **Exhibit 22:** International School of Brooklyn forced to deploy their own staff into the street to direct traffic in the bike lane.

## PHOTO INDEX KEY: COURT STREET OPERATIONAL AUDIT

**Submitted By:** Alexander Gregor, Highway Superintendent Town of Southampton NY  
2010-2021

**Case Reference:** NYC DOT Case # dot-731192-M2G7 / Notice of Defects

**Audit Dates:** January 9 – January 30, 2026

Photo #	Date & Time	Location	Description of Violation / Hazard
A1-4	1/09 @ 2:55 PM	Court & Baltic	<b>Accident Scene:</b> School bus/bike lane conflict point.
A10-13	1/09 @ 2:44 PM	Atlantic to Baltic	<b>Life-Safety:</b> Ambulance trapped in gridlock; no bypass capacity.
A6-9	1/30 @ 2:44 PM	Court & Nelson	<b>Life-Safety:</b> FDNY engine obstructed by gridlock; sirens active.
A5	1/30 @ 2:00 PM	Court & Hamilton	<b>Hazard:</b> Frozen snow pile blocking bike lane terminus.
B1-13	1/25-1/26	Various (Court St)	<b>ADA Violation:</b> Bus stops inaccessible; 23"-30" snow walls.
B14-15	1/27 @ 3:07 PM	Court & Nelson	<b>Transit Breach:</b> Bus discharging passengers into travel lane.
C1-9	1/25 @ 12:30 PM	South of Carroll Park	<b>ADA Violation:</b> Crosswalks obstructed by 7"-14" of snow.
C5-10	1/25 @ 1:30 PM	South of Carroll Park	<b>Engineering:</b> Sub-standard travel lane measured at 6.8'-8.6'.
C11-13	1/25 @ 12:53 PM	South of Carroll Park	<b>Hazard:</b> Hidden granite blocks under drifting snow.

<b>C15–17</b>	1/25 @ 3:50 PM	St. Mary's Church	<b>Maintenance:</b> 19"–24" frozen windrows at the curb line.
<b>C18–24</b>	1/26 @ 11:09 AM	South of Carroll Park	<b>Policy Failure:</b> Plowed bike lane created 31" double walls.
<b>C26–34</b>	1/26 @ 11:20 AM	South of Carroll Park	<b>ADA Violation:</b> Crosswalks filled with 15"–24" of snow.
<b>C35</b>	1/26 @ 11:30 AM	South of Carroll Park	<b>Engineering:</b> Travel lane narrowed to <b>7.6'</b> .
<b>C45–48</b>	1/26 @ 11:50 AM	Court & Degraw	<b>ADA/Safety:</b> Pedestrians trapped in roadway; non-predictability.
<b>D1–2</b>	1/26	North of Atlantic	<b>Maintenance:</b> Abandoned bike lane/crosswalk (13" snow).
<b>D3–13</b>	1/27 @ 10:20 AM	Court St (Corridor)	<b>Sanitation:</b> Garbage piles; DSNY access physically blocked.
<b>E1–16</b>	1/25 @ 3:50 PM	North of Atlantic	<b>Design Failure:</b> Floating parking/bike lane full of snow.
<b>E17–22</b>	1/26 @ 12:20 PM	Schermerhorn & Bond	<b>Infrastructure:</b> Abandoned/unusable protected bike lane.
<b>E23–26</b>	1/29 @ 11:02 AM	9th St & 7th Ave	<b>Maintenance:</b> 20" snow at curb; abandoned lane infrastructure.
<b>E27–28</b>	1/29–1/30	Court & Nelson/Ham.	<b>Hazard:</b> Storage of frozen snow in travel/bike lanes.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

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

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Kevin Woods

Address: Chief of Fire Operations

I represent: FDNY

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: 2/25/26

(PLEASE PRINT)

Name: Sam Quinn

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

I represent: DET

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: 2/25/26

(PLEASE PRINT)

Name: Rick Rodriguez

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

I represent: DET

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Kevin Malloy

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

I represent: Captain, City Planning Unit

Address: FDNY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: James Ahrens

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

I represent: Chief, City Planning Unit

Address: FDNY

**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: 02/25

(PLEASE PRINT)

Name: Walter Adler, Paramedic

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

I represent: EMSPAC

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Jim Deasi

Address: UFOA

I represent: NYC Fire Officer

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. LOCAL 60 F 202 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 2/25/26

(PLEASE PRINT)

Name: ANDREW ANSBRO

Address: [REDACTED] PAUL RIVER N.Y.

I represent: UNIFORMED FIRE FIGHTERS ASSOCIATION

Address: 204 - E 23<sup>rd</sup> ST NY, NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Michael Schreiber

Address: [REDACTED]

I represent: UFA

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Julia Rossat

Address: \_\_\_\_\_ 77th St

I represent: \_\_\_\_\_ 11372

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Thomas Herrera

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

I represent: myself

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Andrew Farina

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

I represent: Myself

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

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: \_\_\_\_\_

Name: Alex Gregor (PLEASE PRINT)

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

I represent: myself

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

Date: \_\_\_\_\_

Name: David Besprozvany (PLEASE PRINT)

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

I represent: Myself

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. LOCAL LAW 6 2004 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 02/25/2006

Name: Juliane L. Forsyth (PLEASE PRINT)

Address: \_\_\_\_\_ NY, NY 10044

I represent: SELF

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

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