



# FDNY

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**Kevin F. Woods**  
Chief of Operations  
Bureau of Operations

April 27, 2026

NYC Department of Transportation  
Margaret Forgiione, First Deputy Commissioner  
55 Water St.  
New York, NY 10041

Re: Fire Department Safety Evaluation  
Bailey and Sedgwick Aves (W 225 St to Hall of Fame Terrace)  
Borough of Bronx

**PID: 12439 – FDNY ID Ref Tag: 2026-TMENGR-001347-PLAN**  
Construction TBD

- Protected Two-Way Bike Lane on West Curb, Extended South of 2025 Bailey Ave SIP
  - Road Diet Reducing Vehicle Lanes from Two to One in Mid-Block, with Turn Bays from W Fordham Rd to Hall of Fame Terrace
  - One-Way Conversion SB For Vehicles
  - Pedestrian Safety Improvements at Every Viable Intersection
  - Bus Boarding Island for SB Bx12 and Bxm3 Buses at Fordham Hill Oval

Dear Margaret Forgiione:

In accordance with stipulations set forth in Local Law 6, The New York City Department of Transportation submitted project evaluations to The New York City Fire Department. As required, The Fire Department has conferred with affected Firehouses and hereby submits its summary of safety concerns associated with **PID 12439**:

DOT email proposal to change Sedgwick Ave from 183st to Fordham Rd from a two way street to a one way street heading South. This would severely impact E-43/L-59 response area as Sedgwick Ave is a main route for their responses that head North. Please see email response below from the officers of E-43/L-59

he part of the proposal that has the biggest effect on our response is the 3rd bullet point on page 2.

"Convert Sedgwick Ave to SB between W Fordham Rd and W 183<sup>rd</sup> St".

Converting Sedgwick to a 1 way south only, would dramatically effect Engine 43's and Ladder 59's ability to respond to a highly populated section of our 1st due area and a major section of our 2nd due area along/north of Fordham Road. In addition, E43/L59 is 2nd due in Inwood, Manhattan. This is an isolated neighborhood and our response would be significantly delayed.

Sedgwick Ave is a main thoroughfare in the neighborhood. It is also a main route that we take to get to Fordham Road. By making this proposed change to the direction of travel, it would force all traffic traveling northbound on Sedgwick Ave to either redirect to Cedar Ave at W Burnside, or redirect onto W 183 street to Loring. All these streets are narrow, winding streets that always have an extreme number of double-parked cars 24/7. All the above streets are difficult for FDNY apparatus to navigate in even ideal traffic conditions. One single double parked car will prevent any FDNY apparatus from responding to any alarm.

The change in traffic flow on Sedgwick would also affect street conditions in front of the firehouse. The intersection of Sedgwick and Burnside has gridlock conditions especially during

rush hour. The proposed change would only make street conditions worse and affect all E43/L59 responses.

It is nearly impossible for E43/L59 to safely travel against traffic to Fordham Road if this change of traffic pattern goes through and we will be forced to take alternate routes that will hinder response times significantly.

E43/L59 would be forced to alter our response patterns significantly- the only option of getting apparatus to Fordham road would be a detour in excess of 1 mile completely out of the way (Right on Burnside, left on University, left on Fordham Rd).

There are over 12 schools in our 2nd due area of Inwood alone. E43/L59s response to the VA hospital (a large multi-building complex) would also be severely impacted.

E43/L59 responds to the Major Deegan Expressway from Fordham Road southbound to Yankee Stadium. This includes Exit 7N-7S for the Cross Bronx Expressway - possible one of the busiest highway boxes in the Bronx. For E43/L59 to travel southbound we have to take Sedgwick Avenue to Fordham Road to get on RT87. This proposed change of traffic pattern will delay us significantly as we will be forced to go over 1 mile out of the way to get the Fordham Road entrance ramp. E43/L59 responds to the Major Deegan a significant amount (approximately 300 runs between 4/25/25 and 4/25/2026. Approximately 163 of accidents had injuries and 3 required extrication).

In total between 4/25/25 and 4/24/26 approximately 1200-1250 runs between Engine 43 and Ladder 59 would have been impacted with significantly delayed responses if the proposed traffic pattern had been in place over the last year.

The proposed change in traffic patterns on Sedgwick Ave would significantly increase response times for E43/L59. The change would also affect response patterns of not just E43/L59, but also neighboring 2nd and 3rd due FDNY units: E75/L33, E81/L46, and E95/L36 and Battalion 19. We look forward to discussing further and in more detail and believe this proposal warrants conversations with B19/D7 and staff level.

(Bronx Boro Command / Batt 19 / Engine 43 / Ladder 59 / City Planning - 4/27/26)

Therefore, FDNY cannot support **PID 12439** due to the above stated safety concerns, however, is available for discussions with NYCDOT to uphold safety standards.

**Kevin F. Woods**  
Chief of Operations