

**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
February 9, 2026**

Good morning, Chair Abreu and members of the Committee on Transportation and Infrastructure. I am Eric Beaton, Deputy Commissioner for Transportation, Planning, and Management. I am joined by Leon Heyward, Deputy Commissioner for Sidewalks and Inspection Management, and Rick Rodriguez, Assistant Commissioner for Intergovernmental and Community Affairs. Thank you for the opportunity to testify on behalf of Mayor Mamdani and Commissioner Flynn about the Administration's work to enhance New York City's streetscape.

With 6,300 miles of streets and highways, over 12,000 miles of sidewalk, and over one million street signs under DOT's responsibility – every time New Yorkers go outside, they interact with DOT. We are committed to providing equitable mobility and enjoyable public space for all residents and visitors for one of the most complex urban transportation networks in the world. As mobility trends evolve, we are focused on meeting the moment to help all New Yorkers and millions of visitors get around our city. Whether we are seizing new opportunities presented by e-micromobility, working collaboratively and creatively with the MTA to improve the bus rider experience citywide, or reclaiming the use of our public space – we are working every day to reimagine how people move in this city.

Legislation

Turning to the legislation before the Council today.

Introduction 68

First, Intro. 68 sponsored by Chair Abreu. This bill would require newsrack owners to provide email addresses to DOT when registering and permit DOT to communicate with them electronically. It will also expand DOT ability to remove newsracks that are in violation of the regulations governing newsracks if owners fail to correct their violations.

Newsracks provide an important service for the distribution of newspapers or other printed material, however unsightly newsracks can be a visual blight on neighborhoods. We look forward to working with Council on a bill that gives DOT better regulatory authority to enforce against newsracks that have been neglected.

Introduction 124

Next, Intro. 124 sponsored by Council Member Brooks-Powers. This bill would create a task force to study options for making street design and infrastructure safer in consideration of increased use of electric bicycles and related collisions.

In recent years, use of electric micromobility devices, such as e-bikes and e-scooters, has dramatically increased. When used safely, these new modes of transportation offer affordable, sustainable, and convenient options for a range of New Yorkers, from families to delivery

workers, thousands of whom rely on e-bikes for their livelihoods. The growing popularity of these devices has also raised challenges which DOT has been addressing head on. New designs have been developed and deployed throughout our bike network to support increased ridership including new wider lanes, improved intersection treatments, dedicated layover areas, and signal timing that promotes lower speeds and red-light compliance.

We ended 2025 with the fewest traffic deaths ever recorded, including a notable 18 percent decline between 2024-2025 in fatalities occurring on motorized two-wheeled devices. The success of this historic decline reflects ongoing work under Vision Zero. We look forward to working with Council on this bill to build on existing progress to create thoughtful and comprehensive legislation that also includes plans for regulation of these modes, rather than just street design and infrastructure.

Introduction 409

Next, Intro. 409 sponsored by Council Member Riley. This bill would require DOT to post signs indicating the days and hours during which bus lane restrictions are in effect for all applicable blocks. The bill also proposes publishing the days and hours during which bus lane restrictions are in effect for all streets on DOT's website.

We currently install at least one bus lane sign per block, with the applicable bus lane restrictions, and publish this dataset on DOT's Data Feed webpage and on NYC Open Data. We support the goals of the bill and look forward to working with the Council.

Conclusion

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

ATU Urges Council Legislation Include Labor in Street Design

Testimony

to

City Council Committee on Transportation & Infrastructure

February 9, 2026

by

**Luis Alzate, Amalgamated Transit Union (ATU) Local 1056 President and Business Agent
& ATU NYS Legislative Conference Board Financial Secretary**

Amalgamated Transit Union (ATU) thanks Majority Leader Shaun Abreu and the Council Committee on Transportation and for Infrastructure for this opportunity to share ATU's concerns on legislation, Int. No. 124 proposed to establish a task force to study options for making street design and infrastructure safer but fails to include buses; as drafted ATU opposes Int. No. 124. I am Luis Alzate, ATU Local 1056 President and Business Agent and ATU NYS Legislative Conference Board Financial Secretary. I also deliver this testimony on behalf of Conference Board president Tom Mason and ATU Locals 726, 1179 and 1181 – all of our members serve the riding public.

ATU 1056 members – bus operators and mechanics – work for MTA New York City Transit's Queens Bus division with depots in Flushing (Casey Stengel), Jamaica and Queens Village.

ATU Local 726 represents bus operators and mechanics who work for MTA New York City Transit's Staten Island bus division.

ATU 1179 represents bus operators, mechanics and supervisors who work from the Far Rockaway and JFK Depots of the MTA Bus division (former Green Bus lines).

ATU Local 1181 represents bus operators and mechanics who work for the MTA Bus division (former Command Bus lines) in Brooklyn's Spring Creek Depot (and paratransit operators and Yellow School Bus drivers and escorts.

Statewide, the ATU represents more than 25,000 hard-working transit workers throughout ATU cities including Albany, Binghamton, Buffalo, New York City, Rochester, and Syracuse.

ATU remains concerned about any failure to include public transit bus operators in any decision that impact street design. While pedestrian and bicycle modes of transportation have a place in New York City and merit protection, those modes do not necessary merit primacy when it come to public transit buses and the efficiencies offered. There have been bike lane installed along bus routes that have made dedicated bus lanes virtually impossible and impractical.

Including bus operators in street design discussion make that less likely and should ensure an overall improvement in street design

As to Int. No. 409, ATU supports the Department of Transportation (DOT) posting signs on each block of any street subject to bus lane restrictions. At the same time, ATU note greater enforcement of these restrictions remain necessary and discussing these as part of street design and re-design can yield better overall outcomes.

Bus public transit serves as the lifeline for many New Yorkers to shop, see their doctor, attend worship services, visit family members, and do many of the things that enrich their lives.

Working families need safe, equitable and efficient transportation. More often than not, including in Queens, that means reliance on our existing bus public transit system operated by the MTA.

In conclusion ATU stands ready to work with the sponsors, the committee, its chair, and the Council to pass appropriate legislation to protect the riding public.

Thank you.

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Representing all hourly rated Employees of the Queens Division, Who safely Operate and Maintain Buses for MTA New York City Transit. Serving the communities of Queens, Manhattan, and the Bronx since January 23rd, 1935.

*Amalgamated Transit Union Local 1056, 211-12 Union Turnpike, Hollis Hills, NY 11364 * (718) 949-6444*

For Further information:
Corey Bearak (ATU 1056 Policy & Political Director)
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**Public Testimony of Transportation Alternatives
Committee on Transportation and Infrastructure**

Feb 9, 2026

Good morning and thank you to Chair Abreu for holding today's hearing of the Committee on Transportation and Infrastructure. Transportation Alternatives submits the following public comment on Intro 0124-2026:

Thank you to Council Member Brooks-Powers for bringing forward **Intro 0124-2026** creating a task force to study how to update our street design and infrastructure for pedestrians, motorists, cyclists, and operators of electric bicycles, given the growing number of e-bikes on City streets. TA wholeheartedly supports this infrastructure-first approach, which aims to identify and deploy proven, long-lasting solutions that address the safety needs of everyone who relies on New York City's roadways.

[Research shows](#) that when we build safe, dedicated spaces on the street for bicycling, people are substantially more likely to abide by traffic laws, [such as not riding on the sidewalk](#); building a protected bike lane (PBL) [on Prospect Park West, for example, reduced sidewalk riding by 94%](#). PBLs prevent sidewalk riding – in 2022, [90%](#) of bicycling-on-sidewalk summonses were issued on a street without a PBL. PBLs don't just improve safety for bike riders – research shows [they reduce the number of pedestrians killed or seriously injured by 24% for non seniors and reduce the number of seniors killed or seriously injured by 39%](#). The data is clear: bicycle infrastructure works, and it protects everyone.

There are infrastructure solutions to so many problems on our streets. Daylighting every intersection makes visibility easier for everyone and prevents crashes. E-bike loading zones give delivery workers a safe place to wait off of the sidewalk. Double-wide bike lanes make it easier and safer for bike riders of all speeds to share the lane. A network of connected bike lanes makes it safer to bike around the city and reduces the need to over-use the same one or two safe streets. This task force is a great step forward, and we look forward to working with this committee on additional bold action to make New York City's streets safe and livable for all.



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Testimony
to
the New York City Council
Committee on Transportation and Infrastructure
from
Eman Rimawi-Doster
Senior Community Organizer
Disability Justice Program
at
New York Lawyers for the Public Interest
February 9, 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.

Int. No. 124

I would like to talk about Int. No. 124, which establishes a task force to learn more about ensuring the safety of New Yorkers, given the increased use of electric bicycles and the large number of electric bicycle collisions with pedestrians, motorists, and cyclists caused by operators of electric bicycles. We are grateful that the bill emphasizes the need to study the effects of electric bicycles on people with disabilities. I use a walker, a wheelchair, crutches or a cane, depending on how my lupus is affecting me. I must watch for cars, people, and bicycles, but they are often not watching for me. We need to make sure New Yorkers with disabilities are safe as we move about our city, and the recommendations of the task force can be transformative and lifesaving.

We note, however, that the proposed membership of the task force does not include any individuals with disabilities, any disability advocates, or any representatives of city government who serve the disability community, such as staff of the Mayor's Office for People with Disabilities. Given the unique needs of the disability community, such representation on the task force – especially the appointment of at least two members

with disabilities -- is critical. We urge the Council to amend this bill accordingly.

Int. No. 409

Int. No. 409 focuses on the need to publicize bus lane restrictions via signage and posting on websites, two things that need to be accessible for people with disabilities. Signage and infrastructure that isn't made with physical accessibility in mind isn't safe street design. Signage that isn't made with accessibility for those who are blind and/or deaf in mind, likewise, isn't safe street design. Similarly all websites need to be accessible to all people with disabilities. We have to be intentional with vulnerable populations.

We also need to make sure that all paratransit vehicles dispatched by the MTA's Access-A-Ride (AAR) program have access to bus lanes. NYLPI pushed for and won the policy change allowing the MTA's "Blue and Yellow/White" vehicles to use bus lanes, but the MTA's "broker" vehicles are still not allowed to use them. With almost 80% of AAR trips being booked through brokers, it's egregious to allow only 20% of AAR vehicles to use bus lanes. Bus lanes help our city move faster and AAR customers must have access to this benefit as well.

Let's make sure that Int. No. 124 and Int. No. 409 truly serve the needs of disabled New Yorkers.

I would be happy to further discuss NYLPI's recommendations for Int. No. 124 and Int. No. 409 and can be reached at ERimawiDoster@NYLPI.org or 212-244-4664

Thank you for your consideration.

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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.

About NYLPI's Disability Justice Program

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.

Activating Open Streets on Holidays (Intro 0257)

Testimony of John Surico

Chair, 31st Ave Open Street Collective, Inc.

Before the New York City Council

Committee on Transportation and Infrastructure

January 30th, 2026

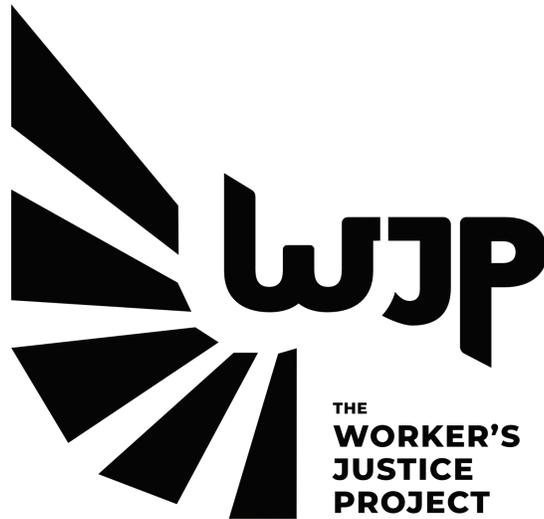
Thank you, Council Member Abreu, for your time and advocacy here.

My name is John Surico; I've been a resident of Astoria for over 10 years, and currently serve as the chairperson of the [31st Ave Open Street Collective, Inc.](#), an all-volunteer organization that facilitates the New York City Department of Transportation (NYCDOT)'s Open Street program. Each weekend, from April to December, we see firsthand what safer streets can do for the community, when the roadway closes to traffic and opens to people, with free programming and seating, open to all.

Each year, on Halloween, we participate in the NYCDOT's 'Trick or Streets' program, where we turn 31st Ave from 33rd to 35th Street into a corridor for families to safely gather, meet and enjoy the festivities. We also host programming from a variety of groups, like the Horticultural Society and others. And we, as volunteers, put on some ourselves, handing out candy, offering pumpkins for painting, and more.

We'd love to do this more often on other holidays, like Juneteenth, the Fourth of July, Labor Day, and others. But the current situation makes it difficult to do so. Obtaining a permit outside of Open Street hours is notoriously difficult, even though we're already an active corridor on weekends through the NYCDOT program. Furthermore, we need more resources to be able to deploy equipment and materials that can make the corridor safe during this time, outside of having volunteers station it for hours.

The 31st Ave Open Street Collective supports this legislation to lower some of those barriers and make it easier for community groups to turn the city's most abundant public space—its streets—into a neighborhood gathering place. Six years after the pandemic, our efforts and ranks have only grown, and we'd love to do more to expand what we can offer to Astoria writ large. Thank you for your time and consideration.



TESTIMONY

Cellou Balde

Worker leader and Member

Worker's Justice Project

Los Deliveristas Unidos

Presented to:

New York City Council Committee on Transportation and Infrastructure

Hon. Shaun Abreu, Chair

Monday, February 9, 2026

Testimony for the NYC Council Committee on Transportation and Infrastructure

My name is Cellou Balde. I am a delivery worker, a leader with Los Deliveristas Unidos, and a member of the Workers Justice Project. I am here today speaking for more than 80,000 app-based delivery workers across New York City.

I have lived in New York City for two years and worked as a delivery worker for the past year with DoorDash and Uber Eats, mostly in the Lower East Side and East Village. Last year, I became an organizer to bring Latino and West African delivery workers together to make our jobs safer and to protect each other from traffic violence, street crime, and unfair treatment by app companies.

Every week, delivery workers make more than 2.77 million deliveries, bringing food, groceries, and medicine to every neighborhood. Nearly 70 percent of us work on e-bikes and mopeds because they are the most reliable way to get around the city. When there are snowstorms or emergencies and New Yorkers are told to stay home, we are still out there keeping people safe and fed.

I am here to support Intro 0124, which would create a task force to study how street design and infrastructure can be made safer for everyone, including e-bike riders. We strongly support this bill, and we want to make sure this task force includes delivery workers—because we are experts who live these problems every day. We are ready to have a seat at the table and to bring worker-led solutions that will make our streets and our jobs safer.

We delivery workers care about safety because we face the greatest risk. The apps push us to go faster, travel farther, and meet tighter deadlines, threatening to deactivate us—a form of firing—if we can't meet their demands. This fear forces us to take unnecessary risks and rely on e-bikes just to make a living.

Let me be clear: neither e-bikes nor delivery workers are the problem. The real issues are streets that aren't designed for e-bikes, a lack of protected bike lanes, no safe charging or parking, and app companies like DoorDash and Uber Eats that push us to speed and prioritize their profit over our safety.

E-bikes are the future of transportation in New York City. To make that future safe, this task force must focus on real solutions—expanding protected bike lanes, investing in secure e-bike charging and parking, creating delivery zones, supporting the development of worker-led Deliveristas hubs, and holding app companies accountable.

Delivery workers are essential to this city. All we are asking is to be protected, respected, and included in the decisions that shape our streets.

Thank you to Council Member Selvena N. Brooks-Powers for leading this bill, and to Chair Shaun Abreu for always supporting us and the opportunity to testify today.

Hello, my name is Alexis Harris-Bates, and I am a daily bus rider living in Brooklyn, NY 11210.

It has become normal for riders to be punished or intimidated for circumstances beyond their control, such as delays and overcrowding on MTA bus routes.

On February 2, 2026, after waiting 30 minutes in the cold, the B46 Select Bus (#6110) finally arrived and immediately became overcrowded. MTA Transit Enforcement Officers, badge numbers 907, 853, and 113, boarded to ensure fare payment. I witnessed an officer ask a rider to move over, but the rider physically could not because the bus was packed. The officers then wrongfully accused him of being disorderly and threatened to stop the bus.

Instead of addressing the overcrowding or delayed service, the bus was taken out of service, forcing riders, including schoolchildren and elderly passengers, back into the cold after paying the \$3.00 fare.

Last week, similar delays left riders stranded in freezing temperatures. When the bus finally arrived overcrowded, NYPD officers were called to remove people, again forcing riders to wait outside in dangerous conditions. Even a week after a major snowstorm, many bus stops and shelters remain uncleared of snow and ice, further limiting access to public transit.

Many riders are hesitant to file complaints against MTA personnel because there is a strong perception that misconduct will go unaddressed. I have video documenting an MTA officer (badge #853) behaving irately and harassing riders, including schoolchildren, while stating that complaints would not result in accountability. No de-escalation tactics were attempted. I am happy to share this video.

I urge the Committee to advocate for:

1. Dedicated investments in reliable bus service
2. Accessible, safe bus shelters
3. Professional conduct and de-escalation training for MTA Transit Officers

These reforms would reduce overcrowding, prevent unnecessary enforcement escalation, and ensure that public transit is safe, equitable, and humane.

Thank you for your time and consideration.

Alexis Harris-Bates

Brooklyn, NY 11210

Christopher Leon Johnson

Brooklyn ny 11213

2/9/26

To the committee on transportation and infrastructure.

My name is Christopher Leon Johnson and I am adding on to my testimony showing support to Intro 124 in creation of a E bike Taskforce. I want to say that I believe that Ligia Guallpa should be the chair of the task force. The mayor office should disclose on the record that Her org Workers Justice Project gets money from the mayor office which might create a conflict of interest. And Speaker Menin should be on the record that if she was to appoint Andrew Fine then she should disclose that she gives money to the East 86th st association and he sits as vice president and it can cause a conflict of interest. I support who ever the members will be but if there is a conflict then it should be on the record for transparency if they want to go the route to appointing people that gets money from the city council speaker and Mayors office/DOT. Thank you. And deliveristas need a seat on the table. And the city council should be calling to fire Jessica Tisch while having Mayor Mamdani have Jessica Tisch repeal the criminalizing of deliveristas. Thank you

Christopher Leon Johnson

2/9/26

**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: 2/9/25

(PLEASE PRINT)

Name: Ricardo Rodriguez

Address: _____

I represent: DOT

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: Leon Hayward

Address: _____

I represent: DOT

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: 2/9/26

(PLEASE PRINT)

Name: Eric Benton

Address: 55 Water St

I represent: NYC DOT

Address: 55 Water St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0124 Res. No. _____
 in favor in opposition

Date: 09/09/2025

(PLEASE PRINT)

Name: Mamadou Cello Balde

Address: 825 East 113rd Street

I represent: Workers justice project

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: 2/9/26

(PLEASE PRINT)

Name: Christopher Leon Johnson

Address: _____

I represent: NYC

Address: _____