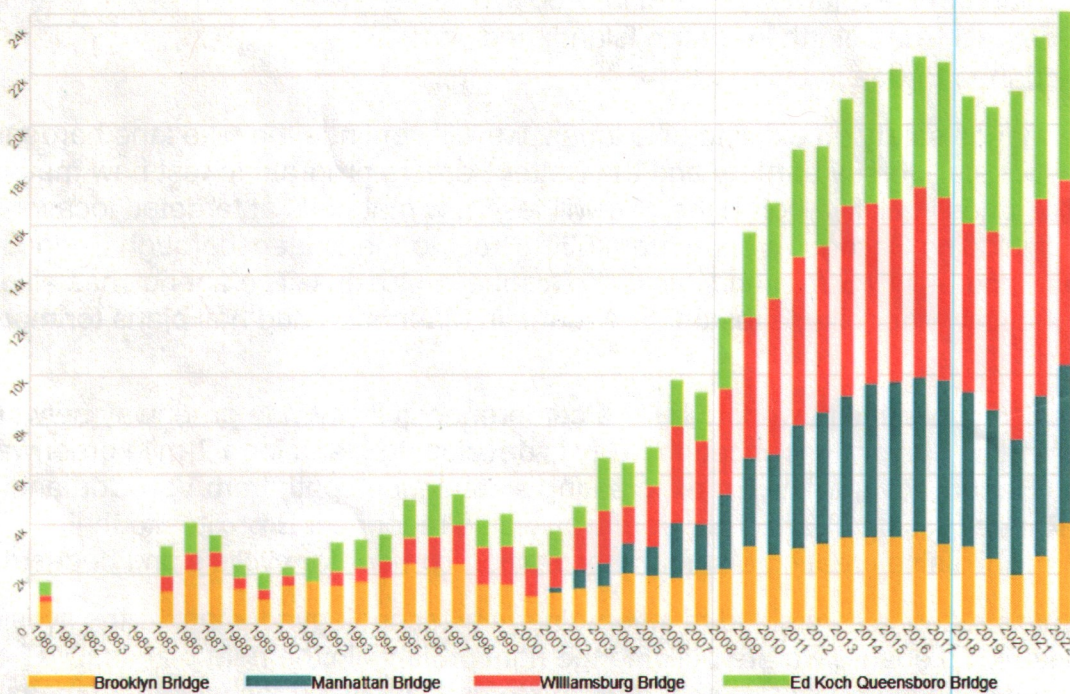


**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
April 24, 2023**

Good morning Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Ydanis Rodriguez, Commissioner of the New York City Department of Transportation. With me today are Sean Quinn, Assistant Commissioner for Street Improvement Programs, Rick Rodriguez, Assistant Commissioner for Intergovernmental and Community Affairs, and Julia Kite-Laidlaw, Director of Safety Policy. We are also joined by Chief Kim Royster, Chief John Chell, and Director Michael Clarke from the New York City Police Department. Thank you for the opportunity to testify on bicycles, micromobility, and street enforcement on behalf of Mayor Eric Adams.

I want to start by sharing the good news: bike ridership in New York City has reached a new all-time high. On a typical day, there are more than 550,000 cycling trips made in New York City, with cyclists biking more than 200 million trips annually. In 2022, we saw record cycling counts over East River bridges and in Midtown Manhattan. For the first time ever, more than 24,000 trips were recorded over East River bridges during an average in-season weekday.



East River Bridge Average 24-Hour Selected Weekday Bicycle Counts

Biking is a healthy, fun, and sustainable way to travel around the city. The number of New Yorkers who bike to work has more than doubled from 26,000 to 54,000 from 2011 to 2021. And bike trips at 50th Street in Midtown alone have increased from just under 20,000 in 2010 to nearly 38,000 in 2020.

Despite this, I also want to acknowledge the difficult year we are having in terms of cyclist fatalities. So far, 12 cyclists have lost their lives this year on New York City streets. We mourn their loss along with their family, friends, and neighbors. One life lost is too many and we are committed to continuing our efforts to ensure all road users can safely travel on New York City streets, regardless of whether they are walking, biking, or driving. I want to assure New Yorkers, that cycling in our city is a safe mode of transportation and together, in partnership with the Council, we can make this exciting and essential way to travel even safer.

DOT is taking a number of steps to enhance safety for the growing number of cyclists, including expanding bike infrastructure and conducting education and outreach. DOT continues to grow our 1,500 miles of bike lanes citywide—the largest network in the nation, which includes 645 miles of protected lanes. As we announced this morning, DOT is on track to install a record number of protected bike lanes in 2023 and to harden more than 10 miles of existing bike lanes. These projects include corridors with high ridership, bridges, and projects in Priority Investment Areas laid out in the New York City Streets Plan. Some highlights include:

- 3rd Avenue in Manhattan;
- Soundview Avenue in the Bronx;
- Ashland Place and Navy Street in Brooklyn;
- Goethals Road North in Staten Island; and
- Addabbo Bridge in Queens.

And to enhance safety on existing bike lanes, we will continue the bike lane hardening program to install Jersey barriers and the Better Barriers program to test new materials along bike lanes in all five boroughs. We will test new materials at targeted locations citywide, including Second Avenue, from 63rd Street to the Queensborough Bridge in Manhattan and at 11th Street and Jackson Avenue in Queens. The agency has also created the first wider bike lanes on 9th Avenue in Manhattan and has plans for more this year.

The City also continues to work to build a comprehensive citywide greenway network. Last month, the Mayor announced the City is developing plans for a 7-mile greenway along the Harlem River in the Bronx, creating a continuous path from Van Cortlandt Park to Randall's Island Park. The greenway would reconnect Bronxites to their waterfront while also creating a safe transportation corridor for cyclists and pedestrians.

This Administration is committed to leveraging new technology to improve the lives of New Yorkers. To ensure we are building the right projects in the right places, DOT recently launched an innovative pilot program to use advanced technology to measure transportation uses on New York City streets. DOT has placed street activity sensors at 12 locations around the city to collect data and generate detailed reports that will allow planners to better understand the uses of city streets and inform future street redesigns.

To help us build bike lane infrastructure faster, DOT strongly supports Introduction 417 sponsored by Council Member Restler. This bill would consolidate the Community Board and Council Member notice requirement for bike lanes with the requirement for

major transportation projects. This would create a single, uniform process for DOT to provide notice about major projects.

Passed in 2011 in response to the implementation of the Prospect Park West bike lane, Ad Code 19-187 imposes notice and comment requirements for Community Boards and Council Members on bike lane projects and changes, followed by an additional waiting period after DOT has received input. Given the seasonal nature of DOT's construction season, these requirements can result in projects being postponed until the following year and make coordination challenging.

Another section, Ad Code 19-101.2, imposes a similar but shorter process on "Major Transportation Projects" (MTPs)—projects that involve four or more consecutive blocks and remove at least one travel or parking lane.

This bill would preserve the important role of Council Member and Community Board input in major DOT projects. It would streamline requirements for public input on such projects and remove the unnecessary waiting period after a hearing takes place and DOT has received and reviewed public comments. It would allow DOT to follow a single timeline for notice and comments on its major projects instead of two requirements with different timelines and slightly different details. It would also reduce the amount of administrative work for DOT employees which would allow our agency to focus on other important projects such as additional outreach and planning.

Turning to education, earlier this month DOT launched a public service announcement in partnership with TLC to raise awareness of the deadly practice of "dooring"—opening a car door without first checking to see if a bicyclist is approaching. The video—set to the hit song by Chubby Checker—teaches New Yorkers to do "The New York Twist"—using the far hand to reach for the door handle, which forces passengers and drivers to look back.

DOT also conducts outreach to cyclists in their neighborhoods. In 2022, we distributed 15,500 helmets at 40 helmet fitting events and 9,600 light sets at 16 bike light giveaways, reaching many parts of the city with on-street outreach. We also debuted the Bike the Block program, using Open Streets as a venue for multi-block community events featuring local partners and Bike New York to foster and encourage bike riding for all. We hosted 10 events in four boroughs and saw over 2,000 attendees. This year, we are continuing to grow these programs. By Labor Day, DOT in collaboration with Bike New York will have 25 helmet fittings, over 10 bike light giveaways, six learn to ride events, and over 10 Bike the Block events. We will continue more robust bike outreach and education through the fall as part of our back to school and Biketober efforts, making 2023 the largest bike outreach year in the history of DOT.

DOT will also launch a public awareness campaign on the safe operation of e-bikes. A number of the recent cyclist fatalities were single vehicle crashes on e-bikes. The public awareness campaign will focus on educating New Yorkers about how to properly accelerate, brake, and operate at an appropriate speed. The campaign will include both public marketing and direct community education to teach new riders what to expect

when they operate an e-bike. DOT will engage folks who use shared e-bikes as well as those buying e-bikes at the point of sale.

And to enhance safety for micromobility users, last month, Mayor Adams announced *Charge Safe, Ride Safe: New York City's Electric Micromobility Action Plan* to promote the safe charging and use of emerging legal micromobility options. The plan focuses on the following key areas: promoting the growth of safe e-micromobility and cycling, promoting and incentivizing safe battery use, increasing education and outreach to electric micromobility users, advocating for additional federal regulation of these devices, and expanding enforcement against high-risk situations.

Finally, we continue to call on our colleagues in Albany to pass the ROADS legislative package which stands for Removing Offenders and Aggressive Drivers from our Streets. These bills aim to increase accountability among dangerous drivers and keep those with a history of dangerous driving behavior off our streets, which would enhance safety for all road users.

Now, turning to the rest of the bills before the Committee today.

Introduction 926

Intro. 926 sponsored by Council Member Farias would require DOT to conduct an annual study about cycling activity. DOT already posts cycling ridership and activity data on our Cycling in the City webpage and this information is also available through Open Data. Moving forward, DOT will be updating the website throughout the year as data becomes available, rather than annually. We would be happy to discuss this data with the Council.

Introduction 289

Next, Intro. 289 sponsored by Council Member Rivera which would require DOT to develop a searchable map of the city's bike lanes that includes current conditions.

Cyclists should have safe infrastructure to travel around the city. Pursuant to Local Law 124 of 2019, which was also sponsored by Council Member Rivera, DOT now requires that all DOT construction permittees maintain a temporary bike lane if such construction affects a street with a bicycle lane. This law was passed to ensure cyclists continue to have safe lanes even when streets are under construction.

While DOT supports the intent of this bill, we have some operational concerns about developing such a map that we would be happy to discuss further with the Council.

Introduction 501-A

Next, Intro. 501-A sponsored by Council Member Restler. This bill would create a new hazardous parking violation for obstructing a bike lane, bus lane, sidewalk, crosswalk, or hydrant adjudicated at OATH as well as a new citizen complaint system for these violations.

Compliance with our traffic and parking rules is essential, whether by private, commercial, for-hire, or government vehicles. Otherwise, our streets cannot function properly for all street users, and safety, mobility, and emergency response can be negatively affected. This Administration is open to exploring new models to enhance safety and help our street designs function effectively and to discussing this bill with the Council. The Law Department also continues to review the legislation.

Introduction 712

Next, Intro. 712 sponsored by Council Member Bottcher which would require DOT to report on evasion of red light and speed camera programs by vehicles with unreadable license plates. The City is already closely tracking the practice of obscuring license plates to avoid paying camera violations and other tolls. Rather than tying resources to monthly reports that could potentially raise further awareness about this practice and encourage more people to do it, we believe our focus should be on working with other agencies to address the problem. We would be happy to have further conversations with the Council about this issue and the steps this Administration is taking to address it.

Introduction 927

Next, on Intro. 927 sponsored by Council Member Gutierrez. This bill would require the city to create a task force to study e-bike charging stations for delivery workers. This Administration has already created an interagency Electric Micromobility Task Force that released the *Charge Safe, Ride Safe: New York City's Electric Micromobility Action Plan* that I mentioned earlier. DOT has several staff members on the task force and has a keen interest in the issue.

As part of this action plan, DOT has launched a pilot program in partnership with EDC and the Brooklyn-based business incubator Newlab called the 2023 DOT Studio. The one-year research and development program is focused on testing different technology solutions for public e-micromobility charging. As part of this curriculum, we are conducting extensive market research and stakeholder engagement to help identify the best battery charging solutions to deploy. Food delivery workers, FDNY, and other relevant stakeholders will be involved in testing these battery charging solutions to determine the ones that are more viable and responsive to New Yorkers' needs. By the end of the pilot program, DOT and its partners expect to have an in-depth understanding of what is workable and scalable in New York City and to use that information to plan future programs. We are happy to discuss this pilot and the task force further with the Council and how we can work towards our shared goal of enhancing safety for delivery workers.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify today. We look forward to working together to create a safer city for pedestrians, cyclists, micromobility users, and drivers. We will now answer any questions.

Introduction

Good morning, I want to thank the City Council for having us here today, particularly Chair Brooks-Powers, for the opportunity to discuss why we at the MTA and NYCT care about the rules of the road. I'm Rich Davey, President of New York City Transit. Today's hearing focuses on several proposals with the theme of keeping the streets that our buses traverse cleared of hazardous obstructions and the City's and MTA's collective ability to enforce it. I want to talk today about some of the successes that we have had so far with our growing Automated Bus Lane Enforcement (ABLE) program, and how its helping to deliver faster and better bus service for our customers.

Overview

The ABLE program was first authorized by state law in 2010 which allowed for gantry mounted cameras to be installed and to enforce bus lane violations. From 2010 to 2019 the program was expanded by several acts of the state legislature with support from this body. By 2019 the state legislature removed caps on the number of bus routes, times of day, and numbers of cameras that we and DOT were authorized to use. With this expanded authorization MTA and DOT announced a renewed push to expand the ABLE program as part of the City's Better Buses Restart Program in 2021. By the end of 2022 the MTA has now launched bus-mounted cameras on 16 routes across the five boroughs.

Successes

In no uncertain terms, camera enforcement is one of the most efficient and effective tools at our disposal. Unlike our subways which enjoy their own right-of-way, our buses rely on very congested streets, sharing their path with commercial and private vehicles, cyclists, and pedestrians. We work in partnership with DOT to deliver better buses and cameras are one piece of that puzzle. Transit signal prioritization, bus lanes and busways, bus stop balancing, effective scheduling and dispatching, and targeted parking regulations to keep the travel lanes clear all work to give buses prioritization and ensure we can delivery reliable service. But when those busways and bus lanes are blocked, or a delivery truck chooses to use a bus stop to make its delivery, we can't provide the service our customers and your constituents deserve.

Adding automated camera enforcement to the menu of options for better buses is key. Since we have added ABLE to various routes, we have seen an average speed improvement of 5%. Faster buses mean more people will choose to take the bus. Overall, the MTA has lost nearly a third of its ridership from the pandemic, but the reality is buses were losing riders before the pandemic began. When it is faster to walk than take the bus, people will not ride with us. But the benefits of ABLE extend beyond just speed improvements. ABLE has a significant impact on safety as well, with an average decrease in collisions of 26% along ABLE-enforced bus lanes. As you can see, ABLE, in addition to these other tools I mentioned, leads to a more attractive option which people will use. Look at the M14A/D SBS for instance: we implemented a busway, added camera enforcement, and what we have seen is incredible. 24%

improvement in travel times, 42% reduction in collisions, and a 14% increase in weekday ridership.

While the speed and ridership data are encouraging, so too are our recidivism rates. I am encouraged by the fact that over the lifetime of the program, 80% of drivers receive one ticket, and never receive another. Beyond that 12% receive two tickets, and then never again having changed their behavior for good. It is commercial violators that are more likely to be the repeat offenders and they also account for a decent portion of violations issues in general. The fact is the program will hopefully put itself out of business over time as drivers understand there is real enforcement going on.

Looking forward to the Future

With all the success we have seen to date, we are optimistic there is more that we can do with automated camera enforcement. In 2023 we will equip another 600 buses with cameras and by the end of the year around 80% of our bus lanes will be covered with automated enforcement. With the help of the Chair and many of you, we are also seeking to expand on what we can enforce which is part of why I was asked to join you today. Governor Hochul has proposed legislation in the executive budget that would allow for MTA and DOT to go beyond the bus lane. As proposed the bill would allow us to use automated camera enforcement to enforce double-parking, bus stop violations, and bike lane violations that end up impeding the progress of a bus. I want to thank the Chair and the other 33 members of the Council that sent a letter of support calling for the bill to be included in the enacted State budget.

The additional violations that we would be authorized to enforce would seek to achieve some of the same goals Intro 501-a and some of the others being debated today seek to address and do so in a tried and reliable manner. Through a true State-City partnership the MTA, NYC DOT, and NYC DOF have put together a system that is working and delivering the results we envisioned. We hope to continue to push the envelope and grow the program to clear the street for our buses and to help create a safer streetscape for our customers, pedestrians, and so on.

I am personally encouraged, if not a little disappointed, to see Washington, D.C. beat us to the punch by announcing recently that they too will begin using the same camera enforcement tools to clear bus lanes and bus stops. It is a sign of the efficacy of these tools for transit systems across the country and I expect we'll see more and more over time.

Conclusion

Thank you again for having me here today to discuss the success we've been having with our automated camera enforcement program and again for your partnership in establishing it, and now trying to expand upon it. With that I am happy to take your questions.



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

ANTONIO REYNOSO

Brooklyn Borough President

**City Council Committee on Transportation & Infrastructure
Oversight Hearing: Bicycles, Micromobility, and Street Enforcement
April 24, 2023**

Good afternoon Chair Brooks-Powers and members of the Transportation Committee, and thank you for holding this important hearing today. This year has already been a disaster on our streets. In February, drivers killed four pedestrians in just three days, they killed three more just last weekend, and we're on track for the worst year on record for cyclist deaths. We must remember that these numbers are people, and I know you'll hear today from families and friends whose lives have been upended by these tragedies. It's unacceptable, and we must implement better policies and more safety infrastructure NOW to protect New Yorkers.

While I support all efforts to make our streets safer, I want to focus my testimony today on Intros 417 and 501-A, while acknowledging that these bills are a small part of a much larger effort needed to get us back on track to achieve Vision Zero.

Intro 417: The purpose of this bill is to underscore the fact that bicycle lanes and other safety improvements are **infrastructure**, and to remove barriers to implementation. Existing law requires DOT to outreach to the local community board and elected officials when they plan for a new bike lane or transportation project larger than a few blocks. This notice is important. However, existing law also requires an unnecessary waiting period after DOT completes these consultations before they can begin implementation – 45 days for bike lanes and 14 days for major transportation projects. This can delay critical safety projects, sometimes by up to an entire calendar year, if DOT cannot start them before the end of their weather-dependent construction season.

Intro 417 removes these unnecessary delays, and will help DOT expedite its pipeline by creating a single timeline for its projects. This bill has the support of three other Borough Presidents, and I want to thank them, Councilmember Restler, and the 38 other Councilmembers who have prioritized safety by sponsoring this bill. To Speaker Adams and Chair Brooks-Powers, I hope you will take steps to pass it quickly so that DOT can maximize its street safety efforts this construction season.

Intro 501-A: Private vehicle ownership in New York City has been steadily rising over the last 10 years, a trend accelerated by the pandemic. Similarly, the rise in e-commerce deliveries has led to increased truck traffic. Simply put, there's just more cars and trucks on our roads, and more potential for conflicts with pedestrians and cyclists. Enforcement simply hasn't kept up with

dangerous driver behavior, especially blocking bike lanes, bus lanes, sidewalks, and fire hydrants, creating a mess of safety concerns on the roads. I support the citizen-led enforcement system that Intro 501-A will create, which will help deter these dangerous practices without increasing interactions between New Yorkers and the NYPD.

Finally, I want to mention two issues being addressed in other proposals on today's agenda. Illegal obstruction of license plates is a problem that continues to get worse. Intro 712 will help us collect data, and building on that, we need the City and State to keep up their targeted enforcement strategies regarding obstructed, fake, and out-of-state plates. On the local level, implementing residential parking permits and/or a permit system for out-of-state plates to park in NYC neighborhoods could help deter some of this rogue behavior. Additionally, we need to do more to support our Deliveristas. The task force required by Intro 927 will help push forward efforts to create e-bike charging stations around the city, and we also need local elected officials to step up and support this critical infrastructure for essential workers in their communities.

Thank you for the opportunity to speak today. I look forward to continuing to work with the Council to keep all New Yorkers safe on our streets.

Testimony by Jonathan Gaska District manager Community board 14 Queens

NYC Council Intro #417

Good afternoon,

I am here today to oppose Intro #417 as currently written

Reducing the amount of time for notification, review and public participation is just bad public policy.

Community board members are volunteers, arranging/scheduling a committee meeting and a full board meeting to discuss an important issue and then arrange for agency to attend is often difficult on a good day. While we are doing this we must contact local civic and or block associations as well. Doing this in less time to make sure that the public is involved is made more difficult by intro #417.

Community boards do not meet in July and August will DOT refrain from sending project to us during those months- The Department of City planning takes this in account for ULURP applications and more time is allotted for Community board review and vote.

DOT policy has changed for the worse over the years regarding community board consideration/opinion,

Studies for Speed humps and other safety measures would not be considered unless the Board and the councilmember were involved. The boards were also informed in advance that a traffic study was about to be done. Now the Board is sent a letter a few weeks before a traffic device is installed. NO advance notice of study, no consultation before study, just a letter stating a potential installation date.

One of the most important tenants of City planning is to keep stake holders involved at every step, reducing the time for that is not good public policy.

More notification, more consultation, more time, more light on a project is better

Less is not more

Cc

Hon S. Brooks-Powers

Thank you

Written Testimony Transportation and Infrastructure – Introduction 417

Dolores Orr -Chair Community Board 14Q

I am baffled by the purpose of Intro 417 which attempts to consolidate the notification requirements regarding bike lanes. This bill reduces the current notification requirements by 29 days, so I don't understand why you would think this is a good thing for the residents you represent. With the 4 steps within the "consolidated" notification it will be nearly impossible for a Community Board to receive input from the local Civic Association and Commercial Area in which the bike lane is proposed and vote on.

Community Boards and Civic Associations meet ONCE a month and yet you are requiring a response with comments/recommendations within 10 days. Therefore you will sidestep the involvement of the Community Board and silence your residents.

If you truly represent the residents of your district, you **MUST** vote NO on this bill.

Thank you for your time and attention.

Queens Community Board 13

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Donovan Richards
Borough President

Maricela Cano
Director of Community Boards



Bryan J. Block
Chair

Mark McMillan
District Manager

**TESTIMONY
NEW YORK CITY COUNCIL
TRANSPORTATION & INFRASTRUCTURE COMMITTEE
RE: INTRODUCTION 417**

Good day Council Members:

This testimony is against this proposed legislation intended to speed up the construction of bike lanes through a so-called "consolidation...of major projects" for the Department of Transportation.

The current 90-day requirement is appropriate given the nature and composition of community boards which are composed of volunteers. Some members work, others are retired, so there is a once per month meeting for all committees and the General Board meeting. Often, there are federal and/or city holidays, and in New York City, any number of different religious observances. In the months of July and August, the community boards do not meet.

The whole rationale behind having 59 community boards is to get the input of the people who reside in a particular area of large city like New York. They experience the day-to-day goings on and have a local knowledge that is important to the proper rolling out of government policies and projects that engineers and/or architects would otherwise not be aware of. A shorter timeframe would severely limit this vital input and could cause harm to a streetscape that could have otherwise been addressed. Local input is also important for government not to spend taxpayer dollars and then have to go back because a certain nuance was unknown.

The Department of City Planning even recognizes the importance of community board input when it changed the timing of land use items registered during the summer months of July and August by not beginning tolling the clock until September, so there was the proper amount of time for community boards to meet and consider a project.

More importantly, the timeframe for DOT to evaluate traffic mitigations like STOP signs, traffic signals and speed humps, and other measures, so vital to the safety of our

citizens around the city, has not had legislation to have it fast-tracked. More speed in implementing these safety measures would save so many from injury and death each year.

We do not support this measure. While we recognize the importance of creating bike lanes, we do not think shaving the timeframe for community notification and consideration is in the best interests of the people in Queens Community Board 13, or of the City of New York.

Mark McMillan

A handwritten signature in black ink that reads "Mark McMillan". The signature is written in a cursive style with a prominent loop at the end.

District Manager

**Testimony on Behalf of the United Parcel Service (UPS)
to the NYC Council’s Committee on Transportation and Infrastructure
regarding Int 417
April 24, 2023**

UPS thanks Chair Brooks-Powers for holding this important Oversight hearing today on Bicycles, Micromobility and street enforcement and for the opportunity to provide feedback. We are specifically testifying today in regard to Int 417 and Int 501, sponsored by Council Member Restler, in relation to notice requirements for certain transportation projects and in relation to hazardous obstruction by vehicles and civilian complaints to the Department of Transportation (DOT) for hazardous obstruction violations, respectively.

UPS’ large presence in NYC, serving 8.5 million customers (including 70,000 small businesses), with 11 facilities in all five boroughs is something we’re incredibly proud of. As an industry leader in the global logistics and sustainability industries, UPS has long championed programs that advance green delivery methods and increase efficiency of curbside space. This includes our recent cargo electric bikes pilot, which will allow for more efficient deliveries, while also addressing the congested streets of New York City. UPS has also proposed several interventions that can reduce congestion and help to re-imagine our streetscape. These initiatives include creating “commercial green zones” to incentivize zero emission trucks by providing dedicated curb access while helping the city meet its emission reduction goals. UPS is partnering with NYC Department of Transportation on the agency’s new microdistribution pilot program, which we are excited to see come to fruition. We are committed to maintaining our delivery service while also assisting the City in envisioning how to efficiently design curbside management in ways that best serve everyone involved.

UPS is also proud to lead the industry on safety. In 2022, UPS inducted an additional 1,495 drivers into the Circle of Honor, an elite group of UPS drivers who have not had an avoidable accident for 25 years or more. UPS has made significant investments in training, including using advanced technologies such as virtual reality to help drivers prepare for real-world scenarios.

UPS supports the goal of Int 417, which would consolidate the community board and council member notice requirement for bike lanes with the requirement for major transportation projects – ultimately creating a uniformed process for DOT to provide notice of any street project. However, we strongly suggest ensuring that any

commercial parking positions that are removed for bike lane implementation are reappropriated elsewhere on a one to one ratio within reasonable proximity to service the existing and future community needs. A holistic approach and design process would help avoid unintended consequences related to increased congestion, safety hazards, and increased emissions. More specifically, we believe the City should be taking a deeper look at the utilization of commercial parking spaces, analyzing the impacts of parking loss, and increasing enforcement of noncommercial vehicles in loading zones. Often commercial loading zones are taken up by private vehicles, leaving trucks without viable options for unloading. Increasing enforcement of these infractions, along with the violations already included in the legislation, will improve safety for all street users.

UPS is committed to maintaining our delivery service while also assisting the City in envisioning how to efficiently design curbside management in ways that best serve everyone involved.

Thank you for your time and consideration. UPS looks forward to continuing working with the Council to support the City's goals in supporting safe and sustainable streets for all New Yorkers.

Sincerely,

Axel Carrion
Vice President of Government Affairs, UPS

Good morning, Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. My name is Zach Miller, I am the Metro Region Operations Manager for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety and delivering a sustainable future.

I testify today regarding Introduction 501, which would create a new violation and civil penalty for hazardous obstruction by a vehicle of a bicycle lane, bus lane when bus lane restrictions are in effect, sidewalk, crosswalk, or fire hydrant when such vehicle is located within a radial distance of 2,640 feet of a school building, entrance, or exit. The proposed legislation imposes a \$175 penalty for each such violation and they would be returnable to the Office of Administrative Trials and Hearings (OATH). The proposed legislation would require the Department of Transportation (DOT) to create a civilian reporting program where civilians may submit complaints and supporting evidence for alleged violations to DOT. Such program would be phased-in and supported by a mobile application.

We implore the council to fix the significant due process issues that OATH currently has in administering and adjudicating the Citizen Air Complaint program before moving forward with another citizen ticketing program. Issues such as the timing of summons, the lack of notification to drivers or registered owners during the service of a summons, the absence of information and evidence provided on a summons, and the inability to transfer liability for leasing companies, are just a few of the problems.

To elaborate, we are seeing complaints received anywhere from 6-12 months (sometimes more) after the complaint. which threatens due process because it interferes with preparation of the defense. The service of a summons is supposed to be upon either the driver or the registered owner, but many go directly to the Secretary of State without any notification leaving the vehicle owner uninformed and unable to defend themselves. There is a lack of information/evidence provided on summons and accessible to defense. There is no mechanism for respondents to request and view the evidence that has been filed against them with sufficient time to decide whether they wish to settle. We ask that the Council consider amending the OATH rules and the New York Business Corporation law to ensure proper summons notice to relevant parties.

We also have a question of clarity as to the primacy of a ticket issued by traffic enforcement and a citizen for the same violation. The proposed law states "As an alternative to any other means of enforcement authorized by law", so what happens to the citizen issued summons in the event traffic enforcement writes a summons as well?

Lastly, we feel there is a component missing in this legislation which would help reduce hazardous obstructions, particularly of bike lanes, and that is to include blocked loading zones. Too often, we see vehicles parked in dedicated loading zones that have no business being there.

This forces the truck driver to make a parking or idling decision that they should not have to make. Adding insult to injury is that the truck driver will be given a violation but the vehicle that illegally parked in the loading zone does not. As DOT continues their wonderful work of adding loading zones, both in neighborhoods and commercial corridors, ensuring delivery access is crucial. This would give truck drivers the tools they need to ensure they have the access they need.

As always, the Trucking Association of New York looks forward to ongoing collaboration and dialogue with the City Council, the Department of Transportation, and the City of New York. Thank you for your time.



**NYC Transportation and Infrastructure Committee Hearing Testimony
Oversight Hearing on Bicycles, Micromobility, and Street Enforcement
April 24, 2023**

Good morning, and thank you to Chair Brooks-Powers and the members of the Transportation and Infrastructure Committee. Transportation Alternatives believes that our streets belong to the people of New York City, and we work with New Yorkers in every borough to build a future that rises to the needs of our communities. Thank you for convening this hearing on bicycles, micromobility, and street enforcement.

E-micromobility

E-micromobility is key to a more sustainable mobility system, and City officials must invest the time and resources today to build out the infrastructure that will make our future possible. New York has a chance to be a leader in this space. Intro 0927 creates a task force to study the feasibility of creating charging stations for exclusive use by food delivery workers. E-micromobility devices like e-bikes are critical tools for the over 65,000 delivery workers New Yorkers rely on each day. On-street charging stations and hubs make it easier for deliveristas to complete their work and overcome limited options over long shifts that can exceed 12 hours a day.

With many residential buildings banning mobility devices with electric-assist, for many workers, on-street charging may be their only feasible solution. These charging stations can also serve as daylighting safety features, increasing visibility for pedestrians and drivers.

Transportation Alternatives supports Intro 0927, and recommends the bill language include a mechanism for implementing charging stations once the work of the task force is complete.

Street enforcement

We need to address the current inequity of our city's bike infrastructure. In 10 City Council districts with the highest number of residents who are people of color, there are 64 percent fewer streets with protected bike lanes. In City Council districts where the majority of residents are Black, there are 68 percent fewer streets with a protected bike lane.

As a result of inequitable infrastructure, BIPOC New Yorkers face the brunt of lack of street safety measures and are disproportionately targeted for tickets and arrest: in



2021, 92% of cyclist fatalities occurred on streets where the median income is below the citywide average.

Traffic enforcement is the most common interaction that Americans have with police. For BIPOC New Yorkers, these interactions are more frequent and have deadly consequences. Nationwide, Black drivers are almost twice as likely to be pulled over as white drivers. New Yorkers, especially immigrants, people of color, and the unhoused, have seen disastrous consequences from the policing of streets and sidewalks, from onerous fines to incarceration to death.

BIPOC New Yorkers disproportionately face the impact of lack of bike infrastructure and are overwhelmingly arrested or ticketed. Over 90% of biking on the sidewalk tickets go to Black and Brown New Yorkers, and almost all are on streets that lack protected bike lanes. Installing protected bike lanes is proven to improve street safety – a two-way protected bike lane installed on Prospect Park West [reduced sidewalk riding by 97%](#).

To create a more equitable New York, Transportation Alternatives calls for self-enforcing streets. How the City enforces laws matters. Traffic stops by police officers exacerbate inequity and can be dangerous. Self-enforcing streets, rather, incorporate automated camera enforcement like red light or speed cameras to reduce unsafe driver behavior and keep lanes clear.

Automated enforcement programs should be paired with necessary infrastructure improvements such as protected bike and bus lanes, accessible curb ramps, narrowed roadways, and more.



**NYC Transportation and Infrastructure Committee Hearing Testimony
Oversight Hearing on Bicycles, Micromobility, and Street Enforcement
April 24, 2023**

Good morning, and thank you to Chair Brooks-Powers and the members of the Transportation and Infrastructure Committee. My name is Elizabeth Adams and I am the Deputy Executive Director for Public Affairs at Transportation Alternatives. Transportation Alternatives believes that our streets belong to the people of New York City, and we work with New Yorkers in every borough to build a future that rises to the needs of our communities. Thank you for convening this hearing on bicycles, micromobility, and street enforcement.

The bills being heard today will go a long way to address street safety, transportation access, and a more equitable future for our public space – and Transportation Alternatives supports Intros 417, 501, 927, 926, 712, and 289, which will remove delays and barriers to safe streets infrastructure; make e-micromobility charging stations more accessible; clear our bus and bike lanes; and require a better assessment of bicycle infrastructure conditions and needs citywide.

These changes are essential. We need to speed up infrastructure projects, keep our bus and bike lanes clear so that the infrastructure we've built actually works, and prioritize equitable enforcement through automatic programs like ABLE bus cameras and keeping bus lanes, crosswalks and bike lanes clear.

Bike ridership in NYC has reached an all-time high. But we're in a crisis — 12 bikers killed already this year. People are calling for more sustainable modes of transit, including e-micromobility, and we have an obligation to provide the street safety measures and charging stations that make it possible for more people to access biking.

The need is urgent. NYC is far behind our Streets plan requirements. DOT did not meet the bike and bus lane goals for 2022, and **we've tracked just 0.36 miles built out of 50 bike lane miles required to be installed in 2023.**

Every day an infrastructure project is stalled, or a bus or bike lane is blocked, New Yorkers are forced to ride in unsafe conditions.

This has real life costs. Blocked bike lanes have deadly consequences, and we're already at a crisis of record cyclist deaths this year. The city must do everything it can to remove



unwarranted barriers and build the systemic solutions we know work – networks of protected bike lanes.

For safe and clear streets, we need our bike lanes and bus lanes to work.

[A NYCDOT survey](#) found that “fewer vehicles driving or stopping in bike lanes” was the number one issue that would encourage New Yorkers to bike more. If we want people to commute in more sustainable ways, we need to make it safe for them to do so.

A blocked lane is not only inconvenient, it’s dangerous. In 2018, Madison Jane Lynden was killed when a car double-parked in the bike lane, forcing her into the street where she was hit by a truck driver. We need our government agencies to step up – **we cannot keep ignoring such a flagrant misuse of our streets.**

Blocked bus lanes are also deeply inequitable. Three out of four New Yorkers who rely on the bus are low-income. [Busways and bus lanes](#) increase [bus ridership](#) and reduce [travel times](#). Yet a single driver can block fifty bus riders from getting to work on time, slowing commutes for up to 8,000 bus riders/hour.

We also commend CMs Rivera, Gutierrez, Farias and Bottcher for their bills. The majority of NYC cyclists are people of color and yet face inequitable access to infrastructure: over 90% of cyclist fatalities are on streets where the median income is below the citywide average. Reporting on where infrastructure projects are is critical for realizing equitable city planning.

Transportation Alternatives’ 25x25 challenge calls for 25 percent of New York’s streets to be reclaimed from cars and returned to the public, and that is only possible when bus and bike lanes can be used safely for their intended purpose.

Thank you again for your time. We look forward to working closely with each of you to make New York’s streets safe and equitable for all.



New York City Council Committee on Transportation and Infrastructure

April 24, 2023

Testimony of Eric McClure, Executive Director, StreetsPAC

Intro 417: Support

StreetsPAC strongly supports Intro 417, which eliminates an unnecessary and burdensome waiting period for bike-lane installation that treats such projects differently from all other major street work, righting a “bikelash”-era wrong that was passed in 2011 to needlessly hamper implementation of cycling infrastructure shortly after the dismissal of the misguided lawsuit aimed at removing the Prospect Park West bike path. Ensuring that the Department of Transportation can move ahead quickly on bike projects will get safer designs in the ground faster, and help the city meet ambitious bike-lane mileage targets.

Intro 501-A: Support

We also strongly support Intro 501-A, which will allow civilian reporting of vehicular hazardous-obstruction violations, including blocking of bike lanes, bus lanes, sidewalks, crosswalks, and fire hydrants via a mobile app, with an attendant \$175 fine returnable to the Office of Administrative Trials and Hearings. Illegal parking is epidemic in New York City, and unfortunately, current enforcement of such violations is negligible at best, frequently overly deferential to drivers, and police officers and other city employees are often the ones committing these offenses.

Empowering citizens to report these violations eliminates bureaucratic hurdles, and similar programs have worked to good effect in reporting illegal idling and violations by for-hire drivers. We do, however, urge the Council to eliminate the provision in the bill that requires that reportable vehicles be unoccupied. This carveout will reduce the program’s effectiveness, and we believe that concerns about potential conflict are overblown, given little evidence of altercations between drivers and users of the TLC or DEP reporting systems.

Intro 289: Support

We also believe the type of searchable map that Intro 289 would mandate is a good idea. Council Member Rivera’s Local Law 124, enacted in 2019, already requires the provision of temporary accommodations when street work impedes on existing bike lanes, though adherence to the law is far from universal. Though we don’t think NYCDOT’s operational concerns are without merit, we’re hopeful that further discussions can lead to a workable and mutually agreeable outcome.

As for Intros 712, 926, and 927, while we believe they're all well intended, we would prefer that the Council legislate action rather than additional study, especially in the areas around which these bills are oriented.

We know that unreadable license plates are a large and seemingly growing problem, which will surely become worse without definitive action and accountability. Increased enforcement and heavier fines to deter these dangerous and fraudulent practices should be the priority.

NYCDOT already reports on cycling activity in a variety of ways. While in many cases the data could be better, we join Bike New York in requesting that this bill focus on improved data collection, especially the addition of bike counters beyond the Manhattan-centric screenline measures.

Lastly, we know that there is a great need in the city for battery-charging stations for e-bikes used by delivery workers. The administration announced more than six months ago a commitment to creating Deliverista hubs, but none have opened to date, and a Manhattan Community Board, to their discredit, recently voted against locating such a hub in an unused newsstand kiosk at 72nd Street and Broadway. Any legislation in this regard should compel work on a hub network and eliminate needless hamstringing.



**Testimony of Mary Beth Kelly, FSS Founding Member
New York City Council
Committee on Transportation & Infrastructure Hearing
April 24, 2023**

Thank you to transportation chair Brooks-Powers, Speaker, Adams, and the entire Transportation Committee for convening this hearing - and to the NYC Department of Transportation for being here.

My name is Mary Beth Kelly and I am a founding member of Families for Safe Streets, a group which should not have to exist.

In June of 2006, I was cycling with my husband, Dr. Carl Henry Nacht, when he was hit by a reckless driver who was speeding and failed to yield at an intersection. Henry died of his injuries three days later. An internist, Henry had been caring for New Yorkers for over 30 years. Every one of them lost their doctor that day. My daughter and my son lost their father, I lost my partner, and the city lost a healer and servant. He once told me, "I am happiest when I am serving," I had no doubt. That's who he was as a person; he lived his integrity.

While we are here today in support of ***Intros: 501, 712, 927, 926, and 289***, I would like to spend most of this testimony, speaking to the importance of **Intro 417** in particular.

This bill would allow NYCDOT to more rapidly implement safe streets infrastructure, such as protected bike lanes, by consolidating the current community engagement process on street safety

2022 saw the most children killed in traffic crashes in the Vision Zero era, and now, not even 5 months in 2023, we are on course for the most overall traffic fatalities since Vision Zero was adopted. After years of progress, we are rapidly losing ground. It's clear that the current process for implementing safe streets projects is failing us.

I have been doing this work for almost seventeen years, and have seen first hand how inappropriate the current, lengthy community board approval process is. One that often relies on delay, delay, delay rather than action on safety. 🚦

I will give just one example: street safety improvements on Amsterdam Avenue in Manhattan saw years long delays by both [Community Board 7](#) and [Community Board 9](#). Only after years of protest and pleading from community members and families of those lost and injured by traffic crashes on that notoriously unsafe boulevard, did we receive the fought-for safety improvements. More tragically and unacceptably – in those four years — more people died. Safety must not be bartered. A caring community makes it their first priority. We know what the data-proven infrastructure improvements to safety are. Implementing them should be a community board's very first priority, but from [Corona](#), Queens, to [Morris Park](#), in the Bronx and [Bay Ridge](#) in Brooklyn that has not been the case.

We accept a horrifically reactive dynamic fraught with delays, rather than a preventive and pro-active dynamic, and is a key reason why the city is falling short of meeting the legally mandated benchmarks that you, on the city council, passed as part of the Streets Master plan.

Among other things, the Streets Plan mandates that 30 miles of protected bike lanes and 20 miles of bus lanes are constructed every year. Data proves these changes calm traffic, encourages safer driving, makes it possible for people to commute safely, and make use of reliable rapid bus service.

It most importantly reduces crashes and saves lives.

We need our city's leaders to exercise their power to implement street safety redesigns and invest in projects across the five boroughs that will stop the maiming and killing of our loved ones, the city's children, doctors, teachers, delivery workers, our friends, and our neighbors. Cutting the red tape involved is essential. We are family!

Everyone has a right to get to their destination safely, whether they are walking, riding a bike, on a scooter, driving, or a passenger in a car.

Getting to school, church, work, to visit a friend, or arriving back home after an evening out with a loved one should not be a deadly act.

We all know how to make deadly streets safe ones. Reorienting the community board process toward safety above all else is what all New Yorkers deserve. Members of FSS have suffered enough. We demand change at the community level.

Please, make FSS unnecessary!



**New York City Council Oversight Hearing on the FY23 Preliminary Budget
Committee on Oversight and Investigations
Jointly with the Committees on General Welfare and Public Safety**

**Submitted Testimony of Rodney Lee, Deputy Division Director
& Michael Wagner, Senior Director of Permanency
Monday April 24, 2023**

Thank you Chair Diana Ayala, Chair Gale Brewer, and Chair Kamillah Hanks and the members of the Oversight and Investigations, General Welfare, and Public Safety committees for the opportunity to present testimony to you today about the impact of Family Court operations on permanency for children and families served by Children's Aid.

For nearly 170 years, Children's Aid has been committed to ensuring there are no boundaries to the aspirations of young people, and no limits to their potential. We are leading a comprehensive counterattack on the obstacles that threaten kids' achievements in school and in life. We have constructed a continuum of services, positioned every step of the way throughout childhood that builds well-being and prepares young people to succeed at every level of education and every milestone of life. Today our nearly 2,000 full and part time staff members empower 45,000 children, youth and their families through our citywide child welfare, family services, and network of 40 locations, including early childhood education centers, public schools, community centers and community health clinics, in five New York City neighborhoods – Harlem, Washington Heights, the South Bronx, Central Brooklyn and the north shore of Staten Island.

As a multi-service human services agency, we employ a holistic strategy that serves children and their families at every stage of development—from cradle through college and career—and in every key setting—home, school, and community. This cross-sector approach is more vital than ever, as the COVID-19 pandemic destabilizes the communities we serve and exacerbates existing racial and socioeconomic inequity. In this critical period, children, youth and their families need a trusted partner like Children's Aid to provide a network of resources they can turn to when experiencing the relentless challenges that have permeated this crisis—from food insecurity, anxiety and stress to the grief that comes with losing a loved one. Our staff has the expertise and tools to help our families overcome these struggles, keeping them on track to realizing their promise.



As an agency with a strong city advocacy agenda, we are members of and support the platforms of the Campaign for Children, Council of Family and Child Caring Agencies (COFCCA), Fair Futures, the Human Services Council, and the New York City Coalition for Community School Excellence. Together, we are on a mission to connect children with what they need to learn, grow, and lead, assuring successful, independent lives.

Background

As an ACS contracted child welfare agency, Children's Aid staff and families regularly appear in Family Court. Family Court plays a pivotal role in the progression of cases in the child welfare system. Its capacity to operate efficiently and judiciously is at the center of each milestone of a family's child welfare case. While there have long been challenges with Family Court operations, the onset of the pandemic in 2020 greatly exacerbated these challenges. Since courts closed down in March 2020, decision making on many cases -except for the most urgent matters - halted completely. As Family Court was not fully able to implement virtual hearings, many cases languished as agencies, families and attorneys waited for cases to move again. Families who had made significant progress and steps toward permanency and a pathway out of the child welfare system, found their cases to be static. In many cases, families did not see a judge for over a year. This halt had and continues to have long-term harmful effects for permanency.

Family Court's Impact on Permanency

In general, permanency hearings should take place every 6 months to check in on the status of a case and to make key decisions around such topics as visitation, permanency goals, and discharge options. During the height of the pandemic many cases were not seen for extended periods of time due to the need for Family Court to close physically and the lack of fully virtual options. While Family Court has resumed normal functioning, permanency hearings continue to see extensive delays. In actuality, children and families are often met with adjourn dates of 3-6 months, meaning it is not uncommon for there to be as many as 9 months between permanency hearings. Consequently, it is not uncommon for children to remain in care upwards of 3-5 years as a result of long wait times between hearings. As Family Court has jurisdiction over key steps in the permanency process, without timely hearings, families languish longer in the foster care system regardless of the progress that they may have made. This is contrary to the intention of the Adoption & Safe



Families Act (ASFA), which looks to find permanency for children as quickly as possible and to use foster care as a temporary solution.

In addition to extensive delays for routine permanency hearings, we have also experienced delays in other Family Court proceedings such as fact finding and Termination of Parental Rights (TPR) proceedings. While cases await fact finding, the children and families still face the trauma of a separation without a decision on whether or not the allegations of their case are indeed true. In some cases, the family may best be served by preventative services, however, as the case awaits fact finding family bonds are eroded. For cases that are approaching permanency through an adoption, Kinship Guardianship agreement, or reunification, delayed proceedings indefinitely prolong permanency to the detriment of children and families. As families see repeated and extended delays in the court process, their trust and hope at the prospects of permanency erodes.

As a provider agency, we see this breakdown of hope result in disruptions in placements, particularly for many of our young adults. In two separate cases with youth age 17, these young adults were placed in pre-adoptive homes that were identified through Wendy's Wonderful Kids (WWK). While the matches seemed to be a great fit, after an extensive wait for court dates, both placements were disrupted. As the youth continued to hear that their adoption would take place soon, they no longer trusted this would happen or that they were wanted. These feelings can be difficult to navigate without any added factors, but Family Court delays exacerbate them. Additionally, in cases where TPR petitions had been filed, the documentation and cause were no longer valid or timely, and/or staff who were knowledgeable about the facts of the case left the agency or shifted roles. In these cases the process of filing a TPR or reaching an alternate path to permanency had to begin all over. In any of these circumstances, children and families unfairly suffer due to lack of timely court dates.

Though the impact on families is the same - a lack of timely permanency - there are a myriad of reasons for the delays families face. Delays can be caused by workforce turnover, staffing shortages, and overbooked calendars among other reasons. As court returned to full operation, jurists had an influx of proceedings on their calendars, and simply could not meaningfully accommodate them all. Additionally, the long backlog of hearings meant that attorneys and staff were in high demand across many venues. As attorneys or staff were not able to be in multiple places at once, this often meant that court dates were pushed

back. This can happen if any of the parties - parents, children (if age-appropriate), attorney for the child, provider agency staff, attorney for the parent, FCLS, or jurist - that needs to be present does not have availability. With various staff shortages and workforce turnover, this can happen numerous times.

While the virtual format allowed needed flexibility during the pandemic, the mandate of a full return to in-person work has impacted retention for attorneys and created undue delays, making it more difficult to keep time-certain. With packed calendars, the rush to and from court rooms can be a significant enough delay to lead to an adjourn date. Additionally, salaries for attorneys do not all reflect pay parity, creating an additional barrier to retaining attorneys and increasing caseloads.

Also of note regarding virtual hearings, families do not always have sufficient technology to access hearings. An equitable Family Court system must provide technology access for all participants and use virtual proceedings when possible to fairly expedite processes. Similar to Family Team Conferences, we have seen that with proper technology access, the virtual format increases families' participation in Family Court.

Recommendations

The real ability of the Court to address all of these challenges will require adding resources to the system to ensure that cases can return to regular hearings with short adjourn dates. A better resourced Family Court system and efficient decision-making process will allow families to more speedily achieve permanency and protect the legal and civil rights of all parties are prioritized and respected. Given the extensive delays and detrimental impacts on family and children, the following recommendations can support Family Court's improved operations to bring timely permanency to children and families:

- ***Hire more jurists to preside over Family Court proceedings:*** While jurists are funded by the state, the City Council can use its power to pass a resolution urging the state to further increase the number of jurists to meet the demands of our city's Family Court system.
- ***Utilize referees for more routine proceedings:*** As court calendars are heavily filled with cases, prioritizing which proceedings are seen by judges versus referees may

allow proceedings such as TPRs or finalizations of Kinship Guardianship agreements to proceed more timely.

- ***Increase access to technology for virtual hearings:*** The virtual format can increase participation in hearings, however, families do not always have sufficient technology. Ensuring access to sufficient technology for virtual hearings allows this to continue to be a viable option for proceedings, when it is appropriate for a given case.
- ***Support pay parity between attorneys:*** While there are several attorneys involved in the Family Court process there is not pay parity across attorneys representing different parties. For instance, attorneys representing children often cite lack of pay parity as one of the reasons leading to workforce turnover.
- ***Expand Family Court Hours of Operation:*** Family Court has much more limited hours than other Court entities, expanding these hours would allow for more time for cases to be heard and easier access for children and families juggling other commitments, such as mandated services.

Closing

Children's Aid is fiercely committed to advocating for and reaching permanency for our child welfare involved families. We sincerely thank the New York City Council for your vigorous support of foster care involved children, youth and families in New York City. As Family Court is an integral part of the child welfare and permanency process, it is imperative that we evaluate its operations to best justly provide permanency to children and families.

Thank you again for the opportunity to submit testimony on this critical issue impacting child welfare involved children and families in New York City. If you have any questions about this testimony, please contact Yolanda McBride, Director of Public Policy at ymcbride@childrensaidnyc.org.



**Testimony of Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
City Council Committee on Transportation and Infrastructure
Oversight - Bicycles, Micromobility, and Street Enforcement
April 24, 2023**

Good morning, my name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. Thank you, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure for the opportunity to comment.

In order to effectively fight climate change and protect public health, we need to reimagine how people live and move in our City. NYLCV believes everyone should have access to reliable, affordable, and clean transportation in addition to safe streets and open spaces. However, our frequent acceptance and perpetuation of car culture constantly undermines the safety of pedestrians and effectiveness of alternative forms of transportation. Compounding this, it is most often low income and communities of color that are most underserved by public transportation and infrastructure designed to protect pedestrians and families from cars. This is why we support Intros 417, 501, 926, 927, and 289. Together, these bills should help the City streamline bike lane installation, improve safety, and encourage the NYC Department of Transportation (DOT) to comprehensively study bike activity and e-bike charging infrastructure.

Intro 417, included on our 2022 City Council Environmental Scorecard, would consolidate the Community Board and Council Member notice requirement for bike lanes with the requirement for major transportation projects. Currently, the process for approving major transportation projects and any change to a bike lane is unnecessarily long and arduous, requiring unnecessary waiting periods and multiple confusing timelines. This bill would streamline this process by creating a single, uniform notice process for DOT street projects. Safe and widespread access to micro-mobility options such as biking are crucial to reduce air pollution, meet our State's carbon emission goals, and for the City to implement the NYC Streets Plan.

Intro 501 would create a new violation and civil penalty for hazardous obstruction by a vehicle of a bicycle lane, bus lane when bus lane restrictions are in effect, sidewalk, crosswalk, or fire hydrant when such vehicle is located within a certain distance of a school building, entrance, or exit. The proposed legislation would require DOT to create a civilian reporting program where civilians may submit complaints and supporting evidence for alleged violations to DOT. While this bill has the potential to not only cut back on vehicular idling but improve street safety for pedestrians, cyclists, and bus users, NYLCV urges the City to continue making street design

and infrastructure improvements to encourage safety for pedestrians and cyclists. Our current enforcement system to keep vehicles out of bike lanes is not working and it makes sense to move enforcement to DOT, but creating a new enforcement regime is a difficult and expensive undertaking, so DOT must also be given the resources to effectively implement this bill.

Additionally, Intros 926, 927, and 289 are important for improving bicycle safety, infrastructure, efficiency, and equity. Many areas of the City, particularly low income and communities of color, lack reliable public transit and the infrastructure that supports alternative transportation modes such as bicycles, e-bikes, and e-scooters. Intro 926 would require DOT to conduct an annual study on bicycle activity and make recommendations for improving bike safety. While this bill is a step in the right direction, it should work off of [DOT's existing *Cycling in the City* reports](#) and consider e-bike and e-scooter usage and factors that limit access to alternative modes of transportation, especially in areas considered transit deserts. With Intro 289, which requires DOT to create a searchable map that shows all of the City's bike lanes, these bills have the potential to improve transparency and prioritize cleaner modes of transportation. Lastly, Intro 927 would establish a task force to study the feasibility of installing e-bike charging stations for food delivery workers. We appreciate the Speaker and CM Brooks-Powers leadership on e-bike safety. Studying the feasibility of installing charging stations for the potential exclusive use of food delivery workers is an important step towards safety and equity, and we urge the Administration, City Council, advocates, and utilities to continue working together to develop a streamlined solution for installing more safe e-bike charging stations that are accessible to all users.

All of these pathways forward will improve our City by helping to reduce emissions, increase affordability, and improve safety. NYLCV looks forward to working with the City Council, Administration, and fellow advocates so we can have an equitable and accessible City.

Thank you for the opportunity to testify.



BIKE NEW YORK

April 24, 2023 testimony: NYC City Council Transportation & Infrastructure Committee hearing on bicycling-related bills

Jon Orcutt, Bike New York advocacy director

Bike New York submits this brief set of positions and views on the bills before the Council today:

Intro 289-Support: DOT's permitting unit already reviews construction site applications where bike lane detours are required. DOT also tracks city capital projects and its own resurfacing activities. Aggregating this data for public use is a logical next step.

Intro 417-Support: The bill would increase output and productivity at NYC DOT by reducing redundant and delay-causing notification requirements regarding bike lane projects, at a time when NYC DOT is under criticism for not meeting targets set in the Street Master Plan legislation enacted by the Council in 2019.

Intro 501-Support: The bill would allow citizens to submit photo evidence of parking violations to city government and allow the city to issue a citation for the violation. We wish the measure was not necessary, but the police department is not even remotely close to getting this job done. The city has no idea of the scale that dangerous illegal parking has expanded to as the police have retreated in this area of public policy.

We strongly urge the Council to discard the "occupied vehicle" provision as dramatically reducing the measure's effectiveness and creating a difficult judgement for officials processing the complaints.

We also strongly urged the Council to pass this measure over the specious objections offered by city agencies during the last Council, such as "creating conflict on streets." As you know, Taxi and Limousine Commission and NYC DEP already operate effective citizen reporting systems regarding lawbreaking by vehicle operators (neither has the "occupied vehicle" provision). Any conflict is caused by unchecked illegal parking and city government's passivity in its face.

Intro 712-Urge change of focus: Driver evasion of accountability by rendering license plates unreadable is already well documented (see Streetsblog coverage) and will likely

increase with the implementation of congestion pricing. Significantly increasing the fines for this violation should be the focus of legislation in this area. If that is a state responsibility, then a Council resolution and work with Legislative colleagues seems in order.

Intro 926-Urge change of focus: City DOT already issues an annual summary of bike counts and crashes. We wish the data was more up to date and complete, but an additional legislative mandate in this regard seems unneeded. The Council could alternatively require DOT to install 20 more automated bike counters on city streets and bridges. Today, DOT's bike counters are limited to this small set of locations, which is primarily Manhattan-focused, though the Willis Ave Bridge, Fountain Ave and 111th St locations are new as of 2022:

- Pulaski Bridge bikeway
- Manhattan Bridge bikeway
- Brooklyn Bridge Bike Path
- Williamsburg Bridge Bike Path
- Ed Koch Queensboro Bridge Shared Path
- Willis Ave Bridge
- Staten Island Ferry
- Kent Ave @ North 8th St
- 8th Ave at 50th St.
- Broadway at 50th St
- Columbus Ave at 86th St.
- Amsterdam Ave at 86th St.
- Prospect Park West
- Fountain Ave
- 111th St at 50th Ave

Intro 927-Support: However, we urge the Council move beyond study to aggressively seek to integrate e-bike charging into the city's in-process work to provide significant curb space to electric car charging. DOT should be directed to make e-bike charging a pilot part of this work immediately, and to move to scale following a defined testing period.

NEW YORK CYCLE CLUB

TO: The New York City Council; Committee on Transportation and Infrastructure

FROM: Gerald E. Ross, VP Rides

SUBJECT: New York Cycle Club Statement in Support of Intro 289, 417, 501 & 926

DATE: 4/24/2023

I am Gerald Ross, a Vice President of New York Cycle Club, a public charity under 26 USC 501(c)(3) of the Internal Revenue Code. NYCC is the largest recreational cycle club in New York City with approximately 3,000 members from all five boroughs. We organize rides in all five boroughs and beyond into the surrounding area. We also have extensive programs and information for our members and the general public promoting and teaching safe riding practices. I am here to speak for our members and the recreational cycling community generally.

We support all efforts to enhance cycling in and around New York City. I am here specifically to speak in support of Intros 289, 417, 501 and 926.

- Intro 289 requiring DOT to create a searchable map showing all City bike lanes and current conditions including obstructions caused by construction, maintenance, weather and other hazards. This bill will enhance cycling and promote use of bike lanes for all cyclists, especially those who plan rides in advance and will avoid unnecessary confrontations between cyclists and those who obstruct bike lanes.
- Intro 417 consolidating community board and council member notice requirements for bike lanes with other requirements for major transportation projects. This bill will create a single uniform process for DOT to provide notice. It benefits all users of the streets, cyclists, pedestrians and vehicle operators.
- Intro 501 creates violations and civil penalties for hazardous obstruction by vehicle of a bicycle lane. The legislation imposes a small penalty for each such violation and provides a civilian reporting system. One of the scourges of city bike lanes is the constant obstruction of such lanes by vehicles, taxis, uber cars, private vehicles, deliveries etc. We assume that bona fide emergency vehicles are exempt from the reach of this law. But there is no excuse for other blockages of bike lanes, just as there is no excuse for blocking a motor traffic lane.
- Intro 926 requires DOT to conduct an annual study on bicycling activity in the city for the previous year and to make recommendations for bike safety to the City Council and the Mayor.

These four bills will streamline reporting and management of bike lanes and help to reduce misuse of those lanes.



**Jackson Chabot, Open Plans' Director of Advocacy and Organizing,
Support for Int. 712**

March 24th, 2023

Good afternoon, my name is Jackson Chabot, and I am the Director of Advocacy and Organizing at Open Plans, an over 20-year-old non-profit dedicated to safe and livable streets. In addition to my colleague Sara Lind's testimony on Int. 417 and 501. I would like to highlight the importance of Int. 712 introduced by Council Member Erik Bottcher and co-sponsored by 9 other members. Thank you, chair, for being one of them!

Each day we don't report on unreadable license plates is another day that an unknown, and growing number of drivers blatantly disregard our laws, degrade our social norms, and commit further crimes.

Right now, the current known consequences range from loss of toll and ticket revenue to criminals using vehicles with unreadable plates to commit serious crimes. According to MTA CEO Janno Leiber remarked that the agency loses "something like in the \$50 million range". However, analysis by Streetsblog revealed that this number is actually closer to \$144 Million. For context, this money is more than double the Fair Fares program.

What's more, this February, the MTA arrested 32 drivers who had fines amounting to \$900K due to toll evasion. According to SI Live, "Last year, the MTA suspended the registration of roughly 15,000 vehicles for unpaid tolls, impounding about 1,800 vehicles and recovering approximately \$21 million in tolls and fees owed, all of which represented single-year records for the agency." This is all lost revenue for the MTA and our city direly needs. This alone shows how widespread some of the problem is, just with respect to tolls, let alone the safety implications.

On top of all this, unreadable plates hinder the city's ability to issue tickets for illegal parking and other infractions. More seriously, unreadable plates, including paper plates have been used to commit serious crimes such as hit and runs. Several high profile incidents have transpired over the past several years including the death of 5 year old Jonathan Martinez in East Elmhurst last year at the hands of a driver of a vehicle with an untraceable plate. The evidence is clear we need this bill to report on the full scope and scale of the issue. What we know about the financial and safety implications is not comprehensive.

We appreciate your attention to this bill and urge all Council Members to sign on. If you don't believe us, step outside City Hall and take a walk to see the leaves, twigs, tape, defiling and other methods drivers use to make their plates unreadable, in addition to the litany of people using paper plates and placards to also flaunt the law. This is really the tip of the iceberg; next, we need serious consequences and accountability to keep all New Yorkers safe.

From: Andrea Brecker <abrecker@erols.com>
Sent: Thursday, April 20, 2023 6:05 PM
To: Testimony
Subject: [EXTERNAL] April 24th Hearing - Transportation

Good afternoon,

I am not able to attend the April 24th NYC Council Committee on Transportation Infrastructure Hearing. Although there are proposed legislation pertaining to bicycles among the items to be covered, it does not appear that the NYC Traffic Rules and Regulations published by the DOT will be referenced, Specifically, the proliferation of bicycles on pedestrian sidewalks. I expect that many pedestrians and bike riders do not know there are restrictions for where bicycles can be ridden, including by age of the rider.

§ 4-07 (c)(3) - Restrictions on crossing sidewalks No driving bikes on sidewalks unless sign allows, or wheels are less than 26 inches in diameter and rider is twelve years or younger. See also Administrative Code §19-176.

<https://www.nyc.gov/html/dot/downloads/pdf/bicyclerules-english.pdf>

I know that passing any legislation is a laborious process, achieving consensus on issues is challenging, and available funding is a significant determinant for what can be done. I don't know what it would entail for the DOT to raise awareness of bicycles-on-sidewalk rules, but with the assumption that *knowledge is power*, it might help to moderate the problems and potential danger that stems from bicycles and pedestrians in the same limited space of sidewalks. Signage around the city and PSA, would be a start. Knowledge alone may not be enough to make sidewalks safer for pedestrians; likely the prospect of a hefty fine would be necessary. That might also go a long way to stem the thoughtless bike riders who do not heed traffic lights, and risk hitting pedestrians and other bikers.

Sincerely,

Andrea Brecker

abrecker@erols.com

LaSalle Street

New York, NY 10027

Council member Shaun Abreu's District 7

To Whom it May Concern:

I support Intro 417 for quicker installation of bike lanes.

As we reach a crisis of record cyclist deaths, we must do everything we can to remove unwarranted barriers to implementing safe streets infrastructure and build the systemic solutions we know work – networks of protected bike lanes.

Protected bike lanes save lives today, tomorrow, and next week, and we should be doing everything possible to build them today instead of waiting for more of our neighbors to be killed. New York City is already behind its requirements to build bike lanes as required by the NYC Streets Plan. We cannot allow further delays and stalled projects, we need to implement projects now.

I also support Bill 501 which would allow civilian enforcement of double parked vehicles in bike and bus lanes. When bike lanes are blocked, riders are forced into car traffic. This isn't just inconvenient, it's deadly. Protected bike lanes protect riders from death and serious injury – but only when they're clear. Bus lanes need to be clear in order to provide safe and timely service to riders.

Thank You.

Sincerely,
Andrea Pedersen
Volunteer, Transportation Alternatives
Co-Chair #FixCanal

From: Andrea <andyped@gmail.com>
Sent: Thursday, April 27, 2023 1:07 PM
To: Testimony
Subject: [EXTERNAL] Support Bill 501

To whom it may concern:

I support Bill 501 which would allow civilian enforcement of double parked vehicles in bike and bus lanes. When bike lanes are blocked, riders are forced into car traffic. This isn't just inconvenient, it's deadly. Protected bike lanes protect riders from death and serious injury – but only when they're clear. Bus lanes need to be clear in order to provide safe and timely service to riders.

Thank you.

Sincerely,

Andrea Pedersen

Transportation Alternatives Volunteer

Co-Chair #FixCanal

My name is Anna Marquina my experience with the L.T.W program while attending high school is that this program has helped me a lot. They are always available to talk when you need them, and they offer you resources when you are in need. Whether it providing work, educational tools, food, etc. They are there to guide us by giving us advice on how to improve.

I am doing so much better academically since attending this school. I felt very lost when I started attending here. I did not understand my schedule and I did not have friends to help me. The staff of the LTW was the first people that I talked with. They made me feel safe and comfortable and helped me navigate this new school. They became like a family to me.

Arthur L. Miller
Attorney at Law

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718.997.0641 📞
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arthur@amlwany.com

**STATEMENT OF ATTORNEY ARTHUR L. MILLER TO NYC CITY COUNCIL TRANSPORTION AND
INFRASTRUCTURE COMMITTEE CONCERNING INTRO 0501-2022 “HAZARDOUS OBSTRUCTION BY
VEHICLES AND CIVILIAN COMPLAINTS...”**

APRIL 24, 2023

Dear Chairwoman Selvena N. Brooks-Powers and members of the Committee:

I am an attorney who represents commercial firms (trucks and buses) as well as individuals in connection with municipal violations such as parking tickets, traffic tickets and moving violations. I am a city resident and a long-time, avid bicycle rider. I also represent trucking firms and others before the Office of Administrative Trials and Hearings (OATH) in connection with the citizen-initiated engine idling program. (Administrative Code §24-163)

Intro 0501-2022, concerning civilian complaints for “hazardous obstruction by vehicles” is a deeply flawed plan and must not advance into law. It is an existential threat to commerce, civility and public order. It also creates yet another wasteful public program at a time when we are concerned about the economic viability of our City.

First, I object to labeling the subject behavior as “hazardous”. As I see it, anyone who simply pays such a ticket, in essence, admits to permitting the hazardous operation of their vehicle and develops a “label” that would likely be used against them in court for other unrelated matters or, simply, for public vilification. Arguably, the creation of such “hazards” stems less from vehicle operators’ decisions than from the City’s failure to provide safe and legal curb access for the disabled, elderly, citizens moving or unloading packages, service providers and trucks making deliveries. Also, it is ultimately the choices that the road user makes when encountering a parked vehicle that leads to exposure to risk. If it was garbage or a pothole in the bike lane, is that “hazardous”?

Secondly, it creates a whole new administrative burden on the public. We already have several venues to process violations for similar behavior: The Parking Violations Bureau, the Traffic Violations Bureau and the Criminal Court. Imagine having to respond to multiple violations issued in multiple venues for the same action.

Third, the initiation of summonses by people who are not “public officers” is dangerous, both to them and to the general public. The media is chockfull of violent altercations concerning parking spaces. I have seen and heard altercations on camera when “citizens” video truck idling. And I have also seen “citizens” put themselves in harms way, such as being inattentive to traffic, or entering into active construction sites just to get that photo for submission. Will the City take responsibility for harm to these individuals?

Intro 0501-2022
Statement of Arthur L. Miller
April 24, 2023 – page 2

Regarding the specifics of the proposed Intro, I note the following:

§19.175.8 and throughout: The word “Hazardous” must be removed. “Obstruction” suffices. But, even then, “obstruction” must be defined. Perhaps there should be time limits on behavior. Someone dropping off a passenger at a hydrant cannot be “hazardous” or an “obstruction”. If a bike lane is still passable, it cannot be “obstructed”.

Also, the ½ mile from a school is arbitrary and too broad. First, how would anyone know that they are anywhere near a school and subject to such summonses, a due process issue. Also, the communities should be able to decide. After a public hearing process, what areas are specifically in need of additional enforcement.

Summonses should not go to or be handled by OATH. There are substantial Due Process and handling issues presently at OATH, where respondents are not properly served with summonses and they do not get fair opportunities for hearings. Here are no mechanisms to lump multiple violations together and hear them at the same time. Submission of these matters to OATH would be unduly burdensome to that agency and to the public. The Dept of Finance’s Parking Violations Bureau is where such matters should be handled. They have the means to more fairly and openly handle and process such violations. They could also eliminate duplicate summonses and help to track the responsible party.

§19-175.9 (a) “other employees” – anyone who worked for the City in the last 5 years, inclusive of anyone who served in a per diem or independent contractor capacity must be barred as must anyone who practices or represents any respondents before any of its agencies.

The form of the summons should be subject to the rulemaking process and service of process must be limited to the registered vehicle owner at its last registered address. Service of process cannot be permitted on the Secretary of State where too often the responsible parties do not get timely notice of process. There must be a mechanism for the transfer of liability where, for example, the vehicle is owned by a leasing company. Also, there must be a reasonable time limit for the issuance of such summonses, say three (months). With the passage of time, it becomes more difficult for a respondent to defend itself or reach the responsible party.

Also, there must be some clear exceptions to enforcement, for example, a vehicle picking up/dropping off a passenger, a construction vehicle with a permit, and elapsed time requirements for deliveries.

§19-175.9 (b) publish “information” – there must be a full rule making process. The DEP’s engine idling program is made more problematic because they are simply permitted to issue “guidelines”. We’ve seen “guidelines” change there within 24 hours. Those are both safety and due process issues. The “rules” must require that any complaint be accompanied by a sworn affidavit which includes a representations that the behavior was personally observed and that the evidence submitted is true, accurate and unaltered.

Intro 0501-2022
Statement of Arthur L. Miller
April 24, 2023 – page 3

§19-175.9 (d) the information concerning the “citizen” filer must be a public record.

§19-175.9 (e) interestingly, the Intro seems more concerned about letting the “citizen” track their cases than the public. The DOT, or OATH, or whatever agency ultimately handles these matters, must create a public access website that is trackable by the plate, as the Dept. of Finance does for parking violations, and a simple mechanism for retrieval of copies of the summonses PLUS all of the evidence needed for a respondent to defend itself. At least while I’m no fan of automated camera-issued tickets, like redlight and speed cameras, respondents can access the evidence on-line, and they can find out if they have any open tickets by simply searching by the plate. Again... Due Process.

§19-175.9 (g) and (h) – “outreach” should be replaced by “Public Hearings”. Let each community hear and provide feedback on the issues. Also, perhaps each community should be able set the desired locations.

While we are all concerned with safety, I see no equivalent effort to reign in hazardous behavior by the cyclists and other road users. Mopeds, for example, largely used by “deliveristas” are generally required to be registered and, their operators licensed. The businesses that employ them should be required to post legible signs and contact information on those vehicles. Such vehicles are not permitted under existing law to be operated in the bike lanes, in crosswalks or on the sidewalk. Surely if the Committee is concerned about “hazardous” behavior, that would be a good place to focus its efforts.

I would be happy and honored to work with the Committee or any of its members on addressing the issues raised herein or concerning any other traffic safety matters.

I am offering these written comments in support of Intros 417, 501 and 927.

I am a pedestrian, a cyclist and a user of mass transit.

Intro 417 would remove needless delays in the implementation of bicycle lanes. This would avoid needless fatalities and injuries to cyclists at a time when bicycling is at an all-time high and when cyclist casualties have also risen. It would also facilitate the city successfully completing the bike lane requirements under its Streets Masterplan which it fell far short of in 2022.

Further, Intro 417 would recognize the reality that there is no reason why bicycle lanes should be submitted to any greater notice and hearing requirements than any other major transportation project by folding them within the rules under § 19-101.2 that already cover other such projects.

Intro 501 would expedite enforcement against cars not being allowed in bike and bus lanes. Cars blocking bike lanes forces cyclists out into traffic and adds to the risk of traffic violence against them.

The blocking of bus lanes also has bad impacts because buses are more likely to be driven by vulnerable New Yorkers and they transport more people than cars.

Although DOT jurisdiction over traffic rules would be optimal, pending that and given that the NYPD doesn't consistently enforce such rules, enhancing the ability of people to see that these rules are enforced is essential. I would remove the rule requiring that the vehicle being reported be empty. Often that is hard to tell and many cases that should be reported wouldn't be. I understand the concerns about the risk of altercations but a comparison of the risk of civilian-civilian in such cases to the risk of NYPD enforcement is misplaced. Civilians can't legally arrest, taser or shoot people. It isn't close to the same risk level.

Finally, Intro 927 would provide the infrastructure to allow deliveristas to use the micro-mobility that we have come to depend upon more and more. We need to expand public charging infrastructure, like "Street Deliveristas Hubs," to meet that need to enhance micromobility. Said enhancement is also key to enhancing the environmental benefit of switching to alternatives to cars.

The city should support this via safe e-micromobility battery charging and storage, as well as safe on-street usage, through more fire-resistant charging stations and storage. Safe storage and charging options would also help with the problem of fires starting from bad batteries and bad charging practices.

Bill Bruno

Hello to the members of the Council,

I'm Colin Hamilton, a Brooklyn native and lifelong user of cycling/ skating/ micromobility as a significant part of meeting my transportation needs. I'm writing today to lend my support to the bill creating an annual study of bike lane usage and corresponding report on proposed improvements, and to urge the Council to support the same. Maximizing the safety and accessibility of the city's cycling network, as ridership continues to grow, will certainly require such types of care and planning.

More importantly however, I'm writing to urge the council to amend this bill to be more *proactive*, as opposed to *reactive*. As written, the bill only commissions the study of streets and bridges that are the "most frequently biked". It is critical to note that while this direction of study is *necessary*, it is *not sufficient*; the methodology is backwards from that which could make the most impact to cycling in the city.

Four Types of Transportation Cyclists in Portland By Proportion of Population



The reader may be aware of the "Four types of cyclists" study out of Portland (link below), which categorizes cyclists as sport riders unfazed by car traffic, casual riders emboldened by cycling infrastructure, those who want to ride but are afraid to do so, and those who do not ever want to ride. In this study, and indeed in all following reproductions of it, the segment of the population that has been *scared away from cycling* by the presence of motor vehicles is by far the largest. As we should all know, the best solution to both the reality and perception of danger in cycling is to construct robustly protected bike paths. The DOT already knows this, stating its findings that "both PBL and conventional bike lanes increased bicycle volumes by over 50%", which represents the movement of people from "Interested" to "Enthused", inducing new demand for bike infrastructure. NYC may be farther along at this point than Portland was in 2006, but the data still shows that cycling modeshare for the city is in the single digit percents.

Again, protecting and supporting existing riders on existing bike corridors is very much important, but the city must also serve aspiring riders by *not scaring them off the streets anymore*. **In addition to studying the *most* heavily trafficked bikeways, the city should also study the *least* heavily trafficked bikeways.** There are streets with abundant conflict points that riders know to steer clear of, there are vast swaths of the outer boroughs with no bike network where you can't reach your destination without crossing a high-speed arterial road, and there are people who may live in a perfectly safe area to bike, but rightfully fear that it will only take one distracted driver to right-hook them to the ICU.

I personally belong in the “Fearless” category of riders in that I’ll ride most anywhere, but because of that I've been able to observe the changes in the cycling makeup of this city as it has phased in bike lanes. In The Before Times, the only people out riding were lunatics such as myself. Today it is common to see (but only in places where it is honestly, legitimately safe to cycle) small children riding around with their parents, seniors, and wheelchair users out and about in the bike lanes. This stuff works, but the work isn't done yet. Until it's possible for people of all ages and athletic abilities to ride freely through the city without fearing for their lives, this city is *potentially failing millions of people*.

Additionally, I have personally been hit or had close shaves with inattentive motorists about half a dozen times in my life so far, and I got to say ***goddamn does that shit get old fast***. I’m tired of mingling with car drivers who don't notice that I’m there, I’m tired of getting nearly left hooked at every 4th intersection on 1st avenue, and I'm tired of fighting for my life every time I ride to work. What I want most out of future bike network development is to be able to stop counting myself in the “Fearless” category, because fear should not be present in our city's bike network to begin with.

Thank you for your consideration.

References:

<https://www.portland.gov/transportation/walking-biking-transit-safety/bicycle-counts> (end of page)

<https://www.nyc.gov/html/dot/downloads/pdf/safe-streets-for-cycling.pdf> (page 8)

<https://www.nyc.gov/html/dot/downloads/pdf/mobility-report-print-2019.pdf> (page 16)

New York City Council April 24th

Re: Mopeds; Electric bikes; Electric Scooters; Motorcycles

All electric and gas forms of transportation need to have RULES that will be enforced.

All need to have the following:

Helmets

Rear view or side view mirrors

Vehicles/bikes etc should all be Registered.

Have identification on them.

Follow the rules of the road.

All electric/gas running modes of transportation should have the same rules of the road.

All forms of transportation should not be allowed to ride in the wrong direction.

Should not be allowed to drive in and out between other moving vehicles.

Should use hand singles when making turns.

All riders/ drivers should have reflective clothing as well as helmets and lights and horns of some type.

How do we get enforcement? If I knew that I would surely let you know. A suggestion would be to have all vehicles registered and charges for breaking the rules. Just like cars get ticketed. After so many tickets then confiscate the vehicle.

If riding on an Open Street must not go more than the speed limit for that area. Also for non-electric bikes or scooters, especially in my area of Jackson Heights if you are riding from east to west you can really pick up speed and you go faster than 5 mph which is posted as the speed limit. Even though it is not law yet.

farren753@gmail.com

April 24, 2023

To the New York City Council Committee on Transportation and Infrastructure:

I am writing as a concerned citizen of New York City regarding Proposed Intro. Bill 501 regarding the hazardous obstruction by vehicles and civilian complaints of what is essentially double-parked vehicles. We live in a city where cars, bikes, scooters, etc. are all fighting for streetspace and double parking is undoubtedly a huge issue to the city. But we should be using existing laws in place to enforce violations not creating duplicative laws that empower individual citizens to penalize others for monetary gain. This bill creates a system that pits the community against each other—we have already seen this in the divisive open streets and open dining programs.

The bill as currently written would allow any individual to take a picture of a double-parked vehicle and penalize other individuals without any further context for the benefit of monetary reward. First, incentivizing individuals through a monetary benefit creates a dangerous space for accelerating false and misleading complaints.

Second, this bill is arbitrary and vague in what constitutes a violation of “hazardous obstruction”—what about a mother who could not find parking and needs to drop off her child in a crowded school street; what about the truck driver who needs to make his deliveries—what mechanisms are there to solve people who are just trying to do their job and can’t find loading space? You are penalizing drivers unfairly and allowing fellow residents to penalize each other. I also note that you impose penalties on private drivers but not on “city vehicles” in the existing Administrative Code, so this is even more unjust and hypocritical law, when organizations such as Transportation Alternatives have railed against illegally parked police vehicles and instead choose to target civilians in this bill. This is a continuation of the toxic dynamic that is being developed by pitting community members against each other.

Third, this bill has ignored the existing alternatives of enforcement mechanisms and instead creates yet another regulatory scheme that allows an overstretched and under-resourced Department of Transportation to act as a law enforcement agency when it could be achieved through shared and existing resources like traffic and auxiliary police.

The issue of double parking is already a violation under the NYC administrative codes and there are already enforcement mechanisms in place. The Department of Transportation already has rules in place (NYC Rules 4-01, 4-07 etc. and there are already violations for such offenses-\$115) Instead of using those existing rules and seeking to enforce them in a thoughtful manner, this bill is duplicative and only further divides NYC communities. Please do not advance this bill.

Thank you,

Grace Pyun

To the members of the City Council:

My name is Isabel Henderson and I'm a resident of Clinton Hill, Brooklyn.

I would like to voice my support for Intro 501-a, and urge the Council to restore the original proposal (Intro 501) to include a paid bounty for individuals who report cars in bike lanes. As we've seen with the hugely successful bounty for reporting idling vehicles, a paid incentive leads to enforcement and community activism.

I am also voicing support for allowing Intro 501-a to apply to cars that are occupied, rather than to only apply to unoccupied cars. Limiting enforcement of Intro 501-a to apply only to occupied cars would encourage people to remain in idling cars in the bike lane, and would do nothing to stop the problem of cars blocking bike lanes.

It seems ridiculous that this loophole could exist, when this is not the case with so many other regulations—for example, when a vehicle is blocking the road, it doesn't matter whether or not it's occupied. We need to treat vehicles that block the bike lane with the same urgency that we apply to vehicles that are blocking roads. It's a safety issue—for bikes as well as cars, as bikers have to swerve into the road when a bike lane is being blocked by a vehicle.

I would also urge the Council to take action to stop the use of illegal license plates—including covers and fake paper plates—as was proposed in Int. 0712-2022. Illegal license plates are a major problem, as many news outlets have reported, and this practice is in desperate need of enforcement. It's a safety issue first and foremost, and also allows drivers to get away with—in some cases, literally—murder. The use of illegal license plates also essentially lets drivers rob the city of revenue, by avoiding ticketing and tolls.

Every single day I see vehicles run red lights, speed, and park illegally. It is baffling to me that, in a city where the majority of people do not own a vehicle, cars are given priority. We need to ensure the safety of the non-drivers who make up the majority of New York City, and discourage the rampant reckless driving that is killing people.

Enforcing traffic laws makes walking and biking safer for everyone. It also helps drivers who are injured by other drivers, and cuts down on traffic—safer bike lanes mean fewer cars on the road, and less traffic for everyone.

Sincerely,
Isabel Henderson

Hello,

I am writing in support of intro 501, the proposal to allow citizens to report vehicles blocking bike lanes.

I am a parent of a 9 year old girl and for years have been taking my child to school and to the park via bicycle. It is frustrating and terrifying to navigate with a child through the streets of New York and I choose my routes very carefully to make sure that we are taking designated bike paths. However it is an all too common occurrence for cars and trucks to simply park in the bike lane whenever it is slightly inconvenient to find parking. This behavior forces us swerve into traffic and sometimes illegally ride on the sidewalk. My aunt was killed by a hit and run driver and our vulnerability on the streets is on the top of my mind always.

The absolute ubiquity of bike lane blocking in this city is just one of many factors that create a sense that the city is out of control and downright hostile to basic living. While our mayor won election on a promise to deliver public safety – the NYPD are nowhere to be seen when it comes to safety from traffic violence. How are we to trust the NYPD to make the streets safe when in fact they are some of the most flagrant violators of parking rules?

There is a solution in Intro 501– to put the power in the hands of the citizens who are most negatively impacted by rampant parking abuse. Making citizen complaints through OATH is already a process that works quite well and has been embraced by citizens who are currently able to report TLC traffic violations as well as Citizen’s Air Complaints for idling vehicles.

As for some of the details of what is being proposed:

- The idea that signage should need to be installed pertaining to this program is ridiculous. Signs are not required for the law of the land to be what it is. For example it is still illegal to ride without a seat belt whether there is a sign that warns you or not .It just places an extra bureaucratic and operational burden on DOT and creates a loophole to muddy the intent of the law. Plus of course the only reason why we are discussing a law in the first place is because drivers are ruthlessly ignoring all the existing signage pertaining to parking rules!
- The bounty – while this would be a wise investment encouraging citizens to solve the problem that NYPD refuses to – I think the incentive for safety is a sufficient one for participation.
- Making citizens pre-certify for the program by taking a course. I do think this is reasonable and not overly burdensome – that being said it is not required for either TLC violation reporting or for Citizen’s Air Complaints.

Thank you for your consideration and please move ahead with this much needed rule ASAP!

Jason Gers

Bushwick Brooklyn

To the Committee on Transportation and Infrastructure,

To begin, I would like to thank the Committee for taking proposed Int 501-A into consideration, as this is another positive step in the right direction for enabling safe and equitable transportation options for everyone. New York City has made tremendous strides over the last several years to improve its micromobility infrastructure; however, as you are aware, there are still ongoing issues that require such initiatives to be considered.

I am strongly in favor of this initiative for many reasons, as current services like 311 are not designed to deal with real-time issues, such as idling cars in the bike lane, which are often ephemeral yet still pose a high risk to cyclists. Based on NYC OpenData, from January 1st of this year to time of writing this testimony (March 24th) there have been **5,883** reports of illegal parking in the bike lane, which would gross an estimated **\$1,029,525** in revenue at \$175/violation. I can personally attest that many of the reports I file often contain multiple vehicles in a single report.

Although, I do agree some revisions need to be made, such as removing the bounty so there is no malicious intent in filing these reports, there are proposed changes that raise concern that we will only be creating loopholes for the current problem to persist without punishment, even if citizens are able to report them directly.

The primary example being the **“revised bill requires that the car be “unoccupied” when a report is filed, a change that is aimed at avoiding conflict.”** Occupied or unoccupied, a cyclist would still be required to merge into motor vehicle traffic that is moving at varying speeds with vehicles that are at least **150x the weight of an average bicycle**. Based on many studies, “the speed and volume of motor traffic, width of a street, number of lanes, or presence of parked cars have a negative effect on cyclists' perceived safety” and unsafe cycling conditions are often cited as one of the primary deterrents for why people choose not to cycle.

In a study by Portland State University, “bike lanes typically have a neutral or positive impact on nearby businesses” as “walk-able or bike-able neighborhoods and commercial areas tend to attract a lot more foot traffic” and “pedestrians and cyclists tend to patronize business more frequently than drivers.” This would not only potentially reduce the safety risks for cyclists but would also benefit our local economy in a positive way.

Please take the above data and research into consideration for the proposed revisions to Int 501-A and help make bike lanes safe for everyone.

Thank you,

John Goldgar

From: John W. Tomac <john@johnwtomac.com>
Sent: Tuesday, April 25, 2023 11:39 PM
To: Testimony
Subject: [EXTERNAL] In support of Intro 417

To whom it may concern:

My name is John Tomac. I am a co-founder of Bike South Brooklyn and today I am writing in support of Intro 417.

The City of New York is obligated to build 50 miles of protected bike lanes in 2023. This target cannot be reached unless the process for notifying community boards and council members about bike lanes is consolidated to create a single, uniform process for the department of transportation to provide notice of any street project.

Under current law, NYC DOT must wait a minimum of 135 days from the time it notifies a community board of their intent to add a bike lane before construction or marking the road can begin. 135 days is a long time, it's four-and-a-half months. Most bike lanes in New York City are just paint on the ground. New York City weather limits the amount of time that the road can be marked to, at best, nine months. This means as much as half the time this important work can be done is wasted by waiting.

In 2022, the City fell short of its legal mandate to add 30 miles of protected bike lanes. In order to catch up and add an additional, required 50 miles of protected bike lanes in 2023 the City should eliminate the unnecessary 90-day notification and 45-day waiting periods that serve no purpose but temporarily or permanently delaying bike lane projects. No other street project or safety infrastructure is subjected to these lengthy waiting requirements.

Given the well-documented safety benefits protected bike lanes deliver to people who walk, bike or travel via motor vehicle, it is in the city's best interest to speed up the process by which they can be installed.

We are pleased that 39 council members feel the same way and have co-sponsored this legislation. They are helping to correct a mistake their predecessors made over a decade ago.

Thank you for your time. I look forward to the work DOT will be able to accomplish unburdened by excessive notification and waiting periods.

John W. Tomac

From: John W. Tomac <john@johnwtomac.com>
Sent: Wednesday, April 26, 2023 12:35 AM
To: Testimony
Subject: [EXTERNAL] In support of Intro 501

To whom it may concern:

My name is John Tomac. I am a co-founder of Bike South Brooklyn and today I write in support of Intro 501. In my opinion, this is a flawed, but ultimately necessary piece of legislation that will improve the status quo. For that reason it should pass.

First, this bill is necessary.

New York City's streets are filled with illegally parked cars. These vehicles fill every possible space they shouldn't be—sidewalks, crosswalks, fire hydrants, bike lanes, bus lanes, no parking, no standing and no stopping zones. It is not uncommon to find cars parked in turning bays or on the ramps to the BQE.

Why is illegal parking so rampant? Most of these vehicles belong to government employees—especially members of the NYPD. The NYPD has decided that ignoring traffic laws is a job perk. Despite this obviously dangerous and corrupt behavior, no one in City Council or the Mayor's office has seen fit to reprimand them. And it's clear why—many elected officials have decided that traffic laws don't apply to them either.

We have thousands of civil servants who are more interested in protecting their ill-gotten job perk than serving the public.

Ultimately, all of these people are accountable to the public, so the public should be given the tools to hold them accountable.

A similar program already exists that allows people to report dangerous driving (and parking) by TLC drivers. There is no reason why such a program could not be the model for holding all drivers accountable for dangerous and/or corrupt behavior.

Second, this bill as currently written is flawed.

It is a mistake to phase in this bill over the course of three years.

While illegal parking is perhaps most acute in lower Manhattan and downtown Brooklyn, illegal parking is just as dangerous and a problem in every neighborhood in the city. The areas where the law would take effect first often have better infrastructure than those that would have to wait three years to participate in the program. Areas where the city has decided not add protected bike lanes would be left with less protection and less recourse when they find their bike lane blocked by an off-duty cop's car. The law should take effect everywhere, all at once.

Adding signage that states that civilian complaints may be filed is unnecessary. Traffic laws exist. Drivers have to take a test on those traffic laws in order to acquire a license. They should know there are penalties and consequences for ignoring them. It should not matter whether the complaint is being filed by a cop, camera or inconvenienced citizen.

Requiring a car to be unoccupied in order to file a complaint undermines the law. A blocked bus lane, bike lane or crosswalk creates serious problems whether or not the driver is present, that's why it is illegal. This provision makes it seem like stopping in these places is ok as long as you stay with the car, normalizing a dangerous behavior that gets people killed. The Taxi and Limousine Commission recognizes this and accepts complaints about drivers while they are in the car. Despite this, you do not see Uber drivers pummeling people they think are photographing their car. Concerns about confrontations are overblown while the dangers posed to people walking or biking are minimized. This provision should be scrapped.

The types of complaints that can be accepted should be expanded to include no standing and no stopping zones. Daylighting is an important safety measure that reduces the likelihood and severity of crashes. These zones are also used to denote pedestrian refuge areas where there are protected bike lanes or allow fire truck access to narrow streets. However, these areas are often filled with parked cars, usually with some sort of parking placard, real or otherwise. Not including no standing zones in this legislation ensures that a common form of illegal parking goes unpunished.

While I believe this bill has several shortcomings, I am optimistic they can be remedied now or in the future. The problems that Intro 501 seeks to fix cannot wait any longer for a solution. The perfect shouldn't be the enemy of the good and for that reason this legislation should pass.

Thank you for your time,

John W. Tomac

Hello --

My name is Justin Levine and I've been an avid cyclist, pedestrian, and public transit years for decades.

In regards to bill 417:

The fact that Community Boards, made up of unrepresentative, unelected people can unilaterally block critical, life-saving infrastructure all across New York City is unacceptable. They can't block public transportation infrastructure changes and, likewise, they shouldn't stand in the way of installing more bicycle infrastructure. Again and again in studies, protected bicycle lanes are shown to protect not only the cyclists, but decrease the danger of being a pedestrian and even make automobiles more safe as it requires them to slow down to make turns, etc.

We're a world-class city and we should have world-class infrastructure. We should not allow unelected people with their own, non-scientific, outdated opinions dictate policy. Please pass 417.

In regards to bill 501:

This should go without saying but allowing automobiles to obstruct bike lanes or bus lanes should be unacceptable. When a handful (but, let's be honest, it's probably just 1 person) of people can obstruct dozens of people on a bus or many cyclists from passing, they should be ticketed. It inconveniences many people and puts cyclist lives in literal danger. A parked car helps the 1 driver, but the blocked bus lane moves 0 people/hour and slows commutes for up to 8,000 bus riders/hour and up to 1,600 drivers/hour by forcing the bus into the car lane.

It's hard enough to get bicycle infrastructure installed in the first place (see bill 417) and after all that hard work, it's thrown into the garbage if cars can obstruct them with no consequences.

Our tax dollars should already be paying the city to ticket these cars, but if it's going to abdicate its responsibility, it should at least allow the citizens to pick up the slack.

In regards to bill 927:

We now live in a city where deliveristas are an integral part of our culture. Just as our delivery locations are crowded with Amazon packages, the streets are filled with deliveristas doing lots of work for all NYers. We should invest in expanding public charging infrastructure, which won't just help the deliveristas, but will help anyone needing to charge their e-whatever.

Thanks for reading my testimony.

- Justin Levine

Hearing: NYC Council Committee on Transportation and Infrastructure

Date of Hearing: 04/24/2023

Full Name: Justin Levine

Email: jclevine.receipts@gmail.com

From: Leith Conybeare <leithcony@gmail.com>
Sent: Tuesday, April 25, 2023 3:58 PM
To: Testimony
Subject: [EXTERNAL] Testimony in support of the citizen reporting bill

My name is Leith Conybeare and I am writing to testify that Lincoln Restler's citizen reporting bill has my full support as a native NY resident. Because the NYPD has and continues to prove itself an unreliable actor in taking care of keeping our bus and bike lanes clear, I demand that they give us, the citizens of NY, the agency to do it ourselves. You can't have it both ways Sewell.

In Support of Int 417*Written Testimonial*

This legislation is critical in reducing delays to the installation of lifesaving cycling infrastructure. When viewed in the context of NYC's allocation of public space, of which >75% is allocated to the movement and storage of private vehicles despite only 22% of New Yorkers commuting by car, the provision of cycling infrastructure becomes an urgent necessity. In addition, considering that car ownership shares a positive linear relationship with income in all five boroughs, providing safe infrastructure for alternative modes is a movement towards greater mode-share equity, and an opportunity for underserved New Yorkers to reach opportunities and destinations more freely, safely, and affordably. Although the degree to which residents feel empowered to speak up about changes to their streets varies widely across mode users and income levels, it is a well-known and frequently proven fact globally that many would-be cyclists will not take up cycling unless their route is protected from start to end. I therefore urge Council Members to stand up for the would-be cyclists in their districts who, without safe cycling options, won't get to enjoy the safe and affordable transportation options that safe cycling infrastructure provides.

From: Lucy Koteen <lucy.koteen@gmail.com>
Sent: Tuesday, April 25, 2023 4:11 PM
To: Testimony
Subject: [EXTERNAL] Transportation Committee Hearing April 25, Bill 501a

April 25, 2023

Other names for this bill are "The Snitch on your Neighbor Act" and "Righteous Vigilantes Against Cars". This bill creates a shocking abuse of the role of the public in enforcement. Many individuals and businesses have no choice but to pull into bike lanes, fire hydrants and bus stops.

I see taxis, moving vans, delivery trucks, food delivery cars, postal trucks, work trucks, families loading and unloading every day in these places because they have no choice but to pull into them. Usually it is for a brief time and generally the driver is by the car or steps away, to drop off a delivery. It would be dangerous for workers delivering heavy equipment and materials to have to go back and forth across the street with their heavy load. It would be unjust for the taxi driver who is picking up passengers or dropping them and their luggage/packages/children off to make the clients cross the street. Why is the only safety that is considered, is the one of the bike rider and not anyone else's? And in addition, remember that 1000s of parking places around the city have disappeared from use. The driver can not find a parking place for unloading and loading. Should they carry a refrigerator, a sofa, a washing machine, or sheet rock and building materials and heavy equipment from blocks away? Commerce will grind to a halt without these quickstops in what are not called legal parking places. I've seen ambulance drivers and police cars sitting at hydrants as they make a phone call or eat their lunch because there is no other place to rest. They cause no harm and create no safety issues.

Should we create the same mechanism for citizens every time we see a bike rider on the sidewalk, going through a red light, going the wrong way in a bike lane or weaving in and out of traffic dangerously?

Where does citizen vigilantism stop?

This kind of vigilante behavior is not what a city of understanding can be about. The city will crash without these small outlets of relief.

And who will be targeted the most? Those who are the least of society who take these jobs as delivery people and workers and who serve the society and the community. Black and Hispanic workers will definately be targeted. The police officer was correct when he said that we could see violent assaults if a person is seen taking photos by someone preparing to report them. Imagine an angry neighbor looking for a way to punish another neighbor. Imagine a person angry at a worker who will use this as a tool of revenge. There are so many unstable people in the city who will use this device for vengeance.

It is hard enough surviving in this city without fear that a two minute stop at a hydrant will create a \$175 ticket that could put a person out of work. I have never seen the hydrant by my house used as a hydrant in almost 50 years of living here. I do see that space used 10-20 times a day for quick stops by taxis, work trucks and residents loading their cars. That is a very good use of public space. This bill is another manifestation of the war against cars which is a war against workers and families brought to you by the righteous bike riders.

If this bill passes it will do great harm to the everyday New Yorkers trying to survive in a difficult city.

--

Lucy Koteen, Brooklyn, NY 11238

I urge you to vote NO on Bill 501 - Blocked Bike and Bus Lanes. Empowering civilians to enforce any violation, however minor, will engender more division and animosity. Sadly, I foresee it even leading to physical confrontations. Specific incidences may not be understood by the civilian. If a driver stops by a hydrant for a few minutes to let an elderly person out in front of their residence that driver would receive a \$175 fine for helping the elderly rider, for example. Neighbors reporting neighbors. Someone wandering by reporting a resident. Fanatics combing the streets looking for violations for the compensation. If civilians feel so strongly about this issue they should not have to be compensated. Our city should not be run by vigilantes.

I urge you to vote NO on Bill 417 - Notice requirements for certain transportation projects and the repeal of section 19-187. Ideally community boards hear the various voices of our neighborhoods. They have a perspective on issues that city agencies don't have. Bike lanes affect not just bike riders but others living in the community and institutions and businesses that call our communities home. Their needs must be considered. Therefore community boards should be involved in the process and the process should not be expedited.

Thank you for your consideration.
Maria Ferrari
Fort Greene resident.

From: Rosamond Gianutsos <cogrehab@pipeline.com>
Sent: Wednesday, April 26, 2023 8:26 AM
To: Testimony
Subject: [EXTERNAL] In support of Intro 417

I am a resident of Sunnyside where it took an extended period of time and advocacy to get the much used Skillman / 43rd Ave bike lanes. I am in support of Intro 417 to expedite the approval process.

From: Rusty Zimmerman <rusty.zimm@gmail.com>
Sent: Wednesday, April 26, 2023 2:51 PM
To: Testimony
Subject: [EXTERNAL] Support for intro 417

Let's fast track those bike Lanes, please and thank you.

Rusty Zimmerman, Southern Brooklyn, NY

I strongly support Intro 417.

The New York City Council has an opportunity to more quickly install its bike infrastructure — infrastructure needed to protect those who use our streets. Studies have shown that protected bike lanes reduce injuries and fatalities significantly, not just for bikers, but for all people on our streets!

Intro 417 from CM Lincoln Restler: **This bill would expedite bike lane installation projects.**

By consolidating the community board and council member notice requirements, our city will spend less time waiting for legal clearance to build projects and instead be installing it.

We can save lives and build out a full network of safe bike infrastructure by supporting common-sense legislation like this as we push for a city that prioritizes people walking, biking and taking public transit! In a climate crisis, we need to be prioritizing, walking, biking, and public transit in any capacity we can.

I hope I can count on your support for these two crucial bills both during the hearing and for the final vote!

Sam Anderson

From: hello <rulesoforder@fastmail.fm>
Sent: Wednesday, April 26, 2023 9:07 AM
To: Testimony
Subject: [EXTERNAL] Committee on Transportation and Infrastructure

Hello,

I am a board member of Brooklyn Community Board 2. I am in full support of Intro 0417-2022. Existing notice requirements are onerous and delay critical safety infrastructure. Community board and public input have advisory value but that input should not have the ability to slow down implementation timelines for bike lanes.

We have witnessed too many tragedies as a city to allow the status quo to persist. Countless lives have been ruined by a serious injury and many others have been lost by the brutality of traffic violence in our city. It is our moral imperative to act with determination and remove any barriers to improving the safety of our streets. Protected bike lanes are critical infrastructure that have a documented benefit of improving safety for everyone.

I also support Intro 0501-2022 and Intro 0927-2023.

Intro 501 is a direct consequence of law enforcement's inability to address the massive scale of traffic infractions that block sidewalks, crosswalks, bike lanes, and bus lanes. These selfish actions by drivers threaten the safety of all New Yorkers and delay our vital public transportation services. Law enforcement has demonstrated they are unable to meaningfully tackle the issue and a civilian reporting program enabled by Intro 501 would empower New Yorkers to do something about a real problem that affects their daily lives. We must do everything in our power to protect vulnerable New Yorkers and restore basic human dignity to our public space.

Intro 927 is a matter of equity but also of public safety. New York City is already dedicating enormous resources to build public charging stations for automobiles and it is only fair that the delivery workers who use electric bicycles have the same resources available to them. The job of a delivery cyclist is extremely dangerous and a rather thankless one because of exploitative payment structures designed by the apps that facilitate the deliveries. Dozens of lives have been lost to dangerous uncertified battery fires. Each life lost is a tragedy and Council needs to act to prevent the next one. The task force created by Intro 927 will seek to do just that.

Sincerely,
Thomas Huzij



Los Deliveristas Unidos
Worker's Justice Project
April 24, 2024

Presented to:
NYC Council Committee on
Committee on Transportation & Infrastructure
Hon. Selvena N. Brooks-Powers, Chair
Prepared By: William Medina

Buenos días. Mi nombre es William Medina soy líder de Los Deliveristas Unidos y miembro del Proyecto Justicia Laboral. Gracias a la presidenta de este comité, Selena Brooks Powers y todos los miembros de este comité por la oportunidad de testificar hoy en apoyo a los proyectos de leyes como Intro 0927, que establecería un grupo de trabajo para explorar la construcción de cargas eléctricas para Deliveristas en la ciudad de Nueva York. También apoyamos el resto de paquetes de leyes que transformará y mejorará las infraestructuras de micromovilidad para todos los Niuyorquinos.

La crisis que enfrenta esta ciudad es la falta de infraestructura para establecer puntos de recarga de batería, ciclovías más seguras y protegidas y un plan real que nos permita transicionar hacia un nuevo futuro donde las baterías sean más seguras.

En estos últimos años he visto como varios compañeros Deliveristas han muerto por la falta de ciclovías y baterías de litio seguras. Ahora somos más de 65,000 Deliveristas que seguimos enfrentando los mismos riesgos sin tener un lugar seguro donde cargar nuestras baterías, sin recursos para invertir en nuevas baterías certificadas que pueden costar entre \$500 a \$1,000 y sin un pago mínimo. Los Deliveristas enfrentamos una crisis que pone en riesgo el bienestar de nuestras familias.

Los Deliveristas, nuestras bicicletas eléctricas y baterías son esenciales para transportar comida, medicina y todo lo necesario para satisfacer las necesidades básicas de los neoyorquinos y así lo demostramos durante la pandemia. Las bicicletas eléctricas son el presente y futuro de transporte más viable y eficaz para la Ciudad Nueva York. Los Deliveristas estamos llevando a la Ciudad de Nueva York hacia un futuro más sostenible y menos contaminación.

Las cargas eléctricas y el pago mínimo son clave para mitigar los incendios causados por las baterías de litio. Necesitamos lugares de carga eléctrica seguras para miles de Deliveristas que se ven obligados a tomar el riesgo de cargar sus baterías en sus casa por que no existe otro lugar donde hacerlo.

Sin un pago mínimo, transicionar a baterías más seguras es más difícil para los Deliveristas. Esperamos seguir trabajando juntos en la creación e implementación de nuevas políticas públicas.

Gracias a la Concejal Jennifer Gutierrez, Lincoln Restler, Amanda Farias, Carlina Rivera, Eric Botcher por hacer posible este paquete de legislaciones y la presidenta de este comité por su apoyo y Los Deliveristas Unidos estamos aquí para seguir trabajando juntos por un mejor futuro.

Gracias por escucharme y su tiempo.



Los Deliveristas Unidos
Worker's Justice Project
April 24, 2024

Presented to:
NYC Council Committee on
Committee on Transportation & Infrastructure
Hon. Selvena N. Brooks-Powers, Chair
Prepared By: William Medina

Good morning. My name is William Medina, I am a leader of Los Deliveristas Unidos and a member of the Worker's Justice Project. Thank you to the chair of the Transportation & Infrastructure, Selena Brooks Powers, and all of the members of this committee for the opportunity to testify today in support of the package bills like Intro 0927, which established a task force to explore the development of e-bike charging stations in New York City and a new pathway to transform and improve e-micromobility infrastructure for all New Yorkers.

The crisis our city is facing is the lack of infrastructure such as protected bike lanes, e-bike charging stations, and a real plan that allows us to move towards a new future of safe micro-mobility.

In recent years I have witnessed how my fellow Deliveristas have died due to the lack of safe bike paths and lithium batteries. Now we are more than 65,000 Deliveristas who continue to face the same risks without having a safe place to charge our batteries, without the resources to invest in new certified e-bike batteries that can cost between \$500 to \$1,000 and without a minimum pay that can allow us to transition to a future in which we can prioritize the well-being of our families at risk.

Los Deliveristas Unidos, our e-bikes and lithium batteries are essential to transport food, medicine and essential goods to meet the basic needs of New Yorkers. During the pandemic we have demonstrated how essential we are to our city's infrastructure and economy. Electric bicycles are the most viable and efficient transportation and we are leading New York City toward a more sustainable, less-polluting future.

We need e-bike charging stations and a minimum pay are key to mitigating fires caused by lithium batteries. We need safe electric charging places for thousands of 65,000 Deliveritas who are forced to take the risk of charging their batteries at home because there is no other place to do it.

Without a minimum pay, transitioning to safer e-bike batteries is more difficult for hard working New Yorkers. We hope to continue working together in the creation and implementation of new public policies that will improve our city's infrastructure and the lives of essential workers and all New Yorkers.

Thanks to Councilwoman Jennifer Gutierrez, Lincoln Restler, Amanda Farias, Carlina Rivera, Eric Botcher for making this package of legislation possible and the chair of this committee for her support. Los Deliveristas Unidos are here to continue working together for a better future.

Thank you for listening and your time.

From: William Meehan <william.meehan.620@gmail.com>
Sent: Thursday, April 27, 2023 8:45 AM
To: Testimony
Subject: [EXTERNAL] Support for Intro 417 and Intro 501

To the City Council:

My name is William Meehan. I am a public member of the Environment, Sanitation, and Transportation Committee of Brooklyn CB8, and I am writing to express my support of these two bills.

I support Intro 417 because, while I appreciate that DOT publicly presents their plans to us, I don't think bicycle lanes should be treated any differently than other projects. Bike lanes are proven to make cyclists, pedestrians, and even drivers safer, so we should not delay them.

I also wholeheartedly support Intro 501 to reduce the illegal parking that makes many sidewalks inaccessible and slows down our buses. I am disappointed to see the timeline for its implementation slowed down, since these problems exist in much of our city, and not just in Manhattan CD1 or Brooklyn CD2. I encourage you to amend the bill so that 311 specifically is the app that will be used to report infractions; the app already works well for this purpose, so it would take much less work and time for the department to build up a system to handle reports from it.

Thank you,
William Meehan

From: Zack Franciose <zfranciose@gmail.com>
Sent: Wednesday, April 26, 2023 4:13 PM
To: Testimony
Subject: [EXTERNAL] Intro 417 in necessary

We NEED intro 417 to build life-saving infrastructure
We NEED intro 417 to start reeling back pedestrian & cyclist deaths in our amazing city
we NEED intro 417 to remove layers of bureaucracy
we NEED intro 417 ASAP!

I love this city and getting around should be safe, fun & equitable for all means of transit.
Intro 417 is a big step in ensuring this for the future! The DOT wants it. The citizens want it! Lets get it done!

Best
-Zack

--



Zachary Franciose
about.me/zfranciose

**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: 4/24/23

Name: Anna Pycior (PLEASE PRINT)

Address: _____

I represent: Lyft / Citi Bike

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: Richard Davey (PLEASE PRINT)

Address: 2 Broadway NY NY

I represent: MTA

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: Raul Rivera (PLEASE PRINT)

Address: _____

I represent: _____

Address: NYC DRIVERS unit 8

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sean Quinn

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 417 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Mary Beth Kelly

Address: Elizabeth

I represent: Families for Safe Streets

Address: 117th Street

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 417-501-A Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Lacey Tauber

Address: _____

I represent: Brooklyn Borough President Reynolds

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: Ydannis Rodriguez

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Julia Kite-Laird

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 4/7, 501, 729 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Elizabeth Adams

Address: 116 John Street

I represent: Transportation Alternatives

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: Rick Rodriguez

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: _____

(PLEASE PRINT)

Name: Director Michael Clarke

Address: NYPD

I represent: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 289 Res. No. _____
 in favor in opposition

Date: 4/24/2023

(PLEASE PRINT)

Name: Gerald E. Ross

Address: 160 West End Ave 107 10023

I represent: New York Cycle Club

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: 4.24.23

(PLEASE PRINT)

Name: JUNDA XU
Address: Central Ave Orange NJ 07050

I represent: World Journal

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 0417 Res. No. _____

in favor in opposition

Date: 4-24

(PLEASE PRINT)

Name: Gabriel Russell
Address: St Luke

I represent: New Yorkers

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 0417 Res. No. _____

in favor in opposition

Date: 4/24/2023

(PLEASE PRINT)

Name: Nina Sabahir
Address: E. 9th St.

I represent: Disabled, older (not an organization) pedestrians etc.

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. 417/SOLA Res. No. _____

in favor in opposition

Date: 4/24/23

(PLEASE PRINT)

Name: ERIC Mc CURT

Address: _____ BROOKLYN 11215

I represent: STREETSPAC

Address: 150 BROADWAY SUITE 1703 NY NY 10038

▶ 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: Chief of Patrol John Chell

Address: _____

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: 4/24/23

(PLEASE PRINT)

Name: ALI A SOOMRO

Address: _____

I represent: New York League of Conservation Voters

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: Chief of Transportation Kim Royster

Address: _____

I represent: _____

Address: _____

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