

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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February 9, 2026
Start: 10:03 a.m.
Recess: 10:50 a.m.

HELD AT: 250 Broadway-8th Floor-Hearing Rm. 2

B E F O R E: Shaun Abreu
Chairperson

COUNCIL MEMBERS:

Selvena Brooks-Powers
Eric Dinowitz
Shahana K. Hanif
Shekar Krishnan
Farah N. Louis
Christopher Marte
Justin E. Sanchez
Pierina Ana Sanchez
Julie Won
Phil Wong

A P P E A R A N C E S (CONTINUED)

Eric Beaton
Deputy Commissioner for Transportation, Planning
and Management at Department of Transportation

Leon Heyward
Deputy Commissioner for Sidewalks and Inspection
Management at Department of Transportation

Ricardo Rodriguez
Assistant Commissioner for Intergovernmental and
Community Affairs at Department of Transportation

Christopher Leon Johnson

Mamadou Cellou Balde

Luis Alzate

2 SERGEANT AT ARMS: Good morning and
3 welcome to today's New York City Council hearing for
4 the Committee on Transportation and Infrastructure.
5 At this time, I would like to remind everyone to
6 silence all electronic devices. Also, at this point
7 going forward, no one is to approach the dais. Chair
8 Abreu, we're ready to begin.

9 CHAIRPERSON ABREU: [gavel] Good morning
10 and welcome to today's hearing of New York City
11 Council's Committee on Transportation and
12 Infrastructure. I'm Council Member Shaun Abreu,
13 Majority Leader and Chair of this committee. Today,
14 we'll be hearing three bills that are focused on
15 making practical, straightforward improvements to the
16 streets of New York City so that these bills can
17 advance without unnecessary delay. The first bill we
18 are hearing today would improve the city's oversight
19 over news racks which play an important role in the
20 distribution of newspapers and other printed
21 materials, but can also cause safety hazards and
22 quality of life issues when poorly maintained or
23 improperly placed. Introduction 68 sponsored by
24 myself would require news rack owners to provide an
25 email to the Department of Transportation and allow

2 DOT to communicate with those new rack owners
3 electronically. This bill would also expand DOT's
4 authority to seize news racks when their owners fail
5 to correct violations after receiving notice from the
6 Department. The second of the bills we're hearing
7 today would help the city better respond to the
8 ongoing increase in the use of electronic bicycles,
9 e-bikes, throughout New York City. Introduction 124,
10 sponsored by Council Member Brooks-Powers, would
11 establish a taskforce to study options for making
12 street design and infrastructure safer for all road
13 users in consideration of the increased use of e-
14 bikes and related collisions. As e-bikes and other
15 micromobility options become more common, the city
16 must keep pace with the safety challenges and
17 opportunities that come with that shift. This bill
18 aims to bring back stakeholders together to evaluate
19 street design, infrastructure needs, and policy
20 options that protect pedestrians, cyclists,
21 motorists, and e-bike operators alike. Third, we
22 will hear Introduction 409, sponsored by Council
23 Member Riley, which would require DOT to post signs
24 on each block of any street subject to bus lane
25 restrictions. While bus lanes are a key tool for

2 improving bus service and reducing congestion, their
3 effectiveness depends on the applicable restrictions
4 being followed. Clear signage can reduce confusion
5 for other drivers, improve compliance and help ensure
6 bus lanes function as intended. Today, the Committee
7 looks forward to hearing from DOT about current
8 enforcement and operations related to news racks,
9 what the agency sees as the most urgent street safety
10 needs as e-bike usage increases and how signage and
11 communication can better support bus lane compliance
12 and enforcement. Before we begin, I would like to
13 thank my staff and the committee for their hard work
14 in preparing for today's hearing, Jalissa Quigley
15 [sp?], my Deputy Chief of Staff and Director of
16 Legislation and Budget, Amber Moorer [sp?], my Chief
17 of Staff, Ian Boldiston [sp?], my Director of
18 Communications, Mark Chen, Senior Counsel to the
19 Committee, Theodore Miller, Counsel to the Committee,
20 Kevin Katowsky, Senior Policy Analyst of the
21 Committee, John Basile, Senior Policy Analyst of the
22 Committee, and Adrian Drepaul [sp?], Principle
23 Financial Analyst of the Committee. Council Members
24 who have joined us today are Council Members Marte,
25 Justin Sanchez, and Won, and that's who we have as of

2 right now. I now ask Committee Counsel to swear in
3 the administration.

4 COMMITTEE COUNSEL: Do you affirm to tell
5 the truth, the whole truth, and nothing but the truth
6 before this committee and to respond honestly to
7 Council Member questions? Thank you. You may begin
8 when ready.

9 DEPUTY COMMISSIONER BEATON: Good
10 morning, Chair Abreu and members of the Committee on
11 Transportation and Infrastructure. I am Eric Beaton,
12 Deputy Commissioner for Transportation, Planning, and
13 Management. I'm joined by Leon Heyward, Deputy
14 Commissioner for Sidewalks and Inspection Management,
15 and Rick Rodriguez, Assistant Commissioner for
16 Intergovernmental and Community Affairs. Thank you
17 for the opportunity to testify on behalf of Mayor
18 Mamdani and Commissioner Flynn about the
19 Administration's work to enhance New York City's
20 streetscape. With 6,300 miles of streets and
21 highways, over 12,000 miles of sidewalk, and over one
22 million street signs under DOT's responsibility,
23 every time New Yorkers go outside, they interact with
24 DOT. We are committed to providing equitable mobility
25 and enjoyable public space for all residents and

2 visitors for one of the most complex urban
3 transportation networks in the world. As mobility
4 trends evolve, we are focused on meeting the moment
5 to help all New Yorkers and millions of visitors get
6 around our city. Whether we are seizing new
7 opportunities presented by e-micromobility, working
8 collaboratively and creatively with the MTA to
9 improve the bus rider experience citywide, or
10 reclaiming the use of our public space, we're working
11 every day to reimagine how people move in this city.
12 Turning to the legislation before the Council today.
13 First, Intro 68 sponsored by Chair Abreu. This bill
14 would require news rack owners to provide email
15 addresses to DOT when registering and permit DOT to
16 communicate with them electronically. It will also
17 expand DOT ability to remove news racks that are in
18 violation of the regulations governing news racks if
19 owners fail to correct their violations. News racks
20 provide an important service for the distribution of
21 newspapers or other printed material, however
22 unsightly news racks can be a visual blight on
23 neighborhoods. We look forward to working with
24 Council on the bill that gives DOT better regulatory
25 authority to enforce against news racks that have

2 been neglected. Next, Intro. 124 sponsored by
3 Council Member Brooks-Powers. This bill would create
4 a task force to study options for making street
5 design and infrastructure safer in consideration of
6 increased use of electric bicycles and related
7 collisions. In recent years, use of electric
8 micromobility devices, such as e-bikes and e-
9 scooters, has dramatically increased. When used
10 safely, these new modes of transportation offer
11 affordable, sustainable, and convenient options for a
12 range of New Yorkers, from families to delivery
13 workers, thousands of whom rely on e-bikes for their
14 livelihoods. The growing popularity of these devices
15 has also raised challenges which DOT has been
16 addressing head on. New designs have been developed
17 and deployed throughout our bike network to support
18 increased ridership including new wider lanes,
19 improved intersection treatments, dedicated layover
20 areas, and signal timing that promotes lower speeds
21 and redlight compliance. We ended 2025 with the
22 fewest traffic deaths ever recorded, including a
23 notable 18 percent decline from 24 to 25 in
24 fatalities occurring on motorized two-wheeled
25 devices. The success of this historic decline

2 reflects ongoing work under Vision Zero. We look
3 forward to working with this Council on this bill to
4 build on existing progress to create thoughtful and
5 comprehensive legislation that also includes plans
6 for regulation of these modes, rather than just
7 street design and infrastructure. Next, Intro. 409
8 sponsored by Council Member Riley. This bill would
9 require DOT to post signs indicating the days and
10 hours during which bus lane restrictions are in
11 effect for all applicable blocks. The bill also
12 proposes publishing the days and hours during which
13 bus lane restrictions are in effect for all streets
14 on DOT's website. We currently install at least one
15 bus lane sign per block, with the applicable bus lane
16 restrictions, and publish this dataset on DOT's Data
17 Feed webpage and NYC Open Data. We support the goals
18 of the bill and look forward to working with the
19 Council. In conclusion, I would like to thank the
20 Council for the opportunity to testify before you
21 today. We would now be happy to answer any
22 questions.

23 CHAIRPERSON ABREU: I will now turn it
24 over to Council Member Brooks-Powers to speak on her
25 bill.

2 COUNCIL MEMBER BROOKS-POWERS: Thank you,
3 Chair, and good morning. Again, thank you, Chair,
4 for convening today's hearing. I'm here to speak to
5 Introduction 124 legislation I am proud to sponsor,
6 to establish a taskforce to study options for making
7 our street design and infrastructure safer in
8 response to the growing use of electric bicycles and
9 other micromobility devices. E-bikes have become an
10 important part of New York City's transportation
11 network. They provide affordable, efficient, and
12 environmentally friendly mobility options, and for
13 many working New Yorkers, they are essential to
14 earning a living. At the same time as their use has
15 increased, so have safety concerns. Across our city,
16 residents have raised issues about collisions, unsafe
17 riding behavior, and conflicts between pedestrians,
18 riders, and motorists. We must ensure that our
19 streets are safe and accessible for everyone,
20 including pedestrians, cyclists, motorists, delivery
21 workers, seniors, and people with disabilities.
22 Introduction 124 takes a comprehensive and forward-
23 looking approach. This legislation would bring
24 together city agencies, advocates and industry
25 stakeholders to examine data-driven solutions to

2 improve street safety. This includes exploring
3 infrastructure improvements such as safer
4 intersection designs, designated loading zones for
5 delivery workers, and strategies that strengthen
6 education and enforcement. Micromobility is here to
7 stay, and our responsibility is to ensure that our
8 policies keep pace with how New Yorkers move
9 throughout our city. By taking a thoughtful and
10 holistic approach, we can support sustainable
11 transportation while prioritizing public safety. I
12 look forward to hearing testimony from the
13 administration and members of the public today, and I
14 thank everyone for their participation in this
15 important discussion. Thank you.

16 CHAIRPERSON ABREU: Thank you, Council
17 Member. So, Commissioner, in your testimony you
18 mentioned regarding Intro 68 that you look forward to
19 working with Council on getting a better regulatory
20 authority to enforce against news racks that has been
21 neglected. Are there suggestions to the bill that
22 you would like to see changed to have better regular
23 authority, or you're fine with the bill as-is?

24 DEPUTY COMMISSIONER HEYWARD: We are
25 comfortable with how the bill is, but we would love

2 to have ongoing conversations to talk about other
3 things that can be done to strengthen the whole
4 process.

5 CHAIRPERSON ABREU: Are you able to talk
6 about that now, or?

7 DEPUTY COMMISSIONER HEYWARD: We would
8 probably like to talk it off in a smaller group in
9 committee.

10 CHAIRPERSON ABREU: No problem. How does
11 DOT currently handle the registration process for
12 news racks? What contact information does DOT
13 currently require from registrants?

14 DEPUTY COMMISSIONER HEYWARD: So, we
15 require an address. We have been collecting emails,
16 but it is not a requirement, and from our point of
17 view, if we could communicate specifically via email,
18 that would actually speed up the time in our ability
19 to enforce the cleanliness and the correct placement
20 and the abandonment of the news racks.

21 CHAIRPERSON ABREU: So, collecting emails
22 would be very much welcomed--

23 DEPUTY COMMISSIONER HEYWARD:
24 [interposing] Yes.

2 CHAIRPERSON ABREU: we could say. How
3 does DOT communicate currently with owners of news
4 racks about violations or other issues?

5 DEPUTY COMMISSIONER HEYWARD: Again, we
6 do it via mail, and we also do email, but of course,
7 you know, the response we have to wait to come back
8 to us.

9 CHAIRPERSON ABREU: Got it. So, another
10 reason why it would be welcome for DOT.

11 DEPUTY COMMISSIONER HEYWARD: Exactly.

12 CHAIRPERSON ABREU: What are some common
13 types of news rack violations?

14 DEPUTY COMMISSIONER HEYWARD: Obviously,
15 graffiti. If we something that's been abandoned. If
16 we see something that has garbage, you know, garbage
17 in it, or if it's been knocked over and it hasn't
18 been in the right location. These are all various
19 types of violations that we would issue.

20 CHAIRPERSON ABREU: And what are some of
21 the issues that would necessitate DOT removing a news
22 rack?

23 DEPUTY COMMISSIONER HEYWARD: Again, I
24 think-- so if we find that something is abandoned--
25 so, no, we've gotten no response. There's no

1 registrations. We don't know who it belongs to.
2
3 That is one of the reasons why. If there's an
4 emergency in that location where the news rack is,
5 that would-- it would be-- the onus would be on us to
6 remove it. Or if there was some capital construction
7 project that was about to take place, that would be
8 another reason why DOT would remove the news rack.

9 CHAIRPERSON ABREU: Thank you. I'm now
10 going to pass it over to Council Member Brooks-Powers
11 to speak about questions for her bill.

12 COUNCIL MEMBER BROOKS-POWERS: Thank you,
13 Chair. So, first I'd like to know how is the
14 administration currently evaluating the safety
15 impacts of increased e-bike usage cross the city and
16 where do you see the greatest gaps in data,
17 infrastructure, or enforcement that a dedicated
18 taskforce could help address?

19 DEPUTY COMMISSIONER BEATON: Yeah, thank
20 you, and appreciate the question. This is something
21 that we've been taking very seriously, and I think it
22 has been working as we see the crashes going down,
23 but obviously there's still too many. And so we've
24 been doing a number of things. We've been using--
25 increasingly using sensors to collect data which is

2 much better than someone, you know, standing on the
3 street trying to capture everyone going by. It also
4 helps us look at different kinds of dangerous
5 behaviors be it speeding, red light running, and so
6 forth, and seeing what's common to those behaviors.
7 And what we see is by in large the speeds are
8 actually not as high as people might think. There
9 is-- we do see a lot of red light running and other
10 kinds of dangerous behavior, and we think we can do a
11 lot with street design. Our new wider bike lanes have
12 helped. We see a lot less sidewalk riding when those
13 are in place, and we've been testing the signal
14 timing as well so that it's in people's interest to
15 ride with the green and not to run the red, that if
16 they ride at a reasonable pace, you'll keep hitting
17 the greens. Now, that said, we know that there's
18 still a lot of information out there that we don't
19 gather. We've started to work with hospital emergency
20 rooms, for example, to see if there's crashes that
21 are not reported. We've worked with the delivery
22 worker community, and we work very closely with NYPD,
23 as well, to make sure that they're doing enforcement,
24 they're doing it smart and targeted ways that are
25 really going after that really dangerous behavior

2 that we see. As we talk about a taskforce, I think
3 we want to think beyond street design as well, you
4 know, including but not limited to so that we can
5 also look at the enforcement side. We can look at
6 how we can educate better. We can look at the role
7 played by these third-party delivery companies and
8 make sure that we're approaching it comprehensively.

9 COUNCIL MEMBER BROOKS-POWERS: No, and I
10 appreciate that. I've always said, I do believe that
11 the road redesign is an important component to this,
12 because again, just like cars, they're going to move
13 around these public shared spaces the way they're
14 designed to do. What are the challenges particularly
15 with respect to street design involved with
16 integrating e-bikes and similar micromobility devices
17 into our street?

18 DEPUTY COMMISSIONER BEATON: Sure. And
19 as you mentioned at your intro, we do see these as
20 valuable and affordable ways for people to get
21 around. So, we think that they're by in large a good
22 addition to the streetscape, but they do present
23 these challenges as well where they're-- you know,
24 they tend to be slower than the big heavy cars on the
25 street, but faster than some traditional bicycles,

2 and making sure we provide that space. We think
3 that, again, the new designs have helped where the
4 wider lanes provide room for bikes to pass each other
5 without having to be either on the sidewalk or out in
6 traffic, and creating spaces where delivery workers
7 can wait in the street instead of congregating on the
8 sidewalk helps keep things clear. But again, we're
9 still making sure we're engaging and learning about
10 all the behaviors, what exactly is contributing to
11 these crashes, and that's some of where we're using
12 sensors to make sure we get that bigger picture of
13 what's happening out there.

14 COUNCIL MEMBER BROOKS-POWERS: How does
15 DOT design streets right now to accommodate
16 pedestrians, cyclists, e-cyclists, and drivers?

17 DEPUTY COMMISSIONER BEATON: Sure. And
18 you know, we want to make sure that everyone is given
19 a safe place on the street, right? So, we want to
20 make sure that we have sidewalks that are wide enough
21 and safe enough and accessible enough that
22 pedestrians can use them and that they really are for
23 pedestrians. We create a safe cycling network with
24 our protected bike lanes as the key component,
25 because we want the cyclists and the e-cyclists to be

2 in their own space, not on the sidewalk and out to
3 the street. And then we want to make sure we're
4 designing the roadway space as well for everything
5 that's out there. That's cars, that's trucks, that's
6 buses. We're increasingly doing loading zones and
7 bus lanes and things, but ultimately, it's not trying
8 do everything on every street. It's trying to create
9 these networks where we're creating with right space
10 on the right streets for each mode.

11 COUNCIL MEMBER BROOKS-POWERS: I would
12 also encourage DOT to work with Parks in terms of
13 what that design looks like when you do expand the
14 sidewalks, because what I found in my district, the
15 enlarged tree pits have won-- they way they've been
16 designed created trip hazards, but also it's
17 restricted and constrained pedestrian movement also.
18 How does DOT currently track collisions between e-
19 bikes and other street users? If so,-- excuse me.
20 DOT currently track these collisions, and if so, are
21 there particular areas or types of streets where the
22 collisions occur more frequently?

23 DEPUTY COMMISSIONER BEATON: Yes. So,
24 crashes involving injuries or fatalities are closely
25 tracked for all road users, including e-bike riders.

2 The places we've seen injuries concentrated are where
3 usage is highest which makes sense, but so some of
4 the hot spots we see are in Manhattan, the south
5 Bronx, downtown Brooklyn and Sunset Park.

6 COUNCIL MEMBER BROOKS-POWERS: And then
7 how does DOT currently receive and respond to
8 community input on street design and infrastructure
9 specifically related to e-bike safety?

10 DEPUTY COMMISSIONER BEATON: Yeah. So,
11 as you know, we are out there in lots of ways. We
12 get tremendous amounts of feedback, and we try to do
13 this in an iterative engagement way, and you know,
14 not just showing up at Community Boards, although we
15 do that too, but making sure that we're using our
16 whole toolbox and that feedback is brought into
17 planning. So, that includes in-person, virtual and
18 pop-up workshops. We have a team called our speed
19 ambassadors that will just go out on the street.
20 They speak 10 languages and they'll still set up and
21 just talk to people. We have project portals or
22 feedback maps on our website, particularly around our
23 high-profile projects where people can say exactly
24 where they see something happening. We do field
25 meetings with stakeholders. We do surveys where we

2 talk to both businesses and people shopping on the
3 street to learn about how they get around. And then
4 of course, elected officials and BIDs and all the
5 other stakeholders on the corridor. We spend a
6 tremendous amount of work on outreach, and I think we
7 get a lot of feedback. I think, you know, we could
8 always do better--

9 COUNCIL MEMBER BROOKS-POWERS:

10 [interposing] Are those teams-- are those teams
11 located in like the areas, like you said, with
12 regards to the collisions, where there's higher
13 usage? Because I know I haven't observed it in my
14 district in terms of having DOT doing that type of
15 outreach in the community?

16 DEPUTY COMMISSIONER BEATON: Yeah, so, we
17 focus on areas on with the most crashes, but they do
18 a lot of other types of work as well. You know, if
19 we're doing a bus project they'll be out at the bus
20 stops along the route. What we do try to do is work
21 very closely with NYPD so that before we do an-- they
22 do an enforcement action on the corridor, we try to
23 get the education out there beforehand and make sure
24 that we're not trying to catch people, we're trying

2 to change behavior. So we try to have the education
3 go before the outreach--

4 COUNCIL MEMBER BROOKS-POWERS:

5 [interposing] And my last-- my last question--

6 DEPUTY COMMISSIONER BEATON: [inaudible]
7 enforcement.

8 COUNCIL MEMBER BROOKS-POWERS: is not
9 related to this, but my district. So, my office has
10 invested millions of dollars, as you guys know, in
11 DOT for roadway resurfacing in my district over the
12 last few fiscal years, and yet, road conditions
13 remain abysmal in many parts of my district. Can you
14 please provide details on how this funding has been
15 utilized and how the agency plans to address existing
16 infrastructure needs for roadways in the Rockaways
17 and southeast Queens?

18 DEPUTY COMMISSIONER BEATON: Yeah. So,
19 we do resurface all over the city and we have a
20 schedule to make sure that every Community Board gets
21 an appropriate share. I know that you've raised--

22 COUNCIL MEMBER BROOKS-POWERS:

23 [interposing] I'm talking about my targeted

24 [inaudible]

25

2 DEPUTY COMMISSIONER BEATON: Yeah, so I
3 know you've raised a couple and particular around
4 Brook [sic] Boulevard where of course we're doing the
5 big capital study, Beach Channel Drive. So, these
6 are-- we've heard you and these are on our roadway
7 repair and maintenance list.

8 COUNCIL MEMBER BROOKS-POWERS: And in the
9 Arverne area of Rockaway, too, as well as Far
10 Rockaway near the hospital, near St. Johns.

11 DEPUTY COMMISSIONER BEATON: Yes, I think
12 there's some of those that are ours. There's a few
13 of them that are not DOT streets, and so we're happy
14 to clarify with you sort of who's responsible.

15 COUNCIL MEMBER BROOKS-POWERS: Right, but
16 the coordination with HPD just seems non-existent.
17 Like, we've had lights that have been out, as you
18 know, along Rockaway Beach Boulevard for several
19 months because of the lack of coordination with DOT
20 and HPD. And the roads are not being handled either.
21 But again, myself and the Borough President have
22 invested money consistently over the last several
23 fiscal years, and we have been engaged, as you know,
24 with the agency, but we haven't seen any results.
25 So, I'm getting hammered locally about this. So, I

1 would like and appreciate a formal response to let me
2 know how that money has been utilized, where it's
3 been utilized, and a plan of action and timeline to
4 address the outstanding situation. Thank you, Chair.
5

6 CHAIRPERSON ABREU: If we can please get
7 our Council Member that information, that would be
8 very greatly appreciated.

9 DEPUTY COMMISSIONER BEATON: Yep, of
10 course.

11 CHAIRPERSON ABREU: I would like to now
12 just ask a few questions on Kevin Riley's bill, Intro
13 409-2026. This bill would require Department of
14 Transportation to post signs on each block of any
15 street subject to bus lane restrictions. I
16 understand that to an extent you guys are already
17 doing that. Can you tell me to what extent is it--
18 are you guys 100 percent of the time doing this, or
19 is this on a case-by-case basis?

20 DEPUTY COMMISSIONER BEATON: So, that is--
21 - that is our standard policy, and that's been a
22 longstanding policy that we've had-- NYPD has
23 requested that we have a sign on every block for them
24 to enforce. And so that should be what's out there
25 all over the city. If there's a location that anyone

2 sees without it, let us know and we'll take care of
3 it. You know, I think one of the things we'll want
4 to talk about with the bill is just what exactly
5 block means. You know, sometimes you have a T
6 intersection or something. So, I think we are fully
7 on board with the spirit and we just want to make
8 sure that the language, you know, doesn't cause any
9 trouble.

10 CHAIRPERSON ABREU: I'd like to recognize
11 Council Member Hanif who has joined us for today's
12 hearing. What is DOT's current standard for
13 installing bus lane signage? Is it every block,
14 specific distances, or based on other factors?

15 DEPUTY COMMISSIONER BEATON: Yeah, so we--
16 - fundamentally, we rely on the-- we rely on the
17 manual for uniform traffic control devices which is a
18 federal document that guides how we design and place
19 signage around the city. Within that guidance, our
20 policy is that we install a sign on every block and
21 sometimes more than one if it's a long block.

22 CHAIRPERSON ABREU: How many bus lane
23 violations occur each year? Does DOT track how many
24 are repeat violations?

2 DEPUTY COMMISSIONER BEATON: Yeah, so the
3 latest numbers that I have at hand are 2022 through
4 the end of 2023. We're compiling the next two-year
5 report currently and we'll share that. But during
6 that time period there were 1,248,543 notices of
7 liability for stationary-- that's the DOT-operated
8 bus lane cameras, and 229,442 were issued from the
9 MTA's able [sic] bus lane camera violation system.
10 This ranges from about 44,000 to about 93,000 per
11 month, and then we'll have the updated report
12 shortly. But then to the second part of your
13 question, 80 percent of vehicles that got a violation
14 got only one violation, and then another 12 percent
15 received two and no more, and then only eight percent
16 of vehicles received three or more violations. So,
17 we really do see that when people get a violation it
18 changes behavior and they learn to stay out of bus
19 lanes.

20 CHAIRPERSON ABREU: Is there a specific
21 type of vehicle or company that are willing to
22 repeat-- to be repeat offenders? Is it like
23 businesses mostly that you're seeing become repeat
24 offenders or is it mostly individuals? Or it's hard
25 to tell?

2 DEPUTY COMMISSIONER BEATON: It is a mix.
3 It's not always easy to tell. You know, certainly
4 companies that have very large fleets also get larger
5 proportions of violations, but sometimes they change
6 their fleet out. It's not always the same truck in
7 the same location. We do look for those hot spots.
8 Like, if there's a location that's getting a lot of
9 repeat offenders. We either work with NYPD to make
10 sure that they're really getting out there and
11 helping, you know, really change behavior. Or
12 sometimes, if there's an issue where we need a
13 loading zone in that area, because people have a
14 legitimate need, we'll go out and change regulations
15 as well.

16 CHAIRPERSON ABREU: I'd like to recognize
17 Council Member Dinowitz who has also joined us. How
18 much revenue has been generated for the city with
19 these bus-- with this bus lane violations? I'm just
20 curious. You may not have that on hand.

21 DEPUTY COMMISSIONER BEATON: Yeah, I
22 think we don't have it with us, but we have it and we
23 can share it.

24 CHAIRPERSON ABREU: Yeah, if you could
25 just send it over. I'm just curious. And then my

2 last question on this bill is does DOT have any
3 access to information about the cause of violation?
4 For example, if a violation was caused because a
5 driver wasn't aware that a bus lane restriction was
6 in place?

7 DEPUTY COMMISSIONER BEATON: No, and it's
8 a camera violation. There's no interaction with the
9 driver. So, we-- you know, it's hard to say for
10 sure.

11 CHAIRPERSON ABREU: It is or it isn't,
12 right? We've also been joined by Council-- oh,
13 sorry, for questions we have Council Member Wong
14 followed by Council Member Justin Sanchez.

15 COUNCIL MEMBER WONG: Thank you, Chair.
16 Good morning. I have a question concerning bike
17 lanes. One of my constituents, a Theresa Valenti
18 [sp?], 60 years old, she was getting of her bus, B57,
19 on the corner of Flushing Avenue and North Elliot
20 [sp?] Place in Brooklyn on October 5th, and they were
21 cyclists-- there were e-bikes that either didn't stop
22 or didn't look and it hit her and she was killed on
23 the spot. And this is a really terrible, terrible
24 incident. I have-- I was at the funeral, so this is
25 very personal to me. My question is have you ever

2 looked at these designs where the bike lanes are
3 immediate next to the bus stops, and what have you
4 done to improve the safety of these designs, of
5 whether they should be modified or enhanced? Please
6 talk about that.

7 DEPUTY COMMISSIONER BEATON: Sure. I
8 mean, we're very aware of that tragic incident as
9 well. We all feel terrible about it. I think what
10 we see on average is that bike lanes make the street
11 safer for everybody. That includes cyclists and
12 pedestrians and drivers. So, we think in the big
13 picture they do a very good job. At the same time,
14 we recognize that there are locations that need a
15 little bit more care and attention. So, you know,
16 it's newer that there are the bike lanes that go
17 behind the bus stops. That's generally recognized as
18 a best practice for cities around the United States,
19 but we do want to make sure that they're signed well,
20 that they're visible to both the cyclists that they
21 need to slow down, and the bus rider that they need
22 to step off. And we have, you know, based in part on
23 looking at that incident, we've been thinking about
24 how do we upgrade our designs at those locations to
25 make them even safer.

2 COUNCIL MEMBER WONG: Yes, and it's
3 important because I notice that whole route, that
4 whole B57 route is designed to be right next to the
5 bike lanes, and nothing is getting done there. This
6 is going to happen again.

7 DEPUTY COMMISSIONER BEATON: Yeah, along
8 that stretch by the Brooklyn Navy Yard, we've already
9 made-- we've put up some additional signage and made
10 some other changes, and I think there'll be more to
11 come when the weather warms up in the spring.

12 COUNCIL MEMBER WONG: Okay, thank you.
13 Yes. I have a question regarding news racks. I see
14 a lot of news racks in my district that are either
15 abandoned or like never been taken care of. When I
16 mean abandoned, like every time I open the door
17 there's no newspapers there. You know, so-- and of
18 course there's debris and graffiti and other-- my
19 question is how does the DOT know like which racks
20 are abandoned, and what do you do in response? Or do
21 you have a crew, like, inspecting the news racks, or
22 you rely on constituents calling in and make these
23 complaints? Thank you.

24 DEPUTY COMMISSIONER HEYWARD: Yes, we do
25 rely on 311 requests, constituents calling in to make

2 us aware of conditions of the news racks. We do not
3 have a staff that goes around and, you know,
4 regularly inspects the news racks.

5 ASSISTANT COMMISSIONER RODRIGUEZ: I'll
6 just add on, I think it's really important to have
7 the dialogue with our elected officials as well. If
8 you want to offline with me, I'm happy to take those
9 locations down and we can get inspections out--

10 COUNCIL MEMBER WONG: [interposing] Yeah,
11 because it accumulate trash, accumulates in these
12 abandoned racks, and then the next thing you know
13 we're going to have fires, and there were quite a few
14 of them in my district. I would-- yes, I will give
15 you a list of these abandoned racks, and then please
16 either notify the owner to move it or DOT will remove
17 them. Thank you.

18 DEPUTY COMMISSIONER HEYWARD: We will
19 definitely go out and do the inspections and put it
20 in the process and do the follow-up.

21 COUNCIL MEMBER WONG: Okay, thank you.

22 CHAIRPERSON ABREU: Just to piggy-back
23 off of Council Member Wong, my understanding is that
24 the Department already has the authority to remove
25 news racks that are not being used. So, I would

2 encourage the communication with the Council Member,
3 a member of my committee, to the extent that they're
4 not being used, that you make sure you let DOT know
5 so that you can in some-- you have to go through some
6 hoops to get them removed, I understand that. But
7 making sure that you engage in that process, that
8 would be great.

9 DEPUTY COMMISSIONER HEYWARD: Absolutely.

10 CHAIRPERSON ABREU: Council Member Justin
11 Sanchez?

12 COUNCIL MEMBER J. SANCHEZ: Thank you,
13 Mr. Chair, and thank you, Commissioners. Quick
14 question on Intro 409. I just had a-- if you could--
15 if you knew off the top of your head what the cost of
16 each of these signs, the bus lane signs are, and if
17 there was a total estimation of the total cost of
18 full implementation of 409?

19 DEPUTY COMMISSIONER BEATON: So, the cost
20 of the signs vary quite a bit based on how big they
21 are and how they're mounted. You know, some of them
22 are small and mounted on a post by the sidewalk.
23 Some of them are much larger and mounted on the arm
24 that comes out over the bus lane. We like using the
25 arm that comes out over the bus lane, because we

2 think it's the most visible, but you know, we balance
3 cost versus visibility along the corridor. So, they
4 range from, you know, a few thousand dollars to in
5 the \$10,000 range. But luckily, we think
6 implementation of this will not be very expensive
7 because we do already have this as a policy. You
8 know, we'll of course do some double-checking to make
9 sure that they're aren't places that we missed, but
10 we think that this is something easily absorbable
11 within our regular operations.

12 COUNCIL MEMBER J. SANCHEZ: Thank you.

13 CHAIRPERSON ABREU: Council Member
14 Brooks-Powers?

15 COUNCIL MEMBER BROOKS-POWERS: Thank you,
16 again, Chair. I just have one brief question on
17 Intro 409 in terms of the signage and kind of like a
18 suggestion. The signage, and I know DOT often tries
19 not to make it too large to be distracting, but I
20 would argue that DOT should look and maybe update the
21 regulations around the font and size of the signage
22 and how it illuminates especially at night time,
23 because it is at times hard to see the bus lane signs
24 that may exist, because they are very small. And
25 again, night time in particular with the blue and

2 white, it's just-- it's hard to see. And I know for
3 me, I mean, I should have glasses probably, but you
4 know, in all seriousness it is difficult to see, and
5 when you think about our seniors that are on the road
6 or people who may have limitations to their
7 visibility, I think it is important to take that into
8 account.

9 DEPUTY COMMISSIONER BEATON: Yeah, that's
10 a fair point. I mean, we do try to balance
11 visibility and sort of blocking other things. We use
12 quite a lot of reflectivity in our signs so that when
13 it's dark the light bounces back, but if there's
14 locations where you're seeing issues--

15 COUNCIL MEMBER BROOKS-POWERS:
16 [interposing] The wording, like maybe the wording
17 could be illuminated. Because like, if you go down
18 the bus way on Jamaica or on Merrick Boulevard, when
19 dusk comes you cannot see that.

20 DEPUTY COMMISSIONER BEATON: Okay.

21 COUNCIL MEMBER BROOKS-POWERS: It's just
22 a little sign up there.

23 DEPUTY COMMISSIONER BEATON: Yeah, we'll
24 take a look.

25 COUNCIL MEMBER BROOKS-POWERS: Thank you.

2 CHAIRPERSON ABREU: Thank you, Council
3 Member. We're going back to Council Member Wong.

4 COUNCIL MEMBER WONG: Yeah, there's a big
5 piece of Woodhaven Boulevard in my district starting
6 from Queens Boulevard all the way down, and there's a
7 dedicated bus lane there 24/7. Then-- I drive down
8 there and my question for you is that why bother to
9 keep it as a bus lane while there are no buses after
10 nine o'clock? You know, it's just a-- shouldn't you
11 open it up for other cars to use, because like
12 restricting it a bus lane, you're creating more
13 traffic problems. Have you ever considered that?

14 DEPUTY COMMISSIONER BEATON: We do look
15 at that and bus lane restrictions are not the same
16 every street in the city, you know, because we do try
17 to tailor it a little bit. But what we saw on
18 Woodhaven Boulevard is that it's a very dangerous
19 street, right? It has some of the highest crash
20 numbers in the city, and that overnight speeds can be
21 very fast which contributes to those numbers. so,
22 our thinking was that there is-- there are fewer
23 buses. It's not none, but there are fewer. At the
24 same time, by-- if we open up the street lanes to the
25 smaller amount of traffic that's there, we think

2 we'll see more speeding, and so Woodhaven has seen
3 very good safety numbers since we put that in, and so
4 we expect it to continue.

5 COUNCIL MEMBER WONG: So are you saying
6 that the bus lane will slow cars down? I mean, if
7 they speed, they will speed no matter what.

8 DEPUTY COMMISSIONER BEATON: So, what
9 we've seen with road diets and other things around
10 the city is that if you match the number of lanes to
11 the appropriate amount of traffic, it keep-- it tends
12 to keep cars going at a more regular speed.

13 COUNCIL MEMBER WONG: Okay. We'll talk
14 after this meeting. I'm going to show you. Perhaps
15 one day we'll take you down [inaudible] boulevard
16 during hours that really cars would move faster if
17 you open up the bus lane. I'm talking about in the
18 evening hours.

19 DEPUTY COMMISSIONER BEATON: Okay.

20 COUNCIL MEMBER WONG: Alright, thank you.

21 CHAIRPERSON ABREU: Thank you. This--
22 seeing no other questions from my colleagues, this
23 panel is hereby excused. Thank you very much for
24 coming today. I now open the hearing for public
25 testimony. I remind members of the public that this

2 is a government proceeding and that decorum shall be
3 observed at all times. As such, members of the
4 public shall remain silent at all times. The witness
5 table is reserved for people who wish to testify. No
6 video recording or photography is allowed from the
7 witness table. Further, members of the public may
8 not present audio or video recordings of testimony,
9 but may submit transcripts of such recordings to the
10 Sergeant at Arms for inclusion in the hearing record.
11 If you wish to speak at today's hearing, please fill
12 out an appearance card with the Sergeant at Arms and
13 wait to be recognized. When recognized, you will
14 have two minutes to speak on today's hearing topics:
15 Introduction 68 in relation to news rack requirement
16 and enforcement, Introduction 124 in relation to the
17 establishment of a taskforce to study options for
18 making street design and infrastructure safer and
19 consideration of increased use of electric bicycles
20 and related collision, and Introduction 409 in
21 relation to the bus lane restrictions. If you have a
22 written statement or additional written testimony you
23 wish to submit for the record, please provide a copy
24 of that testimony to the Sergeant at Arms. You may
25 also email written testimony to

2 testimony@council.nyc.gov within 72 hours of this
3 hearing. Audio and video recordings will not be
4 accepted. Now, I will call the first panel. I have
5 Christopher Leon Johnson and Mamadou Cellou Balde.
6 And my apologies if I mispronounce your name.

7 CHRISTOPHER LEON JOHNSON: Yeah, hello.

8 My name is Christopher Leon Johnson.

9 CHAIRPERSON ABREU: One second.

10 CHRISTOPHER LEON JOHNSON: I'm here to
11 support-- oh.

12 CHAIRPERSON ABREU: Alright, we're ready
13 to roll.

14 CHRISTOPHER LEON JOHNSON: Yeah, reclaim
15 my time. My name is Christopher Leon Johnson. I'm
16 here to support Ms. Selvena Brooks-Powers' bill Intro
17 124. But I want to make this clear that the Speaker
18 should bar-- you should make it to the Speaker that
19 you bar Andrew Fine [sp?] from serving on the board--

20 CHAIRPERSON ABREU: [interposing] Can you
21 please stay on topic, please.

22 CHRISTOPHER LEON JOHNSON: Yeah, no, no.
23 I'ma [sic] explain why. I'm going to explain why.
24 Because he gets money from the Speaker-- from the
25 City Council Speaker via the 86th Street Association,

2 and that would be a conflict of interest. So, you
3 need to ban him from serving on this board, and this--
4 - I think that's the only one who should ban from
5 serving that board. I think you should make the
6 Chair-- I think the DM should make the Chair of the
7 Board, Richard Gollopa [sp?], but they need to be on
8 the record that they get money from--

9 CHAIRPERSON ABREU: [interposing] Mr.
10 Johnson, how is this related to the bill?

11 CHRISTOPHER LEON JOHNSON: I'm going to
12 say it on record. Like, I'm--

13 CHAIRPERSON ABREU: [interposing]
14 [inaudible].

15 CHRISTOPHER LEON JOHNSON: I'm staying on
16 the bill. I'm claiming my-- can I reclaim my time?
17 Can I reclaim my time?

18 CHAIRPERSON ABREU: Okay.

19 CHRISTOPHER LEON JOHNSON: Be on the
20 record--

21 CHAIRPERSON ABREU: [interposing]
22 [inaudible] the taskforce.

23 CHRISTOPHER LEON JOHNSON: Yeah, I know,
24 about the taskforce.

25 CHAIRPERSON ABREU: Okay, you're good.

2 CHRISTOPHER LEON JOHNSON: So, to be on
3 the record that she gets money from the past
4 administration from discretionary funding, but when
5 you appoint this board, they need to be on the record
6 and be a disclaimer saying that these people get--
7 they have [inaudible] the City Council, we want to
8 appoint them. I believe this need to happen. I'm
9 calling the City Council to be-- to withdraw that
10 bill when it comes to Crystal Hudson trying to call
11 for the banning of Class E [sic] E-bikes. That's not
12 going to do a thing at all. What you need to do is
13 the City Council to make a statement as the Chair of
14 the City Council condemning Jessica Tisch and call
15 for to repeal that criminalization of deliveristas.
16 That's the only way you going to fix this e-bike
17 crisis when it comes to deliveristas is by telling
18 the Commissioner to repeal that bill. You can have
19 taskforce commissioners all you want, but if you
20 don't repeal that bill, repeal that law, criminalize
21 the deliveristas, this is not going-- this is not
22 going to do anything. I support this bill. I support
23 100 percent, but I know going forward I know the
24 Speaker has her people that she want to appoint. The
25 mayor has his people he want to appoint, but there

2 needs to be a real transparency-- I still have time,
3 because you cut my thing. Yeah, you still-- they
4 need to be transparent in letting the people know
5 that the people that's on the board, they either get
6 money from the administration or they get money from
7 the Speaker. So, I support this bill. Thank you so
8 much. Thank you.

9 CHAIRPERSON ABREU: Thank you so much,
10 Mr. Johnson.

11 CHRISTOPHER LEON JOHNSON: Thank you.
12 That's it.

13 CHAIRPERSON ABREU: Actually, can you sit
14 down this [inaudible].

15 CHRISTOPHER LEON JOHNSON: Yeah, no
16 problem.

17 CELLOU BALDE: Good morning. My name is
18 Cellou Balde. I'm a delivery worker. [inaudible].
19 I'm a member of Worker Justice Project. I'm here
20 today to speak for more than 8,000 [inaudible]
21 delivery worker across New York City. I have lived
22 in New York for the past two years, work as a
23 delivery worker for the past year with Uber and Door
24 Dash, mostly Lower East Side and East Village. Last
25 year, I became an organizer to bring Latino and West

2 African delivery worker together to make our job
3 safer and protect each other from traffic violence,
4 street crime and unfair treatment by app company.

5 Every week, delivery worker make more than 2.77
6 million delivery, bring food, grocery and medicine to
7 every neighborhood. Nearly 70 percent of us work
8 with e-bike and moped because they are the most
9 reliable way to get around the city. When there are
10 snowstorm or emergency, New Yorker are told to stay
11 home. We are still out there to keep people safe and
12 fed. I'm here today to support Intro 0124 which will
13 create a taskforce to study how street design and
14 infrastructure can be made safer for everyone
15 including e-bike rider. We strongly support this
16 bill and we want to make sure this taskforce include
17 delivery worker, because we are expert who live this
18 problem every day. We are ready to have a seat at
19 the table and bring worker-led solution that will
20 make our street safe and our job safer. We delivery
21 worker care about safety, because we face the
22 greatest risk. The app push us to go faster, travel
23 farther, and meet [inaudible] deadline, treatment to
24 deactivate [sic] us from firing if we can meet these
25 demands. The fear forces us to make-- to take

2 unnecessary risk and rely on e-bike just to make our
3 living. Let me be clear, neither e-bike nor delivery
4 worker are the problem. The real issue are streets
5 that aren't designed for e-bike, a lack of protective
6 bike lane--

7 CHAIRPERSON ABREU: [interposing] Thank
8 you so much for your testimony. You almost done?

9 CELLOU BALDE: No.

10 CHAIRPERSON ABREU: Okay, I will have to
11 stop you short. You want to wrap up your thought?

12 CELLOU BALDE: Yeah. Okay. Let me be--
13 okay. E-bike are official transportation in New York
14 City to make-- that take-- [inaudible] feel safe.
15 This taskforce must focus on the real solution,
16 expanding protected bike lane, investing in secure e-
17 bike charging and parking [inaudible] delivery zone,
18 supporting the delivery hub, and holding app company
19 accountable. Delivery worker are essential to this
20 city. All we are asking to be protected, respected,
21 and include for decision that shape our street.
22 Thank you, Council Member Selvena Brooks-Powers for
23 leading this bill and Chair Shaun Abreu for always
24 supporting us to testify.

25 CHAIRPERSON ABREU: Thank you very much.

2 CELLOU BALDE: Thank you.

3 CHAIRPERSON ABREU: On Zoom, we have Luis
4 Alzate or Alzate.

5 LUIS ALZATE: Yes, good morning.

6 CHAIRPERSON ABREU: Good morning. Good
7 morning.

8 LUIS ALZATE: Good morning. My name is
9 Luis Alzate. I'd like to thank the Majority Leader
10 Shaun Abreu and the Council Committee on
11 Transportation and for the Infrastructure opportunity
12 to share ATU's concerns on legislation--

13 CHAIRPERSON ABREU: [interposing] Are you
14 able to speak up. I can't tell if that's an issue on
15 our end if that's on your end.

16 LUIS ALZATE: It's an issue-- okay. Can
17 you hear me now?

18 CHAIRPERSON ABREU: Yeah, I can hear you
19 a lot better now. I'll let you start from the
20 beginning again.

21 LUIS ALZATE: Okay. Amalgamated
22 Transport Union thanks the Majority Leader Shaun
23 Abreu and the Council Committee on Transportation and
24 for infrastructure for this opportunity to share
25 ATU's concerns on legislation 124, proposed to

2 establish a taskforce to study options for making
3 street designs and infrastructure safer, but fails to
4 include buses. As drafted, ATU opposes Introduction
5 124. My name is Luis Alzate. I'm the President for
6 Amalgamated Transit Union, Local 1056, and the
7 Financial Secretary Treasurer for the International--
8 the ATU International Legislative Conference Board. I
9 deliver this testimony on behalf of the President of
10 ATU 726, Danny Cocella [sp?], ATU 1179, and ATU 1181.
11 Statewide, the ATU represents more than 25,000 hard
12 working transit workers throughout the ATU cities,
13 including Albany, Binghamton, Buffalo, New York City,
14 Rochester, and Syracuse. ATU remains concerned about
15 any failure to include public transit bus operators
16 in any discussion that impacts street design. While
17 pedestrians and bicycle modes of transportation have
18 been in place in New York and merit protection, those
19 modes not necessarily merit primacy when it comes to
20 public transit buses and the efficiencies are
21 offered. There have been bike lanes installed along
22 bus routes that have made dedicated bus lanes
23 virtually impossible and impractical, including bus
24 operators and street design, especially-- include bus
25 operators and street design discussions that make

2 less likely and should ensure an overall improvement
3 in street design. As ATU number 409, ATU supports
4 the Department of Transportation's posting signs at
5 each block of any street subject to bus lane
6 restrictions. At the same time, ATU knows greater
7 enforcement on these restrictions remain necessary
8 and discussing these as part of street designs re-
9 designs can yield better all outcome. Bus public
10 transit service--

11 CHAIRPERSON ABREU: [interposing] Can you
12 wrap up. Thank you very much. You can wrap up.

13 LUIS ALZATE: Okay. Bus public transit
14 service is a lifeline of many New Yorkers who shop,
15 see doctors and attend workshops, visit family
16 members, and do many of the things that enrich their
17 lives. I have given this testimony over to the
18 Council and to the hearing for review.

19 CHAIRPERSON ABREU: Thank you so much for
20 sharing that testimony with us. If we have
21 inadvertently missed anyone that has been registered
22 to testify today and yet been called, please use the
23 Zoom hand function if you are testifying remotely,
24 and you will be called in that order that your hand
25 has been raised. If you are testifying in-person,

2 please come to the dais. Before, I close, because I
3 don't see anyone coming up to the dais or signing up
4 online. Selvena, you want to share a few words to
5 Mr. Alzate?

6 COUNCIL MEMBER BROOKS-POWERS: Yes. Hi,
7 Luis. I just wanted to give a clarifying point based
8 on your testimony. The taskforce has not prescribed
9 who necessarily serves on the taskforce. The Speaker
10 and the Mayor will be able to appoint those parties
11 on there. So, I would encourage you to submit a
12 letter to both of them that should the bill pass,
13 that the bus operators are represented and reflected
14 on that taskforce. I agree in terms of our bus
15 apparatus being a part of this, and that's why it
16 talks about motorists, and that means all motorists.
17 So, whether it's the bus operators or everyday New
18 Yorker that's striving, we want to make sure that the
19 conditions are safe. This is to bring more structure
20 and safety to our public spaces. So, I would argue
21 that this is a bill that the union could and should
22 get behind, because it is something that will
23 ultimately make the streets safer with the presence
24 of increased micromobility and e-bikes. So, thank
25 you, though, for your testimony.

2 CHAIRPERSON ABREU: Thank you for
3 testifying. Thank you, Council Member Brooks-Powers.
4 Seeing no one else signed up in-person or online,
5 this hearing is hereby adjourned.

6 [gavel]

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C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date February 17, 2026