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**THE COUNCIL OF THE CITY OF NEW YORK**

**BRIEFING PAPER AND COMMITTEE REPORT OF THE INFRASTRUCTURE DIVISION**

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**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

Hon. Selvena N. Brooks-Powers, Chair

April 24, 2023

Oversight: Bicycles, Micromobility, and Street Enforcement

**INT. NO. 289:** By Council Members Rivera, Hudson, Sanchez, Stevens, Yeger, Restler, Avilés, Krishnan, Nurse, Bottcher, Ossé, Hanif, Gutiérrez, Cabán and Richardson Jordan

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to develop a map of current bicycle infrastructure conditions

**ADMINISTRATIVE CODE:** Adds a new section 19-159.6

**INT. NO. 417:** By Council Members Restler, Krishnan, Ayala, Powers, Joseph, Dinowitz, Louis, Bottcher, Cabán, Marte, Won, Riley, Gutiérrez, Nurse, Sanchez, Ossé, Hanif, Menin, Hudson, Avilés, Richardson Jordan, Brewer, Abreu, Schulman, Gennaro, Lee, De La Rosa, Velázquez, Rivera, Narcisse, Williams, Salamanca, Farías, Holden, Moya, Ung, Barron, Stevens and Feliz (by request of the Manhattan, Brooklyn, Queens, and Bronx Borough Presidents)

**TITLE:** A Local Law to amend the administrative code of the City of New York, in relation to notice requirements for certain transportation projects and the repeal of section 19-187 in relation thereto

**ADMINISTRATIVE CODE:** Amends section 19-101.2; repeals section 19-187

**PROPOSED INT. NO. 501-A:** By Council Members Restler, Rivera, Marte, Hanif, Nurse, Avilés, Joseph, Bottcher, Won, Ossé, Holden, Richardson Jordan, Brewer, Kagan, Gutiérrez, Brannan, Krishnan, Farías, Gennaro, Schulman, Velázquez, De La Rosa, Abreu, Menin, Ayala, Sanchez, Feliz, Louis and Hudson (in conjunction with the Brooklyn Borough President)

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to hazardous obstruction by vehicles and civilian complaints to the department of transportation for hazardous obstruction violations

**ADMINISTRATIVE CODE:** Adds new sections 19-175.8 and 19-175.9

**INT. NO. 712:** By Council Members Bottcher, Brewer, Restler, Hudson, Ung, Joseph, Abreu, Brooks-Powers, Avilés and Rivera

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to reporting on evasion of photo-violation monitoring systems by motor vehicles with unreadable license plates

**ADMINISTRATIVE CODE:** Adds a new section 19-198.1

**INT. NO. 816:** By Council Members Restler, Yeger, Dinowitz, Menin, Narcisse, Ossé, Schulman, Vernikov, Cabán, Louis, Joseph, Abreu and Ariola

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to suspending alternate side parking regulations on Tisha B’Av

**ADMINISTRATIVE CODE:** Amends section 19-163

**INT. NO. 853** By Council Members Ariola and Borelli

**TITLE:** A Local Law in relation to installing intermediate reference location signs on designated sections of Cross Bay Boulevard, Beach Channel Drive, Rockaway Point Boulevard, and Rockaway Beach Boulevard

**INT. NO. 926:** By Council Members Farías, Brooks-Powers, Restler, Cabán and Hudson

**TITLE:** A local law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to conduct an annual study on bicycle activity

**ADMINISTRATIVE CODE:** Adds a new section 19-187.1

**INT. NO. 927:** By Council Members Gutiérrez, Restler, Cabán, Farías, Hudson, Hanif, Richardson Jordan, Ayala, Nurse, Avilés, Won and Brewer

**TITLE:** A Local Law in relation to establishing a task force to study the feasibility of building charging stations for bicycles with electric assist to be used by food delivery workers

**INTRODUCTION**

On April 24, 2023, the Committee on Transportation and Infrastructure, chaired by Majority Whip Selvena N. Brooks-Powers, will conduct a hearing on bicycles, micromobility, and street enforcement in New York City (NYC or City). In addition, the Committee will hear the following legislation: Int. No. 289, sponsored by Council Member Carlina Rivera, in relation to requiring the department of transportation to develop a map of current bicycle infrastructure conditions; Int. No. 417, sponsored by Council Member Lincoln Restler, in relation to notice requirements for certain transportation projects and the repeal of section 19-187 in relation thereto; Proposed Int. No. 501-A, also sponsored by Council Member Restler, in relation to hazardous obstruction by vehicles and civilian complaints to the department of transportation for hazardous obstruction violations; Int. No. 712, sponsored by Council Member Eric Bottcher, in relation to reporting on evasion of photo-violation monitoring systems by motor vehicles with unreadable license plates; Int. No. 816, also sponsored by Council Member Restler, in relation to suspending alternate side parking regulations on Tisha B’Av; Int. No. 853, sponsored by Council Member Joann Ariola, in relation to installing intermediate reference location signs on designated sections of Cross Bay Boulevard, Beach Channel Drive, Rockaway Point Boulevard, and Rockaway Beach Boulevard; Int. No. 926, sponsored by Council Member Amanda Farías, in relation to requiring the department of transportation to conduct an annual study on bicycle activity; and Int. No. 927, sponsored by Council Member Jennifer Gutiérrez, in relation to establishing a task force to study the feasibility of building charging stations for bicycles with electric assist to be used by food delivery workers. Those invited to testify include representatives from the NYC Department of Transportation (DOT), New York Police Department (NYPD), the Metropolitan Transportation Authority (MTA), transportation and street safety advocates, and other interested stakeholders.

**BACKGROUND**

***Cycling in the City***

Cycling in NYC has rapidly expanded and improved since 1980 when the City first began collecting cycling ridership data.[[1]](#footnote-2) This growth is, in part, due to a greater investment in cycling infrastructure by the City, enabling bike riding to become a viable form of transportation for both commuting and recreation. Between 2008 and 2019 the number of daily cyclists in the City increased by 116 percent.[[2]](#footnote-3) In 2021, there were approximately 530,000 cycling trips in New York made on an average day.[[3]](#footnote-4) Today, approximately 888,000 adult New Yorkers regularly ride a bicycle at least several times each month.[[4]](#footnote-5)

Along with greater investment in and commitment to cycling infrastructure, including the installation of 1,456 miles of bike lanes in the City, of which 590 miles are protected lanes (as of 2021)[[5]](#footnote-6), the introduction of bike sharing in the City has likely contributed to the expansion of cycling ridership. Introduced as Citi Bike in 2013, bike sharing in NYC has grown in popularity from 92,598 annual members in Fiscal Year 2014[[6]](#footnote-7) to nearly 230,438 annual members in Fiscal Year 2022.[[7]](#footnote-8) Citi Bikes are retrieved by riders from one of 750 stations—similar to bike racks—across Manhattan, Brooklyn, Queens, and Jersey City.[[8]](#footnote-9) The bicycles are held in docks at such stations until unlocked by a rider, who must then return the bike to another dock in the system after a trip is complete. According to DOT’s latest *Cycling in the City* report, “[Citi Bike] makes it more convenient for New Yorkers—even those who don’t own a bicycle—to make short, point-to-point trips by bicycle and has become an integral part of New York’s transportation network.”[[9]](#footnote-10) As of the end of February 2023, there were 1,321 active Citi Bike stations and 26,170 bikes in the fleet.[[10]](#footnote-11)

In 2017, a new form of bike sharing, known as dockless bike share, was introduced in multiple cities across the nation.[[11]](#footnote-12) This technology allowed for bikes within a bike share program to be picked up and dropped off at any location within a specified corridor, without the need for a traditional docking station. By the end of 2017, five major dockless bike share companies reported operating in approximately 25 cities and suburbs.[[12]](#footnote-13) In July 2018, DOT launched its own pilot program for dockless bike share in the Rockaways in Queens, an area near Fordham University in the Bronx, on the North Shore of Staten Island, and in Coney Island, Brooklyn.[[13]](#footnote-14) After completion of the pilot, DOT planned to create a larger borough-wide dockless bike share project on Staten Island in 2020. After releasing a Request for Expressions of Interest (RFEI) in April 2019, Beryl was selected as the new operator; however, on April 6, 2021, the company announced that it would not launch the program due to the impacts of COVID-19.[[14]](#footnote-15)

***Micromobility***

The Federal Highway Administration (FHA) broadly classifies micromobility as “any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.”[[15]](#footnote-16) Other definitions of micromobility listed by the FHA focus primarily on powered micromobility devices and characterize these devices as partially or fully motorized, low-speed (typically less than 30 miles per hour (mph)), and small size (typically less than 500 pounds and less than 3 feet wide).[[16]](#footnote-17) According to the National Association of City Transportation Officials, users have taken half a billion trips on shared micromobility systems since 2010, with 112 million trips in 2021 alone.[[17]](#footnote-18)

*Legalization of E-scooters and E-Bikes in the City*

As a result of the rapid growth and adoption of micromobility transportation, in April 2020, New York State (NYS or State) acted to legalize certain e-bikes and e-scooters as part of the budget agreement for Fiscal Year 2021.[[18]](#footnote-19) The budget legislation was similar to a bill that had passed the NYS Legislature in 2019, but then was ultimately vetoed by then-Governor Andrew Cuomo. The law provided localities like NYC some ability to decide whether to allow and how to regulate such vehicles.[[19]](#footnote-20)

The State budget language allowed for the creation of three classes of e-bikes: Class 1, pedal-assisted without throttle; Class 2, throttle-assisted with a maximum speed of 20 mph; and Class 3, throttle-powered with a maximum speed of 25 mph.[[20]](#footnote-21) Under the State law, Class 3 e-bikes may only be operated in NYC, and cyclists riding Class 3 e-bikes are required to wear helmets.[[21]](#footnote-22) The State law allows for the operation of e-scooters incapable of exceeding 20 mph, but provides that scooters may not be operated at speeds in excess of 15 mph.[[22]](#footnote-23) E-scooters may not be used by riders under the age of 16, and riders between the ages of 16 and 18 are required to wear a helmet.[[23]](#footnote-24)

As per the NYS Department of Motor Vehicles (DMV), effective April 2020, State law allows people to operate e-bikes on some streets and highways within the State,[[24]](#footnote-25) with the provisions that: these devices are only operated on highways with a posted speed limit of 30 mph or less; municipalities can further regulate the time, place and manner of operation of these devices; and these devices cannot operate on a sidewalk except as authorized by local law or ordinance.[[25]](#footnote-26) In NYS, electric motorized devices cannot be registered with the DMV.

In July 2020, the City Council enacted Local Law 72[[26]](#footnote-27) and Local Law 73,[[27]](#footnote-28) amending the NYC Administrative Code to remove barriers to the use of certain e-bikes and e-scooters in the City that were authorized under NYS Law. These include Class 1, Class 2 and Class 3 e-bikes. The Administrative Code still prohibits the use of other types of e-bikes, e-scooters and other motorized devices that remain illegal under State law. For devices that remain illegal, fines that could be imposed pursuant to the Administrative Code have been reduced from $500 to $250, and impoundment may now only be used for prohibited devices that have been operated in a manner that endangers the safety of the operator or safety or property of another. In the past, the conversation around expanding legal micromobility[[28]](#footnote-29) options in NYC had centered on e-bikes, which are used primarily by commercial cyclists.[[29]](#footnote-30) In 2018 and 2019, the debate about legal operation of these transportation devices evolved to also include e-scooters and the adoption of e-bikes more broadly as a mode of transportation.[[30]](#footnote-31)

*New York City’s E-Scooter Pilot*

In July 2020, the City Council enacted Local Law 74, requiring DOT to create a pilot program for shared e-scooters in the City. [[31]](#footnote-32) The law required DOT to issue a solicitation for such a pilot by October 15, 2020 with the goal of having shared e-scooter organizations offering shared e-scooter services to the public by March 1, 2021.[[32]](#footnote-33) The pilot required under Local Law 74 would run for no less than a year and no more than two years unless DOT terminated or suspended the program earlier than that timeframe.[[33]](#footnote-34) Local Law 74 also required DOT to issue a report to the Speaker of the City Council detailing the progress of the shared e-scooter pilot.[[34]](#footnote-35)

After issuing a RFEI in October 2020, DOT selected three companies to operate the pilot: Lime, Bird, and Veo.[[35]](#footnote-36) On August 17, 2021, DOT launched the first phase of its e-bike pilot in the East Bronx, which implemented a fleet size of up to 3,000 vehicles in the neighborhoods of Baychester, Eastchester, Edenwald, Olinville, Wakefield, Williamsbridge, Woodlawn, Allerton, Bronxdale, Indian Village, Morris Park, Pelham Gardens, Pelham Parkway, and Van Nest.[[36]](#footnote-37) Ten months after the launch of the program, DOT initiated Phase 2 of the pilot on June 22, 2022, which doubled the fleet size of e-scooters to up to 6,000 vehicles and expanded the service into Parkchester, Soundview, Unionport, Castle Hill, Clason Point, Country Club, Edgwater Park, Schuylerville, and Throggs Neck.[[37]](#footnote-38)

In November 2022, DOT released the corresponding mandated report which evaluated the e-scooter pilot program. DOT found that e-scooters had been widely utilized in the pilot, with an average of 2,800 trips per day.[[38]](#footnote-39) Overall, greater than 86,000 rider accounts completed over one million trips in twelve months.[[39]](#footnote-40) According to the report, weekdays saw higher ridership numbers than weekends and warmer months saw significantly higher trips when compared to cooler months.[[40]](#footnote-41) The report also found that ridership along commercial corridors and near MTA transit, including subway stations, bus, and ferry stops was high, indicating that shared e-scooters provided “last-mile” connections.[[41]](#footnote-42) Moreover, DOT concluded that the pilot had a robust safety record, with no reported fatalities and with most instances of crashes resulting in minor injuries or no injury.[[42]](#footnote-43) Citing the success of the pilot, in November 2022, DOT Commissioner Ydanis Rodriguez released a Request for Proposals (RFP) to expand micromobility, with the capacity to make the e-scooter pilot permanent.[[43]](#footnote-44)

*Mopeds and Revel*

In addition to the operation of e-scooters and e-bikes, mopeds and motor scooters have also been utilized as micromobility options in New York. The NYS DMV defines “mopeds” or “motor scooters” as “limited-use motorcycles with two or three wheels.”[[44]](#footnote-45) As such, the requirements to operate “mopeds” or “motor scooters” on the streets of New York are similar to the State requirements for operating a motorcycle: a valid driver’s license and vehicle registration.[[45]](#footnote-46) Additionally, the DMV classifies mopeds into three classes of limited-use motorcycles with each class having a set of requirements that are determined by its top speed.[[46]](#footnote-47) Mopeds that can travel over 30-40 mph fall under the Class A category.[[47]](#footnote-48) Mopeds that travel over 20-30 miles per hour are considered Class B.[[48]](#footnote-49) Finally, the Class C designation is for mopeds that travel less than 20 miles per hour.[[49]](#footnote-50) Below is a chart of the various classes of limited-use motorcycles and their corresponding requirements as listed on the website of the DMV:[[50]](#footnote-51)

**Limited-use motorcycle NYS requirements**

|  |  |  |  |
| --- | --- | --- | --- |
| **REQUIRED?** | **CLASS A, OVER 30-40 MPH** | **CLASS B, OVER 20-30 MPH** | **CLASS C, 20 MPH OR LESS** |
| Driver license / permit | [M/MJ](https://dmv.ny.gov/registration/register-moped#footnote3_uuxemwb)[[51]](#footnote-52) | [Any license class](https://dmv.ny.gov/registration/register-moped#footnote4_crypn6d) | Any license class |
| Registration | Required | Required | Required |
| Headlight on when operating | Required | Required | Required |
| Helmet & eye protection | Required | Required | Recommended |
| May operate on | Any traffic lane | Right-hand lane or shoulder only (Except when making a left turn) | Right-hand lane or shoulder only (Except when making a left turn) |
| Insurance | Required | Required | [Recommended[[52]](#footnote-53)](https://dmv.ny.gov/registration/register-moped#footnote8_qml0wxq) |
| Inspection | Required | Recommended | Recommended |

[Chart describing legal requirements to operate Class A, Class B, and Class C limited-use motorcycles]

Mopeds have recently gained traction as an alternative mode of transportation due to their mobility and convenience. The company Revel, which launched operations in NYC in 2018,[[53]](#footnote-54) provides an electric moped sharing service, with mopeds having a maximum speed of 30 mph.[[54]](#footnote-55) Since mopeds are already allowed on public streets under NYS law, the company did not need any prior City approval to operate.[[55]](#footnote-56)

Initially, the sudden growth in popularity of mopeds in the City created a number of safety concerns. Some Revel riders had been accused of speeding and weaving in and out of traffic.[[56]](#footnote-57) Others had been seen riding their mopeds in bike lanes or on sidewalks, running through red lights, or not wearing the required safety helmets.[[57]](#footnote-58) One local hospital in the Bronx reported seeing an uptick in the number of patients, both riders and pedestrians, visiting their emergency department due to accidents involving Revel scooters.

These concerns were further enhanced after one highly publicized accident involving a Revel rental involved a 26-year-old reporter for CBS News who was killed in July 2020, when she fell off a moped while riding as a passenger after the driver “swerved for an unknown reason.”[[58]](#footnote-59) It was reported that neither she nor the driver of the moped were wearing helmets at the time. Several days after this accident, Revel posted a message on their Twitter account stating that they had shut down their New York City service until further notice to review and strengthen their “rider accountability and safety measures.”[[59]](#footnote-60) On August 27, 2020, the City issued a press release indicating that Revel was relaunching their service after it agreed to enhance its safety requirements by implementing a new Safety & Rider Accountability Protocol.[[60]](#footnote-61) That protocol included a new mandatory safety training, steps to increase helmet compliance by requiring a riders to upload a photo of themselves wearing a helmet, and a new community reporting tool that allows the public to report dangerous driving.[[61]](#footnote-62)

*City Action Plan on Micromobility*

In March 2023, Mayor Eric Adams released *Charge Safe, Ride Safe: NYC’s Electric Micromobility Action Plan*.[[62]](#footnote-63) The action plan addresses key issues related to electric micromobility, including: supporting New Yorkers’ transition to safe and legal e-micromobility; fire safety public education; regulation and enforcement; and promoting the growth of safe e-micromobility and cycling.[[63]](#footnote-64) In terms of regulation and enforcement of e-micromobility, the Administration is:

* Supporting local laws that would increase standards for devices and batteries sold in NYC;[[64]](#footnote-65)
* Advocating to the United States Consumer Product Safety Commission (CPSC) in an effort to reduce the negative impacts of products related to micromobility on consumers that lead to injury or death;[[65]](#footnote-66)
* Ensuring that there is ongoing Fire Department of New York (FDNY) and NYPD enforcement, which includes the FDNY identifying locations that are violating fire codes in relation to lithium-ion batteries, NYPD enforcement against stores selling unregistered, illegal mopeds and other illegal e-micromobility devices, and NYPD enforcement against the unsafe operation of micromobility devices;[[66]](#footnote-67) and
* Ensuring fire-damaged batteries are safely disposed.[[67]](#footnote-68)

In addition, the action plan lays out what the Administration is planning to do in the future in terms of regulation and enforcement, emphasizing: continued advocacy with the CPSC and the federal government; enhanced FDNY and NYPD enforcement against high-risk situations; review and reevaluation of existing NYC fire codes; and increased outreach and enforcement to combat the sale of illegal equipment.[[68]](#footnote-69)

**Street Enforcement**

*Vision Zero and Street Safety*

Since 2014, NYC has instituted Vision Zero, a citywide initiative that operates to improve the safety of its streets throughout every neighborhood and in every borough.[[69]](#footnote-70) First launched under former Mayor Bill de Blasio, the initiative includes: expanded enforcement against dangerous moving violations, such as speeding and failing to yield to pedestrians; new street designs and configurations; broad public outreach and communication; and a sweeping legislative agenda to increase penalties for dangerous drivers.[[70]](#footnote-71) The main premise behind Vision Zero is the belief that deaths and serious injuries in traffic incidents are not inevitable “accidents,” but preventable crashes that can be reduced through engineering, enforcement, and education.[[71]](#footnote-72) Traffic fatalities in NYC have fallen significantly since 1990, from 701 in 1990 to 381 in 2000 to an all-time low of 202 in 2018, with traffic deaths in NYC having fallen by a third when comparing 2018 with the year before Vision Zero began.[[72]](#footnote-73)

Although the data through 2018 is encouraging, the citywide initiative has received a number of criticisms, mainly due to the rapid increase in deaths occurring on City streets over the last several years. Notably, for a nearly two month period during the novel coronavirus (COVID-19) pandemic in 2020 there were zero pedestrian fatalities in NYC, largely attributed to the lack of congestion and lack of commuters in the City at that time.[[73]](#footnote-74) However, the *New York Times* indicated in a January 2021 article that the total number of traffic fatalities in 2020 made it the deadliest year on record since Mayor de Blasio introduced Vision Zero, and the second straight year of increased road fatalities.[[74]](#footnote-75)

Safe streets advocates contended that a lack of targeted action by the de Blasio Administration was to blame for the increase in fatalities. They highlighted the reduced budgets for Vision Zero and the Green Wave program, the latter of which focused on safer streets for cyclists. They also highlighted the delayed implementation of reckless driver legislation passed by the City Council, and Mayor de Blasio’s failure to heed advice from his own expert transportation panel.[[75]](#footnote-76) In Fiscal Year 2021, there were 275 traffic fatalities in the City,[[76]](#footnote-77) the highest level since Vision Zero was launched in 2014.

In January 2023, DOT announced that for 2022 the City had experienced its first decline in traffic fatalities since 2019, with “among the fewest annual pedestrian deaths recorded in history.”[[77]](#footnote-78) According to DOT, overall traffic fatalities decreased 6.6 percent and pedestrian fatalities decreased by 6.3 percent.[[78]](#footnote-79) DOT noted that it worked with State lawmakers to expand the City’s school zone speed camera program to operate at all hours, year round, which has resulted in a 25 percent reduction in violations since the program’s expansion on August 1, 2022.[[79]](#footnote-80) It also announced support for legislation that would lower the DWI blood-alcohol concentration (BAC) threshold from 0.08 percent to 0.05 percent, in an attempt to further reduce traffic fatalities.[[80]](#footnote-81) However, safe street advocates have noted that though there had been improvements in 2022 when compared to 2021, total traffic fatalities remained at their second highest since 2014 at 255 deaths.[[81]](#footnote-82) Moreover, advocates noted that a greater number of children had been killed in traffic crashes in 2022 than in any year since Vision Zero was launched in 2014. According to Transportation Alternatives, 16 children under the age of 18 had been killed in 2022, an increase of seven when compared to the 11 in 2021.[[82]](#footnote-83)

Despite an increase in traffic fatalities in recent years, Vision Zero-related moving summonses issued by the NYPD have significantly declined. In Fiscal Year 2018 and 2019, 698,709 and 696,012 summonses were issued by NYPD, respectively, which corresponded with lower levels of traffic fatalities.[[83]](#footnote-84) However, in Fiscal Year 2020, Vision Zero summonses declined by approximately 23 percent to 537,742.[[84]](#footnote-85) In Fiscal Year 2021, Vison Zero-related moving summonses issued by NYPD declined again to 298,377, a decline of approximately 57 percent when compared with Fiscal Year 2019.[[85]](#footnote-86) The Vision Zero Fiscal 2022 Mayor’s Management Report stated that this decline in Fiscal 2020 and Fiscal 2021 when compared to Fiscal 2019 “can be attributed to officers being out sick during the pandemic, as well as the increase in officers being assigned to monitor civil unrest which was largely spread across the city.”[[86]](#footnote-87) But the overall trend has continued, and as of the end of Fiscal Year 2022, just 342,858 Vision Zero related moving summonses had been issued by NYPD, which is still a decline from the years preceding the pandemic.[[87]](#footnote-88)

**LEGISLATIVE ANALYSIS**

***Analysis of Int. No. 289***

Int. No. 289, sponsored by Council Member Carlina Rivera, would require DOT to create a searchable map that shows all of the City’s bike lanes as well as conditions present in bike lanes including obstructions caused by street construction, maintenance or repair, weather and other hazards.

If enacted, Int. No. 289 would take effect immediately.

***Analysis of Int. No. 417***

Int. No. 417, sponsored by Council Member Lincoln Restler, 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 of any street project.

If enacted, Int. No. 417 would take effect immediately.

***Analysis of Proposed Int. No. 501-A***

Proposed Int. No. 501-A, sponsored by Council Member Lincoln Restler, 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. 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. Such program would be phased-in and supported by a mobile application.

If enacted, Proposed Int. No. 501-A would take effect 120 days after becoming law.

***Analysis of Int. No. 712***

Int. No. 712, sponsored by Council Member Eric Bottcher, would require DOT to report on evasion of red light cameras or school speed cameras by motor vehicles with unreadable license plates. An unreadable license plate would be defined as a license plate that a photo-violation monitoring system does not read because the camera malfunctioned, the license plate’s number is concealed or obscured or the license plate produces a distorted recorded or photographic image. This bill would require DOT to post the report on its website each month and submit those reports to the Mayor and the Speaker of the Council as a single report by January 31 of each year.

If enacted, Int. No. 712 would take effect immediately.

***Analysis of Int. No. 816***

Int. No. 816, sponsored by Council Member Lincoln Restler, would suspend alternate side parking regulations on Tisha B’Av.

If enacted, Int. No. 816 would take effect immediately.

***Analysis of Int. 853***

Int. No. 853, sponsored by Council Member Joann Ariola, would require DOT to install intermediate reference location signs, commonly known as mile markers, at one tenth of a mile intervals along designated stretches of Cross Bay Boulevard, Beach Channel Drive, Rockaway Point Boulevard, and Rockaway Beach Boulevard.

If enacted, Int. 853 would take effect immediately.

***Analysis of Int. No. 926***

Int. No. 926, sponsored by Council Member Amanda Farías, would require DOT to conduct and submit to the Mayor and the Speaker of the Council and post on its website an annual study on cycling activity in the City for the previous year. The study would require the department to identify information such as the most frequently biked streets and bridges, and to make recommendations for improving bike safety in these areas and other locations in the City.

If enacted, Int. No. 926 would take effect 30 days after becoming law.

***Analysis of Int. No. 927***

Int. No. 927, sponsored by Council Member Jennifer Gutiérrez, would establish a task force to determine whether and where charging stations for bicycles with electric assist can be built for exclusive use by food delivery workers. The task force will review the cost of building and operating the charging stations, including whether some or all of that cost can be borne by third party courier services or third party delivery services; where such charging stations should be located; whether the operation of the charging stations would best be done by third parties; whether charging station use could be limited to the class of food delivery workers; whether food delivery workers can use the charging stations for free or at low cost; and the way in which such charging stations can mitigate fire risk caused by the lithium-ion batteries contained in bicycles with electric assist.

If enacted, Int. No. 927 would take effect immediately

|  |  |
| --- | --- |
| Int. No. 289    By Council Members Rivera, Hudson, Sanchez, Stevens, Yeger, Restler, Avilés, Krishnan, Nurse, Bottcher, Ossé, Hanif, Gutiérrez, Cabán and Richardson Jordan    A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to develop a map of current bicycle infrastructure conditions    Be it enacted by the Council as follows:    Section 1. Subchapter 1 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-159.6 to read as follows:  § 19-159.6. Map of current bicycle infrastructure conditions. a. No later than October 1, 2022, and on the first day of each month thereafter, the department shall make available on its website a searchable map of every bicycle lane in the city.  b. Such map shall include:  1. The location of any bicycle lane that is obstructed, in whole or in part, by street construction, maintenance or repair, or pursuant to any permit issued by an agency of the city, where such obstruction persists for a period of 14 days or longer;  2. The location of any temporary bicycle lane, as set forth in section 19-159.3;  3. Following any emergency weather declaration, the location of any bicycle lane that is obstructed, in whole or in part, by hazardous conditions including snow, ice and flooding, and weather specific recommendations for cycling in such conditions;  4. Locations exhibiting a pattern of crashes involving pedestrians and/or cyclists, as set forth in section 19-181;  5. The location of any bicycle lanes that exist in space shared with pedestrian paths;  6. The location of bicycle lane features that may lead to conflict with vehicles or other hazards, including, but not limited to narrow lane widths, high vehicle speeds or traffic volumes, and nonstandard lane or intersection designs;  7. The location of any active street resurfacing or reconstruction projects;  8. The location of any other potentially hazardous conditions present in bicycle lanes known to the department;  9. The location of all bicycle parking infrastructure;  10. The location of docks for bicycle share programs, and real time bicycle availability data, if available;  11. The locations of and information on any streets closed to vehicle traffic and open to bicycle travel;  12. The location of and information on businesses or other entities that provide bicycle repair, maintenance or other related services;  13. Information on reporting bicycle lane issues to appropriate agencies;  14. Reports of bicycle lane issues made through the 311 system;  15. Any bicycle traffic volume data collected by the department on an annual or more frequent basis; and  16. Information on planned bicycle lane projects for new or existing lanes.  § 2. This local law takes effect immediately.    Session 12  BV  LS #3282  4/20/22 at 1:33 pm    Session 11  AW/EL  LS #12268  Int. #2208-2021     |  | | --- | | Int. No. 417    By Council Members Restler, Krishnan, Ayala, Powers, Joseph, Dinowitz, Louis, Bottcher, Cabán, Marte, Won, Riley, Gutiérrez, Nurse, Sanchez, Ossé, Hanif, Menin, Hudson, Avilés, Richardson Jordan, Brewer, Abreu, Schulman, Gennaro, Lee, De La Rosa, Velázquez, Rivera, Narcisse, Williams, Salamanca, Farías, Holden, Moya, Ung, Barron, Stevens and Feliz (by request of the Brooklyn, Queens, Bronx and Manhattan Borough Presidents)    A Local Law to amend the administrative code of the city of New York, in relation to notice requirements for certain transportation projects and the repeal of section 19-187 in relation thereto    Be it enacted by the Council as follows:    Section 1. Subdivisions a and g of section 19-101.2 of the administrative code of the city of New York, as added by local law 90 for the year 2009, are amended to read as follows:  a. Definitions. For the purposes of this section, the following terms [shall be defined as follows] have the following meanings:   [1. “]Affected council member(s) and community board(s)[”]. The term “affected council member(s) and community board(s)” [shall mean] means the council member(s) and community board(s) in whose districts a proposed major transportation project is to be located, in whole or in part.  Bicycle lane. The term “bicycle lane” shall mean a portion of the roadway that has been marked off or separated for the preferential or exclusive use of bicycles.  [2. “]Major transportation project[”]. The term “major transportation project” [shall mean] means any project, including a project to add or remove a bicycle lane, that[,] after construction will alter four or more consecutive blocks, or 1,000 consecutive feet of street, whichever is less, involving a major realignment of the roadway, including either removal of a vehicular lane(s) or full time removal of a parking lane(s) or addition of vehicular travel lane(s).  g. The department may implement its plan [fourteen or more days] after it sends an amended plan or notice that it will proceed with its original plan to the affected council member(s) and community board(s).  § 2. Section 19-187 of the administrative code of the city of New York is REPEALED.  § 3. This local law takes effect immediately.          Session 12  EJL  LS 2429/8181  4/11/22    Session 11  JJD/EJL  LS 10339  Int. 2465-2021 | |

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| Proposed Int. No. 501-A  By Council Members Restler, Rivera, Marte, Hanif, Nurse, Avilés, Joseph, Bottcher, Won, Ossé, Holden, Richardson Jordan, Brewer, Kagan, Gutiérrez, Brannan, Krishnan, Farías, Gennaro, Schulman, Velázquez, De La Rosa, Abreu, Menin, Ayala, Sanchez, Feliz, Louis and Hudson (in conjunction with the Brooklyn Borough President)    A Local Law to amend the administrative code of the city of New York, in relation to hazardous obstruction by vehicles and civilian complaints to the department of transportation for hazardous obstruction violations    Be it enacted by the Council as follows:     Section 1. Subchapter 2 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding new sections 19-175.8 and 19-175.9 to read as follows:  § 19-175.8 Hazardous obstruction. a. Except as otherwise permitted by law, no person shall park, stop or stand a vehicle within a radial distance of 2640 feet of a school building, entrance or exit in a manner that obstructs a bicycle lane, bus lane when bus lane restrictions are in effect, sidewalk, crosswalk or fire hydrant.  b. As an alternative to any other means of enforcement authorized by law, a violation of subdivision a of this section shall be punishable by a civil penalty of $175. Such civil penalties shall be recoverable in a proceeding before the office of administrative trials and hearings.  § 19-175.9 Civilian complaint of hazardous obstruction. a. Any natural person, excluding personnel of the department and other employees of the city authorized to serve summonses for violations of section 19-175.8, may serve upon the department a complaint, in a form prescribed by the commissioner, alleging that a person has violated section 19-175.8, provided that the vehicle causing the hazardous obstruction was unoccupied.  b. The department shall publish on its website information on filing civilian complaints pursuant to this section. Such information shall include but need not be limited to instructions for filing such complaints and for gathering supporting documentation.  c. The department shall provide a mobile application for filing civilian complaints pursuant to this section.  d. The department shall publish on its website, and in the mobile application required pursuant to subdivision c, a digital training course to be completed by persons seeking to file a civilian complaint before they are eligible to file such a complaint. Any such person must have a New York state driver’s license, a New York state non-driver identification card, or a New York city identity card, pursuant to section 3-115, and may be asked to provide certain demographic and income level data to be determined by the department for reporting purposes under subdivision f of this section, in order to qualify for the training course and file civilian complaints.  e. The department shall provide a tracking number to each person who submits a civilian complaint pursuant to subdivision a of this section which shall allow such person to track the status of such complaint from initiation to disposition. The department shall provide an initial status update for any such civilian complaint within three days of the submission of such complaint.  f. No later than nine months after the effective date of the local law that added this section the commissioner shall submit to the speaker of the council and post on the department’s website a report including the number of complaints submitted pursuant to subdivision a of this section, the dispositions of such complaints, the self-reported demographic and income-level data of complainants, and the geographic locations of the complaints, in addition to any other data which the department deems significant. No later than twenty-one months after the effective date of the local law that added this section, and annually thereafter, the commissioner shall submit to the speaker of the council and post on the department’s website a report including the same categories of data required in the report to be filed no later than nine months after the effective date of the local law that added this section, in addition to any other data which the department deems significant.  g. In the first year of implementation of the civilian complaint process described in this section, civilian complaints pursuant to subdivision a may only be filed if the hazardous obstruction occurs within Manhattan community district 1 or Brooklyn community district 2. The department shall conduct outreach within these community districts to disseminate information about the civilian complaint process.  h. In the second year of implementation of the civilian complaint process described in this section, civilian complaints pursuant to subdivision a may only be filed if the hazardous obstruction occurs within any Manhattan community district, Brooklyn community district 1, Brooklyn community district 2, Brooklyn community district 3, Brooklyn community district 4, Brooklyn community district 6, Brooklyn community district 7, Brooklyn community district 8, Brooklyn community district 9, Queens community district 1, Queens community district 2, Queens community district 3, or Bronx community district 1. The department shall conduct outreach in each community district for which outreach was not previously undertaken pursuant to section g of this section.  i. In the third year of implementation of the civilian complaint process described in this section, civilian complaints pursuant to subdivision a may be filed within any community district. The department shall conduct outreach in each community district for which outreach was not previously undertaken pursuant to sections g or h of this section.  j. The department shall install signage in any area where civilian complaints pursuant to subdivision a of this section may be filed indicating that civilian enforcement is permissible in that area.  k. The commissioner shall promulgate such rules as are necessary to implement the provisions of this section.  § 2. This local law takes effect 120 days after becoming law.        Session 12:  BJR/SRB  LS 8654  1/23/23    Session 11:  NAB/CP  LS #15421  11/17/20 |

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| Int. No. 712    By Council Members Bottcher, Brewer, Restler, Hudson, Ung, Joseph, Abreu, Brooks-Powers, Avilés and Rivera    A Local Law to amend the administrative code of the city of New York, in relation to reporting on evasion of photo-violation monitoring systems by motor vehicles with unreadable license plates    Be it enacted by the Council as follows:              Section 1. Subchapter 3 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-198.1 to read as follows:  § 19-198.1 Photo-violation monitoring, unreadable license plates. a. Definitions. For purposes of this section, the following terms have the following meanings:  Camera violation. The term “camera violation” means a violation for which a notice of liability is authorized to be issued after being recorded by a photo violation-monitoring system pursuant to section 1111-a of the vehicle and traffic law, section 1180-b of the vehicle and traffic law or section 19-210.  Unreadable license plate. The term “unreadable license plate” means a license plate that a photo-violation monitoring system does not read because (i) a camera malfunctioned, (ii) such license plate’s number is concealed or obscured from such camera or (iii) such license plate produces a distorted recorded or photographic image on such camera.  b. Reporting. Beginning no later than 60 days after the effective date of this section, and monthly thereafter, the commissioner, in consultation with the police department and the department of finance, shall conspicuously post a report on camera violations by motor vehicles with unreadable license plates on the department’s website. By January 31 of each year, the commissioner shall submit the monthly reports for the previous calendar year as a single report to the mayor and the speaker of the council. Such reports shall include, but need not be limited to, a list of each camera violation involving an unreadable license plate during the reporting period, with each separate row of such list referencing a unique such violation and providing the following information about each such violation set forth in separate columns:  1. The time and date that such violation occurred;  2. The intersection where such violation occurred;  3. The borough where such violation occurred;  4. Whether such violation involved a red light camera or a school speed camera;  5. Whether such license plate was unreadable because such camera malfunctioned; and  6. Whether such license plate was unreadable because such license plate was concealed or obscured from such camera or produced a distorted recorded or photographic image on such camera, including, but not limited to, because such license plate was a paper license plate, had bent edges or had an artificial or synthetic material or substance applied to it.  c. Data dictionary. The report required pursuant to subdivision b of this section shall include a data dictionary.  § 2. This local law takes effect immediately.              NLB  LS #9061  6/16/2022 |

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| Int. No. 816    By Council Members Restler, Yeger, Dinowitz, Menin, Narcisse, Ossé, Schulman, Vernikov, Cabán, Louis, Joseph, Abreu and Ariola    A Local Law to amend the administrative code of the city of New York, in relation to suspending alternate side parking regulations on Tisha B’Av    Be it enacted by the Council as follows:  Section 1. Subdivision a of section 19-163 of the administrative code of the city of New York, as amended by local law number 5 for the year 2019, is amended to read as follows:  a. All alternate side of the street parking rules shall be suspended on the following holidays: Christmas, Yom Kippur, Rosh Hashanah, Ash Wednesday, Holy Thursday, Good Friday, Ascension Thursday, Feast of the Assumption, Feast of All Saints, Feast of the Immaculate Conception, first two days of Succoth, Shemini Atzareth, Simchas Torah, Shevuoth, Purim, Orthodox Holy Thursday, Orthodox Good Friday, first two and last two days of Passover, the Muslim holidays of Eid Ul-Fitr and Eid Ul-Adha, the day before Lunar New Year, Lunar New Year, the Hindu festival of Diwali on the day that Lakshmi Puja is observed, Three Kings’ Day, Tisha B’Av, and all state and national holidays.  § 2. This local law takes effect immediately.              NAB  LS #10278  9/1/22 3:10PM |

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| *This page intentionally left blank*  Int. No. 853  By Council Members Ariola and Borelli  A Local Law in relation to installing intermediate reference location signs on designated sections of Cross Bay Boulevard, Beach Channel Drive, Rockaway Point Boulevard, and Rockaway Beach Boulevard  Be it enacted by the Council as follows:  Section 1. Definitions. For purposes of this local law, the following term has the following meaning:  Intermediate reference location sign. The term “intermediate reference location sign” means a sign showing a decimal integer distance point at one tenth of a mile interval along a highway or other road as described in the Manual on Uniform Traffic Control Devices for Streets and Highways published by the Federal Highway Administration  § 2. Intermediate reference location sign placement. Within one year of the enactment of this local law, the department of transportation shall install intermediate reference location signs along the following designated routes:  a. Cross Bay Boulevard from the southern terminus of the Cross Bay North Channel Bridge to East 1st Road;  b. Beach Channel Drive and Beach Channel Drive Circle from the southern terminus of the Marine Parkway Bridge through Beach 144th Street;  c. Rockaway Point Boulevard from the southern terminus of the Marine Parkway Bridge through Beach 201st Street; and  d. Rockaway Beach Boulevard along the sections located within Jacob Riis Park.  § 3. This local law takes effect immediately.    SRB  LS #10779  12/5/2022 11:03AM  Int. No. 926    By Council Members Farias, Brooks-Powers, Restler, Cabán and Hudson    A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to conduct an annual study on bicycle activity    Be it enacted by the Council as follows:  Section 1. Subchapter 3 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-187.1 to read as follows:  § 19-187.1 Study on bicycle activity. No later than February 1, 2023, and annually thereafter, the department shall conduct and submit to the mayor and the speaker of the council and post conspicuously on the department’s website an annual study on bicycle activity during the previous calendar year. In completing such study, the department shall:  a. Identify the streets most frequently biked that have protected bike lanes and the streets most frequently biked that do not have protected bike lanes;  b. Identify the bridges most frequently biked that have protected bike lanes and the bridges most frequently biked that do not have protected bike lanes; and  c. Propose recommendations for improving bicycle safety and flow on the streets and bridges identified pursuant to subdivisions a and b of this section and any other locations suitable for biking in the city.  § 2. This local law takes effect 30 days after it becomes law.  Session 12  KS  LS # 8969  5/2/22 4:30 PM    Session 11  JEF  LS #13938  Int. No. 1973-2020     |  | | --- | | *This page intentionally left blank*  Int. No. 927    By Council Members Gutiérrez, Restler, Cabán, Farías, Hudson, Hanif, Richardson Jordan, Ayala, Nurse, Avilés, Won and Brewer    A Local Law in relation to establishing a task force to study the feasibility of building charging stations for bicycles with electric assist to be used by food delivery workers    Be it enacted by the Council as follows:    Section 1. Definitions. For purposes of this local law, the following terms have the following meanings:  Bicycle with electric assist. The term “bicycle with electric assist” has the meaning provided in section 102-c of the vehicle and traffic law.  E-bike. The term “e-bike” has the same meaning as the term “bicycle with electric assist” as provided in section 102-c of the vehicle and traffic law.  Food delivery worker. The term “food delivery worker” means any natural person or any organization composed of no more than one natural person, whether or not incorporated or employing a trade name, who is hired, retained, or engaged as an independent contractor by a food service establishment, as an independent contractor of a third-party food delivery service required to be licensed pursuant to section 20-563.1 or as an independent contractor of a third-party courier service to deliver food, beverage, or other goods from a business to a consumer in exchange for compensation.  Third-party courier service. The term “third-party courier service” means a service that (i) facilitates the same-day delivery or same-day pickup of food, beverages, or other goods from a food service establishment on behalf of a third-party food delivery service and (ii) that is owned and operated by a person other than the person who owns such food service establishment.  Third-party food delivery service. The term “third-party food delivery service” means any website, mobile application, or other internet service that: (i) offers or arranges the sale of food and beverages prepared by, and the same-day delivery or same-day pickup of food or beverages from, a food service establishment; and (ii) that is owned and operated by a person other than the person who owns such food service establishment.  § 2. Task force established. There is hereby established a task force to study e-bike charging stations for food delivery workers.  § 3. Duties. The task force shall study the feasibility of building charging stations for bicycles with electric assist and shall make recommendations for whether and where such charging stations should be built. Those recommendations shall take into account the cost of building and operating such charging stations, including whether that cost could be borne in whole or in part by third-party courier services or third-party food delivery services or whether there are other appropriate sources of funding, the potential locations for such charging stations, including any land use considerations governing their placement, whether such charging stations should be operated by third-parties, how such charging stations could potentially be reserved for exclusive use by food delivery workers, whether food delivery workers could use the charging stations for free or at low cost, and the way in which such charging stations could mitigate fire risk caused by the lithium-ion batteries contained in bicycles with electric assist.  § 4. Membership. a. The task force shall be composed of the following members:  1. The commissioner of transportation or such commissioner’s designee, who shall serve as chair;  2. The commissioner of buildings or such commissioner’s designee;  3. The commissioner of city planning or such commissioner’s designee;  4. The commissioner of design and construction or such commissioner’s designee;  5. The chief technology officer, or their designee;  6. The commissioner of consumer and worker protection, or such commissioner’s designee;  7. The commissioner of the fire department, or such commissioner’s designee;  8. The commissioner of parks and recreation, or such commissioner’s designee;  9. Two individuals who are experts on battery charging infrastructure, as appointed by the mayor;  10. Two individuals employed as, or serving as representatives of, food delivery workers in New York, as appointed by the mayor;  11. An individual who is an advocate for e-bike safety within New York, as appointed by the mayor.  b. The mayor shall invite the president of the New York City economic development corporation, the chair of the New York City housing authority, and the chair of Con Edison and may invite officers and representatives of relevant federal, state and local agencies and authorities to participate in the work of the task force.  c. All appointments required by this section shall be made no later than 90 days after the effective date of this local law.  d. Each member of the task force shall serve at the pleasure of the officer who appointed the member. In the event of a vacancy on the task force, a successor shall be appointed in the same manner as the original appointment for the remainder of the unexpired term. All members of the task force shall serve without compensation.  § 5. Meetings. a. The chair shall convene the first meeting of the task force no later than 30 days after the last member has been appointed, except that where not all members of the task force have been appointed within the time specified in section four, the chair shall convene the first meeting of the task force within 10 days of the appointment of a quorum.  b. The task force may invite experts and stakeholders to attend its meetings and to provide testimony and information relevant to its duties.  c. The task force shall meet no less than once each quarter to carry out the duties described in section three.  d. The meeting requirement of subdivision c shall be suspended when the task force submits its report as required by section six.  § 6. Report. a. No later than 270 days after the effective date of this local law, the task force shall submit a report to the mayor and the speaker of the council setting forth its recommendations for legislation and policy relating to whether and where charging stations for bicycles with electric assist to be used by food delivery workers should be built.  The report shall include a summary of information the task force considered in formulating its recommendations.  b. The commissioner of transportation shall publish the task force’s report electronically on the website of the department of transportation no later than 10 days after its submission to the mayor and the speaker of the council.  § 7. Agency support. Each agency affected by this local law shall provide appropriate staff and resources to support the work of such agency related to the task force.  § 8. Termination. The task force shall terminate 180 days after the date on which it submits its report, as required by section six.  § 9. Effective date. This local law takes effect immediately.    SRB  LS #10046  12/2/22 | |
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2. *Id.* [↑](#footnote-ref-3)
3. *Id.* [↑](#footnote-ref-4)
4. NYC, *DOT Fiscal 2023 Preliminary Mayor’s Management Report*, available at <https://www.nyc.gov/assets/operations/downloads/pdf/pmmr2023/dot.pdf> [↑](#footnote-ref-5)
5. NYC DOT, *Cycling in the City*, available at <https://www.nyc.gov/html/dot/html/bicyclists/cyclinginthecity.shtml> [↑](#footnote-ref-6)
6. NYC, *Fiscal 2017 Mayor’s Management Report*, available at <https://www.nyc.gov/assets/operations/downloads/pdf/mmr2017/2017_mmr.pdf> [↑](#footnote-ref-7)
7. NYC, *DOT Fiscal 2023 Preliminary Mayor’s Management Report,* available at <https://www.nyc.gov/assets/operations/downloads/pdf/pmmr2023/dot.pdf> [↑](#footnote-ref-8)
8. Citi Bike, *What is a station? A dock? A kiosk?*, available at <https://help.citibikenyc.com/hc/en-us/articles/360032104712-What-is-a-station-A-dock-A-kiosk-> [↑](#footnote-ref-9)
9. *Cycling in the City*, *supra* note 1,at 15. [↑](#footnote-ref-10)
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12. *Id.* [↑](#footnote-ref-13)
13. NYC DOT, *Five-Borough Bike Share: DOT Names Five Dockless Bike Share Companies Assigned to Four Neighborhoods for Pilot* available at <https://www.nyc.gov/html/dot/html/pr2018/pr18-039.shtml> [↑](#footnote-ref-14)
14. *Id.* [↑](#footnote-ref-15)
15. Federal Highway Administration, Jeff Price, Danielle Blackshear, Wesley Blount Jr., and Laura Sandt, *Micromobility: A Travel Mode Innovation* (Public Roads), Spring 2021, available at <https://highways.dot.gov/public-roads/spring-2021/02> [↑](#footnote-ref-16)
16. *Id.* [↑](#footnote-ref-17)
17. NACTO, *Half a Billion Trips: On Shared Micromobility Since 2010,* November 2022, available at <https://nacto.org/wp-content/uploads/2022/12/2020-2021_shared_micro_snapshot_Dec7_2022.pdf> [↑](#footnote-ref-18)
18. The Verge, Andrew J. Hawkins, *New York finally legalizes electric bikes and scooters*, April 2, 2020 available at <https://www.theverge.com/2020/4/2/21204232/new-york-legalizes-electric-bikes-scooters> [↑](#footnote-ref-19)
19. *Id.* [↑](#footnote-ref-20)
20. L. 2020, c. 58, pt. XX. [↑](#footnote-ref-21)
21. *Id.* [↑](#footnote-ref-22)
22. *Id.* [↑](#footnote-ref-23)
23. *Id.* [↑](#footnote-ref-24)
24. NYS, DMV, Registration: Electric Scooters and Bicycles and Other Unregistered Vehicles, available at https://dmv.ny.gov/registration/electric-scooters-and-bicycles-and-other-unregistered-vehicles#:~:text=Effective%20August%202%2C%202020%20%2D%20the,highways%20in%20New%20York%20State [↑](#footnote-ref-25)
25. *Id.* [↑](#footnote-ref-26)
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27. *See* NYC Local Law 73 of 2020 , available at <https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=3763646&GUID=5EEC4A3E-AF9D-4532-9E0E-2DE4333476F7&Options=ID|Text|&Search=73> [↑](#footnote-ref-28)
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32. *Id.*  [↑](#footnote-ref-33)
33. *Id.* [↑](#footnote-ref-34)
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36. *Id.* [↑](#footnote-ref-37)
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38. NYC, *NYC DOT Announces Micromobility Pilot in East Bronx Will Move Toward Becoming a Long-Term Program, as New Report Details Success*, available at <https://nycdotscootershare.info/> [↑](#footnote-ref-39)
39. *Id.* [↑](#footnote-ref-40)
40. *Id.* [↑](#footnote-ref-41)
41. NYC DOT, *East Bronx Shared E-Scooter Pilot Final Report*, November 2022, available at <https://www.nyc.gov/html/dot/downloads/pdf/east-bronx-shared-e-scooter-pilot-report.pdf> [↑](#footnote-ref-42)
42. *Id.* [↑](#footnote-ref-43)
43. NYC, *NYC DOT Announces Micromobility Pilot in East Bronx Will Move Toward Becoming a Long-Term Program, as New Report Details Success*, available at <https://nycdotscootershare.info/> [↑](#footnote-ref-44)
44. NYS, DMV, Registration-Moped, available at <https://dmv.ny.gov/registration/register-moped> [↑](#footnote-ref-45)
45. *Id.* [↑](#footnote-ref-46)
46. *Id.* [↑](#footnote-ref-47)
47. *Id.* [↑](#footnote-ref-48)
48. *Id.* [↑](#footnote-ref-49)
49. *Id.* [↑](#footnote-ref-50)
50. *Id.* Note: The chart has been slightly modified from its original form for the purposes of this report. [↑](#footnote-ref-51)
51. According to the NYS DMV in order to operate a motorcycle in NYS, you must have a motorcycle operator’s license (Class M) or a motorcycle junior operator’s license (Class MJ). *See* <https://dmv.ny.gov/driver-training/motorcycle-manual-motorcycle-licenses-ownership-special-rules> [↑](#footnote-ref-52)
52. According to the NYS DMV, Class C mopeds used as a rental vehicle must be insured. *See* <https://dmv.ny.gov/registration/register-moped> [↑](#footnote-ref-53)
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