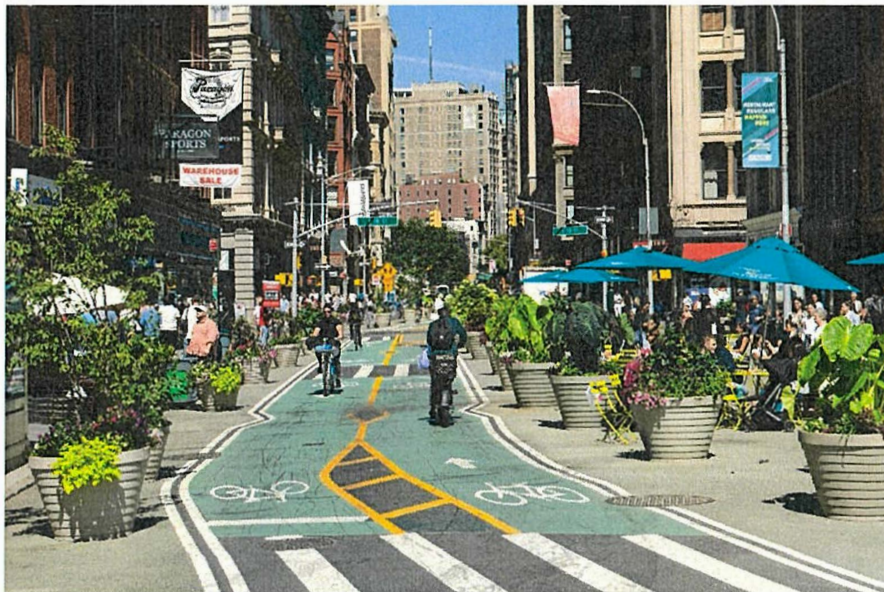


**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
December 11th, 2024**

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Ydanis Rodriguez, Commissioner of the New York City Department of Transportation. With me today are Deputy Commissioner of Transportation Planning and Management Eric Beaton, Assistant Commissioner for Policy Will Carry, and Assistant Commissioner for Intergovernmental and Community Affairs Rick Rodriguez. Thank you for the opportunity to testify on behalf of Mayor Eric Adams on the City's work to enhance safety for e-bike riders, pedestrians, and all road users.

When I served this body for 12 years, Chaired this Committee for eight, and even now as the Transportation Commissioner, I often said that our work is focused on reimagining the use of public space. This includes reimagining how our streets can be safer, how they can better support our economy, and how they can make our communities vibrant and more livable. To do this, we have to be forward-looking. As our streets and city evolve, we have to meet the moment and address new challenges and seize new opportunities.



Broadway Vision between 17th and 18th street, Manhattan

We are in an exciting time in transportation. For far too long, New York City and cities across the country designed streets to suit the needs of cars—endangering the safety of pedestrians and cyclists, increasing air pollution, and threatening the climate. By reimagining our streets to prioritize pedestrians, mass transit, and cycling, we are making our streets safer and the planet greener. These efforts are paying off, as we are in the midst of a cycling renaissance, with ridership hitting record highs year after year.



Delivery workers at 11th Street Bike Lane, Queens

We have also seen that emerging technology is changing how New Yorkers get around our city. New modes of transportation like e-bikes, e-scooters, and shared micromobility services are now widely used on the city's streets. Last year, the city had 200 million bike trips, with many of those trips on e-bikes, 34.5 million on Citi Bike, and over 1.8 million trips on shared e-scooters. And this year, we had an all-time high of cyclists crossing the East River Bridges for the fourth year in a row, up over eight percent from the previous year, and an over 12 percent increase in cyclists crossing 50th Street. Some of the trips on these devices replace trips in cars or for-hire vehicles, helping to reduce congestion and improve our environment.

These new modes also increase access across the city and make travel easier for many people, including those who live in neighborhoods with limited or no subway service. These include commuters, parents taking their kids to school, older adults for whom a bike trip uphill is now more manageable, New Yorkers and visitors exploring this great city, and, of course, the thousands of delivery workers delivering our food and packages. These riders are from all parts of the city, including all of your districts.

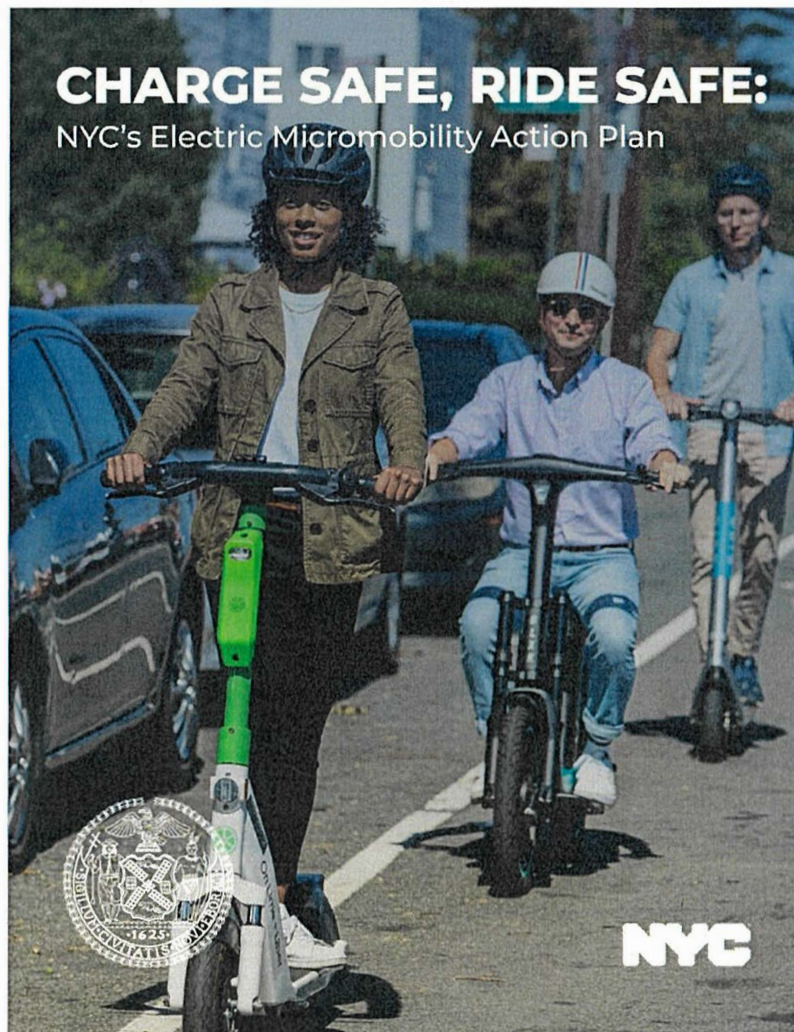
While the adoption of e-bikes and other micromobility has provided additional options for travel around the city, this progress also comes with a range of challenges. Like many of you, we have been hearing about these issues and are hard at work implementing and developing solutions to address them. We understand that there is much more work to do, and we look forward to continuing to partner with the Council to make streets safer for all road users.

Just as we have seen a troubling increase in aggressive drivers speeding, running red lights, impeding crosswalks, and blocking bike lanes and bus lanes, we have also seen a significant

number of e-bike riders and micromobility users disobeying traffic laws. Disobeying traffic laws can have deadly consequences and is unacceptable.

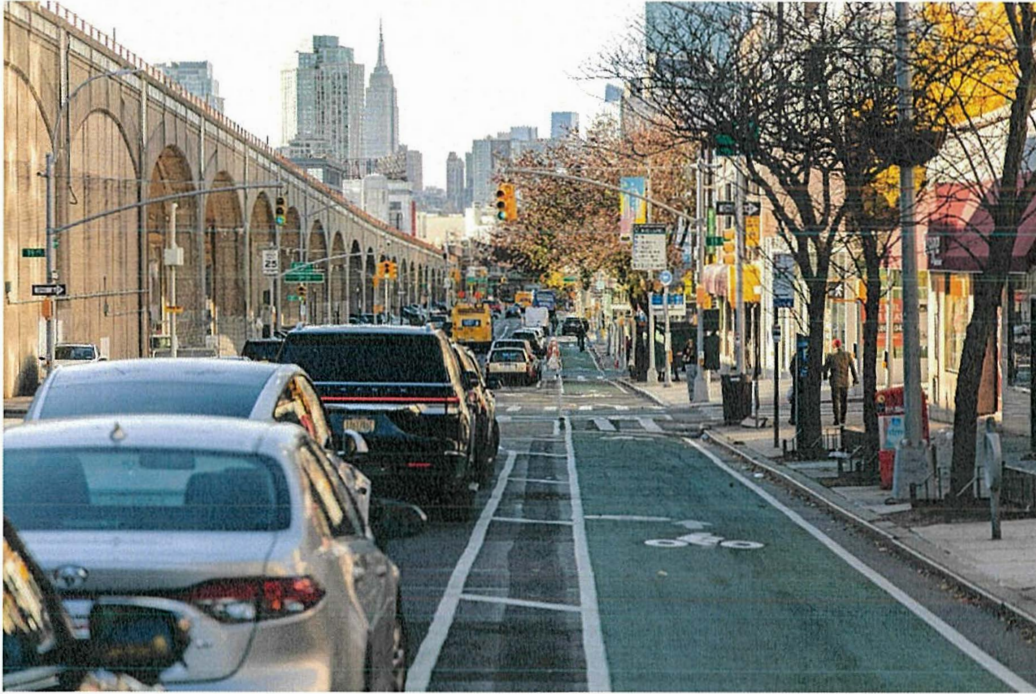
While we have come a long way from the days when there were a thousand or more traffic fatalities in a year, this year there have still been 242 traffic fatalities in New York City, far too many. Reckless driving by motor vehicle drivers remains—by far—the biggest threat to pedestrian safety. So far this year, 105 pedestrians were killed by cars or larger vehicles compared to 6 killed in crashes with e-bikes, mopeds, and stand up e-scooters combined. And of the over 8,700 pedestrian injuries this year, nearly 90 percent were injured in crashes with cars or larger vehicles. I say this not to diminish the very real concerns about pedestrian safety from these smaller devices, but to put these concerns in context.

As we strive towards Vision Zero's goal of zero traffic fatalities, there is more for all of us to do to enhance safety for all road users, particularly for our most vulnerable road users: pedestrians, and especially senior citizens and children. Every road user has a role to play in keeping others safe.



To enhance safety for the growing number of e-mobility device riders, the Administration launched the *Charge Safe, Ride Safe* action plan in the spring of 2023. The plan seeks to promote the use of legal and certified e-bikes—a sustainable mobility option—while addressing fire and street safety.

The plan focuses on four key areas: promoting and incentivizing safe battery use, increasing education and outreach to electric micromobility users, advocating for additional federal regulation of these devices, and expanding enforcement against dangerous riding. This includes steps DOT is taking to expand bike infrastructure and to encourage safe operation of e-bikes.



Queens Boulevard Redesign, Sunnyside, Queens

On street design, DOT is redesigning our streets to meet the moment. The agency is installing wider bike lanes which create more predictable paths and provide more passing separation between bike lane users. Additionally, faster users will be drawn to ride further away from the curb, thus improving the visibility and distance between higher-speed bike lane users and pedestrians.

This summer, DOT began construction for a redesign of Manhattan's Second Avenue, with dramatically improved bike and bus lanes and pedestrian features. The new design is bringing a wider bike lane to nearly 6,000 southbound cyclists and micromobility users each day. This work follows the installation of wider bike lanes on Third, Sixth, Seventh, Ninth, and Tenth avenues in Manhattan as well as on Queens Boulevard and 31st Avenue in Queens and Willis Avenue and Mosholu Parkway in the Bronx.

The agency is also exploring installing wider bike lanes in additional parts of the city, as well as other treatments to enhance street safety through design, including signal timing modifications,

enhanced delivery bike corrals, and bike boulevards or other new facility types to accommodate these modes.

These redesigns follow best practices from around the world and they bring safety benefits for everyone on our streets—not just bike riders. The installation of protected bike lanes reduces pedestrian deaths and serious injuries by 29 percent. These safety gains from protected bike lanes are even more pronounced for seniors walking on our streets, with these designs reducing deaths and serious injuries by 39 percent. This is because protected bike lanes typically reduce the crossing distance and provide pedestrian refuge islands, reducing the time it takes pedestrians to cross and slowing turns while improving visibility of pedestrians in the crosswalk.



NYC DOT's Shared Scooter Program

DOT is also directly providing additional modes to improve travel around the city. Through the Citi Bike program, more than half of New Yorkers live within a five-minute walk of a Citi Bike station. And for some areas outside of the Citi Bike service area, the agency is offering a shared e-scooter service, and now nearly 70 percent of the city's residents have access to bike or scooter share in their neighborhoods. In June, DOT expanded e-scooter share program to eastern Queens, providing critical connections to major transportation and commercial hubs for roughly 600,000 residents. The program now serves 1.2 million New Yorkers across the East Bronx and Eastern Queens. Since the program launched in 2021, 258,000 riders have taken over 6.1 million trips.

The average shared e-scooter trip is just over one mile, and the vast majority of trips start and end in the same neighborhood, showing that the program is primarily serving local residents. DOT is committed to improving the service based on feedback we receive from elected officials like yourselves and other community stakeholders, and we have already been taking steps to improve the program based on your feedback, including installing scooter corrals.

On enforcement, to address the culture of reckless riding behavior around the use of motorized two-wheeled devices, DOT is partnering with NYPD on an education and enforcement campaign targeted directly at riders engaging in illegal behaviors in bike lanes. NYPD has enforcement authority when road users violate traffic laws, including e-bike riders—enforcement does not require that e-bikes be registered. Enforcement focuses on the most dangerous behaviors such as red light running, and early results of these efforts are promising. NYPD has also conducted illegal device enforcement and has removed nearly 20,000 illegal devices from city streets.

Turning to reducing battery fires from powered mobility devices. In partnership with the Council, the Administration has advanced meaningful policies to promote the use of safer certified e-bikes and batteries and encourage users to charge and store their batteries outside of their homes. The agency is creating a first-in-the-nation municipal trade-in pilot program to exchange unsafe e-bikes and batteries for new UL certified devices, in response to Local Law 131 of 2023, sponsored by Council Member Powers.

We are also taking steps to expand access to e-bike charging. We are updating our rules to allow building owners to install battery charging cabinets on the sidewalk in front of their properties and are partnering with NYCHA to install public e-bike chargers at roughly 170 locations thanks to a \$25 million RAISE grant. We are also working with FDNY to develop and distribute battery safety materials to promote safe battery charging practices and to reduce fire risks.



Electric Bikes Charging Stations at Cooper Square, Manhattan

Despite the progress we are making with these efforts, more needs to be done. Too many e-bike riders are dying on our streets, too many pedestrians fear being hit by e-bikes and mopeds that are breaking the law, and too many fires continue to be caused by uncertified e-bike and moped batteries. The rapid growth of third-party delivery services since the early 2010s has played a major role in driving these problems. According to DCWP, there are currently 75,000 app-based restaurant delivery workers in New York City in any given week. And a 2022 study shows that 46 percent of delivery workers use e-bikes. But let us be clear, the number of delivery workers responds to the demand we put on them to get food into our homes.

The third-party delivery apps should be responsible for mitigating the negative consequences created by their business model, including the increase in battery fires, delivery worker deaths in crashes, and unsafe riding behavior on city streets. These companies currently make little effort to ensure that their contractors are using safe and legal equipment or receive proper safety training. Their business model forces delivery workers to do whatever it takes—including running red lights or going the wrong way—to shave a minute or two off the delivery time and penalize those who ride safely.

We are encouraged by the City's ongoing partnership with the City Council on comprehensive legislation to keep all road users safe by curbing unsafe speeding and risky riding behavior by delivery workers, enhancing delivery worker safety, reestablishing order on our streets, and decreasing the risk of deadly battery fires. Such legislation would cover all entities making on-demand deliveries, including apps and brick-and-mortar businesses, creating a level playing field.



UL-certified Electric Bike

First, the legislation would require app-based delivery companies to secure a license from the City and to take meaningful steps to create safer conditions for their workers and for all New Yorkers. Licensees would be required to ensure workers are using legal, UL-certified devices and to provide workers with access to these safe devices through trade-in or other programs.

Licensees would also be required to provide safety equipment, ensure delivery workers complete a regular safety training course, and give workers sufficient time for each delivery.

The license would also require the apps to submit robust data on trips and crashes to ensure compliance with these requirements and to inform street infrastructure planning.

Second, the legislation would also update the requirements for brick-and-mortar businesses, requiring them to ensure that their delivery workers use legal devices, as well as provide safety equipment and regular safety training.

Companies who fail to comply would be subject to increasing penalties, including fines and ultimately the loss of ability to deliver in New York City. With this updated regulatory approach, more delivery workers would use certified batteries and legal devices, wear proper safety equipment such as helmets and reflective vests, have sufficient time to fulfill deliveries, and follow the rules of the road.

This would lead to safer riding and fewer deadly battery fires, saving lives and making the city's streets safer for all New Yorkers. We look forward to working with the Council on this proposal.

Legislation

Now, turning to the legislation before the Council today.

Introduction 606

First, Intro. 606, sponsored by Council Member Holden which would require the registration of e-bikes, e-scooters, and other legal motorized vehicles.

DOT understands that as new modes emerge, there are both new challenges and opportunities. We are currently in that moment with increased micromobility use. As the Mayor has said, e-bikes are a low-cost, zero-emission transportation option, but they can cause safety threats to bikers, pedestrians, and New Yorkers at large. People who misuse them should be accountable for their actions, including the delivery app companies that force faster speeds and reckless behavior to increase their profits. We appreciate and share the Council's concerns and interest in promoting street safety and accountability in this space.

While DOT supports the intent of the bill and agrees that regulation and enforcement are important pieces of the puzzle, we are concerned with duplicating the State's Department of Motor Vehicles within DOT. The Administration already has the tools to enforce against illegal behaviors; a license plate is not necessary for enforcement. In addition, this bill would require significant resources, as discussed in the City's fiscal impact statement.

Registration would also lead to a focus on enforcement against delivery workers, many of whom are just trying to make ends meet and provide for their families. These workers, who have one of the most dangerous jobs in New York City, can lose access to shifts unless they meet strict time windows mandated by the apps. It is that incentive structure that must change.

And as more New Yorkers from all walks of life are choosing to travel by e-bike and e-scooter, we are concerned about increasing barriers for adoption. These sustainable modes of transportation provide users with an affordable and convenient transportation option, and we should be promoting their safe and responsible use.

We share the concerns that lead to this legislation and look forward to future discussions with the Council on a comprehensive legislative solution.

Introduction 1131

Finally, Intro. 1131 sponsored by Chair Brooks-Powers. This bill would create a taskforce to study and propose recommendations for street design and infrastructure to enhance safety. We appreciate the Council's shared commitment to a comprehensive vision for e-bikes and new micromobility modes. To be even more effective, we encourage the Council to broaden the scope of the task force to include plans for regulation of these modes, rather than just street design and infrastructure. We support this legislation and would like to continue working with the Council and other stakeholders on legislative solutions.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. Thank you for your continued partnership as we work to make this city safer for all road users. We would now be happy to answer any questions.

CHAIRMAN
JUDICIARY

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TESTIMONY BY STATE SENATOR HOYLMAN-SIGAL TO THE COUNCIL COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

12/10/24

Good morning, council members. I am State Senator Brad Hoylman-Sigal, and I represent the West Side of Manhattan from Christopher St. in the Village to W. 103rd St. on the Upper West Side.

Street safety is one of the issues most commonly raised by my constituents – and for good reason. In the past five years, the number of e-bikes, mopeds, and e-scooters on our streets has increased exponentially. In addition to the over 65,000 delivery workers, most of whom use micromobility, more than 50,000 New Yorkers ride an electric Citi Bike daily.

Last March, in collaboration with the Midtown Community Justice Center, Councilmember Brewer, Councilmember Bottcher, Councilmember Powers and other local elected officials, I helped lead a symposium to “reimagine micro-mobility safety in NYC.” With input from city and state agencies, deliveristas, and other issue-area experts, we studied the causes of our changing streetscape and analyzed solutions. This week, we released a report that included 18 policy suggestions, some of which I’ve introduced as legislation. Thanks to the ideas we generated, I was proud to pass a bill (**S7703A**) requiring mopeds to be registered at the point of sale, in collaboration with Assemblymember Bores.

I’ve also introduced legislation (**S7587/A7833**) alongside Assemblymember Tony Simone which would require licensing and registration for e-bikes used for commercial purposes. We believe commercial e-bikes are the proper target for licensing, rather than all e-bikes. Delivery workers are subject to draconian performance criteria, with consequences such as deactivation. These policies uniquely incentivize them to break traffic laws. It’s no coincidence that the food delivery industry suffers a **fatality rate of 36 per 100,000 workers** (DCWP), making it the most dangerous profession in New York City. We also believe that e-bike licensing should occur at the state-level. New York State has a Department of Motor Vehicles that has registered vehicles for the past 64

years. The DMV already has the digital infrastructure and capacity for processing registrations, issuing plates, and punishing violations. By licensing commercial e-bikes, law enforcement can easily and efficiently target the most dangerous riders without engaging in dangerous, high speed chases.

I thank Councilmember Brewer for introducing a resolution in support of this bill.

New Yorkers also need better street design. Policies like universal daylighting would better mediate interactions between vehicles and pedestrians. I sponsor legislation with Assemblymember Simon (S9769/A9985) that would ban parking within twenty feet of a crosswalk in New York City – as is the case in the rest of the State.

We can further protect all road-users by mandating delivery companies provide accident insurance to workers and by regulating automated employment decisions. Accident insurance would protect both workers and pedestrians in the case of a crash, while regulating automated employment decisions would limit arbitrary deactivation by app-companies. I've introduced legislation on both these fronts.

Like most urgent policy issues, micromobility safety requires action on both the City and State level. I'm confident that through continued collaboration and sensitive legislation, we can promote safety for pedestrians, cyclists, and delivery workers alike.

E-BIKES, MOPEDS AND SCOOTERS

21 Ways to protect pedestrians, delivery workers, and cyclists

Report of the
Symposium on Reimagining Micromobility Safety
Midtown Community Justice Center



State Senator
Brad Hoylman-Sigal

COUNCIL
MEMBER
GALE
BREWER



Background

New York City's streets have changed dramatically over the past decade. Electric bikes have not only proliferated—they have become the essential tool of a booming food-delivery economy. This shift is tangible for every street user, from pedestrians and drivers to the most dedicated cyclist. For many, the new street ecosystem can feel disorderly, chaotic, and complicated. The conflict has been especially acute on Manhattan's West Side, which contains some of the densest residential neighborhoods in the world.

As one of the first “problem-solving courts,” Midtown Community Justice Center (MCJC) has long sought to deploy restorative approaches to address safety and quality-of-life issues in Manhattan. An increase in moped and e-bike-related misdemeanors, as well as conversations with Midtown community partners, demonstrated the need for durable, nonjudicial solutions to address the proliferation of new street uses.

That's why Midtown Community Justice Center, along with State Senator Brad Hoylman-Sigal and Councilmember Gale A. Brewer, convened a symposium titled: “Reimagining Micro-Mobility Safety in NYC.” Participants included elected officials, transportation advocates and experts, lawyers, and City agencies. The symposium had three primary goals:

- 1) Identify the obstacles to building a safe micromobility network in New York City;
- 2) Analyze the causes of these obstacles;
- 3) Isolate policies to promote a safe micromobility economy that serves both workers and consumers.

This report lays out a summary of the Symposium's findings and a survey of promising policies. While some of our analysis and conclusions have already been discussed by others, this report seeks to provide a comprehensive and unifying presentation. It also identifies areas of concern that have received less policy attention.

Introduction

In April of 2020, the New York State legislature legalized the use of “bicycles with electric assist” on New York City streets up to 25 miles per hour. The change was driven by two factors: 1) the increased availability of powered micromobility devices to average consumers and 2) the enormous use of third party food delivery apps. By April of 2022, meal delivery service had grown 162% year-over-year.¹ As of 2021, three companies accounted for almost every app-based food delivery in New York City: DoorDash, Uber Eats, and Grubhub.²

Four years later, e-bikes occupy more and more of the streetscape. This in part reflects the expansion of cycling infrastructure, with over 1,500 miles of bike lanes and more than 650 miles of protected bike lanes installed, and growth of Citi Bike, New York City’s bike share network.³ E-bike ownership more than tripled from 3% of active cyclists in 2019 to 10% in 2022, and Citi Bike reported that e-bikes accounted for 39% of trips in 2022 while only composing 20% of the bike share fleet.⁴

E-bikes (and, increasingly, gas-powered mopeds) have become essential for commercial use among the city’s 65,000 third party food delivery workers, known colloquially as deliveristas. According to data released by the New York City Department of Consumer and Worker Protection (DCWP), deliveristas made an average of 2.6 million trips per week in Q1 of 2024.⁵

However, the rapid increase in e-bike ridership for personal and commercial uses has outpaced New York City regulations and infrastructure. The New York City Department of Transportation (DOT) has missed every benchmark to install 250 new miles of protected bike lanes by 2026 (just 5.2 miles were installed in 2023 out of the required 50). Cycling deaths in New York City are at a 24-year high, with 30 fatalities in 2023 – 23 of which were on e-bikes. Two pedestrians died in 2023 as a result of collisions with e-bikes.⁶ Legislation by the New York City Council increased hourly wages for deliveristas to \$19.56, but unsafe and illegal practices by third party delivery apps exposes them to wage theft and other exploitative practices. And in 2023, lithium-ion battery fires resulted in 250 fires and 18 deaths.⁷

¹ [Bloomberg](#) Second Measure, “Which Company is Winning the Restaurant Food Delivery War?” 2024.

² [McKinsey & Company](#), “Ordering In: The Rapid Evolution of Food Delivery,” 2021

³ [DOT](#), “Cycling in the City,” 2022

⁴ [Lyft](#), “Multimodal Report,” 2023.

⁵ [DCWP](#), “Restaurant Delivery App Data: January-March 2024.”

⁶ [NYT](#), “Why Bicycle Deaths in New York City Are at a 24-Year High,” March, 2024.

⁷ [NYT](#), “E-bike Battery Fire Caused Fire That Killed Young Journalist, Officials Say,” 2024

The omnipresence of the e-bike in New York City – and, increasingly, the moped – has been met with fear and anger in some communities. These concerns materialize as frequent phone calls to elected officials, increased media attention, presence at community meetings, and the formation of new civic groups. The growth of e-bike use also led to the introduction of at least 34 bills in the New York State Senate and 49 in the New York City Council related to e-bikes, lithium-ion batteries, and mopeds since 2023.

Facing this surge of new and existing forms of micromobility, New York State has constructed a complicated web of overlapping rules (Figure 1). The Vehicle and Traffic Law (VTL) only recognizes e-bikes, mopeds (officially referred to as “limited use motorcycles”), and e-scooters. E-bikes and mopeds in turn contain subclasses defined by characteristics such as speed and design. Class 1 e-bikes have motors that engage when the rider pedals (known as “pedal assist”). Class 2 and Class 3 e-bikes have a hand throttle, which allows them to accelerate more quickly and without using pedals. Micromobility vehicles outside this spectrum, such as onewheels and electric skateboards, cannot legally be used on City streets. E-bikes cannot operate in excess of 25 miles-per-hour and e-scooters cannot exceed 15 miles-per-hour. Unlike mopeds, E-bikes and e-scooters can be operated without a license, registration, or insurance, and can be ridden in bike lanes. However, all two-wheeled vehicles must follow the traffic laws as cars. They must yield to pedestrians, stop at red lights, and cannot ride on sidewalks, with very limited exceptions.⁸

⁸ Local Law 154 of 2019 permits cyclists to follow “leading pedestrian intervals.” § 19-176 of the New York City Administrative Code permits cyclists under the age of 14 to ride on sidewalks.

Figure 1

E-BIKES & MORE ▼ Know the difference <small>Not everything is an e-bike. Know the differences - and always ride legally and safely.</small>	E-BIKE CLASS 1	E-BIKE CLASS 2	E-BIKE CLASS 3	MOPED CLASS C	MOPED CLASS B	MOPED CLASS A	E-SCOOTER
							
	Pedal assist	Throttle with pedals	Throttle with pedals	Limited use motorcycle	Limited use motorcycle	Limited use motorcycle	Under 100 lbs
How fast can I go?	20 MPH	20 MPH	25 MPH	20 MPH	30 MPH	40 MPH	15 MPH
Do I need a Driver's License?	NO (Must be 16)	NO (Must be 16)	NO (Must be 16)	YES	YES	YES (Plus M endorsement)	NO
Does my bike need a license plate?	NO	NO	NO	YES	YES	YES	NO
Does my bike need a Vehicle Identification Number (VIN)?	NO	NO	NO	YES	YES	YES	NO
Do I need to register my bike with the DMV?	NO	NO	NO	YES	YES	YES	NO
Can I ride in bike lanes?	YES	YES	YES	NO	NO	NO	YES
Can I ride in vehicle lanes?	YES*	YES*	YES*	YES**	YES**	YES**	YES*
Can I ride on bridges?	YES (Only in bike lanes)	YES (Only in bike lanes)	YES (Only in bike lanes)	YES [†] (Only in vehicle lanes)	YES [†] (Only in vehicle lanes)	YES [†] (Only in vehicle lanes)	YES (Only in bike lanes)
Can I ride in park drives and greenways?	YES	YES	YES	NO	NO	NO	YES
Do I need to wear a helmet?	RECOMMENDED (YES, if working)	RECOMMENDED (YES, if working)	YES	RECOMMENDED	YES	YES	RECOMMENDED

* Vehicle lanes with speed limits no greater than 30 MPH ** Right lane and/or shoulder, except when making a left turn
[†] Except the Brooklyn, Manhattan, Queensboro and Williamsburg Bridges

Source: NYCDOT

Recommendations

Through conversations with delivery workers, New York residents, advocates, transportation planners, and city agencies, four central problems emerged:

- Street infrastructure is inadequate for pedestrians, cyclists, and delivery workers.
- Algorithms by food-delivery companies incentivize workers to behave dangerously.
- Delivery workers don't have access to safe battery-charging infrastructure or quality bikes and batteries.
- Delivery workers are subject to exploitative and illegal labor practices.

In light of these four central issue areas, this report makes the following recommendations:

- Build more double-wide bike lanes to comfortably and safely accommodate more users.
- Implement universal “daylighting” in New York City to maximize visibility at intersections.
- Increase the number of two-way bike lanes to disincentivize delivery workers and cyclists from riding on the sidewalk.
- Install an expansive network of protected bike-parking to ensure workers park their bikes at intersections, rather than ride on the sidewalk.
- Explore new kinds of infrastructure to reduce pedestrian-cyclist conflicts at major intersections.
- Ensure mopeds are licensed and registered by requiring the registration to occur at the point-of-sale.
- Establish regulations to safeguard delivery workers from dangerous incentives and unjustified, sudden deactivation.
- Protect workers and pedestrians by requiring food-delivery companies to provide liability insurance for workers.
- Mandate the registration of e-bikes used for commercial purposes to enhance enforcement.
- Make food-delivery companies pay their fair share for worker protection policies and street safety upgrades via a surcharge on food deliveries.
- Implement a rebate for e-bikes to improve access to safe delivery vehicles.
- Improve regulation of online sellers of e-bikes that don’t comply with NYC battery standards.
- Ensure battery-charging stations targeted at delivery workers are placed in optimized, strategic locations.
- Permit *qui tam* actions to recover unpaid wages on behalf of workers subject to mandatory arbitration.
- Increase civil penalties for unpaid back wages.

- Obligate food-delivery companies to share the contact information of their workers with DCWP to ensure the City can properly inform workers of their rights.
- Mandate food-delivery companies implement fair and transparent tipping policies.

Problem #1: Street Sidewalk Safety

Inadequate Cycling Infrastructure

New York City's system of bike lanes has not kept pace with surging demand. When the City launched its first parking-protected bike lane in 2007, the food-delivery apps didn't exist, the introduction of Citi Bike was five years away, and daily cycling trips were one third of their current total.⁹ In other words, the existing cycling infrastructure is struggling to accommodate the diversity and quantity of riders, vehicles, and speeds. While the average pedal-powered cyclist will average between 10-15 miles per hour on city streets, electric bikes can easily exceed 20 miles per hour. In a typical, 6-foot wide parking protected bike lane, bikers on e-bikes can't comfortably pass slower cyclists, creating dangerous riding conditions for all.

Furthermore, when bicycle lanes are absent, cyclists and delivery workers are subject to a deadly streetscape. In 2023, New York recorded its deadliest year for cyclists since 1999.¹⁰ Delivery workers are uniquely at risk. With a fatality rate of 36 per 100,000 workers, food delivery is one of the most dangerous professions in New York City — far more dangerous than even construction, which historically held that "distinction."¹¹

Bikes Breaking Traffic Laws

Bike riders in New York City frequently run red lights. It's also not uncommon to see bikers riding against traffic or on the sidewalk. All of these actions are already illegal. Unfortunately, there is not enough data to quantify the full picture. This is because, first, a share of crashes go unreported — especially less serious crashes. Second, the diversity of micromobility vehicles (mopeds, e-bikes, e-scooters), makes accurate data tracking difficult, given the police don't always collect such granular collision data. E-bikes and

⁹ [DOT](#), "Cycling in the City," 2022.

¹⁰ [NYT](#), "Why Bicycle Deaths in NYC are at a 24-year high," 2024

¹¹ [DCWP](#), "A Minimum Pay Rate for App-Based Restaurant Delivery Workers in NYC," 2022, p. 24

mopeds only began to be recorded as a separate category in NYPD collision data in 2021. In the past, mopeds and e-bikes could have been recorded as motor vehicles or bicycles, based on the recording officer.

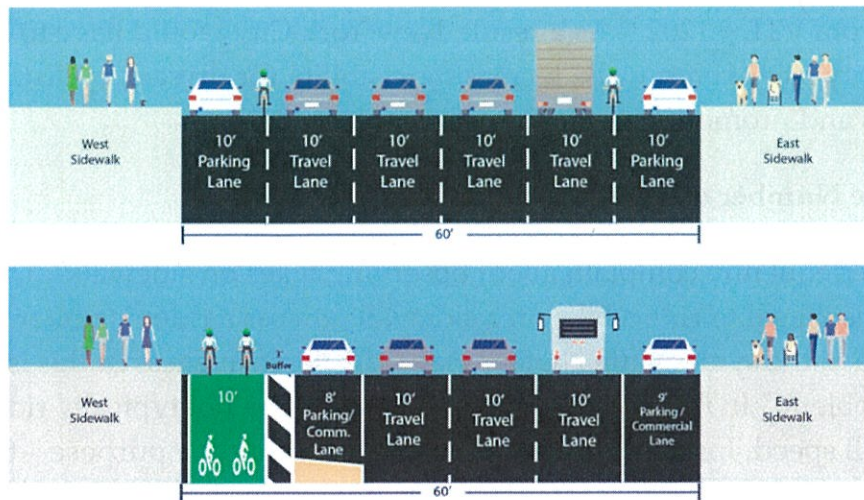
Proposals to Protect Pedestrians, Cyclists, and Delivery Workers

Build More Double-Wide Bike Lanes

New York's street users can no longer be easily categorized as pedestrians, cars, or cyclists, therefore the design of our streets should adapt. 25 mile-per-hour e-bikes, for instance, are still too vulnerable to ride alongside 4,000 pound cars, but should also be separated from a child on a bike. DOT has already built what it calls double-wide bike lanes on 8th, 9th, and 10th Avenues in Hell's Kitchen (Figure 2). As mentioned above, the typical six-foot wide lane doesn't allow for comfortable passing. Given the divergence in micromobility speeds, a double-wide lane would provide more space and increased safety for slower riders — including families. This policy could be coupled with variable bike lane speeds to account for the different types of vehicles using them. A number of advocacy groups have already called for a similar policy.¹²

¹² See [Transportation Alternatives](#), "Building an E-Micromobility Future," 2023; [Open Plans](#), "Safe, Successful, Sustainable: Sharing the Street with E-micromobility," 2023

Figure 2



Source: NYCDOT

Expand Daylighting to More Intersections in New York City

“Daylighting” is a street-safety policy that involves removing parking within 20-25 feet of the intersection.¹³ By increasing visibility around intersections, cars are better able to see pedestrians and cyclists. While New York State law bans cars from parking within twenty feet of a crosswalk at an intersection, it also empowers New York City to make its own parking laws.¹⁴ Currently, Local Law 66 of 2023 requires the DOT daylight a minimum of 100 intersections per year beginning on January 1, 2025.

The safety impacts of daylighting in cities where it's been implemented are notable. A study in San Francisco found that daylighting at 80 intersections in one neighborhood saw a 14% decrease in reported collisions.¹⁵ In Hoboken, daylighting has helped the city hold a seven year streak without a single traffic death.¹⁶ Daylighting has the potential to be especially impactful given that “approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections,” according to the Federal Highway Administration (FHWA).¹⁷

¹³ [NACTO](#) Urban Street Design Guide, “Visibility/Sight Guidance”

¹⁴ VTL § 1202 and VTL § 1642

¹⁵ SFMTA, “‘Daylighting’ makes San Francisco Crosswalks Safer,” 2015.

¹⁶ [Associated Press](#), “A New Jersey City That Limited Street Parking Hasn’t Had a Traffic Death in 7 Years,” 2024

¹⁷ [USDOT](#), “About Intersection Safety,” 2024.

To expand daylighting in New York City, the State Legislature should pass **S9769/A9985 (Hoylman-Sigal/Simon)**, which would revise VTL § 1642 to no longer exempt New York City from VTL § 1202.¹⁸ As a result, New York City would have to ban parking within twenty feet of crosswalk, increasing visibility for drivers, cyclists, and pedestrians and promoting a safer streetscape for all users.

Increase the Number of Two-Way Bike Lanes

Pedestrians frequently complain about observing bikes on sidewalks. Under New York City law, it is illegal to ride a bike on a sidewalk, unless a rider is under 14 years old. Participants in the symposium characterized the pervasiveness of this issue as “the last 400-foot problem.” In this case, e-bikes and mopeds are not typically riding multiple blocks at full speed. Instead, riding on the sidewalk serves a purpose—to access a house, a restaurant, or a bike corral. This behavior reflects a need that the built infrastructure is not accommodating.

Bikes on sidewalks is not a new issue, and DOT has successfully addressed it in the past. In the case of Prospect Park West in Brooklyn, for instance, DOT built a two-way bike lane, which reduced the percentage of cyclists riding on the sidewalk to 3% from 46%.¹⁹ By building more two-way bike lanes, infrastructure can help resolve the “last 400-foot problem” by allowing delivery workers (and other cyclists) better access to their destinations.

Install an Expansive Network of Protected Bike Parking

New York City could further disincentivize delivery workers from riding on the sidewalk by expanding protected bike parking at key intersections. DOT has already sought to expand the number of bike corrals and has even implemented bike parking in some of the few intersections that already benefit from daylighting.

At the same time, bike parking in New York City has evolved very little over the past decades—for the most part, it still resembles metal corrals to which riders affix their bicycles. This pales in comparison, of course, to Northern European cities, with their “bicycle garages.” Even less traditionally cycling-friendly cities such as London have over 10,000 “cycle hangars,” which are covered and locked on-street structures for bike parking.²⁰

¹⁸ Bills introduced in the state legislature are referred to by its Senate bill number, beginning with an S, as well its Assembly bill number, beginning with an A. For this report, I will then list the respective lead sponsors in each house in parentheses—Senate followed by Assembly.

¹⁹ [DOT](#), “Prospect Park West: Traffic Calming & Bicycle Path,” 2012

²⁰ [Transport for London](#), “Cycle Parking.”

Other Measures to Reduce E-bike Speed

In addition to the larger street-safety developments listed above, New York should actively explore less intrusive changes. For instance, the City should explore ways to reduce pedestrian-cyclist conflicts at major intersections. This could include the installation of light rumble strips to signal caution to cyclists when approaching pedestrian crossings. The ways we use our streets are changing rapidly. Our street design must advance with the same flexibility.

Problem #2: Delivery Workers Are Incentivized to Behave Dangerously Due To Exploitative Algorithms

Delivery Workers are Incentivized to Ride Mopeds

Since the pandemic, many delivery workers have shifted to using gas-powered mopeds, as opposed to battery-powered electric bikes. This transition is occurring for two main reasons. First, delivery workers struggle to find places to safely charge e-bike batteries. In 2023, lithium-ion battery fires resulted in 250 fires and 18 deaths.²¹ Second, delivery workers are being pressed by delivery apps to carry out deliveries over long distances in short periods of time, with algorithms that reward workers for timely deliveries.²²

Despite existing New York City and State laws prohibiting this behavior, many moped riders ride in bike lanes — especially across bridges — and fail to maintain vehicle registration and insurance. Wide, 200-pound vehicles that can easily reach speeds of 30 miles per hour should not safely share thin bike lanes with cyclists. Given many of these vehicles lack license plates (in violation of the law), they cannot easily be held accountable for running red lights and stop signs. According to Crash Mapper, which compiles city data on crashes, two pedestrians were killed by motorcycles or mopeds in 2023, while 223 were injured.²³

Delivery Apps Incentivize Dangerous Riding

²¹ [NYT](#), “E-bike Battery Fire Caused Fire That Killed Young Journalist, Officials Say,” 2024

²² Technically, delivery workers can set limits on how far they can travel without fear of retaliation (§ 20-1521 of the NYC Administrative Code). Enforcement, however, can be difficult for reasons explored below. Additionally, if a worker only decides to take orders within a small radius, the app can simply offer them less jobs.

²³ [NYC Crashmapper](#)

At the symposium, delivery workers described in great detail the dangerous incentives they are subject to by third party delivery apps. Many delivery apps assign workers a timeframe in which they must complete a delivery. If workers fail to complete a delivery within the assigned time frame, they can be subject to an opaque and punitive disciplinary process. DoorDash, the largest food-delivery app in New York City by market share, provides a prime example.

DoorDash estimates an arrival time to the merchant for pickup as well as an arrival time to the customer for drop-off. While DoorDash claims to provide some flexibility for extenuating circumstances and other delays, late arrivals – what DoorDash calls a “lateness contract violation” -- can result in deactivation for the worker. A deactivation denies a worker access to the DoorDash platform and is tantamount to being fired. Furthermore, late arrivals (or arrivals that the customer perceives as late), can result in a lowered “Consumer Rating,” which can also result in deactivation.²⁴

The pressure to arrive “on time” is exacerbated by the punitive consequences and the opaque disciplinary process. When a worker is deactivated, they lose access to their livelihood and can no longer drive for that food-delivery service.²⁵ According to delivery workers at the March Symposium, while a deactivation can technically be appealed, the appeals process is nontransparent. Workers are informed of their deactivation via an impersonal email. They are not given the opportunity to ask questions or fully understand the specific reasons behind deactivation. In a testament to the difficulties in appealing, DoorDash only presents their appeal in five languages, none of which include some of the most common languages among delivery workers, such as Kiche, Fuzhounese, or Bengali.²⁶

In other words, workers have to drive as fast as possible or risk termination.

Food-Delivery App Companies Are Not Required to Provide Workers with Liability Insurance

In New York State, the owners of cars, mopeds, and motorcycles are required to obtain a minimum amount of liability coverage.²⁷ The New York City Taxi and Limousine Commission requires liability coverage beyond standard minimums for licensees.²⁸ Rideshare drivers in New York are also required to maintain minimum coverage under

²⁴ [DoorDash](#), “Lateness-Based Violations Explained”

²⁵ [Doordash](#), “How We’re Enforcing Our Policies Fairly and Proportionately,” 2023

²⁶ [Cornell ILR](#), “Essential, But Unprotected: App-based Food Couriers in New York City,” 2023, p. 23

²⁷ NYS VTL § 311. This requires the minimum, so-called “25/50/10” policy.

²⁸ NYCRR § 59A-12

state law.²⁹ In the case of food-delivery, there are no insurance requirements beyond those already existing for mopeds—many of which are unregistered and uninsured. This puts both the drivers and the potential victims at risk should they get in an accident. Nor would accidents involving delivery workers necessarily be covered by New York State’s Motor Vehicle Accident Indemnification Corporation (MVAIC) — the insurer-of-last-resort for uninsured victims.³⁰

Proposals to Protect Delivery Workers from Dangerous Algorithms

Require mopeds Be Registered at the Point-of-Sale

Requiring moped dealers to register mopeds at the point-of-sale — that is, when they’re selling the vehicle — would assist customers in fulfilling the legal requirements for moped operation. **S7860/A8052 (Krueger/Bores)** would increase penalties for motor vehicle dealers that operate without a license and further empower the DMV to regulate such dealers to ensure they sell only mopeds with vehicle identification numbers. Bill number **S7703/A8450 (Hoylman-Sigal/Bores)** would require dealers to register all mopeds at the time of sale. The latter bill was signed into law by Governor Hochul in July of 2024.

In order to further point-of-sale regulation, the City Council should pass **Intro. 132 (CM Brewer)**, which would require DCWP and DOT to jointly develop and require retailers to distribute materials at the point-of-sale related to safe and legal operation of mopeds.

Rather than allocating significant police resources to the seizure and storage of thousands of illegal mopeds, the State and City can cut off the flow of unregistered vehicles through upstream regulation. This would also protect consumers from unknowingly breaking the law, incurring hundreds of dollars in penalties, and losing access to their means of employment.

Regulate the Algorithms used by Food Delivery Apps

Policies to constrain the structure and scope of food delivery algorithms would promote greater dignity, freedom, and safety for food delivery workers.

²⁹NYS VTL § 1693

³⁰ Insurance Law § 5202

The Legislature should pass **S8215/A8070 (Jackson/Rosenthal)**. This bill would require a fair, transparent process for deactivation, as well as prohibit deactivation based *solely* on standards such as customer ratings. Delivery companies would be required to conduct an investigation prior to deactivation, as well as provide workers a substantive opportunity to challenge a deactivation.

S7623A (Hoylman-Sigal) – also known as “The BOT Act,” would also regulate so-called “bossware” across most sectors of the economy. In doing so, this legislation would especially protect food-delivery workers from unjustified, sudden deactivation and exploitative incentives.

First, the bill forbids the use of an “electronic monitoring tool in such a manner as to threaten the health, welfare, [and] safety...” of its employees. Second, it prevents employers from relying solely on output from an “automated employment decision tool” when making termination or disciplinary decisions (among other decisions), and mandates “meaningful human oversight” of such decisions. Third, the bill creates a process and timeline through which employees are able to dispute employment decisions assisted by an automated employment decision tool. Fourth, employers must provide workers with written notice about employment decisions, including the specific data and information used to make the decision. Finally, workers, the Attorney General, and the Department of Labor are all empowered to take legal action to enforce these requirements.

The BOT Act doesn't specifically target the food-delivery economy by name. Instead, it addresses the plight of food-delivery workers as part of a larger disturbing trend – the unaccountable control and discipline of workers through electronic monitoring technology.

Require Food Delivery Companies to Provide Liability Insurance for Workers

While moped riders are already required to maintain minimum liability insurance, workers who use e-bikes are not subject to the same requirement.³¹ As stated above, an uninsured pedestrian or cyclist who is hit by an e-bike – especially in a hit-and-run – would not be able to receive compensation through the MVAIC. Bills like **S6760A/A7318 (Hoylman-Sigal/Rosenthal)** would address this by requiring food delivery companies to maintain a minimum level of liability insurance for their

³¹ § 311 NYS VTL

workers. By placing the burden on food delivery companies, this bill would protect other street-users, while also promoting an equitable distribution of costs.

Require Registration of E-bikes Used for Commercial Purposes

New York must regulate the use of e-bikes without disincentivizing their use. Electric bikes are an essential component of New York City's transportation infrastructure. In addition to serving as the vehicle of choice for food-delivery workers, e-bikes are widely used as part of the Citi Bike network. Increasing e-bike mode share in New York City would further a number of policy goals, including reducing congestion, fighting climate change, and closing transit gaps. Studies have shown that an increase in e-bike mode share can have proportionate reductions in transportation-related CO₂ emissions.³² Much of this comes from e-bikes' ability to replace car trips.³³

In order to promote e-bike use while safely integrating them into New York City streets, regulations should be narrowly targeted. Successful policy would punish bad actors without discouraging the use of e-bikes. Given the extent to which food delivery services uniquely incentivize dangerous behavior by drivers, commercial e-bikes are a prime target for regulation. **S7587/A7833 (Hoylman-Sigal/Simone)** upholds this principle by requiring e-bikes used for commercial purposes to be registered and carry license plates. By establishing a visual identification system for commercial e-bikes, **S7587/A75833** would allow police to enforce traffic rules without engaging in dangerous, high speed chases. It would also facilitate traffic-camera enforcement of e-bikes, which would minimize police interaction with food delivery workers and reduce the potential for racial bias.

Make the Delivery Companies Pay for Worker Protection Policies and Street Safety Upgrades

The tremendous growth of food delivery in New York City has yielded equally perceptible negative externalities – namely, dangerous working conditions for delivery workers, hazardous streets for pedestrians and other cyclists, and increasingly common e-bike fires. Delivery companies like DoorDash have built their success on public infrastructure, such as New York City's comparatively robust network of bike lanes and greenways. These companies have done next to nothing to mitigate these externalities.

³² "The E-Bike Potential: Estimating Regional E-Bike Impacts on Greenhouse Gas Emissions," McQueen et. al., [Transportation Research](#), 2020.

³³ "Impacts of E-bike Ownership on Travel Behavior: Evidence from Three Northern California Rebate Programs," Johnson et. al., [National Center for Sustainable Transportation](#), 2023.

The delivery industry's primary architects should pay to cure the harms they've caused. This is not an unprecedented idea for New York City. In 2018, New York State implemented a congestion surcharge of \$2.75 on for-hire vehicle trips below 96th Street in Manhattan.³⁴ Like other municipalities, New York's surcharge on for-hire vehicles sought to address the challenges these services posed – namely, siphoning passengers from public transit and increasing congestion in key business districts.³⁵ Revenue from New York City's congestion surcharge is placed in the New York City Transportation Assistance Fund, which supports MTA operating and capital costs.³⁶

Delivery companies have also placed burdensome demands on New York City government and infrastructure. For one, they have crowded bike lanes with e-bikes, mopeds, and e-scooters, requiring the expansion of existing bike lanes and the construction of new street safety infrastructure. New York City mandated a significant buildout of street infrastructure when it enacted Local Law 195 of 2019, also known as the "NYC Streets Plan." According to the law, the City must construct 50 new miles of protected bike lanes per year between 2023 and 2026, totaling 250 miles in the five years from 2022 to 2026.³⁷ The law also mandates significant new mileage of bus lanes and busways, as well as intersection improvements. (The New York City Council Committee on Oversight and Investigations, chaired by Councilmember Brewer, held an oversight hearing on the Streets Plan in September of 2023 to examine DOT's progress and lack thereof.³⁸)

Unfortunately, DOT has thus far failed to fulfill it. In its "roadmap" towards compliance with the NYC Streets Plan, DOT estimated their annual capacity of protected bike lane construction at 30 miles per year – short of the 50 mile goal mandated by law.³⁹ While DOT received \$900 million to implement the plan, this falls far short of the \$3.1 billion the City Council and advocacy groups requested.⁴⁰ In turn, DOT has failed miserably to meet the legally-mandated goals and has so far installed only 68.9 out of the 250 required miles of protected bike lanes required by 2026.⁴¹ Like most capital projects in New York City, bike lanes are expensive. According to DOT, the 26th and 29th St. protected bike lanes in Manhattan cost \$500,000 each in 2018.⁴²

³⁴ Tax Law § 1299-A. This predated and should not be confused with the Congestion Pricing program in New York City, which was enacted in 2019 as part of the State budget and delayed in 2024.

³⁵ [NYT](#), "When Calling an Uber Can Pay Off for Cities and State," 2018.

³⁶ Public Authorities Law § 1270-I

³⁷ New York City Administrative Code § 19-199.1

³⁸ [New York City Council](#), Oversight – Streets Plan Update

³⁹ [DOT](#), "NYC Streets Plan," 2021.

⁴⁰ ["The New York City Council Response to the Fiscal 2023 Preliminary Budget and Fiscal 2022 Preliminary Mayor's Management Report,"](#) April 1, 2022.

⁴¹ [Transportation Alternatives](#), "Protected Bike Lane Tracker, October 15, 2024.

⁴² [Curbed](#), "Midtown Will Finally Get Protected Crosstown Bike Lanes," January 17, 2018.

Finally, the delivery boom has strained New York City's worker protection capabilities. With the passage of legislation specifically protected food-delivery workers, the City has expanded its regulatory mandate. As a result, DCWP reported a 260% increase in "worker protection complaints" between fiscal years 2023 and 2024, which it credited in part to "an increase in complaints from delivery workers."⁴³ Despite its expanded mandate, DCWP actually saw a small decrease in its budget for personnel services over that time frame.⁴⁴

According to DCWP data, there were approximately 137.5 million food deliveries in NYC last year.⁴⁵ Therefore, all things being equal, a \$2 surcharge could raise \$275 million — an amount that could fund significant efforts to improve street safety and worker protection.

Problem #3: New Yorkers are Endangered by Lithium-ion Battery Fires

Delivery Workers Have Few Safe Places to Charge Their Bikes

The threat of lithium-ion batteries in New York City is stark — 23 people have been killed by battery fires since 2021.⁴⁶ Many of these fires are due to unsafe charging practices. In certain instances, e-bike stores help delivery workers charge back-up batteries while delivering food, but end up charging the batteries in crowded circumstances — sometimes with faulty chargers and extension cords.⁴⁷

Currently, the infrastructure for safe e-bike charging or battery swapping is sparse. While a \$1 million federal grant was allocated to transform existing infrastructure to create "deliverista hubs," none have materialized. Charging stations at New York City Housing Authority (NYCHA) developments have also hit a snag, while New York City is gradually unveiling e-bike charging stations and battery-swapping infrastructure at five locations.⁴⁸

⁴³ "[Fiscal 2024 Mayor's Management Report](#)," September, 2024.

⁴⁴ "[Report on the Fiscal 2025 Preliminary Plan](#) and the Fiscal 2024 Preliminary Mayor's Management Report for the Department of Consumer and Worker Protection," March 20, 2024.

⁴⁵ [DCWP](#), "Restaurant Delivery App Data: January-March 2024." DCWP confirmed to the authors of this report that their figures represent average weekly delivery numbers. The annual delivery number is extrapolated from this.

⁴⁶ [NYT](#), "How E-Bike Battery Fires Became a Deadly Crisis in New York City, 2023.

⁴⁷ [Gothamist](#), "Battery Fires a Risk for Workers as Food Delivery Booms in NYC," 2023.

⁴⁸ NYCDOT, "E-bike Programs."

Delivery Workers Don't Have Access to High Quality Batteries

Lithium-ion batteries with UL certification—a national safety standard utilized by the Consumer Product Safety Commission—can cost between \$500 and \$1000.⁴⁹ Up until last year's implementation of Local Law 115 of 2021, which established a minimum pay standard for food-delivery workers, workers received net earnings (including tips) of approximately \$12 an hour.⁵⁰ Even with the current minimum pay rate of \$19.56, UL-certified batteries are expensive. Many workers, therefore, opt for second-rate or used batteries—the same batteries that are responsible for catastrophic fires around the world.⁵¹

New York City has seen some successes in tackling unsafe e-bike batteries. Thanks to the City's battery-swapping pilot, as well as greater regulation, the number of e-bike deaths and injuries have declined in 2024.⁵² The City is also rolling out a trade-in program for battery-powered micromobility after the passage of Local Law 131 of 2023, authored by Councilmember Powers.

Proposals to Protect New Yorkers from Battery Fires

Implement a Rebate for E-bikes

Delivery workers opt for dangerous bikes and batteries because they can't afford higher quality, safer alternatives. To address this, the State can pass **S314A/A275 (Salazar/Carroll)**, which would implement a fifty percent rebate for the purchase of e-bikes and e-scooters that meet safety standards. This mirrors the rebate that the New York State Energy and Research Development Authority already maintains for electric cars and tax breaks instituted under the Inflation Reduction Act.

Implement Greater Regulation for Online Sellers

In 2022, the New York City Council passed Local Law 39, which prohibited the sale of micromobility and batteries in New York City that fail to meet safety standards, such as

⁴⁹ [Streetsblog](#), "Is The Solution to Deadly Lithium-Ion Battery Fires a Trade-In Program?" 2023.

⁵⁰ DCWP, "Minimum Pay Rate," p21.

⁵¹ [CPSC](#), Letter to Manufacturers . . . of Micromobility Devices for Consumer Use," 2022.

⁵² [NYT](#), "Why Deaths from E-bike Fires are Declining in New York City," 2024.

UL. The City Council also passed Local Laws 42 and 38—both by Councilmember Brewer—which prohibited the sale of lithium-ion batteries assembled with used battery cells and mandated an FDNY-led informational campaign on micromobility safety. Councilmember Brewer also passed laws that require businesses to post lithium-ion battery safety information and increase penalties for illegal micromobility sales.⁵³

Currently, Local Law 39 applies both to online sellers, as well as brick-and-mortar retailers. In 2023, FDNY sent letters to Amazon, Ebay, and Walmart urging them to remove micromobility merchandise that doesn't comply with Local Law 39 safety standards.⁵⁴ Only Amazon agreed (partially), while Walmart and Ebay still appear to offer e-bikes that are illegal in New York City. In order to restrict this major pipeline for dangerous micromobility vehicles, New York City and State should more forcefully pursue online retailers.

Optimize Potential Locations of Battery Charging Stations

Currently, New York City has chosen five locations for battery-charging and battery-swapping stations in New York City. While these stations are essential for providing delivery workers with access to safe and affordable batteries, the City must ensure they are located in areas that are likely to draw a significant amount of delivery-worker traffic. Otherwise, the locations would be irrelevant to the base they aim to serve. The City should draw on data by food-delivery companies to optimize site location.

Problem #4: Delivery Workers are Often Victims of Labor Violations and Exploitative Practices

Some Food Delivery Companies Engage in Wage Theft

During the symposium, representatives from DCWP, as well as Deliveristas, described situations in which—after deactivating a worker—food delivery apps fail to pay that worker their final wages. DCWP, the New York State Department of Labor (DOL) and the New York Attorney General (NYAG) are all empowered to recover stolen wages. Given the limited capacity of all these actors, however, the process to recover back

⁵³ These bills are Local Law 49 and Local Law 50 of 2024, respectively.

⁵⁴ FDNY, “Fire Commissioner Laura Kavanaugh Releases Letter to Amazon,” 2023.

wages can be lengthy. According to the Mayor's Management Report, DCWP's Office of Labor Policy & Standards closed investigations in a median time frame of 112 days in the first four months of Fiscal Year 2024.⁵⁵ The State DOL is notoriously overburdened and has struggled to effectively recover wages from wage theft actions.⁵⁶

Furthermore, most food delivery workers are subject to mandatory arbitration agreements.⁵⁷ Under such contractual agreements, employers can prevent workers from pursuing wage theft and labor violations in court via private lawsuits, instead forcing them into closed-door arbitration. Workers are also frequently barred from joining their cases together in class actions, which is one of the most effective ways for workers to recover damages for violations.⁵⁸ In combination with the limited capacity of the government, victims of wage theft are left without adequate remedies and employers can continue their abusive practices.

Food Delivery Companies Limit Workers Tips

Delivery workers also reported receiving less tips, due to changes in how food delivery companies have configured the in-app tipping process. Prior to the implementation of the minimum pay scale in 2023, customers had the option to tip at any point in the delivery practice—both when placing their order and after the order had been assigned to a worker. Now, however, customers can only tip when an order after a delivery worker is assigned to an order. According to delivery workers, this change has lowered the amount of tips they collect. And while delivery workers are technically guaranteed a minimum pay regardless, certain stakeholders have argued that the effective base wage would instead be closer to \$13.00, after considering various deductions and expenses.⁵⁹

Delivery Workers Aren't Always Informed of Their Rights

Since 2020, food-delivery workers in New York City have accumulated many important rights. For instance, in addition to the minimum pay standard, food-delivery workers have the right to use the bathroom at restaurants when picking up orders, apps must inform delivery workers of their route details, and workers must be provided with a free, insulated food delivery bag after six deliveries.⁶⁰ At the symposium, deliveristas,

⁵⁵ [Preliminary Mayor's Management Report](#), January 2024, p. 146

⁵⁶ [New York Focus](#), "A Hands Off Labor Department Retreats from Wage Theft Enforcement," 2023.

⁵⁷ See for instance: [DoorDash](#), "Independent Contractor Agreement"

⁵⁸ [Center for Popular Democracy and the Economic Policy Institute](#) "Unchecked Corporate Power: Forced Arbitration, The Enforcement Crisis, and How Workers are Fighting Back," 2019.

⁵⁹ [Testimony](#) from Comptroller Brad Lander to the Department of Consumer and Worker Protection on Minimum Pay Rules for Delivery Workers

⁶⁰ [DCWP](#), "Delivery Worker Rights"

DCWP, and others who work directly with food-delivery workers recounted instances in which restaurants illegally denied workers access to the bathroom and workers decided not to engage DCWP to recover back wages. In some situations, this is simply due to ignorance, while in others, workers are afraid to engage with City government due to their immigration status. Food-delivery work is one of the few jobs available for recently arrived asylum-seekers who are not yet able to work legally.⁶¹ Language barriers also play a role.

Proposals to Protect Food Delivery Workers from Labor Violations and Other Exploitative Practices

Circumvent Forced Arbitration Clauses

Forced arbitration clauses prevent workers from filing claims to recover stolen wages, as well as from joining together in class-action suits. The DOL and DCWP don't have the capacity to thoroughly investigate every complaint they get – nor do workers always trust these actors. New York can increase their enforcement capacity by permitting workers to bring suit on behalf of the Department of Labor. This enforcement model – known officially as a *qui tam* suit – has a strong precedent and has appeared in certain federal laws for almost two centuries.⁶² In California, the Department of Labor similarly empowers workers to file suit on their behalf, while reaping the financial penalties. The California DOL's revenue from such suits totalled over \$34 million in 2018.⁶³

New York could similarly circumvent forced arbitration clauses by passing **S541B/A9012 (Hoylman-Sigal/Simon)**, also known as the EmPIRE Worker Protection Act. This bill imitates the California model, and would empower a worker, their union, or the Attorney General to bring suit in collaboration with and on behalf of the New York Department of Labor. Such a policy would especially serve food-delivery workers, by providing them with a means to seek justice outside of the overburdened, “official” actors.

⁶¹ [NYT](#), “Illegal Mopeds and Fake Names: Migrants Scrape By in Underground Economy,” 2023.

⁶² [Department of Justice](#), “The False Claims Act,” 2024.

⁶³ Center for Popular Democracy and the Economic Policy Institute, “Unchecked Corporate Power,” p. 15-16, 2019

Increase Civil Penalties for Unpaid Back Wages

As delivery workers and DCWP staffers suggested, workers are forced to turn to the City government to recover unpaid back wages. And while the EmPIRE Worker Protection Act would provide another avenue to seek recourse, employers should be disincentivized from withholding wages in the first place. This could be done by increasing the penalties imposed by DCWP or the DOL.

Obligate Companies to Share Contact Information with DCWP

While food-delivery apps regularly communicate with all their employees—including to lobby against the minimum pay law—New York City has no way of using that same communication channel to educate workers on their rights.⁶⁴ According to delivery workers at the symposium, food delivery apps *do* provide workers with limited information about their rights. However, food delivery companies should not be the primary source for workers regarding their rights. In contrast, the Taxi and Limousine Commission has the contact information for all their taxi and rideshare drivers, given they dispense special licenses.

New York City could build on this model by requiring delivery workers to register with the City. Or, companies could be required to disclose contact information for their workers to DCWP. That way, DCWP can independently communicate with delivery workers without the mediation of food-delivery companies. While such a policy would certainly raise concerns about civil liberties and immigrant rights, these concerns could likely be assuaged by careful collaboration and communication with stakeholders. In the end, better communication between the City and food-delivery workers uphold labor rights.

Force Companies to Implement Fair Tipping Policies

New York City has already limited the extent to which app companies can force workers to accept long-distance orders.⁶⁵ New York City can go further to control the in-app experience by ensuring customers have the option to tip delivery workers at all stages of their order. The City Council should pass Intro 738 of 2024 (Abreu), which would ensure a food-delivery app solicits a gratuity in a “conspicuous manner before or at the same time the online order is placed.”

⁶⁴ DoorDash sent a message to workers claiming that the minimum pay law “would restrict workers’ ability to choose which deliveries they accept,” ([The City](#), “Food Delivery Workers Veer Into Warfare Over Breakthrough Wage Proposal,” 2023)

⁶⁵ Local Law 114 of 2021

Conclusion

New infrastructure, technology, consumption habits, and the Coronavirus Pandemic have dramatically altered the way New Yorkers interact with their streets. The emergent food-delivery economy now presents legitimate dangers for both pedestrians and delivery workers. This report, based on a March, 2024 Symposium with experts and stakeholders, defines four issue areas and proposes solutions that range across various levels of government. It also recognizes that micromobility safety inherently implicates many policy areas, from urban planning and street design to labor law. Given their breadth, the proposals here take a both-and approach: New York can and must protect pedestrians and food delivery workers without rolling back street-safety improvements or unduly persecuting immigrant workers. Such an expansive perspective can ensure New York becomes a safer and more just city for all its inhabitants.

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Oversight - Planning Our Shared Streets in New York City: Integrating Micromobility Options

December 11, 2024

Good morning Chair Brooks-Powers and members of the committee. I am here today representing Brooklyn Borough President Antonio Reynoso, and I thank you for holding this hearing to discuss micromobility in our city.

The current situation on our streets shows the need for clarity around the rules and norms for different vehicles. However, Intro. 606 will create more problems than it solves. It will create an unenforceable and unfunded mandate that none of the City's agencies are equipped to administer and enforce. And when this enforcement fails, it will heighten, rather than quell, the sense of confusion on our streets.

Intro 606's definitions are far too broad and conflate several classes of vehicles, to the extent that one could interpret it as including motorized wheelchairs and other similar mobility devices. Additionally, mopeds are motorized vehicles, and, just like cars, they do not belong in bike lanes, on sidewalks, or in parks. The Administrative Code is already clear on this issue – all classes of mopeds already require licenses. E-bikes are different: they are slower and predominantly operated by pedal assist, helping riders to climb hills or making it easier for disabled New Yorkers to get around. There is some ambiguity between the higher-speed "Class C" e-bikes and mopeds that needs to be clarified, but initiatives such as DOT's successful e-bike charging stations demonstrate that carrots, rather than sticks, are a better approach to encouraging safe practices.

Instead of Intro. 606, Borough President Reynoso urges you, both as the lawmakers of this city and as leaders in your neighborhoods, to devote your attention to better engineering of New York City streets. Observers of these streets will note their orientation toward cars, with wide lanes, a smattering of paint, rampant double parking, obstructed crosswalks and loading zones, and widespread fraudulent license plates and placard abuse. It should be no surprise that one would intuit that traffic is every-person-for-themselves in New York City.

The Streets Plan, stemming from a law passed by this very body, mandates that the Department of Transportation fix this and lay out in concrete exactly where bikes, mopeds, trucks, and cars belong on our streets. The law has been written, but the service needs to be delivered. One of the most effective things you can do as leaders is to support DOT when they come to your districts to study improvements, and not pre-emptively bow to the loud voices who would trade safety

for a single spot to park their car, at the public's expense. When meeting with your local police precincts: hound them to stay on top of illegal parking, ghost plates, and placard abuse. When these things go unchecked, it entrenches the perception that New York City streets are a free-for-all for whoever has the sharpest elbows.

As proposed, Intro. 606 will do nothing to improve our streets, and will instead equip NYPD with another tool to harass and intimidate hardworking New Yorkers, many of whom are immigrants who are likely to face threats from the incoming federal administration. Some of the sponsors of this legislation are fully aware of this and anticipate it with glee. But to those of you that do not enjoy menacing your neighbors but do feel pressure to take some sort of action on regulating micromobility, Borough President Reynoso urges you to reject Intro. 606, and instead support Intro 1131, which will establish a task force that can deliberately study the grey area between Class C e-bikes and mopeds and recommend realistic interventions.

Crime is already illegal; running red lights is already illegal; blocking a sidewalk with a car is already illegal; riding a bike is not, and should not, be made illegal. Thank you.

To the Honorable New York City Council,

I'm writing today to share my concerns about Intro 606. As Assemblymember-elect, I represent Long Island City, Sunnyside, Woodside, Maspeth, and Ridgewood. I am a constituent of Councilmember Holden, and I'm proud to call Ridgewood my home. But as my neighbors know very well, our streets are not always safe for pedestrians and cyclists.

Intro 606 will not make our streets safer. Instead, it risks suppressing ridership by placing an undue burden on those who rely on their e-bikes to get around in transit deserts like Maspeth. At a moment when addressing the climate crisis will require greater investment in alternative modes of transportation, this bill will do the opposite by discouraging e-bike ridership across the board.

Worse, it risks reinstating stop-and-frisk of delivery workers who rely on e-bikes to make a living. Many delivery workers are immigrants, and already face dangerous working conditions and criminalization because their status makes them easy prey for unaccountable app-delivery companies. With the incoming Trump administration promising violent mass deportations, it is imperative that the City Council not place our neighbors at even greater risk of being separated from their families.

We know how to end traffic violence: protected bike lanes, traffic calming, universal daylighting, curb extensions, and more. We need to invest in interventions that are proven to slow the speed of traffic and save lives, not stand up an ineffective, expensive, and vague licensing program with far-reaching and unintended consequences. Intro 606 is not a solution to the real problem of traffic violence, and I urge the City Council to reject it.

Sincerely,

Claire Valdez
NYS Assemblymember-elect, District 37



Testimony of Transportation Alternatives to the Committee on Transportation and Infrastructure

Dec 11, 2024

Good afternoon and thank you to Chair Brooks-Powers and members of the Transportation and Infrastructure Committee for holding today's hearing on e-bikes in NYC. My name is Philip Miatkowski and I am the Interim co-Executive Director of Transportation Alternatives, an organization that fights for safe and equitable streets for all across the five boroughs.

As e-bikes and e-scooters become increasingly accessible, affordable, and [desirable](#), more New Yorkers are turning to e-micromobility. With new transportation options comes new challenges, and the City must take proactive steps now that address the needs and safety of all New Yorkers.

We understand that many New Yorkers feel unsafe and afraid on our streets – and our City has an obligation to ensure that everyone walking, biking, riding the bus, or driving a car gets home safe. We can and must do more to protect pedestrians on our streets, especially our oldest and youngest neighbors. We believe that Intro 1131-2024 will serve these goals, and Intro 0606-2024 and Resolution 0224-2024 will only exacerbate existing problems.

Intro 1131-2024

Thank you to Chair Brooks-Powers for bringing forward **Intro 1131-2024**, creating a task force to study how to update our street design and infrastructure for pedestrians, motorists, cyclists, and operators of electric bicycles, given the growing number of e-bikes on City streets. TA wholeheartedly supports this infrastructure-first approach, which aims to identify and deploy proven, long-lasting solutions that address the safety needs of everyone who relies on New York City's roadways.

[Research shows](#) that when we build safe, dedicated spaces on the street for bicycling, people are substantially more likely to abide by traffic laws, [such as not riding on the sidewalk](#); building a protected bike lane (PBL) [on Prospect Park West, for example, reduced sidewalk riding by 94%](#). PBLs prevent sidewalk riding – in 2022, [90%](#) of

bicycling-on-sidewalk summonses were issued on a street without a PBL. PBLs don't just improve safety for bike riders – research shows [they reduce the number of pedestrians killed or seriously injured by 24% for non seniors and reduce the number of seniors killed or seriously injured by 39%](#). The data is clear: bicycle infrastructure works, and it protects everyone.

There's more infrastructure solutions to so many problems on our streets. Daylighting every intersection makes visibility easier for everyone and prevents crashes. E-bike loading zones give delivery workers a safe place to wait off of the sidewalk. Double-wide bike lanes make it easier and safer for bike riders of all speeds to share the lane. A network of connected bike lanes makes it safer to bike around the city and reduces the need to over-use the same one or two safe streets. This task force is a fantastic step forward, but it isn't enough.

In addition to the task force study, the City should pass new regulations that require NYC DOT to collect data on e-micromobility. This data could help inform where more dedicated lanes are needed, including collecting granular data on pick up and drop off locations, quick stops, sharp swerves, sidewalk riding, crashes, fatalities, injuries, and bridge crossings, and require app-based delivery companies to release anonymized data on where their workers are riding. The City must also do more to hold app-based delivery companies accountable for labor practices that allow safe work.

Additionally, the task force should ensure data is disaggregated between mopeds, which are already required to be licensed and registered, and e-bikes and e-scooters.

Intro 0606-2024:

TA vehemently opposes **Intro 0606-2024**. As written, this bill would require every e-bike, e-scooter, electric wheelchair, or electric Citi Bike to be 'licensed' and make it illegal to ride one without a license. This broadly written, incredibly expensive bill would have sweeping negative impacts on anyone who rides a bike in New York City.

TA opposes this legislation because:

1. **Bike licensing doesn't work.** Bike licensing laws have been passed—and then repealed as ineffective—in every major city that has attempted or studied it, including LA, Houston, and Toronto.
2. **It would be an expensive bureaucratic nightmare,** costing millions of taxpayer dollars to construct DMV-style inspection locations and licensing offices. According to the [OMB's fiscal impact statement](#), this bill would incur expenses of \$19 million over four fiscal years, while extracting \$8 million in fees from New Yorkers. For all that expense, the law would only function reactively, not preventing crashes, injuries, and deaths. The law also does nothing to hold

delivery app companies -- which profit off sowing dangerous conditions on city streets with unrealistic and unsafe working conditions -- accountable. This legislation also does nothing to counter the growing number of illegal mopeds on our streets, which are much more dangerous to pedestrians than e-bikes or e-scooters.

3. **Intro 606 would significantly increase civilian interactions with armed police.** Because e-bikes and regular bikes are visually indistinguishable, this bill would allow officers to pull over anyone on any type of bike just to see if it's electric and unlicensed. This would be a revival of stop and frisk. The administration has confirmed that this bill will be enforced by the NYPD as stated under sworn testimony by the administration during the hearing – undoubtedly increasing police surveillance on all bike riders, [who are disproportionately New Yorkers of color](#).

People choose e-bikes because they are affordable and efficient in a city where transportation choices are limited by where you can afford to live. We must ensure our roads are ready to support this affordable, accessible, environmentally-friendly transportation choice instead of turning to legislation that doesn't work and will ultimately make our streets more dangerous.

The only evidence-backed way to prevent crashes, injuries, and fatalities from happening in the first place is by redesigning streets to give everyone a safe, protected space of the street. This looks like better infrastructure, wider bike lanes, daylighting, waiting areas for bike delivery workers, and safe areas for pedestrians—not an over-reliance on punishment.

It is also notable that Intro 606 is unnecessary. The police are now able to enforce any violations of the law on any cyclist; if they choose not to is not a matter a license will solve.

While Intro 606 is counterproductive, there are solutions that will make our streets safer for everyone – solutions like Intro 1131. The data is clear: giving everyone safe and protected space on the street prevents crashes, injuries, and cycling on the sidewalk.

Resolution 0224-2024:

TA opposes Resolution 0224, which calls on the state legislature to support and pass legislation requiring commercial e-bike licensing. While this proposed policy does hold the app companies responsible for violations, in practice, this bill would unfairly penalize individual delivery workers and not address the systemic and infrastructural improvements required to ensure the safety and well-being of everyone.

Making streets safe for all requires the City to take a systemic, holistic approach to improve street design and infrastructure for all modes, and we will continue to advocate for solutions that accomplish that goal. Below, please find links to Transportation Alternatives' past reports on e-micromobility in New York City, which offer a wealth of data-driven, evidence-based approaches to these problems.

Resources and reports

[Delivering Safety](#)

[Building an E-Micromobility Future](#)

[E-micromobility future FAQ](#)

[Percent of Streets with a Protected Bike Lane, by City Council District](#)



New York City Council Committee on Transportation & Infrastructure
Oversight Hearing on Planning Our Shared Streets and Integrating Mobility Options
December 11, 2024
Testimony of Eric McClure, Executive Director, StreetsPAC

Intro 606-2024 – Strongly Oppose

It's not hard to understand the motivation behind Intro 606, which would require that all e-bikes and e-scooters be registered with the New York City Department of Transportation and display a license plate. The rapid adoption of powered micro-mobility devices has altered the landscape of many city streets, and government's ability to manage that growth hasn't kept up with the technology. Such vehicles have been involved in crashes resulting in injuries, and in a few cases, deaths, to both operators and pedestrians, and any injury or death is unacceptable and demands a policy solution.

However, we believe Intro 606 would create a faulty and misguided approach that would lead to many more problems than it would solve. The proposed legislation would require registration of *any* electric bicycle, including pedal-assist e-bikes such as the type offered by Citi Bike, as well as cargo bikes that have an integrated motor, and any powered scooter. Pedal-assist e-bikes are limited to 20 miles per hour, and their ability to make it easier to cover longer distances and to climb a bridge or a hill is key to their soaring popularity among commuters, working cyclists, the elderly, and people of limited mobility. Class II e-bikes, which have pedals but can also be operated by a throttle, and are popular among delivery workers, are also limited to 20 mph. These vehicles are legally defined as bicycles under New York State law.

Mandated registration would have a deeply negative effect on the widespread adoption of e-bikes at a time when the shifting of trips from cars to bikes is overwhelmingly seen as beneficial. Creating the infrastructure within NYCDOT to manage registration would be extremely costly and cumbersome. It's virtually guaranteed that such a program would be unable pay for itself, and the diversion of resources in a challenging budget environment would surely detract from programs that are proven to improve safety, like the creation of protected bike lanes, safer crosswalks and intersections, and other complete-streets treatments. As it stands, we're woefully behind in implementing the Streets Plan. Furthermore, few jurisdictions around the country or the globe require licensing and registration of bikes; most cities that have tried or contemplated it, including Los Angeles, Toronto, Houston, and Washington, D.C., quickly abandoned the idea, and those few places that do require registration use it almost exclusively to combat theft. And in any place that has raised barriers to cycling, the number of people

biking has declined, in turn making cycling less safe because of an inverse safety-in-numbers effect.

We also believe that a registration requirement would be an invitation for police officers to conduct [pretextual stops](#) of anyone riding a bicycle or scooter of any type, especially if those persons are black or brown. Fear of a new stop-and-frisk program for bicycles is not hyperbolic. The difference between devices that are motorized and those that are not is often not readily apparent, and we know that historically, people of color have been stopped at far higher rates than other New Yorkers, whether for biking on a sidewalk, crossing a street outside a crosswalk, or just going about their business. This Council clearly recognizes that disparity, as it took needed action to legalize “jaywalking” just a couple months ago. Immediately adopting a new law that would very likely lead to a big increase in police interactions for people on bikes and scooters, especially when the vast majority of the city’s delivery workers are immigrants facing a very uncertain future given the coming change in presidential administrations, would be a shockingly misguided backwards step.

We also must point out that the behaviors that lead to people feeling unsafe, and understandably so, like riding on the sidewalk, failing to give right of way to pedestrians at stoplights and stop signs, and riding the wrong way on one-way streets, are already illegal, but almost universally unenforced. NYPD wrote fewer than two tickets per precinct per day for red-light running last year, and that’s for all vehicles, cars and trucks included. In the tragic case of Priscilla Loke, the rider who struck her was on a Citi Bike that had an identification number, stayed on the scene, and was interviewed by police, who then let him go; it was only later that he was issued a summons for failing to stop at a red light. Targeted enforcement against dangerous operators, done fairly and equitably, could help begin to get the message across that such actions are absolutely not okay.

At the same time, it’s important that we make a concerted effort to address the underlying conditions that lead to some of these unsafe behaviors. A principal driver of that is the explosive growth in food delivery by third-party app companies. Delivery workers are held to impossible standards for delivery times and distances and face a constant threat of deactivation by app platforms if they arrive late or refuse a job. This perverse incentivizing of risky riding decreases safety for everyone, and app companies have managed to almost completely skirt responsibility and liability while reaping the lion’s share of profits. The boom in delivery orders certainly does not appear to be abating, and it’s critical to the success of an increasing number of restaurants, most of which are mom-and-pop businesses. Deliveristas need a new paradigm, something that the Office of Sustainable Delivery is working toward, and which the Council should be pushing forward.

Rather than restricting the use of micro-mobility devices, the city should be increasing its investment in safer infrastructure. We know that protected bike lanes make streets

safer for everyone and reduce both riding on sidewalks and speeding. Wider bike lanes allow room for safe passing and provide space for devices of varying speeds.

Daylighting of intersections increases visibility and allows all street users to better see each other and have more time to react. And robust public charging infrastructure can greatly reduce the associated danger of battery fires while also encouraging the use of e-bikes rather than mopeds.

On that note, the city is beginning to make progress on reining in the use of illegal, unregisterable mopeds. With the passage of a point-of-sale moped registration bill this year in Albany, buyers of mopeds now won't be able to leave the dealership without a registration or proof of a driver's license. This means that mopeds will have to have the necessary Vehicle Identification Number. We're already seeing that a growing share of the mopeds in operation in the city have required license plates.

Intro 1131-2024 – Strongly Support

As opposed to Intro 606, we strongly support Intro 1131, which would establish a task force to study the growth in e-bikes and make recommendations for upgrading street design and infrastructure to improve safety for all street users.

We know that many New Yorkers are concerned about the growth in the use of e-bikes and other micro-mobility devices. Change is always unsettling, especially in a dense, crowded city with limited street space. Assembling a team of experts to make recommendations about how to implement design upgrades and better integrate these new devices into the city fabric is a common-sense step as opposed to a draconian overreaction that has been proved not to work in other places. The task force will also make recommendations for legislation and policy changes, and will do so on an accelerated nine-month timeline.

Those recommendations may include changing the way we allocate street space, changing the way we regulate the speeds of micro-mobility devices, accelerating the implementation of the Streets Plan, perhaps some variation on e-bike registration, or maybe even something like an Idaho Stop law. The important thing is that the members of the task force should have expertise in these matters.

We strongly urge the Committee and the Council to pass this bill without delay.

December 11, 2024

NYC Hospitality Alliance comments on [Int 0606-2024](#), a Local Law to amend the administrative code of the city of New York, in relation to requiring that every bicycle with electric assist, electric scooter and other legal motorized vehicle be licensed and registered

The NYC Hospitality Alliance is a not-for-profit organization representing thousands of restaurants across the five boroughs, some of which will be affected by [Int 0606-2024](#), so we submit the following comments for the City Council's consideration.

Many restaurants that offer food delivery hire third-party companies to conduct their deliveries, rather than directly employing delivery workers. However, some restaurants still employ their own delivery staff, and Int 0606-2024 will affect them, even though there are already many mandates in place that include similar regulations.

For example, [current regulations](#) require restaurants to assign delivery cyclists a unique three-digit ID number, which must be displayed on retro-reflective upper-body apparel that includes the business name. Also, each bicycle used for deliveries must have a unique ID number—distinct from the cyclist's ID number—clearly affixed to the rear of the bicycle, the bicycle seat, or both sides of the delivery basket.

Yet, Int 0606-2024 proposes to add yet another ID number to bicycles which will unnecessarily confuse the public, who would now be presented with three separate identification numbers. It would also place an additional administrative and financial burden on small businesses, which already must follow many bike safety regulations. We are concerned that the language of this bill creates further confusion by requiring only this new ID number to be displayed on the e-bike, which conflicts with other city requirements, as I have stated.

The current law requires workers to complete a Commercial Bicyclist Safety Course, covering essential topics such as safe biking practices and laws, having the proper required equipment (like headlights, red taillights, reflectors, and bells), and the responsibilities of both employers and cyclists. Restaurants must also post a commercial bicyclist safety poster in a prominent location at the business, in languages understood by their workers.

Given these existing requirements, it is unclear how the introduction of another mandate—one that is like current regulations—will meaningfully enhance street safety. What is certain, however, is that it will impose additional financial and administrative burdens on small businesses, requiring them to file more paperwork and pay fees to register their e-bikes.



If the City Council insists on moving forward with this legislation, we urge you to align it with existing regulations to avoid unnecessary duplication. A more coherent regulatory framework will be more effective and less confusing for all parties involved. The registration fee for an e-bike should be capped at no more than \$10 to ensure it does not create an undue financial strain on small businesses or discourage them from registering their e-bikes. There must also be both a simple online and in-person registration option provided, which the legislation should require.

Thank you for your consideration of our comments. We hope that the City Council will consider these concerns as it works to balance the needs of street safety and small businesses.

If you have questions, please contact our Executive Director Andrew Rigie at arigie@thenycalliance.org.

Micromobility and Shared Streets

TESTIMONY: NYC COUNCIL TRANSPORTATION & INFRASTRUCTURE COMMITTEE

Tech:NYC is a nonprofit member-based organization representing over 800 technology companies in New York. Our membership includes hundreds of innovative startups as well as some of the largest tech companies in the world. We are committed to ensuring that the tech sector remains a leading driver of the city's overall economy and that all New Yorkers can benefit from innovation.

Tech:NYC strongly supports the increase in micromobility and the expanded use of bikes, e-bikes, and e-scooters, which benefit New York City as a whole as well as the local tech economy. Many Tech:NYC members and partners are driving micromobility innovation, whether that is PopWheels, which provides public e-bike charging stations, Lime which operates public e-scooter rental programs, or Amazon which is pioneering local package delivery on e-bike based fleets. NYC is also a major hub for food delivery, as delivery platforms have become increasingly popular, especially since COVID-19. Through restaurant delivery platforms, it is estimated that there are over 65,000 delivery workers in New York City. As the delivery workforce has grown and New Yorkers look to e-bikes and e-scooters for commuting and personal use, the demand for these devices has increased. Personal micromobility devices are crucial for getting around the most congested neighborhoods as well as many others that are considered transit deserts. Many New Yorkers choose to ride e-bikes and e-scooters and DOT has also authorized the Shared E-Scooter Program, which offers rental e-scooters for communities in the Bronx and Queens. Citi Bike, which was established in 2013, now has 25,000 rental bikes shared between NYC and New Jersey, which benefits residents and visitors alike. New York City has also embraced commercial micromobility and the Adams administration has encouraged bike based package and cargo hauling, through DOT's Microhubs Pilot Program as well as through the authorization of E-Cargo Bikes and the safety standards that have been adopted for their use.

Given that there are roughly [900,000 New York City residents](#) that regularly ride bikes around NYC combined with the many innovative and modern ways to transport people and goods around the city, it is likely that there are over one million non-automotive wheeled devices buzzing around NYC on a daily basis. This should be celebrated, and bike and scooter use should continue to be encouraged, but New York City has some serious hurdles and growing pains to overcome in order to keep up with these growing methods of transportation. As more bikes, larger e-bikes, and even larger e-cargo bikes are sharing city streets with vehicles, it is crucial to further incorporate bike lanes and parking spaces for micromobility devices. NYC has made great progress installing dedicated bike lanes that help to protect cyclists, pedestrians and motorists from each other, including nearly [500 miles of bike lanes and 100 miles of off street greenway paths](#). But this must be

expanded in all boroughs to keep up with the number of bikes and micromobility devices on the roads and safely accommodate these riders. Tech:NYC recommends that the city works with technology companies in a voluntary capacity to further determine streets and intersections that are used most frequently by cyclists to better determine where investments should be made on new street level infrastructure. Additionally, as many restaurants have removed their outdoor dining structures and new updated structures will be installed in 2025, this is also a great opportunity for businesses and property owners to determine whether portions of the curbside should be reserved for bike parking. Investing in and expanding these streetscape opportunities will help to provide organized paths and spaces for micromobility devices to ride and park, which will alleviate stresses caused by cyclists riding on sidewalks or in the wrong direction. Tech:NYC recognizes the Council's intention and interest in further studying these streetscape needs and determining where investments should be made, and we support Int. 1131 which would help to achieve this goal.

While NYC has an opportunity to dramatically improve its streetscapes over the coming years to increase traffic safety, it should also avoid unnecessary complicated regulations that would discourage the use of e-bikes and micromobility devices. For the many delivery workers that use e-bikes and cannot afford delays in accessing delivery jobs, registering and licensing e-bikes will prevent this crucial workforce from earning a living. While we appreciate and understand the Council's goal of addressing traffic safety, but this bill would also encourage increased police-civilian interaction which could result in higher levels of criminal justice involvement for communities of color and immigrants. Additionally, companies that provide e-bike and e-scooter share programs often shift fleets between different cities and states, and rotate devices in and out of service due to maintenance and other needs. These operators require nimble fleets in order to keep up with demand, including demand that shifts from neighborhood to neighborhood. Requiring registrations for devices that might not regularly be on NYC streets is both burdensome and unproductive for companies that already provide branding and identification numbers on devices. And for residents and commuters that are hoping to embrace micromobility, registration and licensure will have an equal effect preventing their usage. Because of these adverse impacts on the expansion of cycling and micromobility in NYC, Tech:NYC opposes Int. 606.

Thank you for the opportunity to testify on these proposals, and we look forward to working with the City Council and Mayoral administration to implement new measures to increase traffic safety.



Hello, NYC

BIRD

Confidential and Proprietary





What is Bird?

Dockless electric micro-mobility vehicle sharing company

Our mission is to make cities and campuses more livable and bring communities together by providing affordable, environmentally-friendly transportation.



**Solve last-mile
problem and connect
more residents to
transit options**



**Reduce congestion
and over-reliance
on cars**



**Improve air quality
and reduce
GHG emissions**



**Improve the
overall quality of
life on campus**

The Bird Street Team doing corral outreach during Phase II expansion in the East Bronx.

Investing in New York

Safety is #1

Bird leads the industry in safety. Safety is deeply embedded across all components of our business from the technology we build for our vehicles, to our in app experience to our 360 marketing campaigns.

Improved Parking Enforcement

Our new virtual docks technology and commitment to invest in physical parking locations are designed to keep sidewalks clear and enforce no parking zones.

Rider Assist Technology

Bird is the only scooter operator to utilize automotive grade safety and rider assist technology to ensure both rider and pedestrian safety including anti-skid detection which we can use to identify and block bad actors from our platform.

Respected Global Brand

The pioneer of the industry, Bird operates in 400+ cities worldwide, across 25 countries.

Transportation for All

We offer the most expansive and inclusive pricing options to make our service accessible to everyone.

Responsible Fleet Management

We manage our operations and deployment to avoid oversaturation and mitigate clutter complaints swiftly. Our new virtual docks technology can adapt in real time to restrict or allow deployment for special events or as needed.

Most Advanced Vehicles

New York was one of the first markets where we launched B3s in the US — our most advanced vehicle to date. Our vehicles come equipped with rider assist technology to keep both riders and pedestrians safe in addition to robust dual kickstands and anti-tip technology for neat and orderly docking.

Data, Data, Data

We invest considerably in sharing data to improve our operations, address any compliance issues proactively and share helpful insights about infrastructure, local business integrations, frequent ride patterns and more.



A BirdThree is...



Over
3x cleaner for
the climate than an
electric car

(Comparing
GHG emissions
per passenger-mile)



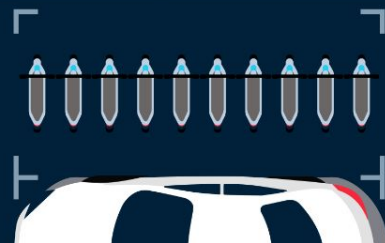
Over
5x cleaner than
an internal combustion
engine car

Over
7x cleaner than
a ride-share car



2.5x safer than a car

1/10th
the size of a car



1. Bird's independently conducted Life Cycle Analysis (2022), compared to International Transport Forum (ITF) Life Cycle Assessment model, 2020.
2. Injury incidence rate calculated as the percentage of total trips with incidents or accidents reported which required medical treatment. Sources include: Bird internal ride data, The U.S. Consumer Product Safety Commission, The U.S. National Highway Traffic Safety Administration, and The U.S. Bureau of Transportation Statistics.

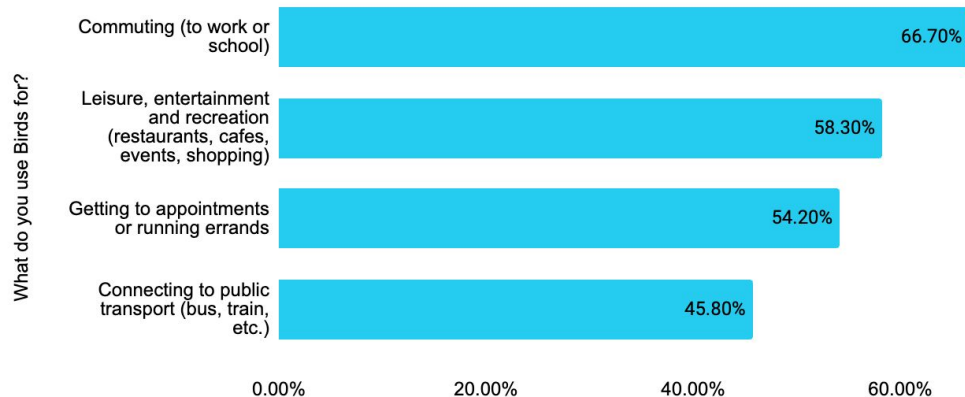
Who Uses Bird- New Yorkers!

"As an e-scooter rider and your constituent, I'm writing in support of micromobility and having e-scooters available in NYC. I use e-scooters mainly to get to and from the train station before and after work. I'm a construction worker and at the end of the day the walk from the train station to my house is brutal, but e-scooters make it quick while remaining extremely affordable."

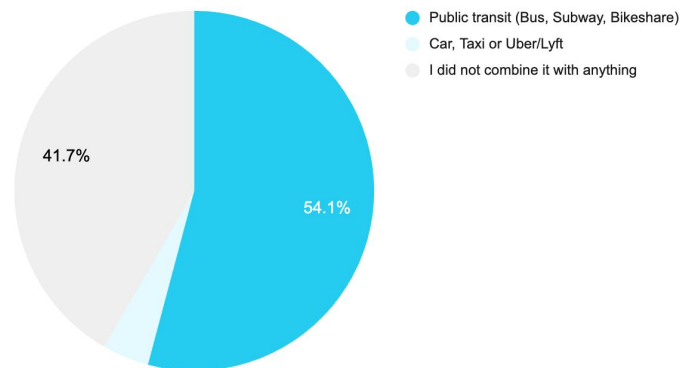
Letter to Council from a Bird Rider

"I often had to walk the distance from LIC to home when the G was down and the dockless scooters would have really helped cut down on the time I had to take that walk. Frequently the G runs so so so late and slow too, that I find myself sitting and waiting for it for so long when I could be riding a scooter."

Survey response from a rider



On your last ride did you connect with one of the following?



Transportation for all

Essential Workers



Equity Focused Hiring



Low Income Programs



RIDE FOR 50% OFF

ARE YOU...

- ☐ A non-profit employee?
- ☐ In a state or federal assistance program?
- ☐ A Pell Grant recipient?
- ☐ A senior citizen?
- ☐ A US Veteran?

We're committed to helping to provide safe, reliable and environmentally friendly transportation for everyone.

Download the Bird App to create an account and email your proof of eligibility to access@bird.co.

Fine print: Approval takes 2-3 business days. Rides of up to 30 minutes qualify. Program subject to change. Terms apply.



Our NYCTeam– Over 40 strong!

MANAGEMENT

- Oversees and sets high-level strategy and operational goals
- Responsible for supporting market functions through solid government relations

STATE OVERSIGHT

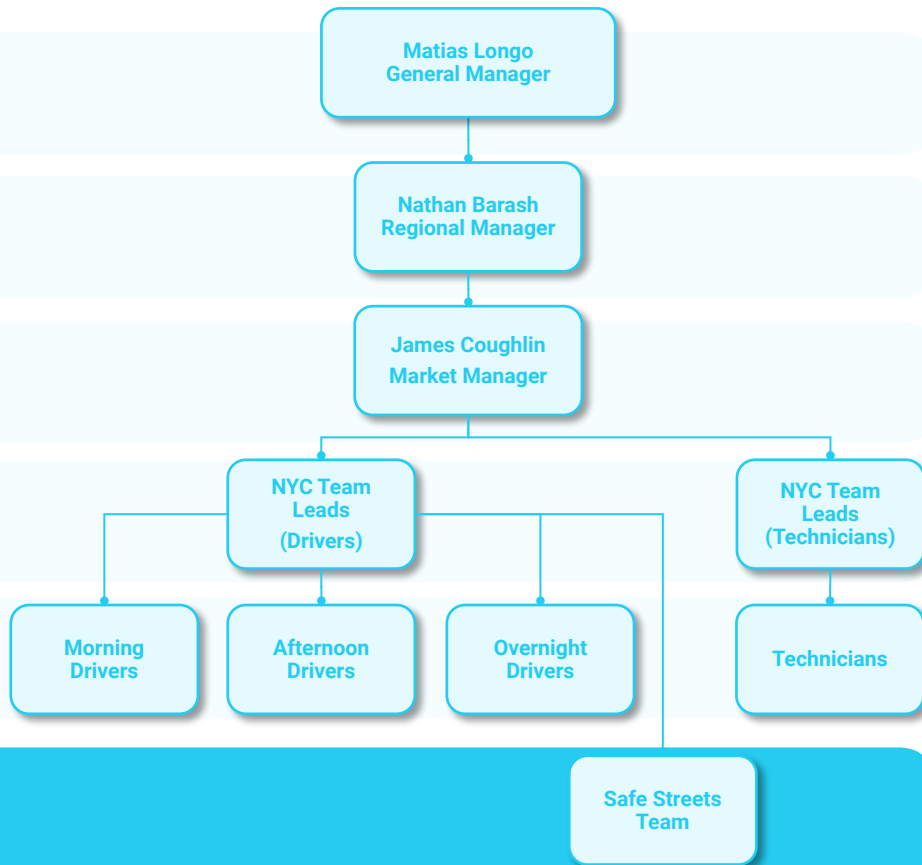
- Dedicated to day-to-day operational execution, focused on rides, uptime and cost metrics
- Responsible for community presence and relationships
- Ensures compliance with all strategic imperatives and guidelines from State and City level

NEW YORK CITY LOCAL TEAM

- Responsible for operational day-to-day operational staff management & vehicle maintenance
- Own warehouse safety, sanitization compliance, as well as vehicle safety (quality assurance)
- Responsible for daily task coordination amongst staff as well as regular activities related to deployment, rebalancing, retrieval and maintenance of fleet
- Coordinate rapid responses to 311 calls, parking complaints, Community Mode flagged issues
- Responsible for carrying out daily activities related to deployment, rebalancing, retrieval and maintenance of fleet
- Highly trained internal staff under constant supervision by the Market Manager

- Walking Patrol that will monitor high traffic retail streets or areas of concern flagged by the City
- Role is to educate new riders, speak to members of the public, ensure full ride compliance, and provide warnings for any riding violations

<https://www.bird.co/careers/>



Walking Patrol / Bird Safe Streets Team

We've worked across providers to introduce a walking patrol **in response to community feedback** with a mandate to tidy and educate the community on rules.

The team has tidied over 6,800 corrals in Queens.

Bird also has an internal **Safe Streets Team** walking patrol that tidies, educates, and bans riders that break rules.

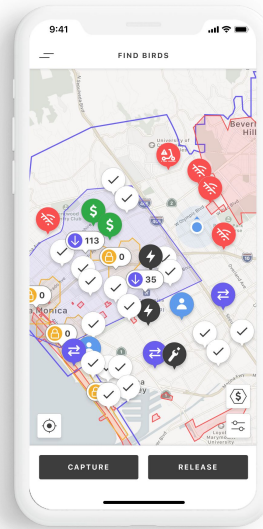


Rebalancing

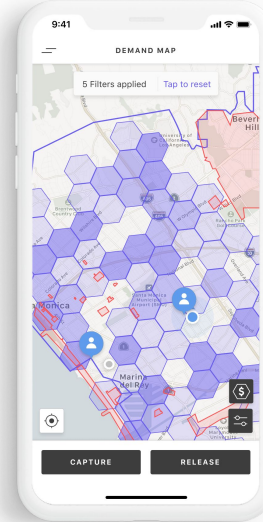
Bird's operations can **help prevent issues** with predictive modeling and a vehicle designed to meet New York-level demand

Highlights of Our Approach

- Bird AI predicts demand patterns and clutter, allowing us to deploy and rebalance vehicles proactively
- VLS identifies ADA and other parking issues
- The Bird Three self-identifies damage/if tipped over and its central kickstands limit tipping from occurring



Bird AI highlighting priority scooters



Bird AI real-time demand visualization



BIRD

Confidential and proprietary information

Bird's Virtual Parking System **powered by Google™**

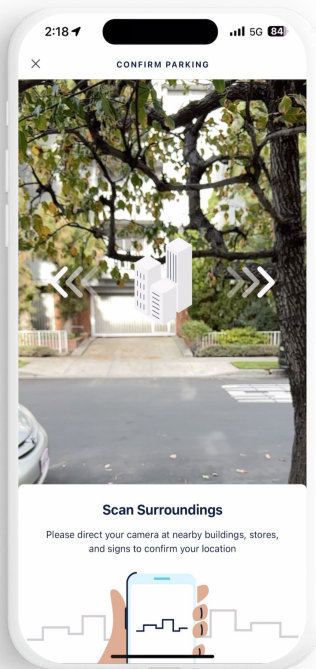
1. Virtual Docks

Locate a designated parking zone



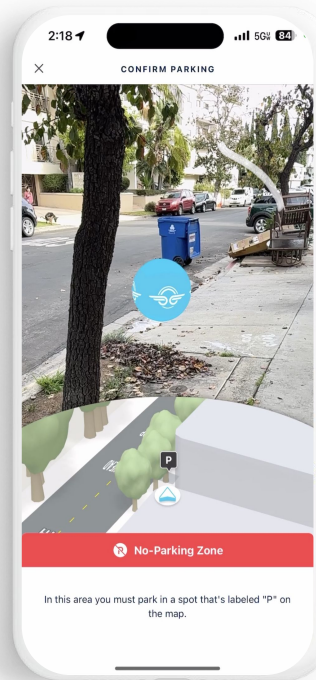
2. VPS Confirmation

Take an AR scan of surroundings



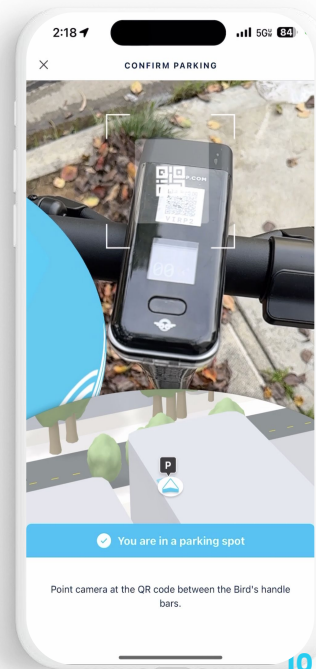
3. Location Guidance

Bird app guides rider to designated parking zone



4. Enforced Compliance

Ride is locked only after VPS confirms a rider's location

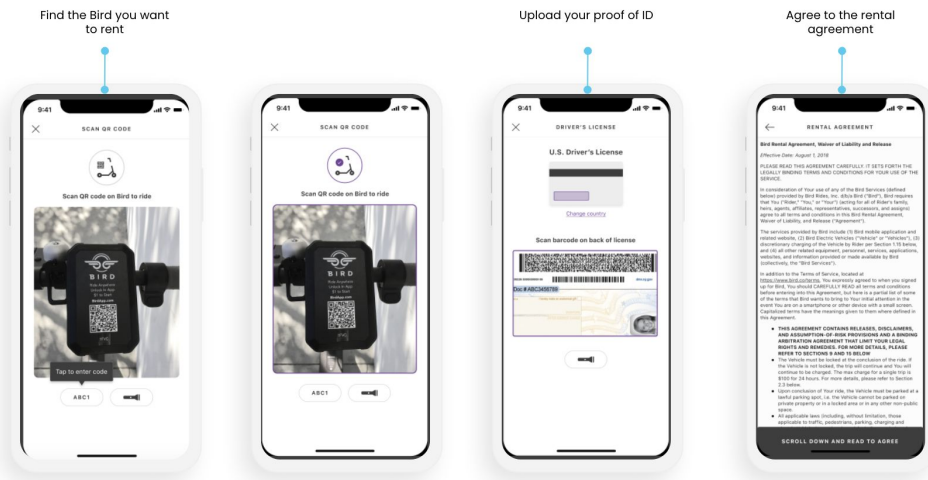


Underage Riding

Continue implementing and improving strategies

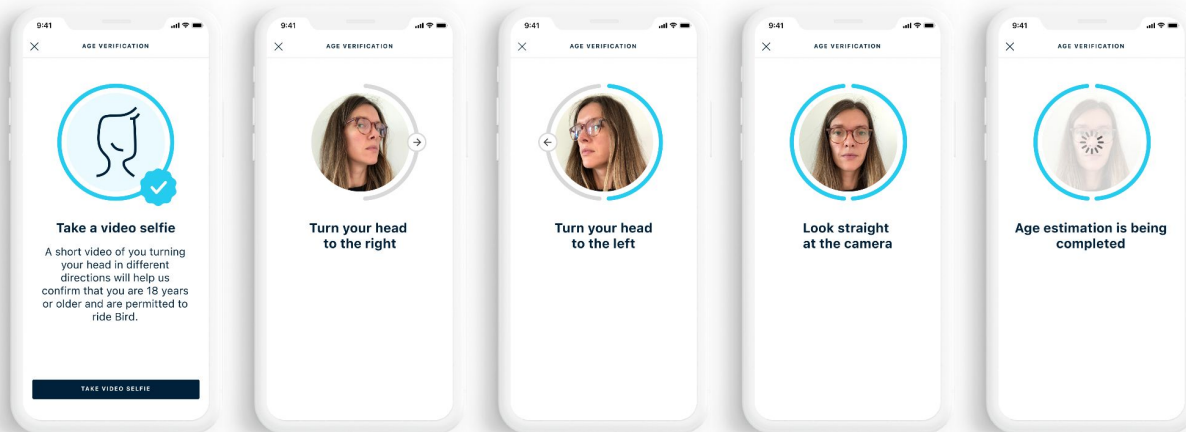
Bird will continue implementation of the following actions:

- Require an account to submit a valid photo ID demonstrating they are 18+ years of age prior to riding
 - 72.8% of riders who scan a Bird verify their ID
- Ban any user demonstrated to be unlocking a vehicle for an underage rider or other fraud
 - 80 users banned in 2024 in NYC thus far; evaluated multiple times per week
- Ongoing rider education on underage riding rules
- Implemented additional geofences around K-12 school campuses** to reduce underage driving related to after school activities. In Newark_NJ, this approach yielded substantial improvements in underage riding.

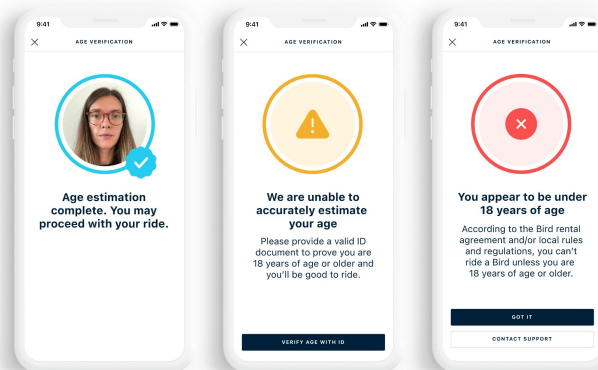


ID verification and rental agreement flow; a user cannot begin the ride until the ID is approved

Successful Age Verification



Unsuccessful Age Verification



Transportation for all: Equity Discount Programs

Essential Workers



Partnerships with local orgs



Low Income Programs





RIDE FOR 50% OFF

ARE YOU...

- ☐ A non-profit employee?
- ☐ In a state or federal assistance program?
- ☐ A Pell Grant recipient?
- ☐ A senior citizen?
- ☐ A US Veteran?

We're committed to helping to provide safe, reliable and environmentally friendly transportation for everyone.

Download the Bird App to create an account and email your proof of eligibility to access@bird.co.



Fine print: Approval takes 2-3 business days. Rides of up to 30 minutes qualify. Program subject to change. Terms apply.

Our Asks of Council today:

1. We understand the desire to have a unique identifier for mobility devices, especially to protect property delivery workers. However, we would propose a carve out for shared mobility devices in NYC, like CitiBike and shared scooters as they already have a unique identifier affixed to each device in the field.
2. Hearing feedback is important! Our only ask is that any micromobility task force consists of at least 50% members who ride micromobility, including shared micromobility, daily for a balanced perspective



Thank you!



Testimony for Committee on Transportation and Infrastructure

Re: Intro 0606-2024 and Intro 1131-2024

December 11, 2024

Attention: Council members Selvena N. Brooks-Powers, chair, Carlina Rivera, Carmen De la Rosa, Amanda Farias, Julie Won, Joann Ariola, Chris Banks

My name is Laura Spalter. I co-chair the Broadway Community Alliance (BCA), and submit these comments in support of Intro 606 (Priscilla's Law) on its behalf. BCA is a civic association formed in 2011 to address land use and quality of life issues in around the Broadway corridor in north Riverdale.

It is clear the City Council did not do its due diligence in its rush to legalize electric bikes and scooters in 2020. As a result, in addition to creating a public safety menace due to exploding lithium batteries causing fires, city residents are suffering serious health issues and medical costs from the **Law of Unintended Consequences**. Priscilla Loke, the daycare worker for whom the bill is named, was 72 years old when she was mowed down last year in Chinatown. There have been 47 more deadly crashes in the last 5-years.

Along with an exponential explosion in e-bike use is the increase in life threatening injuries caused by speeding e-bikes taking over sidewalks, running red lights, going the wrong way down one way streets, ignoring cross walks, etc. Bicyclists, operating under the cloak of anonymity typically leave the scene of the accident. They cannot be identified, located, or held accountable. According to the NYC Electric Vehicle Safety Alliance crashes are vastly underreported.

NYC must be able to identify scofflaws in order to end this culture of lawlessness. To address these serious problems Intro 606 will require license plates and and registration for electric bikes and scooters. There is also accountability for businesses that profit from the delivery model.

A clear benefit of regulation is our vast network of cameras will record bicyclists who routinely ignore traffic laws. When bicyclists are held accountable the current Wild West climate will begin to change. The City Council must also coordinate with state legislators in order to expedite public safety measures to protect our city.

Opponents attempt to gas light proponents of Intro 606 by saying regulation is racist. Nonsense. Are bicyclists a protected class? Why can't delivery workers and others obey our traffic laws? Never explained. Just as NYC found a way to implement IDNYC in 2015 to solve the problem of lack of IDs for the immigrant population, systems can be implemented to register and license e-bikes.

The Council must pass Intro 606 and reject Intro 1131, which is also under consideration. The time for more study and establishment of a task force is over. Reimagining our streetscapes is not the answer. That ship has sailed.

For years, Transportation Alternatives' mantra for bicyclists has been SHARE THE ROAD. It's time they support SHARING RESPONSIBILITY for public safety of our citizens, especially vulnerable seniors and children.



CLIP.BIKE INC.
19 Morris Avenue
NewLab
Brooklyn, NY 11205
clip.bike

City Council Hearing Testimony

Committee on Transportation and Infrastructure

Intro 606

Dec 6, 2023

Dear City Council members,

My name is Clement de Alcala, and I am the co-founder and COO of CLIP.bike Inc. (www.clip.bike), an e-bike plug-and-play device manufacturer based at Newlab in the Brooklyn Navy Yard.

I live in Brooklyn, NY, where our company's mission is to democratize access to e-biking by empowering more commuters to bike to work every day. A significant portion of our customers rely on their bikes equipped with CLIP to commute or run essential errands throughout the city.

For our customers, a CLIP-equipped bike offers a more efficient and affordable mode of transportation for navigating New York City. As a company, our goal is to make it as easy as possible for our customers to use CLIP for their daily commutes.

Intro 606 would directly impact our e-bike commuters and companies like CLIP that are working to expand e-bike technology in New York. I strongly urge the City Council to oppose Intro 606. If this legislation passes, it would restrict our customers' freedom to move around the city and jeopardize the sustainability of local businesses.

Yours sincerely,

CLIP.BIKE INC.

By: Clement de Alcala, COO



DISABLED IN ACTION OF METROPOLITAN NEW YORK
POST OFFICE BOX 1550
NEW YORK, NY 10159 TEL 646-504-4342
www.disabledinaction.org

Testimony for December 11, 2024 NYC Council Hearing on e-bikes

I am Jean Ryan, President of DIA and I am a wheelchair user. Many people with disabilities, especially mobility disabilities, live in fear of being hit by an e-bike or e-scooter. We encounter them (and mopeds) on sidewalks and pedestrian ramps, inadvertently having to play chicken with them. We do get injured by e-bikes.

We try to cross streets without being hit as we roll or step off the ramp. Blind people, of course, cannot see e-bikers, and are in particular danger, as are people with low vision. None of us can hear e-bikes because they make no sound. What happened to NYC DOT's attempt to get a sound for e-scooters? Everyone, disabled or not, needs to hear sounds on any size of e-vehicles for safety.

It is logical to think that license plates to identify e-bikes and scooters would solve the safety problem, but enforcement is a huge issue. A piece of metal doesn't do anything if not enforced. What would the consequences be? Other solutions, such as proposed by Comptroller Brad Lander involving delivery companies being responsible for their delivery people would possibly help. Why do we have to get our dinners so fast if safety is an issue?

What about Citi rental e-bikes? They can also be unsafe for pedestrians.

In summary, we want e-vehicles to have an original running sound. We want safe speed limits and safe bike lanes. We want an equitable and fair solutions by app companies to eliminate the need for delivery people to go so fast. We are undecided about the consequences and usefulness of having registration and license plates on e-bikes and e-scooters.

Jean Ryan

President

Disabled In Action of Metropolitan NY

[REDACTED]

[REDACTED]

December 14, 2024

Council Member Selvena N. Brooks-Powers

Chair

New York City Council Committee On Transportation and
Infrastructure

Sent Online at <https://council.nyc.gov/testify/>

Emailed to: testimony@council.nyc.gov

Copy emailed to: Julian Martin, Policy Director at

jmartin@council.nyc.gov

Re: Written Comments in Response to the New York City Council's
Committee on Transportation and Infrastructure's Oversight Hearing On
Planning Our Shared Streets in New York City: Integrating
Micromobility Options. This Hearing Was Held On Wednesday,
December 11, 2024

Dear Chair Brooks-Powers,

We believe Int. 606, Priscilla's Law, is the first step in bringing about accountability for one's actions when operating an e-bike. The argument that e-bikes should not be regulated because it is difficult is without merit. When cars first became numerous in the United States it was New York State that became the first to require automobiles to be registered. Thus, until New York State takes on this responsibility, we believe, at a bare minimum, New York City should take on the responsibility to register and license all e-bikes, commercially and privately used. The argument that we cannot enact Int. No. 0606-2024 presently because we have not determined the specific procedures to implement and enforce it is also specious. After this legislation is

enacted, the New York City Department of Transportation can propose regulations on which a public hearing can be held and the public can be given the opportunity to comment. Then, after considering all the comments, the New York City Department of Transportation can issue implementing and enforcing regulations with sufficient notice to the public.

Further, the argument made by Council Member Restler that he does not understand how registration improves safety in our community is quite puzzling, since we already require such for motorized cars, buses and trucks so that we can hold these drivers accountable for their actions.

Moreover, the argument that the number of deaths and injuries is insignificant is an insult to those injured and killed as well as ignores the fact that the testimony at the hearing has shown that the data on injuries sustained due to e-bikes has not been properly collected. Significantly, this Committee is relying on incomplete data and the [survival bias](#). Consequently, this Committee's reliance on the argument that motor vehicles are the worst offenders obviously is misguided because the data on motor vehicle accidents is properly collected which is a result of their mandatory registration which results in them being properly tracked. In stark contrast, no agency has complete data on how many people have been injured or almost hit by e-bikes nor how many e-bikes riders have violated traffic laws since not even traffic cameras data on this is being collected. Thus, e-bikes, like other motorized vehicles, need to be registered and be required to have a license plate displayed so they can be tracked. Presently, we respectfully submit that these e-bikes need to be properly tracked/registered so that we have proper data to analyze.

Consistent with its past practices the New York City Department of Transportation continues to ignore the complaints of the citizens of New York City, especially New Yorkers with disabilities, who have clearly stated the very real dangers they face daily from near misses from e-bikes. The New York City Department of Transportation has been told about the fact that e-bike riders habitually run through red lights, ride on sidewalks and generally ride anywhere and everywhere and completely flout the traffic laws. Sadly, the New York City Department of Transportation has done nothing to protect the public with respect to e-bikes consistently violating traffic regulations. Thus, of course it is no surprise the New York City Department of Transportation is against Int. 606.

The argument that this law would have a disparate impact on certain groups is a red herring. The problems that may exist with enforcement of any and all laws and regulations by our police is a police problem that could be raised concerning any law and should not preclude this proposed bill being enacted. More importantly, the injuring and killing of New Yorkers by e-bikes is non-discriminatory.

Do not be distracted by the argument that this bill, Int. 606, will unduly burden delivery workers and that this bill targets delivery workers, which is totally not true. This bill is merely requiring **all** owners of e-bikes to register them and display an identifying number on the rear of the bike.

We found it disheartening the prejudicial attitude displayed by council members and the Commissioner of the Department of Transportation that everyone who works in the delivery industry is from a “marginalized group” and that this proposed law is aimed at penalizing them. We all know the subtext being communicated here, that is, only marginalized people violate traffic laws. This was shameful!! In fact,

this proposed bill, unlike bills aimed specifically at the delivery industry only, recognizes that many non-delivery e-bike riders consistently violate the traffic laws and are getting away with intimidating, harassing and harming the good law abiding citizens who have a civil right to be able to walk and drive safely on the city's sidewalks and roads. Thus, it was no surprise to us that many non-delivery e-bike riders, such as Citi e-bike riders, are against Int. No. 606 because they want to continue to violate the traffic laws without any consequences.

Many taxis, Access-A-Ride and for-hire vehicle drivers have told me that the e-bike drivers consistently do not comply with the traffic laws and make their work unsafe at times, more difficult and practically impossible.

We love deliveries and truly respect the delivery workers and want them to have a safe workplace. Thus, we support the passage of Resolution 0224-2024. However, we believe that the proposed state bills, S. 7587/A. 7833, also known as the "Commercial E-Bike Licensing Act", should include the owners of third-party delivery platforms, such as Uber Eats, Grubhub and DoorDash. Thus, by requiring both the employers of e-bike drivers and these third-party delivery platforms to be jointly and severally liable to pay the fines for these drivers violating traffic laws the e-bike employers and third-party delivery platforms will feel the financial penalty and thus be motivated to establish a system and culture that results in safer driving by delivery services e-bike riders.

Significantly, New Yorkers live in fear of being hit by e-bikes every day. These e-bikes' failure to follow the rules of the road is especially dangerous for New Yorkers with disabilities, a marginalized intersectional group. We need laws that require manufacturers of e-bikes to have these e-bikes include technology that would a) prevent e-bikes from going on the sidewalk, b) prevent e-bikes from exceeding the speed limit in the city and c) have a distinctive sound when in motion.

We all need this problem to be resolved now and not have this Committee kick the can down the road, that is, have a task force. However, after hearing all the testimony, if this Committee decides to ignore the cries of its citizens and decides to not pass Int. 606, and punts the crisis down the line, it should at least have a task force that is intersectional and be mainly consistent of New Yorkers who have no financial interest in e-bikes and with respect to those task force members who receive financial support, including donations from restaurants, supermarkets and third-party delivery platforms, such as Grubhub, Uber Eats, Door Dash, this should be required to be publicly disclosed. Further, this task force needs to include New Yorkers with many types of disabilities.

Finally, at the very least, this Committee should pass Resolution 0224-2024.

Thank you for this opportunity to submit these comments.

Kind regards,
Kathy Collins & Chris Ribetti
Eastside of Manhattan, NYC
Email address: kclawprof1@gmail.com
Cell phone: [REDACTED]

Downstate New York



Downstate New York ADAPT
Website: dnyadapt.com

December 13, 2024

Council Member Selvena N. Brooks-Powers
Chair

New York City Council Committee On Transportation and
Infrastructure

Sent Online at <https://council.nyc.gov/testify/>

Emailed to: testimony@council.nyc.gov

[REDACTED]

Re: Written Comments in Response to the New York City
Council's Committee on Transportation and
Infrastructure's Oversight Hearing On Planning Our
Shared Streets in New York City: Integrating
Micromobility Options. This Hearing Was Held On
Wednesday, December 11, 2024

Dear Chair Brooks-Powers;

We, the undersigned disability organizations, submit
these comments in response to the New York City
Council's Committee on Transportation and

Infrastructure's request for testimony with respect to planning our shared streets in New York City and integrating micromobility options.

Int. No. 0606-2024

In New York City, where we all need to share limited space, all drivers of motorized vehicles, electric vehicles, and bicycles need to be made aware that they are subject to regulations that promote everyone's safety. Additionally, those regulations already on the legal books need to be enforced fairly and effectively.

We, the undersigned disability organizations, support the micro-mobility and delivery service industries. Additionally, our community includes members with respiratory issues, and thus, we support transportation alternatives that protect the city's environment and reduce air pollution.

Since this bill, Int. No. 606, focuses on irresponsible e-bike ("e-bike" herein collectively refers to every bicycle with electric assist, electric scooter, and other legal motorized vehicles) operators, we see the passage of Int. No. 0606-2024, as a start towards improving the safety of the public traveling in New York City. Thus, we support this bill which would require e-bikes that are not otherwise required to be registered with the New York State Department of Motor Vehicles, be registered with the New York City Department of Transportation and receive an identifying number which would be displayed on a visible plate affixed to the vehicle. However, we respectfully submit that Int. No. 0606-2024 needs to be

amended to make it perfectly clear that manual wheelchairs, motorized wheelchairs and electrically driven mobility assistance devices are not included under "other legal motorized vehicles" in this proposed legislation. Specifically, the term "other legal motorized vehicle" needs to be amended to specifically exclude all wheelchairs and electrically driven mobility assistance devices. We propose the following amendment to this section:

"Other legal motorized vehicle. The term 'other legal motorized vehicle' means any wheeled device powered by an electric motor or by a gasoline motor that may be legally operated in the city, is not capable of being registered with the New York state department of motor vehicles and is not a wheelchair as defined in Section 130-a of Article 1-Definitions of the New York State Vehicle and Traffic Laws or [is not] a bicycle with electric assist or electric scooter." Note, underlined terms are new and bracketed [] terms are deleted.

Significantly, presently, e-bikes do not provide any forewarning of their approach. Thus, pedestrians, including pedestrians with disabilities, are not provided with enough time to try to avoid these e-bikes when the driver of such a vehicle fails to safely and properly operate the e-bike. This can result in serious consequences for all pedestrians and especially for a pedestrian with a disability who may not see the e-bike, as well as for a pedestrian with a disability who may not be able to move quickly, to avoid being hit by such an e-bike. Thus, the City Council needs to pass a law that would require that these e-bikes have a distinctive sound

when they are moving. So too, the City Council needs to pass a law that would require manufacturers of these e-bikes include technology that i) prevents bicycles with electric assist, electric scooters/e-scooters, and other legal motorized vehicles as defined in Int. No. 606 from going on sidewalks, ii) regulates the speeds of these e-bikes and iii) requires them to make a distinctive sound when in motion.

Additionally, if not already prohibited, bicycle with electric assist, electric scooter, and other legal motorized vehicles should not be allowed to ride in the bicycle lane and this lane's speed limit should be 15 miles an hour and strictly enforced. This legislation is necessary because these e-bikes can and do move at the maximum speed at all times while the speed of manual/people-powered bikes vary greatly. This creates a constant differential in speeds that can be hazardous to all.

Int. No. 1131-2024

With respect to Int. No. 1131-2024, a bill that would establish a task force to study options for making street design and infrastructure safer, this task force should include at least one knowledgeable person with a disability who is cognizant of the needs of New Yorkers with all types of disabilities and who will make it an affirmative part of their responsibilities to confer with various members of the disability community, including grassroots organizations. Of course, it would be helpful if such a task force included several persons with different disabilities. Such a task force should not be cyclist-

centric, but should have equal representation from each viewpoint, pedestrians, motorists, cyclists, and operators of electric bicycles (also known as e-bikes) and not only able-bodied but also disabled members from each of these groups.

This task force needs to study how we can promote safety for all who travel on our roads and sidewalks. More specifically, the task force needs to study how we can encourage and ensure that all those traveling are aware of and comply with the rules of the road.

An additional consideration should be that since the content of the proposed City Council hearing as well as the proposed State Legislation address e-bikes, there is no mention of manual/people-powered bicycles. This ignores the fact that these manual/people-powered bicycles travel at speeds above 25 miles an hour and also habitually violate basic traffic regulations, such as stopping at red lights and respecting the rights of pedestrians.

Thus, also we would like to see the task force include for its consideration how we can promote greater compliance with existing laws by manual/people-powered bicycles. Further, this task force should determine ways to identify violations of the law by manual/people-powered bicycles and provide for effective penalties such as requiring violators to take a rider safety course and pay a nominal fee such as \$5 for a first offense that would increase with each additional offense.

Resolution No. 0224-2024
Commercial E-Bike Licensing Act. [S. 7587/A. 7833](#)

With respect to Resolution No. 0224-2024, Downstate New York ADAPT supports this resolution which calls on the New York State Legislature to pass, and the New York State Governor to sign, S.7587/A.7833, known as the "Commercial E-Bike Licensing Act," which requires the registration of bicycles with electric assist used for commercial purposes and creates liability for employers for certain violations.

We agree that e-bikes used for commercial purposes need to be registered and their license information needs to be visible so that delivery bikes that are involved in dangerous situations can be easily identified by witnesses and cameras. Further, we agree that all fines and violations related to riding on sidewalks should be directed to the employer of the rider even when such driver is an independent contractor hired by a third party delivery platform. However, we also recommend that the owners of the third-party delivery platform should be held accountable for these drivers unsafe driving. It is our position that the employers and the owners of these third-party delivery platforms should be jointly and separately responsible to pay any fines since this will ensure that the responsibility is placed on the employers and the owners of these third-party delivery platforms which will result in these employers and the owners of these third-party delivery platforms to be motivated to actively support and promote safe driving.

Finally, we ask that this Committee continue to reach out to New Yorkers with disabilities to make New York City a truly great and safe city for all New Yorkers and visitors to our wonderful city.

Thank you for giving us, the organizations listed below, the opportunity to submit these comments.

Very truly yours,

Downstate New York ADAPT

Marilyn Tucci, Brandon Heinrich and
Anne Elizabeth Staub,
Co-Coordiators,
Transportation Equity Working Group,
Email address: dnyadapt@gmail.com

Bronx Independent Living Services, Inc.

Manuel Perez,
Executive Director,
Email address: manuel@bils.org

Center for Independence of the Disabled, New York

Dr. Sharon McLennon Wier, Ph.D., MEd., CRC, LMHC
Executive Director
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Civics League for Disability Rights

Anne-Elizabeth Straub,
Representative for Civics League for Disability Rights,
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**Greater New York Council of the Blind of the
American Council of the Blind of New York State**

Terence B. Page,
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Harlem Independent Living Center, Inc.

Yasmin Campbell,
Systems Advocate,
Email address: ycampbell@hilc.org

**National Federation of the Blind,
Vanguard Chapter of Greater New York**

Jovan Campbell,
Secretary,
Email address: novaj818@gmail.com

One Heart, One Vision

Rasheta Bunting,

President,

Email address: rasheta@oneheartonevision.org

Staten Island Center for Independent Living, Inc.

Carla Brodsky,

Supervisor,

Email address: cbrodsky@siciliving.org

Hello, My name is Austin Pferd. I'm the Director of Safety and Zero Emission Fleet at DutchX, a NYC logistics company operating electric cargo bikes and light electric vehicles for last mile delivery.

Intro 606 is a largely redundant bill that will be extremely costly for this city government to implement successfully.

As a commercial bike operation, we comply with DOT requirements to install on our equipment "A metal or plastic sign at least 3 inches by 5 inches with the business name and a unique bicycle ID number for each bicycle (different from the bicyclist's ID number)". Given that many of the complaints heard today involve commercial cyclists, what does intro 606 provide that this DOT requirement does not?

This bill is further mis-focused. Many of the incidents that have injured the public have involved illegal mopeds and other illegal micro-mobility devices. This bill would neither legalize these devices nor register them, with no curtailment to their ignorant or irresponsible users. Furthermore, all Citibikes, another device cited by the bill's proponents, already have a standardized ID number on them. This bill is redundant.

Similar registration efforts have been tried in other cities and have failed. I grew up in Houston TX and lived and rode there while bike registration was on the books. I never had to do this because long ago the police department said not to enforce it any more.

We don't have to look far afield for failure either. In NYC, Pedicabs have required registration and license plates for over a decade. The burdens of proper procedure have effectively snuffed out the more legitimate operators and as the Post's recent coverage illustrates, the landscape today is more lawless than it was before pedicab licensing. A flurry of news coverage has galvanized the NYPD into partially applying existing laws to police these vehicles.

Why then can't the NYPD and DOT continue to apply existing laws to the problem of unsafe operators of illegal or out of compliance equipment? Through my work on my local community board, I'm aware of increased police enforcement on illegal scooters and the like. Anecdotally, as I ride the streets, I see much fewer illegal scooters than before. The spurts of governance may be all we ever get, and increased rules and regulations will just cost the city more.

The negative externalities of intro 606 continue. This bill would invite selective enforcement and profiling, and discourage cycling amongst the general public. Higher rates of bike riders correlate to a safer road system for our employees and builds the support to construct the bike infrastructure that makes our bikers safer. Worker's Comp rates for working cyclists are amongst the highest rates for non-specialty industries and that is entirely due to the unsafe built environment in which we work. We want to deliver NYC the stuff they need sustainably on bike and do so safely. Intro 606 does not serve this goal.

Please note for the record that the DOT Commissioner and his staff, Andrew Fine, Vice President of the East 86th Street Association, founding member and Legislative Director for the NYC E-Vehicle Safety Alliance.

Please ask everyone speaking today who they are affiliated with, and if they are a PAID employee of that organization.

NYC E-Vehicle Safety Alliance has over 1200 members, everyone is a volunteer, and nobody is paid.

Why would an organization, like Transportation Alternatives, the lead organizer in opposition to Priscilla's Law, be so opposed to a basic accountability measure that will change wanton and lawless rider behavior and in turn reduce injuries and fatalities to pedestrians and cyclists alike?

I suggest that they lack credibility on this issue. All you have to do is follow the money! How can Transalt pass themselves off as an honest broker when they take supersized donations from the likes of Uber, Lyft/Citibike, Doordash and lime? These are the very interests looking to profit from our streets and us every day!

Of course they oppose accountability because to them accountability means liability!

So, they come out with ridiculous, fear mongering arguments like the idea that by requiring a plate for an e-bike is akin to "Stop and Frisk 2.0". Really? You have got to be kidding! If police wanted to engage in a systematic racist conspiracy against delivery workers they could do it right now, right outside at Broadway and Murray where there is a traffic infraction every few seconds. It would be shooting fish in a barrel.

Then, the opposition insists that this somehow extends to motorized wheelchairs. Not to worry folks, your Rascal Scooter is safe! They are clearly designated as a mobility device covered in Article 1 of traffic law, section 125.

What we are asking for is basic accountability!

We demand JUSTICE for our victims! How is it fair that our victims are left with life-altering injuries, trauma, and a pile of hospital bills?

How is it fair that the City Council views these victims as acceptable COLLATERAL DAMAGE in the race for a seven minute chicken sandwich? These people deserve JUSTICE! Justice includes the chance, just the semblance of a chance that they can catch the culprits responsible for their brutal injuries.

I suggest that today should be the day that we turn the page on the City Council governing by special interest. Instead, it is time for the Council to get back to the work of the people, for the people, and not the app companies that have come to dominate so many of our politicians!



December 11, 2024

Please Oppose Intro 0606-2024: Requiring that every bicycle with electric assist, electric scooter and other legal motorized vehicle be licensed and registered.

Members of the Committee on Transportation and Infrastructure,

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Executive Director

Dennis Markatos-Soriano

I am here today as New York & New Jersey Manager for the East Coast Greenway Alliance (and as a Queens resident) to ask you to please oppose Intro 606. As stewards of the East Coast Greenway, a long-distance walking and biking path from Maine to Florida connecting communities including New York City, we understand and empathize with concerns about e-bike safety. We have heard from some of our community members in New York City who share these concerns, and we believe there are effective ways to reduce conflicts between e-bike riders and other road and greenway users.

Intro 606, however, is not an effective way to achieve that goal. East Coast Greenway would like to echo concerns voiced about discriminatory enforcement and the cost burden of implementation. In addition, as an interstate walking and biking route, we are concerned that this law is inconsistent with policy in other parts of the tristate region and risks creating a patchwork approach to regulation. It is infeasible and unrealistic to expect everybody e-biking into New York from neighboring communities to know about this law and register their bike in advance. On the eve of congestion pricing, e-bikes are an essential tool for people from outside the city to access New York affordably - we must encourage their safe use without adding confusing, hard-to-enforce requirements that are inconsistent with the law elsewhere in the region.

Here at East Coast Greenway, we have seen firsthand how e-bikes can pave the way for people who would not otherwise be able to bike to commute and ride recreationally. We believe New York City has an important role to play in addressing safety concerns around e-bikes, and we ask that instead of supporting Intro 606, you employ an approach based first and foremost in preventing crashes through safe design.

Sincerely,

Sofia Barandiaran
New York & New Jersey Greenway Manager



My name is Dahlia Goldenberg and I'm the Senior Advisor at Families for Safe Streets.

Our organization's 700 members have all lost someone they love to traffic violence, or they themselves have been injured in a traffic crash. Many of our members have tragically lost young children, spouses, siblings, parents and more after their loved one was hit and killed by a car or truck driver. Every one of our members' lives has been permanently altered by a traffic crash, and many were themselves seriously injured by a car or truck driver. Their lives have been irrevocably changed, they miss their loved ones every single day, and they walk the streets aware of the very serious risk of getting hit by a motor vehicle that is going too fast or not turning carefully enough.

Our hearts go out to anyone who has experienced a serious injury or loss.

Our members are people directly impacted by traffic violence. I'm also a long-time member of the organization. Ten years ago, my partner at the time was hit by a car while crossing the street in our neighborhood. His knee required major surgery and six months of recovery. We lived for months with the constant feeling of "Oh my god, what if the car hadn't stopped as quickly as it did?" While walking around the city, I continue to be on high alert for speeding and turning cars. I know that crashes like his, where a car is turning in an intersection, are extremely common. When e-bikes get too close to me or come up on the sidewalk, I often get a little jolt of fear. I understand why people feel afraid, and I know the status quo has to change.

I'd like to emphasize the fact that the majority of harm that is occurring related to e-bikes is to the riders themselves. 50 e-bike riders were killed in the last three years. Almost all of these deaths involved a crash with a car, SUV, or truck.

The current conditions on our streets have to change. There is so much more we can do to protect both pedestrians and bike riders. Unfortunately, **Intro 606 is a costly distraction rather than a true contribution to traffic safety measures.**

At Families for Safe Streets, we're committed to ending traffic deaths and serious injuries. We're also committed to doing what works and following the data, and it's clear: what works to end the violence is not harsh accountability tactics, but prevention. Prevention also, by definition, prevents these very crashes, deaths, and injuries from ever even happening.

At Families for Safe Streets, our members often have a strong desire for accountability too, yet we put most of our energy into preventing this epidemic. We do this through automated enforcement, which is predictable enough to cause changes in driver behavior, and through other tried and true policy solutions based on sound data and

research. We want to engineer ourselves out of existence, and into a world where no one has to suffer because of traffic violence.

If we want to point our fingers at anyone, it should be the food delivery apps. They are the ones enhancing their profits by forcing delivery workers to work at impossible speeds on unsafe routes which can force them on the sidewalk or going the wrong way on a one way road. There are many legislative actions that we could take as a city to force the apps to change their ways.

Finally, some of the solutions we advocate for to keep New Yorkers safe from cars are the same things that would make e-biking safer:

- **Protected bike lanes** reduce cycling on the sidewalk, speeding, fatalities, and serious injuries. One protected bike lane in Brooklyn reduced sidewalk cycling by 94%. Protected bike lanes make our streets safer for *everyone*, regardless of how you're moving around – installing one reduces the number of pedestrians and drivers killed and seriously injured as well.

- **Double-wide bike lanes** allow people on bikes to safely pass each other at varied speeds.

- **Daylighting** clears the curb space closest to an intersection, giving all street users more visibility and time to react.

These measures would provide real prevention of injury and harm to e-bike riders, cyclists and pedestrians by encouraging all cyclists to ride in safer bike lanes, and encouraging cars to take turns more slowly.



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Long Island City, NY 11101
T: 1-800-JETBLUE
jetblue.com

December 11, 2024

The Honorable Selvena Brooks-Powers
Chair, Committee on Transportation
New York City Hall
250 Broadway
New York, New York 10007

RE: Testimony in Support of New York City Council Bill Int. No. 1131

Dear Council Member Brooks-Powers:

On behalf of JetBlue, New York's Hometown Airline®, thank you for the opportunity to testify in support of the proposed New York City Council Bill Int. No. 1131. As a company with crewmembers impacted daily by a bike lane in front of our building, we are glad that the New York City Council is tackling this serious issue, particularly in light of the increasing use e-bikes and other micromobility vehicles on city streets.

Headquartered in Queens, our company is proud to be based in New York City, and our crewmembers — nearly 1700 based in Long Island City and many others regularly visiting — contribute to the local economy by shopping, dining, and commuting within the city. However, we have observed firsthand the pressing need for safer and more thoughtfully designed street infrastructure. Outside of our building on Queens Plaza North, there is a two-way bike lane that is one of the most heavily used bike lanes in the city, providing the primary bike connection between Queens and Manhattan. Our crewmembers must cross the bike lane to access nearby restaurants, shops, and other neighborhood amenities.

At JetBlue, our top priority is the safety of our customers and crewmembers. With an increasing number of high-speed electric bikes, illegal mopeds, scooters and motorcycles using the bike lane, this thoroughfare presents significant safety concerns to our crewmembers. The bike lane is not designed for the current reality of illegal and legal vehicle type usage. Additionally, the bike lane has no signage to pedestrians that they are crossing a bike lane and little indication to riders to anticipate and yield to pedestrians. This has resulted in injuries to

pedestrians from collisions with the various illegal and legal two-wheeled vehicles using the bike lane.

The advent of e-bikes and other forms of micromobility onto our urban landscape offers significant benefits in terms of mobility and sustainability that we support. However, we need to take meaningful action to improve the design of bike lanes to reduce the risk of collisions with pedestrians and ensure that the benefits of micromobility do not come at the expense of pedestrian safety. I urge the New York City Council to pass this bill and commit to implementing its findings as soon as possible.

Thank you for your time and consideration. I am happy to answer any questions or provide further input.

Sincerely,

A handwritten signature in black ink that reads "Justin Ginsburgh". The signature is written in a cursive, flowing style.

Justin Ginsburgh,
Infrastructure, Properties and Development

New York City Council Hearing on Intro 606

December 11, 2024

Submitted testimony of Hilda Cohen, founding member of Kidical Mass NYC & Make Brooklyn Safer, and BikeBus.nyc

I am very excited to be able to give testimony for the disapproval for Robert Holden's Intro 606

Excited because I am glad to hear that issues of cyclist and street safety is on the agenda, as there are absolutely problems with bad behavior by street users, and it is dangerous for pedestrians and cyclists, and in fact dangerous for drivers.

As a cyclist, I feel threatened and frustrated by the behavior of some of the people who use electric bikes and mopeds and scooters. They go very, very fast. They run red lights, they ride on sidewalks. All of these are currently illegal and it's not being stopped; not because they don't have a license but because there's inconsistent enforcement of the current laws. Adding a bureaucratic layer of licensing is not the answer to making our street safer. All that does is give another opportunity to reduce, restrict and/or make it more difficult to get more cyclists on the road, and that will not make anyone safer.

What's makes all road users safer has been known, tested and proven safety designs: **protected bike lanes, road diets, automated enforcement cameras, education, pedestrianized (e-bike free) streets.**

The problem needs to be addressed, and again, having this be discussed at city council is necessary and needs to continue, but we need solutions that solve the problems:

- Licensing and registration of Mopeds needs to be implemented and enforced, this is already on the books, these should never be in bike lanes, and this is inconsistently enforced at best.
- Extend the dimensions of protected bike lanes and slow vehicle traffic at adjacent streets; make it safer to travel by bike and by foot by creating safer spaces.
- Slow vehicular speeds; limit speeds in protected bike lanes to 15mph, all vehicles (e-bike and faster pedal only bikes) that can and do maintain speeds faster than this should not be in a protected bike lane, and the streets should be limited to 20mph AND ENFORCED.
- Create regulation so that there is a way to identify throttle e-bikes, and have companies that hire the cyclists (and the people that use the companies)pay and regulate this. But a DMV license and license plate is not the answer.
- Increase education for all road users; bring it to schools, to license renewals and to the public through targeted and defined education campaigns.



Wednesday, December 11, 2024

Good morning, Chairperson Brooks-Powers, members of the New York City Council Transportation Committee and guests. My name is Nicole Yearwood, Senior Manager, Government Relations for Lime. I am submitting testimony on behalf our riders and Lime – one of the operators of the New York City Department of Transportation’s Shared E-Scooter Program – in opposition to **Intro. 606**, which will mandate the licensing and registration of bicycles with electric assist, electric scooters, and other legal motorized vehicles, and in support of **Intro. 1131** establishing a task force to study street design and safer infrastructure. While we support efforts to ensure safety and proper regulation, we must highlight the significant financial burdens this legislation would impose on both our riders and our company.

Our mission is to provide first and last mile transportation options that are shared, affordable, and carbon-free. We operate in approximately 300 markets globally. Lime has had the pleasure of serving New Yorkers since 2018, starting with a bike program in the Rockaways. Since the launch of shared micromobility programs in NYC, to date more than 144,000 riders have taken 3.3 million trips on our e-scooters (99.9% of these trips ended without incident). 48% of respondents to our most recent rider survey took trips during commuting hours and 91% said they used Lime to connect to their nearest bus stop, train station, or railroad stop. We provide a valuable, environmentally friendly service in areas of the city that are considered transportation deserts and historically lacked infrastructure investments.

As one of three operators in DOT’s Shared Micromobility Program, all of our vehicles have three series of alpha-numeric identifiers that are registered



with DOT. To add a license plate and register all of our vehicles and require our riders to register would be an undo burden and cost-prohibitive. We understand that your offices may receive complaints regarding e-bikes and e-scooters with the increase in personally owned e-vehicles post-pandemic, but we implore you to partner with industry experts to develop solutions as Intro. 1131 suggests.

Cities that passed similar measures to Intro. 606 saw a dramatic decrease in micromobility use. Removing cost inclusive options from the transit ecosystem makes New York City less accessible to all New Yorkers. The data on car ownership in New York City illustrates that making micromobility harder to access would disproportionately impact young adults, low-income residents and communities of color. According to Hunter Urban Policy and Planning, 46% of New York City residents live in a household without a car. The average income of New York City households that own a car is \$90,000. Households without cars have an average income of \$45,000. DOT's Shared Micromobility Program provides an affordable alternative for New Yorkers who are unable to afford a car or regularly use expensive car services.

There are a myriad of benefits of micromobility use. Shared e-scooters reduce car trips and carbon emissions. When people use our service to run errands in their neighbors, it also reduces traffic congestion for those traveling longer distances using personal vehicles or public transportation. Riders who work non-traditional hours told us our e-scooters offer a safe way to travel between their local train station and their home late at night or in the wee hours of the morning - when bus service is infrequent. The Shared Program allows the city to regulate micromobility use.



If enacted, Intro. 606 can raise our prices 5x the current amount due to the expensive nature of licensing and registration. Lime has estimated the initial costs at quarter of a million dollars to retrofit our fleet with license plates. This would not be a one-time expense for our company. Each time we update our fleet, as we did this year with our newest e-scooter – the Gen 4.1, we would need to produce and affix the plates to our vehicles. We assume, as with other registered vehicles, there will be costs associated with registration renewals.

Standing e-scooter use offers several health benefits. As our society has become more sedentary, e-scooters provide opportunities to build core strength and improve balance and posture. DOT’s Shared E-Scooter Program is helping the city reach its sustainable transportation goals of cutting emissions in half by 2030 as outlined by the Mayor’s Office of Climate & Environmental Justice in [PlaNYC](#).

We are committed to working with the Council, DOT, and other stakeholders to ensure the Shared Program works for all New Yorkers – riders and non-riders. Thank you for considering our testimony.

Geography	Riders All Time	2024 Riders	Trips All Time	2024 Trips
Bronx	114,099	56,075	2,981,373	1,413,945
Queens	30,843	29,918	328,967	328,967
Total NYC	144,235	85,993	3,306,875	1,742,912

Testimony of the Long Island City Partnership int. No. 1131

New York City Council Hearing – 12.11.2024

Dear Council Member Brooks-Powers,

Thank you for the opportunity to submit testimony on behalf of Long Island City Partnership in support of Int. No. 1131. As an organization that represents the interests of businesses, residents, and stakeholders in Long Island City, we are grateful for the Council's attention to the growing safety concerns surrounding micromobility on our streets.

Long Island City is a vibrant, rapidly developing neighborhood that draws thousands of workers, visitors, and residents daily. As we continue to grow and evolve, our community is seeing an increasing presence of electric bikes, scooters, mopeds, and motorcycles, which are used for commuting, delivery services, and other activities. While we support the many benefits that these modes of transportation bring to our city, particularly in terms of sustainability and mobility, we believe it is critical that the infrastructure supporting them be updated to ensure the safety of all street users, particularly pedestrians.

One area of concern that directly affects our community is the bike lane on Queens Plaza North, one of the busiest bike routes in New York City. This two-way bike lane serves as a primary connector between Queens and Manhattan, and it runs directly in front of many small businesses, office and residential buildings. This bike lane is heavily used by a variety of vehicles — including e-bikes, scooters, and mopeds — which are increasingly traveling at high speeds and rarely yielding to the pedestrians' right of way. We have witnessed a number of near-misses and incidents involving pedestrians, as they attempt to cross the lane to access the shops, restaurants, and other amenities in the area.

While we recognize that bike lanes are meant to promote safe cycling, the current design of the bike lane on Queens Plaza North is not adequately equipped to handle the reality of how it is being used today. The bike lane is not separated from the pedestrian walkway, and there are no clear markings or signage to inform pedestrians that they are crossing a bike lane. Additionally, there is insufficient indication for cyclists or riders to yield to pedestrians, which increases the risk of accidents. This lack of clarity has turned the bike lane into a barrier within the neighborhood, creating a disconnect that negatively impacts local businesses and overall connectivity in Long Island City.

We are deeply concerned about the safety of our neighbors, workers, and visitors. We believe that it is essential for the city to take action and re-evaluate the design of our

streets, particularly as new modes of transportation continue to emerge. We strongly support the intention behind Int. No. 1131 to address the safety challenges posed by micromobility in urban environments and urge the Council to pass this bill as soon as possible.

Improving the functionality of our bike lanes is essential for public health, safety, and economic vitality. We are committed to working with the city, local businesses, and residents to ensure that Long Island City remains a vibrant, welcoming, and safe place for everyone who lives, works, and visits here.

Thank you for your time and consideration. We look forward to continuing to engage with the Council on this important issue and are happy to provide any further input.

Sincerely,

Laura Rothrock

Executive Director

Long Island City Partnership



Los Deliveristas Unidos
Worker's Justice Project

December 11, 2024

Presented to:
Intro 606
Committee on Transportation and Infrastructure
Hon. Selvena N. Brooks-Powers, Chair
Prepared By: Luis Cortes

Good morning. My name is **Luis Cortes, I am the Director of Los Deliveristas Unidos at the Worker Justice Project.** I would like to thank the Transportation Committee for the opportunity to testify today.

I am giving my testimony against the proposed bill **Intro 606**, which seeks to make the registration of all electric bicycles mandatory in New York City.

This year, Worker's Justice Project/Los Deliveristas Unidos published a report recommending improvements in road safety, pay and tip transparency, data security, and expanded labor protections. We really believe these recommendations are part of the solution in favor of street safety. Registration and licensing are not mentioned for a good reason.

While we support stronger retail enforcement, such as requiring licenses at the point of sale for mopeds, we reject ineffective, punitive policies that target Black and Brown immigrant workers.

That is why we strongly oppose Intro 606, sponsored by Council Member Holden, which would unfairly target cyclists and give the NYPD expanded power to stop and question anyone on a bike—an unacceptable overreach. Delivery workers face dangerous conditions from app pressures to meet tight deadlines or risk deactivation. Intro 606 would mean more policing for already over-policed communities, and we know from other cities that bike licensing laws only lead to unfair, discriminatory enforcement. We also oppose **Resolution 0224** which supports the Commercial E-Bikes Licensing Act, which will lead to the same terrifying outcomes.

We support **Intro 1131**, sponsored by Transportation Chair Selvena Brooks-Powers, which recognizes that e-bikes and e-scooters are vital to NYC's transportation system. It proposes a task force to explore safer street designs for everyone. Cities like Los Angeles and Toronto have tried bike licensing and repealed it because it doesn't work. The path forward to improve street safety is infrastructure and smart retail oversight, not policing of immigrant workers.

Thank you to the committee chair and all the council members, and we look forward to working with all of you to improve the infrastructure conditions that will help eliminate accidents in New York City.

Lyft Urban Solutions / Citi Bike Testimony

**Caroline Samponaro - Head of External Affairs, Lyft Urban Solutions / Citi Bike
to the New York City Council, Committee on Transportation
December 11th, 2024**

I want to thank Chairperson Brooks-Powers of the New York City Council's Transportation Committee for hosting this hearing today.

My name is Caroline Samponaro and I am Head of External Affairs for Lyft Urban Solutions, which operates the Citi Bike bikeshare program through a contract with the City of New York. Citi Bike launched in 2013 and is a network of over 2,100 stations and 34,000 bicycles, nearly half of which are pedal-assist ebikes. The entire Citi Bike system enables more than 40 million bicycle trips annually and through a strong public-private partnership has become a critical component of New York City's sustainable transportation network, aligned to larger climate and equity policy objectives. Citi Bike is also part of the regional transportation network, with service provided in Jersey City and Hoboken under a single membership for riders and separate contracts with those cities.

On behalf of Citi Bike riders present and future, we oppose Int 0606, which would require that micromobility devices be registered with the Department of Transportation and equipped with a DOT-specified license plate. Bike registration schemes [have proven ineffective](#) and generally abandoned for their impracticality and inefficacy at addressing safety issues. Affixing a secondary license plate to Citi Bike devices will be operationally infeasible, and siphon resources from foundational operational tasks like rebalancing and bike maintenance.

Safety is paramount to every aspect of Citi Bike operations, starting with the ebike design itself. On-board safety sensors self-monitor every sub-system, including batteries, ensuring riders will have a reliable bike in a state of good repair. In order to engage the electric assist on the bike, riders must pedal. The bike features a distinctive light ring and the entire frame is painted with a retroreflective material to enhance visibility at night. The onboard device screen and a sticker inside the basket has clear pedestrian-safety focused messaging for riders, like, "watch for pedestrians," which we craft with the Department of Transportation. Citi Bike's pedal-assist ebike top speed is 18mph, lower than the 20mph permitted by State law. Every Citi Bike has a large unique identification number, printed on both sides of the bike, that is used to manage our fleet and to enable rider accountability with law enforcement.

Beyond the device itself, we do more to engage our riders around safety. Since introducing ebikes into the Citi Bike program, the Citi Bike team has worked with our partners at the NYC Department of Transportation to educate riders on bicycling and ebike safety across numerous platforms, including a mandatory ebike safety training in our app, safety PSAs on the ad panels at our stations, targeted social media safety campaigns and in-person ebike training programs with Bike NY. We have begun the process of adding an extra bell to each ebike, one for each hand, and are piloting the addition of a phone holder to the ebike to allow riders to use navigation hands free. We are also in the process of designing a new basket, with input from the Department of Transportation, that is designed to prevent tandem riding. With over 25M ebike

rides annually, we are proud to contribute to the proven [Safety in Numbers](#) effect that follows increases in people walking and biking on our streets.

Citi Bike has a track record and defined approach to working with the Department of Transportation and law enforcement when safety incidents arise. Each ebike has a unique ID and is equipped with GPS tracking, and Citi Bike is therefore able to collect trip data for ebike rides. In the event of a safety incident, Citi Bike has [a clear process](#) by which law enforcement can subpoena specific bike details, making use of the unique bike ID. This Citi Bike-specific accountability process is a helpful tool for law enforcement, one not available when dealing with personal ebikes. For example, while the assailant in last week's tragic Midtown shooting did not use a Citi Bike ebike to flee the scene as initially reported, had he in fact been riding a Citi Bike ebike, that GPS data and unique device number could have provided material assistance to law enforcement in solving the crime.

As the Committee considers proposals to improve the safety of micromobility riders and pedestrians, we encourage a data-driven approach that begins with life-saving improvements to infrastructure. [Abundant data](#) suggests that safe, protected space for walking and biking reduces crashes and injuries for all street users by minimizing points of conflict between people travelling at different speeds. In addition to the anonymized trip data published by Citi Bike on its public [System Data page](#), Citi Bike ebikes collect trip level GPS route details, which are shared with the Department of Transportation and can be a useful input for bike lane planning efforts to improve bike rider safety.

We look forward to working with the Chair, Council Members and other stakeholders to continue to ensure that our riders, and everyone else who shares our streets, enjoy the benefits of shared micromobility while practicing safe, responsible riding behavior.



*“think of us as
your pedal-limo
service...”*

- Sensible
- Affordable
- Magical

December 12, 2024

Written remarks submitted in response to solicitation
Of public comments in re: Intro 606-2024

Title: “A Local Law to amend the administrative code of the city of New York, in relation to requiring that every bicycle with electric assist, electric scooter and other legal motorized vehicle be licensed and registered”

Committee on Transportation and Infrastructure

Honorable Selvena N. Brooks-Powers, Chair

The New York City Council

City Hall

New York, NY 10007

To the Committee on Transportation and Infrastructure:

When riding a bicycle, whether on a purely pedal powered bike (some may call this mode “acoustic”) or pedal-assisted by means of a small electric motor, I am often stunned by the reactions of pedestrians at crossings when I come to a stop at a red light. They look at me suspiciously, and then, realizing I am truly stopped, nod their heads, say thank you, and in one case, a pedestrian shouted out “you are a credit to your parents!” Amusement aside, this tells me something is seriously wrong, that something has changed on the streets, and it reflects an atmosphere of fear that I did not sign up for when advocating for cycling for so many years in NYC.

Allow me to pause for a moment and introduce myself. I’ve been involved in many aspects of cycling advocacy in New York over the years, but I think the *hat* that is most relevant to wear with the submission of these remarks today is that of pedicab business owner. I was a co-founder of the industry in the mid-90s and was part of the original group of entrepreneurs who first lobbied then-named Department of Consumer Affairs under Commissioner Gretchen Dyskstra, working also with Council Member Alan Gerson and his legislative aide Peter Pastor on the development of the first pedicab regulations in the mid-2000s. We eventually saw the much-anticipated implementation of the city’s first laws regulating pedicabs,

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introduced during the Bloomberg Administration. While this industry continues to face its own issues regarding best practices (sigh), the deeper meaning of this is: here is an industry that has already gone through licensing and registration and demonstrates that it is possible and it can be mutually beneficial if properly administered. With that perspective in mind, these comments may be considered as being *in favor of Intro 606*.

Repeating the thought, I am not comfortable in an urban cycling environment where pedestrians fear cyclists and the relationship is antagonistic. Indeed, years ago (in the earlier days of Transportation Alternatives' advocacy), we used to be mutually supportive. Cyclists start off as pedestrians before they launch a bike ride. This is why I feel Transportation Alternatives is on the wrong side of this issue -- their arguments being that Intro 606 is regressive or an equity fail. They are shortchanging their long-embraced pedestrian constituency.

Now I sat through most of the hearing on December 11, and several speakers mentioned who they were representing or if presenting their own viewpoints -- with several pointing out whether they were paid to appear or appearing on their own or their community's behalf, unpaid. I am submitting these comments from the above-mentioned perspective without trying to draw attention to my own pedicab business -- which in fact is mothballed in storage temporarily because liability insurance premiums skyrocketed by an unaffordable 600% (at least for me) nationwide recently. So this is advocacy for safety and reasonableness; there is no commercial benefit for me.

Unfortunately, there were lengthy introductory remarks at the start of the hearing and the committee did not start to dive into the deeper issues until near the 3 hour mark. I was hoping to hear the committee, respondents, and members of the public really get into the details about how such a measure could work, and work for everyone involved, as right now Intro 606 is more of a scaffolding for a more detailed regulation that will have to be presented in the future, which should take place very soon.

That said, let me go through a few bullet points on how an enacted Intro 606 might look, implications, musings, etc.:

- The bill's primary sponsor, Council Member Robert Holden, remarked during the hearing that red light cameras do not discriminate, and license plates do not discriminate, remarks apparently well-received in the council chambers. So that begs the question -- will this be a program largely policed by traffic cameras, with violators receiving a ticket in the mail? Are the existing cameras sensitive enough to capture the future plate image on a motorized bicycle or scooter?
- What will the penalties be for not having a plate on a device that is clearly a motorized device? And will the cure be simply to register the device within X days for first time offenders? Will there be mobile plate issuing centers/trailers bringing the registration and education/outreach to riders on the streets, both commercial and non-commercial?
- Many of the newest ebikes feature GPS hardware installed, including I believe CitiBike's newest fleet of ebikes. If requested (presumably),

CitiBike would need to provide relevant account and device data to the NYPD if a search was being conducted for a person seen riding a particular bike at a particular location, such as the rider who fatally injured pedestrian Priscilla Loke in a crash and after whom Intro 606 is dedicated. Quite possibly, regardless of a plate, this GPS data, used in conjunction with facial recognition software and citywide security cameras, could be used to ID a person accused of criminal behavior while on a motorized device. This would not be invoked for a mere violation. (See: [NYPD Facial Recognition](#)). I wonder how much mobility providers like CitiBike, et al., need to devote staff time to working with government to identify riders for criminal cases, and whether that will expand under Intro 606 to the point where that is a budget line item to consider. Regardless whether Intro 606 passes, there is this GPS option in severe cases available right now.

- One person testifying mentioned the weight of the newer ebikes and their impact if in a collision with a pedestrian, which can be considerable if we're talking about a fully loaded cargo bike. I submitted comments from the NY Cyclmobile Association to DOT's proposed rule changes last year regarding pedal assist commercial bikes and what sort of speed limits should be considered. (See: [NY Cyclmobile Association](#)) Initially the DOT was considering 20mph (or 9 meters/second), but I brought up Newton's 2nd law of motion to illustrate the impact force of a heavy cargo bike traveling at 20mph decelerating suddenly, let's say in 1 second. It's less than a car by nearly 50% but still significant. Ultimately the DOT-adopted rule reduced the max speed of commercial ebikes to 15mph. So any monitoring of rider behavior will have to take into account the different speeds allowed for commercial versus personal motorized bikes. This distinction should have been mentioned during the hearing. And presumably any automated technology will be able to tell the difference.
- With the arrival of congestion pricing, if ebikers et al. want to travel at higher speeds than allowed in the bike lanes in the CBD, then there hopefully will be car lane bandwidth becoming available for those riders. This could restore the sanctuary feeling that non-motorized riders used to experience cycling in the expanded bike lane network, the bike lanes that advocates fought to realize for decades!
- The city is funding the replacement of commercial delivery rider ebikes with safe, UL-approved equipment, at no or little charge to the operator. Is it too much to ask that these recipients carry a small license plate? Perhaps as a goodwill gesture while achieving greater accountability, the DOT could offer the entire registration service to all for free? "The City Council on Thursday approved a two-year city-funded trade-in program to get uncertified e-bikes and lithium-ion batteries off the streets in the latest legislative action to reduce the growing number of fires that have averaged four a week. The program will provide a new certified e-bike and/or replacement battery and charger at reduced or no cost after trade-in."(<https://www.bicycleretailer.com/industry-news/2023/09/14/new-york-city-council-approves-city-funded-e-bike-and-lithium-ion-battery>)

- Building on the previous thought, as a world class city striving for best in class cycling infrastructure that the world looks to for guidance, let's do this motorized device registration program creatively, intelligently. Let's incentivize participants to join it by offering services such as assistance in stolen device recovery (by means of tracking the combination of serial number and plate number) when a participant reports theft of an ebike or scooter to authorities. It could bring positive associations, much like the "I VOTED" sticker citizens wear after voting. Licensees could receive perks like fast-tracking their access to the safe battery charging pilot programs the DOT has initiated.
- Back to the early days when the Dept. of Consumer and Worker Protection issued the very first pedicab registration stickers during inspections – operators viewed them with a sense of pride, as a mission accomplished, as having achieved official recognition. Licensing means you matter and are part of the transportation mix that belongs.
- And if it comes to pass via a state legislature measure that commercial ebike operators must obtain insurance (starting off with statewide licensing via Res 0224-2024), then perhaps the city's finance department can create the first of its kind affordable liability insurance program and earn income via reasonable premiums. This kind of program would fit into a new type of city activity referred to as "public options" where municipalities set up discount grocery or banking services. (<https://www.nytimes.com/2024/12/12/nyregion/grocery-stores-city-owned.html>) This new city-managed insurance program could be offered to any mobility device operator needing affordable coverage for commercial ebikes, scooters or even pedicabs!
- Earlier this year, Mayor Adams announced a new **Department for Sustainable Delivery**. Have we heard from this department yet on Intro 606? It would seem that it would be supportive. "Officials at the proposed Department of Sustainable Delivery will streamline all of those different processes into one, a City Hall spokesperson told Streetsblog. The new agency would create a framework to regulate all new and existing modes of delivery, including e-bikes and — perhaps, one day — drones." (<https://nyc.streetsblog.org/2024/01/25/adams-claims-city-is-considering-creating-a-department-of-sustainable-delivery>)
- In conclusion, as of yesterday, with a majority of council members signed on to Intro 606, with 5 of the 9 Transportation Committee members signed on, with the head of the Consumer and Worker Protection Committee signed on; and addressing safety concerns of the injured residents who appeared in chambers (as well as those who could not); and with no responsive alternative proposal from the DOT, passing Intro 606 adds up to being better than doing nothing.

Sincerely,

Peter Meitzler, M.S.,
Owner, New York Pedicabs, Inc., d/b/a Manhattan Rickshaw Company



December 5th, 2024

Letter of Support - Bill 606 "Priscilla's Law"

To my City Council Members,

I am writing in support for the passing of City Council Bill 606 "Priscilla's Law" that would require all electric vehicles to be registered with the Department of Transportation (DOT) and display a plate affixed to their vehicle. I believe this is a sensible start to take back our city streets and as a member of the community with other ideas on improving it, I would like to share my experience and empathy in this neighborhood from both a professional and personal perspective.

As the founder and Executive Director of *Manhattan Youth*, we operate programs for thousands of young people and seniors each day and have done so for more than three decades. Overwhelmingly I hear stories of accidents and there is no question the citizens of New York favor something to be done. I work with young middle and high school students. My staff are often in their twenties. While many of them ask for change some do not but we all understand safety in our city is paramount.

As an operator, I also spend a lot of time on Hudson River Park's Pier 25. I often cross to get home and that bikeway is out of control. The bikes travel faster than the adjoining cars on the West Side Highway. As the former chair of *The Hudson River Park Advisory Council*, the council passed resolutions to limit the speed of electric vehicles on the bikeway and I am hoping this legislation can go a step further and also address the speed limit at which e-bikes currently travel at.

I understand there are those who own bikes that do not want to have vehicles licensed like delivery workers and people trying to make an honest living. I would suggest making registration no cost to the workers while protecting their rights. Whether it is providing access to insurance that delivery service companies like *Grub Hub* could pay into for their employees like I do my staff, or providing worker's protection and compensation, we need an equitable solution for all parties.

In the rarer instance, I would like to add that e-bikes can be used for criminal activity. Just this week, the murder of United Healthcare CEO, Brian Thompson, in midtown was aided when the shooter fled by way of an untraceable, unlicensed, electric Citibike. Who knows what would have happened in the pursuit of catching this killer had the bike been registered like this bill proposes. The timing is right to regain civility in our city.

As a long-time member of this community I hope that this bill will not increase policing as the New York Police Department does not need another issue on their plate. I believe this legislation is a great start to both improving the safety of people living, walking, and working in our neighborhoods while simultaneously helping New Yorkers regain confidence in their local government and their voice. Nobody's protected until everyone's protected and I hope you agree.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Townley". The signature is written in a cursive, flowing style with a large initial "B" and a long, sweeping underline.

Bob Townley,
Founder and Executive Director



**Testimony of Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
City Council Committee on Transportation and Infrastructure
Oversight Hearing on Planning Our Shared Streets: Integrating Micromobility Options
December 11, 2024**

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

NYLCV is a steadfast supporter of e-mobility devices (e-bikes, cargo bikes, and scooters) to reduce the amount of fossil fuel-based cars on our streets, which helps to decrease greenhouse gas emissions, air pollution, and vehicle congestion. E-mobility devices are increasingly becoming more affordable and accessible, and help a large portion of New York City residents who don't have cars make non-car transportation more accessible over longer distances, especially in transit deserts. These types of devices are also [helping our city revolutionize the freight delivery system](#), which currently harms environmental justice areas that are near last-mile warehouses. Cargo bikes and microhubs are an important tool as they combat these negative externalities; they get large trucks off our streets, leading to less congestion, emissions, and traffic violence, and improved air quality.

We fully acknowledge that there are many safety concerns that come with the increase in e-mobility devices throughout our city. Frankly, while our city has made many street improvements ranging from protected bike lanes to daylighting to an e-bike charging station pilot, it has not kept pace with the rapid use of these devices. As outlined below, we must prioritize street safety improvements, education, and public awareness campaigns (for example) and not cause unintended consequences, especially for people who use these devices to make a living. We also urge the City to work with the app-based food delivery industry to come up with equitable solutions and educate workers on traffic laws and safe mobility practices.

Intro 606 of 2024

NYLCV strongly opposes Intro 606 of 2024, sponsored by Council Member Holden. By requiring every e-bike, e-scooter, or other legal motorized vehicle to be licensed and registered, Intro 606 will burden e-mobility riders, including pedal-assist Citi Bikes and cargo bikes, without actually improving street safety, ultimately setting us back on our climate efforts. According to [this year's Mayor's Management Report](#), during FY24, the cumulative total of Citi Bike annual memberships totaled almost 220,000. Trips taken by all Citi Bike users, annual membership

holders and in-day trip users, rose by 20 percent in FY24. These statistics are just a snapshot of how ineffective it would be to try licensing e-mobility devices.

Every major city that has instituted bike licensing, including Los Angeles, Houston, and [Toronto](#), has [subsequently repealed it](#) as ineffective. This bill is not only a bureaucratic nightmare for DOT—which would require more staff and resources to issue licenses and plates and track and inspect e-mobility devices—but it also leaves open major questions on how this bill will be enforced since [data shows](#) that Black and Latinx people are disproportionately stopped and/or searched and arrested during traffic stops.

The [vast majority](#) of food delivery workers in New York City use an e-bike and are immigrants. Additionally, low-income immigrants living in dense communities like New York are [10 times more likely](#) to travel by bike. This bill would grant NYPD officers the power to stop e-bike riders since the difference between e-bikes and non-e-bikes are not visually apparent. Intro 606 would lead to a massive increase in police-civilian interaction across the five boroughs and also make it much more difficult to use an electric Citi Bike. Lastly, this bill could also encourage gas-powered mopeds, which are much heavier, faster, and more dangerous than bikes.

We strongly oppose Intro 606 of 2024 and urge Council Members not to support this bill.

Intro 1131 of 2024

NYLCV supports Intro 1131, sponsored by Council Member Brooks-Powers, which would establish a task force to study options for making street design and infrastructure safer for pedestrians, motorists, cyclists, and operators of electric bicycles (also known as e-bikes) in consideration of increased use of electric bicycles and related collisions in New York City. The task force would submit a report to the mayor and the Speaker of the Council with recommendations for legislation and policy within 270 days of its creation. We recommend that any recommendations in the task force's report be aligned with the NYC Streets Plan and Vision Zero policies.

Comprehensive Solutions

In addition to supporting Intro 1131, we join our partners calling for comprehensive solutions. First, NYLCV urges the City to work with app-based food delivery companies and restaurants to find solutions that will not disproportionately burden low income workers. This includes education on traffic laws and traffic safety and public awareness campaigns for e-mobility devices. We support the concept outlined in the NYC Comptroller's recent report, [Street Safety in the Era of Micromobility](#), about funding and implementing mandatory City-administered education and safety training programs for delivery workers, including technical support and access to incentives for purchasing safe and legal vehicles and equipment. We also look forward to the official unveiling of the proposed NYC Department of Sustainable Delivery outlined in the Mayor's 2024 State of the City address. This proposed department aims to prioritize safety, establish clear goals and guidelines for the future of delivery in the city, and consolidate work that is now spread out over multiple agencies.

Most importantly, the City must continue investing in safe bike infrastructure, including separate protected bike and e-bike lanes on high traffic routes, as well as double-wide bike lanes; these lanes would reduce cycling on sidewalks and protect pedestrians. The City should continue rolling out more e-bike loading zones for deliveries, daylighting intersections, and public e-bike charging stations. For instance, DOT recently proposed rules for a three-year microhubs pilot program. This pilot program will provide safe, dedicated spaces for truck operators to transfer deliveries onto safer and more sustainable modes of transportation for the last leg of delivery, including e-cargo bikes, handcarts, and smaller electric sprinter vans. Strategies such as daylighting would create 25-foot sightlines to ensure that pedestrians, as well as cyclists and e-micromobility users, are visible to drivers by removing the four to eight car-parking spaces closest to every intersection. Replacing car parking around intersections with secure bike and e-mobility parking, public charging stations, and other neighborhood amenities will make our streets and sidewalks safer.

Lastly, if we want to improve street and sidewalk safety for all users, the City must follow through on the goals and milestones outlined in the NYC Streets Master Plan and continue implementing Vision Zero policies. While the City has made some street and pedestrian plaza improvements, it is falling behind on the Streets Master Plan milestones. For instance, the city is going to install just 5.3 miles of bus lanes for the entire year, which is just 17 percent of the bus lane miles the city is supposed to install per year under the Streets Master Plan. This is much less than the [11.9 miles in 2022](#) and [15.7 miles in 2023](#).

With congestion pricing finally starting on January 5, 2025, we urge the City to get back on track with the required goals in the Streets Master Plan if we are to improve public transportation service, reliability, and safety. This includes increasing bus speeds by constructing more dedicated bus lanes, constructing more protected bike and e-mobility lanes and bike and e-mobility parking infrastructure along major bike commuting routes.

The City Council has taken bold leadership in the past not only to make our streets and sidewalks safer but to further our climate goals. Let's not pass a reactionary bill like Intro 606 which will be a bureaucratic headache ultimately won't make us safer. Instead, let's push for solutions that further sustainability and equity. We look forward to working with the City Council, Administration, and fellow advocates. Thank you for the opportunity to comment.



City Council Hearing Testimony

Committee on Transportation and Infrastructure

Intro 606

Dec 14, 2024

Honorable City Council Members,

My name is Georgios Sotiropoulos, and I am the co-founder of a global NGO called the **Organization for Positive Urbanism (OPU)**, based in Nicosia, Cyprus. OPU is a global organization envisioning a future where urban environments promote positivity, safety, and happiness—whether used for commuting from one place to another or as destinations and social spaces. Our activities include raising awareness, education, urban planning/design projects, social impact, lobbying/advocacy, and research, all aimed at improving our daily lives. We have assembled experts from various fields—architects, urban planners, transport specialists, psychologists, lawyers, and active citizens—to discuss and develop solutions for urban challenges. Through our collective experience and expertise, we firmly believe that Intro 606 is not a step in the right direction.

I am writing this testimony on behalf of our organization to express our strong **opposition** to **Intro 606**, which seeks to impose licensing and registration requirements for e-bikes in New York City. We urge the Council to reject this proposed legislation for the following reasons:

1. **State Law Conflict:** E-bikes are classified under New York State law as non-motorized vehicles that do not require registration or licensing. Intro 606 contradicts this framework, raising legal concerns about its enforceability. Additionally, imposing registration fees may conflict with the state's "free use" policy, exposing the city to potential legal challenges.
2. **Lack of Infrastructure:** Registration takes a back seat, considering that New York City's cycling infrastructure is still underdeveloped. The bike lanes are inconsistent, with many missing links, and cyclists frequently encounter interruptions at crossings. Class 1, 2, and 3 e-bikes, which require physical effort, depend on uninterrupted flow. Expanding the city's bike lane network with clear signage for cyclists, pedestrians, and drivers is where the focus should lie—not on additional regulations.
3. **Urban design:** New York City's current urban design—with limited parking spaces and low visibility in many areas—poses safety risks. Numerous global and U.S.-based projects have shown that small adjustments in urban design, such as better lane separation and improved sightlines, significantly enhance safety. Intro 606 does not address these underlying design flaws.
4. **Costs:** Implementing and enforcing a licensing system would cost taxpayers millions of dollars. These funds could be better invested in direct safety measures, such as expanding protected bike lanes or improving pedestrian infrastructure.
5. **Implementation and Ineffectiveness:** We believe that Intro 606 will face significant challenges in practice. Other cities that have attempted similar measures have often failed, leading to confusion and

logistical issues. For example, cities like Amsterdam and Copenhagen only require registration for speed pedelecs or mopeds, while all other e-bikes are treated as bicycles and do not require licensing. These cities also benefit from nearly perfect cycling infrastructure, which New York City lacks.

6. **Disproportionality:** Intro 606 would unfairly burden the 65,000 delivery workers in New York City, many of whom are immigrants and people of color. These workers already endure precarious working conditions and exploitative practices from app-based companies. Instead, the focus should be on regulating the companies and ensuring they hold drivers accountable through their already existing technologies. Introducing licensing requirements would only add financial and bureaucratic barriers, further marginalizing these essential workers.

Finally, we urge the council before deciding on Intro 606, to reflect back on the current definition of illegal e-bikes under New York State law that clearly states the following about the current illegal use in the streets of New York e-bikes. Those are:

1. **High-Speed or Modified E-Bikes:** E-bikes modified to exceed speed limits of 25mph or lacking functional pedals are prohibited.
2. **Non-Certified E-Bikes and Batteries:** Devices not meeting UL safety standards, such as UL 2849 for e-bikes or UL 2271 for batteries, are illegal to sell or use in the city.
3. **Off-Road or Specialized Models:** E-bikes designed exclusively for off-road use with tires of more than 26 inches or with unregistered high-powered motors are not allowed on public streets.

We hope that the Council will differentiate between the aforementioned types and, rather than introducing redundant and burdensome regulations, promote the enforcement of existing laws with the clear standards for e-bikes, including tire size, battery certification, and classification. Pedal-assist e-bikes are bicycles and should not be treated as motorized vehicles. Let's just apply the law.

During the 10/12/2024 hearing, I was moved by the stories shared by supporters of Intro 606. We understand their pain and the urgent need for change. However, Intro 606 is not a proactive or effective solution. It represents a misdirected attempt to address safety issues while neglecting systemic problems like inadequate infrastructure and reckless driving.

We strongly urge the Council to reject this bill and instead focus on equitable, evidence-based solutions that protect all New Yorkers by promoting **active safety measures** through other Bills like Intro 1131.

Thank you for your time and consideration,

Respectfully,

Georgios Sotiropoulos

Organization for Positive Urbanism - OPU



Testimony of the Partnership for New York City

New York City Council Committee on Transportation and Infrastructure

Micromobility Int. 606-2024 and Int. 1131-2024

December 11, 2024

Thank you, Chair Brooks-Powers and members of the committee for the opportunity to testify on micromobility and Intros 606 and 1131. The Partnership for New York City represents the city's business leaders and largest employers. Our members employ about a half million people in the city and deliver approximately \$236 billion in annual economic output. We work with government, labor, and the nonprofit sector to promote economic growth and maintain the city's prominence as a global center of economic opportunity, upward mobility, and innovation.

The Partnership has long been a supporter of efforts to reduce traffic congestion, upgrade mass transit, and improve the quality of life in the city. We were an original advocate for and investor in CitiBike. We run a Transit Tech Lab that is dedicated to modernizing our regional transportation system through partnerships with the Metropolitan Transportation Authority, the city Department of Transportation, the Port Authority, and New Jersey Transit. We believe that safe and affordable micromobility options are essential to the city's growth and economic well-being.

Today, however, the unrestrained proliferation of electric bicycles (e-bikes), electric scooters (e-scooters), mopeds, and similar motorized vehicles presents a serious threat to public safety and quality of life in our city. Criminals use these vehicles to perpetrate and escape from crime scenes, as we saw most recently with the tragic shooting of a business executive in Manhattan. Our member companies are deluged with complaints from employees and customers about thefts, injuries, and near misses from fast-moving electric vehicles whose riders ignore traffic signals.

In 2023, 328 pedestrians were injured and two were killed in crashes involving e-bikes and e-scooters, a significant increase from previous years; e-bike riders made up 75% of the 30 cyclists who died in 2023. This lawless conduct has become a major contributor to public safety concerns, especially among older New Yorkers.

The Partnership strongly urges the Council and the Administration to increase enforcement of state licensing requirements for mopeds and existing traffic laws for all vehicles. We support the efforts of the City Council and the Administration to implement creative strategies to address the dangers posed by these vehicles. The task force proposed in Int. 1131, sponsored by Majority

Whip Brooks-Powers, is a solid idea for finding solutions that allow micromobility vehicles to operate safely in the city.

Most important, however, is for the Council to enact Int. 606, sponsored by Council Member Holden, to require bicycles with electric assist, e-scooters, and other legal motorized vehicles to be registered with the city Department of Transportation and display an identification plate on the vehicle. This is essential to enforce speed limits and other rules of the road for vehicles that are not required to be registered with the state Department of Motor Vehicles. Without this registration, it is impossible to enforce laws and hold cyclists responsible for behavior that constitutes one of the most serious detractions from the quality of life in our city.

We hope the Council will act on these bills quickly. Thank you.



peopleforbikes

P.O. BOX 2359 BOULDER, CO 80306

PeopleForBikes.org | 303.449.4893

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

December 12, 2024

RE: Letter in Opposition to Introduction 0606-2024

I write to you today on behalf of the PeopleForBikes Coalition to comment on legislation¹ being considered by the Committee that would require registration and licensing of all electric bicycles. PeopleForBikes strongly opposes the proposed ordinance because there is no evidence that it will result in any improvement in safety and ample evidence that it will have negative impacts. There are better solutions to improving safety for pedestrians and cyclists which should be pursued.

1. About PeopleForBikes

The PeopleForBikes Coalition is the sole trade association for U.S. manufacturers, suppliers and distributors of bicycle products, including electric bicycles. In 2019 PeopleForBikes merged with the Bicycle Product Suppliers Association (BPSA) to form a single trade association to represent the interests of the U.S. bicycle industry. We have over 300 members that produce goods in every segment of the bicycle market, from high-end competition bicycles to affordable kid's bikes. Our members produce the full range of components, parts, and accessories used for bicycling, as well as electric bicycles. Our membership is a true cross section of the U.S. bicycle industry.

PeopleForBikes has been the leader in working state-by-state to create modern, harmonized standards for regulation of electric bicycles throughout the United States. PeopleForBikes developed the Three-Class Model Law² to better define and regulate the various types of electric bicycles, and which has now been adopted in whole or part by 43 states (including New York) and the federal government.³

¹ The legislation includes Introductions [0606-2024](#) and [1131-2024](#).

² <https://www.peopleforbikes.org/electric-bikes/policies-and-laws>

³ The National Park Service adopted the three class system in 2021, 36 C.F.R. 1.4(a). In authorizing funding for bicycle transportation facilities in 2021, Congress adopted the three class system in defining "electric bicycle" in 23 U.S.C. § 217(j)(2). The three class system was also used in two bills that would

PeopleForBikes also publishes an electric bicycle-specific Owner's Manual for use by the industry with new electric bicycles that includes content on safe and considerate riding behaviors. We also publish a Battery Operating Manual that meets the new requirements established by [S7503B/A1910B](#) including translation into 12 languages. With our partner, Call2Recycle, PeopleForBikes created the first nationwide [program](#) for safe recycling of used or damaged batteries from electric bicycles. There are numerous bicycle retailers in New York City where residents can bring batteries from our participating supplier members for free, safe recycling.

2. Registration and Licensing Will Not Increase Safety

It is extremely concerning to PeopleforBikes and the bicycle industry that as e-mobility devices have soared in popularity, the number of crashes, injuries and deaths associated with their use has also grown dramatically, as notably reported by the [CPSC](#) and others. According to a [report](#) by the National Transportation Safety Board (NTSB), a highly disproportionate number of these incidents occurred in New York City over a five year study period.⁴ Both federal agencies have concluded that there is to date insufficient data to draw meaningful conclusions about the causes of these incidents. The CPSC is exploring the creation of new [regulations](#) governing the mechanical aspects of electric bicycles to address the associated risks and hazards, which PeopleForBikes supports.

While it is certainly appropriate for these agencies, the public and the Committee to consider measures to address perceived safety issues, ***there is absolutely no evidence that requiring registration and licensing of electric bicycles and scooters will have any demonstrable effect on safety.*** Neither the CPSC nor the NTSB have identified lack of registration and licensing as a factor in crashes involving electric bicycles. Neither has suggested registration and licensing as a possible solution to improve safety. Contrary to assertions at the December 11th hearing, there is in fact no US study that concludes that registration and licensing of electric bicycles will reduce crashes.

Certainly the use of registration and licensing for larger vehicles has not served to stem the ever increasing number of fatalities of cyclists and pedestrians involving those vehicles. And unlike the speculative response of Int. 606, there is real data to

have provided a federal income tax credit for the purchase of an electric bicycle. H.R.1019 - E-BIKE Act, S. 2420 Electric Bicycle Incentive Kickstart for the Environment Act, 117th Congress (2021-22).

⁴ Micromobility: Data Challenges Associated with Assessing the Prevalence and Risk of Electric Scooter and Electric Bicycle Fatalities and Injuries, NTSB, 2022, at Appendix B.

show that the trend is growing. According to the Insurance Institute for Highway Safety (IIHS), pedestrian and cyclist fatalities have increased 83% since 2009.⁵ The IIHS has just released a [study](#) showing that the size, weight and profile of motor vehicles is a significant factor. These fact-based studies provide policy makers with the information they need to address the root causes and reduce fatalities. There are no similar facts or studies to support the approach taken by Int. 606.

Nor would registration and licensing address another underlying **known** root cause of crashes: infrastructure that was not designed with the safety of cyclists and pedestrians in mind. Numerous studies prove beyond doubt that protected bike lanes, lower speed limits, lower design speeds and daylighting of intersections will reduce crashes and save lives. These are the alternative solutions to Int. 606 that were presented in testimony at the hearing and that the Council and Department of Transportation should continue to pursue.

In our view, legislation that would require registration and licensing of electric bicycles is little more than wishful guesswork when it comes to the goal of improving safety for cyclists and pedestrians. This is why virtually no other jurisdiction requires registration and licensing of electric bicycles.⁶

The only state that currently has a registration requirement is New Jersey, and that is limited to Class 3 electric bicycles. But New Jersey has never committed the substantial resources needed to create a workable program or process for such registration, and consequently few if any Class 3 electric bicycles are actually registered. In the past, cities that had bicycle license requirements did so primarily as a means of facilitating the return of stolen bicycles to their owners. These ordinances and requirements have largely been done away with because they are expensive to implement and law enforcement attention has rightly turned to addressing more serious issues.

3. Registration and Licensing Are Unlikely to Provide Accountability

The bill sponsor and many supportive witnesses claimed that Introduction 606 will provide “accountability” for e-mobility operators, who they appear to universally hold

⁵<https://www.iihs.org/topics/pedestrians-and-bicyclists#:~:text=Overview.reduce%20pedestrian%20and%20bicyclist%20crashes>.

⁶ Contrary to statements at the hearing, no countries in Europe require registration or licensing of all electric bicycles, which are called “pedelecs” in the EU and are limited to a maximum assisted speed of 15.5mph. Pedelecs are roughly equivalent to a Class 1 electric bicycle, and in the EU are regulated as bicycles. Faster “speed” pedelecs are regulated like mopeds. Traffic laws in Europe also place responsibility upon the motor vehicle driver to avoid crashes with pedestrians and cyclists.

criminally and financially responsible for every crash, whether or not they stopped at the scene or were interviewed and released by police. These individuals were even described as “assailants” as if they were out looking for innocent victims to mow down in the street with a scooter. What came through at the hearing was not so much a call for “accountability” as a desire for some form of revenge.

But questions of who is at fault in a crash are rarely so straightforward. Most crashes rarely result in serious criminal charges due to lack of intent to injure, and civil litigation would only be viable if the person were found at fault and actually had resources to pay a judgment. Most Americans are effectively judgment proof because they live paycheck to paycheck, and as we heard, thousands of e-mobility users are immigrants who are simply trying to survive as delivery workers. Trying to hold them ‘accountable’ by seeking a civil judgment for damages is an illusory goal.

We should never minimize the experiences of other victims of crashes who we heard from today. The policies that result from the Committee’s hearing of Introduction 606 and these community issues must however be based upon facts, data and careful analysis, not upon fear, popular opinion or so-called common sense.

4. Registration and Licensing Will Have Substantial Negative Impacts

Numerous witnesses offered testimony on the predictable negative impacts of Introduction 606.

By focusing on low-speed e-bikes and e-scooters, registration and licensing take time, resources and attention away from the number one source of fatal and serious injury crashes in New York City: large, heavy, and fast motor vehicles being operating on infrastructure that is designed for rapid travel, not the safety of pedestrians, cyclists and others.

Introduction 606 could actually make traffic safety and congestion worse by increasing the entry costs to e-mobility and pushing more people to continue driving rather than replacing short car trips or daily commutes with an e-bike or scooter. This could reverse the progress the city is making towards increasing the use of alternative transportation and reducing vehicle miles traveled, congestion, and greenhouse gas emissions.

Increasing costs for owning and operating micromobility devices will also exacerbate equitable mobility issues. Low-speed e-bikes and e-scooters are far less expensive than owning and operating a car, and individuals who rely on micromobility devices for primary transportation are more likely to be from low-income communities.

E-bikes are a more accessible and increasingly popular mobility option for many New Yorkers who deserve mobility independence, including seniors who benefit greatly from pedal assist, young people who do not yet drive, families transporting children without a car (or second car), and people with disabilities that prevent them from driving or using a traditional bicycle. Requiring registration will make those devices less affordable and discourage their use, without demonstrable safety benefits.

Registration and licensing may also lead to an increase in unwarranted police stops, which experience has sadly shown are more likely to be experienced by people of color. Your author lives less than two miles from George Floyd Square in Minneapolis, where an encounter over a bogus \$20 bill led to a tragic homicide and cascading consequences for our community and country that can never be forgotten or minimized. Creating more 'crimes' and opportunities for these interactions is bad public policy, period.

5. Introduction 1131 Offers a Better Path Forward

A better approach, and one that PeopleForBikes supports, is the task force proposed in Introduction 1131-2024. Such a task force could, in a relatively short period of time, conduct an analysis of the root causes of crashes and make recommendations for actions to address them. Such actions could actually improve the safety of New York's streets. PeopleForBikes suggests that the Council and Administration continue to focus on planning, funding and implementing connected and protected bike infrastructure, which can keep pedestrians, cyclists, and automobile drivers safe simultaneously.

A possible root cause that should be scrutinized by such a task force is New York City's unique definition of a Class 3 electric bicycle:

"Class three bicycle with electric assist." Solely within a city having a population of one million or more, a bicycle with electric assist having an electric motor that may be used exclusively to propel such bicycle, and that is not capable of providing assistance when such bicycle reaches a speed of **twenty-five miles per hour**. [N.Y. Veh. and Traf. Law § 102-C]

New York City is the only place in the world where an electric bicycle can travel 25 mph by use of a throttle. Such a vehicle is considered a motor vehicle under federal law and the laws of every other state. The top speed of an electric bicycle on motor power alone should be limited to 20 mph and that vehicle should be classified as a Class 2 electric bicycle. A Class 3 electric bicycle should be a pedal-assist vehicle only.

Personal e-mobility devices will play an important and even leading role in urban mobility and in addressing climate change. It's already [happening](#) in New York City! Appropriate and additional government investments in supporting e-mobility infrastructure, and creative public/private partnerships will be needed to support the safe adoption of e-mobility technology. PeopleForBikes stands ready to assist the City of New York as it continues to investigate and formulate solutions to these serious safety issues.

There is, however, no basis to believe that registration and licensing of electric bicycles is among the viable solutions, and for that reason PeopleForBikes strongly opposes Introduction 0606-2024.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Matt Moore', with a stylized, cursive script.

Matt Moore
Policy Counsel
matt@peopleforbikes.org



Do Jun Lee, Ph.D.
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To: NYC Council Committee on Transportation and Infrastructure

Re: Intro 606-2024

To whom it may concern:

I write this testimony to express my deep objections and opposition to Intro 606-2024. I provide this testimony based on the expertise based on my years of research and work with food delivery workers in NYC as an Assistant Professor of Urban Studies at Queens College and in my work with the Biking Public Project (BPP).

This legislation would not improve public and street safety at all, while weaponizing the NYPD in targeting primarily low-income immigrants and people of color in NYC. This legislation is an example of devastating politics that scapegoat vulnerable groups for the persistent and longstanding systematic failures of street safety and exploitative labor conditions that long pre-date the existence of e-bikes and e-scooters. Additionally, this bill does nothing to protect food delivery workers, a group who a study by the NYC Department of Consumer and Worker Protection (2022) found to have an occupational fatality rate several times higher than construction workers, which is historically the NYC occupation with the highest fatality rate. If we are talking about street and public safety, why are we not centering the safety concerns of food delivery workers who are injured and dying at alarming rates?

In the past, I have found that legislators and their supporters typically argue that these kinds of laws are about public safety while dismissing concerns about racial targeting. However, past policing data shows consistently that New Yorkers of color are the ones consistently policed while little changes in terms of public safety. In an example, the criminal court summonses from 2006 through 2020 for NYC commercial cycling laws that target food delivery cyclists resulted in 92% of these summonses occurring in only four police precincts (17, 18, 19, 20) in wealthy neighborhoods that represent just 5% of NYC's population. These precincts cover the Upper East Side, Upper West Side, Midtown East, and Midtown North, which comprise areas that are considerably whiter and wealthier than NYC on average while ordering considerably more food deliveries than average (DCWP, 2022). Furthermore, once racial data was tracked in policing summonses, we find that from 2016 through 2020, the NYPD issued **93% of commercial cycling tickets to working cyclists whom the police identified as Black, Hispanic, Asian, or Native American.**

Likewise for e-bikes policing, from 2017 through 2020 as seen in Figure 1, the NYPD issued **96% of e-bike summonses to people the NYPD identified as Black, Hispanic, Asian, or Native American** (Lee & Wang, 2024).

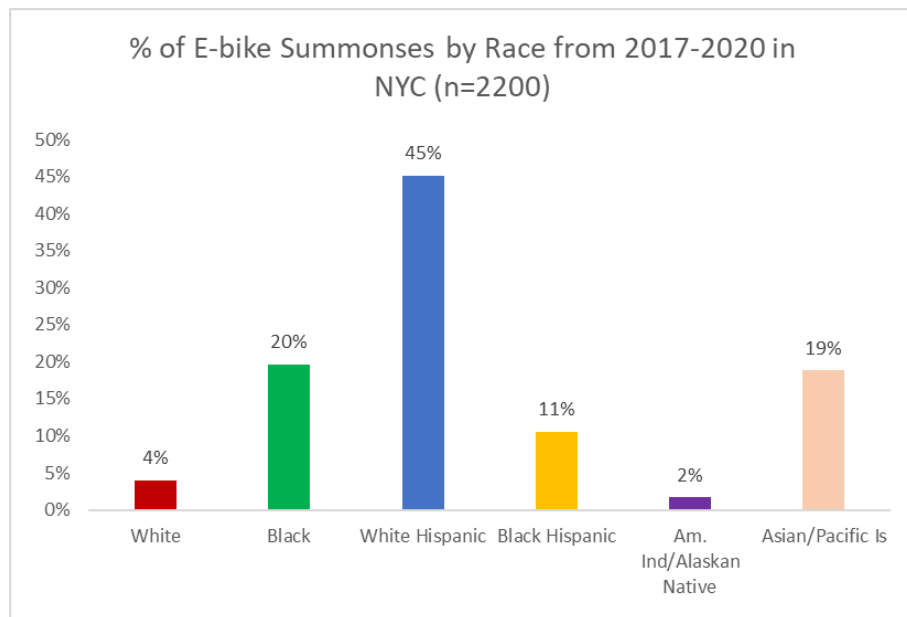


Figure 1. NYC E-bike Summonses by race from 2017-2020. Source: OATH Court.

In both instances, the commercial cycling and e-bike laws targeted New Yorkers of color and immigrants while changing little about the conditions of street safety. In both cases, complaints about street safety and whom to blame shifted to find a new target or a new way to punitively police marginalized groups.

Based on this past evidence, Intro 606 would very likely result in little to no measurable safety gains while fueling the targeting of immigrants and New Yorkers of color. In the committee report for this proposed bill's, the report confirms that "motor vehicles represent the greatest threat to pedestrians on City streets, accounting for 98.2 percent of all pedestrian fatalities recorded by DOT between 2020 and 2023." One of the key factors that fuels the conflict regarding e-bikes is the fact that the spaces on the street that are safe for pedestrians from cars are largely the same spaces that are safe for e-bike riders, e-scooter riders, and delivery workers from cars too. Instead of pitting pedestrians against e-bike riders and delivery workers, we should be expanding the travel spaces that are safe whether you are a pedestrian and/or e-bike rider.

Instead of pursuing ineffective but punitive measures like this bill that would hammer low-income working people of color and immigrants, I urge the NYC Council to focus instead on street and labor improvements that increase safety through infrastructure and improved labor conditions for delivery workers. In every previous iteration of the e-bike and motorized scooter laws in NYC that began in 2004, the laws were designed not based on

the safety of riding a particular kind of motorized scooter or e-bike, but rather the laws were consistently designed to target and exclude vulnerable groups from legal travel. I urge the City Council to stop repeating this cycle of scapegoating marginalized groups as the threat. As I have mentioned before, food delivery workers themselves experience very hazardous travel conditions and safety should never exclude them.

In summary, I strongly oppose Intro 606.

Sincerely,



Do Jun Lee, Ph.D.
Assistant Professor of Urban Studies
Queens College CUNY

References

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LaToya Wilson

Kate Wittels

Andrea Woodner

December 11, 2024

My name is Tiffany-Ann Taylor, Vice President for Transportation at the Regional Plan Association (RPA).

RPA supports calls for the increased safety of our roads' most vulnerable users. Better street design allows for a more standardized and predictable experience for cyclists, therefore we support Intro 1131.

As cycling and the use of ebikes have grown since the start of the pandemic, democratizing the street for all users must continue to be a priority. Given the catalog of definitions for what constitutes an ebike, better education about where these different devices should travel and reducing crashes is essential for sustaining a healthy system of mobility. We support the creation of a City-led task force to better understand options for making street design and infrastructure safer for all New Yorkers.

To ensure the success of recommendations from legislation like Intro 1131, equitable enforcement of traffic rules is paramount. As a city, we have repeatedly seen the challenge of this type of enforcement. For this reason, RPA cannot support Intro 606 because it is unlikely to solve the problem it is trying to address and poses a high risk for uneven enforcement.

[Sixty percent](#) of people who ride a bike in New York City are people of color and low-income Citi Bike riders choose electric Citi Bikes for [75% of their rides](#). Given this country's history of discriminatory policing, we should not introduce another opportunity for these populations to be subject to interactions with law enforcement. Additionally, the administrative cost of creating a licensing program would be high and overly burdensome. We've seen other large cities [repeal bike licensing laws](#), due to high cost and ineffectiveness.

There are other ways to address concerns about ebike usage and street safety. Legislation like Intro 1131 is a great start, but other supportive policies like creating ebike loading zones and charging stations would create safe places for users to wait off the sidewalk. Creating a policy that requires and monitors safe working conditions for commercial ebike users would also be a better compliment.

Thank you.

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SoHo Alliance

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December 11, 2024

Greetings:

The SoHo Alliance is a volunteer community organization founded in 1982.

Since the pandemic, the major complaint we receive is that, despite SoHo having an inordinate number of bike lanes, our residents complain of reckless riders of e-bikes riding on our crowded sidewalks, against traffic, against red lights and usually everywhere except bike lanes.

So the proposal to expand bike lanes to alleviate reckless e-bike riders is futile.

We need common sense. License e-bikes like we license e-cars.

We are not alone. A poll in today's NY Post shows the vast, vast majority- over 90% - of New Yorkers agree.

In NYC, e-bikes are:

HELPFUL

38 votes

9.18%

CONCERNING

29 votes

7.00%

A MENACE

347 votes

83.82%

PASS Intro 606, sponsored by Robert Holden.

Sincerely yours,

Sean Sweeney
Executive Director

I am writing in opposition to Intro 606 which would require every bicycle with electric assist, electric scooter, and other legal motorized devices to be licensed and registered. The League of American Bicyclists opposes policies and programs that discourage or suppress bicycling and Intro 606 is likely to do just that. You can find our policy statement on e-bikes here:

https://bikeleague.org/sites/default/files/League_Policy_Statement_on_Electric_Bicycles_1.25.21.pdf

The League is not aware of any jurisdiction where bicycle licensing and registration has significantly improved the safety of any type of road user. Bicycles, including bicycles with electric assist, do not cause many deadly crashes on their own or with other road users. Driver licensing and vehicle registration are justified because of the many deaths and serious injuries that drivers cause and those negative costs to society are simply not imposed by bicycling.

The experience of jurisdictions that have had licensing and/or registration programs is typically that the cost of those programs outweighs any benefit and that those programs do not result in any appreciable changes to enforcement or behavior. Hawaii is the only state with mandatory bicycle registration and it has worse than average traffic safety outcomes for people biking and walking. Few cities have pursued bicycle licensing or registration and many of those who have repealed the policy, including Madison, WI and Toronto, ON. Despite Hawaii's world-renowned weather, New York state - thanks largely to New York City - has a higher percentage of workers who rely on a bicycle as their primary means of transportation to work and has seen greater increases in biking to work over the last decade. New York is also safer than Hawaii on a per capita or per bicycle commuter basis.

The impact of requiring the display of license plates is likely that law enforcement officers will have a pretext to stop people bicycling without the need to observe a person bicycling engaging in any dangerous behavior. According to a 2019 NHTSA report produced by Hawaii, lack of registration was the second most common reason that law enforcement officers ticketed bicyclists, after lack of lights, and before any behavior-related citations. Law enforcement officers may not be familiar with the many types of bicycles or how to tell the difference between those with and without electric assist. Law enforcement may use the pretext supplied by a license plate requirement to pursue stops for purposes unrelated to traffic safety as a version of "stop and frisk." If the concern is unsafe bicycling behavior the ability to enforce bicycle traffic laws already exists and training and staffing could be directed to increase interventions to change behavior without a license plate requirement.

New York has been a bright spot for the growth of bicycling for transportation in the United States. According to data from the Census Bureau, more people choose a bicycle as their primary form of transportation to work in New York City than in any other city in America. In 2005 when that data first became available, New York City had roughly 7,000 more bike commuters than any other US city. According to the latest data, New York City has more than 60,000 bike commuters - about 40,000 more than the next closest US city. A license plate requirement would impact both people riding bicycles with electric assist and people riding

unassisted bicycles that may be confused with assisted bicycles. Those most impacted will be people otherwise riding bicycles safely who currently have no reason for police interaction.



The New York City Council

Committee on Transportation and Infrastructure
Chair Council Member Selvena N. Brooks-Powers
December 11th, 2024
Intro 606-2024:

Requires every bicycle with electronic assist, electronic scooter and other legal motorized vehicle be licensed and registered

December 13th, 2024

Submitted by:

Amanda Jack & Cassandra Kelly
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Criminal Law Reform
Policy Unit

The Legal Aid Society
Criminal Defense Practice
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Thank you to Chair Brooks-Powers and the committee for holding this public hearing and for allowing us this opportunity to express our deep opposition to Intro 606-2024. This legislation

would be a massive expansion of police power to stop, question, and frisk New Yorkers who commute and work on bicycles and must be rejected by the committee.

The Legal Aid Society is built on one simple but powerful belief: that no New Yorker should be denied the right to equal justice. We seek to be a beacon of hope for New Yorkers who feel neglected – regardless of who they are, where they come from, or how they identify. From our start over 140 years ago, our growth has mirrored that of the city we serve. Today, we are proud to be the largest, most influential social justice law firm in New York City. Our staff and attorneys deliver justice in every borough, working tirelessly to defend our clients and dismantle the hidden, systemic barriers that can prevent them from thriving. As passionate advocates for individuals and families, The Legal Aid Society is an indispensable component of the legal, social, and economic fabric of our city.

SUMMARY OF OPPOSITION

New York City Council must protect New Yorkers' safety and privacy by opposing Intro 606-2024. On its face, this bill would require every e-bike or electric CitiBike to be "licensed" and make it illegal to ride one without a license. The unintended consequence of this bill will be intrusive surveillance and sharply increased police harassment, ticketing, and arrests of the hundreds of thousands of New Yorkers using e-bikes, scooters, or bicycles that may look like e-bikes to navigate the city, transport their families, and make a living.

INTRO 606 WOULD HAVE A DISPARATE IMPACT ON NEW YORKERS OF COLOR AS IT ENABLES THE EXPANSION OF STOP AND FRISK IN OUR COMMUNITIES

Unfortunately, it is widely understood¹ that policing and prosecution in our city continues to disproportionately impact Black and brown New Yorkers and low-income New Yorkers. This legislation would be more of the same: exacerbating the shameful racial disparity of outsized police harassment of communities of color and low-income and working-class community members. This impact is easy to predict because according to the most recent [Department of Transportation report on bike safety](#)², over 60% of reported city cyclists are people of color and 61% of Citi Bike riders are people of color. Additionally, DOT reported that low-income Citi Bike riders choose electric Citi Bikes for 75% of their rides. Indeed, the vast majority of food delivery workers in New York City use an e-bike and are also immigrants. Low-income immigrants living in dense communities like New York are 10 times more likely to travel by bike.

As we prepare for a new federal administration that has not been shy in announcing its intent to target immigrant communities and increase the tools of surveillance and controls on all of

¹ available at <https://www.nyclu.org/commentary/racial-disparity-across-new-york-truly-jarring>

² See *Safer Cycling: Bicycle Ridership and Safety in New York City*, page 59 published in 2017 and available at <https://www.nyc.gov/html/dot/downloads/pdf/bike-safety-study-fullreport2017.pdf>

society, we must guard against the exact type of expansion of the police and surveillance state that is enabled by Intro 606. Cycling in our city must be made safer, but creating an onerous, bureaucratic hurdle that in turn increases the authority of police to harass and surveil community members who use environmentally friendly transportation to commute and make a living is not the answer.

As the [Center for Constitutional Rights 2012 report on Stop and Frisk](#)³ made clear: there is a human cost to these unbridled police interactions on our streets and to create more avenues for those interactions is an increasingly dangerous game under the shadow of the incoming federal landscape.

Truly, under this legislation, *anyone* who rides a bike or Citi Bike in New York City would be exposed to increased police harassment. People who ride bikes in New York City are generally an at-risk population, and e-bikes are increasingly common among all people who ride bikes. Add to this the fact that it is difficult to immediately distinguish many bicycles from pedal-assist e-bikes. This ambiguity would empower police to stop anyone on *any* bike, regardless of whether it was indeed an e-bike or not.

This bill would greenlight a massive increase in police-civilian interaction for already vulnerable populations. But we don't have to rely on hypotheticals. Evidence from sister cities who have attempted to enact similar laws shows that enforcement of bike licensing laws is [known to be discriminatory](#)⁴. At the Legal Aid Society, we see the continued disgraceful racial disparity in who the police stop on our streets and who prosecutors send into our courtrooms, charged with crimes. This legislation would further expand police powers to disproportionately ensnare Black and brown New Yorkers in the unforgiving grasp of our criminal legal system.

Additionally, there is a serious concern about expanding the reach and power of surveillance on our streets. Requiring license plates on e-bikes would also enable the city's far-reaching network of street cameras, bus cameras and police vehicle cameras to pull cyclists into ever-increasing dragnet surveillance. Doing so would create a searchable database of everyday New Yorkers' travel habits and location histories.

Intro 606 invites devastating collateral consequences—causing stop-and-frisk for people on bikes and massively expanding police powers while reducing the likelihood that anyone will choose to ride a bike due to the costs and time required to obtain licensing and registration. Police stops lead to harassment, arrest, property seizure and collateral consequences that can affect your job, your housing and your immigration status. This council must guard against these harms and stand against Intro 606.

BIKE SAFETY REQUIRES RESEARCHED SOLUTIONS AND

³ available at <https://ccrjustice.org/sites/default/files/attach/2015/08/the-human-impact-report.pdf>

⁴ available at <https://www.bloomberg.com/news/articles/2021-04-23/the-biggest-problem-with-bicycle-licensing-laws>

INVESTMENTS IN INFRASTRUCTURE

Every major city that has instituted bike licensing, as is proposed in Intro 606, including Los Angeles, Houston, and Toronto, has [subsequently repealed](#) it⁵ as ineffective.

Bike licensing has also been shown to make cycling less safe by depressing the number of people who choose to ride a bike. Because [bike safety increases with the number of people biking](#) and bike licensing is a barrier to riding a bike, every cyclist is less safe with a licensing requirement.

Intro 606 would be a massively expensive failure for taxpayers and the City of New York. It would require—at the bare minimum—creating an expansive new bureaucracy, printing tens of thousands of licenses and plates, staffing offices in every borough, and constructing new brick-and-mortar infrastructure across New York City to inspect and license bikes. To understand these costs, the NYC ID program, which used existing infrastructure, cost an [estimated \\$8.4 million](#)⁶ in its first year. Intro 606 would easily rise far beyond that.

While Intro 606 will do nothing to create more safety for cyclists and those they share the road with, there are researched and well-reasoned solutions to increase safety and accountability for all who use our roadways and bike paths while protecting the rights of workers who use e-bikes to make deliveries and the rights of all to be free from police harassment and intrusion. Experts at Transportation Alternatives recognize that calming streets requires infrastructure that helps people make safe decisions and policies that reduce dangerous conditions.

Some infrastructure solutions include:

- Protected bike lanes to reduce cycling on the sidewalk, speeding, fatalities, and serious injuries.⁷ One protected bike lane in Brooklyn reduced sidewalk cycling by 94%.⁸
- Daylighting, which clears the curb space⁹ closest to an intersection, giving all street users more visibility and time to react.
- Double-wide bike lanes which allow people on bikes to safely pass¹⁰ each other at varied speeds.
- E-bike loading zones, to give delivery workers who use e-bikes safe space to wait¹¹ off the sidewalk.
- And finally, investing in public e-bike charging stations that will reduce the risk of battery fires.¹²

Additionally, this council can take up policy solutions to reduce dangerous conditions. Food delivery app companies currently profit from forcing delivery workers to work at unsafe speeds.

⁵ available at <https://www.bloomberg.com/news/articles/2016-11-29/why-bicycle-licensing-usually-doesn-t-work>

⁶ available at <https://www.nyc.gov/html/dot/html/bicyclists/bike-ridership-safety.shtml>

⁷ see <https://www.nyc.gov/html/dot/downloads/pdf/safety-treatment-evaluation-2005-2018.pdf>

⁸ see https://www.nyc.gov/html/dot/downloads/pdf/2012_ppw_trb2012.pdf

⁹ see <https://transalt.org/reports-list/daylighting-101-a-guide-for-communities-seeking-safe-intersections>

¹⁰ see <https://transalt.org/reports-list/building-an-e-micromobility-future>

¹¹ see <https://www.curbed.com/article/chick-fil-a-atlantic-avenue-bike-corral.html>

¹² see <https://www.nyc.gov/html/dot/downloads/pdf/safer-charging-safer-deliveries.pdf>

To remedy this, the City of New York could institute a contract bidding process¹³ as a contractual requirement. Contract fees can be used to build better infrastructure to increase¹⁴ cyclist safety and safe cycling behavior.

City Comptroller Brad Lander has also proposed a similar deck of solutions in his October 2024 report: *Strategic Plan for Street Safety in the Era of Micromobility*.¹⁵ These solutions also mix the creation of new infrastructure with policy changes to regulate the industries that place demands on delivery cyclists rather than giving NYPD open license to stop any cyclist going about their daily routine.

CONCLUSION

We urge the Council to reject Inro-606 as a dangerous and wasteful over-reach and instead turn its attention and resources to the comprehensive infrastructure and policy changes that will make our streets safer for cyclists and pedestrians while protecting the rights of immigrant workers and other cycling New Yorkers.

¹³ see <https://transalt.org/reports-list/delivering-safety-same-day-delivery-apps-new-your-city>

¹⁴ see <https://transalt.org/reports-list/delivering-safety-same-day-delivery-apps-new-your-city>

¹⁵ Available at <https://comptroller.nyc.gov/reports/street-safety-in-the-era-of-micromobility/>



Committee on Transportation and Infrastructure
Wednesday, December 11, 2024

Good Morning, Chairperson Brooks-Powers and members of the Committee on Transportation and Infrastructure. My name is Tom Harris, and I am the President of the Times Square Alliance, the organization that works to improve and promote Times Square – cultivating the creativity, energy and edge that have made the area an icon of entertainment, culture and urban life for over a century. I appreciate the opportunity to submit testimony in response to Intro 606, requiring the registration and licensing of all bicycles with electric assist, electric scooters, and other legal motorized vehicles.

TIMES
SQUARE
ALLIANCE

First, I would like to thank the Committee and Council Member Holden, for addressing this crucial gap in the city's vehicle registration procedures. As a business district, we understand the importance of these vehicles to the delivery personnel, and how important delivery personnel are to our restaurants. However, we have seen first-hand the dangerous chaos that can ensue when unregistered motorized vehicles, often moving faster than adjacent cars, weave through bike and travel lanes, and ride up on sidewalks, endangering pedestrians. In 2023, e-bikes made up more than 75% of all deadly bike crashes, with 23 people killed while riding e-bikes and an additional three pedestrians killed by e-bike riders. This is not to mention the 267 fires from lithium-ion batteries which resulted in 18 deaths. We do understand the need for deliveries, and we also understand the time pressure delivery persons face; however, the status quo of unregulated and reckless e-bike usage in NYC is untenable, and requiring the registration of these vehicles is a crucial step towards holding riders and delivery companies accountable and restoring order to our streets.

The speed limit in Times Square is 25 mph, though congestion renders average car speeds between 6 and 9 mph. Currently, e-bikes are able to skirt traffic by riding in bike lanes at up to 25 mph – zooming past pedestrians and cars alike with little regard for their surroundings. New York State law defines a limited-use motorcycles as a “low-speed vehicle with two or three wheels.” The vehicles which fall under this designation, such as vespas and mopeds, require full registration and a driver's license to operate and are not permitted to ride in bike lanes. In addition to proposed rule changes under Intro 606, we propose a rule change that would treat e-bikes as limited-use motorcycles, and require them to travel in regular traffic alongside cars. This would restore order and safety to our bike lanes, which were always intended to allow cyclists to ride safely apart from cars traveling at accelerated speeds. Times Square welcomes thousands of tourists, workers and residents every day, and the Alliance works hard to ensure that every person who passes through our district has a safe and enjoyable experience. Intro 606, and additional e-bike regulations, are necessary to ensure this is possible.

Tom Harris
President
Times Square Alliance



My name is Corey Hannigan. I am the Active Transportation Program Manager for Tri-State Transportation Campaign, and a resident of Sunnyside, Queens. I ride an electric Citibike in the city nearly every day. I strongly oppose Intro 606 for the following reasons:

- **Requiring licensing and registration will not meaningfully address roadway fatalities.** Motor vehicles, which require licenses and have virtually no speed or weight limitations, were involved in 265 crash fatalities reported on city roadways in 2023, compared to just 3 involving only e-bikes. Low-speed (a.k.a. Class 1 and 2) e-bikes and e-scooters move more slowly and weigh far less than a car, meaning serious crashes are far less likely, and far less severe when they do occur. We should be encouraging *more* drivers to switch to e-bikes, and we should be redesigning our streets to better accommodate them, which would *actually* help keep e-bikes off sidewalks. Instead, these new licensing requirements would make life more onerous for vulnerable road users, who are overwhelmingly likely to be the *victims* in a traffic crash. In the long run, these regulations could even make traffic safety *worse*, by increasing the barrier of entry to switch from a large, heavy, high-speed motor vehicle to a small, lightweight, speed-limited e-bike.
- **Increased costs and complicated procedures to operate low-speed devices will disproportionately impact overburdened communities.** Low speed e-bikes and e-scooters are far less expensive than owning and operating a car, and workers who rely on them for primary transportation are more likely to be low-income individuals, communities of color, or households with low English proficiency. These new rules will make transportation that much less affordable and accessible for them, and enforcement may also lead to more unwarranted police stops – [Federal research](#) confirms that “law enforcement pull over minority [road users] at a higher rate than white [road users].”
- **These new barriers will increase barriers to access an increasingly popular mobility option among vulnerable groups for whom driving isn’t an option** – including seniors (who benefit greatly from pedal assist), families transporting children without a car (or second car), undocumented residents (for whom registration may be virtually impossible), and people with disabilities that prevent them from driving – all of whom also deserve mobility independence.
- **This will slow New York’s progress towards net zero.** Nearly 30% of New York’s total greenhouse gas emissions come from transportation. We should be incentivizing all types of electric vehicles, not making them harder to get. This goes doubly for electric bicycles, which have been proven to replace motor vehicle trips, require no fossil fuel (and far less electricity than an electric car), and require far less space to operate and store, meaning less road lanes and parking spaces are needed (all of which contribute to flooding and urban heat island effect).



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NEW YORK, NY 10001



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That's why Connecticut, Colorado, Maine, Minnesota, Vermont, and Washington have all announced rebate programs to *subsidize* e-bike purchases. Meanwhile, New York would be doing the opposite – increasing the cost to purchase this type of affordable, accessible electric vehicle.

- **Similar existing regulations have been ineffective, or have otherwise proven difficult to implement.** Higher speed e-bikes and mopeds already require licensing, but police have struggled to implement and enforce this rule consistently. There are countless motor vehicles with missing plates driving around the city, which pose a far greater risk to vulnerable road users. With capacity limitations to implement existing license requirements, why expand this mandate further? In addition, by treating low-speed e-bikes and e-scooters the same as higher-speed mopeds and motor vehicles, this bill disincentivizes New Yorkers from opting for a lighter, slower e-bike.
- **These unnecessary regulations will create uncertainty and discourage economic development.** New York City lies at the heart of the largest and densest job market in the nation. Many commuters use e-bikes to travel between the city and the Hudson Valley, Long Island, and New Jersey. Requiring registration only within New York City may reduce our commercial attractiveness by introducing confusion and uncertainty about how visitors riding e-bikes from out-of-state will be affected – will Westchester, Nassau, and Hudson County residents need to register their e-bikes or risk being stopped by police?
- **These requirements could jeopardize the operation and expansion of the largest and most popular electric bike-share program in the world.** New York City, Jersey City and Hoboken share a single bike-share system, with a ridership above that of the NYC Ferry. However, unlike every other form of public transportation in the city, Citibike lacks any operational subsidies, and will now become even more expensive for city residents if it is required to license and register its entire e-bike fleet.
- **This bill would reduce accessibility on shared-use trails and discourage tourism.** Our state boasts many high quality recreational biking and walking trails (such as the Empire State Trail and the East Coast Greenway), attracting riders of all ages and abilities and tourists who greatly benefit the economies of towns and cities located nearby. These new restrictions would discourage riders like seniors or people with disabilities – who may depend on low-speed pedal assistance – from visiting trails, and may reduce the attractiveness of our trails as a destination for out-of-state tourists.

Thank you for your consideration.



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**New York City Council
Committee on Transportation and Infrastructure
Testimony on Intro 606 and Intro 1131
December 10, 2024**

Testimony of Carina Kaufman-Gutierrez
Deputy Director, Street Vendor Project at the Urban Justice Center

Good morning Chair Brooks-Powers and committee members. My name is Carina Kaufman-Gutierrez. I am the Deputy Director of the Street Vendor Project, a membership-based organization of over 3,000 street vendor members - thank you for the opportunity to testify. As the primary organization that exclusively serves street vendors in New York City, SVP is the centralized hub for this underserved population, providing critical small business and legal services to vendors since 2001.

We're here today to advocate against the passage of Intro 606 in solidarity with our deliverista brothers and sisters as misguided policy proposals that come with devastating consequences — legalizing stop-and-frisk for people on bikes and massively expanding police powers. Today, a police officer must witness a violation to stop a person on a bike. But if Intro 606 passes, the NYPD would have newfound powers to stop and question ANY New Yorker riding ANY bike. Because the difference between bikes and e-bikes is not visually apparent, police officers could stop anyone on a bike—even if they have not committed a violation.

Intro 606 means a massive increase in police-civilian interaction for these populations. Based on evidence from cities across the US, enforcement of bike licensing laws is [known to be discriminatory](#). [60% of people who ride a bike](#) in New York City are people of color. [61% of Citi Bike riders](#) are people of color.

Low-income Citi Bike riders choose electric Citi Bikes for [75% of their rides](#). In advance of the incoming Trump administration, City Council should do everything in their power to limit interactions between vulnerable populations and police.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131. Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies. I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE
CITY HALL CHAMBERS, NEW YORK, NY
IN-PERSON AND ONLINE TESTIMONIES
Wednesday – December 11, 2024 – 10:00 A.M.

In-Person Testimony prepared by Bernadette Ferrara
President of Van Nest Neighborhood Alliance (VNNA)
Member of CEBCA, Life-long NorthEast Bronx Resident

Wednesday, December 11, 2024

Good evening Chair and Committee Members,

My name is Bernadette Ferrara. I am President of the Van Nest Neighborhood Alliance, a member of CEBCA, the Coalition of East Bronx Community Associations, former Chair and 16-year Board Member of Bronx Community Board 11, a life-long NorthEast Bronx resident still living in one of the oldest neighborhood of Van Nest established in 1853 and I am in support of Intro 0606 “Priscilla’s Law”.

Back in August 1, 2021, the E-Bike/Scooter pilot program was set in our Northeast Bronx Community. It was evident within a few weeks that with no regulations set in place along with lax registrations upon use of both scooters and e-bikes that our community’s public safety was at risk. Both scooters and e-bikes were riding on sidewalks; driving against the flow of traffic; running red lights and stop signs; children as young as 11 years old riding scooters against the flow of traffic on Morris Park Avenue; minor to major injuries in abundance and fatalities. Transportation committees at the Community Board level had community outcries that were ignored by DOT. Even when minor tweaks were not working and public safety still at risk, it seemed that the contracts made with Lime, Bird and Veo were more important to DOT than the public safety of the community and its residents.

How does a City Agency implement a pilot program, then make it permanent with no safety regulations such as license plates and registrations when it comes to moving vehicles along with the knowledge that law enforcement had complications with enforcement of violations and reporting of accidents? Our Bronx community continued to have public hearings, TownHalls and Transportation Committee complaints, all falling on deaf ears of DOT and elected officials.

I hold DOT AND the City Council Members who supported this pilot program without the foresight of public safety accountable for their irresponsibility that caused major injuries and fatalities!

Educating the public and organizing a task force can be done along with passing “Priscilla’s Law”.

Supporting Intro 0606 “Priscilla’s Law” is a “**no-brainer**” and must be implemented immediately.

Thank you.



December 11, 2024

Thanks to the committee for the opportunity to provide testimony today. My name is Alex Keating and I am the Head of Policy and Partnerships at Veo, one of the three shared mobility providers permitted to operate in the Bronx and Queens, beginning with the pilot program in 2021 and continuing into this year's permanent program.

As a permitted shared mobility operator providing a safe and convenient option for those who do not own their own bikes or scooters, Veo takes the issues outlined in Intros 0606 and 1131 very seriously. To that end, we would like to express our strong support for Intro 1131. The usage data from the past three and a half years shows that Veo's fleet of standing and seated scooters has improved mobility for thousands of residents across the northeast Bronx and eastern Queens.

A little bit about who those riders are. Based on our annual rider survey:

- **18% of riders in NYC report having a disability** and we credit that to our vehicle offerings which includes a seated scooter that has a lower center of gravity and allows people to sit comfortably and take longer trips
- **74%** of our riders say they have been able to decrease car travel because of Veo.
- **56%** do not own or have access to a car. **37%** do not have a drivers license.
- The majority of Veo trips begin or end at a public transportation hub, from the ferry in soundview, to the critical bus and subway hubs in Jamaica and Flushing.
- Our Access membership program has increased affordability for our users, with over **993 Signups & 4,060 Renewals** across New York City from 2021-2024, providing equitable micromobility access.

However, I want to recognize that Veo, along with the DOT and our partner operators, have been listening to community feedback and we recognize there is room for improvement. That is why we are prioritizing improved parking regulations with new end-of-ride review technology which will not let users end trips if they are blocking the right-of-way, and more geofenced, forced parking hubs to ensure orderly parking in key areas. We are also increasing our local staffing beyond our 42 local employees to more quickly address parking complaints and assess fines for those breaking the rules. As a result, we have already seen a significant reduction in improperly parked vehicles and expect continued improvement as these measures have time to impact rider behaviour.

All of the above-mentioned initiatives will benefit directly from the informed recommendations that the task force envisioned in Intro 1131 will create. New approaches to infrastructure and street design are necessary to more seamlessly and safely integrate micromobility into NYC's communities, and Veo not only supports this initiative, but would like to directly engage by serving in an advisory capacity and providing data on ridership patterns.

Regarding Intro 0606, it is worth noting that 100% of Veo's shared scooters are already registered with NYC DOT, have visible unique identification numbers, and provide breadcrumb data to the city on every aspect of their usage. This data is supplemented by monthly reports on safety and rider education. Adding another layer of registration to these shared services would be redundant and unprecedented in US cities.

As someone overseeing operations in more than 50 cities across the country - from LA to Washington DC, I can attest that NYC's shared scooter program is already among the safest and most strictly regulated in the nation. I would like to commend the City DOT for embedding Vision Zero values within this program's framework from day one. The result has been over 6 million trips without a single fatality, and a high level of provider accountability.

Thank you for your time,

Alex Keating

From: [Aaron Schloff](#)
To: [Testimony](#)
Subject: [EXTERNAL] OPPOSE Intro 606
Date: Friday, December 13, 2024 5:51:49 PM

Dear City Council

I live in Jackson Heights Queens. My CM is Shekar Krishnan.

I use pedal bikes and ebikes and ride the train.

Intro 606 will not make the street safer. Licence plates don't stop cars from running red lights or doing the damage to people and property that they do. Enforcement is weak!

Check the records: has any city that has established this bike license regime actually kept it? Detroit, Washington and Los Angeles have all repealed theirs. This is what the Los Angeles Police Department said:

"Given our continued efforts to deploy all available sworn personnel to field operations in direct support of our crime fighting and community policing efforts, **reviving the bicycle licensing program at this time is not prudent.**"

Don't do it!

Regards

Aaron Mack Schloff
Jackson Heights, NY

Hello, my name is Abu Nayeem. I live in Jamaica, Queens and I'm a cyclist.

In my written testimony, I highlight "law-abiding" for emphasis.

I'm not an e-bike rider, but I ride around Queens for errands. I understand that street safety is a top concern, and have seen improper use of mopeds and other large moped vehicles. **Intro 606 is not the answer** because it doesn't make our city safer and place additional costs, and risks of harassment for LAW-ABIDING citizens.

Here are a few questions that I hope the committee considers?

- 1) How will the NYPD enforce licensing to be able to distinguish between regular bicycles and e-bikes? With so many cyclists out there, singling them out will involve some sort of implicit bias on race and attire.
- 2) Does the existing moped regulation diminish safety concerns of unlicensed mopeds?
- 3) How will police enforce the law for NON LAW-ABIDING citizens? The NYPD has a no-chase policy, and can simply ride away. I did a "Ride-Along" with officers, and experienced this firsthand.
- 4) Does Intro 606 target NON LAW-ABIDING individuals effectively, and can it harm LAW-ABIDING citizens?


Also, I want to remark that the scare tactics of the Electric Vehicles Safety Alliance, EVSA, in their promotional materials is sensational, dishonest, and attribute the actions of regular use of e-micro mobility devices to reckless NON LAW-ABIDING citizens. NYC has one of the strictest gun laws in the country, and yet there are guns on the streets because criminals do not abide by the law.

My suggestion is to propose legislation to target NON LAW-ABIDING cyclists. For example, regulation can be amended to require licensing and safety requirements for businesses, and delivery apps, which can reduce reckless driving from delivery workers on mopeds, e-bikes, cargo-bikes, etc. A sweeping bill harms regular people.

Thank you for your time

Cheers,
Abu Nayeem

From: [Adam Boritz](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Thursday, December 12, 2024 4:02:24 PM



I hope the City Council rethinks Intro 606. This bill does nothing to make pedestrians safer, but it does expose bicyclists to unnecessary harassment in many cases. Nothing about there being a license plate for electric scooters or e-bikes of any sort will help pedestrians be safe. What would help pedestrians be safer is having a city that actually enforces the traffic laws that exist for all types of vehicles. That would have saved the lives of folks like Priscilla Loke, plus the numerous children, adults and folks on micro-mobility vehicles that are mowed down every year.

Further, since many bikes that are not e-bikes have gear attached to them that can make them look like e-bikes, this exposes many bicyclists to being stopped for riding a device that does not require a license plate. We also know that when enforcement of traffic is left up to cops, they behave in a biased manner against folks of color and folks who are lower income. Those two groups happen to be the demographics that make up the majority of food delivery workers. Having access to e-bikes helps those folks be able to meet the high demands of their jobs and not end up in lots of pain. If they can't use an e-bike, they'll likely shift to mopeds, which are noisier and pollute, too.

Which gets me to the last point. This will have a chilling effect on e-bike adoption and push folks to less green alternatives. The city needs to move forward to fight climate change, not go backward. Let's not push folks to increase personal car use or gas powered mopeds.

Thanks,
Adam

Good Afternoon,

My name is Adam Brodheim and I am struck by the testimony of folks for and against 606. It reflects many of the same concerns I have heard as a member of Manhattan CB7.

I want to make a few points:

First the problem we face is real. It is not as safe as it should be to be a pedestrian in NYC. I have been hit by a car and I have had near misses with ebikes.

But there are solutions for the types of challenges we face and I do not believe that intro 606 is one of them:

- 1) When we changed how deliveristas were paid I noticed how much more frequently they were stopped at red lights as they were not needing to run red lights to make their living.
- 2) When the NYPD increased enforcement against illegal unlicensed mopeds I saw the number of such vehicles decrease. And these are the vehicles that are the most dangerous and have nearly hit me most often
- 3) When we change infrastructure our streets really do become safer.

There are real challenges we face, but this measure is misguided and will not work. Gale Brewer has it correct—we need legislation at the state level to regulate delivery cyclists who do this for a living. We do not need a system of license plates which tragically will not do what advocates hope. Only 10% of hit and run drivers are found—and that's with cars registered and licensed! Instead, this bill will tragically not only fail to reign in reckless riders (only infrastructure can do that), but instead it will become an excuse for the NYPD to further persecute our neighbors.

There are real solutions to these challenges, but licensing is not the panacea some thing and for the sake of this city I hope the city council will come up with real solutions to keep pedestrians safe from cars and bicycles

From: [Adilene Sierra](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 9:03:37 PM

[REDACTED]

Good evening,

I'm a resident of the Bronx and I strongly oppose Intro 606. What is being proposed, under the guise of pedestrian safety, is nothing more than an attempt to put at the risk the livelihoods of delivery workers in the city who are already at risk of physical and verbal abuse by patrons and poor working conditions. If the city truly means to keep pedestrians safe, then it would do so by actually investing in street design that slows all vehicles down such as raised bumps, daylighting, extending protected bike lanes.

Thank you.

From: [Adriana Marino](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to 606
Date: Thursday, December 12, 2024 10:21:32 AM

To whom it may concern,

I live in Bushwick, Brooklyn and I oppose intro 606. I use a e-bike to get to and from work every day. I serve underprivileged populations of people as a therapist. I cannot afford to use car services, to buy a car, or the MTA. My bike is the only method of transport I can use on a daily basis and continue to afford living here.

98% of New Yorkers killed in traffic crashes this year were hit by cars, trucks, mopeds, or motorcycles -- all vehicles that wouldn't be addressed by Intro 606. I believe this to be a veiled attempt to perpetuate a new type of "stop and frisk" aimed at the city's mostly immigrant delivery workforce. Not to mention that it won't make the roads safer. Intro 606 doesn't specify how the registration system would be done, how much it would cost, and whether accessibility devices like motorized wheelchairs would be included. I believe this to be a gross misuse of power. In wake of the NYPD's blatant disregard for the rights and beliefs of nyc people I do not feel they are fit to regulate this. I believe it will perpetuate racism and classism, two things that NYC claims to stand against. Intro 606 is a thinly veiled scheme for money, we all know this is a cash grab and the capitalists need to start getting money from the millionaires drowning in their own wealth instead of us common folk working class who are the backbone of this city. I do not consent to my tax dollars being used on such an asinine concept. I support intro 1131. Please put money towards making my city safe and accessible for everyone. Please put money towards helping those of us who are less fortunate. Please stop the racist, classist, bourgeoisie policies with dark underbellies intending to harm already disenfranchised peoples. Please listen to the voices of the NYC people.

Thank you for taking the time to read.

From: [AJ Bayer](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony on Intro 606 and Intro 1131
Date: Wednesday, December 11, 2024 1:04:38 PM

Hello,

My name is AJ Bayer, and I have lived in Harlem for 4 years. As a longtime CitiBike member, having access to an e-bike has changed how I interact with the city. It is so much easier to run local errands and explore new neighborhoods. Even when I am tired, an e-bike is an accessible form of transportation for me to commute.

I am concerned about street safety whenever I walk, bike, or drive in the city. I know how dangerous our streets can feel, but Intro 606 is not the answer. Intro 606 would be a massive bureaucratic hurdle and a waste of taxpayer money – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work.

Intro 606 is not an effective solution to the problems we see on our streets today. Right now cars have roads and pedestrians have sidewalks, but the majority of NYC does not have designated, safe infrastructure for bikers. We need to improve infrastructure to enable safe biking and prevent crashes- this looks like wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. Many e-bike riders are working to support themselves, and the companies they work for incentivize them to ride dangerously by penalizing long delivery times. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

New York City Council
11, 2024

December

One Centre Street

New York, NY 10007

Re: E-Bikes

Dear Council Members,

I am a native New Yorker, having grown up in Jackson Heights. I am a resident in Lower Manhattan.

It is disheartening to have to dodge unregulated motor vehicles on sidewalks and on curbs every day I walk the street. The e-bikes proliferating the streets and sidewalks are silent and most often, unseen. They approach from all sides silently and without speed restriction.

Why are motor vehicles (yes, the e-bikes are propelled by motors) allowed to run over 20mph without registration, without insurance and without accountability when running into pedestrians and cars without any consequence? My discussions with a mother at a Senior Center confirm that her son had been hit by one of these law breakers and even felt the sting of being berated by said perpetrator on the scene of the impact, when fortunately police intervened shortly after.

Why must I look both ways when walking through City Hall Park between Broadway and Centre Street? Why do bikers not be required to walk their bikes on the sidewalks and in public parks? Do pedestrians have no rights to safety?

Over the years I had been hit by bikes going the wrong direction and peddling through crowded pedestrian intersections.. not even a “are you alright” or a “sorry” from the perps. I had not been hit by cars, since they can be seen and heard. They must actually follow rules of the road, unlike the bicycles and e-bikes.

I have a drivers' license and for motorcycles. What are e-bikes that are motorcycles, only smaller?

E-bikes must be regulated as motor vehicles. That is what they are.

Thank you.

Regards,

Al Hom

My name is Alan Gerber. I oppose intro 606. I currently commute from Crown Heights to the Midtown office of a major employer to work on AI software that NYC sees as a major component of its economic future. I, like many coworkers, ride an ebike to get to my office affordably and efficiently.

I am also a licensed motorcyclist. I choose to ride an electric bicycle, with a motor that turns off over the normal bicycle speed of 20mph, because it is safer in NYC traffic & more affordable & efficient.

The speed limit in NYC is 25mph, and the lights are timed at this speed, so the city is asking me to travel closer to 25mph to get from Crown Heights to Midtown efficiently.

This bill does nothing to address problems with enforcement of NY State laws that have always required electric or gasoline motorcycles/mopeds, like all motor vehicles, to be registered and plated. It also doesn't do anything to address crosswalks, sidewalks, and bike lanes constantly blocked by cars & trucks all over the boroughs. It instead works against NYC's goals to revive Midtown office infrastructure by overregulating safe, efficient vehicles that make it faster, & easier, and cheaper to get to work or work.

Hi there,

I am not in support of registering e-bikes. Registered e-bikes would not accomplish the goals of:

- 1) Ensuring the safety of pedestrians or cyclists on the bikes themselves
- 2) Ensuring e-bike riders abide by the law and regulations of the road/streets

The reasons this would **not** work are as follows:

- **Ensuring the safety of pedestrians or cyclists on the bikes themselves**
 - E-bike crashes are exceedingly rare and when they do happen, the person hurt is almost *always* the person on the e-bike (in a car/e-bike collision)
 - There are countless fake license plates throughout the city and the problem has still yet to be addressed — cars hurt and kill *infinitely* more people than e-bikes (not even in the same ballpark). This is a significantly larger threat to public safety.
- **Ensuring e-bike riders abide by the law and regulations of the road/streets**
 - It is already illegal for cyclists to ride on the sidewalk, but police officers do not enforce this. Requiring e-bike registration would be an extra level of bureaucracy in a system that still needs to be enforced.

It would be far more effective to **require companies like Grubhub, Seamless, Uber Eats, etc. to insure their workers.** If **police officers enforced the law** more regularly, then employees at these companies would be fined and potentially fired from their jobs, reducing the likelihood of speeding or riding on the sidewalk.

Overwhelmingly, e-bike riders do abide by the law and are safe riders. Just because we've all seen a handful of e-bike riders riding recklessly does not mean the majority also ride this way. Moreover, more bureaucracy added to a problem does not necessarily eliminate the problem. This could inflate the existing problems and create new ones.

Thank you,
Alana

From: [Alexa Sledge](#)
To: [Testimony](#)
Subject: [EXTERNAL] My testimony in opposition to Intro 606
Date: Wednesday, December 11, 2024 2:51:05 PM

Hi, my name is Alexa, and I'm a bike rider and pedestrian in Clinton Hill, Brooklyn.

So far this year, 242 New Yorkers have been killed in traffic. Almost all of these people were killed by cars and trucks.

Twice as many pedestrians have been killed by cars and trucks in the past week as by e-bikes in the past year.

This is a public health crisis — and we have to focus on solutions that work. This looks like more infrastructure, better street design, and different policy choices. This looks like getting people and packages out of cars and trucks and onto bikes and buses.

Intro 606 does exactly the opposite — and we've seen time and time again, that solutions like these don't work. We have to focus on preventing all traffic crashes — and this looks like building and designing streets where crashes don't happen. We don't want anyone to get injured, or God forbid, killed. This isn't rocket science — we know how to design streets where everyone gets home safely, but we need to prioritize it.

Instead, Intro 606 criminalizes types of bike riding and makes it even harder and less appealing to bike. Cities from LA to Toronto have studied or attempted bike licensing, and they've come to the same conclusion: it doesn't work. It's a bureaucratic nightmare, incredibly expensive, and ultimately makes our streets less dangerous.

Intro 606 is called Priscilla's Law — but it wouldn't even have saved Priscilla. She was killed by a Citi Bike rider — and all Citi Bikes are tracked and registered. The rider who killed her stayed on the scene until police let him go. These changes wouldn't have saved her life.

Now let's imagine an intersection and a street where there's protected bike lanes. Space just for pedestrians. Traffic calming measures so everyone moves more slowly. That's the environment that could save lives — and that's the future we're fighting for.

I know City Council can do better.

Thank you,

Alexa

Alexander Grant



New York, New York 10011

December 11, 2024

Dear New York City Council:

The Hidden Danger of E-Bikes in New York City: A Pedestrian and Cyclist's Perspective

Living in New York City means navigating its vibrant, fast-paced streets, but it has also become increasingly dangerous due to the rapid proliferation of e-bikes. While these bikes have revolutionized delivery services, their presence often puts pedestrians and non-e-bike cyclists at significant risk. As someone who has personally experienced this danger, I feel compelled to raise awareness before more lives are harmed—or worse, lost.

Many e-bike riders, particularly those working as delivery drivers, frequently disregard basic traffic laws, such as riding the wrong way down one-way streets or using protected bike lanes against traffic. These actions create chaotic and hazardous situations for both pedestrians and traditional cyclists. Crossing the street has become a gamble, even when the light is in your favor, as these heavy, fast-moving e-bikes appear out of nowhere, often lacking working brakes or adequate maintenance.

I've personally been run over as a pedestrian crossing a street in Midtown, and it was a terrifying experience that left me shaken and injured. On countless other occasions, I've narrowly avoided collisions with e-bikes barreling through protected bike lanes in the wrong direction. Their urgency to deliver orders, coupled with poorly maintained equipment, creates a perfect storm of danger. These bikes are not only heavier and faster than traditional bikes, but they are also often operated recklessly, with little regard for the safety of others.

The situation has reached a breaking point. Protected bike lanes, designed to make commuting safer, have become treacherous for traditional cyclists who now have to dodge oncoming e-bikes. Pedestrians, too, are at risk every time they step off the curb. It's only a matter of time before these preventable hazards result in a tragedy.

We need stricter enforcement of traffic laws for e-bike riders, improved maintenance standards for these vehicles, and better infrastructure planning to ensure that e-bikes and traditional traffic can coexist safely. Without immediate action, we're not just risking inconvenience or minor injuries—we're risking lives.

Let's not wait until someone is killed to acknowledge the dangers e-bikes pose in New York City. It's time for city officials, delivery companies, and e-bike riders to prioritize the safety of everyone on the streets.

Sincerely,
Alex Grant

Dear Members of the New York City Council,

I am writing to express my strong opposition to the ebike licensing bill currently under consideration. Every time I step out my door, I see cars running red lights, driving at dangerous speeds on narrow city streets and failing to yield to both bikers and pedestrians. All of these cars have license plates, yet they break the law regularly and with impunity. So far in 2024, cars have killed almost 200 people and injured thousands more, but the city council seems to be under the impression that ebikes are the greater threat.

Ebikes are not a scourge to be regulated, but rather an efficient and environmentally friendly form of transportation that works well to fill the gaps left by our underfunded transit system. Unfortunately, ebike riders—many of whom rely on these vehicles for their livelihoods—suffer just as much from the danger that cars and trucks pose as pedestrians do. The presence of cars forces ebike riders into dangerous situations on a constant basis, and since there is little dedicated infrastructure for ebikes, they are forced to share an uneasy position as vehicles too fast for bike lanes, but too fragile to share a lane with cars. If the city worked harder to provide better infrastructure for ebikes, we would see far fewer situations where ebike riders are forced into confrontation with pedestrians and other bikes.

The true irony of this bill is that it does nothing to address the one type of vehicle (aside from cars and trucks) which does stand out as particularly dangerous, and which I often encounter in pedestrian spaces and bike lanes, and witness violating traffic laws regularly: gas powered scooters. The proliferation of bad behavior on these scooters occurs despite license plates being required for their operation, which further demonstrates how absurd the push to force license plates on ebikes truly is.

I can't tell you how frustrating it is to walk around my neighborhood, watching drivers blow through red lights, and then come home to read that council members are yet again wasting time talking about ebikes. It really demonstrates how incredibly out of touch some members of the council are with the actual problems New Yorkers face. It's not even apparent that this measure would be legal under state law, which underscores how absurd it is to even pursue. Let's quit the grandstanding and move on to topics that matter.

With significant annoyance,
Alexander Maschas

[REDACTED]

Brooklyn, NY 11201

My name is Alida Camp. Thank you for hearing my testimony.

When I say e-bikes, I mean all e-vehicles.

One Lost Life is Too Many

If one life lost is too many, this legislation must be passed.

Registration for Voting, for example

Why shouldn't e-bikes be registered. We register to vote, the most basic right, we register to have a dog, we register at hospitals and schools. Bike riders register at CitiBike, including by giving credit card information.

Pedestrian Safety

Why shouldn't the safety of pedestrians be paramount. Many e-Bike riders wear helmets, what protection do pedestrians have.

E-Bike Riders Safety

Why shouldn't the safety of e-bike riders be important. Registration links to accountability which links to more safety-conscious riding. Slower riding leads to less serious injuries if there is an accident.

Seniors and Children Are Scared

Why shouldn't the Council protect the interests of our seniors and children in crossing the street, using our sidewalks without being afraid that they will be injured or killed by an e-bike

Compensation for Injuries

Why shouldn't the Council protect the ability of pedestrians injured by e-bikes to seek accountability for their injuries

Why shouldn't e-bike riders be accountable when they don't follow the traffic laws designed for safety, when they ride recklessly and carelessly

Cameras and bystanders would identify the licenses. Insurance should cover injuries. Without the ability to track down the e-bike riders that cause accidents, no one can be compensated for injuries.

Victims of reckless e-bike riding are forced to cover medical and healing costs themselves. Why is this viewed as reasonable

E-Bikes, As Well As Cars, Need Registration

Why shouldn't bikes be regulated just because more accidents may be caused by cars. We eat vegetables because they're necessary even though we also need protein.

We have heard too many times, including in this hearing, that residents are afraid for their safety, that they don't want to leave their homes because they feel endangered by fast-riding e-bikes that don't follow rules.

We encourage public transit use. Yet, riders have regulations. It doesn't diminish their interest in using public transit.

Changing Street Infrastructure is not the Answer

Changing street infrastructure does not solve the basic problem of those who do not follow the laws. Why would it be any different just because streets are wider. As for daylighting, there is an effort to put bike racks, obstructing visibility, in exactly the spots vacated by cars for daylighting.

There is simply little interest in and motivation to follow traffic laws. The police can't, and won't, chase bike riders who break the laws.

There is no identifying information to find the riders (let's look at the killer of Brian Thompson for example). There is no consequence to riding off when there is an accident.

Changing infrastructure has been cited as a solution to the danger e-bikes bring to our streets. However, changed infrastructure doesn't do anything for pedestrians except make it more difficult to cross the bike lanes. If e-bike riders don't stop at red lights, if they ride on sidewalks and go the wrong way on one-way streets, they won't change those behaviors if they have more or wider bike lanes.

Bike Riders Would be on Public Transit Not in Cars

Bike riders are not most probably not taking public transportation if they are not on bikes. To say that they would be in cars if not on bikes is a red herring. There is no evidence to support the assertion that they would be in cars. Instead, those on bikes are not on trains or buses that they would otherwise take. Do the riders in Manhattan drive cars if they are not on bikes? If the City is concerned that they would be in FHV's, limit the FHV's.

Delivery Apps Should be Accountable

Hold the delivery apps responsible for registering and licensing and insuring bikes. They are wealthy businesses, with large profits. They must be responsible for the riders, who endanger us with reckless behavior, lack of safety equipment, and failure to comply with traffic laws. While we do not want to harass migrants, we need to protect pedestrians. Why shouldn't the delivery apps' deep pockets compensate pedestrians and other bike riders injured by their e-bike riders. They make profits from the deliveries. They should take responsibility. Their free ride must end.

Not Stop and Frisk

This is not stop and frisk where potential weapons were hidden. This is much more like the doctrine of in plain view. If there is a license plate that has not been defaced, it will be very visible to the police and the bystanders, filming it all on their phones. If delivery apps must register, license, and insure bikes, that will be the information any ICE agent will be able to get.

Pedestrians' safety demands that this legislation be passed. Their ability to seek accountability from those that injure them demands that this legislation be passed. The dangers to bike riders from e-bike and moped riders demand that this legislation be passed.

The City Council Has the Obligation

You have the power, and the obligation, to provide safer streets. Please use your power and pass this legislation.

Please support Pricilla's Law. I have been legally blind since birth with a rare untreatable condition that leaves only some peripheral vision intact. I also have an adult son with Down syndrome. Having spent many years as an advocate for the disabled - a population that spans all ages, ethnicities, religions, and socioeconomic groups - what bonds us is a desire to live full lives. For that reason, I've lived much of my adult life in NYC. This great city allows disabled people like us to live the most independent, productive, engaged lives possible vs the daily logistical limitations and social isolation of car-dependent places. We are able to work, socialize, and take care of daily needs because of a city whose superior navigability and accessibility enables even the most vulnerable among us to participate as fully as we can in life with inclusion and dignity.

The fact is, reckless E-vehicles have had a stark impact on the ability of disabled people to safely navigate daily life. E-bikes routinely ignore traffic laws including red lights and one way streets, ride on sidewalks, often soundlessly, and ALWAYS anonymously, at high speed. Even pedestrian paths in parks are unsafe. For the disabled, it amounts to trying to navigate a minefield on a daily basis. The loss of our hard-won agency has been debilitating.

We are part of the majority of citizens calling for change to improve safety for all New Yorkers. My disabled son has a job and knows how to cross a street safely on his own. But the flashing red Don't Walk signals that he and I both rely on are now meaningless. In the many years I've lived here, I've never even come close to being hit by a car. Over the past 18 months, I've almost been hit by an E-bike EVERY SINGLE DAY. More infrastructure only compounds the problem, because without accountability and enforcement, reckless behavior does not change. Respectfully, please support Pricilla's Law 0606 for E-bike registration. I'm not anti bike, I loved riding when I was able. I'm not pro car. I can't even drive. I'm pro safety for all New Yorkers. On behalf of disabled and senior constituents, thanks for your consideration.

Alison Keating 12/11/24

From: [Ali Sant](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony: Intro 606
Date: Friday, December 13, 2024 4:02:17 PM

Dear City Council,

My name is Alison Sant. I am an urban designer, author, parent, and a Brooklyn resident. As someone who regularly used New York's Citi Bike system, I often rely on an e-bike for my daily transportation to work, recreational activities, and errands. I have witnessed first-hand the immense benefits that cycling brings to individuals and communities. Our family does not own a car—costing us money and time stuck in traffic. We live active and healthy lives, relying on bikes as our primary mode of transportation. When we need to go long distances, we have access to e-bikes without having to own them ourselves. We also immensely enjoy the quality of life in a city where we can ride bikes (including e-bikes) to all our daily destinations.

Street safety is my top concern in New York City, and I know how dangerous our streets can feel. I also know Intro 606 is not the answer. The Bill has been put forward to promote pedestrian safety and yet would not actually change cycling behavior - more and separated bikeways across New York would be far more effective. If passed, the NYPD would be empowered to stop any cyclist they suspect to be riding without a license. Strict policing policies such as this one disproportionately target people of color and immigrants riding bicycles, as well as deter people from using this low-cost and sustainable mode of transportation. Further, Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work.

I urge you to reject this Bill and instead support policies that promote better biking infrastructure and more inclusive transportation options. As one of the best biking cities in the country, New York City can focus its efforts on solutions that are proven to prevent crashes, injuries, and death, including better infrastructure, wider bike lanes, and safer crosswalks. As a city of more than eight million people, we can insist that delivery app companies are regulated. Our leaders in City Hall can ensure these apps are calibrated to ensure safe riding instead of impossible delivery times and unsafe behavior leading to unnecessary risks for everyone, especially delivery workers who depend on these jobs.

New Yorkers are counting on the City Council to focus on solutions that work, not bills that will massively expand police power without producing safety. Please Oppose Intro 606. Instead, support Intro 1131 and app regulation.

Thank you for your time and consideration.
Alison Sant

12 December 2024

From:

Allegra N. LeGrande

[REDACTED]

New York, NY 10034

[REDACTED]

Re: Reject Intro 606

Distinguished Council Members of New York:

Writing my personal opinion as a resident and worker of Manhattan.

Please, let the city council **REJECT Intro 606**.

I am writing to strongly encourage the city council to support safe infrastructure in New York City for ALL road users -- even those who live and work within New York City. Intro 606 will create administrative burdens, legitimize stop-and-frisk style enforcement, while failing to address the safety crisis on NYC Streets.

I do support safe transportation for all. Please redirect your desire to make city streets safe by requiring **additional registration fees for the most dangerous vehicles on the road** and **expand safe pedestrian and bike infrastructure** in all of New York City.

*** Please, if ANY vehicles must be registered, ALL vehicles must have a fee proportional to the danger the vehicle poses. An easy way to implement would be charge linearly proportional to the weight of the vehicle times the maximum speed so that the registration fee is proportional to the public health risk of the vehicle. I suggest \$0.01 per pound-mph.**

As such, a dangerous fast and heavy vehicle like the Tesla cyber truck would be :

113 mph * 9100 pounds = 1,028,300 mph·pound * \$0.01 ~> about \$10,000 per year of registration fees.

An e-bike then is

20 mph * 70 pounds = 1,400 mph·pound ~> \$14

A pricing scheme based on maximum speed times weight would put downward pressure on car and truck sizes as well as opening the door to speed limiters on vehicles. It would certainly drive down the death and injury rate for ALL mobility users.

I do not believe that licensing the small light-weight vehicles will have any impact on conflicts between these modes and pedestrians. The administrative burden of setting up an infrastructure to collect such low fees will cost the city too much money and fail at the primary goal of making the roads safer for all users.

Separation of travelers by size and speed WILL impact conflicts.

*** Please expand bike lane networks. The 50-mile-per-year mandate by city council has been ignored by the NYC Mayor's office. City Council must enact enforcement requirements.**

*** Please develop lightweight vehicle lanes to expand access to micro mobility devices safely. Please add a mandate for lightweight vehicle lanes.**

I want to tell you about myself. I am a scientist. I am sorry that I did not make the city council hearing on Wednesday, December 12. This week is the largest meeting of climate scientists in the world-- and the meeting is in Washington, DC. I came here by train. It is a marvel to travel between two US cities without being forced to use a car.

I live near the Columbia football stadium in Inwood. I normally work above Tom's Diner on 112th and Broadway. Until NYC Parks allowed the Hudson River Greenway to wash into the Hudson river last summer, I was commuting to work daily by bike. Without that safe passage, I am severely limited in being able to commute to work by bike. A car driver fleeing a police stop killed a young man riding his bike last month on the route I normally take across 155 street. I am afraid to bike there now.

=> Please fully fund capital repairs to MAINTAIN existing safe bike paths, even paths through NYC Parks.

Last fall, I had a visiting student who was seated at a department at 77th and Columbus. I split my time between these two locations for several months. I have one child at a school on 84th and Amsterdam and another child at a school on 121st and Broadway. I am constantly moving between these locations by foot and by Citibike.

As a result, I tried every way possible to get as efficiently between those two locations. Taking the subway I found to be unpredictable and stressful and often slower at times. Walking was perhaps the easiest, but with my hip injury, walking this ~60 block r/t distance often makes it hard for me to walk at all the next day. The quickest and least difficult method to commute - the one least likely to exacerbate my hip injury - those 30 blocks is BIKE, particularly e-bike which can deal with the hills uptown. In some parts of the city, such as Inwood, the ONLY safe bike path that connects to lower Manhattan is through the parks.

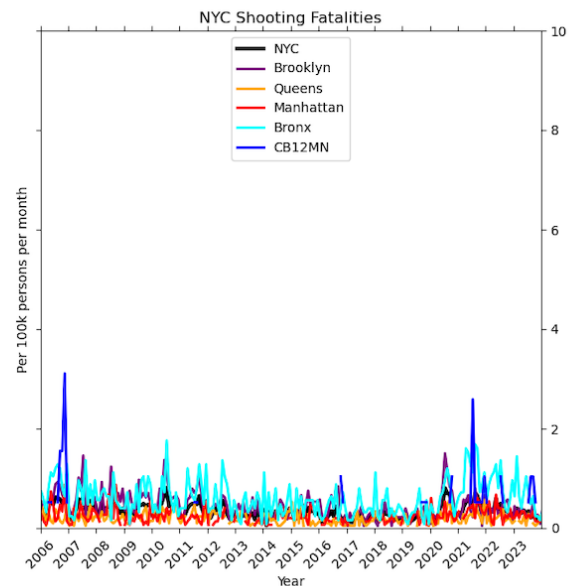
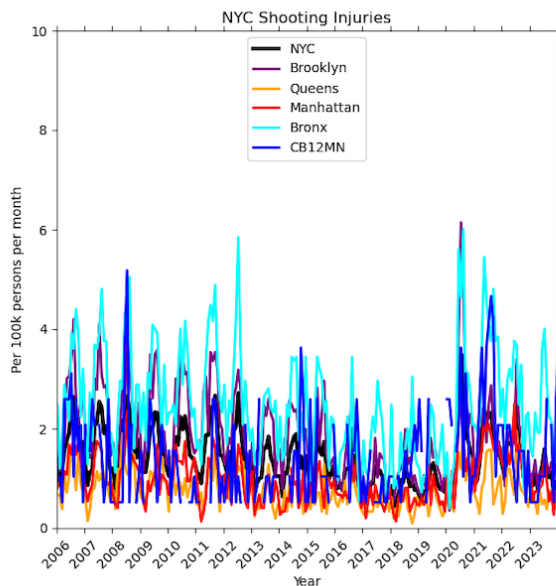
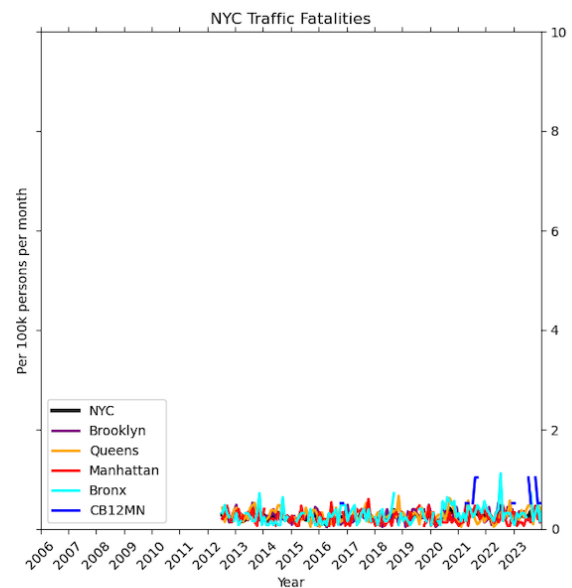
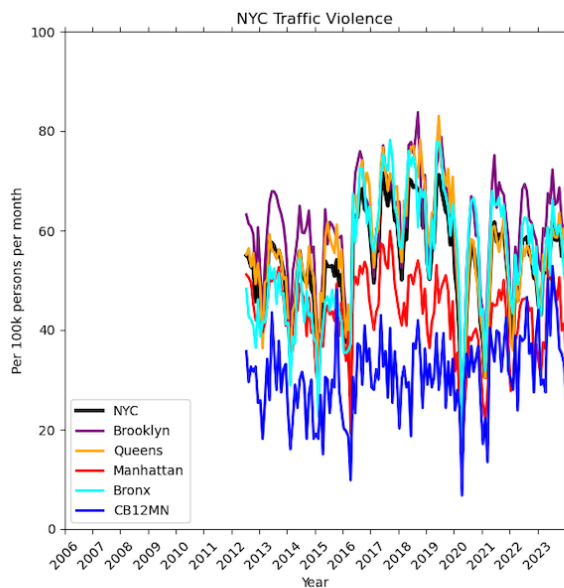
=> Do not penalize folks with mobility challenges, injuries, and (in)visible disabilities by barring us from using e-bikes to commute when bike paths are in parks.

I would have liked to take my own bike as it is less costly and a better bike -- unfortunately, there is no safe-from-theft public bike parking in district 6, and so I leave my bike at work and rent a Citibike. Citibike prices are out of control. NYC must encourage more people to

walk, bike, and take mass transit. Increasing the cost of driving to be greater than the equivalent mass transit fare would be a start. Unfortunately, CBD Tolling will only partially achieve that goal. City council can help by making bike riding pricing more competitive with the pricing of driving a car.

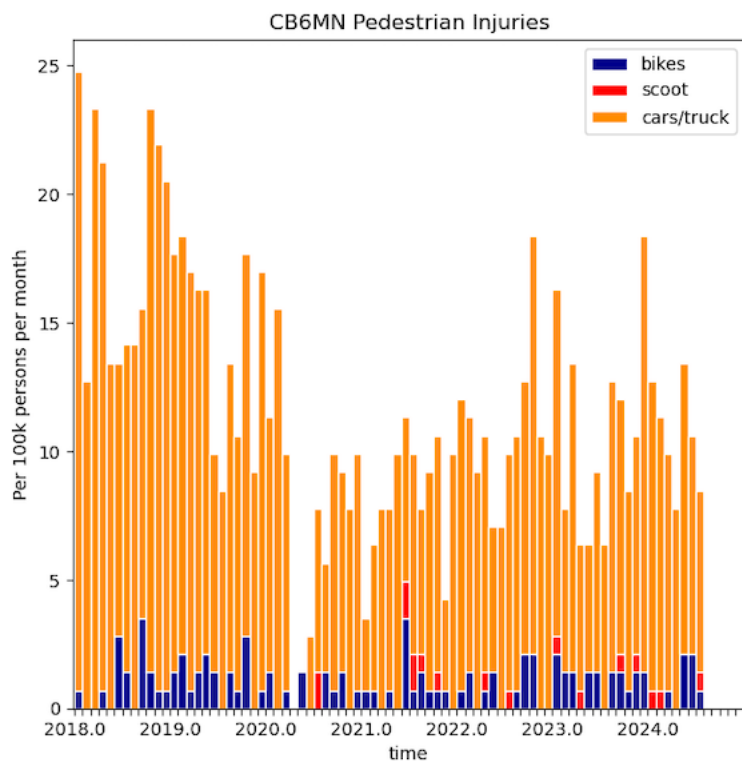
=> Restructure Citibike pricing so that it costs the same as a subway fare.

Next, I would like to thank NYC Council for Implementing an Open Data law. I have used this data to produce all figures. Traffic Violence causes a similar number of deaths in my neighborhood as Gun Violence and two orders of magnitude more injuries.



The vast majority of injuries are caused by cars and trucks—the vast majority of fatalities are caused by trucks. Heavier and faster vehicles are responsible for nearly all fatalities. This fact holds true even in a deliverista dense neighborhood like the Upper West Side.

Please *also* note that there has been an overall decline in pedestrian injuries *by car* there as bike infrastructure has expanded. There is no trend in injuries caused by bikes or scooters.




Thank you so very much for allowing me to submit my testimony. I appreciate the city council's attention to this matter.

Thank you,

Allegra N. LeGrande, PhD

From: [Theo Longfellow](#)
To: [Testimony](#)
Subject: [EXTERNAL] ebike rules
Date: Thursday, December 12, 2024 11:57:54 AM



Hello, my name is Alyson Shotz. I live in Brooklyn.
I rely every day on my e-bike to move around the city I call home.
My bike allows me to commute long distances quickly and because of health issues I cannot use a regular bike. ebikes allow people to move about the city regardless of their age / ability
Street safety is my top concern in New York City -I also know Intro 606 isn't the answer!!
Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets.
Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.
Instead of reactionary fear mongering, let's focus on what will actually make our streets safer.
Reining in dangerous drivers! Trucks and cars make this city dangerous, not bikes.
We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place.
Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes.
Also we need better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.
I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation!
Best,
Alyson Shotz
11217

From: [Amelia Josephson](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 Testimony
Date: Wednesday, December 11, 2024 7:14:09 PM

Good evening,

I live in Flatbush with my husband and I strongly opposed Intro 606. The proposal would create a cumbersome and costly licensing scheme that has not been shown to increase public safety. There are much more important priorities to address, such as investing in our parks and mitigating the impact of frequent flooding, to name just two.

Sincerely,
Amelia Josephson

E-bike/scooter testimony

12/11/24

Hello, my name is Amy Tam. I live in Fresh Meadows, Queens.

I rely on my e-scooter to move around the city I call home. The e-scooter allows my husband to transport our child to school. Street safety is my top concern in New York City, and sadly, I know how dangerous our streets can feel. In 2013, our 3-year-old daughter, Allison Hope Liao was killed by a distracted driver as she walked home from the supermarket with her grandmother, hand in hand, with the light, in the crosswalk.

I know Intro 606 isn't the answer. Intro 606 would be a massive bureaucratic hurdle, and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike. Instead of reactionary fear-mongering, let's focus on what will actually make our streets safer.

We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131. Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps demand safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies. I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

From: [Anders Mikkelsen](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Tuesday, December 10, 2024 6:49:41 PM

[REDACTED]

I'd like to object to Intro 606 -

I've lived in NYC, and come in regularly even now. I'm a pedestrian, and cyclist, and driver. I want to feel respected and treated fairly as a pedestrian, and cyclist, and driver.

I've been told that

>It would require e-bikes and e-scooters to be licensed and open up people who ride any type of bike to harassment. Under Intro 606, the NYPD would be able to pull over and question *anyone* riding *any* bike, even if they have not broken the law — a dangerous and unacceptable expansion of police power.

It seems like an unwarranted expansion of power to license bikes. It also shouldn't be ok to pull over and question people riding bikes or treat them differently from pedestrians. It is good to have a conversation about the NYPD's role in maintaining order, and I understand cyclists endangering others need to be held accountable, but we don't want to create the experience or fear of harassment.

Please take conservative measures that prioritize the rights of the people.

Best, Anders

Andre_Braga_Testimony

I oppose Intro 606. My parents came to New York before I was born, taking up whatever jobs they could- much like those who work delivery today. What will Intro 606 do to those who rely on e-bikes for work? They'll apply for registration, but regardless of the outcome they'll still be on the streets, trying to make a living for their family. Intro 606 does not remove the intense pressure delivery driver's face to drive profit for the apps. All it does is make their life and mine harder. I use a citi bike 3 times a week to get treatment for my psoriasis, 606 puts my accessibility at risk while keeping the streets just as dangerous. We should be spending our time and money on infrastructure and regulating delivery companies, not more bureaucracy. Intro 1131, on the other hand, is a great step towards finding the right infrastructure solution for New Yorker's needs.

As a concerned citizen and cyclist; I want to submit this written testimony against registration of e-bike and against insurance requirements. I fear legislation like this will discourage and negatively curve transportation alternatives for many people who choose not to drive. While I agree there are safety concerns they pale in comparison when compared to vehicle safety statistics. We cannot let leaders who use "common sense" logic without first assessing unintended consequences and any environmental impact this may cause.

We must consider this issue as an urban design problem. Expanding biking and public networks are far better actions we can take to increase safety and ultimately provide people of this city alternatives to vehicles. We know vehicles are a threat to our earth and public safety and we must encourage alternatives. These measure being proposed will highly discourage and do more harm to our city.

Adding to the already stressed system of enforcement; these measure will likely open more clerical problems like mismanagement, corruption, bribery, and black markets. I must insist our leadership to work with the cycling community for a better solution and cannot let suburban drivers who do not participate or contribute to our public transit system. This city must serve the people who live and work here.

I am 100% against these measure and urge this committee to reconsider.

Best regards,
Andrea Garcia
Brooklyn citizen

From: [Andrea](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 Opposition
Date: Wednesday, December 11, 2024 4:07:48 PM

[REDACTED]

Hello. My name is Andrea Pedersen and I am a long time resident of CB2. I ride a bike and walk throughout New York City on a daily basis.

I oppose Intro 606 which only serves to increase surveillance of anyone riding a bike.

Instead build a safer infrastructure for all New Yorkers - cyclists and pedestrians alike.

Start with wider sidewalks and protected bike lanes.

Thank you!

From: [Andrew Hyatt](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony on Intro 606
Date: Tuesday, December 10, 2024 8:02:00 PM

[REDACTED]

My name is Andrew Hyatt, and I'm a daily cyclist in NYC, mostly by non-electric Citi Bikes, but very occasionally using electric ones. The proposal in Intro 606 is not effective, and it is unjust.

I understand the frustration at ebikes, which ride recklessly through the streets. It's annoying and frustrating to deal with as a pedestrian. But the attention given to them is out of place. It isn't ebikes that kill people in NYC, that's cars. It isn't ebikes that produce so much inescapable noise in our city. That's cars as well. They don't make sidewalks inaccessible near police stations. They don't produce CO2 (cars account for about 10% of global emissions). They don't produce pollution from tire wear, that begrimes our city. They don't take up almost all the curb space in the city, blocking other more productive uses of the space. All that is what cars do. Ebikes just are annoying. Compared to cars, that's nothing. This is the unjustness; the ebikes are just more visible, the ever-present harm of cars is just taken for granted by the public. As the city council, it's your job what the city's limited resources should be focused on. It's hard to see why ebikes would merit any attention.

The legislation also would be ineffective. The things people complain about are already illegal. It merely takes enforcement, and that's possible today with no new legislation. Any license plates would have to be small and would tend to be hidden by clothing or bags. Capturing the licenses would be difficult at best. Lyft, which already is losing money on Citi Bikes, would have to register and use licenses on their entire fleet of ebikes, and maintain them. These licenses would be easy to remove or otherwise vandalize. It's very hard to imagine how this will result in any meaningful change.

Let me put a more positive note out: ebikes are actually great. They get more people biking, especially in cold weather, and out of taxis. This helps our economy, since more places are more easily accessible to more people, and helps out our population, which gets exercise, even with ebikes. Let's embrace ebikes instead of demonizing them, and bring order to our streets with tools we already have.

Thank you for reading this.

Andrew Hyatt

My name is Andrew Wallach, and I am writing to testify in favor of “Priscilla’s Law”, Bill #0606, which calls for all motorized bicycles and other transportation devices in New York City to be registered and to display a license plate.

I base this on personal experience—I was run down from behind and knocked over by a motorbike on July 25 while bicycling on the West Side bike path at 96th Street. At the time, I was wearing a day-glo jersey and had front and back flashing lights. This bike path prohibits motorbikes, mopeds, etc. but at times is filled with motorized vehicles.

Like many motorized bike drivers who hit pedestrians or bikers, the driver who hit me stopped for a moment and then drove away almost immediately. Since his motorbike had no identification, I had no ability whatsoever to determine who hit me.

It is obvious to anyone who walks or bikes around New York City that our streets are increasingly dangerous and chaotic due to the proliferation of motorized vehicles. The least we can do in order to get control over this situation is to require all motorized vehicles to register. Bill #0606 should be passed.

December 8, 2024

Dear Members of the Committee on Transportation and Infrastructure,

Hello, my name is Angel Umpierre and I live in Bay Ridge, Brooklyn. I am one of the many residents in this city who rely on their e-bikes to get to get around. I use my bike each day to get to work, and bring my kids to and from school. I also use my bike for other tasks including going to the grocery store, taking my kids to swim class, going to one of our many beautiful parks and riding along side my son.

Each day along my route, I encounter many dangers ranging from double parked cars in bike lanes, drivers speeding and driving through red lights and distracted drivers using their phones and not looking where they're going. One of the other things I see while riding or walking around the City, is people riding their bikes on the sidewalk. These people are not doing this to endanger their fellow New Yorkers, they are doing this because there is a lack of safe bicycle infrastructure in many places throughout this city. Instead of seeking to penalize people who are using safe forms of transportation, members of Council should be seeking out ways to keep their constituents protected by expanding protected bike lanes, slow streets and bringing universal daylighting to all neighborhoods in the City.

Intro 606 does nothing to improve the safety of cyclists or pedestrians from the real dangers on the streets which are cars and larger and larger SUVs. There are already laws which require mopeds to be registered with the state as all other motor vehicles are required to be. Lastly and most importantly, this law will empower the NYPD to target and harass cyclists of color at disproportionate rates just like they do with other infractions. This department already unfairly targets minorities in this city for low level infractions and has been empowered to do so by our current Mayor.

In conclusion, I urge the City Council to oppose Intro 606. If this legislation passes, it would limit not only my freedom but the freedom of other New Yorkers to choose a cleaner, greener and less space intensive form of transportation to move around New York.

Sincerely,

A handwritten signature in black ink, appearing to read 'Angel Umpierre', written over a large, loopy circular flourish.

Angel Umpierre

PS. Here's a photo of my son and I using our bike at Costco.



Just one of the many great uses of an e-bike.

Testimony Opposing Proposed Local Law 606

Dear City Council,

As a New York City Traffic Safety and Vehicle Educator who drives, rides, and walks, I urge the City Council to reconsider the introduction of Local Law 606, which would mandate licensing and registration for e-bike users. While the proposal seeks to improve accountability and safety, it would ultimately be an ineffective measure that wastes public resources and creates unnecessary barriers for many New Yorkers who rely on e-bikes and other light motorized vehicles for essential mobility.

A Misguided Approach to Road Safety

Licensing and registration systems for vehicles have existed for over a century, yet crashes and fatalities caused by registered motor vehicles remain alarmingly high. This shows that these systems are not inherently effective at preventing traffic collisions. Instead, they serve as post-incident accountability tools rather than proactive safety measures. Applying this framework to e-bikes will do little to reduce crashes involving vulnerable road users.

Bicycles Are Not Designed for License Plates

Bicycles and e-bikes are not engineered to securely affix license plates. Mounting a plate on a bike frame introduces several safety risks, including:

- **Loosening from Vibrations:** Vibrations caused by riding on uneven city roads can lead to plates detaching mid-ride, increasing the risk of accidents.
- **Obstruction of Safety Equipment:** Plates may interfere with bike lights, compromising visibility, or become entangled in the frame or rear wheel, causing hazardous conditions for riders and others.
- **Potential Street Litter:** Detached plates could litter city streets, creating additional cleanup burdens, in addition to possible safety risks to other road users

Moreover, bad actors could easily circumvent the system by obscuring, altering, or removing plates altogether—behavior already common among some motorists seeking to evade detection.

Gaps in Insurance and Accountability Systems

Unlike motor vehicles, there is currently next to no liability insurance market for bike riders. This means the proposed system would fail to provide meaningful protections or compensation for victims of crashes involving bikes. Without addressing this gap, the law would simply add financial and logistical burdens to riders while doing little to improve post-crash accountability.

Impact on Essential Mobility

E-bikes and other motorized light vehicles are a lifeline for families, seniors, and individuals with physical limitations who cannot rely on traditional bicycles or public transit. For these groups, e-bikes provide an affordable and practical way to commute to work, access healthcare, and complete daily errands. Introducing licensing and registration requirements creates bureaucratic and financial hurdles that would disproportionately affect those who rely on these vehicles to maintain their independence and quality of life.

Better Use of Resources for Community Building

At a time when living costs are rising and congestion pricing is being implemented, New York City should focus on initiatives that build safer, more inclusive communities. Investment in programs like:

- Affordable and Comprehensive Road Safety Education: Teaching all road users, including pedestrians, cyclists, and drivers, how to navigate streets safely and responsibly.
- Infrastructure Improvements: Continuing to slow traffic through infrastructure and improve pedestrian crossings to reduce conflict points.
- Accessible Micro-Mobility Options: Supporting light vehicles as a sustainable solution to transportation gaps for families and those with limited mobility.

These measures address the root causes of traffic violence and foster a culture of safety, rather than imposing punitive regulations on a mobility option that helps reduce congestion and environmental impact.

Conclusion

Local Law 606 would undermine the accessibility of light vehicles for many New Yorkers without delivering meaningful improvements in safety. Instead, the city should invest in initiatives that empower all road users to navigate streets safely, responsibly, and equitably. I strongly urge the Council to vote against this measure and prioritize policies that enhance mobility and safety for everyone.

Ángela Azzolino

Get Women Cycling, Founder and Director



From: [Angie B](#)
To: [Testimony](#)
Subject: [EXTERNAL] PRISCILLA'S LAW
Date: Thursday, December 12, 2024 10:41:36 AM

Greetings,

For the record, I fully support Intro 606.

Ebike riders need to be held accountable for reckless riding. It is unfortunate that too many Ebike riders do not self govern responsibly for legislation to be introduced and put in place.

As a pedestrian I often cannot walk on sidewalks or crosswalks without adrenaline pumping from nearly getting hit and then harassed with vulgar language by speeding eriders ignoring red lights and stop signs.

One day my reflexes won't matter and I'll get severely injured.

As a law abiding motorcyclist I find myself dangerously slowing at green lights due to ebikes flying through their red lights. This is after too many close calls which caused abrult stops that can send me off my motorcycle or get hit from behind by a car or truck. These riders have become a menace in our streetscape and it is for that reason that I support 606.

Thank you,
Angela Bilotti
Brooklyn, NY

I am writing on behalf of Carnegie East House, a supportive housing community for older adults on 95th and 2nd on the Upper East Side.

Please pass Pricilla's Law 0606 to mandate registration and accountability for all e-vehicles.

Our community, residents and visitors are in constant fear of stepping outside due to the dangers of these unregulated powerful vehicles that have taken over our streets.

This is a public health and safety matter.

Best,

Angela DeWood

Deputy Executive Director

Wednesday, December 4, 2024

Testimony for Dec 11, 2024 Hearing

Committee on Transportation and Infrastructure

In Support of Priscilla's Law

Honorable Members of the NY Committee on Transportation and Infrastructure,

Thank you for the opportunity to provide testimony regarding the urgent need for Priscilla's Law. This legislation is not a call to ban e-bikes or e-scooters but rather a demand for accountability from their riders through mandatory registration and enforcement. The safety of pedestrians, particularly the most vulnerable among us—children, the elderly, and our pets—is at risk, and it is imperative that we address this growing problem before more harm occurs.

Currently, there is no reliable record of the number of pedestrian accidents involving e-bikes and e-scooters. Police do not keep track of these incidents, and many go unreported because the vehicles have no identifying marks, making it impossible to hold the rider accountable. This lack of oversight enables reckless and dangerous behavior to persist, leaving pedestrians to navigate an increasingly perilous environment.

We regularly witness the dangers posed by e-bikes and e-scooters:

- Riders speeding along sidewalks, often weaving around pedestrians and startling those walking lawfully.
- Reckless riders ignoring traffic signals, stop signs, and the rules of the road, endangering everyone in their path.
- The weight and speed of e-bikes, which are far heavier than traditional bicycles—often around 70 pounds—make collisions with pedestrians or dogs potentially deadly. Some models can reach speeds of up to 28 mph or more, making these vehicles more akin to motorized vehicles than traditional bikes.

For those walking lawfully on the sidewalks of NYC, the fear of being hit by an e-bike or e-scooter has become a daily concern. The sidewalks are meant to be a safe space for pedestrians, but they have been increasingly overtaken by riders who blatantly disregard the rules. The risks to small children, seniors, and even leashed dogs are especially pronounced, as they are unable to quickly react to the sudden approach of a motorized vehicle on the sidewalk.

While NYC has made strides in developing bike-friendly infrastructure, such as dedicated bike lanes, these measures alone are not sufficient to address the problem. Far too often, we see e-bikes and e-scooters riding on sidewalks even when a bike lane is available right beside. This behavior demonstrates the need for individual accountability. Infrastructure can guide responsible use, but it cannot replace the need for enforcement of safe conduct.

Priscilla's Law addresses this gap by advocating for mandatory registration and clear identification of e-bikes and e-scooters. This simple measure will ensure that riders can be held accountable for their actions. Just as motorists and other operators of motorized vehicles are

required to adhere to rules and face consequences for violations, so too should riders of e-bikes and e-scooters. Without accountability, dangerous behavior will continue unabated, placing pedestrians at constant risk.

I must emphasize that this is not an effort to prohibit the use of e-bikes and e-scooters. These devices serve as valuable tools for transportation and commerce, especially for delivery workers. However, their utility should not come at the expense of pedestrian safety. Striking a balance is essential, and Priscilla's Law is a step in the right direction.

In conclusion, I urge the Committee to prioritize pedestrian safety by supporting Priscilla's Law. All New Yorkers deserve to feel safe while walking on the sidewalks of our city. Accountability through registration and enforcement is not only reasonable but necessary to protect lives and maintain the shared space of our streets and sidewalks.

Thank you for your time and consideration.

Sincerely,
Angelique Faustino
Member, NYC-EVSA (NYC E-Vehicle Safety Alliance)

Wednesday, December 11, 2024

Testimony for Dec 11, 2024 Hearing

Committee on Transportation and Infrastructure

In Support of Priscilla's Law

Honorable Members of the NY Committee on Transportation and Infrastructure,

Hello my name is Angelique Faustino and I live in Midtown Manhattan. I am a biker. I've previously submitted my formal written testimony in strong support of Priscilla's Law and want to use my time here to respond to what I've heard and thank the council members and the committee for holding this hearing and allowing the public to speak. I was on the zoom call for 6.5 hours today and couldn't stay on longer so I am submitting this in writing instead.

1. It's not about the cars - it's about walking safely on sidewalks and walkways in parks. Cars don't jump sidewalks and walkways too often.
2. Sidewalk violations by e-bike riders happen everyday, even when there is a bike lane right next to the sidewalk. So, better infrastructure is not the answer to regulate behavior.
3. We've heard here that we don't want to restrict people from exercise. Exercise is less effective with e-bikes than good old fashioned human-powered bikes.
4. Our only hope to move the needle on enforcing good behavior is licensing and identification - Councilmember holden made the point that cameras can play a big role. Many crashes go unreported and the bikers do not stay on the scene. Identification would also play a role in apprehending criminals who use e-bikes to commit crimes. NYPD resources are limited, as some have pointed out, but cameras can do a lot.
5. This isn't just about the pressure on delivery people for speed. In Midtown Manhattan where I live, I feel it applies just as much to individuals riding on sidewalks and expecting pedestrians, including children and elderly, and pets, to jump aside.
6. The need for accountability crosses race, gender and economic means, so does the need for safety. Safety first,
7. What I learned today is that the City Council has our backs...and that the DOT is somehow deaf and blind to the dangers. I do hope that today, our representatives will collectively do what is right to keep pedestrians safe, especially children, the disabled and the elderly. As a biker myself, I'd like to feel safer from bad bikers in this city whether I'm on foot or bike.

Thank You for your consideration and your concern for keeping New Yorkers safe

My name is Anjali Bhat. I am an attorney and I ride an ebike to work. I also ride a regular non-electric bike around my neighborhood and, like all New Yorkers, I'm a pedestrian.

Whether I'm walking, or I'm on my regular bike, or on my e-bike, there is one constant threat to my life. That is car drivers. Car drivers drive fast in the bike lane. Car drivers drive up onto the sidewalk and over medians. Car drivers take turns at high speeds without looking. Car drivers text while driving. Car drivers open doors without looking. Car drivers hit cyclists, whether we're on regular bikes or e-bikes, and then they drive away without stopping. On Halloween this year, I witnessed a car driver, who was speeding in a residential area, hit an e-bike rider, who was knocked off his bike and suffered a head injury. The car driver didn't stop and fled the scene. He was never found and faced no consequences. Last week, I saw a car hit a cyclist in a bike lane in midtown Manhattan and drive off without stopping. These things are normal. Car drivers who hit pedestrians and cyclists usually are not found and face no consequences. This is despite the fact that car drivers are legally required to be licensed and their cars have to be registered.

At least 112 pedestrians were killed in 2024 by motorists. That number doesn't include cyclists that were killed. That number also doesn't include serious injuries. That's just *pedestrian* *deaths.* The numbers from e-bikes and e-scooters aren't even in the same universe.

This Council could be devoting our city's resources to enforcing laws that are meant to protect the public from reckless driving. This Council could be cracking down on car drivers who menace pedestrians and cyclists. You could be cracking down on cars with ghost plates or no plates. Instead, some of you want to use our city's resources to make it harder to use one of the safest, climate-friendliest, and most practical alternatives to cars in a highly congested city. You're forcing us to get a license from an overworked, understaffed, underfunded City agency before we can ride an e-bike or an e-scooter. And you're exposing those of us who ride e-bikes and e-scooters to being stopped and questioned by police. You're doing this when we're about to face a second Trump presidency. You're doing this knowing that many e-bike and e-scooter riders are immigrants. This is bad for street safety, bad for congestion, bad for the climate, bad for justice, and bad for New Yorkers.

So I strongly urge you to reject Intro 606. It is poorly conceived. I believe it is poorly intentioned, because it's motivated by certain people's feelings against all cyclists, rather than by a rational assessment of relative risks. We live in a dense, congested city which was recently on fire because of climate change, and in which over a hundred pedestrians were killed by cars this year. We should be encouraging, not obstructing, the adoption of e-bikes and e-scooters as an alternative to cars.

Finally, I had registered to testify virtually for this hearing. However, you provide no information as to when virtual testimony will start or where any individual is in the line to testify. This makes giving live testimony very difficult for those of us with demanding day jobs who can't just take off a full day. This is why you mostly heard from retirees at the hearing.

Thank you.

Ann McDermott

[REDACTED]

New York, NY 10028

[REDACTED]

District 5 NYC Council District

E-Bike Testimony - December 11, 2024

My name is Ann McDermott, I was born and raised here and have been a cyclist all my life. I am also a New York City Licensed Tour Guide. I currently reside on the Upper East Side at 82nd and 2nd Avenue.

Every night when I come home and get off the Q train, I am literally afraid to cross 2nd Avenue fearing the parade of delivery bikes that NEVER stop for a light and often don't have any headlights themselves.. I have had many near misses with bikes going 25 miles per hour down the 2nd Avenue bike lane. I also use that bike lane myself but most of the vehicles are not bicycles, they are motorized e-bikes, scooters and motorcycles.

As a New York City Tour Guide, I actually do tours that begin right behind this building on Broadway and Warren Street and I often see motorized e-bikes and vehicles going directly through CityHall Park here with impunity. They are never stopped, never questioned, just mixing with tourists and pedestrians while going 20 miles an hour.

I recently broke my left arm, I was coming home from the doctor with my left arm in a sling, minding my own business walking up the East side of 3rd Avenue between 81st and 80th street, a very narrow street due to the take over of the sidewalk by Eli's Grocery store and a young man came careening down past me on an electric scooter, going about 15 mph and I just said "Not on the sidewalk", I feared for my life, after having just had orthopedic surgery he then threatened me and said "he'd break my other arm". Often there are delivery people going in any direction they want on my block, East 82nd Street. The city is devolving into a total free-for-all with the e-bike and motorized vehicles running the show and the rest of us cowering at the corners wondering if it's safe to cross. I tell all my guests to always look both ways when crossing any street and to always keep their wits about them because they never know when an electric vehicle might be careening at 20 mph in their direction.

How many more people have to die before the New York City Council does something to protect the citizens and visitors to our great city from this menace to our lives?

Priscilla's Law

Annaliese Dettleff - Victim Impact Statement

While walking in Manhattan four years ago I became the victim of e-bike violence. Out of nowhere an e-biker hit into me while I was walking in the crosswalk, hitting my arm very hard causing me tremendous pain and bruising. He then started yelling at me and sped off. I was very upset, and he got away. I was also a victim of traffic violence while cycling in Midtown. I biked up to a traffic light and a cab passenger opened the door into me and I went flying over the handlebars landing in the street. This passenger walked away and would not talk to me while I was trying to get her insurance information.

I am a 100% service-connected military veteran and have been exposed to untold situations in the military you can't even imagine. This city has become a lawless anything goes hell hole of violence and traffic violence. I have severe PTS (post-traumatic stress), and it's like a war zone every time I step outside. Do I have to worry about an e-biker mowing me down? Do I have to worry about an e-biker careening into me at 30 MPH when I try to exit my car...only to find another e-biker on the sidewalk?

There is absolutely no accountability whatsoever for these often deadly e-bikes and the people who ride them. It seems the new thing in NYC is for cars to leave the scene of accidents often times with no charges and the e-bikers do the same thing, leave the scenes of accidents – NO CONSEQUENCES AND NO ACCOUNTABILITY. When and how will this stop? It is a joke the city and DOT pretend to care about people's safety on streets. The e-bikes far surpass motor vehicles when it comes to speed and these death machines travel in excess of 30 MPH passing vehicular traffic. If vehicles are held accountable with license plates, red light and speeding cameras, then e-bikes can start too with accountability by having a vehicle tag number registered with DOT. The time to act is now. How many more people have to die or be injured?

From: [349 Van Brunt](#)
To: [Testimony](#)
Subject: [EXTERNAL] No to Intro 606
Date: Wednesday, December 11, 2024 5:31:11 PM

[REDACTED]

Hello,

As Brooklynites who use bikes and ebikes to commute, shop, and get around the city for fun, we strongly urge you to say NO to any kind of scheme to license electric bikes.

Ebikes are great for so many things. Basically it's a way to get up hills and can encourage far more biking for folks with disabilities or folks who haven't biked in recent years and need a little help.

As a biker in NYC for over 30 years I've seen a lot of positive change to encourage more New Yorkers to experience the joys of biking, and reap the health, environmental, and community benefits.

Focusing on street safety means making the streets safer for bikers with protected bike lanes. More bikers mean safer biking. Citi Bike has democratized biking and extended the popularity across the city.

Starting to "crack down" on a simple, elegant, and green mode of transportation is a terrible idea and no city trying to encourage green and healthy active transportation would do this. Biking is good for New York and electric biking is good for so many people.

A huge concern I have is that criminalizing ebikes will encourage NYPD to harass delivery workers on ebikes, particularly people of color. Let NYPD get attend to dangerous and speeding car drivers that kill so many New Yorkers, and let ebikes be part of our client solution.

Respectfully,
Anne Gripenburg

[REDACTED]
Brooklyn, NY

From: [Arnold Bob](#)
To: [Testimony](#)
Subject: [EXTERNAL] Priscilla's law, intro 606!
Date: Thursday, December 12, 2024 11:50:12 AM

I use an electric wheelchair. I have now twice been hit by electronic bike users traveling in the wrong direction down eighth Avenue.

If I wasn't protected by my heavy wheelchair, these people could've knocked me over.

There are times when I don't use the wheelchair and I am afraid to cross eighth Avenue at these times because they are not following the law. They're not stopping for lights. They're going in the wrong direction and I fear if I Can be hit by a high-speed Vehicle.

Currently these people are Engaging in hits and runs with no recourse in many cases. Adding license plate plates will at least be a step towards making things safer, though more needs to be done.

[Sent from Yahoo Mail for iPhone](#)

From: [Austin Celestin](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 Opposition Testimony
Date: Saturday, December 14, 2024 6:03:25 PM

Good evening,

I have attached my testimony in opposition to Intro 606. Thank you for granting me the opportunity to weigh in on this legislation. I hope this testimony convinces the council to vote against the bill. I've included the testimony below.

Thank you again
Best regards,
- Austin Celestin

Good morning. My name is Austin Celestin. I was born and raised on the Upper West Side. I am an urban planning student at NYU Wagner, and I've been hit by an e-bike. I couldn't walk on my left leg for a week and needed crutches. I've had several more close calls and have seen people get hit myself. I would be a fool if I were to try and claim the issue of reckless e-bikes wasn't real, a fool to you, the public, and myself. It needs to be addressed. But Intro 606 is an incredibly misguided and overly aggressive pitch that'll do more harm than good.

I've written a couple of op-eds on this issue if you want to read more, but here is a rundown of the main issues:

First, the prerequisites required for such enforcement to succeed are not installed, and the bill doesn't provide any of the necessary resources to make it work. To start, DOT can't handle this. It would cost over \$20 million and would require additional office space to facilitate the operation of this program. No money in this legislation guarantees DOT would get this money, and DOT does not want this responsibility imposed upon them. Additionally, this bill is contingent on red light and speed cameras being universal, something that is far from the truth, and once again, this bill does not provide resources to expand the program for either, leaving critical holes that will undermine the efficacy.

Then there are the actual riders. It'll make e-bikes more expensive, which is counterintuitive to efforts to expand them, and it will discourage ridership too, but there are more problems depending on which kind of e-bike we're dealing with. CitiBikes, for example, are already registered, have an ID system, and an immense digital footprint. A new license plate would add an extra step that forces the NYPD or DOT to go to Lyft to identify the person, then back to them, slowing down the process. Such a setup would also require a lot of staffing for Lyft that the bill doesn't provide. Lyft is already stretched thin, and to turn it into an arm of DOT enforcement without giving them proper resources is disastrous.

But there's more. For the deliveristas, there are a whole host of problems: First, a registration requirement creates issues for those of undocumented status, opening them up to potential deportation when they've done nothing but contribute to our economy. Next, you can't enforce this law without police stops, and we all know the record the NYPD has with racial discrimination. With the subtle differences between normal and e-bikes, some traditional cyclists will also get stopped. And those are just a couple of the immigration-related problems.

But the most consequential side effect is that such a law could push more of them towards mopeds. If there's one thing opponents and supporters of this bill agree on, it's that mopeds are far worse than e-bikes: they do the same things people complain e-bikes do, while already having licensing requirements and being faster, heavier, and louder. But the things that make mopeds worse for pedestrians are some of the same things that make them better for delivery workers: faster mopeds = more orders complete. Larger means a bigger presence on the street, more seen, and slightly more protected from cars. And on top of that, they don't have to worry about lithium-ion batteries. In a lot of senses, mopeds are better for their jobs than e-bikes. The one thing that keeps people off of mopeds is their cost, part of which comes from licensing and registering them. But Intro 606 wants to add that requirement to e-bikes too, which would shrink the cost difference, which would push more people to buy the very thing that we all agree is bad. That's bad policy through and through.

Let's also not forget the stringent job requirements and exploitative nature of delivery work, something that pushes them to the limit and squeezes them financially, forcing them into dangerous habits. This bill does nothing to rectify that reality, and instead, risks pinching them even further while doing little to target their abusive employers and their algorithms.

But I have a philosophy: if you oppose something, you need to propose viable alternative solutions, and I have several. First, get all those bike racks and Citibike docks off the sidewalk and put them in the curb. Having bike parking on the sidewalk invites people to ride on it, and usually, when I see people riding on the sidewalk, there's bike parking on the sidewalk close by. The absence of space to park safely in the street also pushes people to park up against traffic signs, scaffolding, tree beds, etc. The lack of on-street bike parking pushes people to park and ride on the sidewalks. Put those docks into the street where they belong. If that requires getting rid of parking, so be it.

Next, take advantage of daylighting, but instead of having a pedestrian island between the bike lane and car lanes, create a pedestrian bulbout at intersections and curve the bike lane around it. This accomplishes three things: it curves the bike lanes, slows everybody down at intersections, increases the contiguous amount of space pedestrians have, and makes everybody more visible to each other. This does have to be physically enforced, however. The bike lanes must be protected with bollards on both sides to keep bikes in the bike lanes and cars out. Additionally, wider and bi-directional bike lanes can be physically split at intersections too, like the Hudson River Greenway.

Additionally, massively expand the public charging pilot. If we're talking about e-bike safety, we must talk about those fires, and the lack of safe charging and storage in homes and stores is the key cause of those deadly fires. The pilot program is already working; it has reduced at-home charging by 35% with just five sites. Imagine if there were hundreds

More protected bike lanes can help too. I put this last for infrastructure because it isn't the most direct solution, but it still is one. I cannot tell you how many times I've heard people admit to riding on the sidewalk or against traffic in a bike lane because they don't feel safe

traveling with traffic without a protected bike lane. Our infrastructure is woefully fractured, and that plays into the danger people feel. It may not be the most direct solution, but filling in and creating a robust bike lane network can address those key concerns and make people feel safer riding in the street.

But most importantly, go after the delivery companies. Everything people complain about with e-bikes, everything that has led to injuries, Uber, DoorDash, Grubhub, and the rest know that it's happening, and not only do they know, but their algorithms also encourage it: The deliverista who hit me had to be 90 blocks north in 10 minutes. That requires him to go an average speed of 27 mph without stopping. It is impossible to do that without breaking several traffic laws. And yet he could get deprioritized on the algorithm, get fewer order requests, or be kicked off the apps completely if he doesn't meet those requirements. Until these companies are held directly accountable for the reckless habits they encourage, nothing will change, and slapping a license plate on every deliverista's e-bike doesn't get the job done. You have to penalize the companies directly.

When Stella Liebeck got critically burnt and disfigured from McDonald's coffee 30 years ago, she didn't sue the worker who served her that hot coffee; she sued McDonald's, which permitted the practice of serving hot coffee. Everyone rightfully upset about their injuries should be taking their anger out on those companies and calling for licensing and regulation of the apps, as Senator Brad Hoylman and Comptroller Brad Lander both jointly recommend doing. There is a need to do something to regulate reckless micromobility, but Intro 606 is not the right solution. It's a blanket solution that fails to go after the source of the problem while only indirectly targeting the entities responsible for the problem. It'll discourage something we should be expanding, undermining safety for e-bikers and traditional cyclists while doing little to improve safety for pedestrians. Please reject Intro 606.

Thank you for taking the time to read this testimony.

Dear City Council,

I oppose intro 606 for the following reasons:

- 1) Emicromobility is good for the planet and we should be encouraging this.
- 2) Cars and trucks kill the vast majority of people in the city. Transportation that gets people out of cars should be encouraged.
- 3) If the city puts barriers up to ebikes, delivery workers will switch to mopeds.
- 4) This bill is designed to specifically target a vulnerable group of immigrants.

Thank you for your attention.

Best

Barak Friedman, resident of Murray Hill, Manhattan

To the New York City Council,

I support e-bikes riding in the city. They do follow the rules and some don't. When I am at a cross walk they stop if they are supposed to. Some need them to get over a hill like a bridge. I have a friend who uses one he lives in Manhattan and to get to me in Brooklyn he takes an electric citibike to my home. I do not support tntro 606. It unfairly targets these drivers. They are not evil It should not allow police to stop an e-bike rider even if they have not broken a law. There are enough laws on the books to harass riders we don't need Intro 606. Please do not support this legislation. A law that just targets delivery drivers with licences may help.

I do support Intro 1131. It calls for a task force to study options for making street design and infrastructure safer for all New Yorkers. When we make space on the street for walking, biking, and buses, we prevent crashes and injuries from happening in the first place. Please support this Intro It makes a difference.

Thank you,

Barbara Hertel

Councilmembers,

I am writing to oppose Intro 606.

Putting the burden on the DOT to design, implement, and enforce a completely new licensing scheme is a waste of time and effort - these schemes have been tried and failed in other major cities, and there is no reason to think it would fare better here.

I would much rather the council focuses on improving enforcement for existing traffic violations - both for cars and e-bikes - instead of wasting time on this performative, bureaucratic, money-losing proposition.

Thank you for your time,
Ben Lindsay

Dear Council Members,

Please reconsider the eBike registration plan, Intro 606. Similar schemes have been attempted elsewhere, and they haven't had good results. San Francisco, Fort Lauderdale, and San Jose have all attempted to register bicycles and all eventually abandoned the efforts because they were costly, had little safety benefit, and mostly ended up targeting minorities. The clear and present danger on our streets is cars, which account for almost all vehicular injuries and deaths on our streets. eBike registrations will only criminalize delivery workers and discourage more people from cycling, which should be encouraged if we want to ease automobile congestion on our streets and promote sustainable transportation. Intro 606 is a step in the wrong direction.

Ben Turner
Bayside, Queens

Testimony on the Importance of Licensing Electric Vehicles

Good morning,

My name is Beth Goldstein, I live on the Upper West Side. Last week, my 12 year old daughter and I were walking northbound along West End Avenue when we stepped off a curb at a walk sign, only to be brushed back by an e-bike rider, speeding eastbound on a westbound side street, and completely ignoring that we had the right of way. This was one of the closer calls that I've had, however it is a very common occurrence – I know that many in this room today can relate.

I joined the EVSA in 2023 because I was becoming increasingly nervous about my daughter, who was about to start middle school at the time, walking to and from school amidst an increasingly dangerous environment for pedestrians. I had been noticing more and more e-bikes, scooters and mopeds flying all over the neighborhood, without any regard for traffic rules, pedestrians, or even cars for that matter. And the situation has only gotten worse.

I am not against e-bikes or other forms of e-vehicles. They contribute to a cleaner environment, although I'd argue that most of the e-bikes and mopeds on our city streets today are not replacing cars. But these vehicles are **motorized vehicles** that travel at similar speeds as cars, and therefore should be subject to the same regulatory standards as cars, including licensing.

You'll hear testimony from several victims today. It's unfathomable that there are no consequences for riders that injure, or even kill, pedestrians or other riders. In the event of an accident or a violation, licensing will make it easier to track down the owners or riders and hold them responsible. Accountability is essential for making sure drivers of all vehicle types are following the same rules. A common complaint that I hear is about the lack of enforcement for e-vehicles that are riding on the sidewalk, traveling the wrong way on streets, and running red lights, endangering pedestrians of all ages, other bike riders, **as well as** drivers of cars. Licensing is the first step in making accountability and enforcement possible. Please pass Pricilla's Law (Intro 606).

Thank you for your time and consideration.

My name is Bill Bruno. I am a resident of Jackson Heights and a user of mass transit and bicycles for transportation. I am writing in opposition to Intro 606 (e-bike licensing) and in support of Intro 1131 (task force to improve street design).

Intro 606 has several lethal shortcomings. It elides the difference between e-bikes and mopeds. The latter are already under the licensing restrictions that are being proposed for e-bikes. Since e-bikes are smaller and slower than mopeds, there is no justification for treating them the same way and doing so could encourage a shift from e-bikes to mopeds, creating potentially more traffic hazard because of the greater speed and size of the latter. The fact that the police haven't been able to properly enforce the licensing restrictions already existing on mopeds also suggests the impracticability of having similar restrictions on e-bikes.

On enforcement, the police don't do the enforcement that is already within their power regarding bicyclist behaviors which are already illegal and can be summonsed. Pedestrians have legitimate concerns regarding cyclists on sidewalks or who cut in front of them when they have the light, but the police already have the power to enforce those rules. However, as we can see from the failure of the police to effectively enforce against harmful car driver behavior, they aren't enforcing what they can already enforce, much less take on another burden, and this in a situation where cars and SUVs kill exponentially more pedestrians and cyclists than bikes/e-bikes/mopeds.

Another problem with 606 is that any enforcement that would take place would have the same discriminatory impact that this council just acknowledged and acted on regarding jaywalking. The difference between an e-bike and a standard bike isn't readily apparent and police officers are more likely to just go after bikes in general. As the jaywalking stats indicated, that means that non-whites are going to be disproportionately stopped. This is a risk that both the NYCLU and Los Deliveristas Unidos have pointed out. The breakdown of the numbers of e-bike riders support this apprehension-- [60% of people who ride a bike](#) in New York City are people of color, [61% of Citi Bike riders](#) are people of color. Low-income Citi Bike riders choose electric Citi Bikes for [75% of their rides](#), the [vast majority](#) of food delivery workers in New York City use an e-bike and are immigrants, and low-income immigrants living in dense communities like New York are [10 times more likely](#) to travel by bike.

Further, bike licensing has never been cost-effective and hasn't been kept anywhere it's been applied. This is more so with Intro 606 since, instead of leveraging an existing licensing bureaucracy, it requires the city DOT to set up and implement a licensing/registration organization from scratch. This would cost millions and divert DOT resources from actions which would actually help with safety, such as street design improvements. The fact that it creates a separate city measure also highlights the question of Intro 606's dubious legality. State law doesn't permit cities to interfere with the "free use" of bicycles and tricycles, and state law clearly treats e-bikes as bicycles. The fees for licensing/registration are such an interference.

Finally, many partisans of Intro 606 claim that this isn't an attempt to get rid of or diminish e-bikes. However, the fact that many of them also inveigh against bike lanes, share bicycle stations, and favor the licensing of regular bicycles gives the game away.

On the subject of street design improvements, the solution to tensions among cars, cyclists and pedestrians is safe street design that provides sufficient space for all. Intro 1131 is a proper step in this direction since it would establish a task force that would focus on what truly improves safety—bike lanes that are both wider and more protected, daylight corners, loading zones and public charging stations for e-bikes. Another thing such a task force could look at is the delivery app business model that incentivizes problematic behavior.

Dear Members of the New York City Council,

I am writing to express my strong opposition to the proposed e-bike licensing bill. While I share your concerns about ensuring the safety of all road users and pedestrians, I believe that this bill is misguided and will impose unnecessary hardships on individuals and communities that rely heavily on e-bikes for transportation and livelihood.

E-bikes have become a lifeline for thousands of New Yorkers—particularly delivery workers, small business employees, and residents of underserved areas where public transportation options are limited. Requiring licensing would disproportionately burden these individuals, many of whom are already working hard to make ends meet. The cost, administrative hurdles, and penalties associated with licensing will only exacerbate inequality without meaningfully addressing safety concerns.

Instead of punishing those who depend on e-bikes, I urge the Council to prioritize measures that promote education, infrastructure, and enforcement of existing traffic laws. For example:

1. Invest in Safe Infrastructure:
 - a. Dedicated bike lanes and safer intersections reduce accidents far more effectively than licensing requirements.
2. Promote Rider Education:
 - a. Accessible training programs can help e-bike users operate safely and responsibly without imposing financial or bureaucratic barriers.
3. Enforce Existing Laws:
 - a. Address reckless riding through targeted enforcement of traffic rules, rather than creating new hurdles for law-abiding riders.

Licensing requirements will only discourage sustainable transportation options and hurt the very communities that New York City should strive to support. We can improve safety without undermining the mobility, economic opportunity, and environmental benefits that e-bikes bring to our city.

I respectfully urge the Council to reject this bill and pursue more equitable, effective solutions.

Thank you for your attention and leadership.

Sincerely,
Binyamin Radensky

Testimony for City Council Hearing on Intro 606

My name is Blaise Dupuy, I was born in New York City and have been riding bicycles in this city since I was a little kid. Since the implementation of protected bike lanes and the introduction of CitiBike I have been riding almost every day. The addition of electric bikes to the CitiBike system has allowed me to reach many more destinations, for shopping, doctors appointments, etc. As I am getting older (I'm almost 60) the ebikes are allowing me to continue to ride on trips that would be too long with a regular bike. The bike lanes and CitiBike are essential parts of our transportation system and are also essential for reducing traffic and pollution, and help our city combat the catastrophic climate change.

I am asking the city council to vote against Intro 606. I believe it is an inappropriate response to the problems of street safety that the city is now experiencing.

Many cities including Los Angeles, Houston and Toronto have tried bicycle licensing laws and had to repeal them because it was not successful. Cities worldwide have proven it: bike licensing doesn't work. NYC should learn from their mistakes. Say NO to Intro 606 and YES to effective, safe street solutions.

These laws would burden the NYPD with additional enforcement, which would also create more potential conflicts between the police and our citizens. Mopeds are the most dangerous of all the vehicles regulated by this legislation, but they already require licensing, so these laws won't make them any less dangerous. Cars account for over 90% of all transportation related injuries and fatalities. Despite traffic laws these fatalities continue, and it is only redesigned streets that has reduced injuries and fatalities.

NYC deserves better. Let's invest in improving our transportation infrastructure with smart street design with Intro1131.

I ask you to vote against intro 606 and instead support intro 1131.

Thank you.

Blaise Dupuy
Brooklyn NY

Good Afternoon, Thank you for permitting me to tell my victim's story regarding an ebike accident.

My name is Bonnie Gerard and I live on the upper east side. Last October I was standing on 80th Street and Second Avenue sidewalk at 6pm waiting for the light to change. A car wanted to make a legal left turn, the ebike would not wait but wanted to get ahead of the car. He went smack into me on the sidewalk. I had a broken right knee, left knee stitches and the entire left side of my body bruised with left over items from a very mild concussion. I am happy to be alive. I required medical attention and therapy for months. Additionally, all expenses were my burden. All our alliance is asking is to have ebikes licensed, insured, be safe by following traffic rules. Bikers now behave as they did during Covid as though no one is on the street. Of course, we want the public to enjoy biking but at this present time cars, and pedestrians are not safe. One turns their head 360 degrees to cross the street now. Citibikes now want young teens riding more bikes. Citibank is in business to make money not contribute charity to the city.

Other cities such as Manasquan and Hoboken NJ are requiring helmets, registration, and insurance which I hope NYC will accomplish. That is why I am in favor of Priscilla's Law Intro 0606-2024. Thank you for your attention and time to this matter. Bonnie Gerard



Ms. Bonnie Gerard
[REDACTED]
New York, NY 10028-5947

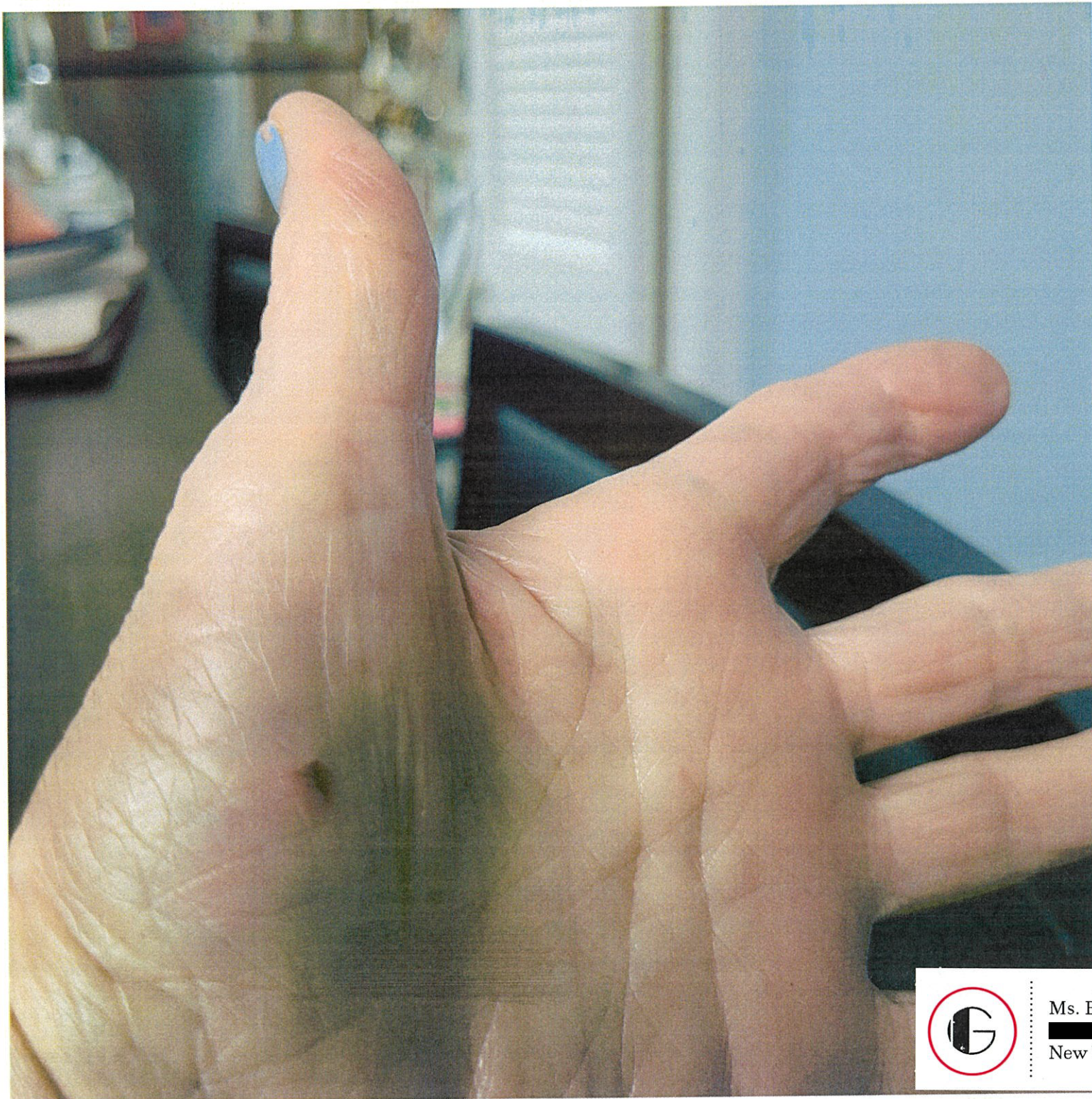


Ms. Bonnie Gerard

New York, NY 10028-5947



Ms. Bonnie Gerard
[REDACTED]
New York, NY 10028-5947



Ms. Bonnie Gerard
[REDACTED]
New York, NY 10028



Ms. Bonnie Gerard
[REDACTED]
New York, NY 10028-594

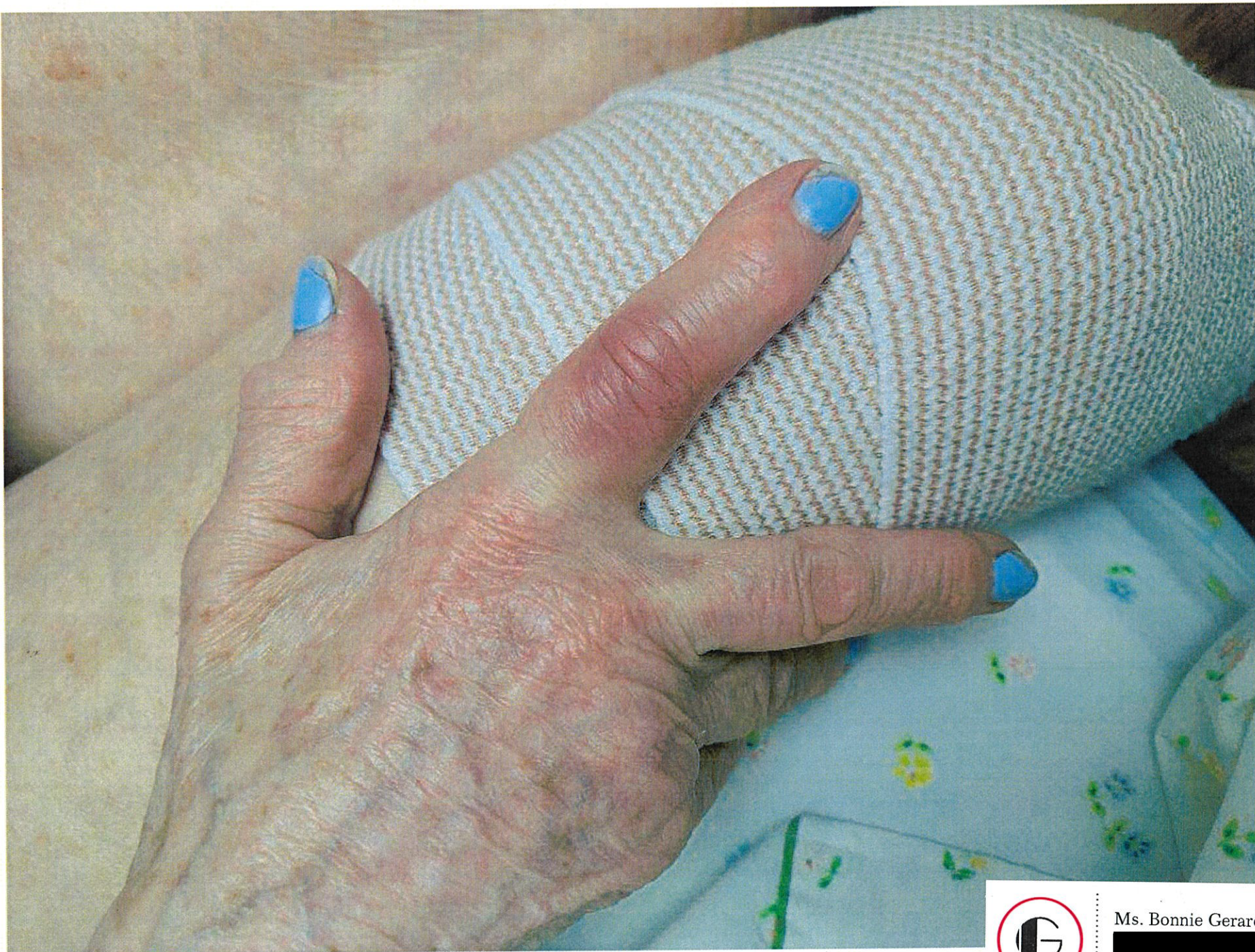


Ms. Bonnie Gerard
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Ms. Bonnie Gerard
New York, NY 10028



Ms. Bonnie Gerard
[REDACTED]
New York, NY 10028



Ms. Bonnie Gerard
[REDACTED]
New York, NY 10028



Ms. Bonnie Gerard
[REDACTED]
New York, NY 10028-5947

From: [Brandon Tesh](#)
To: [Testimony](#)
Subject: [EXTERNAL] NO to Intro 606
Date: Wednesday, December 11, 2024 3:28:11 PM

Dear Council Members,

I urge you to vote **NO** on **Intro 606**, which proposes broad regulations for e-bikes and scooters in New York City. I urge you to vote yes to establish a working committee to study and research transportation safety and micromobility.

Why This Matters to Me:

I'm a Washington Heights resident using a Class 1 e-bike since 2019 to commute and run errands. I can attest to the convenience and accessibility this technology provides. E-bikes are crucial for many New Yorkers - not just delivery workers, from parents transporting children to workers navigating hilly areas, and those underserved by transit.

Existing Problems vs. New Regulations:

While concerns over unsafe e-mobility practices are completely valid, the solution lies in **better enforcement of existing laws**, not new broad regulations. Current laws already ban unsafe practices like sidewalk riding and unregistered mopeds, but enforcement has been non-existent. The state already has certified and categorized a number of ebike and emoped devices, but this bill lumps them all into one category, essentially flattening them.

Concerns with Intro 606:

- Licensing requirements have failed in cities like **Toronto, Houston, and Los Angeles**. So much, these cities have actually stopped these initiatives and some have even provided reports as to their decision.
- **E-micromobility devices** are already regulated by New York State.
- **Confusing and broad definitions** in the bill risk making regulations overly broad and burdensome.
- **No Support** for licensing and enforcement that would fall to the City DOT, not the state. Will DOT get the necessary support needed to make this work? How much will these licenses be? How often do they have to be renewed? Do the transfer between devices?

Addressing the Core Issues:

- The city has failed to address the ongoing scofflaws with e-mobility devices, unregulated batteries, contract delivery worker exploitations, and more. As a result, there is a policy reaction and we risk hampering and slowing much-needed micro mobility options.
- Safety concerns from poorly manufactured e-bike batteries have led to blanket bans

on lithium-ion batteries, including **safe, UL-certified ones**. This has already happened in my apartment, which I must now continue to do against the rules.

Proposed Solutions:

- **Focus on enforcement** of existing laws.
- **Be the Champion** of delivery workers, who are violating rules, and go after BILLION DOLLAR Silicon Valley companies who are exploiting lower income and immigrant *employees* to make them liable for their workers, and supply them with safe equipment and training.
- Consider **targeted regulations** that differentiate between lower powered scooters and **Class 1 e-bikes** (which should remain exempt from licensing) and high powered **Class III e-bikes & Class A, B, and C e-MoPeds** (which should be licensed due to higher speeds and power).

E-bikes and scooters are vital for making NYC more livable and sustainable. Let's focus on **enforcing current laws** rather than introducing unnecessary new regulations. I'd be happy to visit your office to speak with staff and demonstrate my e-bike and discuss this issue further.

As usual, NYC should be LEADING the world in urban mobility and urban policies and design, but we continue faltering - including the watered-down City of Yes. If we're not careful, we will continue to lose our urban identity and culture over the next decades as other cities in the country continue to develop and invest.

Thank you for your attention.

Sincerely,
Brandon Tesh

10040

From: [Brendan Hannon](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Thursday, December 12, 2024 8:20:05 AM

[REDACTED]

Into 606 is bullshit. Police in this city won't even stop a 6000 pound car with fake or blocked plates and you all want to come after ebikes? Give me a break. Anyone who votes for this is a clown.

From: [Brian Duff](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 testimony
Date: Wednesday, December 11, 2024 9:51:56 AM

To Whom It May Concern;

This bill is performative demagoguery that provides the NYPD with broad new powers to intimidate and dispossess immigrants.

Sponsoring members are being incredibly irresponsible with the health and safety of their constituents: the NYPD has a long history of overt racism and deadly civil rights violations and its officers overwhelmingly support a Trump presidency that promises to abuse immigrants in borderlands concentration camps. Why would you enable this?

Leaving aside these ethical, moral and political objections, this bill is also stupidly written, allowing police to pull over literally anyone on any bike, as electric assist bikes are not generally visibly identifiable. It also won't "work" on its sponsors' terms, as the many cities that have tried similar legislation have found. And it seems to be obviously preempted by state law.

Why are you so amenable to drivers' vague and racialized complaints when cars kill a New Yorker about once a day? Please vote against this grotesque insult of a bill.

Good evening, Chair Brooks-Powers and other council members, my name is Brian Howald. I live in Brooklyn Heights and I'm a 7th-generation New Yorker. I'm a member of Brooklyn Community Board 2 and its transportation committee, though I only speak personally today.

Everyone in this room has had a close call with an ebike, whether someone biking on the sidewalk, going the wrong way in the bike lane, turning around a blind corner too fast, etc.

We've heard dozens of stories from people who were hurt in crashes and this pain and suffering is very real.

Ebikes, mopeds, other bikes, scooters, **cars** – there are people on every form of transportation in New York breaking the rules and putting other people in harm's way all the time.

If you care about getting bikes off of sidewalks, if you care about people crossing with the walk sign not getting hit, if you care about getting people to not run red lights, if you care about seniors – if you care about *safety*, then this bill is not for you.

I speak in opposition today to Intro 606.

This bill, at 416 words, is surprisingly scant about *how* it will solve these problems.

This bill would make it mandatory for every ebike to have a license plate, but it doesn't say what the penalty would be for breaking the law.

This bill would make plates mandatory for ebikes, but the language isn't restricted to riding on public streets, so if you drove a UHaul from Pennsylvania to Connecticut with an ebike in the back, you'd be breaking the law if you didn't make a pit stop in Washington Heights to register it.

This bill would prohibit ebikes from displaying any plates other than New York City plates, so if the scheme being proposed here were adopted by, say, New Jersey, people would have to stop biking halfway across the G.W. Bridge to swap their license plates.

The people pushing this law say it's needed to stop behavior that's *already* illegal. The lack of license plates hasn't stopped the NYPD from writing tickets to people on bikes or ebikes or from confiscating mopeds. (As pointed out today, this bill wouldn't even apply to mopeds.)

I've reported drivers to the police for throwing bottles at me, only to be told that if they didn't witness it, there's nothing they would do even with a photo and a license plate.

How will registering ebikes make our streets safer? No one pushing this bill has an answer beyond hand-waving.

To the council members who have signed on to this bill in response to constituent concerns, this bill won't make your constituents safer, nor will it get the people pushing this bill off your back. It

won't solve the many real problems discussed here, and it's only a matter of time before they'll be back with another bad idea they claim will solve these problems.

Please oppose this bill.

Thank you.

Testimony by Brian Van Nieuwenhoven, Local Resident ([REDACTED]), New York NY)
12/12/2024

Re: Intro 0606-2024 is deeply flawed

In November 2023 I was a member of Manhattan Community Board Six and the chair of the Transportation Committee of the board. At that time, the board resolved that the predecessor of Intro 0606-2024, Intro 0758, was "harmful & should not be passed in its current form". This resolution reiterated suggestions from a prior resolution that the board passed, including "design changes to moderate traffic speeds/passing on bicycle lanes and greenways, education campaigns, improved signage, and improvements in the legislation covering delivery app platforms and their workers". This resolution, along with a link to the prior resolution, was distributed to Councilmembers Menin, Powers and Rivera as well as Councilmember Holden. Councilmember Holden responded by dragging the community board in the press.

Today we are discussing an introduction that is little changed since then. It intends harm through unnecessary police stops, muddled definitions of vehicle types, unclear availability of registration, an impractical declaration of how a license plate would be affixed to a bicycle, a complete absence of equipment dimensions or cost information, and no provided logic as to how a registration system will reduce the incidence of collisions or limit the injuries and deaths caused by such collisions.

Registrations and licensing schemes have been implemented and mostly rescinded by other large U.S. cities because of their impracticality and ineffectiveness. Other municipalities, both in the U.S. and worldwide, have alternated between partial bans, seasonal restrictions, and other barriers to use without any significant safety gains for riders or bystanders, often driven by complaints by non-users that presume micromobility is unsafe and irresponsible in any situation.

The mission of preventing roadway injuries is critical, and my statements today are intended to enlighten about effective measures as alternatives to ineffective measures that create harm. Plate tags do nothing to improve functioning of streets and, by my observation of driver behavior on existing tagged vehicles such as SUVs and mopeds, have almost zero effect on inspiring shared accountability.

There is no common sense in voting for legislation that is missing key details to ensure its constitutional viability, that enacts a scheme that has largely failed elsewhere despite Councilmember Holden's refutable claims, and isn't needed in an environment where there are laws and policies ensuring accurate tracking of hit-and-run cyclists as long as the New York Police Department applies the necessary manpower to such cases.

Conversely, there is common sense in redesigning streets for modern traffic flows improves the functioning of streets; we must support the management of DOT to resist anti-change forces for safety redesigns, and we must implement proven safety designs in a more widespread fashion, including adding bike lanes to more streets, widening existing bicycle lanes and measures to calm the speed of traffic in those lanes.

I invite any councilmember to reach out to me to discuss safety recommendations as a driver, pedestrian and cyclist in NYC for the past 20 years. brianvan@gmail.com

Additional issues to highlight:

- The proponents of this legislation demand visible licensing information on Citibikes and consistently fail to notice the large bright ID numbers already affixed to the frames in multiple spots. Complaints about Citibike riders being unaccountable reveal that the presence of clearly identifying information on the bikes (and the ability to tie every trip to a distinct, governmentally-identifiable individual) does nothing to stem complaints or dampen suggestions for "more accountability." Plate tags aren't easier to see, especially from side or front angles.
- Issues with unlicensed mopeds have been addressed with point-of-sale registration requirements, and failing to provide for that here creates an obvious trap for bicycle purchasers who need to make an additional visit to an agency office for physical registration and plate affixing, and risk a police stop on the way to the registration site.
- There is zero rationale for implementing a registration program for bicycles, period, including any low-power electric bicycles traveling at the same velocity with the same mass/structural characteristics, simply because the rider is receiving a low-power assist with their pedaling, unless you believe, as Councilmember Holden and his activist cohort believe, that ALL bicycles are harmful and require obstructions to ownership and use. It makes no sense to excuse standard bicycles from a licensing scheme if you believe it necessary for Class 1 e-bikes, which are for all purposes the same kind of device as a standard bicycle.
- None of this addresses the accountability of employers who create conditions and rules for workers to force them to choose between safety and performance requirements. Any effort to impose accountability solely on laborers and not employers is dubious as a safety measure and is anti-labor.

Hello,

I am a Brooklyn resident and e-bike rider. I care about safe streets for all, especially pedestrians. I oppose Intro 606, which aims to make our streets safer by making it harder to affordably access e-bikes. To combat unsafe riding, I'd recommend focusing on the delivery app giants incentivizing unsafe delivery times from our hard-working deliveristas. I support intro 1131 which would study safe street design for micro mobility. It's a better use of our tax payer money than setting up a whole new DMV.

Thank you,

Brittany Cost

[REDACTED]

[REDACTED]

December 11, 2024

Re: Intro 606 (oppose) and Intro 1131 (support)

My name is Carl Mahaney.

I want to speak on this issue today as a parent.

My family owns an e-bike, which we purchased during lockdown, in May 2020. These days I mostly ride a non-electric bike, often alongside my 9-year-old son on his school commute.

We log more than a thousand miles together each year, which makes us vulnerable to the acute and ever-present dangers of all manner of multi-ton vehicles that are *already required* to have license plates. Here's some of what we see every day:

Blocked bike lanes.

Red light running.

Illegal u-turns.

Speeding.

Aggressive and distracted driving.

You name it.

By the logic of [Intro 606](#), the risks my son and I face on our rides should have already been eliminated because every one of these vehicles is identifiable and the drivers, therefore, accountable and "sharing the road" responsibly.

This is, of course, ridiculous.

Hundreds of New Yorkers die every year on our streets, and tens of thousands more are injured by the drivers of *licensed* vehicles. Adding license plates to bicycles won't do a thing to change that.

Enforcement has its place, but a reactive, punitive policy like Intro 606, that seeks to offload responsibility to individuals, is not a serious response to street safety. What's worse, it risks distracting our attention and siphoning our resources from proven, proactive, systematic solutions.

[Intro 1131](#) acknowledges the complexities of the issue and is a step in the right direction, placing responsibility for street safety where it belongs: on the City Council, City Hall, and city agencies.

We know what works:

- Designing our streets so that everyone has a safe place to be;
- Separating users by speed and type as much as possible; and
- Ensuring, through design, that mistakes and bad behavior don't have catastrophic outcomes.

In a few years, I'd love to feel comfortable with my son making that school commute on his own.

Misguided, reactive policies like putting license plates on e-bikes will do nothing to give me peace of mind or to keep him safe.

Thoughtfully designed, proactive, people-first infrastructure will.

My name is Carl Tait and I've lived in Midtown Manhattan since 1997. I am speaking today in support of Intro 606, Priscilla's Law.

I'm not a fan of cars and haven't owned one in over twenty years. I walk or take public transportation everywhere I go in the city. EBikes are, in theory, a welcome alternative, but in practice, they're a constant nightmare. They routinely speed through solid red lights, go the wrong way on one-way streets, and ride on the sidewalk. Compounding the danger, they are fast. They are heavy. And they are nearly silent.

Far too many eBikers view traffic laws as entirely optional, and get angry if you challenge their dangerous lawbreaking. One nearly mowed down my daughter and me when we were crossing with the light, and he didn't even slow down. In another case, I yelled at an eBiker who was barreling through a red light. He responded by punching me as he drove by. The absence of a license plate made it effectively impossible to report the assault.

Intro 606 is a common-sense measure that will require license plates on e-vehicles. This is fundamental to accountability. The counterargument that eBikes would suddenly stop breaking the law if cycling infrastructure were improved is sheer fantasy. This is contradicted on a daily basis by eBikes constantly and aggressively ignoring traffic laws even in protected bike lanes.

The argument that it's racist to enforce traffic laws is nonsensical on its face. But opposition to this license law smacks of ageism and ableism. Those of us who are over 60 have slower reaction times. My downstairs neighbor is in a wheelchair. We cannot nimbly dodge entitled scofflaws who refuse to be held accountable for their actions.

Reject the inane non-arguments of the opposition. Stand up for accountability and safety, and vote in favor of Intro 606. Thank you.

Intro 606 testimony by Carl Wojciechowski

Hello my name is Carl Wojciechowski and I live in the Bronx. My wife and I have two young kids, a kindergartner and a two year old who will enter 3K next year. We own two e-bikes, we do NOT own a car. We do not want to own a car. We use our bikes for all sorts of everyday tasks, from buying groceries to going to appointments and visiting friends and family.

Intro 606 is nothing more than another way of the city making life more difficult for working class new yorkers. I've owned a car in New York City before, and later made the determination it is far too expensive and burdensome. Bills like this only make decisions like mine more difficult. Congestion is a constant problem in the city, and despite what some people seem to believe, the only way to solve it is by getting more cars and trucks off the streets. Help me help you. Help me help the city by making it easier, not more difficult, to use alternative transportation to private automobiles.

There are several delivery services, that erroneously refer to themselves as tech companies, that drive the enormous number of delivery people out on our streets. The delivery people are financially incentivized to move fast to make the companies more money. Why is the city council placing the burden of this problem on ordinary New Yorkers on families like mine, instead of the companies with billion dollar valuations who are making money on these services and frankly endangering the lives of these delivery people? Intro 606 prioritizes protecting billion dollar companies like uber over the working class people like my family who depend on their bikes for everyday transportation. It is backwards and wrong. I urge you all to vote against intro 606.

To the Members of the City Council:

I am a native New Yorker, born in The Bronx, living on the Upper West Side for 50 years. My main form of transportation is my legs. I walk for pleasure and for exercise, too. This is a main reason that I remain mentally and physically fit as an octogenarian.

In recent years walking, whether in the parks or on the sidewalk, has become a frightening, rather than an uplifting experience. I'm sure you will have heard live testimony about the injuries and deaths of pedestrians under the wheels of the many cyclist/scofflaws who ignore the rules of the road that apply to them. They do so with the confidence that they can get away with it because there is no enforcement of those rules. I have so far avoided being struck by any of them who ride on the sidewalks, crosswalks, the wrong way on one-way streets, and through red lights. But I can't count the close calls, the terrifying sideswipes, the being overtaken from behind by a rogue deliverista or CitiBike rider defying my right to walk peacefully on the sideWALKS of my city. This has become a daily menace that has seriously reduced my quality of life. Literally everyone I know has similar complaints to mine.

I am writing to support the enactment of Priscilla's Law. I hope you take seriously the concerns of ordinary citizens like myself who just want to feel safe walking around our great city.

Thank you for your attention.

Sincerely,
Carol Bloom

From: [CAROL KOSTIK](#)
To: [Testimony; District2](#)
Subject: [EXTERNAL] Intro 606 re bicycle licensing
Date: Wednesday, December 11, 2024 5:54:17 PM

[REDACTED]

I support this legislation. A neighbor was in Bellevue for a week after suffering traumatic brain injuries from an ebike hit and run. I bike multiple days each week on regular and electric assist Citibikes and see a great deal of dangerous and illegal biking, usually by ebikes and especially the fully electric ones (which are not even legal). The idea that we shouldn't try to regulate this situation to improve safety for pedestrians and other bikers just makes no sense to me.

I support this legislation as a first step but believe we need to enforce the existing law against fully electric bikes as well.

Thank you.

In Support of Priscilla's Law - #606

I have been hit by a bike - not once - but twice.

Both times I was crossing a street in the pedestrian walkway
WITH the walk signal.

July 2022 - W. 9th Street @ Fifth Avenue —

I *saw* the walk signal — but *before leaving* the curb I looked in all directions for bikes. I saw none.

I took two steps into the street and there was a bike coming straight at me.

I put up my hand and yelled 'STOP STOP'.

The next thing I remember is looking UP at the cyclist who was straddling her CITIbike yelling at me
"GET UP OUT OF THE STREET". I dragged myself to the curb where I already felt a huge softball size lump on my head.

I asked her to call 911. She did not. She left. I called.

At the ER I was diagnosed with a SKULL FRACTURE and had to wait
there 10 more hours to make sure that my brain wasn't bleeding.

This was especially dangerous because I am on a blood thinner.

Thankfully my brain was not bleeding.

During my long wait I had **called the police to make a report** and
just as I was leaving the ER a police detective came.

I asked if he thought they could find the cyclist... **He said** 'probably not'.

'CITIBIKE DOES NOT COOPERATE WITH THE POLICE'

Due to The Skull Fracture — I COULD NOT READ for 2 years.

My eyes were not in sync with my brain.

This was devastating as I was working on a research Project.

May 2023 - 6th Ave. @ W. 10th St.—

The bike was hidden between the lanes of traffic, I could not see him - and he could not see me.

When the cars stopped at the Red Light - the cyclist kept going - and knocked me down.

I passed out and hit my head *again*.

NOW I am terrified to cross a street in NYC. (*or walk on the sidewalk*)

Every time I go out I know I am putting my life in danger.

Priscilla Lok did lose her life.

Please make New York safer for all pedestrians by passing **Priscilla's Law**.

Make the bikers accountable.

Carol Wilson

Carole Maisonneuve

[REDACTED]

[REDACTED]

New York NY 10027

[REDACTED]

Dear Council Members,

I have lived in New York City for 15 years, and I rely on my e-assist cargo bike to move my family of five around the city. I started biking when I realized how unfriendly buses and trains can be to families with young children in strollers. This has become my sole mode of transportation for myself and my kids since then.

As a mother of three young children riding around the city, street safety is obviously one of my main concerns. I know too well how dangerous our streets can be with trucks on non-truck routes, cars with defaced, missing or fake - or no plates - on every block, not to mention motor vehicles running red lights at every intersection, at every light cycle.

However, Intro 606 is not the answer to the main street safety challenges that NYC is facing. It is, rather, a distraction from the real common safety concerns that vulnerable street users such as pedestrians and cyclists face every day. It would also massively expand NYPD's power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Let's focus instead on what will actually make our streets safer, by preventing crashes, injuries, and death in the first place. This involves better infrastructure, safer crosswalks, daylighting intersections, wider bike lanes, and Intro 1131.

Regulating delivery app companies will similarly reduce crashes. City Hall can ensure these apps are demanding safe riding. Nobody wants to bike the wrong way or on the sidewalk, but too many feel they have no choice when they are required to meet impossible demands by their company.

I'm counting on the City Council to do the right thing: to focus on solutions that work, not bills that will massively expand police power without producing any of the intended street safety goals, at massive taxpayers' expense.

Thank you.

Carole Maisonneuve

From: [carolyn kelly](#)
To: [Testimony](#)
Subject: [EXTERNAL] Vote NO on Intro 606
Date: Wednesday, December 11, 2024 5:42:39 PM

[REDACTED]

Dear council members,

I am writing to voice my strong opposition to Intro 606, which would unleash the police and immigration authorities against anyone riding a bike. Intro 606 would provide a ready-made pretext for police to stop anyone who *might* be riding an e-bike. This is likely to subject New Yorkers of color to unreasonable stops and searches, possible arrests, and the risk of being fed into the maws of the criminal justice system and ICE.

At a time when the federal government is poised to weaponize local authorities against anyone perceived to be an undocumented immigrant, we should absolutely not be making it easier for the authorities to harass people. Vote NO on Intro 606.

Sincerely,

Carolyn Kelly

[REDACTED]

New York, NY 10026

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From: [carolyn kelly](#)
To: [Testimony](#)
Subject: [EXTERNAL] Vote YES on Intro 1131
Date: Wednesday, December 11, 2024 5:44:12 PM

[REDACTED]

Dear Councilmembers,

I am writing in strong support for Intro 1131, which would identify ways to design our streets to make them safer for pedestrians, bikers, and transit users.

My family and I walk, bike, and take public transportation all over New York City, and have had our share of close calls with reckless drivers and inadequate infrastructure. It is high time to build out wider sidewalks, protected bike lanes, and dedicated bus ways.

Sincerely,
Carolyn Kelly

[REDACTED]
New York, NY 10026

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From: [Celia Lustgarten](#)
To: [Testimony](#)
Subject: [EXTERNAL] E-Vehicles
Date: Monday, December 2, 2024 5:41:31 PM

[REDACTED]

Hello,

I am writing to support Intro 606 requiring registration for E-bikes and other motorized vehicles. The streets of New York , as well as elsewhere, have become hopelessly dangerous . Pedestrians like myself are terrorized by illegal, unidentified, unlicensed, speeding motorized cycles who run lights, ignore pedestrians and assume no responsibility for the damage they do.

Help New Yorkers and pass "Priscilla's Law" now!

Thank you for your support of this important bill.

Sincerely yours,

Celia S Lustgarten

[REDACTED]
New York, NY 10024

From: [Charles Krieger](#)
To: [Testimony](#)
Cc: alexa.sledge@transalt.org
Subject: [EXTERNAL] Licensing E Bikes
Date: Wednesday, December 11, 2024 9:53:37 AM

[REDACTED]

Dear City Council,

I am against the registration of e bikes for personal use. Our aging population in NYC who rely on e bikes now to enjoy riding around the 5 boroughs and beyond will be especially discriminated against. These are the most careful and respectful riders, and making them register their bicycles is a great hardship and discriminatory. The burden put on the already tenuous finances of NYC to set up a costly bureaucracy .

It will not help the situation. What is needed is education for working e bike riders, pedestrians, and all other vehicles to ride responsibly. It will certainly be less expensive for NYC to work on education programs that are visible to all, rather than set up this unwieldy bureaucracy.

Thank you,
Charles Krieger
Life long NYC resident.

From: [Charlie Todd](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 is bad idea - don't limit the bike boom!
Date: Thursday, December 12, 2024 10:44:18 AM

Council,

I own a pedal-assist e-cargo bike that my two elementary-aged children ride on with me. We take it to school, to birthday parties, and to parks and museums all over the city. It has unlocked this wonderful city for us.

I walk in Central Park every morning and see dozens of moms and dads on similar bikes. If we built safer infrastructure we'd see even more.

This type of active transportation is key to our city's future. We need more people on bikes and less people in private cars and Ubers. Requiring registration progress will slow down adoption of this green, healthy, efficient, and fun form of transportation that our local electeds should be focusing on promoting!

Please ask the NYPD to enforce *existing* laws to address the issues on our streets today (and remind them that it's cars that are killing cyclists and pedestrians by a huge factor).

Please say no to Intro 606. It is a bad faith bill from a bad faith coalition that doesn't support cycling in the city writ large, as was evidenced by their behavior at the hearing.

Thanks.

Charles Todd
Resident, West 54th Street

To the committee:

As a resident of Brooklyn, I see the pros and cons of the surge in e-bikes on our streets every day. E-bikes have enabled a wider swath of delivery drivers to connect consumers and businesses. E-bikes enable individuals, including myself, to avoid driving our car and use a faster mode of transport between destinations poorly connected by public transportation.

The safety concerns are also legitimate. E-bike drivers disregard traffic lights and blow through intersections recklessly. They use bike lanes despite not actually pedaling. And in isolated but serious situations, they have injured pedestrians.

However, this fee will increase the friction to use e-bikes and shift more NYC residents to rely on cars, increasing congestion and our carbon footprint. We need more people on e-bikes and not less. Of course we need to do that safely, which is why we need to continue investing in safe infrastructure, awareness and penalties for those with supercharged e-bikes that run ride lights, essentially operating as unsanctioned motorcycles. Automobile drivers similarly flout laws all over the city and face minimal penalties.

Overall, if the council is serious about its climate goals, we need to find ways to get more people on e-bikes and not fewer.

Thanks,

Charlie Kannel

[REDACTED]

Brooklyn, NY, 11216

From: [Chong Bretilion](#)
To: [Testimony](#)
Cc: [District26](#)
Subject: [EXTERNAL] Testimony about City Council bill, Intro 606
Date: Thursday, December 12, 2024 12:55:18 PM

Dear City Council Transportation Committee:

I am writing in regard to Intro. 606, the bill that would require all e-bikes to have license plates and their users be licensed. I am strongly opposed to this legislation.

I am a daily transportation cyclist in NYC, and I sometimes ride a Citi Bike e-bike.

I have personally organized two vigils for delivery workers who were struck and killed by car drivers in Queens. They were both Asian-Americans like I am, immigrants, loving family men, and one victim was a Vietnam veteran.

Both drivers' cars had license plates. A plate made no difference in their killings.

What would have prevented their killings is infrastructure, such as a jersey-barrier protected bike lane, a raised curb, and the redesign of a crash-prone Ridgewood intersection. Safety cannot be reactive. It is useless to insist that plates make streets safe when they don't.

Infrastructure saves lives. It is significant that the strongest supporters of this bill also oppose street safety improvements such as daylighting and expanding protected bike lanes, because either might require removing a parking spot. Bikes are a culture war issue and a scapegoat; these people want to ban bikes completely.

Day in and day out, I witness both reckless driving and reckless bike riding. I see e-bike riders ride the opposite direction down one-way bike lanes. I've seen delivery workers on mopeds blast down residential sidewalks. Yet, I never see any reckless bike riding enforced by the NYPD. Once in a blue moon the cops will stand idle on the Queensboro Bridge and issue tickets to moped riders. That is the sum of their involvement in reckless biking enforcement. Requiring an e-bike rider to register his/her bike at a DMV office (location and cost TBA, apparently) will do nothing to curb dangerous riding.

E-bikes vary tremendously in size, in weight, and in speed capability. Intro 606 conflates all electric bikes: ones that go 45 mph and weigh 150 lbs, with ones that max out at 15 mph and weigh 30 lbs (a standard weight for a bike). And as for electric scooters, there are some that can reach 45 mph speeds. This bill treats them the same. The DOT classification of these devices needs to change. A bike that can reach 40 mph does not belong in the bike lane, and its user needs to show competence. The law should acknowledge that these devices are heavier, faster, and can inflict more damage on cyclists and pedestrians. Therefore, I suggest that we revisit the e-bike classifications.

Lastly, I want to speak to the lack of accountability problem. Several people testified yesterday (12/11) at the hearing that the NYPD did not take reports, investigate, or otherwise hold a the perpetrator to account for the crashes they suffered, and this is the reason why requiring license plates is a must. This assumption defies logic. This is a problem with the culture of the NYPD and DA offices. Crash investigations resulting in fatalities and/or severe injuries fall under the purview of the NYPD highway unit. They already do not adequately investigate car hit-and-runs, which cause the lion's share of pedestrian crashes in NYC. What will requiring licenses do..? Will this law change the current NYPD apathy toward crash victims? I doubt it.

In sum, I oppose 606 because it will not achieve safety (infrastructure and enforcement can) lumps all e-bikes together (when only the heavy, fast bikes should be regulated), and will not affect the already paltry

Thank you for reading my testimony.
Very sincerely,

Dr. Chong J Bretillon

FOR THE RECORD

My name is Chong and I'm here to speak out against Intro 606. I have personally organized two vigils for delivery workers who were struck and killed by car drivers in Queens, both Asian-Americans, immigrants, loving family men, and one of whom was a Vietnam veteran.

Both cars had license plates. A plate made no difference. Safety is not reactive.

What would have prevented their killings is infrastructure, such as a protected bike lane, a raised curb, and the redesign of a crash-prone Ridgewood intersection.

Infrastructure saves lives. It is significant that the strongest supporters of this bill also oppose street safety improvements such as daylighting and expanding protected bike lanes. Bikes are a cultural war issue and a scapegoat; these people want to ban bikes completely.

The concern I have with Intro 606 is that it essentially increases the NYPD's unchecked power.

Cops are already bad at enforcement. Every time a cyclist is killed by a reckless driver, the next day they stand there and ticket... cyclists!

Secondly, the cops are ignorant of bike laws; they are still ticketing cyclists for going through leading pedestrian intervals, a law that was passed in 2019.

This law will become a pretext for harassment of minorities just like the law criminalizing jaywalking was. The cops will stand on the corner once a month at quota time and nab people on what they assume to be e-bikes.

There's a lot of confusion about e-bikes and mopeds. Look at these bikes. The electric part is in the frame. You can't even tell. Who do you think they're going to stop? A guy on one of these--- or a delivery worker with a bag of food? We already know because it's happened before.

I don't understand why city council doesn't target the app companies that exploit delivery workers and ensure they're not considered employees. You let the problem fester for years and yet don't want to stand up to apps. Instead, you're trying to fold every problem into the unwieldy expensive bureaucracy of a license plate.

From: [Chris Efthimiou](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 and Intro 1131
Date: Tuesday, December 10, 2024 3:29:05 PM

[REDACTED]

Hello NYC Council,

I would like to express my opposition to proposed legislation Intro 606 and Intro 1131. Below are reasons why I oppose the legislation.

Intro 606 would impose unnecessary restrictions on e-bikes and e-scooters, unfairly targeting every single person who rides a bike in the five boroughs. Under Intro 606, the NYPD would be able to pull over and question *anyone* riding a bike – a dangerous and unacceptable expansion of police power.

Intro 1131 understands that e-bikes and e-scooters are now a critical and permanent part of New York City's transportation system, and the legislation calls for a task force to study options for making street design and infrastructure safer for all New Yorkers. Space for all modes is safety for all modes – and bills like these are how we prevent crashes and injuries from happening in the first place.

Thank you,

Chris Efthimiou

[REDACTED]

Astoria, NY 11106

From: [Chris Roberti](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony in favor of bill 1131 and against bill 0606
Date: Wednesday, December 11, 2024 7:54:07 PM

[REDACTED]

Hello! I was on the zoom for hours but had to do some solo parenting and missed my chance to speak live. Thank you for reading on:

Hello and thank you for your interest in street and bike safety.

My name is Chris Roberti. I live in Greenpoint. I'm a parent of two young kids and I use my ebike every day to take them to and from their innumerable educational and social obligations. In the past year and a half, we've driven over 3,000 miles on our bike. It's been wonderful. There's no gas. No traffic. No noise pollution. No air pollution. The kids love it. I love it. I also bike a non-electric bike to commute to and from work. I do about a thousand miles a year.

Street Safety and the safety of my children is top of my mind, and if I thought that bill 606 would make my children, other families, and elders in my community even slightly safer, I would support it. Unfortunately I do not see how registration and licensing would increase anything but bureaucracy, gumming up police work, and discouraging people to ride ebikes.

The more people who ride bikes, the better for everyone - for the riders, for the environment, for people who need to drive a car, for the road itself: a tasty little fact: I would have to ride my e-cargo bike every day, the same route, for 1,130 years to do the same damage to the road as one trip - ever - in a large SUV. A healthy city is one that encourages walking, biking, and mass transit.

In 20 years of commuting by bike in New York City - the only thing that has made me feel safer is better infrastructure. That's it.

I appreciate everyone's concern for safety. It's my passion. And That's why I support the task force's holistic approach outlined in bill 1131 - a much better, smarter, and considerate bill in my opinion.


I was moved by much of the testimony from folks who had been injured or families of victims. I think we are all interested in the safest possible environment for everyone. I think that with a task force we would be able to know the best next steps. I don't believe

registering and licensing is an effective plan, but I might be wrong. If it's a good idea now, it will still be a good idea after the task force has found multiple ways to ensure safety and a healthy biking culture in NYC.

Thank you and happy holidays.

Chris Roberti

From: [christopher S](#)
To: [Testimony](#)
Subject: [EXTERNAL] Against 0606
Date: Thursday, December 12, 2024 12:45:13 PM



Commercial micromobility is going to continue to grow in New York City and everywhere, because it makes too much economic sense for businesses that use it for deliveries and logistics. Overseen and cultivated responsibly by government, this ongoing smart business change can result in historic improvements in public health and safety. For that reason, I conditionally support passage of Int. 1131-2024, which would establish a task force to study options for making street design and infrastructure safer for pedestrians, motorists, cyclists, and operators of electric bicycles. The condition on which my support depends is that the task force embrace the understanding that the most important reason micromobility devices travel too close to pedestrians is that their users are forced to compete for space with axled motor vehicles, and that the best way to reduce this inducement of dangerous crowding is to significantly traffic-calm the space given to axled motor vehicles, making that space more safe and appealing to micromobility device users.

More importantly, I strongly oppose Int. 0606-2024. Intro 606 is largely the product of people's anger. Their anger isn't stupid, and anger isn't necessarily the mark of bad legislation. The problem with 606 is that, if enacted, it would eventually only increase the anger felt by its supporters. While I share the concerns of my friends at Transportation Alternatives that, if enacted, 606 would enable capricious and unfair enforcement, I think the bigger problem is an opposite, but not mutually exclusive effect: I think we all know that there's no way that enforcement of the law would be anything but infinitesimal compared to the number of relevant micromobility devices in use on the streets at any given moment. Therefore, supporters of 606 would have no relief of their anger at e-bike and other device users, but additionally, they would have new anger at city government and law enforcement, after they worked hard to support a bill that ended up accomplishing nothing real. I don't think such erosion of respect for government and law enforcement is what anyone wants. I think that a far better way to improve public safety for everyone is to boldly and aggressively alter the physical layout of our streets so that all vehicles are slowed down, and that, therefore, space that's farther away from pedestrians is far more appealing to users of micromobility devices.

As with all dangers posed by traffic, an ounce of street design is better than a ton of enforcement.

Chris Shaw

From: [Chris Van Eyken](#)
To: [Testimony](#); [District25](#)
Subject: [EXTERNAL] My opposition to Intro 606
Date: Wednesday, December 11, 2024 9:00:12 AM

To the City Council,

I am writing to voice my opposition to Intro 606. This bill will do little to address speeding mopeds while making adoption of e-bikes more difficult for the commuters, delivery workers, and families that have come to rely upon them.

I, like many NYers, are frustrated by the behavior of some moped drivers in NYC. There is a greater need for enforcement of poor driving. Their recklessness is not unique on NYC streets however. There has been a marked increase in reckless driving since the pandemic mostly by the cars and SUVs that dominate our streets. Car, SUVs, and mopeds are already required to be registered and this has done little to protect pedestrians and cyclists from their disregard of the rules of the road. Better street design paired with stronger enforcement and penalties for reckless driving are needed.

Requiring registration of all e-bikes and scooters will have a negative impact on these more climate friendly and space efficient vehicles. A city council that claims to care about climate change should be taking steps to speed their adoption not slow it down with a new registration process. Build more protected bike lanes so there is less mixing with pedestrians if safety is your real concern. Better bike infrastructure benefits cyclists and pedestrians alike.

More e-bikes and fewer cars should be a goal of the council as we approach the start of congestion pricing. E-bikes are a great alternative to expensive cars and SUVs. They take up less space, are cheaper to operate, and are less dangerous to other road users. I loath to imagine our streets if mopeds and e-bikes were left behind for more cars and SUVs. Imagine the traffic from just takeout deliveries!

Our streets are overburdened by the number of cars and SUVs. Their use, by the minority of NYers that can afford daily use, override other city needs again and again. It's far past time for the city council to stop viewing every issue from behind the windshield. I oppose Intro 606 and urge the council to reject it. Take time and consider what is truly needed to make our streets safer and our transportation systems more environmentally friendly.

Thank you for your time.
Chris Van Eyken
Jackson Heights

From: [Christian](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for Intro 1131. No support for Intro 606
Date: Thursday, December 12, 2024 9:00:15 AM

Hello,

My name is Christian Buechel, a constituent in Astoria, Queens. I'd like to voice my support for Intro 1131 and my disapproval for Intro 606.

Intro 1131 is a pragmatic approach to better understanding how we can effectively accommodate e bikes and other motorized micromobility within our cities through safer street design. These are important tools in the fight for a more sustainable, less congested New York City so we should embrace a strategy for including them and not creating obstacles for their adoption.

Intro 606 is a haphazard proposal that has no detailed specifics for effective implementation and would actively discourage the use of micromobility and potential harassment of riders. The NYPD does not need additional legal mechanisms right now to make our streets safer when they are already abdicating responsibility for ticketing aggressive drivers, illegal parking, and plateless vehicles. We know cars inflict more harm on pedestrians each year in our city and should focus resources on making design safer, encouraging bike use (acoustic and electric), and investing in our public transportation to reduce their use on the streets.

Thank you,
Christian

From: [Nina Fleiss](#)
To: [Testimony](#)
Subject: [EXTERNAL] Passing legislation to register e-vehicles
Date: Monday, December 9, 2024 12:42:51 PM

[REDACTED]

I am an avid cyclist who has lived and worked in NYC my whole life but due to the danger created by the e-vehicles, this is the first time we are seriously considering leaving NYC. Please pass Priscilla's Law to register and regulate e-vehicles and hold those that don't comply with traffic laws accountable.

I totally support the work of EVSA (Electric Vehicles Safety Alliance). We are for SAFETY FOR ALL THROUGH COMMON-SENSE REGULATION! We are not against e-bikes but want safety .

WE ARE THE VOICE OF THE MAJORITY OF NEW YORKERS! We are NOT paid special interest lobbying group.

MOST E VEHICLE CRASHES ARE NOT REPORTED BY NYPD, and therefore, are not on the Dept of Transportation STATS. 95% of EVSA victims have no police report. This crisis is so much worse than any stats show.

THE MAJORITY OF E VEHICLE RIDERS FLEE THE SCENE OF A CRASH. THIS IS WHY WE NEED IDENTIFIABLE PLATES! My wife's company had two employees seriously injured by e-bikes going the wrong way -- in both instances the riders left the scene of the crime and therefore nothing was reported.

THIS BILL WILL ALLOW CAMERAS TO DO THE WORK, RATHER THAN THE NYPD, WHICH DO NOT CHASE DOWN E VEHICLES.

THIS IS A "QUALITY OF LIFE" ISSUE. THE CHAOS AND FEAR CAUSED BY THE E-

**VEHICLES, WHICH RIDE IN OUR STREETS WITH TOTAL IMPUNITY, HAVE
DECIMATED MY QUALITY OF LIFE.**

PLEASE PASS THIS IMPORTANT LEGISLATION.

Christopher Brogna



I am writing to express my opposition to Intro 606, the proposed law to require registration of e-bikes within New York City.

I am a Brooklyn resident who uses Citibike e-bikes as one of my main forms of transportation and have done so for several years now. Lacking a car, bikeshare e-bikes are by far the best way to travel intermediate distances, and for long-distance travel, a subway ride followed by an e-bike ride (if necessary) can't be beat. The only alternative for me is a cab ride, which is rarely faster, costs far more money, and contributes both pollution and traffic congestion to the city.

Intro 606 is seemingly straightforward and unobjectionable. Some e-bikes can go pretty fast, and on the surface, requiring their licensing is just common sense. I certainly support the general idea of licensing risky practices, and the idea that regulation is how we manage our collective obligations to each other. There's no other way to happily live in a city like New York.

But Intro 606's consequences for police enforcement are too high of a price. A licensing law that permits police to arbitrarily pull over every single bicycle they see solely on the basis that it might be an illegally unlicensed e-bike is far too onerous for any presumptive safety benefit it might bring. I don't trust the NYPD with this power. It breaks my heart that I don't, but I don't, and I can't support giving it to them. There might be some ideal police force I'd trust with it, but the NYPD requires substantial changes to get there.

In truth, I doubt that this licensing requirement would enhance safety at all. Most of the people that I see riding fast e-bikes are food delivery couriers, and I am confident that most of them, if Intro 606 passes, will simply continue their current behavior (both safe and unsafe) illegally. Intro 606 will create criminality without affecting behavior, which is the worst of both worlds.

Defining another crime won't make our streets safer. Making them safer instead requires the continued rollout of protected bike lanes and pedestrian-safe spaces. And to the extent that reckless e-bike riders are a problem, the solution is to change their incentives – which, in NYC, means changing what food delivery services are asking them to do. Punishing the riders is counterproductive. At “best,” it will simply take riders off the streets, which makes every bicyclist less safe.

I am asking the committee to set aside Intro 606 and instead look for more holistic approaches to improve our city's safety.

Thank you.

Cody Rose
Brooklyn, NY

From: [Colin Macdonald](#)
To: [Testimony](#)
Subject: [EXTERNAL] Oppose Intro 606
Date: Wednesday, December 11, 2024 11:48:24 AM

Testimony for 12/11/24 Committee on Transportation and Infrastructure Hearing

My name is Colin Macdonald and I live on Manhattan's Upper West Side. Like so many other New Yorkers from all walks of life, I rely on pedal-assist Citi Bikes to move around the city. Pedal-assist or e-bikes are the future of transportation: they allow you to transport your children instead of using air-polluting and deadly SUVs, to move about the city regardless of your age, to save money on transportation, and to work long hours on your bike.

Street safety is my top concern in New York City, and I know how dangerous our streets can feel. I also know Intro 606 isn't the answer.

Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work.

Instead of Trump-like reactionary fear mongering, let's focus on what will actually make our streets safer. The Council should focus on solutions that actually prevent crashes, injuries, and death in the first place: better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

Colin Macdonald

[REDACTED]
New York, NY 10025

[REDACTED]

From: [Connor Poulsen](#)
To: [Testimony](#)
Subject: [EXTERNAL] NO TO INTRO 606
Date: Tuesday, December 10, 2024 4:41:49 PM

Hello, my name is Connor Poulsen. I am an urban planning graduate student in Brooklyn.

Street safety is my top concern in New York City, and I know how dangerous our streets can feel. I also know Intro 606 isn't the answer.

Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

Thank you,
Connor

From: [Make Queens Safer](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 will not make city safer, nor prevent injury
Date: Wednesday, December 11, 2024 12:46:23 PM

[REDACTED]

Good afternoon,

I'm writing in regards to NYCCouncil hearings on Intro 606, This bill would require every bicycle with electric assist, electric scooter, and other legal motorized vehicle that is not otherwise required to be registered with the DMV, to be registered with DOT and receive an identifying number which would be displayed on a visible plate affixed to the vehicle.

I would ask that council not pass this legislation as it is not feasible to enforce. As noted in hearings it would cost tens of millions of dollars to even set up, and it would still not deter dangerous reckless drivers such as the motor vehicle operators who injure over 11,000 annually.

As I listen to council testimony, it's quite obvious that the bills' supporters do not understand the transportation issues our city faces, both as our residents are killed an injured by multi ton vehicles and also how congestion, reckless driving, package delivery and more vehicle traffic have made the need for lighter weight, smaller more efficient vehicles a priority.

Where I live in Jackson Heights, Queens, I have checked NYS Data on the number of vehicles on my local roads, and the average is a stunning 3,000 more on many streets than there were in 2020. This is really the highest point on the priority list of what endangers New Yorkers during their transit. Please look at your own neighborhoods here. <https://nysdottrafficdata.drakewell.com/publicmultinodemap.asp>

Council should demand more accountability from delivery app companies, and use NYPD existing enforcement to create a law abiding environment for all road users. Give this a two year trial, even a 6 month trial rather than create an expensive and unenforceable law that boggles down the justice system and creates vice and will possible make roads more dangerous as users try to allude police

Thanks for your time and consideration.

Cristina Furlong

[REDACTED]
Jackson Heights, NY. 11372

From: [minibar](#)
To: [Testimony](#)
Subject: [EXTERNAL] the terrors of e-bikes and Intro. 0606
Date: Wednesday, December 4, 2024 3:24:28 PM

[REDACTED]

To the Committee:

Having been a New York City resident and property owner for 50 years, I can remember a time when cabbies were the rudest and most reckless drivers in town. They ran red lights, swerved in and out of traffic to stop abruptly at corners, and generally bullied their way around the streets. But all that changed, I think because the city began a campaign of ticketing or withholding medallions from some of the offenders. News must have spread among the fleets. Now, by contrast, cab drivers are among the safest, most polite drivers around.

Right now it is the e-bike riders, mostly delivery people, who are the most reckless. They run red lights, veer out of their lanes, and ride onto long stretches of sidewalk to make their deliveries. I haven't been taken down by one myself, but I have experienced many close calls that sent my heart rate soaring.

Requiring licenses is one way to produce greater responsibility among the riders. An adjunct police force on the lookout for scofflaws and recklessness may be another—but maybe that would be phase 2.

I trust the Committee has studied the problem and thinks Int. 0606-2024 would be the best way to move on this. I know we can turn this around, as we did with reckless cabbies all those years ago.

Thank you,

Curt Barnes

[REDACTED]
NYC NY 10012

From: [cindycook](#) [REDACTED]
To: [Testimony](#)
Subject: [EXTERNAL] Intro.606
Date: Tuesday, December 3, 2024 7:27:01 AM

[REDACTED]

I am a long time Upper West Side resident. I am sending this to voice my strong support for requiring licenses on e-bikes and other “motorcycle” like vehicles. So many are zipping around, it’s important to have a way of identifying in case of an accident or reckless driving. Thanks,
Cynthia Cook

From: [Dan Miller](#)
To: [Testimony](#)
Subject: [EXTERNAL] I oppose Intro 606
Date: Wednesday, December 11, 2024 4:53:09 PM

Dear Council Members,

I'm writing to oppose Intro 606. This bill will be logistically impossible to implement, and will instead serve as a tool to harass all bicyclists. I rely on ebikes to get around the city safely and quickly--my job is far from the subway and having access to ebikes makes my life much easier. Intro 606 would severely hamper biking in the city, and that means that drivers won't be looking for me--making me less safe. To make biking a normal and calm part of life in the city, we need appropriate bike infrastructure--including wider bike lanes, universal daylighting at intersections to increase visibility for pedestrians, and more ebikes. We DON'T need Intro 606, which attempts to kneecap a vital form of mobility through bureaucracy.

Sincerely Yours,
Dan Miller

Astoria, NY 11103

From: [Dan Weiss](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 2:43:28 PM

Hi,

I am a resident of Brooklyn (11201) and father of a 5 month old boy. I worry for his safety on the streets, but not because of e-bikes. I worry because at every stop sign and red light I see drivers ignore road safety rules brazenly and our current laws are not enforced. I don't see how introducing another law requiring licensing for bikes will make anyone safer when the current road safety rules are treated as suggestions by those already licensed to operate heavier, more dangerous vehicles.

I strongly oppose this bill and wish the city council would do something about the cars that menace our city by encroaching on public space, maiming and killing hundreds of New Yorkers each year, and polluting the air we breathe. If the council members in favor of this bill are so anti-pedestrian and anti-bike, I suggest they live somewhere like Dallas. We'd all be better off for it.

-Dan Weiss

Hi, my name is Daniel and I oppose intro 606. I live in North Brooklyn and have been using an ebike for the past year to do my errands and see my friends. I can get to Downtown Brooklyn, Crown Heights, Bed Stuy, and many other neighborhoods in twenty minutes or less and the city genuinely feels much smaller and more accessible now. My bike has been a life changer for me and to this day I'm still amazed when I think about how affordable, environmentally friendly, and pleasant cycling can be.

With regards to this proposed legislation, I simply fail to see how this solves any current problems regarding street safety. Enforcement of existing regulations is practically nonexistent. Bike registration has not worked anywhere it has been tried before. This law will only serve to over-burden our existing administrative state with an unfunded mandate while suppressing ebike ridership, which will only increase traffic and reduce the mobility of New Yorkers. Thank you.

To the New York City Council,

I am Daniel Hanggi, a resident of Chelsea, and I am writing to you to state I strongly **oppose Intro 606** and strongly **support Intro 1131**.

As a person who walks multiple miles a day and frequently uses a bicycle to commute, I am frequently harassed or made to feel unsafe by aggressive drivers on the streets, and it will do no justice to have additional harassment possible from the policing of e-bicycles. I recognize that the streets of New York are chaotic, and admit to feeling startled when I walk through streets, but the solution to this problem must be one that is self-enforcing and brings calm. The solution to this is better street design that separates modes safely and discourages congestion; not a solution which adds more manual enforcement to our already crowded streets.

Thank you,

Daniel Hanggi

[REDACTED]

[REDACTED]

12/11/2024

Dear City Council

Subject: Priscilla's Law for registration of all e-vehicles

I am writing to encourage you to please pass Priscilla's Law for registration of all e-vehicles. E-vehicles need to be held accountable, and this legislation will achieve that goal.

E-bikes run red lights with impunity and speed through crosswalks. E-bikes aren't bicycles. They have motors, weigh 60-70 pounds, go faster and brake more slowly than bicycles. They should not be in the same class as bicycles. They are much more dangerous and do much more damage to pedestrians and cyclists when involved in an accident. This is a quality-of-life issue. The chaos and fear caused by these e-vehicles, which travel our streets with total impunity, has ruined our quality-of-life.

Ultimately, we are advocating for safety for all through common-sense regulation.

We don't need another task force (Intro bill 1131) to study street design and infrastructure. The solution is common sense regulation of e-vehicles. Now is the time for accountability, by having visible plates on e-vehicles. Seniors, the elderly and the disabled are the people most susceptible to being maimed and killed by e-vehicles. It has become increasingly dangerous to cross streets or walk on sidewalks. Shamefully this causes tremendous anxiety and fear for a group that often feels isolated in New York City. Most e-vehicle crashes are not reported to NYPD and thus not placed on the Department of Transportation statistics list. Indeed, 95% of EVSA victims have no police report. Because of this, this crisis is so much worse than any of the statistics can show.

Most e-vehicle riders flee the scene of a crash. This is why we need identifiable plates.

I am advocating for safety for all through common-sense regulation. Priscilla's Law would allow cameras to do the work, rather than the NYPD, which currently does not pursue e-vehicles... How can they when there are no registration plates!!

It's common sense--Please pass Priscilla's Law for registration of all e-vehicles.

Sincerely,

Daniel Lee Miller
Board Member



NYC 10012

From: [Daniel Murphy](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to Intro 606
Date: Wednesday, December 11, 2024 7:53:44 PM

[REDACTED]

To the Members of the city council,

I am a lifelong Brooklynite and am writing to express my strong opposition to intro 606. This city can not afford to waste money on bike license scheme that has already been shown to be ineffective in Jersey City. The trains don't work when it rains we can't afford to keep libraries open seven days a week but we have 20 million dollars to waste!

If the city cared about the safety of its residents it would crack down on people who drive recklessly and actual kill people over a 100 people last year!!

I would urge the council to reject intro 606 and use the funds to make streets safer for pedestrians.

All the best,
Daniel

Against Intro 606 and For Intro 1131

Daniel Rothblatt

December 10, 2024

Contents

To the City Council,

I write you in vehement opposition to Intro 606 and strong support of Intro 1131.

Intro 606 would empower the NYPD to harass cyclists of all types without solving any of the problems it is intended to solve. This bill would allow the police to pull over anyone who is riding any bike, which is an unacceptable expansion of police power and curtailment of New Yorkers' civil liberties. The intent behind requiring licenses and registrations for e-bikes and e-scooters is to somehow make our streets safer, but we know that traffic enforcement, which is **at best** applied discriminatorily and haphazardly, does not make our streets safer from crashes—if it did, New York, with its enormous police department, would have no car crashes at all. Intro 606 solves no problems while introducing new problems. It must not pass.

Intro 1131, on the other hand, **is** the solution to serious transportation problems in New York. Intro 1131 would create a task force to study improvements to our infrastructure and street design that would make the city safer for everyone. Rather than needlessly criminalizing many types of cycling, as Intro 606 would, Intro 1131 would study what would actually keep our streets safe. We should be learning how to prevent crashes on our streets rather than opening cyclists up for harassment. Intro 1131 is a terrific bill that would solve problems while introducing no new ones. It must pass.

Thank you,

Daniel Rothblatt

Upper West Side

From: [Daniel Sutton](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony: I oppose Intro 606
Date: Thursday, December 12, 2024 8:10:29 AM

[REDACTED]

Hello, my name is Daniel Sutton; I live in Greenwich Village, NYC.

I rely on e-bikes as a safe and convenient mode of transportation. For me, e-bikes are efficient and affordable and help me to move around New York City.

Riding e-bikes helps me to travel throughout the city and provides me with a clean, non-polluting solution to traffic. This, in addition to our network of public transportation, makes my life in the city better and easier. Placing too many restrictions on the use of e-bikes would actually make the city more dangerous, not less.

I urge the City Council to oppose Intro 606. If this legislation passes, it will limit my freedom and ability to move around New York.

Thank you for your consideration.

From: [Dan Tainow](#)
To: [Testimony](#)
Subject: [EXTERNAL] Wednesday, December 11 Committee on Transportation and Infrastructure: Pass Intro 1131 and Oppose Intro 606
Date: Thursday, December 12, 2024 8:54:00 AM

[REDACTED]

Hello, my name is Daniel Tainow. I live on the Lower East Side and commute to and from the Bronx.

I rely on electric Citi Bikes to move around the city I call home. These electric bikes allow me to commute over 10 miles from work to home faster than the subway or buses even as I get older and when I am tired. Furthermore, on my over 150 block ride on Willis Ave and Second Ave, I cross the entrances to 3 bridges, 1 tunnel, 15 major east-west streets, and about 75 turning lanes across parking protected bike lanes each day. This perspective allows me to see that, even with previous administrations improvements in pedestrian, bike, and bus public right-of-way infrastructure, people in the city are not safe from car and truck violence and the NYPD is not able to enforce driving laws (so they would and should not be able to enforce additional rules on electric bikes).

Street safety is my top concern in New York City, and I know how dangerous our streets can feel. **I also know Intro 606 isn't the answer.**

Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. **This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.**

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. **Oppose Intro 606, and support Intro 1131 and app regulation.**

Thank you,
Daniel Tainow

[REDACTED]

NY, NY 10002

[REDACTED]

Written testimony in favour of Int 0606-2024

I wish to submit this testimony in favour of the proposal for the registration of all e-vehicles. I have seen at first hand the life-changing consequences of a crash whereby an e-bike hit two close friends of mine on the sidewalk. The accident left one of my friends in a coma for several days – he has still not fully recovered and continues to suffer trauma every day, in a city where he is surrounded by e-bikes whizzing by.

Registration of all e-vehicles should be seen as a straightforward measure to ensure accountability for crashes and as a road safety issue. It should be seen alongside other measures such as improving bike lanes and changes to road designs to make all those who use sidewalks and streets safer.

Thank you for considering this input.

Darragh Farrell

From: Darrien Glasser, Financial District

Phone: [REDACTED] **Email:** [REDACTED]

To: NYC city council transportation committee

Re: Intro 606

Dear reader,

I live in the Financial District right off of Maiden Lane. Neither I nor my partner drive in the city or own a car, helping keep congestion down and lowering demand for parking. Like most folks in NYC, I primarily take public transportation to get around, but myself and my folks love taking e-bikes to get around from time to time. It's a lot of fun and very convenient.

When it comes down to e-bikes and safety, my family is primarily worried about having to cycle in traffic amongst cars. Lack of protected bike lanes tends to be our major worry with respect to cycling, not registration. Given the lack of protected bike lanes in the city, where we can cycle safely is limited.


With regards to Intro 606 - registration of electric assist bikes and scooters is a net negative the city of New York. It is an additional barrier to getting folks out onto bikes, possibly pushing them into cars as their mode of transportation instead. In a city deadlocked by congestion, adding barriers for folks to use active transportation options means potentially slowing down all traffic by adding more cars to the road. This would mean everything from slower emergency response times to increased emissions.

Via FDNY - emergency response times have climbed from [8 minutes to 14 minutes over the last 10 years](#). Given the major problems NYC is facing today, we should be doing everything we can to make it easier for folks to use active transportation so that those who do need to use their personal automobiles can get around quickly and safely.

I urge you to reject Intro 606 - a bill that would waste the time of our already over-burdened DMV workers, slow down transportation across the city, increase emissions, and continue to increase our ever lengthening emergency response times.

Best,
Darrien Glasser

From: [David Dartley](#)
To: [Testimony](#)
Cc: [Office of Council Member Powers](#)
Subject: [EXTERNAL] My testimony for 12-11-24 Transp. Cmte. hearing - *Vote NO on Int. 606*
Date: Thursday, December 12, 2024 2:05:40 AM



Commercial micromobility is going to continue to grow in New York City and everywhere, because it makes too much economic sense for businesses that use it for deliveries and logistics. Overseen and cultivated responsibly by government, this ongoing smart business change can result in historic improvements in public health and safety. For that reason, I conditionally support passage of Int. 1131-2024, which would establish a task force to study options for making street design and infrastructure safer for pedestrians, motorists, cyclists, and operators of electric bicycles. The condition on which my support depends is that the task force embrace the understanding that the most important reason micromobility devices travel too close to pedestrians is that their users are forced to compete for space with axled motor vehicles, and that the best way to reduce this inducement of dangerous crowding is to significantly traffic-calm the space given to axled motor vehicles, making that space more safe and appealing to micromobility device users.

More importantly, I strongly oppose Int. 0606-2024. Intro 606 is largely the product of people's anger. Their anger isn't stupid, and anger isn't necessarily the mark of bad legislation. The problem with 606 is that, if enacted, it would eventually only increase the anger felt by its supporters. While I share the concerns of my friends at Transportation Alternatives that, if enacted, 606 would enable capricious and unfair enforcement, I think the bigger problem is an opposite, but not mutually exclusive effect: I think we all know that there's no way that enforcement of the law would be anything but infinitesimal compared to the number of relevant micromobility devices in use on the streets at any given moment. Therefore, supporters of 606 would have no relief of their anger at e-bike and other device users, but additionally, they would have new anger at city government and law enforcement, after they worked hard to support a bill that ended up accomplishing nothing real. I don't think such erosion of respect for government and law enforcement is what anyone wants. I think that a far better way to improve public safety for everyone is to boldly and aggressively alter the physical layout of our streets so that *all* vehicles are slowed down, and that, therefore, space that's farther away from pedestrians is far more appealing to users of micromobility devices.

As with all dangers posed by traffic, an ounce of street design is better than a ton of enforcement.

I live in Manhattan with my wife and two children. I'm a member of Families for Safe Streets, because my sister and her friend were hit and killed by a driver while they were crossing a city street. That loss, which left me an only child, created utter hell for me, my parents, and my wife and children during my parents' final, ailing years, since I was left alone to care for them while also caring for my own children. We must look up, not laterally or down, for real solutions to improve public safety for everyone who uses our streets.

David Dartley

[REDACTED]

New York, NY 10009

[REDACTED]

[REDACTED]

Councilmember Bottcher,

I am writing to encourage you to see that Intro 606 is the wrong approach to e-bike safety, and to urge you to support Intro 1131 as an alternative approach.

I have lived and worked in New York since 1985, and have seen it go through a lot of changes. When I first arrived in the city, I biked for a few months until I quickly realized it was too dangerous. I am pleased to say that in the past 10 years, I have started biking again, as bike lanes have been added and the city has become more bike-friendly.

I appreciate the work you and so many others have done to make this possible. And I agree that safety is a concern about e-bikes.

But, in my view, the problems with e-bike safety have to do with lack of accountability of app companies, better and more protected bike lanes, better visibility around corners, and lack of enforcement by the police of cars stopping in bike lanes – in fact, it is often NYPD cars that are the ones parked in the lane.

Creating requirements for licensing is unnecessarily burdensome. It misdiagnoses the problem, and thus it puts the blame in the wrong place. This is not a problem of individuals who ride bikes, it is a structural problem that can be fixed so that everyone is encouraged to bike. And, yes, e-biking is biking.

The more bikes there are on the streets, the fewer cars and trucks. That's a safer option for everyone.

David Dyssegaard Kallick

[REDACTED]

New York, NY 10003

[REDACTED]

From: [David Hinds](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to Intro 606
Date: Wednesday, December 11, 2024 8:12:03 PM

[REDACTED]

I'm writing in opposition to Intro 606. This proposition will only waste millions of taxpayer dollars and won't improve public safety. Every city that has tried a similar scheme has shown that it won't work, and it will only serve to impede hard working New Yorkers trying to deliver food, packages, etc. It will also just embolden the worst impulses of the NYPD to detain people based on race and perceived class and harass people simply trying to work and help their fellow New Yorkers.

Hello I'm David Morant, a resident of Sunnyside, Queens writing to share my opposition to Intro 606. I ride my own bike as well as Citi Bike pedal-assist e-bikes often to get to work and travel around the city. I believe that Intro 606 will reverse the positive trend we've been seeing year over year in bike ridership. Most of all, I worry that as a black New Yorker this will result in more unnecessary interactions with the police for me and others that look like me. We are well aware of the disproportionate impact felt by black and brown New Yorkers during the era of stop and frisk, and I believe this will have the same effect. By requiring licenses, we are effectively removing the need for someone riding a bike to have broken the law to be stopped by the police since **anyone** riding a bike that is thought to be an e-bike can be stopped to check for their license. As we try to expand biking infrastructure across the city to more black and brown neighborhoods, we are furthering the divide between those that feel comfortable riding a bike and those who do not.

The solution to making interactions between all road users safer is to instead make further investments in safe, reliable, proven infrastructure across the city. This includes increasing the amount of protected bike lanes for cyclists, but also larger changes such as traffic calming, daylighting, and pedestrian islands to make sure all people on our streets feel safe. Requiring licenses for e-bike riders will not accomplish this.

Hello to the City Council Transportation Committee. Thanks for listening to my testimony. My name is David Tenenbaum. I live in Brooklyn, off of Bedford Avenue. Everyday I watch cars and trucks with license plates speed down the street past PS 003 the Bedford Village School. Everyday I see illegal 53 foot trailers going thru NYC streets. Everyday I see cars illegally parked in crosswalks or blocking fire hydrants. Because the NYPD refuses to enforce traffic rules and has for years, despite their \$12b budget for the latest fiscal year. Note, this number does not include the hundreds of millions of dollars paid out in overtime and lawsuits to New Yorkers victimized by the NYPD.

I bring this up, in relation to the proposed e-bike bills, because they stem from the same issue: a lack of enforcement of existing rules. Many of the behaviors cited by ebike opponents are already illegal. Bikes can't ride on the sidewalk. It's not allowed to run a red light. Proponents of this bill should focus their efforts on getting the NYPD to actually enforce existing traffic laws. We have defunded most of city government to pay for the NYPD, so I think we should expect them to enforce traffic laws. I will also note that NY1 reported today that 240 people have been killed by motorists this year. Zero have been killed by bikes. I do not hear any calls for further regulation of motorists despite the trail of carnage they leave thru all five boroughs.

As is, the bill creates an unfunded mandate that won't prevent bad actors (cars have license plates, and yet cars all over New York City constantly violate rules of the road and kill and maim people everyday, 240 this year and counting) – while the City Council does nothing to encourage safer road design. Instead, they seem mostly concerned with making sure there is enough parking for all the dangerous cars in our city. Additionally, with the threat of a fascist mass deportation campaign looming, this bill seems almost especially designed to target our hard working immigrant delivery workers who rely on e-bikes and mopeds. It is irresponsible and dangerous for the city council to not consider this factor of this poorly thought-out bill.

Thank you for listening to me, please do not vote for this irresponsible and misguided bill.

From: [David Turner](#)
To: [Testimony](#)
Cc: [District35](#)
Subject: [EXTERNAL] Against e-bike registration
Date: Thursday, December 12, 2024 8:21:42 AM

[REDACTED]

Int-606 is a bad idea. Registration doesn't make e-bikes safer. Reckless riders can already be given tickets without plates.

Anything that reduces e-bikes usage will increase driving and thus increase the danger that pedestrians face. E-bikes are also much better for the climate than cars.

Please don't pass this bad bill.

- David Turner

[REDACTED]
Brooklyn NY 11216-4112

My name is Debbie Farley; I live in Sunnyside, Queens, a community known for its tree-lined sidewalks and streets. This once-safe haven has become chaotic as terrified pedestrians, cyclists, and e-bikers struggle to avoid collisions with e-vehicles and e-scooters.

The rapid rise of unregistered and unlicensed e-vehicles has led to increasing mayhem, resulting in serious injuries and fatalities among innocent pedestrians, cyclists, and e-bikers. The NYPD does not report most e-vehicle crashes, and the Department of Transportation statistics fail to capture this issue accurately.

This safety crisis is escalating and is far more serious than current statistics reflect. Without visible license plates to identify law-breaking riders, the reckless endangerment and slaughter of pedestrians, cyclists, and e-bikers will continue. The only way to restore order and ensure safety on our streets and sidewalks is through rider accountability, enforcement, and penalties for those who blatantly disregard existing laws.

Under no circumstances should city council members perpetuate the egregious behavior of irresponsible and indifferent repeat offenders who ignore the law with total impunity and whose actions result in harm or death to citizens.

New Infrastructure designs or bills won't stop an e-vehicle from speeding and blowing red lights and stop signs. The only thing that changes this egregious riding behavior is holding riders accountable by having a visible plate that can be identified. More bike lanes or wider bike lanes don't solve the real issue at all; e bikes running at red lights and speeding through crosswalks. Not to mention, we often see e bikes on the sidewalks NEXT to empty bike lanes. Passing Priscilla's Law will provide the necessary mechanisms in place to begin a systems, processes, and procedures necessary for enforcement, accountability and reporting .

Priscilla's Law is not about penalizing cyclists, it's about enforcement and accountability in order to change dangerous and criminal behavior. Passing Priscilla's Law will protect and save the lives of pedestrians, cyclists, and e-vehicle

riders. We don't need another task force (INTRO Bill 1131) to study street design and infrastructure. The solution is common sense regulation of e-vehicles. Now is the time for accountability, by having visible plates on e-vehicles. Enforcement and accountability will change behavior. WE ARE THE MAJORITY!"

We are the majority and demand to be heard and protected. The city council is responsible for enacting laws that prioritize public safety and not cave in or cater to special interest groups. There is an urgent need for the city council to pass Priscilla's Law and for Albany to implement adequate enforcement and common-sense regulations regarding these devices and their users.

I Thank You for Considering My Testimony

Deborah Farley



Statement of Opposition to Proposed E-Mobility Registration Requirements

My name is Derek Chan and I am a regular user of electric powered micromobility in New York City for commuting. I urge the City Council to oppose the proposed bill requiring the registration of electric micromobility. Contrary to the assertions from the NYC E-Vehicle Safety Alliance, the proposed legislation is little more than performative lawmaking, and would contribute nothing to pedestrian or micromobility safety.

First, the proposal for “registration” and “license plates” is largely performative because few users of micromobility would even be aware of the legal requirement. The proposal to “register and license” e-mobility is reminiscent of the New York State requirement that every municipality have a program in place for owners to “register and license” their dogs. Few owners ever do.

Second, the proposal would create meaningful costs, for both NYC and for those few local businesses, deliveristas, and commuters who actually knew about the law and attempted to comply. No studies have been performed analyzing whether the purported benefits would outweigh the economic costs, and rulemaking should not proceed in the absence of such an analysis.

Third, most users of electric micromobility, once made aware of the requirement, would perceive the legislation to be little more than a cash grab – another way the NYC government intrudes into the purses and pockets of its citizenry, to extract money to fund a self-perpetuating bureaucracy. The proposed legislation undermines the legitimacy of NYC’s taxation power, where bona fide taxes should be levied only where they fund tangible services (e.g. libraries, schools, parks, sanitation, etc.)

Fourth, as a practical matter, there is no universal mechanism to attach a license plate to many forms of micromobility. While some e-bikes might theoretically be able to affix a license plate under the seat, most electric scooters and electric unicycles have no obvious way to safely affix a license plate. Additionally, the extremely successful Citibike program would potentially be saddled with a large and expensive compliance program, which would increase costs to all users and make this efficient and desirable form of commuting less accessible to the general public.

Finally, any efforts to enforce the legislation would divert resources from the NYPD to the unimportant task of ticketing unregistered micromobility users. Rather than focusing on priorities that actually increase public safety such as more vigorous enforcement of traffic violations by cars, or the commission of actual violent crimes, NYPD would be called upon to waste resources writing tickets to bicyclists. Worse, the proposal would create grounds for certain NYPD officers, if they wished, to engage in pretextual stops or selective enforcement, in violation of civil liberties.

In summary, the City Council should decline to support the proposal to require registration and licensing of e-mobility. The proposal is performative, ineffectual, expensive, impossible to comply with on certain types of vehicles, a diversion of scarce law enforcement resources, and a possible avenue to unconstitutional civil liberty violations.

New York City Council
Committee on Transportation and Infrastructure

December 13, 2024

RE: Intro 606

Hello,

I'm a father of an amazing four year old daughter, and I live in Crown Heights (in Councilman Chi Ossé's district).

I want to urge the Council in the strongest possible terms to reconsider the course of action proposed in Intro 606.

I, and so many other parents in my community, rely on a pedal-assist e-bike to take my daughter to school every day at PS 11. I have done so since she was old enough to ride with a helmet (age 1), and our e-cargo-bike is my principal means of transporting her anywhere we go in the city (including this year to Manhattan, Queens, Governor's Island, and the amazing playgrounds at Domino Park). While we own a car, the e-bike is simply a superior means to get from point A to point B in most circumstances given traffic and the difficulty of carrying a child and her things on public transit (though we do use both of those means of transportation occasionally as well).

Every cyclist is a pedestrian as well, and I share the Council's concern about a) motor scooters (especially unlicensed ones), b) electric bikes that do not conform to our existing laws (e.g. regulating their speed (20mph)), c) unsafe riding on sidewalks and against traffic. However, **the proposals in Intro 606 do not respond at all to the real safety concerns I have when out and about with my daughter.** Forcing licensure of bikes like mine would do absolutely nothing to improve enforcement of our *existing laws*, e.g. those regulating delivery riders, speed governors on e-bikes sold in NYC, and the prohibition on riding on sidewalks. It would simply spend valuable city money (which would always be better spent on our amazing schools and libraries) creating an administrative burden on a mostly harmless set of road users, without actually addressing real safety concerns.

The simple things that would make me and my daughter safer include:

1. More protected bike lanes and enforcement of bike-lane-blocking motor vehicles. By ensuring safe infrastructure for bikes (electric assist and not), the city would keep different groups of traffic (pedestrians, cars and bikes) safely separated. This would reduce the pedestrian/bike and car/bike interactions that are so problematic right now.
2. More enforcement of existing laws relating to e-bikes and motor scooters – we do not need new laws in order to identify and cite scofflaw cyclists, especially professional delivery riders (whose employers, app or otherwise, can also be held responsible).

Riding upstream is already illegal. So are over-fast bikes. Both of these things can be enforced without the cumbersome and expensive licensing requirements proposed in Intro 606.

3. Universal daylighting at intersections – I'm far more afraid of my daughter being struck by a **motor vehicle** making a turn (as a number of kids in Brooklyn have been in recent years) than by any two-wheeled vehicles on sidewalks. This is the law of New York State, and it's a common-sense way to improve pedestrian safety at 0 cost to the city budget.

Thank you very much for reading my testimony on this matter. I am grateful for your work on our behalf and I hope that my input may help sway you towards common-sense solutions that create real safety for everyone, especially our youngest and most vulnerable New Yorkers.

Sincerely,

Derek Russell-Kraft

[REDACTED]

Brooklyn NY 11213

From: [Diana Finch](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 - Opposed. Intro 1131 - In Favor
Date: Saturday, December 14, 2024 9:08:01 PM

Dear Transportation Committee of the New York City Council:

Thank you for seeking public testimony on this proposed legislation.

I am a 70-year-old longtime resident of Council District 15 in the Bronx, the Bronx Park East/Pelham Parkway neighborhood, a bicycle owner, and an avid rider of Citibikes and the shared scooters.

I am opposed to Intro 606 because it proposes an unwieldy, ineffective, hugely expensive (at \$19 million of taxpayer money just to set up the administrative system), and easily abused system that may also have the hurdle of being in contravention of state law on bikes. License plates on bikes and ebikes will be hard for observers to read, given that they will have to be smaller than vehicle license plates and their placement could well be obscured by seats, baskets, cargo trailers, riders' clothing, etc.

Intro 606 pits people riding bikes and scooters against people who've been injured by bikes and scooters while walking - when most of the injuries from bike and scooter crashes (including solo crashes and collisions with vehicles) are suffered by the riders themselves.

Proponents of the bill focus more on anecdotal personal stories of victims than on data - so it becomes a very emotional, impassioned discussion in which it's very difficult to weigh the various possible solutions.

We do not need more divisiveness in our city, and should not be passing legislation that increases conflict between different groups of people - especially when many people belong to multiple groups (pedestrians who sometimes ride ebikes and also drive cars).

It is already against the law for bikes and scooters to be ridden on sidewalks and to disobey traffic lights and street directions.

Our taxpayer dollars should be spent on enforcement of existing laws - not on costly, cumbersome licensing procedures.

The problem is also one of inadequate education.

There should be an education program in New York City schools on bike and scooter riding etiquette: use of bells and voice alerts when passing, never pass a vehicle on the right, why to wear a helmet, what are a vehicle driver's blind spots.

Kids who pass the program could receive a free helmet - I'm sure helmet donations could be arranged with bike and scooter companies.

Professional commercial ebike riders could also be offered safety courses with incentives like

free helmets, safety gear, vouchers for bike repairs.

Micromobility is booming, in many ways and at many levels, with no sign of letting up. Kids now learn to ride push scooters almost as soon as they can walk, and don't understand why they need to wait until they are 18 to ride the shared scooters.

Here in the Bronx, ebikes and e-Citibikes are essential to deal with the very steep hills, especially in the West Bronx.

What really helps - and what I am witnessing every day - is better infrastructure, with streets designed around safety for all users: drivers, bike and scooter riders, pedestrians.

I see this in my neighborhood, at Thwaites Place and Boston Road, with the new White Plains Road Safety Improvements put in place by DOT this fall.

More marked crosswalks, more stop lights and turning lights, daylighting, bus bulbs and pedestrian refuge islands at wide crossings, bike lanes including two-way lanes and protected bike lanes: it seems counterintuitive, but all of these measures serve not to increase congestion and conflict, but to calm traffic and actually increase compliance with traffic laws. Feeling safe in their own protected lane and with timed traffic lights, ebike and scooter riders obey red lights and have no need to ride on the sidewalks.

This is what New York City should be spending our tax dollars on - not costly, punitive, bureaucratic licensing procedures that would be added hardships for low-income people and vulnerable to policing abuses.

Thank you,

Diana Finch

[REDACTED]

Bronx, NY 10467

[REDACTED]

December 14, 2024

Dear City Council,

I am submitting this letter following my attendance on December 11, 2024, for the hearing on Priscilla's Law, 606.

I have lived in Manhattan for two-thirds of my life and over the last several years, I have become concerned about simply crossing the street. *Why?* Because the proliferation of E-vehicles and the manner in which they are being driven is terrifying. E-vehicle riders pass through traffic lights without looking; drive the wrong way on streets; speed up to 30-34 miles per hour; come up from behind after you look left and right, and then left and right again; sometimes crash into pedestrians and leave them seriously injured, and then drive away without any accountability. Tragically, some, like Priscilla Loke, have been killed, and others are injured so badly that their lives are never the same.

Solution? Require that all E-vehicles are licensed and registered. This way, when an E-vehicle rider crashes into a pedestrian and proceeds to leave the scene, they can be caught on cameras, traced and held accountable.

I am certain you would never want a loved one to be seriously injured by an E-vehicle.

I strongly urge you to pass Pricilla's Law now!

Regards,

Diane Cappadona

December 11, 2024

I am writing in support for the passing of City Council Bill 0606-2024 “Priscilla’s Law” that would require all electric vehicles to be registered with the Department of Transportation (DOT) and display a plate affixed to their vehicle. As a senior citizen who no longer feels safe crossing the street or on the sidewalk, I believe this is a sensible start to take back our city streets. It is difficult enough dodging the non-electric bicycles on the sidewalks, and the electric powered bikes, scooters and mopeds go even faster and are even more dangerous. I am hoping this legislation can go a step further and also address the speed limit at which e-bikes currently travel at.

I understand there are those who own bikes that do not want to have vehicles licensed like delivery workers and people trying to make an honest living. I would suggest making registration no cost to the workers while protecting their rights. Whether it is providing access to insurance that delivery service companies like *Grub Hub* could pay into for their employees or providing worker’s protection and compensation, we need an equitable solution for all parties.

I realize that this bill will not increase policing as the New York Police Department does not need another issue on their plate. But they need to enforce a traffic law. I believe this legislation is a great start to both improving the safety of people living, walking, and working in our neighborhoods while simultaneously helping New Yorkers regain confidence in their local government and their voice. I support streets that are safe for everyone – bicyclists and pedestrians included.

Sincerely,

Diane F. Stein

WRITTEN TESTIMONY OF DONALD B. REID

SUBJECT: PRISCILLA'S LAW HEARING, DECEMBER 11, 2024

Dear Esteemed Committee Members,

My name is Don Reid. I live in midtown on Mahattan's east side.

I am also on the safety committee of a Neighborhood Association. I am sorry to report that neighbors, particularly the elderly, feel unsafe and insecure because of EBikes and Scooters. These vehicles do not obey traffic rules, exceed speed limits, drive on the wrong side of street, drive on sidewalks and run red lights. If hit, a person risks severe injury and even death. The Staff of Assemblyperson Alex Bores did a three-year study and concluded that being hit by an EBike was twenty-eight time more likely to result in death than being hit by a normal bike.

The root cause of this unacceptable situation is that EBikes escape identification and drive with impunity. No one knows who they are. They hit and run. License plates will eliminate anonymity and facilitate justice. Bike owners and riders MUST be held accountable for our safety and their actions. We want our quality of life back. I therefore urge your support of Priscilla's Law.

Thank you.

Respectfully yours,

Donald B. Reid

[REDACTED]

New York, NY 10017

[REDACTED]

[REDACTED]

From: [Dora Mercedes](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Thursday, December 12, 2024 12:57:45 PM

[REDACTED]

I'm writing in opposition of Intro 606 because as a pedestrian I don't think the proposed bill will ameliorate the situation it claims to want to solve.

From: [REDACTED]
To: [Testimony](#)
Subject: [EXTERNAL] Pricilla's Law 0606
Date: Monday, December 9, 2024 12:41:40 PM

[REDACTED]

To the City Council:

I am writing to urge the Council to pass Pricilla's Law.

The profusion of lawless, reckless, **speeding** bikes, e-bikes and scooters has rendered Manhattan streets downright terrifying for seniors like myself . I've lived in the Village for 40 years but can no longer step off a curb without fear. Bikes, e-bikes and scooters whiz by me routinely--often from the wrong direction and happily flouting any laws of traffic, consideration or common sense: Why? BECAUSE THEY CAN. Many times I've been almost knocked down; I dread crossing avenues or coming home at night.
This is dangerous.
This is scary.
This has to stop.
You can hold these bikers accountable. More active policing and street patrols would be great but AT THE VERY LEAST you can demand bikers display identifying license plates so they know they can't routinely terrorize pedestrians with impunity.

I hope you do the right thing for the many pedestrians of this city.

I will follow your actions closely; I vote.

Thanks,

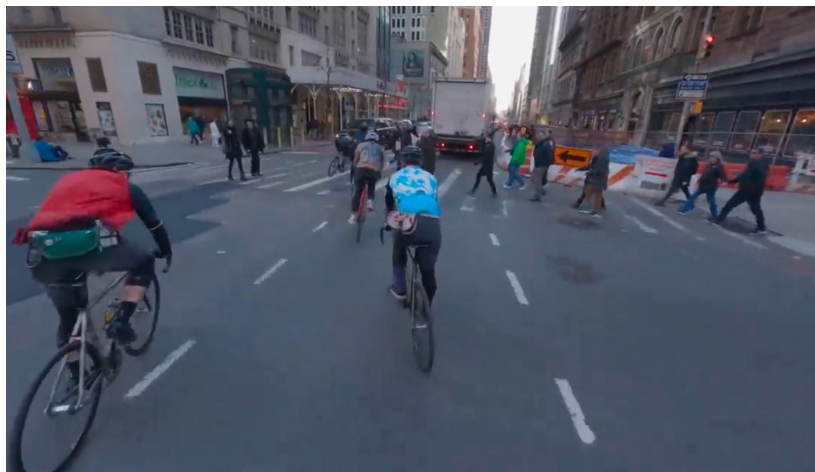
Dorene Internicola

[REDACTED]
NYC

The need for e-bike registration

Good morning. As a life long New Yorker who has in his 35 years seen the rapid swell of micro mobility in recent years I say that the need for these vehicles to be held accountable when they violate the law and endanger vulnerable New Yorkers. This bill be provide a framework for that very measure. If anything this bill doesn't go far enough as it should include all bicycles since the vast majority of two wheelers seem to regard themselves as being above the law. Being nearly hit by a two wheeled vehicle on the sidewalk or while I am crossing with the light is a fear a grapple with every day. I implore the council to approve this bill for the safety of all New Yorkers. Thank you for your time.

Dorian E. Montalvo - Lifelong New Yorker



Dear NY City Council Member's,

Understanding that ebike and e-vehicle transportation has been a hotly debated topic, I hope that this will be read by you as a balanced view. "Balanced," because I have long been an advocate of alternative transportation. It could be a benefit to all (including drivers - less traffic, and e-vehicle riders), IF implemented with a reasonable emphasis on safety.

I do support Intro 606, e-vehicle license plate law, given the actual implementation.

As a native New Yorker, I have walked, ridden a bicycle and used MTA. While I no longer have access to a car so I no longer drive, in the current dangerous NYC setting, I sympathize with safe drivers, who fear many reckless e-transportation riders (as reckless drivers, a separate transportation issue). I also sympathize with safe pedestrians, runners, bicycle riders and yes, e-transportation riders using reasonable care – I have spoken to a few deliverista's, often at the food van in Central Park.

While I am physically able and active, I feel at risk, so I can imagine the fear of those who are impaired, whether walker, cane, wheelchair or other.

Yesterday, December 8, on www.Nextdoor.com on this topic, one message noted that Intro 606 would place an undue burden on "the poor." Shortly after reading this, I was in Central Park and came up to a head-on crash between a deliverista on an ebike and a bicycle rider. A crowd had gathered, but I stopped to be sure that 911 had been called, and their arrival. The ebike rider was entirely motionless, and my obvious concern was that he may be dead – a man present said that he was breathing. The rider remained motionless for about 15-20 minutes, until EMT and NYPD arrived and he was revived, taken away by ambulance.

Numerous people present said that the ebike rider was riding against traffic flow and "swerving," while looking at his phone, at high speed. Another deliverista agreed, and nobody at the site of the crash when it happened disagreed.

I'm sure NYPD would have more details for your consideration, since squad cars and officers were there.

While just one crash is described above, similar crashes are all too common, on streets, on sidewalks, in parks, on bridges. Not long ago, I saw a crash involving segway riders. During the summer, I came upon another, blood was rolling across the pavement.

If you think that I can offer more input, and agree that there is balance to my views, please let me know. I hope you find this useful.

Sincerely,
Doug Kalb

Thank you to Chair Selvena Brooks-Powers, and the members of the committee, for convening the hearing today and to the City Council. I'm writing today in opposition to Intro 606 and to ask members of the committee to oppose it.

I live in Prospect Heights, Brooklyn, and as a father, I rely on a pedal assist e-bike as transportation for my 5 year old daughter to and from school, extracurricular activities, playgrounds, libraries, and everything else that New York has to offer. I'm a recent e-bike adopter — I've had mine for just over a year, and I've been so happy with how easy it makes getting around Brooklyn with my daughter without needing to pay for a car, gas, or worry about parking. We're also able to visit places like Red Hook that are not well served by public transportation.

If Intro 606 passes and becomes law, New York City will proceed down a path of futility and attempt to implement a registration scheme that has been tried before and failed to solve the problems identified by the authors of this bill. Taxpayers like myself will wind up paying millions of dollars for it, and our streets will be no safer for it.

A simpler answer would be to start by enforcing laws already on the books:

- The city already requires mopeds to have license plates and has existing laws barring them from bike lanes and parks — yet you don't need to ride far from my apartment in Brooklyn to find examples of unlicensed mopeds or mopeds being ridden in bike lanes, across bridges, or in Prospect Park.
- Cars, delivery trucks, and other vehicles frequently double park and block bike lanes — and again, these laws are rarely, if ever, enforced.
- Riding the wrong way in a bike lane is also already against the law, and it, too, is almost never enforced.

But Intro 606 is a bad idea in and of itself:

- If anything, this bill will disincentivize bike transportation in New York City at a moment when the city needs to encourage more of it in order to reduce our carbon emissions.
- This bill also ignores other actors like delivery app companies that encourage unsafe behavior by delivery workers.
- It would provide new opportunities for selective enforcement, with the most intense enforcement almost certainly felt by communities already subjected to heavy-handed policing.

Moreover, designing a safer transportation network requires a level of systems thinking that is simply not present in this bill. The Council should aim to create the right incentives so that our entire transportation network is able to function as we need it to for New Yorkers.

Without something that takes all of these facets into account — enforcement of laws already on the books, street design, app companies whose business models produce externalities paid by New Yorkers — we will never be able to make our streets and sidewalks truly safe for all.

Douglas Back

December 11, 2024

Dear New York City Council Committee on Transportation & Infrastructure,

My name is Duncan Ballantine, and I am a resident of Ridgewood, Queens, at [REDACTED] Avenue. I oppose any legislation that would ban e-bikes or require licensing or registration, including Introduction 606.

E-bike licensing would cost New York City taxpayers tens of millions of dollars, fail to address the real source of danger on our streets, and lead to unfair, racist targeting. Every major city that has passed a bike licensing law has eventually repealed it as expensive and ineffective.

Regardless of what type of e-bike New Yorkers use – from electric Citi Bikes to cargo bikes with seats for children to delivery bikes – every New Yorker deserves the freedom to choose how they want to get around. Instead of banning and limiting e-bikes, we are calling on City Council to build better biking infrastructure, support safe charging options, and regulate same-day delivery companies.

E-bike bans would force more New Yorkers into cars, remove a safe, affordable, reliable transportation option for disabled and older New Yorkers, parents of young children, and low-income workers, and increase greenhouse gas emissions in the five boroughs. It's a non-starter.

New Yorkers rely on e-bikes to bring their children to and from school, to access parts of the city that may not otherwise be accessible, and to work. E-bikes are a new but essential component of our streets: one in ten bike-owners in the city now owns an e-bike, and more than half of all Citi Bike trips used on electric bikes.

Thank you,

Duncan Ballantine

Dear New York City Council,

My name is Dylan Jeronimo Kennedy and I live at [REDACTED] on the Upper East Side. I am a pedestrian first, a subway/bus rider second, and a cyclist third. I commend the council for trying to take action against some of the lawless behavior on our streets, however I think it is sorely misplaced. Even putting aside the fact that cars are far deadlier on our streets and we still have so few red light and speed cameras to keep us safe, I think that on the specific issue of two wheeled menaces the focus is wrong. There are plenty of class 1 electric bicycles which people ride for fun and free people from needing and driving much deadlier vehicles. On the other hand, there are unlicensed mopeds which the city and NYPD have so far been completely unable to stop. If we can't enforce licensing for mopeds, why expand to ebikes when it is going to be even harder to do because it would be NYC specific, unlike NYS rules for mopeds?

All this is going to be a hardship and disincentive for the responsible people who are choosing to get around the city in a safe, healthy, and eco-friendly way. The types of riders who dangerously menace me and our neighbors aren't going to get licenses, just like they already don't for mopeds. The idea that we need more enforcement of class 1 ebikes, which are capped at 20 mph, is crazy when this is only going to take resources and attention from heavier and faster vehicles like mopeds and cars. I strongly urge the city council to abandon this bill and focus on enforcing the existing license laws which are routinely flouted. At bare minimum, the city should exempt bicycles that require pedaling and are capped at 20 mph which are much safer than others.

Thank you,

Dylan Jeronimo Kennedy

Written Testimony Re: Priscilla's Law 0606

Dear Committee on Transportation and Infrastructure -

Thank you to the members of the Committee on Transportation and Infrastructure for this opportunity to provide testimony in support of **Priscilla's Law 0606**. I URGE you to pass this law for registration of all e-vehicles

The unbridled proliferation of e-bikes and e-scooters has created a sense of chaos, disorder, and lawlessness in our city that degrades our quality of life and simply **MUST** be addressed by the city and this Committee.

If you spend any time walking the streets of NYC, you know that e-vehicles regularly violate traffic laws with impunity. They run red lights, ride up one-way streets in the wrong direction, ride on crowded sidewalks, plow into crowds of pedestrians crossing the street, disobey speed limits. According to NYC Comptroller Brad Lander's *Report on Street Safety in the Era of Micromobility* dated October 29, 2024, from 2020 through 2023, there were 76 crash fatalities caused by e-bikes and e-scooters and 6 pedestrian fatalities. From 2020 through Sept. 2024 there were 912 pedestrian injuries caused by e-bikes and e-scooters. These injuries are only the tip of the iceberg because most e-vehicle crashes go unreported. E-vehicles are much faster and heavier than regular bikes, so the damage they can do is much greater. When these accidents happen, the e-vehicle rider simply rides away with no accountability and no punishment. Even if the accident were caught on camera, there is no way to track the perpetrator and bring him or her to justice because these vehicles are not registered.

We simply must have a way to hold e-vehicle owners and riders accountable for their actions. The simple existence of such an ability would make riders more conscious of obeying traffic laws and riding safely. E-vehicles should have license plates that are visible and easily identifiable. Only this visibility can change behavior - for the benefit of pedestrians, cyclists, other e-vehicle riders, and all traffic on our city's streets. We are especially concerned about the elderly, disabled, young children and others who are particularly vulnerable to being maimed or killed by these heavy, speeding vehicles. PLEASE, pass Priscilla's Law as a way to reduce the chaos and lawlessness of e-vehicles in our streets and address a major quality of life problem for New Yorkers.

Thank you.

Elizabeth Chow

Concerned resident of New York City

Elizabeth Williams City Council Statement

Reasons to regulate EBikes and Pass Pricilla's Law 6060

EBikes do not follow traffic laws as required as stated by numerous people.

These E vehicles are a danger to all pedestrians, esp those with baby strollers, the elderly, the disabled. Pedestrians way out number Ebikes and are in constant danger.

Estimating the exact number of unreported e-bike crashes involving pedestrians is challenging due to significant underreporting and data limitations. For instance, a study by UC Berkeley on cyclist collisions found that incidents **not involving motor vehicles**, including cyclist-pedestrian collisions, have lower odds of being reported to the police.

Additionally, the National Transportation Safety Board (NTSB) has highlighted their recent 2022 paper complexities in assessing the prevalence of e-bike-related incidents due to the lack of specific coding in police crash data and injury surveillance systems.

The consensus is that the actual number of e-bike crashes involving pedestrians is likely higher than reported as an example with the EVSA members, 94 E Bike crash victims, 5 police reports.

Currently there are several states/cities planning or have instituted regulations on Evehicles.

New Jersey: Pending Legislation:

As of February 2024, New Jersey legislators introduced Bill S2292, proposing mandatory registration and insurance for all e-bike classes. The bill has passed the State Senate's Transportation Committee.

California

Huntington Beach

In September 2023, the City Council approved an ordinance granting law enforcement officers the discretion to issue civil or criminal citations for unsafe e-bike operation. The ordinance aims to enhance public safety by addressing reckless behavior associated with e-bike usage.

Santa Monica

E scooter Rider Requirements: Riders must possess a valid driver's license or instruction permit to operate an e-scooter.

Paris

Elizabeth Williams City Council Statement

Rental E scooters were banned in 2023 due to the high incident of accidents resulting in three deaths.

So this is a trend because across the world these E vehicles cause serious harm to pedestrians, who significantly outnumber the bike riders.


Final note:

The enforcement of license plates on bikes would rely on red light and speed cameras to enforce, similar to the cars that go too fast and get a ticket in the mail. The NYPD isn't going to track people down with plates, the cameras will do that. The notion that they NYPD would be able to enforce this is absurd.

Following the traffic laws saves lives, making the bikers accountable with a license is the only way. By putting this off, more people will be harmed and possibly killed. It's chaos out there.

The Council must act now and pass 6060.

From: [E. Rothschild](#)
To: [Testimony](#)
Subject: [EXTERNAL] Int. 0606-2024, also known as Priscilla's Law
Date: Wednesday, December 4, 2024 4:57:07 AM



To: Committee on Transportation & Infrastructure, chaired by Majority Whip Selvena N. Brooks-Powers, Oversight hearing, titled Planning Our Shared Streets in New York City: Integrating Micromobility Options, during which Intro. 606 will be heard.

Re: Submission in Support of Int. 0606-2024

Date of Submission: December 2, 2024

I am writing in support of Int. 0606-2024, (also known as Priscilla's Law), "A Local Law to amend the administrative code of the city of New York, in relation to requiring that every bicycle with electric assist, electric scooter and other legal motorized

vehicle [hereinafter referred to as e-vehicles] be licensed and registered.” I suggest that they be insured as well.

It is all too common an occurrence for e-vehicle riders to endanger pedestrians by running red lights and stop signs, driving up onto the sidewalk and other promenades used by pedestrians, and driving against the traffic on streets. I witness it personally every day. Older people (a demographic of which I am now, like it or not, a member) are particularly at risk of being injured by an e-vehicle as, even if we spot one darting through the traffic, we often cannot move quickly enough to get out of the way.

Registration of all e-vehicles is essential so that e-vehicle riders who are involved in an accident can be identified. Registration will also help foster personal accountability of e-vehicle riders, which, in turn, will save lives and mitigate injuries to pedestrians,

cyclists and other e-vehicle riders.

I understand the operators of e- vehicles are working hard to make a living and many may not be able to afford licensing, registration fees and insurance. For these reasons and more, I encourage you to consider placing a fee on all companies who run e-delivery services and those businesses that use e-delivery vehicles to partially pay for such licensing, registration and insurance requirements.

For all these reasons, I urge the Committee to vote in favor of Int. 0606-2024.

Thank you for your consideration.

Ellen Rothschild

[REDACTED]

Sent from my mobile device, please excuse any errors.

Testimony for Dec. 11th, 10am Hearing

My name is Ellen Sandles and I've lived in New York City since I was 18. On November 30th it was reported that a three-year old girl's skull was fractured when a moped-riding individual rammed into her on a Bronx sidewalk. The man simply walked away after the collision because he wasn't identifiable.

If this happened more than five years ago I probably would have been surprised, but as the quality of life in our City has deteriorated exponentially with the proliferation of vehicles with motors, these kind of stories are unfortunately no longer surprising.

What is surprising is that the majority of New Yorkers who are against the proliferation of the e-vehicles are having to fight so hard to be heard by our elected representatives...and for the elected representatives to actually be seen doing something about what is an obvious problem with dangerous street chaos.

Transportation Alternatives is a funded lobbying group that does not represent the majority of New Yorkers. Talking points such as quote, "cars are more dangerous" or "these alternative vehicles are replacing cars" or "you're being racist against delivery people" are simply false talking points based on missing statistics regarding accidents, missing statistics regarding the number of people who are now using e-vehicles instead of taking MTA public transportation, and the easy to state racist accusation, while ignoring the needs of the elderly and the disabled to be able to walk safely.

Intro 606, Priscilla's Law, will enable identifiable plates and cameras to do the work rather than the NYPD. We don't need a task force to study street design, we just need common sense regulation of e-vehicles.

11/24/24

Dear Members of NY City Council:

I am in support of INTRO 606 and strongly urge you to please vote in favor of this bill.

Like many residents, I live in a constant worry that I will be plowed down by some e-vehicle driver and this definitely impacts my sense of wellbeing, safety and security, and quality of life. Now that it is getting darker earlier it is even worse. Some e-vehicles have lights, but not all, or they just don't use them because...they don't want to?

Many disobey traffic laws as well as those of basic common courtesy. I have seen drivers intentionally taunt both cars and pedestrians, laughing while revving their engines. I have seen cars get into accidents trying to avoid hitting one of these drivers, who was breaking traffic laws, and I have seen e-vehicles plow into cars (their own fault) then turn around and blame the car driver. They ride up on the sidewalks, swerving around pedestrians, and causing the pedestrian to lose balance, while they speed off. Many are used as getaway vehicles after the driver robs someone. I have also seen drivers hit pedestrians leaving them in terrible situations and just driving off.

Other cities deal with evehicles, but there is a sense of law, order, and accountability. In NYC it's chaos and behaviors that you don't typically see from a developed society. So, who is sending this message to these drivers that this type of behavior is OK? Community is a 2 way street. Along with expectations around safety, courtesy and respect for all. How many more innocent people must die or become maimed for life because of a careless unaccountable e-vehicle driver.

Please approve Intro 606, which is a common-sense solution that will help foster safety and accountability for all who use our streets, sidewalks, parks, and public transit system. E-vehicles are NOT above the law.

Thank you for your consideration.

Sincerely,

Ellen Shell



NY, NY 10024

From: [Emily Rose Prats](#)
To: [Testimony](#)
Subject: [EXTERNAL] No on 606 / Yes on 1131
Date: Wednesday, December 11, 2024 11:32:45 AM

Hello, NY City Councilpeople!

My name is Emily Rose Prats (I go by my first and middle names combined: Emily Rose), and I live in Crown Heights, Brooklyn. This is my 18th year living in NY; I've been a bike commuter for the last 6 years.

I ride a regular old "acoustic" bike - but recognize the limitations and might just want to get an e-bike eventually! Plus I know how important they are to the livelihoods of so many New Yorkers - and honestly to the convenience culture many people now depend on. (E-bikes are a muchhhhh more sustainable local delivery option than cars!!)

Street safety is so important to me as I traverse NYC by bike, and also as I used to be a nanny and now see my friends bringing children into the world - children who have to learn that you gotta *wait and see* whether that car's going to *actually stop* at that red light before you cross : (

I know how dangerous our streets can feel (and be! thanks, poorly-designed intersections!). I also know Intro 606 isn't the answer.

Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work.

In New York City, this legislation would massively expand NYPD power (which Mayor Adams has already done so much to expand even while studies show that LESS interaction with police is far safer for all people and especially Black and brown individuals), allowing them to pull over anyone riding a bike if they think it might be an e-bike. Traffic stops are already the number one source of Americans' interaction with police, and while other cities around the world work to *reduce* these interactions, here y'all are considering *expanding* traffic stops. Give me strength!

Instead of reactionary fear-mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but only *after* a crash. It's far more effective to focus on solutions that *prevent* crashes, injuries, and death in the first place. I think a lot about what changes might be made if I were to be killed while cycling - and I would much prefer better infrastructure, wider bike lanes, and safer crosswalks while I'm alive to enjoy them, hence my support of Intro 1131.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are promoting safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies. Let's hold corporations accountable like ONCE IN THE HISTORY OF EVER.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without making anyone any safer. E-bikes are an easy scapegoat while cars and car-focused street design kill and injure so many, and nothing is being done.

Please oppose Intro 606 and support Intro 1131 and delivery app regulation. You can do it & we support you! Thank you!

Cheers,
Emily Rose
(she/her)



[Meet @the_gremily](#)
[Connect on LinkedIn](#)

Sent from Mrs Emma Peel, Emily Rose's iPhone

From: [Emma Soler](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 Testimony
Date: Wednesday, December 11, 2024 8:57:13 AM

[REDACTED]

Hello—I am writing to submit testimony regarding Intro 606, which goes in front of the council today. This bill would allow the police to pull over anyone on a bike to check for a license, regardless of any reasonable suspicion of lawbreaking. As someone who uses our city's bike infrastructure almost every day, I wholly oppose this bill.

Bike licensing laws do not make our streets safer. Multimodal infrastructure makes our streets safer. Our bike lanes are not wide enough to accommodate the range of speeds of those who use them, creating conflict between users. Right now, we simply don't have the space necessary to all ride safely.

Intro 606 is a revival of stop-and-frisk laws that have been used to target people of color and immigrants. I'm amazed to see so many progressive council members signed onto a bill that would disproportionately impact the most marginalized population that uses our city's bike infrastructure. Intro 606 would make our streets less safe for all and should not be passed.

Emma Soler (she/her)

[REDACTED]

My name is Emma Turzillo. I am a resident of Prospect Heights and I am testifying in opposition to Intro 606. As someone who rides a non-electric bike, I want the option of freely riding an e-bike to remain open to me as I age. Intro 606 would not only do nothing to make New York City's streets safer, but would impose great costs on city taxpayers. This bill is also plainly illegal under state law, evidence that it is a poorly thought out response to the relatively straightforward problem of increasing street safety.

Intro 606 will not be successful at its intended aims of making streets safer. When similar laws were enacted in Perth Amboy and in Los Angeles, they were quickly scrapped not only because they were ineffective, but also because they increased racial profiling by police. I hope that a city council that recently decriminalized jaywalking because of these very issues can recognize that Intro 606 would be no different in its disproportionate effects on Black and brown New Yorkers. Furthermore, the types of e-bike behavior that proponents of Intro 606 want to reduce, such as riding in the sidewalk and running red lights, are already illegal, and the NYPD has the power to enforce these laws. The solution, then, is not to add another law that will not be enforced; rather, the solution is to employ proven techniques at increasing street safety and ensuring that cyclists bike in the street, namely building protected bike lanes.

Intro 606 will be expensive to implement. There is currently no infrastructure at the DMV to coordinate and issue the licenses that this bill proposes. The effect of this bill would be to impose costs on city taxpayers that will yield no benefit, instead of using tax dollars wisely by investing in best practices for street safety improvements, such as daylighting intersections and building protected bike lanes. DOT's own data has shown protected bike lanes make our streets safer for all road users - whether they're walking, bicycling on either a traditional bike or an e-bike, taking the bus, or driving - and they dramatically reduce bikes riding on sidewalks.

In addition to being ineffective and uselessly expensive, this bill would be illegal under state law. Section 180 of state municipal law states that "local laws shall not impose any charge, tax or otherwise not provide for the free use of bicycles and tricycles." This bill is exactly that, an attempt to get in the way of the free use of bicycles. That this bill is up for discussion at all is evidence of how underbaked these ideas are. Instead of supporting this bill, I urge the council to pass Intro 1131 to make sure that bike lanes meet the current and future bicycling needs in our city, and hear and pass Intro 1138 so every intersection has lifesaving daylighting. We can't afford to go backwards. Let's build for a future where New Yorkers have more sustainable transportation options, instead of a future where they're more expensive and dangerous.

From: [Eric Baker](#)
To: [Testimony](#)
Subject: [EXTERNAL] Against Intro 606
Date: Wednesday, December 11, 2024 10:24:26 PM

[REDACTED]

Good Evening:

My name is Eric Baker, and I live in Brooklyn. I have been biking to work every day for 15 years and the last three years I have also been taking my two young children to and from school by e-bike, which allows us to save money and time (driving or on transit) while also taking up less space and not polluting the common air we all breathe. E-bikes are the future and good for so many groups, and we shouldn't squash it in the wrong ways.

While I want safer streets too--especially as a daily biker with small children--I am against Intro 606. It is an unenforceable rule, and discourages biking and e-mobility, which we should be encouraging! Instead we should build safer streets (like daylighting, adding more speed and red light cameras). If we are worried about delivery apps, regulate delivery apps and support Intro 1131.

Please oppose Intro 606.

Thank you for your consideration,

Eric Baker

Dear Sir or Madam,

I live on the Upper West Side and I have lived in this neighborhood for nearly 15 years. I have always enjoyed walking in Central and Riverside Parks.

Since the proliferation of ebikes, walking ANYWHERE in this neighborhood has become dangerous. Ebikes routinely go through traffic lights, turn without signaling, and travel at high speeds on sidewalks. This has greatly reduced the quality of life in this area. Police do absolutely nothing to stop them going through lights or using sidewalks.

I, myself, love cycling, but now it is too dangerous for me to use my bike in this city. Overly aggressive and rule indifferent ebikes have made conventional bike riding a dangerous challenge.

These high powered devices have greatly increased stress in an already fairly stressful environment. I am begging the city to require licensing of these bikes and demand that the police in the parks and the streets to enforce basic traffic laws. I understand that many people use these bikes as part of their work, but it shouldn't be part of their work to endanger pedestrians. But some of the worst offenders are non-worker cyclists who bike way too fast and also ignore traffic lights and one-way travel.

A great city respects the basic need to walk its streets without people needing to need to maintain constant vigilance for their physical well-being. The current situation is really bad and needs to be substantively addressed.

Eric Gross

From: [Eric Harold](#)
To: [Testimony](#)
Cc: laura.shepard@transalt.org
Subject: [EXTERNAL] Ebikes
Date: Monday, December 9, 2024 5:53:45 PM

Dear City Council,

Today I am writing to ask that you reconsider any radical regulations over ebikes. First, I understand the concern the Council may have but I feel that it is misplaced. It is illegal emopeds and emotorcycles that are the problem. There are already laws against them and those laws are not being applied currently.

I myself ride a pedal assist bike sometimes and so do many of my friends. It is a Class 1 pedal assist without a throttle(which means I must pedal for it to move and motor assist stops at 20mph). Emopeds have no such restrictions. You cannot lump both of these into one category. My pedal assist bike helps me on days I have issues with my knee or need to ride all day. Ebikes like mine help keep many of my friends and members of our cycling group, Queens Social Ride, mobile later in life. I know people who would have had to give up cycling without it.

We need too make alternative modes of travel more accessible to both reduce our carbon footprint and congestion in our city. More regulations on cycling will only discourage people from taking it up.

From the first moment I got on a pedal assist bike I knew it had the potential to open up cycling to almost everyone. Please don't move the clock back.

Thank you

Eric Harold

Queens Social Ride

From: [Eric Helms](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to Priscilla's Law
Date: Wednesday, December 11, 2024 10:29:37 AM

[REDACTED]

Hello,

I am writing to submit my testimony in regards to the proposed Priscilla's Law. As someone who has for over ten years used a bike as my primary mode of transportation - for my own convenience, for my health, for the betterment of the climate and to ease congestion in the city - I have seen countless New Yorkers hesitant to do so due to the dangers of drivers in the city.

This law - ostensibly crafted to make our streets safer - ignores the reality that it isn't e-bikes that make our streets unsafe but rather the drivers who account for hundreds of accidents and injuries per year, and dozens of deaths. Yet Councilmember Holden isn't interested in holding them accountable - he simply wants to punish lower income and immigrant communities who rely on e-bikes for their livelihood and transportation. Those who, unlike his constituents in a wealthy, predominantly white district, cannot afford a car.

There are hundreds of things we can do to make our streets safer: we need the NYPD to actually do their jobs and enforce the law when it comes to speeding, running red lights, double parking in bike lanes, turning into pedestrians crossing the street and illegal parking. We need dedicated and protected bike lanes and sidewalks so those outside of cars can travel without fearing for their lives. We need to actually make solid progress to take ghost plates and covered license plates off the streets (something that Holden has supported in the past but ignores the fact that the NYPD have no interest in actually enforcing this.)

Registering and adding license plates to e-bikes won't do anything to make our streets safer. But it will scare off those who may be interested in finding healthier and better ways to get around the city. Ways that take cars off the street so that everyone including those who do need their cars are able to travel freely and safely.

I am firmly opposed to this misguided law that will not only fail to make our streets safer but will force many back into cars - congesting our streets and making it less safe for everyone. At worst, it will punish our most needy New Yorkers who have no other options for travel and work other than their bikes.

Thank you,
Eric Helms

[REDACTED]
Ridgewood, NY 11385

Good afternoon, members of the City Council,

Thank you for giving me the opportunity to voice my concerns. My name is Eric Lawton, and I'm a New Yorker who e-bikes every day. I am here to voice my strong opposition to Intro 606, a bill that seeks to mandate registration for electric bikes, electric scooters, and other motorized vehicles. While I understand the desire to ensure safety on our streets, this bill does nothing to address the real issues we face in creating a safer, more equitable New York City. Instead, it's a misguided attempt to criminalize cyclists and create unnecessary barriers to sustainable transportation.

Let me be clear: **license plates won't protect our most vulnerable road users.** They won't make our streets safer for pedestrians, cyclists, or even drivers. The idea that a plate number will somehow prevent crashes or reduce reckless behavior is not based on facts. In reality, this bill does little more than add red tape, create confusion, and put more money in the pockets of bureaucrats, without addressing the root causes of traffic violence.

The real solution to safety is better infrastructure—not punitive measures that target people trying to do the right thing. This bill ignores the fact that New York City's infrastructure is not designed to protect vulnerable road users. Instead of placing unnecessary burdens on people who rely on bikes and scooters to get around, we should be investing in protected bike lanes, improved crosswalks, and better traffic calming measures. Cities that have prioritized safer, more accessible streets for cyclists and pedestrians have seen reductions in accidents and fatalities. Licensing and registration won't create those types of positive outcomes.

In fact, this bill seems to be designed for one reason: to make cycling harder in New York City. Many of the sponsors of this bill have shown, time and again, that they are more interested in appeasing car-centric forces than in supporting the growing cycling community. This bill is just another example of a systemic effort to make biking a hassle, to push people back into cars, and to punish New Yorkers who are trying to live more sustainably.

Let's not be naive about the motivations behind this. If this bill passes, it will only hurt the very people who are working to improve our city's air quality, reduce traffic congestion, and make our streets more livable. It's clear that the goal is not to protect pedestrians or cyclists; it's to make cycling less attractive and to slow down the progress we've made in creating a greener, more sustainable city.

A registration system will disproportionately affect marginalized communities—those who rely on bikes and scooters as a low-cost, efficient way to get around. For many, this is the only viable option for transportation. Adding a registration requirement will only add unnecessary costs and bureaucratic barriers. At a time when New York is facing a housing crisis and rising living costs, the last thing we need is to push even more people out of safe, affordable, and environmentally-friendly transportation options.

This bill also presupposes that bikes and scooters are a major cause of accidents and injuries, which simply isn't true. The real danger on our streets comes from the lack of investment in infrastructure that protects cyclists and pedestrians from reckless drivers. It's drivers who ignore traffic signals, speed through neighborhoods, and drive without regard for human life. We should be focusing on holding those responsible for traffic violence accountable, not punishing people

who are simply trying to get from point A to point B in a way that's cleaner, greener, and more sustainable.

Let me make one thing crystal clear: **we do not need more plates or paperwork, we need safer streets.** We need protected bike lanes, safe crossings, traffic calming measures, and stronger penalties for dangerous drivers. New Yorkers deserve a city where cycling and walking are not just tolerated but actively encouraged—where people feel safe and empowered to get around without fear of being run off the road or fined for minor infractions.

I urge you to reject Intro 606. It is a step backward for our city and our environment. Instead of making it harder to bike, let's work together to create a city that prioritizes the safety and well-being of all its residents. Let's make New York City the bike-friendly, car-light, and pedestrian-first city we know it can be.

Thank You,

Eric Lawton

December 11, 2024

Eric Radezky, Ph.D.

Testimony before the New York City Council Transportation Committee on Intro 606

Good morning members of the Transportation Committee. My name is Dr. Eric Radezky. I am a cyclist who has been a victim of a violent crash involving a motorized e-bike, and I support Intro 606.

In May of 2022, I was hit by a motorized bicycle while I was riding my bike, a regular foot-powered bicycle. This happened in Greenpoint, Brooklyn on Calyer Street at Leonard Street.

I had just picked up my bike from a local repair shop where over \$300 worth of work was done on it in preparation for a bike ride from Brooklyn to Albany. As I rode on Calyer Street with the flow of traffic, I saw a man on a bike heading towards me in the opposite direction. I could tell right away that he was on a motorized bike by his speed and because he was not pedaling.

As we both approached the intersection from opposite directions, this man briefly turned onto Leonard Street and seemingly out of the way. Then just seconds later, for a reason I will never understand, he turned back onto Calyer Street and hit me head on.

I had no time to maneuver out of the way. On impact, I flew off of my bike and into the street. I hit the pavement hard and sustained cuts and road burn on my arms and legs, but luckily I did not suffer any broken bones or other serious injuries. But that was dumb luck, and I could have been killed.

As I lay on the ground, I heard a woman screaming. She turned out to be a pedestrian who witnessed the collision and could not help but scream from the violence of the impact. She and another witness came to my aid. They made sure I was not seriously injured and asked if I needed an ambulance. I remember one of them gave me a bottle of water.

Meanwhile, the man who hit me was also thrown from his bike but quickly got back on it and motored away as fast as he could. He was not interested in helping me or apologizing, in claiming responsibility for his actions, or in facing any possible repercussions from the law. Before I could even sit up, he was gone.

If I had been maimed or killed, there would be no way to track this man down and bring him to justice. I had two eyewitnesses who would have been able to take down a license plate or other identification number if the motorized bicycle had one.

Once I got to my feet, I saw that my bike had also sustained heavy damage. The worst of it was the front wheel, which had been tacoed. It was not rideable, so I did the only thing I could. I brought it back to the bike shop I had just left 10 minutes earlier. I walked back in bleeding from my arms and legs with a bike that looked like it hit a brick wall. To this day, the guys at that shop know me as the guy from this accident. After \$150 in repairs and a few weeks to heal, I was able to do my ride from Brooklyn to Albany.

I tell you this so that you know I am a cyclist. I average about 700 to 800 miles a year on my bike, most of that right here in the five boroughs. I support Intro 606 as a cyclist because safety is priority number one. I hope that this Council, in its wisdom, will pass this important bill.

Thank you for your time and consideration.

I am writing in support of Intro 606: Priscilla's Law, requiring license plates for all e-vehicles. Our streets are too dangerous now for pedestrians.

There are too many instances of e-bikes on sidewalks, going in the wrong direction and not observing street lights.

It is genuinely dangerous.

E-bikes aren't bicycles. They have motors, weigh 60-70 pounds, go faster and brake more slowly than bicycles. They should not be in the same class as bicycles. They are much more dangerous and do much more damage to pedestrians and cyclists when involved in an accident.

We don't need another task force (Intro bill 1131) to study street design and infrastructure. The solution is common sense regulation of e-vehicles. Now is the time for accountability, by having visible plates on e-vehicles. Accountability changes behavior.

It is entirely ageist and ableist to disregard the most vulnerable New Yorkers: seniors, the elderly and the disabled. These are the people most susceptible to being maimed and killed by e-vehicles. Many don't even want to cross streets or walk on sidewalks. This causes more isolation for a group that often feels isolated.

I am currently recovering from a knee injury and the streets feel more dangerous than ever and so I limit my time outdoors. This is wrong.

Thank you,
Erica Baum

[REDACTED]

NY NY 10013

Subject: Testimony: I oppose Intro 606 and support Intro 1131

My name is Erik Marzolf, and I live in Central Harlem Village, NYC. Our family relies on Class I e-cargo bikes for nearly everything: school drop-offs and pick-ups, grocery shopping, ferrying kids to games, moving bulky items, weekend getaways—you name it. E-bikes are an efficient, affordable, non-polluting, and reliable way for us to navigate the city and manage our daily lives. We're never stuck in traffic and never delayed by garbage pick-ups or road work.

Wherever we go, we meet other families who wish they could do the same. While some have followed our example, many more are hesitant because they feel it's too dangerous to cycle on NYC streets. The solution to our street safety challenges is not to impose restrictions on e-bikes. On the contrary, we need more e-bikes on our streets because there is safety in numbers.

Intro 606 would make the city more dangerous, not less. Instead, we need to focus on making our infrastructure safer and better equipped to support the growing use of e-bikes. This is why I oppose Intro 606 and support Intro 1131. Encouraging cycling—especially with e-bikes—is essential for the City to meet its climate goals and create a more sustainable future.

To the esteemed members of the New York City Council,

Hi. My name is Erik Nilsen. I am a life long city resident, currently living in Bushwick. I am urging the city council to vote against the e-bike licensing bill.

I don't see the value in forcing this mandate on new yorkers. I don't see how requiring licensing of electric wheelchairs will not violate the ADA.

I'm also not sure about how enforcement will work. More on that in a bit.

I'm not a current owner of an e-bike, but I am very interested in buying one (specifically, a pedal assist bicycle). I have some issues with mobility that prevent me from going on longer bike trips with a conventional bike. For many of these longer trips I end up driving my car instead. I would really rather not drive for many of these trips, given the congestion and pollution issues across the city.

As I have been shopping for pedal assist bicycles, I'm finding that many new models look very similar to regular bicycles. Its increasingly hard to tell the difference between regular bicycles and e-bikes, as many models have the batteries integrated into the bicycle frame. This is where the enforcement problem comes in.

Beyond the budget issues cited by DOT, there are many problems with enforcement:

- How would the NYPD be able to tell the difference between regular bicycles and e-bikes?

- Will the burden of registration enforcement be placed on bike retailers?

- Many e-bikes are not sold through physical retailers, but by Amazon or direct-to-consumer brands. How will registration be enforced?

- How will registration be enforced on used e-bikes, or e-bikes bought at retail stores outside of the city?

- How will the city combat ghost plates?

This bill leaves far many more questions than answers.

Please do not go through with this.

Regards,

Erik

From: [Erin McFadden](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 and Intro 1131
Date: Tuesday, December 10, 2024 6:06:32 PM

To the City Council,

I am a resident of CB8/CD35 and NYC cyclist. This message is to share my unequivocal opposition to Intro 606, and support for Intro 1131.

Intro 606 is an unacceptable and unnecessary expansion of police power that will make cycling more risky for communities who are already less represented among its participants, and most reliant on it as transit option in the outer boroughs. Getting on a bike in New York already feels risky for many residents, this bill will increase that risk and further discourage people from riding. Bikes are a crucial element of NYC's future as a multimodal, climate-prepared city, and residents need every encouragement to embrace them. This bill does just the opposite. Similarly, the licensing requirements create red tape and hurdles to cycling accessibility no New Yorker needs when they're just trying to get around with a power boost.

Intro 1131, in contrast, is a sorely needed step to make NYC's street design reflect the needs of the majority of its residents, and to prevent the traffic violence every New Yorker faces as a pedestrian or cyclist. Measures to add implementation requirements to the bill would be a welcome addition.

Thank you for your time and consideration. I trust you will make the right decisions here.

Love and rage,
Erin McFadden
she/her

Rutgers 2015, **LSE** MSc Int'l Political Economy 2019

WRITTEN TESTIMONY TO THE NEW YORK CITY COUNCIL
SUBMITTED ON DECEMBER 11, 2024
PRISCILLA'S LAW
IN SUPPORT OF INTRO 606
REQUIRING ID LICENSE PLATES FOR ALL E-MICROMOBILITY VEHICLES

THANK YOU CHAIR BROOKS-POWERS AND THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE. MY NAME IS ERNEST AUGUSTUS AND I'M A RESIDENT OF CLINTON HILL/FT GREENE BROOKLYN. I'VE SERVED ON CB2 IN BOTH THE TRANSPORTATION COMMITTEE AS WELL AS THE LAND-USE COMMITTEE FOR A NUMBER OF YEARS.

I'M TESTIFYING TODAY IN STRONG SUPPORT OF INTRO 606 PRISCILLA'S LAW WHICH WOULD REQUIRE LICENSE PLATES FOR ALL E-MICROMOBILITY VEHICLES.

EVSA, THE NYC/E-VEHICLE SAFETY ALLIANCE, HAS SPEARHEADED THIS PROPOSED BILL AS A VITAL PUBLIC SAFETY INITIATIVE TO PROTECT OUR MOST VULNERABLE - THE ELDERLY, DISABLED AND KIDS & ALL PEDESTRIANS, CYCLISTS, AND E-BIKERS FROM DEATH AND SERIOUS INJURY. THERE'S NO OTHER HIDDEN AGENDA- IT'S ALL ABOUT PUBLIC SAFETY AS WE GO ABOUT OUR DENSE NYC STREETS & SIDEWALKS.

I CAN ATTEST TO THE FACT THAT THIS ISSUE OF E-BIKE SAFETY RESONATES IN CLINTON HILL-FT GREENE ESPECIALLY AMONG BLACK WOMEN WHO ARE ANGRY ABOUT THIS SAFETY ISSUE & MY WIFE IS ONE AMONG THEM .

MEMBERS OF THIS COMMITTEE HAVE ALL WALKED OUT OF THE CITY HALL CAMPUS AND CITY COUNCIL OFFICE BUILDING AND HAVE SEEN THESE BIKES-YOU SURELY KNOW WHAT I'M TALKING ABOUT.

THE QUESTION THAT I POSE TO THIS COMMITTEE IN SUPPORT OF THIS BILL IS: IS THIS A LEGITIMATE PUBLIC SAFETY ISSUE?

I'M CONVINCED IT IS. IT IS NOT THAT COMPLEX. THERE HAVE BEEN CONCERTED EFFORTS TO DELEGITIMIZE THIS ISSUE BY GASLIGHTING THE PUBLIC AND POLICY MAKERS TO NOT BELIEVE "YOUR LYING EYES" AND TO DEMONIZE ITS SUPPORTERS OF THE BILL. GOVERNMENT, AS YOU'RE WELL AWARE, IS TO PROTECT THE HEALTH AND WELFARE OF THE PUBLIC SO THAT WE CAN HAVE A WELL FUNCTIONING SOCIETY. THERE IS NO SUCH THING AS A PERFECT BILL. I AM NOT LOOKING FOR PERFECTION. WHAT I AM LOOKING FOR IS A BILL AND A CITY COUNCIL THAT ACKNOWLEDGES THE LEGITIMACY OF THIS PUBLIC SAFETY ISSUE. EVERYTHING ELSE CAN BE WORKED OUT.

ERNEST AUGUSTUS – BROOKLYN

I support Priscilla's Law 606

My name is Esther Blount

I find it very funny that when it comes to e-bikes, safety goes out the window. Bike lanes have been constructed for the purpose of safety. Open Streets are created and are called "safe streets", but somehow victims who are killed or hit by e-bikes do not fall in the "safety" category". I pray that this city council doesn't feel that the **body count** is not high enough to fall in the safety category.

E-bikes aren't bicycles and because of their weight and speed they cause much more damage and are much more dangerous than a regular pedal bike.

E-bikes should be regulated and licensed because of several factors

1. The enormous number of seniors in this city who are afraid to cross the street, also include persons with disabilities. Individuals who are blind, or deaf and children playing on open streets.
2. If you are hit by an e-bike maybe there's a chance you capture the license number
3. In order to help save lives and limit injury.

I don't want e-bikes banned, but we **demand safety for all**

As for the idea that this will be hurting minorities who will be subject to additional police stops or who can't afford the price of licensing and registering, there is no need to worry because frankly, the number of minorities leaving New York City is very high and continues to grow. As everyone knows gentrification is rampant in this city. The falsehood that the City of Yes will provide affordable housing will only help with the exodus.

E-bikes can help if riders are held accountable. We would then have safety and micro-mobility

Dear City Council Members,

I urge you to oppose Intro 606. The registration system it proposes will be widely disregarded and largely unenforceable. As a result, it will be enforced arbitrarily. It will result in profiling, vindictive ticketing, and other abuses of power by police.

The explosion of e-bike traffic in the city poses real challenges for us all. There is no denying that six pedestrian deaths by e-micromobility this year is a problem that needs solving. But bills that are unenforceable, or that ban *all* e-bikes from the safest parts of our city, are not the answer.

Personally, I do not like e-bikes. My first reaction when I hear about or see e-bikes is something between condescension and anger. But our first reactions are not always our most logical or useful reactions. E-bikes offer opportunities for many -- families with children, the young and the old, those whose jobs entail transporting cargo day in and day out -- to travel in a relatively green and healthy way. I see parents taking their kids to school by cargo e-bike every day as I commute through Central Park. I know 70-year-olds who ride much further than they would on a normal bicycle because they have e-bikes.

I think a few common-sense programs and policies at the state or city level would make a big difference in the safety of e-bikes. First, expand bike lanes. This seems like the easiest and more obvious step to me. People in bike lanes are getting hurt because they end up too close together, some are riding counterflow (against traffic), and sight lines into and out of the lanes are not good, especially when the bike lanes are parking-protected. Widening and adding (two-way) bike lanes will reduce those problems. Second, reclassify all e-bikes based on weight and power output. Perhaps there should be weight x power thresholds at which e-bikes are banned in parks and banned for sale in New York altogether, with penalties for companies that sell banned e-bikes or whose workers violate the bans. Third, the city should create a commercial e-bikeshare and mandate that commercial e-bike riders use the city-run e-bikeshare. These e-bikes could have GPS trackers, speed limits, crash sensors, cameras, etc.

I want to close by noting that the attention e-bikes are getting and the lack of attention automobiles are getting is deeply disturbing. I don't have the exact figures, but deaths caused by e-micromobility vehicles account for maybe 5-10% of all traffic fatalities. Meanwhile, they are much greener, much smaller, and generally healthier for the people who use them than automobiles are. I am thrilled that congestion pricing will go into effect soon, but we cannot stop working to get cars off all of the streets of New York.

Thank you for your time and effort on this issue, for opposing Intro 606, for supporting Intro 1131, and for considering the solutions I laid out above.

Sincerely,
Ethan Bull

Hello, my name is Eugene Murphy. I live in Manhattan.

I rely on an electric Citi-bike and my friend's electric cargo bike to move around the city I call home.

Being able to use an e-bike is important to me because it allows me to transport my son, and to make even long trips by bike despite my exercise-induced asthma.

Street safety is my top concern in New York City, and I know how dangerous our streets can feel. I also know Intro 606 isn't the answer.

Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation

I am writing this in strong, strong opposition to Intro 606. This will simply criminalize an already criminalized population, and do absolutely nothing for public safety. Residents do not want this, any more than they want delivery times and prices to go up because we have put yet another matter in the hands of our inept and over-funded law enforcement. The same law enforcement that could not catch a subway shooter, so the citizens had to do it for them. If they cannot do that, why should we trust them with even more regulations for them to target otherwise law abiding citizens of this city? I loathe the idea that my taxpayer dollars would go towards another useless form of criminalization that no one in our city asked for. The fact that this city would attempt this at a moment that there was a so-called budget crisis that led to our libraries being temporarily shut is farcical. Do your city proud and vote this heinous, un-asked for measure down, and focus on matters of actual public safety.

Thank you,
-Evan Spigelman

Hello, my name is Faizan Rashid and I live in Long Island City.

I rely on an electric Citi Bike to get around the city especially on my commutes to Manhattan.

For me, it is efficient, affordable transportation that I rely on to move around New York City.

E-bikes are safe, affordable and an environmentally friendly way to get around the city. An e-bike makes going around the city across several of its bridges so much easier. My friends who aren't avid bikers also love using e-bikes as it's not nearly as tiring. Additionally, it would be a terrible step backwards on how people move around our great city. This legislation will only lead to more cars, more pollution and more space requirements for parking.

I urge the City Council to oppose Intro 606. If this legislation passes, it would limit my freedom and ability to move around New York. Additionally, it will lead to a larger pollution problem for our city. I hope the council would strongly consider the sustainability of our city when deciding to vote on this legislation.

Thank you,

Faizan Rashid

From: [Fawn Sullivan](#)
To: [Testimony](#)
Subject: [EXTERNAL] Please vote yes to pass Priscilla's Law (0606-2024)
Date: Wednesday, December 11, 2024 3:01:17 PM

Please vote yes to pass Priscilla's Law (0606-2024)

I have witnessed the reckless driving of e-vehicles for years. Every year there are more of them. They are a danger to pedestrians and cyclists. They run red lights, go down the wrong way on one way streets and they are all over the sidewalks.

You can't go anywhere without seeing them breaking traffic laws. It's dangerous.

They're silent.

They go fast.

They're heavy.

They're not bicycles.

They are seriously injuring and killing people. And there is no accountability.

E-bike riders typically run from accidents because they know they can get away without being identified. They are the number one getaway vehicle for criminals.

E bike riders don't break traffic laws because of the current street design. They break traffic laws because they know they can do it and not get caught.

I've heard victims tell their stories about their accidents. I've heard Priscilla Loke's family tell the story about how she was killed in a crosswalk by a Citi e-bike. The stories are all heartbreaking.

The physical pain and emotional trauma. Life long injuries. The huge financial burden.

There is no accountability or justice. Lives have been lost and changed forever.

Please vote yes to pass Priscilla's Law.

Riders will think twice about not following traffic laws if they know they can be identified.

Thank you.
Fawn Sullivan
Zip Code: 10018

From: [Felipe Castillo Trujillo](#)
To: [Testimony](#)
Cc: [District7](#)
Subject: [EXTERNAL] intro 606 opposition
Date: Wednesday, December 11, 2024 7:31:35 PM

I live in Hamilton Heights and oppose intro 606.

I support its intent but do not support the bill. E-bikes can be incredibly safe, and regulation already exists. We need more pressure on the delivery apps to incentivize safety over speed and e-bike manufacturers to make safe products, not to further punish all e-bike riders.

thank you for your attention,

Felipe Castillo

Dear Members of the City Council:

I oppose Intro 606, and I strongly urge the Council to reject the bill in favor of Intro 1131.

Intro 606 is being sold as a simple solution. In reality, it will make cycling less safe, increase police harassment, cost taxpayers a lot, and solve no problems.

Calming streets requires infrastructure that helps people make safe decisions and policies that reduce dangerous conditions.

1. Infrastructure Solutions: Protected bike lanes reduce cycling on the sidewalk, speeding, fatalities, and serious injuries. One protected bike lane in Brooklyn reduced sidewalk cycling by 94%. Daylighting clears the curb space closest to an intersection, giving all street users more visibility and time to react. Double-wide bike lanes allow people on bikes to safely pass each other at varied speeds. E-bike loading zones to give delivery workers who use e-bikes safe space to wait off the sidewalk. Public e-bike charging stations that will reduce the risk of battery fires.
2. Policy Solutions: Food delivery app companies currently profit from forcing delivery workers to work at unsafe speeds. To remedy this, the City of New York could institute a contract bidding process that requires and monitors safe working conditions as a contractual requirement. Contract fees can be used to build better infrastructure to increase cyclist safety and safe cycling behavior.

I urge the City Council to reject Intro 606, approve Intro 1131, and help build a safer, more connected NYC.

Thank you,

Felix Stetsenko

[REDACTED]

New York, NY 10025

My name is Florence Friedman. A year ago, at 7:30 PM. I was knocked down by a motorized bicycle riding on the sidewalk on W. 14 st and 6th ave. I repeat, riding his bicycle on the sidewalk. The rider, who appeared to be a delivery man, did not stop. I was in a state of shock but Fortunately, there was a good Samaritan who called the police and an ambulance. The police took all my information but of course I had no information about the assailant. The bike had no license plate. I spent hours in the emergency room. and left with a cast on my broken wrist.

The sidewalks and the streets of Manhattan are the wild west . Why is that? It doesn't make any sense. Cars are under control. Cars stop at lights. Cars stop at pedestrian crosswalks. Why is that? It's because they know that If they don't, they're gonna pay hefty fines. Or end up in jail. You don't get cooperation by education; you get adherence to the law by accountability, Wider roads for e-bikes doesn't get you accountability. You know that, and I know that. Please pass Priscilla's Law. Do the right thing.

No one is anti bike, no one!! This fight is against the chaos of unregulated e-bikes. I implore you, do something, do something! It is within your power; use it for the good for the majority of New Yorkers. Help us, not the corporations fighting Priscilla's law.

From: [Florence Lui](#)
To: [Testimony](#)
Subject: [EXTERNAL] Re: Intro 606 and Intro 1131 /December 11 Committee on Transportation and Infrastructure hearing
Date: Tuesday, December 10, 2024 5:07:22 PM

Hello,

My name is Florence Lui and I live in Brooklyn, New York.

I rely on my e-bike to move around the city I call home--specifically, to tote around my two young children, who are 2 and 5, to get groceries, and to get to and from my job as a clinical psychologist working with cancer patients and survivors.

As a mom to two young daughters, street safety is my top concern in New York City, and I know how dangerous our streets can feel. I also know Intro 606 isn't the answer. Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131. Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies. I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

Warmly,
Florence

Testimony in Opposition to Intro 606

I am opposed to Intro 606, as it would not solve the problem. Many car owners do not follow the rules and regulations to properly register their vehicles. Some use “ghost plates”, others swap out their plates on a regular basis.

Cars and trucks, not e-bikes cause mayhem on our streets.

Requiring registration of e-bikes would be both expensive and pointless.

The future is in more e-bikes and scooters as they require a fraction of the resources and cause significantly fewer negative externalities.

I urge you to reject Intro 606.

Gary Roth

[REDACTED]

New York, NY 10011-1236

December 13, 2024

Dear council members,

There is a saying attributed to H. L. Mencken: “For every complex problem there is an answer that is clear, simple, and wrong.” At Wednesday's hearing, we heard the author of Intro 606 repeatedly characterize his bill as a “simple” and “common sense” solution. It is certainly simple—too simple to meaningfully address the problems it is claimed to address. Those problems are serious and complex, and they deserve a serious answer.

I write today (and I also testified on Wednesday) to **oppose the unserious approach in Intro 606, as well as to support Intro 1131**, not because I have any particular fondness for more task forces and studies, but because it is clear we do not yet know the right answer to these problems and they deserve a thoughtful answer.

Nobody is disputing that we have issues on our streets with new forms of motorized transport. Nobody with a shred of humanity can dispute, after listening to the heartbreaking stories at the hearing, that the lives and livelihoods of victims of traffic violence matter and that we should be willing to take action to prevent those kinds of tragedies from ever happening to anyone else. Their testimonies, however, consistently demonstrated that **Intro 606 would not have protected them:**

- Several testimonies, as well as one story relayed by Councilmember Brewer, spoke specifically about mopeds. Under state law, mopeds are already required to have license plates and registration, and their operators are already required to have motorcycle-class driver licenses and to stay out of bike lanes. A few testimonies mentioned bikes going 30 mph; anything whose motor accelerates it past 25 mph does not fit in any e-bike category under state law and must be licensed as a moped. If this law is not effective at achieving its goals (and it is quite clear to me that it is not), **it is hard to see how a city law making the same demands will change anything.**
- Many people told stories of crashes where the rider stayed on the scene and provided identifying information. In one case, the rider and the pedestrian were both badly injured and taken by ambulance to the same hospital and stayed in the same room overnight. Several testimonies made it clear that when there is more than enough

information for a wanted rider to be identified and found, the police do not take action. One testified that the police said, because you didn't lose a limb, there's nothing we can do. In the awful case of Priscilla Loke's death, the rider stayed on the scene and met with police who gave him a ticket and let him go. Proponents of Intro 606 say it will provide "accountability," but **in all of these cases, accountability was already available.**

- In other stories of crashes, people went to police and were told that they could not seek recourse because they "left the scene"—in an ambulance with serious injuries—or because more than a certain number of days had passed—which they had spent in the hospital. These are real and disturbing problems that Intro 606 does not address. **If the NYPD is not allowing police reports to be created in the first place, being able to identify the other party won't change anything.**
- The idea that license plates will provide accountability for bad behavior is plainly disproven by the experience of those people who testified that **in crashes involving vehicles with license plates, the license plates did not achieve accountability**; the NYPD refused to accept evidence of photos of a license plate and refused to follow up to hold the driver accountable.
- A few comments were asking for things that are already legally required, such as bells on electric scooters. Intro 606 neither directly addresses these nor helps the existing requirements to be better enforced.
- A few comments pointed out issues like the difficulty of slower manual cyclists and fast e-bikes sharing a bike lane, which I have experienced myself. Again, Intro 606 does not address this. E-bikes will continue to be legally allowed to go 25 mph in bike lanes with children going a fraction of that speed; they will just have license plates.

Intro 606 is a classic case of "Something must be done, and this is something, so it must be done." Something must indeed be done. Lives are at stake. The tragic and moving testimonies on Wednesday made this clear; indeed, they changed my mind about whether there is a problem that needs legislative action. But it is precisely because lives are at stake that we must take the problem seriously and act in a way that will realistically save those lives. **The Council would be failing its duty to the victims who spoke up on Wednesday by allowing them to be placated by a bad bill that would in truth not help them.**

Furthermore, as I testified on Wednesday, Intro 606 as written **cannot be meaningfully enforced**. The bill purports to place a licensing requirement on all electric bicycles, scooters, and other conveyances. My own electric bicycle¹ is a new variant of the 50-year-old Brompton folding bicycle owned by probably thousands of people in this city. The bill says that I need a license plate (which I will of course get, if this bill passes) and they do not need license plates—but it does not have an answer for how to distinguish those thousands of law-abiding riders, who would not have a license plate because they do not need one (and presumably would not be able to get one if they tried because their bike is not electric), from a scofflaw on a Brompton Electric who does need a license plate but wants to avoid identification. Many other bicycle manufacturers are also making electric variants these days, and electronics and batteries are getting smaller and more efficient. There are probably hundreds of thousands of non-electric bicycles in this city that have an electric model that looks almost identical. Repeatedly pulling over every rider of a non-electric bicycle, just in case, is clearly not the stated intent of this bill, nor, I hope, is it a policy outcome desired by any of the sponsors of this bill. But that leaves us without the ability to enforce the license requirement on cyclists who are breaking no other law, in which case this bill does not serve a purpose. If such a scofflaw commits a hit-and-run, there will be no plate caught on camera, leaving the victim without the accountability this bill promises. Meanwhile, if the rider is found breaking some other law, such as riding on the sidewalk, the situation is just the same as today, without the law: there is an unlicensed rider who needs to be stopped by the NYPD in the act. This law will serve no purpose in that case either. **The Council would be failing its duty to the victims who spoke up on Wednesday by telling them to put their hopes in a bill that will not work.**

(One solution which would be logistically more plausible is to require a license plate on every bicycle, electric or otherwise, so the question of distinguishing them does not arise. Under this scheme, anything bike-shaped without plates is clearly in violation. That said, I would oppose such a proposal strongly, and I imagine most voters, including many people who turned out this week in support of Intro 606, would

¹ If any councilmember or staff member would like to try my e-bike out to get a sense of what Intro 606 as written would regulate, please get in touch with me; I am more than happy to let you try it, and since it is an e-bike, I can meet you most anywhere in the city.

likewise oppose it. The costs and bureaucracy would also be much higher. The fact that this is *more realistic* than Intro 606 is a sign of how seriously to take Intro 606.)

Given all of this, it should be unsurprising that every other jurisdiction that has tried a law like this to solve the problems we face has decided that it wasn't working. They did not repeal the laws because they suddenly ceased to care about safety or about victims; rather, they repealed the laws because they found out that they were not doing anything to improve safety or help victims. (Contrary to Councilmember Holden's assertion in the course of questioning, Toronto indeed does not require licenses for e-bikes.² They do wholly ban e-scooters, which is to say, there is no license that makes e-scooters legal on Toronto streets. If the Council wishes to consider that option for NYC, it would at least be based on real experience.) **The Council would be failing its duty to the victims in particular, as well as its duty to the whole city to govern responsibly, by passing a law that has failed to achieve its goals in every other jurisdiction where it was tried.**

Finally, of course, as both one lawyer testified and the committee's own counsel have said, this bill is likely legally impermissible. **The Council would be insulting victims and wasting taxpayer money by passing a bill that they know will get overturned in the courts.**

Councilmember Holden challenged opponents of Intro 606 to provide solutions. This is, by itself, a perfect argument for Intro 1131, which acknowledges that every problem Intro 606 claims to address is indeed a problem, but also admits that we don't yet have a solution. In addition, I would like to offer the following potential solutions either for the committee and the Council to consider now or for the Intro 1131 task force to study:

- A state law is taking effect in January to require mopeds to be licensed at the point of sale. This would be a good opportunity to further work on **regulations on the vendor side**. The brand name "Fly *E-Bike*" is on many of the delivery *mopeds* in the city, which I am sure plays a significant part in the confusion of terms, including the confusion by their riders of whether they can ride in bike lanes and whether they need to register

² <https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycling-and-the-law/electric-bicycles-e-bikes-e-scooters/>

their vehicle. The city could refuse to license vendors with the term "E-Bike" in their name who sell mopeds. There are also several stores in the state—including one in Chelsea—that sell the “Onewheel” balance board, which is not allowed on any roads in the state. Anything the city can do to prevent the sale of devices that simply cannot be used on our streets should be uncontroversially a good idea.

- There was almost universal agreement that **the incentives of delivery work are a contributor to unsafe behavior**. One participant raised a good point that this is not exclusive to apps, and that when he delivered pizza many years ago, he received more tips the more he delivered. These incentives can be directly addressed. Create limits on how quickly a delivery can be promised, how far a delivery can be from the restaurant, or how many deliveries or how much distance stores or apps can assign to a single delivery person per hour. Alternatively, tap into the growing frustration over tipping culture and find ways to compensate delivery workers hourly instead of per delivery, giving them a steadier paycheck while also making our streets safer.
- There are clearly many concerns with e-scooters, which under current state law can have motors that run up to 20 mph but have a speed limit of 15 mph. There does not seem to be a good reason for this discrepancy, and it is probably intended to address the realities of e-scooter manufacturing / to harmonize with non-New York regulations instead of being intrinsically desirable. Work with the state and manufacturers to **reduce the physical limit to 15 mph for new e-scooters** (or via firmware updates). Because e-scooters are effectively top-heavy and cannot brake as quickly as a bike or moped, even 15 mph is quite high; 10-13 mph would still be much faster than walking and able to keep up in bike lanes. The Bronx shared e-scooter pilot currently restricts a rider's first few rides to 10 mph; this could be extended to all trips.
- New York City is the only place in the state where class 3 e-bikes (top speed between 20 and 25 mph) are allowed. I am hesitant to suggest disallowing them; a friend who lives in Queens (who also testified on Wednesday) relies on his class 3 e-bike to keep up with vehicular traffic in parts of the city where there are no bike lanes, and he slows down once he is in a bike lane. Simply removing the class 3 provision would legally turn his e-bike into a moped, but lacking a VIN, it could not be registered with the state DMV. In practice, he would probably get a car and drive it 25 mph, which would be no safer for anyone and also likely would not be a policy outcome this Council would want to support. However,

- If you can **work with the state DMV to figure out how to license class 3 e-bikes without a VIN**, then reclassifying them as mopeds is worth considering. My friend would need a license plate, but since the purpose of his bike is to ride in traffic, that seems more defensible than Intro 606 as written. This change would still require careful consideration because several of the concerns about Intro 606 would apply, but they would apply in lesser measure. Note that the commercial e-bike license plate scheme proposed in state bills S7587 / A7833 and supported by Res 224 also would need the state DMV to develop the capability to issue license plates to e-bikes without a VIN.
- Applying a **speed limit of 20 mph or even 15 mph to all bike lanes**, even for devices that can go faster, seems like an obviously good idea. It would be much safer for people with non-electric or low-speed electric bicycles or scooters who are usually going at most 13 mph, it would make mopeds illegally in bike lanes much more obvious, and it would be safer for pedestrians crossing the street.
- Of course, the arguments for lower speeds apply to all moving objects on our streets, and all the more so to the heavier ones. As of this summer, "Sammy's Law" gives the DOT discretion to lower a street's speed limit to 20 mph. Simply **lower all city street speed limits to 20 mph** (or less), and my friend no longer has any need to go faster even when in traffic. This would also apply to mopeds / motorcycles, and since it applies to every single vehicle, enforcement would be vastly simplified.
- The data (which remains valid despite the booing from the more unruly corners of the audience at the hearing) clearly shows that existing street safety measures that NYC DOT already knows how to implement, including barrier-protected bike lanes, raised crosswalks, and "daylighting" intersections to increase visibility, reduce crashes, injuries, and deaths for *everyone*, whether in a car, on a bike or moped, or on foot. The Council already recognized the importance of many of these measures in the Streets Plan, which legally requires DOT to do work of which they have only completed a small fraction in the past two years. It is not clear to me whether this violation of law is an issue of political interference from the executive, a lack of resources or staff in DOT, a failure of prioritization, or some combination of all of these compounding on each other. The Council could **ensure DOT has the resources to follow the Streets Plan and hold them accountable**, and also **pass Intro 1138 for universal daylighting**,

removing a special exception for the city and bringing our streets into conformance with the law that applies to the rest of the state.

- Clearly, there is a lot of work to be done in getting NYPD to take crash reports seriously. No measure that aims for accountability will be effective without changes here. Everyone on every side of this issue knows first-hand that many crashes and injuries go unreported, and not for a lack of trying, with deadly consequences. Apart from criminal prosecution, DOT relies on NYPD data to plan work, and insurance and civil recovery often requires police reports. Work with victims and their advocates (including both EVSA and Families for Safe Streets) to figure out why the process doesn't work and how to **make sure crashes are accurately reported and victims get the assistance they need.**

Supporters of Intro 606 have been asking opponents, why do we oppose safety? Why do we not take the lives of victims seriously? I counter that it is the supporters of Intro 606, a bill that is logistically unworkable, is quite possibly legally impermissible, and demonstrably will not help the victims, who are not taking the lives of victims seriously and who are opposing safety. **Passing Intro 606 will tell the most vulnerable New Yorkers that the problem is solved when it is not.** It will tell them to put their hopes in accountability after a crash instead of prevention before a crash—and even so, their grieving families will find that they can do nothing with this accountability. I urge you to make the responsible, respectful, and caring decision and reject Intro 606.

Thank you for your consideration, and thank you to Chair Brooks-Powers and all the councilmembers and staff who attended Wednesday's long hearing for your willingness to listen to all perspectives on this important issue.

Geoffrey Thomas

Resident, Council District 39, Brooklyn, NY



From: [George Beane](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposed to Intro 606 & in favor of 1131
Date: Tuesday, December 10, 2024 6:39:10 PM

[REDACTED]

Licensing e-bikes is counterproductive. It will discourage moderate cyclists from riding e-bikes and increasing the number of moderate cyclists encourages a standard of caution and lawfulness that benefits all New Yorkers. The best way to reduce speeds is to require e-bikes to be electric assist (i.e. pedaling is required) with mechanical speed governors required. Speed can be fixed at 15mph and automatically reduced to 10mph or less in when entering designated high traffic zones.

[George H. Beane](#)
[A.R. Walker & Company, Inc.](#)
[225 West 80th Street, Room 2B](#)
[New York, NY 10024](#)

From: [Gordon Beeferman](#)
To: [Testimony](#)
Subject: [EXTERNAL] No on 606
Date: Wednesday, December 11, 2024 9:37:36 AM

[REDACTED]

I am a longtime bike rider in NYC. I oppose this bill because it creates a nightmare of bureaucracy for anyone who desires to - or is required to, for work - ride an ebike. It disproportionately affects delivery workers who don't need unnecessary interactions with police. It's basically an excuse for police to pull over any bikers they choose. The city should be focused on how to make biking easier and safer by promoting better infrastructure, not trying to criminalize bikers.

Gordon Beeferman

[REDACTED]

NYC 10002

From: [Greg Marvin](#)
To: [Testimony](#)
Subject: [EXTERNAL] Writing to Oppose Intro 606
Date: Wednesday, December 11, 2024 8:54:38 PM

[REDACTED]

This licensing scheme would be a waste of finite government resources, would not be effective at improving street safety, and would make traffic congestion and pedestrian worse by adding unnecessary friction around bike ownership. It would be unwise to add yet more useless paperwork and process to the administration of this city. I want to see my tax dollars used to improve rather than worsen quality of life in the city.

From: [New York City Council](#)
To: [Testimony](#)
Subject: [EXTERNAL] Wed, Dec 11 @ 10:00 AM - Committee on Transportation and Infrastructure
Date: Wednesday, December 11, 2024 10:59:52 AM

[REDACTED]

Attendee will be: Submitting written testimony

[REDACTED]

Attendee name (Zoom name): Gustavo ajche

Attendee email (Zoom account): [REDACTED]

Attendee phone number: [REDACTED]

Hearing: Wed, Dec 11 @ 10:00 AM - Committee on Transportation and Infrastructure

Subject of testimony: I am here today as leader of Los Deliveristas Unidos, e-bike rider and community leader to oppose Intro 606. I am quite surprise to see some of the most progressive elected official sign up to this bill that will results in more policing and criminalization of e-bile riders, particularly delivery workers. This bill will on intensify the policing and criminalization of delivery workers, which already happens. Every time I am in the streets, I get stopped by NYPD and witnesses how many Deliveristas are being the main target of the police. face police violence for minor infractions. Intro 606 would make things even worse—not just for us but for NYC’s entire working class. We need solutions, NO more policing and criminalization. Let’s Invest in education and infrastructure and regulate the app delivery companies and expand more protections to e-bike riders.

Organization: Other

Organization if "Other": Los Deliveristas unidos

Accommodations: None

[REDACTED]

Dear Councilors

I am writing to express my concern regarding Intro 606, which mandates that e-bikes and e-scooters be licensed and registered. While I understand that regulation is often necessary, I believe this specific legislation may be an overreach of government control and could place an undue burden on law-abiding citizens who rely on these modes of transportation to reduce their dependence on fossil fuels and contribute to cleaner, more sustainable urban mobility.

Rather than imposing broad registration and licensing requirements on all e-bike and e-scooter users, I would suggest considering legislation that specifically targets those who use these vehicles for commercial purposes. For example, businesses utilizing e-bikes and e-scooters for delivery or other profit-driven activities could be required to comply with more stringent regulations. This would ensure that commercial users adhere to proper safety standards and local laws, while still allowing everyday citizens to benefit from the use of these vehicles without facing unnecessary restrictions.

I urge you to consider this approach as it would strike a better balance between regulation and the need to support environmentally friendly transportation options.

Thank you for your time and consideration.

Sincerely,

H.Garcia

From: [Hale McSharry](#)
To: [Testimony](#)
Subject: [EXTERNAL] NO on Intro 606
Date: Wednesday, December 11, 2024 4:28:59 PM

Good afternoon,

My name is Hale McSharry and I am a resident of Greenpoint, Brooklyn. I am writing to testify against the passage of Intro 606. I know that in my neighborhood and in Midtown where I work, it is automobiles and their drivers who put me most at risk as a pedestrian. It is also automobiles and their drivers who pose the most long-term damage to our city and our environment into the future. We need to make it easier for e-bikes and other forms of transportation to take the place of automobile usage. Creating a second Department of Motor Vehicles and a brand new bureaucracy to oversee e-bikes would have a deleterious effect on transportation in this city. Surely there are more efficient and effective ways to create safer streets than the method put forward by this bill.

Thank you for your time and consideration on this issue.

Respectfully,

Hale McSharry

From: [Harvey Goldberg](#)
To: [Testimony](#)
Subject: [EXTERNAL] E-Bike Licensing
Date: Monday, December 9, 2024 12:48:55 PM

[REDACTED]

On December 13, 2023, I was on a non-electric Citibike, in the second avenue bike lane, on my way to work. I was overtaken by a Citibike E-bike, and knocked over. It is only by the grace of G-D that i broke by clavicle, not my neck.

I believe that the proliferation of E-bikes, both Citibikes and private, represent a clear danger to all the citizens of New York. I strongly believe that they should be regulated, and that requiring them to be licensed is a good beginning.

Harvey Goldberg, M.D.

Testimony of Hayden Brockett in support of Intro. 1131 and opposition to Intro. 606.

Thank you, Chairwoman Brooks Powers, for your authoring Intro 1131, and thank you for your stamina in today's hearing. My name is Hayden Brockett, and my wife, two sons, and I live on the Upper West Side of Manhattan, where we live, walk, and bike. I oppose Intro. 606, which will be a step backwards for public safety because it would drive down biking of all types in the city. I wish to dedicate my testimony to our Upper West Side neighbor, Miriam Reinharth, who was crushed under an ambulance last month while in the crosswalk at 96th street in Gale Brewer's district. Motor vehicles kill 200 times more New Yorkers than do e-bikes. We need fewer people in cars and more people riding bikes. License plates and registration will do the opposite.

Let me be clear, when it comes to ebike safety, we have the laws on the books that we need—we just have infrastructure that causes traffic violence and a police force that does not prioritize traffic safety enough. People have been asking for solutions from bike advocates—there you have it! Daylight intersections, make pedestrian islands, and take cars off the road, particularly street parking. The Mayor and Police Commissioner have fallen down on the job protecting pedestrians from car drivers and e-bike drivers.

Chair Brooks-Powers, you mentioned earlier an incident where a moped almost knocked you over on the sidewalk outside your office. First, that was a very dangerous situation that NYPD should have addressed. Second, that incident proves that licenses are not preventing illegal behavior. Mopeds are already required to be registered and licensed, and yet a reckless individual driver rode on the sidewalk. That was already illegal. But registration and licensing didn't prevent it. The solution is better enforcement of our existing laws and better infrastructure to separate bikes and cars from pedestrians. We already have the laws on the books we need—we just need better infrastructure to protect pedestrians and increased enforcement of existing traffic safety laws.

Good afternoon,

I started writing to the Mayor's office back in July of 2022 because it was clear then that the new influx of micromobility devices was endangering pedestrians and the public safety. I attach my original attempts at moving this forward; I tried on 3 separate attentions to be heard. To say that many more instances have occurred since is an understatement; we now walk with a constant threat of being run over on the sidewalks. Crossing the street itself makes you wish for a neck that swivels all the way around or eyes in the back of your head attached to motion sensors; you never know where someone is coming from as there are absolutely no rules or consequences for those who run traffic lights, menace pedestrians, ride on sidewalks. We shouldn't have to live in constant fear because of bad rules and lack of consequences.

This must change. Here are my original letters. No response ever came.

Dear Mr. Andrews,

I would like to know what the mayor's office is doing about public safety, and the issue of E bikes and motorcycles, breaking all traffic rules and riding on sidewalks. I began reaching out to you well over a year ago and I've heard nothing on this matter, while I see it getting continually worse. Two weeks ago, I literally had to dive out of the way of an oncoming scooter, who was running a red light; in the process, I tripped backwards over the curb and luckily caught myself and sustained bruises all over the right side of my body, but didn't break my jaw or chin the way that a friend of mine had two months prior. Two police officers were across the street while this happened, neither of whom helped me or said a thing to the driver breaking the law. That may have been because they were too busy looking at their phones to stop a crime, but I digress, as I am not here to attack officers. I cannot tell you how many times I see officers standing there doing nothing, who tell me they can't do anything; they are not allowed to intercede.

When is enough, enough? When is the mayor going to make our collective safety a priority when it comes to these motorized vehicles and the driving thereof? Where are the PSAs; and clear rules and regulations? Where are the fines to e-bikes running red lights, especially those that are followed closely by CitiBike and the delivery services who can track their every movement? How many fires have to kill people and affect properties before e-bikes are treated like the public danger they are?

There's not a person in the city I know who has not had a near miss with one of these, nor anyone who is not really tired that you can't walk on the sidewalks safely anymore. We all badly joke that someone has to kill a famous or wealthy person before the city decides to try to address it. Prove us wrong.

This is my third attempt, I ask that someone please respond. And let this citizen know what actions and steps are being taken to make it safe for walkers and drivers, and not just those who choose to drive motorized bikes and motorcycles so recklessly throughout the city.

Thank you,
Heather Jackson

On Sat, Aug 6, 2022 at 1:21 PM Heather Jackson [REDACTED] wrote:

I'm reaching back, as in a three block walk I saw three motorcycles on the sidewalk. What is the city going to do about this? How many people have to be hurt, and how many people's lives have to be disrupted by the lack of action from the city? Our safety is just as important as anyone on a motorized vehicle on the sidewalk. In fact I would hazard a guess that they are safer than we are. Because at least they are in control of what happens to them. The city is ceding any control we pedestrians have over our safety. Please respond; please do something.

On Jul 11, 2022, at 10:18 AM, Office of the Mayor (imailagent) [REDACTED] wrote:

Dear Heather:

Thank you again for contacting the Office of the Mayor. Your query has been routed to the appropriate agency for further action. You should receive a response soon.

Sincerely,
Jarrett Andrews
Managing Director for Operations

Casework# 998282

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From: [Heidi Vanderlee](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony in opposition to Intro 606
Date: Wednesday, December 11, 2024 4:13:00 PM

Hi, I'm writing in as a constituent from Greenpoint, Brooklyn to express my opposition to Intro 606.

I'm a pedestrian, driver, and casual cyclist. I was a very early adopter of the Citibike program, but didn't use it much once I realized how difficult it was to move quickly to get out of danger on a regular Citibike. When the e-bikes were introduced, it was like my whole world opened up. I live in a part of Greenpoint that's a good 10 minute walk from the G train, and we have two buses that serve the area but they are often late and inconsistent. I can get from point A to point B on one of the Citibike e-bikes faster than I could by walking, driving (most of the time), and using public transit. I'm not particularly athletic, so the e-bike's pedal assist makes it possible for me to use a method of transportation I enjoy. I wear a helmet that has a blinking light on the back. I obey traffic laws and stop for pedestrians. There were so many times I took Lyfts in the past because whatever mode of transport I had planned on was failing me for whatever reason, and now I'm able to get on a Citibike e-bike and save money, which becomes more important each year I live here as it continues to get more expensive.

I care a lot about street safety, and I've seen the ways in which our roads are not designed for the people who actually use them. Current designs leave us fighting for space. Traffic enforcement is inconsistent at best, and I've had many near misses with drivers who break the law. I've avoided driving the vehicle I own as much as I can because driving here has become absolutely terrifying. Since 2020, I see people run red lights almost every time I drive. It wasn't like that before. Folks seemed to agree on at least a few rules of the road and now it's never guaranteed.

All of this being said... I also know Intro 606 isn't the answer. It contains measures that are illegal and/or impossible to implement and encourages targeting of vulnerable populations by the NYPD.

We do need comprehensive reform in how our streets are used so everyone can feel safe, but this bill is not being introduced in good faith.

I'll also point out that the NYPD's lack of traffic law enforcement doesn't seem to be a major issue for the proponents of this bill, and I'm genuinely curious as to why. We pay them \$11 billion. Shouldn't this be part of their job?

Intro 606 presents a significant bureaucratic challenge without delivering on the promise of safer streets. Cities like Los Angeles, Houston, and Toronto have all dismissed bike licensing because it's costly and ineffective. In New York City, this proposal would unnecessarily expand NYPD authority, enabling officers to stop anyone on a bike if they suspect it might be an e-bike. Stop and frisk for people of color has skyrocketed under the Adams admin and this will only encourage more unfair targeting.

Instead of resorting to reactionary fear tactics, let's prioritize measures that genuinely enhance street safety. While accountability is often discussed, it only comes into play after a crash. Our focus should be on proactive solutions that prevent crashes, injuries, and fatalities altogether. This means investing in better infrastructure, wider bike lanes, safer crosswalks, and supporting legislation like Intro 1131.

Regulating delivery app companies is another key step in reducing crashes. City Hall can hold these companies accountable for promoting safe riding practices instead of pressuring workers with unrealistic delivery times and dangerous routes. Nobody wants to bike against traffic or on sidewalks, but many feel compelled to by the demands of these apps.

I urge the City Council to prioritize proven solutions championed by street safety advocates for years, rather than passing legislation that expands police power without improving safety. Reject Intro 606, and instead support Intro 1131 and the regulation of delivery apps.

Sincerely,

Heidi Vanderlee

A solid black rectangular box used to redact the signature of Heidi Vanderlee.

Brooklyn NY

From: [Helmut Carter](#)
To: [Testimony](#)
Subject: [EXTERNAL] E-Bike Registration Testimony
Date: Wednesday, December 11, 2024 11:37:39 AM

Hello,

I am not an e-bike user. I agree that many e-bike riders on our streets act recklessly, and often at the behest of the delivery apps they work for. But I know that registration is not the answer. It has been tried multiple times in other cities but never been successful. The undesirable and unsafe behaviors of e-bike riders are already illegal, and requiring registration will not change the fact that the NYPD is either unwilling or unable to enforce traffic laws effectively. Registration is not the right tool for this problem, if we assume that e-bike are indeed a problem. Of course, the negative impacts of e-bikes pale in comparison to that of personal motor vehicles, but that is not the point being argued. Safe street designs and/or consistent enforcement are the most logical and effective approaches to reducing dangerous e-bike usage, and the DOT and NYPD are already able to do those right now.

Thank you,
Helmut Carter

From: [Henry Baker](#)
To: [Testimony](#)
Subject: [EXTERNAL] against 606
Date: Thursday, December 12, 2024 10:49:29 PM

[REDACTED]

As a driver, anything that gets people out of cars creates less traffic for me. Bring down, don't increase barriers to riding any type of bike.

New York City Council E-bike Hearing
December 11, 2024

Testimony of Hindy L. Schachter, Families for Safe Streets

My name is Hindy Schachter. I am a lifelong New York City resident. As a senior citizen driver, cyclist, and pedestrian I see the need for safe streets from multiple perspectives, but each vantage requires putting an end to traffic violence. At the present time that commitment means creating safer streets for all pedestrians and cyclists including e-bike users.

My husband, Irving Schachter, was also a lifelong New York City resident. He was a driver, a cyclist and a pedestrian who felt comfortable in all three roles. He was a runner who won age group awards in New York Road Runner races. In 2013, he completed his first New York City marathon at the age of 74. In summer 2014, he set aside time each week for three Central Park runs as preparation for the upcoming November race. On Sunday August 3, 2014, he was almost finished with an 18-mile run when a 17-year-old cyclist veered at speed into the runner's lane and collided with Irv. A moment was all it took to end a life still primed for athletic accomplishment.

Given this history there is likely no one at this hearing who knows the pain a negligent cyclist can cause as well as I do. The people who want to register e-bikes and I agree that safety is crucial. Too many people have died in crashes on New York streets. Where we differ is in the steps, we believe are necessary to improve the safety of our environment.

The bill being debated today stigmatizes a particular group of cyclists—e-bike riders—who cause almost none of New York's traffic fatalities or serious injuries. It would have a deleterious impact on delivery workers who are themselves often the victims of traffic violence rather than

being the perpetrators. (As a slow traditional cyclist, I have found most delivery workers to be polite and careful on the road.) Even if the bill were to decimate the e-bike population it could have no effect on overall safety because the traffic fatality problem existed before pedal assist bikes became popular and drivers of motorized vehicles (car drivers and bus and truck operators)—not any subclass of cyclists—are responsible for causing almost all of the traffic deaths. Instead of stigmatizing e-bike riders for no reason, the city should concentrate on improving street design through daylighting at intersections, wide bicycle lanes that facilitate safe passing by faster cyclists and other street environment improvements. This approach could actually make a difference in improving street safety.

I testify before you today to honor my husband's memory because only you, the elected legislators of our city, can eliminate the problem of faulty street design. The time to act on better street design is now. Don't be sidetracked by a scheme to register e-bikes that can have no impact on street safety and that will put an administrative burden on delivery workers who are essential workers in New York.

My name is Ioannis (Yani) Mavridopoulos and I work at a food company in Long Island city.

I have been driving on the streets of Astoria & Long Island city since 1997.

This is a big city and you do expect that people will be taking shortcuts and not adhering completely to the letter of the law and the driving rules and regulations.

NONETHELESS, there has always been some kind of fundamental respect for the law, safety, and the other drivers or riders around you.

Things though lately have gone completely out of hand.

As you drive down the street you now also have to be on the lookout for motorized or battery powered skateboards and scooters, battery, powered bicycles (of all sizes), small motorcycles, and mopeds that are operated by individuals that have absolutely no regard for their safety, the law and the safety of other people around them.

I call them "The Pirates of the streets of NY"

Of course traffic lights mean absolutely nothing and riding their mopeds on the sidewalk is "a must of their riding ritual".

I think that it must be mandated by law that anyone that shares the streets with others while using anything that runs on any kind of power, should adhere to the same laws, rules, and regulations as those operating motor vehicles or regular motorcycles.

I don't know if these people simply intentionally disregard the law and their other fellow riders or pedestrians, or if simply

they do not know better.....that there is such a thing as a proper way to operate a vehicle on the streets of city.

Just for the record I want to state that within the last 30 days I had two incidents (2 very close calls) of battery run bicycles, that while making their deliveries they almost ran into my car while running red lights - they are still riding their biokes because I am a very careful driver !

A driver's license & a registration should not apply only to operators of internal combustion motor vehicles.

If you get in to an accident and you get hurt, it makes no difference if your car runs on gasoline or solar power. The pain and consequences are the same.

I do not know what good this letter will do.

Thank you for your time and attention.

ONE RUN THE RED LIGHT AS WELL (I AM NOT SURPRISED)



ONE INTERSECTION

3 small motorcycles (one traveling on sidewalk as well)

ZERO REGISTRATIONS



From: [Ira Gamerman](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 is terrible protect bikers from NYPD assault
Date: Tuesday, December 10, 2024 5:13:40 PM

[REDACTED]

I'm a bike commuter in New York City and I have been harassed by the NYPD. On my way to work, Officer Delgado of the NYPD pulled me over for running a red light on my bike- a thing I did not do because I respect traffic laws. It happened to be my birthday. I begged and plead with Officer Delgado not to give me a ticket on my birthday for an offense I did not commit, he did so anyway. When I asked how much the ticket was for he said \$50. When I got home and looked at the ticket it was for \$190. I tried to reach out to various community organizations to find recourse, but the NYPD gets away with murder (sometimes literally). Intro 606 would give corrupt cops open season to ticket bikers unnecessarily. Please make sure this heinous and unnecessary rule does not pass. Thanks so much.

Best,

Ira Gamerman

against INTRO 606 to require all e-bikes and e-scooters to be registered and have a license plate

While I can afford a license plate and the time it takes to get one, I imagine most deliveristas cannot. The impetus of this bill is misguided. Deliveristas in my neighborhood stop at stop lights. People are more likely to be struck by weekend bike club bicyclists in lycra that are not using e-bikes.

This bill will not do what proponents think it will do. So the bottom line becomes what's the point.

I would prefer to see legislators spend their time on things that would make a difference like specifying that no vehicle goes faster than 25mph. Making sidewalks wider. Banning of cars that are the size of tanks. Limiting acceleration of vehicles to that of bicycles.

Sincerely,

Ira Gershenhorn

[REDACTED]

New York, NY 10025

Regarding: Testifying in the oversight hearings by the Infrastructure and Transportation Committee on Intro 1131-2024 "establishment of a task force to study options for making street design and infrastructure safer."

My name is Ira Gershenhorn. I am a concerned resident of the Upper West Side and a member of a group organized by the Marlene Meyerson JCC Manhattan, which aims to create a more age-friendly Upper West Side.

I testify about the problems I have with electric bikes.

I am 72. I have a full time job so I can not be present at the hearing.

These are my issues with electric bikes.

One cannot park them without their being stolen. I have a non electric bike. I like the fact I can lock it up and not worry too much about it.

One cannot ride them without being threatened by cars. I was hit by a car while riding a regular bike. I imagine it would have been the same if I had been on an electric bike. It really sucks to be hit by a car. The police accident report number is MV-2024-024-00473. I was hit Wednesday night at about 8:30pm on Riverside Drive near 108th street. I signaled, I have bright flashers on my bike There was probably one or two blocks between my bike and the car that hit me when I went into the turning lane. Now I'm scrambling to get reimbursed for my medical conditions. I was hit by an uninsured motorist who was obviously driving distracted. The NYPD does not have any way to prevent distracted driving or people driving without insurance. Now I have to correct the accident report because the NYPD did not get it right.

The weight of electric bikes is problematic for hauling up and down subway stairs.

Building rules against electric bikes makes them difficult to store..

Legislation like Int 0606-2024 is problematic.

Electric bikes are expensive and while there are federal programs that give you money back when you buy an electric car there are no federal programs that do this for electric bikes.

So the bottom line is that I welcome a task force to study these issues.

I want to see legislators spend their time on things that would make a difference like specifying that no vehicle goes faster than 25mph. Most drivers consider the speed limit as advisory only and police will not ticket vehicles exceeding it by 11 mph. So a speed limit sign of 25mph really means 35 to a driver.

Legislators should be making sidewalks wider.

Legislators should be banning cars that are the size of tanks.

Legislators should be limiting acceleration of vehicles to that of bicycles.

Legislators should be pushing for RFID tags to be used in place of license plates.

Legislators should be preventing distracted driving.

Legislators should be preventing uninsured cars.

Legislators should be working on schemes to prevent electric bikes from being stolen.

Legislators should be working on schemes to reimburse people buying regular and electric bikes.

Legislators should be should generally encourage the use of bicycles for reasons of eliminating congestion, improving health, lowering the cost of living and reducing climate change.

I use an electric bike to get me to NYC Parks volunteering opportunities.

I currently volunteer in northern Riverside Park, Dyckman Fields, and Highbridge Park.

I intend to volunteer in Morningside Park and St. Nicholas Park. Using an electric bike will allow me to spend more time at these locations and increase the likelihood that I volunteer there.

I welcome anything legislators can do to improve my experience of volunteering.

I would like to express my gratitude to all council members for considering my testimony. I hope it underscores the urgency of finding solutions to the issues of owning electric bikes in my neighborhood and throughout the city. Your attention to this matter is greatly appreciated.

Best Regards,

Ira Gershenhorn



New York, NY 10025

I oppose Intro 606.

I use an electric bike to get me to NYC Parks volunteering opportunities.

I could get to these opportunities with a standard bike but the electric bike allows me to save energy for volunteering.

I currently volunteer in northern Riverside Park. Dyckman Fields, Highbridge Park.

I intend to volunteer in Morningside Park and St. Nicholas Park. For getting to these locations I would much prefer to use an electric bike. Its unlikely I will volunteer at these locations if I cannot ride my electric bike in these parks.

Sincerely,

Ira Gershenhorn

[REDACTED]

New York, NY 10025

[REDACTED]

Subject: I oppose Intro 606

Hello, my name is Ira Gershenhorn; I live on the Upper West Side in NYC.

I rely on my regular bike and e-bikes as a low cost, always available, safe and convenient mode of transportation.

I use my bikes to meetings, shopping, and swimming.

I also rely on our network of public transportation (both trains and buses) to get around.

While the deliveristas can at some times be annoying, they are a big reason why I can bike around safely. Their presence slows down cars, and likely reduces the amount of distracted driving because they are so prevalent and can appear from nowhere.

Most deliveristas obey traffic laws and ones that bike on sidewalks only do so from an attitude of self preservation.

Deliveristas are paid little but likely contribute heavily to reducing car to car collisions. This has a knock on effect of saving litigation and emergency services costs.

Doing anything to reduce the number of deliveristas on our streets must be very carefully evaluated.

Placing too many restrictions on the use of e-bikes would actually make the city more dangerous, not less. It would also make city more expensive and raise costs to people who don't live here.

I urge the City Council to oppose Intro 606. If this legislation passes, it will limit my freedom and ability to move around New York.

Thank you for your consideration.

Support Priscilla Law

I urge the city council to pass Priscilla's Law. It will bring sanity to E-bike operations where current laws are being ignored and need to be enforced. Registration, Licensing and insuring E-bikes is necessary to provide safety for all New Yorkers. It will be a necessary regulation to make efficient operations and safety possible.

The growth of E-bikes corresponds with online delivery services. The growth of these services is a reality and we need Priscilla's law to make it safe. Currently, it is dangerous to walk the streets where hit and miss with bikers is common, looking both ways crossing the street even one way traffic despite having right of way with many New Yorkers being older and more vulnerable to injury.

The law would be in alignment with lowering of speed limits in NYC where E-bikes travel up to 30mph even in bike lanes.

Please vote to pass Priscilla's law and bring sanity back to NYC in a world of chaos.

Irving Lee

Members of the City Council;

As a constituent of City Council District 36, I find Intro 606 deplorable. It would allow for the Police Department to abuse its power to harass or detain effectively anyone on a bicycle, which would target the most vulnerable of New Yorkers who are simply trying to do their job or get where they're going. Whereas we are currently trying to increase the amount of bicycling on account of its public health and safety as well as its sustainability benefits, this disastrous policy would discourage bicycling by making it inconvenient and instilling fear.

As a New Yorker and someone who typically uses a bicycle to get where I'm going, I encourage the passage of Intro 1131, as it would improve my quality of life by making it safer and less stressful to get where I'm going, and it would also improve the quality of life of my fellow New Yorkers by calming traffic, making safer streets, and reducing emissions and noise pollution.

Thank you for considering this New Yorker's opinion on these bills in advance of your decision regarding them.

Sincerely,
Isaac Anderson

Written Testimony on Intro 606

Isaac Menchaca



New York, NY 10018

To Whom It May Concern:

I am writing in strong opposition to Intro-606 for the following reasons:

- Micromobility is an important and growing part of life for more and more New Yorkers and access to micromobility vehicles should not be restricted without due cause.
- Electric assisted bikes, e-bikes, scooters, etc. are inherently safe. Anecdotal testimony about their dangers does not line up with actual stats that show that these vehicles account for very few accidents, virtually none of them lethal or of serious injury.
- Micromobility is good for New York. Cars are expensive, they are loud, they are dangerous, they pollute and they damage public & private property in the city at disproportionate levels. None of this can be said about e-vehicles.
- Measures targeting these items are usually introduced in bad faith. Either as discriminatory measures intended to target/restrict ethnic and immigrant groups who rely on these forms of transportation heavily, or in concerted efforts to stop the growing numbers of New Yorkers who are forgoing the expense of private automobile use in favor of transportation alternatives.
- Lastly, this shortsighted measure does not consider the unintended consequences. Individuals who rely on these vehicles would not suddenly stop moving about the city – instead they would opt for larger vehicles including mopeds & cars which would further exacerbate existing congestion problems and further contribute to the woes listed above (noise, pollution, property damage, public safety, etc.)

This measure is shortsighted and misguided at best, malicious and bad faith at worst and should not be adopted.

Thank you for your attention.

December 2, 2024

Testimony - NYC EVSA

I have been living in the upper west side of Manhattan over 30 years and love the neighborhood. However, it's quite unsettling to watch reckless e-bike riders hitting pedestrians on a regular basis without looking back. They do not stop at red lights or stay on the bike lane in one direction. They follow not rules and pedestrians end up in the ER as a result of the e-bike riders negligent behavior.

I had out-of-town family staying with me for Thanksgiving week and they could not believe the safety hazard these e-bike riders present to the public. In fact, my 9 year-old nephew was nearly hit by a bike that came out of nowhere while we had the right of way.

I'm extremely careful crossing the street, but I was almost hit by an e-bike delivery guy who came from behind me while I was on the crosswalk with the right of way November 2023.

Our neighborhood feels unsafe to residents and tourists alike due to e-bike riders. I'm respectfully requesting e-vehicle registration as a first step to improve safety in NYC. Thank you!

In Solidarity,

Ivette Stern

From: [j.chin](#)
To: [Testimony](#)
Subject: [EXTERNAL] Pass Intro 606 Priscilla's Law
Date: Friday, December 13, 2024 8:29:15 AM

[REDACTED]

I urge the City Council to pass Priscilla's Law for accountability. Too many people are injured, maimed or killed because there is no way to hold those who cause reckless accidents accountable. This is not a race issue. This is a common sense issue.

My friend Nancy Gruskin's husband was killed by a deliveryman riding the wrong way in midtown. My daughter works in a hospital and has seen several patients with severe injuries, including a coma, from being hit by bicyclists in Central Park.

Stop the madness! It's in your hands to keep us safe.

J. Chin

[REDACTED]
New York, NY 10038

Sent from my iPhone

Testimony Re: Priscilla's Law 0606 Dec 11 1 PM
Transportation Committee

Priscilla's Law requires the registration of e-bikes. This is eminently reasonable. Such measures are already operative in places like Hoboken N.J. and in Japan. Places where the tolerance for lawless and lethal behavior has been tested and action has been taken to address the danger.

In 2010 I spoke with Prof. John Pucher. At the time at Rutgers. Pucher is an internationally recognized authority on transportation and an advocate for cycling. I described the environment of daily danger from the lack of a responsible bike culture due to the fact that Transportation Alternatives had prevailed on then Mayor Bloomberg to restrain the NYPD from enforcing the law against rogue riding. Prof. Pucher said unequivocally "I told them NOT to do that." Thus a reckless indifference for public safety was enacted and continued by subsequent administrations.

Enforcement is the backbone of a responsible bike culture. Thus two things were accomplished. First the public was taken for a ride. Subjected to increasing jeopardy and numerous close calls, accidents and injury and death. Second the NYPD was undermined and a ripple effect set in motion. The law breaking has a ripple effect. "What you do anywhere you do everywhere." A serious blow to quality of life.

EVSA has led the effort to establish the registration of the e-bikes. One of which fatally struck Priscilla. It is time the riders are held accountable for their actions. This is a step in the right direction. Please pass 0606 into law and redirect the city toward a safe and sane direction.

I am a veteran of the bike industry. The Hi-Ho-Cyclery.
165 Avenue A. Thank you for your concern and responsible action.

Best-

Jack Brown

12/11/24

Testimony to the City Council by Jacqueline Savage

Re: The Urgent Need to Pass Priscilla's Law 0606

My name is Jacqueline Savage. I am 75 years old. Since the advent of Electric Vehicles, I have never been as frightened to cross the street as I am now. I've come close to being hit countless times—often two or three times in a day! Never before have I had to have this degree of hyper-vigilance due to the fear that an E-Vehicle will come speeding down the street from my left, from my right, or behind me. Just as cars need to adhere to the rules of the road to maintain safety for all pedestrians and drivers, so too do E-Vehicles need to adhere to the same rules of the road. Regulation is essential to maintain safety and accountability. I implore you to pass this common sense Bill into law so that lives will be saved and injuries averted. Thank you.

NYC Council, Transportation and Infrastructure Committee Hearing scheduled for December 11, 2024
Re. Int. 0606-2024 (Pricilla's Law)

Honorable Members of the City Council,

Pricilla's Law is welcomed legislation. Thank you for holding this hearing.

I live in Morningside Heights and walk cross Broadway on a regular basis. I can't tell you how many times, walking with the light, I have had to dodge motorized bikes. Relying over confidently on quick reflexes and good brakes they come recklessly speeding from all directions with total disregard for the law and for the lives of their fellow residents and visitors. And apparently without any concern for police enforcement. They behave as though they feel immune to any accountability because, based on my experience, the police are unlikely to take any action to ticket or even reprimand them. Requiring a license to operate an electric bike will remind riders that it is a privilege to drive on the shared streets of our city and that they have something of value to lose if they abuse that right.

This laxity in enforcing the rules has led to a greater public safety problem. Electric bike riders in my neighborhood tend to be delivery workers and, because they are allowed to flaunt the law in plain sight of police, other bike and scooter riders feel emboldened to do the same. And this includes muggers on motor bikes, a growing problem. Even walking along the Hudson River pedestrian path in Riverside Park poses a significant risk of being hit by speeding electric bikes and motorcycles putting everyone at risk, especially the more vulnerable.

Beyond the issue of safety for walkers, the blatant and dangerous indifference to traffic rules raises a more pressing issue: the perception that New York City is increasingly disorderly and dangerous. This brings to light the question as to why our political representatives and law enforcement system are unable or unwilling to tackle a persistent and highly visible problem. Passing this appropriate law will bring credit to our City Council, and relief to all of us.

Making it easy and inexpensive to get a license is a first step, followed by issuing warnings to violators giving them a chance to correct their behavior. I believe this will reduce dangerous riding behavior and accidents. Most people respect obviously rational public safety rules and will cooperate, especially if they know they may be subject to a fine.

Council Members, please vote for Pricilla's Law and, just as importantly, provide City and Park police with the moral support and tools they need to enforce the law.

Thank you for this opportunity to participate.
Regards,

James Darcy

[REDACTED]
New York, NY 10026
[REDACTED]

From: [Eric Delph](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for Intro 606 - Manhattan resident
Date: Wednesday, December 11, 2024 5:50:34 PM

[REDACTED]

I live in the West Village, Manhattan, and I support Intro 606.

As a pedestrian, property tax payer, and voter, I know first-hand the menace of unlicensed eBikes. Currently, along with other bicycles, they are a frightening concern when walking or attempting to cross many streets in my neighborhood.

The NYPD makes little/no effort to enforce traffic laws, and delivery eBikes continually ride the wrong way down my street. The eBikes from the restaurant 'King Wok' are particular offenders.

eBike licensing is a needed first step toward properly addressing this issue plaguing the safety of adults, children, and seniors living in our city.

Thank you for your consideration.

James Delph

[REDACTED]

New York, NY 10014

From: [Jan Lee](#)
To: [Testimony; Jan Lee](#)
Subject: [EXTERNAL] Testimony in favor of intro 606-2024 Priscilla's law
Date: Wednesday, December 11, 2024 4:38:44 PM

Testimony in Support of Priscilla's Law (Int. 606)

Dear Council Members,

Thank you for the opportunity to testify in favor of Int. 606, known as “Priscilla’s Law,” which mandates the licensing of e-bikes. My name is Jan Lee, a third-generation New Yorker and former cyclist. I say former because I hung up my bicycle—not because of cars, but because of cyclists who acted recklessly, with impunity, and posed a threat to my life and limbs. Unfortunately, hanging up my bike didn’t protect me from that same recklessness, which now endangers millions of pedestrians. If licensing for e-bikes is successfully implemented, I might consider cycling in the city again.

This legislation is critical for creating accountability and ensuring public safety. Licensing would establish a system for identifying riders, enabling the enforcement of traffic laws and the identification of individuals involved in accidents or violations. A visible license plate ties ownership to behavior, deterring reckless actions and ensuring consequences when laws are violated.

Beyond traffic safety, this legislation addresses the growing crisis of lithium-ion battery fires. In 2023, NYC saw 268 such fires, resulting in 18 deaths and 150 injuries. These fires spread rapidly and pose serious risks in residential areas.

In two tragic incidents, lithium-ion battery fires devastated residential buildings. In October 2023, a fire in Bushwick, Brooklyn, injured five residents, three critically. In February 2023, a fire in Inwood, Manhattan, critically injured three children and an adult. In both cases, the absence of license plates on the e-bikes makes it impossible to trace ownership, leaving property owners and residents to bear the consequences.

Without a licensing system, anonymity and unaccountability persist. Dangerous practices, such as using uncertified batteries and ignoring safety guidelines, go unchecked. Critics argue that licensing will discourage e-bike use, but this claim doesn’t hold up. The licensing cost is minimal for delivery workers compared to other entrepreneurial options. For individuals with mobility impairments, the freedom e-bikes offer makes licensing a reasonable requirement.

This lack of accountability also burdens property owners and insurers financially. When fires occur, victims and property owners have no recourse to seek compensation, while insurers face challenges recovering costs due to the inability to identify responsible parties. This burden often shifts to policyholders through higher premiums. Licensing would address this by ensuring clear ownership records, enabling accountability, and deterring unsafe practices.

New York City has already taken steps to improve safety by banning uncertified batteries and enhancing enforcement, but these measures need a licensing system. Licensing would ensure that safety regulations are enforceable and that riders can be held responsible for their actions.

Passing Priscilla's Law is necessary to create safer streets and travel for all New Yorkers. Licensing e-bikes would reduce reckless behavior, prevent battery-related fires, and provide a path to accountability when incidents occur.

Thank you for your time and consideration. I would like you to pass this legislation as soon as possible.

Jan Lee

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Jan Lee

Mon - Friday 11:am to 3PM

office : 646-828-7191

From: [Janet Liff](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to Intro 606
Date: Thursday, December 12, 2024 1:39:14 PM

[REDACTED]

I'm am writing in firm opposition to this bill. While I agree there is a problem on our streets, this bill is not the answer. Pedal assist e-bikes are an efficient, green way to navigate the city. lead to less car use and are a step many people take in advance of getting rid of their cars altogether The last thing we want to do is discourage the adoption. That aside, we have laws on the books to address mopeds, riding on the sidewalk and riding one way. Let's enforce the existing laws before adding new laws and unnecessary bureaucracy.

Thank you,
Janet Liff

Janet Liff, Principal
J. Liff Co.
Licensed Real Estate Broker
[REDACTED]

12/11/2024

Dear City Council Members:

Thank you for holding this important hearing. I'm Janine Panchok-Berry and I support Intro-606, Priscilla's law, and e-vehicle registration and licensing. I'm a long-time biker—I biked all over the city with CitiBike and with my pedal bike, often commuting from midtown to Harlem, the Upper West Side, or the Lower East Side, where I've lived over the years. In 2022, I was biking with my pedal bike on the riverside bike path when I was hit by an upright e-scooter. The rider was going about 30 mph downhill. My jaw broke and my mouth wouldn't open, my nose broke, there was blood everywhere, and then another e-biker came down the same hill also going about 30 mph and yelled at me to get out of the way as I sat on the pavement holding my bloody face.

The woman who hit me fled after she realized she was at fault. I had 5 titanium plates implanted in my head. After I left the hospital, with my eye still in stitches, I wanted to report the incident to the police because the woman who hit me fled the scene of the accident. I called two precincts, the 24th where I live, and the 20th, where the accident occurred. Both precincts told me it was the sixth day after the accident, so it was too late to write a report (5 days was the limit). I told them I was in the hospital, but it didn't matter. They also said that I left the scene of the accident too, but I left by ambulance!

I had double vision for 4+ months and then I had to have surgery again in March 2023. I was out of work for over 6 months. One titanium plate was screwed into the nerves of two of my teeth. Every time I brush my teeth or eat crackers, it hurts and re-aggravates the nerves. When I hum to my 6-month-old baby, my mouth hurts because the titanium plate vibrates. The nerves are forever damaged, and I can't fully feel the right side of my face.

My quality of life is also diminished because I'm afraid to bike again—e-vehicles ride the wrong direction down bike paths and run red lights, particularly from Central Park West up through Frederick Douglass Blvd where I live. And when I walk, e-vehicles whizz past me on the sidewalk, run red lights, or ride the wrong direction down the street. I've almost been hit again several times. I also watch out for cars, but we have no accountability for e-bikes, in contrast to the many layers of laws that exist to protect pedestrians and bikers from cars.

We need accountability to end the chaos—e-vehicles are heavy and go faster than the 25-mph speed limit for cars in the city. I own an upright e-scooter and ride e-bikes—they go 30mph. I support licensing for my own e-vehicles. Registration and licensing will go a long way toward making the city safer.

I want to be able to teach my son to ride his bike in the city. But it's too dangerous. As Elaine Karas of Purple Circle Daycare testified about the teachers and infants at her daycare, bikes have hit their strollers and injured one of their teachers when they were crossing the street in the Upper West Side. Daycares cross busy intersections and bike

paths to bring their students to the city's parks, risking children and teachers being hit by bikes. This is my worst fear for my 6-month-old little boy.

I also support limiting speeds of delivery riders, but accountability for all is priority number one to get safer streets because e-vehicle commuters and joy riders are equally at fault.

This won't be solved by increased lighting as Transportation Alternatives suggests because e-vehicle riders intentionally violate the rules of the road because they know there are no repercussions for riding recklessly and hitting people—bikers won't even be identified absent registration and licensing. Being able to see better won't get them off the sidewalks, make them stop at red lights, or convince them to ride the correct direction down one-way streets.

I respectfully ask that you support Priscilla's Law in addition to other laws we may need to fix this urgent problem. Thank you for your time.

Best,
Janine Panchok-Berry

From: [Janos Marton](#)
To: [Testimony](#)
Cc: [Sawires, Antoun](#); [Hanks, Kamillah](#); [Arvanites, Michael](#); [District49](#)
Subject: [EXTERNAL] Opposition to Intro 606
Date: Wednesday, December 11, 2024 3:46:14 PM

[REDACTED]

Dear City Council (copying my member, CM Hanks),

As a lifelong New Yorker and current Staten Island resident, I write to oppose Intro 606. We have serious traffic safety issues in this city and on this island, particularly since COVID. I see a prevalence of cars running red lights, not pulling over for emergency vehicles, and speeding way above NYC speed limits. I put the issue of electric bikes far lower as a priority level for DOT and NYPD.

In full disclosure, I am an electric bike owner myself. I use it to get around the island or exercise when the weather is nice. There are certainly times where I fear for my safety from cars, but I don't think bikers pose any serious threat to pedestrians in this borough.

When I hear the concerns pedestrians have raised around e-bikes, they are usually talking about delivery workers using motorized bikes. It's true that these drivers go quite fast. However, they are responding to pressures placed on them by Apps, restaurants, and most importantly, customers who are outraged if they don't get their Seamless orders right away. Creating additional pretenses for police to pull over ALL bikers because customers want their deliveries faster is not the right policy answer. This bill would also place immigrants at risk with the coming Trump administration.

I encourage the City Council to vote NO on this Intro, and focus on more serious traffic safety issues.

Best,
Janos

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Janos Marton
[REDACTED]

Testimony to NYC City Council Opposing INT-606

Good morning,

My name is Jason Froimowitz and I am a member of Manhattan Community Board 6 and Chair of its Transportation Committee. Today, however, I am speaking as an individual, not on behalf of the board.

I recognize the urgent need to improve safety for all vulnerable road users, including pedestrians and cyclists. However, I am here to strongly oppose the proposed bill to require e-bikes to be registered, as it is not the right solution to address these challenges.

E-bikes are used extensively by delivery workers, many of whom are immigrants performing grueling, low-paid work in difficult and often dangerous conditions. I am the grandson of 4 immigrants to this country and city and I deeply empathize with the challenges that these workers face. During the COVID-19 pandemic, delivery workers were celebrated as heroes, risking their health to deliver food and groceries to New Yorkers. Even today, they brave snow, rain, and freezing temperatures, enabling many to focus on their families, business, or avoid harsh conditions themselves.

The topic of e-bike safety has been discussed extensively at Manhattan Community Board 6 over the past several years and I've observed a disturbing theme. During these discussions individuals have consistently described delivery workers in coded or even explicitly racist terms. Just last week during a meeting of the board, someone calling delivery cyclists "a pandemic." This kind of language underscores the biases that often underlie these debates. To be clear, calling for safety measures is obviously not inherently racist, but we must ensure that our solutions do not perpetuate systemic inequities. A registration and licensing system for e-bikes would disproportionately burden immigrant delivery workers and deepen existing inequities under the guise of safety.

Instead of measures that stigmatize and penalize this workforce, we need policies that respect their contributions and prioritize safety for all vulnerable road users. I urge you to oppose this bill and pursue thoughtful, equitable solutions that truly reflect the values of New York City.

Thank you.

Jason Froimowitz

From: [Jason Stevan Hill](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Friday, December 13, 2024 8:40:01 AM

[REDACTED]

Dear Councilmembers,

We are deeply opposed to Intro 606. It serves no purpose, and instead will be actively harmful to our community. Please reject this bill.

Regards,
-Jason Hill & Marissa Molnar

[REDACTED]
11225

From: [jj](#)
To: [Testimony](#)
Cc: [District26](#)
Subject: [EXTERNAL] no to intro 606
Date: Sunday, December 15, 2024 4:56:25 PM


Dear NYC Council,

The future of our city is a bike-make it easier to ride not harder. E-bikes in particular allow one to commute and travel long distances and can truly replace a car, they do not pollute, make riders healthier and take up a fraction of the collectively owned public space. Cars and trucks are the danger on our streets, take up valuable collectively owned space, pollute our air and are simply unsustainable in an urban environment. Say no to intro 606 and work to increase biking and the building of safe biking infrastructure, increase enforcement of fake plates, dark windows, dangerous driving and increase the minimum amount of liability insurance cars and trucks must carry to correspond with the damage they cause our society.

Thank you,
jean cawley

lic ny 11101

From: [JB Santiago](#)
To: [Testimony](#)
Subject: [EXTERNAL] Re our streets and safety
Date: Tuesday, December 10, 2024 6:10:45 PM



I have lived in New York City for over fifty years, through many city ups and downs, but always a devoted New Yorker. I welcomed the introduction of more bike lanes and any innovation that will ease automobiles and traffic. **Unfortunately, the bike lanes have been weaponized by e-bikes.** The City Council has made two decisions that have dramatically lowered the quality of life here – allowing and promoting e-bikes and ubiquitous, unlicensed marijuana shops. My note today is in support of **PRISCILLA’S LAW** – the outrageous and reckless behavior of e-bike riders who run red lights and speed through crosswalks in over 70lb motorized vehicles with total impunity must be contained. Aside from the potential e-bike explosions that have cost lives, there is no accountability in place to prevent even more debilitating accidents and loss of lives. The Council OWES it to New Yorkers (**pedestrians are the MAJORITY**) to try to correct the wild west that now exists on our streets.

I am a Senior with some compromised mobility and have come to feel unsafe and rattled crossing the streets. I feel for seniors or disabled in circumstances much more challenging than mine and the isolation that can happen when you are fearful of e-bikes in what should be a preeminent walkable city. It used to be that way – please take reasonability for reigning in e-bikes that have changed the attractiveness and safety of our beloved city.

Thank you,

Jeannie Santiago



From: [Jean-Pierre Seguin](#)
To: [Testimony](#)
Subject: [EXTERNAL] New York City Council Committee on Transportation and Infrastructure - Intro 606
Date: Wednesday, December 11, 2024 4:05:05 PM

[REDACTED]

Good afternoon,

I write to oppose Int 0606-2024. This bill is not only needlessly burdensome on cyclists, a majority of whom are poor and people of the global majority, but also dangerous. If enacted, this bill would revive Stop-and-Frisk for cyclists, since the NYPD would have an overly broad pretext to stop any cyclist in order to check if it is an ebike and if the cyclist has a license.

I am an Episcopal priest who has worked with app delivery bikers. These workers put in long hours getting people their food and other packages. As a cyclist myself, I know how dangerous NYC streets can be for cyclists, even in areas with bike lanes. I think it is a disgrace that everyday cyclists are being threatened with unnecessary licensing requirements while this city does not provide protected bike lanes outside of central and/or wealthy areas.

The NYPD already hassles, tickets, abuses, and arrests hard-working New Yorkers, as evident recently on Roosevelt Avenue in Queens. The City doesn't need another avenue to violate people's rights and further entrench draconian policing that only serves to uphold the violent, racist, capitalist status quo in NYC.

Give us better bike infrastructure, not this fascist bill.

Respectfully submitted,

Jean-Pierre Seguin

Priest-in-Charge
The Episcopal Church of Grace and Resurrection
East Elmhurst, Queens 11369

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The Rev. Jean-Pierre Seguin
Priest-in-Charge, The Episcopal Church of Grace and Resurrection
100-17 32nd Avenue, East Elmhurst NY 11369
rev.jeanpierre.seguin@gmail.com

[REDACTED]

Pronouns: they/them, elle

From: [Jeffrey A. Heller](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 12:41:37 PM

[REDACTED]

Friends,

We don't need more laws concerning bicycles, e-bikes, dirt bikes, motorcycles, cars, trucks, or other vehicles on NYC streets.

We need enforcement of the laws we have.

Don't register e-vehicles. Instead:

- **Put cops on fast nimble vehicles** capable of chasing down violators.
- **Give traffic cops at intersections bamboo poles** that they can stick through the spokes to immobilize unlicensed and unlicensable motorcycles that pause at intersections before proceeding through red lights.
- **Seize and impound illegal vehicles** wherever they're found.
- **Scour the streets for parked and moving cars and trucks that obscure or fake their license plates.**

The city will then be safer and saner. And the city and its inhabitants will benefit financially.

Jeffrey A. Heller

[REDACTED]
New York, NY 10069-0427
[REDACTED]

[driver, cyclist, e-tricyclist, pedestrian, victim of traffic violence (while I waited with my bicycle at a red light in Bay Ridge, **my left lower leg was shattered by a criminally negligent driver whom NYPD declined to ticket and the Brooklyn DA declined to charge,** although in my civil suit, the driver's lawyer admitted she was 100% at fault and her insurer paid me \$400,000 in damages)]

From: [Jeffrey LeFrancois](#)
To: [Testimony](#)
Cc: [Bottcher, Erik](#)
Subject: [EXTERNAL] Intro 606 opposition
Date: Thursday, December 12, 2024 7:32:36 AM

[REDACTED]

Intro 606 is a sham, a PR stunt in the name of safety. It reeks of redundant government overreach, will encourage profiling and harassment of hard working people of color, and be yet another attack on efforts to do more on 2 wheels instead of continuing to prioritize 4-wheeled multi-ton steel cages that slaughter pedestrians and cyclists all too often: cars and trucks. The real need for regulation is on cars, not “e-bikes.”

This is yet another silly stunt by our legislature, being led blindly by the ever-so-delicate Bob Holden. He’s even got supposed “urbanist” Bedfellows to go a long because a few loud voices in each neighborhood have highjacked reality with lies.

There also wouldn’t be a need for this discussion at all if agencies enforced laws already on the books and the city actually installed infrastructure that works for multi-modal use. Instead, it’s urbanists and pedestrians vs NIMBY suburbanite drivers who have been calling the shots in NYC for decades. And that needs to stop.

This is NYC, we can and must do better.

Jeffrey LeFrancois
[REDACTED]
New York, NY 10019

iSent on the go

From: [Jenna J.](#)
To: [Testimony](#)
Subject: [EXTERNAL] No on 606
Date: Wednesday, December 11, 2024 5:09:41 PM

To Whom It May Concern:

Park Slope resident here to add my voice against 606. Cars are the biggest threat to my safety as a New Yorker and a pedestrian; 606 is misguided and dangerous.

Thank you,
Jenna Jaffe


Brooklyn NY 11215

Sent from my iPhone

Testimonial Letter to the New York City Council Committee on Transportation and Infrastructure

Hon. Selvena N. Brooks-Powers, Chair

12/11/2024

My name is Jennifer Whitney. I live on the Upper East Side in District 5. I am writing to urge you to vote “No” on Intro 0606-2024. It is undeniable that with the increase in electric vehicles there have been tragic collisions, and it is understandable that people feel scared about motorized micromobility. But we have to weigh how this law will make legal riding more difficult with the public benefit it will deliver. Intro 0606-2024 will be detrimental to New Yorkers for the following reasons:

- The language for the bill is vague and broad. As written, it could apply to motorized wheelchair users.
- It sets up more barriers for micromobility users, requiring trips to the DMV and licensing and registration fees which have not yet been stated. Decreased ridership could set us back years from achieving our already lofty sustainability goals.
- Establishing and maintaining registration and licensure through the DOT will cost the city money and resources.
- This is Stop & Frisk for micromobility, making anyone riding an e-bike subject to search if NYPD suspects they do not have a license. Stop & Frisk showed that when given discretion, the NYPD will disproportionately target people of color. This is especially concerning when you consider how important micromobility vehicles are to people in transit deserts, immigrants, people of color, and low-income residents.
- This bill does not prevent collisions, it only creates methods of enforcement after an accident occurs. Cars and mopeds are legally required to have licenses and registration, yet this doesn't prevent collisions with pedestrians, which have increased in recent years.

We must be smarter with our enforcement. I urge the council to support Intro 1311-2024, which will deliver solutions to make streets safe for everyone. I also encourage the council to support enforcement measures proposed in the Street Safety in the Era of Micromobility report published by the NYC Comptroller's Office in October 2024. Crackdowns on retailers selling illegal vehicles in the city, regulating delivery apps to deemphasize speed, and more consistent enforcement of reckless riding will be much

more effective in improving public safety, without putting more cost and risk on normal people who are obeying the law.

Thank you for your time and consideration,

Jennifer Whitney

Council District 5

Hello, my name is Jennifer Wuttge. I live in Ridgewood Queens. I am against Intro 606 and Intro 1131. I love Ridgewood love it here but train service is limited in this area and the highway intersects, and large cemeteries can make it difficult to can around. A few years ago, citibike expanded into this area and expanded the amount of ebikes they have available. These electric city bikes have changed my life. I rely on my an electric Citi Bike for longer commutes. It allows me to take a 40 minute bike ride , cuts the length of a subway or bus ride by half, completely replaces an expensive uber as an option, but does not completely exhaust me. I rely on ebikes to make my life easier and more enjoyable. I am also a pedestrian and respect and understand the spirit of Intro 606 however it focuses on the aftermath of an accident not prevention. The more options available to ride safely is what prevents these crashes. The less exposure to pedestrians and cars prevents these crashes. I feel while the intention may be to create accountability, my fear is that it will discourage Citi-ebike growth, ebike share programs in and discourage leisure and commuter cycylists.

From: [Jessame Hannus](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 Testimony
Date: Wednesday, December 11, 2024 6:50:51 PM

[REDACTED]

As a Bob Holden constituent I am saddened to see his continued attempts to strip the public of our transportation rights.

His position on cycling in general is making it more difficult for people in transit deserts to mode shift away from cars. He looks at the distance to the subway from Middle Village and Maspeth and concludes that car ownership and routine usage are the only solution. Instead of supporting transit and micromobility that would provide huge benefits to his community, he assumes his preference for the car should be imposed on everyone else.

Holden stalled the most recent Queens CitiBike expansion by many months, again depriving people both inside and outside of his district of access to a vital transportation tool. He also likely delayed plans for future expansions with his temper tantrum over a system that has a decade of proving its usefulness. I'm deeply upset that he was able to do this.

Intro 606 is just his latest tactic in his war on bikes driven by his hatred of having to share the street with anyone else. Intro 606 will not make anyone safer. Our streets are flooded with e-vehicles that are not road legal anyway. Trying to register them is a fool's errand. Especially when you look at the dismal track record for enforcement or prosecution of drivers in vehicles with license plates. It is very rare for a driver to face any repercussions for killing a cyclist or pedestrian, whether it's hit and run or they remain at the scene, charges are rarely filed and the cops take the word of the living over the dead every time.

Then there's the economic factor. In a time when so many say inflation and personal finances are their primary voting concern, forcing the burden of car ownership/usage on people with limited resources is unconscionable. And stripping away access to cheap transportation for lower income residents is discriminatory.

Again, even if he attempts to mask this bill as a regulation not a ban, the motivator behind it is to get rid of micromobility altogether. Holden's disregard for the mobility and financial health of lower income residents is especially shocking when you see the fuss made over Congestion Pricing. He doesn't think drivers should have to pay their fair share for their dominance of our public space, but also doesn't think they should have to share any of that space at all.

If he genuinely cared about safety then he would seek to partner with groups like TA and Families for Safer Streets and working cyclists to reach a democratic consensus on the best approach to achieve that goal. Problem is, he doesn't want to acknowledge that car drivers are a vastly greater danger.

Intro 606 is disingenuous, would either chill non-vehicular transportation or create a massive criminal class, it would force some to mode shift back to cars, and it would be a massive burden on public resources. It also sets bad precedent of restricting non-vehicular transit options at a time where it is increasingly urgent to mode shift away from cars. We must do nothing that could potentially criminalize this vital transportation mode.

I vehemently oppose.

Jessame Hannus

[REDACTED]

Rego Park, NY 11374

[REDACTED]

Dear Council Members,

I am New York City resident and cyclist of 11 years and I strongly urge you to oppose Intro 606. Requiring e-bikes to register with a license plate is a needless expansion of state surveillance and oversight that will introduce a mountain of paperwork to an already overworked bureaucracy. Where will the time, personnel, and funding for this come from? Surely our tax dollars are better spent than policing those who choose alternative, more environmentally friendly forms of transportation.

This feels like an especially slap in the face against those of us who support alternative forms of transportation. Considering the current state of congestion pricing, as well as the utter lack of enforcement around bike lane infrastructure and traffic laws by police, this cannot be taken seriously. Are we to understand that the NYPD will add to their to-do list stopping cyclists to check their license and registration? This, despite their embarrassing lack of enforcement of existing vehicular traffic laws? Despite their horrendous track record at helping New York residents and guests when asked? Despite their absolutely shameful treatment of our roadways and sidewalks with their work and personal vehicles?

Surely this cannot be a serious attempt to solve a real problem. Why not enforce the rules already on the books, such as preventing e-bikes and motor scooters from riding on paths like the Queensbridge biking/pedestrian path or the Hudson River Greenway? No—this is a cynical attempt at promoting cars in a city that should be reducing their number.

I urge you to vote against this ridiculous piece of legislation.

Sincerely,
Jesse Markowitz

From: [Jessie Singer](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to Intro 606
Date: Wednesday, December 11, 2024 3:00:08 PM

[REDACTED]

Hello, I live in Bay Ridge, Brooklyn with my husband and two-year-old daughter, with another on the way -- and I opposed Intro 606. As a parent and a pregnant person, I know cars are the biggest danger to me and my family. As a New Yorker, I worry about the harassment the nice workers who deliver my food already face, and how much worse it will get for them if Intro 606 passes. As a taxpayer, I am strongly opposed to New York City wasting millions of dollars on a bike licensing scheme that evidence shows won't work when we can't even afford to clean the parks, keep libraries open on Sundays, and repair my busted-ass paint-chipping local playground.

Please don't move Intro 606 forward.

Jessie Singer

[REDACTED]
Brooklyn, NY 11220

Jessie Singer
[@JessieSingerNYC](#)
732 690 8822

"There Are No Accidents" -- named a best book of the year by *Slate*, *Fortune*, *Mother Jones*, and *The Economist* -
- [is now out in paperback](#).

From: [Joby Jacob, PhD](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony Intro 606 is a mistake
Date: Wednesday, December 11, 2024 9:41:27 PM

Hi, I'm Joby Jacob, a resident of Councilmember Linda Lee's district.

I frequently ride my bike for commuting and exercise—in places like Joe Michael's Mile, the Long Island Motor Parkway, and Forest Park Drive. While I don't use an e-bike now, I realize I may need to consider an electric assist bike as I get older to handle steeper hills and keep up with cars in places where there are no bike lanes.

I believe this bill is poorly conceived. It establishes a new bureaucracy within the Department of Transportation (DOT) to register and license some vehicles while licensing and registration of other vehicles will remain with the state. This will divert limited police resources to address a problem that largely doesn't exist. While there are certainly some rude people who happen to be riding bikes, I observe similar rudeness across many areas of life in New York City.

Will having a plate on an e-bike really make it easier to apprehend someone riding on the sidewalk? The police can't even catch individuals driving Ford F350s on city streets without license plates—what makes this council think they will have better luck with e-bikes? Additionally, what happens when jurisdictional boundaries are crossed? Are riders expected to stop at the city line and switch to their Nassau or Westchester plates? This approach seems misguided and would be better addressed at the state level in Albany.

In my district, the Department of Transportation (DOT), at the request of Community Board 11 (CB11), has added several miles of new bike lanes, which are actively being utilized. When I ride on streets like Oceania Street, I often see parents happily cycling to pick up their children and local residents heading out to enjoy our beautiful parks and trails. However, you wouldn't know this just by looking at a Facebook post.

As Councilmember Justin Branan once posted, "Florida Man Joins Local Brooklyn Facebook Group So He Can Crap On Neighborhood He Left 30 Years Ago". Just as some people complain about demographic changes in neighborhoods, there are others who object to making it safer for everyone to move around in their preferred ways. Their perspectives on our communities seem to be stuck in the 1950s. However, our

neighborhoods are now more diverse, reflecting various lifestyles, family structures, and transportation choices. Not everyone wants to return to a 1950s mindset. Instead of focusing on these complaints, let's highlight the positive impact that improved cycling options have on our community and the vibrant, diverse ways New Yorkers are finding to connect and engage with one another.

Again, we should not burden the police with ill-conceived legislation to pacify the complaints of a vocal few Facebook cranks.

Best,
Joby Jacob, PhD

This email and any attachments herein may contain confidential information intended solely for the recipient. If you are not the intended recipient, please do not use, copy, or disclose this message. If you received it in error, notify the sender and delete it.

Thank you.

From: [John Cline](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony for Committee on Transportation and Infrastructure (12/11) - Intro 606
Date: Saturday, December 14, 2024 3:49:04 PM

[REDACTED]

NYC City Council,

I'm an East Village resident (3rd St and Ave A), and very active rider of my pedal assist e-bike. This past Wednesday, the committee on transportation and infrastructure held a hearing on Intro 606, which would require "...every bicycle with electric assist, electric scooter, and other legal motorized vehicle that is not otherwise required to be registered with the DMV, to be registered with DOT and receive an identifying number which would be displayed on a visible plate affixed to the vehicle."

This law should not pass. Doing so would create an unnecessary burden on taxpayers to fund a licensing program, as well as citizens who ride the variety of vehicles that would be subject to this legislation. Before creating new and unnecessary laws for the DOT and NYPD to enforce, let's encourage them to enforce the laws we already have.

Mopeds are legally required to have license plates, and are not legally allowed in bike lanes and parks. Yet illegal mopeds are everywhere. Double-parking, parking in bike lanes, and even riding the wrong way in bike lanes, are also already illegal, and rarely enforced.

Intro 606 won't meaningfully make anyone safer, if passed NYC will likely follow a long list of cities who've attempted the same only to repeal it later, including Toronto, Houston, Los Angeles, Long Beach, and San Jose.

-John Cline

[REDACTED]

E-Bike Hearing

I strongly urge passage of Priscilla's Law for registration of all e-vehicles. The presence of recklessly operated e-bikes is one of the most serious safety concerns I have as a resident of Brooklyn. Whether crossing the street, or even walking on the sidewalk, I often must dodge irresponsibly operated e-bikes. It is more common than not, for e-bikes to ignore traffic signals. On a dark night, I have come close to being hit multiple times. I cannot take a picture of a plate to identify the vehicle and therefore hold the owner of the registration responsible.

John Gulla



The proposed ebike legislation, Bill 606, is based on unfounded claims and targets the wrong issues. Many complaints attributed to ebikes are actually about mopeds or motorcycles, which are already regulated. It's unreasonable to impose stricter regulations on lighter, quieter ebikes when the real problem lies with heavier, noisier vehicles. The NYPD and politicians should focus on enforcing existing laws rather than creating new ones that unfairly target ebike users.

This legislation disproportionately affects people of color, particularly Asian and Hispanic communities, who make up a significant portion of New York City's food delivery workers. These workers rely on ebikes for their livelihood, and the proposed registration could lead to increased harassment and deportation risks for undocumented immigrants. The bill's intent appears to be more about targeting vulnerable populations than addressing actual safety concerns.

Instead of implementing costly and discriminatory measures, there are better ways to improve street safety. The NYPD should enforce existing laws against unlicensed motorcycles, and delivery app companies should be held accountable for the conditions that force riders to take risks. Additionally, creating a network of protected bike lanes and following state laws to improve visibility at intersections would make the streets safer for everyone. This legislation is not the solution and should be reconsidered in favor of more effective and equitable measures.

Thank you,

John Kelly

Testimony on Electric CitiBike Accident

John Lenahan



New York, NY 10024

On a Saturday morning in 2023, I was hit from behind by an electric CitiBike while running on the Hudson River Path. I'd note electric vehicles are prohibited on that path. There are signs everywhere, but the prohibition is pervasively ignored and never enforced.

The driver immediately left the scene. He paused only to pick up his phone and AirPods, and continued on. I'm pretty sure he was watching a video while driving. I remember looking at this on his phone, which was thrown to the ground with me. I had broken my fall using my upper arm to protect my head, but in doing so had dislocated my right (dominant) shoulder. Someone came over to help me and called my wife, who then took me to the ER, where they put the shoulder back in and referred me to an orthopedic specialist. A few days later, I dislocated my shoulder again at home (back to the ER...); the joint damage was so severe my shoulder simply fell out of its socket. After an MRI and CT scan it was clear that the fall had broken off a chunk of the socket bone, which was literally unable to hold my arm in place.

I had surgery where they put 2 screws in to put the "chunk" back on. I then embarked on a monthslong journey of limited mobility (try riding a rush hour subway with a healing shoulder bone fusion), physical therapy, and a battle to regain the basics like hygiene, driving and sleeping. I am over 1 year out from the surgery and while I am much better, I still need to do physical therapy and manual manipulation to maintain range-of-motion. It hurts to shoot a basketball and sometimes the pain wakes me up at night.

I contacted Lyft and they refused to help me identify the driver unless I had the serial number from the vehicle frame. Of course this was impossible because the serial number is so tiny, and even if I could have seen it, the driver left the scene and I was planted on the ground. Lyft immediately sent me an insurance coverage denial letter. I was not seeking insurance money. I know a "hit-and-run" with a car is a serious crime, and don't see this as any different. Of course I now know that legally it is much different, which is ridiculous.

But don't get me wrong. I consider myself lucky. The vehicle could have hit me at a different angle, or I could have landed on my head. I have not had any PTSD. I'm 45 and I like working out, and took my recovery as a challenge. I had phenomenal doctors and physical therapists who pushed me and supported my recovery. I have good insurance coverage. I have a loving family who always supported me. I know how hard I've had to work to get back to where I am, and I know MOST people in NYC do NOT have the resources and privilege I have: older people, frailer people, young children, people who are alone, people who depend on their arms to support their family.

I do not understand why the city promotes these vehicles at all, let alone without any regulation. I am aware of the arguments for them, and think they are nonsense.

They are NOT green transportation. You know what would be green? Putting that money into the subway system.

They are NOT good for migrant delivery workers. They are going to get killed on these vehicles! Maybe instead wealthy New Yorkers should wait an extra 10 minutes for their sushi and Chinese food.

I strongly feel the city would be a much better place without e-vehicles, but if they must stay, they need to be tracked. You will notice I've used "vehicle" vs. "bike" and "driver" vs. "rider." These are the accurate terms!

John Lenahan

December 5, 2024

John N. Bigolski

Dec. 11, 2024

██████████
Brooklyn, NY 11211
██████████

Testimony on e-vehicle safety, accountability, and registration

To Whom It May Concern,

I am submitting testimony in support of new laws that hold e-vehicles to the same standard of the law and roadway as motor vehicles. Namely, that the City Council should pass “Priscillas Law” as well as others regarding e-bikes/mopeds/scooters. To be clear, I am for the passing of Int 0606-2024: “Requiring that every bicycle with electric assist, electric scooter and other legal motorized vehicle be licensed and registered.”

The reason is simple: there is zero accountability for accidents relating to e-vehicles. Ask any pedestrian about the dangerous nature of walking on a sidewalk. There are many reports on local news that appear weekly, of people being run over by 2-wheeled vehicles that are electronically powered “e-vehicles.” This is a TOTAL menace to pedestrians, other law-abiding cyclists, and motorists. No insurance for e-vehicles puts a financial burden on motorists. No oversight or safety laws puts pedestrians, including children, the elderly, and the differently-abled, in harms way. I know of 2 people who were hit by an e-bike/moped/scooter ON THE SIDEWALK and suffered serious bodily harm to the point of missing enough work where their livelihoods were at risk. One person re-fractured broken ribs. In both cases, the rider of the e-vehicle simply sped-off. This seems like a serious shortsightedness on the city since changing the laws allowing such e-vehicles to be permitted in NYC.

Other Intros, such as 103 & 104, should also be supported, as these provide simply democratic means of check and balances by giving local residents and the FDNY equal say in the matter of bike lanes, bike corrals, etc.

Int 0103-2024: Notification of the removal of parking spaces.

This bill would require the department of transportation to notify affected community boards and council members 15 days before removing a parking space. It seems like common sense policy that affords the local community forewarning and knowledge of changes to their

neighborhood, unlike the total absence of such policy at present.

Int 104-2024: Requiring the DOT to consult with the fire department prior to approving open street applications and certain bicycle lane projects and to notify affected firehouses prior to approving open street applications, bicycle lane projects, and major transportation projects.

Again, this seems like common sense policy. This also seems like logical policy after Michael Fields, the FDNY's Chief of EMS operations, recently testified that response times have been severely reduced directly due to obstructions placed on modified roadways related bike lanes, bike boulevards, and other OpenPlans and/or OpenStreets programs. These plans also create more congestions on adjacent roadways, which create bottlenecking and also contribute to severely delayed response times. Many bike lanes are now being emplaced on Coastal evacuation routes and snow/blizzard response routes (e.g. McGuinness Blvd. and Berry St.)

I implore you to support these measures as common sense policy, which would give pedestrians more relief and faith in the City Council as new alternatives of transport for individuals and groups emerges. We need to have enforcement and safety measures to guard against the recklessness that is rampant amongst e-vehicle riders, just as the city had to implement safety measures against reckless motorists back when cars were become commonplace. Such measures are now part of the cultural and civil milieu of the city. To ignore the daily hazards pedestrians and other law-abiding suffer completely insults those that have been hurt, or have had loved-ones hurt without due recourse of justice served. E-vehicles are out of control, are held to NO OVERSIGHT, routinely break the rules (e.g. running lights and stop signs, riding on the sidewalk, leaving the scene of an accident) and are held to ZERO ACCOUNTABILITY with NO INSURANCE and NO ENFORCEMENT. Please stop the chaos of e-vehicles that are running and speeding wild on NYC streets.

Sincerely,

John N. Bigolski, PhD.

A handwritten signature in black ink that reads "John N. Bigolski". The signature is written in a cursive, flowing style with a small flourish at the end.

Dear committee members.

I live in Brooklyn, district 45. I remotely attended Wednesday's committee hearing and I submit this written testimony in opposition to Intro 606.

The goal of Intro 606 is to regulate e-bikes like cars, imposing huge fees and fines

Before Wednesday's hearing, I had no idea what the point of putting license plates on e-bikes and e-scooters was. It seemed like a way to say the city is "doing something" about dangerous riders. When police observe e-bikers and scooter users breaking the law, they can fine them; this bill doesn't say anything about making anything newly illegal or changing the status quo.

But on Wednesday, several of the bill's advocates made clear that the real goal is to deploy speed and red-light cameras against e-bikers, resulting in thousands of dollars in fines for the most flagrant lawbreakers. While it's a tempting solution, it's a bad idea, for numerous reasons.

First, an e-bike or e-scooter weighing 60 or 100 pounds is not as dangerous as a 300-pound motor scooter or a 4,000-pound vehicle, usually cannot go as fast as them, and shouldn't be fined like them. When a car going 40 miles per hour — which all cars are capable of — hits a pedestrian, 80% of the time, the pedestrian will die, according to the Institute of Transportation Engineers.¹ When an e-bike going 30 miles per hour hits a person, while death and serious injury are possible, the risk is much lower. Most e-bikes and e-scooters can't even go that fast, but this bill would still require them to bear license plates.

Second, e-bikes are not always bound to the same laws as cars. Since 2019, New York City Administrative Code § 19-195.1 has made clear that cyclists can follow pedestrian signals, meaning that they are permitted at many intersections to be in the intersection when the light is red. Camera-based red-light enforcement against e-bikes could therefore result in fines to e-bikers who aren't even breaking the law.

Third, the risk of car-like fines would do nothing to deter what may be the most dangerous e-bike and e-scooter behavior, which supporters of the bill at Wednesday's hearing repeatedly described as riding on sidewalks. Red-light and speed cameras are pointed at streets and intersections. If anything, subjecting users of e-bikes and e-scooters to fines from cameras pointed at the street may *encourage* them to engage in more risky sidewalk riding.

Intro 606 will reduce e-bike adoption

This bill could also hamper innovation. In the past two decades, battery advances that have enabled companies like Tesla to progress at lightning speed have also created opportunities for literally hundreds of e-bike companies — many of them in America, and some here in New York — to roll out new products. Like any company, they benefit from regulatory clarity — and Intro 606 is a muddle.

¹ <https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/>

I use one of these new devices, made by a New York company, Clip, to accelerate and ease my bike commute. [The Clip](#) can be easily mounted and removed in seconds. It grips the bike's front tire, and when I push a button strapped to the handle bar, it helps me up hills, up to 15 miles per hour.

When I use the Clip on hot summer days, I can get to work without being so sweaty that I need to change my shirt. So what happens, under Intro 606, when I take this off my bike, which is 90% of the time? Can I take off the license plate? What if my wife uses it on the weekend to get up the hills in Prospect Park? Can she use the license plate? Would we both need license plates? Intro 606 doesn't make this clear.

I feel so sorry for the people who testified who were hurt or lost friends or family members to careless riders. And some e-bike and e-scooter riders put themselves at risk — sometimes, I have arguments with them. But just like mandatory helmet laws, this bill would simply create an obstacle making it harder for everyday New Yorkers to switch to a form of transportation that's safer, cheaper, and greener than cars.

We all recognize this problem. We all want to solve it. But Intro 606 isn't the way to do it.

John Newsham

Dear Members of the New York City Council,

My name is John Noble and I live in New York City.

I choose to use an e-bike in the city when I wish to commute a significant distance or to get to my destination quickly and efficiently. I also prefer an e-bike commute for these trips because I want my commute to be climate friendly and I like being outdoors riding a bike.

As a bike rider and pedestrian in New York City, I am also concerned about street safety and the best way to make streets safer is through proper street design and implementation of safer infrastructure, including but not limited to wider bike lanes and safer crosswalks. Intro 1131 is the legislation that will accomplish this through the study and recommendation of street designs that will make them safe for the usage of cars, micromobility devices, e-bikes, and pedestrians.

Intro 606 will not accomplish this. It creates an unnecessary burden on those wishing to use an e-bike for commuting through its registration and licensing requirements and offers nothing to make streets safer. Registration and licensing is simply a tracking mechanism for those that own and operate a vehicle, it does not address the safe operation of a vehicle nor does it create a street design that is safe for all road users, pedestrians and vehicles alike.

It also creates a costly bureaucracy within the DOT, which should be tasked with creating safer streets, not processing registrations and dispensing license plates.

I am also very concerned about climate change and e-bikes are a way to travel without contributing to this crisis. City leaders should be encouraging greener modes of transportation to combat climate change. Intro 606, with its burdensome registration, serves to discourage this green alternative to getting around the city, while safer street design serves to encourage it.

I implore the City Council to focus on solutions that create safer streets through design and that make it easier to travel in this city in a climate friendly way. Toward this end, **I oppose Intro 0606 and support Intro 1131.**

Thank you for your time in considering my testimony.

Good Morning Everyone,

Hoping this letter finds you well. It's been a rough go these past few weeks. I'm Johnny Pacheco, a born and raised citizen of New York City since 1975. I just became another victim of E-Vehicle Violence. Recently, I received a post pertaining to this hearing, **Victims of E-Vehicle Violence Intro 606 "Priscilla's Law", requiring license plate for all E-Vehicles**, from a co-worker of mine, Randall Bush who had served as police sergeant for the NYPD.

The accident occurred on Thursday, the 21st of November, at approximately 10:05pm about a block away (SW Corner of 89th Street and 1st Avenue) and minutes after closing 412 East 90th (Between 1st Avenue and York Avenue) from where I work as a Campus Safety Officer for the Spence School.

1st avenue is known to be one of the busiest, if not the most congested streets/avenues in Manhattan. It was the 1st rain we had in months, it was nighttime and hardly any vehicles were on the road. I had turned the corner on 90th and 1st Avenue and walked up to 89th and 1st Avenue. I then attempted to cross at the light from the corner of 89th and 1st Avenue and more than halfway across, felt this sudden impact and within a split second knew I had been hit by a delivery man on an e-bike, nearly losing my life. The impact was so hard that it had sent me flying into the middle of the street (1st Avenue). We were both on the ground. In complete shock, I had attempted to pull myself up and out of the middle of the street as vehicles were coming towards me. Unfortunately, I wasn't aware that my left leg had been fractured (Tibial Plateau Fracture). However, I was fortunate enough that 2 good Samaritans were able to assist me in getting me to safety and calling 911.

Several other good Samaritans stopped to help out as well as they could see that I was in extreme pain, with what would be a left leg fracture and a contusion/laceration above the right eye as I had also hit my head on the ground. They remained on the scene until help (FDNY Engine 22/ Ladder 13 & EMT Weill Cornell NYP) arrived. The person on the E-Vehicle was held on the scene by those present for what seemed like 5 minutes at most and unfortunately took off in an unknown direction the second he noticed and heard the FDNY sirens.

I was taken to the ER at Weill Cornell New York Presbyterian Hospital by EMT where they had shared with me that they have been noticing a huge spike in ER visits due to E-Vehicle pedestrian collisions. Unfortunately, they could not perform surgery that day as the ER/OR had other patients before me and I would have to wait 12 days in pain under pain meds until Monday, the 2nd of December due to staff being off for Thanksgiving Week.

I had surgery for a tibial plateau fracture. Procedure: Open Reduction & Internal Fixation, Fracture Left Tibia; Lateral Meniscal Repair was conducted by an Orthopedic Surgeon affiliated with both Weill Cornell New York Presbyterian & Hospital for Special Surgery. Surgery was successful as they managed to put my leg back together.

I was discharged and have been home since Monday, 2nd of December recovering. A follow-up visit with the orthopedic surgeon is currently scheduled for Friday, the 18th of December. I had been informed that recovery time is 6-12 weeks. I'm sure they'll most likely share with me how much more recovery time (out from work) I will need.

I am currently unable to work and forced to use sick, personal and vacation days I have accumulated which will all run out and then have to go on short term disability. It has been very difficult to have to experience this, not being able to work and/or provide, most importantly be fully present for my family during this time of year due to someone's recklessness and total disregard for personal safety.

Something has to be done, some change needs to come about, enforcing the same laws that those that take to the road, having them strictly abide by them, holding them equally accountable to those behind the wheel before it becomes worse than what it currently is. I find myself having to tell everyone, including 3 of my boys who are highschoolers to make sure to look both ways when crossing, not only being mindful of vehicles, but E-Vehicles who unfortunately have also been allowed without any accountability to share the same space (sidewalks, crosswalks, etc.) as pedestrians.

I should add that I have contacted the 19th Precinct to file a police report since NYPD was not present at the site and time of the accident. I was informed to call 911 and they'll then send someone to come to me to file one since I am currently unable to commute due to my injuries.

Please do feel free to let me know if you need anything else from my end that could help NYC/EVSA in supporting **Intro 606 "Priscilla's Law"**, ... ***Help protect our most vulnerable New Yorkers - the elderly, disabled & kids - while saving pedestrians, cyclists, and e-bikers from further deaths and serious injury.*** Let's hold those accountable.

Today, I am thankful to be alive.

Thank you.

Johnny Pacheco
December 10th, 2024

Hello,

Please accept the following as my testimony re intro 606 (This bill would require every bicycle with electric assist, electric scooter, and other legal motorized vehicle that is not otherwise required to be registered with the DMV, to be registered with DOT and receive an identifying number which would be displayed on a visible plate affixed to the vehicle)

My Testimony:

E-bikes and E-scooters are omnipresent on the Upper West Side of Manhattan. There are no laws (or at least no enforcement) on where these vehicles are driven. They are present in streets and on sidewalks with no rules about speed or lighting equipment. Every single day, I see e-bikes and scooters go through cross-walks, red lights and travel on sidewalks.

Having a number plate on the bikes would allow for camera enforcement and for pedestrians to identify reckless drivers.

I've witnessed dozens of incidents where e-bikes have hit pedestrians, baby carriages, dogs on leashes and a few where they have hit vehicles. In 100% of those incidents there was no police report because there was no police presence...and calls to 911 were fruitless.

License plates would ensure that miscreants can be reported to the police. And hopefully the possibility of being held responsible for reckless operation would deter some of the bad behavior.

This seems like a very simple effective solution to a serious problem.

Thank you for your consideration.

Jon Birge'

(background, if relevant: I've lived in Manhattan for 40 years. I own a small business based in NYC and also have multiple properties in the area. I am mostly a pedestrian; sometimes a bike rider and rarely operate a car in the city.)

From: [Jon Mizrahi](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony on Intro 606
Date: Wednesday, December 11, 2024 5:57:02 PM

[REDACTED]

I am writing to voice my opposition to Intro 606, as a pedestrian as well as as a cyclist. I not only worry about the undue harassment of e-bike users, many of whom work as delivery drivers, but also the massive waste of taxpayer dollars that it would take to fund.

As someone who spends most of his time walking, it is not e-bikes that I find dangerous, but cars. Many motorists often block crosswalks, use illegal "ghost plates" to skirt parking laws, park in cycling lanes, and run red lights. It's unfortunate to see e-bikes get scapegoated when automobiles are the most dangerous, loudest, and most polluting vehicles on our streets.

There is so much better use for our tax dollars, and I hope to see city resources redirected to larger, more pressing issues.

Jonathan Mizrahi

To the City Council,

My name is Jonathan Eiseman, I am a resident of Brooklyn, and I am writing to the Committee on Transportation and Infrastructure to implore you not to pass Intro 606.

Rather than making New Yorkers safer, this bill would instead be a massive financial burden on DOT and NYC as a whole, would create a confusing patchwork of unnecessary regulation, would be a huge detriment to New York's burgeoning cycling community, and most importantly, would deal a huge blow to our climate goals.

While keeping New Yorkers safe on the streets and on the sidewalks is an important priority, this bill instead would give NYPD free reign for selective enforcement and be extremely expensive to New Yorkers who are forced to pay millions of dollars in fines.

Rather than increasing the burden on e-bikes, which are a net positive for the city as they reduce both pollution and congestion, the Transportation and Infrastructure committee should instead be focused on ways that we can continue to cut traffic congestion from our already-choked city streets.

This bill is a waste of time for both the Council and the taxpayers, and I implore the Committee to vote against and defeat this confusing and unnecessary bill.

Sincerely,

Jonathan Eiseman

Jonlyn Freeman



Brooklyn, NY 11226

December 10, 2024

Dear Council,

I'm writing to voice my opposition to registration of e-bikes. To my knowledge, no one has ever died by being hit by an e-bike. We need many more e-bikes in this city and much fewer cars which will improve everyone's quality of life and make NYC much safer. E-bikes are an efficient way to get around for many delivery people who can't afford a car. Requiring registration makes their life harder. While an occasional e-bike on a sidewalk is annoying, I don't fear for my life when I see one coming, but I have to risk my life every time I cross a street because cars have become such a menace. As a sidewalk vendor in my neighborhood said, you even have to look up the one-way street and make sure a car's not hurtling down on you. The level at which cars have been allowed to become a major annoyance, at the very least and a constant terror, at worst, should be your focus right now. Not e-bikes. Leave bikes alone. They make our city better. Even e-bikes.

Best Regards,

Jonlyn Freeman



Los Deliveristas Unidos
Worker's Justice Project

December 11, 2024

Presented to:
Intro 606
Committee on Transportation and Infrastructure
Hon. Selvena N. Brooks-Powers, Chair
Prepared By Joshua Wood


Good morning. My name is Joshua Wood, I am a delivery worker and a member of the Workers Justice Project. I would like to thank the Transportation Committee for the opportunity to testify.

If this bill is to pass, what happens next? Do we even have accurate data for how many e-bikes are in this city? Where is the budget for producing and cataloging a six digit amount of new of license plates? Several major American cities have tried a bicycle registry program, and they have all failed because the resources required to put a license plate on every bicycle were impractical. The bill gives the NYPD sweeping power to pull over any cyclists with no probable cause other than to check their plates. This is reminiscent of stop-and-frisk, and will only place additional burdens on law-abiding delivery workers who are simply try to do our jobs. If the aim is to encourage safe riding, I fail to see how it will accomplish that. How do we expect the city to fairly enforce traffic violations against an e-biker who performs a maneuver to dodge a car illegally parked in the bike lane, when they do not have the willpower to prevent that car from doing that in the first place? What this will lead to is fewer deliveries and personal transportation being made done by e-bikes and instead by trucks and cars, which kill and injure far more pedestrians.

As a delivery worker of 8 years, my priority is making it through my shift in one piece. What we need is reliable infrastructure and safe working conditions. "Sharing the road" requires a comprehensive approach that also puts our safety as a priority, such as Intro 1131. At work, these apps will hold us to unreasonable delivery time standards. We are given no training, and no protections against being "de-activated" or fired on a moment's notice. They've created a culture of fear - how badly must I risk my life to complete this order on time? Delivery bikes are not a plague which descended on our streets unprompted, like so many in this room seem to be implying. Look me and my comrades in the eye and tell us that as we risk our lives to get you a meal in 15 minutes. We are the result of these apps creating a demand for our services that outpaced the city's willingness to regulate the industry. Intro 606 is a hasty attempt at doing that which puts every burden on the workers like myself who are already at risk.

As someone who has been doing bicycle deliveries for 8 years, I understand the dangers of the streets and the need to share the road. My biggest concern is making it through my shift in one piece. What we need is a comprehensive approach to infrastructure and safe working conditions. People in this room are talking about e-bikes like they are a plague which descended onto this city uninvited. They are the result of these apps creating a demand for our services which outpaced the city's willingness to regulate them or give us infrastructure.

From: [Juan Ignacio Serra](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 testimony
Date: Wednesday, December 11, 2024 6:00:55 PM



I couldn't testify online or in person, so I'm writing my testimony. Intro 606 will do nothing for safety, and it will only affect those of us who depend on our bikes for mobility. Currently, registration does not prevent the number of crashes and deaths that cars cause to people. Better street design does that, as demonstrated countless times by the D.O.T. Their data doesn't lie. This bill will only discourage bike use, and it will directly affect our sustainability and climate change goals. Please don't fall into the trap of blaming bikes for a street design issue, and don't punish those of us just because we're choosing a greener and better mode of transportation.

Regards,

Juan Ignacio Serra
Brooklyn resident

EVSA Testimony

Hello. I am Judi Polson; I have lived in New York since Christmas Day of 1990. As an unpaid volunteer, I thank you for holding this hearing.

I urge that 606 be passed, and here is why: without licensing and registration of e-vehicles, including e-Citibikes, their drivers are almost completely unaccountable for hitting pedestrians, because the drivers cannot be identified.

Even before Covid, I was frequently menaced on my work commute by bike drivers. Now every time I leave my front door, I see bike drivers running red lights, riding against the flow of traffic, and riding on the sidewalks—all illegal but currently unaccountable behaviors.

In June 2021, Brian Boyd, a man in his 20s driving a motorized scooter, blew through a red light at Amsterdam Avenue and West 64th, steps from my apartment, and fatally hit Lisa Banes. He then fled the scene, leaving her lying in the crosswalk to die. He then drove to a shop that repaired his electric scooter while he drank a Heineken. Yes, he was caught, but only because his face was seen by the security cameras on the NYCHA building at the intersection where he committed his heartless murder. There are many people in this room whose assailants were never identified, let alone caught.

You have heard much today about the loss of Priscilla Loke, the woman of color in whose memory this bill is named. There are so many more examples.

Caring about the fact that e-bikers are dying on these bikes too is the opposite of racist. If e-bike riders ride with more accountability due to plates, they are safer too. We need an actual identifiable license plate on every e-bike and e-scooter. We need Priscilla's Law to be passed.

Some of us would just like to be able to walk to the grocery store without being menaced by bullies on bikes; 606 is a start.

Thank you for your consideration.

Judith Polson

<https://www.westsiderag.com/2022/09/29/local-man-pleads-guilty-in-hit-and-run-death-of-actress-lisa-banes>

From: [Justin Wood](#)
To: [Testimony](#)
Cc: [REDACTED]; [Hanks, Kamillah](#); [REDACTED]; [District49](#)
Subject: [EXTERNAL] Intro 606 - Testimony in Opposition
Date: Thursday, December 12, 2024 8:32:42 PM

[REDACTED]

Dear Council Members (copying my representative CM Hanks):

I urge you to oppose Intro 606, an unnecessary bill that would do little to improve pedestrian and cyclist safety while creating additional risks for our hard-working immigrant neighbors who use e-bikes every day for their jobs.

I have cycled and walked across the boroughs of New York City almost every day for 25 years, and currently ride a bike in Staten Island and Manhattan several times a week to get to work and for exercise.

From personal experience and tragic statistics, I can tell you with certainty that cars and trucks pose far greater dangers to New Yorkers than e-bikes.

Requiring users of e-bikes, scooters, and even wheelchairs to obtain and display licenses will do nothing to address poor infrastructure, reckless driving, double parking, illegal plates, air pollution, and other health hazards posed by cars.

Meanwhile, Intro 606 would give the NYPD new power to stop e-bike riders any time on any pretext - an additional risk for a largely immigrant workforce that uses these to make food and retail deliveries under enormous time pressures from their app-based employers.

Please oppose this misguided bill and to focus instead on creating infrastructure that will allow pedestrians, cyclists, and e-bike users more space and safer conditions - especially in communities like Staten Island's North Shore, where functional bike lanes are nonexistent and many streets even lack usable sidewalks.

Thank you for the opportunity to submit testimony.

Yours,

Justin Wood
District 49 Resident

On Wednesday, December 11, 2024 at 03:46:10 PM EST, Janos Marton [REDACTED] wrote:

Dear City Council (copying my member, CM Hanks),

As a lifelong New Yorker and current Staten Island resident, I write to oppose Intro 606. We have serious traffic safety issues in this city and on this island, particularly since COVID. I see a prevalence of cars running red lights, not pulling over for emergency vehicles, and speeding way above NYC speed limits. I put the issue of electric bikes far lower as a priority level for DOT and NYPD.

In full disclosure, I am an electric bike owner myself. I use it to get around the island or exercise when the weather is nice. There are certainly times where I fear for my safety from cars, but I don't think bikers pose any serious threat to pedestrians in this borough.

When I hear the concerns pedestrians have raised around e-bikes, they are usually talking about delivery workers using motorized bikes. It's true that these drivers go quite fast. However, they are responding to pressures placed on them by Apps, restaurants, and most importantly, customers who are outraged if they don't get their Seamless orders right away. Creating additional pretenses for police to pull over ALL bikers because customers want their deliveries faster is not the right policy answer. This bill would also place immigrants at risk with the coming Trump administration.

I encourage the City Council to vote NO on this Intro, and focus on more serious traffic safety issues.

Best,
Janos

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Janos Marton

t. [REDACTED]

p. [REDACTED]

TESTIMONY TO COMM. ON TRANSPORTATION AND INFRASTRUCTURE
Karen Sughrue – December 11, 2024

I'm Karen Sughrue, a New Yorker of 30 years, and District 7 voter. The onslaught of unregulated, unregistered, illegal and unaccountable e-bikes and other devices has turned our city into a Mad Max world where the people with the most powerful machines are the alphas, the rest of us are the losers. Every day on our streets and sidewalks, it's a test of nerves, a game of chicken.

Personally, I was mowed down while crossing Broadway by an e-vehicle rider who felt he had the right to run a red light. I broke my wrist, fractured my pelvis, and my assailant fled.

I recovered but frankly, I'm tired of bending the knee, altering my life to accommodate the monied interests of corporations who exploit their bike riding workers and encourage a culture of lawlessness that has been allowed to grow unchecked, because city officials have taken so long to understand we have a crisis.

None of us would be here asking for licensing if DOT and NYPD were doing their jobs, actually doing enforcement or collecting real time relevant data. We would not be asking for licensing if e-bike riders stopped at red lights, if deliver riders didn't ride on sidewalks. We would not be asking for licensing if anyone opposed to this bill actually had a solution to curb these illegal behaviors.

But all I hear in terms of solutions is more of the same – build bigger bikes lanes so more bikes can do more illegal behavior. E-vehicle drivers will not change their behavior until they know they will be held accountable. Thank you in advance for your support for this bill.

My name is Kate Brockwehl, I live in Woodside, Queens, and I was hit by a motor vehicle as a pedestrian and seriously injured nearly 7 years ago. I understand viscerally that our streets and sidewalks feel out of control, and I get that council members have been drowning in constituent calls complaining about e bikes. The e bike has become a sort of boogeyman — intended to frighten you into voting for Intro 606 and ignoring that drivers of cars, trucks, and buses cause 99% of traffic deaths in NYC.

This past year we reached the horrific milestone that one hundred children had been killed since Vision Zero was announced. All 100 NYC kids were killed by drivers of motor vehicles, and 59 were pedestrians; 65 were killed by an SUV, truck, or van. More importantly, of the first 50 kids killed in the Vision Zero era, under half were killed by a large vehicle, while 76% of the second 50 child fatalities were caused by a driver of a big vehicle. In the past 40 years the American auto industry has pushed us to buy ever larger vehicles because they pocket more profit off them — a 2023 Hummer EV takes up 56% more road space than a 2008 Hummer H1. That has caused street traffic and shortages of parking space, but good marketing hides those costs from us.

45k Americans are killed every year in traffic violence, and at least 2.5 million are injured. A recent study of 3 major NYC trauma hospitals found 33 pedestrians who had been injured by a micromobility device in the first 7 months of 2024. DOT data shows 7 pedestrians killed by “motorized two-wheelers” this year, of which 4 were killed by gas-powered mopeds.

I know what it’s like to be hit by a vehicle. My heart aches for those 3 pedestrians killed by e-micromobility devices and their loved ones. Since finding Families for Safe Streets more than five years ago, I have gotten to know many people whose lives have been changed by traffic violence. Intro 606 would cost some \$20m in its first 4 years while completely ignoring the vehicles that cause 99% of traffic deaths and our car-centric streets. I am a white woman with US citizenship and I am deeply concerned with how 606 would increase police power and encourage targeted stops of Black and brown people, especially young men and boys, and immigrants. 60% of people who ride a bike in NYC are people of color. C’mon, police aren’t gonna stop the white tourists riding e bikes on sidewalks in Central Park. You can’t claim to be a progressive and support this horror.

The car that hit me was a 4000 lb sedan; I’m lucky it wasn’t a taller, heavier truck. I had stopped at the curb and looked both ways twice before beginning to cross, with the light and in the crosswalk. It was daytime but not sunny or rainy. The driver had stopped to let another pedestrian walk before beginning to make a left turn. Even at low speed, the force of his vehicle hitting me tore the inside of my leg apart — a closed degloving injury — and other orthopedic injuries and serious PTSD. I was crossing Houston Street — a 100 foot wide corridor that is dangerous by design.

I urge you to pass Intro 1131, though I can tell you now some of what its task force will find: NYC needs to daylight every single interaction, build double-wide bike lanes by reducing the subsidization by every taxpayer of the private vehicle ownership of the minority, raise crosswalks, build bike storage and charging infrastructure especially in daylight spots, and reduce pedestrian-driver conflict especially at left hand turns with leading pedestrian intervals. We are

giving up our street space for UPS, Amazon, and Fresh Direct trucks to essentially operate distribution hubs, rent free. “Instant” delivery apps should be banned, as they incentivize unsafe conditions for workers and every pedestrian in their path. The neighborhoods that data shows order the most delivery have been the fastest to shut down proposed deliverista hubs, like the Verdi Square one — consumers want the convenience and are blind to the costs and then call CMs like Julie Menin and Shaun Abreu to complain about e bikes.

From: [Kate Huyett](#)
To: [Testimony](#)
Subject: [EXTERNAL] I oppose 606
Date: Thursday, December 12, 2024 12:59:38 PM

[REDACTED]

Hello -

I'm writing to voice my strong opposition to 606, the e-bike licensing program.

Researchers have found the enforcement of bike laws such as this are shown to be [discriminatory and to directly reduce the number of people who choose to ride a bike](#). Bike licensing has been attempted and subsequently repealed as ineffective in other large cities, including Toronto, Houston, Los Angeles, Long Beach, and San Jose. The City Council should not adopt an idea that is proven to be expensive, ineffective, and harmful.

I'd ask that the City Council focus on measures that actually achieve street safety, most critically expanding our protected bike lane infrastructure and further automating and escalating enforcing traffic violations like running red lights and ghost license plates.

Thanks
Kate

--

Kate Huyett
cell: [REDACTED]

During this time of crisis, those who have the least are suffering the most.

If you are able to, please donate to the NYC Relief Bus whose team is actively risking their lives to still help the homeless community through their mobile outreach program:

<https://newyorkcityrelief.org/donate>

From: [kathryn.manfredonia](mailto:kathryn.manfredonia@nyc-council.org)
To: [NYC Council Hearings](#)
Cc: nyc-evsa@outlook.com; [Kathryn Manfredonia Corgan](#)
Subject: [EXTERNAL] Written Testimony in Support of Intro 606, "Priscilla's Law"..
Date: Wednesday, December 11, 2024 5:03:34 PM



I was in flight today during the hearing, so I am writing to express my strong support for the introduction of Intro 606, "Priscilla's Law," which seeks to regulate e-vehicles with mandatory license plates. As a pedestrian and a 35-year resident of Manhattan, I have personally experienced the dangers posed by reckless e-bike and e-scooter riders. I believe this legislation is crucial to ensuring the safety of all who use our streets.

I was nearly killed by a bike delivery person going upwards of 35 mph straight downhill from Tudor City Place to 2nd Avenue and riding the wrong way down a one-way street. It was the closest I think I have ever come to being killed. If that standard bike messenger had hit me (while I was looking the right way for oncoming cars), I would have either been killed, paralyzed, or hospitalized for months. He missed me by fewer than six inches and the wind from his passing blew my hair and knocked me backward.

I have also actually been hit by an e-bike speeding up Hudson Street in the West Village and nearly maimed by a bike messenger going the wrong way down the Rector Street hill between Broadway and Trinity Place, as well as the hill between Thames Street between Broadway and Trinity (all the wrong way down a hill). These are not isolated incidents. Every single day, I witness bike messengers riding on sidewalks, speeding the wrong way down one-way streets, and completely ignoring stop signs and traffic lights.

As someone who hosts international clients, I have had to grab clients by their clothes and violently yank them from the crosswalk to prevent them from being hit by reckless cyclists while coming out of my offices on 9th Ave in Chelsea. I've resorted to writing emails before clients arrive in NYC, warning them that the biggest risk they face above ground in NYC is not taxis or cars, but bicyclists. I invite anyone reading this to cross over toward P57 from 10th &

15th. They have had to hire full-time guards to protect pedestrians crossing the bike path. I'd estimate 70% of the cyclists do not even slow down when pedestrians enter the crosswalk, but at least in this area people are more aware of the bike path. They aren't expecting to have a bike fly around the corner at 15 mph on a random sidewalk or 35 mph the wrong way down a one-way street.

The current lack of regulation and enforcement for delivery bikes, e-bikes, and e-scooters has created an extremely dangerous environment for pedestrians. I scoff at the propaganda around congestion pricing advancing the "health" of New Yorkers by reducing traffic. Quite frankly, I'll take the traffic any day of the week. I am much more likely to be grievously harmed by a cyclist in NYC than emissions.

The implementation of Intro 606 would be a significant step towards improving pedestrian safety. Mandatory license plates for e-vehicles would allow for better identification and accountability for reckless riders, ultimately deterring dangerous behavior and making our streets safer for everyone. I also recommend holding the businesses that employ these bike messengers and delivery people accountable. You may not be able to identify the bike without a plate, but you can often identify the bags they are carrying.

Thank you for your time and consideration. I urge you to support Intro 606 and help make our streets safer, at least in this respect. We are a walking city. No one should fear being mowed down walking to and from work or class or the market. Something must be done.


Kathryn Manfredonia

[REDACTED]

New York, NY 10006

[REDACTED] | [REDACTED]

From: [Kathy Park Price](#)
To: [Testimony](#)
Subject: [EXTERNAL] Written testimony: I oppose Intro 606, support Intro 1131
Date: Wednesday, December 11, 2024 8:58:04 PM



I'm a mother whose kids recently began walking on the streets on their own and as someone whose number one concern as a New Yorker is street safety. Instead of adding another car to the street, I ride a pedal-assist electric bike to get to work, get one of my kids to school, to run errands and generally enjoy New York City and I strongly oppose Intro 606 (and support Intro 1131). If licensing and registering ebikes and investing \$19 million of taxpayer dollars to set up a new system would have prevented the death of the one person killed by an ebike rider this year, I would support it.

As a city, we must focus our limited resources on reducing and ultimately eliminating the number of crashes that cause death and serious injuries on our streets. The best way to do that is by enforcing existing laws and designing our streets to prioritize safety and implementing policy changes that address the source of the 99.5% of pedestrian fatalities since 2014 and that is cars and other large vehicles.

The fact that supporters of Intro 606 do not support actions that address cars and other large vehicles shows how disingenuous the bill is. We know what works and have the tools to prevent deaths and serious injuries today. Reducing speed limits, expanding automated enforcement of speed and red light violations, adding more school streets, reducing vehicle size, daylighting every intersection, installing speed governors in vehicles, building raised crosswalks, and installing protected bike lanes are some examples

of proven ways we could improve safety on our streets today.



Yes, if the city wanted to enforce laws that support safety on our streets, it could do that immediately. If you want an example of the city deciding its had enough of something, just look a block away at the Brooklyn Bridge. We have not seen a single vendor on the Brooklyn Bridge since Mayor Adams banned vendors there. The city chooses not to enforce certain laws, but if it decided to improve safety on our streets today, it would be exponentially less resource intense and expensive as what Intro 606 demands.

It's a shame that City Council is even holding this hearing given that it would require a whole new office of DOT while not addressing safety. Intro 606 will make cycling less safe, increase police harassment, cost taxpayers a lot, solve no problems and distract resources and attention from the cause of the vast majority of crashes and injuries on our streets, which is cars and trucks. We should nix Intro 606.

If a fraction of the energy from Intro 606 supporters was dedicated to the vehicles creating the most danger, we could save so many lives.

From: [Katie Lau](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony on Intro 606
Date: Wednesday, December 11, 2024 12:58:20 PM

[REDACTED]

Hello,

My name is Katie Lau and I live at [REDACTED] Brooklyn, NY 11226.

I'm writing to submit testimony on Intro 606 for the Committee on Transportation and Infrastructure hearing today. As a daily commuter on a pedal-assist e-bike, I'm writing to express my opposition to Intro 606. I believe that Intro 606 will be costly to taxpayers and give police officers too much broad power to pull over any type of bicycle on suspicion that a bike appears to be an e-bike. Because it is so difficult to tell the difference between an e-bike and non-e-bike based on appearance, I believe this program will be ineffective and, in fact, discriminatory. Police should focus their efforts on intervening when a bicycle, whether it is an e-bike or non-e-bike, is breaking the law and being operated in a hazardous way.

Thank you for your consideration.

Sincerely,

--

Katie Lau
[REDACTED]

Registered Architect
Project Designer, MADE design/build
Master of Architecture, Yale University
B.S. Architecture, The Ohio State University

Hello,

I am a New Yorker, living in Brooklyn. I am writing to inform the council that I am opposed to Intro 606. I don't think asking people on electric bikes to register their bikes is a good idea. I don't think it will make anyone safer. Also, I don't think we should allow NYPD to stop anyone on a bike for any reason, without any sort of probable cause, which this allows.

E-bikes have killed 1 person so far in NYC, while cars killed 239 people in NYC just in 2023. Targeting e-bikes for supposed "safety" reasons is unfair. Let people ride their e-bikes.

Regards,

Katya Willard

December 11th, 2024
Testimony of Kelly Haydon
Committee on Transportation and Infrastructure
New York City Council

Hello, my name is Kelly, and I live in Jackson Heights, Queens. Thank you for the opportunity to speak today about Intro 606.

I'm a bike commuter. Riding my bike saves me over a thousand dollars a year in transportation costs and another thousand in gym fees. It's good for me, and it's good for the city—fewer cars on the roads, fewer people packed on subways, safer streets, and a cleaner environment for all of us.

Thanks to city leadership and tireless activists, I've seen bike lanes and bike shares grow across all five boroughs. Friends I never thought I'd see on a bicycle are now riding. Is the system perfect? No. Could it be better? Of course. But after 15 years as a bike commuter, I've never felt safer or more supported by this city than I do now.

That's why I strongly oppose Intro 606.

This bill expands law enforcement powers in ways that will disproportionately impact immigrants and people of color. It adds bureaucracy that no one wants or needs. And worst of all, it punishes the working class—the very people who keep this city running.

I share the frustration with how some e-bikers ride. Their recklessness is real. But let's be honest: these e-cyclists are overwhelmingly food delivery workers. They ride the way they do because the corporations they work for incentivize them to do so through pay-per-delivery models. If you want to fix the problem, start there. Investigate the corporations and work with them on a business model that keeps everyone safe.

Don't target the workers, many of them immigrants, who are just doing what they are being paid to do.

Thank you,

Kelly

Testimony Before Committee on Transportation and Infrastructure

December 11, 2024

My name is Ken Coughlin, a resident of the Upper West Side.

I am speaking in Strong opposition to Intro 606.

E-bikes and e-scooters are not creating a public safety crisis. It's true, the streets are changing, and with change often comes the perception of a crisis, but that doesn't mean there's an actual one.

The real threat on our streets remains the same as it has for more than a century – motor vehicles.

But this bill is responding to perception and to fear of change.

There is the idea that somehow licensing and registration will translate into accountability.

Car and truck drivers already require licensing and registration, yet that doesn't stop them from driving dangerously, usually with impunity. And despite license plates, the rate of catching hit-and-run crimes is shockingly low.

The best way to improve safety on our streets is to separate different types of users and carve out more space for the growing number of New Yorkers who aren't driving.

But requiring licensing of all e-vehicles will simply mean that there will be fewer of them. Registration fees, unwieldy plates, having to renew each year and pay again – all these would be obstacles to using sustainable modes at a time when we need to be doing everything we can to halt climate change.

Meanwhile, world-class cities like Paris and London are eating our lunch on incentivizing shifts to more sustainable modes.

But perhaps the bill's most frightening consequence is that it will roll out the red carpet for Donald Trump's plan to round up and deport immigrants. His ICE agents would love to get their hands on a list of all e-bike riders in New York City, most of whom are immigrant workers.

It's very appealing and easy to punch down and blame delivery workers for a system that forces them to break traffic laws just to eke out a living. Rather, this Council could be punching up and reining in the app companies whose business model is to drive these exploited workers as hard as they can with no regard for the workers' or anyone else's safety.

So, in conclusion:

If you want to slow the shift to alternative transportation in our city, then pass this bill.

If you don't care about climate change, then pass this bill.

If you want to make it easier for Donald Trump's ICE agents to round up immigrant workers, then pass this bill.

But if you truly care about safety on our streets, then reject this bill and address the real issues: substandard street design and app companies that exploit their workers without mercy.

Thank you for your time.

E-Bike Registration Written Testimony

To whom it may concern,

I want to testify **against** the e-bike registration bill that is being discussed in legislature. It is a horribly reductive policy that will do nothing to curb the actual issues at hand.

I think we can all acknowledge that we want safer streets, sidewalks, and general infrastructure, and I'm sure that many of us have had close calls with e-bikes in the past. But absolutely nothing in this bill as proposed will do anything to solve the issue.

The issues associated with e-bikes are largely attributed to that of delivery apps such as Uber Eats, Grubhub, etc. And in order to curb reckless behavior, we need to curb the issues at the source.

For one, we could enforce the laws that already exist - namely, illegally modded e-bikes hacked to go faster than the 20 mph limit for class 1 e-bikes. Registering and insuring mopeds with legal license plates. Deliverista hubs and buyback programs to avoid non-UL certified batteries from exploding.

Secondly, we could go after the real source of these issues, being the apps - we could enforce legislation to impose requirements on the companies to treat their delivery workers like Uber does, where they are GPS tracked, licensed, and ultimately can be held legally accountable for how their drivers behave.

Lastly, we have a climate change crisis on our hands, and cars are a massive contributor to not only that, but the mounting death toll we've seen on our streets: 99% of all serious injuries and deaths are attributable to full motor vehicles. They are responsible for air pollution, noise emissions, and a mounting death toll. Focusing our efforts on e-bikes is a red herring that does nothing to actually save lives.

Not to mention the absolutely awful logistics - the DMV is hardly funded or able to license e-bikes, and there are many legislative and logistical hurdles to make this a reality.

Vote against this nonsense bill that does absolutely nothing to make our streets safer, and if anything, works reductively to push us away from our climate and safety goals.

Thank you,
Kian

From: [arial arial](#)
To: [Testimony](#)
Subject: [EXTERNAL] Hearing on E-Bikes Licensing & Registration Bill (Intro. 606), 12/11 at 10 am Hearing Committee on Transportation & Infrastructure
Date: Monday, December 9, 2024 12:40:16 PM

Please pass Priscilla's Law for registration of all e-vehicles. I no longer feel safe crossing streets or walking on sidewalks for fear of being hit . It is the wild, wild west & pure chaos re pedestrian safety & ebikes. Ebikes are being ridden on the sidewalks and against traffic. This is a safety issue that has to be addressed as soon as possible. E-vehicles are much more dangerous than bicycles (heavier -faster -brake more slowly) and they flee the scene of crashes the far majority of the time. Infrastructure doesn't stop an e vehicle from speeding and blowing a red light. The only thing that changes this egregious riding behavior is holding riders accountable to riding safely, by having a visible plate that can be identified. It's not about penalizing. It's about accountability in order to change behavior. This will save pedestrians, cyclists AND e vehicle riders from accidents and death .

**Thank you,
Kin Lau**

From: [Hai-Kinh Hoang](#)
To: [Testimony](#)
Cc: [District6](#)
Subject: [EXTERNAL] I oppose e-bike registrations under Intro 606
Date: Wednesday, December 11, 2024 1:26:33 PM

[REDACTED]

To whom it may concern,

I am a resident of the upper west side and I'm writing to oppose e-bike registrations under the proposed Intro 606 legislation. The legislation will not make the streets safer, will be costly to implement, and will only lead to further targeted policing of vulnerable new yorkers. Ebikes are an important mode of transportation for me and countless other new yorkers which we need to protect. We should find better methods to make the streets safer for all New Yorkers.

It is already illegal to speed and ride recklessly on a bike. While I understand the need to protect more vulnerable street users like pedestrians, we'd be better served by allocating more resources to building better streetscapes that ensure safe riding and protect people off bike (eg. bollards, bike lanes which reduce pedestrian conflict, pedestrian islands, daylighting etc.). These solutions are actually proven to reduce injuries unlike the legislation proposed here

Registrations will be a waste of city resources that will only decrease the city's propensity to bike. Biking and e-biking are key to our climate transportation goals and should be encouraged. A confusing bike registration system will only push current users to more dangerous modes like mopeds and cars which are even deadlier to pedestrians and create more emissions.

Lastly the bill is too broad and will be used to harass vulnerable new yorkers. It will just be another pretext to police new yorkers doing normal daily activities. The police cannot differentiate ebikes from normal bikes so this will be carte blanche to stop whoever they wish.

This legislation isn't even supported by our city experts at DOT. I oppose e-bike registrations under the proposed Intro 606 legislation.

Regards,
Kinh Hoang

Hi, I'm Kiran Helferty. I live in Bed-Stuy, in councilmember Ossé's district.

I rely on my own e-bike and electric CitiBikes for almost all of my transportation around Brooklyn. They're reliable, fun, affordable and by far the fastest way to get around. Trips that would take two buses and an hour in a best-case scenario turn into 20 minutes door to door, and I don't have to worry about the J train not showing up for half an hour or the B38 getting stuck behind double-parked cars. It's truly the best way to get around, which is why more people are riding e-bikes every year.

It's rarely as safe or relaxing as I want it to be, though. Too much of the city has narrow or non-existent bike lanes, and without physical protection or enforcement they rapidly turn into double-parking lanes. The majority of New Yorkers do not have a car, but road designs treat us like second-class citizens at best. The solutions are well-established and easily implemented: we need more and better bike lanes and bus lanes. We can also make the city safer for pedestrians with wider sidewalks and daylighting around intersections, which is already state law. I'm very encouraged that Intro 1131 would study some of these options.

E-bikes licensing would address exactly none of the real problems in New York City streets. This bill would be a tremendous waste of time and taxpayer money. If it does pass, I hope license plate enforcement for e-bikes is as lax as it is for cars. I'll print out a fake New Jersey temporary plate like many drivers do and carry on with my life.

We can have a safer, quieter, cleaner, more accessible city if we build infrastructure that reflects how people actually get around. Or we can pass Intro 606 and have 20 people needlessly die riding e-bikes this year and 25 people needlessly die riding e-bikes with license plates next year.

From: [Kirby Kersels](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony regarding Intro 606 and Intro 1131
Date: Friday, December 13, 2024 9:33:19 PM

[REDACTED]

My name is Kirby Kersels. I live on the Upper East Side and I am writing today with regards to bills Intro 606 and Intro 1131.

My partner was run over by a semi truck and seriously injured. She is still living with the effects of this crash today, many years later. It is preposterous that the Council is even considering a bill like Intro 606. The greatest threat that pedestrians face on the streets of New York City is motor vehicles. This bill will do nothing to change that. Instead, all it will do is give the NYPD another excuse to harass any cyclist of their choosing. That is unacceptable and it shows a real lack of seriousness that the Council is even considering it.

Intro 1131 on the other hand will actually make a difference. The only path to truly safe streets is infrastructure that is designed for everyone. Intro 1131 will begin that process. I cannot recommend it highly enough.

When it comes to safe streets and Vision Zero, an enforcement based approach like the one that Intro 606 will create will do nothing to move us towards those goals. Our current safe streets strategy is based on enforcement and it is failing miserably. The first six months of this year were the deadliest on record since Vision Zero began. This needs to change. Intro 1131 is the first step towards making that happen.

Once again, please vote NO on Intro 606 and YES on Intro 1131, our lives literally depend on it.

From: [Klaus Lessnau](#)
To: [Testimony](#)
Subject: [EXTERNAL] 606
Date: Friday, December 13, 2024 12:15:49 PM

I oppose intro 606.

We should enforce our existing laws, including lights during the night.

Cars and mopeds in the bike lanes should be fined.

Klaus D. Lessnau MD

From: [Kyle Gorman](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 is unnecessary
Date: Wednesday, December 11, 2024 10:26:11 PM

[REDACTED]

I am writing to offer testimony against Intro 606.

Reckless e-biking is already illegal, but rarely enforced. (So is operating unlicensed mopeds.) There is no reason to think that the addition of a licensing requirement, which would be costly for both bikers and city taxpayers in general (it is expected to cost the city tens of millions of dollars to put in place), would result in more enforcement. NYPD should simply enforce existing traffic laws, and the council should reject Intro 606.

Kyle Gorman

[REDACTED]
Brooklyn, NY 11215

L Louise Hanlon testimony in favor of Intro 606, requiring registration and licensing of e-bikes

As a Manhattan pedestrian, I have had more close calls with e-bikes in the last several years than I can count. They regularly drive on the sidewalk, through reds, going the wrong direction, and outside marked bike lanes. They come at pedestrians from all directions, silently, and unlike traditional bicycles, e-bikes are heavy machines, traveling at high speeds. Some of my neighbors have been struck and injured already, in hit-and-run incidents. Others have simply moved out of the City to avoid being hit.

The only way to rein in this lawless riding of dangerous e-bikes is for the riders to be held accountable – and the only way for that to happen is if they can be identified with a license plate, just like cars and other motor vehicles.

Therefore, I urge the Transportation Committee and the larger City Council to pass Intro 606, requiring registration and licensing of e-bikes.

Testimony by Zlatko Dimitrioski

Hello, my name is Zlatko Dimitrioski. I live in Astoria, NY. I rely on an electric Citi Bike to move around the city I call home.

Using e-bikes through CitiBike is essential to my daily life. It allows me to move efficiently between work, errands, and meetings without being stuck in traffic or relying on a car, or an infrequent subway system. It helps me save money, maintain my independence, and stay active, even on long or exhausting days.

Street safety is my top concern in New York City, and I know how dangerous our streets can feel. However, I also know that Intro 606 isn't the answer.

Intro 606 would create a massive bureaucratic hurdle—and it wouldn't even lead to safer streets. Cities like Los Angeles, Houston, and Toronto have rejected bike licensing because it's expensive and ineffective. Here in New York City, this legislation would greatly expand NYPD power, allowing them to stop anyone riding a bike based on subjective judgments. This risks unfair targeting and harassment without addressing the root causes of street safety issues.

Instead of reactionary fear-mongering, let's focus on proven solutions that make our streets safer. We need to focus on prevention, not just accountability after crashes occur. This means better infrastructure, wider bike lanes, safer crosswalks, and supporting measures like Intro 1131.

Additionally, regulating delivery app companies is crucial. These companies need to demand safe riding practices, not impossible delivery times that push workers to take dangerous risks. Nobody wants to ride the wrong way or on sidewalks, but many feel forced to by these exploitative systems.

I'm counting on the City Council to do the right thing: focus on solutions that work, not legislation like Intro 606 that expands police power without improving safety. Oppose Intro 606, and instead support Intro 1131 and app regulation to make our streets truly safer for everyone.

Thank you for listening.

Regards,

Zlatko Dimitrioski

[REDACTED]

Astoria NY 11106

To the City Council:

My name is Laura Hogan. I'm a native New Yorker and I've lived, worked, and gone to school in this city for almost my entire life. I currently live in Jackson Heights, Queens.

The Citi Bike program has been a great development for many people in this city, including myself. Because the subways are not always reliable — for example, the 6 train had 15 minute headways this morning — Citi Bikes have become an invaluable resource for getting around the City. For that reason, I often use an electric Citi Bike to travel when the headways on the subway are unacceptably long, which they very often are nowadays. Because of electric Citi Bikes, I am able to be on time for work when the subway would make me late.

As to safety concerns, I'm middle aged now, and I'm as concerned as anyone in the city about street safety. My mother is also elderly and I do worry about her walking on the streets in the city, so I'm quite mindful of safety concerns. However, Intro 606 isn't the answer to those concerns. Intro 606 would be a massive and expensive bureaucratic hurdle, and it wouldn't even lead to safer streets. Many cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work to increase safety in any event. In New York City, this legislation would massively expand NYPD power, allowing police to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering of the kind that Councilman Holden and his supporters is advancing, the Council should focus on what will actually make our streets safer. There is absolutely no evidence at all — not one shred — that licensing bikes would make pedestrians safer. Safer streets demand fewer cars, better infrastructure, wider bike lanes, safer crosswalks, and better public transportation; it won't be accomplished by implementing unnecessary and expensive bureaucratic frameworks that do nothing except increase police power over citizens who are simply trying to go about their lives in the City. Intro 1131 would go a long way toward addressing these concerns.

Regulating delivery app companies will also reduce crashes and increase safety. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes.

I hope that the City Council will do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

Thank you,
Laura Hogan

[REDACTED]

Jackson Heights, New York 11372

[REDACTED]

From: [Laura Shepard](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony Opposing Intro 606
Date: Saturday, December 14, 2024 3:04:12 PM

[REDACTED]

I'm Laura Shepard, a lifelong Queens resident and now proud to be Queens Organizer at Transportation Alternatives. I also chair the Environment, Parks & Recreation committee on Queens Community Board 2 but I'm only speaking for myself. I'm here to oppose Intro 606 and support Intro 1131.

My fellow activists, colleagues and I have organized too many vigils for vulnerable road users: pedestrians and cyclists, including e-bike riders, some of whom were working cyclists. These are painful and difficult so we work tirelessly every day to build a city where this doesn't happen to anyone. We empathize with and support all victims of traffic violence and have a proven track record of advocating for proven solutions.

We oppose Intro 606 because it's laughably vague, broad, wouldn't work and as written would harm all cyclists and pedestrians, especially vulnerable populations.

NYPD fails to solve most vehicle hit and run cases, despite licensing and registration requirements. In fact, 96 percent of vehicle hit and run drivers who caused injuries were not arrested. A miniscule percentage of hit and runs citywide involve e-bikes.

Many victims who spoke at the hearing explained that most of the e-bike riders who hit them either stayed on the scene or were identified by NYPD. (Due to the absence of heavy metal auto bodies and windshields, e-micro mobility riders are fully visible, rendering license plates unnecessary for identification.)

The victim's frustrations largely stemmed from inaction or lack of follow up by the police department. This includes the family and friends of Priscilla Loke, whose assailant remained on the scene until the police dismissed him. License plates would neither have prevented this fatality or ensured accountability.

Many of us are eagerly awaiting Governor Hochul's signature on the Grieving Families Act, which would provide all victims of traffic violence similar levels of resources and support to victims of gun violence, due to the societal and policy failures that perpetuate these tragedies.

We know what works: infrastructure, so thank you chair for introducing 1131. No one likes getting close-passed at any speed. Our city's streets often squeeze pedestrians, cyclists, and e-micro mobility riders into tight, narrow spaces while the majority of public street space is allocated to vehicles. We are disturbingly and embarrassingly behind on building the legally-required bike lane miles laid out in the NYC Streets Plan and it is taking a pathetically long time to open the Queensboro Bridge South Outer Walkway, where commuters are routinely injured as a result of narrow, overcrowded, and substandard facilities. Vulnerable road users trying to get around safely are still sometimes forced onto sidewalks by unsafe street designs and reckless vehicle drivers.

When protected bike infrastructure is installed, all crashes, injuries, and fatalities decrease, especially amongst pedestrians, and especially amongst senior pedestrians. At corners we need universal daylighting to improve visibility, curb extensions, and raised crosswalks to help pedestrians cross safely and protect all road users. Please hold a hearing on and pass Intro 1138, which would require NYC to adhere to the NYS law.

E-bikes and e-scooters are game-changers: a convenient, affordable, and sustainable solution for so many: seniors, parents, students, people with disabilities, deliveristas and everyone. We should invest in wide protected bike lanes and secure on-street bike parking to deter sidewalk riding, safe charging facilities, and subsidizing e-bike purchases for people who need them as many other cities are doing. We should also cap electric Citi Bike fees to ensure that the benefits are affordable and accessible to all New Yorkers.

We thank this council for passing legislation requiring in-school bike education for all NYC public school 7th graders and ask you to put your money where your mouth is and fully fund the program — to hire full time instructors as DOE employees and purchase and maintain the bike fleet — to teach the next generation safe riding skills and practices.

Conflating e-bikes with mopeds, as many ESVA members did during the hearing, does us all a disservice. Mopeds (which are already required to be licensed and registered at the point of sale) are heavier, faster, and often gas powered. This legislation would accelerate their proliferation by adding unreasonable costs and red tape that would discourage the use of e-bikes, which are lighter, slower, and safer. The resulting increase in moped and vehicle usage would make all pedestrians and all cyclists less safe.

It's also important to note that most NYPD officers cannot tell the difference between e-bikes and mopeds. At public meetings NYPD representatives often lump them as "motorized two-wheelers" or miscategorize devices when describing photos. This has led to uneven and unjust enforcement practices including the confiscation of property from working cyclists, shelter residents, and others who are struggling to earn a subsistence living in NYC.

I have been biking up and down Queens Blvd for the past seven years thanks to the installation of the protected bike lanes (usually on my acoustic pedal bike.) I often talk to fellow cyclists at red lights, which is possible because we're out there fully exposed to the elements.

I've met e-bike riders — including many health care workers — headed far: Richmond Hill, South Ozone Park, St Albans, even Valley Stream. Registering e-bikes in NYC is laughably nonsensical because our lives don't end at the county lines and e-bike batteries now have ranges of 40-80 miles, opening more possibilities for longer trips, replacing cars, reducing emissions, and improving public health. I have also seen pedal assist e-bikes in use on multi-day bike touring trips crossing multiple county jurisdictions and state lines.

Moreover, NYCDOT is not equipped to administer a license plate program and its costs (estimated at \$19M) would provide negligible benefits, while exposing all cyclists to unnecessary police interactions and diverting NYPD resources from addressing behaviors and practices that cause greater harm and danger to New Yorkers.

I have been a NYC cyclist since I was five years old and now ride electric Citi Bikes on a regular basis (though I still primarily use an acoustic pedal bike.) The boost on e-bikes is helpful for hills and bridges, but the maneuverability and maximum attainable speeds (when I'm in good shape) are similar. Requiring licensing and registration for either does not make sense. I urge you to reject Intro 606.

Laura Shepard

[REDACTED]
[REDACTED]
[REDACTED]

Woodside, NY 11377

To the Committee on Transportation & Infrastructure,

Thank you for this opportunity to speak in support of Pricilla's Law, Intro 0606.

I do not hold a grudge against bikes. Since four decades ago, way before the implementation of bike lanes, I rode my bicycle very frequently around this city, to commute to work, run errands, and for pleasure.

These days, like every other pedestrian, I am constantly frazzled by e-bikes. Some riders show consideration, but many more do not. Pedestrians don't know which is the one who will end up hurting us. My friend got knocked over. I've had many close calls, and I'm on constant alert. With my brittle bones I fear a debilitating injury. To the people who say cars are the problem, I say it's the e-bikes, not the cars, that have destroyed my quality of life. My pleasure in walking my own neighborhood, the East Village, and everywhere in the city, has been ruined. I think it's outrageous that this Wild West has been allowed to prevail. Pedestrians getting knocked down and the culprits riding off scott-free — barbaric.

I now tell my friends and relatives from elsewhere it is dangerous to set foot in New York.

It would be great if the city could accommodate all means of locomotion. But traffic-safety rules have to be enforced. You, the city council, have the responsibility to make e-vehicle riders (*and additionally the commercial delivery employers*) accountable to traffic laws. This is an emergency. Please pass Intro 0606.

With urgency,
Lauren Helf
Manhattan
Dec. 14, 2024

From: [Lauren Phillips](#)
To: [Testimony](#)
Subject: [EXTERNAL] Please oppose Intro 606
Date: Thursday, December 12, 2024 5:55:16 PM

[REDACTED]

Hello, my name is Lauren Phillips and I live in the Bronx.

I ride and e-bike to get around the city, including to transport my toddler to and from daycare. As a pregnant mom, having an e-bike has been a game changer. It helps me move around the city with my kid in a way that would be tough to do on a regular bike. It keeps me healthy and active- and my kid loves it! It also helps me save money compared to driving or even taking the bus/subway. To be clear, I'm not a deliverista- I'm just a regular mom who finds riding an e-bike to be helpful.

Intro 606 will harm me and my family while doing absolutely nothing to improve street safety. Street safety is my top concern in New York City, and I know how dangerous our streets can feel. I also know Intro 606 isn't the answer. Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131. Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies. The app companies are the problem, not the riders.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation!

--

Lauren P. Phillips
[REDACTED]

Please excuse typos or brevity, I sent this from a phone.

From: [Leda Fisher](#)
To: [Testimony](#)
Subject: [EXTERNAL] 606 impact
Date: Wednesday, December 11, 2024 7:21:00 PM

[REDACTED]


Hi,

I'm a 27 year old living in brooklyn (born in Manhattan) and I strongly oppose this waste of federal funds. If we are worried about safety we should actually enforce our traffic laws (cars are much more dangerous!) and created protected bike lanes wherever possible.

Leda Fisher 11226

Sent from my iPhone

From: [Leila Carbonell](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 5:10:17 PM



I live in the Upper West Side and I strongly oppose Intro 606. While I understand and share concerns regarding the occasional misuse of e-bikes, I know that instead of helping matters, this licensing scheme will cost taxpayers a lot of money and solve none of the issues while creating new ones. Instead of giving the police ample powers to harass anyone on a bike, we should direct their efforts into enforcing the existing laws regarding cars without clear and legal license plates, remove cars parked illegally, and punishing drivers who rack up multiple fines like speeding in school zones, blocking the crosswalks and blocking the bus lanes, for starters.

While we should enforce the already existing traffic laws like one-way traffic, and no riding on sidewalk, we should also spend the money on more and wider protected bike lanes instead of wasting the money on a licensing scheme that only serves to turbocharge the harassment of New Yorkers who bike for work and/or transportation.

Leila Carbonell

My name is Lewis Anderson and I live in Crown Heights, Brooklyn. I frequently rely on electric Citi Bikes to reach other destinations in Brooklyn to which there is no direct transit access.

E-bikes have proven their ability to provide efficient, low-carbon transportation, as well as food delivery services that have now become a popular resource for both residents and small businesses.

I know from personal experience how dangerous many of our streets are, but I also know that Intro 606 isn't the answer. Allowing the NYPD to pull over anyone who they think is riding an e-bike will especially endanger e-bike-based delivery workers — which is a minority workforce on a mode of transportation that is responsible for only a tiny fraction of crashes in NYC — by drastically increasing their contact with police.

I'd also like to caution any reference to the "30 deaths" that were ostensibly "caused by e-bikes last year" (which I've heard referred to multiple times today). Last year, 30 bike riders were killed on New York City's streets, 23 of which were on e-bikes, so claiming that e-bikes were the cause of 30 deaths is highly questionable and misleading.

I'd also like to speak to Councilmember Holden's repeated references to e-bike licensing in Denmark: Copenhagen has 220 miles of protected bike lanes, which, per capita, is more than quadruple that of New York City's. So I think it's fair to say that the nature, the priorities and the context of bike-based traffic safety over there are completely different to those here in New York City.

Everyone in this room wants safer streets and less victims of traffic violence, so how about we start by focusing on the solutions that are proven time and time again right here in New York City to prevent crashes: protected bike lanes, reduced crossing distances, and bump-outs at intersections to improve visibility (the lack of which is a common reason why many cyclists feel the need to dangerously put themselves out into moving traffic at a red light). These are all things that are prioritized by Intro 1131, which City Hall can support.

I hope that City Council will do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support infrastructural safety improvements, app regulation and Intro 1131.

From: [Liam Hunt](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposing Intros 103, 104, and 606
Date: Monday, December 9, 2024 3:02:22 PM

Hello City Council,

My name is Liam Hunt. I am 27 years old and I live in Crown Heights, Brooklyn New York.

I am reaching out today to ask the city council to please oppose Intros 103, 104, and 606. I am a user of bicycle infrastructure, and I want there to be as little friction as possible when the city builds and maintains this infrastructure, and when New Yorkers use it. Requiring e-bike licensing seems like a huge step backward to me, as does adding red tape to new bike lane projects in the form of FDNY approvals and community board notifications.

I hope the council will consider this message, and also consider supporting Intro 1131, to research safe and usable transit infrastructure for all New Yorkers.

Thank you,

Liam

Testimony to Committee on Transportation and Infrastructure – 12/11/24

- I am here today to urge you to please pass **Priscilla's Law for registration of all e-vehicles**. The parks and even the sidewalks no longer feel safe. I run in Riverside Park in the early mornings and even there, even at that hour, there are e-vehicles speeding up and down the greenway. There's some signage but absolutely no one enforcing it. If you don't have your head on a swivel, you can get mowed down. Forget having a leisurely morning run or walk in the park.
- E-vehicles are much more dangerous than bicycles. They're heavier, they're faster, they brake more slowly, and their drivers will flee the scene of a crash the majority of the time. Why? BECAUSE THEY CAN. Unlicensed e-vehicles *encourage* irresponsible behavior. It's no wonder they've become the getaway vehicle of choice for criminals.
- Our city's infrastructure doesn't stop an e-vehicle from speeding and blowing a red light. The only thing that will change this behavior is holding riders accountable. And the only way to do that is for every e-vehicle to have a visible plate that can be identified. It's just common sense. It will save pedestrians, cyclists AND e vehicle riders from accidents and death. Thank you.

Linda Lopez



Linda Silberman

██████████

Jackson Heights, NY 11372

December 10, 2024

Honorable New York City Council:

Please pass Priscilla's Law for registration of all e-vehicles. I no longer feel safe crossing streets or walking on sidewalks for fear of being hit. E bikes aren't bicycles. They have MOTORS, weigh 60-70 lbs., go faster, and brake more slowly. They should not be in the same class as bicycles. They are much more dangerous and do much more damage to pedestrians, cyclists and e-bikers when involved in an accident. As a senior who walks with a cane, I am among those most vulnerable to being injured or killed by e-vehicles. I expect the City Council to stand up for my right to be safe on the streets and sidewalks of my own city by holding e-vehicle drivers accountable via registration.

Respectfully,

Linda Silberman

Linda Silberman

Registered voter, District 25

To Whom It May Concern:

Please pass Priscilla's Law for registration of all e-vehicles. I no longer feel safe crossing streets or walking on sidewalks for fear of being hit . My 'quality of life' has been greatly diminished. E-vehicles are much more dangerous than bicycles (heavier -faster -brake more slowly) and they flee the scene of crashes the far majority of the time. Infrastructure doesn't stop an e vehicle from speeding and blowing a red light. The only thing that changes this egregious riding behavior is holding riders accountable to riding safely, by having a visible plate that can be identified. It's not about penalizing. It's about accountability in order to change behavior. This will save pedestrians, cyclists AND e vehicle riders from accidents and death . WE ARE THE MAJORITY!

Sincerely,
Lindsay Trainor

From: [Linus Levey](#)
To: [Testimony](#)
Cc: [District1](#)
Subject: [EXTERNAL] Statement Regarding Int. 0606-2024
Date: Thursday, December 12, 2024 10:57:30 AM

Dear Chair Brooks-Powers and Councilmember Marte:

I am writing to voice my opposition to Councilmember Holden's Intro 606. I am a lifelong New Yorker and a current resident of the Lower East Side. Int. 606 is a poorly disguised attempt to legislate away the massive increase in popular micro mobility devices that empower New Yorkers to efficiently travel around the city in low cost, environmentally friendly modes of transportation.

We should be encouraging adoption of e-mobility devices and discouraging the use of motor vehicles in a city as transportation rich as New York. While there are plenty of valid concerns with the way some people operate e-bikes and the like, the answer is not to implement a costly licensing scheme and foist that task upon an agency that is not responsible for licensing and would require a massive (\$19 million) initial investment, as reported by the DOT yesterday at the hearing, plus an ongoing expense of \$6 million. This is valuable time and money that the agency could better utilize implementing safe street redesigns that benefit all road users in the city, and increase safety to our most vulnerable, pedestrians and cyclists. Please understand, the DOT is not a licensing agency, it is not an enforcement agency. Forcing the department to take on those tasks will be detrimental to everyone.

Furthermore, as reported by the DOT at yesterday's hearing, the actions that certain members of the public feel are endangering them as they walk outside, such as sidewalk riding and failing to yield at crosswalks, would not require new legislation, as the power to enforce these violations is already well within the jurisdiction of the NYPD. If your constituents feel these issues are critical, I suggest you communicate their concerns to Police officials and ask why the NYPD is not performing its job.

Chair Brooks-Powers, and CM Marte, I urge you to carefully consider the full implications of Int. 606 and vote no, rather than appealing to a loud minority of unfortunately misguided individuals. Remember, we all want safer streets, but there's a better way to go about this.

I am supportive of Int. 1131 and feel this is a good place to begin the conversation.

Sincerely,
Linus Levey

Testimony to NYC Council Committee on Transportation
Re: 12/10 E-bike Safety Hearing

By Lloyd Feng

Thank you to Chair Selvena Brooks-Powers, committee members, and sponsors of the bills and resolutions for discussion.

My name is Lloyd Feng and I am a NYC native, born and raised in Washington Heights, and currently a resident of Williamsburg where I serve as Board Member of Brooklyn Community Board 1.

I am writing in support of Council Member Bob Holden's Intro 606 that would require licensing of all e-vehicles in NYC. Although I understand that this change would not fully address unsafe use of e-vehicles, it would be a welcome first step in this process of prioritizing safety for all on our roads, esp. as it would allow individuals involved in close calls or collisions to at the very least hopefully snap a photo of the license plate of the e-vehicle that was used unsafely by a rider. Currently, motor vehicle licenses are crucial to not only helping pedestrians and cyclists struck by motor vehicles secure accountability against and recompense from the drivers, but also to law enforcement in helping officers more easily identify the specific vehicle and driver involved in a collision. Similarly, requiring e-vehicles to be licensed and to prominently display their license would offer a transformative tool for pedestrians, cyclists, and motorists who experience an e-vehicle user's unsafe operation of an e-vehicle to more easily document and identify the perpetrator.

In my role as chair of the BK CB1 Public Safety & Human Services Committee, I convened a committee meeting earlier this fall about e-bike safety after a number of committee members voiced concerns about unsafe e-vehicle behavior in Williamsburg. Concerns people raised include the following about:

- All e-vehicles (mopeds, electric scooters, Citi E-Bikes)
 - Users running red lights and not properly observing traffic signals (unsafe for pedestrians, cyclists, other e-vehicle users, motorists)
 - Operating the vehicle while under the influence of alcohol or other substances
 - Hit-and-run incidents.


Although much of the 12/10 NYC Council Committee on Transportation hearing focused on how licensing requirements would impact moped and e-vehicle users whose use of e-vehicles is related to their occupation as deliverypeople or couriers, I have noticed deliverypeople and couriers on e-vehicles being much safer these days, particularly in Williamsburg and Greenpoint. In Manhattan and much more commercial areas of Brooklyn and Queens, however, I have noticed e-vehicles taking liberties with traffic signals and coming quite close to pedestrians and other cyclists.

Setting aside the safety questions related to those e-vehicles, I would like to focus my testimony specifically on unsafe use of CitiBikes and Citi E-Bikes. Overall bike safety has been top of mind for me ever since NYC rolled out bike lanes and CitiBikes when I was in high school now over ten years ago. I have loved CitiBiking around the city in bike lanes as well as on roads without designated bike lanes where my safety as a cyclist surrounded by much larger, much faster motor vehicles was a priority. I have also been an avid user of Citi E-Bikes both first and second-generation versions since 2021. I love the convenience of riding them to run errands, see friends and loved ones, and, most of all, to explore as much of NYC as possible. I welcome NYC's embrace of cycling and micromobility (e-vehicles) as is the case in many countries around the world.

At the same time, I am quite concerned about unsafe use of CitiBike and Citi E-Bikes, esp. as their use has skyrocketed (I mention CitiBikes as well despite them not being electrified because this a problem that also implicates users of those vehicles, too). Whenever I walk outside in Williamsburg and Greenpoint, I see such bikers who completely ignore red lights and the presence of pedestrians (even when the bikers do not have the right of way). As an avid Citi E-Bike user, it is frustrating to me to see so many other users running reds and at high speeds that they may be comfortable with, but creates significant anxiety and potential dangers for pedestrians, motorists as well as other cyclists. Although it is natural for CitiBike and Citi E-Bike users to prefer to cross intersections when there is no moving motor traffic or pedestrian foot traffic instead of waiting for the signal to change, those are not the only times when they run red lights. It is not rare for me to witness a CitiBike or Citi E-Bike user running a red and a motor vehicle needing to stop abruptly. Several committee members raised that senior citizens and elderly people have shared that they are more anxious walking about their neighborhood and crossing certain street intersections now that there are so many Citi E-Bike users biking unsafely. We need users of CitiBikes and Citi E-Bikes to respect the safety of other users of our streets. I understand that such users have legitimate safety concerns from motor vehicles that drive in unsafe ways (I've experienced it myself and was struck by driver in 2023 who was not looking as he turned out of park while I was on a Citi E-Bike), but that does not preclude examining safety issues emanating from unsafe use of CitiBikes and Citi E-Bikes.

I urge the Council to take such concerns seriously and focus on solutions that can address unsafe use of CitiBikes and Citi E-Bikes. I believe that finding solutions to eliminate unsafe operation of e-vehicles is not mutually exclusive with the need to make streets safer for all (pedestrians, cyclists, e-vehicle users, motorists) by way of infrastructure improvements. But changing street designs and creating protected bike lanes still does not prevent some CitiBike, Citi E-Bike, and e-vehicle users from riding in ways that are unsafe for others. Street safety ought not be politicized in any direction. I would like to reiterate that I love biking and e-biking in NYC and am fully committed to making our streets safer for bikers and e-bikers like myself, but also all other users of our streets. **Please support Intro 606 as a first step toward NYC developing a comprehensive multi-prong strategy of ensuring greater street safety for all New Yorkers.**

Lucy Koteen


Brooklyn, NY 11238

Hearing on Councilman Holden's Intro 0606

One thing I hope we can all agree on is that Commissioner Rodriguez is genius at not answering the questions asked and then lecturing us on what we already know.

The bill is intended to bring accountability to electric bikes and this should include mopeds as well. The accountability is meant for identification for drivers that hit pedestrians and also create crimes such as purse snatching. As of now there is no way to identify those drivers who speed away after their crime.

The bill is not intended to randomly stop drivers who are driving safely. The often repeated talking point that this will increase police stops and discriminate against people of color is offensive.

Where I live I see the majority of drivers in cars are Black and Hispanic and they are not randomly stopped because they obey the laws of the road. Almost all drivers obey the rules of the road because they have accountability with a license plate and insurance. Being hit and injured is not a race issue and neither are the riders of these electric bikes.

The App companies such as Grub Hub should be held responsible for any recklessness of their drivers because of the absurd pressure put on them to make deliveries as fast as possible. The app companies and the restaurants that use the drivers should pay for any expenses that are needed to obtain a license. The cost for registration can be very low. It is not about the money. It is about accountability.

It probably makes more sense to have the process go through the state as was discussed by Senator Hoylman-Sigal since that way the DMV can be the licensing agency. That takes away the issue of forming a new expensive agency in the city. Vehicle licensing is well established as a state function.

Absurdly, those who talked against this bill repeatedly referred to the fact that more people are killed by cars. That is completely irrelevant to the many people who have been severely injured by ebikes and mopeds. Their pain is real even if they were not killed.

Now that the council has heard the many very terrible stories of pain and suffering, so let's get this bill or the state bill done and done quickly. We need to bring some order to these streets of chaos. New Yorkers should not be living in fear to walk on the sidewalk or to cross the street.

Having heard the many sad stories of those injured, it is extremely clear that we do not need more research or another task force to study what is clearly right in front of every New Yorker. No more delays. Get it done!

To: New York City Council
From: Lynda Hughes
Re: December 11, 2024 Committee on Transportation and Infrastructure
Date: December 8, 2024

Life changes in an instant and it did for me on April 27, 2023 at approximately 2:50 p.m. on Second Avenue between 17th and 18th Streets. It was a gorgeous spring afternoon as I pedaled toward my destination at 17th Street when I was suddenly sideswiped by a passing Getir electric delivery bike driver. The large green Getir parcel of groceries on the back of his bike hit my handlebars, flipping me and my bicycle onto the asphalt bike lane. I was trapped under the weight of my bike due to the jarring force of the crash. To the delivery man's credit, he stopped along with a passersby, to lift my bike off me. I was unable to move my lower body and remember thinking, "This is it. I'm paralyzed for life." I screamed in pain as these men tried to bring me to my feet. It was impossible to stand. Finally, someone called 911 and within minutes the police, ambulance and a fire truck arrived, but not before the Getir driver and witnesses had fled the scene.

The medics lifted me onto a stretcher and took me to Bellevue where I was diagnosed with 3 fractured lumbar vertebrae and a piece of my pelvic ala had broken off. I realized, and the ER doctors confirmed, I was one of the lucky ones.

Since the crash, I have not been on my beloved bike and am terrified I will be hit again as a pedestrian merely walking out my front door or crossing the street. The quality of life has diminished for me and all New Yorkers since the advent of electric delivery couriers.

I have been an avid biker for 40 years in New York City and miss my bike dearly. The freedom I felt riding through the streets, the

avenues, the parks, the waterfront greenways and the bridges gave me a sense of pride, satisfaction and accomplishment while cycling through our visually stunning urban environment. I felt I was actively participating in and appreciating the city's beauty by being part of its streets on two wheels, not to mention contributing to a sustainable green lifestyle, for 4 decades. In fact, it is now the exact opposite.

Today's bike lanes are used primarily for the purpose of delivering goods and parcels via e-bikes and e-cargo bikes. It is a transportation corridor for commercial use rather than a recreational space for leisurely cycling.

Manual bikers and E-bikers are not equivalent. E-bikes are faster than regular bikes and can reach speeds over 25 mph. This makes it harder for pedestrians to get out of their way and for drivers and manual bikers to anticipate their speed. E-bikes are heavier than regular bikes which can increase their momentum and stopping distance.

Electric bikes should be registered, licensed and regulated just as automobiles and motorcycles. A lack of safety regulations and ordinances (such as speed limits and age restrictions) should be made and enforced through the legal process. Crossing the streets or walking out one's front door should not be life-threatening because an E-biker is unexpectedly racing on the sidewalk or speeding the wrong way in a bike lane.

We are in the midst of a public health crisis because of a lack of regulations and I find this a stain on New York City. The City must do something before more people are maimed and more lives are lost. We need to make NY work for pedestrians and bikers. It is up to you, the members of the New York City Council, to provide the solutions to this prominent public health crisis.

Lynne Lawner, Manhattan resident, testifies in the present document in favour of:
Intro 606, the e-vehicle license plate law

I made two rather elaborate postings on NextDoor during this past year in regard to the vehicular dangers facing pedestrians on the streets & sidewalks of NYC. I reported having been hit by a scooter straight-on IN CENTRAL PARK WHILE PHOTOGRAPHING ON THE EDGE OF THE CONSERVANCY WATER off E. 72nd St! I spoke about how we pedestrians are constant targets in a dangerous and sometimes fatal game every time we step out of our buildings to go somewhere.

To simplify, let me simply say that, like the others testifying in this case, I am sick and tired of e-bikes riding on sidewalks, riding through red lights, and nearly or actually crashing into people on foot. The police tell me they've been ordered not to intervene when they see illegal maneuvers by bikes, e-bikes, motorcycles, scooters, and similar means of going around on streets & sidewalks. We are demanding accountability; this is only the first step on controlling this chaotic and pernicious situation. Let me state that I firmly support this bill in the City Council that will require all e-bikes and e-scooters to be registered and have a license plate. This bill = intro 606. The City Council has a hearing on it Dec 11th at 1pm.

Thank you for including my testimony, sent to you on 12-07-24 from my residence and my own computer. LYNNE LAWNER [REDACTED] I'm uploading it.

From: [Maddalena Nappi Reidy](#)
To: [Testimony](#)
Subject: [EXTERNAL] Planning Our Shared Streets in New York City: Integrating Micromobility Options , - Intro. 606
Date: Monday, December 2, 2024 2:26:09 PM

To NYC Council:

I am an elder and a longtime lifetime resident of NYC, born in Brooklyn and have been living in Midtown West for 3 1/2 decades.

I have always enjoyed the fact that NYC was considered an excellent walking city. That may still be true but now the bike situation has to be taken into consideration. We have discovered that walking can be hazardous and that includes Central Park.

My elder husband used to take a daily walk through Central Park. No longer. Fear of bikes and crime.

A few months ago, I was walking three blocks down to the Peninsula Hotel for a police precinct meeting. I was surrounded by two delivery bikes on the sidewalk, and I was actually frightened that I would be robbed in daylight! I counted 16 bikes during my short walk and only four were going in the direction of traffic. The others were zipping and weaving in the opposite direction through traffic and on the sidewalks.

Crossing the bike lane means looking in both directions. Red lights don't mean stop to the many speeding bicyclists. Getting a cab at Port Authority is now even more challenging. You must very carefully cross the bike lane to access the "cab lane" - traffic lane.

I can watch the traffic on West 57th Street between 6th and 5th Avenue from our windows. I can see delivery bikes going in the opposite direction of traffic and often in the bus lane. I can see them making U-turns across double yellow lines.

I have been a bus rider for many decades, usually sitting in the front of the bus. I can see the bicyclists weaving and cutting off buses and other vehicles. Sometimes the bus driver will turn and ask: "Did you see that"? These bicyclists are the bane of the drivers and especially the bus drivers who cannot stop as quickly as a smaller vehicle.

I feel like no one is in charge. It is an anything goes environment. Sidewalks are hazardous. I do not believe that quality-of-life issues are taken/considered serious.

Thank you for this hearing. This is an out-of-control bike situation, resulting in deaths and very serious injuries, most of which do not show up in the reporting.

Maddalena Nappi Reidy
Midtown West-Manhattan

From: [Maggie Loesch](#)
To: [Testimony](#)
Subject: [EXTERNAL] Transportation and Infrastructure Committee Intro 606 and 1131
Date: Wednesday, December 11, 2024 9:45:52 AM

[REDACTED]

Hello,
My name is Maggie and I live at [REDACTED] Astoria, NY 11106.


I am writing in support of Intro 1131 - as a cyclist, pedestrian, transit rider, and driver, I would love to see safer street options studied. A few months ago, I was riding in a 2-way protected bike lane and had a pedestrian step out in front of me, causing me to swerve and crash. When streets have enough safe space for everyone, we can all be more predictable and prevent crashes.

I am writing in opposition to Intro 606 requiring registration for e bikes and scooters, and allowing police to stop any cyclist for any reason. While I understand the idea, I believe it is important to consider that bikes and scooters are very different than cars (and their ability to kill/maim folks, particularly bikes and pedestrians). Bikes and scooters are also an important, low-cost, mode of transportation for folks without access to licenses or other modes of transportation. Adding an additional hurdle, and the threat of police interaction (which may be a concern for immigration reasons, and/or can end in violence), is not good for our communities and the safety you wish to seek.

Thank you,
Maggie

Maggie Loesch
Artist // City Planner // Urban Designer
Queens, New York, NY
[REDACTED] | [REDACTED] | maggieloesch.com

From: [Magnus Westergren](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Tuesday, December 10, 2024 5:29:40 PM



As an avid cyclist who commutes by bicycle 365 days a year, I strongly support Intro 606. The explosion of electric motorcycles that are taking over the bicycle lanes we've fought so hard to establish need to be stopped. I urge the council to pass this in order to protect regular cyclists from these heavy and dangerous vehicles that are making it scary to ride and walk in our fair city.

Magnus Westergren AIA

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<https://magnuswestergren.com/>

From: [Mai Schotz](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony - 12/11/24 hearing for Committee on Transportation and Infrastructure
Date: Wednesday, December 11, 2024 10:41:31 PM

[REDACTED]

Below is my written testimony. Thank you for your attention to this issue.

Mai Schotz

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Everyone here is in agreement that our streets are not safe enough. But I vehemently disagree that Intro 606 is the solution. I use Citi e-bikes to get to and from work, which cuts my commute in half compared to transit. These e-bikes are only accessible to me because there's a dock on my block, half of my commute contains truly protected biking infrastructure, and I have access to a discounted membership.

The problem here is the general landscape of our car-centric transportation system, and our reliance on the police to curb dangerous behavior through fines and other punishment - especially when the police have shown no interest in making our streets safer, and are often the ones most aggressively flouting traffic laws. Many of the most dangerous behaviors mentioned in these testimonials, like e-bikers running red lights and biking on the sidewalk or against one-way traffic, are specifically incentivized for riders, at the cost of both riders' and pedestrians' safety. As for CitiBike riders, the high cost of the service incentivizes riders to run red lights and bike on the sidewalk in order to dock their bikes more quickly (especially when those docks are ON THE SIDEWALK, rather than on the street adjacent to a bike lane). Plus, many CitiBike riders are not regular bikers, and they get no help from our car-centric city in learning how to bike legally and safely. The 19 million dollars that Intro 606 would cost would be MUCH, much better spent fixing these problems.

As the chair pointed out, Intro 606 is squarely focused on identification, but it does nothing to change the enforcement mechanisms for accountability, be it the red light camera system or the NYPD's understanding of and willingness to enforce street safety laws (their ignorance of which will continue, even with licenses) — not to mention that it does nothing to prevent the crashes in the first place. There is widespread abuse of the registration system for cars already, with many cars using ghost plates and obscured license plates. Not to mention that license plates do not prevent hits-and-runs from cars, and that even car drivers who remain at the scene are often let go without so much as a summons. If Intro 606 passes and an unlicensed e-biker gets into an accident, they may be more likely to flee the scene if they're also facing punishment for lack of registration.

We do need to cut speed for ALL vehicles on our streets and sidewalks. We do need to hold delivery apps accountable for incentivizing unsafe biking. We do need our neighbors to feel safe walking the streets of our city. But this costly licensing system is not the solution. **I encourage you to reject Intro 606, and to pass intro 1131 to find real solutions.** The seriousness and urgency of this issue does not excuse passing an expensive, redundant, and ineffectual bill that won't get us closer to real street safety for all.

Thank you.

In New York on December 11 2024
Manon Clavel-Solender

Regarding: Testifying in the oversight hearings by the Infrastructure and Transportation Committee on
“Planning our shared streets in New York City: integrating Micromobility Options.”

My name is Manon Clavel-Solender. I am a concerned resident of the Upper West Side and a member of a group organized by the Marlene Meyerson JCC Manhattan, which aims to create a more age-friendly Upper West Side.

I am here to testify about the numerous traffic infractions committed by electric bike riders in the Upper West Side and the significant stress and danger these infractions pose to pedestrians.

A few months ago, on West 81st Street between Amsterdam and Columbus Avenues, where I reside, I was involved in an accident with an e-bike rider who was traveling against traffic. The rider collided with the door of a taxi I was exiting. Fortunately, I was not seriously injured, but the e-bike rider sustained a painful knee injury. Additionally, I frequently witness e-bike riders operating their bikes on sidewalks or against traffic on my street. On average, I observe these traffic violations 2 to 6 times a week, causing great distress for myself and other pedestrians who fear being struck while simply crossing the street or even walking on the sidewalk.

I would like to express my gratitude to all council members for considering my testimony. I hope it underscores the urgency of finding solutions to the issue of traffic violations by electric bikes in my neighborhood and throughout the city. Your attention to this matter is greatly appreciated.

Best Regards,

Manon Clavel-Solender

12/10/24

A Clinton Hill resident, spearheading legislation to STOP THE VIOLENCE BY E-BIKES, was knocked down by an e-bike at 58th & 8th Ave. in Manhattan, hitting her HEAD & ELBOW. She will recover. Too many have been killed. It is time for the City Council to pass legislation controlling all e-bikes.

-Margaret Othrow

Bill 606-Priscilla's Law - Testimony at City Hall Dec 11,2024

Transportation and Infrastructure Hearing

I'm born and raised in the Bronx; lived in Hell's Kitchen and the Upper West Side; Now I've lived in Brooklyn for almost 40 years.

In my 71 years I have almost been hit by a car exactly ONCE. In the past THREE years I have almost been hit by a 2 wheeled vehicle FOUR times. Close calls. I'm lucky that even at my age I have been able to jump out of the way to avoid being hit.

My luck changed this past Monday night Dec 9th. I was in Manhattan crossing 58th street at 8th avenue, rushing to get across the street before the light changed. There was a line of cars stopped at the red light. Before I knew it, I felt myself spinning around. I saw a blur - a bike and rider. Then the back of my head hit the street followed by my elbow. I looked to my right and saw a pair of headlights staring back

. Again, I was lucky. I didn't break any bones. I didn't pass out. The car did not proceed when the light changed. I was able to get up and walk to the sidewalk without aid.

I don't know if I was hit by a standard bike or an e-bike. But if it were an e-bike, and if it had a license plate, a speed camera or a store's security camera could have read the plate. As it is, the bike sped away. Another hit-and-run rider is facing no consequences.

Again, I was lucky. Despite the large, swollen knob on my head and some bruises and scrapes, the ER doctor determined I was neurologically fine and there was no indication of internal bleeding. But many are not as lucky as I. Many victims have suffered serious injuries, become disabled, or even, like Priscilla Loke, been killed. E-bike riders must be held accountable for the injuries they incur. Please pass Bill 606. Thank you.

Maria Ferrari

From: [Yahoo](#)
To: [Testimony](#)
Subject: [EXTERNAL] E-bikes and Local Law 606
Date: Thursday, December 12, 2024 12:04:10 PM

[REDACTED]

E-bikes and other electric conveyances such as mopeds and scooters (the “conveyances”) are totally out of control in this city and need immediate regulation without further delay!

The conveyances constantly blow through red lights, drive the wrong way on one way streets, in bike lanes and on sidewalks, and are now driving the wrong way in bus lanes!

The pedestrians and responsible drivers of the conveyances have had enough of this despicable, illegal and very dangerous behavior!

Walking in NYC has become a life threatening and terrifying experience especially for pedestrians due to these out of control and lawless conveyances.

The NYC Dept. of Transportation has an obligation to keep everyone safe from bike violence in this city and therefore must support the passage of local law 606 which is long overdue.

I am a taxpayer and lifetime resident of this city and I am sick and tired of nearly being hit by one of the conveyances numerous times of day on a daily basis.

Please pass local law 606 immediately and without further delay!

Marie Stareck
Upper East Side Resident

I'm reading this testimony on behalf of Marilyn Levin, who is physically unable to attend this hearing. The following is Marilyn's statement:

On 4/16/24, I was walking on West 67th Street in Central Park when I was hit by an E-Biker who left the scene. Since that date, my life has completely changed.

I was thrown off my feet, unconscious, and had a concussion. Thank goodness a Good Samaritan called 911 because I was unconscious, and unaware of what had happened to me.

I had the fibula and tibia bones in my left leg severed from my knee requiring them to be surgically reattached to my knee. I was transported by FDNY ambulance to Weill Cornell Hospital where I was treated for one week.

I was then transferred to a horrific inpatient rehab which was like being in hell. While there, I got an infection in the wounds of my left leg, which were caused by poor ineffective care at the rehab.

Due to this severe infection, I had to be admitted to the Hospital for Special Surgery for another 3 weeks. In July 2024, I left HSS and came home to recuperate. I am still recuperating at home with intensive PT, and require additional surgery in January.

When I spoke to the FDNY ambulance employee who was putting me in the ambulance, I was told that I was hit by an E-Biker who was going 10 miles per hour. The name of the biker was never reported as it should have been.

Why aren't E-bike accidents reported in the same way as automobile and other motorized vehicle accidents with the police being contacted and the names of the individuals involved reported to the proper authorities? The law must be changed and E-Bikes must be outlawed in the entire City of New York.

No police or FDNY report was made. How many other e-bike injuries to pedestrians are unreported?

Marilyn Levin

From: [Marina Weiss](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony about Intro 606
Date: Thursday, December 12, 2024 12:23:29 AM

[REDACTED]

Hi City Council,

I'm a psychologist living in Prospect Heights, Brooklyn and working at the Brooklyn College counseling center, primarily with immigrant young adults who are their families' first generation to reach college. I regularly order delivery food, like most New Yorkers, and am aware that delivery workers have been regularly abused by NYPD under the pretense of protecting people like me. My perspective as a therapist working with working class New Yorkers informs my perspective on this issue.

The people I serve come from communities that depend on the wages of delivery drivers, and live hand to mouth, paycheck to paycheck. When a delivery driver's bike is confiscated, an extended family may go hungry until he can save enough to buy another one. Imposing greater penalties on the people who are already among the poorest and most vulnerable in our communities does not make anyone safer.

Cars remain the major threat to safety in our city. If you want to make pedestrians safer from bikes, you need to create actual protected bike lanes, where bikers can move continuously without the obstacles of parked police vehicles, double parked cars, or adjacent parking that drivers are moving in and out of. Bikers, including e-bikers, would rather stay out of pedestrian spaces but are not granted their own safe spaces, even though they are fastest, most climate-conscious, most affordable method of transit.

Thank you for your attention to this email.

Warmly,
Marina Weiss, PhD

Sent from my iPhone

Marisa Redanty

[REDACTED]
New York, NY 10036
[REDACTED]
[REDACTED]

Testimony New York City Council Committee on Transportation and Infrastructure

Dec. 11, 2024

Priscilla Loke's death by e-bike lit a flame in us. New Yorkers shouted "enough" and flew into action. Priscilla's law was born. Thank you, Councilmember Holden.

The issue pretty simple. The number of accidents, injuries and deaths resulting from this free for all for reckless E-bike riders would reverse course should accountability be established. Given recent mophead requirements of registration and license plates has proven effective, it is obvious the same should be required for E-vehicles.

E-bikes and motorized scooters with riders who have nothing to fear make our very sidewalks unsafe. They are unsafe for children, elderly, disabled and those carefully recovering from limb surgery.

We're talking about a license plate. An useful tool giving us a fighting chance. When there is an automobile hit and run, the first thing asked is "did camera's catch the license plate"? When it's an E-Bike or scooter, there is no recourse. We come to you, our elected representatives, to act and pass Priscilla's Law now. We are here to witness you taking this action to protect all New Yorkers hoping to use our streets, parks and sidewalks without fear.

I will soon be 70 years old. A fall on a sidewalk can easily cause a broken hip or wrist which would be life changing. When a high-speed E-bike whizzes by from behind on a sidewalk, it results in the pedestrian making a sudden move to avoid danger and lead to a fall. A sidewalk or street fall may be no biggie to some of you, but to me and others my age or anyone using crutches no matter the age, the possibility is very real and terrifying.

We ask you to remove that fear from our daily lives by passing Priscilla's Law.

Sometimes in life, when we hear reports, or see media coverage loaded with statistics it's easy to disregard or diminish the importance unless we have seen evidence with our own eyes. Well, councilmembers, photos have been presented and the victims who have made their way here this morning are before you right now. They are the evidence. All but one. Her name is Priscilla. She can't be here today.

Respectfully,

Marisa Redanty

COMITTEE ON TRANSPORTATION & INFRASTRUCTURE
SUBJECT OF TESTIMONY - PRISCILLA'S LAW – 606
ORGANIZATION- NYC EVSA

WRITTEN TESTIMONY OF MARK LEYSE

New York City needs to enact Priscilla's Law (Intro. 606). NYC streets and sidewalks have become unsafe for pedestrians because of e-bikes and e-scooters. E-bikes and e-scooters are often driven in a reckless and unlawful manner on sidewalks and against the direction of traffic, endangering pedestrians. Riders of e-bikes and e-scooters also often ride through red traffic lights, endangering pedestrians.

E-bikes and e-scooters have greatly diminished the quality of life in NYC. E-bikes and e-scooters pose a great threat to children and the elderly. In late November, in the Bronx, a 3-year-old girl was hit on a sidewalk by a moped. The poor child suffered a fractured skull. The driver fled. In this case it was a moped but it could have been an e-bike or e-scooter. Walking around Manhattan, I often see e-bikes and e-scooters driving rapidly on sidewalks and barely missing pedestrians, who often have to move out of their way.

I have had to dodge e-bikes and e-scooters on sidewalks or that have run red traffic lights. Sometimes e-bikes and e-scooters run red traffic lights in the direction that is against traffic. One must look both ways when crossing a street or avenue! Sometimes a group of e-bikes and e-scooters will run a red traffic light, simultaneously! It is no longer a pleasure to walk around NYC because of their rampant violations of traffic laws!

E-bikes and e-scooters violate traffic laws with impunity! The NYC City Council needs to enact Priscilla's Law (Intro. 606).

Respectfully submitted,

/s/

Mark Leyse

New York, NY 10025

Dated: December 12, 2024

From: [Mary DuBard](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony on Intro 606 and Intro 1131
Date: Wednesday, December 11, 2024 11:01:42 AM

Hello,

My name is Mary DuBard, and I have lived in Harlem for 5 years. As a recent CitiBike member, having access to an e-bike has changed how I interact with the city. It is so much easier to run local errands and explore new neighborhoods. Even when I am tired, an e-bike is an accessible form of transportation for me to commute.

I am concerned about street safety whenever I walk, bike, or drive in the city. I know how dangerous our streets can feel, but Intro 606 is not the answer. Intro 606 would be a massive bureaucratic hurdle and a waste of taxpayer money – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work.

Intro 606 is not an effective solution to the problems we see on our streets today. Right now cars have roads and pedestrians have sidewalks, but the majority of NYC does not have designated, safe infrastructure for bikers. We need to improve infrastructure to enable safe biking and prevent crashes- this looks like wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. Many e-bike riders are working to support themselves, and the companies they work for incentivize them to ride dangerously by penalizing long delivery times. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

11 DECEMBER 2024

TO THE CHAIR, AND COUNCIL MEMBERS WHO CHOSE TO STAY IN THIS ROOM TO HEAR THE PEOPLE.

MY NAME IS MARY EVANCHO. I'VE LIVED IN NYC FOR 47 YEARS.

LIKE THE MAJORITY OF NEW YORKERS - I DON'T FEEL SAFE

E-BIKES ARE MOVING AT GREAT SPEEDS, IN ALL DIRECTIONS, AND THOSE ON THE SIDEWALK, **COMING FROM BEHIND**, ARE FRIGHTENING.

AFTER SEVERAL NEAR MISSES, I CONSISTENTLY LOOK BEHIND TO SEE IF THE COAST IS CLEAR.

THIS IS THE STATE OF OUR CITY TODAY

AND NOT A STANDARD FOR "THE GREATEST CITY IN THE WORLD"

PRICILLA'S LAW IS THE FIRST STEP TOWARDS ACCOUNTABILITY.

THOSE IN OPPOSITION REFER TO PRICILLA'S LAW AS

"RED TAPE", "AN INCONVENIENCE", "AN UNNECESSARY EXPENSE", AND GO FURTHER TO CALL IT **"DISCRIMINATORY".**

LET'S BE CLEAR HERE— PRICILLA'S LAW IS FOR THE PROTECTION OF **ALL DRIVERS** AND **ALL PEDESTRIANS** AND **ALL PEOPLE OF COLOR!**

PRISCILLA'S LAW, COUNCIL MEMBERS IS THE **"FOUNDATION"** FROM WHICH WE WILL DRAW ACCOUNTABILITY.

IT IS WHAT THE MAJORITY OF NEW YORKER'S WANT TO SEE ENACTED, AND WE ARE STANDING BY.

THANK YOU.

Dear Ms. Adams,

Thank you for the opportunity to submit written testimony in support of Intro 0606-2024.

I have been a NYC resident since 1978. I have never been afraid to cross the street until now. On July 7, 2024, while crossing Broadway right in front of my apartment, I was struck by a Citi e-bike, barreling the wrong way on Broadway through a red light, down the middle of the street. MRI's revealed fluid in my knee (I'm a dancer) and a torn rotator cuff. I am still in physical therapy for these injuries. The bike rider did not even stop; he just rode onward, north on Broadway, right in the middle of oncoming traffic that was headed my way as I lay face down on the street.

Now, I cross the street as if I am the most terrified, fragile person, fanatically looking back and forth and have continued to have a number of very close calls as E-bikes and scooters appear out of nowhere, no brakes, no regard for signals and especially for pedestrians, even on sidewalks.

I don't know how to teach regulations to the thousands of riders who feign ignorance of red lights and human beings. But I do know that making them accountable is the least we can do and could be the one form of deterrence that is fair, just as it is for cars. Believe me, if cars who are often driving even slower than peddled e-bikes, were driving the wrong way on one way's, hurtling through red lights and causing hit and run's, our city would be in an uproar. Why are e-vehicles exempt from accountability?

Putting license plates on e-vehicles gives us all a fair shot. Certainly bike advocates like Lyft, Door Dash, Amazon etc can afford the fee to put a license plate on all their bikes and truly any bike advocate who claims that they are driving safely shouldn't mind putting a license plate on their electric powered vehicle, any more than they'd resist doing it for an automobile.

Please, please vote for Intro 0606-2024 to encourage safer ridership on e-vehicles and safer streets for all. Thank you, Mary Lou Quinlan [REDACTED] NY, NY 10003

Good afternoon.

My name is Mary Vachris and I am pleased to address you on this important legislation today: Priscilla's law – Intro 606. As a life-long New Yorker (I was born in Queens and have lived on the Upper East Side since 1976), I have always felt that New York City was a wonderful city for pedestrians. No longer. The reckless e-vehicle riding has made crossing the street and even walking on the sidewalk a dangerous activity. E-vehicles are not stopping at red lights, they are riding on the sidewalk, and they are going the wrong way on one-way streets. This careless disregard for traffic laws has made the city especially dangerous for the elderly, the disabled, and young children. I have made numerous calls to 311 about this problem and have had police respond that there is nothing they can do about this crisis. With Priscilla's law, the police and the public will have a way to report and track down egregious e-vehicle infractions. If these vehicles are registered and have an identifying license number then all of us will be safer. The riders will know there is a way to locate them, so they will be more conscientious about following traffic laws. Without this legislation, the quality of life for all New Yorkers is diminished. We do not need another task force to study this issue. This is a time for common sense action. Please pass this important legislation so all of us can safely walk in this wonderful city.

In conclusion, I'd like to address Advocate Williams' concerns. I represent not only myself but also my multicultural family which includes Brown, Black, White, and Asian members, many of whom work in the restaurant industry. None of them feel that Intro 606 would be prejudicial to them.

Please pass Priscilla's law.

Thank you.

From: [Matt Russell](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for Intro 606
Date: Tuesday, December 10, 2024 5:16:28 PM

Hello,

I am writing to express support for Intro 606 and testify on behalf of myself and countless others who narrowly avoid injury every single day because of e-bikes on the sidewalk.

Since COVID, sidewalk motorcyclists have become a scourge on pedestrian accessibility. The complete lack of enforcement of laws already on the books—presumably, because lack of license plates, as called for in this bill, makes enforcement very difficult—has turned every city sidewalk into a motorway. Not a single day goes by that I don't have to jump out of the way of a "bike" going 40mph. I'm 35 and in good health. What about the kids? Elderly? I've reported this to 311 dozens of times with no result.

The tragedy, of course, is that a small special interest group who loves their motorcycle immunity will campaign against this bill— that would OBVIOUSLY help the public at large and reduce the risks to bikers and pedestrians alike—and city council will cave to the insane notion that any law enforcement is bad by definition. It will take the death of some poor 2 year old to catalyze action on the issue again.

I implore you to support this urgently needed bill—5 years overdue—before it's too late.

Matt Russell

From: [Matteo Leibowitz](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to Intro 606
Date: Thursday, December 12, 2024 9:35:16 AM

[REDACTED]

I live in Bushwick, Brooklyn, and I oppose Intro 606.

As a keen cyclist, I know that cars are the biggest danger to me, not E-Bikes, and I worry about the harassment delivery workers already face and will continue to face if Intro 606 passes.

As a taxpayer, I am strongly opposed to the city wasting millions of dollars on an ineffectual bike licensing scheme, and would instead prefer for the city to invest in more bike lanes and safety campaigns.

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Matteo Leibowitz

From: [Matthew Fairley](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 9:08:44 AM

[REDACTED]

Please pass this bill. E-bikes are a menace that need significant regulation. I walk to add from work 1.5 miles every day and not a day goes by that I'm not dodging an e-bike. Please take this step to make the streets and increasingly, sidewalks, safer.

Yours

Matthew Fairley
[REDACTED] Brooklyn, NY 11231

From: [Matt Wiecha](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Saturday, December 14, 2024 7:06:03 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to phish@oti.nyc.gov as an attachment.

Hello,

I am writing to register my opposition to Intro 606. It is not the path to safer streets, and it is infeasible given the administrative logistics required.

Thank you,

Matthew Wiecha

Dear Members of the New York City Council,

I am writing to express my concerns regarding Intro 606 and to voice my support for Intro 1131.

Opposition to Intro 606

As a regular Citi Bike user who relies on this service during times and along routes not adequately covered by the MTA, I am concerned that Intro 606—which mandates the licensing and registration of all bicycles with electric assist, electric scooters, and other legal motorized vehicles—would impose unnecessary burdens on cyclists and micromobility users. This legislation could deter the use of sustainable transportation options, potentially leading to increased traffic congestion and environmental harm. Moreover, similar licensing laws in other major cities have proven ineffective and were eventually repealed.

Support for Intro 1131

In contrast, I support Intro 1131, which proposes the establishment of a task force to study options for enhancing street design and infrastructure safety in light of the increased use of electric bicycles and related collisions. This initiative aims to develop informed, data-driven policies that protect all road users without imposing undue restrictions on individuals who depend on micromobility options.

Concerns About Safety and Discrimination

I am deeply troubled by reports of white supremacist activities targeting Hispanic delivery workers in New York City. These essential workers, many of whom are immigrants, have faced violent attacks and robberies, particularly during the pandemic. The rise in extremist threats across the state further exacerbates these dangers.

In this context, policies that could disproportionately affect immigrant communities, such as the licensing requirements proposed in Intro 606, may inadvertently increase their vulnerability.

Broader Implications

With the upcoming presidential administration's plans for mass deportations, it is crucial that city policies do not contribute to the marginalization or targeting of immigrant populations. Implementing measures like those in Intro 606 could lead to increased interactions

between immigrant communities and law enforcement, heightening the risk of deportation and family separations.

Conclusion

I urge the Council to reject Intro 606 due to its potential negative impact on sustainable transportation users and immigrant communities. Instead, I encourage the adoption of Intro 1131, which seeks to improve street safety through thoughtful study and inclusive policy development.

Thank you for considering my perspectives on these important issues.

Sincerely,
Max Murphy

From: [Max Wang](#)
To: [Testimony](#)
Subject: [EXTERNAL] in opposition to Intro 606
Date: Wednesday, December 11, 2024 7:27:21 PM

[REDACTED]

to the members of the ny city council:

my name is max wang. i live in kips bay, manhattan, and frequently walk, cycle, and take public transit to get around the city (although i almost never e-bike!). nonetheless, i am writing in to indicate my strong opposition to Intro 606.

i am sympathetic to the need to handle e-bikes on our roads better. however, evidence from other cities around the world and plain common sense both indicate that the licensing system proposed by Intro 606 will not solve any problems, and merely create more costs for residents and taxpayers.

i fear that e-bike registration enforcement by the NYPD will only create additional opportunities for discriminatory stop-and-frisk-style policing—especially of a delivery driver workforce that feeds the city and is made up largely of immigrants. furthermore, i feel confident that any resources spent to police e-bikes would be far better spent shoring up the nearly non-existent enforcement of motor vehicle traffic laws. the unending parade of blinkers of illegally stopped cars, and the mazes of intersection box-blockers, all of which force cyclists off their lane and pedestrians out of crosswalks, are an immeasurably greater threat to new yorkers' safety than the entire fleet of delivery and rideshare e-bikes. just today, i and a fellow pedestrian were nearly flattened by a car speeding at 40mph or more in a bus-only lane in pouring rain. i can't say i have ever had such an experience with an e-bike.

Intro 606 is a distraction from efforts and enforcement that could actually improve the safety and quality of life of new yorkers. the time, energy, and taxpayer dollars that would be wasted on Intro 606 would be better put to use enforcing the laws already on the books intended to prevent rampant reckless driving, or developing smarter road infrastructure so that pedestrians, cyclists, and cars can have a more proportionate and equal share of our precious streets.

thank you for your consideration,
—max wang

Priscillas Law testimony

Good Day.

My name is Maxine DeSeta I'm 85. I am a retired public school teacher, artist and activist. My grandchildren are 5th generation residents of Manhattan. Our family has ridden bikes for work and pleasure for generations.

Using poor deliveristas against pedestrians who just want to safely cross streets is one of the more disgusting, self-serving agendas of those who want to profit from the new e-mobility surge in our city since the pandemic.

I am perplexed why Class 1,2,and 3 E-bikes that can accelerate to 20-25 miles per hour, the same as Class C mopeds are not required to have license plates, registrations.

The investors promoting e-bikes, do not care about the poor immigrants who plow thru our streets using the for-profit Doordash etc apps to deliver food. They are worried they will not be able profit from the exploitation of deliveristas.

Although we have "crash" statistics for cars, we have little for e-bikes.. What happened New York? Any tourist or resident can rent an electric Citibike or motorized bicycle without a license. When they cause injury or death to pedestrians there is no accountability There is no identification for a witness to report. **This**, in the middle of Manhattan with public transportation and a walkability score of 100.

Pricillas law only mandates responsibility for motorized bicycles. Licensing and registration seems a small price to pay for safety in one of the most densely populated cities in the US.

From: [Megan Eiss](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposed to Bill 606
Date: Wednesday, December 11, 2024 3:04:34 PM

[REDACTED]

Good afternoon,

I'm a resident of the East Village and I've lived in NYC for over 20 years. I own property here and I'm proud to call myself a New Yorker.

I am very opposed to Bill 606 - giving NYPD free reign to stop and frisk riders of e-vehicles is extremely problematic - especially in a city that claims to be a city welcoming to all.

There are better ways to prevent injuries, including reducing car traffic around the city.

Thank you for your time.

Megan Eiss

[REDACTED]
NY, NY 10003

From: [Megan Taylor](#)
To: [Testimony](#)
Subject: [EXTERNAL] Don't Pit NYPD against Cyclists
Date: Tuesday, December 10, 2024 7:12:01 PM

[REDACTED]

Hello, my name is Megan Taylor. I live in Jackson Heights, NYC.

I rely on my bike to move around the city on a daily basis. Biking allows me to get exercise, move around the city, save money on transportation, and experience the city in a really cool way!

Street safety is my top concern in New York City, and I know how dangerous our streets can feel. I also know Intro 606 isn't the answer.

Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

Thank you,

Megan Taylor

From: [Meghan Heintz](#)
To: [Testimony](#)
Subject: [EXTERNAL] 606
Date: Thursday, December 12, 2024 8:32:33 AM

Hi,

As a parent of two in Crown Heights I oppose Intro 606. Cars, not e-bikes, are the threat to injury and fatalities. I oppose wasting our tax dollars on a licensing program for e-bikes when a) that money can be better spent elsewhere and b) our streets would be safer if more people switched from cars to bikes. Making that more cumbersome is bad for safety.

I support enforcement of our existing traffic laws on e-bikes.

Meghan Heintz


Melanie Wesslock

NY NY 10025

4th December 2024Dear NYCCouncil

As a lifelong NYC resident, parent and business owner, I'm writing in support of Intro 0606-2024 City bill and A 9092 State bill

Since the legalization of evehicles without regulation, I've found myself and my family at risk, constantly. I was struck by an ebike on the UWS that fled without checking to see if I was OK. I was not OK. I had trouble walking home, and if I had a means of IDing the cyclist, I would have expected them to pay for my \$300 copay.

These vehicles are lawless and dangerous and leave victims without any means of identifying the people responsible for injuries sustained by their recklessness.

I support Priscilla's Law and thank CMs Bob Holden and Jennifer Rajkumar for leading the charge on the issue

Sincerely,

Melanie Wesslock
UWS Resident and Business Owner

From: [Melunz](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Thursday, December 12, 2024 1:26:57 AM

[REDACTED]

Cut the bullshit. A license to ride a fucking bike around? Let us breathe without constant red tape and harassment. Strike down Intro 606.

Hello,

I am Merih Uctum, a 70 years old resident on the Upper West Side of NYC. I am writing to urge you to pass the Priscilla Law that imposes a minimum requirement of registration on E-Vehicles. On March 18, 2024, as I was walking on a sidewalk towards a medical appointment, I was knocked down by an E-Bike and hit my head on the pavement. I lost consciousness for several hours, with bruises on my eye, cheek, and chin, and a cracked tooth. I don't remember anything about this incident and was told by a person who helped me that the rider didn't stop but continued speeding up after having knocked me down.

The sidewalks on my street are very narrow, and regularly I have to stand aside and give way to delivery people on their bikes who are riding against the traffic on the sidewalk. When I try to stop them, I get cursed, given the finger, if not threatened. I live near the Riverside park where the promenade became the speeding path for E-bikes, mopeds and e-motorcycles with zero regulation.

The environment for pedestrians became untenable. Lawlessness creates more lawlessness. I don't want to move out of NYC, but at some point, we may not have the choice. People like me are the taxpayers of the city and outmigration is hurting its economy. If New York loses its characteristic of a walkable city, more people will move out.

I am also a biker, and a walker and I entirely support wider use of bicycles. But I don't understand why regulation of this industry to make it safer for bikers and walkers is a taboo for and intensely opposed by the Transalt.

I urge you to bring some sanity to this chaos so that more of us enjoy walking and biking in this city of ours.

Hello, my name is Meryl LaBorde and I live in Greenpoint, Brooklyn.

Living in an area underserved by public transit, I rely on bikes as my primary mode of transportation. E-bikes help me balance multiple jobs and a busy schedule of advocacy and community organizing. I have also worked as a food delivery worker in neighborhoods throughout the city. I've since retired as a working cyclist, but have continued to advocate for safer streets for over a decade.

Through the thousands of miles I have biked and walked here, I have experienced the consequences of our unsafe streets first hand - including, but not limited to, being struck by a car and suffering a traumatic brain injury. My own experiences are why I'm here to ask the Council to reject Intro 606 and instead support proven and workable solutions - safer street designs, enforcement of existing legislation, and regulation of delivery apps.

The Department of Transportation is already overburdened and failing to meet the legal requirements for protected bike lane and bus lane miles in the Streets Master Plan.

Forcing them to develop, implement and manage a licensing program means further strain on a department that lacks the resources and capacity to do their job.

While the licensing would be on DOT, Intro 606 would put the onus of safety on enforcement by the NYPD. The NYPD has proven it cannot be the agency to keep New Yorkers safe from traffic violence, with enforcement dropping significantly over the years as fatalities and serious injuries continue to rise.

Instead of creating safer streets, this legislation will give NYPD the power to pull anyone over, just for riding a bike, regardless if they've broken any law. This will undoubtedly discourage bike use, lead to over-policing of working class New Yorkers and disproportionately affect People Of Color and Deliveristas.

Instead of voting for this overly broad legislation which will discourage biking overall, while burdening the under-resourced DOT, I encourage you to support proven street safety solutions:

- Enforce [existing regulations](#) requiring delivery companies to provide commercial cyclists with the necessary equipment and training to do their jobs safely.
- Support stronger protections for delivery workers, to make their jobs safer and disincentivize dangerous riding behavior.
- Make it easier for DOT to meet the goals of the [Streets Master Plan](#) and redesign streets to allocate space for all travel modes, emphasizing safe movement.
- Vote in favor of [Intro 1131](#).

Thank you for hearing my testimony; I'm counting on this council to focus on solutions that work - oppose Intro 606, support Intro 1131 and app regulation, and get the city back on track with the Streets Master Plan.

Michael Ann Dobbs
[REDACTED]
Brooklyn, NY 11238

11 December 2024

New York City Council
City Hall Park
New York, NY 10007

Dear Honorable Council Members,

My name is Michael Ann and I'm a mom living in Brooklyn. I'm submitting this written testimony to very strongly protest the proposed licensing of ebikes in New York City.

I currently commute via a Category 2 ebike to work. While I previously commuted by analog bike, I now need an ebike to take my 9-year-old daughter to school before I bike into Manhattan. But while I am an ebike user, my concern is not that I might have to register my own bike, but that the City Council is wasting our time and creating unnecessary and wasteful bureaucracy.

Already, Category 3 ebikes require licensing, but this law is not enforced. Bikes of all types for teen and adult riders are not allowed on sidewalks, yet this is not enforced. Category 3 ebikes are not difficult to spot – they go faster than 20 miles an hour, which can be measured by radar guns. They also have throttle, so any biker going uphill, not pedaling at 25 miles an hour is clearly a Category 3 ebiker.

It's also very telling that Citibikes, which are already numbered, are among the bikes that people complain about. If there's no enforcement when ebikes are already numbered, why would an increase in licensing magically increase enforcement?

This proposal is, frankly, an attempt by some members of the City Council to hide the fact that they have no ability to make the police enforce the existing laws. When I complained about cars parked in the bike lane on Jay Street, I have been flatly told by a police officer who was standing outside the Kings County Court House that it "was not [his] job" to give tickets to drivers violating the law. The mayor had to start a police task force to enforce license plates on cars and based on walking around my neighborhood, this has only been partially effective – there are still many cars without any plates at all, some with out of state temporary plates, and many illegally obscured, covered, damaged or altered plates.

In a city with a higher motor vehicle death rate than murder rate and a dedicated police task force there should be no cars without license plates. Yet there are. There are also many, many mopeds and motorcycles without license plates. And again, there is no enforcement of the Category 3 electric bikes which should have license plates. Is the city really in any sort of position to be requiring more license plates when the police are clearly unable to handle enforcing the existing laws?

Until the city requires enforcement of license plates on cars, motorcycles, mopeds and Category 3 ebikes in accordance with existing laws it is a waste of tax payer money to outfit the DOT to provide any more license plates.

Sincerely,

Michael Ann Dobbs

I firmly support the implementation of electric bike registration. As the popularity of e-bikes continues to rise, so too does the number of accidents involve these vehicles. These incidents often result in serious injuries to pedestrians and other road users.

E-bikes, while environmentally friendly, operate at higher speeds than traditional bicycles and can be difficult to maneuver, especially for inexperienced riders. Mandatory registration would allow for:

- Identification of riders involved in accidents.
- Enforcement of traffic laws and regulations specifically tailored for e-bikes.
- Potential insurance requirements to ensure victims have recourse in case of injury.
- Funding for safety education and infrastructure improvements.

While some may argue that registration is burdensome, I believe the safety of our communities outweighs any inconvenience. It's crucial to take proactive measures to mitigate the risks associated with e-bikes and ensure a safer environment for everyone.

Sincerely,

Michael Eris

[REDACTED]

NY, NY 10022

From: [Michael Huarachi](#)
To: [Testimony](#)
Subject: [EXTERNAL] OPPOSE Intro 606
Date: Tuesday, December 10, 2024 7:11:44 PM

[REDACTED]

Dear NYC Council,

I'm writing to urge you to OPPOSE INTRO 606!!!!!!

Bike licensing schemes DO NOT WORK! Intro 606 is a waste of taxpayer dollars building new bureaucracy, printing tens of thousands of licenses and plates, staffing borough offices, and creating inspection sites across NYC!

NYC Can't afford a failed bike licensing program! Investing in infrastructure and real solutions is the way forward. Let's learn from other cities and prioritize what actually works - like passing intro 1131.

Intro 606 seeks to grant the NYPD increasing powers. Intro 606 conflates e-bikes, mopeds, wheelchairs, and scooters because mopeds and motorcycles are so much more dangerous than e-bikes. This legislation is trying to manipulate and confuse, so it's important to remember that it's already illegal to drive unlicensed and unregistered mopeds - by the deadliest of the group. Intro 606 creates new barriers for e-bike and e-scooter riders. E-bikes, e-scooters, mopeds and wheelchairs are all different - and you cannot paint them all with a broad brush! We can regulate what is ACTUALLY killing us - cars and mopeds - while encouraging New Yorkers to choose options like e-bikes and e-scooters!

Let's protect everyone on the road and keep our streets safe for all New Yorkers!

--

Michael Huarachi (he/him/his)

[REDACTED]

Rabbi Michael S. Miller

Testimony before the New York City Council Transportation Committee

Wednesday, December 11, 2024, 10:00am

Thank you Madame Chair Brooks-Powers, and the distinguished members of this committee and the Council, for providing me the opportunity to testify on this vital issue facing our City.

Over the past decade and half, we have witnessed, factually and empirically, the precipitous presence of e-bikes, moped, scooters, and other 2-wheeled battery fueled devices on New York City streets.

As I laid out in my December 1st Daily News op-ed, which I'm submitting to the committee as amended to my testimony, seniors and other vulnerable pedestrians are confronted with an ever present danger posed by these speed limit breaking, traffic light and stop-sign abusing, and one-way ignoring vehicles. Chaos prevails, and on-foot sidewalk and street navigation has become perilous.

Unfortunately, I experienced this street havoc first hand. On Tuesday, May 21st, returning by subway from an inaugural and inspirational Dept. of Education Jewish Heritage event to my Upper East Side apartment, I exited at the 77th Street #6 train station and walked east. Having the light to cross Third Avenue, a northbound thoroughfare, I checked that oncoming traffic was stopped at the intersection. When I stepped from the sidewalk into the street, an electric bike, traveling southbound against traffic at high speed, smashed into me.

I crumpled to the asphalt, saw what appeared to be a delivery biker for a few seconds before he sped off - hit-and run - and peered at my right leg which was clearly and grotesquely broken. A good Samaritan woman called 911 and an ambulance arrived to take me to the hospital for surgery to repair the tibia bone, broken in three places, with the permanent insertion of a titanium rod. I spent a week in the hospital and six weeks in a rehab learning how to walk again. I also discovered that I lost some sight in my right eye.

But I was the lucky e-bike victim. Yes, I suffered a crushing trauma but, thank G-d, I was still alive without a severe brain or head injury. Over the past year and a half, more than 30 people have been killed by electric assisted two wheel vehicles and dozens more left with debilitating injuries.

We can readily get in the blame game and target delivery workers who are speeding around town to chase a dollar and scratch out a living. But we, as consumers, are the ones who insatiably demand near instant gratification with everything at our doorstep in an unreasonable amount of time.

And who is feeding this demand that we've imposed? Bottom line, the business model rewarding speed above all else was fashioned by the app companies.

There is no panacea here. But ultimately, there needs to be accountability for what is happening on our streets and I suggest that the City Council explore and act on a comprehensive approach both at the corporate and at the individual levels.

For the corporations that are generating the bulk of the trips on City streets, why can the City not license the app companies like what the Taxi and Limousine Commission has done with For Hired Vehicles? When Uber/Lyft first came to New York City, it added a huge volume of vehicles to the streets. The City then moved to regulate the industry, create standards, data tracking, and accountability for companies that want to do business here.

Why not create and implement a similar accountability framework with the delivery companies as they dispatch all these trips and riders on city streets?

For individuals, while I highly identify with the spirit and intent of Councilmember Holden's bill, Intro 606, and his support, in my view licensing should be regulated through the New York State DMV that already has the infrastructure and jurisdiction to issue licenses. But local enforcement is key to ensuring the accountability of all e-bike riders and the altering of law-breaking behavior patterns.

I support Chair Brooks-Powers' Intro 1131 while having its Task Force recommendations for legislation and policy presented as soon as possible within its 270-day mandate. The need is now.

I urge the Committee and the Council to act expeditiously on this compelling social justice issue, establishing accountability standards, restoring public safety to our City's streets, and eliminating the fear factor from our pedestrian population.

Thank you.

DAILY NEWS

NYC must curb reckless and fire-prone e-bikes

By [MICHAEL MILLER](#)

PUBLISHED: December 1, 2024 at 5:00 AM EST

A brief recount of an experience I recently had that repeats itself all too frequently, and violently, on the streets of our great city: While attempting to cross a northbound avenue, as all New Yorkers have done more times than we can recount, looking to ensure that oncoming traffic was stopped at the intersection's red light, I stepped from the sidewalk's cement to the roadbed's asphalt.

An electric bike, traveling at a high speed southbound against traffic, [smashed into me](#). I remember it in snapshots: I'm in shock. My right leg is obviously broken. I'm taken by ambulance to a hospital for surgery and the fusing of a titanium rod on the tibia, broken in three places. Immobile for weeks, I had to learn to walk again. I recognize that I was the fortunate victim who suffered crushing trauma but, thank G-d, still alive, without a severe brain or head injury.

Over the past year and a half, more than 30 people [have been killed by electric assisted two-wheel vehicles](#), and dozens of more victims have undergone a whole range of calamitous injuries with varying degrees of harm and debilitation.

When seniors and other vulnerable pedestrians fear crossing the street...

When electric assisted bike delivery workers take the lives of those pedestrians, and their own, into their hands by [speeding the wrong way down one-way streets, driving through red lights and stop signs](#) for fear of losing out on the next dispatch from the app...

When families and friends fear the uncertified lithium-ion battery, charging or dormant somewhere in their building exploding and causing a life-threatening conflagration...

That is a veritable civic crisis, that calls for urgent moral clarity and decisive action.

Delivery workers have turned the bike lanes into a game of pedestrian "Frogger."

But the streets of New York are no game board, and in the "on demand" world within which we live we are all complicit.

Changing social norms have no quick fix. There are numerous steps that need to be taken by both New York State and New York City.

The city needs a comprehensive approach that holds everyone accountable, especially delivery apps looking to do business in New York. We need to be able to get data from the delivery companies and make sure their business models are not pushing workers to behave recklessly on the road to chase a dollar. Companies need to drive the behavior change, getting workers to slow down using positive incentives, rather than punishment of first-generation New Yorkers. It will help the city finally understand who is using our streets for profit, and professionalize the workforce with things like health insurance and workers compensation.

It will help us eliminate rogue lithium-ion batteries which are cheaper and go faster than the UL-certified ones — a priority of the administration for sure, but the scourge until recently has been hard to snuff out.

The documented fires they cause are nothing short of a humanitarian crisis. Lithium-ion batteries have started more than 730 fires in New York since 2019, killing 29 and injuring 442 more — a sign as clear as the turn of the 20th century's [Triangle Shirtwaist Factory fire](#), in which 146 garment workers, mostly young women, died — that something must be done. A crucial piece of this sustainable delivery work must be meaningfully regulating not just today's equipment but of tomorrow's, a fact which tech company leaders should feel as strongly about as we do.

Too often, government isn't able to keep up with the pace of technology, which certainly happened with the pandemic delivery boom. Now is the time to get ahead of the crisis, and smartly regulate all the technologies that want to use our streets for profit today and into the future.

We must address the dangers electric assisted bikes pose — it has evolved into an urban social justice imperative.

It is time for the City Council to act.

And while we design a long-term solution, let's not forget the pedestrian who steps into the intersection today or tomorrow. It's time to start more seriously cracking down on bad e-bike rider behavior, not just delivery workers but everyone.

The city is getting serious about ghost plates and red-light running speedsters (good riddance). But an e-bike, going 20-30 miles per hour the wrong way can be every bit as fatal a conveyance as a four-door sedan.

It is time for the city to start more seriously writing tickets and summonses, and for the Council to pass legislation to help expunge this modern-day fear factor from New York's streets for good.

Miller, a rabbi, is the former CEO of the Jewish Community Relations Council of New York.

Good afternoon,

Thank you to Chair Brooks-Powers and the Committee for holding this hearing. My name is Michael Sutherland, and I'm the Policy Analyst at Open Plans, an organization that fights for a more livable city.

The rise of e-micromobility has presented a number of challenges for our streetscape — it's important to recognize that. Introducing a new type of mobility at-scale requires new infrastructure, education and enforcement on the rules and laws associated with e-biking, and adjustments for all road users. However, Intro 606 does not solve for any of these issues — it does not create new road infrastructure, it does not educate e-bike users or the general public, and the behavior of bad actors is already illegal.

Importantly, a program of the size and scale described in Intro 606 would be a monetary and staff burden on DOT. The Commissioner spoke about these challenges in his testimony, and we heard from others about this kind of program failing in other cities. Funding that would theoretically be given to DOT to administer this program could be better used in virtually any way — by continuing to build out infrastructure or by educating users, for example. DOT simply does not have the capacity or expertise to run this program.

Not only would this program be expensive and difficult to administer, but unrealistic to enforce. The difference between a regular bicycle and e-bike is not always apparent, which could create confusion in enforcement. Aside from that, the current bad behavior, which, again, is already illegal, isn't enforced to begin with (though it should be), and the mere presence of license plates will not inherently change that. It doesn't inherently change behavior, and more importantly, it doesn't inherently change police enforcement patterns. I've also heard mention that these license plates could be captured by automated enforcement — we believe that this is not true, and to do so would require additional State legislation (as the legislation does not authorize for DOT plates).

Other cities have tried licensing bikes, and have largely failed. For example, Seattle abandoned their program due to the high cost of recordkeeping and the massive amount of police manpower it required. Similarly in Los Angeles, the LAPD lacked the resources to actually implement the program and there were database maintenance issues. We should learn from these cities, and not implement a policy that has proven to fail.

Instead of Intro 606, we believe that Intro 1131 provides a better path for all road users and real, actionable systemic solutions. Identifying new, creative solutions to these challenges, and better understanding how to implement safety solutions that we know work at-scale — like daylighting and protected and wider bike lanes, for example — we can work to find an equitable solution for all road users.

I thank the Committee for your time.

Respectfully,

Michael Sutherland

Policy Analyst, Open Plans

I'm writing the council in opposition to Intro 606 because ebikes have greatly improved my family's life in New York City.

It's very difficult raising children in NYC and one of the challenges is transporting them. To school, to doctor's appointments, to sports, to social occasions, etc. You are often stuck between the prospects of pushing children for miles in strollers, trying to get them on crowded trains and subways to take circuitous routes that still require walking, or if you have access to a car, fighting terrible traffic and parking, often at rush hour.

Ebikes are a savior in this situation, and solve a problem where traditional bikes often fall short. It is significantly harder to pedal a bike when you are carrying two children and all their gear. However a battery assisted bike allows you to quickly but safely access many places that otherwise require one of the arduous journeys above. The ability for me to bike my children to school saves me almost an hour every day.

My fear is that requiring ebike registration will have a chilling effect on micromobility just when it is beginning to get traction.

If the council is concerned about safety, I encourage them to address the problem directly by focusing on enforcement against those who are clearly breaking the law (such as illegal mopeds masquerading as regulated ebikes), rather than creating additional barriers to entering the ebike market, increasing the financial burden of NYC residents, and expanding the city's unending bureaucracy.

Thank you for your time,
Michael Verrilli

My name is Michael Winston and I live in the 6th Council District represented by Councilwoman Gail Brewer.

I cannot attend the City Council hearing on December 11th regarding Priscilla's Law. I therefore submit my statement in its support in writing:

The reasons I believe the City Council should pass Priscilla's Law are:

- Government – whether federal or local – must among other things protect its residents from threats to their safety.
- E-bikes currently represent a considerable threat to the safety of New York City residents. The riders often do not follow the local rules that govern bike riders: among other things, the e-bikers speed through red lights; they ride on sidewalks; they travel in the wrong direction on one-way streets; they quickly turn corners imperiling pedestrians who are crossing the street; and they watch their phones (for picking up new deliveries, I imagine) while biking. As discussed below, this type of biking also risks the safety of the e-bikers.
- As a result of the e-bikers' disregard for bike regulations while traveling at high speeds, the streets and sidewalks have become dangerous for NYC pedestrians. Some have died or have been injured, some severely. In addition, there is a constant threat to pedestrians – even if they haven't been hit by a biker. I have had several "close encounters" with bikers in the past year or so, where the biker almost hit me because they were riding the wrong way down the street, they went through a red light, or they were riding on the sidewalk and passed me from behind.
- E-bikers have also been injured as a result of collisions with cars, trucks or buses.
- The neighborhood NYC police do not have the manpower to constantly enforce the road rules. There are currently too many biker scofflaws for the police to chase down and many of the bikers' violations occur in side streets where the police cannot persistently monitor.
- Priscilla's Law provides a means to try to improve the situation. Under this law, the bikers must register their bikes and also display a license plate number on them. Hence, if a biker violates the law, a pedestrian can report them through the license number, and maybe by also taking a photo of the license number and the violation. In addition, City street cameras could also capture biker's violation and license numbers – much as they do for a driver of a car or truck who disobeys the traffic rules. This will provide much-needed accountability on the part of the bikers, and thus an incentive for them to obey the rules.
- There are State and City representatives who have offered various alternative enforcement approaches to Priscilla's Law or reasons to oppose Priscilla's Law. None have merit in my view. For example:

- Councilwoman Brewer, who apparently opposes Priscilla’s Law, stated at a town hall meeting this past fall that (as I understood her statement) the NYC DOT has taken the position that the City Council does not have the authority to enact Priscilla’s Law. When soon thereafter I asked Edward Pincar, the Manhattan Borough Commissioner for the NYC DOT, if that was the case, he emailed me, stating, “I checked with my colleagues and we are aware of proposals on this topic [regarding e-bikers] in both the City Council and State Legislature. DOT has not yet commented publicly on these bills” I forwarded Commissioner Pincar’s email to Councilwoman Brewer’s office on September 16, 2024, but have yet to receive a response.
- State Senator Brad Hoylman-Sigal has (I understand) proposed requiring restaurants and food markets to provide bikers more time to make deliveries and a higher compensation – to slow down the bikers. I support giving the bikers more time and a higher compensation, but this will not slow them down. The delivery bikers will still want to race to the orderer’s location so that they can then get a new delivery assignment and a higher income; they will thus still be speeding through red lights, riding on sidewalks, and otherwise ignoring regulations – at the expense of pedestrian safety. On the other hand, if the biker knows he may get caught (because of Priscilla’s Law provisions) should he or she violate the road rules, the biker will likely be encouraged to slow down and follow the rules of the road. In addition, by getting e-bikers to more closely adhere to road directions, Priscilla’s Law will also provide protections against e-biker accidents with cars, trucks and buses.
- I’ve also read that some believe that Priscilla’s Law is discriminatory because it takes aim at e-bike delivery workers, most of whom are Black or Hispanic. But it is the acts of the e-bikers – not the color of their skin – that is the issue and requires proper regulation. All bikers – including those who own or rent bikes (which would include whites) – need to adhere to the instructions for biking on NYC streets. I am not proposing outlawing e-bike deliveries, but am instead supporting a mechanism for assisting law enforcement.
- City residents are tired of the hazards posed by e-bikers and want something done. The overwhelming view of attendees at local political forums has been that better measures for regulating e-bikers are needed. Attendees repeatedly stated that they are afraid when they are walking down the street because of the bikers.
- Maybe the answer is to enact Priscilla’s Law and a separate measure to increase the amount required to be paid to delivery workers by companies that use their services. Priscilla’s Law will, if successful, get e-bikers to more closely adhere to City street regulations; at the same time, the increase in compensation will mean that delivery workers won’t be monetarily penalized should Priscilla’s Law result in delivery workers making fewer deliveries because they are biking more slowly and are following the rules. I think most City residents would be willing to pay a bit more for deliveries – should the

delivery companies pass along a worker wage increase – to better secure their safety.

- For the above reasons, I strongly encourage the City Council members – including Councilwoman Brewer – to support and quickly pass Priscilla’s Law.

Thank you.

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Michele Birnbaum
[REDACTED]
New York, New York 10028
Tel : [REDACTED]
Fax: [REDACTED]
E-mail: [REDACTED]

December 11, 2024

TESTIMONY IN FAVOR OF INTRO 606, A LOCAL LAW TO AMEND THE ADMINISTRATIVE CODE OF THE CITY OF NEW YORK, IN RELATION TO REQUIRING THAT EVERY BICYCLE WITH ELECTRIC ASSIST, ELECTRIC SCOOTER AND OTHER LEGAL MOTORIZED VEHICLE BE LICENSED AND REGISTERED.

Hello, Chair Brooks-Powers and Council Members:

I am a life-long resident of New York City, and a founder and a member of many community organizations in-an-effort to improve the quality of life of all in our city. My advocacy for licensing of electric vehicles started about 20 years ago, when such vehicles were proliferating, and the lack of constraint on their behavior became obvious.

Aware of the growing number of advocates for accountability, responsibility and liability for cyclists, cycling organizations dug in deeper in their opposition to any kind of control of the behavior of cyclists and are now expressing outright opposition to legal accountability. I don't know why, but one lame excuse is that if they are to be licensed, then ridership would decline. Number 1 - So what? And Number 2 – There's no evidence of that.

These same groups loathe the automobile and drivers – groups that are licensed and are accountable, responsible and liable. So, imagine if no licenses were required for automobiles, trucks, buses, ambulances, fire trucks, police cars, etc., and none of these vehicles or drivers were identifiable or accountable. These same advocacy groups would be mortified at the stupidity of such a policy, because it's obvious that if someone is identifiable, they are more likely to be compliant with the law.

Why are all categories of e-bikes operators any different? When driven recklessly, these bikes are killers, and they leave their victims in the rear-view mirror, which most of them don't even have, but should.

Most of the testimony to opposition to Intro 606 that I heard at the December 11th hearing consisted of “what-aboutism” as in “what about cars” and “paranoia” as in the police will needlessly stop cyclists. The arguments that wider bike lanes will solve the enforcement issues lack any form of logic. Infrastructure is one thing, and enforcing the law is another.

Passing Intro 606 is a no-brainer and does not preclude passing Intro 1131. No need to choose between them.

It was stated many times that licensing of electric bicycles failed in all cities where it was tried. That's not entirely true, but where it did fail, it failed for financial reasons, not because it was poor policy. These cities failed to come up with a fine structure that could support the program. But, an adequate penalty structure could be created along with government support and the fact that this would be a revenue generating program.

Our entire system of laws is based on accountability, responsibility and liability. These are the basic tenants of how we enforce, hold perpetrators accountable and provide justice, financial or otherwise, to victims. It's negligent not to apply this standard to the cycling community.

Passing Intro 606 will bring supportive council members nothing but the respect and good tidings of their constituents.

It's time we stop having to fight this fight. It's common sense. There's enough evidence that supports the need for this bill, so please vote to pass it.

Thank you !

Michele Birnbaum


From: [Michelle Olaya-Marquez](#)
To: [Testimony](#)
Subject: [EXTERNAL]
Date: Thursday, December 12, 2024 10:37:43 PM

[REDACTED]

Hello! I am a clinton hill, Brooklyn resident and e-bike rider. I care about safe streets for all, especially pedestrians.

I wanted to write ro make it clear that I oppose Intro 606, which aims to make our streets safer by making it harder to affordable access e-bikes. To combat unsafe riding, I'd recommend focusing on the delivery app giants incentivizing unsafe delivery times from our hard working deliveristas. I support intro 1131 which would study safe street design for micro mobility. It's a better use of our tax payer money than setting up a whole new dmV. Thank you!

From: [Mike Rothstein](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Tuesday, December 10, 2024 9:32:59 PM



I am writing in opposition to Intro 606, the bill to require registration of ebikes. Safety on our streets is important, and some ebike riders have contributed to dangerous conditions on our streets. But this bill is the wrong way to address this problem. We do not need legal requirements and registration fees to ensure safety, we need infrastructure and enforcement. This bill is simply adding a burden to ebike users, while doing nothing to actually promote safe conditions on our streets. And by empowering police to stop cyclists on the pretense of checking whether a bike is an ebike or not, it will increase harassment of cyclists simply trying to work, commute, or exercise.

There is a real need for safer streets. Burdensome, and expensive, registration of ebikes is not the way to achieve that, and I encourage the council to reject this bill, and instead take steps to create safer infrastructure and have meaningful enforcement of traffic laws to prevent dangerous motorists, motorcyclists, and bicyclists.

Thank you,

Mike Rothstein
Manhattan

From: [miriam.fisher](#)
To: [miriam.fisher](#); [Testimony](#)
Subject: [EXTERNAL] Fw: City Council Committee Hearing on Transportation and Infrastructure. Support bill 606, Dec 11, 2024 0a.m. a.m.
Date: Friday, December 13, 2024 12:12:16 AM

To The City Council Transportation and Infrastructure Committee

I am a longtime advocate for traffic reduction, less congestion, pollution, safer streets, the goal of Vision Zero. I am also a disability rights advocate, and in September organized a rally with the cochair of CB4 Transportation Committee, for increased subway accessibility and an elevator on 23rd St/6th Av in Chelsea, with many local electeds in attendance and supportive. My late husband, Dr. Peter Freund, was one of the founders of AutoFree New York, partly in response to my being hit by a taxi in 1984, in a coma for 9 days, a life-altering event that has created life-long disability, 3 spinal surgeries and facing more, and hearing loss.

There are numerous concerns and issues that would create a safer environment for everyone, especially those with disabilities and seniors. Sidewalk and street safety are vital.

The pandemic has catalyzed a major change in transit patterns, an astronomical increase in biking in NYC, which I applaud. I support more and better, safer bike lanes, and a decrease in car traffic. However, biking also has engendered practices which endanger seniors, people with disabilities, all pedestrians.

The "new normal" has become bikes frequently running red lights, on the sidewalk, wrong way. The cars are often pointed to as the "bad guys." But finger pointing at cars as the primary culprits minimizes and trivializes the dangers of pedestrians injured and killed by bikers and doesn't help resolving safety issues.

Previous City Council hearings focused on traffic violence from cars, and not concerns of traffic violence of bikers against pedestrians, often minimized and described as "low," which implicitly denigrates the value of any lost lives. Any preventable death is too many. Any loss of any life is tragic, and harder to accept when preventable. Proposed bill 606 will be an opening for accountability by licensing, as we license cars, and penalize violations. The goal of Vision Zero is ZERO, ZERO injuries, ZERO deaths.

Pedestrians have been killed by bikers, and most have been hit and run incidents. Priscilla's

Law is a prime example, due to the death of a pedestrian, Priscilla Loke, who was biding by traffic laws. There are many others. In August 2023, a 44 year old pedestrian was killed by a hit and run biker at about 7pm on 22nd St/8th Av in Chelsea, where there are good and protective bike lanes and a block from my home and P.S.11, an elementary school. The media reported the death of the actress Lisa Banes after being hit by a biker; the restaurant owner on the Upper West Side when crossing from parking to the sidewalk; a senior crossing on 23rd St/6th Av. A senior with osteoporosis who is knocked over and breaks a hip has a life-changing serious injury and statistical increased likelihood of death. My physical therapist told me of the many persons hit by bicyclists he works with in rehab, and a nurse in Bellevue described the head injuries and people needing wheelchairs she works with. After my most recent back surgery, my balance is shaky, I've had several near hits and was advised not to even cross the busy 8th Ave. in Chelsea, after surgery, after my therapist and I saw so many bicycle red light runners. I often have to wait until a second green light comes on before I see no bikes and feel safe to cross, disenfranchising my right the cross when my light is green. There was a flurry of emails in the digital journal NEXTDOOR CHELSEA, where for days subscribers catalogued their hits and near hits, injuries, many unreported so not in official statistics. An article in ABC 7, 8/16/19, stated "169 pedestrians injured by bicyclists, up 14% from last year." And this was before the pandemic and the astronomical increase in biking. Citibike recently reported 100,000 bikers daily in NYC.

I have been at meetings with my local police precinct, which claims they are on top of this. But when meeting police officers in the street, and we see one red light after another passed, they have shared that they are instructed not to chase after the bikers, as this would cause chaos and injuries of bystanders, and the bikers aren't licensed with identification. I watched bikers race by my street when children were leaving school for the day and a police officer only said I should report it to the precinct one block away, after the bikers sped away. Cameras photographing scofflaw bikers with licenses could avoid police intervention, and injuries to police and to bystanders.

There is no organized plan to monitor bikers systemically except reported highly selective ticketing in certain neighborhoods, often poorer ones with fewer bike lanes.

I have reached out to biking/safety organizations such as Transportation Alternatives, in person, by emails and at webinars, the problem acknowledged but no public outreach to members on monitoring for safety. I have testified of my concern at Manhattan Community Boards 4 and 5 Transportation Committees. A letter was sent from the Transportation Committee of CB4 on March 11, 2021 to Dept of Transportation Commissioner Pincar, urging "instilling a culture of compliance." Also recommended was reconfiguration of the traffic lights to be synchronized so bikers don't have to keep starting and stopping, which leads to more red light running, Green Wave to afford pedestrians and also bicyclists longer to cross the

street, and "leading pedestrian intervals." Changes in traffic signals have been done in Europe and in other NYC boroughs outside Manhattan with documented increases in safety.

I recommend enforcement of traffic regulations through a Street Ambassador Program, not the NYPD.

Reporting of hits and injuries is problematic and doesn't reflect the numerical reality and the seriousness of an injury. At a very recent Manhattan CB4 Transportation Meeting, I vividly recall a victim sharing how the police would not document and record her accident, saying she left the scene. She left by ambulance to go to the hospital!! There were numerous stories like this shared at the hearing, that leaving the scene for medical attention means the police won't record and document the accident, falsifying the reality and statistics. How can this be addressed and do justice to real life events so that change can occur?

Downstate NY Adapt, a disability activist organization, submitted testimony on March 2022 (and previously), to the to the Transportation Committee of the City Council, stating that "everyone operating a vehicle should have to take training on how to safely operate their vehicle...and ...to display a license... would make these operators... more accountable... especially where there were traffic cameras that would issue tickets..."

The argument made by some bike groups that licensing (and helmets) would reduce the number of participating cyclists and that there is more safety for bikers in numbers. This is both questionable and irrelevant in NYC today, with the exponential increase in thousands of cyclists in NYC since the pandemic. Dropouts of even 1000s of cyclists who won't comply with rules are those best off the road, and would leave many, many 1000s of cyclists left. NYC, post-pandemic, can't be compared to licensing results in other, smaller cities with less bikers. Dept of Transportation Commissioner Ydanis Rodriguez said at the hearing that there are 200 million rides daily. Surely there would be many, many left to ride.

Mayor Adams said to the media, in January 2022, "Stop if you see a pedestrian crossing the intersection ...This does not mean slow down...It means stop... Drivers and cyclists must fully stop..." STOP. LET THEM CROSS" is suggested as a mantra of guidance. How can this be implemented and monitored?

The campaign for more cameras to monitor car drivers who are crossing red lights would also serve to monitor and dissuade bikers, especially if licenses are displayed for accountability and transparency.

The goal is Vision Zero, ZERO, NONE, ZERO injuries, ZERO DEATHS. All lives are valued. And preventable deaths avoidable.

Miriam Fisher

[REDACTED]

NY NY 10011

[REDACTED]

From: [Mitchell Grubler](#)
To: [Testimony](#)
Subject: [EXTERNAL] E-Bike Licensing & Registration Bill (Intro. 606)
Date: Monday, December 9, 2024 11:14:22 AM

[REDACTED]

I urge the Council to pass the E-Bike Licensing & Registration Bill (Intro. 606).

As a senior resident and frequent pedestrian in Manhattan I have observed the reckless operators of E-Bikes who do not obey any traffic rules and endanger the safety of pedestrians. They ignore stop signs and traffic lights and often speed the wrong way on streets and even speed on sidewalks!

I have personally experienced being hit and knocked down to the pavement by an unlicensed E-Bike rider going the wrong way at the intersection of Allen Street and Grand Street on the Lower East Side.

Mitchell Grubler

[REDACTED]
New York, NY 10002

Testimony for Priscilla's Law

To: Committee on Transportation & Infrastructure.

I am writing to support 0606-2024 a/k/a Priscilla's Law: "A Local Law to amend the Administrative Code of the City of New York regarding requiring the licensing and registration of every bicycle with electric assistance, every electric scooter and every other similar motorized vehicle (hereinafter referenced as "e-vehicles")

It is all too common for e-vehicle riders to endanger pedestrians with impunity by violating safety rules, regulations and common sense including running red lights, speeding, riding the wrong way and riding on sidewalks. I see this multiple times every day and know of many serious injuries and even death resulting from these behaviors. Older people like myself and my wife are especially at risk of injury, since even if we see an e-vehicle darting in traffic, we cannot move quickly enough to avoid it.

Since e-vehicle riders usually flee the scene of an accident without being identified they can cause harm with impunity. Identification of e-vehicles through registration is thus essential to hold an e-vehicle rider accountable for injury he or she causes. The very small burden this would impose on e-vehicle riders is certainly worth the reduction

in reckless behavior by such riders and the serious injuries and even deaths that result.

For these reasons I strongly urge the committee to vote in favor of Int.0606-2024.

Thank you for your consideration.

Mitchell Pines, Voter in District 6

From: [Morgan Blauth](#)
To: [Testimony](#)
Subject: [EXTERNAL] Oppose intro 606
Date: Wednesday, December 11, 2024 11:55:54 PM

[REDACTED]

I am a constituent in Bed Stuy Brooklyn. I oppose intro 606 as there are other priorities the city should focus on. Cars are much more dangerous than e bikes.

Morgan

From: [Moussa Hassoun](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 Testimony
Date: Thursday, December 12, 2024 1:24:34 AM

[REDACTED]

I'm opposed to intro 606 because it creates needless regulation. Bikes are already not allowed on sidewalks and NYPD should stop anyone who rides in a sidewalk. This doesn't fix the problem.

Furthermore it is too broad and risks capturing and requiring a whole host of vehicles like electric wheelchairs.

Finally, the bill would likely lead to harassment of people who aren't riding electric bikes for example, if they have bulky bikes, have wires on their manual bikes (for lights etc). Big risk.

Should be tailored to make sure electric mopeds aren't on the road illegally. NYPD should do its job already. No new law is needed.

Best,
Moussa

From: [nancy cadet](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 7:20:59 PM

[REDACTED]

Dear Council members,

I greatly appreciate the expansion of biking and pedestrian access in NYC, as well as support for mass transit that I use regularly. I have to question the validity of licensing e-bikes as a road safety measure. We pedestrians are threatened daily and killed by vehicles, not pedal bikes or e bikes. We also recognize that delivery companies should pay for insurance and any required registration fees for their workers.

Instead, New Yorkers need the NYPD to enforce vehicle safety laws: ignoring stop signs, not giving pedestrians priority in crosswalks, using masked license plates and false plates, speeding, allowing huge trucks to use city streets, parking and blocking bike and bus lanes, etc.

We know that the vast majority of road deaths and accidents are caused by vehicles and we see every day that NYPD officers don't enforce the laws that would protect us.
It's way past time for a change.

Sent from my iPad

From: [Nancy L Linday](#)
To: [Testimony](#)
Subject: [EXTERNAL] Pass Priscilla's Law Now!
Date: Thursday, December 12, 2024 8:23:06 AM

[REDACTED]

Dear City Council Members:

It is absolutely critical that Priscilla's Law be passed now! Sidewalks have become "Suicide Walks" as a result of all the illegal motorized bikes, motorized Citibikes, and mopheads riding on them. Now cyclists are riding on the sidewalks next to bike lanes because they are afraid of the motorized bikes, motorized Citibikes, and mopheads using the bike lanes! Crosswalks have become "Death Walks" and are now paths for these motorized mobility devices to fly through in any direction without stopping for any lights. Pedestrians are in danger all the time - and elderly pedestrians, who are not agile and nimble enough to jump out of their way, are prime victims. Pass Priscilla's Law now!

Yours truly,

Nancy Linday, MUP

[REDACTED]
New York, NY 10038

From: [Naomi Sharlin](#)
To: [Testimony; Dinowitz](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 7:56:55 PM

To the members of City Council,

I live in Riverdale in the Bronx and I use an ebike to commute to work and to travel around the city with my two young children.

I was going to write a statement about how convenient, environmentally friendly, affordable and fun it is for our family to use ebikes, but it's actually irrelevant.

If the City Council cares about street safety, you will do something about cars. Cars are responsible for the vast majority of pedestrian and cyclist fatalities in this city. There are too many cars in my neighborhood and the drivers are aggressive. Ebikes do not pose a safety threat, cars do. Intro 606 is a distraction.

Focus on solutions that actually prevent car crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and delivery app regulation.

Thank you,
Naomi Sharlin
Riverdale, Bronx
10463

From: [Naomi Wolf](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony regarding Intros 606 & 1131
Date: Wednesday, December 11, 2024 5:21:25 PM

Hello -

My name is Naomi Wolf and I live in Brooklyn. I absolutely love the pedal-assist e-bike I recently purchased. I live at the bottom of a giant hill, and this bike has made it so much easier for me to get to my destination, even when I'm tired and cranky. It also allows me to bike farther into parts of brooklyn that would be difficult to get to by public transit.

Street safety is one of my primary concerns as an NYC resident and I feel so strongly that Intro 606 is the **wrong** answer. In addition to the fact that trying to license e-bike riders would be extremely expensive and logistically impossible, it also won't make our streets any safer! If your goal is safe streets, this isn't the way. Major cities from LA to Toronto have already tried this licensing approach and they have all retracted their plans because they didn't work and cost a fortune! I know we all like to think that NYC is somehow different from every other city on the planet, but I cannot see why this plan would magically work in NYC when it hasn't worked anywhere else that's tried it.

The things that will actually make NYC streets safer are the proposals put forth in Intro 1131! Improving infrastructure, creating more protected bike lanes and other traffic calming measures are the solution to safe streets. Additionally, app companies should be regulated to ensure they are holding their delivery workers accountable for their riding habits.

I'm really hoping the City Council will do the right thing here and focus on tested and proven solutions that will actually work. Expanding police power to harass cyclists of color, which will inevitably be the result of Intro 606, won't improve our streets.

I want to log my testimony as being strongly opposed to Intro 606 and in support of Intro 1131.

Thank you,
-Naomi Wolf

From: [Neeraja Murthy](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 testimony
Date: Wednesday, December 11, 2024 4:51:20 PM

[REDACTED]

My boyfriend and I bike to work every day to save money and time we already barely have. The anxiety and unnecessary worry of the additional chore of obtaining and keeping documentation on us (obtained through systems like the dmv, presumably, who can barely keep up with their existing demands) and risk being stopped randomly by the police would steal our time, health, well being and potentially our sources of income. The city needs to reduce drivers by investing more in bike lanes for safety and having congestion pricing for cars.

Please do not do punish us for not polluting the air or driving around machines that could kill people all day. A city that promotes easy biking for anyone, including visitors who might not have these new licenses, is a safer and higher earning city that's attractive to visit.

nm

From: [Neil Cooper](#)
To: [Testimony](#)
Subject: [EXTERNAL] I strongly support the licensing of E-bikes in NYC
Date: Thursday, December 12, 2024 9:56:19 AM

[REDACTED]

I live in the lower east side and it is incredibly dangerous walking in my neighborhood.

E bikes are speeding on the sidewalk, running through crosswalks while pedestrians have the right of way and going in the opposite direction on one-way streets and the avenues.

It is like the wild west in the streets of Manhattan.

Something must be done to rein these reckless riders.

It is amazing that that aren't more injuries to pedestrians the way these are going

Neil Cooper

[REDACTED]

New York, NY 10009

In opposition to Local Law 606 ...

As pedestrian and cyclist who's been a victim of traffic violence on multiple occasions, I oppose passage of Local Law 606. It will divert NYCDOT resources, increase interactions with the NYPD (and ICE) and do nothing to enhance public safety.

Respectfully,

Neile Weissman

[REDACTED]

NYC, NY 10003

From: [Nina Fleiss](#)
To: [Testimony](#)
Subject: [EXTERNAL] Please pass "Priscilla's Law" for registration of all e-vehicles.
Date: Monday, December 9, 2024 12:29:39 PM

[REDACTED]

Please pass Priscilla's Law for registration of all e-vehicles. My husband and I no longer feel safe crossing streets or walking on sidewalks for fear of being hit . Our 'quality of life' has been greatly diminished so much so that even though we are native New Yorkers, we are seriously considering leaving the city when i retire. E-vehicles are much more dangerous than bicycles (heavier -faster -brake more slowly) and they flee the scene of crashes the far majority of the time. Infrastructure doesn't stop an e vehicle from speeding and blowing a red light. The only thing that changes this egregious riding behavior is holding riders accountable to riding safely, by having a visible plate that can be identified. It's not about penalizing. It's about accountability in order to change behavior. This will save pedestrians, cyclists AND e vehicle riders from accidents and death . I speak to so many of my friends and colleagues who feel the same way.

Please pass this legislation asap.

Thank you for your consideration.

Nina Fleiss

[REDACTED]

From: [Nolan Fawthrop](#)
To: [Testimony](#)
Cc: [District33](#)
Subject: [EXTERNAL] OPPOSE INTRO 606
Date: Tuesday, December 10, 2024 9:50:56 PM

[REDACTED]

Dear City Council Members,

As a Brooklyn resident, I've seen how more bikes—and safer bike lanes—have improved our my transportation options and reduced the City's reliance on cars. Still, cars speeding and running red lights make me feel less safe than any e-bike rider ever has.

Intro 606's e-bike registration requirement risk imposes costs and burden on bikers. What's next? Do we need to register our legs? It also risks police targeting bikers who are not breaking any current law. The intro does little to address the real dangers on our streets, which largely come from cars. Half of them have covered license plates! Focus on the real dangers instead of discouraging a better form of transportation.

Please oppose Intro 606 and work toward policies that uplift, rather than burden, our communities.

Thank you,
Nolan Fawthrop

[REDACTED]
Brooklyn

—Nora McCauley, Brooklyn 11201. District 33.

I live on a very busy commercial block in Downtown Brooklyn. With a subway station on the corner, a school around the corner, commercial establishments on the ground floor and businesses and residences above, as well as apparently permanent scaffolding and opportunistic street vendors, my block is a microcosm the issues that unfold on the sidewalk and the street. So I am familiar with the safety issues that deeply concern us all, and wish I had a time-lapse film to share.

I also work at an electric bike store. We sell electric bikes to families, who use them to take kids to school, and for grocery runs. We sell electric bikes to commuters with long or challenging commutes—like from Forest Hills to Chelsea, or Fort Lee, NJ, to midtown. And finally, we sell electric bikes to older people looking to stay active and engaged in their city, whether that's basketball or birdwatching. Speaking of birdwatching, there are many far-flung parks and preserves in New York City—this city really does have everything—and guess what is the best and easiest way to get to them? Electric bikes.

All these e-bike riders are law-abiding citizens. We'll pay, if we have to, for licensing and registration. But what problems will this solve?

The most acute problems that people want to solve are already illegal. Mopeds are already required to have license plates. Riding the wrong way in a bike lane is already illegal. Heck, parking in a bike lane is illegal! However, none of these infractions are enforced, and licensing is not going to change that.

If the police and the Department of Transportation are already unable (or unwilling) to enforce existing laws, how are they going to enforce a broad and ill-defined new set of rules?

New York taxpayers should not have to pay hundreds of thousands of dollars to stand up a new and pointless agency involving the production of actual, physical, mini-license plates.

First let's try enforcing the laws we already have, and see how much that helps. Then, let's keep improving the designs of streets and sidewalks to prioritize safety for our most vulnerable users.

Thank you for your time.

From: [Nora Pena](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 and 1131
Date: Wednesday, December 11, 2024 10:11:06 AM

Hello, my name is Nora Pena. I live in Brooklyn, NY.

I am an active transport user, I bike and occasionally e-bike in this city I call home. I have a daughter who is now commuting to school and home in Brooklyn.

Street safety is my top concern in New York City, and I know how dangerous our streets can feel. I also know Intro 606 isn't the answer.

Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike. I worry about my child and her friends getting harassed by the police at such a young age for commuting home in the safest way possible.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131. Prioritizing street design is the first step to making all New Yorkers feel safer no matter what form of transport they use.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

Sincerely,

Nora Pena

Parent, New Yorker and Street Enthusiast

From: [Nuala O'Doherty](#)
To: [Testimony](#)
Subject: [EXTERNAL] Why I support e-bikes
Date: Tuesday, December 10, 2024 9:24:32 AM

[REDACTED]

I love riding my bike around the neighborhood, but I am getting older. Some days, I feel fine riding my peddle bike to the event, but I am too tired to ride back. This is where the e-bike is critical.

I can't afford Ubers and cars are not good for the environment. More cars on the road make the roads less safe for pedestrians and cyclists. Riding my bike is healthy for me, for the environment and safer than cars. But I get tired. The e-bike comes to the rescue.

No one likes an unsafe bike rider or an unsafe driver or pedestrian. Don't allow a few bad actors to take away my ability to ride an e-bike which allows me as an older adult to have access to transportation that would otherwise be cut off.

Thanks,
Nuala

Nuala O'Doherty-Naranjo
[REDACTED]
Jackson Heights, NY 11372
[REDACTED]

From: [Otto Gomez](#)
To: [Testimony](#)
Subject: [EXTERNAL] OPPOSITION to Intro 606
Date: Wednesday, December 11, 2024 4:58:46 PM

Hi there,

My name is Otto Gomez and I live in East Williamsburg. I am writing to express my strong opposition to the Intro 606 bill. My main reasons are the following:

1. The way to address street safety is by addressing the problem of cars.

Pedestrian/biker injuries deaths are caused almost exclusively by private automobiles. The danger of e-bikes is greatly overreported and is not backed by scientific data. I ride my road bike for work, for regular travel, and for leisure/recreation. My main concern on the road is *always* private cars who are emboldened by poor policing, not e-bikes (Citi bikes or delivery drivers.) The best way to avoid street injuries and deaths, according to years of data, is by building safe biking infrastructure and limiting the speed and mobility of cars. All council members who say they are for improved safety must actually address the issue.

2. This bill is a dog-whistle that would allow police to harass immigrants and other minority delivery workers.

Let's be clear about who this bill is targeting. This would create many more opportunities for police officers to interact with e-bikers, who are mainly Black and Hispanic folks--the same demographic that is shown to be accosted by the police a lot more often. This bill reeks of stop and frisk policy and would be a disastrous way to treat residents of New York City.

3. Cities around the world are encouraging e-bike usage for all residents.

Once again, it is frustrating to write to City Council to let them know that New York City, where all members would say is a world class city, is moving in the opposite direction as other great cities in the world. First with almost destroying a very popular dining out program, and now recently with watering down City of Yes (which was not as ambitious as it should be,) the Council is showing once again with this bill that it does NOT understand what growing and improving a city looks like. Instead, they are only interested in getting more cars on the road and deteriorating the quality of life for a majority demographic that purposely lives here to be in an urban, walkable area. Encouraging e-bike usage for all, not just delivery workers, is great policy. It's cleaner for the environment, safer by a country mile than cars, and serves as a great transportation tool. This bill significantly discourages folks from doing that and I am deeply offended to read about it in the news.

I hope you have the sense to call it out for what it is: a dog-whistle against delivery drivers that fails to address the issues it claims to, ignorant of facts and data.

I will be keeping a close eye on the next moves of this bill.

Thank you,
Otto Gomez (he/him)

+ [REDACTED] | UTC-05:00
[linkedin.com/in/ottojgomez](https://www.linkedin.com/in/ottojgomez)

From: [Owen O'Leary](#)
To: [Testimony](#)
Subject: [EXTERNAL] testimony in opposition to Intro 606
Date: Wednesday, December 11, 2024 5:02:22 PM

[REDACTED]

I am writing to share my strong convictions that the Intro 606 legislation under consideration to require e-bike registration is not a good idea and would cause many more problems than it solves. This law would allow the NYPD to pull over any bike to check whether it is an e-bike if a license plate is not visible, essentially another method of stop and frisk that would disproportionately affect workers of color and immigrants.

I believe implementing this bill would cost a lot of money that could be used in much better ways to ensure bikers, pedestrians, and drivers are all safer on our streets, such as expanding protecting bike lanes, loading zones, daylighting of intersections, and traffic calming methods.

I believe adding this registration system would cause more problems than it would solve and waste valuable taxpayer dollars that could better keep our community safe, healthy, and thriving.

Thank you and all my best,

Owen O'Leary

[REDACTED]
Brooklyn, NY 11233-1808

From: [Pamela Smith](#)
To: [Testimony](#)
Subject: [EXTERNAL] Priscilla's Law - 606 - Testimony
Date: Thursday, December 12, 2024 2:48:18 PM

[REDACTED]

Please find my testimony below:

I am testifying today to ask you to pass Priscilla's Law requiring the registration of all electric vehicles in New York city. The proliferation of e-bikes on our streets in recent years has resulted in unintended consequences. Deadly collisions, severe injury to pedestrians and riders, and the fear and trepidation felt by New Yorkers, especially our seniors, when trying to cross the street or walk safely in our parks has made it necessary for these vehicles to be regulated. E bikes are heavy and move at speeds up to 25 mph. **They are not bicycles and they should not be put in the same class as bicycles. They have MOTORS that weigh between 60-70 lbs and they go faster and brake more slowly than bicycles. They are much more dangerous and do much more damage to pedestrians, cyclists and riders when involved in a collision.** The total disregard for traffic laws by many riders makes it necessary for regulation. Registration of e-bikes should be required so that riders can be held accountable and so that crucial information regarding collisions can be collected by law enforcement that will enable our city and state legislatures to enact more effective laws to help make our streets safe. The threat posed by unregulated e-bikes is too much of a risk for the public to bear. This is a public health issue and a quality of life issue. Please pass Priscilla's law. Thank you for your time.

Pamela Smith

[REDACTED]

New York, NY 10028

Chair Brooks-Powers, Sponsor Council Member Holden, Council Members, thank you for the opportunity to speak in favor of **INTRO 606, Priscilla's Law for Registration & Licensing of e-vehicles**.

When we first learn to ride a bike, we are taught to be careful and mindful of others, especially pedestrians. When we learn to drive a car we are taught to be careful, drive safe, be aware of others on the roads, especially pedestrians, be RESPONSIBLE. What happens when we learn to ride an e-bike or e-scooter? We are reminded that an e-bike is *not* a pedal bike, it is motorized and because of its battery it weighs far more (45-60 lbs) and travels much faster (20-40 mph). "Micromobility" is a quaint, inaccurate term for a fast, heavy motorized vehicle that when operated without regard to traffic laws causes significant pedestrian harm, loss of livelihoods and lives. Sadly, e-bikes have become the preferred escape mode of criminals. Priscilla's Law is about leveling the playing field and respecting the rights of ***all*** members of our community: pedal bike riders, e-bike riders, pedestrians. It is about QUALITY of LIFE and SAFETY for ALL.

Note well: NYC-EVSA is strictly unpaid volunteers. Transportation Alternatives (Uber, Lyft, Citibike, Uber Eats, Door Dash...) is well funded and most members are on Trans Alt's substantial payroll. Forty years ago we were cautioned as a nation to be very skeptical of those who approach us with easy solutions who say they are from the government and are here to help. That was 1984, in 2024 the new caveat is beware bad actors who approach government officials to offer ready solutions and funding for infrastructure and transportation, "we are from Trans Alt and we are here to help." Council Members, Commissioner, Advocate, get off the slippery slope of the Trans Alt Conglomerate, listen to your constituents who represent the majority of your communities, don't forget, we VOTE.

Members of the Committee—

I am a long-time resident of New York City submitting this testimony in support of Intro 606, Priscilla's law, a common-sense step to help protect New Yorkers from the risks posed by the unlawful operation of e-vehicles.

I have lived in New York City since the 1970's, including through the high-crime era of the 1980's. I have never felt as threatened on New York City streets as I do today by e-vehicles. Where I live on the Upper West Side, I can't walk to either of my two closest subway stops without seeing e-bikes violating traffic laws—riding on sidewalks, for example, or failing to stop at lights. I've almost been hit too many times to count—in my neighborhood, and near Lincoln Center, and in the theater district, and downtown, and in Central Park. The close calls include e-vehicles riding on sidewalks, and riding across sidewalks from side streets as well as e-vehicles running lights at intersections, several times appearing suddenly on crosswalk from the middle of stopped traffic or unexpectedly headed the wrong way on bike paths, including while running the light at the 86th and Central Park West entrance to Central Park. The bike path on Columbus Avenue was a particularly risky spot while the dining sheds were up, because e-bikes were hard to spot at crosswalks when they sped through red lights from behind the sheds.

Right now, there appears to be no expectation that e-vehicles follow traffic laws. In fact, any suggestion that they should, that riding on sidewalks, for example, is wrong, tends to make their riders angry. This is true of both delivery riders and Citi bike riders.

Instead, we appear to have two de facto classes of vehicles in New York City: in the first, vehicles with four wheels or more, like cars and trucks, are required to be registered, insured and operated by qualified drivers. They are required to obey lights and speed limits. Their accidents are reported. If they leave the scene of an accident, it may be a crime.

The second group consists of two wheeled e-vehicles. Although they are heavy, fast, and potentially deadly, they are not required to be registered or insured and can be operated by anyone with no showing of competency. They do not stop at lights or obey speed limits and routinely violate other traffic rules. Their accidents are usually not reported. If they leave the scene of an accident, there is usually no consequence at all. The victims of their accidents have no redress.

This is not a supportable situation, and it is a disservice to New Yorkers to pretend that it is.

Priscilla's law would help. Registration would add a level of accountability, encouraging compliance with traffic laws. It would make violations subject to tickets through the city's extensive camera system. It would allow uniform, objective, non-discriminatory enforcement.

It is not a reasonable objection to say that registration will impede growth of e-bike use. Registration of e-bikes is a step toward responsibility. Growth without responsibility is not progress. Responsible operation of e-vehicles shouldn't limit the number of e-vehicle users. (Anyone interested in what a future would look like with fewer cars but even more unregulated e-vehicle use, should take a look at videos of traffic in Hanoi.)

Nor is it a reasonable objection to say that regulation would be more effective if done by the State. When there is a problem, it is always easy to say that someone else should act. And the State of New York should act. But so should the city.

I believe it is one of the jobs of government to protect its citizens. It is time to restore a sense of safety to walking in New York City. Priscilla's law is a needed, common-sense step in that direction.

Patricia A McGovern

To: City NYC Council

From: Patricia Dorfman, Queens Streets for All, representing over 1200 in Queens, NYC

Date: December 11, 2024

Re: Please Pass Priscilla's Law

1. OLDER AND DIFFERENTLY ABLED PEOPLE AT RISK: Please pass Priscilla's Law, Intro 0606-2024 City bill, and A 9092 State bill; we ask that all E-bikes (Citibike & Commercial) and E-scooters require registration and visible plates. I no longer feel safe crossing streets or walking on sidewalks for fear of being struck and severely injured or killed by an e-bike or e-scooter. My quality of life has been diminished. This is a quality-of-life issue for all New Yorkers, but especially the elderly and people with mobility challenges. We are the people most susceptible to being harmed. Many want to avoid crossing streets or walking on sidewalks. This causes more isolation in a group that often can already feel isolated.
2. E VEHICLES ARE MORE DANGEROUS THAN BICYCLES. E-vehicles are heavier -faster and brake more slowly. E-bikes aren't bicycles. They have motors weighing 60-70 lbs., enabling them to travel faster. They should not be in the same class as bicycles. They are much more dangerous and do much more damage to pedestrians, cyclists, and e-bikers when involved in an accident. They may easily flee the scene of crashes, leaving injured victims behind and escaping penalties. NYPD does not report such e-vehicle crashes and is not included in the DOT statistics.
3. MORE MILES OF WIDER BIKE LANES DO NOT ADDRESS A BASIC SAFETY ISSUE. New Infrastructure designs won't stop an e-vehicle from speeding and running red lights or stop signs. Holding riders accountable with a visible plate is crucial. We often see e-bikes on the sidewalks next to empty bike lanes. Passing Priscilla's Law will provide the necessary mechanisms to begin systems, processes, and procedures necessary for enforcement, accountability, and reporting.
4. THE LAW IS NOT ABOUT PENALIZING CYCLISTS: it's about enforcement and accountability to change dangerous behavior. Passing Priscilla's Law will protect and save the lives of pedestrians, cyclists, and e-vehicle riders. We don't need another task force (INTRO Bill 1131) to study street design and infrastructure. Enforcement and accountability will change behavior.
5. E-BIKE RIDERS HAVE BECOME A MENACE, violating traffic rules and aiding and abetting crimes by providing easy access and quick getaways on unlicensed e-bike bikes and e-scooters. The CEO assassin last week used an e-bike to get away. Many reckless e-bike riders flout traffic regulations with impunity. Where is enforcement and accountability? There is an urgent need for the council to pass Priscilla's Law and for Albany to implement effective regulations on these devices.
6. PASS PRISCILLA'S LAW #0606 which requires every bicycle with electric assist, electric scooter, and other legal motorized vehicle that is not otherwise required to be registered with the DMV, to be registered with DOT and receive an identifying number which would be displayed on a visible plate affixed to the vehicle.

Please do the right thing, City Council. Thank you.

From: [Patricia Stareck](#)
To: [Testimony](#)
Subject: [EXTERNAL] Ebikes
Date: Thursday, December 12, 2024 11:45:13 AM

I wholeheartedly support Priscilla's law, intro 606!

I consider E bikes a menace to the community. They definitely at least need licensing if not total banning from the streets and most definitely from the sidewalks of our city!

As a disabled senior citizen I am so sick of walking outside in fear of my life!

This is another way that pedestrians are an overlooked community. But no more! We can be as vocal as anybody! So take this to heart!

Patricia Stareck
Upper East Side resident

From: [Patrick Freed](#)
To: [Testimony](#)
Subject: [EXTERNAL] Ebike registration law feedback
Date: Saturday, December 14, 2024 1:17:15 PM

Hi,

My name is Patrick, and I'm a resident of Park Slope. I just wanted to reach out to the council to voice my opposition to the new ebike registration law being discussed. I believe it will discourage people from using ebikes and other forms of micromobility, which hurts the city's progress towards its climate and traffic reduction goals. It also has no effect on the actual main cause behind traffic-related fatalities, which is cars. If we want to improve pedestrian safety, we should focus on safe street design and enforcement of driving laws.

Best,
Patrick

From: [Patrick LaForge](#)
To: [Testimony](#)
Subject: [EXTERNAL] Submission of testimony re Intro 606 bill on electric bike licensing
Date: Saturday, December 14, 2024 11:37:48 AM

To the City Council

I am writing in strong opposition to this proposal to require licensing on electric bicycles, and also note that the definition of "electric bicycle" in the legislation is overly broad and discriminatory to the elderly and handicapped.

First, the definition of ebike should not include benign "pedal assist" ebikes that require the operator to pedal for them to move. These are in wide use by older people and the handicapped; they generally cannot exceed the speed of a normal bicycle. This is discriminatory, and the bill's definition should be revised. I'll expand on this point below.

Any legislation of electric bikes should specifically exclude "pedal assist" bikes that require the operator to pedal while in motion. I have a pedal-assist folding Brompton bicycle with pedal assist. I have bad knees. This bike allows me to get around and up hills. It is not a high speed motorized bike. You have to pedal or it doesn't move. It does not move any faster than the speed that a younger, fit person can maintain on a non-electric bicycle.

Second, the entire license plate and licensing proposal is a costly bureaucratic nightmare that will ultimately lead to increased costs for the city. As a property taxpayer, I oppose this, as well as the added fee. I am paying enough.

Lastly, this bill will greatly expand the authority of the NYPD to stop and harass bicyclists of all types, because it is difficult to discern what type of bike someone is riding or if it even has a battery. This law will be used to harass many ordinary New Yorkers, including the poor, who have no other means of transportation, and also impose a financial hardship on people who already cannot afford to own cars. There are sufficient laws on the books for the police to stop cyclists from disobeying traffic laws (and those existing laws should be enforced, including laws against parking in bike lanes!).

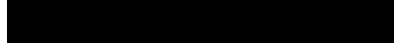
I understand the impulse to crack down on law-breaking cyclists and people who ride what are essentially unlicensed motorcycles that do not require human pedaling. This behavior puts everyone at risk. But there are better ways to enforce safety, by using the laws already on the books. And any law should not blindly lump human-powered bikes with some pedal assist in with motorized vehicles.

A smarter approach would be to define any "bicycle" that does not require pedaling and can go as fast as a car to be a motor vehicle.

An even smarter approach would be to crack down on NYPD and other city vehicles that block bike lanes, forcing cyclists into car traffic or pedestrian areas. The city should also install more protected bike lanes to reduce the chaos, protect pedestrians more and discourage daily car use and parking on precious public space. I also own a car that I only use to leave the city but I fully support congestion pricing for cars, as well as reserving more streets for pedestrians and human-powered bikes.

I speak for my household, and all of us vote. Reconsider this deeply flawed bill.

Patrick LaForge
Council District 13



New York, NY 10011

From: [Patti Myers](#)
To: [Testimony](#)
Subject: [EXTERNAL] Fwd: Fractured hip from an E - Biker
Date: Monday, December 9, 2024 2:03:28 PM

Here is my testimony for the hearing on December 11th. I will be speaking about e-vehicles being registered and the importance of passing Pricilla's law. Thank you for your consideration.

May the force be with you!

Begin forwarded message:

From: Patti Myers [REDACTED]
Date: November 12, 2024 at 2:35:03 PM EST
To: SpeakerAdams@council.nyc.gov
Subject: Fractured hip from an E - Biker

Dear Ms Adams,

I have lived in NYC for 20 years now, and I worked for The Department of Education as a teacher /advisor for 30 years. After I retired, I volunteered at Langone Medical Center , and I am still a docent at the MAES on the LES . I've always loved the City and felt very safe.;I would walk for miles and miles. To me there was nothing better , seeing all the sites and feeling the energy and spirit of my fellow New Yorkers.

All that has changed since September 9th, 2024. I was hit head on by an E-biker. I was headed for a cab and he came out of nowhere ; I fell flat on my back. The Biker did not stop , or ask how I was. I needed emergency surgery because I had fractured my hip. Now 2 months later, I'm hobbling around with a cane. I'm trying my best to get around , but it is so difficult. The bikes are everywhere on the sidewalk. The bikers go through red lights with total disregard for the pedestrians. I am constantly scared that I will be hit again. My whole life has changed because of this reckless driving.

I am pleading with you to have a hearing on Pricilla's Law and have all the e-bikes registered. I can't understand why this hasn't happened sooner .My friends and neighbors have expressed so much worry and concern over the disrespect for all of the pedestrians. This will make such a difference in our city; let the good, law abiding residents of Manhattan feel safe again to walk the streets with out fear of being mowed down by an E-biker.

Sincerely ,
Patti Myers



New York. Ny 10016
Sent from my iPad

December 10, 2024

My name is Patty Bryan. I was hit in the left-hand turn lane by an e-bike (delivery type) last January 18th around 10:30pm. I was crossing 9th avenue at 23rd from the east wide to the west side of 9th Ave with the light as confirmed by the off-duty EMT who was crossing from the other side of the street. Because of the chaos in the bike lanes now, I always look both ways before I starting crossing any street. The bike lane and the left-hand turn lane were clear. The e-bike came seemingly out of nowhere but in actuality came from the main traffic lanes into the left-hand turn lane. The EMT said the e-bike was going between 20 and 30 MPH. The bicyclist and the EMT picked me up and got me out of the street. The EMT called 911 and at that point, the bicyclist took off.

I consider myself very lucky not only to have escaped having any bones broken from being violently struck down as I was crossing the street but also to be alive. However, I was left with multiple contusions, including tread marks on my legs from the oversize wheels of the bike that hit me on my legs that lasted for months, a gash in my head which required stitches, and vertigo and other vestibular problems that continue to this day.

I have been avid bicycle rider for decades. I have owned a series of bike was one of the first people to sign up for the Citi Bike program during the first weeks of it being introduced. I even became a beta tester for Citi Bike for its app. Until recently, I rode my bike or a Citi Bike for the majority of all of my transportation needs around the city including going to work, doing errands, grocery shopping, going to cultural activities, and more. I rarely get on my bike now because of the growing danger of e-bikes running red lights, traveling at speeds faster than car traffic, and going the wrong direction in the bike lanes.

I feel the bike lanes, the streets and the sidewalks are now extremely unsafe and instead of ignoring the problem, action should be taken. Having visual license plate would be a huge step in making our streets safer for one and all including casual riders like myself, commercial riders and pedestrians. It's really inexcusable that New Yorkers should have to fear for their lives crossing the street. I therefore encourage you to pass Priscilla's law for registration of all e-vehicles.

Respectfully submitted,

Patty Bryan

[REDACTED]

New York, Ny 10011

From: Paul@krikler.com
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to 606 / e-bike legislation.
Date: Wednesday, December 11, 2024 3:11:18 PM

Hello

I am against this. We already have licensing, registration and insurance for cars and trucks. With this we have near 300 deaths and tens of thousands of injuries almost entirely from cars and trucks. This bill will do nothing for street safety. It's performative.

Paul Krikler
Krikler Consulting

paul@krikler.com

www.krikler.com

<https://www.linkedin.com/in/paulkrikler>

My video:

<https://youtu.be/FNE1bVk3JAE>

Intro 606 is a misguided attempt to solve the issue of street safety we see on our streets; it will not solve the street safety issues proponents claim to care about and will only increase the over-policing of black and brown New Yorkers.

Just last month, the Council wisely legalized jaywalking because it did not provide any safety while opening up an avenue for abuse. Now you're considering a bill that will bring that back, but for bikes; let's be honest, does anyone here seriously think this law will be universally enforced? We all know what will happen.

Then there's also the issue of regular bikes. A lot of e-bikes look like regular bikes and vice-versa. Many people think my bike is an e-bike because it has a twist-shifter. Are cops gonna be stopping me because I won't have a plate?

Now, if the council truly wants to go ahead with this, even after all the harm this will clearly cause, then I propose the following requirements in order to minimize said damage:

- The bill should include a sunset clause, automatically expiring after one year. This would allow the City Council to reevaluate its effectiveness and prevent it from being another jaywalking law; aka, an old law that no one follows and only gets enforced on black and brown New Yorkers.
- License and registration should be 100% free for everyone to ensure equitable access.
- When someone applies for a license and registration, it should be provided ASAP.
- The bill should explicitly state that suspicion of not having a license or registration cannot be used as probable cause for a police stop.
- And, of course, CitiBike and Scooter share programs need to be exempt from all of this.
- Lastly, in the event that DOT shows that it cannot keep up with demand and many people are left without the ability to obtain registration, then this law needs to become null and void automatically. I am sure Bob Holden and company do not mean this law to become a defacto e-bike ban, so nulling the law the moment licenses can't be promptly given is a reasonable condition.

Thank you,
Pedro Rodriguez

EVSA CITY HALL TESTIMONY -12.11.2024

Peter Brown

[REDACTED]

New York NY 10010

In May of 2020 I was exiting my East 22nd street building's front door. As I stepped onto the sidewalk I was struck by a speeding e-bike on the sidewalk less than 2 feet from my building- (witnesses later told me it appeared to be going at least 35 miles per hour). The impact was so severe that my body was airborne, I was propelled horizontally landing headfirst- my face was impaled on the metal sidewalk grating. I went unconscious. In the security video my bloody body appears lifeless.

I remained unconscious for sometime -until the police, and then the paramedics eventually arrived.

I went in and out of consciousness as I was carried into the ambulance and taken to Bellevue. My nose was broken. Under my nose the flesh was ripped down in several places through my upper lip. The inside of my upper lip was also very ripped up. Numerous nerves in the mustache and upper lip area were apparently permanently destroyed.

There were wounds across my face, ear, neck and under my eyes. A section of eyebrow flesh was ripped off. There were several open flesh wounds across my forehead. They told me most concerning was where a large section of flesh had been ripped away almost to the skull. The hole was so large that they said it could not be closed with stitches- and because it was almost to the skull bone they were not sure if the flesh would be able to regrow -(suggesting they may eventually have to do a skin transplant).

The doctors worked to sterilize the wounds, properly reset my broken nose, position/rearrange the loose flesh and stitch me up as best they could. All they could do with the large open forehead hole was to lay the loose flesh edges close to the proper place, wrap the area to cover and protect it.

The next day I met with a Facial Reconstructive Surgery at Bellevue. He assessed the wounds and damage, also stated his concern that the large forehead hole may not be able to regenerate skin. Eventually a reconstruction aesthetic plan was made including an eye area specialist- although nothing could be done for a over a year.

The following year a primary reconstructive surgery was done along with 4 eye area surgeries and procedures by an eye specialist doctor over the next 2 years. My one lower lid had become inverted, with eyelashes now growing in towards the eyeball. 3 more revisionary procedures were later done both at Bellevue and Cornell Hospital.

There was apparent nerve damage as my back was twisted in the accident. A neurologist informed me there appeared to be nerve damage as my back was twisted in the accident- the nerves to the lower extremities travel through the spine, and when twisted can trigger nerve damage. This caused a burning sensation in my feet-and some nerve sensitivity areas elsewhere. After 2 years most of these issues have resolved to an acceptable level- so I did not pursue any surgeries in this area.

The nerve damage to my upper lip also appears to be permanent. Inside my upper lip there is often painful v shaped tingling with a general lack of sensation. For over a year I had difficulty knowing if my lips were fully closed. Drinking and even speaking clearly was a challenge for sometime.

The e-biker, [TIMOTHEE TSHINGENGE] did not run away- and his information was given to the police. However, in the weeks afterwards he disappeared and the authorities could no longer find him. Attempts to prosecute him were thus unsuccessful. Both Postmates and Grub-hub denied him employing him- although his delivery bag seen on video looked very much like the Postmates logo.

Since this incident, I have attempted to stop many bike messengers (and non messenger bikers) right down the sidewalk explaining it was illegal unless they were under 16 years old. Although many do not speak English well they usually manage to shout obscenities at me. When police are nearby I often point out what is going on – and their reply is "There's nothing we can do". The local police precinct and an assembly man said I should call 311 to report an incident. Typically when an operator finally gets on the phone, they ask if I was injured and is the biker still there. And then I'm told nothing can be done.

I assist in taking care of three elderly seniors in my building. If one of them had been hit as I was, they would likely not have survived. This dangerous behavior must be stopped. There are no consequences for the illegal behavior – so, it continues. I understand many of the bike messengers are from other countries where the laws are different. There needs to be education of the laws here and there have to be real consequences for necessary for the safety of New Yorkers. Priscilla's Law need to be passed.

Dec. 10, 2024

Hello, my name is Peter Lord.

I live in Manhattan on east 19th street.

I rely on my bicycle every single day to commute to work and get around the city.

I also frequently use an electric Citi Bike. It is a terrific program

Over the past 40 years, I have logged approx 40,000 miles riding in town.

It is simply the best way to live the city.

Street safety is my top concern in New York City, and I know how dangerous our streets can feel. I also know Intro 606 isn't the answer.

Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

Thank you,

A handwritten signature in black ink, appearing to be 'Peter Lord', with a stylized, cursive script.

Peter Lord

Testimony of Peter Martin to the New York City Council
Committee on Transportation and Infrastructure
Wednesday, December 11, 2024
Re: Intro 606 and Intro 1131

My name is Peter Martin. I grew up in Manhattan, went to New York City public schools my entire childhood, and have lived in Brooklyn since 2012. I now live in Sunset Park with my wife, my 18-month-old daughter, and my in-laws. I use all modes of transportation to get around New York City: subway, buses, our family car, my traditional bike, and now an ebike.

Like so many Americans, including tens of thousands of New Yorkers, I was eager for years to acquire an ebike to get around my city. When I became a parent, the value of an ebike became even clearer. Living in Sunset Park, the fastest, easiest, cheapest, and most environmentally friendly way for me to get to most other neighborhoods in Brooklyn is on a bike. But the added weight of a child on a bike makes traditional cycling around the city less feasible.

An ebike has solved that problem for our family. When I bought a used ebike from a friend earlier this year, I was finally able to easily bike around Brooklyn with my daughter. We now go all over together on the ebike, including to see friends in other neighborhoods and to go to playgrounds in Prospect Park. My daughter and I both love our ebike.

Every New Yorker who wants to get around New York City by ebike should be able to do so—safely, easily, and affordably.

Intro 606 adds nothing to existing laws to make our streets safer. Ebikes already can be and should be ridden safely, following existing laws. Instead, Intro 606 threatens ebike adoption, and it would open the door to harassment of all ebike riders by the NYPD. The last thing New Yorkers need is a new law that will give the NYPD the authority to stop and question anyone riding an ebike, even when they have committed no violation.

I urge you to reject Intro 606 and instead pass Intro 1131, which appropriately addresses safety concerns.

City Council Speech December 11, 2024

My name is Peter Shay. I have lived in New York nearly my entire life.....except for a period of five years during which time I performed military service. I decided to live on the upper east side because it was safe, close to the river, lacking bars and nightclubs and far away from the clamor of tourism.

In the past few years, I have noticed the progressively worse behavior of e-bikes, mostly commercial ones, which have taken over the streets and sidewalks. They seem to be everywhere, including on the once tranquil East River promenade, where I jog. It seems as though the commercial ebikes have been using the park wakway as an alternative transportation route heading south rather than using York or 2nd Avenue. The danger to civilians is palpable. I called the Parks Department to ask for some cameras to be installed on the promenade, especially around the blind curve behind Gracie Mansion (which has 20 or so cameras protecting the mansion's inhabitants,) but received no response.

A few months ago I attended an evening event at the Asia Society, which ended at around 8:30. I then walked across 70th Street towards Third Avenue. What I observed there was a frightening site with close to a dozen commercial bikes heading in all different directions, many with no lights on. This scene, only a few blocks from the 19th Precinct on East 67th Street, is an example of how the police, which always proclaim to be suffering from personnel shortage, consider themselves to be exempt from enforcement. In my opinion, all the police department needs to do is stop a few of the ebike riders who are breaking the law and issue them a summons, that would consume their time, that they highly value. Since these delivery people are all digitally connected, the word would spread about the new enforcement, which would probably result in far fewer infractions.

Something needs to be done to protect New York's pedestrians from harm. I think that both the Police and Parks Department agencies need to receive some encouragement from the city council in order to fulfill their commitment to protect life and property.

**Written Testimony to the New York City Council Transportation Committee
In Opposition to Intro 606-2024
December 11, 2024**

Peter W. Beadle
Rego Park, Council District 30

I am a 25 year resident of Rego Park Queens and First Vice Chair of Queens Community Board 6 where I also serve as the co-chair of the Board's Transportation Committee. Though my testimony is made solely in my personal capacity and is not meant to reflect the views of the Board in any way.

I am a personal injury attorney who primarily represents pedestrians and those riding bikes and other micro mobility devices who have been seriously injured or even killed too often by drivers. As such I am very familiar with the causes, and the contributing factors to crashes on our streets and the devastating injuries or death they can cause.

My primary means of transportation is a Class 1 pedal-assist electric bicycle, bought to help me and my seriously arthritic knees pedal, followed by mass transit and then my 23 year old car which we garage and share between 2 families - which now includes our grown children - though rarely used as we make every effort to use bikes and mass transit instead.

I submit this testimony in strong opposition to Intro 606-2024, a regulatory approach that has ultimately been rejected by every North American City that has tried it, which will not make our streets safer, will dissuade people from taking up bike ridership, will open new avenues for discriminatory enforcement targeting our most vulnerable populations and will create a very expensive and unenforceable registration scheme, while taking time and attention from the true causes of over 200 deaths a year on our busy City streets - cars and trucks and unsafe road designs.

In 2023, 21 out of 30 people riding bikes killed on our streets were killed in collisions with cars and trucks and most of these crashes happened on streets without safe bike infrastructure.¹ Of the 102 pedestrians killed on our streets that year, two (2) were killed by collisions with E-bikes. The other 100 were killed by cars and trucks. Any death is significant and matters and shouldn't have happened, and I would never diminish any death. But when crafting policy we need to assess what actually benefits the most people in our City. There are any number of laws we

1

<https://www.nytimes.com/2024/03/05/nyregion/nyc-cyclist-deaths-ebike.html#:~:text=According%20to%20a%20New%20York%20Times%20analysis%20of%20preliminary%20police%20reports%20about%20the%2030%20deaths%2C%20most%20of%20the%20cyclists%20who%20died%20in%202023%20collided%20with%20automobiles%20in%20areas%20without%20bike%20infrastructure%2C%20regardless%20of%20the%20type%20of%20bike%20they%20were%20riding.>

could pass that might benefit some people, but because they are at the expense of many more others we rationally do not pass those laws - Intro 606 is one of those.

Creating a licensing and registration requirement for those using electric bicycles would succeed only in discouraging people from adopting cycling as an alternative to using cars, or taking up space on our increasingly crowded mass transit. When more than 98% of pedestrian traffic fatalities are caused by cars and trucks, every person we can help switch from cars to bicycles, even electric bicycles and other micro mobility solutions, immediately makes our streets safer. Conversely, the more people we dissuade from making the switch, the slower we roll out street redesigns and safe bike infrastructure, the less safe our streets will be.

Further, this law would provide yet another avenue for unequal enforcement targeting vulnerable populations. 60% of bicycle riders in the City are People of Color. 1 in 10 e-bike users are delivery riders, the majority of whom are People of Color and more recent immigrants. In 2022 90% of tickets issued for riding on the sidewalk were issued to People of Color². And the Council recently, and correctly, decriminalized jaywalking in part for this very reason. Creating a new basis to target these same residents of our City, particularly migrants who have been vilified by some of the primary sponsors of this bill, without actually making our streets safer is a dangerous and cynical bit of politics.

It bears emphasizing that this bill would have done nothing to prevent the tragic death of Priscilla Loke, for whom this bill has now been named. She was killed in Chinatown in 2023 by a reckless electric Citibike rider. This shouldn't have happened and I grieve with her family. But this bill would not have made a difference. Among other provisions this bill requires electric bikes be registered and numbered so they can be identified. The bill's author claims this creates "accountability" and would somehow reduce crashes. However, the rider who hit Ms. Loke was in fact riding on an electric bike that had emblazoned on it both the Citibike logo and the registration number for that bike. The rider even reported the crash to officers in a police cruiser parked across the street. That bike in effect already complied with the intent of this bill and the rider was identifiable - but sadly it made no difference.

If street safety is truly the concern - as it should be - then we should be finding ways to make it easier for people to make the mode switch to bicycles and other forms of micro mobility, while encouraging the DOT to increase its efforts to redesign streets to make it safer for people to ditch the car and to reduce the conflicts between the different road users. Cyclists and pedestrians are too often forced to use the same narrow strips of land while upwards of 80% of any particular right of way is reserved for the use of about 10% of the public traveling by car or truck.³ There is so much more we can do, from dramatically increasing protected bike lanes to redesigning intersections using proven designs from all over the world, to creating and funding

² <https://amsterdamnews.com/news/2023/07/20/black-cyclists-disproportionately-ticketed-2022/>

³

<https://www.cityandstateny.com/policy/2023/11/congestion-pricing-one-step-closer-becoming-reality-heres-what-you-need-know/392398/#:~:text=The%20%E2%80%9Cfew%2C%E2%80%9D%20he%20said,into%20the%20district%20every%20day.>

bicycle training programs for our school aged children so that they grow up knowing the rules of the road and having the skills and confidence to safely move through the City as they get older. There really is no shortage of better ideas for how we can make the streets safer for everyone while making it ever easier to move around. I encourage this Committee to reject Intro 606 and spend its energy instead on investigating these other approaches, including making our street laws more rational for users of bicycles, ebike and other micro mobility transportation - such as the Stop as Yield Law - which are actually supported by data proving they work.

Please vote “NO” on Intro 606.

My name is Philip Leff, a lifelong New Yorker and current resident of Sunnyside, Queens.

I am writing to ask the City Council to oppose Intro 606 and support Intro 1131.

Intro 606 is legislation written in bad-faith by people who wish to reduce bike ridership in New York. Intro 606 would invite the police to institute stop-and-frisk for all bicyclists, violating the civil rights of New Yorkers, and placing our immigrant neighbors into the jaws of incoming president Trump's deportation machine.

Bike licensing has been tried in cities such as Los Angeles, Houston, and Toronto, and it has been repealed in all 3 of them. It is expensive, and ineffective at making streets safer.

What will actually make streets safer are infrastructure measures such as those proposed in Intro 1131.

Voting for Intro 606 is a step back for the environment, safety, and civil rights. I urge the council to Oppose Intro 606.

From: [Pietro Bartoli](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 8:53:47 AM

To whom it may concern,

I would like to voice my vehement opposition to Intro 606. While appreciating and agreeing with the concerns of reckless and dangerous cyclists, I do not believe that the bill, as currently written and set up, would meet its stated goals.

Firstly, it would be nearly impossible to enforce. It would require a massive effort by the NYPD in terms of infrastructure, human power, and logistics. Frankly, given our pervasive abuse of fake and real placards, and the epidemic of illegally disguised vehicle plates, I have no confidence that this mandate would be effectively enforced, and am instead convinced that it would simply add another layer of complication to an already overburdened and regulated life.

Second, the bill spans a horizon too wide for its own goals. Because of the breadth of bikes that fit into the current "e-bike" category, effectively any bike could be stopped on suspicion of failure to register, which is just a nightmare, plain and simple, from a logistical, enforcement, political, and health perspective. It would be much better to encourage the state to help reclassify only those much faster throttle-bikes as e-motorcycles or something of the sort, and treat them as mo-peds or motorcycles.

Third, it is already illegal to cross with red lights or go against traffic, the two behaviors that dangerous cyclists most often commit. I would much rather support concerted NYPD efforts to intervene in this behavior as-is. Indeed, most cyclists in the city have some sort of ID, and can be issued a ticket if they are stopped for reckless behavior, much like vehicle operators.

Thank you for your consideration and I really hope you will not allow this bill to pass.

Pietro

From: [Rebecca Forman](#)
To: [Testimony](#)
Subject: [EXTERNAL] Oppose intro 606
Date: Friday, December 13, 2024 12:12:36 AM

Hello!

I am a Brooklyn resident and e-bike rider. I care about safe streets for all, especially pedestrians. I oppose Intro 606, which aims to make our streets safer by making it harder to affordable access e-bikes. To combat unsafe riding, I'd recommend focusing on the delivery app giants incentivizing unsafe delivery times from our hard working deliveristas. I support intro 1131 which would study safe street design for micro mobility. It's a better use of our tax payer money than setting up a whole new dmV. Thank you!

Rebecca Forman

Dear NYC Council,

I am writing to express my strong opposition to Intro 606. This bill will do decrease safety on NYC's roads due to mode shift toward cars and will only add burdens to residents using bicycles and e-bikes to get around. No jurisdiction which has adopted e-bike registration has had a successful outcome from the program and this legislation is destined for failure. Those who break our laws will continue to do so regardless of this legislation passing. The NYPD must do their job and stop illegal behavior, which they are capable of doing without this burdensome legislation.

I urge you to vote NO on Intro-606.

Regards,

Reinhard Nann

TESTIMONY OF RENEE BARUCH

Thank you Council Members, and Ladies and Gentlemen for the opportunity to address you today on this important issue.

I am Renee Baruch 76 years old and have claimed New York City as my home for every one of those years. I have happily lived on the Upper West Side since 1980. I was run over by an Ebike in May of 2023. I was knocked unconscious and bystanders called an ambulance. The rider of the e-vehicle fled on his ebike.

I am a retired lawyer and in some of the various corporations I served, I was charged with assuring that DEI programs were properly followed. This issue has nothing to do with animus against group or race, it has to do with personal accountability, and danger posed to the vulnerable humans attempting to navigate the streets of this city.

I now have many physical and emotional scars from that accident. Here's what I looked like during the first hospital stay resulting from that accident. A plastic surgeon had already worked on me. But it still took four days in the hospital before I could recover at

home. It took more weeks with help at home and oral surgery to fix the damage inside my mouth.

I was hospitalized again for another three days to surgically fix the damage to my spinal cord.

You subsidized all of this because I am on Medicare.

But I was lucky. I am alive . But I am terrified to cross streets where ebikes go wherever their riders choose, in whatever direction and at any time. And they do it in front of Police officers and traffic enforcement officers and school crossing guards. Why should they care? They are immunized from any law enforcement.

If I wanted to commit any crime at all in this city, my preferred means of transport would certainly be an evehicle!

It is simply crazy to take the position that one supports law enforcement and civilized behavior but to let Ebikes roam unidentified and unaccountable.

There are far more pedestrians than there are evehicle riders why won't you protect us? My city is doing nothing to protect me, and anyone else who tries to walk in this city.

Regarding registration of e-bikes and e-scooters:

These are motor vehicles that move as fast as cars and motorcycles, and have a risk to pedestrians and other riders. We know there have been serious injuries and fatalities from collisions with e-bikes. No need to recite those.

Common sense is that all vehicles that are motorized, whether by a gas engine or an electric motor, should be treated similarly.

With the e-bikes and e-scooters, they are crying out to be registered and have plates for identification. They run at high speed on sidewalks. They ignore traffic signals. And they even go the wrong way on roads.

Should we have to look out for bikes when we are crossing at a green light. Do we need to look to the left on a one-way road moving up from the right? Do we need to dare not make a false move as we walk on sidewalks because a bike might be closing in on us?

Please ignore the special interests and their vapid arguments, and have registration and licensing and ready identification for *all* motorized vehicles.

Thank you,

Richard Bookstaber

[REDACTED]

NY, NY 10024

11-25-24

From: Richard Mitzner, UWS Resident

Subject: Licensing e-bikes

I am writing to share my views on e-bikes and the hearing to consider licensing them. I've lived in Manhattan for 45 years, with 35 of them on the UWS. Ever since the pandemic, the proliferation of e-bikes has completely changed the ambiance of the streets of NYC. The number of eBikes and the complete disregard riders have for obeying rules has made walking the streets unsafe and nerve racking. Something needs to be done to impose order on this situation. Licensing the e-bikes would be a good first step. Food service delivery worked fine before the pandemic. I wish we could turn back the clock.

Please pass this measure to license e-bikes.

I live on East 70th Street between Second and Third Avenues. No longer can I cross the streets without fear when the traffic lights are in my favor. Ebikes and Escooters are riding every which way, not obeying traffic rules. At a minimum they should have to have identification, such as license plates, so that they can be more easily held to account. In addition, there should be periodic unannounced police crackdowns on such behavior, similar to what has been done to enforce penalties for illegal trash collections.

Richard Ramer

From Richert Easley



NYC 10036

Dear committee. I intend to testify to my total support for Bill 606 because the chaos in our streets has gone on far too long without any form of accountability. But there is one thing I probably would not have time to address in my support of this bill which is definitely needed so that is why I'm sending this.

I am begging not just this committee but all city council members to beware the wolf in sheep's clothing that is the well funded lobbying group **Transportation Alternative**. If you want to get a good look at their playbook examine the history and the functioning NRA an organization perhaps started with everyone's best interest but corrupted by moneyed influence. I have no doubt you have accepted money from one of TA's pacs generously funded from Uber and Lyft. No matter what they say they simply do not have the city's best interest at heart. They stoop to subversive activities and deceitful propaganda to hold sway over city council, the mayor, and especially the Dept of Transportation of New York City, Sometimes it seems as if DOT is part of Transportation Alternative, Stop taking their donations for starters. And by the way if you do stop, they will find a way to malign you with more falsehoods, Accepting their money is not worth the price you pay. Listen to your constituents who have been begging you to restore pedestrian safety to NYC streets and give law enforcement something to work with when it comes to accountability, I feel like this hearing is my first chance to be really and truly heard. I have written emails and made calls not just to officials of my district but to other council members, including the chairmen to simply just get a hearing for this bill. Please do the right thing, get this bill out of committee and get it to the full council for debate and vote. You'll get enormous support from me and many others like me and you'll also be given an opportunity to see just how dangerous Transportation Alternative is to this city and its citizens.

Thank you,
Richert Easley

From Richert Easley

[REDACTED]

[REDACTED]

NYC 10036

I just wanted to amend my previous testimony with the following and state that I totally support these points of view:

1-More bike lanes or wider bike lanes don't solve the real issue at all; e bikes running red lights and speeding through crosswalks. Not to mention, we often see e bikes on the sidewalks NEXT to empty bike lanes.

2-Please pass Priscilla's Law for registration of all e-vehicles because changing egregious riding is the goal, and RIDER ACCOUNTABILITY will achieve this goal.

3- We don't need another task force (INTRO Bill 1131) to study street design and infrastructure. The solution is COMMON SENSE REGULATION OF E VEHICLES. NOW is the time for accountability, by having visible plates on e-vehicles. ACCOUNTABILITY CHANGES BEHAVIOR.

4- E bikes aren't bicycles. They have MOTORS-weigh 60-70 lbs, go faster and brake more slowly. They should not be in the same class as bicycles. They are much more dangerous and do much more damage to pedestrians, cyclists and e-bikers when involved in an accident.

5-IT IS ENTIRELY AGEIST AND ABLEIST TO DISREGARD THE MOST VULNERABLE NEW YORKERS, seniors, the elderly and people who are disabled. These are the people most susceptible to being maimed and killed by e-vehicles. Many don't even want to cross streets or walk on sidewalks. This causes more isolation to a group that often can already feel isolated. Shameful.

6-REGARDLESS OF WHAT OUR OPPOSITION STATES, WE ARE NOT FOR BANNING E BIKES. We are for SAFETY FOR ALL THROUGH COMMON-SENSE REGULATION! THEY DON'T GET TO SPEAK FOR US AND CHANGE OUR NARRATIVE.

7-WE ARE THE VOICE OF THE MAJORITY OF NEW YORKERS! We are NOT paid special interest lobbying group. Our elected officials should be listening to US, the majority voice.

8-MOST E VEHICLE CRASHES ARE NOT REPORTED BY NYPD, and therefore, are not on the Dept of Transportation STATS. 95% of EVSA victims have no police report. This crisis is so much worse than any stats show.

9-THE MAJORITY OF E VEHICLE RIDERS FLEE THE SCENE OF A CRASH. THIS IS WHY WE NEED INDENTIFIABLE PLATES!

10-THIS BILL ALLOWS CAMERAS TO DO THE WORK, RATHER THAN THE NYPD, WHICH DO NOT CHASE DOWN E VEHICLES. That is much to dangerous for all.

11- (last but not least) THIS IS A "QUALITY OF LIFE" ISSUE. THE CHAOS AND FEAR CAUSED BY THE E-VEHICLES, WHICH RIDE IN OUR STREETS WITH TOTAL IMPUNITY, HAVE DECIMATED MY QUALITY OF LIFE.

Every day when I walk around my neighborhood (east 82nd street), e-bikes fly by in every direction: on the street and on the sidewalks.

Obviously this is DANGEROUS!!!

These e-bikes are motorized vehicles.....of course they should have license plates and registrations so that reasonable rules can be enforced - just like they are for us when we drive cars/trucks/motorcycles.

I also have a good friend who was struck down by an e-bike as she crossed a street. She was going with the green light and walking within the crosswalk.

She needed a hip operation and many, many months of physical therapy.

OUTRAGEOUS!! This is a no-brainer as far as I can see.

Thanks!

Roberta Pyzel

I have lived in Manhattan for almost 60 years, but the last few years have been the first time I and everyone I know have been very afraid of walking in the city.

It has become dangerous and stressful to even step outside my front door as e-bikes, often ride on the sidewalk. E-bikes, bikes, mopeds and motorcycles lawlessly speed through red lights, go up one-way streets in the wrong direction, do U-turns, ride in bus lanes, dart out from between stopped vehicles going through lights in front of traffic cops and in front of police stations with officers standing outside not enforcing any traffic laws.

Sometimes the bikers are looking at their cellphones while driving or are wearing headphones. For my safety I need to constantly look behind me and in all directions for fear of being hit as everyone I know has had a friend, acquaintance or relative who has been killed or maimed by these vehicles – usually in hit and runs.

All I am asking is that the same traffic laws that apply to cars be enforced with regard to e-bikes, moped, motorcycles and bikes which go as fast or faster than cars and at present drive far more dangerously than cars and are unaccountable to no one. I understand Priscilla's law is being put forward to license e-bikes – Please support Priscilla's law to support the safety of New York pedestrians and make crossing streets and walking in New York safe again.

Robin Graubard
December 10, 2024

From: [Robin Wivell](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to Intro 606
Date: Wednesday, December 11, 2024 5:29:04 PM

Hello,

I am resident of Prospect Heights, Brooklyn and I am writing to voice my opposition to Intro 606. The proposed licensing requirements are vague, burdensome to essential community members, and a waste of tax payer money. The cost of this program is astounding.

The city needs to focus on mitigating the real transportation danger we all face: cars. More needs to be done to prioritize bike and pedestrian safety and to crack down on repeat offenders of traffic rules. Ghost plates and placard misuse is out of control in this city. Meanwhile our police officers block sidewalks across the city, presenting a danger to pedestrians and making many sidewalks inaccessible to those with disabilities.

Intro 606 is a wasteful distraction from the real problems that New Yorkers face on our streets daily.

Thank you,
Robin wivell
Brooklyn Resident

I'm Ron Wisniski. I'm a member of the E Vehicle Safety Alliance and Pedestrians for Bike Safety.

Does the transportation committee see the irony in their letter urgently requesting more bike lane infrastructure on Tenth and Eleventh Aves to protect bike riders from cars? Come off it. It's the bike riders we still urgently need protection from as they continue to disobey traffic laws putting anyone who walks anywhere in our city in danger of life changing injuries and even death. We still have no enforcement of existing laws and so the free-for-all continues with more and more pedestrians becoming victims of crashes


Why wont our elected officials and community boards insist on enforcement? Because they all seem to do what the lobbying group Transportation Alternatives instructs them to do. The Manhattan Borough President is all in He preaches the no cars in NYC TransAlt mantra (even though he gets around town in a chauffeur driven SUV.) Do as I say not as I do, the Catholic priests used to say.

We need a moratorium on building more of these badly designed bike lanes until the bike riders are forced to obey the law. Fine them.

Confiscate their bikes if they wont pay and take them to my favorite place in town, Hunts Point ---that where they keep the steamrollers. My Dad was a cement contractor who did excellent precise work. If he could see our streets right now I know what he would say. " Hey, who built those bike lanes for you? Shoemakers?"

I urge you all to vote no on this letter. You've got to draw the line somewhere.

From: [Ronald D Buccola](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 5:38:52 PM



I am writing to express my strong opposition to Intro 606, a bill that seeks to expand police discretionary power in ways that will further marginalize and criminalize our immigrant neighbors, many of whom deliver food for a living. As homeowners and taxpayers in Harlem, my family and I believe this legislation is misguided, inequitable, and not reflective of the values we hold as a community.

Intro 606 allocates millions of taxpayer dollars to policing practices that disproportionately target vulnerable populations rather than addressing the systemic issues facing our city. Immigrant delivery workers—already overburdened by low wages, unsafe working conditions, and exploitation—should not bear the additional weight of excessive law enforcement scrutiny. Instead of empowering the police to target these individuals, we should be working to ensure their safety, security, and dignity.

At the same time, this bill ignores one of the most pressing public safety concerns in New York City: the daily carnage caused by reckless drivers. Dangerous driving continues to claim lives across our streets, and yet our policies fail to adequately address this issue. It is unacceptable to divert resources away from addressing this genuine threat to public safety and toward policing those who are simply trying to earn an honest living.

Our city's budget and laws must reflect our commitment to equity and justice. Instead of criminalizing delivery workers, we should be focusing on solutions that provide better infrastructure, regulate dangerous drivers, and support our immigrant neighbors.

As a Harlem homeowner and engaged constituent, I urge you to stand against Intro 606. Let's direct our resources toward building a safer, more inclusive city—not one that exacerbates existing inequities.

Thank you for your attention to this critical issue. I hope to see you take a stand for justice and equity in our community.

I am a 52 year old man who lived in NYC from 1998 to 2018. I still have many friends and family that live in NYC. My friends, a married couple, were injured by an escooter over the summer while walking in a pedestrian area. One of my friends, Scott Pohl, a 51 year old man has a serious brain injury. Please do something to protect the pedestrians. His wife recovered physically but not mentally. This accident has scared both of them from being outside with other people around. Something needs to change.

RONALD ROSENFARB

In opposition to Intro 606 E-bike licensure

Rosamond Gianutsos, PhD, CDRS. Resident of Sunnyside, Queens, NY

I am a pedal-assist Class 2 e-bike cyclist who is about to celebrate her 80th birthday. I am also a Certified Driver Rehabilitation Specialist (CDRS) who makes home visits on my bicycle to evaluate problem drivers. To go from my home in Queens to see patients in Manhattan I must pedal over the 59th St bridge, something which has become daunting on my pedal bike. When I had surgery on my leg during COVID, I was able to safely ride home on my e-bike. For us seniors, pedal-assist e-bikes are assistive mobility devices. It allows me to keep working. It is as important to me as a wheelchair. The city needs to be supporting and encouraging pedal-assist e-bikes not putting up barriers to their acquisition and use.

From my perspective as a CDRS, I think it is safer for everyone to have seniors riding e-bikes than driving cars.

The current law requires that motorized vehicles without pedals be registered. These vehicles - known as mopeds - are effectively "no-peds." Recent state legislation which requires that mopeds must be registered at the point of sale is a step in the right direction. However, there remain many mopeds on the streets of NY without plates. Enforcement of moped licensing falls woefully short. Enforcement efforts need to focus on mopeds. Don't confuse mopeds with e-bikes.

E-bikes are not the problem. They are the solution.

From: [Rose Uscianowski](#)
To: [Rose Uscianowski](#); [NYC Council Hearings](#)
Subject: [EXTERNAL] Testimony in opposition to Intro 606
Date: Friday, December 13, 2024 4:47:47 PM

[REDACTED]

My name is Rose Uscianowski, and I reside in St. George, Staten Island. I firmly oppose Intro 606, a bill from Councilmember Holden that aims to mandate the licensing and registration of e-bikes, e-scooters, and other electric micromobility devices. This misguided legislation will not enhance street safety and will impose unnecessary costs and discriminatory practices on our communities.

E-bikes and scooters are not significant dangers to pedestrians. In my 49th council district, there were only 13 injury-causing crashes involving these vehicles over the past year. From 2020 to 2023, e-bikes, scooters, and mopeds combined accounted for less than 2% of pedestrian fatalities citywide. In reality, cars and trucks are the primary threat to our safety on the streets.

Intro 606 will not improve accountability. The NYPD already struggles to hold drivers accountable in hit-and-run cases, with arrests occurring only 4% of incidents. This bill will inevitably lead to increased harassment of black, brown, and immigrant communities, allowing police to stop cyclists based solely on the absence of visible license plates. With 60% of NYC cyclists being people of color, this is both unjust and unacceptable.

Moreover, enforcing this legislation will create a financial burden. Establishing a mini DMV within the underfunded Department of Transportation is estimated to cost a staggering \$19 million over just four years. That money should be invested in expanding safety infrastructure for pedestrians and cyclists—solutions we know will save lives.

Numerous cities, including Los Angeles, Houston, and Toronto, have abandoned bike licensing programs due to their inefficiency and high costs.

Instead, I urge you to support Intro 1131, proposed by Councilwoman Selvena Brooks-Powers, which seeks to improve street design and infrastructure to accommodate the growing use of electric bikes. This is a practical, effective approach that will ensure the safety of all New Yorkers without the drawbacks of useless bureaucracy and over-policing. It's time to prioritize real solutions—let us consider this far superior alternative.

Thank you for the opportunity to address you.

Yours truly,
Rose

From: [Rosemarie Deane](#)
To: [Testimony](#)
Cc: [Rosemarie Deane](#)
Subject: [EXTERNAL] E bikes and E scooters
Date: Thursday, December 12, 2024 9:23:09 AM

[REDACTED]

I live at [REDACTED], New York, NY 10128. Yesterday I was almost run over by an E bike coming round a blind corner on the sidewalk.
E bike deliveries are increasing and they constantly use the sidewalk illegally. They also ignore red lights and one way traffic. This must STOP. Increasing numbers of bike lines does NOT work. The riders MUST be held accountable thru licensing and reporting. New York City has become unlivable. That and the crime rate is lowering property values and forcing people to move out.
Make them get a license!!!
2111 crashes is 2111 too many. One of my good friends is in the hospital due to one of them. It is irresponsible of you to ignore this situation when it can be so easily remedied .

Rosemarie Deane

Testimony to New York City Council Transportation and Infrastructure Committee, in support of Intro Bill 0606-2024, requiring electric bicycles, scooters, and mopeds to be registered with the City and receive identifier plates.

Submitted by Rosemary Espinal

My name is Rosemary Espinal. I'm a lifelong resident of Greenpoint, Brooklyn. I am a Board Member of Brooklyn Community Board 1 (BK CB1), Co-Chair of BK CB1 Public Safety and Human Services Committee, and member of BK CB1 Transportation Committee. I am writing regarding the recent hearing held on December 11, 2024, on the safety of electric bicycles, scooters and mopeds. I want to express my support for Intr. Bill 0606-2024, put forth by council member Robert F. Holden, which would require electric bikes, electric scooters and other motorized e-vehicles currently not required to be licensed, to indeed carry an identifier license plate and to be registered with DOT.

As we face an ever-growing proliferation of electric bicycles, scooters, and mopeds in our city, it is becoming more evident the need for legislation to ensure the safety, accountability and organization of the large inventory of electric bicycles, scooters and mopeds that traverse our city streets. The NYC Council has yet to decide how these modes of transportation can be tracked and identified in the event of a fatality or serious accident. I have first hand experienced several near-miss accidents involving electric bicycles. I have also witnessed motorists of electric bikes make irresponsible, split-second decisions, running red lights, cutting cars off, going the wrong way against traffic, or going at a high rate of speed through bike lanes.

In a recent Public Safety and Human Services Committee meeting at BK CB1, members and community residents voiced their concern that in the event of an accident involving an electric bicycle or scooter, if the motorist decides to flee, there is no way to track them down, or identify the vehicle involved. This bill is important because it would help incentivize e-bike motorists to be more cautious when operating their bikes, scooters and mopeds, as they may face being identified and held accountable in the event of an accident.

As a measure of good faith, I am in no way opposed to the use of e-bikes and scooters in our roads, as I recognize that these modes of transportation are a necessity to many of our residents, who use these e-vehicles for work or school. What I am advocating for is more accountability and transparency in the use of such mobility given that they could potentially inflict serious injury or even cause death in the event of an accident and when not operated responsibly. This bill will make it easier for affected individuals to identify such e-vehicles. While I acknowledge that this bill is not a fix-all, and may not entirely guarantee the safer operation of e-bikes and scooters, this is a step in the right direction and an no-brainer, as it will likely be a matter of time until elected officials start to realize that such legislation is needed. I urge the NYC Council to support and pass into law Intro Bill 0606-2024, for a safer, and more accountable, use of electric bicycles, scooters, and mopeds.

Hearing with regard to e bikes requiring licenses and registration

I live on the Upper East Side of Manhattan and am very concerned about the increasing number of electronic bikes and scooters that ride the bike paths and sidewalks with no regard for safety and traffic signals. I have experienced near misses myself, even though I am vigilant about looking both ways in case there is a bicycle coming towards me from the wrong direction. I have also seen people struck and injured.

I would like the City Council to consider requiring licenses and registrations for these forms of transportation so that there can be some accountability when a bike is involved in an accident. Because of the increase in deliveries, there has been an uptick in the number of delivery bikes and messengers, and residents are feeling vulnerable these days. I know elderly people who are now too afraid to walk in the neighborhood. I have a friend who ended up in the hospital with a severe head injury and another with a broken nose.

Thank you for your consideration.

Ruth Flaherty

■■■■ ■■ ■■■■

From: [Ryan Christman](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Wednesday, December 11, 2024 9:03:36 AM

Dear City Council Members,

I am writing on behalf of all New Yorkers who have recently discovered the joy of getting around without a car on e-bikes. Also all New Yorkers who work hard every day delivering food in the cold, the rain, and the snow. Finally, all New Yorkers who ride bikes instead of clogging our streets with car traffic.

Intro 606 would change our relationship with law enforcement in ways that impact everyone above, but seriously impacts our delivery workers who are constantly out there and are most vulnerable.

Therefore, I ask for your support in opposing this bill. There are better ways for us to manage e-bikes, and I ask the Council to work with stakeholders on a more equitable approach.

Best Regards,
-Ryan Christman

Dear City Councilmembers:

I fully support and endorse “Priscilla’s Law” — the New York City legislative effort designed for regulation and licensing of all e-vehicles. While no doubt the sudden proliferation of these “green” vehicles is here to stay, consequently, they must be regulated for a variety of reasons, not the least of which is that a great many crimes are being committed on these unregulated, unlicensed, and unmonitored vehicles.

In addition to the horrible safety threat they have created to pedestrians in the City, these “getaway” vehicles have emboldened criminals by affording them an opportunity to quickly evade capture. Drive by shootings, snatch and grab robberies, sexual assaults, and all sorts of heinous crimes are being committed with the aid of these electric bikes, scooters, mopeds, and cycles, which can travel up to 50 miles per hour.

In July of 2023, 25-year-old Thomas Abreu sped around the City on a motorized scooter randomly shooting at people, and he killed 86-year-old Hamod Ali Saeidi of Queens, as well as attempted to kill many others. In July of 2023, three women in three different locations were robbed by the same team of two assailants on a motorized scooter on the upper west side of Manhattan. In September 2022, three attacks on women occurred in Ft. Tyron Park in upper Manhattan, including a jogger who was dragged behind a tree, punched in the face, sexually assaulted, and robbed, and her assailant took off on his scooter. Robbery patterns involving up to 15 or more attacks have occurred regularly in The Bronx by the same pairs of perpetrators on these motorbikes. The rise in the use of motorized vehicles in crime is alarming, culminating, of course, with an assassin who used an e-bike as his “getaway vehicle” after he shot and killed the CEO of a major corporation on his way to an investors’ meeting in front of the New York Hilton on West 54th Street on the Avenue of the Americas in the early morning hours of a regular business day. This is absolutely outrageous and speaks to the disintegration of the quality of life in our City.

In four short years, the City of New York went from being the most pedestrian friendly to the least. Before 2020 and the pandemic, these e-bikes and other vehicles were not deemed “road-worthy” in New York City. Although the roads never changed, the sidewalks never changed, and the vehicles never changed, New York approved these vehicles without questioning the training of the users, without aforethought to traffic law, and without requiring them to be registered and carry insurance. Because of this, we now have a situation where almost all riders flaunt their recklessness: zooming through red lights, zooming into

pedestrians as they cross with the walk signals, zooming the wrong way up one-way streets, and zooming all over the sidewalks: which, by law, is pedestrian-only space. Two particularly dangerous and egregious areas are around West 55th Street and Eighth Avenue in Manhattan, and West 14th Street at Seventh Avenue in Manhattan. Even though the latter location currently has narrowed sidewalks because of building construction, the e-bikes are riding at high speed on narrow, blocked off, concrete sidewalks under scaffolding. It is simply a matter of time before pedestrians are killed at these locations.

The contagion of law breaking has escalated from e-bikes to much larger motorbikes, scooters, mopeds and motorcycles. There is no possible way for police to enforce traffic law, because that would involve dangerous high-speed chases. Monitoring by camera without license plate numbers is fruitless. We need all of these motorized vehicles registered and insured in order to enforce the laws. Monetary fines are the only thing that will change behavior in this City. While the bike lobby keeps pointing towards infrastructure, it's a meaningless, gas-lighting waste of time. ***Bike lanes are the location from where electric bikes zoom through red lights and run into pedestrians in the first place.***

At this point, reckless riders of these large, fast, heavy, and deadly e-vehicles are terrorizing every pedestrian in the City, leading to life-altering accidents, including traumatic brain injury.

My right ankle was shattered on both sides this past February when I walked under scaffolding near my residence to confront a moped rider who had driven his vehicle at a high speed up the center of the sidewalk on Broadway above Columbus Circle. As a result, I had to undergo major surgery, be shut into my apartment for most of the year, was unable to use my right leg for months, and now I walk with titanium in my ankle and right leg, severe arthritis, ankle pain, and a pronounced limp. This will now be a permanent condition for me.

The topic of reckless bike riding has dominated every Police Department Precinct Community Council meeting and even special town hall meetings that have been arranged to discuss this nightmarish scenario. And, the Police Department is hampered by the vehicles' lack of registration to rein in this scourge.

Councilmembers, ***we need you to act on this now. It is imperative you pass Priscilla's Law.*** If this is not done through common sense action of the City Council, pedestrians will not rest until this is on the election ballot as a Proposition to be voted on by the general public during a Citywide election.

Thank you for your consideration of my opinion. I am,

Sincerely,

Ms. Sam Katz
Manhattan

My name is Samantha Orme, I live in Clinton Hill, Brooklyn.

I rely hugely on my e-bike to transport myself and my children around Brooklyn, including to and from school.

It saves me a massive amount of time, energy, and money, all of which are in very short supply as a parent of two small children. In addition it reduces my stress level drastically not to have to undertake a battle with an hour each way on public transportation or an hour each way in traffic in order to transport my children the 2-3 miles to and from school.

There is simply no way I could transport my children on a non-electric bike, as they introduce an 100 lb load that would turn the 10-15 minute commute to school at 15 mph into an hourlong 3 mph journey.

My e-bike commute is so much more efficient that any other transportation method available that I undertake it in any weather including torrential rain, freezing cold, and even light snow. There is almost no situation in which bus, subway, or any kind of car transportation makes more sense. During the massive flooding in September 2023, I was able to successfully deliver both of my children to school in Williamsburg despite the roads being impassable to cars, for instance.

I urge the City Council to oppose Intro 606. If this legislation passes, it would limit my freedom and ability to move around New York.

I further urge the City Council to support Intro 1131, as anything that can be done to make biking with kids, both for myself, and for other parents who struggle to get from home to school to work with only limited hours in the day and dollars in their wallets, would be well worth the effort.

From: [Sameer Madan](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony against intro 606
Date: Tuesday, December 10, 2024 7:55:05 PM

Hi,

I would like to testify against intro 606. Under Intro 606, the NYPD would be able to pull over and question *anyone* riding *any* bike, even if they have not broken the law — a dangerous and unacceptable expansion of police power.

Instead we need to focus NYPD on actually enforcing existing laws to make sure cyclists can actually use their own infrastructure. I regularly see cars pulled over inside bike lanes with no consequences whatsoever. That is what the NYPD needs to focus on. 606 is a bad precedent and a bad move for our city.

Intro 1131 on the other hand is a great step forward. That is what we need to support.

Name: Sameer Madan
Zip code of residence: 10011

Thanks,
-Sameer

From: [Sam Gass](#)
To: [Testimony](#)
Subject: [EXTERNAL] Oppose Intro 606
Date: Wednesday, December 11, 2024 5:41:26 PM

[REDACTED]

Hello. My name is Samuel Gass and I am a resident of Downtown Brooklyn.

I am strongly opposed to Intro 606 that requires registration of e-bikes. Cars are the largest killers on our streets, we should be incentivizing people to take alternative modes of transportation like e-bikes rather than putting up more hurdles.

Intro 606 will empower NYPD to ramp up harassment of not only e-bike riders, but all bike riders.

It also imposes a useless cost burden on both the city and e-bikes users without providing any proven benefit. If the concern is safer streets, there is nothing stopping enforcement of traffic laws for e-bikes riders now. Intro 606 does nothing but add unnecessary administrative cost.

And if the concern is really safer streets, we should be focusing on the real source of unsafe streets in NYC: cars.

Intro 606 is bad policy, it's pro-policing, expensive, and provides no real benefit. I am absolutely opposed and shocked it's even being considered seeing how lazy and unthought out it is.

-Samuel Gass

From: [Samuel Santaella](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony Opposing Intro 606 and Supporting Intro 1131
Date: Saturday, December 14, 2024 4:57:48 PM

[REDACTED]

Hi, I'm Samuel Santaella, I live in St. Albans in Southeast Queens, and my top concerns in New York City include access to transportation and street safety. I write with strong opposition to Intro 606 and support for Intro 1131.

Intro 606 is an exercise in futility. First, bike licensing has failed to work everywhere it has been implemented, including Los Angeles, Houston, and Toronto; all these cities later rejected it. Second, licensing has not prevented the hundreds of deaths and tens of thousands of injuries caused by people driving cars—already exponentially more than injuries and deaths caused by people cycling. So I do not trust that this will make walking safer at all.

I can't take representatives seriously if they move faster to regulate demonstratively less dangerous modes of transportation, and refuse to hold drivers accountable for actively harming constituents as speeding, illegal parking (especially on crosswalks and sidewalks), failure to yield the right-of-way, and air and noise pollution remain unchecked, and every attempt to address those problems are resisted. On accountability, I'm surprised the council is willing to place their trust in a department who demonstrates some of the biggest disregard for driving laws, especially illegal parking. This gives me no confidence in our law enforcement to carry this through or make the streets safer for anyone, as far as transportation is concerned.

Intro 606 also takes freedom and choice away from New Yorkers. The car is the least accessible mode of transportation, whether it's because they're prohibitively expensive to buy, use, and maintain, or because a wide range of people cannot drive them at all (such as children and people with disabilities that aren't physical). Public transportation doesn't serve people with a lot of cargo to carry (such as groceries or furniture), certain groups traveling together, or do not adequately meet people's needs in "transit deserts", especially for people who need accessible options. And non-motorized bicycles, perfect for short neighborhood trips, are hard to use on a regular basis for long trips or for work where many trips need to be made without being delayed by, or contributing to, congestion and gridlock. E-bikes put destinations within reach for many people, including those with some physical disabilities and those who work demanding delivery jobs, and even allow some to replace car trips, freeing up street space for everyone else. Putting up obstacles to e-bike access is not the way to go, which is why I oppose Intro 606.

Intro 1131, on the other hand, is a step in the right direction. Investing once in street infrastructure that finally considers a wider variety of needs will yield actual results, just as protected bike lanes have done for the last 15 years, compared to a program that has failed elsewhere and will fail to achieve its intended purpose here in New York. While I do hope the task force also considers the regulation of delivery app companies so that they prioritize safe

riding over impossible delivery times, I still urge the council if they are pro-safety, pro-accessibility, pro-access, or even just pro-cycling to oppose Intro 606 and support Intro 1131.

Thank you.

Samuel Santaella (he/him)

Safe streets and transit advocate in NYC

- E-mail: samuelito00000@gmail.com
- Gravatar: gravatar.com/samuelsantaella
- Blog: nycstreetsutures.wordpress.com

“Any intelligent fool can make things bigger, more complex, and more violent. It takes a touch of genius — and a lot of courage to move in the opposite direction.”

PASS PRISCILLA'S LAW #0606

To be clear...if you or a loved one were hit by an e-bike, possibly permanently damaged for life, you would feel that Priscilla's Law - Into #606- is a just and smart means to constrain and even prevent out of control , unaccountable lawbreakers.

Drivers of "motorized anything"- whether on streets and indeed-on sidewalks!!! need to follow rules and laws. Without identification, riders speeding on heavy e-bikes can and do harm; can and do flee. Why are they permissively indulged to continue their illegal behavior?

My litmus test is this: any org such as Transportation Alternatives and NYC's Dept of Transportation which fight to "get people out of their cars" but don't fight harder for accountability of scofflaw motorized e-cycles and the requirement of helmets are merely astroturf amplifiers for realtors, developers, landlords, and/or the tech/finance backers of Uber and Lyft.

Let's be honest, putting NYC's residents, workers and tourists in harm's way because Lobbying organizations want the City Council to serve their self interest, is the very definition of a dereliction of duty by our elected legislators and Mayor. Those who continue to be terrorized, knocked down or-even dead -by bikers on unaccountable speeding machines-whether four wheels OR TWO WHEELS- are being victimized by the folks whom we pay salaries to -you.

Pass Priscilla's Law if you have a conscience-and maybe you'll be saving that loved one from a terrible biker-on-pedestrian "crash"...or maybe, even yourself.

S Rayburn

My name is Sandy Reiburn, thanks for having me.

I'm 80 years old, born in NYC... lived here all my life, and I ask you on behalf of **your elderly loved** ones to vote for Priscilla's Law

I am **NOT HERE** to ask you to BAN E-Bikes, I'm here to plead with you to pass Priscilla's Law

I'm here... in the rain, to tell you that when an e-bike hits me, **I HAVE NO RECOURSE**

NO RECORDS are kept-by NYPD; few victims bother to report their knock down -so **statistics are skewed** by Transportation Alternatives & the DOT and that makes me and other elderly victims voiceless

The City Council's mandate is to protect NYers. Let's require common sense accountability for any & all MOTORIZED VEHICLES-whether 2 wheels **OR** 4!

It's frankly puzzling however, that **some** of your colleagues, are ignoring the obvious , namely that **we are not safe on sidewalks**, we are **not safe crossing streets**...and we are no longer safe in the city we love.

A question to you as a pedestrian, why is it that we have to take our life in our hands?

Another-why is it that Lincoln Restler -mega-proponent of safety-**feels free** to break laws **riding the wrong way on streets**-and no helmet ?

Why is it that Crystal Hudson, the Chair of the Aging Committee no less, is unembarrassed to **ride on a sidewalk...** also breaking the law?

Want pictures? Please ask me...I have the receipts.

The ableism, ageism and **hypocrisy, yes, hypocrisy** are unacceptable.

Pass 606 Priscilla's Law...your father, mother, grandparents will thank you for it and **so will we.**

S. Reiburn -Brooklyn 12/11/24

Sanja Pohl

[REDACTED]
New York, NY 10016
[REDACTED]
[REDACTED]

7 December 2024

New York City Council
Committee on Transportation and Infrastructure
Company Name

Dear New York City Council:

My name is Sanja Pohl. My husband and I were hit by an electric scooter while we were walking in Manhattan in June 2024. The e-scooter caused my husband traumatic brain injury, a broken leg, and other injuries. He was unconscious and spent 10 days in intensive care in the hospital. He is still not able to work.

The e-scooter gave me a broken nose, injured shoulder and foot, and other injuries. We both have trauma and we are afraid to be in New York City walking areas. We are struggling with everyday life. We also have to pay medical bills that are not covered.

I hope that New York City Council can do something to protect pedestrians and cyclists from the e-vehicles that break the rules. We are not safe on sidewalks or crosswalks. Unfortunately, I know a lot of victims like us. Hospitals are full of people injured by e-vehicles.

We all know that bikes and e-bikes are not the same thing. E-bikes are much faster and much more dangerous. We need to treat them differently. Please do not wait until there are more dead residents.

New York City can change this crisis if we register e-vehicles and hold them accountable.

Sincerely,

Sanja Pohl

From: [sante scardillo](#)
To: [Testimony](#)
Subject: [EXTERNAL] In support of Int. 0606-2024, Priscilla's Law at 12.11.2024 Hearing of Committee on Transportation and Infrastructure
Date: Thursday, December 12, 2024 5:15:39 AM

Good Evening, Madame Chair, Council Persons still here and members of the public, My name is Sante Scardillo, I have been using a bicycle as transportation on the streets of New York since I immigrated here in 1981 and I speak today in support of Priscilla's Law.

I am also a volunteer community activist, advocating, among other issues, that bikes with motors of any kind be matriculated, insured and licensed, as should be their drivers. I believe these provisions are already in the law, but they are not applied: those of you who interact with the NYPD, may be familiar with the institution, as they call it, of "police discretion". I learned of it at the Citizens Police Academy, which I attended at the request of my local precinct, in order to improve community relations. It means that the police department, and patrolmen at large, can choose if and which laws to apply at any given moment.

Political, social and cultural pressure must be brought on the NYPD to sensitize them to the importance the enforcement of Priscilla, and all traffic laws, has in public safety. Like the late Priscilla, I became the victim of a hit and run e-bike criminal some weeks ago. The NYPD 6th precinct has a photograph of the perpetrator, who operates in their area; if the NYPD had dedicated a billionth of the resources they produced to capture Luigi Mangione, my assailant would also be in custody. In stead, I am left to nurse a broken hip without any compensation: if economic development is a factor in the stance government institutions adopt towards e-bikes, so must be the economic damage to citizens left destitute and without recourse by the accidents e-bikes cause . If government institutions choose, de facto, to support lawless behavior to foster economic development through inaction, government institutions must at the very least institute a victims compensation fund.

In stead, the NYPD reacts with statistics and lip service to community concerns, trumpeting how many summonses have been issued to "bikes", without distinction between the easy marks that mostly innocuous cyclists without a motor make, and the menace that e-bikes are,

unchecked and abetted by the police lack of specific enforcement. Much like Commissioner Ydanis Rodriguez, NYCDOT, and his minions, did throughout the hearing today in their shameful, obfuscating and stonewalling “testimony” expounding zero vision, rather than Vision Zero. One choice fabrication the commissioner expounded: since cars cause 90 deaths a year, and e-bikes “only (verbatim) 6”, the real problem is car accidents. But he himself put the number of yearly car accidents around 100,000 (another speaker said 300 a day), and e-bikes accidents to 782. It doesn't take a Mathematician to realize that given these numbers, 1 in just over 100 e-bikes accidents result in a death; car accidents? Less than 1 in a 1,000; which ones are more deadly? But we heard the commissioner's conclusion. He did not have data concerning serious injuries (including my own), nor about much else; and the “remedies” he recommended, expound a logic of “not my job” in his department: the convoluted solutions he offered, create active engagement, and lots of additional work, for all stakeholders in the e-bike and delivery industry. None for his department, as the commissioner was sure of one thing: there is no need to matriculate and license e-bikes, because the potential harm they cause is already sanctioned by law, and they can be prosecuted for it. By that measure, why should cars have license plates? And imagine what would happen if cars didn't, and the positive impact that would have on public safety.. Accountability creates deterrence: when one is traceable, and liable, one is less likely to misbehave. And how are you ever going to mandate e-bikes, like all other motor vehicles, be insured, if you don't cense them? Obviously the Commissioner believes the out-of-luck victims aren't entitled to the possibilty of compensation for the damage they suffer, because “only” 6 die in a year.

I am also disappointed and saddened by the stance that Transportation Alternatives is taking on this issue, and I am left wondering its motivations. As a cyclist, I used to look up to them, and interacted with them over the years on several issues; one, especially, dear to my heart, is the opening of the Verrazzano Bridge's existing external paths to bicycles. It has been 2 decades since I brought it to their attention and was told they “are working on it”; the bridge is still closed to bicycles, while TA seems to have chosen other roadways: income from the lobbies supporting the public menace that unregulated e-bikes constitute, joined in this by former New York City Council Speaker Corey Johnson, whose CoJo Strategies, totalling \$ 881,500 in lobbying fees in 2023, is on the record as receiving 100K a year from the e-bike industry. This corruption must end, and we all must work together for a safer and better city: e-bikes must be regulated, and regulations enforced. Why are we even arguing? It should be self-evident, but little is once big money is injected in any issue. City Council of New York, please do the right thing: lean on the NYPD and New York State to enforce existing motor vehicle law; enforce mandatory insurance for e-bikes (including cell phone sanctions, repeat the step above: the offender who hit me was looking at his, not the road when he hit me); create a victim compensation fund; and take effective measures to insure operators are licensed, as are those of other motor vehicles, in stead of being an unchecked menace to all.

Priscilla's Law, in my view, doesn't go far enough. But it is a first, common sense step to ensure a modicum of public safety for pedestrians, bicyclists and even drivers, though the latter are less vulnerable to the physical harm of too common collisions with a careless e-bike operator, distracted by the pursuit of an address on a phone, when not outright aggressive and dangerous for whatever reason; and, for now, untraceable and unaccountable. Please stop this nonsense.

Sante Scardillo
New York, NY, 10012

From: [Sara Krulwich](#)
To: [Testimony](#)
Cc: [Office of Correspondence Services](#); [Brewer, Gale](#)
Subject: [EXTERNAL] Intro. 606
Date: Friday, December 6, 2024 3:46:34 PM

[REDACTED]

I strongly support licensing all electric vehicles and electric-assisted vehicles and I hope Segways are included in this.

Right now, users of these vehicles violate traffic laws with impunity. They go the wrong way on one-way streets, threatening unsuspecting pedestrians who are looking for oncoming traffic in the expected, LEGAL, direction. They go through red lights and jump green lights, again menacing pedestrians as they weave around them. They ride on the sidewalks. They ignore signs saying they must dismount in the "no bikes" sections on paths in Riverside Park along the river (and ignore or curse anyone who tries to direct them to the bike path). They also move the signs telling them not to enter those sections.

In addition to menacing pedestrians, when riding on the road they often weave in and out of traffic. Bikers complain loudly about lack of bike lanes and there is an outcry when a biker is hurt or worse but the seeming contempt for the law - and for others - displayed by many bikers makes it hard to empathize properly.

I support this bill and hope its passage - and the ability to identify riders - makes it possible to enforce the laws that will keep all of us safer and more comfortable as we move around the city.

Thank you.
Sara Krulwich

[REDACTED]
NY, NY 10023

Testimony on 12/11/24 Committee on Transportation and Infrastructure Hearing

Open Plans writes today in regard to the bills discussed at the 12/11/24 hearing of the Committee on Transportation and Infrastructure. We believe that the safety of all road users is paramount. The introduction of e-micromobility to an already-crowded street system has certainly presented challenges, no one denies that. Everyone agrees that there is work to do to ensure that e-micromobility is part of a holistic transportation system that is safe for all users. But Intro 606 twists that important goal, forcing the Department of Transportation (DOT) to implement an e-bike license program doomed to fail and creating an environment that would, in essence, bring back stop and frisk. Instead, we strongly urge Council Members to sign on to and support Intro 1131 which would take a more thoughtful approach to look at the opportunities and challenges e-micromobility presents and recommend holistic solutions. E-micromobility users must have the infrastructure needed to ride safely and conveniently; creating clear cultural and policy standards will encourage everyone to respectfully share the road. Further thoughts on these points and others are below:

- **Intro 606 would increase unnecessary police stops, particularly for people of color and immigrants.** If all e-bikes were required to have licenses, that would give the NYPD carte blanche to pull over any cyclist on the pretense of inspecting their license plate. This creates a high likelihood for pretextual stops for these users, who are majority people of color or immigrants. This City Council has shown its commitment to rectifying discriminatory practices in enforcement, as was shown in the passage of Intro 346-A; Intro 606 would create a policy that would almost certainly have a disproportionate and discriminatory impact.
- **Intro 606 would be prohibitively expensive and administratively burdensome.** Requiring DOT to carry out a massive license program would be both costly and unworkable. DOT has neither the funds nor staff to carry out this program successfully, and such an investment could be better used to create infrastructure, educate, and address the solution in more creative and effective ways.
- **E-bike license programs have been proven to be unsuccessful in other cities.** Research has shown that in cities like Los Angeles, Houston, and Seattle, e-bike licensing does not work due to many of the concerns we describe in

this testimony — the programs were expensive, ineffective, and difficult to implement due to the number of staff needed to both maintain the internal systems and handle enforcement. Instead of creating a reactionary policy that will not address the root cause of the challenges, we should look to other cities that have implemented this policy and understand that it does not work.

- **Intro 606 would discourage e-micromobility use that makes our city more green and livable.** It is imperative to reduce our car dependency in order to mitigate the climate crisis; this is a fact that has been recognized by our City and State. The City has explicit mode shift goals that include creating incentives for people to shift to using e-micromobility. Intro 606 would impede and inhibit the use of and further expansion of e-micromobility and thereby encourage car use which would be damaging to our climate, our air quality, and to street safety (it is also a fact that cars are responsible for the vast majority of crashes, particularly deadly crashes, on our streets).
- **Most of the bad behavior observed on e-bikes is already illegal.** Placing license plates on e-bike does nothing to prevent red light running, sidewalk riding, or other bad behavior. These infractions are dangerous, already illegal, and should be enforced. But, Intro 606 does not address these issues in any meaningful or productive way, and instead introduces the multitude of issues named above. Furthermore, existing automated enforcement would not work with DOT-issued plates.
- **Center upstream solutions, e-micromobility infrastructure, curb enforcement, and education.** Licensing e-bikes will not solve the challenges that this important and growing transportation method poses. Instead, there are clear solutions to solve the challenges of fire and street safety:
 - Upstream solutions that punish those who sell illegal batteries, e-bikes, and mopeds help to curb fire risk, safety challenges, and better allow the City to regulate the information that new e-bike owners receive at the point of sale.
 - Wider micromobility lanes that accommodate all micromobility users, including e-bike users, which is shown to reduce the frequency of sidewalk riding.
 - Two-way bike lanes accommodate the needs of bikers to go both ways and create an expectation on the street that bikers will do so. Creating clear expectations is critical to reducing conflicts and the feeling of chaos.

- Mid-block bike parking to allow delivery workers to park closer to where they are dropping off and thereby reduce sidewalk riding.
- Better enforcement of the curb lane would help clear micromobility lanes of idling or parked cars, and reduce double parking that makes our streets more chaotic. Blocked bike lanes force bikers either out into the street or onto the sidewalk, which is part of what creates the sense that bikes can be anywhere. Ensuring that bikers have access to safe and clear bike lanes will greatly reduce that behavior.
- A wide-scale education campaign that targets e-bike users of all kinds — those that use them for transportation, recreation, or work — would help create a culture of mutual understanding and respect among road users.
- **Intro 1131 would present solutions to make the road safer for all users.** We support Intro 1131 as a viable alternative to Intro 606, and one that can propose concrete solutions, like those we name above, on a city-wide scale. For instance, we already know the infrastructure solutions to this problem, but should better understand how to implement them at-scale. However, a task force is only as good as its members. Some vital potential appointed voices on such a task force could be: a parent who uses a cargo bike to bring their child to school, a deliverista that uses an e-bike to make their living, or a senior who uses an e-bike to extend their mobility range.

Respectfully,
Open Plans

Sara Lind
Co-Executive Director
sara@openplans.org

Jackson Chabot
Director of Advocacy and Organizing
jacksonchabot@openplans.org

Michael Sutherland
Policy Analyst
michael@openplans.org

From: [Sarah Clyne Sundberg](#)
To: [Testimony](#)
Subject: [EXTERNAL] No to Intro 606
Date: Thursday, December 12, 2024 8:38:24 PM

Hi, my name is Sarah Clyne Sundberg. I live in Prospect Lefferts Gardens in Brooklyn.

I rely on my e-bike to move around the city with my daughter. She is now 7 years old and in 2nd grade at a NYC public school. I am proud to say that we have done every single school commute by bike since she started preschool at age 2.

Commuting by bike greatly shortens our trip and is usually the most reliable way to get to and from school even – perhaps especially – when the weather is bad: rain and other inclement weather often slows down car and subway traffic more than bikes.

This way my daughter and I get 15 minutes of relaxed outdoor time together in our busy day, even as we are getting where we need to be going. And we save money on transportation.

It also allows us to enjoy the city freely in our leisure time, as we can easily get to parks, libraries, beaches and playgrounds outside of our immediate neighborhood.

Street safety is always on my mind as ride my bike. I know that the dangers posed by city traffic are very real and that things have gotten more chaotic in the last couple of years with an increase in double-parking to deliver packages, an increase in delivery workers serving all the people who want restaurant food brought to their doorstep through apps, and a general sense of lawlessness with drivers “blocking the box” at every intersection.

I also know that Intro 606 is not the answer.

Intro 606 would be a massive bureaucratic hurdle – and it wouldn’t even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it’s expensive and it doesn’t work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering, let’s focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

Thanks and best regards,

Sarah Clyne Sundberg

From: [Sarah J.R. Hansen](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 testimony
Date: Tuesday, December 10, 2024 5:14:15 PM

Hello, my name is Sarah. I live in Harlem.

I rely on my e-bike bring my child to/from school and bring groceries home. Having an ebike increases the area we can shop, visit, and friends we can see - even when we are tired. Having an e-bike allows us to save money and use street space to park a car. I often work long hours and getting my daughter home from after school programs is safer and quicker with our e-bike.

Intro 606 is NOT the answer to street safety. Street safety is my top concern in New York City, and I know how dangerous our streets can feel.

Bike Licensing is expensive and doesn't work, it's a massive bureaucratic hurdle and burden. This legislation would result in the NYPD pulling over anyone they think might be on an e-bike, leading to harassment and unsafe blocked bike lanes.

*We need **better infrastructure, wider bike lanes, safer crosswalks**, and Intro 1131. These are solutions that would keep my family safe - not Intro 606 (which is reactionary fear mongering). We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place.*

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

Sarah J.R. Hansen, Ph.D.
Senior Lecturer in Chemistry
Columbia University
3000 Broadway, MC 3184
New York, NY 10027

Voice: [REDACTED]
Fax: [REDACTED]
Email: sjh2115@columbia.edu

I am writing in opposition to Intro 606, and any other legislation that would license, restrict, or ban e-bikes (or bikes in general) in New York City.

This bill will not solve the real issues it purports to address, and instead will cause a long list of counterproductive and entirely predictable negative consequences.

We know what works to make our streets safer:

- build protected bike lanes,
- make sure bike lanes are wide enough to safely accommodate all users (see Intro 1131),
- daylight intersections (see Intro 1138),
- build raised crosswalks,
- implement traffic calming,
- reduce the speed limit,
- promote and prioritize alternative modes to cars;

to just name a few obvious and proven solutions.

Biking on the sidewalk and running red lights is already against the law, this bill won't change anything on that front; mopeds (which it seems a lot of people really mean when they say "e-bikes") are already required to be registered, so again this bill will not do anything there; and if this is really about delivery cyclists, then address the parasitical apps that drive that economy and incentivize their workers to take risks, instead of directly targeting vulnerable people.

What this bill will do instead:

- give police a reason to stop any cyclist (the average person/cop cannot tell what is an e-bike and what is a regular bike),
- put minorities at risk of police harassment (contrary to popular believe, it is primarily people of color, immigrants, and lower income folks who bike),
- create unnecessary bureaucratic burden for an agency that should be focused on infrastructural street safety improvements and is already woefully behind on targets, and should not be distracted by implementing a pointless gigantic bureaucratic operation that has been shown over and over again not to work elsewhere (and NYC is not special, this will not have a different outcome here),
- make people choose cars over micro-mobility, thereby contributing to congestion and going exactly against this city's climate, environmental, and street safety goals.

I live in Brooklyn and work in Manhattan and my bike is my main mode of transportation. I urge the Council to abandon Intro 606 and instead focus on policy and infrastructure solutions that have been proven to actually work.

Dr. Saskia Haegens
Prospect Heights, Brooklyn

From: [Scott Koenig](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony in opposition to Intro 606
Date: Wednesday, December 11, 2024 7:48:19 PM

[REDACTED]

Hello,

I live in South Slope, Brooklyn and I am writing to express my opposition to Intro 606. The proposed licensing requirements are an unnecessary burden for the countless people who rely on e-bikes for transportation. It's a waste of taxpayer money and distracts from a far more pressing transportation safety issue in NYC: cars.

As a biker and pedestrian, I have close calls with reckless car drivers almost every time I step outside—cars running red lights, cars not looking for bikes before turning, cars parking in bike lanes and forcing bikers to swerve into car traffic, and more. If we want to make streets safer for everyone, the way forward is to enforce traffic laws for cars, not add an expensive burden to a far more space-efficient and environmentally-friendly mode of transport like e-bikes.

Thank you for your time and consideration.

Best,
Scott

Scott Pohl



New York, NY 10016

11 December 2024

New York City Council

Committee on Transportation and Infrastructure

Action to amend the administrative code to requiring that every bicycle with electric assist, electric scooter and other legal motorized vehicle be licensed and registered

Dear City Council,

My wife and I were walking on 6th Avenue in Manhattan on 29 June 2024, when an electric scooter driver went out of control and hit us. He broke my wife's nose and caused her other physical injuries. He broke my leg and caused many lacerations. More importantly, he knocked me out and caused bleeding on my brain. I was unconscious and hospitalized for nearly two weeks. I now have traumatic brain injury.

Since then, I have not yet been able to work. I have been in physical therapy, speech therapy, and occupational therapy and medical procedures. Both my wife and I are in psychological therapy to deal with the trauma caused and to be able to get around New York City sidewalks without fear. We continue to have challenges with daily life and we are covering the medical and psychological costs. The e-scooter has paid nothing.

The e-scooter was not registered, not insured, and not held responsible for dangerous and harmful driving. My wife and I are two victims, whose lives have been upended, and who have not received justice and continue to pay the price. There are many, many more pedestrian victims of e-vehicles.

Perpetrators of e-vehicle collisions with pedestrians are not held accountable. They are anonymous and they flee accidents.

They are delivery workers, Citi-Bike riders, and others, who never pay the price for hurting walking New Yorkers. They need to be identifiable so that victims can report them and justice can be done.

Please do something to require that every bicycle with electric assist, electric scooter and other legal motorized vehicle be licensed and registered.

Sincerely,

Scott Pohl

Thank you, committee members, for the opportunity to share this testimony. My name is Scott Weinstein and live in Crown Heights with my family. I get around the city, primarily via bicycle, public transportation, and E-scooter. As time and age does its worst, I will surely also adopt an E-Bike, like my father and many others have, because it's an extremely time, cost, and space effective way to move about the city.

As a vulnerable road user, I understand and empathize with the motivation for this bill. On any given trip, we must navigate multiple dangers; bike lanes blocked by cars and trucks, poor lines of sight at intersections, sidewalk access blocked by cars parked on them, and oversized trucks whose mass and limited driver visibility make them much more lethal to those outside them.

With that said, I urge the committee to modify or vote against Intro-606 as it will be counter-productive to increasing road safety and road throughput.

1. The city is unable or unwilling to enforce the laws we already have. This is not only my assertion, [City of New York Department of Investigation report on parking placards](#) details one such example of non-enforcement.
2. The proposal doesn't address road safety directly - it only adds expensive licensing requirements for theoretical accountability via a likely trivially mutilated or masked id plate.
3. If we do require a plate, let's also invest in durability, GPS tracking for all vehicles for instantaneous speed enforcement, increase the penalties for mutilating or obscuring the ID system, and perhaps move this program to the state with its existing infrastructure and move enforcement back to the DoT
4. The cost and effort to implement intro 606 could be put towards other solutions which would have a positive impact on safety, throughput and latency of trips on our roads and sidewalks. Some ideas are
 - a. Daylighting intersections so that all road users have better visibility at the most common place for collisions
 - b. Raised crosswalks so that pedestrians cross at grade, and bikes, E-Bikes, and cars get a speed bump
 - c. Take advantage of Sammy's law and lower speed limits
 - d. Protecting and widening bike (or perhaps better called micro-mobility lanes) so that users are not forced out onto the streets or sidewalks
 - e. Measure, regulate, and price food and small parcel delivery apps and services

Thank you, City Counsel members. I'm Seth Reuben Jacobson, a 40-year resident of the East Village.

(I rotate my head from left to right, a number of times)

What am I doing? I'm demonstrating the only safe way to walk in New York City, today. I'm checking my blind spots -- for e-bikes. Watching for an e-bike travelling against traffic, an e-bike barreling towards me on the sidewalk, an e-bike gunning through a red light. An e-bike suddenly appearing on the edge of my vision field, like a stealth ninja from the underworld.

And yet, in the many years I've been living in the East Village, and with all the hundreds of e-bike infractions I've witnessed, I've not seen a single rider ticketed. I've actually stood next to an officer as an e-biker rode against traffic and watched as the cop looked at me and shrugged his shoulders. I get it. Without license plates on e-bikes, how can he enforce? What's he going to do, become The Flash -- overtake the rider, and wrestle him to the ground?

Drivers for the most part, obey the rules not because they are better people than e-bikers! Drivers obey the rules because they know if they don't, they will be held accountable. Priscilla's Law will make e-bikers accountable and incentivized to obey the rules of the road.

New York is an amazing place. We have Broadway. The best restaurants. The best museums. Parks. It's a long list! But, I've heard it said that what folks love most is how enjoyable it is to walk in the City. But, this precious characteristic, one that we all love, one that tens of thousands of businesses are dependent on, is being threatened by misbehaving e-bikers. The 30 deaths this year from e-bike accidents is terrible but I would argue it doesn't begin to measure the trepidation ALL pedestrians feel these days when crossing the street. And it's getting worse every day.

The good news is that we can start to change things. New York needs accountability for e-bikers. It's time to pass Priscilla's Law.

From: [Shane Sauder](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Friday, December 13, 2024 9:41:43 AM

Hello,

I'm writing to testify against intro 606. As written this is an opening to nonstop police harassment all cyclists that will do nothing to enhance safety. It's not always visually obvious if a bike is an e bike or not so the NYPD will be able to stop any cyclist without a plate even if there is zero lawbreaking. On top of that, this helps nobody. Reckless cycling is already illegal and can be enforced. Much like reckless driving. Unfortunately the NYPD has given up enforcement on cars leading to a jump in traffic deaths. Virtually all of these deaths are caused by cars. As many have said, cars have killed more people in the last week than e bikes have all year. This hearing shows that the council has their eyes on the exact wrong problem. We must act immediately to reign in our rampant and dangerous car culture. We can't do that by making biking more cumbersome and bureaucratic. We need to do it by taming our streets. We need to narrow lanes, daylight intersections and plant thousands of trees. We need to remove thousands of parking spots. We need to widen sidewalks all over this city. Frequently pedestrians have to get into a single file line to pass other pedestrians on side streets while cars have 1-2 driving lanes and 2 lanes of free parking. This is ridiculous and not befitting a world class city like ours. We need to encourage, not discourage cycling in our city. We need to do it for our safety and for the future of our planet.

Thank you.

Shane Sauder

Testimony in Support of Pricilla's Law
December 11, 2024
By Shannon Phipps

A couple of years before the pandemic, I was hit by a cyclist. I didn't see the cyclist coming because he was going the wrong way. I was smashed down so hard into the pavement a hole ripped through my pants. My legs were cut up, bleeding and I was severely bruised. I walked in pain for weeks. I am lucky I didn't hit my head, that I wasn't pregnant, or elderly. I didn't call the police because I was in complete shock. The infrastructure at that intersection included high visibility, a traffic light and brightly painted crosswalk. I had the right of way. What happened to me was because of an anonymous stranger's negligence and reckless behavior not infrastructure.

Many years later, I am a mother to a toddler. There are way more e-bikes, e-vehicles and bike infrastructure present than ever before. We have encountered so many heart stopping near fatal collisions with people operating e-vehicles negligently and recklessly that I have lost count. They fly through redlights, go the wrong way, sped on and off curb-cuts, come up from behind you, come right at you within a couple of inches, etc. I've even seen a white adult male on a citibike e-bike going the wrong way at night with a child in the basket. That's the equivalent of not using a car seat or seatbelt.

A couple days after giving birth, I was walking on the sidewalk to my newborns first doctor visit which was located off Berry "open street." A cyclist came speeding down on the sidewalk toward me and nearly hit my days old newborn. The cyclist didn't apologize he was completely oblivious. He was a young white male and had an entire street dedicated to e-vehicle and bike traffic right next to him. A "bike boulevard" didn't make my newborn safe from his negligence and recklessness.

I support Pricilla's Law because infrastructure isn't coercing e-vehicles to operate safely. At the intersection Pricilla was killed by a citibike e-bike – bollard flanked bike lanes are present. Infrastructure didn't save Pricilla's life. E-vehicle operators need to be held accountable to the public and to the people they can seriously injure, render disable or kill. Operating an e-vehicle in NYC is not just "fun entertainment" it's a life and death matter that requires regulation and accountability.

SHARON FLANAGAN [REDACTED] NEW YORK, N.Y. 10128

November 28, 2024

TO: The City Council of New York

RE: LICENSING OF E-BIKES

Dear Council Members:

I step out of my front door and look both ways as I was taught to do as a child when crossing the street. Now the sidewalk has two way traffic: e-bikes going both ways. When I get to my corner, I don't know which way to look first. They could be streaking at me from any direction, spokes in a wheel.

It would be a mistake to think this is a problem caused by the explosion of delivery bikes. Every type of person who sits on a bike, the college professor, the mother with a child on the back, the teenagers going to school are on the sidewalks!

I lived in the city during the difficult 70's when crime was higher than it is now, but I have more fear for my life now than I did then.

We New Yorkers living in the city, working here, depend on government for safe streets. Right now the Council has to step up and require licensing of e-bikes. If you pander to private industry over this, you will be just as guilty as the guy/gal on the bike who hits someone and rides away.

To whom it may concern,

I really can't understand why rented E bikes are in danger of being overly police and or yanked off of the streets.

As a person who does not live near train transportation getting to my train stop from my house has become a whole lot less stressful and a whole lot less strenuous because I know I have an E bike either down the block or around the corner from my house. I don't see this happening with citibike's and many of them run electric as well.

It's also unrealistic to have police stop me for renting an E-Bike that can't go faster than 10-15 mph. Now mind you I'm only advocating for E bikes that can be rented off of the street.

As far as those who own personal E bikes and use them for deliveries or whatever transportation that they may need, that's a different story.

Rented E Bikes has completely and conveniently changed the way that I commute and has considerably lowered my carbon footprint as I do not drive nor own a car. I implore the city council to reconsider any detrimental changes to the rented E bike culture.

Respectfully,

Shawn P

I urge you to oppose Intro 606, which would harm my ability to move around NYC.

I am a father raising my 5-year-old daughter in a rent-stabilized apartment in Lefferts Garden, Flatbush, Brooklyn. Like many New Yorkers, I do not have a drivers' license. I learned how to ride a bike in NYC, and I get around 50% by public transit and 50% by bicycle. My husband has had an e-bike for four years and used it to carry furniture when we moved, deliver meals to sick friends, and take our child to various activities and sights. Last year, with my daughter starting free pre-K at the public school where we expected she'd attend K-5 (and indeed she is still there for Kindergarten), we bought a second e-bike for me to use. While it has a throttle (it's hard to find an ebike without one these days), I exclusively use the pedal-assist function. We have a little seat that sits on the top tube in front of my seat, and miniature handlebars mounted on mine, and little foot pegs mounted on the bottom tube. I take my kid to school three days a week on the ebike, and I also take her to the library on Saturdays and church on Sundays, the latter of which are up steep hills to the north of Prospect Park. The pedal-assist function has been an invaluable help as she's gotten bigger, especially on days when I'm tired or a chronic health condition flares up. I can do a full week of grocery shopping with her on her seat and still feel safe and in control of my bike.

My ebike is a critical tool in my life as a commuter, father, and friend. With it I can go from Flatbush to Forest Hills for my work, which often takes me around the city; even on days when I'm tired from working or my daughter waking up in the middle of the night or any other circumstances, I'm able to get around the city without using expensive ride-hailing services. All of this is under threat with Intro 606.

It also comes with major unintended consequences: Already we've seen regulatory failures cause many delivery workers to shift from ebikes to gas mopeds as they worry about poor quality control in batteries and theft. If ebikes require the same amount of registration and paperwork as mopeds or cars, even more people would switch from these highly efficient, climate-friendly technologies to options that would add pollution and congestion to NYC. Registration is not the solution: We need structural changes to our streets that acknowledge the desire of New Yorkers to commute, travel and play by bicycle.

Please oppose Intro 606. Do not harm us.

Thank you.

Shay O'Reilly

Shelley Brevda

Jackson Heights, NY 11372

Dear NYC Council:

I am writing to urge you to VOTE FOR INTRO 660 – Priscilla’s Law.

As a resident of NYC – particularly from Queens, I walk the streets fearful of the speeding e-bikes. These bike speed through the streets at speeds faster than the limits. They do not follow the traffic laws – going through red lights and signs. Even going in the wrong direction.

These e-bikes weave in and out can are more dangerous that any other vehicle. They cause accidents that are wrongly identified as car/truck accidents. These bikes ride into the vehicles – side swiping, etc.

One can see these s-bikers riding on the sidewalks further endangering pedestrians. I am a disabled, elderly resident and I cannot jump away fast enough. I want to be able to walk along the sidewalks safely, but these e-bikes are a danger.

We need to realize that the true number of accidents or injuries is not out there. There is nowhere to report any issues. So, the lobbyists are reporting that there are no issues to be worried about.

Take the case of Priscilla Loke who was waiting on a corner so she can cross the streets. An unknow man was speeding on a CITIbike e-bike when he crashed into her. He killed her and just rode away. He (and his bike) was unidentifiable. That is just wrong.

So, today I ask you to remember Priscilla Loke and pass Intro 660. It is a way to make sense of this needless death. We need to honor Mrs. Loke.

Pass this bill to honor her. DO IT TODAY!

Thank you.

Support Priscilla's Law: Regulate E-Vehicles for Rider Accountability

It's time to pass **Priscilla's Law** for the mandatory registration of all e-vehicles. Our streets are facing increasing risks due to the egregious riding behaviors of e-vehicle users. Accountability through **visible plates** on e-vehicles is the solution. Here's why:

1. **E-bikes are not bicycles:** These vehicles have motors, weigh 60-70 lbs, can reach high speeds, and brake more slowly. They should not be classified alongside traditional bicycles.
2. **Increased danger:** E-vehicles pose a much higher risk to pedestrians, cyclists, and their riders in accidents. Their misuse causes significant damage.
3. **Accountability changes behavior:** Requiring registration and visible identification will deter reckless behavior and encourage responsible riding.

We don't need another study or task force, such as INTRO Bill 1131, to assess infrastructure and street design. The issue isn't the streets—it's the lack of regulation. The solution is simple: **Common-sense regulation now!**

We represent the **majority of New Yorkers**, not a special interest group. Our elected officials must listen to us, the people they serve. The time for action is now. Pass **Priscilla's Law** to make our streets safer for everyone.

From: [Solveig E](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 written testimony
Date: Thursday, December 12, 2024 12:27:25 PM

[REDACTED]

Hello,

I am writing to express my concerns on Intro 606, the legislation to license all e-bikes in New York City.

I understand my fellow New Yorker's concerns with e-bikes and continue to experience negative consequences of irresponsible riders and drivers daily.

With that said, **I do NOT support the bill. There is another way.** Our city is blessed to have an extremely talented group of planning experts working in our city's Department of Transportation (DOT). **Better street design can alleviate many of these problems.** NYC DOT planners have the expertise to implement innovations that have proven to alleviate many of these safe street concerns. **Capital investment is needed** to ensure this issue is addressed so we don't need to needlessly target working people who continue to be the backbone of this great city. Furthermore, this legislation overburdens the already stretched NYPD, who are needed to attend to more pressing matters.

Thank you for your time and consideration,

--

Solveig Entwistle
[REDACTED]

Hello, my name is Sorah. I live in Brooklyn.
I rely on my e-bike to move around the city I call home.

My mode of transportation is the most reliable, cost-efficient and fast way to get around Brooklyn. I work in-person, 5 days a week at the Brooklyn Navy Yard, one of the most severe transit deserts in the borough. Relying on public transportation takes me 50 minutes to get to the office. However, my e-bike reduces that commute by more than half—only 20 minutes—saving me valuable time.

As a daily cyclist, I know all too well how dangerous our car-filled streets are. I also know Intro 606 isn't the answer.

Intro 606 would be a massive bureaucratic hurdle – and it wouldn't even lead to safer streets. Cities from LA to Houston to Toronto have rejected bike licensing because it's expensive and it doesn't work. In New York City, this legislation would massively expand NYPD power, allowing them to pull over anyone riding a bike if they think it might be an e-bike.

Instead of reactionary fear mongering, let's focus on what will actually make our streets safer. We hear a lot about accountability, but accountability only works after a crash – we want to focus on solutions that actually prevent crashes, injuries, and death in the first place. This looks like better infrastructure, wider bike lanes, safer crosswalks, and Intro 1131.

Regulating delivery app companies will also reduce crashes. City Hall can ensure these apps are demanding safe riding instead of impossible delivery times on unsafe routes. Nobody wants to bike the wrong way or on the sidewalk, but too many feel forced to do so by these app delivery companies.

I'm counting on the City Council to do the right thing: focus on solutions that work, not bills that will massively expand police power without producing safety. Oppose Intro 606, and support Intro 1131 and app regulation.

From: [Stephan Cotton](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606
Date: Tuesday, December 10, 2024 5:39:02 PM
Attachments: [cottons-logo-60-percent.png](#)

[REDACTED]

Please vote YES on Intro 606.

E-bikes are constantly ridden on the sidewalks, running lights and going the wrong way in bike lanes, making waking in Manhattan dangerous.

Licensing will put e-bikes on a par with motorcycles, making the streets safe for all New Yorkers.

Please don't let the e-bike industry control our city.

Again, please vote YES.

Blame Siri for any typos.

Stephan Cotton, Principal
Cotton Consulting LLC
www.cottonconsultingny.com



Testimony Opposing Intro 606-2024

As a 38-year-old dad living on the Upper East Side, I rely on my bike and e-bike almost daily to navigate life in this city. Whether I'm dropping my child off at daycare, commuting to work, or picking up groceries, my e-bike gives me the freedom, efficiency, and flexibility I need to balance a busy schedule.

The proposed Intro 606 would take that away from families like mine, and I'm here to say: Hands off my e-bike.

Requiring licensing and registration for e-bikes and e-scooters would place an unnecessary burden on tens of thousands of New Yorkers, including parents like me who depend on these tools to keep our families moving. It's already challenging enough to get around the city safely with a child in tow—adding licensing requirements would only discourage cycling and make our streets less accessible.

Beyond the logistical hurdles, this bill introduces troubling enforcement practices.

Expanding police powers to stop and question cyclists, regardless of whether they've broken the law, opens the door to profiling and harassment. No parent should have to worry about being unfairly stopped or questioned while riding a bike to daycare or the grocery store. This is especially harmful in a city striving to create equitable and safe transportation options for all residents.

We need solutions that make cycling safer, not more difficult. Protected bike lanes, daylighting at intersections, and double-wide bike lanes would do far more to address safety concerns than any licensing scheme. Public e-bike charging stations and designated loading zones would support delivery workers and improve sidewalk safety for everyone.

Cities like Los Angeles and Toronto have tried bike licensing, and they've repealed those policies because they were ineffective and costly. Let's not make the same mistake here in New York City. **Intro 606 is a step in the wrong direction, and it undermines the progress we've made toward creating a bike-friendly, sustainable city.**

E-bikes are a lifeline for parents like me, for delivery workers, and for anyone who needs an affordable and eco-friendly way to get around. Please focus on infrastructure and policies that truly improve safety and mobility, rather than penalizing the people who rely on e-bikes every day.

Thank you for considering my testimony. **I urge you to oppose Intro 606 and protect the rights of cyclists and e-bike riders across the city.**

Sincerely,
Stephane Wenric
Upper East Side Resident and Father

NYC - EVSA "Priscilla's Law" 0606 - It is critical that this legislation be passed and that elements of safety, accountability and responsibility be brought to the streets of New York City where currently none exists. It is in a considerable negligent and irresponsible manner that the City must be pushed this hard into protecting its pedestrians of all types from the misuse of unlicensed electric motorcycles of all sizes crudely deemed 'bicycles'. Pathetic really. We must begin to restore safety and provide for accountability on our streets, (and off our sidewalks), for our residents and guests now.

Stephen A. Fredericks

Comments Against Proposed Local Law 606

by Stephen Bauman, [REDACTED]

My name is Stephen Bauman. I have been a life long Queens resident, except for 7 years in the 1960's when I earned and received undergraduate and graduate electrical engineer degrees from MIT in Cambridge Massachusetts.

One practical result has been my applying Huffman Coding to efficiently solve complex problems. Simply stated: start with the difficult aspects before attacking those that are easy. Another aspect has been maxim that if something isn't quantified then it does not exist. I deal in numbers rather than generalities.

There is reliable, quantitative data, that is publicly available. It's on NYC's Open Data website. It's the collection of 2.1 million NYS MV-104 crash reports, filed by the NYPD between 1 July 2012 and 3 December 2024. I suggest that anyone listening to anecdotal evidence should ask whether such a form was filed before uncritically accepting such evidence as representing the normal state.

24% of the crashes involved injuries or death; the remaining 76% involved only property damage. My analysis was restricted to 505,000 documented crashes that involved bodily injuries or death. My analysis focused on the 51 Council Districts. This limited my study to the 450,000 reports that included the crash site's geographic coordinates.

The reports differentiate between injuries and deaths. The reports categorized crash victims as motorists, cyclists, and pedestrians. It also, identified the type of vehicle type. This permits isolating crash severity by location and vehicle type. This can serve as a measure of how effective additional regulation of certain vehicle types might be in reducing injuries and deaths to different population groups.

The raw citywide numbers for injured and killed are: 603K and 3K persons; 424K and 1K motorists; 55K and 229 cyclists; 115K and 1.4K pedestrians. There's a disparity between the crash injury death rate within each category. It's 0.26% for motorists; 0.41% for cyclists and 1.24% for pedestrians. This disparity is more apparent when comparing injury and killed percentages against the total for the victim classes: 70% and 40% for motorists; 8% and 9% for cyclists and 19% and 51% for pedestrians.

The study concentrates the case of a single vehicle or cycle hitting a pedestrian because pedestrians are disproportionately represented in the crash death toll. For either a vehicle or cycle, the numbers of pedestrians injured or killed are: 102K and 1K. For a vehicle the numbers are: 97K and 1K. For a cycle, which include both human, electric and gasoline powered bicycles, scooters, mopeds, skateboards, etc. the numbers are: 4K and 28. Collisions with motor vehicles account for 96% of pedestrian injuries and 98% of pedestrian deaths.

These large percentages indicate where emphasis should be placed for reducing pedestrian injuries and fatalities. This is an example of extending Huffman Coding. A 100% successful program concentrating on cycles would result in a 2% to 4% reduction deaths and injuries, whereas a 10% successful program would result in a 9% reduction for both.

One obvious explanation is the difference in the number of vehicles and cycles. The number difference does not explain difference in kill rate between vehicle and cycle crashes. It's 1.16% for vehicles vs. 0.64% for cycles. A pedestrian is nearly twice as likely to die in a collision with a vehicle vs. one with a cycle. One reason is width difference. A vehicle is approximately 75 inches wide vs. 18 inches for a cycle. This means it's 4 times easier for a cycle rider to avoid an obstacle like a pedestrian than it is for a vehicle driver.

These numbers, from the NYPD indicate that using narrow, slower cycles should be encouraged and not be subject to the onerous regulation in the proposed Local Law 606.

NYPD MV-104 Crash Data Reports 2012 to 2024
Stephen Bauman, sbauman@abt.net

Council District	Total Injured	Total Killed	Motorists Injured	Motorists Killed	Cyclists Injured	Cyclists Killed	Peds. Injured	Peds. Killed
1	11,872	55	5,960	10	2,354	5	3,398	39
2	8,790	33	3,545	0	2,342	7	2,745	24
3	12,577	69	5,305	8	2,625	9	4,458	49
4	14,107	62	7,168	14	2,523	4	4,224	46
5	5,474	36	3,229	8	825	1	1,345	27
6	6,673	46	3,340	11	1,350	5	1,881	30
7	7,179	57	4,402	18	1,045	6	1,609	30
8	15,937	78	11,355	25	1,472	12	2,936	40
9	11,149	41	6,718	12	1,643	4	2,579	25
10	7,999	37	5,071	22	854	2	1,948	13
11	12,098	62	9,502	31	458	2	2,039	30
12	10,541	39	8,088	19	388	0	1,935	19
13	12,201	76	9,787	45	520	6	1,767	24
14	10,009	40	6,921	23	632	0	2,293	17
15	14,144	55	10,225	23	886	5	2,801	24
16	11,152	41	7,956	17	731	3	2,327	22
17	14,307	86	10,306	43	1,026	6	2,758	34
18	8,843	53	6,566	15	498	8	1,612	31
19	10,693	42	8,897	25	359	3	1,366	14
20	10,477	79	7,056	24	674	5	2,591	49
21	10,318	53	7,039	16	1,219	3	1,837	35
22	9,789	43	6,655	23	1,130	3	1,820	17
23	12,598	70	11,017	38	265	0	1,278	32
24	13,305	56	10,864	31	397	1	1,940	24
25	7,113	35	3,890	8	1,024	0	1,977	26
26	16,126	82	11,823	36	1,654	15	2,315	26
27	17,006	66	13,704	40	594	1	2,588	24
28	16,675	71	14,198	40	485	2	1,851	29
29	10,434	38	7,683	13	545	1	2,058	24
30	9,065	57	6,289	19	831	3	1,767	34
31	16,840	88	14,686	52	376	4	1,720	33
32	13,511	68	11,049	33	712	5	1,584	30
33	14,476	56	9,328	21	2,255	9	2,645	24
34	12,496	61	7,509	19	2,305	12	2,370	30
35	13,530	41	8,451	10	2,106	3	2,707	26
36	12,874	40	8,258	18	1,712	5	2,636	16
37	15,615	52	11,648	18	1,297	5	2,438	28
38	13,054	64	8,609	17	1,708	12	2,348	33
39	10,003	33	6,105	7	1,730	4	1,965	22
40	12,685	31	8,283	6	1,430	6	2,731	18

NYPD MV-104 Crash Data Reports 2012 to 2024
Stephen Bauman, sbauman@abt.net

Council District	Total Injured	Total Killed	Motorists Injured	Motorists Killed	Cyclists Injured	Cyclists Killed	Peds. Injured	Peds. Killed
41	15,925	41	11,573	11	1,092	2	3,058	26
42	19,745	81	15,741	36	910	5	2,873	40
43	6,529	40	3,452	8	854	1	2,024	28
44	8,942	51	4,973	11	1,268	10	2,471	29
45	15,222	51	11,474	18	960	5	2,614	27
46	13,375	90	10,876	46	556	5	1,860	38
47	9,506	51	6,589	23	809	2	1,937	26
48	9,638	58	6,085	12	843	6	2,530	39
49	9,449	42	7,194	22	415	2	1,757	18
50	13,161	80	11,313	44	295	2	1,509	34
51	7,672	54	6,644	37	163	2	839	14
Total	602,899	2,831	424,399	1,126	55,145	229	114,659	1,437

Pedestrians Killed or Injured by Single Vehicle or Cycle per NYPD MV-104
2012 to 2024
Stephen Bauman, sbauman@abt.net

Council District	Pedestrians Injured			Pedestrians Killed		
	All Crashes	Motor Vehicle Crashes	Cycle Crashes	All Crashes	Motor Vehicle Crashes	Cycle Crashes
1	3,136	2,870	266	36	34	2
2	2,541	2,317	224	21	21	0
3	4,069	3,666	403	38	34	4
4	3,915	3,654	261	42	42	0
5	1,250	1,126	124	24	24	0
6	1,712	1,532	180	28	24	4
7	1,449	1,342	107	25	24	1
8	2,558	2,429	129	33	30	3
9	2,287	2,177	110	21	21	0
10	1,691	1,620	71	10	10	0
11	1,766	1,730	36	23	23	0
12	1,660	1,630	30	11	11	0
13	1,555	1,528	27	19	19	0
14	1,979	1,869	110	13	13	0
15	2,432	2,318	114	22	22	0
16	2,073	1,981	92	12	10	2
17	2,369	2,273	96	24	23	1
18	1,417	1,383	34	22	22	0
19	1,244	1,232	12	10	10	0
20	2,375	2,314	61	45	45	0
21	1,610	1,508	102	28	28	0
22	1,602	1,517	85	13	12	1
23	1,118	1,113	5	29	29	0
24	1,733	1,715	18	21	21	0
25	1,776	1,674	102	24	22	2
26	2,064	1,976	88	21	19	2
27	2,283	2,259	24	21	21	0
28	1,597	1,575	22	21	20	1
29	1,821	1,795	26	19	18	1
30	1,595	1,542	53	27	25	2

Pedestrians Killed or Injured by Single Vehicle or Cycle per NYPD MV-104
2012 to 2024
Stephen Bauman, sbauman@abt.net

Council District	Pedestrians Injured			Pedestrians Killed		
	All Crashes	Motor Vehicle Crashes	Cycle Crashes	All Crashes	Motor Vehicle Crashes	Cycle Crashes
31	1,484	1,463	21	27	27	0
32	1,387	1,357	30	24	24	0
33	2,355	2,211	144	19	19	0
34	2,094	1,970	124	27	27	0
35	2,395	2,271	124	19	19	0
36	2,286	2,213	73	12	12	0
37	2,048	1,973	75	24	24	0
38	2,106	1,998	108	25	24	1
39	1,759	1,634	125	15	15	0
40	2,376	2,300	76	14	14	0
41	2,614	2,559	55	17	17	0
42	2,425	2,378	47	33	33	0
43	1,849	1,769	80	26	25	1
44	2,229	2,152	77	23	23	0
45	2,256	2,218	38	19	19	0
46	1,655	1,630	25	30	30	0
47	1,747	1,689	58	20	20	0
48	2,275	2,221	54	35	35	0
49	1,507	1,494	13	17	17	0
50	1,337	1,328	9	31	31	0
51	757	753	4	14	14	0
total	101,618	97,246	4,372	1,174	1,146	28

From: [Stephen Graham](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposed to Intro 606
Date: Thursday, December 12, 2024 1:50:39 PM

Dear council members,

I'm writing to ask that you vote against Introduction 606, which would require licensing for e-bikes and similar devices in New York City.

There are many obvious ways to improve street safety in New York short of creating an entire bureaucratic system that will discourage biking in general, be complicated to enforce, reduce the potential for bikeshare, and invite police to stop any bicycle rider to check for battery assistance. The technology continues to advance, and batteries will not necessarily be obvious in the future.

There is a whole body of law on street behavior that the NYPD is enforcing poorly today, such as constant red-light running and illegal parking by car drivers, and sidewalk riding by bike riders, not to mention bike theft. Please focus on getting NYPD to do their current job properly, not on penalizing every bike rider.

With the right infrastructure, bikes of all types are excellent solutions for getting around New York quickly, safely, cheaply, taking minimal space, making no noise, and not polluting. The council should be doing everything possible to encourage more of them, not fewer.

Respectfully,
Stephen Graham

■■■■■ ■■■■ ■■■■, New York, NY

12/11/2024

To the New York City Council Members

Re: Priscilla's Law

I am a 74-year-old architect and lifelong New York City resident. On the afternoon of August 12, 2024 while on a walk, I stood momentarily in a striped pedestrian zone where cars park. I looked up and saw a delivery e-bike veer out of the bike lane and heading towards me quickly. One second later I had been struck and knocked to the ground. I somehow got up and immediately knew I had broken a bone. Dazed, I walked 5 blocks to the Weil Cornell Emergency Room. I passed out immediately after they admitted me. My left arm was broken and I had serious bruises, sprains and cuts all over my body. Miraculously, my head and spine were not damaged. I spent 12 hours in the emergency room. My arm was operated on on August 16th. It is now 16 weeks since I was struck by this careless, unidentified rider. In spite of excellent medical care, I still have pain in both arms and have not recovered full mobility of either arm or my left hand. I have lost days of work and ruined vacations for my family. To this day my sleep is interrupted by discomfort from my injuries.

I now have constant heightened fear of the threat of injury by racing e-bikers whenever I am out. I may not be so "lucky" if I am struck again. I used to walk over the Queensborough Bridge to attend periodic meetings at a client's office at Queens Plaza. No more. It was always terrifying, but now I won't risk it because of the endless flow of speeding e-bikes, many of which look like full-rigged motorcycles to me. The Queensborough bridge is not safe for pedestrians anymore. New York City *streets* are not safe for pedestrians anymore.

The uncontrolled and unlawful operation of e-bikes is creating legions of New Yorkers with life-altering injuries, and worse. Nobody benefits from this. This needs to be addressed by the immediate enactment of Priscilla's Law and its rapid implementation.

Thank you for your consideration.

Steve Lewent

Good morning,

Every time I cross the street I feel like a pigeon Turn my head and look both ways two times and then take a step and turn my head two more times , and do this for every step across every crosswalk, checking if bicycles are illegally running lights, going the wrong way riding without lights etc..... This behavior goes unchecked as more and more victims check into emergency care across our city.

I am an avid bicycle rider and want all motor assisted or powered bikes and scooters to be clearly identifiable as they approach or depart . I also want to emphasize any legislation you pass needs to have funding for enforcement.

Funding would be used for camera enforcement or forcing App providers such as Citi Bike or delivery services to enforce safety rules via their application. They have GPS tracking and with some funding and legislation could be tasked with enforcement.

Police need funding so they can focus resources on enforcement.

Without enforcement the law is useless. Penalties should include suspension of App services , monetary and public service.

I ask you to pass this legislation so we can create a safe place for everyone on the streets and sidewalks.

Steve Norring

From: [Steve Scofield](#)
To: [Testimony](#)
Subject: [EXTERNAL] oppose Intro 606, support intro 1131
Date: Friday, December 13, 2024 6:58:55 PM

[REDACTED]

My name is Steve Scofield. I'm 74 years old, a lifelong New York City resident, and a lifelong and everyday cyclist.

Intro 606 would be a draconian solution to a problem, the perception of which is far worse than the reality. It would be an administrative nightmare, for the most part would not be consistently enforced, and, when the NYPD chooses to enforce it, could be used as a tool to target working undocumented immigrants, especially in light of the Adams administration's indication that it plans to cooperate with the Trump administration and ICE as regards deportations.

First, I believe that the sponsors of the bill are conflating gas-powered mopeds with ebikes. They seem to operate, mostly unlicensed, with impunity and recklessly. They are required to be licensed, and rightly so. They are capable of going 25-30-40 miles an hour, and can cause real injury. The NYPD is either incapable or chooses not to enforce licence requirements for mopeds - there's an occasional crackdown-officers posted at the foot of an East River crossing with a bike lane, but there's nothing consistent. What makes anyone think that the NYPD has the energy, manpower, and frankly the desire to enforce this proposed regulation? Anecdotally, I feel like the NYPD has pretty much abdicated any responsibility for traffic enforcement. It would be far more productive for the NYPD to start enforcing truly dangerous car driver behavior (speeding, running lights, double parking, failure to yield) etc. (and yes, moped licensing) that causes 200+ fatalities each and every year. Ebike incidents are a comparative drop in the bucket.

I also believe that the bulk of egregiously bad ebike rider (and moped rider) behavior is done by deliveristas. I don't blame them - they are under enormous time pressure from the food delivery apps to deliver food in rapid fashion, so they are forced to cut corners and ride unsafely to save time - otherwise they are shut out from future work. . If the City Council had the courage to take on Grubhub, Uber, etc - force them to hire deliveristas as hourly employees, with benefits, etc, supply the bikes, and NEVER PROMISE DELIVERY IN :LESS THAN AN HOUR, this problem vanishes overnight.

As I mentioned earlier, I'm also concerned that 606 could be used as a deportation tool - I don't need to elaborate on this further.

I'm 74 years old. I can still ride a regular human-powered bike, and I do so almost daily. The time may come soon when I have to switch an ebike, and I know several other cyclists who've had to make the switch due to age or health-related reasons. This would put an unnecessary burden on a lot of e-cyclists who are completely law-abiding.

I do support Intro 1131, although I must admit it appears pretty nebulous. I'd like to see a more concise, target bill with clear targets, goals, and deadlines.

Thank you for your attention

Steve Scofield

[REDACTED]

Astoria NY 11106

[REDACTED]

From: [Steven Bodzin](#)
To: [Testimony](#)
Subject: [EXTERNAL] No to Intro 606
Date: Saturday, December 14, 2024 12:38:49 PM

[REDACTED]

There are real issues with some high-speed devices being operated irresponsibly in this city. Each one has its own solution. License plates for bikes isn't a useful solution to any of them.

Delivery riders are mostly very safe and good riders. The newbies need training and mentorship. What are you doing to make that happen?

The fastest Citibikes are often ridden badly. There should be a hotline to report the worst riding so Citibike can contact those members and eventually cancel memberships.

The fastest, most powerful surrons and standup scooters that go 30+ MPH are currently illegal. Maybe instead, they should be legal, licensed, and fire-inspected.

Regardless of all of these, they are a small minority of the dangerous high-speed devices in this city. A month ago, a person I had just been riding with was killed by a driver fleeing the police in an unnecessary high-speed chase. Maybe instead of focusing on bikes, you should be working to end police chases and to make it physically impossible to speed on our streets.

From: [Sunny Ng](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 Testimony
Date: Saturday, December 14, 2024 7:20:48 PM

Dear Council Members,

I am writing to tell you about my opposition to Intro 606, and there are two general themes to why I am opposed to it. I don't currently own an e-bike, but I regularly ride Citi Bike e-bikes, and while this legislation would not directly affect me, I feel the need to speak up on the absurdity of this bill.

First of all, the feasibility of having the city run a bike licensing program is laughable at best. There have been cities who have studied, or tried this before (e.g. Bay Area, Toronto), and it is a huge undertaking that city bureaucrats are simply not capable of. It is a huge burden for both the Department of Transportation, as well as the e-bike riders who will now have to jump through hoops, especially a big portion of whom use e-bikes as a way to make a living.

Then we also need to consider what enforcement means. This legislation will allow the NYPD to terrorize people on bikes even more so than they do now, especially those who are undocumented, who are at risk of being deported given the incoming federal administration, and the mayor seemingly cooperating with them. The NYPD already disproportionately crackdowns on cyclists harder than motorists, despite cars being exponentially more dangerous bikes/e-bikes, and many times on things that aren't even against the law (e.g. biking through leading pedestrian intervals, lack of helmets, etc.). NYPD has proven to use any excuse they have to racially profile cyclists and drivers when they pull them over, we do not need to give them more excuses to do so.

Secondly, and most importantly, the proposed legislation is in many ways disproportionate to the actual dangers of e-bikes. All these testimonies about "near misses", are just that... misses. The amount of attention given to the dangers of being injured or killed by e-bikes is ridiculous if you consider it much more dangerous for pedestrians and cyclists when they encounter dangerous driving, which we as a society have largely turned a blind eye to.

Take for instance, delivery driver Xing Long Lin was killed by a reckless driver in Queens back in 2021. The driver's identity was initially purposely kept secret from the public because we as a society don't care about immigrants. Then she was never prosecuted by the DA. It just goes to show that we routinely rely on the labor of delivery drivers when we go on Seamless, but pay no care for their well-being, justice, and their livelihoods. And this is just wrong.

Intro 606 not only tries to solve the wrong problem, it adds an additional burden for those in our society that are amongst the most vulnerable. It cannot and should not pass. Instead, the city should make it easier to ride bikes. There should be more space dedicate to bikes and e-

bikes, so there's less danger of them running into pedestrians.

Best,

Sunny Ng
Williamsburg, Brooklyn

From: [Susan Lee](#)
To: [Testimony](#)
Cc: [Susan Lee](#); [Janet Schroeder](#); [District1](#)
Subject: [EXTERNAL] Testimony in Favor of Intro 606
Date: Wednesday, December 11, 2024 11:38:34 AM

Testimony of Susan Lee in support of Intro 606-on 12/11/2024 before the Committee on Transportation and Infrastructure

My name is Susan Lee and am a constituent of CM Marte. I am testifying today in support of Intro 606 also known as Priscilla's Law. I am here to implore and strongly urge my council member Christopher Marte to sign onto this bill. It's not too late. I met Priscilla almost three years ago while we were fighting against a safe injection site near Chinatown Head Start where she worked. She cared deeply about the community, especially our youngest members. She was a compassionate and giving person.

Priscilla's Law is for the registration of all e-vehicles. Chinatown is a NORC where the majority of the residents are seniors. They are the most vulnerable and often are afraid of crossing the streets or walking on sidewalks for fear of being hit. In their retirement, their 'quality of life' has been greatly diminished. E-vehicles are much more dangerous than bicycles (heavier -faster -brake more slowly). They can go up to and exceed 20mph which is even higher than the speed limit in some areas under Sammy's Law.

Pedestrians safety is paramount. The only thing that changes this egregious riding behavior is holding riders accountable to riding safely, by having a visible plate that can be identified. This will save pedestrians, cyclists AND e vehicle riders from accidents and death.

From: [Susan Scheid](#)
To: [Testimony](#)
Cc: [District7](#)
Subject: [EXTERNAL] Submission in Support of Int. 0606-2024 (also known as Priscilla's Law)
Date: Monday, December 2, 2024 4:50:21 PM

To: Committee on Transportation & Infrastructure, chaired by Majority Whip Selvena N. Brooks-Powers, Oversight hearing, titled Planning Our Shared Streets in New York City: Integrating Micromobility Options, during which Intro. 606 will be heard.

Re: Submission in Support of Int. 0606-2024

Date of Submission: December 2, 2024

I am writing in support of Int. 0606-2024, (also known as Priscilla's Law), "A Local Law to amend the administrative code of the city of New York, in relation to requiring that every bicycle with electric assist, electric scooter and other legal motorized vehicle [hereinafter referred to as e-vehicles] be licensed and registered."

It is all too common an occurrence for e-vehicle riders to endanger pedestrians by running red lights and driving up onto the sidewalk and other promenades used by pedestrians. I witness it personally every day. Older people (a demographic of which I am now, like it or not, a member) are particularly at risk of being injured by an e-vehicle as, even if we spot one darting through the traffic, we often cannot move quickly enough to get out of the way.

As e-vehicle riders typically flee the scene, registration of all e-vehicles is essential so that e-vehicle riders who are involved in an accident can be identified. Registration will also help foster personal accountability of e-vehicle riders, which, in turn, will save lives and mitigate injuries to pedestrians, cyclists and other e-vehicle riders.

For all these reasons, I urge the Committee to vote in favor of Int. 0606-2024.

Thank you for your consideration,

Susan Scheid
Resident and Voter in City Council District 7

From: [Talya Schwartz](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to intro 606
Date: Thursday, December 12, 2024 11:01:46 AM

[REDACTED]

After waiting almost 10 hours to speak at the hearing yesterday, I had to leave, and am sending you my written opposition to Intro bill 606:

I'm an e-bike rider, I use citibike and I have a cargo bike for when I do groceries or want to travel with my kids in tow. We use the bike safely to run errands, get to after school activities, and visit friends and family. Taking the bike is my kids preferred method of transportation, and it has all of these other benefits too. It's faster than walking, doesn't create any pollution, we can do it on our own schedule, and we can feel the air on our face, and it makes us feel joy.

There's a reason e-bikes have proliferated in NYC, they are affordable, fast, and convenient. When a new mode of transportation emerges and becomes popular, we certainly need to figure out how to incorporate it into our city systems. And that's why I support bill 1131 which will thoughtfully examine the best practices for regulating ebikes. I do really wish there was more infrastructure and coordination to allow for this mode of transportation to continue to flourish in a safe way.

There is no data showing that licensing ebikes will lead to safer streets, therefore I oppose intro bill 606. It's not true that I don't care. As a mother of two kids, I deeply sympathize with the stories of people who have lost loved ones or been hurt by a reckless ebike rider and live in fear. I am familiar with living in fear, I have very close calls with cars on a regular basis, including being recently doored by an illegally parked driver, I flew off my bike and luckily only suffered minor injuries. Meaning someone parked in the middle of intersection opened their door right into me, even though I was riding perfectly in a perfectly legal way.

I believe we should all be able to use the city streets safely and therefore I encourage the council to do their research and create policies that actually are proven to make the city safer for all of us. For example, my preference would be for the council to adopt policies that would slow all modes of transportation, using technology and to install and limit speed on car and bike equipment.

There are many cities around the world that have set policies around ebikes, yet, instead of doing the research and coming up with long term sustainable solutions for city travel, the council is proposing an inflammatory bill to quickly appease constituents, and we know it will not make the city safer, because it's failed in other cities.

I applaud the desire to address the changes on the city streets, certainly everyone needs to feel safe in their neighborhoods. Police are already empowered to enforce dangerous bike riding

behavior but aren't effectively doing so. Dot said several times that law enforcement can already enforce these laws. While I understand the desire to hold offenders accountable, there is already plenty of recourse for law enforcement.

The people testifying today seem to think that if only these bikes were licensed then law enforcement would solve the problem. But those of us walking and biking around the city know that cars are the cause of more than 90% of traffic fatalities, and they are already licensed. So it's not a real solution to the problem, I have a hard time believing that licensing is the big solution.

We need Bill 1131 to bring together the best ideas available and come with a good plan.

--

Talya Schwartz Naor



[linkedin](#) | [Substack](#)

I'm Terry Trucco, and I've lived on the Upper West Side for more than 30 years. I'm here today because I have two friends who were hit by e-bikes while crossing the street. One was thrown to the ground, but managed to get up and walk away, albeit in shock and badly bruised.

The other left the scene in an ambulance and is now permanently paralyzed on one side of her body. As a result of her injury, her glittering career as a professional cellist that included performances at numerous concert halls and in Broadway shows is over.

In both instances, the e-bikers didn't stop. They just rode away, unharmed and unaccountable. But getting hit by an e-bike is different from colliding with a conventional bicycle. E-bikes are heavy and can hit speeds of 28 miles an hour, just like a car.

With no accountability, e-bikers can be seen running red lights, riding the wrong way on narrow streets and speeding on sidewalks. Being a pedestrian has become terrifying. Like so many New Yorkers, I feel like my head is on a swivel every time I cross the street. I've had so many close calls I've lost count.

E-bikes are motorized vehicles. Period. And they should be treated as such. As they clearly are here to stay, we need accountability for when accidents happen. It's high time to license e-bikes, just like cars and motorcycles. Pass Priscilla's Law, and let pedestrians and e-bikers share our city safely and sanely.

New York has turned into the Wild West. Priscilla's Law is a step towards a safer city.

Thomas Lamadrid

[REDACTED]
New York, NY 10001
[REDACTED]
[REDACTED]

December 11, 2024

Committee on Transportation and Infrastructure
New York City Council
New York, NY

Re: Intro 606-2024 Testimony

Dear Committee and NYC Council,

As a New Yorker, a voter, and a small business owner, I submit this testimony against Intro 606-2024, which concerns requiring license and registration of e-bikes. As someone who lives and works in the central business district of New York City, I see first-hand every day the chaos on our streets. We do need safer, more orderly streets, but requiring registration of e-bikes will not achieve that—and in fact will cause the opposite.

During the COVID-19 pandemic, after taking ride share cars a couple times to the office to avoid getting on crowded subways where I might be exposed, I began commuting to my office by Citi Bike. While the exercise on the regular (i.e., analog) bikes was great, it was difficult to ride every time I went to the office—the strenuous exercise, the time it took, getting sweaty and disheveled, etc. I began using the Citi e-bikes and found a whole new world open up to me. I could get around where I needed to be in a more reliable way than the subway and without having to over-exert myself physically. Soon after my wife also began using the e-bikes to run errands and to go on joy rides with me. We simply would not be able to ride as much as we did and do without the pedal assist e-bikes. Also, we started using Citi bike, the prices, particularly for the e-bikes, have significantly increased, discouraging us to ride as often. Requiring registration for e-bikes will create barriers and increased costs to me and others using the efficient, environmentally friendly transportation that is e-bikes.

By increasing the costs and barriers on e-bikes, Intro 606 will make our streets more dangerous—not safer. It means less folks on bikes and more folks in cars—cars that pollute our air, pierce our ears with noise, take up immense space, kill more than 100 New Yorkers a year, and injure thousands and thousands of New Yorkers each year.

In addition, Intro 606 will have other devastating ancillary effects—particularly on the most vulnerable New Yorkers such low income New Yorkers, people of color, and immigrants. As you no doubt know, food delivery by e-bike is an extremely common occupation for low

income and immigrant New Yorkers. Intro 606 will give the NYPD—which has a demonstrated history of discrimination through tactics like stop and frisk—a basis to stop and harass New Yorkers that ride e-bikes.

Importantly, requiring registration and licensing of e-bikes will do nothing to increase enforcement of traffic laws. The City already has the tools needed to enforce traffic laws. Enforcement does not require registration and licensing.

If we want safer streets, the first step is to address the real problem—which is the cars and trucks on our streets. We should increase automated enforcement through camera and other technology to be overseen by the Department of Transportation.

If we want to protect the public from e-bikes, then the solutions are more protected and better designed bike lanes that reduce sidewalk cycling, daylighting at intersections that increase visibility for everyone, e-bike loading zones, and public e-bike charging stations. That should be the focus of our laws and regulations—not expensive, counterproductive bureaucratic measures like requiring licensing and registration of e-bikes.

The bottom line is Intro 606 is a bad idea that will hurt New Yorkers. That's why I urge the members of the City Council to reject it.

Thank you,

A handwritten signature in black ink, appearing to read 'T. Lamadrid'.

Thomas Lamadrid

When there is a social problem, the best option is usually not legislation. We need to remind each other that the behavior is not acceptable. Registration would create more problems than it would solve. I do see the problem we are addressing, as I'm often startled and annoyed when an e-bike rider zooms by me closely and nearly shaves the hair off my arm. But Priscilla Loke's death is unusual. In NYC, we have a death caused by a cyclist about once every three years. By contrast, pedestrians and cyclists die at a rate of over 250 per year, all caused by drivers of motor vehicles. Those deaths seem normal to us because they have been happening for generations and are so common. But just because they are normal, I don't think it's acceptable. I'm not saying Priscilla Loke's death is acceptable, either, but I'd like to solve the bigger problem before the smaller problem, and I'm sure bike registration is not the solution. Mayor DeBlasio introduced Vision Zero, hoping to reduce pedestrian deaths, and in its ten years **we have not made any progress with that**. This is not because of e-bikes, it's because car and truck drivers keep hitting pedestrians and cyclists. I'm sure that the violation of failing to register one's bike would result in citations for not having a registration, but crashes would not be cited any more often than they are now, which I'm willing to bet are cited very rarely. Enforcement of existing laws for all road users is already not sufficient, and adding another thing to enforce will not change anything. Excessive speeding, riding the wrong way, and riding on the sidewalks are all illegal already.

Vehicle registration fees are currently in proportion to vehicle weight. This is because the danger a vehicle presents is in proportion to its weight. At roughly 1-1/2 to 2 cents a pound for cars and trucks, registration for a 65-pound e-bike should cost \$1.30. If you think it should be more per pound for e-bikes than for motor vehicles, you should have a reason for unequal treatment. Despite common perceptions, **bike riders do not break traffic laws** more often than motor vehicle drivers. Notice that when a driver fails to yield in a crosswalk, it doesn't raise any eyebrows. It's normal and common, even though it is not OK.

I would suggest, instead, some enforcement of existing laws and a social campaign. The campaign could include signs on buses and other prominent places. Maybe there could be a youtube ad campaign. The basic message is "do the right thing." Citi Bike could require an agreement from customers.

We had a law here in NYC a few years ago requiring commercial bike riders to display their company name, a number, and to wear a helmet. Was that law repealed or did enforcement just die off? Did it do any good? Does anyone remember?

Bicycle registration has been tried many times in many places since 1897 and has never worked to reduce collisions. The administrative costs were found to exceed revenues. It's easy to complain that we need a solution until we have to pay for it. Every time, it has failed to produce the desired result and found not to be worth the expense. Let's try something that might work rather than something we already know does not work.

Tom Reingold

[REDACTED]

New York, NY 10014

[REDACTED]

From: [Tony Alfieri](#)
To: [Testimony](#)
Cc: [Christopher Marte](#)
Subject: [EXTERNAL] Oppose Intro 606
Date: Wednesday, December 11, 2024 6:42:34 PM

[REDACTED]

Good evening,

I'm writing to express my opposition to proposed Intro 606: a City Council bill that will require every bicycle with electric assist (including electric scooters and even motorized wheelchairs) to be registered with the DMV and DOT and to carry a license plate. This proposed legislation is absolute overkill:

1. It does nothing to make our streets safer. We already have laws that prohibit driving e-bikes on sidewalks; what's lacking is enforcement. If the police are unwilling to do the jobs with which they're already tasked, and they're not willing to delegate enforcement of existing laws to DOT, then there is little productive use in adding on additional bureaucratic layers.
2. There are so many more important ways to make our streets safer by addressing what truly makes them dangerous: automobiles and trucks.
 - Lower speed limits and increase the use of electronic controls (e.g., red light cameras)
 - Daylight intersections by preventing cars from blocking the view of pedestrians
 - Mandate view distances on motor vehicles to eliminate blind spots
 - Empower traffic agents (or DOT agents) to more actively ticket moving violations such as blocking the box

Intro 606 is a harmful distraction and I urge you to reject this wasteful legislation.

Sincerely

--

Tony Alfieri

[REDACTED]
New York, NY 10002
[REDACTED]

Tony Melone
Member, Brooklyn Community Board 6 Transportation Committee



Brooklyn, NY 11215

TESTIMONY: NYC Council Hearing Weds Dec 11, 10 AM
Committee on Transportation and Infrastructure

I urge the Council to reject Intro 606. Licenses for e-bikes have been tried and abandoned in many other cities because they increase the harm of over-policing without delivering meaningful safety benefits.

We do need safer streets, but creating a new layer of bureaucracy for anyone who uses a small electric vehicle won't help, and will put many vulnerable New Yorkers at risk of harassment by the police. Under current law, the NYPD already has the power to confiscate illegal mopeds and arrest riders who disregard traffic rules. Intro 606 would give cops another reason to stop any bike that might be electric (some e-bikes look just like non-electric bikes) and demand their registration, potentially putting riders at risk of jail or even deportation.

My family travels on foot, by bike, and by public transit, and the streets where we feel safest are streets that are designed with separate, safe spaces for cars, bikes, and pedestrians. The greatest danger to NYers is from cars and trucks, but if we can build safer infrastructure, and if we can persuade the NYPD to existing enforce traffic and parking rules to keep vehicles where they belong, we can build a culture of safety and respect among all road users and actually have a chance to achieve Vision Zero.

If we require all e-bike, e-scooter, and electric wheelchair users to get licenses, NYC will be taking a step backward, and we'll wind up with more cars on the street, more pollution, and more traffic injuries and deaths. Other cities are providing incentives to make it easier to purchase safe, street-legal e-bikes to get cars off the road — NYC should do that and not criminalize the technology that can help cure our city's addiction to car travel.

From: Ulrika Andersson, Upper West Side,

Phone: [REDACTED], **Email:** [REDACTED]

To: NYC city council transportation committee

Re: Intro 606

Dear reader:

I live on a one-way street on the Upper West Side near the 72nd Street train station. My partner and I get around on bikes, sometimes converting them into e-bikes with battery kits. We don't own a car or use street parking. Our choice helps reduce congestion, pollution, noise, and the risk of crashes in our community. People like us, who don't use cars, make it easier for others to drive in Manhattan without overwhelming the system with traffic and parking demands.

But biking in my neighborhood is tough. My street has free parking on both sides but no bike lanes. When I leave my building, I'm immediately thrown into the chaotic "Bowtie of Death" intersection at 72nd Street just to reach a bike lane. If I want to go south, I have to navigate two blocks of dangerous traffic with free parking but no bike lanes. I could also go against the flow of traffic, or ride on the sidewalk, but then I'd be breaking the law.

-Remember that across NYC, only 3% of streets have protected bike lanes, and only 25% have bike lanes at all.

Despite this imbalance, groups like my block association and organizations like EVSA claim that biking in NYC is too easy, and are pushing measures that target cyclists like me and my partner. Intro 606 would allow police to inspect bikes for batteries and penalize riders without license plates. Instead of addressing real safety or space issues, these policies turn neighbors like us into criminals.

The same groups backing Intro 606 have opposed other sustainable options, like rest stops for delivery workers on bikes and congestion pricing, all while spreading fear about e-bikes. They post exaggerated stories online about risks to seniors and paint cyclists as threats. But their real goal is to keep cars as the dominant—maybe only—form of personal transportation. This benefits a small group of drivers while forcing most New Yorkers to rely on underfunded transit.

Intro 606 isn't really about bikes. It's about cars and the oversized amount of space devoted to them, taken at the expense of safe, reasonable options for everyone else. It pits cyclists and pedestrians against each other, instead of addressing the real issue: the scraps we're left with after our city was handed over to cars. My street, with two lanes of free parking but no bike lanes, is a perfect example of this imbalance.

Reject Intro 606. It's a fear-based power grab that prioritizes cars and criminalizes sustainable transportation options for New Yorkers.

Best Regards, Ulrika Andersson

From: [Vanessa-Renee Mical](#)
To: [NYC Council Hearings](#)
Cc: [REDACTED]; [District49](#)
Subject: [EXTERNAL] Opposition to Intro 606 re: 12/11 Transportation and Infrastructure Meeting
Date: Friday, December 13, 2024 3:10:41 PM

To Whom it May Concern:

I am writing to express my deep concern regarding e-bike licensing in New York City. I am life-long Staten Island resident and cyclist throughout the five boroughs. I rely on e-bikes for transportation as well as leisure, and e-bikes are an essential mode of transportation for all New Yorkers who use them for cargo bike deliveries, parents who ride with children, for working cyclists, and for elderly or disabled cyclists. Not to mention that they make riding easier for people to use for longer periods of time, at a time when it is essential to reduce the amount of cars and vehicles congesting our roads and streets. I am deeply concerned about the environmental impact of our world as it currently revolves around cars and car infrastructure, and I passionately believe we need to make access and use of bikes, including e-bikes, as easy and safe as possible to decrease our reliance on cars and fossil fuels.

I am strongly opposed to, and deeply alarmed by bill Intro 606. Written in a way to seem harmless on its face, I know for a fact that bills like these end up being discriminatory and costly to the taxpayers. I have grown up in communities where authorities have used any excuse to police and survey my neighbors, despite finding little to no evidence of criminality after being dangerously stopped and frisked. Intro 606 would allow police to stop and question any e-bike rider without a visible license plate. Since newer e-bikes are difficult to tell apart from 'acoustic' (non electric) bikes without close inspection, intro 606 would give police an excuse to stop any cyclist without a license plate. Traffic policing in New York City is already inconsistent and discriminatory. 92% of all summons written for jaywalking in 2023 went to black and brown New Yorkers despite the widespread use of jaywalking among all New Yorkers. We have no reason to believe enforcement of Intro 606 will be any more evenhanded. This is especially concerning under the incoming Trump administration, as the increased risk of police interaction with low income immigrants under 606 also puts them at greater risk of deportation, and New York must remain a safe haven for immigrants in this new landscape.

Intro 606 would also create an expensive bureaucratic hurdle. It would task the already cash-strapped Department of Transportation with creating a miniature DMV within its department, requiring new brick and mortar offices, a massive new database, hundreds of thousands of newly designed license plates, staffing resources, and more. Just creating the program would cost millions in taxpayer dollars and take away from essential DOT projects.

The vague language used in Intro 606 could also implicate users of electric wheelchairs, skateboards and hoverboards, forcing unnecessary hurdles on children and disabled New Yorkers just trying to get around.

Finally, bike licensing laws have a history of failure. Cities from LA to Houston to Toronto have abandoned bike licensing programs due to costs and ineffectiveness.

Intro 1131, by Councilwoman Selvena Brooks-Powers, which would establish a task force to study options for making street design and infrastructure safer in consideration of the increased use of electric bicycles would actually make a real difference in making our streets safer for all New Yorkers without creating costly bureaucratic hurdles or adding to over-policing on our streets.

Thank you so much for taking the time to read my concerns, and I hope you make the right decision not to implement Intro 606 as it would be a detriment to all New Yorkers.

Best,

Vanessa-Renee Mical

12/11/24

Hi! I am Virginia Ryan, a 7th grader in middle school. This year, I was allowed to walk to school by myself, abit with my little sister. Over the course of the school year, I have almost been run over by multiple e-bikes, several times. Children are in more danger than others because we have disadvantages which adults generally do not have. First off, we are short. E-bikes don't really bother to look at who's in their path, and when they do, those people don't take the time to look down. Additionally, kids like myself have very heavy backpacks, which means that we can't lunge out of the way because they are so heavy. As well as being a kid, I am a bicyclist. Whenever an e-bike passes by me, I feel scared. This is because I know, as a cyclist, with one twist of their handlebars, they could suddenly slam right into me. On a regular bike it is dangerous enough, but with an e-bike the force of their engine could literally kill me while I am on my bike or off it. Another problem of e-bikes is that they run red lights. Once when I was walking home from school with my mom, we were going to walk across the street when suddenly, a pack of e-bikes ran the red light and almost killed me and my sister! Another time, we had just got off of a bus when an e-bike whizzed past us, *on the sidewalk* , and actually brushed past my sister. Another step and she would be dead, instead of bruised. Whenever I am walking to school, without adults, I feel afraid for my life. Not just because of a fear that they might run me over, but also from the knowledge I have of being raised as a bicyclist on the streets of New York. I wish that they could obey the rules of traffic, just like how I have to, to make New York a safer place for everyone. Please pass Priscilla's Law Intro 606. Thank you for listening to me.

From: [Wendy Brawer](#)
To: [Testimony](#)
Subject: [EXTERNAL] testimony on Intro 606 & Intro 1131
Date: Thursday, December 12, 2024 4:00:38 PM

Dear friends at NYC City Council,

I'm an everyday cyclist. I'm over 70. Yes, I have been knocked off my bike 3 times, and been lucky enough to ride away. Once, it was due to an automobile, which was much wider, heavier and faster - this is the biggest threat on our streets. Intro 606 won't help that.

Cars and trucks also threaten our air quality, temperature and ability to reduce to stabilize the climate. Intro 606 won't help that.

Another threat is to civil rights and it is especially important that we protect people riding bikes from being pulled over at any time - this threat is dire to a huge percentage of cyclists, starting Jan 20. Intro 606 is a lockstep.

Intro 1131 on the other hand, holds promise. Please include parking lanes in that study - how much safer would we be if private vehicles weren't stored in public space?

Thank you!

Wendy Brawer - Lower East Side resident

Testimony to the Committee on Transportation and Infrastructure on Intro 606

By William J. Ferns

[REDACTED]
New York City, NY 10002

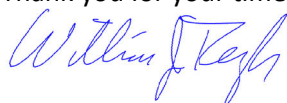
Email: [REDACTED] cell: [REDACTED]

I am 71 years old living on the Lower East Side. I am a pedestrian, a Citibike rider, and a car owner. I am also a member of the Senior Advocacy Leadership Team (SALT), a volunteer and multi-racial group of seniors working out of the Manny Cantor Center on the Lower East Side. This testimony is my own, not as a group representative.

SALT works on transportation issues as they relate to seniors in our neighborhood, and bicycles riding on the sidewalk and ignoring red lights are top issues for us. The biking community and its organizations need to state unequivocally that bicyclists should NOT ride on the sidewalk and should ALWAYS give pedestrians the right of way, no matter what the traffic signals are. Still, I am opposed to Intro 606 because it will not succeed in doing what it intends to do:

- **The Bill's Lack of an Enforcement Mechanism:** Some have testified that enforcement will be automated by the use of cameras, so there should be no concerns about NYPD discretionary enforcement. This ignores the reality that, just like motor vehicles with 'ghost plates', enforcement does require human intervention, i.e., police officers, to look for, find, and cite scofflaws who do not get licenses. There is plenty of evidence both statistical (<https://marroninstitute.nyu.edu/blog/elif-ensari-analyzes-police-response-to-illegal-parking-complaints>) and anecdotal (just walk down lower Broadway during a weekday) to show that the NYPD is terribly inconsistent in its traffic enforcement. The inconsistency of the NYPD's traffic enforcement has created a high level of driver and cyclist misbehavior. This inconsistency will lead to Intro 606 being unsuccessful in alleviating the problem of cyclist misbehavior.
- **Does Not Reduce "Deliverista Miles Traveled":** The bill does not address a major cause of bad bike behavior—the demand for rapid food and grocery delivery. Some deliveristas are a source of bad e-bike behavior, and one reason for that is that they have to make deliveries over long distances; nearly *two-thirds of food deliveries are over one mile*, with some up to three miles (<https://www.nyc.gov/assets/dca/downloads/pdf/workers/Delivery-Worker-Study-November-2022.pdf>). One way to limit bicycle congestion and the "need for speed" would be to implement a "distance surcharge" to deliveries over one mile that would go to the city for better infrastructure and cyclist education. This surcharge would discourage some customers from ordering food from far away, and perhaps even wean some customers from excessive food deliveries, hence reducing the speeding by deliveristas, and perhaps even the number of delivery bikes needed to serve the NYC community.
- **Does Not Limit Speeds of e-bikes:** Limiting speeds of e-bikes to a maximum of 20 mph would be consistent with NYS Sammy's Law, allowing the City of New York to set speed limits of 20mph on certain streets. Many of the e-bikes on the road belong to fleets, so this is manageable:
 - Class 1 pedal-assist only e-bikes should be limited to 15 mph;
 - Class 2 pedal-assist with throttle e-bikes should be limited to 15 mph;
 - Class 3 throttle-only e-bikes should be limited to 20mph;
 - Any of the programs that provide e-bikes or scooters (Citibike, Getir, Joco, Lime, etc.), should be required to limit their vehicles, no matter the class type, to 15mph.

Thank you for your time.



From: [William Meehan](#)
To: [Testimony](#)
Subject: [EXTERNAL] Oppose Intro 606
Date: Saturday, December 14, 2024 9:29:38 AM

To the City Council:

Intro 606 will not solve any of the problems it purports to address, and will in fact create problems for city government and residents.

E-bikes are not the cause of unsafety as a pedestrian. The danger lies with heavier vehicles like mopeds, motorcycles, cars, and trucks, in increasing order of importance. And all of these classes of vehicles are already required to be licensed. Requiring licenses to ride a bike depresses bike ridership, which increases traffic and makes the remaining bikers less safe. This would also act as a mobility barrier for many teenagers who use bikes to get around the city.

The issue is not one of legislation but of enforcement. NYPD regularly refuses to do their job issuing citations for moving violations. Exceeding the speed limit is illegal for all vehicles, including bikes, so the police could deliver tickets for reckless biking. They choose not to. If you really want to fix the issue of mopeds speeding or using the sidewalk, then move enforcement back to DOT.

Furthermore, this bill will create a new stop-and-frisk, as many e-bikes riders are immigrant delivery workers. This is particularly egregious given the current political situation. The president-elect is promising to deport even legal immigrants with any criminal history, and the mayor is signalling willingness to cooperate in exchange for a pardon. It is unacceptable for the city council to provide avenues for New Yorkers to be violently thrown out from their home city.

Intro 606 is not the answer.

William Meehan

From: [Xiaolan You](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony against Intro 606
Date: Wednesday, December 11, 2024 7:31:26 PM

[REDACTED]

Hello New York City Council,

My name is Xiaolan and I am a resident of midtown Manhattan. I am writing in opposition to Inter 606. I ride bicycles every day to commute to and from work. On other days, I am also a pedestrian who shares the road with cyclists. I understand the desire to register e-bikes for accountability in case of an accident. But there are so many things that could cause accidents and licensing alone does not prevent it or solve. It also takes an incredible amount of money and paperwork to realize an ineffective solution.

Instead we can use the funds on the root reason why people want to drive on the sidewalk in the first place—because there are insufficient protected bike lanes and dangerous drivers on the road which dissuade cyclists. I ride a manual bike, not an ebike. I use protected bike lanes whenever I can, as I am a new rider and want to feel safe. But whenever protected bike lanes do not exist, I get very nervous riding in the middle of the car lane, and thus sometimes opt to bike (slowly) on the sidewalk instead. Overall I think Intro 606 would be ineffective and a waste of money, and advocate for expanding the protected bike lane system in the city instead to address the root problem.

Best,
Xiaolan You
[REDACTED]
New York NY 10001

Yale Brevda



Jackson Heights, NY 11372

Re: Intro 660 (Priscilla's Law)

I am writing to you to demand that you vote in favor of Intro 660 (Priscilla's Law).

These e-bikes are scary and make me fearful. They speed beyond the speed limit and run red lights. They do NOT follow the traffic laws. They are going every which way and cannot always be seen when they come near you. They weave in/out and are the cause of accidents on the roadways and on the sidewalks also.

E bikes aren't bicycles. They have MOTORS-weigh 60-70 lbs, go faster and brake more slowly. They should not be in the same class as bicycles. They are much more dangerous and do much more damage to pedestrians, cyclists and e-bikers when involved in an accident.

That is what happened to Priscilla Loke. She was waiting at a street corner when an unknown man on an e-bike (Citibike) came out of nowhere and hit her. It killed her. The man just drove away. It was captured on a local camera and the video clearly shows the event. The issue is that this man and the e-bike were not identifiable. To date, he has not been found.

That is why this bill is so important. We need to be able to identify the culprits. They need to stand up for their actions. They need to face the law. In this way, the law will help increase safety as drivers heed the rules – even if it is in fear of consequences.

Today is the day for action. You are being called to stand up and protect the residents of NYC. You are also being called to honor Priscilla Loke.

PASS INTRO 660

Thank you.

Thank you, [REDACTED]

I am sorry that I cannot be there in person, but here is my written testimony:

I was invited to attend this hearing by my neighbors who all share a collective concern about bicyclists (electric and non-electric) who have committed homicide or near homicide in this city because of riding through red lights or riding their bikes on busy sidewalks that are solely for the use of pedestrians.

I have witnessed the murders of innocent pedestrians, who had the right of way while acroassing the street, mowed down by these delivery people on their bikes as well as people who use Citi-Bank bikes who have gotten away with these crimes.

The level of disregard for pedestrians is abysmal, shameful, inexcusable, and criminal.

In addition, I have noticed that many drivers, in passenger vehicles, have also followed suit as they increasingly continue to disobey traffic rules by not allowing pedestrians to cross the street.

The majority of the traffic cops have also been very negligent and I've seen more than one time many of these individuals paying more attention to their cell phones than to what is in front of them. On several occasions I had to call out to inattentive traffic cops to enforce the traffic laws when I was nearly hit by a bike or a car.

Please stop the murders and near fatalities of pedestrians by:

1. prohibiting these bikes to drive their vehicles on the sidewalks and to obey street traffic rules,
2. work with Citi-Bank Bikes to penalize their customers who fail to follow traffic rules 3. monitor Citi-Bank customers who ride their bikes on the sidewalk,
4. prohibit traffic cops from using their cell phones on the job and monitor traffic cops performance on a weekly basis.
5. penalize those companies and organizations who use bike messengers/delivery people who fail to follow traffic rules,
6. Set up a robust Committee for Pedestrian Safety where New Yorkers can report violations of traffic rules by bicyclists, drivers, and traffic cops.

Thank you.

Yolanda Rodriguez

[REDACTED]

This image consists of a large, solid black rectangle that occupies the majority of the frame. It appears to be a redacted page or a placeholder for content that has been removed. The black area is uniform in color and texture, with no visible details or patterns. The rectangle is positioned centrally and extends almost to the edges of the image.

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E-vehicles

I am 87 years old, born and raised in New York City, and for the first time in my life, I am afraid to walk in Central Park. Not crime, E-Bikes! They are all over the pedestrian lanes. I have even seen them around the Reservoir. They just breeze through those cute little signs suggesting they might think of dismounting.

They also ride on the sidewalks. They fly through the red lights, swerve around corners, go in both directions in one-way streets. They go between the bus and the curb while people are getting on/off.

There is no way to identify them! It is well past time to introduce license and registration for all e-vehicles.!

From: [Zeke Dunn](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 606 - e-bike registration is not the solution
Date: Thursday, December 12, 2024 9:57:29 AM

Hello,

I live in north Brooklyn and I'm writing to express my opposition to Intro 606, the e-bike registration and licensing proposal.

I'm a parent and I bike with my child at least three times a week. Next spring I will need to swap my standard bicycle for an electric cargo bike in order to handle a bigger kid and more bags etc. Bikes and e-bikes are critical tools for parents I know who want or need to get around the city without a car. Adding regulatory barriers for families that want to use e-bikes to replace car trips is a move in the wrong direction for safe streets, emissions and congestion.

Cars are the biggest danger on our roads. Not e-bikes and other micro-mobility solutions.

While we experience a worsening affordability crisis we should not be making policies that force people toward car ownership.

E-bike registration and licensing will create an opportunity for abusive selective enforcement against minorities and vulnerable deliveristas, on the doorstep of an intended new federal policy of mass deportation. It's a gateway to cruelty and abuse.

Policies like e-bike licensing and registration have proven costly, ineffectual and ultimately pointless in other cities already.

We need safer street design and a commitment to reduce motor vehicle use. Proposals like Intro 1131 offer actual solutions that work.

Thank you,
Zeke Dunn

My girlfriend is certified legally blind and suffers with other disabilities related to brain injury. As a result of the vast numbers of reckless e-bikes and e-scooters, it's no longer safe for her to go out alone. She was always very active but now depends on me to take her outside. I worry for her safety and my own, even on the sidewalks and in the parks. Riverside Park has become too dangerous to go for walks along the river due to fast-moving reckless electric bikes and scooters which they treat like a road. While walking alone, my girlfriend had a near-collision with an electric CitiBike in Riverside Park and even had the tip of her white cane run over at an intersection. I'm a healthy man in my 30s and have had many near-misses myself.

I support the bill 0606 for licensing and registration of ALL e-vehicles. This would ideally be passed at the state level, but we can't wait for the state. We need accountability ASAP so we can change behavior before it's too late. Last century NYC allowed cars to take up dominance over the streets at the expense of pedestrians and transit riders who don't own cars. Now it seems like we are allowing electric motorized vehicles to do the same, but with no regulation to protect pedestrians, cyclists, and the e-vehicle drivers themselves. At least cars never drove on sidewalks. Allowing commuters and joy-riders to selfishly speed around in every direction without following traffic rules is as unacceptable as allowing delivery apps to incentivize the same.

Thank you for your work on this.

I am submitting testimony to the council today to implore your members to *reject* the misguided Intro 606.

This law will not make members of our community safer and will mostly serve to give the NYPD yet another tool to harass and intimidate the hard working delivery people of our city.

Our community would be much better served by legislation that protects pedestrians from cars which kill hundreds of our citizens a year.

Best,
AW

Dear esteemed members of the New York City Council,

I am writing this testimony in opposition to Introduction 606, which necessitates the licensing and registration of all electric vehicles within New York City. I am opposing Introduction 606 because it is not only hardly effective, if at all, but also results in many disastrous consequences.

Introduction 606 will be ineffective. Several major cities have already tried to implement mandatory bike licensing, and suffered enormous costs because of it and/or ended up repealing. Think about the amount of people within New York City that must register an e-bike—how much in administrative costs must it require? Consider the effort to police non-registered vehicles, the attempts at separating incoming non-residents who aren't required to register and residents who refused, and the manpower needed to monitor and maintain such records. That's not even covering the difficulty in enforcing such a law; can you honestly tell the difference between a regular and electric bicycle at a glance? What if both were in motion? Should we let this bill pass and clog everyone's time with mistaken stops?

Introduction 606 is aimed at improving road safety, a definite issue. But cyclists are a minority of road accident injuries. Cyclists are often suffering the *worst* of an accident. Think about a crash between a car and a cyclist—who is more likely to walk away unharmed? **Introduction 606 is targeting the wrong problem.** More focus should be put on measures to keep *cyclists* safe.

But this bill's namesake, Priscilla Loke was a casualty of a cyclist accident, yes? **Introduction 606 would not have prevented it.** The cyclist in that case rode a Citi Bike, and those are essentially registered already. The cyclist even remained on the scene and was questioned by the police. There was nothing that Introduction 606 would have changed. Instead, what could have prevented that accident would be to expand road space and allow cyclists to have their own separated lane.

Introduction 606 will discriminate against the economically disadvantaged. For many, bicycling is the most affordable way to commute. For some, it is the only way. To introduce required registration is to disproportionately burden minorities—a significant portion of these vehicle users are people of color, immigrants, and people with accessibility vehicles—and open them to over policing and targeted harassment. These extra restrictions would only discourage or even prevent people from acquiring their best option to get to work or school. Keep in mind this will affect all cyclists—electric vehicles are not easily differentiable.

Council members, I implore you to consider the ramifications and inadequacy of Introduction 606. Its own inception proves its futility, and its track record details its many faults. Any good reasons to pass this bill is outweighed by the logistical nightmare and unintended complications. Please reject Introduction 606.

I ride an ebike because it makes life so much easier: easier to get to work, to get across town to feed a friend's pet when they're away, or to drop everything and visit a loved one in crisis--without worrying about wait times, traffic, or parking.

Intro 606 is unworkable and unfair. First, bicycles and scooters are not designed to have license plates affixed to them. Should bike riders zip-tie license plates under their seats? What if they also have a rear rack and removable basket? Will license plates be dangling from the stems of scooters, which have no rear component at all? At best, these practical questions will eat up valuable resources at DOT. At worst, they will discourage compliance or lead to enforcement against riders trying in earnest to attach a license plate to a legal bike or scooter on which it simply does not fit.

Second, I also fear that the licensing requirement will not be enforced against affluent riders on more expensive ebikes that are often hard to distinguish from non-ebikes. Instead, enforcement will focus on delivery workers and other working-class people, disproportionately people of color and immigrants, who ride less expensive, more easily-distinguishable ebikes—raising serious equal protection concerns.

Instead of pursuing Intro 606, City Council should focus on real safety solutions like daylighting, protected bike lanes, and reducing vehicle size and weight—the final of which is largely responsible for the increase in pedestrian fatalities in the US.

Testimony

Good evening. I want to preface that I do agree the delivery apps need regulation, but Intro 606 is not the bill to do that.

My partner and I rely on our e-bikes for shopping and commuting. They allow us to make trips not well covered by transit. Over the past few years, the large increase in bike riders on city streets has led to safer riding conditions for us. A large part of this increase in micro-mobility usage is because of the increased availability of e-bikes and e-scooters. As more New Yorkers start to ride bikes, the DOT has installed more protected bike lanes in the neighborhoods around me, and car drivers are more aware of vulnerable road users since they see more on the street than ever before. The DOT's statistics show that when protected bike lanes are added to streets, the rate of deaths and injuries for everyone drops by 15 to 20%. The increase in road safety as a result of more New Yorkers biking is tangibly felt by me everyday.

Intro 606 would severely slow the growth of cycling in NYC. There are countless future bicycle riders who may never get their start because of this bill. Less bike riders in the city means less protected bikes lanes and less presence of bikes on the street, both of which will directly result in a higher rate of death for e-bike riders, non-electric bike riders, and pedestrians, per the DOT.

I am opposed to Intro 606 because enforcing the rules of the road does not have to be contingent on making it harder to ride an e-bike. Cars and mopeds are already required to be registered, yet I regularly see them speed and run stop lights. These vehicles often lack a plate or have purposeful obstructions on their plate, preventing traffic cameras from ticketing them. They also pose significantly more danger than e-bikes, as the DOT stated earlier. But the enforcement is not there right now. This bill will not change that.

Thank you.

Dear members of the New York City Council,

I'm writing to express my opposition to intro 606.

There are a few main reasons I am in strong opposition:

1. Similar licensing requirements for bicycles that have been attempted elsewhere have failed or been repealed
2. Mopeds are already defined legally in New York, and the current licensing requirements are not being enforced. I strongly suggest that we begin by actually enforcing the laws on the books.
3. Intro 606 opens up many opportunities for dangerous and unnecessary stop and frisk style enforcement encounters.
4. As it's currently written, the bill threatens to make it harder to use an e-bike as defined by the current law. These are crucial piece of micro mobility in the city, and allow, for example, people with disabilities, the elderly, people with asthma, people with children, and many others to get around safely, efficiently, and in a way with very little impact on the climate.
5. Cars present far more of a danger to all road users - themselves, those and other cars, those on bikes, those on motorcycles and mopeds, and certainly pedestrians - than any other mode of transit. If the goal of the council is, and it should be, to increase safety on our streets, it should work on enforcing the laws that we already have to increase protected bike lane infrastructure, and find other ways to design safer streets that protect everyone from the dangers of cars.

Thank you.

Support for Priscilla's Law Intro 606

Please support licensing e-bikes and e-scooters. This is so important. In addition to injuries, trauma, and fires, E-bikes are regularly used to commit crimes. They are totally unaccountable. Chief of Patrol Chell from the NYPD calls them the "getaway vehicle of choice". Help protect out pedestrians and cyclers and vulnerable New Yorkers.

██████████. Manhattan.

2 wheels...400lbs...35mph

These are just a few specifications that describe today's e-bikes which can carry a payload of 400lbs and reach the default NYC speed limit with simple modifications.

Though not defined as a motor vehicle by the state, in practice it is a vehicle propelled by a powerful motor zigzagging across the city, rarely following laws put in place for safe biking. If you have not seen an e-bike blowing through a red light, going the wrong way on a one-way street, silently streaking by at night with no lights, or speeding along on a sidewalk, you need to get out more! The fact is, there are plenty of laws on the books to allow for safety of cyclists, drivers, and pedestrians alike – we don't need more.

What we need is a way to identify the operator of any e-bike breaking the existing laws. Without a registration and license plate, it is almost impossible for the police to apprehend an offender. In New York, a registration or license is needed to be a barber, jockey, or massage therapist, and these people are not barreling down the sidewalk in the dark. You also need a license to be a lawyer, doctor, or funeral home director, professions that unfortunately are more likely to mop up after an e-bike accident.

My request is simple - please pass Priscilla's Law for e-bike registration. Let's make riders accountable and the city safer for cyclists trying to follow the rules and pedestrians just trying to navigate the city.

Thank you, chairwoman Brooks Powers and thank you city Council for letting me speak. Im Chris Sanders an e-bike user from Harlem unpaid unvarnished. Ive come here today to encourage you all to reject intro 606 and to support intro 1131.

E-bike & street safety concerns are worthy of being addressed. intro 606 adds a new layer of criminalization for people who already obey traffic laws. Enforcement of existing laws and better bike infrastructure is the appropriate way to achieve safe streets.

Weird bike license schemes sound good and will make everyone feel good now, but they criminalize working americans and they are a bureaucratic boondoggle thats totally ineffective in improving street safety for New Yorkers.

Legislative cosplay will not solve steet safety problems. We all know a bike license wont stop someone from riding a bike illegally. Instead we need infrastructure upgrades that encourage the behaviors we would like to see.

I ask city council to consider the needs of the working class by opposing intro 606. It is the privileged get off my lawn class of people represented here today who never miss an opportunity to criminalize their working class neighbors.

Im asking City Council to oppose intro 606 and move forward with intro-1131. Reject the urge to create yet another HUGE ridiculous bureaucracy.

Thank you Chairwoman Brooks-Powers and thank you city council for allowing me to speak.

I would like to voice my strong opposition to Intro 606, which would require all electric bikes be licensed and registered. This bill is an attack on bicyclists, attempting to blame them for the dangerous state of NYC streets. Requiring e-bikes to be licensed would not make our streets safer, to do that the blight of cars on our society must be addressed; roads must be redesigned to force lower speeds; pedestrians and bicyclists must be given greater priority and visibility at intersections; and more space must be designated to the more efficient and greener modes of transportation. The proposed system for facilitating the licensing of e-bicycles is implausible – the DOT has said that they do not have the resources to do so – and the proposed method of enforcement is laughable considering the NYPD scoffs at the thought of enforcing a single law against drivers in this city. With the climate crisis presenting an existential threat to this city, it is reprehensible to pass a bill to discourage the adoption of a climate-friendly means of transportation.

THERE MUST BE LEGISLATION TO CUT DOWN ON THE NUMBER OF ACCIDENTS THAT E-VEHICLES CAUSE [WHETHER TO AVOID CARS OR NOT].

THE DOT STATES THAT MOST DEATHS ARE CAUSED BY CARS AND LARGE VEHICLES. THAT MAY BE TRUE, BUT E-VEHICLES CAUSE INJURIES WHICH MAY BE SEVERE, AND ARE NOT OFTEN REPORTED OR CITED BY THE DOT COMMISSIONER.

I HAVE FREQUENTLY SEEN E-VEHICLES ON SIDEWALKS, IN BIKE LANES, AND ON STREETS GOING THE WRONG WAY, PASSING THRU RED LIGHTS, SPEEDING! THERE IS NO JUSTIFICATION FOR THESE OCCURRENCES. IF DELIVERY PEOPLE ARE PUSHED BY THEIR EMPLOYERS TO GET THEIR GOODS TO PATRONS WITHIN A CERTAIN PERIOD OF TIME, THEN FINE THE EMPLOYERS FOR ANY ACCIDENTS WHICH OCCUR TO MEET THAT OBJECTIVE. BUT PREVENTABLE ACCIDENTS CAN AND MUST BE STOPPED AND IF LICENSING WILL ACCOMPLISH THIS GOAL, THEN LICENSING MUST BE PASSED BY THE CITY COUNCIL AND THE MAYOR.

HAVE EMPLOYERS PAY FOR THIS. AND WHEN THERE IS NO EMPLOYER, THEN HAVE THE INDIVIDUAL PAY FOR THIS. JUST LIKE THE DMV, THE CITY CAN DO IT!!

AND INSTITUTE A FINE SCHEDULE FOR 1ST TIME OFFENDERS AND RECURRING OFFENDERS, WHILE CONSIDERING THE SEVERITY OF THE HARM DONE. THEN, MOST IMPORTANTLY, **ENFORCE** THIS. I BELIEVE IT WILL CUT DOWN ON ACCIDENTS.

YES, REGISTER AND LICENSE E-VEHICLES!

No on I. 606; yes on I. 1131

No on Intro 606

Bicycle licensing is not enforceable, and if it is enforced, like jaywalking, it is enforced against minorities.

It will make bicycling more expensive which reduces biking, which will make biking more dangerous.

Yes on Intro 1131

We need safer streets for pedestrians, bikes, and even cars. Slower streets and daylight intersections make driving safer and reduce crashes.

Opposition to New York City Intro 606: Licensing and Registration for E-Bikes and E-Scooters

The proposed Intro 606, which seeks to require licensing and registration for all e-bikes and e-scooters in New York City, is a misguided and impractical solution to a deeply complex issue. While concerns around safety and regulation are valid, this legislation fails to address the root causes of the challenges facing the city's streets and delivery workforce. Instead, it unfairly burdens e-bike and e-scooter users—particularly low-income delivery workers—while overlooking the responsibility of the major corporations profiting from these services.

1. The City's Inability to Handle Licensing and Registration Demands

New York City has long struggled to manage its existing licensing and registration systems. DMV operations are notoriously slow and inefficient, and adding tens of thousands of e-bikes and e-scooters to this system will create administrative chaos. The city lacks the infrastructure, staffing, and resources to process these registrations effectively. Delivery workers, who rely on these vehicles to earn a living, would face delays, fees, and bureaucratic hurdles that could disrupt their livelihoods.

Furthermore, enforcement of this policy would require additional policing and resources, diverting attention from more pressing safety concerns. The cost of implementing such a program—along with the disproportionate impact on low-income, immigrant, and minority communities—would far outweigh any potential benefits.

2. Focusing on the Wrong Problem

Intro 606 wrongly targets the individuals who rely on e-bikes and e-scooters to meet the growing demands of app-based delivery services. These workers are not the problem; they are part of an exploitative system created by third-party delivery companies like Uber Eats, DoorDash, and Grubhub. By classifying their delivery workers as independent contractors, these companies avoid providing benefits and liability protections. This business model shifts the burden of operational costs—such as purchasing and maintaining bikes, proposed insurance and registration, and safety equipment—onto the workers themselves.

Rather than penalizing delivery workers, the city should focus on holding these companies accountable for their role in creating this unsafe

scenario. For instance, companies should be required to have the rider identify the app based company being used at the time of delivery by some sort of visible clothing or sign, require riders to stay on seen if involved in a crash, provide insurance while engaged in services for the company and provide training programs for their delivery personnel.

3. Unintended Consequences for Vulnerable Workers

The majority of e-bike and e-scooter users are delivery workers, many of whom are immigrants who rely on this work to support their families. For these workers, licensing and registration fees—combined with potential fines for non-compliance—would represent a significant financial burden. Many already struggle to afford the cost of an e-bike, which is essential for their jobs.

This legislation would also risk criminalizing workers for minor infractions, leading to increased policing of immigrant and low-income communities. At a time when these workers are already vulnerable to theft, harassment, and poor working conditions, Intro 606 would exacerbate their challenges rather than alleviate them.

4. Alternative Solutions

If the goal of Intro 606 is to improve safety there are better and more equitable solutions:

- **Regulate Third-Party Delivery Companies:** Require companies to provide its riders with proper insurance along with safety training and equipment.
- **Invest in Infrastructure:** Build more protected bike lanes and for e-bikes and e-scooters, reducing conflicts with pedestrians and vehicles and other cyclists.
- **Create a Better Safety Framework:** Focus on enforcing traffic rules equitably, providing education on road safety, and addressing reckless behavior among all road users—not just e-bike riders.

Conclusion

Intro 606 is not a solution but a distraction from the real issue: the unchecked practices of app-based delivery giants that profit at the expense of vulnerable workers. By targeting delivery workers rather than the companies exploiting them, the city risks creating new inequities while failing to address safety and infrastructure concerns. New York City must abandon Intro 606 and pursue policies that hold corporations accountable, protect delivery workers, and improve the city's streets for everyone.

I am here today to speak on behalf of my family and friends in Queens who rely upon micromobility and to ask this body to reject Intro 606 that seeks to implement a license and registration program on all e-bikes and e-scooters. Micromobility creates economic opportunity, expands access to our cultural institutions and is a greener means of transport than private cars and trucks.

Like many other communities in this city, Forest Hills and community district 6 in Queens directly benefit from the recent growth of micromobility. Reasons for the trend vary but a big one is cost. Upfront, a new e-scooter or e-bicycle can go between \$700 and \$4000. Compare this with a used car which cost approximately \$25,000 in 2024. Add the costs of insurance, parking, tolls, repairs and the financial obligations of private car ownership quickly become unsustainable. I purchased my e-bike for less than \$1000 during the pandemic and was able to enjoy more parts of Queens and Brooklyn than previously because I could simply charge my device and then ride while also maintaining a safe distance from others. I also have bad knee arthritis so my pedal assist bicycle has given me back the joy of riding on hilly terrain, a feature in many parts of the NY landscape. I want to make sure we don't pass laws that rob our neighbors of this same opportunity.

The de facto mode of food delivery in NYC today is by micromobility and powered by an immigrant workforce. I am confident many of us here used one of these food delivery services recently to enjoy a hot meal at home or at work especially in foul weather. Food delivery today mirrors the story of so many of our ancestors who worked hard and dangerous jobs to be able to provide for their families. We all benefit from their hard work so let's send a clear message that we don't want to create more barriers to the workforce.

While the authors of Intro 606 claim to be proponents of street safety, the reality is that it will be a catalyst for increased negative police interactions with brown and black New Yorkers, leading to more stress and anxiety in these communities. Our immigrant neighbors are already stressed about the incoming Trump administration that is promising mass deportations. I ask the council to please find solutions to street safety that don't cater to xenophobia and hate.

I suspect the groups vocal about the dangers of e-bikes and pushing for Intro 606 are truly upset about mopeds and motorcycles which use bike lanes and the sidewalk when they are required to operate on the street with cars. We do not need redundant and burdensome legislation when NYS Law already requires license and registration for motorcycles. If our leaders are truly concerned about improving the safety of our streets, they would fast track street design projects proven to keep us safe.

At a time when global temperatures across the planet are reaching dangerous levels and flooding is a reality for more New Yorkers, we should expand micromobility, not the other way around. E-bikes reduce our fossil fuel emissions and free up our roads for more diverse uses.

Hello, esteemed members of the New York City Council, I am writing my testimony in opposition to Introduction 606, which if passed, would require all electric bicycles in New York City to be registered.

I am opposed to the introduction for the following reasons:

Violation of Civil Liberties - Requiring all e-bikes to be registered creates an opening for NYPD to stop and frisk *any* cyclist, for *any* reason, on the excuse that they may be riding an unregistered bicycle, regardless of whether or not that bicycle is actually electric. This risk is doubled when taken into account that cyclists are much more likely to be economically disadvantaged than users of other forms of transportation, and as they are already disproportionately targeted by police, this will enable their targeted harassment to worsen. Cyclists should not have to fear being targeted by police officers for riding, whether they do so on an electric bicycle or a non-electric bicycle.

Just the Wrong Vehicle - It's clear that bikes and cars are fundamentally different vehicles. Why should Lily's e-scooter that she takes to high school on the Sackett Street bike lane in Park Slope be enforced in the same way as a Tesla Cybertruck? These are two entirely different classes of vehicle, one weighs several tons and can cause multiple painful deaths at once if one wrong move is made. The other can be picked up by a child and the worst (if any at all) injuries end up being recoverable.

This is a Distraction from Real Safety - In most fatal crashes with cars, those *outside* the car die. In most fatal crashes with bikes, those *on the bikes die*. If the Council decided that safety was their top priority in making the decision to pass bicycle-related legislation, this is the least effective way to do it. Instead of requiring all electric bicycles to be registered, instilling fear in all cyclists (electric or otherwise), the Council should pursue constructing more separated bicycle paths that take cyclists out of the equation from dangerous roads with cars, and into an environment that keeps them safe. Legal enforcement will always pale in comparison to building better infrastructure. The solution to the safety crisis for cyclists is not punishing cyclists, it's actually building safer roads.

Administrative Nightmare - It would simply be too cumbersome to require *every* electric bicycle or scooter to be registered. This is because, unlike cars, which either exist or don't, electric bicycle and scooter is a nebulous term, with a lot of loaded assumptions. What counts as an electric bicycle? If a bicycle that has a battery motor attachment runs out of battery, is it now no longer an e-bike? If someone detaches their battery motor from their bike before heading to work, is it no longer an e-bike? If someone is riding a bicycle while wearing a pacemaker, is this bicycle now motor-powered? Should people wait in the same registration line and pay the same insurance prices to ride a vehicle that is 200 times lighter 200 times safer than a car?

This decision, if passed, will not achieve safety goals, will target vulnerable commuters and workers, will punish the victims of those who truly cause the most damage, and will be beyond impossible to administrate. Please reject Intro606.

In support of 0606 – Pricilla's Law

I urge you to pass Pricilla's Law. Despite e-bikes' potential to improve life in New York City, the lack of accountability for those who irresponsibly use them has significantly decreased quality of life and created unsafe conditions. Many e-bike users don't observe the direction of traffic on bike lanes, do not use available bike lanes, ride on sidewalks, and fail to observe the most basic traffic laws. This creates a situation where New Yorkers like myself feel unsafe when simply walking out the door or crossing the street. Pedestrians are the clear majority, but our safety and well-being are being jeopardized by an irresponsible minority of e-bike riders who flout the law and have virtually no accountability. Please make this right by protecting the city's majority with e-bike registration.

My life would not work without an ebike. I am a father of three children under the age of seven, and each attend a different school. Dropoff for my children without an ebike would not work. My ebike allows me to take multiple children to school. My daughter's school is not conveniently accessible from my house by public transportation, so without the ebike, the commute would become unworkable. I would be forced to drive our car, double parking outside the school, and then spending an indeterminable amount of time trying to find a parking spot upon returning home. And given in-office requirements, I would likely need to request a work accommodation given the dropoff would likely eat into my work day.

It is important to me that I avoid driving my car not only for convenience, but also for environmental reasons. It is important to me to encourage ebike usage instead of cars because ebikes are much better for the environment. I fear that Intro 606, and accompanying enforcement, will discourage ebike usage and increase the use of cars in the city.

Further, while as a relatively affluent New Yorker, I would likely be able to take the necessary time and expense to comply with a licensing law. I fear that low income or working class individuals will lack the ability to take time off work and spend the necessary money to comply with this law. And I am confident that the licensing requirement will not be enforced against affluent riders on more expensive ebikes that are often hard to distinguish from non-ebikes. Instead, enforcement will focus on delivery workers and other working-class people, disproportionately people of color and immigrants, who ride less expensive, more easily-distinguishable ebikes—raising serious equal protection concerns.

Instead of pursuing Intro 606, City Council should focus on real safety solutions like daylighting, protected bike lanes, and reducing vehicle size and weight—the final of which, according to a study published in *The Economist*, is largely responsible for the increase in pedestrian fatalities in the US. And City Council should help people access the freedom and mobility of ebikes and scooters by offering rebates like your peers in cities from Boston to Atlanta to Salt Lake City.

I've lived here all my life and have never felt so endangered merely by leaving the house. No, I haven't been hit yet but I've almost been hit many, many times. E-bikes, mopeds, scooters flying in all directions on the roads and on the sidewalks, ignoring lights. It's outrageous that cars have to obey the law but e-vehicle riders don't. E-vehicles need to be registered and insured. And it's crazy to allow e-vehicles on mass transit. People have died in fires from e-bike batteries. I haven't seen any fire extinguishers on the subway. This is safety for all of us. I support this crucial bill 100%.

Hello and thank you to the chair for hearing my testimony.

There is a continued pedestrian safety crisis in New York City, which is crucial to address. Intro 606 is misguided. Any death or injury by e-scooter or e-bike is too many – but to fully address this crisis, our attention and resources need to focus on the most grievous need. 98% of New Yorkers killed in traffic crashes this year were hit by cars, trucks, mopeds, or motorcycles -- all vehicles that wouldn't be addressed by Intro 606. For everyone concerned about pedestrian safety, let's focus on the vehicles that have killed more than a hundred pedestrians this year alone in our city, including 14 children and 36 seniors.

In addition, Intro 606 would be ineffective. NYPD already has the ability to enforce all the rules it insists e-bike riders are breaking, including riding on the sidewalk – this bill will not change that. It will make enforcement less likely, by giving them an additional non-safety-related concern to enforce. As an example, mopeds are already required to be licensed and registered, and they are clearly not any safer for it. Mopeds have killed five pedestrians so far this year. By discouraging people from riding e-bikes you're pushing them into more dangerous modes like mopeds and cars.

As my councilmember, Chi Osse, has agreed today, Intro 606 would also disproportionately harm Black and brown New Yorkers by giving the NYPD reason to stop them while riding any form of micromobility, including non-electric bikes, which are difficult to visually distinguish from e-bikes. As a white woman, I will not be stopped on my bike. Others will. Existing enforcement targets people of color already: 90% of people ticketed for biking on the sidewalk are people of color, and the vast majority are on streets without protected bike lanes, where there's nowhere safe to ride.

If passed, it would create an unnecessary bureaucracy that will cost the city \$19 million – money that could be spent on effective and proven pedestrian safety measures, like creating raised crosswalks, daylighting, protected intersections, curb extensions, on-street bike parking, reducing speed limits, moving Citi Bike docks off the sidewalk, and more.

We need infrastructure to protect both pedestrians and cyclists, and app regulation to reduce the financial necessity of speeding and riding dangerously. I oppose Intro 606 and support Intro 1131. Thank you for your time.

Hello. I am an 80 year old retired actor who has lived and worked in NYC since 1968 now living gratefully in subsidized housing in Hell's Kitchen. I survived the 70's, two plagues and numerous mayoral regimes and am still pretty mobile on my feet. Yet my biggest fear is that I might not survive a trip to the grocery store, the barber shop or a restaurant in my neighborhood because of being mowed down by an unlicensed and unidentifiable vehicle running a redlight or going the wrong way through the bike lane or speeding toward me or behind me on the sidewalk. That very real fear is why I am here today to plead for the passage of Bill 606. Bring safety and accountability to the lawlessness and recklessness we as pedestrians and especially seniors face everyday in our chaotic streets. There are people here today whom you will hear or have heard from who have experienced first hand the tragedy of this lawlessness and I am here also in support of them, Thank you.

Thank you council members:

I am writing as a parent, healthcare worker, and daily cyclist who transports myself and my family via e-bike (a Tern GSD cargo bike) to navigate life in NYC. I commute to/from school and work by bike, load groceries on my bike, and generally make Life Happen as a busy, working parent with the help of my e-bike. As someone who has been riding bikes on the streets of NYC since the subway strike in 2005, my Number One Concern is safety for me and my family. I am writing this testimony against 606 because it is not a pro-safety bill, it is a fear-forward bill that will add costs and bureaucracy and will not work to improve safety or achieve meaningful goals for New Yorkers.

First and foremost, let's not re-invent the wheel here. Data exists from other large metropolises in North America (Los Angeles, Houston, Toronto) where bicycle licensing was tried and then repealed because safety did not improve. In practice, bike registration does not deter traffic violations.

Toronto, under Mayor Nathan Phillips, opted out of bicycle licensing, stating amongst other issues that "licensing of bicycles be discontinued because it often results in an unconscious contravention of the law at a very tender age; they also emphasize the resulting poor public relations between police officers and children." (<https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycling-and-the-law/bicycle-licencing/#:~:text=The%20City%2C%20under%20Mayor%20Nathan,relations%20between%20police%20officers%20and>). In Los Angeles, Chief of police William Bratton advised the City to repeal bicycle licensing (https://clkrep.lacity.org/online/docs/2008/08-2944_rpt_bpc_12-29-08.pdf), something which was successfully done in 2009 (<https://www.dailynews.com/2009/06/02/los-angeles-city-council-repeals-bicycle-license-fee/>). (all links accessed 12/10/2024)

Data have also shown that licensing is not worth the costs and effort required to create a major bureaucracy to oversee this practice. Bicycle licensing in other cities has almost always been a money-losing, ineffective mess, with licensing systems nearly universally creating more costs than revenue. In New York State, the current licensing and registration system for mopeds, cars, and trucks is run through NY State. The budgetary burden on NY City to start overseeing a parallel practice for e-bikes is unreasonable, especially given the other strains the NY City budget is facing currently. Especially given that mopeds are already subject to licensing under New York State law, to expand this practice to all e-bikes is throwing the baby out with the bathwater. Not to mention the fact that the bill is written broadly enough that people using motorized wheelchairs to ambulate and navigate their activities of daily living could be subject to licensing their mobility devices, too.

I agree with many that it is completely unsafe for e-bike riders (and non-e-bike riders) to ride on sidewalks, weave through traffic and go against red-lights, and break other rules in ways that make many feel unsafe. The real answer to improve safety for pedestrians and cyclists in this city is education and infrastructure: this is why I support the task force laid out in Intro 1131, to study options for making safety improvements in street design and infrastructure.

Let's plan the work, and then work the plan to identify proven, and long-lasting solutions that improves safety for all road users.

Thank you for your consideration.

As an NYC resident, scientist, and mother, I am writing in opposition to the proposed Priscilla's Law, which requires registration for e-bikes. The law is misusing a tragedy in a way that will make convenient, low-emission transport more difficult in this city. If the council is concerned about pedestrian and resident safety it should enforce existing traffic and battery rules, create more segregated bikes lanes and significantly reduce the number of cars allowed on our roads. Putting a tax on bike users is not the solution.

I was hit by a delivery E bike on the Hudson river greenway bike path, near 10th street. The delivery ebike came from behind me on the right side without ANY sign and I was knocked down to the ground, flat, not able to get up. I have a handful of witnesses and was transported to the nearby Greenwich ER. I had to be on crutches for weeks, accumulated dr's bills, and had to take weeks off work.

How are we allowing this type of ebikes to be on bike lanes? How is there no regulation, and how is it that the parks are going to let them in?

It is VERY upsetting to be living in this city, having to be terrified every time I'm outside. I could be hit ANYTIME.

PLEASE bring peace and safety to this city. There should be REAL REGULATIONS!

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How are we allowing this type of ebikes to be on bike lanes? How is there no regulation, and how is it that the parks are going to let them in? It is VERY upsetting to be living in this city, having to be terrified every time I'm outside, especially on my bike. I could be hit ANYTIME.

PLEASE bring peace and safety to this city. There should be REAL REGULATIONS!

Please pass Priscilla's Law for registration of all e vehicles.

I no longer feel safe crossing streets or walking on sidewalks for fear of being hit . My 'quality of life' has been greatly endangered by E-vehicles, which are much more dangerous than bicycles (heavier -faster -brake more slowly) and they flee the scene of crashes the far majority of the time. Infrastructure doesn't stop e-vehicles from speeding and blowing a red light. The only thing that changes this egregious riding behavior is holding riders accountable to riding safely, by having a visible plate that can be identified. It's not about penalizing. It's about accountability in order to change behavior. This will save pedestrians, cyclists AND e-vehicle riders from accidents and death .

1-More bike lanes or wider bike lanes don't solve the real issue at all; e bikes running red lights and speeding through crosswalks. Not to mention, we often see e bikes on the sidewalks NEXT to empty bike lanes.

3- We don't need another task force (INTRO Bill 1131) to study street design and infrastructure. The solution is COMMON SENSE REGULATION OF E VEHICLES. NOW is the time for accountability, by having visible plates on e-vehicles. ACCOUNTABILITY CHANGES BEHAVIOR.

3- E bikes aren't bicycles. They have MOTORS-weigh 60-70 lbs, go faster and brake more slowly. They should not be in the same class as bicycles. They are much more dangerous and do much more damage to pedestrians, cyclists and e-bikers when involved in an accident.

4-IT IS ENTIRELY AGEIST AND ABLEIST TO DISREGARD THE MOST VULNERABLE NEW YORKERS, seniors, the elderly and people who are disabled. These are the people most susceptible to being maimed and killed by e-vehicles. Many don't even want to cross streets or walk on sidewalks. This causes more isolation to a group that often can already feel isolated. Shameful.

5-REGARDLESS OF WHAT OUR OPPOSITION STATES, WE ARE NOT FOR BANNING E BIKES. We are for **SAFETY FOR ALL** THROUGH COMMON-SENSE REGULATION! THEY DON'T GET TO SPEAK FOR US AND CHANGE OUR NARRATIVE.

6-WE ARE THE VOICE OF THE MAJORITY OF NEW YORKERS! We are NOT paid special interest lobbying group. Our elected officials should be listening to US, the majority voice.

7-MOST E VEHICLE CRASHES ARE NOT REPORTED BY NYPD, and therefore, are not on the Dept of Transportation STATS. 95% of EVSA victims have no police report. This crisis is so much worse than any stats show.

8-THE MAJORITY OF E VEHICLE RIDERS FLEE THE SCENE OF A CRASH. THIS IS WHY WE NEED INDENTIFIABLE PLATES!

9-THIS BILL ALLOWS CAMERAS TO DO THE WORK, RATHER THAN THE NYPD, WHICH DO NOT CHASE DOWN E VEHICLES. That is much to dangerous for all.

10- (last but not least) THIS IS A "QUALITY OF LIFE" ISSUE. THE CHAOS AND FEAR CAUSED BY THE E-VEHICLES, WHICH RIDE IN OUR STREETS WITH TOTAL IMPUNITY, HAVE DECIMATED MY QUALITY OF LIFE.

It is absurd for the DOT to go after e-mobility vehicles when there are so many cars on the road without license plates, registration, or insurance. THAT should be our focus. Instead, this bill targets some of our city's most vulnerable citizens, who are not responsible for the deaths that cars have caused. What's more dangerous: An SUV (without plates) running a red light, or someone riding an e-scooter without formal registration? Please redirect this focus to ending car violence and pedestrian deaths, which have skyrocketed. Thank you.

I am in favor of keeping the e-scooter share program as it is. It is only a few vocal loud people that have never even tried riding one of the e-scooters or let alone a manual bike to begin with because they hate e-mobility and they prefer car culture. Not everyone in this city has a private vehicle to get around and this program has made me save a lot of time and money when it comes to getting to work or medical appointments. I am in full support of maintaining the e-scooter shared program in NYC. I also believe it should be expanded to the remaining parts of the Bronx because everyone should and can benefit from this mode of transportation.

Support Priscilla's Law #0606

Let's be clear: if you or a loved one were struck by an e-bike, suffering life-altering injuries, you would recognize Priscilla's Law (#0606) as a critical and rational step in curbing reckless, lawless behavior that threatens public safety.

E-bike riders, whether on the streets or—alarmingly—on sidewalks, must obey the law. Without proper identification, these riders, often speeding on heavy, motorized bikes, can cause serious harm and, in many cases, simply flee the scene. Why is such dangerous behavior allowed to continue unchecked?

Organizations like Transportation Alternatives and the NYC Department of Transportation, which advocate for reducing car traffic, **should also be fighting for accountability when it comes to reckless motorized e-cycles aka e-bikes.** If you aren't pushing for stricter regulations and mandatory helmets for e-bike riders, they are merely amplifying the voices of real estate developers, tech giants, and other corporate interests—at the expense of public safety with no guardrails.

The truth is, putting the lives of New Yorkers—residents, workers, and tourists—at risk because of lobbying interests is a blatant dereliction of duty by our elected officials. By failing to address the dangers posed by speeding e-bikes, you are neglecting your responsibility to protect the public. Those who are injured or even killed by these unaccountable riders are victims of an avoidable crisis—and our lawmakers are responsible.

Pass Priscilla's Law if you have a conscience. You could be saving a loved one from a devastating crash—or perhaps even preventing harm to yourself. It's time to prioritize public safety over corporate interests.

I am confident listening to the city council debates this morning that this intro will not pass.

Thank you to council members Williams and the Chair author of Intro 1031 for increased study and research, for acknowledging the very real racial and anti-immigrant backlash that will occur if this bill further empowers the NYPD to enforce a policy akin to stop and frisk. The fact that Bob Holdren and his supporters reject this possibility is horrifying to me.

The only CitiBikes I use are E-Bikes. 75% of low income and POC riders of CitiBikes also choose to ride Ebikes, because they are simply just more efficient and easy to ride. While manual bikes are clunky, heavy and do not accommodate all sizes of people - the Ebikes are much more maintained and allow for a quick ride when trains are down suddenly or in need of getting somewhere within a relatively short distance when using my own bike would be an inconvenience to keep track of and lock up safely for long periods of time.

I also want to stress that we are ALL pedestrians, but not all of us are bike riders - including and especially the writers of Intro 606. It is my experience that all bike riders engaged in safe streets legislation and policy are committed to solutions that make streets safer not JUST for bicyclists but for pedestrians as well, yet we as bike riders do not receive inclusivity to the solutions proposed by pedestrian-only groups and advocates.

The experience of riding a bike or E-bike in NYC is not something that can be accurately imagined - it MUST be experienced to know the specific hazards and obstacles that make our roads dangerous for all modes of people-powered movement. And I assure you, having that experience, reckless drivers of motor vehicles are far and away the obvious hazard of road safety. The Statistics of fatalities on our streets does an ample job of laying out this truth.

If you are not aware of what ghost bikes are, they are the white painted memorial bicycles that mark areas where a cyclist was killed - Deliveristas are overwhelmingly recipients of ghost bikes on our streets.

If you want accountability - look at regulating the apps, creating popular education campaigns in order to make sure riders are aware of the rules. Turn that accountability toward NYPD to do their jobs in enforcing the existing laws and their own responsibility as ongoing obstacles to safety for all pedestrians and cyclists.

Thank you.

Thank you for the public hearing on street safety, and for making the recording available online.

I am vision impaired and moved to NYC 24 years ago specifically because its walkability and public transit system gave me the freedom to travel independently. However, the ubiquity of e-bikes flouting traffic laws in the last couple of years has stripped me of this independence.

Allowing vehicles to run red lights is an accessibility issue. Blind and low vision people are trained to listen to traffic patterns to cross the street at intersections. When traffic moves parallel to the direction we are crossing, we know we have the light to cross. This standard method of street crossing obviously relies on vehicles to obey traffic signals. With all the high-speed e-bikes driving recklessly, I can't discern traffic patterns and can't cross the street safely anymore. Last year when an e-cargo bike ran a red light I took it as my cue to cross the street. This caused me to erroneously cross St. Nicholas Ave when I actually had the red crosswalk signal — I could have been hit by a car going full speed through a green light. Without being able to cross the street safely, I can't get to the subway or bus stop and must rely on taxpayer-funded Access-A-Ride cars instead to get to appointments. I've become more sedentary and am completely dependent on my partner to do errands and take me out for walks.

The social norms of e-bikers ignoring traffic laws is becoming so engrained that we won't be able to solve this problem without an approach that includes licensing of e-vehicles so that they can be held accountable via traffic cams and other technology. **Please pass Intro 0606 and pressure the state to license and register ALL e-micromobility vehicles. I fully support Res 0224, but it can't be limited to commercial micromobility.**

I also strongly support research-based changes in street design and think Intro 1131 is well intentioned, but I doubt it would achieve its goals, especially if run under the DOT and influenced by corporate interests. The DOT has already been claiming for years that they are working on safety-based infrastructural changes, traffic studies, and e-bike safety education outreach when speaking to disability advocates. The DOT is reporting incomplete, misleading, and cherry-picked data. During the hearing, data trends were requested on e-bike and scooter accidents, but it would also be relevant to know how has pedestrian traffic changed in the last few years as a result of vulnerable people now too scared to walk around the city streets and parks?

Please pass legislation to help me gain back my independence! Thank you!

Electric Bikes NYC

I've ridden a bicycle in NYC since 1981. I also own an electric bike, a car and rollerblade. I have perspective. Cyclists were ticketed during this period for minor infractions like rolling slowly through a red light or riding on the sidewalk. With the advent of motorized electric vehicles of all types NYC has become wilder than the Wild West. Rather than license, or ticket riders for disregarding laws the city modifies the laws allowing them in what were and should be restricted areas. Too many motorized vehicles were in the bike lanes and parks so the city modified the law allowing them to use them in spaces designated for cycling a pedal(acoustic) bike. As much as I enjoyed the advent of bike lanes it be safer to remove them rather than have motorized vehicles running all directions in them endangering pedestrians and non motorized bike riders. The same has happened in to our parks. Parks are buzzing with electric vehicles at dizzying speeds. Pedicabs too are motorized, but have nor rear facing cameras or rearview mirrors or turn signals. Its easier to add safety equipment then a motor, but they've failed to do it. . They turn acutely into neighboring lanes with no warning. The only reason crime is down is because we make the laws accommodate the crime. Jumping turnstiles and riding a motorized vehicle in bicycle lanes is no longer punishable.

I've talked to police and they say they don't ticket electric bikes because they don't want to cause an accident and face charges of police misconduct. Make it easy for the police. License electric vehicles in NYC. Then an officer merely needs to catch the plate number and write a ticket. Better yet electric city bikes already are chipped, if they enter parks the motor shuts down and god forbid they have to pedal. The same can be done for messenger bikes. NY law they must be license and chipped

1 Helmet Laws are as necessary for bikes as seatbelts for cars. Delivery services should all provide insurance for delivery people. No off the books or 1099.

City Bike was designed to allow people to get exercise and move short distances through the city.

Electrifying City bikes is unconscionable, and then allowing them to go faster is nuts. First it is dangerous, especially since there are no helmet laws. Secondly the city is cutting subway ridership and causing more congestion. In addition the carbon footprint goes up because the batteries need to be charged and recycled. How does this make sense?

City bikes need licenses. This would allow police to ticket riders without causing an accident. Write down the plate and receive the ticket for the time allotted in the mail just like car traffic tickets. As it stands now they cause mayhem riding both ways in bike lanes which were designed for bikes not motorcycles and all over the sidewalk. The speed of electric bikes is faster than that of cars in the city. This is

absurd.

Next we have even faster unlicensed messengers riding at even more dangerous speeds all over the sidewalk,
Bike lanes and parks. Licensing electric vehicles would be a great source of revenue for the city and would hold riders accountable. NYC is now wilder than the Wild West.

I received a ticket on a bicycle in the 80's for riding on the sidewalk rather than on an uninhabited, cobbled potholed Clarkson St in the rain back in the 90s. Why are so few tickets issued now.? Injuries and deaths caused to pedestrians and bikers probably far outnumber those on the subway deaths by a long shot, so lets limit Citibikes to pedal bikes like originally intended and increase revenue for the MTA and reduce street congestion.

Hello City Council

I am writing this letter to protest the Intro 606 that would require licensing of e-bikes as if they were more higher speed motor vehicles and allow law enforcement to pull over any suspecting trouble makers. I am against this bill for many reasons.

1. This will give law enforcement the ability to pull over all people who are riding on a bike regardless if the bike looks to be powered. Meaning more harassment to those who are following the rules. This would also put those who are most vulnerable, the poor and who are immigrants, to be put in jail for their status, regardless if they broke a law or not.
2. This makes cycling for a mode of transportation less inviting as it adds an unneeded requirement, possibly forcing them to no longer use a bike. Getting the license is time consuming and expensive. Bikes are supposed to be easy.
3. Finally, this bill is ignoring a solution that is always avoided by most of the city gov. It is about building better bike and street infrastructure. This bill is obviously targeting speeding bikes that can be a danger to people who are walking and car drivers when they both need to share the road. A better solution is to have a bike line to separate them from cars and more human designed streets.

Thank you for your time to read this

I fully support Int 0606-2024 ("Priscilla's Law") . In the event of an incident such as a hit and run registration and visible plates are oftentimes the only method available to find the guilty party. This bill would enhance public safety while not unduly burdening riders.

I am a Cobble Hill, Brooklyn resident of 23 years and a cyclist and activist on transportation issues in NYC and I support Transportation Alternatives in its campaigns for safe streets for cyclists and pedestrians and in opposition to Intro 606. As a 71-year-old woman, I am fully aware of the dangers of city streets for cyclists of all ages and capabilities. I see riders of ebikes and motorized bikes who fail to respect traffic signals and speeds, who ride on sidewalks at unreasonable speeds, ride the wrong way, and unnerve cyclists and pedestrians alike. But nothing I have ever seen on 2 wheels is as threatening as the recent proliferation of ever-more enormous cars and trucks and drivers' rejection of what used to be common sense, not to mention legal driving norms on the streets of NYC.

The comparative accident and mortality statistics between ebikes and cars and trucks show that Intro 606's ebike-licensing scheme is a red herring. No traffic deaths and injuries are acceptable—but the sponsors of this bill are turning people against cycling, effective ebike management, and more generally the Safe Streets movement with disinformation and fearmongering.

1-Licensing the E-bikes not already covered by state law or otherwise tracked (Citibikes) will not improve monitoring, not least because the police are already unwilling or unable to enforce motorized vehicle traffic laws, even when personally asked by a citizen to stop illegal behavior happening in front of their eyes.

2-Cycles of all kinds and automobiles need to be separated as much as possible with protected bike lanes and other traffic calming measures. The \$91 million estimated cost of registering ebikes could be much more effectively spent on protected bike lanes, updated signals, and daylighting, as well as education and training for delivery cyclists.

3-The companies who employ/exploit delivery cyclists as well as their customers should also pay into a safety fund for protected bike lanes.

I urge council members to use their votes to support bills that will make streets safer. Intro 606 isn't one of those.

I am writing in support of PRISCILLA'S LAW 606.

We **must** have licensing of ALL eMobility devices.

Primarily, having visible licenses will allow for identification of vehicles involved in accidents, crime or theft.

Secondarily, licenses will allow traffic cameras to identify speeders and other traffic violations.

Thirdly, requiring a license will hopefully instill in the users the thought that they are required to obey laws or suffer meaningful consequences.

And, hopefully it will instill some civility.

Kevin Guzman

Good Morning, everyone.

I stand here today to oppose the proposed regulation requiring licenses for e-bikes. This measure is a distraction from the real danger to pedestrians on our streets: cars. In 2023 there were 100+ pedestrian deaths in this city. And I can bet that nearly every driver involved had a valid license. So let's be clear—licenses don't keep people safe. Proper infrastructure does.

This bill is not about safety; it's fearmongering and a cash grab. It conflates e-bikes, a critical tool for working people, and families and environmentally friendly transportation, with motorcycles and mopeds. Just because someone slaps an e-bike sticker on a moped doesn't make it an e-bike. Therein lies the real danger. Addressing this requires enforcement of existing laws, not creating new, unnecessary barriers for those who rely on e-bikes to make a living or get around.

I agree with my neighbors and friends: we need safer streets. But licensing e-bikes won't get us there. What we need is targeted enforcement—tickets, confiscation of illegal mopeds, and accountability for all road users. We already have regulations in place for e-bikes. The problem isn't a lack of rules; it's a lack of enforcement.

Let's focus on real solutions. Build infrastructure that protects pedestrians and cyclists. Enforce traffic laws to hold dangerous drivers accountable. And stop demonizing a mode of transportation that is safe, sustainable, and vital to our city.

Thank you.

Dear City Council,

I'm writing to you to oppose mandatory e-bike registration and insurance for the following reasons:

1. If the concerns are about safety, requiring registration and insurance doesn't effectively solve the problem when the real danger to pedestrians of the city are cars. We should encourage as much switchover as possible. Speaker Adams has stated "everyone" sees that there is an issue when they walk outside. I question if she has become desensitized to the tank-adjacent cars zooming through red lights. Raising the barrier to entry will just further clog the streets when people switch over to single occupancy vehicles
2. This will further be a process and cost that we impose on already struggling local businesses. Businesses have adapted to the market's demand for quick service by using the most logical vehicle for this task: the ebike. You can look around and see all the commercial real estate that goes unoccupied due to the city's high rents. In the midst of our housing crisis, we should be reducing barriers to entry for businesses, not increase costs for them.
3. Many undocumented immigrants rely on ebikes to make their living. Increasing barriers is immoral given the policies we've had previously to encourage immigrants to come here in the first place. Why would we make life harder for them when they are using ebikes to provide society with a useful service?

PRISCILLA'S LAW TESTIMONY

I have lived in this city all of my adult life – and during all of that time I have been a pedestrian.

I chose to live here because I can happily and safely walk everywhere I need to go.

No longer. I now walk as little as possible, organize my chores, appointments shopping trips so that I spend as little time as possible on the sidewalks and streets of New York.

Because I am afraid of e-bikes – they don't stop at red lights. They don't travel in the direction of traffic. They ride on the sidewalk, frequently coming up quickly from behind me.

Four people that I know have been hit by e-bikes – one on a sidewalk, one in a crosswalk, and two while riding a regular bicycle in a bike lane.

All of them were sent to the hospital with injuries that took weeks to heal.

None of the four e-bike riders who hit my friends stopped to take responsibility for their reckless behavior – or to offer assistance.

If these four hit-and-run e-bike riders had committed the same hit-and-run in a car – a serious crime in New York State -- the penalty would have been a fine of between \$250 and \$5,000 – and possibly between 3 and 12 months in jail. And all it would have taken is a witness to identify the car's driver by the car's license plate.

No such luck with an e-bike. E-bike drivers cycle away – because they can, with impunity – because they cannot be identified. This must stop. If anyone is driving a dangerous vehicle – an e-bikes are dangerous – that person should be identifiable and held responsible for their behavior.

Please pass this law so that pedestrians can once again safely walk the sidewalks and streets of New York.

I have become a prisoner in my apartment on the UWS as I'm afraid to go out because there are e-vehicles everywhere – on the sidewalks, in the bike lanes traveling in and against traffic, in the roads along with the cars and trucks but not obeying the rules of the road. Please pass Priscilla's Law for registration of all e-vehicles. I'm a senior who used to stroll the sidewalks and take advantage of our parks – both Riverside and Central Park – but no more. Having visible plates on the registered e-vehicles will force accountability for bad behavior. Many of our citizens are seniors, vision impaired, hearing impaired, less agile than necessary to avoid being run down. We are mothers with children learning to walk and hard to keep in hand. All Lives Matter. Your solutions of and proposals for bigger, wider, more bike lanes are killing and maiming us. You must pass the common sense Priscilla's Law. Our lives depend on it.

I live on the Lower East Side and commute to my job in Chelsea every day by bike. I have been a bike commuter for six years. I bike to work in all four seasons. I have watched the bike community in NYC blossom, which both helps relieve the overcrowded bus and subway network that has been hobbled due to poor leadership at the city and state level.

Everyone has noticed the increase in ebikes and escooters. Particularly during and after the pandemic where delivery services skyrocketed. It's so incredibly obvious to me that a crackdown on the delivery apps and services is warranted whereas a crackdown on bicycle owners is absurd. First of all, do people really know the difference between bikes with assist and bikes with lights? Class 2 and class 3 eBikes? Forget about the fact that an intelligent New Yorker would struggle to distinguish between a bike that requires a license and one that does not, the NYPD does not generally employ your average New Yorker. The cops will not be able to enforce this law and it will either result in no enforcement at all or some kind of insane crackdown on minority communities. Just look at how expertly the NYPD has fought back against fare evasion. We've spent a couple hundred of million dollars on overtime for cops just to ensure that fare evasion hasn't dropped at all but we've given an opportunity for cops to shoot each other. Great work to everybody involved! In addition to drivers from New Jersey who can't make legal turns, I look forward to also fearing that a NYPD officer will start shooting at me in order to confirm if my bike is an ebike or not.

If the City Council wanted to do something serious about this problem then it would find a way to force the NYPD to actually enforce basic traffic laws. Everyday when I bike across the Lower East Side, I have to navigate around cars that are blocking the box. I have to navigate around cars parked in the bike lane. I have to navigate around cars standing in the crosswalk. Maybe, just maybe, we could have the NYPD start enforcing basic traffic laws again, including bikers on the sidewalk and other existing violations by ebikers. Let's see how that goes and then work from there before we start kneecapping ourselves with dumb regulations.

One of the many bogus complains of the bike lobby who oppose 0606 is that the bill doesn't specify "whether accessibility devices like motorized wheelchairs would be included." (quoting 12-10 Streetsblog). Have you ever seen a motorized wheelchair in a bike lane? It's such an outrageous image that it would be funny if it weren't part of an argument that's supposed to be serious.

They claim to be concerned about safety – **safety of bikers**, yet they have Never shown **any** interest in even encouraging bikers, whether citibike or other similar evehicles, to obey traffic signals and refrain from riding on the sidewalks. And, to my knowledge they have never called for/supported any legislation that would require ebikers to wear helmets. There are a lot of bikers who exceed the speed limits without any protection.

The lobbyists' argument in defending immigrants is a red herring—a preemptive claim that reminds people of police behaving badly, and a presumption that they would target ebike riders. While claiming to want to protect immigrants from the big bad police tactics, they promote the stereotype that ALL deliveristas are minorities and /or immigrants. In reality, they are giving deliveristas a bad rap. If ebikes had license plates, which could also be captured by the proposed new 2,700 cameras, in addition to the ones already installed, police wouldn't be chasing bikes any more than they chase cars, as a general rule. While the opposition here wants us to believe they are being protective of deliveristas, there's no evidence of them lobbying the delivery companies to demand safe riding, insure them, and remove the pressure to violate traffic laws in order to pay the rent. It's also Not true that it's only the deliveristas who are creating the problem. The fact is that it's Very rare to see **any** biker stopped at a red light, regardless of the color/ethnicity of the rider..

Most importantly, what about pedestrian safety. We are the MAJORITY. That bikers are creating havoc on the streets and sidewalks is a known known. But this loud lobby doesn't seem to care. Biker safety- aye; pedestrian safety – not so much. Pedestrians have the right of way (DOT rule), but you'd never know it if you spent more than 5 min. watching bikers, pedestrians and cars trying to share the road.

We want everyone to be safe - pedestrians and bikers. When this lobby calls for getting rid of red lights in the parks because bikers don't abide them, it's time to rethink who we're protecting. Should we get rid of traffic lights all over when enough cars run the lights there? We'd all be laughable if not for those who have been injured and chased off the sidewalks and streets by this outrageous lawlessness. Thank you.

I am writing to oppose the legislation in its current form. I write as someone who regularly uses Citibikes as well as someone who also drives and is a pedestrian and resides in Brooklyn. I have 3 reasons for opposing this legislation:

1. This solves none of the problems it identifies, namely conflict between pedestrian and cyclist spaces
2. This legislation actively works against the environmental goals of NYC and NYS as it would inhibit the purchase and use of e-bikes and other micro mobility solutions at a time when both city and state are struggling to meet GHG emission reduction goals as well as reduce traffic congestion.
3. This legislation would not only be actively discriminatory as delivery workers would be by far the largest population to suffer the imposed extra bureaucratic burdens, it would also further enable harassment of this already vulnerable community that provides an important service to the residents of the city.

One of the biggest issues I see observing car/pedestrian/cyclist interactions is that cars, especially these days, are a much greater danger to pedestrians and cyclists than cyclists are to pedestrians. This is apparent quite easily by referencing the 2024 road fatality statistics which shows that as of December 3d there were 240 fatalities this year. 1 was caused by an ebike rider and one was caused by a standup scooter. Of the remaining 238, 234 were caused by cars and 112 of those were pedestrians. This alone should be cause for rethinking support for this legislation as quite clearly, reducing the amount of car traffic would indeed pay far greater dividends for drivers, pedestrians and cyclists alike. A secondary observation, from using Citibikes as a substitute for a car in short commutes, is that the infrastructure for bike usage is falling far behind the number of people using them. Even full separate roadways such as the one lining Prospect Park West and Grand Army Plaza, will have more cyclists at peak hours than the size of roadway will easily permit. That, plus a lack of easy connecting routes (I would invite anyone to take a Citibike down 7th Ave in Brooklyn for example, to see what I mean) increases the odds of pedestrian/cyclist conflict. If the Council truly wishes to improve things, creating more and better spaces for both cyclists and pedestrians would be the correct place to start, as anyone who has ever been to Amsterdam would agree.

As a resident of NYC since 1987, I was also here for Superstorm Sandy, and its long term impacts on both transit, housing and related infrastructure. And it will surprise no one, that such storms are becoming more probable due to the increasing amount of GHG and our inability to stop using the fossil fuels that produce them. One very bright spot in that battle is the increasing adoption of various forms of electrically powered micro mobility, a sector this legislation directly targets with the seeming intent of discouraging. Yet the fact remains that every mile travelled by an ebike is going to be amongst the most efficient and least polluting miles possible in an urban environment. Widespread adoption of these solutions would be of enormous benefit to NYC which last I saw, was spending enormous sums mitigating future damage due to the increase in storm damage that has accompanied global warming. I would also add, as a personal user, that I can easily get to my destinations much quicker than either by subway or car. My longest bike commute is 10 minutes or so, whereas in a car it would be closer to 25-30 minutes plus time to find parking, and on a subway it is closer to 45 minutes. In fact, the main

restriction as to why I don't use them more, is the lack of facilities at the end of some of my journeys as Citibike has pulled out of certain neighborhoods that I tend to travel to regularly. If the Council actually was concerned about the environment, that would certainly be something I would have them address.

It is also not lost on me, as I did spend a year making deliveries on a bike in the 80s, that NYC depends a lot on people willing to do that job, particularly in the restaurant industry. In fact, I believe they were even designated essential workers during the period of COVID restrictions that kept us from dining indoors. So it was particularly galling the other day to see an NYPD flatbed full of delivery bikes/mopeds that were taken from workers at the lowest levels of income. Having looked into the cost of these bikes it is easily 2 weeks to a months income for them to replace. And why, of all the places in the world, the official melting pot of the US would intentionally choose to not only target these workers, the majority of whom are immigrants and minorities, but then design legislation that will enable even more persecution of this group while adding ridiculous amounts of bureaucracy that even the DOT doesn't want to deal with, is a question I'd quite like an answer to. The only reason I can see for this legislation is that such targeting is either intentional in which case those responsible should apologize, or is being done by representatives who are so lazy that it hasn't even occurred to them that it could be seen this way. Especially as, reiterating the main point, the legislation will do nothing to make anyone any safer which fact is supported by pretty much all of the actually available data. It is remarkably enraging in fact, to see how much time and energy is being wasted on this non-issue, when there are much greater concerns that need addressing. In conclusion, I would urge the Council to not even bring this to a vote, and barring that, to vote it down as the last thing NYC needs at this moment in it's history.

Testimony

PLEASE PASS PRISCILLA'S LAW #0606

Require every bicycle with electric assist, electric scooter, and other legal motorized vehicle that is not otherwise required to be registered with the DMV, **to be registered with DOT and receive an identifying number which would be displayed on a visible plate affixed to the vehicle.**

In the interest of public safety, I urge you to pass Priscilla's Law. E-vehicles must be registered so they can be traced when they cause accidents. I'm a senior citizen. I used to love walking everywhere, and I still do, but now I have to look left, right and behind me to make sure no e-bike is headed my way. This is not a way to live. It makes me nervous because I fear one of these days my luck will run out and I'll get hit.

I oppose Intro 606 because I believe it will not solve the problem of reckless e-bike usage. E-bikers ride recklessly because they know they could get away with it as there is a lack of adequate traffic enforcement on our streets. If Intro 606 passes, the licensing and registration requirements will be a burden on law abiding e bike riders while discouraging potentially new riders and shifting them towards cars which are a far more dangerous mode of transportation. These new requirements would not deter criminals from riding recklessly on our streets. E bikes that exceed 25 mph and mopeds are already illegal to ride without licensing and registration yet those are still rampant on our streets because the NYPD seems to have given up on traffic enforcement and the culture here is that people can ride and drive however they want with no consequences. This bill is a scapegoat to distract from the lack of traffic enforcement and our unsafe street design. I support intro 1131 because i think it would address this issue properly.

Licensing is required for compliance because compliance begins with accountability. The e-bike rider - delivery and all others - has to know that breaking the law results in identification and serious consequences. CCTV's at every intersection are worthless if all they capture is the back of an e-biker's head as he's breaking the law. And every e-biker knows this.

Also, required licensing provides the police with the ability to enforce compliance with one-way street wrong-way e-bikers where the police can't give chase, A police car can't drive against traffic, but simply recording the license number will do the job.

Compliance will be noticeably immediate as soon as e-bikers are required to have registered licenses that include meaningful penalties for lawbreaking.

Furthermore, licensing should apply to ALL motorized transportation, not just bicycles.

Subject: Dec 11 @ 1pm

ebikes scooters need to be registered, licensed and have insurance

I walk in Manhattan every day and every single day, bikes and scooters run red lights, go up the wrong way on a one way street, ride on the sidewalk and for the most part have a COMPLETE DISREGARD for any traffic rules. These bikes and scooters can often go faster than cars and typically have a FU attitude. The amount of times I was almost hit is frightening and as a senior citizen it makes the city unwalkable. It was only because of luck and decent reflexes have my husband and I avoided catastrophic accidents.

Why do they get a pass on the streets? For people that make a living using these bikes, there is absolutely no reason why they should not follow the traffic rules. It is beyond insane that the bike lobbies are crying foul – profit is their only motivation. Currently they have no liability or accountability which is completely crazy for any city let alone a city, the size and scope of New York.

This is a no-brainer. They have to follow the rules and in order to have accountability, they need to be registered and licensed and carry insurance– end of story. We are all sick of this insanity on our streets.

Priscilla's Law Hearing

Thank you so much to Bob Holden and the 31 Congress members who signed onto this very important e-vehicle safety bill 0606 Priscillas Law requiring visible license plates and the registering of all e-vehicles.

2 & a 1/2 years ago, I was crossing the street legally when I was hit head on by a speeding e-vehicle. My assailant came off the sidewalk and into the pedestrian crosswalk.

As he tried to flee, my husband detained him. I lay on the hot burning pavement, unconscious, my husband not knowing if I was dead or alive.

The police came and we were taken away in an ambulance. We later found out that the perpetrator was simply allowed to walk away, Seen by witnesses getting a coffee and croissant at Pain Quotidian.

I suffered a Traumatic Brain Injury leaving me permanently paralyzed on my right side.

There would be no walking away that day for me!! I spent months in rehab, and continue in a lifetime of Physical Therapy.

My assailant on the other hand , had 0 consequences and 0 accountability. My husband was told on several

trips to our 20th precinct that there was nothing more they could do. While my assailant walked away unharmed and free from injury or consequence, I struggle living everyday as a disabled person. I'm unable to walk normally, my right arm is barely functional, I struggle to do everyday tasks, and have lost my livelihood as a cellist.

I'm scared of being hit again scared for my family and all New Yorkers, as we all have near misses everyday stepping out our front doors.

This bill calls for common sense safety. If passed, our NYPD will have the resources like red light cameras used to hold cars accountable, to also hold these e-bikes accountable for the constant lawless behavior. Riding through red lights, riding the wrong way, riding on the sidewalks, going faster than even the car speed limit of 25 mph, and finally not ever yielding to pedestrians! This bill will enable our NYPD to keep all New Yorkers safe from these dangerous, deadly e-vehicle crimes.

..Thank you again for listening and for your support!

Robert Holden, while vocal about e bike traffic safety has often taken a reactive approach, focusing on assigning blame to others rather than proposing substantive policies to curb dangerous car driving. For example, in statements following fatal crashes, Holden has frequently pointed fingers at cyclists, pedestrians, or infrastructure planning by city agencies, rather than acknowledging systemic issues like reckless driving.

Despite serving multiple terms, Holden has not introduced meaningful legislation to directly tackle dangerous driving in his district. Instead, he has focused efforts on criticizing projects like bike lanes or e-scooter initiatives, which are designed to improve safety and reduce car dependency. This lack of action to address the core problem of reckless driving reflects a missed opportunity to champion bold Vision Zero policies, such as stricter enforcement of speed limits, expanded pedestrian zones, or automated traffic enforcement near schools.

By failing to advance constructive solutions and relying instead on blame, Holden has not contributed significantly to reducing the preventable traffic violence that continues to claim lives in his district. His approach highlights the need for leaders who prioritize proactive and impactful measures over assigning responsibility post-incident.

He falls in to the same category of people as doctors who promoted cigarette smoking.

I strongly oppose the legislation to require licensing and insuring of e-bikes and other electric micromobility vehicles. E-bikes are a safe and effective way of mobility, much more so than cars and motorcycles. There is no upside to requiring licensing and insuring e-bikes – this only serves to hinder current and potential e-bike users. There is no sensible reason to treat e-bikes the same way we should cars, when they are much safer, more accessible, and better for the environment than cars. If anything, we as a city should be encouraging the use of e-bikes and other micromobility vehicles, as they pose a much better alternative to cars, which are dangerous, space-grabbing, expensive, and environmentally atrocious. This move to add bureaucracy and headaches to those who might want to use e-bikes in no way serves the city, and hurts everyday people, working-class citizens, those with disabilities (who may not be able to drive), and small businesses. A few errant speeding e-bikes are a problem, yes, but they pale in comparison to the horror and the wreckage that cars and our car-centric infrastructure create. Furthermore, I fail to see how licensing e-bikes would solve the problem of dangerous e-bike usage, seeing as though cars are licensed and insured yet kill and injure thousands every year in the city. What we should be doing instead of making the streets safe for pedestrians and bikes and micromobility vehicles of all sorts and improving our subway and public transit network. It is absolutely comical to me that people would point their fingers at e-bikes as posing a danger on our streets when there are two-ton metal death machines barreling down the streets of New York at forty miles an hour and the city has yet to install cheap, effective measures that would protect pedestrian and bikers (such as daylighting and PROPERLY protected bike lanes with at least a concrete barrier). In fact, many of these measures that would protect pedestrians and bikers would probably serve to lessen how much pedestrians have to interact with e-bikes (e.g. properly protected, wide bike lanes – say, taking the space of just ONE car traffic lane or parking lane – and bike signals would mean that e-bikes have less of an incentive to ride on sidewalks since bike lanes won't be dangerous to ride in) and help solve the problem of dangerous e-bike behavior. We need to examine our priorities as a city if we really think e-bikes are the problem here and not cars and car-centric infrastructure.

As a NYC resident for the last 30 years I have seen a dangerous increase of e-bike riders on sidewalks and crosswalks. I almost got hit by an e-bike walking out of my building. Because they're silent you cannot hear them coming, behind, or beside you. They're heavy and ride way too fast. In my neighborhood, Flatbush, there are numerous bike lanes on the streets but e-bikes still choose to ride on the sidewalk! There's no enforcement at all. They also do not obey traffic lights, or pedestrian walking lights, you have to check and re-check when crossing any street. It's become more and more dangerous to be a pedestrian in NYC.

I find it frustrating that many put their e-scooter in front of me after using these scooters.

As a wheelchair user, I have a hard time getting around without dealing with these scooters left blocking me. I remember going to an inaccessible cemetery in the Bronx, and getting around some scooter blocking my path.

Also, I am shocked that many e-scooters do not use a ringer to alert a pedestrian walking in front of them.

I agree that e-scooters need to be licensed.

Crossing the street in NYC has become a quality-of-life issue. I am not opposed to people riding bikes. They should however be accountable for following the laws and traffic rules in the city. Cars must stop at red lights; pedestrians should cross only when the light turns green but there are no rules or regulations being followed by bikers. They don't always stay in the bike lane, they speed down the middle of the street in between cars even when the light is red for them. Crossing the street has become a game of chicken. There is no accountability for their actions, and they have taken the joy of walking in NYC away for us (which is one of the main reasons for living here). Now where my office is in Queens, they have even taken to putting a bike lane on THE STREET! And at the curb where the bus stops. We need accountability. Please pass Pricillas Law 0606

I have lived in New York City since childhood and Manhattan for 50 years. I've seen many changes in the city from times when crime was rampant to a more sanguine period when our town was orderly and respectable, a wonderful place to be fortunate enough to live in.

In the last number of years, the introduction of bike lanes has created a whole new kind of misery. Electric bikes, motor scooters, two wheeled scooters and motor bikes have made the streets a treacherous maze of danger. In the past, going out at night was one of the most exciting parts of living here. As of late, I face it with dread afraid that one night I'll be struck by something coming from any direction, from a bike lane, the middle of the roadway, on the sidewalk, wherever the driver finds a way to quickly get to his destination.

I wake each day wondering if I'll hit by someone running a red light, going the wrong way on a one way street, or by a vehicle racing between cars on the avenue. It's a game of weave and run. The disregard for the safety of our residents is despicable. There are no rules anymore and I live in constant fear that there will be a day I end up in the hospital with no recourse because no one is held to account for anything.

I want to know when we can get back so some sort of civility in this city which right now, does not seem such a great place to live anymore.

Good morning, committee members. Thank you for your time. This bill is a bad one for New York City for 3 reasons: It will add unnecessary cost and bureaucracy to vulnerable groups, NYPD is not prepared to equitably enforce the new regulations, and it will lead to parks and greenways that are less safe.

This amendment adds complexity and difficulty to many vulnerable New Yorkers. As worded, it applies to electric wheelchairs, adding yet another hurdle to people whose daily life already contains multitudes. Many of those using e-bikes and scooters are doing so because it is their only affordable option in our many transit deserts and this adds another cost and bureaucratic hurdle to already marginalized communities. And, of course, the cost to the city of setting up, running, and enforcing this bureaucracy will be huge.

NYPD has a history of misunderstanding laws for non-car vehicles. They have been sued to protest the many tickets issued to cyclists legally crossing an intersection with a Leading Pedestrian Indicator, and I personally have had officers tell me I was not legally allowed to ride on a Greenway where it shared space with a sidewalk. This bill will embolden them to stop and question any cyclist to determine if their bike requires registration, and if the cyclist does not immediately recognize that they are being asked to pull over, the officers may give chase. Crashes as a result of NYPD chases account for an average of 10 deaths per year, and this takes those chases off the streets and into our parks and greenways, endangering those we are trying to protect.

Street safety is paramount. My family does not own a car, and I bike most places. When I'm out with my 6 year old riding with me or my 1 year old on the back of my bike, I am keenly aware of the dangers present all around us. It is already illegal to hit someone with a bike and leave the scene, just as it is already illegal to hit a cyclist or pedestrian with a car or to double park it, or park it on sidewalks, in bus lanes, or in bike lanes, pushing cyclists. We should focus on ensuring that everyone follows the laws that already exist rather than creating new ones to make life more challenging for already vulnerable groups.

I want to start by expressing my gratitude to everyone here today. I'd also like to thank my Council Member, Gale Brewer, who, while not a sponsor of this bill and having spoken out against it, acknowledges the concerns on the Upper West Side and recognizes that this proposal isn't a workable solution.

I am opposed to Intro 606.

I've been volunteering for years and deeply care about the safety of our streets. I share concerns about mopeds, super-scooters, and one-wheel unicycles ridden recklessly by people wearing motorcycle helmets. These types of vehicles are already illegal, yet they're often the ones causing the most danger. Instead of blanket licensing requirements, we need better accountability for these situations. If we mandate licenses for all e-bikes, it will simply give the NYPD more power to pull over cyclists arbitrarily. Many modern e-bikes are indistinguishable from regular bikes unless closely inspected, which means enforcement would inevitably affect all cyclists, not just e-bike users.

A friend of mine was recently considering whether to get a Vespa or an e-bike. He ultimately chose an e-bike because it was simpler and more accessible. If he had to navigate licensing requirements, he would have opted for a Vespa instead. We need to make it easier for people to choose bikes and e-bikes over gas-powered alternatives, not harder.

I want our streets to be safe for everyone. My parents are seniors, and my father, who recently underwent surgery, moves more slowly than he used to. His reaction time has decreased, and I worry for his safety. This bill will not make him, or anyone else, safer. It feels reactionary, punitive, and focused on retribution rather than prevention. It may give me the option to seek revenge if he were struck by a cyclist, but that's not what I want. What I want is for him to be safe — and for that, we need better infrastructure.

We need to build infrastructure that ensures people can ride safely where they're supposed to. My friends sometimes ride on the sidewalk because the streets feel unsafe. The solution isn't to punish them, but to create protected bike lanes. I also see Citibike users riding on sidewalks because the docking stations are placed there — let's move those docks to the curb.

Central Park's drives are being redesigned to address speeding and improve safety. That kind of thoughtful infrastructure change is what we need everywhere. By making biking the most convenient and safest option, we encourage people to choose bikes and e-bikes over gas scooters and cars.

There are real solutions to ensure that bikes are used in the right places, but Intro 606 is not one of them. This bill unfairly targets cyclists who are just trying to navigate the city in the safest way possible. Let's focus on solutions that truly make our streets safer for everyone.

City Council Members,

This is my written testimony as it relates to Priscilla's Law – i.e., the proposed requirements to register e-bikes. I am writing in support of the law as I believe it is an important step for public safety.

As the city continues to embrace alternative transportation methods, we need to consider the interaction between pedestrians and e-bikes on streets. A simple user-friendly approach to registration can help make these interactions harmonious.

Collisions between e-bikes and people are incredibly dangerous. Recently friends of ours were struck by a speeding e-bike that had lost control. The result of this was brain trauma, followed by months of recover. So far, the victim is still not working. Beyond the physical trauma, there has also been psychological trauma. Fear of leaving the house and walking blocks hinders their movement. It is a miracle that our friends survived this accident.

This story is just one of many in NYC. With e-bike registration, we can improve:

- Accountability and responsibility
- Safer behaviors
- Better education and awareness (so that e-bike drivers know what could happen)

We encourage considering putting this law in place, including thinking through accessibility issues for people

Dear Transportation committee chair Brooks-Powers and members of the committee, I am speaking in opposition to intro 606. I am a teenager who rides bikes around New York. During the COVID-19 pandemic, I started riding around New York City. I also was appointed to Manhattan Community Board 3 a year and a half ago. I agree that streets need to be safer. Unsafe streets will kill people. However, requiring e-bike licensing does not do this. It does not lead to safer streets as e-bike licensing will be another tactic the NYPD will use to stop and arrest e-bike riders. It does not lead to behavior changes either. While e-bike riders behave in dangerous ways, so does everyone, and cars are far more dangerous than e-bikes because they weigh at least 30x more. Discouraging e-bikes which replace cars on streets will increase danger as cars kill far more people than e-bikes. Protecting people from e-bikes can be done with daylighting and expanded bike lanes, not by paying the NYPD for stopping people, for which they do not have a great track record.

In the 1980s i was the only person in New York City selling electric bikes, from my shop on Houston street. Today, I am in Upstate New York building prototypes of human and electric propelled, weather protected, vehicles, as pedicabs and for personal transport. The harm we suffer from the proliferation of multi-ton vehicles, especially in dense urban environments, economic, environmental and otherwise, is enormous. The downscaling of this activity to the human scale can have a dramatic effect upon our lives, even our survival.

Admittedly, it is difficult to regulate highly mobile small vehicles. Still, it is extremely unwise for lawbreakers to attempt to outrun authorities. What began as a minor traffic incident can become a major catastrophe, and this is well understood by most delivery drivers. The introduction into the transportation mix of a host of new micro-mobility devices, e-bikes, scooters etc., has upset many residents, who would prefer not to have to deal with this new phenomenon. The police have had a hard time making the enforcement of existing regulations a higher priority in comparison with violent crimes and other more serious law breaking. Many of the users of these novel machines take time to become accustomed to them.

Unfortunately, the imposition of a number of new requirements on those using these minimal forms of transport will have the effect of discouraging both their general use as well further development. There is an immense burden which the status quo imposes on everyone who lives and works around the city's congested streets, and perhaps the best possibility for relief of these conditions lies with the use of smaller vehicles. Bikes are providing this benefit already, but are used almost exclusively in nice weather. Evolving new vehicles that provide weather protection and can be used all year round is essential. Since enabling this increase in comfort also provides substantially more surface area and a need for improved stability, a third wheel is essential, and some structure as well as additional materials. All of this added weight means that electric assist is essential to safe operations.

The evolution of human scale, electric and human-powered vehicles is the best choice we have to confront the onrushing climate emergency now facing our species. Attempting to make up for the poor quality of current enforcement efforts, by burdening the future of this important new direction in urban transportation, is a grievous error. Please do not punish everyone because of the misdeeds of a small number of hard-working people, who are less than maximally aware of the effects of their behavior on others. Some social engineering, in the form of education and orientation, as well as better enforcement of existing regulations, will resolve the major problem being addressed here. Throwing the baby of sane transport developments out without he bathwater of some bad traffic management is a tragedy in slow motion.

Please pass Priscilla's Law for registration of all e-vehicles. I no longer feel safe crossing streets or walking on sidewalks for fear of being hit . My 'quality of life' has been greatly diminished. E-vehicles are much more dangerous than bicycles (heavier -faster -brake more slowly) and they flee the scene of crashes the far majority of the time. Infrastructure doesn't stop an e vehicle from speeding and blowing a red light. The only thing that changes this egregious riding behavior is holding riders accountable to riding safely, by having a visible plate that can be identified. It's not about penalizing. It's about accountability in order to change behavior. This will save pedestrians, cyclists AND e vehicle riders from accidents and death .

Dear City Council,

I have never owned a bicycle as a resident of New York City. I have never ridden an E-bike. I can count on one hand the number of times I've even ridden Citibikes. But as someone who is very much not a biker, I am writing to voice my full-throated opposition for Int 0606-2024.

It seems to me that this bill, though well-intentioned, will have major negative repercussions on city residents. First and foremost, I am concerned about the enforcement of this bill. There has been a precipitous drop in NYPD's enforcement of traffic violations in the past couple of years; a drop that has corresponded with an increase in pedestrian injuries and fatalities. Every day I witness drivers running red lights, speed, block crosswalks, block the box, fail to give pedestrians the right of way in crosswalks, and make illegal right turns on red. Every night, I hear cars with illegally modified mufflers that I can hear from miles away speeding on the FDR.

When I first moved to the city a decade ago, I would regularly see cars being pulled over by cops. Now, I often see these infractions occur right in front of police cars. Dangerous driving is the source of far more death and injury in the city than e-bikes. I am greatly concerned that this bill will result in the NYPD diverting their already diluted focus from cracking down on the most serious and lethal street behavior to instead fixate on e-bikes, a much less significant threat.

Additionally, given that the majority of e-bike riders are making food deliveries, which are a hugely valuable booster to local businesses and wages, I am concerned that this crackdown would result in serious delays and disruptions that could cripple the food service industry.

Furthermore, this bill effectively gives the NYPD stop and frisk powers over any bike riders. It is not easy to distinguish a bicycle from a pedal assist e-bicycle (I know I can't tell the difference) so the NYPD will have free reign to stop any bicycle rider they feel like or any who looks suspicious. As we have seen from data on jay-walking (85% of tickets went to people of color), enforcement of these types of policies leads to serious racial bias that disproportionately targets our cities' minorities. And now when our president-elect is threatening mass deportation, this bill offers any anti-immigration law enforcement officers the perfect cover for a crackdown on our city's immigrants.

Lastly the lack of any additional funding for the DOT or DMV feels ill advised: won't this make the process of getting a license or registering a vehicle take substantially longer? Won't lines at the DMV become so much worse? Already cops have the ability to ticket bikers for traffic penalties and mopeds are already required to be registered with the DMV. So all I see really happening from this bill is that our DMV lines get longer, the workload of the DOT becomes worse, the NYPD cracks down on cars even less and bikes even more, and at the end of the day nothing has changed to make our streets safer. If anything, they'll become less safe with fewer trips being made by bikes and more being made by cars. This bill will cost New Yorkers their lives. I urge you to reject it.

Thank you.

Tresa's Accident

October 4, 2023

At 2:30 pm, Tresa was walking toward her parking garage. At the corner of 76th St and Amsterdam, she waited for the crossing light. When the light turned to "WALK", Tresa and a stranger directly behind her, Martina, started to walk across the street. "Out of the blue" an electric bike charged into the cross walk from between the stopped cars and slammed directly into Tresa. The violent impact caused Tresa to "go up in the air" and then crash headfirst onto the street.

The woman directly behind Tresa was horrified. She heard the biker exclaim, "Jesus". Someone called 911, and someone else went to get 2 firemen from the nearby firehouse. In the meantime, Tresa was unconscious and was bleeding profusely. She does not remember any of this.

An ambulance took her to Mt Sinai Morningside Hospital Emergency Room. She suffered a serious concussion with subdural, subarachnoid, and intraparenchymal bleeding in the brain, as well as several bodily bruises and lacerations. She has multiple fractures in her skull near the left ear. She bled profusely from her ear and from the back of her head. She spent 4 days in ICU, and, now, 6 months later, is free of vertigo after PT for it. She has some loss of hearing in her left ear and because of bruises in her brain, she cannot smell or taste anything.

The biker was ticketed for running a red light.

He was not on the bike path.

He was biking where the cars go.

On a police report, the biker stated that Tresa was "already on the ground." He claimed he did not hit her.

The details of the accident were provided by Martina Nandalal, a woman who walked directly behind Tresa and eye witnessed the entire event. Martina is still traumatized over having seen it all.

One of the many bogus complains of the bike lobby who oppose 0606 is that the bill doesn't specify "whether accessibility devices like motorized wheelchairs would be included." (quoting 12-10 Streetsblog). Have you ever seen a motorized wheelchair in a bike lane? It's such an outrageous image that it would be funny if it weren't part of an argument that's supposed to be serious.

They claim to be concerned about safety – **safety of bikers**, yet they have Never shown **any** interest in even encouraging bikers, whether citibike or other similar evehicles, to obey traffic signals and refrain from riding on the sidewalks. And, to my knowledge they have never called for/supported any legislation that would require ebikers to wear helmets. There are a lot of bikers who exceed the speed limits without any protection.

The lobbyists' argument in defending immigrants is a red herring—a preemptive claim that reminds people of police behaving badly, and a presumption that they would target ebike riders. While claiming to want to protect immigrants from the big bad police tactics, they promote the stereotype that ALL deliveristas are minorities and /or immigrants. In reality, they are giving deliveristas a bad rap. If ebikes had license plates, which could also be captured by the proposed new 2,700 cameras, in addition to the ones already installed, police wouldn't be chasing bikes any more than they chase cars, as a general rule. While the opposition here wants us to believe they are being protective of deliveristas, there's no evidence of them lobbying the delivery companies to demand safe riding, insure them, and remove the pressure to violate traffic laws in order to pay the rent. It's also Not true that it's only the deliveristas who are creating the problem. The fact is that it's Very rare to see **any** biker stopped at a red light, regardless of the color/ethnicity of the rider..

Most importantly, what about pedestrian safety. We are the MAJORITY. That bikers are creating havoc on the streets and sidewalks is a known known. But this loud lobby doesn't seem to care. Biker safety- aye; pedestrian safety – not so much. Pedestrians have the right of way (DOT rule), but you'd never know it if you spent more than 5 min. watching bikers, pedestrians and cars trying to share the road.

We want everyone to be safe - pedestrians and bikers. When this lobby calls for getting rid of red lights in the parks because bikers don't abide them, it's time to rethink who we're protecting. Should we get rid of traffic lights all over when enough cars run the lights there? We'd all be laughable if not for those who have been injured and chased off the sidewalks and streets by this outrageous lawlessness. Thank you.

PRISCILLA'S LAW TESTIMONY/Leslie Clark

I have lived in this city all of my adult life – and during all of that time I have been a pedestrian.

I chose to live here because I can happily and safely walk everywhere I need to go.

No longer. I now walk as little as possible, organize my chores, appointments shopping trips so that I spend as little time as possible on the sidewalks and streets of New York.

Because I am afraid of e-bikes – they don't stop at red lights. They don't travel in the direction of traffic. They ride on the sidewalk, frequently coming up quickly from behind me.

Four people that I know have been hit by e-bikes – one on a sidewalk, one in a crosswalk, and two while riding a regular bicycle in a bike lane.

All of them were sent to the hospital with injuries that took weeks to heal.

None of the four e-bike riders who hit my friends stopped to take responsibility for their reckless behavior – or to offer assistance.

If these four hit-and-run e-bike riders had committed the same hit-and-run in a car – a serious crime in New York State -- the penalty would have been a fine of between \$250 and \$5,000 – and possibly between 3 and 12 months in jail. And all it would have taken is a witness to identify the car's driver by the car's license plate.

No such luck with an e-bike. E-bike drivers cycle away – because they can, with impunity – because they cannot be identified. This must stop. If anyone is driving a dangerous vehicle – an e-bikes are dangerous – that person should be identifiable and held responsible for their behavior.

Please pass this law so that pedestrians can once again safely walk the sidewalks and streets of New York.

My speech at City Hall: Back in February 2021 I was riding my bicycle on the bike path of the fdr drive enjoying an unusually warm winter day. At about 20th st on the path, I got sideswiped by a motorized bike. I was knocked to the ground and when I looked up, the guy that hit me, stopped, looked at me, and then rode away. I looked at my hand and saw my bone was bulging out. I didn't know what to do , so I got back onto my now mangled bike and rode straight to my dr's office. She told me my hand wasn't broken even though I was sure it was. She suggested icing it for 24 hours. The following day, I went to the seventh precinct to tell them what happened and they asked me, why didnt you stay at the scene of the accident?. They couldn't help me, because I left the scene. My hand continuously got worse. One month later my hand was swollen and discolored, so I went to hss to be told that my hand was broken. I emailed many politicians and the DOT about what happened to me, but none of them responded. I wondered what if it happened to them or their family member? Would the tides turn? Since that day I avoid riding my bike 90% of the time out of fear and when I do I'm always looking over my shoulders. Making sure there are no ebikes or scooters around. I bought myself a stationary bike to use indoors, to get my exercise. I'd prefer getting fresh air but this is what it's come to . My hand was never the same since the accident. Even doing the simple things like opening up a jar is impossible. It's very unfair that New Yorkers have to live life like this, not only looking out on one way streets in both directions but even looking out for ebikes on sidewalks. I'm asking for priscilla's law ,To be cosponsored by all council members

Michael Rana