

NEW YORK CITY DEPARTMENT OF TRANSPORTATION TESTIMONY
HEARING BEFORE THE CITY COUNCIL COMMITTEE ON TRANSPORTATION ON
INTROS. 481-A, 1163, 1250, 1264, 1265, 1266,
January 23, 2019

Good afternoon Chairman Rodriguez and members of the Transportation Committee. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation. With me today are Michelle Craven, Assistant Commissioner for Cityscape and Franchises, and Rebecca Zack, Assistant Commissioner for Intergovernmental and Community Affairs. And I am joined by NYPD Chief of Transportation Thomas Chan and Executive Director of Legislative Affairs Oleg Chernyavsky.

Thank you for inviting us here on behalf of Mayor Bill de Blasio to testify on the four bills before the committee on new and emerging modes of micromobility — electric bikes and electric scooters — put forward by Council Members Espinal, Cabrera and Chairman Rodriguez. We appreciate the opportunity to discuss this legislation and the emerging industry.

And thank you also for inviting us to testify on Council Member Dromm's bill on tracking injuries and fatalities related to electric bikes and scooters, and on Council Member Rivera's bill on preserving bike lanes during construction and Community Board notice and hearing requirements for alterations to bike lanes.

I. New micro-mobility options

As part of his budget, the Governor has proposed permitting localities to authorize both e-bikes capable of going up to 20 miles an hour and e-scooters, with a variety of minimum safety requirements and limitations on their use. The Governor's proposal allows localities to further restrict e-bike and e-scooter maximum speeds and their time, manner, and place of use. The de Blasio Administration is currently evaluating the Governor's proposal.

The rise of micromobility, including pedal-assist bikes and e-scooters, presents potentially popular new travel options. Pedal-assist bikes have made cycling an option for longer or more strenuous journeys and for a wider demographic, including older and less physically able people who may be unable to ride a conventional bike. Meanwhile, e-scooters are also attracting a broad demographic of riders in other U.S. cities.

DOT believes New York City should continue to explore the potential for increased mobility and reduced congestion and emissions offered by these new devices — for both private use and as part of shared services. But we must also consider the safety, equity and potential impact on our crowded sidewalks and streets of new mobility options. As such, we appreciate that the Governor's proposal would grant New York and other localities the authority to decide what would work best at the local level.

II. Bikeshare

As we consider the future of e-bikes and e-scooters, I am happy to report that cycling overall has continued to grow dramatically here in New York in recent years. In 2018 we saw up to 490,000

daily cycling trips — up 29 percent since Mayor de Blasio took office, and nearly doubled since 2010. That increase has been driven in part by the City's investment in robust cycling infrastructure and in the work we have done to improve and expand our remarkable bike share system.

As you all know, Citi Bike debuted its docked bike share system in 2013. Since then, Citi Bike has grown into the largest and most successful bike share system in the nation, with over 150,000 current members, and over 72 million rides to date. Citi Bike set a new single-day record of 83,000 rides in June 2018 and will be growing to serve even more New Yorkers in the coming years.

As a result of the agreement with Lyft that Mayor de Blasio announced late last year, we will be tripling the number of bikes to 40,000, doubling the size of the service area, and adding more valet stations and docks in the busiest areas of the system. And my team and I look forward to our upcoming meeting with Council Members to get your input on the next phase of Citi Bike expansion.

III. Dockless Bikeshare

But as we expand our docked bike share system, we are also grappling with the growth of dockless bike share. In 2017, a number of cities, including Washington, Seattle and Dallas, started experimenting with dockless bike share. Some cities capped the number of dockless bikes at a few thousand, while other cities took a more laissez-faire approach. Soon after dockless bike share emerged, many cities started piloting pedal-assist bikes as well.

Here in New York we launched a dockless pilot in the summer of 2018 with 1,200 bikes provided by four companies in the Bronx, the Rockaways, and Staten Island. Our pilot began with a roughly even mix of pedal-assist bikes and conventional bikes, but over time, the dockless fleet here in New York has now become predominantly pedal-assist. In fact, pedal-assist bikes have mostly replaced conventional bikes in dockless bike share programs in other cities as well.

And just as we are planning to expand Citi Bike, we also plan to continue expanding dockless bike share and look forward to discussions with the Council about the next phase of our pilot.

IV. Electric bikes

Now, I want to turn to fully electric bikes which differ from pedal-assist in that they have a throttle and do not require human power. In recent years, throttle e-bikes have become the major transportation mode for New York City delivery workers, who use them to efficiently cover long distances. The de Blasio Administration recognizes that this hard-working and largely immigrant population labors under difficult conditions and relies on e-bikes to earn a living.

However, throttle e-bikes are not currently legal for use in New York State, unlike pedal-assist bikes, and the City believes that therefore we need to find a solution first in Albany to the challenge this poses.

When it comes to the growth of throttle e-bike use in New York, we only have anecdotal evidence but it is clearly increasing. And nationally, wholesale e-bike purchases, including both

pedal-assist and throttle e-bikes, were up 80 percent in 2018 compared to the previous year, according to the Bicycle Parts Supplier Association, a national trade group.

The City's concern with these throttle e-bikes has always been their unregulated, illegal nature and particularly their speeds and irresponsible use by some. Should state action provide the ability for localities to authorize these devices, we would be open to a conversation with the Council about whether to allow them here in New York City as proposed in Intro 1264. But first and foremost in that conversation would be addressing safety issues.

V. Electric Scooters

Now, let me turn to the newest trend in micromobility. Nationally, a number of cities are experimenting with dockless e-scooters, including LA, the Bay Area, Washington, Indianapolis, Denver and Salt Lake City. And there is of course strong interest here in New York as evidenced by the bill before the committee today.

But like throttle e-bikes, e-scooters are not currently legal for use in New York State. The City believes that we would also need action in Albany before they could operate on our streets and the City would want to ensure that proper safety requirements were in place. And beyond any requirements in State law, New York City DOT could apply even more stringent standards to any shared e-scooter programs we allow to operate on our dense city streets.

The e-scooter companies have launched in a rogue fashion in some cities without public regulation, raising concerns about safety and obstruction of the public right of way. Clearly, we would expect all e-scooter operators to play by the City's rules should the State legalize them and should we conduct a pilot, along the lines of what is proposed in Intro. 1266. We would continue the City's track record of carefully piloting new technologies, with a focus on safety, in a way that is fair and open to all qualified entrants.

Since shared e-scooter programs are a relatively new concept, we are still in the early stages of evaluating how they operate in urban areas. We are currently talking to and visiting peer cities to learn more about their experiences with e-scooters. And in keeping with our focus on Vision Zero, we are especially interested in reviewing the results from e-scooter safety studies now underway in other cities. And we want to continue the conversation with the Council, informed by experiences nationally, about how e-scooters might operate in New York.

VI. The place of e-bikes and e-scooters on our streets

Should State action allow the legalization of either e-scooters or throttle e-bikes, we expect the City will then be able to determine how they fit onto our streets and establish appropriate operating rules. DOT agrees with the intent in Intros. 1250 and 1264 that users of these devices should have the same rights and responsibilities as cyclists, to yield to pedestrians, travel in the street and not on the sidewalk, and use bike lanes where they are available.

But I should note that more widespread use of both e-bikes and e-scooters would change the experience of our streets, including for conventional bike users. E-bikes and e-scooters accelerate and reach top speeds faster than conventional bikes and, if legalized, they will no doubt increase the growing demand for more dedicated bike lanes.

VII. E-bike conversion

Now I will turn to the topic of e-bike conversion as addressed in Intro 1265. DOT, together with the Mayor's Office and our sister agencies, NYPD, DCA, and SBS, have been exploring the possibility of a program to allow cyclists to convert their bikes to satisfy current law and New York City traffic rules, as well as possible ways to assist delivery workers with those conversions. What actions the City might take on e-bike conversions will first depend upon how the State addresses their legalization.

I will also note that our research to date shows that an e-bike conversion program that can reliably certify speed limits and equipment safety in thousands of e-bikes, many of which are not standardized retail products, would likely be extremely complicated and difficult to administer. And thus far, we have been unable to find a single other jurisdiction that has ever had an e-bike conversion program. But we are ready to continue a dialogue with the Council and advocates to see if there is a viable solution.

VIII. Reporting scooter and e-bike crash data

Now, with respect to Intro. 481-A, the Administration agrees with Council Member Dromm that more detailed reporting of crash data, specifically as it relates to scooters and e-bikes, something not currently captured, would be very useful. NYPD does see certain challenges in the bill as written, such as the need for software changes and more importantly, the need for police officers to be able to identify the type of vehicle involved in a crash. But this Administration looks forward to working through these issues with the goal of greater transparency and better understanding of safety trends.

IX. Protecting bike lanes during construction

Finally, let me turn to Intro. 1163, by Council Member Rivera, to preserve bike lanes affected by DOT work permits. Council Member, we share your concern and would support the legislation with modifications. With both the City's bicycle network expanding and construction booming, work zones are conflicting with bike lanes more frequently.

So I am very happy to say we have been working on this issue for some time and are just finalizing revisions to our permit stipulations — for the first time in several years — when it comes to bike lanes. The new stipulations, which we plan to institute by March, provide specific requirements permittees must follow to provide a temporary bike lane around the work zone using cones and signage as well as temporary markings and barriers for longer term projects.

And we will be training our Office of Construction and Mitigation Coordination permit project managers and Highway Inspection and Quality Assurance inspectors to insure the permit requirements are being followed and we will issue notices of violation when needed. We look forward to partnering with you and continuing to discuss these changes with Council Members, cyclists, and the industry as we learn how they are working.

While we are on the topic, DOT has also recently strengthened permit stipulations to further address the need for maintaining accessible paths of travel through all construction sites for the over 900,000 New Yorkers with disabilities. We are continuing our conversations with utility

companies and contractors to ensure that all our permittees understand and prioritize pedestrian access at construction zones in the right of way.

Now, let me address the second part of Intro. 1163, to require notice and community board hearings when making alterations to bike lanes. Current law requires DOT to give affected Community Boards and Council Members 90 days notice of proposed installation or removal of a bike lane, and the offer to make a presentation at a public hearing if requested. This is the most lengthy of DOT's various Community Board notice requirements, often frustrating to cycling supporters, and in 2018 we followed this process over 60 times for the installation of various bike lanes. The bill would propose to add "alterations" of a bike lane to this requirement.

DOT estimates that it issues thousands of permits potentially affecting a bike lane each month. Presenting to the affected Community Boards on each of these construction-related temporary alterations, or other permanent but minor adjustments to our lanes, would be an impossibly onerous burden. And this burden would fall particularly on our Bike Unit which is very busy working with Community Boards to plan ambitious new expansions of our bike network. Furthermore, it would add enormous delay to the affected DOT permit requests, which are usually processed within a few days.

Alternatively, if the intention of the bill sponsor is to provide notice to Community Boards about permits issued that result in temporary alterations to bike lanes and the requirements of those permits, that is something we would be happy to discuss.

X. Conclusion

In conclusion, I would like to say that on behalf of the Mayor, DOT, and our sister agencies, thank you again for inviting us to testify today and we would be happy to answer any questions you may have.

Phil Jones testimony – City Council Transportation Hearing 1/23/19

Mr. Chair, members of the committee, and members of the Council:

Thank you for the privilege to speak today in support of several pieces of important legislation that are critical to New York City, the mobility of its residents, and a future local transportation system that serves all New Yorkers.

I represent Lime, the country's leading smart mobility company. We serve more than 100 markets on five continents, and have recorded more than 26 million rides. We are the only major provider of a fully multi-modal fleet, including dock-free scooters, electric bikes and regular pedal bikes.

We are also proud to already be serving New Yorkers through the City's dock-free bike and e-bike pilot in the Rockaways and on Staten Island. Since that program began in July, we have completed 95,000 dock-free bike rides with more than 20,000 riders. We have also successfully partnered with a number of local advocacy organizations, businesses and community groups to hire New York residents, conduct safety workshops, and improve economic activity in the areas we operate.

Our work in New York so far reflects our work around the world, guided by the principle that all communities deserve access to smart, affordable mobility. We are particularly proud of the work we do to connect lower-income communities and communities of color with affordable, reliable transportation.

Our record in New York City illustrates the effectiveness of dock-free technology in improving transportation equity. About 70 percent of Lime riders in the city identify as non-white. Sixty-one percent of city Lime riders' households earn \$50,000 a year or less. And 40 percent of Lime riders identify as female, compared to about 25 percent of New York City's docked bike-share riders.

If the Council passes the legislation before them today, we believe that citywide access to dock-free bike and scooter options for all New Yorkers will significantly help improve the city's transportation equity crisis.

Millions of New Yorkers are not within reasonable walking distance of a subway line—and those communities tend to be lower-income and more diverse than the communities with easy access to mass transit. The Pratt Center for Community Development concluded that, of the 750,000 New Yorkers who travel more than one hour each way to work, “two-thirds of them earn less than \$35,000 a year”. Pratt also found that “just 6 percent of these extreme commuters earn more than \$75,000 a year.”

Dock-free bikes and scooters can help close that distance, increase mobility and improve the quality of life for stranded New Yorkers across the city.

To deliver those options, we strongly support the legislation discussed today (*Intros 1250, 1264, 1265 and 1266*) and stand ready to provide our vehicles for all New Yorkers. We also suggest immediate expansion of dock-free bike-share to transit deserts en route to a citywide program; launching electric scooters in every borough to support all types of transit needs as soon as possible; and including community benefit language and opportunities as a part of permitting.

As a part of this transportation revolution, Lime is committed to establishing programs for underserved communities that relate to health and wellness, working with the City to ensure public safety, and making our dock-free bike and scooter programs carbon neutral.

Thank you again for allowing me to speak here today. I would be happy to answer any questions Council Members may have.



Testimony of Paul White, Director of Safety Policy and Advocacy

Bird Rides Inc.

New York City Council Committee on Transportation

Introductions 1250 and 1266

1/24/19

Hello everyone, my name is Paul White, and I am glad to be here to testify on behalf of Bird in support of Introductions 1250 and 1266. I'd like to thank Chairman Rodriguez, Council members Espinal and Cabrera and our more than 20 sponsors, for the opportunity to be here today.

I have been an advocate for alternative transportation in New York City for many years. We agree that all micromobility is important and I thank the Council for their leadership on this topic. Many cities in America, Europe and elsewhere are already moving towards adopting sustainable forms of micromobility. New York City should lead in embracing e-scooters. Our city and climate can't afford to wait any longer.

Bird created the shared e-scooter industry with one mission in mind: work with cities to reduce the number of cars on the road so that traffic congestion and carbon emissions can be improved. Since our founding, we have gained valuable experience in how to serve the needs of cities. We are proud and humbled by the relationships we have built with governments and communities thus far, and of the tens of millions of pollution free rides we have enabled in such a short period of time.

Birds are designed to share the road safely, to reduce congestion and carbon emissions, and to be easy (and fun) to ride. Birds are low power and low speed — and they operate at a speed on par, if not slower, than that of bicycles. Most importantly, Birds are safe. In fact, evidence thus far suggests our vehicles are as safe, if not safer, than bicycles.

Additionally, robust data is showing we may have finally found that elusive "car replacement" that transportation planners have been searching for for years. Almost ½ of all car trips are under 3 miles, and surveys and polls tell us riders are using our service to opt out of taking such short car trips. For example, over ¼ of scooter riders recently surveyed in Portland stated they would have otherwise been taking cars, like Uber and Lyft, to get to their destination.

We also know that small reductions in car trips can make a big impact on air quality and climate change. In the first year of our service, Bird rides accounted for more than 12 million pounds of carbon emissions avoided — equivalent to 1,200 cars being taken off the road for one year.



And because Bird is so affordable, and we offer special discounts to individuals on public assistance, our environmentally friendly transportation option can be more easily available to underserved communities and communities of color. Central to our mission is ensuring anyone can be part of the fight against climate change, and we are deeply committed to ensuring our service is rooted in equity. We see some of our greatest impact occurring in transportation deserts where access to reliable transit is a challenge, and we think this would be no different in New York.

One of the reasons that we are so proud to have such great support from the L train corridor is that we see Birds as part of the solution to any service outages. At no cost to the City and at very low cost to riders.

Lastly, I would like to quickly address the questions some have raised regarding New York City's legal authority. I want to call attention to the following 7 words in §1642: "shall supersede the provisions of this chapter". "This chapter" means the Vehicle & Traffic law, including the registration requirement of section 401. The case law is fully consistent with this reading. While 1642 couldn't limit *how* a vehicle is used — for example limiting cars with one occupant from entering New York City in certain areas at certain times — the case law does confirm that there is no barrier to New York introducing certain vehicle types within its jurisdiction. This would also supercede the registration requirement, which is the only meaningful barrier under state law.

Regardless, the recent announcements by the Governor to adopt a crystal clear statewide legal framework to legalize scooters for any locality that wants should provide even more comfort that these bills will be consistent with state law. New York City has an opportunity to lead the state by becoming the first city to legalize e-scooters and e-scooter share.

In summary, we believe Bird provides an incredible opportunity for New Yorkers to cut down on commute times, make streets safer, and help improve the local environment and economy. We urge the council to dream big on solving New York's congestion, pollution and addiction to the car culture.

Thank you for your time and I look forward to answering any questions you may have.

FOR THE RECORD



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**Testimony of David Strickland, Chair of the Bird Global Safety Advisory Board
Bird Rides Inc.
New York City Council Committee on Transportation
Introductions 1250,1266
1/24/2019**

Thank you, Chair Rodriguez and esteemed Transportation Committee members, for convening this important hearing about legislation pertaining to the future of micromobility on the streets of New York City. And thank you for this opportunity to testify.

My name is David Strickland and I am the Chair of The Global Safety Advisory Board of Bird Rides, Inc.

In 2009 I was appointed by President Barack Obama to lead the National Highway Traffic Safety Administration. During my four-year tenure as the head of NHTSA, I investigated Toyota's sudden acceleration problem, advocated for ignition interlocks for drunk drivers, led the doubling of fuel efficiency standards, and instituted a requirement for rearview cameras for all new vehicles. To help guide Bird's safety policies in the new field of e-scooter sharing, I joined Bird's Global Safety Advisory Board as its inaugural member in August 2018.

This time last year, e-scooter sharing was unproven. Legitimate concerns about safe integration with existing transportation compelled some cities to undertake very limited pilots to test their viability. These cities took the understandable position of ensuring that e-scooters were safe, equitable, and compatible with their existing transportation systems before widely permitting them in the public right-of-way— just as cities like New York did with docked bikeshare just a few short years ago.

More than year, and tens of millions of rides later, the viability and benefits of shared e-scooters are much more clear. Shared e-scooters represent a clean, inexpensive and convenient “last mile” transportation option, helping replace short car trips.

In cities where companies like Bird have been operating, a number of measurable benefits have already emerged. In Portland, Oregon, for example, a city report released last week found that one in three shared e-scooter trips by residents would have otherwise been made by private car or ride-hail services like Uber or Lyft, which have been linked in study after study to growing urban congestion and shrinking transit ridership. The report also found that e-scooters pose no outsized risk compared to other modes of travel, and that they provided a new transportation option in areas of the city and among populations that were historically underserved. In light of these and other demonstrated benefits, I encourage the City of New



York to build upon its commitment to shared, sustainable transportation and embrace e-scooters alongside other modes of travel.

As the council considers these bills to legalize and legitimize e-bike and e-scooter use, the question of speed is paramount. What are the safe and proper speed parameters for these vehicles to operate? The vast majority of cities are setting scooter speeds at a maximum 15 mph. Some are higher, at 18mph. In some cities where scooter riders are required to ride on sidewalks and share rights-of-way with pedestrians, speeds have been set lower.

The City of Austin, Texas recently conducted a review of its shared e-scooter speed policy and concluded that 15 mph is right maximum speed to ensure the safety of riders and pedestrians alike.

In setting safe speeds for e-scooters, there are three main considerations to bear in mind:

1. **Parity with similar modes.** E-scooters are safest at a speed that allows riders to move predictably and with the flow of general bicycle traffic (15 mph - 20 mph). The American Association of State Highway and Transportation Officials (AASHTO) guidance suggests a 15 mph average operational and design speed for multi-use bicycle facilities in urban areas.
2. **Dangerous speed differentials.** According to a recent 2019 paper presented earlier this month at the Transportation Research Board annual meeting¹, motorists overtaking cyclists is by far the leading cause of bike fatalities in the United States, accounting for 24% of bike fatalities-- 396 lives lost-- between 2014-15. Since scooters, like bicycles, are vulnerable road users that must often operate in mixed traffic, it is imperative that their speeds not be set so low as to encourage a higher frequency of motorist overtaking maneuvers at high relative speeds to e-scooter riders.
3. **Sidewalk cycling.** As in most cities -- especially those with high pedestrian volumes-- e-scooters should be prohibited on sidewalks in New York. At speeds below 15 mph, scooter riders ride closer to walking speed than average urban motor vehicle speeds (approx 20 - 30mph) and are therefore more likely to use sidewalks instead of bike lanes and roadways. Of the more than 100 US cities currently embracing e-scooters, only a few have mandated speeds below 15 mph. These are also the same few cities that allow scooters to operate on sidewalks. A speed of 10 or 12 mph is likely too low for the bike lane or the street, but too high for the sidewalk.

Based on experience and research to date, and bearing these considerations in mind, 15 mph a safe and reasonable maximum speed for shared e-scooters in a urban settings.



With reasonable regulation and operational parameters, e-scooter sharing can live up to its demonstrated ability to provide an affordable, sustainable and convenient way to meet the urban travel demands of the 21st Century. I commend the New York City Council on its efforts to establish safe and equitable regulatory frameworks for e-scooters and other forms of emerging micromobility.

Thank you for this opportunity to testify.

¹ Bicyclist Crash Types on National, State and Local Levels: A New Look (Transportation Research Board Paper 19-01769)

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WHITE FOX SCOOTERS, INC.

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Wednesday January 23, 2019

Committee on Transportation
The New York City Council
250 Broadway
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Re: Testimony in Support of Bills:

Int 0481-2018, Int 1163-2018, Int 1250-2018, Int 1264-2018, Int 1265-2018, Int 1266

Good afternoon Chairman Rodriguez and members of the Transportation Committee, my name is Chloë-Lynn Chartouni-Leporace and I am the Director of Government Relations and Legal Affairs at White Fox Scooters. With me today is Siddharth Saxena, the CEO and Founder of White Fox.

On behalf of our team, I appreciate the opportunity to submit testimony in support of each of the pending bills, especially as they relate to the crucial and important issue of electric scooters' legality, an electric scooter pilot program and how the passing of these laws are, *indeed*, effective steps towards reducing New York City's carbon emission footprint, assist the City achieve its Vision Zero goal, serves to remedy transit deserts, and effectively facilitates transportation during peak hours and when other services are out of commission, such as the temporary suspension of L-Train service during certain nights and weekends related to the Canarsie Tunnel repairs.

I joined the White Fox team at the platform's launch in June of 2018, after completing my term as an Energy Regulatory Analyst for the Department of Energy's National Renewable Energy Laboratory, as well as serving on the legislative and policy divisions at several environmental nonprofits. Having worked for the Federal Government's Clean Energy and Climate Change Initiative, and executing legal and policy strategies that balance and account for the varied yet distinct needs of key stakeholders, *we at White Fox, bring a different perspective to the electric scooter industry: we innovate and we serve.*

The spirit of the pending bills, that is to clarify the legal meaning:

- *To allow lawful use of electric scooters* capped at 15 miles per hour and electric bicycles capped at 20 miles per hour, and
- *To assess and positively determine* their effective use and safe implementation through a pilot program

with the aim of bringing sustainable transportation solutions that are accessible to *all* districts and *all* economic communities, is a goal that *White Fox believes we, here today, all share.*

So, let's be honest here – why then is there *controversy* as it relates to electric scooters?



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While, *we do acknowledge* that regulatory assessment is required to determine the classification of e-scooters for organized use and safe operation *to effectively* coordinate with pedestrians, the disabled community, cyclists and motor vehicles, *we believe* the controversy stems from two reasons.

First, people are afraid that New York City sidewalks will be overrun by disorganized and chaotic use of scooters, thus posing a hazard for all kinds of pedestrians, bicyclists and motor vehicles.

And secondly, there seems to be the view that electric scooters do not add palpable value.

While I admit it is instinctive to be hesitant in embracing new technology as it relates to its safety and a concern of not knowing the future – *we at White Fox, a company founded to engage in the business of prioritizing public health, safety and the environment while maximizing transportation efficiency, believe that these fears and concerns, while natural, will not withstand the test of time once the pending bills are passed.*

Moreover, *the data*, under three points, *confirms* our belief and *affirms* our supporting position of the pending bills – that is, allowing scooters is good for New York City.

One, in terms of the feared disorganization and chaos, electric scooters have *actually* proven to work very well in many big cities of different traffic topographies, from the *vast and congested roads* of Los Angeles, to the *hilly cobble-stoned streets* of Providence, Rhode Island. Of course, there are examples where initial implementation brought some externalities, *but we do not believe that such instances are to be repeated in New York*. For instance, *our solution at White Fox – the first docked electric scooter service – avoids* this problem as it provides an organized and clearly unambiguous location of docked and charged scooters, placed neatly and adjacent to the side of our partner buildings on private property near sidewalks.¹

Moreover, according to a recent study conducted among those who became familiar with the e-scooter technology, the majority of the respondents, approximately 70 % from 11 major cities including New York, Chicago, Washington, D.C., Denver, Los Angeles and Atlanta view e-scooters favorably.² Specifically, among New York City participants, 67% held a positive view.³

Two, in terms of safety and risk, electric scooters do not bear risks and safety concerns greater than those from bicycles and motor vehicles. Capped at 15 miles per hour, with an average ride approximating 1.6 miles⁴ at an average speed of 7.5 miles per hour, these numbers are comparable, if not lower to the cycling sector where bicycles capped at 20 miles per hour, and

¹ See White Fox Deck at 8, attached hereto as Exhibit A.

² Populus, *The Micro-Mobility Revolution: The Introduction and Adoption of Electric Scooters in the United States* (2018) available at: https://research.populus.ai/reports/Populus_MicroMobility_2018_Jul.pdf.

³ *Id.* See Table 1, attached hereto as Exhibit B.

⁴ Alison Griswold, "Simple Math Shows How Scooters Could Make Big Money," QUARTZ (July 11, 2018) available at: <https://qz.com/1325064/scooters-might-actually-have-good-unit-economics/>.



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have an average speed of 13.6 miles per hour⁵. Even an electric-scooter rider, on a good day for weather and few traffic lights, traveling approximately 3 miles reaches an average speed of 11.2 mph.⁶ Moreover, White Fox Scooters do not exceed a speed of 15 mph *and can be further reduced to meet a City's specific need*.

Additionally, the risks and safety concerns of electric scooters *are minimal, do not differ from those of bicycles and are vastly insignificant in contrast to motor vehicles*. Specifically, while bicycles and electric scooters require that its riders ride safely by following local traffic laws and wearing a helmet – the active alertness required of operating a bicycle and electric scooter omits the possibility of a rider having the opportunity to be distracted in a way that is possible with motor vehicles – bicyclists and electric scooter riders are required to pay attention to their surroundings, pedestrians, fellow riders in the bike lane and the quality of street terrain as they navigate from point A to point B. However, and in contrast to them, motor vehicle drivers are surrounded by a sleuth of opportunities that have proven to be distracting while operating a motor vehicle, including but not limited to: a gps navigation system, operating a cellular device through phone calls, text messaging, browsing apps, as well as distractions involved with carrying passengers.

Moreover, the following statistics further clarify the limited risks related to bicyclists and electric scooters versus those of motor vehicle drivers:

For the year of 2017:

- Crashes involving motor vehicles resulted in 4,397 injuries and 24 fatalities, versus crashes involving pedestrians and bicyclists resulted in 403 injuries and 1 fatality,
- Additionally, incidents exclusively involving bicyclists resulted in 1 injury and 0 fatalities.⁷
- While there have been approximately 21.5 million electric scooter rides in the U.S. thus far, with a fatality rate of 1 per 10.75 million trips that have an average ride of 1.5 miles; versus currently available data regarding vehicle fatalities for 2017 totaling over 40,000 and 4.57 million injuries related to car accidents,⁸ however the rate of fatalities for 2018 was 1.08 per every 100 million miles traveled.⁹

At White Fox *we take every precaution and step to effectively educate our riders*, to ride safely for themselves and those around them – we provide, at no cost, helmets to be rented out at our dock stations, attendants at our partner buildings are trained in answering any questions prospective riders may have, and finally, both on our website and on our app – *before initiating*

⁵ Strava Insights, End of Year Insights Report (2016) and (2018) available at: https://www.velonews.com/2016/12/news/strava-end-year-insights-live-fastest-state_426095; <https://2018.strava.com/en-us>; <https://cyclingindustry.news/strasvas-2018-year-in-sport-data/>.

⁶ White Fox Scooters, Beta Testing Data.

⁷ New York City Dep't of Transportation, *Bicycle Crash Data Report* (2017) available at: <http://www.nyc.gov/html/dot/downloads/pdf/bicycle-crash-data-report-2017.pdf>.

⁸ National Safety Council, "2017 Estimates Show Vehicle Fatalities Topped 40,000 for Second Straight Year" available at: <https://www.nsc.org/road-safety/safety-topics/fatality-estimates>.

⁹ Insurance Institute for Highway Safety Highway Loss Data Institute, *General Statistics* available at: <https://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/state-by-state-overview>; Andrew J. Hawkins, "Fewer People Died in Car Crashes in 2017, but the Outlook is Still Grim," THE VERGE (Oct. 3, 2018) available at: <https://www.theverge.com/2018/10/3/17933536/traffic-death-crash-statistics-nhtsa-us-2017>.



WHITE FOX SCOOTERS, INC.

a given ride – our riders must swipe through several screens *that clearly delineate brief yet unambiguous* education instructions on how to safely ride our scooters.

Through these safety efforts and risk mitigating measures, along with providing an environmentally clean transportation solution, White Fox is aligned and committed to helping the City achieve its Vision Zero Goal.

And three, electric scooters, especially viewed as a docked micro-mobility solution, actually adds tremendous value in *three significant ways*.

First, as an electric transportation solution, this sustainable solution helps the City and the U.S. further reduce its carbon emissions footprint, especially as the transportation sector accounts for most carbon emissions than any other sector. While production and carbon emissions related to the per watt-hour required to charge up the electric scooter battery emits 0.3 pounds of carbon for every 28 miles, this is substantial different in contrast to the 18.90 pounds of carbon emitted by a single passenger car, and the 2.25 pounds of carbon emitted by an electric car carrying three passengers.¹⁰ That is for every 100 miles, a per watt-hour charge of an e-scooter battery accounts for only 1.07 pounds of carbon emissions, whereas a gas-powered vehicle with a single passenger emits 67.5 pounds of carbon.¹¹

Second, electric scooters democratize transportation – there has been a strong consensus that several cities, including New York, disproportionately establish bike sharing stations, rideshare access and subway lines in wealthier communities. In effect, this displaces and limits transportation accessibility to low-income and minority neighborhoods. The passing of these pending bills will rightfully serve these communities and transit deserts as studies have found that public support for micro-mobility services via electric scooters is highest among lower income brackets.¹²

Setting aside White Fox's low income program for NYCHRA and SNAP residents to equitably provide for a safe, reliable and affordable alternative transportation solution *for all* – White Fox intends on helping serve the needs of residents in transit deserts – whereby 6.98% of New Yorkers¹³, the majority of which consists of minority and lower income populations – have been disproportionately underserved by public transit and rideshare services, as can be viewed in East Flatbush, Flatlands, Canarsie, Mill Basin, Marine Park, Gerritsen Beach – some of which require three miles plus, in order to access a single subway line.

¹⁰ See Table 2, attached hereto as Exhibit C; Levi Tillemann & Lessor Feasley, "Let's Count the Ways E-Scooters Could Save the City" WIRED, (Dec. 7, 2018) available at: <https://www.wired.com/story/e-scooter-micromobility-infographics-cost-emissions/>.

¹¹ *Id.* (White Fox engineer's made additional ratio calculations based on available data to find for every 100 miles, resulting in 1.07 pounds for e-scooters for 100 miles, and 67.5 pounds of carbon for gas-powered vehicles.)

¹² See Table 3, attached hereto as Exhibit D. Populus, *The Micro-Mobility Revolution: The Introduction and Adoption of Electric Scooters in the United States*, (2018) available at: https://research.populus.ai/reports/Populus_MicroMobility_2018_Jul.pdf

¹³ Junfeng Jiao, Transit Deserts in Major US Cities: Lessons from 51 Cities (funded by the U.S. Dep't of Transportation, University Transportation Center) (Feb. 7, 2018) available at: <https://sites.utexas.edu/cm2/2018/02/19/dr-junfeng-jiao-presents-research-on-us-transit-deserts/> and <https://www.smithsonianmag.com/innovation/dozens-us-cities-have-transit-deserts-where-people-get-stranded-180968463/>.



WHITE FOX SCOOTERS, INC.

By locating our electric scooters services to areas such as East Flatbush in Southeast Brooklyn, with access to only *one subway line*¹⁴ ***White Fox is stopping the negative economic feedback loop that is created by lower access to transportation*** as studies¹⁵ have demonstrated time and again that transit access is one the most crucial factors in determining upward mobility whereby such access is necessary in order to locate and retain better jobs, especially for lower income and minority populations who are disproportionately plagued by lower-than-average access to transit.

And third, in a city where space and time and are absolutely crucial to its residents, commuters and tourist populations, ***electric scooters are incredibly efficient – cutting car and public transportation travel time in half.***

Who here has ever spent 40 minutes trying to go from Greenwich Village to Gramercy? Let's face it: this City has a serious transit problem ***and e-scooters are here to help solve it.***

Specific to New York City, one can take the simple example of an individual, during late morning hours until 7pm, who travels from The High Line Hotel, at the corner of 10th Avenue and 20th Street, to a destination located at 2nd Avenue and 38th Street. Using an electric scooter or bicycle is the ***most efficient*** transportation solution taking approximately 16 minutes instead of the alternative of walking (43 minutes), subway or bus systems (38 minutes), and rideshare or taxi (20 to 45 minutes).

Moreover, per kilowatt hour a gasoline powered motor vehicle reaches a distance of 0.8 miles and its electric counterpart reaches a mere 4.1 miles versus the electric scooter reaching 82.8 miles, ***hence maximizing travel efficiency.***¹⁶ Even walking or biking the same distance, a given person would burn nine times and four times as much energy, respectively.¹⁷

Now, I spent most of the time showing ***through the data***, that the fear surrounding electric scooters is based, ***primarily***, on the unknown and certain externalities related to the initial implementation of dockless entrants. However, while taking these considerations ***together and with a frank and honest look at the data, and White Fox's docked electric scooter solution and proactive safety efforts***, it is demonstrated that ***we can and we should overcome*** this fear of the 'new.' The passing of these bills, gives ***sole source authority*** to the legality of electric scooters and electric bicycles – innovative solutions – that will significantly improve the transit of ***all***

¹⁴ Thomas J. Campanella, "Watering New York's Transit Deserts," THE NEW YORK TIMES, (Aug. 13, 2018) available at: <https://www.nytimes.com/2018/08/13/opinion/mta-new-york-transit-deserts.html>.

¹⁵ Mikayla Bouchard, "Transportation Emerges as Crucial to Escaping Poverty," THE NEW YORK TIMES (May 7, 2015) available at: <https://www.nytimes.com/2015/05/07/upshot/transportation-emerges-as-crucial-to-escaping-poverty.html>; Gillian B. White, "Stranded: How America's Failing Public Transportation Increases Inequality," THE ATLANTIC, (May 16, 2015) available at: <https://www.theatlantic.com/business/archive/2015/05/stranded-how-americas-failing-public-transportation-increases-inequality/393419/>; Junfeng Jiao & Chris Bischak, "People are Stranded in 'Transit Deserts' in Dozens of US Cities," THE CONVERSATION (Mar. 13, 2018) available at: <https://theconversation.com/people-are-stranded-in-transit-deserts-in-dozens-of-us-cities-92722>

¹⁶ Levi Tillemann & Lessor Feasley, "Let's Count the Ways E-Scooters Could Save the City" WIRED, (Dec. 7, 2018) available at: <https://www.wired.com/story/e-scooter-micromobility-infographics-cost-emissions/>.

¹⁷ *Id.*



WHITE FOX SCOOTERS, INC.

residents, commuters and tourists in New York City, while effectively meeting the City's Vision Zero goals and reducing its carbon emission footprint.

Likewise, it would allow White Fox to pursue its mission:

- *providing its public service to New York City by sustainably enhancing each and every New Yorkers' transit;*
- *meeting the transportation needs of the disproportionately affected minorities and low-income populations in transit deserts by addressing their needs and making our services available in transit hungry fringes;*
- *helping the disabled community by bringing order to already congested and disorganized sidewalks; and, simultaneously,*
- *giving back to the City of New York and the environment through White Fox's charitable program.*

In closing, White Fox, *as the first docked electric scooter service*, is of value to New York City as *we firmly believe* that any enhancement or addition to society should be carefully calculated and conscionable to the sensitivities and needs of the specific City, and equitable to the all populations and communities.

We acknowledge that although the challenges associated with this endeavor are unique and do require coordinating with other agencies, including but not limited to the Departments of Transportation, and other transportation alternatives, such as bicycles and shared use of their lane, we look forward to working with the City in finding the optimal legal and regulatory solutions that meets the City's specific needs because *we, at White Fox, are fully committed to meaningfully effectuate positive change in New York's transportation landscape through operating an environmentally conscious, safe, reliable, and economically accessible docked electric scooter service.*

Thank you for this opportunity to share with you *White Fox's efforts to bring the promise of the first docked electric scooter solution into every New Yorker's reality.*

We would be happy to answer any questions you may have.



WHITE FOX SCOOTERS, INC.

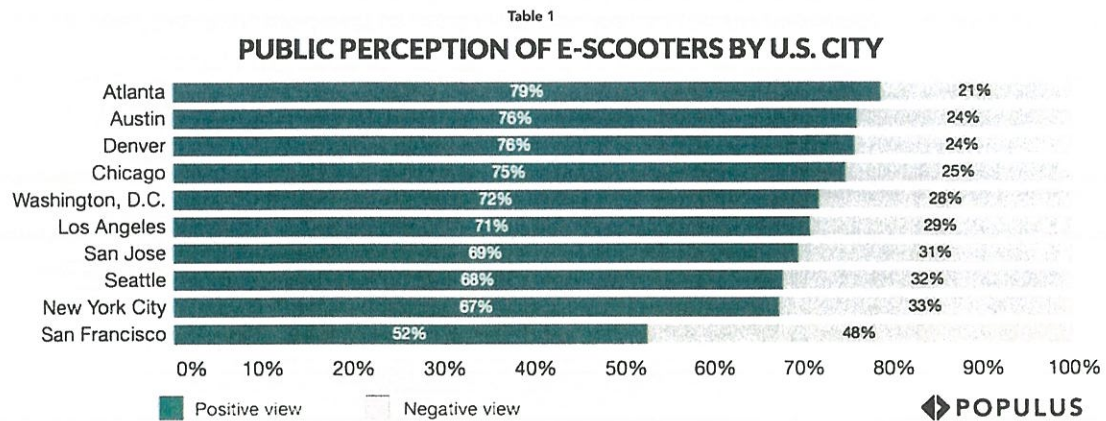
EXHIBIT A

Please kindly refer to the White Fox Deck at page 8.



WHITE FOX SCOOTERS, INC.

EXHIBIT B



Source: Populus 2018 Groundtruth

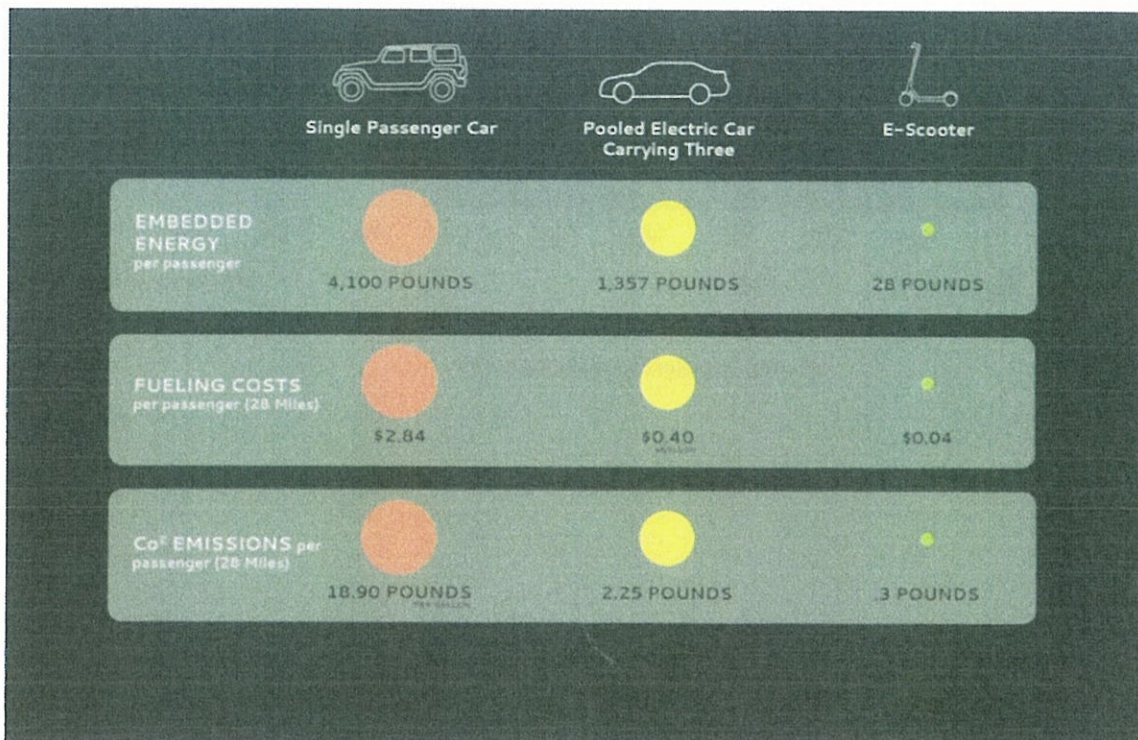



WHITE FOX SCOOTERS, INC.

EXHIBIT C

Table 2

GREEN, EFFICIENT, CHEAP: MICROMOBILITY IS PART OF THE SOLUTION

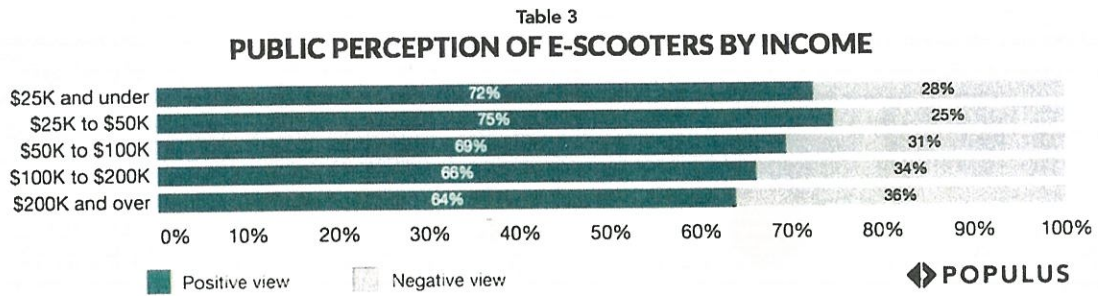


Cost of Fueling an EV | Electric Fuel Cost Assumption | Emissions Weight
| CO₂ Emissions Per kWh | Tesla Model 3 Weight, Battery, and Range |
Ninebot ES2 Kickscooter Weight, Battery and Range |
Average Vehicle Curb Weight |  LEVI TILLEMANN/LASSOR FEASLEY



WHITE FOX SCOOTERS, INC.

EXHIBIT D



Source: Populus 2018 Groundtruth

WHITE FOX SCOOTERS

The first **docked solution** for electric scooters for walkable cities and micro-communities



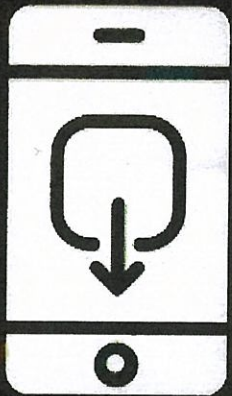
WHO WE ARE

- The **first** docked electric scooter solution
- **Safest solution** – providing helmets at each dock and educational initiatives, teaching riders safe operating practices
- A company that **works with** City Officials and Regulators
- **Customizable** to your needs as a City and your constituents, including transit deserts
- **Socially conscious** – providing low-income and student plans
- **Environmental steward** – for each ride, we plant a tree to further offset CO₂ emissions



HOW IT WORKS

Step 1:



Download the app

Step 2:



Use the app to find the nearest dock

Step 3:



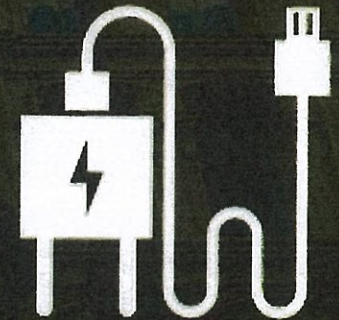
Scan barcode on dock (timer starts)

Step 4:

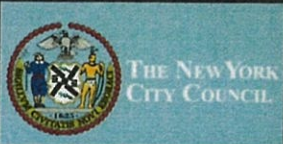


Ride scooter to destination

Step 5:



Return scooter to nearest dock to charge (timer stops)

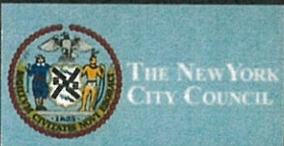


CITY BENEFITS

**Maximizes
Transportation
Efficiency**

**Significantly
Reduces
Vehicle and
Traffic
Congestion**

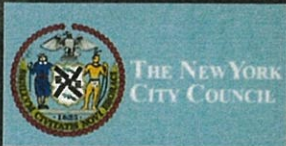
**Revenue
Generation &
Economy
Growth**



ECONOMICS

Total Annual City Revenue from Partnership	\$581,263
(less) electricity cost (~ 15.2%)	\$134,400
Net Profit (per 700 scooters)	\$446,863

Please note: This amount would be a direct donation to the City of New York at a 10% rate of our revenues gained within the NYC market. These numbers are assuming 700 scooters and 140 docks deployed with an average ride time of 15 minutes and 7 rides per day per scooter. The estimated electricity cost per dock is around \$80 per month (NY rate) but can be even less with the addition of solar panels. This is just a sample of a few docks that we can deploy in New York City.

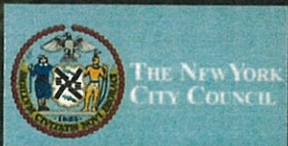


PRICING FOR USERS

\$1 to
start, 15¢
per
minute

Weekly
and
monthly
unlimited
plans






Low Income
Plan
for NYCHRA and
SNAP Residents ¹



(1) White Fox's Low Income Plan will involve working with New York City's Housing Authority and Department of Human Development to create a community of low-income users, which include outreach programs with in-person, multilingual sign-up opportunities at SNAP centers, greenmarkets, Housing Authority development and community centers.



COMPETITIVE LANDSCAPE

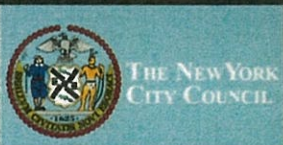
	E-Scooter Service	Instant rental	Working w/ Government	Docked Solution	Customized for Cities	Social Impact ¹	In NYC
 WHITE FOX	✓	✓	✓	✓	✓	✓	✓
 BIRD	✓	✓	✓	✗	✗	✗	✗
 LimeBike	✓	✓	✗	✗	✗	✗	✗
 SPIN	✓	✓	✗	✗	✗	✗	✗
 skip	✓	✓	✗	✗	✗	✗	✗

(1) White Fox, unlike its competitors, pursues a true carbon emission offset through its sustainable social impact initiative, donating a portion of its revenues to New York Restoration Project and other environmental restoration organizations.



PRODUCT - DOCK

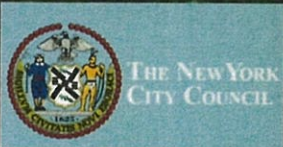
- **Functionality: Locking and Charging**
- **8 bays per dock**
- Can be co-branded with City logo
- No need for freelance labor to charge
- **High Quality Product** - our dock manufacturer provides the docks for corporate campuses like Google and Tesla



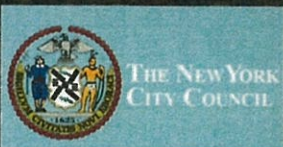
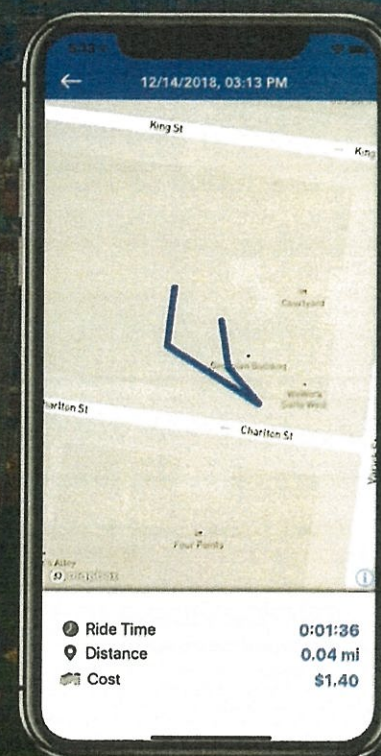
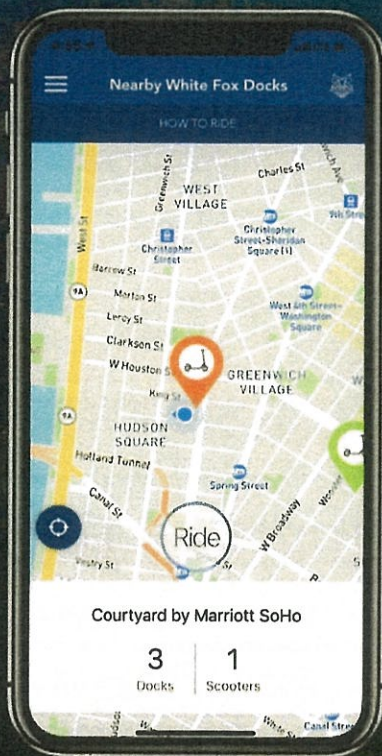
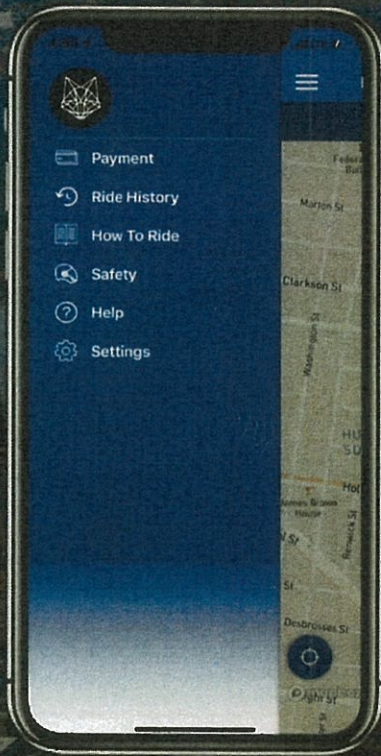
PRODUCT-SCOOTER

Ninebot ES2 KickScooter by Segway

- 15.5 miles: Long-range battery
- 5x walking speed
- 15.5 mph top speed
- Double Safety Braking System
- Intuitive and easy to learn
- Same as other big scooter startups
- Ultra-Bright Lights: Red Tail lights for braking



PRODUCT - APP



WHAT WE'D NEED



Locations to host our
docks



Access to some sort
of power source or
we can use solar
panels as well

THAT'S IT!



THE NEW YORK
CITY COUNCIL



WHITE
FOX

TEAM



Siddharth Saxena
Founder and CEO

Founder and CEO at White Fox Scooters
Prior Investment Banker



Chloë-Lynn Mykytyn
Chief Legal Officer

Chief Legal Officer at White Fox Scooters
JD, University of Pennsylvania Law School
Prior Energy Regulatory Analyst Department of Energy



Michael Pellegrino
Advisor

Former Director of Operations
at NYC Bike Share
Former Launch Director
at Motivate (CitiBike)



Robert Brennan
Software Developer



Stefan Giusti
Software Developer



Priya Patel
Business Developer



Chloe Schneewind
Business Developer





WHITE
FOX

Contact Us:
sidd@whitefoxscooters.com
Thank you



January 23, 2019

To: New York City Council
Committee on Transportation



From: Do J. Lee, Ph.D.
Biking Public Project
dosikz@gmail.com

Re: Legislative Bills to Legalize E-bikes

Dear NYC Council Members of the Committee on Transportation,

Thank you for this opportunity to give testimony in support of the e-bike bills. I am a volunteer member of the Biking Public Project and I am a visiting professor at Queens College. This testimony is based upon our research on the conditions and experiences of hundreds of NYC's food delivery workers. This research formed the basis for my Ph.D. in Environmental Psychology at the CUNY Graduate Center.

New York City, a city built upon the sweat and sacrifice of immigrants, currently has a Tale of Two E-Bikes that ruins the lives of hardworking, low-wage immigrant workers. On one hand, we have the City supporting its white-collar commuters who can hop on CitiBike pedal-assist e-bikes or other similar options. In contrast, NYPD police precincts post tweets with pictures of mass confiscations of e-bikes from immigrant workers who are just simply trying to do their jobs. These workers feed NYC whether it's hot, sunny, raining, snowing, or freezing, yet the City's response has been to saddle them with \$500 tickets, lost wages, lost jobs, e-bike confiscations, and other numerous consequences. To be clear, low-wage immigrant delivery workers continue to bear the brunt of e-bikes enforcement, because over 90% of workers reported that they the workers, not employers, must provide the delivery e-bikes. These are dire consequences for workers, yet the Mayor, City, and NYPD do not have public safety data in support of their crackdown on delivery e-bike riders. From data we do have, we know that from 2000 through 2017, NYC drivers caused 2819 deaths while NYC e-bike riders caused zero deaths. This is not about safety, the Tale of Two E-Bikes is racist, xenophobic, and anti-worker.

From our research, we find that e-bikes allow immigrant workers to make more wages and to not lose their jobs as they get older. For example, we found that Chinese immigrant workers have a median age of 46 years old, which means that many immigrant delivery workers are delivering food well into their 50s and even 60s. As a result, Chinese workers are 5.5 times more likely to use e-bikes to hold onto their jobs. Also, in an exploitative industry where immigrant delivery workers often make \$2-\$4 per hour before tips, workers with e-bikes are 17 times more likely to do more deliveries a day, which gives them more tips to make up for exploitative wages.

For many workers, e-bikes help them survive a physically taxing job where they work up to 12 to 16 hours per day and ride upwards of 50 to 60 miles day after day. Workers also accumulate physical toll and injuries on the job because of NYC's unsafe streets for cyclists and thus, delivery

workers reported annual lost-injury rates 22-49 times higher than the national average. Just in the past two months, car drivers killed two immigrant delivery workers – M-Din Rajon in a hit-and-run and Hugo Garcia in a fatal dooring. It is the delivery workers who need the City's help to keep them safe, rather than keeping people safe from delivery workers. Furthermore, because poor labor conditions mean that most delivery workers are not provided workers compensation or health care, many workers report that they must keep working even if a car crash badly injures them or if they suffer from occupational health issues. Thus, workers tell us that e-bikes mean survival for them and that they cannot understand why the City criminalizes their tool for survival.

Our research also finds that there is no statistical difference for workers experiencing crashes by vehicle type (bicycle, e-bike, or moped), which corresponds to public safety data that says that e-bike use in NYC is safe. Yet because of the public demonization of immigrant workers, we found that delivery workers who are not fluent in English are more than **11 times** more likely to have paid more than \$250 in fines. Given their low wages, we find that a \$500 e-bike ticket takes an immigrant delivery worker **on average 50 hours or more of delivery work to pay off**.

This policing crackdown on a highly vulnerable immigrant population also undermines public safety. Delivery workers regularly experience robberies and assaults on the job because they are seen as a vulnerable and easy target. But because of their fear of the police caused in part by the e-bikes crackdown, over two-thirds of workers reported never calling the police after a robbery or assault. Many workers are so afraid of the police that they are unwilling to get medical treatment after serious physical assaults or car crashes because they want to get away from the police as quickly as possible. This is what worsens public safety, not delivery workers on e-bikes.

In my research about the history of e-bikes legislation in NYC, one thing I found was that each iteration of the law excluded a marginalized group based on fear that has never been substantiated with public safety data. Ultimately, this is about whether we want our City to be just and fair. To penalize workers rather than address the underlying exploitative conditions of labor is to institutionally bully those who lose jobs for slowing down.

I applaud the City Council for bringing forth this legislation that will make the City fairer for immigrant workers. I urge the City Council to deliver justice by ending the Tale of Two-Ebikes by passing e-bike legislation that supports our immigrant delivery workers by legalizing 20 mph throttle e-bikes, subsidizing e-bike conversions, reducing fines and confiscations, and collecting public safety data on e-bikes.

Thank you.

Sincerely,

Do J. Lee, Ph.D.
Biking Public Project

Hearing on E-Bikes, E-Scooters, Shared-Use Mobility and Bicycling Safety Introductions 0481, 1163, 1250, 1264, 1265, 1266 (2018)

*Testimony before the New York City Council Committee on Transportation
Testimony by Marco Conner, Deputy Director, Transportation Alternatives*

Thank you Speaker Johnson, Committee Chair Rodriguez, Council Members Espinal and Cabrera, and other Council Members, for advancing today's legislation. Thank you for your sense of justice on behalf of food delivery workers, and your belief in equitable and sustainable transportation solutions for our city in the form of e-bikes and e-scooters (**Small Electric Vehicles, or SEVs**).

For 45 years Transportation Alternatives has advocated on behalf of New Yorkers for safer, more inclusive and more livable streets. With more than 150,000 people in our network and over 1,000 activists throughout all five boroughs we fight to promote biking, walking, and public transportation as alternatives to the car. Shared-use mobility services, like bike share that includes e-bikes and e-scooter share, are part of our vision for human-centered equitable streets and transportation in New York City.

The proposed legislation would legalize class 1 e-bikes (pedal-assist) and class 2 e-bikes (throttle-based or throttle/pedal-assist combination) capable of motorized speeds no greater than 20 mph, reduce excessive fines and limit NYPD's ability to seize e-bikes (Intro 1264); establish a funding mechanism to convert class 3 e-bikes into class 1 pedal-assist bikes (Intro 1265); legalize e-scooters capable of motorized speeds no greater than 15 mph (Intro 1250); establish an e-scooter share pilot program in NYC (Intro 1266); direct the City to specifically start tracking crash involvement by e-bike and e-scooter operators (Intro 481A); and increase street safety by helping to ensure life-saving bike lane facilities are preserved during road-affected construction (Intro 1163). **Transportation Alternatives supports all the proposed bills, with important amendment recommendations** (beginning on page 3).

Reasons for support of Intros 1250, 1264, 1265, 1266 (2018, Rodriguez, Espinal, Cabrera)

- **Safety and sustainability:** Shared-use SEVs will likely [reduce car-ownership and car ride-share trips](#),^{1 2} contributing to a safer more sustainable city. The safety risk posed by SEVs is miniscule compared to the risk posed by cars, trucks and buses and more closely resembles the much lower risks posed by traditional bicycles. Every car trip replaced by an SEV will make NYC safer for all road users, including pedestrians, bicyclists and motorists. Reducing the

¹ In portland, six percent of e-scooter share users reported getting rid of a car because of e-scooters and another 16 percent considered it, see *2018 E-Scooter Findings Report*, Portland Bureau of Transportation, www.portlandoregon.gov/transportation/article/709719. And "research in China, North America, and Australia shows that e-bikes have a greater capacity to replace car use than standard bicycles" (table 4, <https://peopleforbikes.org/wp-content/uploads/2018/06/E-bikes-in-the-Mainstream.pdf>).

² 34 percent of Portland e-scooter share riders and 48 percent of visitors took an e-scooter instead of driving a personal car or using Uber, Lyft or taxi (*2018 E-Scooter Findings Report*, Portland Bureau of Transportation).

number of automobiles and their emissions will help NYC reach our 80x50 goals and reduce congestion. SEVs are at least 13 times more energy efficient than a standard car.

- **Health:** SEVs emit no toxic pollutants which otherwise contribute to asthma -- a prevalent and debilitating ailment among children in NYC, and contribute to healthier lifestyles by replacing car trips. E-bikes helps make bicycling possible for people who travel long distances or lack the physical ability to bike because of age or physical capacity.
- **Safety gains for all small mobility users, incl. bicyclists:** Based on the [safety-in-numbers effect](#)³ which shows that as cycling rates grow the risk to cyclists decreases, a growing presence of SEV users on NYC streets will likely benefit the safety of all bicyclists in our city, and therefore that the explicit growth of shared-use space-efficient SEVs must be supported.
- **Space-efficiencies:** A single car-parking space can accommodate up to nine bikes and even more e-scooters. On city streets single-occupancy cars are the least efficient and least equitable form of transportation. Along with walking and public transit, biking and e-scooters are the most space and resource-efficient transportation solutions. We recommend several parking and space-use solutions below.
- **Limiting biased and harmful enforcement against e-bike users:** Reducing fines and limiting NYPD's ability to seize property in the form of e-bikes from NYers will help make our city fairer and allow the NYPD to use their limited enforcement resources on behaviors proven to cause mass injuries and death on city streets -- namely negligent and reckless car and truck operation. In a single 24-hour period in 2017, NYPD seized 247 e-bikes, nearly all of them from food delivery workers, likely saving zero lives.⁴ A bedrock principle of Vision Zero is that enforcement and other policy must be data driven and that limited resources must be spent where the greatest harm occurs. No existing data supports NYPD's enforcement against food delivery e-bike users. It is not primarily the e-bikes' illegality that exposes food delivery workers to police stops. It is the decision of Mayor de Blasio and the NYPD to police some activity while routinely ignoring other. For example, nearly every NYer breaks the law every day by jaywalking, police officers themselves jaywalk, yet, for good reason, most people suffer no consequences for doing so. Meanwhile many harmful offenses like failing to yield to pedestrians and oversized trucks operating outside truck routes are routinely under-enforced.
- **Converting thousands of high-speed e-bikes into lower-speed versions:** Establishing a conversion program will help convert higher speed class 3 e-bikes (with max speeds of 28 mph) predominantly used by food delivery workers into lower speed class 1 pedal-assist e-bikes (with max speeds of 20 mph).

At least 30 US states have legalized Class 1 and 2 e-bikes, and e-scooters are operating in several cities.

³ More walkers and bicyclists results in safer walking, see *Safety in numbers in Australia: more walkers and bicyclists, safer walking and bicycling*, www.researchgate.net/publication/7381349_Safety_in_numbers_in_Australia_more_walkers_and_bicyclists_safer_walking_and_bicycling

⁴ <https://nyc.streetsblog.org/2017/03/24/nypd-seized-247-e-bikes-saving-zero-lives>

In addition to the benefits, certain risks from SEVs must be considered. Potential risks include conflicts with pedestrians and bicyclists regarding both safety and use of limited public space such as bike lanes, excessive speeds and risks to SEV operators as vulnerable road users. In the following we list Transportation Alternatives' recommendations to encourage shared-use SEVs and make their operation as safe as possible for all New Yorkers

Amendment Recommendations for E-Bike and E-Scooter Law and Policy in NYC - With a Focus on E-Scooter Share and Bike Share

Safety and Speed

A primary concern with the introduction of SEVs is safety of the most vulnerable users of the street, pedestrians, as well as bicyclists. High speeds pose a risk to all road users. Speed differentials between SEVs and traditional bicycles are also of concern. Yet, although e-bikes have been shown to travel at greater average speeds, there is little empirical evidence of added risk from such speed differential.⁵ Predictability also helps improve safety and address concerns. The safety of SEV users as vulnerable roaders must be prioritized. Thus we recommend the following policies and conditions concerning speed and safety for all users:

- Rights and responsibilities should be the same as for traditional bicyclists: SEVs must not operate on sidewalks, must yield to pedestrians and traditional bicyclists, and may use bike lanes -- vulnerable SEV users should not be forced to operate alongside heavy motorized traffic. Other motor vehicle drivers must yield to SEV users.
- For purposes of ADC 19-190, the Right of Way Law, SEV operators should be considered bicyclists.
- The City should require shared-use SEV providers to educate riders about proper use, including pedestrian safety and parking.
- Maximum speeds:
 - E-bike standard max. motor-assisted speed capacity must be no greater than 20 mph (privately owned and shared-use).
 - Bike-share e-bike motorized speed capacity should be max. 15 mph.
 - Commercial cyclists using e-bikes in bike lanes should be prohibited from going faster than 15 mph.
 - E-scooter standard max. motor-assisted speed must be no greater than 15 mph (privately owned and shared-use).
 - Shared-use e-scooter speeds should be further limited as follows, using remote GPS controlled technology allowing for individual ride- and user-specific maximum speeds:
 - An automatic lower 12 mph speed limit on certain streets and in areas with high pedestrian traffic and risk of conflict.
 - An automatic lower 12 mph capacity for first time users.

⁵ *E-bikes in the Mainstream: Reviewing a Decade of Research*, Cherry & He, 2010; Lin et al., 2008; Yang et al., 2014), also see <https://peopleforbikes.org/wp-content/uploads/2018/06/E-bikes-in-the-Mainstream.pdf>.

- An optional 10 mph and 12 mph capacity per ride as determined by the user, as a pre-set option on a user's account and as a manual select option for every ride in order to accommodate users uncomfortable with higher speeds.
- SEVs should be required to accelerate as smoothly as possible, with no sudden increase in speed.

Design

Part of Citi Bike's success and positive safety record has been its high quality bicycles designed to encourage slower speeds. E-scooters should be modeled on the same principle. CitiBike's popularity and safety record also benefits from numerous bike lane improvements introduced to New York City since its launch. TransAlt is strongly supportive of further street design improvements that would increase predictability and reinforce safe speeds as SEVs are introduced to our streets. Council Transportation Chair Ydanis Rodriguez has called for 100 miles of protected bike lanes to be built annually. We strongly support that goal.

- SEVs should, as a starting point be subject to the same equipment, visibility and operational requirements as traditional bicyclists, where feasible (e.g. reflective equipment, front and rear lights, and braking capacity).
- Additionally, SEVs should be equipped with turn signals that can be activated without taking any hand off the handle bar. This is particularly important on e-scooters where a user is at greater risk when taking a hand off the handlebar.
- SEVs, particularly shared-use SEVs should be required to have large and wide wheels for added stability on uneven roads.
- SEVs should be designed with a low center of gravity.
- For e-scooter share similar designs could include thicker and larger wheels, lower point of gravity, slower and smoother acceleration, greater visibility, and slower top speeds.

Space Efficiency

As space-efficient transportation modes, SEVs share characteristics with traditional bicycles. Parking options for shared-use SEVs should be predictable, accessible and abundant. This also helps prevent SEVs blocking pedestrians' right of way.

- Parking of shared-use SEVs should be strictly regulated.
- The City should consider dockbased, lock-to, and dockless parking solutions.
- The City should require that parking of shared-use SEVs is only allowed either within designated parking areas or when locked to appropriate street furniture like bike racks and corrals.
- The City should designate such parking areas to ensure widespread availability, and must install new appropriate street furniture to accommodate anticipated increases in SEV use.
- The City should prohibit parking within ten feet of certain intersections, to open up sight-lines for drivers and pedestrians with significant safety benefits, and use that gained space for designated parking for shared-use small mobility devices.
- Parking regulations for privately-owned SEVs should be the same as for traditional bicycles.

Equity

Our City and shared-use mobility providers must recognize local historic and current inequities based on economic, social, race and geographic conditions, and implement policies to address and overcome those inequities. As a Vision Zero city with data-based policy as a bedrock, enforcement of SEVs must be guided by that same principle.

- Shared-use SEV solutions should be easily available to all New Yorkers regardless of location or financial condition.
- The City should require that shared-use SEVs are available through discounted memberships (including substantial discounts being pegged to NYCHA residents, SNAP recipients, credit card unions and more), and that usage and membership options are available for un-banked and non-smartphone users, including cash-only payment options, are easily available for all New Yorkers.
- The City should promote shared-use SEVs in all five boroughs in both urban and suburban areas.
- The City should promote shared-use SEV adoption in local communities with low usage rates, based on the City's partnership with the Bed-Stuy Restoration Corporation, and should require shared-use SEV companies to participate in and finance such outreach and engagement activities.
- Enforcement:
 - Enforcement against illegal SEV use must be based on the core principles of Vision Zero which dictate that limited enforcement resources must be focused on the types of behavior that cause the greatest harm.
 - Enforcement in NYC against food delivery workers using e-bikes is not based on Vision Zero principles of using limited resources to address the greatest level of actual harm, capacity for harm and responsibility. Many lethal driving behaviors among car and truck drivers are chronically under-enforced. Current enforcement against food delivery workers and e-bike users is not data-driven. Several studies show that e-bikes operate very similar to traditional bicycles, and at similar speeds, albeit with slightly higher average and peak speeds.
 - Current NYPD enforcement practices show little sign of deterring illegal SEV use by commercial e-bicyclists. However, we are still concerned that aggressive NYPD enforcement could deter widespread adoption of SEVs. For these reasons TransAlt does not support increased enforcement against illegal SEV use and call for an end to the current enforcement practices against food delivery workers who use e-bikes.
 - Adopt reasonable fines: Many penalties for illegal bicycle use are too high and inequitably applied by the NYPD. Fines for illegal SEV use should be set as low as possible.
- The City should impose protective contractual measures to require a minimum time commitment from shared-use mobility providers and prevent sudden withdrawal from a market or geographic area in New York City.

Data

Aggregate and anonymized shared-use SEV data should be considered a public good to be shared with the City and publicly online to the extent reasonably possible.

- Shared-use SEV providers should be required to share any anonymous data reasonably required by the City for purposes of public transparency and data analysis to optimize planning and use of city streets, in reporting formats that optimize such data's transparency and use. As much as possible of such data should be made publicly available online in similar formats.
- Particularly, the City should retain the right to request aggregated reports on system use, compliance, and other aspects of operations (e.g. parking complaints, crashes, damage or loss of equipment). Cities should request the data in any reports to be provided in .csv, .xls, .xlsx, or similar format, in addition to the report format.
- User-data and privacy protection requirements must adhere to the best in practice.
- Crash data involving a) e-scooters and 2) class 1+2 e-bikes must be disaggregated and tracked as such by the City, including on NYPD "Police Accident Reports". The City must make such data available on a timely basis as part of its reporting requirements and online portals, including *Vision Zero View* and NYPD's *TrafficStat*.

TransAlt opposes the following for e-scooters and class 1/2 e-bikes:

- Oppose licensing, insurance and registration requirements to operate. Such requirements would serve to discourage use of SEVs and based on the safety-in-numbers effect would actually make bicycling and SEV use less safe.
- Oppose any helmet requirement for users 14 years of age and older. A helmet requirement would discourage SEV use and based on the safety-in-numbers effect would make operation on city streets less safe. Helmet use should instead be encouraged through education, public outreach and helmet giveaways.

Support for Intro 1163 (2018, Dromm) -- Tracking Crash Involvement of E-Bike and E-Scooter Operators

We strongly support Council Member Dromm's legislation to direct the City to disaggregate and track the crash involvement of e-bike and e-scooter users as vulnerable road users. This proposed change is long over-due. E-bikes have been used in NYC for years, and too many e-bike operators have been killed, including food delivery workers. Currently NYPD classifies these operators as motorcyclists, which prevents our City from making the best policy decisions for street safety.

We strongly recommend that this legislation is amended to require NYPD to include the disaggregation in on-site Police Accident Reports and on TrafficStat, and that the City and DOT are required to include the same in the Vision Zero View online portal and that all injury and fatality numbers are included.

Support for Intro 0481 (2018, Rivera) -- Preserving Bicycle Lanes During Street Construction Work

We strongly support Council Member Rivera's legislation to make bicycling safer in New York City. This legislation is about one thing: safety. Protected bike lanes save lives and prevent injuries to all road users.

Construction will remain a permanent part of NYC streets. Blocked bike lanes from construction work will continuously be blocked by construction and it occurs every minute of every day throughout NYC. We need a permanent solution and this legislation is a critical step to help make our streets safer for all road users.

Thank you.

##



Make the Road New York
Testimony in Support of the Proposed Legalization of Electric Bicycles
and Conversion Fund in New York City
Int. Nos. 1264-2018 and 1265-2018

January 23, 2019

My name is Mel Gonzalez and I am an Equal Justice Works Fellow Sponsored by Shearman and Sterling LLP, Thomson Reuters and Workers' Rights Advocate at Make the Road New York. Thank you for the opportunity to submit these comments in support of the proposed bills to legalize electric bicycles ("e-bikes") in New York City and create a conversion fund to bring e-bikes into compliance. This legislation would have a direct impact on workers who use e-bikes to do their jobs and the urgent need to end their criminalization.

Make the Road New York is a non-profit community-based membership organization with over 23,000 low-income members dedicated to building the power of Latino and working-class communities to achieve dignity and justice through organizing, policy innovation, transformative education, and survival services. Our Workplace Justice legal team represents hundreds of low-wage immigrant workers each year to enforce their rights under labor and employment laws, many of whom are delivery workers. We are submitting these comments based on our experience representing delivery workers and on behalf of the delivery workers we work with who are deeply concerned about the criminalization they have faced. We are including as part of our submission around 600 postcards in support of the legalization of e-bikes signed by 600 delivery workers and consumers in New York City.

Delivery workers are part of a food industry in New York City that now thoroughly depends on the use of e-bikes. The proliferation of e-bikes arose as a response to intensely growing demand for food delivery. As a result of the use of e-bikes, restaurants are able to make substantially more profits

through dramatically expanding their customer base by making more deliveries and reaching customers in a significantly larger area. Consumers can now get orders more quickly, still fresh and warm, and from a broader range of restaurants. As a consequence, over 50,000 delivery workers, predominantly immigrants, now provide hundreds of thousands of deliveries of food daily in New York City. The industry has become so dependent on e-bikes that delivery workers report that most restaurants require them to have an e-bike in order to get a job, and that their jobs are at risk when their e-bikes are broken, stolen or confiscated by the police.

Although businesses, consumers and workers have benefitted from this evolution to using e-bikes, delivery workers have all the while been criminalized for using them. Year after year, delivery workers routinely have their e-bikes confiscated by the police while they are working and are ticketed millions of dollars in fines for using e-bikes to do their job on which so many in the City depend. It is worth noting that under current laws, a delivery worker using an e-bike can get up to 4 tickets in a single stop, and have their e-bike confiscated, totaling up to \$1000, just for using an e-bike, a necessary tool of their job. Although restaurants benefit from, and often require the use of e-bikes, they have remained relatively free from shouldering any of these costs or burdens.

The financial burdens caused by ongoing criminalization are particularly significant for workers who earn low wages, primarily work for tips and are entitled only to a subminimum wage, and who work in an industry rampant with wage theft. The labor laws that should protect these workers—the minimum wage, overtime, paid sick time, workers’ compensation—are frequently ignored by employers who take advantage of the precariousness of this workforce. We frequently meet delivery workers working 60-hour weeks, paid less than the minimum wage, with no overtime pay, no health insurance, no opportunity to take time off for being sick, and doing a physically-demanding and dangerous job biking out in the streets through all seasons and weather. This context means that every single delivery during a shift is important for delivery workers because the tips they earn make up a substantial part of their income. In addition to mitigating the often grueling character of this work, e-bikes are also important for workers because they allow them to make often twice as many deliveries in one day compared to when using a conventional bicycle.

The proposed bill would amend a law prohibiting and criminalizing “motorized scooters” passed by New York City Council in 2004 before the explosion of food delivery and the proliferation of the low speed e-bikes that workers use today. Since then, the law has been used to penalize the growing delivery workforce. As a consequence, for delivery workers, their jobs now involve the likelihood of police interaction, being summoned to court, accumulating substantial debt in tickets, and having the very e-bikes they are required to purchase to get their jobs confiscated by the police. Meanwhile, responding to substantial lobbying from private companies hoping to introduce motorized devices for tourists and commuters, last year City Hall and the Department of Transportation quickly re-interpreted City and State law to permit some motorized devices, including pedal-assist e-bikes, while virtually ignoring the decade-long criminalization of delivery workers and explicitly leaving out the kinds of e-bikes delivery workers use.

It is time for the New York City Council to address this inequity, update our City's laws to reflect important changes in the restaurant industry, and end the criminalization of delivery workers that it facilitated over a decade ago. We urge Council Members to move quickly to pass the proposals to legalize e-bikes, reduce fines and confiscations, and create a conversion fund to assist workers to bring their e-bikes into compliance. Today, the City Council also considers bills that would make e-scooters legal. The Council must not leave out our City's delivery workers again. When the original "motorized scooter" ban was passed in 2004, City Council had to override a subsequent veto from the Mayor. We hope that City Council members will once again be united and determined in this effort and live up to the Council's commitment to supporting immigrant workers in New York City. On behalf of the many workers we represent, thank you for your consideration of the urgent need to pass these bills.



Make the Road New York Testimony on the Legalization of Electric Bicycles

January 23, 2019

My name is Eduardo Perez, and I've worked as a delivery worker in Brooklyn for one year. For me and my co-workers, the fines that the Police give us for using our electric bicycles are unjust. I want to share something that happened to me recently to help explain why.

To do my job, I am required to use an electric bicycle. My work requires substantial physical exertion every day. My work shifts are 11 hours per day, and each delivery requires traveling a distance of approximately 1.5 miles each way. Because of this, without an electric bike, I would feel exhausted and stressed. This leads me to need an e-bike as a tool for my job. Since I depend on tips, each delivery is very important to me in order to make a decent wage. Having an e-bike allows me to make more deliveries each shift. Thanks to this tool, my family and I are thus benefitted by more income. Furthermore, my employer requires me to use an e-bike because it benefits him as well.

But this past November 2018, I was parked momentarily during one of my work shifts and a police officer got out of his car, came towards me and asked me why I was using the bike lane and told me that I should have been using the car lanes. I told him that it was because I was riding a bicycle, but ultimately, the officer gave me 4 tickets and confiscated my bike.

Since the bike was a tool for my job, I saw the need to pay those tickets immediately and get my bike back. In total, the tickets amounted to \$940. When I left the bank with the cash, a man, pretending to be an officer, asked to search my body. During that search, the man took my cash and went running. Although I called the police, until this day I haven't gotten much help. In the end I was not

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FAX 718 418 9635

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JACKSON HEIGHTS, NY 11372
TEL 718 565 8500
FAX 718 565 0646

STATEN ISLAND
161 PORT RICHMOND AVENUE
STATEN ISLAND, NY 10302
TEL 718 727 1222
FAX 718 981 8077

LONG ISLAND
1090 SUFFOLK AVENUE
BRENTWOOD, NY 11717
TEL 631 231 2220
FAX 631 231 2229

WESTCHESTER
46 WALLER AVENUE
WHITE PLAINS, NY 10605
TEL 914 948 8466
FAX 914 948 0311

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able to recover my bike because, in addition to not having the money, the officers told me I needed to wait for a hearing with the court a few months later in order to resolve the tickets. Since I couldn't wait, I had to buy another bike in order to keep working, costing me \$1700, without any help from my employer, even though he required me to have one.

As you can see, in the course of simply performing my job, I was labeled a criminal. Us workers are not criminals and we don't prejudice anyone. In fact, we feed this city with our labor. After more than 10 years of being criminalized, the time has come to stop this. Council Members, I ask you to finally listen to us and vote to legalize our work tools.

Thank you,

Eduardo Perez



**Make the Road New York
Testimony on the Legalization of Electric Bicycles**

January 23, 2019

My name is Felix Rojas and I have been a delivery worker for many years. I have worked at many different restaurants and know many delivery workers. We all use electric bicycles that we purchased ourselves and spend a lot of money maintaining them. Our jobs demand the use of electric bicycles and we depend on them to make a living. We ask City Council to end the criminalization of us delivery workers.

A few months after the Mayor announced that he was going to crackdown on electric bicycles in the fall of 2017, I was pulled over by the police and given 4 tickets. Two of them were for using my electric bicycle. One of those was for not having my vehicle registered, and the other was for not having a license. I couldn't speak with the officer that gave me the ticket because they didn't speak much Spanish and my English is limited. I tried explaining to the officer that I don't need a license for using a bicycle but they wouldn't listen. They even tried to call a van to come pick up my bicycle and take it away. I told them I needed to finish making the delivery because I was working so they finally let me go.

I didn't have the money to pay the tickets immediately, each of which was for \$138, and I didn't know how to contest the ticket to argue that these tickets were not appropriate. So I waited a few weeks until I was able to get some help. But because I waited, they put additional charges on the tickets. So in the end I owe almost a \$1000 just for this one stop, and half of that is just because I was using the electric bicycle that I have to use for my job. I was so scared that they were going to take my bike too because I would have lost my job without it. One time, my electric bike was stolen

BROOKLYN 301 GROVE STREET BROOKLYN, NY 11237 TEL 718 418 7690 FAX 718 418 9635	QUEENS 92-10 ROOSEVELT AVENUE JACKSON HEIGHTS, NY 11372 TEL 718 565 8500 FAX 718 565 0646	STATEN ISLAND 161 PORT RICHMOND AVENUE STATEN ISLAND, NY 10302 TEL 718 727 1222 FAX 718 981 8077	LONG ISLAND 1090 SUFFOLK AVENUE BRENTWOOD, NY 11717 TEL 631 231 2220 FAX 631 231 2229	WESTCHESTER 46 WALLER AVENUE WHITE PLAINS, NY 10605 TEL 914 948 8466 FAX 914 948 0311
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when I went upstairs to make a delivery to an elderly woman. I didn't have the money to buy a new one immediately so I convinced my boss to let me use a regular bicycle for a few weeks. But within a few days, my boss told me that I needed to get an electric bicycle because I wasn't making enough deliveries and he didn't want to hire any additional worker. So I ended up spending \$800 on a used e-bike that I still use today. While I used a regular bicycle, I was so exhausted at the end of the day, too. At the time, I was working 60 hours a week and making deliveries was very difficult.

Us delivery workers depend on these electric bicycles for our work. I have been so afraid of using my bike after the Mayor made his announcement and I want to be able to just do my job and not be harassed by the police on the street. I know the City Council recently passed a law legalizing certain kinds of e-bikes in NYC that tourists and commuters use, but they didn't include any way for delivery workers to legalize our e-bikes or to come into compliance. I ask that the City Council change the laws it created so that we can use our e-bikes in peace, do our jobs and make a living.

Thank you,

Felix Rojas

Public Testimony, written by Diego Gerena-Quinones

DiegoGQ116@gmail.com

(646)283-9665

My name is Diego Gerena-Quinones, I am 33 years old, I was born and raised in East Harlem, and for the last 6 years I have been a bicycle courier in New York City. After years of working for different messenger companies and every digital delivery platform under the sun – both on the street and in management – in the spring of 2018 I founded my first courier company.

Since the early summer of 2017 I became fortunate enough to combine my passion for social and environmental activism with my love for cycling by integrating my work efforts into the food rescue space.

Rather than deliver high priced meals to wealthy new Yorkers who could afford it, I have since undertaken a pivotal role in utilizing my cargo bike to rescue leftover food by the thousands of pounds from corporate cafeterias and restaurants, and redistributing what was destined for landfills into local pantries.

Through this work, I have found a deep sense of mission and purpose that not only reduces obscene waste, but also helps some of the poorest members of our city secure high-quality meals, reducing our overall carbon footprint, all while emitting none.

There's a lot of wins in this arrangement, but at the center of it all is my electric cargo bike. Compared to a standard pedal bike, an electric assist version has not only empowered me to have a greater impact, but also increase my efficiency and earning potential.

Pushing hundreds of pounds of food isn't easy, let alone for hours. Not to mention the ability to traverse long distances when new opportunities suddenly pop up as is the case in this line of work – being able to quickly meet a new client's needs can have lasting effects that have grown our operations 3-fold in the last 8 months.

This type of impact and at the scale we wish to move would simply not be possible without an electric assist. Our city, and the people that live in it, and the planet as a whole have so much to gain from tapping into this

technology in solving problems from waste, climate change and hunger. We cannot go backwards, I implore this council to remove all prohibitions against the safe use of electric bikes.

come here as a daily bike rider and a longtime bike advocate.
My name is Macartney Morris, and I live in Astoria. I ~~devote much of my off hours to organizing in Queens for better transit and for better biking and walking infrastructure.~~ I recently served for two years as ~~Chair of the TransAlt Queens Volunteer Committee.~~ I come here today to speak in solidarity with the working cyclists, _____, _____, _____, who you heard from earlier. I come here today to add my own plea for better transportation options as a resident from a so-called "outer borough. I come here today to emphatically urge this Committee and the whole Council to support Int. 1264 and to legalize ebikes in New York City.

I have a message for the City Council & the Mayor

You can't say you want to eliminate transit deserts in the outer boroughs and then vote against ebikes. You can't say you're in favor of breaking car culture but then vote against ebikes. You can't say you're in favor of immigrants and workers, but then vote against ebikes. You can't say you're in favor of street safety and then vote against ebikes. And you certainly can't say you want to fight climate change, but then vote against ebikes.

Legalizing ebikes is good for transit deserts in the outer boroughs, like Queens. Biking to

Manhattan from Flushing or Bayside or St. Alban's is a tall order. Using an ebike makes that journey possible for so many more. The first time I rode a Citibike ebike my immediate thought was omg how amazing it would be to make these bikes common in Queens, in Forest Hills and even deeper Queens. Legalizing ebikes would turn the existing Queens Blvd bike lanes into an even more vital transportation route than it already is. Ebikes are game changers for how this city gets around, particularly in Queens and other outer boroughs.

Legalizing ebikes is also good for breaking car culture in this city. 31 states and DC allow and

encourage ebikes. Countless other countries. In those locales, no safety crisis has happened. Just *the beginning of* a transportation revolution. Paris is giving its residents subsidies to buy ebikes. New York City is having its police confiscate them. It's embarrassing that this city is so behind on this vital game changing

315 injured by bikes 58,671

10,501 106 4,397 29

PASS

technology. We should also be talking about legalizing Class 3 ebikes by but Int. 1264 is an improvement from the status quo. *Cycle eyes*

Legalizing ebikes is also good for workers and for immigrants. ~~There isn't a single person in this room who hasn't ordered food delivery at least once. Working cyclists keep this city fed and functioning.~~ This police harassment of delivery cyclists hasn't resulted in safer streets; it's only resulted in lost and stolen wages for already underpaid immigrant workers. Working cyclists have said over and over again that ebikes help them do their jobs. Real progressives would listen to them when they say what they need. They wouldn't sic the police after them. *Commission*

Legalizing ebikes is also good for street safety. There's something on our streets that's killing and injuring New Yorkers. And it ain't ebikes. In fact, according to public safety data, 200 people were killed due to traffic violence and exactly zero people were killed by e-bike or motorized scooter riders in this city. ~~And compared to motor vehicles, the injury rates could be effectively zero.~~ Working cyclists on ebikes *aren't perpetrators* of traffic violence. They are *in fact victims* of traffic violence. They are the cyclists dying on our streets. The number one thing to do to make the streets safer for biking is to have more people biking. Legalizing ebikes would do that.

The year is 2019, and we are 12 years away from climate change ending the world as we know it. New Yorkers are counting on this Committee, this Council and this Mayor and his administration to wake up and to start acting like climate change is real. If you want to improve transportation options in the outer boroughs, if you want to break car culture in this city, if you want to support immigrants and workers, if you want to make the streets of New York safer for people, if you want to fight climate change, then the choice is clear: vote in favor of Int. 1264 and legalize ebikes. Don't just listen to the venture capital companies with deep pockets and only legalize their escooters. Listen to the immigrants and the workers and the advocates and pass all five bills in this package. Thank you for your time.

*Hudson River
Greenway → westside highway / Utah licens. reg
Registration*

FOR THE RECORD

Hudson River Park Trust Advisory Council

Pier 40
353 West Street
New York, NY 10014

January 17, 2019

Hon. Corey Johnson
Speaker
New York City Council
250 Broadway, Suite 1856
New York, New York 10007

Hon. Ydanez Rodriguez
Chair, Transportation Committee
New York City Council
250 Broadway, Suite 1763
New York, NY 10007

Re: Intro 1250 and Intro 1264 Concerning Electric Scooters and Electric Bicycles

Dear. Speaker Johnson and Chairman Rodriguez:

Please accept this resolution on behalf of the Hudson River Park Trust Advisory Council (the "Advisory Council").

The New York State legislation that created both Hudson River Park and the Hudson River Park Trust (the Hudson River Park Act or "Act," Chapter 592 of the Laws of 1998, and as subsequently amended) also created the Hudson River Park Advisory Council. Pursuant to the Act, the Advisory Council includes representatives of the local community, park, environmental, civic, labor and business organizations and elected officials representing communities bordering the park. The Act authorizes the Advisory Council to hold meetings and to make recommendations regarding matters regarding the planning, design, construction and operations of the park.

The Advisory Council met on Monday, January 14, 2019 to discuss the possible effects of E-Bikes and E-Scooters within Hudson River Park and on the adjacent Hudson River Park Bikeway/Greenway owned by the New York State Department of Transportation. The resolution below was approved by representatives from the following 17 member organizations: Manhattan Community Board 1, Manhattan Community Board 2, Manhattan Community Board 4, Chelsea Cultural Partnership, Chelsea Piers Management, Christopher Street Patrol, Council of Chelsea Block Associations, Downtown Boathouse, Downtown Little Leagues, Downtown United Soccer, Hudson River Watertrail Association, Lilac, Manhattan Youth, Pier 66 Maritime, The River Project, Village Community Boathouse, and the Waterfront Alliance. New Yorkers for Parks abstained from the vote.

Following is the resolution that was approved:

Whereas: proposed New York City council legislation Intro 1250 would remove current prohibitions in local law against the operation of certain electric scooters (those incapable of exceeding 15 miles per hour) and Intro 1264 would remove prohibitions in local law against the operation of certain electric bicycles (those incapable of exceeding 20 miles per hour); and

Whereas: the thinking of many groups who support this proposed legislation is that it is desirable to have transportation that is affordable, assists less able bodied cyclists, aids small businesses and is energy efficient as compared to automobiles. However, many other individuals and groups believe there will be unintended consequences stemming from the addition of unregulated ebikes and escooters traveling at high speeds for longer distances, and that these consequences will in fact hurt local community-based businesses trying to compete with larger delivery-based companies; and

Whereas: bikeways and breenways in public parks are designed for recreational use by pedestrians, rollerbladers, cyclists (including children's bicycling), along with commuter bicycles, and the heavier and faster e-bikes pose a lethal risk to the much slower and lighter cycles, even at lower speeds; and

Whereas: the Hudson River Park Bikeway owned by the New York State Department of Transportation (NYSDOT) is reportedly the busiest bikeway in the United States and is heavily used by commuters and recreational users alike; and

Whereas: Enforcement of current laws prohibiting electric scooters and ebikes on the Hudson River Park Greenway is already difficult and largely ineffective, in part because enforcement officers on foot or wheels cannot safely chase bicycles or scooters on the narrow bikeway without endangering other bikeway users; and

Whereas: Enforcement of illegally equipped "thruster" bikes, capable of speeds upwards of 40 mph, is also difficult for many of the same reasons mentioned above, and is complicated by users mimicking the actions of pedal-assisted bikes even though thruster electric bikes are designed to operate without pedal assist technology; and

Whereas: Scooters and electric bikes are heavy and most often travel faster than the proposed legislation speeds of 15 and 20 miles per hour. Enforcement of these "speed limits" would be difficult, especially on designated bikeways and greenways, for the reasons cited above; and

Whereas: the NYSDOT has installed bollards 48 inches apart on its Hudson River Park bikeway to thwart a copycat terrorist attack that occurred on October 31, 2017, and cycling between the narrow spaces separating the bollards can be exceptionally hazardous, especially during busy weekend recreational use and weekday rush hour period, including when school children are cycling on it for after school programs; now therefore

Be it resolved: The Hudson River Park Advisory Council strongly suggests that any legislation that would remove current prohibitions on ebikes and escooters includes provisions prohibiting such vehicles on bikeways and greenways in New York City, and especially on the Hudson River Park bikeway. We also suggest that bikes with throttles that enable them to travel at high speeds be banned on all bike paths and greenways.

On behalf of the Hudson River Park Advisory Council, thank you for thoughtfully considering our position.

Sincerely,

Daniel Miller
Chair, Hudson River Park Advisory Council

cc: Council Member Antonio Reynoso
Council Member Carlos Menchaca
Council Member Chaim Deutsch
Council Member Costa Constantinides
Council Member Deborah Rose
Council Member Donovan Richards
Council Member Fernando Cabrera
Council Member I. Daneek Miller
Council Member Mark Levine
Council Member Peter Koo
Council Member Rafael Espinal, Jr.
Council Member Rafael Salamanca, Jr.
Council Member Ruben Diaz, Sr.
Council Member Stephen Levin
James DiGiovanni, Counsel to the Transportation Committee
Hon. Paul Karas, Commissioner, NYS Department of Transportation
Regional Director Craig Ruyle, NYS Department of Transportation
Commissioner Polly Trottenberg, NYC Department of Transportation
Commissioner Mitchell Silver, FAICP, NYC Department of Parks & Recreation
Commissioner Rose Harvey, NYS Office of Parks, Recreation & Historic Preservation
Hon. Diana Taylor, Chair, Hudson River Park Trust
President & CEO Madelyn Wils, Hudson River Park Trust



**Testimony of the Partnership for New York City
Kathryn Wylde, President & CEO**

**New York City Council
Committee on Transportation**

Electric Bicycles and Scooters

January 23, 2019

Thank you Chair Rodriguez and members of the committee for the opportunity to testify on electric bicycles and scooters. The Partnership for New York City represents the city's business leaders and largest private sector employers. We work together with government, labor and the nonprofit sector to enhance the economy of the five boroughs of New York City.

Excess traffic congestion is a serious problem in the city, clogging our streets and highways and resulting in more than \$20 billion a year in economic losses and increased expenses. The Partnership supports efforts to reduce congestion, including the proposed congestion pricing district in Manhattan and improved public transportation options. We have also been early supporters of bike share and the creation of bike lanes to encourage a safe alternative for getting around the city.

We are very concerned, however, with the move to legalize electric bicycles and e-scooters in the city. Reports from our members who operate businesses in other cities that have been early movers in legalizing or not enforcing laws against these newly popular options for getting around the city are that they are dangerous and disruptive in a dense urban environment.

We conclude that New York City should not move forward with legalization without in depth analysis of the possible consequences and investment in infrastructure that will ensure the safety of riders and pedestrians. Space on city streets and sidewalks is at a premium. Certainly in the Manhattan Central Business District, no additional alternative equipment should be permitted until we see the impact of congestion pricing, which will be 2021 at the earliest. Current conditions simply cannot safely accommodate e-bikes and scooters.

Deterioration of our city's mass transit system has stimulated interest in alternative ways to get around, but these alternatives bring with them new challenges. We should all be focused on fixing the bus and subway system, rather than the distractions of accommodating new modes of transport. We urge the City Council to slow down the process and work with the city Department of Transportation on a comprehensive plan to address concerns about these vehicles and ensure the safety of all of our citizen.

Thank you.

NYC Council Hearing - eMobility

Intro 1250, 1264, 1265, 1266

Thank you for welcoming me here today to speak on the urgent matter of the e-mobility legislation currently in front of this Council. As a long-time city resident, father, son, husband and businessman, I would like to thank Council Speaker Corey Johnson, sponsoring Council Members Ydanis Rodriguez, Fernando Cabrera, and Rafael Espinal, Jr., Commissioner Polly Trottenberg and all DOT employees for your work modernizing our streets. Vision Zero, Safe Streets and updated regulations that support electric mobility are essential for the health and prosperity of all New Yorkers. ***I owned the Upper West Side restaurant HENRY's for two decades and my testimony today fully supports your proposed bills on eMobility - 1250, -64-66.***

I am here in front of you today as a long-time NYC businessman, as the son of parents aging in place on the Upper West Side, and as the parent of a teenager attending NYC public school. I am a member of the NYC Hospitality Alliance, Wellness in the Schools, Transportation Alternatives and an active participant in my local community boards. All parts of my life advocate for your continued efforts to enhance Safe Streets, Vision Zero-driven legislation along with robust efforts to educate all street users in how best to share our most valuable public space, our streets.

Our streets are in a period of rapid transformation not seen since the beginning of the 20th century and the introduction of the automobile. The public and our elected officials see that electric-powered transportation alternatives are exploding and that these innovations need your regulatory attention. Electric-powered mobility is as revolutionary to transportation as the cell phone has been to communication. The

proposals in front of the council today are the right initial steps to address these changes to our streetscape.

I owned and operated a full-service restaurant on Broadway and 105th street for 19 years. My restaurant, HENRY's, operated in one of the most competitive industries in the world and in the most competitive restaurant market in the world. eBikes are a huge advantage in this market and I cannot stress to you enough how transformative this technology is. eScooters, and other shared mobility efforts such as CitiBike are also essential in building the sort of modern multi-modal transportation system that our city's businesses require. Electric mobility offers us a chance to improve our business environment through forward-looking investment in transportation while making our streets safer for all users, our environment cleaner and our city more sustainable. Infrastructure built to support the use and storage of private motor vehicle is killing our suffering retail businesses, our children and our seniors.

We cannot rely on legislation alone to effect these needed changes. Enforcement through our police department is also not the most effective use of our resources to this end. Your continued support of educational initiatives and compliance assistance for our commercial delivery riders is a great use of public resources to make our streets safer and more commercially viable.

Swift passage of the bills in front of you today followed by quick development of next steps to support this legislation is one of those rare chances for a win-win-win. Elders, children, and businesses all win while we improve our environmental sustainability. Please vote these bills into law and support all of your constituents with robust investment in compliance assistance and education that will reclaim our streets for public use.

Testimony of Manhattan Community Board 4
January 23, 2019 – City Council Transportation Committee Hearings
Intros 1250 and 1266

My name is Christine Berthet, I speak as the Co-chair of Manhattan Community Board 4 Transportation Committee. Our District has a high concentration of protected bike lanes that carry all sorts of traffic, including many food deliveries from the numerous restaurants on Eighth and Ninth Avenues. CB4 do recognizes the value of increasing transportation alternatives as proposed in Intros 1250 and 1266 to legalize e-scooters and start a shared e-scooter pilot. But we cannot support the legalization of these vehicles unless a rollout is carefully planned in stages and a proper framework is included in the legislation to ensure the safe use of our streets

- Restrict use in certain areas:
 - None of these new vehicles should be operating on the sidewalk, neither while moving nor while parked
 - The existing bike lanes should not allow vehicles that have more than two wheels and/or operate over 12 mph -Each vehicle should be equipped with a governor. Furthermore, the motorized vehicles should be barred from the Hudson River Greenway, which is crowded and shared by pedestrians and bicycles.
 - Deployment in areas that have long distances and poor transit should be a priority as the service will be more useful and better received.
- Deploy a small vehicle infrastructure to support these new vehicles:
 - Create dedicated small-vehicle parking zones in the parking lanes, with proper hardware to secure the vehicles.
 - Install charging stations at regular and close intervals so that the companies do not rely on a fleet of trucks driving hundreds of miles every night to pick up the vehicles, bring them to a central charging station, and deliver them back to a pick- up station.
- Ensure education and enforcement: we cannot overstate the need for education.
 - Increased summonses and enforcement should be applied to all vehicles using the wrong lanes, going the wrong way, and using or parking on the sidewalk. Classes and community service with seniors should be part of the summonses.
- Ensure that the legal framework gives the necessary flexibility to the city and its residents
 - The user agreement with e-scooter should not exempt the company of lawsuits in case of defective hardware as is the case now.
 - E-Scooter and e-bikes companies should clearly be defined as “transportation providers” instead of technology platforms. That definition has proven a challenge in aligning Uber and Lyft ‘s business models with the constraints and needs of the City’s transportation system.
 - Regular inspections of the equipment should be part of the contracts: these motorized vehicles will get a lot more use than ordinary cars, and their failures could cause injuries to their riders who will have very little body protection,
- We recommend the city proceed with caution to prevent a future backlash or a repeat of the Uber situation. The proceeds from the program should be dedicated to pedestrian safety improvements

Good afternoon. My name is Liam Blank, I'm the Advocacy & Policy Manager for Tri-State Transportation Campaign, which is a nonprofit organization fighting to improve transit and mobility options in New York, New Jersey, and Connecticut.

New York City has a population of 8 million people, with the majority of people moving around the city by car and public transportation. Over the last few years though, transit has become unreliable and traffic congestion has gridlocked the streets.

To help relieve this problem, the city needs to legalize e-bikes and e-scooters and begin to build a proactive platform around these newer modes of active transportation.

Any discussion around the safety of scooters and bicycles must first recognize that the most dangerous vehicles on the road are cars. Every year in the United States, 40,000 people die in car crashes, and there are over 457,000 bicycle-related visits to the emergency room – more than 96% of them linked to collisions with cars.

If we are going to be a city that continues to grow, if we're going to be a city that diversifies its transportation landscape, and if we're going to keep pace with other cities around the world that are embracing new trends in transportation, then we have to be proactive about making sure that we make the use of e-scooters and e-bikes safe and legal for everyone.

Part of that safety and legality means we need to make sure that we have lanes that are dedicated to those uses and that those lanes are safe and protected.

It is time for this city to rethink its transportation, to shape a 21st-century transit and transportation network, and that work needs to start now. This starts with a commitment from the city that streets are for everybody, not just cars.

For every person we take out of a car, that's one less car contributing to our city's congestion crisis, and that needs to be a top priority for transportation in this city.

Thank you.



1250/1266
GALT

Testimony to NYC Council, Committee on Transportation

Submitted by Board Member, Daniel Flanzig, Esq.

January 23, 2019

Greetings Chairman Rodriguez and Members of the Transportation Committee:

My name is Daniel Flanzig. I serve on the Board of the New York Bicycling Coalition, also known as NYBC, New York's only statewide bicycle advocacy group. I am also a Partner at the law firm of Flanzig & Flanzig, where we focus on representing the rights and interests of New York cyclists.

I am here today to express the support of NYBC for legalizing both Class 1 and Class 2 e-bikes in New York City.

NYBC believes the package of bills supporting e-bikes and e-scooters are a positive step towards greater green transportation in this City. Our organization, for the last 5 years, has worked to obtain legal clarification for e-bikes in both the City and State. The growing use of e-scooters is on our radar as well.

NYBC sees terrific benefits for e-bikes including environmental sustainability, allowing aging baby boomers to stay active, and the ability for people with some disability to more easily ride a bike. ~~They are just fun to ride as well!~~

Additionally, the membership of NYBC supports those delivery workers whose bicycles have been confiscated for using Class 2/ throttle e-bikes while attempting to make a living. On this note, we support the legalization of Class 2 e-bikes in the city.

Along with a written copy of my comments today, I am leaving a copy of comments provided by NYBC's friends at the PeopleForBikes Coalition and the Bicycle Product Suppliers Association. I encourage you to consider these comments in your discussions and deliberations of the package of bills.

Thank you for your service and for providing this opportunity to comment.

2 points

1) I feel everyone has the right to own to ebikes class 1 + class 2 -

I ride them to work, I consider them the same, because they ride ok - they are bikes

2) I support the lawmakers to control construction + modifications in Bike lanes - report # of NYC cyclist injuries by re-roads bike lanes in construction sites or road obstructions created by construction



January 23, 2018
New York City Council
Committee on Transportation
Testimony on Introductions 1250, 1264, 1266

My name is Bryan Lozano and I'm the External Affairs Manager at Tech:NYC. Thank you for the opportunity to testify today. My testimony today will be focused on Introductions 1266, 1264, and 1250.

Tech:NYC is a nonprofit coalition with the mission of supporting the technology industry in New York through increased engagement between our 700 member companies, New York government, and the community at large. Tech:NYC works everyday to foster a dynamic, diverse, and creative ecosystem, ensuring New York is the best place to start and grow a technology company. New York City has proven itself a welcoming place for tech and a leader in the sector. There are now more than 330,000 tech workers in the city.

One of the key reasons why New York has become an international hub for technology companies is because of the city's transportation options. More than one-third of local tech companies have cited access to transportation as their favorite thing about New York. Whether it is attracting entrepreneurs to Brooklyn or the growth of start-ups throughout Manhattan, a well-functioning transportation system is critical to cultivating talent in our city. And over the past several years, it has become abundantly clear that connectivity improves innovation.

While our public transportation system is certainly in need of improvement, the subway remains a key driver of the city's economic growth—New York's subway moves 5.7 million people around each day. And in the past several years, rideshare companies have drastically increased people's access to all parts of the city, making it clear innovation also improves connectivity. Yet more work remains to be done.

As the city's technology ecosystem continues to expand beyond the Manhattan central business district and grows throughout the five boroughs, it's as important as ever to improve citywide connectivity. Increased connectivity and accessibility will help ensure a diverse range of tech entrepreneurs and workers, along with all New Yorkers, have access to the sector and are able to succeed.

In order to bolster the current cycle of innovation and city-wide tech growth, the Council should pass the package of legislation allowing for the operation of electric bikes and scooters, and establishing a pilot program for electric scooters.

Recent advances in electric scooter and bike services will undoubtedly help improve connectivity throughout the city, especially in areas currently underserved by public transportation. Our city's subway and bus system is a century old, and it doesn't fully reflect where and how people work now. Electric scooters and bikes provide a safe, affordable and efficient means of last mile transportation, and they can help fill the gaps of public transportation. As many others have noted, as electric bikes and scooters are adopted and their usage becomes more widespread, it will also be important for the city to continue making investments in protected bike lanes and street safety.

When coupled with intelligent and adaptive policy, these new technologies will go a long way towards improving the city's connectivity, and we applaud the Council for taking the lead on this issue.

Thank you.



FOR THE RECORD

FOR THE RECORD

P.O. BOX 2359 BOULDER, CO 80306

PeopleForBikes.org | 303.449.4893

January 4, 2019

Dear Chairman Rodriguez and members of the New York City Council Committee on Transportation,

We appreciate the opportunity to comment on Intro 1250, Intro 1264, Intro 1265 and Intro 1266 on behalf of the PeopleForBikes Coalition and the Bicycle Product Suppliers Association. Both of these organizations are 501(c)(6) industry associations which represent American manufacturers and suppliers of bicycles, parts, accessories, and services.

Thank you for introducing these bills, which are common sense pieces of legislation that would increase transportation, mobility and recreation options for New York residents and visitors alike. Class 1, 2, and 3 e-bikes are as convenient and safe as bicycles and move at bike-like speeds. As a new and clean-technology transportation option, their widespread use in the U.S. and other countries has brought the pleasure and freedom of bicycling to millions, with no known, real compromise in consumer safety. By overcoming barriers to cycling such as distance, age and disability, e-bikes can help more people cycle. In addition, e-bikes benefit small business owners by providing a cost-effective alternative to cars and trucks when used for equipment transport and deliveries. E-bike sales have been increasing 75% year over year, and it is time to enact sensible legislation governing their use.

The U.S. bicycle industry would like to provide comments on these proposed bills in the interest of consistency with legislation codifying e-bike definitions and operational requirements in other U.S. cities and states, as well as clearing up confusion for e-bike riders.

Intro 1250 and Intro 1266

- The term "motorized scooters powered by an electric motor" is not defined in Intro 1250. However "electric scooters" are defined in Intro 1266. We suggest aligning these definitions for clarity in the rules that will govern how scooters may be ridden.

Intro 1264

- The provisions governing motor disengagement that are currently in the definition of a "Class 1 electric bicycle" should apply to both classes. There should also be no reference to brake inhibitors in the Class 1 electric bicycle definition, as this is confusing and e-bikes are not equipped with brake inhibitors. We suggest deleting this language from the Class 1 e-bike definition and adding a separate provision so that the motor disengagement applies to both classes of e-bikes, as follows:
 - Revised Class 1 electric bicycle definition: A "Class 1 electric bicycle" means a bicycle equipped with fully operable pedals and an electric motor with an output of less than 750 watts that engages only when the operator is pedaling and disengages when such bicycle achieves a speed of 20 miles per hour or more.

- Revised Class 2 electric bicycle definition: A *"Class 2 electric bicycle"* means a bicycle equipped with fully operable pedals and an electric motor with an output of less than 750 watts that may be used to propel such bicycle without the operator pedaling and will disengage or cease to function when such bicycle achieves a speed of 20 miles per hour or more.
- New provision in newly created section 19-176.3 to address motor engagement: A *Class 1 electric bicycle or Class 2 electric bicycle shall operate in such a manner that the electric motor disengages or ceases to function when the rider stops pedaling or when the brakes are applied.*
- Change title of new section 19-176.3 to be titled "Electric bicycles and motorized bicycles," as the title "motorized bicycle" could suggest that electric bicycles are a type of "motorized bicycle" when, in fact, the definitions make clear that the opposite is true.

Intro 1265

- This bill uses the identical definition of "Class 1 electric bicycle" that is used in Intro 1265, but instead calls this device a "pedal-assist bicycle." We suggest using the same definition and nomenclature of a Class 1 electric bicycle as defined in Intro 1264 (see suggested amendment above) for consistency.
- The definition of "pedal-assist bicycle" suffers from the same issue as Intro 1264 with respect to the motor disengagement provision. It should be amended to be identical, or cross reference the definition used in Intro 1264.
- We suggest clarifying the intent of this bill to ensure consistency with Intro 1264. Is the intent to encourage conversion of throttle-powered electric bicycles to Class 1 electric bicycles, or to encourage conversion of illegal throttle-powered electric bicycles that exceed the top assisted speed of 20 MPH to either a Class 1 or Class 2 electric bicycle that would be legal under Intro 1264? We advocate for the latter approach, as Intro 1264 would legalize both Class 1 and Class 2 e-bikes, and would solve the critical issue of top-assisted speed. We see no need to create a conversion program that converts Class 2 e-bikes to Class 1 e-bikes if they have equal legal rights under Intro 1264. Please consider combining Intro 1264 and 1265 so that the framework for both bills are consistent.

Thank you for your leadership on providing clear legal standing for the riders of electric bicycles. We appreciate your forward-thinking and appreciate the opportunity to respond and partner on making these bills as sensible and practical as possible. We welcome any conversation on these comments or the opportunity to provide further information on electric bicycle industry sales, demographics, and manufacturing.



Morgan Lommele
 Director of State and Local Policy
 PeopleForBikes + Bicycle Product Suppliers Association
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Testimony of Jonathan Westin, New York Communities for Change
– New York City Council Transportation Hearing 1/23/19

Members of the City Council:

New York Communities of Change is excited to offer this testimony in support of Intros 1250, 1264, 1265 and 1266—and on behalf of a citywide transportation network that serves all New Yorkers.

New York Communities for Change has been building grassroots political power with low-income communities of color since 2010. NYCC members are agents of change, leading movements, and campaigns from their neighborhoods to nationwide, fighting corporate power at its core. NYCC members struggle joyfully and confidently with our allies against racist structures and economic policies that continue to extract wealth from our labor.

As part of that mission, we are fighting for a more equitable transportation system in New York—one that serves lower-income communities and communities of color as well as our more privileged communities. The need for this change is urgent: New York is suffering from a transportation equity crisis.

You can see the inequality on any subway map: the tentacles of the subway crisscross Manhattan, then scatter thinly into the outer-boroughs until they disappear, missing millions of middle- and lower-income New Yorkers—many by literal miles.

That has to improve, but it's not going to change soon. New subway routes are billions of dollars a mile and – even if new funding streams are created to pump much-needed funds in to the MTA – the most urgent spending will be made on the existing system, not additional infrastructure that connects deserted areas.

Right now, access to subways highly correlates with higher-income households—and those communities that are not within reasonable walking distance are disproportionately black, Latino and well-below the average household income. Same goes for access to CitiBike, which is a dock-based bike-share system.

CitiBike's owner – Motivate, which was bought by Lyft for a quarter-of-a-billion dollars last year – also is the only bike-share company licensed to operate in Manhattan and many of the busiest outerborough communities, effectively blocking dock-free competition in those areas.

That doesn't make sense. Ten years ago when the City first agreed to let CitiBike offer shared bikes, they were more or less the only game in town. Now, there are multiple companies ready to rapidly expand service. Let them compete to deliver more options to New Yorkers at the lowest price the market will bear.

If we're going to have the most affordable, reliable bike-share system, New Yorkers must be allowed to bike from Point A to Point B anywhere in the city, and simply be allowed to choose better options to move around.

New York should immediately commit itself to citywide expansion of dock-free scooter- and bike-share in order to finally provide affordable, reliable options to the people who need it the most.

The mobility revolution is here. We cannot afford for New York to keep moving slowly. Please move quickly to pass the legislation in front of you so that New York's lower-income communities and communities of color can get the transportation system they need and deserve.

NYC City Council Transportation Committee Hearing - 1/23/2019

Good afternoon. My name is Nick Wong.

I am a volunteer member of the Biking Public Project. Where I am an advocate and e-bike subject matter expert. And in my day job, I'm the CEO of Upcycles -- a Brooklyn-based manufacturer of pedal-assist cargo vehicles. I have been working with e-bikes for the last seven years.

The e-bike is a nascent and growing mode of urban transportation that holds much potential. It will deliver many benefits to our City's transportation infrastructure, local economy, and public safety and health. These benefits are well-recognized by many in this room. And I am excited by City Council's efforts to bring clarity to the legal status of e-bikes.

I am here today to speak specifically in support of legalizing e-bikes and assisting delivery workers with a subsidized conversion program.

1. First, I'd like to speak about the delivery workers.

In my eyes, the delivery workers are the voiceless champions for the e-bike. They are the early-adopters. And have proven to the rest of us, of the effectiveness of the e-bike as an efficient, accessible, and low-impact means of moving through this crowded city.

The tens-of-thousands of delivery workers provide a thankless service to the City's businesses and residents. With an economic value, I estimate, of over a billion dollars annually.

They have chosen the e-bike out of necessity as a means to ease their daily burden. A burden which has been exasperated by unclear regulations and heavy-handed enforcement.

They should be the first to benefit from the new rules. Sadly we, the advocates, are concerned that they will continue to be further marginalized by the new rules.

2. One way to protect the delivery workers through this regulatory transition is by implementing a subsidized conversion program.

Yes, it is possible to retrofit existing e-bikes to fall under proposed regulatory specifications. It is technically possible and feasible to do it at a significant cost advantage over an outright replacement purchase.

Sincerely,
Nick Wong

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Asian American Federation

New York City Council

Public Hearing on Proposed Legislation on Intro 0481-2018, 1163-2018, 1250-2018, 1264-2018, 1265-2018,
and 1266-2018 Related to Electric Bicycles, Electric Scooters, and Bicycle Lanes

Testimony Submitted by the Asian American Federation

January 23, 2019

Thank you for providing us with the opportunity to submit this testimony on the intro bills on electric bicycles, electric scooters, and bicycle lanes. My name is Howard Shih, and I am the Director of Research and Policy at the Asian American Federation (AAF). Our mission is to raise the influence and well-being of the pan-Asian American community through research, policy advocacy, public awareness, and organizational development. We also represent our network of over 60 member organizations who support our community through their work in health & human services, education, economic development, civic participation, and social justice.

We, as part of the #DeliverJustice Coalition, call for the passage of the bills that would help the delivery workers to depend on electric bikes for their livelihoods. Our advocacy priority has always been to find a way for delivery workers to do their jobs. Asian immigrant workers are among those most impacted by the City's policy on e-bike usage. Food delivery workers lose hundreds, if not thousands, of dollars in fines and confiscations each time they are stopped while simply doing their jobs. Most of them are immigrant men of color with limited English proficiency, and working in low-wage jobs and long hours in the harshest weather. This policing is done in the name of public safety, but there is little to no hard data that e-bikes are a problem or that the City's aggressive ticketing and confiscation is the solution. Only anecdotal stories of those concerned with public safety in certain neighborhoods yet no one takes time to ask about the safety and welfare of these workers, who are exposed to all weather conditions, dangers in navigating city traffic, and being targets of crime because of their fear to report crime due to their immigrant status.

Food delivery workers pay about \$1,800 for their e-bikes, most of which are combination bikes which has both pedal and throttle capacity. While these combination e-bikes give workers some physical relief, they still have to meet the demands of current day delivery which involves traveling in severe forms of weather while delivering food hot and on-time. The technology enables food delivery workers to efficiently and quickly meet the market demand for fast delivery of prepared meals. Restaurants depend on these workers to remain competitive and busy customers depend on delivery workers to save time in their hectic day. These workers contribute significantly to our city's economy. However, while doing their jobs, they risk getting stopped by law enforcement who often issue multiple tickets per interaction and even confiscate these bikes. The loss of personal property plus hefty fines leaves a devastating effect on these immigrant, low wage workers.

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Flushing:
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Flushing, NY 11354

Thus, legalization of certain classes of e-bikes without an option to convert would force delivery workers to spend money they don't have on purchasing a new bike – one that is purely pedal-assist. Our goal is for these workers to be able to do their jobs without being criminalized on a daily basis for that work and without further increasing their economic burden.

We encourage both City Council and the Administration to hear the stories of the workers directly and not only the people who complain about e-bikes. The intro bills address the public safety issues by limiting the speeds of the e-bikes. The intro bill on developing an e-bike conversion program would be a good first step. We want to reiterate that conversion from throttle- to pedal-assist e-bikes is not first preference of the delivery workers. This is a compromise solution to help them find a way to be compliant with city laws and enabling them to use technology to help them do their jobs more efficiently.

There should be a moratorium of ticketing, enforcement, and confiscation of e-bikes until there is proper outreach to the workers, the businesses deploying workers using e-bikes, and the general public regarding any new laws and regulations. We should also take the opportunity to provide public and occupational safety training for delivery workers to make sure that they reduce and manage the risks to themselves and to the general public. The outreach and training must be done in language (mostly in Chinese dialects and Spanish) for workers.

We urge the City Council to please work with advocates and delivery workers to identify and develop a comprehensive plan on what will actually work in terms of implementation of these bills. We all know that just because a law or policy is enacted doesn't mean implementation will occur in a just way.

NYPD needs to realize the impact their enforcement has on every day working class New Yorkers especially in this time in age where immigrant workers fear any interaction with law enforcement and also government in general.

Finally, we want the Council to know that the most consistent ask workers have made is that they want to comply with the law and want the authorities to just tell them a way that they can follow the law and still do their jobs.



**Make the Road New York
Testimony on the Legalization of Electric Bicycles**

January 23, 2019

My name is Felipe Ramirez, and I am a member of the Workplace Justice Committee at Make the Road New York. I've lived in New York for more than 17 years. I came in search of a better future for my family. I have two kids and my goal is to make sure they receive a better education than mine, so that the same things don't happen to them.

I work as a delivery worker in restaurants in Brooklyn. I've had to work very hard, sometimes 12 hours, 6 days per week. Sometimes on my only day free, I work part time in order to meet my monthly expenses. I have to pay \$1500 in rent, electricity, gas and all the other utilities and bills for my family.

For that reason, I ask that you support us by passing the electric bicycle law in order to have a decent quality of life. An electric bicycle is the most important tool that has helped me to perform my job as a delivery worker and be able to make enough tips to support my family. But over the years, I've had to pay several tickets and the police are always harassing us and even take our bikes, and then I have to buy another one and pay those tickets, most of which are unjust. Members of City Council, you can change our lives and the lives of our families for the better by passing these laws that will benefit us delivery workers. We ask for your support.

Thank You
Felipe Ramirez

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WWW.MAKETHEROADNY.ORG



Make the Road New York Testimony on the Legalization of Electric Bicycles

January 23, 2019

My name is Hermelindo Carrillo and I am a member of the Workplace Justice Committee at Make the Road New York.

I am married, have a 14 year old daughter, and have lived in New York since 2014. I have worked in the same restaurant for four years, as a prep cook, a cook, and in the last 3 years, making deliveries.

I work 47 and a half hours per week, making \$11 per hour, and recently I received a raise to \$12.50 per hour. With that money I have to take care of my wife, my daughter, and my parents. But this income is not sufficient for my family. Sometimes I have to do other work part time in order to make ends meet. As a delivery worker, I depend on tips to pay the bills.

In order to do my job, I use an electric bicycle. Because of this, I think they should be legalized to help us stop having problems with the police and tickets, since I already use all the required safety gear, like my safety vest, lights, and a helmet. Awhile ago, the police stopped me and gave me a ticket for using an electric bike. And this happens frequently, so much so that my coworkers are afraid of the police when they work. If these bills become law, we finally will avoid the risk of having to pay tickets and having our bikes confiscated.

I ask that you support us by regulating our way of working and getting around so that you continue helping our families and let us give a better service to our clients. Many of you Council Members use our services frequently and for this reason I feel that you should support us by legalizing e-bikes.

Thank you.

Hermelindo Carrillo

BROOKLYN
301 GROVE STREET
BROOKLYN, NY 11237
TEL 718 418 7690
FAX 718 418 9635

QUEENS
92-10 ROOSEVELT AVENUE
JACKSON HEIGHTS, NY 11372
TEL 718 565 8500
FAX 718 565 0646

STATEN ISLAND
161 PORT RICHMOND AVENUE
STATEN ISLAND, NY 10302
TEL 718 727 1222
FAX 718 981 8077

LONG ISLAND
1090 SUFFOLK AVENUE
BRENTWOOD, NY 11717
TEL 631 231 2220
FAX 631 231 2229

WESTCHESTER
46 WALLER AVENUE
WHITE PLAINS, NY 10605
TEL 914 948 8466
FAX 914 948 0311



FOR THE RECORD

Make the Road New York Testimony on the Legalization of Electric Bicycles

January 23, 2019

My name is Juan Carlos Nagera Garcia and I am a member of Make the Road New York. I have lived in New York for 2 years. I am a delivery worker for a restaurant in Brooklyn and work 5 days per week, from 2pm-1am. My job pays me \$75 per day plus tips. With this money I have to pay my expenses and rent, which is not cheap, and all the other utilities.

My electric bike is a tool I use to perform my job duties. It helps me advance with my deliveries for clients and offer better service. Because of the help of this tool, clients are satisfied with the deliveries and offer good tips. Only in this way can I make a salary in compliance with New York law.

I strongly believe that elected officials should pass the law legalizing electric bicycles that includes the bikes that we delivery workers use. Many of us have been ticketed and fined, because the police say that our bikes are not authorized. In some parts of the city there are streets where the bike lines have been erased, you can't see them, and cars don't respect them anyway.

I would like these laws to be passed. Passing the legalization of electric bikes, would assure me a full salary with my tips, and would also allow us to use them without fear that they'll be taken away or that we'll be fined.

Council Members, please pass these laws to benefit workers that delivery food across this City.

Thank you,
Juan Carlos Nagera Garcia

BROOKLYN
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BROOKLYN, NY 11237
TEL 718 418 7690
FAX 718 418 9635

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**Make the Road New York
Testimony on the Legalization of Electric Bicycles**

January 23, 2019

My name is Pedro Rojas and I have been a food delivery worker for several years. Throughout this time, I have used an electric bicycle to do my job. My job is very difficult and is becoming more difficult as a consequence of changes in the industry. Sometimes I have to bike 3 miles each way in order to make a single delivery. Many of us work 6 or 7 days a week, a minimum of 8 hours a day. Personally, I have worked more than 70 hours per week at one job. And when the weather is bad, for example if it is raining or snowing, we have to be outside making deliveries regardless.

In addition, delivery workers face a lot of wage theft. This means that it is common that we are not paid the minimum wage, overtime, or other pay we are entitled to under the law. We are also not given many of the benefits we are entitled to, like Paid Sick Days. For this reason, I am dependent on tips to make a living. I don't make enough simply on the base wages that I receive.

For this reason, our ability to make a living depends on our use of e-bikes, because e-bikes allow us to make more deliveries per day, and thereby get more tips. As you can imagine, our use of e-bikes is not only beneficial for us, but even more beneficial for the businesses we work for and the customers we serve. Yet throughout the years, the City has criminalized our work and taken millions of our hard earned wages, while everyone expects their food to arrive quickly, warm, and from far away. On behalf of my coworkers and myself, we ask that City Council pass the proposals to create an opportunity for us to continue to use our e-bikes without fearing the police, of accumulating debt, and of even losing our jobs.

Thank you.
Pedro Rojas

BROOKLYN 301 GROVE STREET BROOKLYN, NY 11237 TEL 718 418 7690 FAX 718 418 9635	QUEENS 92-10 ROOSEVELT AVENUE JACKSON HEIGHTS, NY 11372 TEL 718 565 8500 FAX 718 565 0646	STATEN ISLAND 161 PORT RICHMOND AVENUE STATEN ISLAND, NY 10302 TEL 718 727 1222 FAX 718 981 8077	LONG ISLAND 1090 SUFFOLK AVENUE BRENTWOOD, NY 11717 TEL 631 231 2220 FAX 631 231 2229	WESTCHESTER 46 WALLER AVENUE WHITE PLAINS, NY 10605 TEL 914 948 8466 FAX 914 948 0311
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Good afternoon council members,

My name is Allen Oster, I've been a resident of West Chelsea for the past 22 years. I am the president of the West 400 Block Association..21st, 22nd & 23rd Streets, a member of CB4 & co-chair of the Arts Culture Education & Street Life Committee, and on the board of The Chelsea Waterside Park Association.

Today I am speaking as a concerned resident and a community volunteer at Hudson River Park for the past 4 years. I am **opposed** to allowing any motorized vehicles..skateboards, scooters or bikes.. within the boundaries of the Park.

During the time that I have been involved with helping to maintain this magnificent asset in our community, the number of these motorized vehicles has steadily increased. Along with the increased number of vehicles has been an increased recklessness on the part of these vehicle operators.

I have personally witnessed and come to the aid of victims of accidents between these motorized vehicles bike riders and pedestrians.

Though these motorized vehicles make up a smaller percentage of the total riding population using the park, my observation is that they are more likely to leave the designated bike path and ride on the pedestrian walkways along the waterfront. In addition they seem to be less inclined to stop in order for pedestrians to cross the bikeway.

Perhaps by now being in the park and not on city streets they feel no longer constrained by the normal rules of the road. There seems to me to be a heightened daredevilness in the manner in which they maneuver along the bikeway and with the recent addition of bollards and concrete barriers, congestion along the bikeway has increased.

More funding would be needed to provide additional enforcement personnel, diverting resources needed by the trust to maintain the park.

In conclusion, these motorized vehicles are unsuited to share the bikeway with bicycles and other non-motorized vehicles.

Also, Manhattan should also be included when the testing of this program begins on the city streets.

Thank you

ALLEN OSTER
477 W. 22ND ST
10111

Aoster@earthlink.net

THE COUNCIL SHOULD HOLD
PUBLIC HEARINGS IN EACH
BOROUGH BEFORE PASSING
ANY BILL.

I am one of the thousands of consumers who depend on delivery workers every day. Although the entire city depends on them, they are criminalized daily for using their most important tool—their electric bikes.

As the city welcomes the use of other e-bikes and e-scooters for commuters, we ask you to not leave delivery workers behind.

Please support the legalization of their e-bikes.

Soy unos de los miles de consumidores que depende de los deliveristas cada día. Aunque la ciudad depende de ellos, son criminalizado diario por usar su herramienta más importante—las bicis eléctricas.

Mientras las ciudad aprueba el usos de algunas bicis y scooters eléctricas para algunos viajeros, te pedimos que no se olviden de los deliveristas.

Por favor respalden la legalización de sus bicis eléctricas.

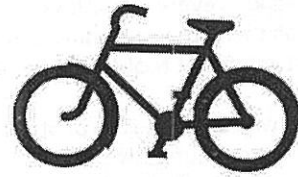
Sincerely,

Name:

Address:

City, State, Zip:

Ariel Hernandez
3145 Fulton St.
Brooklyn N.Y. 11209



FOR THE RECORD



SUPPORT LEGALIZING E-BIKES!

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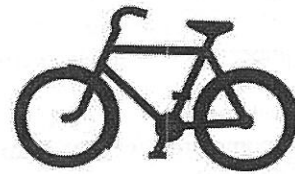
Sincerely,

Name:

Address:

City, State, Zip:

Nathalie Mendez
135 0550X of Brooklyn NY 11208



FOR THE RECORD



#DELIVERJUSTICE
A MESSAGE IN SUPPORT OF DELIVERY WORKERS
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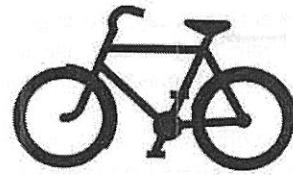
Name:

Maria Lena

Address:

City, State, Zip:

Quito



FOR THE RECORD



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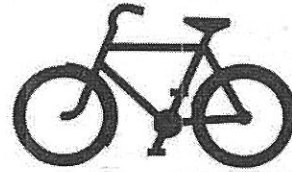
Name:

CARLOS MARTINEZ

Address:

1251 Oakdale AVE 1C

City, State, Zip: Brooklyn, NY 11221



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Sincerely,

Name:

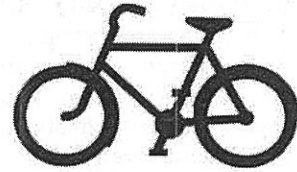
Miguel Alfonso

Address:

901 W. 1st St

City, State, Zip:

11237



FOR THE RECORD



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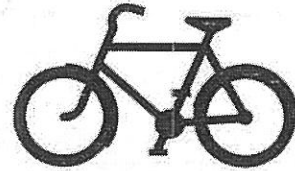
Sincerely,

Name:

Address:

City, State, Zip:

Monica Navarro
211 Irving Ave
BK NY 11237

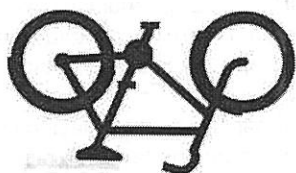


SUPPORT LEGALIZING E-BIKES!

A MESSAGE IN SUPPORT OF DELIVERY WORKERS

#DELIVERJUSTICE

FOR THE RECORD



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Name:

Address:

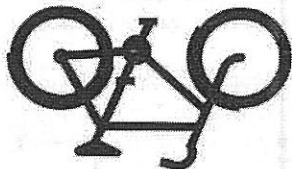
City, State, Zip:

Frankie Moreno
41 Terrace St
Brockton MA 01906

SUPPORT LEGALIZING E-BIKES!

A MESSAGE IN SUPPORT OF DELIVERY WORKERS

#DELIVERJUSTICE



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Sincerely,

Name: Jose E. Nazario

Address: 76 Stager St.

City, State, Zip: Bklyn, N.Y. 11237

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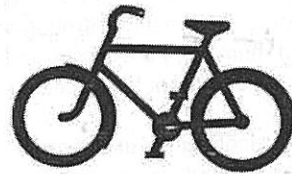
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Por favor respalden la legalización de sus bicis eléctricas.

Sincerely,

Name: FERNANDO ARAENDELL
Address: 1391 MADISON ST
City, State, Zip: BROOKLYN N.Y



FOR THE RECORD



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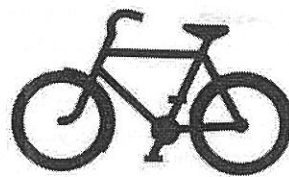
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Sincerely,

Name:

Address:

City, State, Zip:



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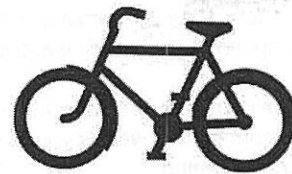
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Por favor respalden la legalización de sus bicis eléctricas.

Sincerely,

Name: Ilda Bravo
Address: 1171 New York Ave
City, State, Zip: Brooklyn



A MESSAGE IN SUPPORT OF DELIVERY WORKERS
#DELIVERJUSTICE

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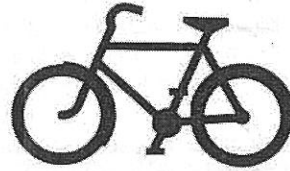
Sincerely,

Name:

Address:

City, State, Zip:

Rosa Ortiz
388 Seneca
11385



#DELIVERJUSTICE
A MESSAGE IN SUPPORT OF DELIVERY WORKERS
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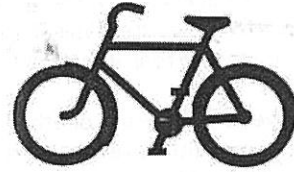
Sincerely,

Name:

Address:

City, State, Zip:

Guillermo Onto
288-5THOR-51
NY 11237



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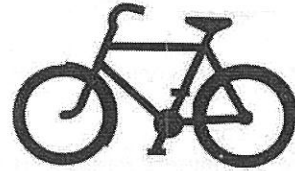
Name:

Teresa G.

Address:

City, State, Zip:

11212



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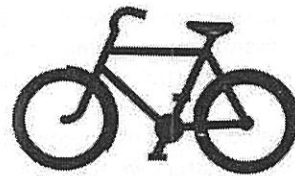
Sincerely,

Name: Maria Hernandez

Address: _____

City, State, Zip: 11237

Brooklyn, N.Y.



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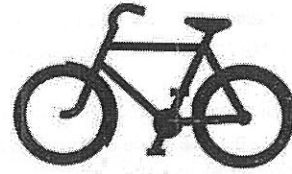
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Address:

City, State, Zip:



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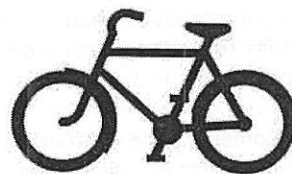
Sincerely,

Name:

Address:

City, State, Zip:

Marida Rodriguez
301 Grove St
Brooklyn
11237



I am one of the thousands of consumers who depend on delivery workers every day. Although the entire city depends on them, they are criminalized daily for using their most important tool--their electric bikes.

As the city welcomes the use of other e-bikes and e-scooters for commuters, we ask you to not leave delivery workers behind.

Please support the legalization of their e-bikes.

Soy unos de los miles de consumidores que depende de los deliveristas cada día. Aunque la ciudad depende de ellos, son criminalizado diario por usar su herramienta más importante--las bicis eléctricas.

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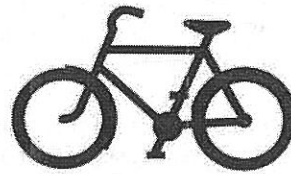
Sincerely,

Name:

Address:

City, State, Zip:

Luis R. Galarza
303 W 4th St Apt 24
Brooklyn 11237



I am one of the thousands of consumers who depend on delivery workers every day. Although the entire city depends on them, they are criminalized daily for using their most important tool--their electric bikes.

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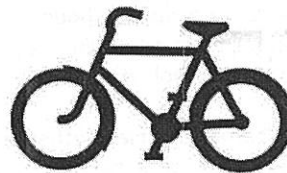
Sincerely,

Name:

Address:

City, State, Zip:

Edgar P. Galarza
2305 Wyckoff St
Brooklyn
11207



I am one of the thousands of consumers who depend on delivery workers every day. Although the entire city depends on them, they are criminalized daily for using their most important tool--their electric bikes.

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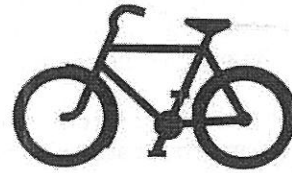
Sincerely,

Name:

Address:

City, State, Zip:

Margaret Galaz
393 Wyckoff St
011237



I am one of the thousands of consumers who depend on delivery workers every day. Although the entire city depends on them, they are criminalized daily for using their most important tool--their electric bikes.

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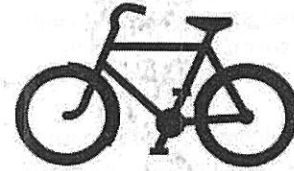
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Sincerely,

Name:

Address:

City, State, Zip:



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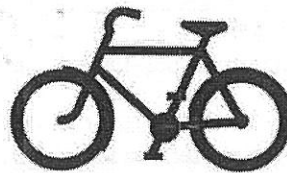
Por favor respalden la legalización de sus bicis eléctricas.

Sincerely,

Name: Yamir Hernandez

Address: 1434 Bedford Ave

City, State, Zip: 11216



I am one of the thousands of consumers who depend on delivery workers every day. Although the entire city depends on them, they are criminalized daily for using their most important tool--their electric bikes.

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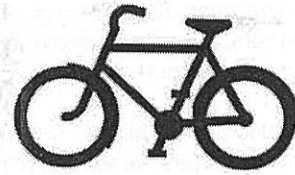
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Por favor respalden la legalización de sus bicis eléctricas.

Sincerely,

Name: Wesley Alvarez
Address: 1438 Bedford Ave
City, State, Zip: 11216



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Sincerely,

Name:

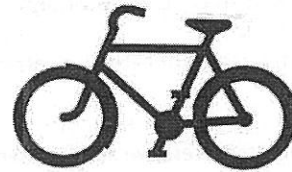
Address:

City, State, Zip:

José A. Gordillo.

1434 Bedford Ave

11216



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Por favor respalden la legalización de sus bicis eléctricas.

Sincerely,

Name: MARIANA MOSCOSO
Address: 1868 MADISON ST.
City, State, Zip: 11385



I am one of the thousands of consumers who depend on delivery workers every day. Although the entire city depends on them, they are criminalized daily for using their most important tool--their electric bikes.

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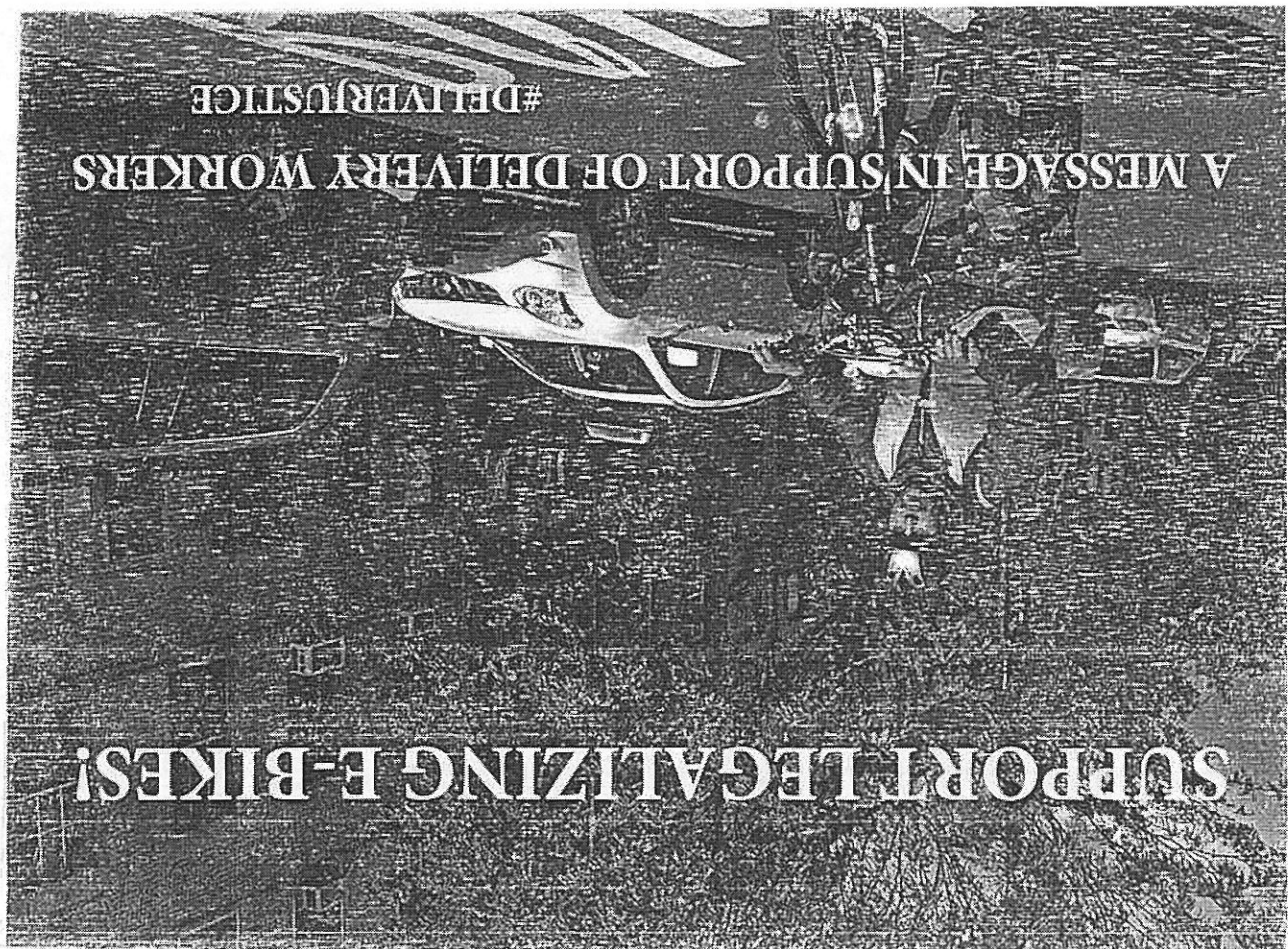
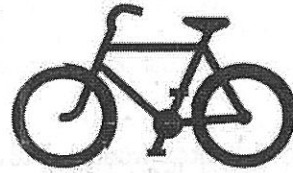
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Por favor respalden la legalización de sus bicis eléctricas.

Sincerely,

Name: MIGUEL MOSCOSO
Address: 1868 MADISON ST.
City, State, Zip: 11385



NYC Council, Committee on Transportation Hearing**Wednesday, January 23, 2019 at 1:00 P.M.****Council Chambers, City Hall, New York, NY****Comments of the New York City Hospitality Alliance on:**

- Int 1250 - In relation to the operation of certain electric scooters.
- Int 1264 - In relation to the operation of certain electric bicycles.
- Int 1265 - In relation to a conversion program for pedal-assist electric bicycles.

The New York City Hospitality Alliance (“The Alliance”) is a not-for-profit association that represents thousands of restaurants and nightlife establishments throughout the five boroughs. Many of our member restaurants offer food and beverage for delivery, and employ delivery cyclists.

Being a delivery cyclist is a tough job. You must navigate the city streets during hot summers and blistering winters. The job can be physically and mentally exhausting. The city of New York should take efforts to support delivery cyclists, many of whom are immigrants and working hard to support themselves and their families. The Alliance supports [Int 1250](#), [Int 1264](#), and [Int 1265](#) because they support delivery cyclists by allowing more efficient modes of transportation, resulting in a reduction of regulatory burdens on them.

Respectfully submitted,

NYC Hospitality Alliance

If you have any questions, please contact our executive director, Andrew Rigie at ARigie@TheNYCAlliance.org.

Testimony for 1/23 Transportation Committee Hearing

To whom it may concern,

I am interested in submitting written testimony for tomorrow's Transportation Committee Hearing because I will be unable to attend in person. The testimony below directly regards Intro 1264-2018, but is generally relevant to multiple bills under discussion tomorrow. Please find my testimony below:

Hello, my name is Bahij Chancey. I am a resident of City Council District 39. I am submitting the following testimony as a private citizen and not on behalf of any organization with which I am affiliated.

Part of the discourse about e-bikes at large focuses on working delivery cyclists who often use e-bikes for their jobs. There's a clear stigma against the group of mostly Asian and Latinx riders, who are frequently perceived as scofflaws. I think it's pointless and harmful to otherize and marginalize this community. When discussing e-bikes we have to be cognizant of this bias and ensure that xenophobia plays no part in our consideration.

To that end, I support the advocacy of the #DeliverJustice coalition, working on behalf of delivery cyclists, that includes the Asian American Federation, Make the Road NY, the Legal Aid Society, Biking Public Project, and Transportation Alternatives.

I'm of the opinion that most of the illegal and dangerous decisions we see working cyclists make is an unfortunate fact of their job. These are folks who are paid in tips, by the delivery, so every second counts. Restaurants aren't willing to hire more workers or increase the base pay. On top of that, the NYPD is out profiling these folks in particular, confiscating their bikes, and charging \$400 fines for their return. I believe we need to take a causal approach and address the roots of the problem by focusing on strengthening worker's rights, labor laws, immigrant protections and more.

I believe that e-bikes (both throttle and pedal assist) and e-scooters should be legalized. I agree with common sense regulations that requiring a max speed and lights, but most of the calls I hear of their danger and the chaos they will cause seem like echos of the calls we've heard against regular bikes, and more recently bike share. **Ultimately, like a car, it's the driver who will decide how to act.** Banning them will not work, and I think relying on e-bike companies to self-regulate isn't a guarantee. We should aim to design our streets to safely accommodate all users, regardless of their conveyance, and address the causes of reckless behavior wherever possible.

Thank you,
-Bahij Chancey
646-246-8402
bahijnyc@gmail.com

Headquarters

40 Worth Street, 10th Floor
New York, NY 10013
tel: 212.430.5982

info@abetterbalance.org
abetterbalance.org

Southern Office

301 21st Ave. South, Suite 355
Nashville, TN 37212
tel: 615.915.2417

Memorandum in Support of New York City Council

Int. No. 1264-2018 Operation of certain electric bicycles.

Int. No. 1265-2018 Conversion program for pedal-assist electric bicycles.

A Better Balance is writing in support of legislation that was introduced in the New York City Council on November 28, 2018, Int. No. 1264 and Int. No. 1265, which would finally address the widespread criminalization of food delivery workers using electric bicycles (or “e-bikes”) across our city by legalizing the e-bikes that delivery workers use, reducing fines, eliminating confiscations, and creating a subsidized conversion program for delivery workers to bring their e-bikes into compliance.

A Better Balance fights for the ability of working people to care for themselves and their families without compromising their economic security through policy advocacy, outreach and education, and direct legal services. A Better Balance works on issues including expanding paid family and medical leave and paid sick time, increasing protections for pregnant and breastfeeding women, ensuring equal pay, and mandating fair scheduling, among others. We support delivery workers in New York and are fully committed to building a city that supports immigrant workers.

Delivery workers have been integral to the growth of New York City’s food industry, and for over a decade, their use of electric bicycles facilitated this growth. Delivery workers now provide over 100,000 deliveries of food daily in New York City. Consumers and businesses alike therefore depend on delivery workers using e-bikes; in fact, many delivery workers report they can no longer get their jobs without owning an electric bike.

Although businesses, customers and workers have benefitted from this evolution to using e-bikes, delivery workers have all the while been criminalized for using them. Year after year, delivery workers routinely have their e-bikes confiscated and are ticketed millions of dollars in fines for using e-bikes to do their job and provide a service on which so many in the City depend.

Last year, the Mayor announced a crackdown on e-bikes after which workers experienced increased ticketing and confiscations, and became substantially more afraid to do their jobs. As a result, for the over 50,000 and predominantly immigrant delivery workers throughout the city, who are dependent on tips and who work in an industry rampant with wage theft, simply

doing their job involves the likelihood of police interaction, of being summoned to court, of accumulating substantial debt in tickets, and of having the very property required for their jobs confiscated. To execute this crackdown, the NYPD continued to enforce an outdated City ordinance established long before e-bikes became integral to our food economy. Meanwhile, responding to substantial lobbying from private companies hoping to introduce their motorized devices for tourists and commuters, City Hall and the Department of Transportation has quickly re-interpreted City and State law to permit *some* motorized devices, including pedal-assist e-bikes, while virtually ignoring the decade-long criminalization of delivery workers by explicitly leaving out the kinds of e-bikes they use. The legislation addresses this inequitable regulation of e-bikes in our city and would take critical steps towards de-criminalizing the use of e-bikes by delivery workers.

City Council now has the opportunity to ameliorate this problem by passing these laws to substantially decriminalize the use of electric bicycles and provide a fair pathway for workers to come under compliance. Specifically, the recently introduced legislation would:

- 1) legalize electric bicycles up to a maximum speed of 20 m.p.h.;
- 2) drastically reduce the amount of a ticket for operating a non-compliant e-bikes and provide riders to cure their non-compliance;
- 3) eliminate confiscations of non-compliant e-bikes except in cases where the driver has endangered human life or property; and
- 4) create a subsidized conversion program to encourage workers who have invested in their e-bikes to convert them to compliant e-bikes.

The issue surrounding e-bikes is not only a transportation issue; it is about something that cuts to the core values of this city regarding its commitments to supporting workers and immigrants and creating meaningful opportunities for families to flourish. **We hope City Council will move quickly to pass these bills and fix the ongoing harm delivery workers continue to face every day as a result of existing City law.**

Sincerely,

A Better Balance
40 Worth Street
New York, NY 10013



populardemocracy.org

449 Troutman Street
Brooklyn, NY 11237

11 Dupont Circle, Suite 240
Washington, DC 20036

T 347-985-2220
F 718-228-9165

NYC Council

New York, NY 10007

Submitted via email to mhenderson@council.nyc.gov

Re: Memorandum in Support -- Int. No. 1264-2018: Operation of certain electric bicycles; Int. No. 1265-2018: Conversion program for pedal-assist electric bicycles

January 22, 2019

Dear New York City Council,

The Center for Popular Democracy (CPD) is writing in support of legislation that was introduced in the New York City Council on November 28, 2018, Int. No. 1264 and Int. No. 1265, which would finally address the widespread criminalization of food delivery workers using electric bicycles (or “e-bikes”) across our city by legalizing the e-bikes that delivery workers use, reducing fines, eliminating confiscations, and creating a subsidized conversion program for delivery workers to bring their e-bikes into compliance.

CPD is dedicated to creating equity, opportunity and democracy in partnership with base-building organizations. CPD builds the power of communities to ensure a pro-worker, pro-immigrant, racial and economic justice agenda. We support delivery workers in New York and we are committed to building a city that supports immigrant workers.

Delivery workers have been integral to the growth of New York City’s food industry, and for over a decade, their use of electric bicycles facilitated this growth. Delivery workers now provide over 100,000 deliveries of food daily in New York City. Consumers and businesses alike therefore depend on delivery workers using e-bikes; in fact, many delivery workers report they can no longer get their jobs without owning an electric bike.

Although businesses, customers and workers have benefitted from this evolution to using e-bikes, delivery workers have all the while been criminalized for using them. Year after year, delivery workers routinely have their e-bikes confiscated and are ticketed millions of dollars in fines for using e-bikes to do their job and provide a service on which so many in the City depend.

Last year, the Mayor announced a crackdown on e-bikes after which workers experienced increased ticketing and confiscations, and became substantially more afraid to do their jobs. As

a result, for the over 50,000 and predominantly immigrant delivery workers throughout the city, who are dependent on tips and who work in an industry rampant with wage theft, simply doing their job involves the likelihood of police interaction, of being summoned to court, of accumulating substantial debt in tickets, and of having the very property required for their jobs confiscated. To execute this crackdown, the NYPD continued to enforce an outdated City ordinance established long before e-bikes became integral to our food economy. Meanwhile, responding to substantial lobbying from private companies hoping to introduce their motorized devices for tourists and commuters, City Hall and the Department of Transportation has quickly re-interpreted City and State law to permit *some* motorized devices, including pedal-assist e-bikes, while virtually ignoring the decade-long criminalization of delivery workers by explicitly leaving out the kinds of e-bikes they use. The legislation addresses this inequitable regulation of e-bikes in our city and would take critical steps towards de-criminalizing the use of e-bikes by delivery workers.

City Council now has the opportunity to ameliorate this problem by passing these laws to substantially decriminalize the use of electric bicycles and provide a fair pathway for workers to come under compliance. Specifically, the recently introduced legislation would:

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- 4) create a subsidized conversion program to encourage workers who have invested in their e-bikes to convert them to compliant e-bikes.

The issue surrounding e-bikes is not only a transportation issue; it is about something that cuts to the core values of this city regarding its commitments to supporting workers and immigrants and creating meaningful opportunities for families to flourish. **We hope City Council will move quickly to pass these bills and fix the ongoing harm delivery workers continue to face every day as a result of existing City law.**

Sincerely,
Elizabeth Nicolas, Staff Attorney for Worker Justice on behalf of
The Center for Popular Democracy

**Memorandum in Support of
New York City Council**

Int. No. 1264-2018 Operation of certain electric bicycles.

Int. No. 1265-2018 Conversion program for pedal-assist electric bicycles.

New York Communities for Change (NYCC) is writing in support of legislation that was introduced in the New York City Council on November 28, 2018, Int. No. 1264 and Int. No. 1265, which would finally address the widespread criminalization of food delivery workers using electric bicycles (or “e-bikes”) across our city by legalizing the e-bikes that delivery workers use, reducing fines, eliminating confiscations, and creating a subsidized conversion program for delivery workers to bring their e-bikes into compliance.

NYCC is dedicated to fighting for Economic justice and power including for workers’ rights and immigrants’ rights and we support delivery workers in New York/are committed to building a city that supports immigrant workers.

Delivery workers have been integral to the growth of New York City’s food industry, and for over a decade, their use of electric bicycles facilitated this growth. Delivery workers now provide over 100,000 deliveries of food daily in New York City. Consumers and businesses alike therefore depend on delivery workers using e-bikes; in fact, many delivery workers report they can no longer get their jobs without owning an electric bike.

Although businesses, customers and workers have benefitted from this evolution to using e-bikes, delivery workers have all the while been criminalized for using them. Year after year, delivery workers routinely have their e-bikes confiscated and are ticketed millions of dollars in fines for using e-bikes to do their job and provide a service on which so many in the City depend.

Last year, the Mayor announced a crackdown on e-bikes after which workers experienced increased ticketing and confiscations, and became substantially more afraid to do their jobs. As a result, for the over 50,000 and predominantly immigrant delivery workers throughout the city, who are dependent on tips and who work in an industry rampant with wage theft, simply doing their job involves the likelihood of police interaction, of being summoned to court, of accumulating substantial debt in tickets, and of having the very property required for their jobs confiscated. To execute this crackdown, the NYPD continued to enforce an outdated City ordinance established long before e-bikes became integral to our food economy. Meanwhile, responding to substantial lobbying from private companies hoping to introduce their motorized devices for tourists and commuters, City Hall and the Department of Transportation has quickly re-interpreted City and State law to permit *some* motorized devices, including pedal-assist e-bikes, while virtually ignoring the decade-long criminalization of delivery workers by explicitly leaving out the kinds of e-bikes they use. The legislation addresses this inequitable regulation of

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The issue surrounding e-bikes is not only a transportation issue; it is about something that cuts to the core values of this city regarding its commitments to supporting workers and immigrants and creating meaningful opportunities for families to flourish. **We hope City Council will move quickly to pass these bills and fix the ongoing harm delivery workers continue to face every day as a result of existing City law.**

Sincerely,

New York Communities for Change
1 Metrotech Center N, 11th Floor,
Brooklyn, NY 11201

Partner Organization Support Request Letter

Hi,

We are writing to ask your organization to support legislation that was recently introduced in the New York City Council that would meaningfully benefit the lives of thousands of low wage and immigrant food delivery workers across our city by substantially decriminalizing the use of electric bicycles (or “e-bikes”) and providing a fair pathway for workers to come under compliance with existing law.

Specifically, the recently introduced legislation would: 1) legalize electric bicycles up to a maximum speed of 20 m.p.h.; 2) drastically reduce the amount of a ticket for operating a non-compliant e-bikes and provide riders to cure their non-compliance; 3) eliminate confiscations of non-compliant e-bikes except in cases where the driver has endangered human life or property; and 4) create a subsidized conversion program to encourage workers who have invested in their e-bikes to convert them to compliant e-bikes.

Year after year, delivery workers have their e-bikes confiscated and are ticketed millions of dollars in fines simply for using e-bikes to do their job and provide a service on which so many in the city depend. This situation is largely the result of a City law created before electric bicycles became integral to our food economy, but that is increasingly used to criminalize workers simply for doing their job.

To support the decriminalization of delivery workers, we ask that you share your support for this legislation by submitting a Memo of Support to City Council in advance of the hearing before the Committee on Transportation on January 23, 2019. Attached is a template support letter to send to members of City Council.

Thank you for your support!

Sincerely,

Make the Road NY



**Memorandum in Support of
New York City Council**

Int. No. 1264-2018 Operation of certain electric bicycles.

Int. No. 1265-2018 Conversion program for pedal-assist electric bicycles.

22 January 2019

The Queens Bike Initiative is writing in support of legislation that was introduced in the New York City Council on November 28, 2018, Int. No. 1264 and Int. No. 1265, which would finally address the widespread criminalization of food delivery workers using electric bicycles (or “e-bikes”) across our city by legalizing the e-bikes that delivery workers use, reducing fines, eliminating confiscations, and creating a subsidized conversion program for delivery workers to bring their e-bikes into compliance.

Queens Bike Initiative is a group of residents working together to create a network of bike lanes in Queens, and we are committed to building a city that supports immigrant workers.

Delivery workers have been integral to the growth of New York City’s food industry, and for over a decade, their use of electric bicycles facilitated this growth. Delivery workers now provide over 100,000 deliveries of food daily in New York City. Consumers and businesses alike therefore depend on delivery workers using e-bikes; in fact, many delivery workers report they can no longer get their jobs without owning an electric bike.

Although businesses, customers and workers have benefitted from this evolution to using e-bikes, delivery workers have all the while been criminalized for using them. Year after year, delivery workers routinely have their e-bikes confiscated and are ticketed millions of dollars in fines for using e-bikes to do their job and provide a service on which so many in the City depend.

Last year, the Mayor announced a crackdown on e-bikes after which workers experienced increased ticketing and confiscations, and became substantially more afraid to do their jobs. As a result, for the over 50,000 and predominantly immigrant delivery workers throughout the city, who are dependent on tips and who work in an industry rampant with wage theft, simply doing their job involves the likelihood of police interaction, of being summoned to court, of accumulating substantial debt in tickets, and of having the very property required for their jobs confiscated. To execute this crackdown, the NYPD continued to enforce an outdated City ordinance established long before e-bikes became integral to our


food economy. Meanwhile, responding to substantial lobbying from private companies hoping to introduce their motorized devices for tourists and commuters, City Hall and the Department of Transportation has quickly re-interpreted City and State law to permit *some* motorized devices, including pedal-assist e-bikes, while virtually ignoring the decade-long criminalization of delivery workers by explicitly leaving out the kinds of e-bikes they use. The legislation addresses this inequitable regulation of e-bikes in our city and would take critical steps towards de-criminalizing the use of e-bikes by delivery workers.

City Council now has the opportunity to ameliorate this problem by passing these laws to substantially decriminalize the use of electric bicycles and provide a fair pathway for workers to come under compliance. Specifically, the recently introduced legislation would:

- 1) legalize electric bicycles up to a maximum speed of 20 m.p.h.;
- 2) drastically reduce the amount of a ticket for operating a non-compliant e-bikes and provide riders to cure their non-compliance;
- 3) eliminate confiscations of non-compliant e-bikes except in cases where the driver has endangered human life or property; and
- 4) create a subsidized conversion program to encourage workers who have invested in their e-bikes to convert them to compliant e-bikes.

The issue surrounding e-bikes is not only a transportation issue; it is about something that cuts to the core values of this city regarding its commitments to supporting workers and immigrants and creating meaningful opportunities for families to flourish. **We hope City Council will move quickly to pass these bills and fix the ongoing harm delivery workers continue to face every day as a result of existing City law.**

Sincerely,

A handwritten signature in cursive script, appearing to read 'Yi-Ling Tan'.

Yi-Ling Tan

Steering Committee

Signing on behalf of Queens Bike Initiative



Memorandum in Support of New York City Council

Int. No. 1264-2018 Operation of certain electric bicycles.

Int. No. 1265-2018 Conversion program for pedal-assist electric bicycles.

32BJ SEIU is writing in support of legislation that was introduced in the New York City Council on November 28, 2018, Int. No. 1264 and Int. No. 1265, which would finally address the widespread criminalization of food delivery workers using electric bicycles (or “e-bikes”) across our city by legalizing the e-bikes that delivery workers use, reducing fines, eliminating confiscations, and creating a subsidized conversion program for delivery workers to bring their e-bikes into compliance.

32BJ represents over 165,000 building service workers along the East Coast, including 85,000 members in New York. With members from over 60 different countries, we are dedicated to building a city that supports immigrant workers. We are also committed to raising standards for fast food workers, which includes delivery workers who rely on e-bikes to make a living.

Delivery workers have been integral to the growth of New York City’s food industry, and for over a decade, their use of electric bicycles facilitated this growth. Delivery workers now provide over 100,000 deliveries of food daily in New York City. Consumers and businesses alike therefore depend on delivery workers using e-bikes; in fact, many delivery workers report they can no longer get their jobs without owning an electric bike.

While businesses and customers have benefitted from this evolution to using e-bikes, delivery workers have been criminalized for using them. Year after year, delivery workers routinely have their e-bikes confiscated and are ticketed millions of dollars in fines for using e-bikes to do their job and provide a service on which so many in the City depend.

Last year, a crackdown on e-bikes led to workers experiencing increased ticketing and confiscations, and became substantially more afraid to do their jobs. As a result, for the over 50,000 and predominantly immigrant delivery workers throughout the city, who are dependent on tips and who work in an industry rampant with wage theft, simply doing their job involves the likelihood of police interaction, of being summoned to court, of accumulating substantial debt in tickets, and of having the very property required for their jobs confiscated. To execute this crackdown, the NYPD continued to enforce an outdated City ordinance established long before e-bikes became integral to our food economy. Meanwhile, responding to substantial lobbying from private companies hoping to introduce their motorized devices for tourists and commuters, City Hall and the Department of Transportation has quickly re-interpreted City and State law to permit *some* motorized devices, including pedal-assist e-bikes, while virtually ignoring the decade-long criminalization of delivery workers by explicitly leaving out the kinds

of e-bikes they use. The legislation addresses this inequitable regulation of e-bikes in our city and would take critical steps towards de-criminalizing the use of e-bikes by delivery workers.

City Council now has the opportunity to ameliorate this problem by passing these laws to substantially decriminalize the use of electric bicycles and provide a fair pathway for workers to come under compliance. Specifically, the recently introduced legislation would:

- 1) legalize electric bicycles with a maximum engine speed of up to 20 m.p.h.;
- 2) drastically reduce the amount of a ticket for operating a non-compliant e-bikes and provide riders to cure their non-compliance;
- 3) eliminate confiscations of non-compliant e-bikes except in cases where the driver has endangered human life or property; and
- 4) create a subsidized conversion program to encourage workers who have invested in their e-bikes to convert them to compliant e-bikes.

The issue surrounding e-bikes is not only a transportation issue; it is about something that cuts to the core values of this city regarding its commitments to supporting workers and immigrants and creating meaningful opportunities for families to flourish. **We hope City Council will move quickly to pass these bills and fix the ongoing harm delivery workers continue to face every day as a result of existing City law.**



Madelyn Wils, President & CEO
Pier 40, 2nd Floor
353 West Street
New York, NY 10014
P 212-627-2020
F 212-627-9224

hudsonriverpark.org

January 23, 2019

Good afternoon Chair Rodriguez and members of the Transportation committee. I am Madelyn Wils, President and CEO of Hudson River Park Trust and am here to request that the Hudson River Greenway be carved out of the proposed City Council bills 1250, 1264 and 1266, which would remove certain prohibitions for electric vehicles.

The Hudson River Greenway which is owned by the New York State Department of Transportation (NYSDOT) is the busiest bike lane in the country. It is also the gateway to the 4-mile Hudson River Park, which is the second busiest park in Manhattan. The Greenway is used by commuters and recreational users alike, including many tourists who are sightseeing, children getting to and from after school activities, and joggers and pedestrians who are currently allowed to use the bikeway under existing NYSDOT funding agreements.

In addition, since there are many commercial, maritime and municipal uses located west of the Greenway, such as the NYC ferry terminal, a Sanitation Department marine transfer facility, the Intrepid Museum, Circle Line, Hornblower and the Passenger Ship Terminal, many vehicles and pedestrians regularly cross the bikeway at dozens of locations along its length. Although the Greenway has lights and signage installed by NYC and NYS DOT, many bike riders do not stop at red lights and often run into cars and buses. The City has just announced increased ferry service in the park in 2020, which will result in far more people using both the bikeway and more vehicles crossing the bike path. Adding electric vehicles to this already complicated and crowded condition will make it more dangerous.

The Trust already has significant negative experience with electric scooters and bikes, because for the past several years, we and the public have seen an increasing number riding on the Greenway even though they are currently illegal. Even with the current prohibitions, enforcement against these e-vehicles has been exceedingly challenging, for a variety of reasons. First, because Park Enforcement Police (PEP) officers are mostly on foot and cannot safely chase these bicycles or scooters without endangering themselves or other Greenway users. Second, the bikeway is already narrow, without adequate room for bicycles to pass each other safely when it is crowded, which it almost always is in good weather. Introducing more bicycles and scooters traveling at greater speeds to this already narrow and crowded area seems destined to create more accidents.

Travelling on the Greenway has been made more difficult and restrictive recently with the State's continued installation of metal bollards at every intersection, spaced only 48 inches apart from each other. The bollard installation is a result of the unfortunate terrorist attack on Oct 31, 2017 and has been mandated by NYPD Counter terrorism, State Department of Homeland Security and the NY State Department of Transportation. Motorized vehicles hitting those metal bollards are another major safety concern. The Trust has seen an increase in accidents on the bikeway in part because of the general expansion of cyclists throughout the City due to programs like Citibike, but also because bikers travelling at higher speeds are increasingly trying to maneuver around the fixed metal bollards to get around those who are riding at a more leisurely pace. The result is that many are travelling in the opposite traffic lanes, leading to additional accidents.

The Trust has a limited number of Park Enforcement Police whose primary mission is to patrol the park. At times, they monitor activity on the State's Greenway. During the first three weeks of January 2019, Park Enforcement Police issued a record 68 bike summons with 48 of them issued to Electric vehicles. The other 20 violations were for running a red light.

For all of the reasons mentioned and to help users of the park and bikeway remain safe, the Trust respectfully asks the City Council to maintain prohibitions of all electric vehicles and bikes with throttles on bikeways and in particular the Hudson River Park Greenway.

Thank you

cc. Speaker Corey Johnson, New York City Council
Council Member Antonio Reynoso
Council Member Carlos Menchaca
Council Member Chaim Deutsch
Council Member Costa Constantinides
Council Member Deborah Rose
Council Member Donovan Richards
Council Member Fernando Cabrera
Council Member I. Daneek Miller
Council Member Mark Levine
Council Member Peter Koo
Council Member Rafael Espinal, Jr.
Council Member Rafael Salamanca, Jr.
Council Member Ruben Diaz, Sr.
Council Member Stephen Levin
James DiGiovanni, Counsel to the Transportation Committee
Hon. Paul Karas, Commissioner, NYS Department of Transportation
Regional Director Craig Ruyle, NYS Department of Transportation
Commissioner Polly Trottenberg, NYC Department of Transportation
Diana Taylor, Chair, Hudson River Park Trust

E-Bike and Scooter Legislation

While it would be wonderful to have greener alternatives on the streets of New York, what good are all these new laws when there is no one out there enforcing them. As things stand now, bicycles, e-bikes and scooters are not obeying the traffic laws at all. I have encountered all three of these type of vehicles on the sidewalks, going in the wrong direction, ignoring traffic lights, not using the bike lanes even where they exist. They also seem to think they have the "right-of-way" over pedestrians. Until you can figure out a way to actually enforce the traffic laws, please do not endanger pedestrians further by adding more of these vehicles to the streets.

Additionally, all I see anymore are these massive-sized, gas-guzzling cars in Manhattan. Uber and Lyft (and whatever else is out there) drivers are cruising the city streets empty. With all the taxis and car companies that have been operating in the city for decades, why do we need them with all their SUV's clogging up the city streets? They should be banned from Manhattan altogether.

I am begging you to PUT PEDESTRIANS FIRST!

Pam Chock
30 West 60th Street
NY NY 10023
212-582-2683

E-Bikes/E-Scooters

As a longtime, non-motorized bike rider in Manhattan, I am against e-bikes and e-scooters being legally allowed to ride on NYC streets because there is no realistic way to prevent them from riding in city bikes lanes, which were never intended for such fast moving vehicles.

Unfortunately, an ever increasing number of illegal e-bikes are ridden in bikes lanes now and, as a result, those lanes have become increasingly unsafe — and frightening — for non-motorized bike riders like myself. Legalizing e-bikes and e-scooters will surely help to defeat the purpose of bike lanes.

The proposed e-bike and e-scooter bills are certain to adversely impact large numbers of non-motorized bike riders, so I hope you won't approve them.

Thank you.

Sincerely,
AJ Miller

E-bikes / E-scooters legislation.

Sadly, in New York City we don't have either the enforcement of the quality of life laws, or the adherence to public safety by bike and scooter riders that cities like Amsterdam or Copenhagen enjoy.

I live on the UES and am nearly missed being hit by a bike rider, both E and regular bikes, riding on the sidewalks, on a very regular basis.

These near misses occur to each of my neighbors and I at least three times a week, at all hours, both during the daytime and after dark. Some of these sidewalk cyclists are delivery people, but by no means all, many are citibike renters, perhaps commuting, and in the warm weather many are recreational cyclists.

It's to be noted too, that while many citibike, recreational and some delivery cyclists wear protective helmets and other gear while riding, the hapless pedestrians that they crash into on the sidewalks or in intersections are entirely unprotected!

There is danger for pedestrians attempting to cross roads with the cross lights in their favor when so many E cyclists and others actually riding where they should, on the roadways, nevertheless ignore these cross lights and hurtle through intersections at will. Again with little or no police notice, or any preventative enforcement.

Although to date E-bikes are illegal to ride in New York City, that has not prevented them from being ridden all over our roadways, and all too frequently on the sidewalks. Clearly making them legal to ride in NYC would only greatly exacerbate this.

New York City has always proudly been known as a walker's city.

But already the safety of pedestrians has been greatly reduced by the cyclists, E, and other, plus the scooters, who choose to ride on the sidewalks for their own safety, irregardless of the safety of pedestrians, and without any real preventative enforcement by the NYPD.

It's my strong hope that the council will see what a crazy idea legalizing these E bikes and scooters would be for NYC, and therefore NOT legalize these E bikes and scooters. I'm afraid that many pedestrian injuries, and even deaths, will result as a consequence of their legalization should it happen.

Yours Sincerely, Romanie Baines.

E-Bikes/E-Scooters

Dear City Council,

I'm very much against legalizing motorized bikes and scooters.

They go twice as fast as cars and are a hazard to pedestrians, automobiles and pedal bikes.

The police should confiscate them with no option of the owner reclaiming them. Restaurant owners should be fined.

The councilman who said " motorized bikes don't injure people, the people riding them do" is either a moron or on the take. They say "guns don't kill people, people kill people." Idiots

Richard Nagrodsky
45 Christopher St. PH-A
NYC 10014



**Memorandum in Support of
New York City Council
Int. No. 1264-2018 Operation of certain electric bicycles.
Int. No. 1265-2018 Conversion program for pedal-assist electric bicycles.**

Make the Road New York supports legislation that was introduced in the New York City Council on November 28, 2018, Int. No. 1264 and Int. No. 1265, which would finally address the widespread criminalization of food delivery workers using electric bicycles (or “e-bikes”) across our city by legalizing the e-bikes that delivery workers use, reducing fines, eliminating confiscations, and creating a subsidized conversion program for delivery workers to bring their e-bikes into compliance.

Make the Road New York is a non-profit community-based membership organization with over 23,000 low-income members dedicated to building the power of Latino and working-class communities to achieve dignity and justice through organizing, policy innovation, transformative education, and survival services. Our Workplace Justice legal team represents hundreds of low-wage immigrant workers each year to enforce their rights under labor and employment laws, many of whom are delivery workers. We support delivery workers in New York and are committed to building a city that supports immigrant workers. We support this legislation based on our experience representing delivery workers and on behalf of the delivery workers we work with who are deeply concerned about the criminalization they have faced.

Delivery workers have been integral to the growth of New York City’s food industry, and for over a decade, their use of electric bicycles facilitated this growth. Delivery workers now provide over 100,000 deliveries of food daily in New York City. Consumers and businesses alike therefore depend on delivery workers using e-bikes; in fact, many delivery workers report they can no longer get their jobs without owning an electric bike.

Although businesses, customers and workers have benefitted from this evolution to using e-bikes, delivery workers have all the while been criminalized for using them. Year after year, delivery workers routinely have their e-bikes confiscated and are ticketed millions of dollars in fines for using e-bikes to do their job and provide a service on which so many in the City depend.

Last year, the Mayor announced a crackdown on e-bikes after which workers experienced increased ticketing and confiscations, and became substantially more afraid to do their jobs. As a result, for the over 50,000 and predominantly immigrant delivery workers throughout the city, who are dependent on tips and who work in an industry rampant with wage theft, simply doing their job involves the

BROOKLYN 301 GROVE STREET BROOKLYN, NY 11237 718 418 7690	QUEENS 92-10 ROOSEVELT AVENUE JACKSON HEIGHTS, NY 11372 718 565 8500	STATEN ISLAND 161 PORT RICHMOND AVENUE STATEN ISLAND, NY 10302 718 727 1222	LONG ISLAND 1090 SUFFOLK AVENUE BRENTWOOD, NY 11717 631 231 2220	WESTCHESTER 46 WALLER AVENUE WHITE PLAINS, NY 10605 914 948 8466
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likelihood of police interaction, of being summoned to court, of accumulating substantial debt in tickets, and of having the very property required for their jobs confiscated. To execute this crackdown, the NYPD continued to enforce an outdated City ordinance established long before e-bikes became integral to our food economy. Meanwhile, responding to substantial lobbying from private companies hoping to introduce their motorized devices for tourists and commuters, City Hall and the Department of Transportation has quickly re-interpreted City and State law to permit *some* motorized devices, including pedal-assist e-bikes, while virtually ignoring the decade-long criminalization of delivery workers by explicitly leaving out the kinds of e-bikes they use. The legislation addresses this inequitable regulation of e-bikes in our city and would take critical steps towards de-criminalizing the use of e-bikes by delivery workers.

City Council now has the opportunity to ameliorate this problem by passing these laws to substantially decriminalize the use of electric bicycles and provide a fair pathway for workers to come under compliance. Specifically, the recently introduced legislation would:

- 1) legalize electric bicycles up to a maximum speed of 20 m.p.h.;
- 2) drastically reduce the amount of a ticket for operating a non-compliant e-bikes and provide riders to cure their non-compliance;
- 3) eliminate confiscations of non-compliant e-bikes except in cases where the driver has endangered human life or property; and
- 4) create a subsidized conversion program to encourage workers who have invested in their e-bikes to convert them to compliant e-bikes.

The issue surrounding e-bikes is not only a transportation issue; it is about something that cuts to the core values of this city regarding its commitments to supporting workers and immigrants and creating meaningful opportunities for families to flourish. **We hope City Council will move quickly to pass these bills and fix the ongoing harm delivery workers continue to face every day as a result of existing City law.**

Sincerely,

A handwritten signature in black ink, appearing to read "Deborah Axt", with a stylized flourish at the end.

Deborah Axt
Co-Executive Director

Memorandum in Support of New York City Council

Int. No. 1264-2018 Operation of certain electric bicycles.

Int. No. 1265-2018 Conversion program for pedal-assist electric bicycles.

The New York Committee for Occupational Safety and Health writing in support of legislation that was introduced in the New York City Council on November 28, 2018, Int. No. 1264 and Int. No. 1265, which would finally address the widespread criminalization of food delivery workers using electric bicycles (or “e-bikes”) across our city by legalizing the e-bikes that delivery workers use, reducing fines, eliminating confiscations, and creating a subsidized conversion program for delivery workers to bring their e-bikes into compliance.

The New York Committee for Occupational Safety and Health (NYCOSH) is a membership organization of workers, unions, community-based organizations, workers’ rights activists, and health and safety professionals. NYCOSH uses training, education, and advocacy to improve health and safety conditions in our workplaces, our communities, and our environment. Founded in 1979 on the principle that workplace injuries, illnesses and deaths are preventable, NYCOSH works to extend and defend every person’s right to a safe and healthy workplace.

This population faces hazards on the job every day as they struggle to complete their work. NYCOSH has endorsed this legislation due to the hazards that delivery workers face on the job, and the ability of the legislation to improve their conditions. E-bike workers face unique hazards, including:

- E-bike workers are forced to deliver as quickly as possible, racing them to speed up their work to meet delivery times. This both increases the number of e-bikes in the road versus regular bikes, and makes cyclists more likely to cut corners to make their food deliveries on time.
- Cyclists (e-bike or otherwise) have high incidents of being struck by cars or other vehicles, which only increases as a result of their employers placing unreasonable expectations on delivery times.
- Most of these workers are undocumented immigrants, so when their employers are placing unrealistic (and perhaps illegal) expectations on delivery times--combined with the population being detained and having their bikes confiscated by NYPD--they're unlikely to speak up and organize for better working conditions, let alone report violations, thus putting them in further danger.
- The stress factor of both riding in NYC's streets and doing so without a proper license to operate, also with the threat of a loss of livelihood (the confiscation of the e-bikes, which is the workers' ability to earn an income)

Legislation would improve the lives of e-bike workers. By legalizing specific types of e-bikes and making the transition to these e-bikes easier on low-wage workers, workers' stress on the job

would significantly reduce, as they will not be specifically targeted for simply doing their job. Further, workers may be more likely to report employers who encourage speed-up and therefore encourage and incentivize evasion of traffic laws that keep everyone safe. Decriminalizing the workforce could also have a net positive impact on other reporting of unsafe working conditions and instances of wage theft.

City Council should pass this law to decriminalize the use of electric bicycles and provide a fair pathway for workers to come under compliance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charlene Obernauer', with a long horizontal flourish extending to the right.

Charlene Obernauer, Executive Director
New York Committee for Occupational Safety and Health

Partner Organization Support Request Letter

Hi,

We are writing to ask your organization to support legislation that was recently introduced in the New York City Council that would meaningfully benefit the lives of thousands of low wage and immigrant food delivery workers across our city by substantially decriminalizing the use of electric bicycles (or “e-bikes”) and providing a fair pathway for workers to come under compliance with existing law.

Specifically, the recently introduced legislation would: 1) legalize electric bicycles up to a maximum speed of 20 m.p.h.; 2) drastically reduce the amount of a ticket for operating a non-compliant e-bikes and provide riders to cure their non-compliance; 3) eliminate confiscations of non-compliant e-bikes except in cases where the driver has endangered human life or property; and 4) create a subsidized conversion program to encourage workers who have invested in their e-bikes to convert them to compliant e-bikes.

Year after year, delivery workers have their e-bikes confiscated and are ticketed millions of dollars in fines simply for using e-bikes to do their job and provide a service on which so many in the city depend. This situation is largely the result of a City law created before electric bicycles became integral to our food economy, but that is increasingly used to criminalize workers simply for doing their job.

To support the decriminalization of delivery workers, we ask that you share your support for this legislation by submitting a Memo of Support to City Council in advance of the hearing before the Committee on Transportation on January 23, 2019. Attached is a template support letter to send to members of City Council.

Thank you for your support!

Sincerely,

Make the Road NY



New York City Council Committee on Transportation Hearing
January 23, 2019
Testimony of Eric McClure, Executive Director, StreetsPAC

We are pleased to offer our support for all of the legislation under consideration today.

We're in the midst of a revolution in personal mobility, and we believe e-bikes and e-scooters have a significant role to play in helping New Yorkers to get around efficiently and safely, replacing automobile trips with more space-efficient and environmentally friendly travel modes.

Pedal-assist bikes make it easier for people of varying abilities, notably the elderly, to choose cycling as a means of getting about, and such vehicles extend the range for all people commuting by bicycle. Electric scooters can play a similar role, especially for shorter trips and last-mile connections to transit.

As Portland's 2018 e-scooter pilot program demonstrated, a significant portion of scooter trips, which averaged a bit more than one mile, replaced trips that otherwise would have been made by personal or for-hire vehicle. We support New York City conducting its own shared-scooter pilot, as outlined in Intro 1266-2018.

In general, we believe electrically powered devices should operate at equivalent speeds and in the same manner as pedal bikes. Homogeneous traffic flow will be safest for all users, and marked differences in speed will be an invitation to conflicts. Therefore, we would urge consideration of lowering the speeds proscribed in Intro 1264-2018 and 1250-2018, respectively, to approximately 16 miles per hour for pedal-assist bicycles, and 12 miles per hour for e-scooters.

Furthermore, we believe that the most effective means of regulating speeds would be with a low-cost annual inspection system run out of local bike shops, akin to the regime for motor-vehicle inspections, with official stickers that would be prominently displayed on e-vehicles.

As the safe operation of electric scooters requires both hands on the handlebars, e-scooters should be equipped with turn signals and lights powered by the main battery, and e-bikes should also have required lights powered in the same way.

We strongly support the provisions of Intro 1264-2018 that would reduce the amount of a fine for operating a non-compliant e-bike, and provide an opportunity to cure non-compliance, and that would eliminate confiscations of non-compliant e-bikes except in cases of demonstrably reckless riding.

We also support Intro 1265-2018, which would create a subsidized conversion program to encourage workers of fully motorized e-bikes to convert them to compliant e-bikes. There are obviously many details that would need to be worked out for such a program, including funding sources, but if New York City aspires to be America's fairest city, we must figure out a way to make this happen.

Additionally, we would support a protocol that would allow working cyclists with clean traffic records the opportunity to upgrade the speed capacity of their bicycles to 20 miles per hour.

We also strongly support Intro 1163-2018, which would mandate the preservation of bicycle lanes during street work. There's a tremendous amount of construction underway in New York City, and far too often, accommodations for cyclists are haphazard or non-existent. Requiring uniform standards for temporary protections will go a long way toward keeping people safe.

Lastly, we support Intro 0481-2018, requiring the collection and reporting of data on electric bicycles and scooters. Such data will be fundamental to evaluating the use of e-bikes and e-scooters, and we concur with Transportation Alternatives that the disaggregated details for e-scooters and e-bikes should be available via Vision Zero View and TrafficStat.



**Testimony of the Partnership for New York City
Kathryn Wylde, President & CEO**

**New York City Council
Committee on Transportation**

Electric Bicycles and Scooters

January 23, 2019

Thank you Chair Rodriguez and members of the committee for the opportunity to testify on electric bicycles and scooters. The Partnership for New York City represents the city's business leaders and largest private sector employers. We work together with government, labor and the nonprofit sector to enhance the economy of the five boroughs of New York City.

Excess traffic congestion is a serious problem in the city, clogging our streets and highways and resulting in more than \$20 billion a year in economic losses and increased expenses. The Partnership supports efforts to reduce congestion, including the proposed congestion pricing district in Manhattan and improved public transportation options. We have also been early supporters of bike share and the creation of bike lanes to encourage a safe alternative for getting around the city.

We are very concerned, however, with the move to legalize electric bicycles and e-scooters in the city. Reports from our members who operate businesses in other cities that have been early movers in legalizing or not enforcing laws against these newly popular options for getting around the city are that they are dangerous and disruptive in a dense urban environment.

We conclude that New York City should not move forward with legalization without in depth analysis of the possible consequences and investment in infrastructure that will ensure the safety of riders and pedestrians. Space on city streets and sidewalks is at a premium. Certainly in the Manhattan Central Business District, no additional alternative equipment should be permitted until we see the impact of congestion pricing, which will be 2021 at the earliest. Current conditions simply cannot safely accommodate e-bikes and scooters.

Deterioration of our city's mass transit system has stimulated interest in alternative ways to get around, but these alternatives bring with them new challenges. We should all be focused on fixing the bus and subway system, rather than the distractions of accommodating new modes of transport. We urge the City Council to slow down the process and work with the city Department of Transportation on a comprehensive plan to address concerns about these vehicles and ensure the safety of all of our citizen.

Thank you.

Motorized Scooter and Bike Testimony

January 23, 2019

Sarah M. Kaufman, NYU Rudin Center for Transportation

sarahkaufman@nyu.edu / 212-998-7493

My name is Sarah Kaufman, and I am the Associate Director of the Rudin Center for Transportation at NYU.

I am pleased that the City Council is considering new motorized modes of transportation, the electric scooter and bike.

New York City has more than 25 modes of transportation, according to the NYU Rudin Center's [Mobility Factbook](#). These options are essential for New Yorkers, who rely on subways, buses, taxis, bikes and personal cars, depending on their travel needs.

I encourage you add e-scooters and e-bikes to the transportation choices available to New Yorkers. I would like to explain how they will benefit New Yorkers and the city as a whole.

E-bikes and scooters will help the city reach its congestion and air quality goals. They expand access to public transportation by providing a first and last mile solution. In other cities, such as San Francisco, Portland and San Diego, scooter users report replacing car or ride-hail trips with scooters. These trips tend to be just over one mile, [the same distance as one-third of taxi trips in New York](#).

If we *truly* want to disincentivize cars from driving in Manhattan, we must provide alternative modes.

Dockless e-scooters and e-bikes will also help New York become a more equitable city. In other cities, lower-income residents, people of color, and women are using these modes at higher rates than they are using traditional bike share, according to several studies. For example, according to research firm [Populus](#), African-American people in Washington, DC, have used dockless modes at 2.6 times the rate they use the city's Capital Bikeshare.

Furthermore, as we have discussed today, e-bikes propel New York's food delivery economy, primarily comprised of immigrants from Asia and Latin America. These workers are often paid based on how many meals they deliver within a shift, and e-bikes significantly improve their productivity. It is essential that just as pedal-assist Citi Bikes are permitted to use the streets, people who rely on throttle bike technology for their livelihoods are also permitted.

In New York, the Citi Bike system is beneficial, but heavily skewed toward male riders: according to our research at the NYU Rudin Center, [women take less than a quarter of Citi Bike trips](#). Typically, women attribute a lack of urban biking to fear of dangerous traffic, need to provide caregiving trips to young or elderly dependents, and aversion to showing up sweaty to work. However, when presented with electric modes that require less exertion, removing the last barrier of use, women are more likely to use the mode. In Lime's dockless e-bike pilot in New York in the summer of 2018, women's ridership reached 31% of trips. Nationally, 72 percent of women report viewing scooters positively, according to the same [Populus](#) study. The new mode has virtually no learning curve, can be

ridden in work attire, and helps them take the micro-trips that are part of women's travel patterns of multiple short trips throughout the day.

However, there is understandable fear and anxiety of riding scooters on New York City streets. I have ridden a Bird Scooter throughout the bike lanes of Manhattan. The trips are mostly joyful, with the exception of hazardous midtown traffic. This danger is primarily due to the lack of protection of active mode users from large vehicles.

Should New York City legalize scooters, it should also provide a safe space for them to operate, structurally separate from both pedestrians and cars. Protected bike and scooter lanes must be built and maintained. In addition, in order to manage the issues seen elsewhere of scooters obstructing sidewalks, New York also must consider installing dedicated parking to these modes. About eight e-scooters can fit where a single car is parked, in effect providing eight separate rides where previously there was only one. In addition, serious financial penalties could be imposed on scooter customers who park badly or ride on sidewalks.

New York can learn from other cities how best to manage motorized scooters. Most notably, Los Angeles will soon be able to monitor and manage scooter ridership in real-time, so they can track mobility patterns and inform users about temporarily closed streets. This real-time management puts L.A. government in control of the mode, restrict or permit it depending on external conditions, and measure community impacts.

Other cities, like Santa Monica, have implemented dynamic caps, which may be beneficial to controlling the number of scooters on the street.

Denver has required scooter companies to locate scooters at transit stations to ensure last-mile solutions. Giving New Yorkers, especially those in outer boroughs, a fast trip home from the subway would lead to a more seamless integration of the new mode.

Overall, e-scooters and e-bikes fundamentally fit into New York City's transportation landscape and larger policy goals. They reduce traffic congestion, boost air quality, and improve mobility for all New Yorkers.

Thank you for your time and attention.

IDEAS FOR NYC BICYCLE/SCOOTER REQUIREMENTS

1. Restrict E- Bike speed to 20 mph and E-Scooter speed to 15 mph.
2. E-Scooters must use bike lanes not on sidewalks.
3. Bicycles of all types and E-Scooters must be licensed and have license plate mounted on rear of vehicle. License must be renewed annually. License can be revoked for unsafe operation. E-Bikes or E-Scooters must be licensed in restaurant's name.
4. All E-Bikes and E-Scooters must have sound-generating device to make pedestrians aware of approaching vehicle.
5. All E-Bikes and E-Scooters used to deliver restaurant meals must have \$5 million public liability policy in the name of restaurant owner.
6. E-Bikes and E-Scooters must have a nighttime headlight.
7. Bicycles of all types and E-Scooters must obey all traffic signals and laws similar to automobiles. Only be operated in bike lanes and not on sidewalks. Must abide by one-way street direction. Stop at red lights.
8. All operators of E-Bikes and E-Scooters must attend a 10-hour course on safety in order to obtain vehicle license.
9. Substantial fines may be necessary to exact compliance.
10. NYC Citizens can report Bike and Scooter violations with license number by telephone.

Richard Charlson

Phone 917-620-5792 or email: rickcharlson@gmail.com

Submitted to NYC Committee on Transportation

Ydanis A. Rodriguez, Chairperson

Members: Fernando Cabrera, Costa G. Constantinides, Chaim M. Deutsch, Ruben Diaz, Sr., Rafael L. Espinal, Jr., Peter A. Koo, Stephen T. Levin, Mark Levine, Carlos Menchaca, I. Daneek Miller, Antonio Reynoso, Donovan J. Richards, Deborah L. Rose and Rafael Salamanca, Jr.

01/23/19

January 23, 2019

Good afternoon Chair Rodriguez and members of the Transportation committee. I am Madelyn Wils, President and CEO of Hudson River Park Trust and am here to request that the Hudson River Greenway be carved out of the proposed City Council bills 1250, 1264 and 1266, which would remove certain prohibitions for electric vehicles.

The Hudson River Greenway which is owned by the New York State Department of Transportation (NYSDOT) is the busiest bike lane in the country. It is also the gateway to the 4-mile Hudson River Park, which is the second busiest park in Manhattan. The Greenway is used by commuters and recreational users alike, including many tourists who are sightseeing, children getting to and from after school activities, and joggers and pedestrians who are currently allowed to use the bikeway under existing NYSDOT funding agreements.

In addition, since there are many commercial, maritime and municipal uses located west of the Greenway, such as the NYC ferry terminal, a Sanitation Department marine transfer facility, the Intrepid Museum, Circle Line, Hornblower and the Passenger Ship Terminal, many vehicles and pedestrians regularly cross the bikeway at dozens of locations along its length. Although the Greenway has lights and signage installed by NYC and NYS DOT, many bike riders do not stop at red lights and often run into cars and buses. The City has just announced increased ferry service in the park in 2020, which will result in far more people using both the bikeway and more vehicles crossing the bike path. Adding electric vehicles to this already complicated and crowded condition will make it more dangerous.

The Trust already has significant negative experience with electric scooters and bikes, because for the past several years, we and the public have seen an increasing number riding on the Greenway even though they are currently illegal. Even with the current prohibitions, enforcement against these e-vehicles has been exceedingly challenging, for a variety of reasons. First, because Park Enforcement Police (PEP) officers are mostly on foot and cannot safely chase these bicycles or scooters without endangering themselves or other Greenway users. Second, the bikeway is already narrow, without adequate room for bicycles to pass each other safely when it is crowded, which it almost always is in good weather. Introducing more bicycles and scooters traveling at greater speeds to this already narrow and crowded area seems destined to create more accidents.

Travelling on the Greenway has been made more difficult and restrictive recently with the State's continued installation of metal bollards at every intersection, spaced only 48 inches apart from each other. The bollard installation is a result of the unfortunate terrorist attack on Oct 31, 2017 and has been mandated by NYPD Counter terrorism, State Department of Homeland Security and the NY State Department of Transportation. Motorized vehicles hitting those metal bollards are another major safety concern. The Trust has seen an increase in accidents on the bikeway in part because of the general expansion of cyclists throughout the City due to programs like Citibike, but also because bikers travelling at higher speeds are increasingly trying to maneuver around the fixed metal bollards to get around those who are riding at a more leisurely pace. The result is that many are travelling in the opposite traffic lanes, leading to additional accidents.

The Trust has a limited number of Park Enforcement Police whose primary mission is to patrol the park. At times, they monitor activity on the State's Greenway. During the first three weeks of January 2019, Park Enforcement Police issued a record 68 bike summons with 48 of them issued to Electric vehicles. The other 20 violations were for running a red light.

For all of the reasons mentioned and to help users of the park and bikeway remain safe, the Trust respectfully asks the City Council to maintain prohibitions of all electric vehicles and bikes with throttles on bikeways and in particular the Hudson River Park Greenway.

Thank you

cc. Speaker Corey Johnson, New York City Council
Council Member Antonio Reynoso
Council Member Carlos Menchaca
Council Member Chaim Deutsch
Council Member Costa Constantinides
Council Member Deborah Rose
Council Member Donovan Richards
Council Member Fernando Cabrera
Council Member I. Daneek Miller
Council Member Mark Levine
Council Member Peter Koo
Council Member Rafael Espinal, Jr.
Council Member Rafael Salamanca, Jr.
Council Member Ruben Diaz, Sr.
Council Member Stephen Levin
James DiGiovanni, Counsel to the Transportation Committee
Hon. Paul Karas, Commissioner, NYS Department of Transportation
Regional Director Craig Ruyle, NYS Department of Transportation
Commissioner Polly Trottenberg, NYC Department of Transportation
Diana Taylor, Chair, Hudson River Park Trust



CORNERSTONE BAPTIST CHURCH

Lawrence E. Aker, III - Senior Pastor

Motorized Scooter and Bike Testimony

January 23, 2019

My name is Rev. Lawrence Aker and I am the Pastor of Cornerstone Baptist Church in Bedford-Stuyvesant, Brooklyn. I am in favor of legalizing electronic scooters because our transportation system is in “crisis mode.”

I personally know many members of my congregation and community that are faced with dual inconveniences. Many people travel further and wait longer for mass transit to arrive at final destinations. We can no longer tolerate this inconvenient combination.

Transit delays and dysfunction disproportionately affect communities of color like mine. We need more options. More ways to get to work. More ways to access other subway and bus lines. And yes, more ways for members of our community to get to church on Sunday! But too often, our transit needs go unmet. We are told time and again that our system is old and too expensive to change. To make matters worse, our communities are too often neglected by innovation.

The good news is that we have an industry that’s willing to put us at the cutting edge of transportation innovation and fill these transit gaps. Electronic scooter companies are willing to come in right away. Not next year. Not next month. Next week!

It took years to get Citibike into some of our neighborhoods in Brooklyn and most of them are still underserved or totally unserved by Citibike.

Electronic scooters are affordable for most folks. If you qualify for government assistance, you can cover several miles for less than the cost of a subway card.

Independent research shows that motorized scooters are more popular among economically vulnerable populations than any other demographic. We are not surprised: Our constituents are too often stranded by the current transit system. We believe motorized scooters can be part of the solution.

It is for this reason that I urge the City Council, Mayor DeBlasio and DOT to make scooters available to our communities. The transportation gap will sharply decrease as a result of this timely initiative.

Please immediately take steps to make scooters available to our communities.

Thank you for the opportunity to testify.

I am one of too many people in NYC who have been injured by ebikes.

I have attached a photo of myself in the ambulance that night, because I think a visceral sense of the literal impact of these vehicles on a person says more than my words can.

One evening in May of 2013 I was riding my bike from Brooklyn to Manhattan on the Williamsburg Bridge in the "protected" bike path. I was wearing a helmet and had white flashing lights on the front of my helmet and bike frame, and red flashing lights on the rear of both as well.

As I crested the hill and began my descent I noticed a vehicle with a large solid (not blinking, as on most bicycles) white light heading directly towards me in my lane, proceeding uphill VERY fast. I assumed the operator was passing someone and would be back in his lane by the time we crossed paths. I was wrong. I felt head on impact and the next thing I remember was waking up face down in a pool of blood. The operator of the other vehicle had been going so fast that he was not knocked off when he hit me, or even slowed down by the impact. It was a hit and run.

Other cyclists stopped to assist me and called 9-1-1. One happened to have an ice pack in his bag, which helped to staunch the bleeding from the head wounds I'd sustained.

I waited 90 minutes - fully an hour and a half - for EMTs to reach me, which only happened after a police officer in his 3 wheeled vehicle came upon me by chance on a normal round. He proceeded to the Manhattan side of the bridge, where he found the ambulance sitting. They said they didn't know how to find me and since they couldn't drive onto the bikeway due to the bollards, they didn't know what to do - they thought it could be a very long walk up to find me. So they left the accident victim with a reported head wound sitting and bleeding. Perhaps they thought I'd walk to them?

I was very lucky and had only a fractured cheek bone, a fractured orbital bone, and a fractured sinus (which required surgical repair) plus the need for multiple stitches in my face and damage to my facial nerves that is an issue still, 6 years later, but it could have been much worse.

While I didn't see the vehicle that struck me clearly, a few things tell me it was motorized: the large and steady (not flashing) headlight; the fact that it was silent - regular pedal bikes all make some sort of noise, even the highest end racing bikes; the speed at which it was going uphill for nearly a mile before the impact; and the fact that the impact didn't knock the vehicle over or ostensibly even slow it down.

The issues I've been trying to highlight since then, as a member of the Hudson River Park Advisory Council and at CB2 where I am a public member, are the following:

- Electric bikes are simply too fast and too heavy to share space with regular bikes - some being ridden by children and elderly people - they cause grievous injury far worse than what would typically result from a collision with an average bicycle and another average bicycle.
- Electric bikes are silent and one cannot hear them approaching so there is not chance to even get out of their way

- Many electric bikes are driven by delivery people whose goal is to complete their trip as fast as possible, which often leads to reckless and dangerous operation (labor and wage laws should protect delivery people, not transportation laws)
- And finally, bike lanes, especially the now proliferating separated ones, especially the greenways and routes over the many bridges in our 5 boroughs, are increasingly "protected" from vehicles by bollards and other obstacles. This means that it is harder for ANY vehicle to access the lanes, including emergency vehicles. Were it not for a good samaritan with an ice pack, I could have bled to death from my head wound in the 90 minutes I waited for medical assistance. Don't let this happen to anyone else.

I urge you to speak out to ensure that:

- ALL sorts of motorized vehicles, including bicycles with electric motors or pedal assist motors (plus electric standing scooters and electric skateboards and unicycles) be kept OFF bike paths and OUT of bike lanes. There is no contest between the speed and weight of these vehicles and a cyclist on a human-powered bike
- ALL sorts of motorized vehicles, including bicycles with electric motors or pedal assist motors be registered with the city to the state or both, so that operators can be tracked and thus will be liable for accidents they cause (this should be done by the owner as with motorcycles, cars and vespa-type scooters who would then be responsible for whoever they allow to operate it, just like motorcycles, cars, and vespa-type scooters)
- ALL sorts of motorized vehicles, including bicycles with electric motors or pedal assist motors be required to emit some sort of operating noise, as electric cars do, to warn people out of sight lines or people with impaired vision of their approach. This is now a law for electric vehicles. See: <https://www.reuters.com/article/us-autos-regulations-sounds/u-s-finalizes-long-delayed-quiet-cars-rule-extending-deadline-idUSKCN1GA2GV>

I see the value of these motorized vehicles for certain uses, but PLEASE, PLEASE do not let them operate in the already crowded space cyclists have come to consider safe.

Thank you.

Nancy Brous

NBrous@gmail.com



Ebikes /Escooters : intro1250 and intro1264 and ALL

My Name is Thomas Sneeringer and I live in Cobble Hill Brooklyn. I attended today's City council hearing and there was much talk about safety for bikes and electric motorized vehicles like Ebikes but a passing acknowledgement about the problem of pedestrian safety. Pedestrians, to my understanding in the chain of protection under law, are supposed to get protection before any kind of vehicle. So my criticism of these Local laws and their larger context is they use laws pertaining to bicycle operators to control operators of elect scooters /Ebikes..

Back in the late 70s/ early 80s bicycle messengers proliferated. Analogous to our situation today, these messengers were focused on speed and they ran red lights, went against one way streets, drove on sidewalks and created havoc and danger for the pedestrian. Laws about bicycle operation seemed to become stricter or were enforced and the problem got better. From my observation, maybe the laws and certainly the ENFORCEMENT of bicycle laws and fines has changed over the past 10 years.

Dangerous Bicycle riding has now become much more common with riders now allowed on sidewalks(Isaw a CITIBIKE riding on 5th ave/32 street Manhattan sidewalk). They operate with impunity, not obeying traffic laws including running red lights and going the wrong way down one way streets. This has made it even more dangerous for pedestrians on sidewalks and street crossings. And with the advent and increasing numbers and Culture of EBIKES(either motors added to existing bikes,European looking scooters which look like VESPAS or even up right electric scooters.

Tying these laws to Bicycle laws and enforcement is naïve and misguided and they are not structured to address problems of operation electric motorized vehicle(operable word Vehicle), on our streets and where none of these vehicles belong, on our sidewalks.

HERE are my suggestions for revising these the proposed City Council laws:

1. Come up with a better way of enforcement and to report violations for operators of all electric motorized vehicles.
2. Throttled EBIKES, Electric Vespas type scooters, pedal assisted ebikes,electric upright scooters and even electric skateboards should not be lumped together but analysis, discussion and operating requirements and laws should be separately designated. REMEMBER these are all vehicles and belong only in the street.
3. On an ongoing basis, inform the public (both citizens,companies of NYC as well as Tourists) what are the laws, their responsibilities and what the penalties are for misuse of bicycle and Electric motorized vehicles. Electric skateboards should also be addressed. A change in culture can happen. A law pertaining to the health of the Public was done in the late 70s,with the Pooper Scooper Law and with good effect. CITIBIKE and other rental agencies should also put in their contracts and where possible tie to credit cards, statement of proper use/what the laws are and tie the contract and fines to violations which the renter has to agree to.
3. Electric motorized vehicles speed should be limited to 10 miles per hour which from my research is the AVERAGE speed of a bicycle not the top speed.20mph is the speed limit for automobiles unless posted .Why make that the top end for electric motorized vehicle? Specially throttle EBIKES and VESPA type scooters should have license plates which could be used for reporting violations to 311 or a regulating agency. Not sure how to handle private up right

electric scooters but citizens need some way of reporting their misuse. Electric Scooters and even foot powered scooters for anyone over 12 years should be banned from sidewalks.

4. ENFORCE Bicycle laws

Specially in the age of Trump, its important to talk about possible targeting of immigrants and to try to protect them, but if that becomes the main political focus it conflates a complex set of problems and answers so we dont get clear, functional laws. Immigrants are not the only citizens of NYC. Where they grew up, violations here may have been the norm or acceptable which will require alot of education by the city but it can be done. Pedestrians should always come FIRST. please enact LL s that do that.

EBike & E-Scooter Legislation - Serious Safety Concerns

Dear NYC Council:

I have recently read in the AMNY paper about proposals for legalizing E-bicycles in New York City and you discuss this topic on the radio. As a worker in Lower Manhattan I am too aware of the issue of the delivery people who use the electric / battery powered bicycles. I believe that there are serious concerns about pedestrian safety with these new proposals. I feel that there is no analysis about pedestrian safety and to my knowledge there are no lobbyists to advocate for our safety. I feel that the conditions in Lower Manhattan are out of control with these delivery bicyclists. The idea that one of the NYC Councilman would categorize any type of e-bicycle as a "device" is an outrage to get around a safety regulation. To me the rationale that the delivery people need to convert these bicycles to e-bicycles to maintain a living is not the point to consider.

I recall that a few years ago Nancy Gruskin was a NY1 News New Yorker of the Week for her efforts to work for bicycling safety for pedestrians. She became involved when her husband at the time and was run over by a bicycle delivery. He subsequently passed away from the injuries.

Here is an excerpt from WCBS Radio
<https://newyork.cbslocal.com/2011/01/09/widow-applauds-new-bike-safety-crackdown/>

New Rules for Delivery Bike Riders from WINS Radio
<https://newyork.cbslocal.com/2012/10/12/city-council-passes-new-rules-aimed-at-errant-delivery-bike-riders/>

She also worked with two professors who performed a study of Pedestrian - Cyclist Accidents in New York State. The study covered the Years 2007-2010 and focused on **Hospital Admissions/ Visits** to evaluate these accidents. It appears that both of the professors are still teaching and conducting research at Hunter College.

http://gruskinfoundation.com/pdfs/Pedestrian-Cyclist-Accidents_3-1.pdf

Here is a link to the profile of Professor Milczarski:
<http://www.hunterurban.org/faculty/william-milczarski>

Maybe a couple of New York Councilman/Councilwomen or someone in the NYC Department of Transportation could interview the professors about their findings and concerns on this matter? I object to any legislation which legalizes ebikes or e-scooters based on the safety reasons.

Sincerely yours,

John Healey



**Memorandum in Support of
New York City Council**

Int. No. 1264-2018 Operation of certain electric bicycles.
Int. No. 1265-2018 Conversion program for pedal-assist electric bicycles.

January 21, 2019

On this Martin Luther King Jr. Day, the Community Development Project of the Urban Justice Center writes in support of legislation that was introduced in the New York City Council on November 28, 2018, Int. No. 1264 and Int. No. 1265, which would finally address the widespread criminalization of food delivery workers using electric bicycles (or “e-bikes”) across our city by legalizing the e-bikes that delivery workers use, reducing fines, eliminating confiscations, and creating a subsidized conversion program for delivery workers to bring their e-bikes into compliance.

The Community Development Project is dedicated to the dismantling of racial, economic and social oppression, and does so by providing legal, participatory research and policy support to strengthen the work of grassroots and community-based groups in New York City. As such, we support delivery workers in New York and are committed to building a city that supports immigrant workers.

Delivery workers have been integral to the growth of New York City’s food industry, and for over a decade, their use of electric bicycles facilitated this growth. Delivery workers now provide over 100,000 deliveries of food daily in New York City. Consumers and businesses alike therefore depend on delivery workers using e-bikes; in fact, many delivery workers report they can no longer get their jobs without owning an electric bike.

Although businesses, customers and workers have benefitted from this evolution to using e-bikes, delivery workers have all the while been criminalized for using them. Year after year, delivery workers routinely have their e-bikes confiscated and are ticketed millions of dollars in fines for using e-bikes to do their job and provide a service on which so many in the City depend.

Last year, the Mayor announced a crackdown on e-bikes after which workers experienced increased ticketing and confiscations, and became substantially more afraid to do their jobs. As a result, for the over 50,000 and predominantly immigrant delivery workers throughout the city, who are dependent on tips and who work in an industry rampant with wage theft, simply doing their job involves the likelihood of police interaction, of being summoned to court, of accumulating substantial debt in tickets, and of having the very property required for their jobs confiscated. To execute this crackdown, the NYPD continued to enforce an outdated City ordinance established long before e-bikes became integral to our food economy. Meanwhile,

responding to substantial lobbying from private companies hoping to introduce their motorized devices for tourists and commuters, City Hall and the Department of Transportation has quickly re-interpreted City and State law to permit *some* motorized devices, including pedal-assist e-bikes, while virtually ignoring the decade-long criminalization of delivery workers by explicitly leaving out the kinds of e-bikes they use. The legislation addresses this inequitable regulation of e-bikes in our city and would take critical steps towards de-criminalizing the use of e-bikes by delivery workers.

City Council now has the opportunity to ameliorate this problem by passing these laws to substantially decriminalize the use of electric bicycles and provide a fair pathway for workers to come under compliance. Specifically, the recently introduced legislation would:

- legalize electric bicycles up to a maximum speed of 20 m.p.h.;
- drastically reduce the amount of a ticket for operating a non-compliant e-bikes and provide riders to cure their non-compliance;
- eliminate confiscations of non-compliant e-bikes except in cases where the driver has endangered human life or property; and
- create a subsidized conversion program to encourage workers who have invested in their e-bikes to convert them to compliant e-bikes.

The issue surrounding e-bikes is not only a transportation issue; it is about something that cuts to the core values of this city regarding its commitments to supporting workers and immigrants and creating meaningful opportunities for families to flourish.

We hope City Council will move quickly to pass these bills and fix the ongoing harm delivery workers continue to face every day as a result of existing City law.

Sincerely,

/s/ S. Tito Sinha

Supervising Attorney, Workers' Rights
Community Development Project
Urban Justice Center

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1266, 1265 Res. No. 1163

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Adriana Espinoza

Address: _____

I represent: NYLCV

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: CYN KERN

Address: Brooklyn

I represent: Brown Bklyn St Bike Advocacy

Address: 600 Willoughby Ave Brooklyn

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1264 Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: LITZ MUA

Address: 35 Madison St NY 10038

I represent: American delivery worker association

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264 Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Lu, De Quan

Address: _____

I represent: Chinese delivery worker's association

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1250 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Lawrence Aker

Address: 1281 President St

I represent: Cornerstone Baptist Church

Address: 574 Madison St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: ERIC McCLURE

Address: 423 4th ST. BROOKLYN 11215

I represent: STREETSPAL

Address: 17 BATTERY PL #204 NY 10004

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Michelle Cravon

Address: Ass. Comm. Cityscape + Franchises

I represent: NYC DOT

Address: 55 Water St. NY NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Rebecca Zack

Address: Ass. Comm. Intergov. + Comm. Aff.

I represent: NYC DOT

Address: 55 Water St. NY NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Polly Trottenberg

Address: Commissioner

I represent: NYC DOT

Address: 55 Water St.

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Henry Rinehart

Address: _____

I represent: Business owner, self

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Liam Blank

Address: 130 Watsworth Ave, NY, NY

I represent: Tri-State Transportation Campaign

Address: 350 W 31st St, NY, NY

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 481, 1163, 1250 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Chloe Lynn Chartouni-Leporace

Address: 364 W 18 Street Apt. 2G, NY, NY 10011

I represent: White Fox Scooters

Address: 175 Varick St NY, NY 10014

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 481, 1163, 1250 Res. No. 1265

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Sioldharth Saxena

Address: 55 Cambridge Dr, Colonia, NJ 07067

I represent: White Fox Scooter

Address: 175 Varick St, NY, NY 10014

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264 Res. No. 481/1250

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Alex Roche

Address: _____

I represent: Manhattan Youth

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264 Res. No. _____

☒ in favor ☐ in opposition

Date: Jan 23, 2019

(PLEASE PRINT)

Name: Macartney Morris

Address: 31-11 Crescent St Apt D6 Astoria, NY 11106

I represent: Transportation Alternatives Queens Committee

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264/1250 Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Erica Bates

Address: _____

I represent: Chelsea Piers

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1-23-19

(PLEASE PRINT)

Name: Chep Thomas Chan

Address: _____

I represent: NYPD

Address: 1 Police Plaza

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1-23-19

(PLEASE PRINT)

Name: Executive Director Oleg Chernyavsky

Address: 1

I represent: NYPD

Address: 1 Police Plaza

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: THOMAS SNEERINGER

Address: 289 BALTIC ST BROKLYN

I represent: CITIZEN (MYSELF)

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264/1250 Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Madelyn Wills

Address: _____

I represent: Hudson River Park Trust

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Sarah Kaufman

Address: 295 Lafayette Street, NYC 10012

I represent: NW Rodin Center for Transportation

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1250 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Daniel Flantia

Address: 323 W. 115 Ave Mxrook, NY

I represent: New York Bicycling Coalition

Address: Albany, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. ^{1251 1265}1250 Res. No. _____

☐ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Karen Gourgey

Address: _____

I represent: PASS Coalition

Address: 55 W 145th 4A New York, NY 10011

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264/1266 Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Tony Simone

Address: _____

I represent: Hudson River Park Trust

Address: _____

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

THE COUNCIL
THE CITY OF NEW YORK

DELIVERY WORKER

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19 WORKER

(PLEASE PRINT)

Name: Gui-chun chen

Address: _____

I represent: #Deliver Justice Coalition

Address: (delivery worker)

THE COUNCIL
THE CITY OF NEW YORK

DELIVERY WORKER

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Jin-Hua Li

Address: _____

I represent: #Deliver Justice coalition

Address: (delivery worker)

THE COUNCIL
THE CITY OF NEW YORK

DELIVERY WORKER

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Li-Chuan Chen

Address: _____

I represent: #Deliver Justice Coalition

Address: (delivery worker)

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

THE COUNCIL
THE CITY OF NEW YORK

delivery worker

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☐ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Eduardo Perez

Address: _____

I represent: #Deliver Justice Coalition

Address: (delivery worker) 1/23/19

THE COUNCIL
THE CITY OF NEW YORK

delivery worker

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Felipe Ramirez

Address: _____

I represent: #Deliver Justice Coalition

Address: (delivery worker)

THE COUNCIL
THE CITY OF NEW YORK

delivery worker

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Clemente Rodriguez

Address: _____

I represent: #Deliver Justice Coalition

Address: (delivery worker)

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

THE COUNCIL
THE CITY OF NEW YORK

delivery
worker

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Hermelindo Carillo

Address: _____

I represent: #Delivery Justice Coalition

Address: (delivery worker)

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Enica Bates

Address: _____

I represent: Chelsea Piers

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1250 Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Tobi Busch

Address: 50 W 57th St

I represent: injured by bike: pedestrian

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1250, 1264 Res. No. 7

☐ in favor ☒ in opposition e-bikes

Date: Jan 23 19

(PLEASE PRINT)

Name: Joyce Snyder

Address: 330 W. 28th St 2-H

I represent: pedestrian taxpayers

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1261/66 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Bryan Lozano

Address: _____

I represent: Tech NYC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1250¹²⁶⁶ Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Tom Grech, President & CEO

Address: _____

I represent: Queens Chamber of Commerce

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1250/1266 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Paul White

Address: 200 Broadway NY, NY

I represent: Bird Rides

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/191

(PLEASE PRINT)

Name: Steven Wasserman

Address: _____

I represent: Legal Aid Society / # Deliver Justice

Address: coalition

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1/23/2018

(PLEASE PRINT)

Name: Lola Finkelstein

Address: _____

I represent: myself

Address: _____

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1266 Res. No. _____

☐ in favor ☒ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Alex Roche

Address: 80 Nassau St 10038

I represent: HRP Advisory Council

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1250 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: BERTHE

Address: _____

I represent: MCB4

Address: 330 W 23rd St

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1250 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Phil Jones, Senior Director - East

Address: Strategic Development & Government Relations

I represent: Lime

Address: _____

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1264 Res. No. _____

☐ in favor ☒ in opposition

Date: Jan 23 2019

(PLEASE PRINT)

Name: PAUL DEVLIN MAN CB-4

Address: 435 W 45th ST #3D 10036

I represent: MAN CB 4

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1266 Res. No. _____

☐ in favor ☒ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: ALLEN OSTER

Address: 477 W. 22 St

I represent: CHelsea Waterside Park Assoc

Address: 477 W. 22 St

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Mel Gonzalez

Address: 301 Grove Street / Brooklyn, NY 11237

I represent: Make The Road NY / #DeliverJustice coalition.

Address: 301 Grove Street

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264/1265 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Marco Conner, Transportation Alternatives

Address: _____

I represent: Transportation Alternatives / #Deliver Justice Coalition

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264/1265 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Don Lee, Transportation Alternatives

Address: _____

I represent: Biking Public Project / #Deliver Justice Coalition

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264/1265 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Nick Wong

Address: _____

I represent: Biking Public Project / #Deliver Justice

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1264/65 Res. No. _____

☒ in favor ☐ in opposition

Date: 1/23/19

(PLEASE PRINT)

Name: Howard Shih

Address: _____

I represent: Asian American Federation / #Deliver Justice

Address: _____

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