



NEW YORK STATE SENATOR

Brad Hoylman-Sigal

In Anticipation of City Council Hearing on Micromobility, Manhattan Elected Officials & Midtown Community Justice Center Release Report:

SENATOR BRAD HOYLMAN SIGAL, MIDTOWN COMMUNITY JUSTICE CENTER AND MANHATTAN ELECTED OFFICIALS

December 11, 2024

| ISSUE: **E-BIKES, LEGALIZATION OF E-BIKES AND E-SCOOTERS, STREET SAFETY**

21 Ways to Protect Pedestrians, Delivery Workers, and Cyclists

New York State Senator Brad Hoylman-Sigal (D/WFP-Manhattan), Assemblymembers Linda B. Rosenthal (D/WFP-Manhattan), Tony Simone (D/WFP-Manhattan), Council Members Gale Brewer (D-Manhattan), Erik Bottcher (D-Manhattan), Keith Powers (D-Manhattan), and Midtown Community Justice Center released a report today titled: *21 Ways to Protect Pedestrians, Delivery Workers, and Cyclists* to address the rapid increase in e-bike and moped ridership for personal and commercial use in New York City and the corresponding safety concerns, with specific focus on the food delivery economy. The report is being released ahead of Wednesday's New York City Council Committee on Transportation and Infrastructure Oversight Hearing titled, "Planning Our Shared Streets in New York City; Integrating Micromobility Options."

The report follows a symposium hosted by Senator Hoylman-Sigal, Council Member Brewer, and MCJC in March of 2024 titled, "Reimagining Micro-Mobility Safety in NYC" that was also attended by representatives from City and State agencies, policy experts, transportation and street safety advocates, and local elected officials.

New infrastructure, technology, consumption habits, and the Coronavirus Pandemic have dramatically altered the way New Yorkers interact with their streets. The emergent food-delivery economy now presents legitimate dangers for both pedestrians and delivery workers and there is a clear need to enhance protections for pedestrians, cyclists, and food delivery workers without rolling back street-safety improvements or unduly persecuting immigrant workers.

The report details 21 changes to micromobility policy to improve street safety, modernize infrastructure and better regulate delivery companies and drivers.

These recommendations include:

Implementing universal “daylighting” in New York City to maximize visibility at intersections.

Establishing regulations to safeguard delivery workers from dangerous incentives and unjustified, sudden deactivation.

Protecting workers and pedestrians by requiring food-delivery companies to provide liability insurance for workers.

Mandating the registration of e-bikes used for commercial purposes to enhance enforcement.

Making food-delivery companies pay their fair share for worker protection policies and street safety upgrades via a surcharge on food deliveries.

Permitting actions to recover unpaid wages on behalf of workers subject to mandatory arbitration.

Increasing the number of two-way bike lanes and double-wide bike lanes to disincentivize delivery workers and cyclists from riding on the sidewalk.

The full report can be found [here](#).

Senator Brad Hoylman-Sigal said: “My office receives more complaints about e-bikes than just about any other issue. The need for greater regulation as well as the importance of updating our existing street infrastructure is clear. Our report outlines 21 different, forward thinking policy solutions for New York State and City to address the challenges posed by the increased presence of these vehicles. From strengthening regulations for the delivery companies that often incentivise their delivery workers to behave dangerously, to adopting universal daylighting to enhance visibility at intersections, to adapting our existing infrastructure by increasing the number of bike lanes this report lays out a path for safer streets without rolling back street-safety improvements already in progress or unduly persecuting immigrant workers. I am grateful to Council Member Gale Brewer, Midtown Community Justice Center and all those who attended our symposium and voiced their opinions, without whom this report would not be possible.”

Council Member Gale A. Brewer said: “When the State of New York legalized e-bikes and e-scooters in 2020, the condition of the batteries and where they would be charged was not fully understood, nor was how the micromobility devices would impact pedestrian safety. While the NYPD does not track data on all micromobility collisions, we know from shared personal experiences and news reports that the danger and quality of life concerns are significant. Cities across the world are grappling with these issues and we are all trying to come up with solutions. This extraordinary effort by the Midtown Community Justice Center and Judge John Zhuo Wang is an example of how you solve problems that are complicated and involve many stakeholders. This effort has been incredibly helpful to those of us trying to solve the problems.”

Danielle Mindess, Project Director, Midtown Community Justice Center said: “The Midtown Community Justice Center seeks to respond to emerging and pressing public safety issues

with practical, long-term solutions. We are grateful to State Sen. Hoylman-Sigal's and City Council Member Brewer's offices for co-sponsoring our symposium on micro-mobility, and the many elected officials, representatives from city agencies, and experts in traffic safety, immigration, and the law who participated and collaboratively developed the 21 recommendations in the final report. We call upon everyone—including the takeout apps who too often incentivize speed over safety—to do their part to implement these equitable, holistic recommendations and help make New York's streets safe for everyone."

Assemblymember Linda B. Rosenthal said: "Reining in e-bikes, and the billion-dollar food delivery platforms that rely on them, is a must when addressing the chronic safety scourge plaguing our streets. That is why I sponsor legislation, which is highlighted in Senator Hoylman-Sigal's comprehensive micromobility report, that holds food delivery apps accountable for incentivizing speed at any cost and protects delivery workers in the process. I applaud my colleagues in government as well as the community for coming together to solve this multifaceted issue. I will continue to prioritize my bill in Albany next session."

Assemblymember Tony Simone said: "E-bikes are more common than ever and New York City is at a 24-year high for cycling deaths. We must do more to protect residents, delivery-workers, and commuters. I am proud to co-author this report and support the common-sense policies it proposes to make our streets safer."

Council Member Erik Bottcher said: "Cycling is a greener, healthier and efficient way to move around New York City and I'm excited that it has grown so much in popularity over the last 20 years. However, it's clear that the city is failing at establishing a culture of bike safety and solutions are needed. I am proud to work with my city and state colleagues, community leaders, and the Midtown Community Justice Center to identify solutions for a safer cycling culture in New York City."

Council Member Keith Powers said: "It is crucial that our streets are safe for everyone who uses them. These recommendations take steps to ensure our streets are safe, while protecting workers. Thank you to the Midtown Community Justice Center for working to establish these recommendations."

###