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Micromobility Safety Report
Updated Summer 2026
Office of Council Member Gale A. Brewer

When the State of New York passed legislation to legalize e-bikes and e-scooters in 2020, the status of the batteries and where they would be charged was not taken into consideration, nor was how the micromobility devices would impact city streets and sidewalks. As your Council Member, I have taken these actions to promote e-bike, e-scooter, moped, and battery safety.

In addition, on September 30, 2026, at City Hall, there is a scheduled hearing on e-bikes and e-scooters. There are 17 bills that will be heard. To testify, you may do so through the [New York City Council Hearing Testimony Registration](#).

Street and Sidewalk Safety

In September 2025, the City Council passed my Local Law 133, a straightforward traffic and pedestrian safety bill related to commercial bicycle deliveries. Like many of you, I feel strongly that third party delivery services such as UberEats and DoorDash should be accountable for street and pedestrian safety. Existing New York City law already imposes a number of safety regulations on businesses and workers. The trouble is, third party delivery services claim they are exempt because their workers are independent contractors. My bill closes the loophole. Third party delivery services will now have to:

- Verify its workers complete a bicycle safety course administered by the Department of Transportation (DOT) to cover the safe and lawful operation of powered bicycles, as well as lithium-ion battery safety; and
- Provide bicycle safety equipment, including lights and retro-reflective apparel to their delivery workers; and
- Assign an identification number to be worn by the delivery worker (no personally identifiable information will be available by an outside agency).

The [DOT Safety Training Portal](#) went live in April—more than 4000 delivery workers have already completed the course! The course is currently offered in English, Spanish, French, Bengali, and Chinese (both simplified and traditional), and will be expanded to include Arabic, Wolof, and Fulani in September. All delivery workers must complete the DOT course to be in compliance, and third-party food delivery services could have their licenses suspended or

revoked for failure to comply.

Concerning our city's dependency on delivery services and operators, I am bringing forward [Intro. 78](#). It is a law that will increase transparency and ensure delivery worker rights are recognized, and it will be heard on September 30th. Data related to a delivery trip that enters New York at any point of its journey must be saved and submitted to the Department of Consumer and Worker Protection (DCWP). We want to look at this industry critically, which is why we will require data collection on:

- The identification number of the assigned delivery workers and the vehicle they use to complete the service; and
- The date, time, and location where the delivery worker received the request and accepted the service, and where the goods were picked up and dropped off; and
- How much time is allowed by the delivery service for their workers to arrive at the pick-up location and complete their trip; and
- GPS data points that plot the route used by the delivery worker to complete their trip.

In May, the Council passed my [Local Law 111](#), a comprehensive plan requiring the DOT to install at least 5,000 bicycle parking stations—recognized as open-air bike racks and secured bike parking—across the city over the next five years. In addition, at least 2,000 of these bicycle parking stations must be built on commercial blocks. The goal is not just increasing the availability of micromobility infrastructure, but to ensure the DOT will also:

- Consider input from local elected officials, community boards, business improvement districts, and delivery worker advocacy groups on proposed installation sites; and
- Maintain a map on the DOT website displaying the locations of all bicycle parking stations under the department's oversight; and
- Publish a public report of the bicycle parking station program including data from food-delivery services, third-party courier services, and the usage of each station.

Earlier this year, I brought [Intro. 91](#) of 2026 to my Council colleagues, a simple bill that is beneficial to new or inexperienced riders of share systems in New York. Electric micromobility vehicles, which include pedal assist functions on bicycles and powered scooters, can accelerate rapidly and be challenging to control for riders unfamiliar with these systems. Share stations are also commonly placed in close proximity to street and pedestrian traffic, so this bill keeps safety at the forefront of new ridership. It will be the responsibility of owners and operators of micromobility share systems to:

- Install and maintain speedometers on each electric micromobility vehicle that is part of their share system; and

- Implement a “beginner mode” for new riders who have completed less than three trips with the service, that restricts the electric assist functions to a maximum speed of 10 miles per hour.

Data and Licensing

I have also brought [Intro. 95](#) this year to the Council. It will make a straightforward requirement of moped retailers (also known as limited use motorcycles) to distribute written materials about registration, inspection, insurance, and safety requirements for these vehicles. These materials will be developed between retailers and the DOT.

Resolutions

Regulations that determine the licensure and registration of e-bikes and e-scooters must be accomplished in the New York State legislature. I am proud to support my colleagues championing their respective bills in the State Assembly and Senate through these resolutions.

- Res. 43 of 2026 supports the Commercial E-Bike Licensing Act (S.226), sponsored by then-Senator Brad Hoylman-Sigal. This law would require e-bikes used for commercial purposes to be registered and licensed through the Department of Motor Vehicles (DMV).
- Res. 44 supports A.1699A/S.9804, which will increase penalties for leaving the scene of an accident involving an e-scooter. The law is now being expanded to include e-bikes, and was motivated by a West Side constituent who was struck by an electric moped on West 65th Street in 2022 and suffered a traumatic brain injury.
- Res. 47 supports S.1164/A.6776, a law that will require moped and motor scooters (also known as limited use motorcycles) to be registered with the DMV before they can be used on public roads. Dealers will have to verify the buyer’s driver’s license is legally permitted to operate the vehicle, and that the registration of the limited use motorcycle is complete before completing the sale.

We are monitoring the implementation of New Jersey’s new e-bike and e-scooter law. Their legislation now requires all e-bike and e-scooter riders to register their vehicle with the NJ Motor Vehicle Commission, and apply for a license. Riders must also be a minimum of 15 years old (higher-powered e-mobility devices have a minimum age of 17) to operate them. I am aware that state legislators will be introducing a “clean-up bill” this fall to address concerns identified during the law’s initial rollout.

Advocacy

In addition to legislation, I work with constituents, advocates, and city agencies to improve conditions on the Upper West Side.

- I was proud to co-sponsor the Reimagining Micro-Mobility Safety in NYC symposium last November with Judge Zhuo Wang of Midtown Community Justice Center and Senator Brad Hoylman-Sigal. The expertise and thoughtfulness of all involved generated conversations and ideas that we look forward to exploring further. You may review our report, [“21 Ways to Protect Pedestrians, Delivery Workers, and Cyclists”](#).
- I am advocating for the installation of battery kiosks where e-bike and e-scooter riders can exchange their depleted batteries with fully charged ones. In April 2026, a deliverista hub was opened at City Hall where riders can exchange batteries and make repairs. It has been very successful thus far.
- I convened the Upper West Side Micromobility Taskforce with representatives from NYC E-Vehicle Safety Alliance, Workers Justice Project, CHEKPEDS, Transportation Alternatives, Open Plans, Community Board 4 and 7, the Upper West Side Coalition, Block Associations, the Mayor’s Office, and other elected officials to discuss how we can work on solutions together. Getting opposing viewpoints to talk together is an accomplishment, and we are working on parking, street design, education, and other practical solutions.
- I distributed safety literature in Spanish, French, and English to micromobility drivers along 8th, 9th, and 10th Avenues with the Workers Justice Project and CHEKPEDS. We focused on advising delivery workers to stay off the sidewalks when riding any device, and delivery workers were very receptive.
- I held workshops at Upper West Side migrant shelters on acclimating to New York City and finding support. Part of the workshops focused on micromobility safety and regulations.
- I have contacted the NYPD to confiscate illegal mopeds from residential buildings.

New Yorkers have made their voices heard; we want improved micromobility infrastructure and hardened safety measures to protect pedestrians. The City Council has already passed five new local laws and brought forward new legislative introductions this year alone to build additional infrastructure, codify maintenance needs, and expand data collection for analysis.

At every juncture, I check with the Workers Justice Project to learn how immigrant workers will be impacted by each bill. We want to ensure that all communities can feel empowered and safe by new legislation designed for all New Yorkers.

For a comprehensive list of legislation, please visit [this link](#) where we have shared all City Council bills thus far regarding micromobility safety.