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OF

THE CITY OF NEW YORK

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Micromobility Safety ***Updated October 2024***

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 pedestrian safety.

While the NYPD does not track data on micromobility collisions, we know from shared personal experiences and news reports that the danger is significant. As your Council Member, I have taken the following actions to promote e-bike, e-scooter, and moped safety:

Legislation (Brewer)

- [Local Law 42](#) of 2023 prohibits the assembly or reconditioning of a used lithium-ion battery made of cells removed from other batteries. These “second use” batteries are considered the most dangerous.
- [Local Law 38](#) of 2023 requires the FDNY and Department of Consumer and Worker Protection to develop a public information campaign on the risk of fire posed by powered mobility devices.
- [Local Law 49](#) of 2024 requires all businesses that sell, rent or lease e-bikes or e-scooters to post lithium-ion battery safety information materials in all designated citywide languages.
- [Local Law 50](#) of 2024 increases the penalties for illegal powered mobility device sales, leases, or rentals, imposing record keeping requirements on

retailers, and grants enforcement authority to the FDNY.

- [Intro. 20](#) would require the Department of Transportation (DOT) to develop a micromobility safety course to cover safe and lawful operation of powered bicycles and require third-party delivery companies verify their delivery workers complete the safety course.
- [Intro. 132](#) would require the Department of Consumer and Worker Protection and the Department of Transportation to jointly develop and distribute materials related to safe and legal operation of mopeds at the point of sale.
- [Intro. 60](#) would prohibit the operation of e-bikes and scooters in city parks.
- [Res. 223](#) supports legislation in Albany that would require lithium-ion batteries sold in New York State for micromobility devices to be manufactured in accordance with federal standards and specifications.
- [Res. 231](#) supports legislation in Albany that would increase penalties for leaving the scene of an accident involving an e-scooter and expanding the law to include e-bikes. This legislation, [A.1679/S.561](#), was motivated by a West Side constituent who was struck by an electric moped on W. 65th Street in 2022 and suffered a traumatic brain injury.
- [Res. 224](#) supports the Commercial E-Bike Licensing Act ([S.7587/A.7833](#)), sponsored by Senator Brad Hoylman-Sigal and Assembly Member Tony Simone, which would require the registration and licensure of e-bikes used for commercial purposes. E-bikes, e-scooters, and mopeds must follow the rules of the road, and I am focused on effective legislation to improve pedestrian and traffic safety.
 - NOTE: I have not signed on to [Intro. 606](#), sponsored by Council Member Bob Holden, which would require e-bike users to register their devices with the New York City DOT. While I support the intent of this bill, DOT is not equipped to establish, manage, or pay for an e-bike registration program or to be responsible for enforcement. The New York State Commercial E-Bike Licensing Act supersedes and improves upon Intro 758. Under the State bill, registration would be managed by the Department of Motor Vehicles, which already has

the resources and systems in place.

Local Laws (Other CMs)

- [Intro. 60](#) (Paladino) would prohibit the operation of electric scooters and bicycles with electric assist in any park under the jurisdiction of the department of parks and recreation.
- [Local Law 39 of 2023](#) (Feliz) prohibits the sale, lease or rental of powered mobility devices and batteries that fail to meet recognized safety standards.
- [Local Law 40 of 2023](#) (Holden) requires the fire department to report on safety measures to mitigate fire risk associated with powered mobility devices.
- [Local Law 41 of 2023](#) (Aviles) provides food delivery workers with information on safety features that mitigate the fire risks posed by powered mobility devices.
- [Local Law 131 of 2023](#) (Powers) establishes a trade-in program for powered mobility devices and lithium-ion batteries used in said devices

State Laws

- [S.154-F/A.4938-D](#): Prohibits sale of lithium-ion batteries that are not up to manufacturing standards.
- [S.8743/A.9338](#): Directs State agencies to develop and maintain safety resources.
- [S.8742/A.9337](#): Requires training materials for first responders for incidents involving lithium-ion batteries.
- [S.7503-B/A.1910-B](#): Requires retailers to provide operating manuals for items with lithium-ion batteries.
- [S.9419/A.7628-A](#): Requires reports following e-bike or e-scooter accidents resulting in injury or death.

- [S.7703-B/A.8450-B](#): Requires mopeds to be registered by dealers at point of sale.
- [S.7760-A/A.8102-A](#): Requires micromobility devices to have red tags on charging cords stating to unplug when not in use.
- [S.7744-D/A.8310-C](#): Requires retailers to include notice on e-bikes that states to follow traffic laws and yield to pedestrians.

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 in May 2024 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.
- 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. The Brooklyn-based startup [Popwheels](#) is an example of this subscription-based model. I have asked FDNY to complete their review of this model as soon as possible.
- 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 Boards 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 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 streets.
- I have received hundreds of letters regarding the problems with micromobility devices in parks, and have requested that the Parks Department address this very serious issue.
- I am exploring legislation that would require the food delivery apps to use their existing GPS technology to crack down on drivers who violate traffic laws.