



Testimony of Manhattan Borough President Brad Hoylman-Sigal to the New York City Council Committees on Transportation and Infrastructure, Consumer and Worker Protection, and Public Safety regarding Micromobility in New York City

September 30, 2026

Thank you, Chairs Abreu, Epstein, and Feliz and members of their respective committees for holding this hearing today regarding micromobility in New York City.

This past July a horrible, a preventable tragedy took place outside my office in the Dinkins Municipal Building. A 17-year-old died in a crash while riding an e-vehicle he never should have been able to operate in the first place.¹ And then, just two weeks ago, a 15-year-old Manhattanite riding a legal e-bike died in another preventable tragedy in the East Village.² Her memorial was among the most heartbreaking gatherings I have attended in my years in public office. My heart goes out to the families of these young people who are experiencing such senseless loss.

These incidents are part of what has been a horrible year for Manhattan cyclists---ten people have been killed while cycling in the Borough this year, more than in any full year since Vision Zero began.³ We must act to improve safety conditions for micromobility users and pedestrians on New York City streets. Comprehensive street safety requires a diverse set of new policies, including improved road design, protected infrastructure, education, and enforcement. But we cannot ignore the fact that e-micromobility technology has advanced faster than we have been able to regulate. As a result, dangerous electronic micromobility devices are openly sold to consumers who have no idea of the associated risks or that they may be breaking the law by operating them in New York City. And governments have not been able to practically restrict these sales.

¹ Gersh Kuntzman and Sammy Sussman, "UPDATE: Teen E-Moto Rider Killed on Centre Street in Heart of Civic Manhattan," *Streetsblog NYC*, July 29, 2026, <https://nyc.streetsblog.org/2026/07/29/e-moto-rider-killed-on-centre-street-in-heart-of-civic-manhattan>.

² Ethan Harp, "15-year-old girl killed, 16-year-old hurt in East Village garbage truck crash," *NBC New York*, September 18, 2026, <https://www.nbcnewyork.com/news/local/15-year-old-girl-killed-13-year-old-hurt-in-east-village-garbage-truck-crash/6549597>.

³ Sammy Sussman and Sam Brule, "UPDATED: Hit-and-Run Dump Truck Driver Kills Cyclist On 34th Street in Midtown; No Charges," *Streetsblog NYC*, October 1, 2026, <https://nyc.streetsblog.org/2026/09/28/hit-and-run-dump-truck-driver-kills-cyclist-on-34th-street-in-midtown>

Finally, delivery companies use algorithms that incentivize (and in some cases direct) deliveristas to break our traffic laws when they are simply trying to make a living.⁴ We should look to ourselves, as well, as consumers of this system. How many in this room turn to an app to deliver their Pad Thai in the rain? Well, those platforms we depend on not only incentivize faster-than-safe delivery, but penalize the drivers when they don't meet the companies' delivery standards. Uber, DoorDash, and Grubhub's business models are predicated on using our streets, bike lanes, and, yes, sometimes our sidewalks. They profit off of our public infrastructure and push the risks onto workers and pedestrians. It is far past time we hold them to account.

I am glad to see the City Council is proposing common sense legislation to address these micromobility safety issues, especially their efforts to hold the upstream profiteers, delivery apps and companies selling dangerous and illegal devices, accountable.

First, we must stop dangerous devices before they reach our streets. Councilmember Hudson's Intro. 244, of which I am a proud cosponsor, would ban the sale and rental of class 3 e-bikes, which are built for speeds our dense streets cannot safely absorb. Her pre-considered legislation would also prohibit the operation of these class 3 e-bikes with a phased in penalty structure. And Chair Abreu's Intro. 985 DOT trade-in program would let owners exchange a class 3 e-bike for a legal class 1 or 2 model.

Second, we must hold delivery apps accountable for the dangerous conditions they incentivize for profit. Councilmember Restler's Intro. 389 would require apps to verify that mopeds used by their workers are registered. Councilmember Schulman's Intro. 950 would require apps to obtain a business license from DCWP, bringing them under the same oversight as other businesses that serve New Yorkers, and Councilmember Brewer's Intro. 994 would require third-party delivery services to carry liability insurance, so that the cost of a crash does not fall solely on workers and victims.

Third, we need better data to enable effective and objective enforcement. Chair Abreu's Intro. 989 would require Lyft to share Citi Bike safety incident data with DOT for public posting. His Intro. 986 would enable NYPD and DOT to use dynamometers to test device top speeds.

And, finally, we know the City cannot solve this alone. I thank Councilmember Brewer for introducing two resolutions calling on Albany to pass two pieces of legislation I was proud to introduce as a state senator including the Commercial E-Bike Licensing Act and a bill to impose new and stronger penalties for e-micromobility operators who leave the scene of a crash. I was proud to sponsor legislation signed by the Governor that required limited-use motorcycles to be registered with the DMV at the point-of-sale. The City and State must continue to cooperate on thoughtful regulation of e-bikes if we are to make headway on this issue.

⁴ "Driven by Algorithms: Unsafe Work in NYC Food Delivery," CUNY Urban Food Policy Institute, published September 2026, <https://cunyurbanfoodpolicy.org/resources/report/driven-by-algorithms/>.

My office is planning to convene elected officials, advocates, community boards, and administrators in the coming weeks to discuss what else can be done beyond the package of bills before the Council today to further joint City and State efforts. It is incumbent upon us as elected officials to be a leading voice for our constituents who have made it loud and clear that the status quo on our streets is unacceptable.

Thank you for the opportunity to testify today.