



New York City Department of Transportation
September 13, 2023
Testimony of Eric McClure, Executive Director, StreetsPAC

While we generally support NYC DOT's proposed amendments to the rules governing the operation of pedal-assist cargo bicycles in New York City, we are opposed to altering the existing rules regarding the legally acceptable lengths of e-cargo bikes and trailers. Many successful pedal-assist cargo programs are currently using e-cargo bike and trailer combinations that exceed the length limit prescribed in the proposed amendments, and those length restrictions must be rescinded in the final rule.

Furthermore, we join Transportation Alternatives in calling for the rapid acceleration of the implementation of commercial and residential loading zones around New York City, to facilitate the continued growth in home delivery of goods while also keeping sidewalks clear for pedestrians.

We also urge that NYC DOT work to expand the width of existing bike lanes while also prioritizing wider lanes when developing new bike infrastructure. The growth in biking and other forms of micro-mobility is putting an increasing strain on bike-lane capacity, and with the speed differential between human-powered and pedal-assist or throttle-operated bikes and scooters, it's essential that infrastructure must safely accommodate the differences in speed.

We also join Transportation Alternatives and Open Plans in asking NYC DOT to consider implementation of two-way bike paths wherever feasible, to improve circulation and access. Two-way lanes, we must note, will also necessitate building wider lanes wherever and whenever possible.

We also support the rapid implementation of cargo bike delivery hubs, and further recommend that NYC DOT establish a minimum sidewalk-width standard in designating locations at which to allow temporary parking of e-cargo bikes on sidewalks during loading and unloading. New York City has many narrow sidewalks on which it would be impossible for pedestrians and e-cargo bikes to coexist safely and comfortably, so NYC DOT should develop a yardstick and designate such areas accordingly, with signage.