

New York City Department of Transportation

Notice of Adoption

NOTICE OF ADOPTION relating to amendments of Title 34 of the Rules of the City of New York to add speed restrictions for people operating bicycles with electric assist (“e-bikes”), electric scooters, or pedal-assist commercial bicycles on New York City streets.

NOTICE IS HEREBY GIVEN PURSUANT TO THE AUTHORITY VESTED IN the Commissioner of the New York City Department of Transportation (DOT) by Sections 1043 and 2903(a) of the New York City Charter and in accordance with the requirements of Section 1043 of the New York City Charter that DOT hereby amends Chapter 4 of Title 34 of the Rules of the City of New York (“Traffic Rules”).

This rule was first published in the City Record on June 13, 2025, and a public hearing was held on July 14, 2025. In total, DOT received approximately 900 comments submitted through the NYC Rules website, via email, and at the public hearing. DOT carefully reviewed the verbal and written comments that were submitted in response to the proposed rule and found that the majority of people—regardless of their position on this specific rule—held a shared interest in improving street safety for all street users. Even with the large volume of unique comments, many common themes emerged. Some of the most prevalent comments DOT received are set forth below.

- Many commenters provided anecdotal accounts of e-bike riders, including delivery workers, engaging in unsafe riding behavior and failing to abide by current traffic laws. Several commenters recounted personal incidents of being hit by an e-bike and expressed the view that a lower speed limit may reduce such incidents.
- Other commenters suggested that the City further regulate the use of e-mobility devices through a regulatory scheme similar to the model employed by the state for motor vehicles, which requires licensing, education, and insurance for all operators, and called for the City Council to pass legislation that would impose some of these requirements. Whether to adopt such a policy is beyond the purview of this rule.
- Many commenters noted that motor vehicles present a greater danger to pedestrian and cyclist safety than e-mobility devices and cited statistics of fatalities caused by motor vehicles versus fatalities caused by e-bikes. DOT appreciates these comments and notes that addressing the speed of e-bikes here does not affect other rules addressing safety issues caused by motor vehicles. DOT has extensive rules governing the operation of motor vehicles. Addressing the speed of e-bikes and e-scooters in this rule will not minimize or detract from DOT’s other efforts to address all aspects of traffic safety.
- Several commenters noted that a lower speed limit for e-bikes may put e-cyclists at greater risk when sharing the road with motor vehicles. However, DOT is not aware of any evidence that a differential speed limit would increase safety risk.
- Many commenters also worried that a lower speed limit for e-cyclists would have a disproportionate impact on delivery workers, a largely immigrant population, exposing them to additional legal risk if they are found to be violating the rule. However, e-bikes

traveling at high speeds present a serious danger to public safety. To address this risk, the reduced speed limit applies to all e-cyclists, whether they are using an e-bike for work, for commuting, or for leisure.

Comments did not address the specified speed limit being proposed or whether the speed limit for e-bikes and e-scooters should be adjusted to a specific speed other than 15 miles per hour. Rather, comments were concerned with the existence of different speed limits for e-bikes and e-scooters than for motor vehicles. The Vehicle and Traffic Law already imposes a lower speed limit for e-scooters than for motor vehicles. This rule will ensure that speed limits are applied consistently to all e-mobility devices that operate on New York City streets.

For these reasons, no changes were made to this rule in response to the comments received.

Statement of Basis and Purpose of Adopted Rule

The Commissioner of the New York City Department of Transportation (“DOT”) is authorized to promulgate rules regarding traffic operations in the city pursuant to Section 2903(a) of the New York City Charter.

The adopted rule amends Sections 4-01 and 4-06 of the Traffic Rules imposing a speed limit for e-bikes, electric scooters, and pedal-assist commercial bicycles to align with the existing speed limit for electric scooters in the New York State Vehicle and Traffic Law (“VTL”), ensuring speed limits are applied consistently across all e-mobility devices.

Section 1282 of the VTL prohibits the operation of electric scooters, as defined in Section 114(e) of the VTL, at speeds in excess of 15 miles per hour. The adopted rule incorporates the existing speed restriction for electric scooters into the Traffic Rules. Additionally, in order to apply consistent standards of operation to all e-mobility devices, the adopted rule prohibits operating e-bikes and pedal-assist commercial bicycles at speeds in excess of 15 miles per hour. The adopted rule changes the speed limit for e-bikes and pedal-assist commercial bicycles from 25 miles per hour to 15 miles per hour. The current speed limit of 25 miles per hour for human powered devices would remain unchanged. Human powered devices would not be subject to this lower speed limit because they are lighter devices compared to e-devices, which are heavier due to their motor and battery.

Specifically, the amendments being adopted are as follows:

- Add definitions of “bicycle with electric assist” and “electric scooter” to Section 4-01(b) (“Words & Phrases Defined”) of Chapter 4 of Title 34 of the Rules of the City of New York; and
- Add a new paragraph (b) to Section 4-06 of Chapter 4 of Title 34 of the Rules of the City of New York prohibiting a person from operating a bicycle with electric assist, an electric scooter, or a pedal-assist commercial bicycle in excess of 15 miles per hour.

New material is underlined.

“Shall” and “must” denote mandatory requirements and may be used interchangeably in

the rules of this agency, unless otherwise specified or unless the context clearly indicates otherwise.

Section 1. Subdivision (b) of section 4-01 of chapter 4 of Title 34 of the Rules of the City of New York is amended by adding definitions for the terms “bicycle with electric assist” and “electric scooter” in alphabetical order to read as follows:

“Bicycle with electric assist” shall have the same meaning as set forth in section 102-c of the vehicle and traffic law.

“Electric scooter” shall have the same meaning as set forth in section 114-e of the vehicle and traffic law.

§ 2. Section 4-06 of chapter 4 of Title 34 of the Rules of the City of New York is amended by adding a new subdivision (b) to read as follows:

(b) Maximum speed limits for bicycles with electric assist, electric scooters, and pedal-assist commercial bicycles and basic rule.

- (1) No person shall operate a bicycle with electric assist, an electric scooter, or a pedal-assist commercial bicycle at a speed greater than fifteen miles per hour except where official signs indicate a different maximum speed limit for a bicycle with electric assist, an electric scooter, or a pedal-assist commercial bicycle.
- (2) Where official signs are posted indicating a maximum speed limit for a bicycle with electric assist, an electric scooter, or a pedal-assist commercial bicycle, no person shall operate such a bicycle with electric assist, electric scooter, or pedal-assist commercial bicycle at a speed greater than such maximum speed limit.