

PUBLIC HEARING ON PROPOSED RULES
RELATING TO THE CHANGE OF CRITERIA FOR THE REMOVAL OF
DERELICT BICYCLES FROM PUBLIC PROPERTY

TUESDAY, AUGUST 9, 2016 10:00 A.M. TO 12:00 P.M. 125 WORTH STREET, ROOM 819, NEW YORK, NY

<u>Name</u>	<u>Agency/ Organization</u>	<u>Address Or Email Address</u> (For Mailing List)	<u>Do You Wish To Testify or Submit Written Testimony?</u> <u>If Yes, Please indicate which.</u>
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Karen Ovation Recycle-A-Bicycle 35 Pearl St Brooklyn NY 11201 → Testify

Pio Tsai NYU Bike Share piotsai1@gmail.com Testify

Ben Smith DOT bsmith1@DOT.NYC.GOV

ADRIAN AIZENSTAT COLUMBIA UNIVERSITY AAIZENSTAT16@gsx.columbia.edu

Julia Kite Transportation Alternatives julia.kite@transalt.org Yes

Alex Elletson Chelsea Now aelletson@chelsea.com No

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Name	Agency/ Organization	Address Or Email Address (For Mailing List)	Do You Wish To Testify or Submit Written Testimony? If Yes, Please indicate which.
Brett Kloner	MBPO	bkloner2018@erhsnyc.net	No
Levi Ornstein-Waks	MBPO	Levi.ornstein@gmail.com	No
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REQUEST TO TESTIFY
(Please Print)

(2)

Public Hearing on Proposed Rules Relating to the
Change of Criteria for the Removal of
Derelict Bicycles from Public Property
August 9, 2016

Pio Tsai

Name

NYU Bike Share

Organization (If Applicable)

REQUEST TO TESTIFY
(Please Print)

Public Hearing on Proposed Rules Relating to the
Change of Criteria for the Removal of
Derelict Bicycles from Public Property
August 9, 2016

Karen Overton

Name

Recycle-A-Bicycle

Organization (If Applicable)

(1)

REQUEST TO TESTIFY
(Please Print)

Public Hearing on Proposed Rules Relating to the
Change of Criteria for the Removal of
Derelict Bicycles from Public Property
August 9, 2016

Bar Smith

REQUEST TO TESTIFY
(Please Print)

Public Hearing on Proposed Rules Relating to the
Change of Criteria for the Removal of
Derelict Bicycles from Public Property
August 9, 2016

Tim K...



Re: Abandoned bicycles — Comments on NYC Dept of Sanitation rule-making August 9 2016

Recycle-a-Bicycle appreciates and applauds the Department's intention to tighten its criteria for removing derelict bicycles locked to public property.

However, we think the Revised Rule still proposes criteria that are too restrictive and consequently will continue to leave the city's streetscape littered with disused and destroyed bicycles.

The proposed Rule would reduce the number of the following criteria required to find a bicycle "derelict" from three to two of the following, and reduce the percentage of "bicycle rusted" from 75 to 50 percent.

Presence of 3 of these 5 criteria:

- The appearance is crushed or not usable;
- Have parts missing from bicycle other than seat and front wheel;
- Have flat tires or missing both tires;
- Handlebars and pedals are damaged, or the fork, frame or rims are bent;
- 50 percent of bicycle is rusted.

Recycle-a-Bicycle instead urges the Department to adopt the following standards:

Automatic single criteria:

- Frame is crushed or bent and not usable
- Front fork is missing
- Both wheels missing
- Crankset is missing
- One wheel missing, remaining wheel has flat or no tire or visibly damaged (bent/crushed, multiple broken spokes)

Or any two of the following:

- Parts missing other than seat and front wheel;
- Two flat tires or missing both tires;
- Handlebars, pedals, fork, or rims are crushed or bent;
- Chain inoperable due to rust, and 50 percent or more of bicycle is rusted.

Clearly, a bicycle whose frame is crushed or unusable, or is missing major components that are difficult and costly to remove and install, but remains attached to a bike rack or sign pole does not have an owner who intends to return and reclaim it. In many cases, bicycles must languish on the streets before they are picked apart by thieves and become eligible for removal. It may take from weeks to years for the deconstruction process to happen. The Department's approach to this challenge has historically lacked the element of common sense required for timely action, good governance and effective management of the city streetscape. Unfortunately, the proposed rule changes do not take us as far as needed to fully address this challenge.

Recycle-a-Bicycle believes that doing more to remove abandoned or derelict bicycles from the city's streetscape will improve bike parking opportunities and experience for active cyclists, improve the appearance of city streets generally and help the image of bicycle transportation in New York. Additionally, as bicycle use by New Yorkers continues to increase, this problem will grow - as demonstrated by the doubling of 311 derelict bike reports in the past 6 months as compared to last year- unless public policy and practice responds.

Recycle-a-Bicycle believes the City would be better served if the current cut and crush operation were to be replaced with a cut and salvage approach. DSNY contracted Recycle-A-Bicycle to pilot a project focusing on the deconstruction of bicycles as part of the Summer Youth Employment Program. We believe the preliminary success of this project points to the effectiveness of a reuse approach.

However, we also urge the Department to establish a pilot tag-and-removal program for bicycles that may be abandoned but not deteriorated to meet a definition of "derelict." A pilot program in one district or neighborhood with a concentration of 311 complaints could test and demonstrate operational methods for tagging, notification periods, and reclamation of any erroneously removed bike. It would show whether a pro-active rather than complaint-driven effort would have better results and could provide data on the scale and likely needs for a city-wide application of such a program. The Lower East Side Business Improvement District, Pilot Projects and Recycle-a-Bicycle are interested in developing such a program. We welcome the opportunity to work with the City, using our expertise in recycling bicycles and youth job training to create a viable program design.

Recycle-A-Bicycle recommends that Departments publish public data on the removal of bicycles, including the final status of the bike removal rather than just the assessment.

Thank you for the opportunity to comment today.

Karen Overton, Executive Director

City	Jurisdiction	Reporting Procedure	Minimum Warning Period	Minimum Holding Period	Post-Impoundment	Definition of "Abandoned Bicycle"	Articles
New York	DSNY	Call 311 \\ Report on 311 website	7 days	N/A	Scrap	3 criteria	
Los Angeles	Bureau of Street Services	Report on 311 website (select "Other")	72 hours	N/A	<u>Bike Wrangler Program and Bici Libre: unspecified</u>	N/A	
Chicago	CDOT	Report on CDOT using a specialized site	7 days	30 days	<u>Donated to Working Bikes, nonprofit that repairs landfill-bound bicycles to working condition and sells them to Chicagoans at a low cost in order to fund shipments of bicycles and parts to developing countries-such as Guatemala, Nicaragua, Uganda, and Sierra Leone.</u>	is in such a state of disrepair as to be incapable of being operated in its present condition, or has not been moved or used in more than seven days and bears physical indicia of having been deserted.	
Philadelphia	Mayor's Office of Transportation and Utilities; Philadelphia Streets Department	call 311	11 days		Scrap	Inoperable Bicycle: A bicycle or portion of a bicycle determined to be inoperable due to two or more of the following: missing wheel and tire; significantly bent or corroded wheel; missing tire without missing wheel; significantly corroded and flat tire;	<u>August 2015 Abandoned Bike Sweep in preparation for Pope</u>

						missing seat; missing handlebars; missing pedals; missing, broken or inoperable chain; or broken or significantly bent frame.	
Washington	DDOT, MPD	report via SeeClickFix	10 days		Scrap	any bike locked up longer than 12 hours	Metro tagging abandoned bikes before sending to auction
Boston/Cambridge	City of Cambridge Public Works Department	report on 311 website	72 hours	30 days	Roll It Forward repairs, and distributes bikes to low-income Boston residents who might not otherwise have access to a bike. Since 2010, we've distributed over 4,400 bikes.	bicycles parked longer than 72 consecutive hours at the same location in any business district; A bicycle with one or more of the following defects can be removed by the City of Cambridge Public Works Department for public safety and maintenance purposes: no tires or wheels, warped wheels or frames, missing, rusted, or broken chain in a state that renders it inoperative, missing or warped handle bars	
San Francisco-Jose	Department of Public Works; SFPD	Sweeps	72 hours	120 days	San Francisco Bicycle Coalition reclaims unclaimed and abandoned bikes from the SFMTA, BART, the SFPD and other agencies, which are then repaired with the help of volunteers.	N/A	
Portland, OR	PBOT	report online	72 hours	30 days	Currently soliciting proposals from nonprofit groups that are	N/A	

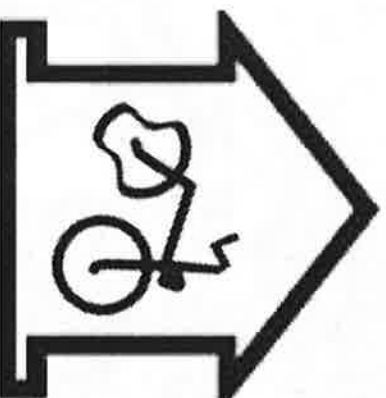
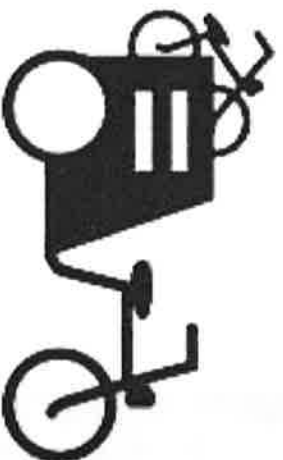
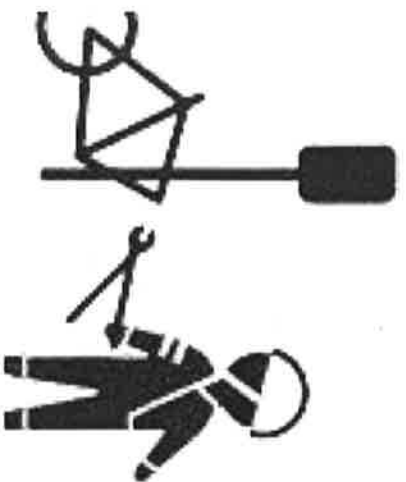
					<u>interested in refurbishing confiscated bikes for community use</u>		
Minneapolis-St. Paul	Metro Transit	call 311	24 hours		<u>Public auction on K-Bid or Property Room. Cycles for Change partners with Metro Transit to give bikes a second home after they are abandoned on Twin Cities buses and trains.</u>	N/A	
<u>Louisville</u>	Public Works and Assets	call MetroCall at 311 or 502-574-5000	14 days	14 days	Donated to local non-profit to be cleaned up and repurposed	An abandoned bicycle usually has missing or damaged parts, flat or missing tires, and is in unusable condition. If the bike has been locked to the same location for more than a month, it is likely abandoned and should be removed.	
Fort Collins, CO	Fort Collins Police Services	<u>reported to the Police Services and a stolen property report is completed to allow the Bike Co-op to match recovered bikes with their owners.</u>	48 hours	30 days	<u>The Bike Co-op is contracted by FC Bikes and works to recover, identify and return abandoned bicycles to their rightful owners. After the appropriate impound period, unclaimed bikes become the property of the Bike Co-op and are utilized locally for the Earn-A-Bike and other charity programs. All bikes that cannot be refurbished are recycled to keep them out of the landfill.</u>	48 hours in the same place or if you believe it has been lost or abandoned	

		call the non-emergency Police line at 530-747-5400	24 hours	90 days	Auctioned by the Police Department or donated	If a bike looks abandoned then the bike is tagged with a 24 hour notice.	
<u>Davis, CA</u>	Public Works						
		call the program directly at (206) 615-0877	30 days	60 days	Donated to charity	This program deals with bikes which are chained, locked or otherwise fixed to permanent structures in the public right-of-way such as bike racks, utility poles or trees.	
<u>Seattle, WA</u>	SDOT						



BIKE RESCUE

Reclaiming Abandoned
Bicycles on the Streets of NYC



Biking is Hot in NYC

As of today, there are:

- 58% more bikes on NYC streets than we had in 2008.
- More than 500,000 adult New Yorkers using a bike at least once a month.
- Thousands of Citi Bike enthusiasts; it's a clear success.
- Shoppers are increasingly travelling to commercial corridors by bike.

"NYC DOT found that protected bikeways had a significant impact on local business strength. After the construction of a protected bicycle lane on 9th Avenue, local businesses saw a 49% increase in retail sales. In comparison, local business throughout Manhattan only saw a 3% increase in retail sales." *

*Source: "Measuring the Streets: New Metrics for 21st Century Streets"
NYC DOT



Expanding bike networks supports local merchants and means we can only expect this trend to continue into 2014 and beyond.



THE CHALLENGE

Abandoned Bikes Remain in Unsolved NYC Problem

Abandoned bike carcasses litter the streets.

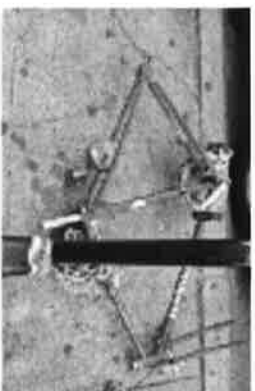
Transportation Nation's Abandoned Bike Tracker (April-May '12) received over 500 pictures of derelict bikes. Only 150 were processed through 311, and only 19 were eventually removed.

They take up valuable bike parking spaces.

They create a liability for pedestrians.

They mark sidewalks with the promise of insecurity ("this could happen to you!") and invite theft and vandalism.

To merchants and property owners, they say, "Don't welcome bike-riders unless you want abandoned bikes cluttering your storefront!"



Overall, abandoned bikes present a sad, anti-cycling image and are a nuisance for local merchants and property owners that detract from otherwise clean commercial corridors.



A SOLUTION

Bike Rescue

The LES BID believes there is a hidden opportunity here. Working with Pilot Projects Design Collective, we have developed a comprehensive plan to divert abandoned bikes from the waste stream and into job training and local employment, while supporting small businesses, all through a zero-emissions model.

1 LOCATE BIKE



Who's Involved:
Residents
Merchants & Property Owners
Cyclists



TAKE PHOTO
of abandoned bike at location.



REPORT BIKE
Standard mobile phones & email: Text or email the nearest intersection of the bike and attach a photo.



Smartphones:
Engage the GPS function on smartphone. Take photo of bike and email or text. (GPS coordinates embedded in the file will provide bike location)



Land Line:
Call and leave a message describing location & condition of bike.

Email address:
salvation@bikerescue.org
Tel: 212.555.5555

2 GET READY



Who's Involved:
Field Technicians
(1 hr prep)



PLAN ROUTE
Use database info to plan daily route and coordinate with other field technicians.



PREP FOR SHIFT
Field technicians meet at Revolution Rickshaw to prepare for shift. Check tool box, rickshaw and get into BIKE RESCUE uniform.



3 RECLAIM BIKE



Who's Involved:
Field Technicians
(5 hr shift)



VERIFY
that the bike meets criteria for removal and take photo at the found location.



LOG INFO
including serial number, color, make, model and location.



PREP AND CUT
Prepare the area with BR work in progress sandwich board. Cut lock in most reasonable way. Zip-tie lock to frame.



LOAD
and secure bike in rear of BR rickshaw. Clean area of bike parts and general debris.



TAG
at location with BIKE RESCUE calling card and two-part tear tag.

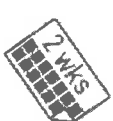
4 RECYCLE BIKE



Who's Involved:
Field Technicians
BR volunteers
RECYCLE-A-BICYCLE reps



UNLOAD/STORE
Bike remains are unloaded and secured at BR repository by field technicians. BR volunteers await owners to claim remains* (location: Broome St. b/w Suffolk and Norfolk)



SORT
After a 2 week waiting period, bikes will be sorted into 3 categories and will be shipped accordingly.



Non-salvageable bikes will be recycled appropriately.



Salvageable bikes and parts will be brought to RECYCLE-A-BICYCLE for training restoration, parts and resale to the public.



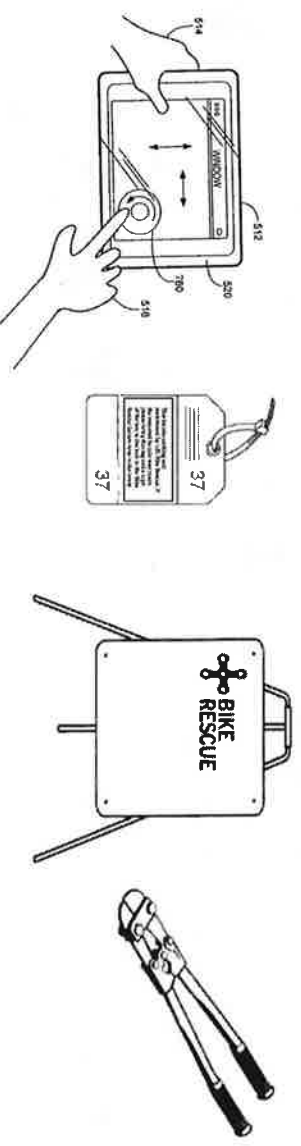
A CULTURE OF STEWARDSHIP

Bike Rescue Jobs & Job Training

Bike Rescue's mission is to reclaim, recycle and restore. This process will provide local youth with valuable skills, training and employment opportunities. We will work with partners at Recycle-A-Bicycle, Henry Street Settlement and the LES Employment Network to leverage other sources of funding for a Bicycle Mechanics Academy to train and employ local young adults in bike mechanic jobs.

The method in 7 short steps:

1. Spot an abandoned bike;
2. Open Bike Rescue app and log location and bike condition;
3. Bike Rescue arrives on the scene (w/ branded tools, uniform, and tailor-made GPS devices).
4. The bike is assessed and tagged.
5. 3 days later, Bike Rescue returns on a pedicab, cuts the lock, and carts the bike away.
6. The bike is repaired using reclaimed parts, or properly recycled;
7. **Restored bikes returned to streets!**



FROM THE L.E.S. TO GREATER NYC

Location, Strategy, Projections & Possibilities

Bike Rescue can work for all of NYC, but this LES pilot will prove the concept in one neighborhood first.

The Bike Rescue LES Pilot will run for six months and use repurposed shipping containers as a base of operations for storage, repair, and training. If selected, the LES BID will utilize a portion of public plazas they manage along Delancey Street for this facility.

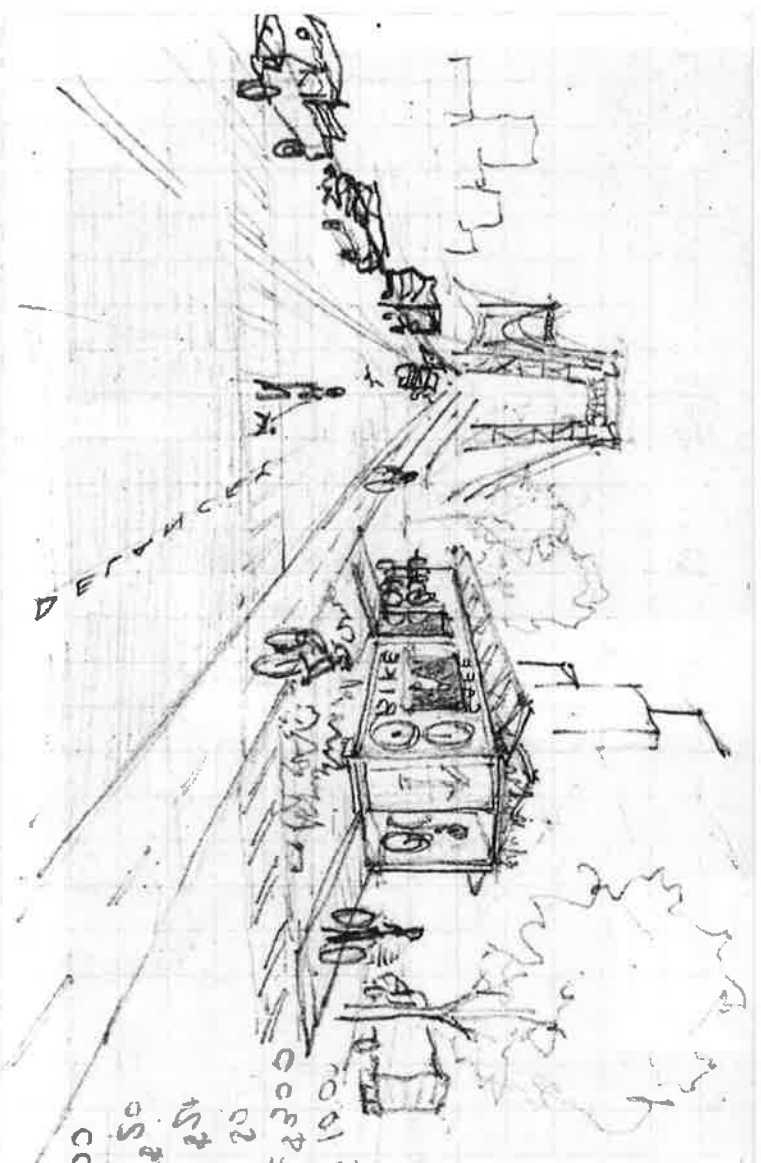
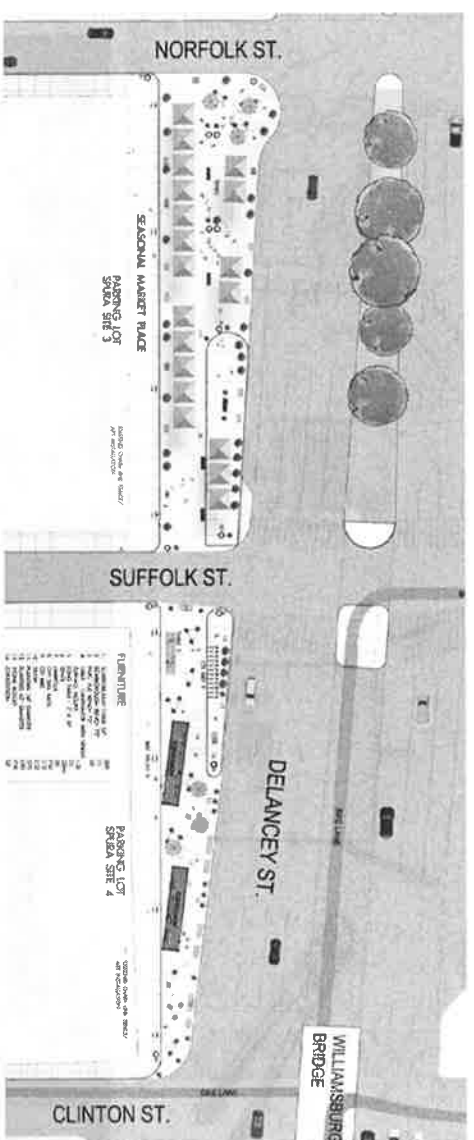
This allows for low overhead and a physical footprint that enhances existing public open space within the district.

Project Participants:

- Recycle-A-Bicycle
- Henry Street Settlement
- LES Employment Network

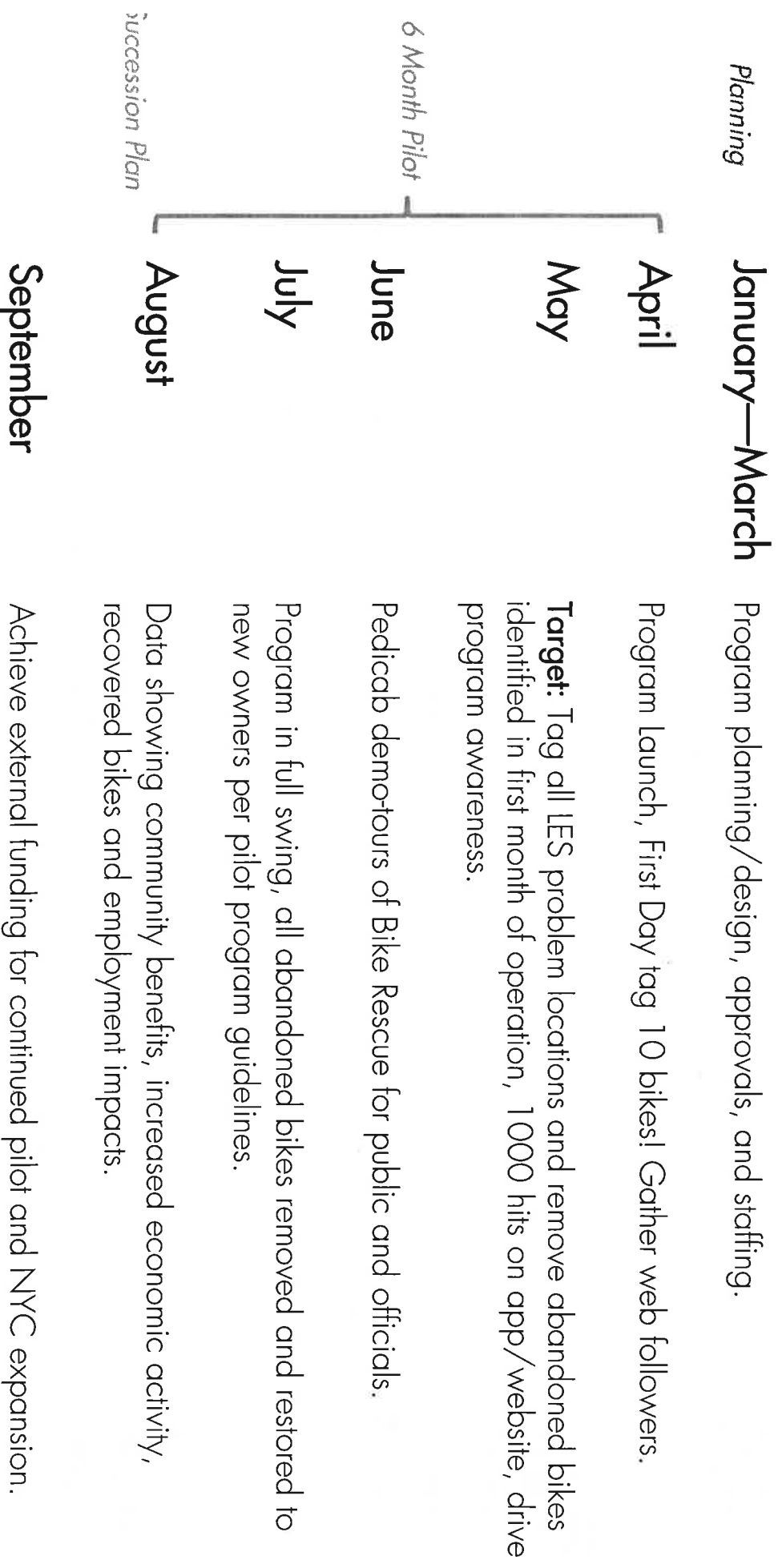
Prospective Partnerships:

- LES Ecology Center
- Transportation Alternatives
- NYC Dept. of Sanitation
- NYC Dept. of Transportation
- NYCHA



WHEN?

Bike Rescue Timeline 2014



HOW MUCH?

Budget

PROJECT COSTS

Capital Costs

Site Improvements and Facility Construction	\$40,000
Pedicabs	\$6,000
Tools and Equipment	\$5,000
Website and Application Development	\$15,000
Project Design and Planning	\$20,000

Pilot Costs (6 Month Duration)

Part Time Staff (4 @25 hrs/week)	\$24,000
Program Administration and Payroll Costs	\$7,500
Insurance	\$1,500
Utilities	\$1,000

TOTAL	\$120,000
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PROJECT FUNDING

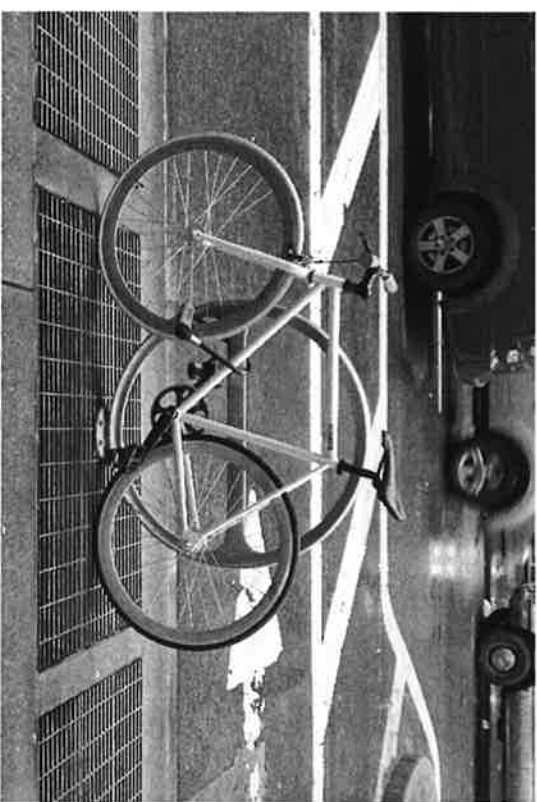
Neighborhood Challenge Grant Contribution	\$100,000
LES BID Contribution	\$20,000

THE OUTCOME

Bike Rescue Will Generate Multiple Tangible and Intangible Benefits

1. Creation of Local Employment and Youth Training Opportunities
2. Happier Cyclists and Potential Shoppers
3. More Bike Parking
4. Cleaner and Safer Sidewalks for Pedestrians
5. Cleaner and Clutter-Free Streets
6. Lower Carbon Emissions + Positive Impacts on Climate Change
7. Fewer Bike Thefts *
8. Happier Merchants and Property Owners
9. Better Image for Cycling in NYC
10. Demonstration of Community Engagement and Waste Management Principles for NYC

***Large numbers of abandoned bikes send a signal that bikes are untended property. Bike Rescue addresses that problem.**





Department of Sanitation Public Hearing on Removal of Derelict Bicycles

Testimony by Julia Kite, Policy and Research Manager, Transportation Alternatives
Tuesday, August 9th, 2016

*** SUPPORT AMENDMENT OF RULES ***

Thank you for convening this hearing. I am Julia Kite, Policy and Research Manager of Transportation Alternatives. We are a 43-year old non-profit with more than 150,000 activists in our network, dedicated to promote biking, walking, and public transportation as alternatives to cars in New York City. We advocate on behalf of New York City's cyclists for safer, better, more livable streets.

Transportation Alternatives supports the new criteria for removal of derelict bicycles. These abandoned, unusable bikes create a nuisance and occupy space that could be used by responsible cyclists. This change is very necessary and overdue. As far back as 2012, WNYC was drawing attention to the fact that hundreds of bikes that were clearly abandoned and in poor condition were rarely removed, and our members routinely mention that they see unusable bikes that have been abandoned for several months, or even years, taking up space where they wish to park. Last month alone, the City's 311 service received 163 complaints about unusable bicycles chained to public property.

- We have suspected that the reason derelict bikes are rarely removed is because **the current threshold for the degree of disrepair a bike must show in order to be taken away is extremely high.**
- **At present, a bike can be unusable, but still not meet the criteria for removal.** For example, a bike with a clearly bent frame and no handlebars is not considered derelict enough to be removed, nor is a bike with a completely rusted frame and two bent wheels. **Under the new standard, bikes like these could easily be removed.**
- Therefore, we welcome the new standard for derelict bicycles, because **it lowers the threshold while still making it highly unlikely that somebody's functioning bike will be taken away.** The seven-day notice period after which the owner must remove the bike or risk its disposal is reasonable and fair.

We believe the new standard will result in numerous benefits for the city:

- Removal of possible safety hazards on public streets
- Opening up of bicycle parking areas and freeing public property
- Increased recycling of scrap materials
- Removal of public "eye sores."

We would like to thank the Department of Sanitation for making an exception for ghost bikes. These important memorials and reminders of the dangers facing cyclists on New York City streets must be allowed to remain in place. We are pleased to see the Department explicitly stating they must not be removed.

Thank you for your time and consideration.

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www.transalt.org

**New York City Department of Transportation Comment on
New York City Department of Sanitation Proposed Amendment to
Rules for the Removal of Derelict Bicycles from Public Property
August 9, 2016,
125 Worth Street, Room 819, New York, NY, 10013**

Good Morning. My name is Benjamin Smith and I am representing the New York City Department of Transportation. I am here today to speak on behalf of Commissioner Trottenberg in favor of the proposed amendments to the Department of Sanitation's rule for removal of derelict bikes from public property, in the interest of freeing up bike parking for active cyclists.

The proposed amendments would reduce the total number of characteristics required to meet the definition of derelict from three to two, remove one of the characteristics from the list of possible characteristics to be considered (flat or missing tires) and change the minimum amount of rust cover for one of the possible qualifying characteristics from 75 percent to 50 percent.

Taken together, these amendments are clearer and will make it easier for Department of Sanitation inspectors to remove derelict bicycles. We support the intent of the amendments, to be able to more quickly remove bicycles which are damaged or deteriorated to the point of having little or no value, under the Department of Sanitation's derelict removal program.

Cycling is part of the fabric of City life. New Yorkers of all backgrounds are biking all over the city for all types of reasons—whether it's to commute, visit friends and family, run errands, for health or for recreation.

As a result, in recent years, we have seen tremendous growth in cycling in New York City. Cycling has nearly tripled in the last 10 years and grew by four percent in just the last year. Over 420,000 trips per day are made by bike in New York City and as many as 50,000 of those trips are made using Citi Bikes.

New Yorkers today can ride on our bike network of over a thousand miles, of which over 380 miles are protected from traffic and nearly another 380 miles are exclusive bike lanes.

We appreciate the Department of Sanitation focusing on the removal of derelict bicycles. Such bicycles clog our CityRacks, taking up bicycle parking needed by cyclists. Ensuring the availability of convenient, secure, parking for bicyclists at their destinations is important to encourage cycling as a mode of transportation throughout the City.

The presence of crushed, rusted, stripped bicycles on bicycle racks sends the wrong message to cyclists and potential cyclists about the security and attractiveness of available bicycle parking. Further, it can decrease support from residents and businesses who should welcome bicycle parking infrastructure in their neighborhoods, hopefully viewing it as an attractive, useful and well maintained amenity rather than a potential eyesore.

Thank you for the opportunity to submit these comments today.



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THE CITY OF NEW YORK

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Gale A. Brewer, Borough President

Testimony of Gale A. Brewer, Manhattan Borough President on Proposed Rule Changes for the Removal of Derelict Bicycles from Public Property, Department of Sanitation August 9, 2016

My name is Gale Brewer and I am the Manhattan Borough President. I would like to thank Commissioner Kathryn Garcia and the Department of Sanitation for holding this hearing on proposed rule changes for the removal of derelict bicycles from public property. These changes are very much in line with recommendations we've made to DSNY, and I'm excited the agency agrees that we should make it easier to remove bicycles that have clearly been abandoned by their owners.

As the Manhattan Borough President, I have heard many grievances about abandoned bicycles from my constituents. The hundreds if not thousands of abandoned bicycles that litter our streets create a visual atmosphere of decay, which affects our communities and our businesses. Also, the abundance of derelict bikes chained to bike racks serves as a hindrance to cyclists, and their ability to find a safe and legal place to chain their bicycles.

You may wonder—how many of these abandoned bicycles are there? Is it really that big of a problem? In order to find out the scale of this issue, my staff collaborated on surveying downtown Manhattan, looking on every street and Avenue below 14th St for these abandoned bicycles. This was a large, time consuming project, so I'd like to thank my very talented intern, Paul Hirschhorn, a student at Columbia University, for taking the lead on overseeing it.

DSNY says that in 2015, 525 bicycles were reported abandoned in the entire city. But in the small section of Manhattan we canvassed south of 14th Street, which is only about 4.6 square miles large, my staff reported finding 378 bikes that appeared to be derelict. If we had continued our search and found bikes at the same rate, there would be over 1,800 abandoned bikes scattered throughout Manhattan alone.

For our survey, each abandoned bicycle was evaluated, mapped, and documented. After this process, the data was analyzed to see: 1) how many of these bikes would be collected under DSNY's current policy; and 2) how many of these bikes would be collected after the proposed policy change.

Under the current policy for derelict bicycle collection, these bikes must meet three out of following five criteria: (1) bike is crushed; (2) has missing parts (3) is over 75% rusted (4) has missing or flat tires, and (5) and damaged parts. Under these rules, only 188 of the 378 bicycles that my staff identified as abandoned would be collected.

Under the proposed rule changes, however, three changes would occur: (1) a bike would only need to meet two of the above criteria; (2) the criterion for "flat or missing tires" would be eliminated, and (3) the rust percentage would be lowered from 75% to 50%. Of the bicycles

canvassed by my office, these changes would expand the number of bikes DSNY could qualify as "derelict" to 284—a 96 bike discrepancy between pre and post change rules.

However, if the "flat or missing" tire criterion were still included, 71 out of these remaining 94 bikes would be collected, meaning that 355 of the 378 bikes that appear derelict would be removed. I would recommend that DSNY take another look at the proposal to remove this criterion from consideration. At the least, we should closely monitor the effectiveness of these rule changes, for a period of at least one year, to ensure the greatest number of abandoned bicycles is being removed from public property.

The collection of abandoned bicycles also presents the DSNY with a unique opportunity to repurpose these bikes and give them back to our communities. Currently, when the agency removed abandoned bicycles, they are repurposed as scrap metal. But many of these bicycles can be repaired, and then given away at low or no cost to low-income communities. There are a variety of organizations that have partnered in these types of endeavors, including the Bike Rescue Project and Recycle-A-Bicycle. I urge DSNY to consider partnering with these groups in a pilot project to help refurbish derelict bicycles for re-use.

Once again, I thank Commissioner Garcia for the opportunity to testify in favor of the rule changes being discussed today. To reiterate: I am strongly in favor of the proposed rule change to decrease the number of criteria a "derelict" bicycle must meet from 3 to 2 criteria. And I look forward to continuing to find ways to making New York one of the most bike-friendly cities in the country, and also a cleaner and more business-friendly one as well.