

**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
February 9, 2026**

Good morning, Chair Abreu and members of the Committee on Transportation and Infrastructure. I am Eric Beaton, Deputy Commissioner for Transportation, Planning, and Management. I am joined by Leon Heyward, Deputy Commissioner for Sidewalks and Inspection Management, and Rick Rodriguez, Assistant Commissioner for Intergovernmental and Community Affairs. Thank you for the opportunity to testify on behalf of Mayor Mamdani and Commissioner Flynn about the Administration's work to enhance New York City's streetscape.

With 6,300 miles of streets and highways, over 12,000 miles of sidewalk, and over one million street signs under DOT's responsibility – every time New Yorkers go outside, they interact with DOT. We are committed to providing equitable mobility and enjoyable public space for all residents and visitors for one of the most complex urban transportation networks in the world. As mobility trends evolve, we are focused on meeting the moment to help all New Yorkers and millions of visitors get around our city. Whether we are seizing new opportunities presented by e-micromobility, working collaboratively and creatively with the MTA to improve the bus rider experience citywide, or reclaiming the use of our public space – we are working every day to reimagine how people move in this city.

Legislation

Turning to the legislation before the Council today.

Introduction 68

First, Intro. 68 sponsored by Chair Abreu. This bill would require newsrack owners to provide email addresses to DOT when registering and permit DOT to communicate with them electronically. It will also expand DOT ability to remove newsracks that are in violation of the regulations governing newsracks if owners fail to correct their violations.

Newsracks provide an important service for the distribution of newspapers or other printed material, however unsightly newsracks can be a visual blight on neighborhoods. We look forward to working with Council on a bill that gives DOT better regulatory authority to enforce against newsracks that have been neglected.

Introduction 124

Next, Intro. 124 sponsored by Council Member Brooks-Powers. This bill would create a task force to study options for making street design and infrastructure safer in consideration of increased use of electric bicycles and related collisions.

In recent years, use of electric micromobility devices, such as e-bikes and e-scooters, has dramatically increased. When used safely, these new modes of transportation offer affordable, sustainable, and convenient options for a range of New Yorkers, from families to delivery

workers, thousands of whom rely on e-bikes for their livelihoods. The growing popularity of these devices has also raised challenges which DOT has been addressing head on. New designs have been developed and deployed throughout our bike network to support increased ridership including new wider lanes, improved intersection treatments, dedicated layover areas, and signal timing that promotes lower speeds and red-light compliance.

We ended 2025 with the fewest traffic deaths ever recorded, including a notable 18 percent decline between 2024-2025 in fatalities occurring on motorized two-wheeled devices. The success of this historic decline reflects ongoing work under Vision Zero. We look forward to working with Council on this bill to build on existing progress to create thoughtful and comprehensive legislation that also includes plans for regulation of these modes, rather than just street design and infrastructure.

Introduction 409

Next, Intro. 409 sponsored by Council Member Riley. This bill would require DOT to post signs indicating the days and hours during which bus lane restrictions are in effect for all applicable blocks. The bill also proposes publishing the days and hours during which bus lane restrictions are in effect for all streets on DOT's website.

We currently install at least one bus lane sign per block, with the applicable bus lane restrictions, and publish this dataset on DOT's Data Feed webpage and on NYC Open Data. We support the goals of the bill and look forward to working with the Council.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We would now be happy to answer any questions.