



**Comments on the
"Charge Safe, Ride Safe: Electric Micromobility Action Plan"**

NYC Parks pilot to allow e-bikes and e-scooters to use park drives and greenways.

The Hudson River Park Advisory Council is keenly aware and supportive of the reduction in pollution and congestion due to commercial pedal-assist cargo bikes but it cannot support the use of park drives and park greenways by e-bikes and e-scooters.

The Hudson River Greenway is part of the busiest bikeway in North America, used by hundreds of thousands of New Yorkers and visitors every year. Bicycle use exploded during the COVID pandemic and continues to increase with the growth of commercial and residential development and likely to increase further due to congestion pricing. The bikeway crosses every entrance to Hudson River Park, which is a hazard to both bicyclists and pedestrians. Vehicles passing by or entering the park present additional dangers. Adding fast-moving power-assist e-bikes and scooters has increased the danger to bicyclists and pedestrians using the Greenway.

The Hudson River Park Advisory Council has long been concerned about the increased traffic conflicts in and around the Park. Cyclists, runners, walkers, and rollerbladers often walk or ride side by side reducing the width of safe navigation for oncoming traffic and increasing the potential for collisions.

The Advisory Council has asked that the Greenway be moved into the western lane of Route 9A, or within the medium separating northbound and southbound traffic, protected by jersey barriers to create a safer greenway for cyclists and more space for pedestrians to help meet the demand as well as infrastructure and traffic behavior studies to address pedestrian, bicycle, and illegal motorized vehicle congestion on the Hudson River Park Bikeway. A lack of appropriate infrastructure measures to handle the increased traffic flow, and a lack of enforcement to mitigate dangerous rider behavior necessitates the need for improved infrastructure.

Fast moving electric bikes, scooters, and skateboards with speeds of 30 mph add to the perilous congested conditions posing danger to pedestrians who enter the Park. We do not need more types of vehicles using this transitway.

Changing city park rules without taking this state bikeway into account will allow additional traffic to go unregulated. What we need is a coordinated city-state effort to manage the traffic on the bikeway with community input. We need comprehensive planning with all stakeholders and agencies working cooperatively and ongoing monitoring and mitigation to keep park goers safe.

In addition, the goals and initiatives of the NYC Vision Zero program need to be expanded to include infractions being committed by drivers along West Street even though it is also a state highway.

We urge the City and State to be proactive in establishing a community-based, comprehensive, cooperative, data-driven and future-forward process that brings stakeholders together to address traffic issues and propose solutions that help make the park safer for all who wish to visit.

A handwritten signature in black ink, appearing to read "Daniel Miller".

Daniel Miller, CB2
Chair, Hudson River Park Advisory Council

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