

TRANSPORTATION COMMITTEE PROPOSED RESOLUTION

Re: NYPD Criminal Summonses for Cyclists

The following facts and concerns were taken into account in arriving at our conclusions:

On April 28, 2025, the NYPD began a new policy of issuing criminal summonses to cyclists for low-level infractions like going through a red light, failing to stop at a stop sign, or riding on the sidewalk. Until that time, cyclists, like drivers, were subject to a traffic ticket, which can be paid or contested online.

The drivers of cars and trucks continue to face only a ticket for violations like red-light running, failing to stop at a stop sign, or speeding.

Being issued a criminal summons requires appearing in criminal court, which could conceivably lead to a criminal record, jail or even prison. Those who fail to appear will likely have a warrant for their arrest issued.

For cyclists who are not citizens of the United States, which is the case for many delivery workers, encounters with the criminal justice system are highly dangerous under the current federal government.

Such encounters could result in detention, deportation, or even indefinite imprisonment in a foreign country – without any due process. In addition, an encounter with the criminal justice system could jeopardize an application for asylum seeker status.

Despite New York being a “sanctuary city,” Immigration and Customs Enforcement (ICE) can learn of a cyclist receiving a summons because a criminal case, unlike a traffic ticket, is public information.

The new policy is allegedly in response to 311 complaints and 911 calls about “out of control e-bikes and scooters,” according to police commissioner Jessica Tisch.

Of the 9,610 New York City pedestrians injured in 2024, significantly less than one percent (37) involved e-bike collisions, according to NYPD data. The other 99.6 percent of pedestrians were injured by drivers of motor vehicles.

In 2023, 103 pedestrians were killed on New York City streets. Of these, 101 were killed in collisions with cars, trucks or other motorized vehicles. Two were killed in collisions with cyclists.

An e-bike weighs between 40 and 80 pounds. A regular bike weighs between 20 and 40 pounds.

Cars weigh between 2,500 and 6,000 pounds. A loaded garbage truck weighs between 50,000 and 100,000 pounds.

The NYPD has a history of issuing criminal summonses for bike operation overwhelmingly to cyclists of color. Last year, 95 percent of criminal summonses for sidewalk riding were issued to Black or brown New Yorkers, and 92 percent of criminal summonses for reckless bike operation went to New Yorkers of color.

According to news reports, in the last three weeks cyclists have received criminal summonses for such things as wearing headphones, stopping just ahead of the painted stop line, and for proceeding at the Leading Pedestrian Interval, which has been legal for cyclists to do in New York City since 2019.

The behavior on the streets from some cyclists is a problem. We agree with Commissioner Tisch that this behavior is an issue that needs to be addressed.

CB7 believes that holding cyclists to a far higher standard than motor vehicle drivers is unjust, puts immigrant workers at grave risk, and sends the wrong message about the actual danger on our streets.

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan **calls on** the NYPD to immediately end the policy of issuing criminal court summonses to cyclists for low-level traffic violations and find another way to mitigate bad behavior.