



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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LOWELL D. KERN
Chair

JESSE R. BODINE
District Manager

August 4, 2020

Hon. Corey Johnson,
Speaker, NYC Council
224 W. 30th Street, #1206
New York, NY 10001

Ed Pincar
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Re: Parking and Docking of Scooters and Electric Bikes

Dear Speaker Johnson and Commissioner Pincar:

Manhattan Community Board 4 (MCB4), at its July 22nd Full Board meeting, by a vote of 46 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible to vote, voted to oppose Int. 1981-2020, which would have the effect of sanctioning the location of electric bike and scooter stations on sidewalks, provided that the sidewalks are more than 10' wide. The potential negative impact of this policy change would be to constrict pedestrian clearances. This would be a wholly unacceptable outcome on our already constricted and over-subscribed sidewalks. We urge you to vote against this amendment and rally support to defeat it.

Furthermore, we request that all bills related to bike, electric bike, and scooter parking create a more equitable disposition of corrals and stations by addressing the following four policy changes.

The New York City Department of Transportation (DOT) has been rolling out a network of bike lanes for years without properly providing for parking. First, the DOT should develop guidelines for implementing designated spaces, bike corrals, and docking stations for scooters and e-bikes in the roadway instead of on the sidewalk—particularly in the areas surrounding the two major transit hubs in our district, Moynihan Station and the Port Authority Bus Terminal—towards the development of a safe, multimodal transit district.

MCB4 has been on record for many years advocating for the protection of sidewalk clearances from obstructions, and shared use of street parking lanes for more diverse purposes than private vehicle parking. We would like to take this opportunity to reiterate the core tenet that our streets are shared by numerous transportation modes (including pedestrians at crossings and designated corridors). Now that scooters and e-bikes are sanctioned to share them, we seek to fairly allocate parking lanes to them.

Second, DOT should develop standards for delineating existing parking lanes for the parking of electric scooters and the design of docking/charging stations of e-bikes. The DOT has been rolling out a network of bike lanes for years without properly providing for parking. With Revel, a scooter-sharing company currently operating in our district, five scooters fit in one standard vehicular space.

Third, though the DOT has developed a standard design for its BikeCorral program, it requires a maintenance partner to install corrals in the DOT-maintained roadway. This requirement has resulted in too few corrals to meet overall demand. This requirement must be removed, and the Department of Sanitation must step up to this new mandate to maintain corrals.

Fourth, in light of increased demand, DOT should create prefabricated parking corrals and docking stations. We are not opposed to the DOT seeking out advertising partners for these installations as a way to offset costs. At the same time, DOT should open the process to allow partners to purchase and install additional (design-compliant) corrals and stations, once location assessment guidelines are published. These four policy changes will result in a more equitable disposition of corrals and stations, and in far greater numbers than the current process.

Sincerely,



Lowell D. Kern
Chair
Manhattan Community Board 4



Christine Berthet
Co-chair
Transportation Planning Committee



Dale Corvino
Co-chair
Transportation Planning Committee

cc: Hon. Ydanis Rodriguez, NYC Council, Chair of Council Transportation Committee