



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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COREY JOHNSON
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

June 6, 2013

Borough Commissioner Margaret Forgione
Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Re: Citi Bike Stations

Dear Commissioner Forgione:

While the vast majority of the Citi Bike installations have not generated complaints, a few have caused concerns and impaired the public use of the street by various members of the community.

Based on this experience, Manhattan Community Board 4 (CB4) requests¹ that (1) no station be installed on residential blocks within Historic Districts and the Clinton Special District without first consulting with the Community Board and residents for the best location, (2) that no station be installed in front of the single entrance to very large buildings, and (3) a space of four feet be left in between every six or seven docks, similar to the treatment of manhole covers. This will provide regularly spaced access from the street and the sidewalk for deliveries and for people with walkers, strollers or packages, and would replicate the current configuration of parked cars.

We are pleased that DOT intends to review locations after two months of bicycle share operations and we look forward to working with you regarding enforcing the above policies at that time. We are very grateful that DOT has expedited addressing two problem locations, one on West 26th Street and Tenth Avenue, and another one on West 22nd Street and Tenth Avenue. There are now six remaining locations (out of the more than 70 in CB4) that we request DOT to address:

1. South side of West 17th Street near Eighth Avenue – Reduce from 40 to 20 spaces and relocate west of the current location (in front of the Dr. Gertrude B. Kelly Playground)
 - The current station runs the almost entire 100' length of the building (the residential entry is in the middle of the building line) and obstructs the entrance to 300 West 17th Street, a building with 33 apartments, almost half of which are occupied by seniors (many of whom use Access-A-Ride).

¹ This request is subject to ratification of the Full Board on June 5, 2013.

- In addition, the curb along West 17th Street was also used for deliveries by the long-time retail tenant at that corner who lost its Avenue fronted street delivery space when the right turn lane was installed as part of the enclosed bicycle lane on Eighth Avenue. Residents being dropped off will need to walk a minimum of 50 feet to their entrance and business deliveries would require traveling a minimum of 100 feet along the sidewalk. We thus request that the length of the rack be decreased and that it is moved in front of the adjacent playground.
2. North side of West 37th Street just west of Tenth Avenue – relocate on the south side of the street or further west of the building entrance.
 - This is the single entrance to a very large building with over 500 apartments. Tenants who are elderly and handicapped cannot access special transportation vehicles. In addition, the location is just north of loading docks where exiting turning trucks are likely to interfere with bicycles entering and exiting the rack. Relocating the rack across the street and west of the loading docks or further west on the north side would be preferable.
 3. South side of West 43rd Street just east of Tenth Avenue – Relocate to just west of Tenth Avenue on the north curb. CB4 had expressed concerns about this location where many seniors use Access-A-Ride services.
 - High-density residential buildings such as Manhattan Plaza, a NORC with several hundred apartments, a supermarket and farmer’s market on Saturdays, should not have bike share on their blocks as the pressure on curbside use is already enormous from repairs, deliveries, and Access-A-Ride services.
 4. South side of West 47th Street just east of Tenth Avenue – relocate to the south parking lane on the west side of West 47th or 48th Streets.
 - This location is in the Clinton Special District and is a heavily used, narrow one-lane street heading west to Eleventh Avenue to access the Lincoln Tunnel. CB4 had indicated that this location would be problematic. We foresee problems and danger with bikes being removed from the stations into the street and traffic.
 5. South side of West 52nd Street near Ninth Avenue – relocate across Ninth Avenue to the west.
 - This block has two stations, which exacerbate the dearth of parking due to the large number of postal trucks and school buses.
 6. East side of Ninth Avenue close to West 45th Street, on the floating loading lane - relocate on the north side of West 45th Street near Ninth Avenue.
 - Until recently when the map was modified, this station was planned on West 45th street, just west of Ninth Avenue. As currently located, this station uses the full length and all the available loading spaces on a block occupied by a large commercial building –the ground floor of which is entirely leased to three restaurants. This will cause delivery trucks to double-park on a section of Ninth Avenue, which is extremely congested with Lincoln Tunnel traffic at all hours of the day. West 45th Street, just west of Ninth Avenue, would be a more appropriate location.

We continue to receive many complaints for riders going through red lights, going the wrong way and riding on the sidewalk. A public awareness campaign would go a long way to remind the public at large of the rules of the road, while the system is ramping up in capacity.

We do understand the complexity of rolling out such a large system and appreciate, as usual, your help in immediately addressing the requests above.

Sincerely,



Corey Johnson
Chair



Christine Berthet
Co-Chair, Transportation
Planning Committee



Jay Marcus
Co-Chair, Transportation
Planning Committee

cc: Christine Quinn, Speaker, New York City Council