



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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DELORES RUBIN

Chair

Jesse Bodine

District Manager

February 17, 2017

Polly Trottenberg, Commissioner
NYC Department of Transportation
55 Water Street
New York, NY 10041

Council Member Mark Levine
500 West 141st Street
New York, NY 10031

Re: Car Sharing Legislation – Intro No. 873

Manhattan Community Board 4 (CB4) is encouraged to learn that the New York City Department of Transportation (DOT) is exploring reforms and innovative policies surrounding parking regulations, specifically with regard to car-sharing. CB4 would like to congratulate the City on launching a mobile-pay parking program and it is especially pleased that Manhattan Community District 4 (CD4) is involved in the initial rollout of this program.

CD4 is home to dense residential areas, vibrant commercial districts, and important transportation assets. Given CD4's characteristics and density, the district suffers from pedestrian and vehicular gridlock. CB4 shares DOT's goals of protecting the safety of all New Yorkers while also supporting the efficient transportation of people and goods via a variety of modes throughout the region.

Understanding that on December 12, 2016 DOT announced a pilot project doing car-sharing and that NYC Council is considering legislation Intro No. 873 with regard to parking policies and car sharing, CB4 is eager to see a complete and thorough impact report of DOT's pilot project and asks that DOT and any future legislation provide the following information and address the following issues:

- The effectiveness of Car-sharing programs to reduce private and commercial vehicle use should be studied and any successful reduction should translate into the return of public space to the modes of transportation that are in the highest need of space - a good example would be sidewalk for pedestrians.
- The reduction in miles travelled for the users of the car share service should be measured.
- The placement and modification of parking spot regulation should not decrease the visibility of drivers approaching intersections and turns. In considering parking policies and reforms, the City must address pedestrian safety, daylighting and the creation of bulb-outs and other safety measures should be considered. Furniture on the sidewalk should also be avoided.

Understanding that point-to-point sharing programs similar to Citibike, such as ReachNow, Buffalo CarShare, and Car2Go have proven to optimize street usage and decrease car congestion, CB4 urges the City to create a competitive process that balances potentially new revenue streams with resident costs and benefits, and environmental impacts.

- In determining how to rent commercial, metered and residential parking spots for car-sharing the City should prioritize electric fleets and programs that have the potential to serve diverse New Yorkers of all income levels and operate successfully.
- Car-sharing companies which wish to rent parking spots from the city should also be required to provide parking spots in private facilities.

CB4 looks forward to receiving annual reports on the progress of the City’s car-sharing pilot program and a complete impact statement before the implementation of a larger program. In addition, CB4 welcomes an immediate response from DOT and the City Council and further encourages them to involve the community in their rapid pursuit of additional parking policies that reduce congestion in New York City.

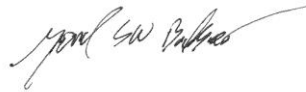
Sincerely,



Delores Rubin
Chair



Christine Berthet
Co-Chair, Transportation
Planning Committee



Yoni Bokser
Co-Chair, Transportation
Planning Committee