



# BROOKLYN COMMUNITY BOARD 9

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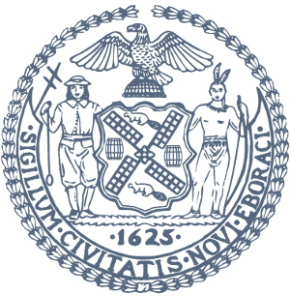
## **BROOKLYN COMMUNITY BOARD 9 RESOLUTION SHARED TRANSPORTATION AND NETWORK DESIGN GUIDELINES (STAND GUIDELINES)**

**SUMMARY:** This proposal creates guidelines aiming to prioritize CitiBike placement on sidewalks instead of roadbeds, adjust CitiBike dock size based on usage, minimize the impact of Carshare and bike share programs on street-parking loss, and encourage Carshare programs to serve people all across the district instead of concentrating placement in small pockets of the district.

At the June 24, 2024, General Board meeting of Brooklyn Community Board 9, the Board adopted the following resolution:

### **WHEREAS**

1. Brooklyn Community District 9 contains diverse neighborhoods connected by our shared values for family safety and active street life; recognizing that residents and visitors to Prospect Park, Brooklyn Botanic Garden, and other esteemed public spaces have a right to safety, accessibility, and ease of access. Improved and sustained connections to our prized local features will increase the quality of life experienced by both residents and visitors;
2. Many residents of Community District 9 use a mixture of transportation methods, including cars, rideshares, taxis, bicycles, and public transportation from buses and trains to CitiBikes;
3. DOT Carshare is presented as a helpful program to help residents obtain convenient access to cars;
4. The location of Carshare-reserved parking spots are concentrated in the northwestern portion of the district;
5. Residents have expressed concern that the painted and reserved spots for Carshare programs change without notice;
6. Fines for parking even at abandoned or unused Carshare spots are a significant financial burden;
7. Some carshare spots are not adequately cleaned, leading to an accumulation of debris at these locations;
8. CitiBike's bike share numbers continue to grow steadily, seeing the busiest usage in the program's history in the third quarter of 2023; and CitiBike's equity and expansion area discounts greatly benefit residents of the district and enable them to achieve steps toward mobility parity;
9. CitiBike has rolled out unevenly over time but has been well used by residents. It is unclear if future pilot rollouts are planned;



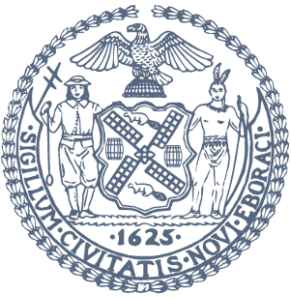
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10. Bike docking stations are located in a variety of environments in our District, including on wide and narrow sidewalks, on non-travel street lanes, and on Parks' rights of way;
11. CitiBike operates as a private partnership between Citibank and Lyft, giving it limited accountability and avoiding many requirements that a governmental entity may have for transparency and accommodations;
12. CitiBike can be open to making mistakes in bike dock placement that could have been avoided with community input, due to its reduced accountability.

**THEREFORE, BE IT RESOLVED** that Brooklyn Community Board 9 urges DOT, CitiBike, and all other responsible bodies to implement the following guidelines on currently installed and planned installations of infrastructure in Brooklyn Community District 9:

**Regarding CitiBike stations:**

1. Ensure that new and existing CitiBike stations are placed on sidewalks where there is enough space to wield mobility devices or equipment rather than the roadbed when there is enough space, and consistently prioritize sidewalk locations over roadbed locations.
  - a) Ideally, 70% or more of our CitiBike stations should be on sidewalks instead of roadbeds.
  - b) Consider relocating or modifying CitiBike station placement from street non-travel lanes (parking lanes) to wide sidewalks (typical at avenues)
2. Brooklyn Community Board 9 requests CitiBike, or its representatives in the Department of Transportation to produce and share their short- and long-term goals for central Brooklyn; their criteria for successful use and uptake in our community, and future expansions or modifications to the network. We strongly encourage, especially at the invitation of the board, attendance by CitiBike and its representatives in NYC-DOT.
3. Include a provision to adjust dock sizes or location presence based on historic ridership use and present that data to the city via a publicly accessible (OpenData) exchange.



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## **Regarding DOT Carshare Locations:**

1. Ensure no more than three streetside reserved carshare parking locations are concentrated within a ¼ mile radius (or 400m), roughly equivalent to a 5-minute walk.
  - a) No more than 3 carshare locations, assuming each location consists of two parking spots, should be placed within a ¼ mile (400m) radius except when directly approved by Community Board 9 during outreach.
2. Prioritize locating Carshare-reserved parking locations in underutilized commercial or public parking lots and parking lots belonging to city institutions instead of directly in front of single-family or low-density private homes.
3. Review new DOT Carshare spot placement proposals—especially those concerning locations in residential areas or areas not mainly utilized for business in the district with Community Board 9, allowing the community to determine whether the placement improves or decreases the quality of life and convenience for users and residents.
4. Produce a planning document, in collaboration between DOT, Zipcar, and other private Carshare participants, stating the long-term goals for neighborhood rollout and address the following questions:
  - a) Whether this program is in its pilot stage or not;
  - b) Have any city- or state-owned parking spaces in the district been considered for co-location;
  - c) Whether participating Carshare entities will consider a private, negotiated arrangement to locate Carshare parking sites within existing large or underutilized parking lots.
5. Only perform changes to the current network of Carshare locations after:
  - a) Public notice — including required community board communication of intent;
  - b) Proper removal of outdated signs and return of any unused striped or painted streetway to normal travel or parking use. If the DOT continues to violate its requirement of notice, this board or the members within it may exercise their right to seek penalty (for violation of Section 2903(a) of the New York City Charter, based on failure to update Equity & Community Outreach Plans



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**BE IT FURTHER RESOLVED**, for each item listed above, Community Board 9 respectfully **requests** that for any study conducted according to the policies and protocols of NYC-DOT, such results be shared with the Board, regardless of the outcome of NYC-DOT's decision. Such documents requested include, but are not limited to, traffic control studies, intersection control data, transportation and mobility analyses, and correspondence with other agency stakeholders such as the Metropolitan Transportation Agency (MTA), and the Department of Parks and Recreation (Parks) if applicable; and

**BE IT FURTHER RESOLVED**, Brooklyn Community Board 9 **supports** collaboration with DOT, CitiBike, City Council, and State Lawmakers on consolidated measures to:

1. Create a legally enforceable timeline to follow the investment tiers described in the NYC Streets Plan to ensure equitable roll-out of these improvements to the curb, prioritizing underserved communities first;
2. Make Citibike a more fully integrated public transit service by cross-honoring MetroCards, OMNY, or by increasing the City's subsidy for NYCHA and student users;
3. Create a public, updated, online timeline that shows which Carshare and CitiBike locations are upcoming, so the public can view these developments and offer potential support or alternative ideas.

**ADOPTED: JUNE 24, 2024**