



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**JOHN WEIS**  
Chair

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

June 4, 2010

Margaret Forgione  
Manhattan Borough Commissioner  
New York City Department of Transportation  
33 Maiden Lane  
New York, NY 10038

Dear Margaret:

Manhattan Community Board 4 supports the request of the New York Motorcycle and Scooter Task Force (NYMSTF) to create three on-street motorcycle and scooter dedicated parking areas in Manhattan Community Board 4. Based on the observations of NYMSTF and Manhattan Community Board 4 Transportation Committee members the locations we recommend are:

- Southwest corner of West 22<sup>nd</sup> Street and 7<sup>th</sup> Avenue (28' or 7 motorcycle/scooter spaces);
- Northwest corner of West 28<sup>th</sup> Street and 8<sup>th</sup> Avenue (24' or 6 motorcycle/scooter spaces);
- Northeast corner of West 38<sup>th</sup> Street and 9<sup>th</sup> Avenue (24' or 6 motorcycle/scooter spaces, starting 15' from the fire hydrant).

The above locations were selected based on NYMSTF observations of streets with a substantial amount of motorcycle/scooter parking and based on Transportation Committee member observations of those streets and locations and the number of pedestrian related accidents at those locations.

We make this recommendation for several reasons:

- *More efficient use of street parking spaces:* Each motorcycle/scooter space is approximately 4' wide by 8' long; as compared to a car parking space that is typically 24' wide by 8' long. Approximately 6 motorcycles/scooters can fit in a typical car parking space. Having planned corner motorcycle/scooter spaces will reduce the less efficient and more haphazard motorcycle/scooter parking that currently exists. It would also reduce sidewalk use for motorcycle/scooter parking;

- *Reduce motorcycle damage from street parking*; A survey done by the NYMSTF found that 53% of their respondents reported having their street-parked motorcycles/scooters knocked over by other vehicles in 2009, 34% having multiple knock-overs with the average damage from each incident estimated at \$620. Transportation Committee member observations generally supported the notion that current street parking for motorcycles/scooters leads to a high rate of knock-over and damage;
- *Increase “daylighting” and thus pedestrian safety at these intersections*; Two of the planned locations are proposed for corners that currently have high accident rates. We believe that placing motorcycles/scooters parking at these intersections will prevent the common practice of large sight-obstructing vehicles from parking there and thus improve pedestrian and driver visibility at the intersections;
- *Motorcycle/scooter use has been consistently increasing*: Approximately 2.2% (an increase from 2.1% in 2003) of registered vehicles in both NYS and the country are motorcycle/scooters. The number of registered motorcycles/scooters in NY in 2008 was 431,000 – reflecting a consistent 2% annual increase. It is likely that this more fuel efficient method of transportation will continue to grow, particularly as the number of options (e.g. scooters, mopeds, etc.) continue to increase;
- *Dedicated motorcycle spaces will reduce the amount of time these vehicles require to drive around looking for parking*: Studies in NYC estimate that between 14% and 44% of vehicle road time is spent looking for parking spaces, increasing congestion and pollution. While motorcycle/scooter time is likely to be on the lower side, having dedicated known parking spaces will likely reduce search time.

Several cities in the country have dedicated motorcycle/scooter on-street parking spaces including San Francisco, Seattle, Columbus, and (most recently) Boston. Representatives from those cities report minimal complaints or concerns since the instituting these policies and growing the number of motorcycle/scooter spaces. Most of these cities have spaces in both residential and commercial districts.

Manhattan Community Board 4 recommends that this be a 12 month pilot during which time we would request both DOT and NYMSTF assistance in collecting data related to:

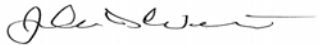
- Noise complaints. We specifically note that NYS law requires that motorcycles/scooters traveling less than 35 mph make no more than 82 decibels of noise (which, for example, is less than typical bus noise of 84 decibels) and encourage residents near the proposed pilot parking areas to report any noise that seems above that level;
- Motorcycle/scooter knock-down damage: We would expect to see a severe decrease in knock-down rates at the proposed pilot dedicated parking spaces;
- Pedestrian accident data; We would expect to see reduced accident rates at the two pilot locations where day-lighting is a potential benefit;

- Motorcycle/scooter parking space usage: We would expect to see a high percentage utilization of these parking spaces during both daytime and evening hours.

We will revisit these locations, and depending on the results, recommend continuing dedicated motorcycle/scooter parking in these locations and potentially other locations.

Thank you very much for your consideration.

Sincerely,



John Weis  
Chair  
Manhattan Community Board No. 4



Christine Berthet  
Co-Chair  
Transportation Planning Committee



Jay Marcus  
Co-Chair  
Transportation Planning Committee

cc: Jesse Erlbaum, NYMSTF