

*Emails about Proposed Citi Bike Locations - Upper West Side*

*Added to Committee's list of locations*

*June 2015*

1. *North Side of West 63rd St between Broadway & Columbus Ave, adjacent to Dante Park*

*OK*

2. *North Side of West 64th St between West End & Amsterdam Ave, close to West End Ave*

*OK*

3. *SE corner of Riverside Blvd & West 67th Street*

*Needs further review - possible location on Freedom Place*

As the mother of one, and soon to be two, Dwight early childhood ("Dwight ECD") students, I just wanted to convey that placing a Citibike stand within such close proximity of Dwight ECD is a bad idea. The increased foot traffic will introduce several strangers to a location that is somewhat off the beaten path and currently quiet. Additionally, our children currently play at the train park and walk across a street to that playground. With all of the bike traffic and no traffic light in that area, the risk will increase that one of the children could be struck by a bicycle.

I am strongly against placing a Citibike stand in this area and am happy to be contacted at this email address to discuss this issue further.

I am a resident on Riverside Blvd and both my children attend The Dwight School located on 67th and Riverside. I have heard that there is a proposal to put a Citi Bike docking station right in front of our entryway. I feel that this could put our children in harm with more people around the entrance to their school and blocking the space for any emergency vehicles should our children need their assistance. Please reconsider the location of the docking station to somewhere else on Riverside Blvd.

I was very disturbed to hear that Citibike may place a bike station at 67th and Riverside Boulevard. That location is in the center of Dwight Early Childhood Division, a preschool serving over 245 upper west side families. As well as a Chinese/English preschool called Bilingual Buds. Therefore a bike station in the middle of a preschool campus would:

1. Attract strangers to an area where otherwise the only people with reason to go are affiliated with the school
2. Risk of bike accidents since a number of young children are congregated in that area throughout the day
3. Limit emergency vehicle access to young children

Riverside Boulevard is already marred with black cars double parked throughout the street. Please do not allow a bike station to make the street conditions more dangerous for our young children.

## President of the Parent's Association of Dwight Early Childhood Division

It was recently brought to my attention that a Citibike docking station is planned for 67th Street at Riverside Boulevard, right in the middle of The Dwight School's Early Childhood Division main entrance area. My family and I have lived on Riverside Boulevard, at 70th Street, for 15 years now and my son currently attends the Dwight School on Riverside Boulevard and my daughter will as well, once she is old enough. Though a Citibike docking station in the neighborhood would be a welcome addition, I would strongly encourage you to find an alternate location given the tremendous risk and liability of placing bikes at the entrance of a preschool.

It has recently come to my attention that the D.O.T is proposing a Citi Bike docking station right outside the main entrance of the Dwight School lower campus at 67<sup>th</sup> street and Riverside Boulevard. I cannot imagine a more disruptive location; surely, there must be other suggestions that don't create traffic and noise right outside of childrens' classrooms. Furthermore, 67<sup>th</sup> and Riverside is also not a high traffic neighborhood for non-residents, so the location makes no sense for bikers either. Most importantly though, commotion and congestion right outside the entrance to a school that houses 2 and 3yr olds, with their caregivers trying to get them there carrying bags and pushing strollers, is undesirable to all involved. Schools should be a quiet/low profile environment for children to focus on learning and discipline, not watching/listening to biker riders coming and going all hours of the day. Did anyone that drew up this plan even consider that the entrance to a school is right there?

### *4. North Side of West 67th St between Broadway & Amsterdam Ave, adjacent to school*

*OK*

I live across from Merkin Hall on West 67th Street and just learned of the proposed citibike stand there. Why were we not given notice of these plans earlier? When a restaurant in the neighborhood wants to renew a license, flyers are put up around the neighborhood, asking for input. Why was this not done with something as permanent as these stands?

Who is responsible for keeping the area clean? Street cleaners currently access all the way to the curb--that evidently is impossible with these obstructions. And in the winter they will become filthy snowbanks. Does Citi-bike come daily with a truck with hoses? What guarantee is there that these will not become a health hazard?

The only certainty is that a stand directly across the street will negatively impact the value of apartments in our building.

*5. East sidewalk of Central Park West between W67th & W68th Street*

*Community opposed - possible better location near 66th St (wider area - no playgrounds)*

As a 35-year resident of 75 Central Park West, I write to suggest a change in the plan to place the intended Citibike facility at West 67th Street and Central Park West. NYC controls a large parking lot just behind the wall of Central Park, and many yards away from Tavern on the Green. It is currently used only for a storage container for a bicycle rental concession. Citibike racks would be safe there, and the spacious driveway would be available to them.

Babies, children and parents enter the Adventure Playground and Baby Park at 67th Street daily. The bike racks and its users are a danger and traffic hazard for them.

The NYC Marathon uses the driveway annually. It uses the entire entrance and driveway for two weeks with large TV trucks and wires everywhere.

There is no subway access within reasonable distance of this entrance.

Finally, Central Park is one of our city's greatest assets, beginning with the wall and sidewalks that surround it.

I beg that you reconsider the location of more traffic at this intersection. Our Mayor is dedicated to reducing pedestrian and car accidents. As am I and other residents of NYC.

*6. North Side of West 70th Street, just west of Sherman Square (W of Amsterdam Ave)*

*OK*

I am the President of 235 West 70th Street Owners Corp. It has come to our attention that CitiBike is planing a station location at the corner of West 70th Street and Amsterdam Avenue. As I'm sure you are aware this is a very narrow and busy intersection. Our block serves as the main conduit for the "Trump" residents to and from the subway. It is also very busy with PS199 and Martin Luther King HS student traffic specifically in the morning when many commuters would be using the bikes. Adding a station here would only compound an already very busy intersection. We share 243 Apartments Corp;s view that the Citibike station should not be located on our landmarked block however suggest utilizing an area around Sherman Square where traffic lanes are already closed.

Any help that you can provide to have Citibike officials to find a better location for the bike station placement will be appreciated.

I've seen the latest plan for Citibike station locations via your emails. It includes one at the Northwest corner of West 70th Street and Amsterdam Avenue. This will spoil an otherwise pristine landmarked block, eliminate many needed parking spaces, and cause more congestion. However, I have a great suggestion for a better location just 50 feet away - **Sherman Square**. Adjacent to that little triangle park that separates Broadway

and Amsterdam between 70th and 71st streets. The curb lanes on both sides of it were recently closed off for traffic calming.

Please consider moving the Citibike station there, or at the very least off our block. I speak for the coop board of my building and I know many other residents on the block are of a like mind. Have you discussed it with the leadership of any other buildings on the block?

Many thanks for your attention and all you both do for our community.

*7. East curb of Columbus Avenue between W71st & W72nd Street*

*OK*

*8. East sidewalk of Central Park West between West 71st & West 72nd Street*

*Many objections - tons of food & other vendors here - possible move to N of 73 St-N of*

*M10 bus stop*

I attended the meeting on May 12<sup>th</sup> and made a comment re the planned position of a rack on CPW between 71-72 Sts.

I hope that someone has gone over (on a Sunday) to see what a pedestrian bottleneck will be created. There is a permitted vendor stationed there directly opposite where you propose to put a bikestand.

For the woman who questioned why there are no positions planned on 72 Street - I'd like to suggest that there be one in front of the CITIBANK just off Bdway. It is a 2-story building - populated M-F by Citibank employees and otherwise vacant. It would be brilliant of the bank - since they promote the bike plan - to host one of the locations.

*9. NW corner of Riverside Drive & W72nd St - i/f/o Eleanor Roosevelt Statue*

*OK*

This is in regards to the proposed CitiBike station at 72nd and Riverside. Instead of putting bikes in front of the Roosevelt statue, the station should instead be located across the street. The corner was just redesigned and there is more than enough space on the north east corner (in front of the Islamic Center) to fit a bike station.

In fact, I have already seen several cars sneak through the pedestrian area to turn north on Riverside. Placing the CitiBike station there would prevent that from happening and maintain the beauty of the Roosevelt Statue.

*10. South Side of West 74th St between Broadway & Amsterdam Avenue*

*OK*

11. *South Side of West 74th St just east of Columbus Avenue*

*OK*

12. *East sidewalk of Central Park West just north of West 76th Street*

*OK*

13. *North side of West 78th Street just west of Columbus Avenue*

*OK when 2 year construction project completed*

Our co-op at 120 W. 78th St. just recently learned of your plans to place a Citi Bike station at 78th St. and Columbus Ave. This plan was discussed at our annual shareholder's meeting on June 2nd, and by unanimous consent we decided to oppose this plan.

On behalf of 120 West 78th Street Owners Corp., we would like to convey the following:

1) We are in agreement with the Coalition for a Livable West Side, which opposes Citi Bike stations on any historic block. Our block is within the Upper West Side and Central Park West historic district

[http://landmarkwest.org/maps\\_and\\_data/index.html](http://landmarkwest.org/maps_and_data/index.html).

2) P. S. 87 William T. Sherman School is located on 78th St. between Amsterdam and Columbus Aves. and we believe a Citi Bike station on the same street would represent a safety hazard during school bus drop-off and pickup periods, as well as during street cleaning operations four times a week from 11:00-12:30 when buses are waiting to pickup students.

I am a longtime resident of 100 West 78th Street and am at a loss to understand why the area directly across the street from my residence has been chosen as a bike rental site. PS 87 is just down the street. We have school bus activity year round. Large vehicles which often are barely able to make it down our narrow side street. When a building is being renovated large containers are put in place, further narrowing the space. Currently 101 has a bridge running along the street covering the large area where Citi Bike wants to install the rental area. I can only assume the owner is anticipating some sort of construction in the near future. Can't believe there isn't a better choice in the neighborhood.

I live 109 78th St and I am a NYC Public School teacher. I understand that you are planning on placing a Citi bike stand on our street. I would like you and the city to understand that placing a bike stand on our street will have some challenges. First, there is a school (PS 87) on the street and therefore the street is crowded most days with kids/ parents, buses, stop and go traffic, etc. Second, the street has some sewage issues in that the water gathers on the east side of the street for days on end and there has been severe problems with insects, ability to get to the curb given how water

gathers, etc. In addition, there is major construction in a building at the end of our street that will take a few years to complete as there have been stalls in construction. You will notice that the street already has construction congestion (street closure, heavy equipment, etc.

Furthermore, as a teacher I am highly concerned for the children attending school on our street.

I am very concerned about the proposal to locate a CITI Bike Share station on my block, West 78th Street between Amsterdam and Columbus Avenues. According to the map shown on your web site, the station is to be located on the north side of the street just west of Columbus Avenue, in front of 101 West 78th Street.

This block has an abundance of traffic already. It has an elementary school, PS 87, located on the south side of the street partway down the block from Columbus Avenue which results in lots of pedestrians, school buses, cars, taxis, bringing kids to and from school. It is already pretty dangerous as many cars and trucks speed down the street trying to make the light at the end of block and then turning onto Columbus Avenue. (The block ends at Columbus Avenue as it leads directly to The Museum of Natural History.) Having a bike station located so close to that corner will just add to the danger for School children, pedestrians as well as the bicyclists coming and going from the bike station.

The proposed location is also in front of a construction site. The DOT has only recently lifted the parking ban in front of 101 West 78 as construction has been halted due to a stop work order. Once the order is lifted, it is expected that construction will recommence and again the parking area in front of 101 West 78th Street will be re-designated as a "No Parking Construction Zone". It is difficult to understand how the construction zone and bike station can safely co-exist.

I appreciate the merits and benefits of the expansion of the CITI Bike Share program. However, in addition to my block, the proposed locations are primarily on the narrow, one-way streets in the neighborhood. Why aren't the wide avenues and two-way streets such as **West 72<sup>nd</sup>**, **West 79<sup>th</sup>**, **West 81<sup>st</sup>**, **West 86<sup>th</sup>**, **West 96<sup>th</sup>** among the proposed sites?

In summary I am troubled that I, my neighbors and the school children will be facing a more dangerous street should the bike station be ultimately placed at the proposed location. PLEASE RECONSIDER !

It was most disconcerting to learn recently of the proposal to install a CITI Bike Share station on West 78th off Columbus Ave. in front of 101 W. 78th St. It is mindboggling to think that Community Board 7 would even entertain support for this ill-advised and ill-conceived project which, if allowed, would put the block, the street, the school (PS 87), the residents, the passersby, and traffic ALL at risk and in harm's way, given the potential for the surge of pedestrian and vehicular congestion. West 78th St. between

Amsterdam and Columbus is already a hazard zone, given the excessive driving speed of irreverent motorists and the current caravan of individual cyclists not to mention a high volume of pedestrian traffic. Installing a bike share station would do nothing but increase log jams and create more obstructions to a block which clearly needs to DECREASE congestion, not intensify it.

The proposed location is also in front of a construction site. The DOT has only recently lifted the parking ban in front of 101 West 78 as construction has been halted due to a stop work order. Once the order is lifted, it is expected that construction will recommence and again the parking area in front of 101 West 78th Street will be re-designated as a "No Parking Construction Zone". It is unfathomable to comprehend how the construction zone and bike station can safely co-exist.

While I can understand support for a City Bike Share station, the venue should be selected from low level traffic and pedestrian congestion, not high risk areas. Would it not make more sense to examine the feasibility to put the stations along the wide avenues and two-way streets such as **West 72<sup>nd</sup>, West 77<sup>th</sup>, West 81<sup>st</sup>, West 86<sup>th</sup>, West 96<sup>th</sup>** among the proposed sites?

We are writing to express our concerns over the placement of a CitiBike docking station on the corner of West 78th St. and Columbus, in front of 101 W. 78th St., The Evelyn Building.

It is our strong opinion that this is not the best location in regards to safety of cyclists and pedestrians alike due to the potential for increased congestion given the two schools located on 78th st. between Amsterdam and Columbus (PS 87 and the back exit of Rodeph Sholom). The problematic times of day are mostly during drop-off and dismissal. In the morning, we are usually met with a procession of school buses lined up outside of PS 87 as well as many cars/taxis double parked to drop students off at school. Without warning, these cars and buses pull away, and if you are on a bike or jaywalking to drop-off a child (such as I have done on occasion, my bad!) there is an increased risk of being hit.

At dismissal time, the corner of 78th and Columbus literally becomes a three ring circus. Students dismissed from PS 87, Rodeph Sholom, and from The O'Shea complex building on W. 77th and other surrounding schools, converge on that corner to cross the street in either direction to their destination. There is an increased risk of a child being struck by a bike since its not uncommon for cyclists to fail to follow the traffic laws that also apply to them. You should also consider on Sundays, due to the Farmers Market along Columbus Ave., that corner is highly active with pedestrians on their way to and from the market. 78th st. is used as an entry point to the market since that is were it mostly begins.

There is also the issue with 101 West 78th St., The Evelyn Building and the current state of flux there. From what I understand, construction has been halted due to an investigation from Eric Schneiderman's office into some illegal practices of the developers in the way rent controlled tenants were intimidated into leaving.

After viewing the map of the proposed locations on the UWS, we are curious as to why there are no stations being proposed on the super-sized sidewalks around the museum? They are closer in proximity to the bike lanes, Central Park and would disturb fewer residents. And overall, it seems like better bet in terms of safety. I would also suggest considering the corner of 76th and Columbus along the fence of the school yard. There is no dismissal on that street and it is not directly in front of any residential buildings.

I am more concerned that the proposed locations for the bike share stations shown on the map on your web site focuses on many one-way narrow streets. As you are aware these streets are already congested with traffic created by regular private cars, taxis, car service vehicles, the vehicles usually vans used by trades people (electrician, plumbers, etc), telephone, cable, Con Edison vehicles, truck deliveries, construction and 4 times a week double parking resulting from the street sweeping regime. I have also witnessed tourist buses travelling down my narrow block on numerous occasions.. There are also many restaurants and shops which depend upon bicycles for delivery. Unfortunately many of these bicycle riders still travel against traffic on the streets and avenues as well as in the bike lanes.

More specific to my circumstances, a public elementary school, PS 87, is located on my street, West 78<sup>th</sup> between Amsterdam and Columbus. It is already dangerous enough for these young children and their parents on this block, with much double parking and cars speeding down the street to make the light at the end of the block. Adding a bike station on this block is a recipe for increased vehicle/pedestrian accidents disaster.

There also has been no thought given to the proposal to place a bike station on the north side of West 78<sup>th</sup> Street just west of Columbus Avenue. This site is directly in front of 101 West 78<sup>th</sup> Street – The Evelyn, currently a construction site. Although I understand that construction is currently stalled as a result of a stop work order, sooner or later construction will recommence. Having the bike station will no doubt interfere with the construction activity. In fact, prior to the stop work order, parallel parking in front of the building was banned by the DOT, reserving the entire frontage for construction activity. How can a bike station be safely located in a "No Parking Construction Zone" established by the DOT?

I understand the push to expand the Citi Bike Share program and its benefits. However, why isn't consideration being giving to placing the stations on the wide avenues and two-way streets such as **West 72<sup>nd</sup>, West 77<sup>th</sup>, West 81<sup>st</sup>, West 86<sup>th</sup>, West 96<sup>th</sup>** and any others I many have missed?

I remain very troubled about the reduced safety that me, my neighbors and the school children will be facing if the bike station is ultimately located in front of 101 West 78th Street.

Having not seen any notices about the arrival of Bike Share in the neighborhood and as such request that a special hearing be convened to allow the residents to express their views.

I became deeply concerned last night when I learned of the Citi Bike Share proposal for the UWS by chance from my neighbors.

Area residents have fought long and hard over many decades to maintain the UWS's characteristic streetscapes and buildings. It has been difficult to stand up to the thirst for unreasonable development that continues to threaten the area. The thoughtless proposed locations of the bike stations is yet another assault upon our ever-deteriorating quality of life in NYC.

I work in midtown and am quite aware of the space requirements for Citi Bike Share stations. They are large and clumsy, and certainly do not enhance the areas where they are placed. I am more concerned that the map proposed locations focuses on many one-way narrow streets, which are already congested due to deliveries, construction, double parking resulting from the street sweeping regime and tourist buses, which shouldn't be permitted to pass down narrow streets in the first place. As well a public elementary school is located on my street, West 78<sup>th</sup> between Amsterdam and Columbus. Not only is in use during the day, but many organizations rent space in the building for evening activities, contributing further to double parking interference of traffic flow. And the children – it's already dangerous enough for these young children walking on the street – we are going to add bicycles – many of which will certainly travel the wrong way on this narrow one-way street – and many of which will be ridden by inexperienced tourists who will likely have difficulty handling the bikes if they are infrequent riders. This is a recipe for a significant increase in vehicle/pedestrian accidents on the block!

More specific to my circumstances, I am outraged that the north side of West 78<sup>th</sup> Street just west of Columbus Avenue is one of the proposed sites. This site is directly in front of 101 West 78<sup>th</sup> Street – The Evelyn. The neighborhood already had to expend incredible time, energy and money fighting a proposal to renovate and construct a penthouse on the building, which contained many objectionable, and to quote LPC – “mean-spirited” elements. Citi Bike Share is yet another “mean-spirited” element. It will certainly be a blight to me, living directly across the street on the ground floor.

I understand the push to expand the Citi Bike Share program and its benefits. However, why isn't consideration being given to placing the stations on the wide avenues and two-way streets such as West 72<sup>nd</sup>, West 77<sup>th</sup>, West 81<sup>st</sup>, West 86<sup>th</sup>, West 96<sup>th</sup> and any others I many have missed?

Why is that the residents of the area rather than the commercial establishments being asked to bear the inconvenience that Bike Share will bring to the neighborhood?

I request that a hearing be scheduled on this matter.

Our block is WAY to saturated. As a resident of 16+ years can we please put a stop to these unnecessary changes. The Evelyn Building issue needs to be rectified before any consideration of placing bikes there. Is anyone overseeing that scaffolding. I feel terrible for those remaining residents. And then that corner will be filled with clueless folks blocking an already cramped sidewalk ?

I live on 109 78th St and understand that you are planning on placing a Citi bike stand on our street. If this is accurate then we would like a few minutes to chat about this placement. We want you and the city to understand that placing a bike stand on our street will have some challenges. Firstly, there is a school (PS 87) on the street and therefore the street is crowded most days with kids/ parents, buses, stop and go traffic, etc. Secondly, the street has some sewage issues in that the water gathers on the east side of the street for days on end and there has been severe problems with insects, ability to get to the curb given how water gathers, etc. Thirdly, we have considerable construction occurring at the Columbus end of the street with a total building overhaul that will take a few years to complete as there have been stalls in construction. You will notice that the street already has construction congestion (street closure, heavy equipment, etc). Lastly, the street is a museum block street and therefore indirectly draws heavy traffic.

We understand that the bike stalls are needed but truly believe that 78th between Columbus and Amsterdam is a very poor location for the reasons mentioned above. We urge you to reconsider and also look into the 4 points we make above.

Dear People at CB 7, I neglected to also mention the following in the note I wrote you minutes ago (see copy of that note below):

In addition to exterior construction that will be taking place at 101 West 78th Street, located at the north west corner of 78th Street and Columbus Avenue, much of the interior of our building--- will also be undergoing major re-construction.

Earlier Note:

“Dear People at CB 7,

Why was this Bike Share idea kept such a secret? Why were there not posters everywhere informing all of the people on our block (West 78th Street between Columbus Avenue and Amsterdam Avenue) about this proposal?!

I am a tenant at 101 West 78th street, the building that would directly face the bike stalls. There are many, many reasons why this should not happen. I will only cite one, because that should end the discussion: Our building on the north west corner of Columbus Avenue will soon be undergoing a major construction project, that will take years to complete and will entail the building of an Accessible Entrance for the handicapped—right next to the building’s entrance, a newly restored entrance into the building, a newly restored fence surrounding the entire building (which has a moat), a

new sidewalk and etc.

In a word: NO!

Thank you for your attention.”

First, let me comment that to put out a proposal like this and allow 2 weeks for comment seems a bit rushed.

W 78 is an almost all-brownstone block-often referred to as one of 3 "Museum Blocks" as it dead-ends there on Columbus- It is capped off by the Evelyn, one of the first apartment houses in the area, dating to 1885. Most of the block dates to circa 1887.

We are watched like a hawk by the LPC - the wrong color cement on your sidewalk is a violation- to drop the garish Citibikes here is architecturally offensive- especially when you consider that across the street outside the Museum, there are already regular bike racks in place at W 77 Street- wouldn't it make sense to put the Citibikes in the same spot that ALREADY has bike racks and is directly on the bike route???

In the alternative, **it could go on Columbus**- formerly home to the "9th Ave. EL", the street is heavily commercial. Where possible, builders put the entrances to Columbus Avenue apartments on the side streets for all the reasons I mentioned above.

regards

We are delighted at the prospect of having two bike share stations on our street, W. 78<sup>th</sup> St. Since we, like most all sane NYC residents, do not own a car, but are bikers, we will certainly become bike share users.

14. North side of West 78th Street between Broadway & West End Avenue  
OK

15. West side of Riverside Drive between W78th & W79th Street  
OK with move one block south - W side of Riv. Dr. bet. W77-&78 St.

16. North side of West 81st Street just west of Columbus Avenue  
NOT OK - many problems - suggest moving to S side of 81 St E of  
Columbus Ave -E of

*M79 bus stop or in Central Park West area*

As part of the block association, and as part of Age-friendly NYC, I can't imagine the stupidity of having the citi bikes on this *uncongested?* bus block! Just by virtue of being a bus block, crosstown bus block, a wrong direction block, a narrow, hilly block, and one overrun by school and tour buses either traveling to and from the museum or parking and waiting for their fares (usually leaving their motors running noisily for what could be hours)...something is WRONG!!!! I have also been advocating for citi trikes for older adults! If 81st Street is a necessary location, why not consider the **north east side**, where there is enough sidewalk space on the side of Citibank, and it would be much more accessible....or **81st Street near Broadway** (where Staples and Starbucks line the street with garbage bins...Even better would be **West End Ave or CPW at 82nd Street**.

The West 81st Street Block Association supports Citibikes, and welcomes having their presence everywhere in the city, on the Upper West Side, and on 81st Street. However, the planned location of Citibikes on the north side of 81st/Columbus Avenue is peculiarly problematic. Let it be noted that this block is unique in the city in having an awkward combination of: i).being a bus-street with only one lane, ii) having the traffic-direction reversed, and iii) being on a hill.

This combination makes this siting peculiarly undesirable for the following specific reasons:

a. This is one of the very few city bus streets that is only one-lane wide. Furthermore, they are articulated buses, which require more lee-way on either side for driver-safety. Net, any minor disruption - including just awkward double parking - often snarls & blocks traffic all the way down to Amsterdam Avenue.

b. The intersection with Columbus Avenue becomes particularly confused & dangerous. Traffic enters the intersection from 3 sides because the Columbus-Amsterdam traffic direction has been uniquely reversed. As a result, the only time pedestrian traffic can cross Columbus is when this block has the green light. But as much of the traffic turns right, precisely where the pedestrian crossing also has the green light, the traffic is often blocked. The result is delays, traffic piled up, driver-

frustration, and a generally high level of tension, precisely where the bus-rack is now planned.

c. In order to try to solve the problem, the DOT has lately tried to separate the traffic trying to turn right in the pedestrian crossing, from the traffic, including the buses, trying to go straight across the intersection towards the park. But the road-markings are insufficient, and come too late. Cars trying to make a sudden decision & adjustment at the last minute cause traffic blocks, and, again, a potentially dangerous situation for bike-riders at precisely that point.

d. The USPS has two mail boxes on the Columbus Avenue side of the 81st Street corner. A large USPS van makes regular stops on 81st Street at the precise location where Citibikes intends to place itself.

e. This block has almost uniquely, for Manhattan, a major hill in the middle. At times of less traffic, cars often speed up hill along 81st street and are unable to see what lies ahead of them until they hurtle over the brow of the hill just before the Endicott. If a cyclist is taking a bike out of the bike stand and moving into the road at that point they could easily be in danger.

We would note that, given the unique circumstances of this particular intersection, now proposed as a Citi-bike rack location, there is an obvious and superior alternative within feet of this location, namely the **81st Street block between Columbus and CPW:**

a. The street is twice as wide, having the luxury of 4 lanes of traffic, versus 1, and therefore providing a far wider margin of error or disruption.

b. The sidewalks are also twice as wide, therefore able to accommodate the pedestrian & bike movement that the bike-rack might require.

c. While we understand that well-connected forces on that block have used the argument that the block already contends with Natural History Museum traffic, we would point out that this argument is doubled for the block in question between Columbus & Amsterdam. It similarly deals with articulated city buses and commercial buses, and with all the traffic heading to the East Side. It similarly has yellow school buses lining the street in idle mode during school terms, waiting for museum pick-ups. But in addition, it is a single lane street, with brownstone proportions. Net, there can be no conceivable logical reason for the currently proposed placement of the Citi Bike-rack versus the adjacent block with all its obvious advantages.

We humbly request that safety and logic be allowed to prevail.

*The West 81st Street Block Association.*

I am a resident of 101 W81 and have been advised that there is a Citibike station planned for W81st Street at Columbus Avenue. I am a supporter of the Citibike program and want to see it succeed, but it is critical that safe and convenient sites be selected for stations.

The proposed location risks safety for the following reasons:

1. The M79 bus, an articulated vehicle, travels east down the narrow 81st street with limited clearance already.

2. The bus travels over a hill before descending to Columbus Avenue, reducing

visibility of oncoming traffic for Citibike riders accessing a station.

3. Traffic is heavy on this street due to access to the Central Park transverse through 79th Street.

I recommend that the Citibike station be moved to **81st Street between Columbus Avenue and Central Park West** for the following reasons:

1. 81st Street is much wider in this section and allows more space for riders to use the station.
2. The street is level and has good visibility.
3. There is access to both the Central Park West and Columbus Avenue bike lanes.

If Columbus is rejected due to "stakeholder concerns" (which should be explained in great detail given the disruption to full time residents of siting the stands on residential streets), then **80th should be considered** a logical alternative to 81st. It carries far less traffic than 81st - no buses, few trucks, few cars, etc. because like 78 it is not a through street. Such a location would be much safer for residents and citibike users alike.

I am very concerned about the proposed UWS locations for citibike stations. In particular, I find the placement of the stations to be placed on the side streets approaching the Museum of Natural History misguided. Why put them in front of residential buildings, particularly on too busy through streets like 81st, which already carries the M79 and significant amounts of truck and taxi traffic as a result of being the path to the 79th street transverse?

In a tourist locale like the Museum, it would be better to place the stations on the Museum side of the block where parking is already restricted and where local residential life would be far less impacted. For example, relocating the stations from 78 and 81 streets to the **east side of Columbus at 81 and 78** (conveniently located right next to the protected bike lane!) would be the best result for all concerned. Plenty of space would remain for school bus parking along the rest of that stretch (I can't recall ever seeing the entire stretch of Columbus from 81 to 77 filled with school buses) and the disruption for the Sunday Farmer's market would also be minimal given the remaining stretch of Columbus and 77th available to them.

I strongly urge the Board to reconsider the proposed 78 and 81 locations. Moving them to the east side of Columbus would avoid disrupting local residential life, make access to the bike stations easier for New Yorkers and tourists and encourage the use of the protected bike lane to which the stations would be adjacent.

I'd like express my concern on the proposal to put a Citibike station on the NW corner of 81<sup>st</sup> Columbus. I'd be all for it if you move the M79 cross town bus transverse route to 82<sup>nd</sup> street and reverse the direction of 81<sup>st</sup> street so the traffic flows from east to west. But having all the cross town traffic plus the bike station is downright crazy. It should be moved to the **80<sup>th</sup> street or to the SE corner of 81<sup>st</sup>** if the cross town traffic can't be moved back to 82<sup>nd</sup>.

I am writing to object to the placement of a bike station on 81st and Columbus. It is a very congested street. In fact it is 2 lanes as the block narrows toward Columbus. This placement will expose bikers to bus traffic (school buses, tour buses and mta buses). Also if the bikes need to be removed perpendicular to the traffic you are exposing cyclists to heavy oncoming traffic. A serious hazard. Please reconsider placement.

I have lived at 101 West 81st Street for 14 years. I am writing today because I am extremely concerned about the proposed location on 81st Street for the new CitiBike rack on the Upper West Side.

Having lived on this corner for well over a decade, I can say definitely that pedestrian congestion is a major issue: the sidewalk is narrow and it is difficult to navigate as is. Adding more people to this already burdened corner (complete with bus noise, a major intersection) is hurting the neighborhood—and a huge detriment for the remaining middle-class homeowners who live here.

We use this entrance to walk our dogs, carry our groceries, push wheelchairs, park our cars to unload and load, and all the other activities of residential life. We are the fabric of this community.

While I applaud the efforts to bring more clean, sustainable transportation to the neighborhood and NYC overall -- please consider the impact on everyday New Yorkers. There is a superblock across the street at the museum. While I can understand you don't want to lose revenue from these limited-term for-pay parking places, our location on 81st Street is a poor choice.

Can we please have an impact report at the very least before you install this 81st Street location?

I am the Board President at the Endicott at the corner of 81st Street and Columbus Avenue. As you know, many of our shareholders have significant safety and other concerns about the placement of a CitiBike stand on the corner outside the front door of our building.

In addition to these concerns, about which our shareholders have contacted you directly, I think that you should be aware that we are about to start a major facade repair project, which will last at least a year. This means that in addition to all the usual traffic on this busy corner, there will be contractor's vehicles, dumpsters and contractors going in and out of the building for an extended period. I hope that you will take this into consideration in making your final decision about the placement of the stand.

An UWS friend told me a proposed site for Citibikes was on West 81st in front of the Endicott Apt, Building. If that is true, it is an accident waiting to happen! Why would a site that involves the path of the MTA 79th St. crosstown bus even be considered!?!?!?

All it would take is a distracted tourist wearing earbuds to pull out their bike into an oncoming bus or car coming over the hill!

Why not use **West 77th Street, south of the American Museum of Natural**

**History?** There is a wide sidewalk, the street is flat, and it isn't a major traffic route.

And one more EXTREMELY important point: our residential building of 130 families has ONE entrance, right where you plan to have the bike station, preventing all delivery trucks and even residents with kids from pulling up directly in front of our door. Why on earth would you pick the ONLY corner at West 81st and Columbus that has a residential building? It really makes no sense at all. Either **go to another corner at W 81st** and Columbus or pick another street altogether.

I have numerous objections to the proposed placement of the Citibike Station at 81st and Columbus, as do MANY people in my building at 101 West 81st St. (there are already many names on the petition that you will receive soon unless you have already). None of this has to do with losing parking spots or any antipathy toward bikes. I am a HUGE biker -- I bike every day in the park and would be thrilled with fewer cars and more bikes in this city. But allow me to enumerate some of the most obvious, glaring problems w this proposed site:

1. W 81st between Columbus and Amsterdam is a VERY narrow one-way street -- unlike W 81st between Columbus and CPW, or Columbus itself -- and we already have city buses going by, all the time, with nearly no wiggle room for the cars parked (or, as you imagine, a Citibike station). It is ludicrously dangerous as it is. I cannot even imagine how bikers would obtain their bikes without running the risk of, at a minimum, moving aside every time a bus goes by, or, at worst, getting hit by a bus. And the sidewalks are no better -- the sidewalk at W 81st in front of 101 West 81st is extremely narrow relative to the sidewalk on Columbus or around the museum. And there is tons of foot traffic on that small sidewalk going to and from the Museum.

2. 101 West 81st is a residential building and numerous school buses -- public and private -- pull up directly in front of our door, where it appears this proposed station would be, to pick up the numerous schoolchildren in our building. This is a huge SAFETY matter, as many of us pay extra for and/or have fought w the city to get buses to come pick up young children right in front of our door on 81st st so they don't have to cross the street when getting in or out of the bus.

3. W 81st between Amsterdam and Columbus has the added notoriety of being a much-travelled transverse to the East Side -- added traffic and danger there -- and the additional safety problem of being a one-block strip that actually goes the wrong way -- ie, all the other nearby odd streets go east to west, as does the rest of 81st west of Amsterdam. At least once a month someone drives up the street the wrong way, or attempts to, and usually stop and back up when cars approach them going the other way. But these drivers could easily hit a biker before realizing they are going the wrong way.

4. The enormous sidewalks and streets that run the perimeter of the Natural History museum make infinitely more sense for a bike station. I realize there is a bike lane to

the west of the museum -- a bike line I fought for and use every day -- so perhaps it makes sense to put a station on the sidewalk on **Columbus just to the south of the 81st** and Columbus entrance to Theodore Roosevelt Park so bikers can just get on the bike lane there. This would have the added benefit of ensuring bikers entered the Park, if that is their goal, not through West 81st st, where bikers are prohibited on the pedestrian pathways in the park, but at **West 77th st.**, where bikers are permitted to enter. If there is some reason the sidewalk there cannot be used, then use a few of the parking spots adjacent to the bike lane on the west side of the bike lane.

I am writing to complain about the proposed placement of the Citibike station in front of 101 W 81 St. Yes, I am a resident of the Endicott.

My concerns are twofold:

1) interference with already dangerous traffic on W 81 (**CROSSTOWN BUS ROUTE**, narrow street, Taxis going across town).... How would bikers remove their bikes without impeding traffic or causing an accident without going on the **NARROW sidewalk?????**

2) interference with the **ONLY** entrance to the Endicott (144 apartments)....where **SCHOOL** buses let kids off (with the bikes there where would the school buses stop?); delivery vans would now definitely block one of the lanes that buses travel on.

This placement seems to me to be seriously flawed. Why not place the Citibikes **NEXT** to the bike lane....I understand that an official said that the Farmers Market on Sunday would be impeded. Why do you want to impede traffic on 81 **SEVEN** days a week. **MOVE** the Farmer's Market.

It has been brought to my attention that citibike is proposing a station in front of 101 west 81st St. This is a 1-lane street that has a crosstown bus route on it. If you have a citibike stand in the street, you have lots of people standing in the street getting and returning bikes and **NOT** paying attention to oncoming buses. Also, on 81st St there is a big hill before the proposed bike stand so buses cannot see pedestrians or pedestrians see the buses, until the last second.

I also see on the proposed map that there is another proposed citibike stand on 82nd & Amsterdam and one on 78th & Columbus Ave so it would make much more sense to put another one on **80th and Columbus** which is more evenly distributed and still very close to museum without being such a high traffic cross twin street. Please reconsider building a citibike station in the middle of west 81st St- a high traffic, yet 1 lane, crosstown bus street.

I am writing to express my concern about the proposed UWS location of a Citibike station on 81st St. I don't understand why a location in front of a residential building, on a cross-through street that includes the M79 bus route would be chosen. It seems that the safety of Citibike users should be considered in addition to the impact it would have on the neighborhood residents. I can't imagine how a tourist/rider would

have enough room to navigate the bike station while making sure they are not hit by a passing bus or cab. The hilly nature of the block between Amsterdam and Columbus is such that the height of the hill (which is a blind spot) would put riders/users in harms way as a bus or vehicle crests the hill, not having enough time to reaction to a rider with a bike. Why not put the station on the other side of Columbus in front of the Museum? There are more lanes to work with, the terrain is flat and there are no blind spots. Plus, it would make it easier for the rider to access the bike lane nearby. I strongly urge the Board to reconsider the proposed 81st St. location. I think riders and the neighborhood would be much better off with this safer option.

Please, please, please, think carefully and look closely so you will realize that 81 street should be skipped as a station!

We know both this committee and the borough president care a lot about the people of Manhattan. It is with that trust that I urge you to read our concerns - the concerns of many people about this station. It is unfortunate that not everyone who oppose this location, but support CITI Bikes, can attend your meeting tonight. We hope you will read our statement below.

We feel very strongly that the CITI Bike plan for the corner of 81<sup>st</sup> and Columbus will prove disastrous - bad for public safety.

That corner of 81<sup>st</sup> Street is already a NARROW street on a bus route (M79 which runs FREQUENTLY), and often congested. To put CITI Bikes on that corner will not only add to the congestion but *the city will surely have to deal with and be responsible for accidents and near-accidents involving buses and bicyclists pulling in and out.* This will create a major safety hazard right outside the front entrance of a building that houses over 100 apartments, which has an unusually large number of small children.

CONGESTION and a SAFETY HAZARD – of all the places, with wider streets and that are not on bus routes - *this is not the spot!*

I live at 101 West 81st Street and I STRONGLY DISAGREE with the placement of CitiBikes directly in front of our building. The street is not a wide thoroughfare to begin with, parking is already sparse and tight (especially given the construction of the bike lane on Columbus, the turn lanes and the Police Station parking zones) and we have to accommodate the crosstown bus, the M79. In addition, now the 'turn right' and 'go straight' lanes on 81st Street make the street even more congested. If you canvassed our building, which I think you should, most residents would HIGHLY DISAGREE WITH THE PROPOSAL TO PUT CITIBIKES DIRECTLY IN FRONT OF OUR BUILDING. Certainly there are other more convenient, less congested, closer to subway line places. In addition, the 1,2,3 lines carry infinitely more human traffic than the B,C lines so why not have the bikes closer to there? I am certainly not an expert on where to put these but it seems to me that putting them on or near a sidewalk which doesn't even allow parking ("No Standing") seems infinitely better. I consider the current proposal a distinct intrusion into our well-being and ability to

maneuver around the area directly in front of a home I have had since 1981.

*17. East side of Amsterdam Avenue between West 82nd & West 83rd Street*

*OK with move to N side of 82 St just E of Amsterdam, when construction on S side ends*

opinion: Until the police enforce existing rules regarding bike ridership I think it is a disservice to this community to introduce more bicycles. I have lived in this neighborhood 34 years and only once did I see a policeman stop a bike rider for failing to follow the rules of the road. Near misses between bikes and pedestrians or bikes and motor vehicles is commonplace. Has the Community Board made a FOIL request to the local precincts to ascertain how many stops have been made of bike riders who ride on the side walk, ride down the street in the wrong direction, go through red lights, etc? This is a predominantly residential neighborhood with many children and senior citizens; traversing the streets and sidewalks should not be made more dangerous for them because a blind eye is turned toward bikers who disregard the law. Furthermore, the docking stations are an eyesore. Why go to great effort to preserve the aesthetics of this historic neighborhood if you are going to allow!

ugly blue bike docking stations in front of circa 1900 exquisite brownstones? Finally, West 82nd between Columbus and Amsterdam already has limited parking spaces due to the police cars parking near the precinct. If there is to be a docking station at the corner of Amsterdam and 82nd it should be placed on Amsterdam, which is commercial.

*18. West side of Riverside Drive between West 82nd & West 83rd Street*

*OK*

*19. North side of West 84th Street between Broadway & West End Avenue*

*Move to S side of 84th St just E of Broadway*

My wife and I are dismayed that there is a proposed Citi Bike station proposed on our block. We have lived at 46 West 84<sup>th</sup> Street for over 45 years and know our block and area well. While we are not against the provision of bike stations on the Upper West Side, we are adamantly opposed to having one on our block for the following reasons:

**SAFETY**

Our block is a small, residential block with narrow sidewalks and with significant pedestrian traffic by families, elderly and by large groups of school children all day long from two schools on the block between Columbus and Central Park West and from PS9 and Brandeis on the adjacent block.

We have observed that cyclists ride easterly on 84<sup>th</sup> Street and with the traffic. But cyclists (both delivery persons and others) riding westerly, usually ride on the sidewalk against the traffic flow. If a Citi Bike station is placed on our block, it is likely

that persons returning their bikes from Central Park will ride on the sidewalks, against the traffic, rather than to ride around the block, and thus place pedestrians at risk. Since we have significant student pedestrian traffic all day long on our sidewalks from students and parents going and coming from the two schools on our block as well as to PS9 and Brandeis, any increased bicycle use on the sidewalks will place these children and everyone else at increased risk, especially as there is no enforcement of bike regulations.

Our block has a considerable congestion problem as is, because of the school traffic and through/short cut traffic by UPS, Federal Express and other delivery companies. They either park for extended periods of time or travel through at high speeds. A biking station will not only add heavily to this congestion and create a bottleneck at the street, but will conflict with this traffic; it will also present a danger to bikers, especially as they are embarking and dis-embarking.

A large number of school buses delivering and picking up children from the schools on our block as well as from PS9 and Brandeis travel through our block in the morning and afternoon. Again, these vehicles will be in conflict with the bike station and bikers anywhere on the block.

#### HEALTH AND SANITATION

Given the heavy activities and the large number of school children who pass through the block from our and the next block and the litter they create, it is paramount that our street is cleaned in its entirety without adding another obstacle.

If this bike location goes ahead, the area around the bike facility will not be able to be cleaned by the street cleaning machines. Even if the Citi Bike operator states that they will clean and maintain their locations, past experience with similar guarantees by institutions in our neighborhood have proven to be worthless as there is no enforcement mechanism.

City bikes do not belong on 84 st. This is a residential street that already has traffic problems - excessive honking because of backed up cars that cannot navigate around delivery and garbage trucks. There is no room for the bikes and we do not welcome them!

I have recently learned, and then confirmed online at several proposed station maps for our neighborhood, that Citi-Bike has announced new bicycle stations for the Upper West Side, and that one of those proposed stations would be on West 84th Street, on the uptown side just east of Columbus Avenue. I concede that for many New Yorkers no Citi-Bike station location is a good location, but this proposed location is deplorably ill-conceived.

I live on West 84th Street between Columbus Avenue and Central Park West. The map

of proposed new stations indicates that there is one school (Rodeph Sholom) on our block, and as far as the map is concerned that's it. Ignored, intentionally or otherwise, is the school at St. Matthew & St. Timothy, which is next door to us and which also houses a day-care center, as well as extensive family community activities seven days a week.

Just across Columbus Avenue, on the downtown side of West 84th (between Columbus and Amsterdam avenues) is PS 9, which offers two separate programs. Across the street is what's now called the Brandeis High School campus, which now houses five separate schools. That means, at various hours of the morning and afternoon, children from ten different schools and of all ages are going up and down West 84th street. West 84th Street, as you know, runs East. Which direction is constantly ignored by delivery bikes heading back to Columbus Avenue, many of them on the sidewalk where they don't belong, posing a danger to all of us, children notwithstanding. The added traffic of people taking and returning Citi-Bikes to this proposed station isn't simply some kind of an inconvenience. It erodes the fragile quality of our lives which we've worked so hard to sustain; ours is the first city block which independently paid for and had the first mercury-vapor lamps installed, and then collected more money to have numerous trees planted.

Of course we don't "own" the block, we cannot keep people out. On the other hand we in fact do own it not by legal document but by pride of a quality habitation, which we protect proudly.

It is a very bad idea to add a bike station to a space just opposite a school, in this case PS87. The children line up for fire drills in that space, and often do nature walks around the area. The idea of driving any additional pedestrian and bike traffic to an already busy street where children are often amassed is exceptionally wrong-headed. Please reconsider.

*20. South side of West 84th Street just east of Columbus Avenue*

*OK*

*21. East sidewalk of Central Park West between West 85th & West 86th Street*

*OK*

*22. South side of West 87th Street just west of West End Avenue*

*OK*

*23. South side of West 89th Street just east of Columbus Avenue*

*OK*

*24. North side of West 90th Street between Columbus & Amsterdam Avenues i/f/o Wise*

Towers OK

25. East side of Riverside Drive @ West 92nd Street-main roadway

Unsure - depends on visibility at night - limited visibility for motorists here.

26. West side of West End Avenue just north of West 94th Street

Move to S side of 94th St just E of West End Ave.

Future major construction site.

I live at 711 West End Ave. (for more than 8 years now) and ask that a Citibike station is **not** put in our block. (I'm in Apt. 2FS.)

We still desperately need our public street parking in the area to be available for us. Also, there are several SRO Hotels in the area which will interfere with Citibike stations and users, I'm certain. We also sometimes have tremendous bike traffic here where pedestrians are often in danger. This would only increase with a new Citibike station. Please don't put a Citibike station in this area.

I see that you are proposing a Citibike station on the sidewalk in front of our building, 711 West End Avenue. Are you aware that a developer intends to erect 10 stories of condos above our building, which will mean construction going on for a couple of years? He plans to use cranes to hoist prefabricated sections of the new apartments, which will be supported by 17 steel pillars adjacent to the building.

I read that a Citibike stop is planned for the northwest corner of 94th and West End Ave. I live at 711 West End Ave, between 94th and 95th St.

This makes a great deal of sense and will help provide more transportation alternatives for the neighborhood particularly since there is easy access to Riverside Park from there.

27. South side of West 95th St between Broadway & Amsterdam Avenue,  
just E of

Broadway

OK

28. East side of Columbus Avenue between West 94th & West 95th Street

OK but would be better on the wide sidewalk here-more dangerous in floating parking

lane

29. East sidewalk of Central Park West between West 95th & West 96th Street

OK

30. *West sidewalk of Central Park West @ approximately West 99th Street*

OK

While the statements made at the meeting commented on the potential danger of the dock near the Park West parking lot, I am more concerned with its placement on the west side of Central Park. There is an uptown bike lane on Central Park West, and a park entrance at 100th. However, there are no traffic lights between 97th and 100th. Therefore, someone who takes a bike from this proposed location and wants to head north has to either a) ride against traffic on the west side of the road, b) dart across 4 lanes of traffic to the bike lane, or c) ride south to 97th, then turn north. I highly doubt that many people will choose option c, and therefore feel that the location is particularly dangerous.

31. *South side of West 100th Street between Broadway & West End Ave - just W of*

*Broadway*

OK

32. *North sidewalk of West 100th Street between Columbus & Amsterdam Ave - i/f/o*

*Douglass Houses*

*Sidewalk scaffolding prevents current placement - strong police objection to this location*

*see alternative 100 St location below\**

33. *East sidewalk of Columbus Avenue between W102nd & W103rd St -*

*Douglass Houses*

OK

34. *North side of West 104th Street, just east of Amsterdam Avenue @ Bloomingdale*

*Playground*

OK

35. *West side of Riverside Drive between West 104th & West 105th Street*

*Move south to W side of Riv. Dr. near 103 St, into current no-parking/standing zone*

The northern two docks on Riverside, while close to entrances to the Greenway, are

far from any residences, which are all on the access road (if not on the side streets). If the goal of CitiBike is for transportation, and not recreation, then placing them just next to the Greenway away from homes seems to defeat that. Rather, I would think that docks on 103th between Riverside and West End (where there is access to the main roadbed and Greenway) would be more central to more people, who are probably more amenable to riding a bit more to the bike path, rather than walk further to get to a dock in the first place.

*36. South side of West 106th Street between Central Park West & Columbus Avenue*

*OK*

*37. North side of West 106th Street between Amsterdam Avenue & Broadway*

*For future discussion - many complaints - garbage collection problem - also very close*

*(1/2 block) from Straus Park location - see alternate proposed location in underserved*

*area\*(109 St)*

*38. East side of West End Avenue between West 106th St & West 107th St (Straus Park)*

*Future discussion - dangerous location - buses turning, vehicles speed down from Bway*

*into West End Ave here. Better location would be on W side of Broadway south of 107*

*St next to park*

The area on Broadway on the west side of the street across from Strauss Park is so congested currently with the long 2 length parked buses, it would be a disaster to add a citi bike depot on the eastside of Broadway there. It would be quite dangerous for the bikers and pedestrians. Before we add another depot for an additional mode of transportation (ie, the bike), I think the neighborhood needs to address the depot for the buses. I saw a bus this morning in the 3rd lane of Broadway picking up passengers (one of which was an elderly woman who struggled to get to the bus) because there were 2 very long buses double parked in the first 2 eastern lanes on Broadway. I surely hope we do not see any pedestrian casualties outside of our building. The MTA and the City have surely has been put on notice of this increasing dangerous situation. I'm not sure why it is being planned for 106th. Wouldn't a better location be closer to

Columbia? **Say 110th area?** The Citi Bike program is great, but wouldn't it better placed by a bus AND subway hub?

Just saw the attached email from CB7 regarding the agenda for tonight - see attached. In discussion will be the proposed Citi-bike location on the Southeast corner of 107th and West End Avenue.

Although I am all for the Citi-bike program, following are my concerns, especially as it concerns our neighborhood:

The Strauss Park area is now a "bus depot" and that needs to be addressed separately but if representatives from Citi-Bike, CB7, and the 24th Precinct were to visually see the bus traffic day in and day out, they would see that combining the bus traffic and bikes is going to be a problem I think especially where the proposed bike stand is recommended.

Some of my concerns are as follows:

> buses double park not only on 106 but also on Broadway...I have a lot of pictures and videos to show everyone...in fact a bus was blocking 2 northbound lanes on Broadway on Saturday night and I have that on video.

> some buses make a lefthand turn from 107 onto West End, right near where the proposed bike stand is recommended

> cars go very fast going southbound down Broadway onto West End avenue at the same point as the proposed bike stand is recommended

My initial recommendation would be putting the bike stand on 106 and probably the safest area and most room is the **southwest corner of 106<sup>th</sup> and West End** especially since that is where the east/west bike paths are. HOWEVER, with eastbound double-parked (a real lot of the time) buses between West End and Broadway, I am then thinking that a bike stand on the **southeast corner on 106th street at the corner of 106th and Broadway** is better. In fact, since the downtown bike path is on Columbus, why is the bike stand not closer to there or is it a safety factor for the Bikes not being stolen?

I am still reviewing the map that is on the website, but one comment that I feel compelled to make immediately has to do with the proposed location near Straus Park. Straus Park is tiny. It does not seem to me to be at all an appropriate place for a bike station. I believe that any bikes stationed very near there will seem like an encroachment into the park.

I urge you to recommend removal of that location from the proposed map.

Again, I know that this was discussed at the meeting, but I strongly suggest considering the no parking lane on the west side of Broadway between 106 and 107 rather than the west side of West End. As mentioned, at 107th and West End you have a bus turn around and traffic sifting out between West End and Broadway. However, particularly on the east side of West End is problematic. Riders heading south on the east side of West End from the bike dock and crossing 106th will end up in the center of the now

two-way road. At the very least, the dock should be on the west side of the street, so riders end up along the side of West End once it becomes bi-directional. While a dock on Broadway between 107 and 106 may seem dangerous, the cross-town bike lanes at 106th are right there, allowing for safe access to other north-south routes.

*39. South side of West 107th Street, just east of Columbus Avenue*

*OK*

*\*Please consider these alternative locations, which we will review at our next mtg:*

*1. N side of West 100th St - west of Manhattan Avenue - will help daylight for traffic*

*moving south on Manhattan Ave. (possible alternative for #32)*

*2. Either north or south side of W109 St-east of Amsterdam Avenue.*

*(possible alternative*

*for #37)*

### *Comments on locations not on list*

*97<sup>th</sup> Street, Columbus- Amsterdam*

While I recognize that there is already a farmers market, a school, potential construction, and a proposed corner park, the extra-wide sidewalk seems ripe for a dock. While most docks are one long set, there are other areas in the city where creative use of space has been used - U-shaped docks, docks with bikes on both sides, etc. I hope that the space can be looked at, since between Columbus Square, the farmers market, and Park West, that is both a destination and high-density population.

I am writing in follow up to the CB7 Meeting last Tuesday, May 12, 2015. It was the first time I have spoken at a CB meeting but felt compelled to speak about the 97th Street block between Columbus and Amsterdam. Yes, it is a large block and while it was a relief to hear there was not a CitiBike installation planned for the block, there were many references to the size of the block and how it would be a good location. One gentleman on the Board suggested an installation even with the threat of the Jewish Lifecare building as it could be taken down very easily if that is approved. Given I am hopeful this building will never be built, I wish to add to my comment at the meeting. As I did not have prepared comments, I merely reminded everyone that there are four driveways on this block and the Farmer's Market is held there each Friday.

On Thursday May 14, there was this incredible group of dancers with their own band processing down the block. This past weekend was the P.S. 163 Spring Fair and I believe they do this twice a year. We have many young couples with infants and children in this area, literally hundreds of children at Park West Village, Stonehenge and 765 Amsterdam, in addition

to 600 who attend the school. They need this open space. While I don't know that the area could be officially referred to as a NORC (Naturally Occurring Retirement Community), there are many seniors living in the area and walking the block. This in addition to throngs of people going to and from the big retailers on Columbus. A CitiBike installation would be disastrous for this block. I don't remember the exact words used, but Mark Diller summed it up well in my opinion with the final comment. When we settle the JHL building once and for all, there will be adequate space in the parking lot where they propose to build to install several CitiBike projects and at the same time I might add keep the trees. This would be a community facility we could all embrace. Meanwhile, please consider this as you finalize plans for CitiBike installations.

We want to thank you for your thoughtful work in placement of the racks for the planned expansion of CitiBike to the Upper West Side. We wanted to affirm that we concur with your decision not to place a rack along the perimeter of the Normandy cooperative which fronts Riverside Drive, with entrances on both 86<sup>th</sup> and 87<sup>th</sup> Street. We thought we would make this statement as we are aware that some of the proposed locations might change and that you are taking into consideration the opinions of the community.

There are several reasons for our request not to have the racks. The 87<sup>th</sup> Street side of our building is across the street from The Riverside Nursing Home, which creates an extraordinary amount of traffic, including emergency vehicles as well as ambulances and big truck deliveries. They have a large no standing zone on 87<sup>th</sup> Street to help accommodate this, but nonetheless there are often handicapped permitted cars parked there and also any number of double parked vehicles at the site. The west facing side of the Normandy faces Riverside Park close to an entry point to the park and we understand that there is a goal of discouraging riding in the park. Many of our residents use that footpath and would not welcome more bike traffic on the path. We also have a beautiful tended garden for the community to enjoy viewing which runs about half the length of the building. The 86<sup>th</sup> Street side of the building has a fire hydrant and being a major cross street is congested with turning traffic onto Riverside.

We would be happy to discuss any of this further with the Board and we thank you for your attention to this matter.