



The City of New York
Manhattan Community Board 1
Tammy Meltzer CHAIRPERSON | Zach Bommer DISTRICT MANAGER

August 26, 2024

Department of Transportation-Legal Affairs,
55 Water Street Room/Floor: 9th Floor ;
New York, New York 10041

RE: Revocable Consents for Battery Swapping and Charging Cabinets

Dear Sir/Madam:

Manhattan Community Board One submits the following resolution for our official comments regarding Revocable Consents for Battery Swapping and Charging Cabinets.

We urge the Department of Transportation and NYC to not allow advertising on the cabinets as a revenue generating use on the sidewalks. As well as to create an end of life process and removal plan for the cabinets when this type of batteries are no longer needed, or the company has gone out of business, or the cabinet is abandoned or underutilized. We urge the city to prioritize pedestrian safety on the sidewalks and work with businesses to identify alternative sites where businesses without adequate sidewalk space may locate and utilize charging cabinets and bike storage.

Sincerely,

A handwritten signature in blue ink, appearing to read "Zach Bommer".

Zach Bommer
District Manager

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: AUGUST 20, 2024

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: Comment on [DOT rule](#) to expedite approvals for property owners to install e-bike battery swapping and charging cabinets on public sidewalks

WHEREAS: The increase and rise in usage of e-bikes has led to well publicized issues for fire safety hazards with charging batteries; and

WHEREAS: E-Bikes are an important transportation alternative; and

WHEREAS: The illegal and legal charging stations located in small businesses and residences are a public safety hazard that continues to escalate; and

WHEREAS: There has been an increased use allowance of pedestrian sidewalks; and

WHEREAS: CB1 has a historic grid, numerous historic and special districts with narrow widths and NYCDOT documented Pedestrian Mobility Plan numerous high demand regional and global corridors ; and

WHEREAS: CB1 has raised concerns about privatization and crowding of the public sidewalks by prior resolutions and public testimony:

March 2024 re:Vending cart setup rule resolution - private use of public space

“Sidewalks need to be accessible and passable in order to ensure pedestrian safety and walkability in NYC. The bill’s language raises questions about how sidewalk space is used. Vendor siting changes must be a part of a larger conversation on how our public space is used and must not simply be allocated to vendors, a private use of public sidewalk space; and;”

City Hall Deliverista Hub

“CB1 fully supports the need for public battery storage areas in NYC, however, CB1 does not support a test case for this type of new permanent structure with its new use to be located on the heavily trafficked sidewalk leading to one of the City’s most important historic buildings and park at City Hall , now”

June 2023 Public Testimony re: Street Furniture Franchise Agreement Extension and Additional APTs:

“Given all the competition for space in our public realm, which has been made more challenging with the Open Restaurants Program, and the new technology used in the APTs, we ask the DOT to consider placing them in the roadbed on streets that are permanently closed Open Streets and in the neighborhood plazas created through the NYC Plaza Program.”

<https://www.nyc.gov/assets/manhattan/cb1/downloads/pdf/testimonies/230612%20Written%20Testimony%20Final.pdf>

February 2022 re:Reducing the use of Citi Bikes on sidewalks in MCD1

“Siting Citi bike stations on sidewalks is of great concern because they (1) take away pedestrian space, (2) imply that riding on sidewalks is legal and (3) encourage users to ride on the sidewalk to and from Citi Bike stations; and Rule on 48 inch cargo bikes”; and

WHEREAS: There has been an increased use of bicycles, e-scooters and e bikes traveling on pedestrian sidewalks to get to destinations; and

WHEREAS: CB1 has consistently supported the efforts by the City of New York in helping support alternative modes of transportation that is done in a thoughtful manner to improve the public realm and not reduce access, mobility and pedestrian safety; and

WHEREAS: While the Mayor and NYC DOT are seeking to solve a problem, CB1 demands that NYC not add more impediments to the paths that can compromise pedestrian safety, mobility and access to the sidewalks and seeks the following alternatives to ensure the first priority on our sidewalks is for pedestrians; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 demands that NYCDOT and The Mayor’s office prioritize pedestrian safety on the sidewalks with a minimum 8’ clear path for pedestrians that does not include cobblestone, tree pits, furnishings or grates and cabinets cannot be installed in the clear path;and

BE IT

FURTHER

RESOLVED

THAT: We urge the Department of Transportation to locate the cabinets in the roadbed or curb lane and integrated with bike parking to discourage traveling on pedestrian sidewalks and work within the NYC Strategic Documents in Street Plans; and

BE IT
FURTHER
RESOLVED

THAT: We urge the Department of Transportation to alternatively locate the cabinets for charging and storage in additional locations where suitable such as parking lots, freight hubs and other locations off the sidewalks; and

BE IT
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RESOLVED

THAT: We urge the Department of Transportation and NYC to not allow advertising on the cabinets as a revenue generating use on the sidewalks; and

BE IT
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THAT: We urge the Department of Transportation to create an end of life process and removal plan for the cabinets when this type of batteries are no longer needed, or the company has gone out of business, or the cabinet is abandoned or underutilized; and

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THAT: We urge the city to prioritize pedestrian safety on the sidewalks and work with businesses to identify alternative sites where businesses without adequate sidewalk space may locate and utilize charging cabinets and bike storage.