

**NEW YORK CITY DEPARTMENT OF TRANSPORTATION TESTIMONY  
HEARING BEFORE THE CITY COUNCIL  
COMMITTEE ON TRANSPORTATION  
October 1, 2014**

Good morning, Chairman Rodriguez and members of the Transportation Committee. My name is Polly Trottenberg and I am the Commissioner of the New York City Department of Transportation (DOT). Today, I am joined by our new Deputy Commissioner for Traffic Planning & Management, Ryan Russo. I am honored to testify on behalf of Mayor de Blasio today in support of Intro 466, which lowers New York City's default speed limit to 25 miles per hour.

Today is historic. Exactly fifty years ago on October 1, 1964, the 30 mph default speed limit took effect throughout New York State. Earlier that year the New York State legislature raised the speed limit from 25 mph to 30 mph over the objection of who was then New York City Traffic Commissioner Henry Barnes. For fifty years, New Yorkers have endured excessive speeding on our dense residential streets. With this history in mind, I am glad to be here today to help right this wrong and lower the speed limit back to 25 mph.

Before I talk about this bill, I want to say that we have had so many great partners on our Vision Zero efforts, from advocates, to everyday New Yorkers, to elected officials at the city, state and federal level.

First, we would not be here today without Mayor de Blasio's commitment to achieving Vision Zero's bold objective of eliminating traffic fatalities and serious injuries. The Mayor's leadership has started a conversation to change the way New Yorkers think about and act on our city streets. I want to thank the members of Families for Safer Streets for being here today. Their stories remind us that the speed limit is more than just numbers on a sign -- it is about how we can create a city where promise and opportunity are not needlessly cut short.

Next, I want to thank Governor Cuomo, Speaker Silver and Senate Majority Co-Leader Klein for their support for lowering the city's speed limit to 25 mph. Finally, I want to thank all of you here at the City Council. The time and energy the Council has devoted to Vision Zero, through the leadership of Speaker Mark-Viverito and Chairman Rodriguez has been invaluable to the work of DOT.

Over the past eight months, it has been an exciting, but challenging time at DOT as we pursue our Vision Zero agenda. The core mission of Vision Zero is more than just changing the speed limit, re-designing streets or simply increasing enforcement. It is about changing the culture of excessive speeding and reckless driving in the City. DOT needs to do all of this, while still keeping this city moving.

We are in it for the long haul on Vision Zero, but there are going to be ups and downs and we have a lot more work ahead. There have already been some successes: for example, the overall traffic fatality rate is lower than it was at this point last year because pedestrian deaths are down significantly. However, our progress is not going to be linear, as shown by the fact that bicycle and vehicle occupant fatalities are unfortunately up. And these are not just statistics to us at DOT, they are our neighbors, friends, and fellow New Yorkers.

This year we have implemented eighteen Arterial Slow Zones and ten more will be completed by the end of the year. This program reduces the speed limit and calms traffic on some of the City's most high crash corridors, like Broadway, Atlantic Avenue and the Grand Concourse. These arterial

streets make up just 15 percent of our roadways but account for 60 percent of pedestrian fatalities. DOT is also targeting challenging corridors and intersections, like Northern Boulevard in Queens and 6th Avenue and Houston in Manhattan, by making those spaces safer for pedestrians. We are continuing to create more neighborhood slow zones and install more speed bumps to calm traffic on our residential streets.

Earlier this week, we kicked off the new Jackson Heights Slow Zone with Council Member Dromm and Senator Stavisky. We are also moving aggressively with our partners at NYPD to collaborate on education and enforcement. Later this week, we will be launching our “Your Choices Matter” public awareness campaign. We have already started targeted outreach at 300 schools since January, educating students about their roles as pedestrians, and will get to 500 total schools by June.

By passing Intro 466 sponsored by Councilmember Greenfield and Chairman Rodriguez, the Council can put the finishing touches on one of the centerpieces of Vision Zero. This bill will lower New York City’s default speed limit to 25 mph, except where otherwise posted, effective on November 7th. Speeding is a leading cause of traffic fatalities and serious injuries, and actually kills more New Yorkers than drunk driving and drivers distracted by cell phones combined. Studies have shown that lowering speeds saves lives: a pedestrian who is struck by a vehicle travelling at 30 mph is twice as likely to be killed as a pedestrian struck by a vehicle travelling at 25 mph. Speeding also takes its heaviest toll on our most vulnerable pedestrians: young children and seniors.

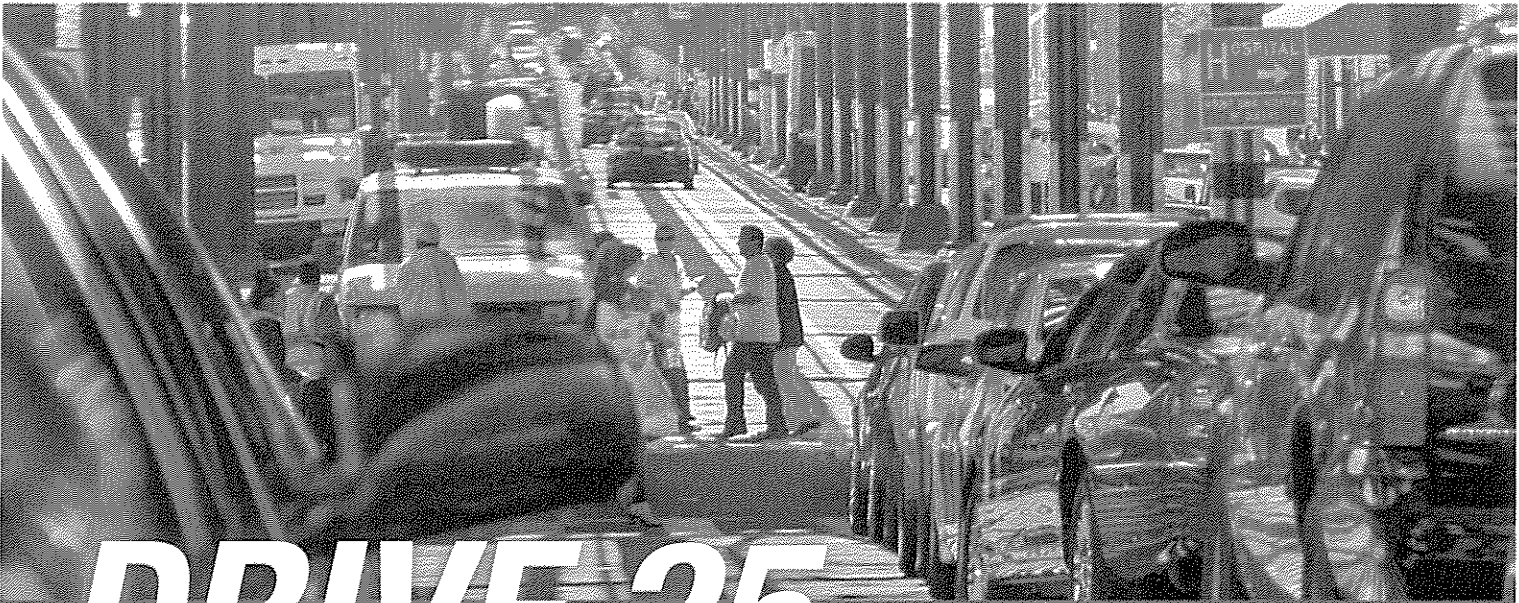
Once the Council acts, DOT will roll out our implementation plan. First, we will start installing new 25 mph gateway signs at the entrances to the City, and off of major highways and bridges. We also plan to install nearly 3,000 signs at all limited access highway exits, arterial slow zones, and at all priority corridors with high crash rates. DOT will also work with our partners in the NYPD in identifying priority locations for new signage.

One of our biggest challenges is going to be educating drivers that they need to slow down, and actually obey the new 25 mph speed limit. To make sure drivers know the new speed limit, DOT will kick off our “25 Days to 25 mph” public education and outreach campaign on October 13<sup>th</sup>. We will be going to all five boroughs telling drivers about the 25 mph speed limit and the joint NYPD-DOT Vision Zero Street Teams will distribute hundreds of thousands of flyers to drivers at high crash locations. DOT is also organizing a 25 mph Public Awareness Day, where we will target 25 driver heavy locations throughout the city to get the message out.

DOT will spread the message about the new 25 mph speed limit by using the many ways we already interact with city drivers. We will post messages about the new speed limit at our municipal parking lots, on our alternate-side parking calendars and the back of muni-meter receipts, and at the Staten Island Ferry terminal.

In addition to our plans, we ask for the Council’s leadership and assistance in spreading the word about the new speed limit. By promoting this lifesaving message to community based organizations, merchant associations, and houses of worship, we can tap into your networks to distribute this message to an even wider audience. We have provided you with a copy of our 25 mph flyer, and we hope your offices can help distribute these. We welcome your help and any additional ideas you might have.

I want to state again on behalf of Mayor de Blasio how very grateful this Administration is for the Council’s powerful embrace of a 25 mph speed limit. I look forward to our continuing partnership as we work together to make New York the safest large city in the world for pedestrians, cyclists and drivers. Thank you and I welcome your questions and comments.



# **DRIVE 25** It's The Law!

- The speed limit is changing to 25 MPH on November 7th, 2014.
- Drivers who drive 25 MPH or slower are better able to avoid crashes.
- Pedestrians who are struck by vehicles traveling at 25 MPH are half as likely to die as pedestrians who are struck by vehicles at 30 MPH.

**FOR A SAFER NYC**

**SPEED  
LIMIT 25**



**#25MPH**

**Crashes Are Preventable. Together, We Can Save Lives.**



**BROOKLYN  
HEIGHTS  
ASSOCIATION**

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October 1, 2014

**Brooklyn Heights Association  
Testimony in Support of Intro 466  
to Reduce the Citywide Speed Limit to 25 MPH**

The Brooklyn Heights Association is strongly in support of reducing the Citywide speed limit. In line with the Mayor's Vision Zero program, we would like everyone—pedestrians, cyclists, drivers—to move cooperatively and to feel safe in their travels though the City. With 178 pedestrians and cyclists killed in traffic crashes last year, 25 mph is much better than 30 mph.

However, a speed limit of 20 mph would be even better, at least in residential areas. Thanks to the support of Councilmember Steve Levin and so many other community leaders, Brooklyn Heights has been designated a Slow Zone, under which the City will set the speed limit to 20 mph and install self-enforcing speed humps throughout our streets. With implementation expected in the spring, we will be very happy to benefit from improved safety and overall livability. With adequate enforcement, we expect the change to shift driver culture from one of rushing to make the light to one of awareness and civility toward pedestrians and bikers (who will also be expected to stay under the speed limit!). It is our wish that the City and State find it within their capacity to bring this change to residential neighborhoods throughout the City.

In addition to the support Councilmember Levin has shown for safe streets, we want to acknowledge the work that DOT has done in community outreach and street redesign. We look forward to DOT's continuing Vision Zero efforts, including implementation of ideas proposed by Brooklyn Heights and by so many other communities around the City as well as their work on slowing down arterials like Atlantic Avenue to 25 mph.

Finally, we all know that traffic safety issues eventually become enforcement issues, and that haphazard enforcement has about the same impact as no enforcement. Please ensure that this effort is supported with appropriate enforcement resources.

Thank you.

TRI-STATE TRANSPORTATION CAMPAIGN



*Mobilizing the Region*

Committee on Transportation and Public Safety  
October 1, 2014 Hearing

My name is Vincent Pellicchia and I am the general counsel for the Tri-State Transportation Campaign a regional policy watchdog organization working for better transit and transportation policy in New York, New Jersey, and Connecticut.

Tri-State urges the Committee to vote in favor of Introduction 466 to change the official speed limit in the city to 25MPH.

Nearly 70 percent of commuters walk or use public transit to get to work, ensuring that millions of pedestrians use NYC's streets daily. Every NYC resident, transit user, or visitor is a pedestrian at some point in the day and deserves to get move around the city in an environment that is as safe as possible. Yet many of our streets remain among the most deadly for walkers, bikers, and drivers.

Pedestrians in particular are under constant threat of injury and death if struck by a motorist. Since 2005, over one thousand pedestrians have been killed by in the five boroughs. And though there has been a 34 percent reduction in pedestrian fatalities over the past seven years, 2013 saw 178 pedestrians and cyclists killed and another 16,000 injured, both increases over the previous year.

And what is the leading cause of these unacceptable collisions? Speed.

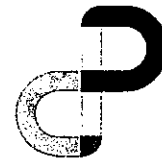
According to the Vision Zero Action Plan, dangerous driving choices, including speeding, are the primary cause of 70 percent of all pedestrian fatalities.

Reducing speed can have great benefits. A person struck at the proposed 25MPH speed limit would be 50 percent less likely to die than a person being hit at the current 30MPH speed limit. The reduced speed limit would also greatly reduce stopping distance, thereby potentially reducing collisions all together. Also, according to AASHTO and FHWA, the reduced speed limit could reduce stopping distances up to 45 feet, thereby potentially reducing collisions all together. This will obviously be of great benefit to pedestrians streaming towards Penn Station at rush hour, heading to Brooklyn Bridge Park along Atlantic Avenue or shopping on Main Street in Flushing.

Vision Zero is only as effective as its implementation and we applaud the Council and Mayor de Blasio for the steps taken so far. Passing Intro. 466 would be a huge next step towards for the NYC Council in its implementation. Tri-State strongly supports reducing the City-wide speed limit to 25MPH. The importance and value of benefits to be attained and lifesaving possibilities cannot be overstated.



TRANSPORTATION  
ALTERNATIVES



PRATT  
CENTER  
FOR COMMUNITY  
DEVELOPMENT

## Support for Safer Speeds – 25 mph Default Speed Limit

Testimony by Paul Steely White, Executive Director, Transportation Alternatives

Wednesday, October 1, 2014

Thank you Chair Rodriguez and the members of the Transportation Committee.

I am Paul Steely White, Executive Director of Transportation Alternatives. We are a 40-year old non-profit, with more than 100,000 activists in our network, dedicated to improving the safety of New York City's streets. I'm also testifying today on behalf of Pratt Center for Community Development, in support of a safer 25 mph default speed limit for New York City.

We applaud the work the Council has done so far this year on traffic safety. The leadership of this committee has led to impressive strides working towards Vision Zero, the Mayor's plan to prevent all deaths and serious injuries in traffic in the next ten years.

### Safer Speed

Unsafe speed is the number one cause of fatal crashes in New York City – worse than drunk drivers and drivers on cell phones *combined*. The majority of our city's streets are narrow, one-way and one-lane residential streets which are incompatible with a 30-mph speed limit.

**Making New York City's default speed limit 25 mph will save lives.** A 1-mile-per-hour drop in average speed on urban, pedestrian-heavy streets leads to a 6 percent decrease in traffic fatalities and serious injuries. If struck by a driver at 25 mph, a pedestrian is twice as likely to live than if struck at 30 mph. Making the speed limit 25 mph will **prevent 6,500 traffic injuries** in the next year and **cut the number of pedestrian fatalities in half**.

This spring, the Council was part of the historic campaign to win Albany's approval for the City of New York to set a safe speed limit. Thank you.

This committee voted unanimously to support a safe speed limit, and it is impossible to forget the leadership demonstrated by Committee Chairman Rodriguez and Councilmember Greenfield when they traveled to Albany to stand with Families for Safe Streets and Transportation Alternatives and urge the legislatures' passage of these bills.

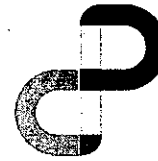
This change is supported by **thousands and thousands of New Yorkers who took action to contact their elected representatives to support a safe speed limit**, including more than 7,400 petition signees. Attached to my testimony you will find a letter that was presented to elected officials this spring signed by more than 150 civic organizations and leaders from across the five boroughs expressing their support for a safe citywide speed limit in New York.

Achieving Vision Zero requires safer speeds. We urge the Council and Mayor to make 25 mph the default speed limit for NYC, and to allow for even safer speeds on other streets, particularly around schools, in residential neighborhoods, and on pedestrian-rich streets.





TRANSPORTATION  
ALTERNATIVES



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### Future Steps

The rollout of the new default 25 mph speed limit presents an unparalleled opportunity to raise public awareness around the dangers of speeding and increase compliance with the speed limit.

**Public education, marketing and new signage will encourage voluntary compliance, but enforcing the new 25 mph is paramount.** The Council should use its oversight authority to ensure that the NYPD dramatically increases manual enforcement, in addition to publicizing the deployment of additional automatic speeding enforcement cameras.

To further ensure compliance, the Council needs to encourage DOT to liberally apply signal progressions and traffic calming treatments so street design is consistent with the new 25 mph limit. **Arterial streets—the big, multilane roadways that divide communities—in particular should be changed** to include signal progressions set to less than 25 mph and complete street transformations that increase protected space for bicyclists and pedestrians, narrow travel lanes and taper drivers' field of vision. Arterials make up 15% of New York City's roadway network and account for over half of the pedestrian and bicyclist injuries and deaths.

As the Council continues to work to achieve Vision Zero, we urge you see these transformations through to completion. That means **ensuring that rebuilding arterials are included in Mayor de Blasio's next Ten-Year Capital Strategy** and that there is enough funding to start planning or construction on all 1,000-miles of the city's arterials by 2017.

### Conclusion

This Council, with the leadership of Council Member Rodriguez and the Committee on Transportation, has done more to promote safer streets than perhaps any previous Council. We urge you to swiftly change New York's speed limit to a safer 25 mph and to continue exercising your oversight authority to ensure the law is effective. If implemented correctly, this legislation could save dozens of lives every year.



**TRANSPORTATION  
ALTERNATIVES**

June 18, 2014

Dear New York State Legislators:

We write to urge you to support A10144 (O'Donnell/Silver) and S7892 (Klein) to set the default speed limit in New York City to 25 MPH, while allowing for higher speed limits to be posted on highways and parkways, and slower speeds to be posted on smaller residential streets.

Speeding is the number one cause of traffic fatalities in New York City. The current 30 mph speed limit is particularly dangerous to the city's most vulnerable populations: Traffic crashes are the number one cause of injury-related death for children and the second leading cause for senior citizens, who take longer to safely cross the street.

This must stop. The proposed bill will enhance safety and make our neighborhood streets more inviting places to live, work and shop.

We, the undersigned, are a broad coalition led by Families for Safe Streets and Transportation Alternatives. Families for Safe Streets is an advocacy group composed of family members whose loved ones have been killed or injured in traffic crashes in New York City, and Transportation Alternatives is the city's leading transportation safety advocacy group. As a coalition representing communities across the five boroughs, we support a 25 MPH default speed limit in New York City because it is an immediate and effective way to end the epidemic of traffic violence.

Currently, the speed limit in New York City is 30 MPH, unless otherwise posted. The 30 MPH speed limit is too fast for our pedestrian-dense communities, the streets where our senior citizens stroll and children play.

The facts are clear: a pedestrian hit by a vehicle traveling at 40 mph has a 30% chance of survival; at 30 mph, 70% survive; and at 25 mph the survival rate is 90%. In addition, at slower speeds many crashes can be avoided.

Do your part – protect our children, senior citizens and make the streets safer for all New Yorkers. Please act with urgency and pass A10144 and S7892 to lower the New York City speed limit.

Sincerely,

Families for Safe Streets and Transportation Alternatives





## TRANSPORTATION ALTERNATIVES

### Organizations Supporting 25 mph Speed Limit Bills A10144 and S7892:

#### Health:

Boriken Neighborhood Health Center, Bradley and Monson Physical Therapy, Center for Injury Epidemiology & Prevention at Columbia University Medical Center, Columbus Medical Group, Family Health Center of Harlem, Healthpoint, Institute for Family Health, Institute for Rational Mobility, Metro NY Health Care for All, Montefiore Health System, Mount Sinai, Mount Sinai Beth Israel, Mount Sinai Queens, Mount Sinai Roosevelt, Mount Sinai St. Lukes, Mount Sinai Beth Israel Brooklyn, New York Academy of Medicine, New York Chapter, NY State Academy of Family Physicians, New York Eye and Ear Infirmary of Mount Sinai, NYU Langone Medical Center, TJH Medical Services, University Physicians Group Rheumatology, Staten Island, Woodhull Medical Center

#### Educational:

Abraham Joshua Heschel School, Calhoun School, City and Country School, College Access and Success Program, The Dwight School, Emily Dickenson School PS 75, Evening Teen Center, Forest Hills Community Center, After School & Summer Camp Programs, Hands on Nursery Preschool, The IDEAL School of Manhattan, Jamaica High School, School-Based Youth Development Centers, Jewish Child Care Association, JHS 157 After School & Summer Programs, JHS 217 After School & Summer Programs, JHS 190 Beacon Program, John Adams High School, Young Adult Borough Center, Metropolitan Montessori School, Newtown High School. School-Based Youth Development Centers, The Nightingale-Bamford School, Pomonok Community Center, After School & Summer Camp Programs, PS 82 After School & Summer Programs, PS 86 After School & Summer Programs, PS 117 After School & Summer Programs, PS 173Q, PS 173Q PTA, Queens Collegiate High School, School-Based Youth Development Centers Riverdale Country Day School, SABA Soccer Academy, St. Hilda's & St. Hugh's School, Trinity School, VOYAGES Preparatory High School, VOYAGES South Preparatory High School, West End Day School, The Young Women's Leadership School

#### Associations, Businesses & Organizations:

Antioch Baptist Church of Corona, ACCE Girls PRIDE Project, Access for Young Women, Ackerman Institute for the Family, Advice for Young Athletes, Advice for Young Women, Agger Fish, B.R.A.K.E.S., Broadway Mall Maintenance Fund, Bronx Council for the Arts, Bronx River Alliance, Brooklyn Arts Exchange, Brooklyn Community Foundation, Brooklyn Historical Society, Brooklyn Heights Association, Brownsville Partnershi, Brooklyn Public Library, Chekpedes, Citi-Urban Management Corp, Coalition for a Livable Westside, Coalition for Safer Streets, Congregation Beth Elohim, Cyprus Hill Local Development Corp., East 79th Street Neighborhood Assoc., Ecostation: NY, Evo Real Estate Group, Fordham Bedford Community Services, Fordham Bedford Housing Corporation, Forest Hills Senior Center, Generation Q, Goddard Riverside Community Center, Good Shepherd Services, Green Earth Urban Gardeners, Groundswell Community Mural Project, Hastings, Henry's Restaurant, Ivy Day School, J Liff and Co., Jewish Association Serving the Aging, Kew Gardens Community Center, Kolot Chayeinu, Lela Rose Stitch and Couture, LIC Community Boathouse, Lincoln Square Neighborhood Center, Livery Roundtable, Majora Carter Group, Make Brooklyn Safer, Make Queens Safer, Metropolitan Taxi Board of Trade, Mothers on the Move, Neighborhood Inter-generational Chore & Errand, New Settlement Houses, Nos Quedamos, One Flushing, Open Space Alliance for North Brooklyn, Park Slope Neighbors, Park Slope Street Safety Partnership, The Point CDC, Pomonok Senior Center, Pratt Center for Community Development, Prospect Heights Neighborhood Development Council, Queens Center for Gay Seniors, Queens Childcare Network, Queens Community House, Queensboro Hill Flushing Civic Association, Rego Park Senior Center, Right of Way, SC GjØa Youth Soccer, Serviam Gardens, South Bronx Watershed Alliance, Summer Video & Photography, Queens Community House, StreetsPAC, StreetsAcademy, Sustainable South Bronx, Temple Beth Shalom, Theater for a New Audience, Transportation Alternatives, Tri-State Transportation Campaign, UJA-Federation of New York, United Neighborhood Houses (UNH), University Neighborhood Housing Program, West 75th Street Block Association, Westernman Construction Company, West End Synagogue, Youth Employment Services, Queens Community House, Youth Ministries for Peace and Justice, 78th Precinct Youth Council, 8th Street Block Association BK, 102-103rd Street Block Association Manhattan

#### Supporting Dignitaries:

Eric Adams- Brooklyn Borough President, Jo Ivey Boufford, MD- President of The New York Academy of Medicine, Gale A. Brewer- Manhattan Borough President, Karen Burstein- Judge, Hon. Debra Cooper, Kenneth L. Davis- Chief Executive Officer & President of Mount Sinai Health System, Tom Farley- former NYC Commissioner Department of Health, Lewis Goldfrank- Chairman of Emergency Medicine NYU, Bellevue, Letitia James- NYC Public Advocate, Hon. Trudy L. Mason, Ruth Messinger- former Manhattan BP, NYC Council

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 466 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 10-1-14

(PLEASE PRINT)

Name: Ralph Russo (DOT) Deputy Commissioner

Address: 55 West 55th Street 5F NYC

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

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Date: 10/1/14

(PLEASE PRINT)

Name: Vincent Pellicchia

Address: \_\_\_\_\_

I represent: Tri-State Transportation

Address: Campaign

Please complete this card and return to the Sergeant-at-Arms

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THE CITY OF NEW YORK**

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in favor  in opposition

Date: 10/1/14

(PLEASE PRINT)

Name: PAUL STEELY WHITE

Address: \_\_\_\_\_

I represent: TRANSPORTATION ALTERNATIVES

Address: \_\_\_\_\_

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THE CITY OF NEW YORK**

Appearance Card

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in favor  in opposition

Date: 10-1-14

(PLEASE PRINT)

Name: Mary Beth Kelly

Address: \_\_\_\_\_

I represent: Families for Safe Streets

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: PATRICK KILLACKEY

Address: \_\_\_\_\_

I represent: BROOKLYN HTS ASSOC

Address: \_\_\_\_\_

◆ Please complete this card and return to the Sergeant-at-Arms ◆