



**Department of
Consumer Affairs**

**Statement of Andrew Eiler
Director of Legislative Affairs
Department of Consumer Affairs
before the
City Council Committee on
Consumer Affairs**

on

Pre-Considered Intro on Sightseeing Bus Audio Equipment

April 12, 2010

Good morning, Chair Koslowitz and Consumer Committee members. I am Andrew Eiler, Director of Legislative Affairs for the Department of Consumer Affairs. Commissioner Mintz asked me to thank you for the opportunity to comment on the Pre-Considered Intro on audio equipment for sightseeing buses.

The bill before you is aimed at noise concerns associated with audio systems on open-air sightseeing buses. The bill requires that no new sightseeing bus may be licensed by the Department unless it is equipped with a headphone-limited audio system. It also prohibits the operation of any sightseeing bus without such equipment after April 1, 2022.

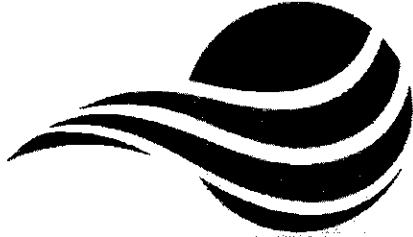
The use of headphone equipment will ensure that the sounds emitted by the audio equipment of sightseeing buses will be heard only by passengers riding the bus rather than being shared, as an annoyance, with neighborhood residents.

The Department of Consumer Affairs supports the enactment of the bill without any recommendations for amendments.

Thank you again for the opportunity to comment on the bill. I will be glad to answer your questions.

FOR THE RECORD

FOR THE RECORD



TwinAmerica

**Testimony by Thomas G. Lewis, President
Gray Line New York Sightseeing
before the City Council Consumer Affairs Committee
on Pre-Considered Bill**

**A Local Law to amend the administrative code of the city of New York,
in relation to sound reproduction devices on sight-seeing buses
April 12, 2010**

Dear Chairperson Koslowitz and Members of the Committee:

I am respectfully submitting this testimony today regarding the pre-considered bill, a local law to amend the Administrative Code of the City of New York, in relation to sound reproduction devices on sight-seeing buses

Twin America operates principally through various subsidiary companies which provide transportation services in New York City. Our businesses include commuter/transit services, inter-city services, airport transfers, tour and charter services and sightseeing services. Most recognizable in the NYC market and affected by this legislation are Gray Line New York Sightseeing and CitySights tour buses.

Our operating companies log over 200,000 trips and carry over 7 million passengers annually in and out of New York City via these different service lines. Daily commuters, domestic and international tourists, residents from the surrounding boroughs and the traveling public from the five bordering states utilize their services for shopping, theatre, dining and other tourism-related purposes.

Overlaying this issue is the fact that despite a record number of people visiting New York City in recent years, the once-rapid growth in the city's tourism industry has slowed amid the worldwide economic downturn, and City and State officials are bracing for continued bad news for the remainder of this year and next until the economy recovers. Hotels room rates are down significantly, restaurants are struggling, as are Broadway theaters, and our cultural institutions and many other local attractions are seeing fewer visitors.

One in nine workers in New York City is employed in the hospitality industry, over 310,000 jobs in total, which is one of the city's chief economic engines. Overall, 45.2 million people visited the city in 2009, and those visitors generated \$28 billion in spending activity. The tax revenues generated by tourism are vital to the City's coffers, especially with both the City and State facing staggering budget deficits.

There is wide consensus that New York City and State need to wean themselves from their historic reliance on the financial services industry and that tourism should be nurtured and encouraged at every level. Both the Mayor and City Council Speaker have over the years been strong advocates for the local tourism industry.

Twin America executives have been working closely, at considerable time and expense, with individual Council members over the last few years to strike the right balance between the important objective set by Mayor Bloomberg and Speaker Quinn of spreading the economic benefits of tourism throughout the five boroughs by transporting visitors to New York's neighborhoods, and the local concerns of neighborhood residents. We have continually spoken with community businesses, which view visitors to their neighborhoods via tour buses as critical to their economic well being, along with neighborhood residents who on occasion are affected by the ambient sound from our tour business.

We hope residents understand that New York is a crowded city and that there has never been a complaint or allegation that any of our buses are operating in violation of any legal noise level set by the City. We are also in full compliance with Local Law 41, which requires the use of best available retrofit technology ("BART") by sight-seeing buses in the City. Some unpleasant sounds by garbage and other heavy trucks, ambulances, fire, police and other emergency vehicles, and tour buses, are one of the consequences of living in the City. The right balance needs to be struck between promoting commerce (and the critical tax revenue generated for the city) with citizens' desire for a level of peace and quiet in their neighborhoods.

Regarding the Speaker's particular concerns in Greenwich Village, please see the attached letter written in August 2009, in which we outline a specific "neighborhood respect protocol" we established to address particular concerns in her district. We have received less than a handful of noise complaints since then. In fact, we have been operating tour buses in the City for the past 15 years and the overall complaint level has been minimal, and usually from a small number of people who want a zero tolerance rule. We strongly prefer to address this issue on a neighborhood by neighborhood and block by block basis, rather than the "killing an ant with a sledge hammer" approach that this broad city-wide mandate imposes.

On the subject of the specific bill under consideration, we appreciate Speaker Quinn and her Council colleagues understanding that any move to require headsets on buses will entail considerable expense for Twin America and that a phase-in approach is the only fair option to address the economic and other hardships that would result by this governmental directive.

At an anticipated cost of over \$3 million to the company, we believe a phase-in as outlined in the bill at hand would be economically manageable. We would prefer an April 1, 2013 initial start date in order to address the costs, technology issues, visitor unfamiliarity and/or unwillingness to use headsets, health concerns from possible use of shared headsets, union issues with increased work required to implement and run the system, and other issues certain to arise.

Twin America executives will continue our dialogue with Council members, their staffs and constituents to address particular neighborhood concerns when they arise in the months and years to come. We feel that we have been very responsive and willing to make changes in our routes and services to address your concerns and do not think government mandates and more red tape such as these are necessary to improve the situation and can only hurt the City's neighborhood tourism economy.

Still, all in all, this legislation as drafted is a workable solution if the Council in its wisdom elects to require headsets on all sightseeing buses, and we stand ready to work with you to implement this program.

Thank you.



August 13, 2009

Christine C. Quinn
Speaker
224 West 30th Street
Suite 1206
New York NY 10001

Dear Speaker Quinn:

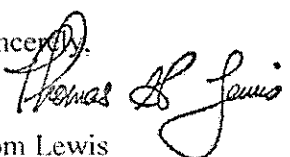
I am writing in response to your recent letter regarding Gray Line New York Sightseeing tour buses traveling east on Greenwich Avenue, crossing Sixth Avenue and continuing east on West 8th Street.

We appreciate your bringing this matter to our attention, and in response to your request, you will be pleased to know that we have directed our Tour Guide assigned to this neighborhood to treat this area with a neighborhood respect protocol. We will have a trained dispatcher on location, monitoring and reporting on Gray Line New York Sightseeing employees operating company vehicles. Additionally, we are even going a step further and taking disciplinary action against any employees not adhering to the neighborhood respect protocol.

We greatly value our strong working relationship with you over the years and have always found your deep working knowledge of all of the constituencies and intricacies of your district very helpful to us as we continually strive to deliver the highest quality transportation services possible to both New Yorkers and visitors alike. As you know, many businesses in your district and throughout other neighborhoods in the city rely upon our bus services to literally deliver business to their front doors, and the value of this service is all the more important during these current tough economic times.

Lastly, you will also be happy to know that Gray Line prides itself on doing its part to reduce "noise pollution" and that our tour buses are all in compliance with Local Law 41 and that we were in fact the first "Green Air" tour buses in New York City.

Please do not hesitate to contact me if you have further questions.

Sincerely,

Tom Lewis
President
Gray Line New York Tours.

**TESTIMONY BEFORE
THE COMMITTEE ON CONSUMER AFFAIRS
NEW YORK CITY COUNCIL
MONDAY, APRIL 12, 2010
SUBMITTED BY JUDITH CHAZEN WALSH**

My name is Judith Chazen Walsh and I am a resident of Washington Square Village, facing Bleecker Street, and a member of the concerned citizens' group Our Streets Our Lives.

I thank the Chair and the Committee for allowing us this opportunity to speak, and thank Council Member Gale Brewer for introducing this legislation.

We believe legislation mandating the use of sound reproduction devices on sight-seeing buses is a necessary and appropriate remediation of the problem of noise on our residential streets throughout New York City. In taking this position, we took into consideration the fact that this legislation would not be harmful to our local businesses and especially would not cause problems for the guides on these sight-seeing buses.

It is very well understood by the citizens of our City that travel and tourism are vital to the economy of New York. However, it is also vital to our residents that they are not bombarded by the microphone sounds of approximately 250 sight-seeing buses traveling our streets seven days a week from 8 am to 7 pm.

We do not believe the cost of passing and implementing such legislation will have a serious financial effect on sight-seeing bus companies. My research indicates a cost of \$2000-\$5000 per bus with the \$5000 price range being the best suited and most durable for these buses. New buses as replacements in the sight-seeing fleets can be bought with the sound reproduction device systems already built in. Some of the testimony you hear today on the cost of such sound reproduction devices may be more detailed as to cost and cost per passenger.

The cost of a ticket on Citysights' Downtown Loop is \$39 for adults and \$29 for children; the All Around Town trip is \$49 for adults, \$39 for children.

The sight-seeing buses of Citysights and Grayline are operated by Twin America, owned by Stagecoach Group, a multinational global corporation. "Twin America commenced trading on 31 March 2009. Our share (Stagecoach) of Twin America's profit for the one-month period ended 30 April 2009 was in line with our expectations at US 1.5 M" (Stagecoach Group –Greener Smarter Travel: Regulatory Announcement. 24 June 2009).

We urge that the Committee revise the language of the proposed legislation on mandating sound reproduction devices on sight-seeing buses so that it becomes effective without delay and certainly well before 2022. This is a fair and equitable solution for both the sight-seeing bus corporations and the voters of New York City.

Thank you.

Barbara Backer RN DSW, Testimony: Tour Bus Legislation Hearing 4/12/10

Good Morning, my name is Barbara Backer, I am a NYC resident and a member of the citizens' advocacy group OUR STREETS OUR LIVES. Thank you Speaker Quinn, Chairperson Koslowitz and members of the Consumer Affairs Committee for holding this hearing on this Preconsidered Intro___ to amend the administrative code of the City of New York in relation to sound reproduction devices on sight-seeing buses.

I speak in support of the Intro , with recommendations for major revisions to the stated implementation time of 12 years . This timeline is far too long to permit the current violation by the buses of the Noise Control Code, LL113, Subchapter 6, #24-244).

I support tourism and welcome tourists to our neighborhoods. However, as you have heard, or will hear from citizens presenting testimony, the pervasive, persistent noise emanating from the bus sound –systems , coupled with the noise from their diesel engines, invades our homes. Our quality of life in terms of health, comfort, and enjoyment of our homes is compromised. This legislation, with a shortened timeline, can be a win-win situation that will not cause any loss of jobs, will not hurt tourism, and will not cause harm to local businesses.

They may not admit it today, but the bus operators and tour guides will benefit from a short timeline as well. Some of the bus sound systems need to be upgraded anyway. This I discovered when, 10 days ago, I spent five hours riding four different tour buses. While we who live near the buses get bombarded with microphone noise, it can be harder to hear the tour guide on the bus itself, especially if one is sitting in the back over the engine. The sound dissipates into the air, and can be heard as garbled. Wearing headphones to listen to the guides would have greatly enhanced my passenger experience. The tour guides are essential to that experience also, to answer questions and to inject their own unique perspectives into what they are describing.

We need a timeline that you, and my colleagues here today, and I will see in our lifetimes. The Bleecker Street Area Merchants and Residents Association has proposed 2012, two full years for a conversion. That makes sense, Another option may be a phase-in over the next few years, as licenses are renewed. But whatever the details—and we will pay attention to those—a conversion should take a year or two or three, not a decade or two. You will note that LL113 was signed in 2005. The bus companies already have had five years to come into compliance.

We hope to work together with the City Council in crafting and passing a bill that equally addresses the rights and needs of both citizens and the tour bus industry.

My name is Judy Richheimer, chair of the Government Relations Committee of the Guides Association of New York City, or GANYC, the organization representing New York's licensed sightseeing guides. Thank you for giving us a chance to testify.

Currently, double-decker companies employ well over three hundred guides. The work they perform is relatively well-paid, offers professional satisfaction, and above all, is socially beneficial. As concerned New Yorkers, we should make every effort to protect jobs that carry with them such positive payback. Our committee sees grave problems arising from the passage of the headset bill, adversely affecting economic security and safety on the job for members of this profession.

Recently one double-decker company lowered the starting salary for guides from twenty dollars to seventeen fifty an hour, reflecting the slight downturn in tourism. Therefore, we are concerned that the expense of the new infrastructure, even phased in over several years, would provide operators with reason to deny raises to their personnel or even to cut salaries.

The imposition of headsets would create dangerous work-place conditions. In the course of their workday, double-decker guides are required to run up and down narrow staircases, carrying money and paperwork as they greet incoming passengers or say goodbye to those disembarking. If at the same time, they also have to distribute and collect headsets, accidents will surely happen.

Above all, we would like you to consider that the headset law carries with it another kind of danger to guides: Once the system is installed, operators may decide to dispense with live guides in favor of taped narration. This would be disastrous, both from a labor and a consumer point of view.

Tour buses in some other large cities *have* made this switch. Visitors who take these tours often complain that the experience is neither enjoyable nor sufficiently informative. In a city like New York, where the street scene is constantly shifting in a way that is almost kaleidoscopic, we need a live narrator to react on the spot and give sense and meaning to whatever can be seen from the bus. A taped narration cannot, for example, point out a passing celebrity; a dog walker handling eleven different breeds; or a large, inflatable rat that might

be parked in front of a building, nor could it explain the significance of these phenomena.

Providing the tourist with the best possible tour experience is particularly crucial when we consider the staggering role tourism plays in New York City's economy. According to statistics compiled by NYC & Company, the official marketing and tourism organization for New York City, recent total visitor spending from New York City tourism came to over \$30 billion; total wages generated by New York City tourism was more than \$17 billion; total New York City jobs supported by visitor spending, close to 314,000; total taxes generated by visitor spending, more than \$8 billion; and each New York City household benefited by an approximate average of \$1,300 in tax savings as a result of travel and tourism. These positive effects continue even now, when the city is in economic distress.

In these cash-strapped times, every tourist experience must be as rewarding as possible, so that visitors will encourage others to spend their vacation dollars here. Without the assurance that licensed guides will continue to give narration on New York City tour buses, that optimum experience is far from guaranteed! ! Therefore, we suggest that, whether or not the headset bill is enacted into law, the Council should legally require that all sightseeing tours in New York City be narrated by a live, licensed guide and not by a canned substitute.

Moreover, we respectfully request that before going forward, the Council conduct objective studies to determine whether or not anecdotal complaints actually warrant the drastic industry change required by this bill.

Thank you for taking the time to consider our position.

Please contact: Judy Richheimer/Chair of the Government Relations Committee of GANYC. Phone: 212.243.3525. E-mail: laurenstjude@yahoo.com

My name is Matthew Baker and I am a New York City tour guide, licensed in that profession by the DCA. I am also the editor of *Guidelines*, the newsletter for the Guides' Association of New York City, a volunteer organization of professional New York tour guides on whose board I also serve. I would like to thank the council and the committee for giving me this chance to voice my concerns regarding the proposal to require headsets on tour buses.

At a City Council hearing, last September, when such legislation was proposed by now former Council Member Alan Gerson, much was made of the fact that no studies or tests of the buses' noise levels had been conducted. Most notable was then chairman, Leroy Comrie's particularly vocal skepticism about moving ahead before any such tests had been conducted. Now, we are informed that, due to budgetary constraints, these tests have not been done and are not likely to be done. Yet, in spite of this, the proposal is still being pushed forward. Such studies could definitively prove this legislation unnecessary so why are we suddenly operating on mere assumption and anecdotal rhetoric?

Is it perhaps because tourism is an easy target? These issues are always seen as a battle between "members of the tourism industry" and "members of the community". I beg the council to recognize that we in the tourism industry *are* members of the community. We live, work, and vote in this city that we devote ourselves to sharing with our honored guests. We are the members of the community who work in New York's highest profile industry and we are frankly terrified by the prospect of this work being made harder and more dangerous in a time when the economy suggests we should be finding ways to make it safer and easier.

If quality of life is truly the issue at hand, I urge the council to remember that the work we do in tourism provides reputational and economic benefits for every corner of this city and every socio-economic demographic. These are quality of life matters for everyone that should not be disregarded in favor of a privileged few who can afford to live in the most historic and aesthetically interesting neighborhoods in town.

In a city of eight-million people, noise, racket, and ruckus are a way of life. I did not leave the dull, sleepy farm town of my birth for the bright lights of New York because I was searching for peace and quiet. Yet I am led into a strange sense of irony when I consider that this city and this council have never pointed anti-noise legislation at drivers who blast their rap music out of rolled down windows where the children in the streets can hear every racial epithet, sexual innuendo, and four-letter obscenity we can imagine. Yet we tour guides, who seek to pay honor and tribute to historic and artistic neighborhoods, are seen as a more appropriate target for such legislation. Why is that? God forbid our neighbors should overhear something culturally valuable about their neighborhood. If this were a larger, more all-encompassing anti-noise bill, I could understand if we were included in it and would not expect to receive any special favors. As this is not the case, however, I am forced to ask: What makes us so special that we have been singled out for this treatment? Thank you.

Matthew Baker

Licensed Tour Guide

Beautiful New York Tours

Guides' Association of New York City

Newsletter Committee Chairman

www.beautifulnewyorktours.com

www.ganyc.org

4/12/10

To New York City Council Committee on Consumer Affairs:

Good Morning. Thank you Chairperson Koslowitz and committee members for hearing our testimony.

My name is Maureen Remacle and I am a NYC resident. I am here today to speak in support of what I assume is currently being called Preconsidered motion LCC LS #242 Int. 742-2008 which seeks to amend Section 20- 376 of title 20 of the administrative code of the city of New York. I want to thank the City Council for recognizing that there is a problem with the current sound transmission system used on open tour buses and proposing this bill to provide relief. However, the 12 year time period proposed seems extreme, as this is a constant problem from which we have been asking relief for a number of years. No one should have to tolerate unnecessary noise when there is an obvious solution. Considering the speed at which taxis were mandated to make major changes such as installing GPS and credit card readers, plus the fact that our President and Congress are changing health care for all Americans within 4 years, it is hard to understand why this bill has an implementation period of 12 years. The tour bus companies make their money using city streets which are already overpopulated with traffic and noise. Why are the residents of New York expected to pay the price of listening to these tours for 12 more years when we have already suffered many years? Surely, if economics are an issue, the bus company can charge for headsets just as the airlines do for the comfort of the passengers not watching the movie. Plus, a headset system can permkt simultaneous translation enabling the tour buses to have mixed language groups on one bus, therefore cutting the number of buses on our streets and the cost to the bus companies. We will still be subject to the additional pollution and congestion caused by the tour buses even after this law is implemented. If they cannot be considerate enough to eliminate the noise of the commentary perhaps we should look into eliminating open tour buses altogether.

April 12, 2010 Testimony before the Committee on Consumer Affairs

Re: A local law to amend the administrative code of the city of New York, in relation to sound reproduction devices on sight seeing buses. Local law 113

The tour bus industry is a vital economic engine for New York City. I support the amending of the code but feel that 2022 is too long of a time for all double decker buses and duck boats to be in compliance.

I support all tour bus double decker buses and duck boats to be in compliance by 2012 for the following reasons:

1. The industry has knowingly flouted Local Law 113 since amended in 2005.
2. Specifically, Subchapter 6. of the noise code, Section #24-234 and #24- 244 regarding sound reproduction from open top double decker buses and duck boats.
3. The NYC tour bus industry makes millions of dollars from revenue from ticket sales, and from advertising on their buses.
4. Greyline tour company has 110 red double decker buses that are covered with ads.
5. City Sites, a sister company of Graylines, according to their web site, has 60 blue double decker buses. They are also covered with ads.
6. Most of the tour guides are union members that are paid \$17.70 an hour. Non union guides are paid a lower rate. All guides rely on tips from the tourists.
7. The fleet(60) of City Sites double decker buses according to their NYS registration stickers are refurbished buses from 1994,1996 and 2006.
8. The industry flouted Local Law 41, as amended in 2005. Concerning the Use of Emissions Control Technology on Sight Seeing Buses. Greyline complied in 2008 only because of pressure by citizen groups who worked on the law and elected officials.
A three year gap.
9. I took a ride on four of the City Site buses. On two of the buses, the roar of the

engine from these old refurbished buses and the old sound system that kept breaking up, made for a very exasperating experience not only for myself but for the other tourist on the bus as well as the tour guide who relies on tips. In fact one of the guides told all of us to complain to management as all of his complaints went nowhere.

10. A headphone-limited sound reproduction system would enhance the tourist experience by very knowledgeable tour guides.

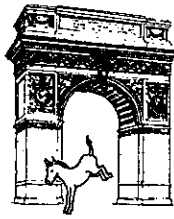
I support the amending of the code but feel that 2022 is too long of a time for all double decker buses and duck boats to be in compliance.

I ask that the committee consider implementing a 2012 compliance time for the 10 reasons as stated

Thank You

Ellen Peterson-Lewis
622 Greenwich Street
New York, NY 10014

Public Member of MCB 2 Environment, Public Health & Safety Committee
Member of Our Streets Our Lives.



Village Independent Democrats

26 Perry Street
New York, NY 10014

Phone: (212) 741-2994
www.villagedemocrats.org

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April 12, 2010

Preconsidered Intro. No. _____

A Local Law to amend the administrative code of the City of New York. In relation to sound reproduction devices on sight-seeing buses.

Before the Committee On Consumer Affairs

I am here today, representing the Village Independent Democrats (VID), testifying about Preconsidered Intro. No. _____. VID members most certainly approve of the intent of this potential amendment of the administrative code. It is clearly in keeping with **24-233** of the city's Noise Code, "...unreasonable noise shall include...the operation or use of a...audio device from on or inside a motor vehicle...so that sound emanating from such device is plainly audible to another individual at a distance of 25 feet or more."

Sight-seeing/tour buses are, of course, a welcome presence to the commerce of Greenwich Village. The unfortunate, constant auditory accompaniment of their presence, however, acts to shatter that welcome. The unreasonable noise emanating from loudspeakers on the buses is not merely unpleasant, but it negatively affects residents' cognition and health as well as interfering with children's schooling. Clearly, the solution is the use of individual headphones.

Reviewing this potential amendment, however, VID is most concerned about the time frame in which it is ordered. We must wait until **April, 2012 (two whole years!)** before new licenses cannot be issued to sight-seeing buses not equipped with a headphone- limited sound reproduction system and until **2022 (twelve years!)** until a non-such-equipped tour bus cannot be permitted to operate and/or will have its license revoked. Further, we are concerned about how the Consumer Affairs agency, handling the Administrative Code (Section 20-376 of title 20) and the Department of Environmental Protection, handling the Noise Code (24-233) will coordinate their activities. How will the enforcement work?

There has been discussion about the monetary implications involved in the cost of purchasing the new items necessary and re-equipping tour buses so as to meet the specifications of this amendment in a timelier manner. The potential costs could easily be reviewed; we believe the time-frame could indeed be shortened so that buses come in compliance within a year, not within a decade.

Thank you.

Annette Zaner, Ph.D.
Corresponding Secretary
(former Citizen Member - "Noise Specialist" - NYC Environmental Control Board)

Lucy Wilner, Fulton Ferry Landing Association
Testimony: Preconsidered Int XX (Buses) Hearing 4/12/10

Good morning, my name is Lucy Wilner. I am a Brooklyn resident and I represent the Fulton Ferry Landing Association.

Our neighborhood is a prime destination for tour buses. In nice weather we can count as many as 15 tour buses lined up on Furman Street. When one leaves, another pulls up in a steady stream. Buses here usually park illegally in No Standing zones, rather than in the designated areas, all the while idling and using their PA systems. When there is overflow, they back up onto Old Fulton Street, illegally discharging passengers in the median strip. They often block the intersection of Furman and Fulton and park on both the right and left sides of Furman Street. Although residents have frequently called 311 and/or the local precinct about these violations, enforcement has been non-existent. I don't know of a single instance in which action has been taken on a resident's complaint or a tour bus operator has been ticketed.

It would be difficult to exaggerate the degradation to the quality of life experienced by the residents of the Fulton Ferry neighborhood as a result of the constant noise of these tour buses. The noise and fumes start in early afternoon and are persistent until after 11 PM. The noise created by the PA systems is such that I can not open my windows for the entire time. I am forced to run my air conditioner to get fresh air even when the weather is not particularly hot. My air conditioner is noisy, but it is quieter than the tour bus PA systems. This is a waste of my money and all of our energy in a city that would like to be green.

Tour bus numbers have increased citywide in recent years. Furthermore, with the opening of Brooklyn Bridge Park, Brooklyn's waterfront areas will become even more of a tourist destination, so we can expect the tour bus traffic to increase and the noise problem to get worse.

Fulton Ferry Landing Association supports the proposed legislation. However we believe the legislation as written needs major revision to the amount of time allowed for the phase-in period. Our problem is urgent and we need amelioration to begin as soon as possible. FFLA believes that bus conversion should take place in a year or two or three, but that a decade is too long. We support a phase-in over the next few years as licenses are renewed.

Thank you for considering this legislation and for the opportunity to testify.

Lucy Wilner
Board, Fulton Ferry Landing Association
8 Old Fulton Street, 4S
Brooklyn, NY 11201



BLEECKER AREA MERCHANTS' & RESIDENTS' ASSOCIATION
217 Thompson Street, Box #337, NY NY 10012

Merchant Chair *David Handler*
Treasurer *Sam Jacob*

Resident Chair *Judith Callet*
Secretary *Mark Fiedler*

Email bamranyc@yahoo.com

City Council
Committee for Consumer Affairs
Karen Koslowitz, Chair

Re: Sound Reproduction devices on Sight Seeing Buses
File Number # T2010-0586
City Council Member Gale Brewer, Sponsor

Dear Chair Koslowitz:

The Bleecker Area Merchants' and Residents' Association (BAMRA), at its meeting on April 7, 2010, voted unanimously to support the proposed document regarding the sound system on Sight Seeing Buses, *with one exception* – a change is strongly recommended to the compliance date.

Be it resolved:

The Bleecker Area Merchants' and Residents' Association supports the proposed local law: #T2010-0586, but with an amended compliance date of April 1, 2012 (from April 1, 2022) for all buses regardless of when licensed.
We agreed that to delay the change in the method of operation prolongs the negative effects on our Quality of Life.

The BAMRA area is one of the top tourist venues in New York City. We are in the heart of Greenwich Village.

On any given Summer day, one can count on a tour bus coming through our streets every 4-5 minutes, polluting our environment – fumes and *noise*, alike.

Sincerely,

Judith Callet, Resident Chair

David Handler, Merchant Chair

cc: City Council Committee for Consumer Affairs
City Council President Christine Quinn
City Council Member Margaret Chin
Community Board #2 Chair Jo Hamilton
Community Board #2 Traffic & Transportation Committee Chair Shirley Secunda

**Milton E. Polsky
4 Washington Square Village
New York, New York (1-M) 10012
polskyspen@aol.com**

The Time is NOW

**I came to plead, not to scoff,
And strive for your attention--
My plain, blunt plea is "Noises Off!"
To end this blaring tension!**

**Don't make us wait 12 nerve-wracked years
Of decibel contamination--
So please, City Council, allay our fears—
The time is NOW to pass those regulations!**

At the outset, I wish to make it perfectly clear that I do not dislike tour buses. They are an important part of the economic prosperity of our neighborhoods. It is the most effective way to get an overview of any city in which one is a stranger.

There is, however, an anachronistic relationship between what is vital to a neighborhood's residents and what is beneficial to its commerce. This is clearly addressed in the very first paragraph of Local Law 113, the NOISE CONTROL CODE. To quote directly, "It is the public policy of the city that every person is entitled to ambient [noise] *sound* levels that are not detrimental to life, health and enjoyment of his or her property. It is hereby declared that the making, creation or maintenance of excessive and unreasonable noises within the city affects and is a menace to public health, comfort, convenience, safety, welfare and the prosperity of the people of the city."

In contrast to the 1974 NOISE CODE REVISION, [the first since 1937], when four of us wrote for a period of two years, many of us were involved in the 2005 amended document for several years. Our goal was to craft a broader, more enforceable law with clear lines of jurisdiction. As is always the case, new regulations need some tweaking and interpretation. In the best case scenario this is done in a legislative body such as City Council and not in the courts.

Two sections of the 2005 code can be linked to the disturbance to the quality of life along tour bus routes. Both are found in SUBCHAPTER 6. The first is section #24-234 which prohibits the use of *sound reproduction devices on an omnibus other than with personal earphones*. The second is in section #24-244 which states that *sound reproduction devices can not be used where they may be heard on public streets, public sidewalks, park or place*. Clearly the public address system without personal earphones violates both of these provisions.

It would seem that under the current law, the Commissioner of the Department of Environmental Protection has the power to issue an order to Cease and Desist. Given that this might prove elimination of the tour bus industry, this is not the best solution. I support the Code Amendment proposed by Councilmember Gale Brewer requiring the operators to install personal audio devices. While I am aware that the permits necessary to continue operations have just been extended for another two years, this seems a more extended period than necessary for the Operators to come into compliance. Since the law is being violated each and every day, a better timeline must be devised.

Respectfully Submitted,
Frieda K. Bradlow

Member of the Environment, Public Safety and Health Committee, CB2-M
Member of the Executive Board, Village Independent Democrats

STATEMENT BY ANDREW SYDOR, LEGISLATIVE LIAISON FOR
TRANSPORT WORKERS UNION, LOCAL 225

TRANSPORT WORKERS UNION, LOCAL 225
10 Banta Place
Hackensack NJ 07601
201-343-9412

My name is Andrew Sydor, and I'm here on behalf of the Transport Workers Union, Local 225. We represent the Tour Guides and Ticket Sellers at Gray New York Sightseeing.

We have some concerns with the bill as presented. We're not convinced that this bill is actually addressing a real problem. While we have heard some community groups claim this as an issue, no one has EVER furnished even a single environmental impact study to back their claim. These groups seem to have as their goal the total elimination of tour buses from all they survey, with no thought as to the consequences; the sound argument seems but a legislative angle to advance toward that goal. Gray Line was harassed by these groups off of Bleecker Street well over a year ago, yet they continued to file complaints against us as if we were still there. I would hope that the council would check that the proposed systems are based on an objective problem, and not a mere perception.

We are more deeply concerned with unwanted consequences of this legislation. It is a fact that Gray Line tested GPS-controlled recorded tours in 2001; only action by New York Legislators stopped them. Gray Line also successfully lobbied to block a proposed bill that would guarantee that tour buses must utilize a live, licensed guide. (Copies of that language are enclosed with my statement.) Certainly, Gray Line would use the "cost" of implementation as an excuse to jettison their guide corps; it's long been a dream of theirs, and it is the style used in many European countries, as well as in Scotland,, the country that is home to Stagecoach PLC, the multinational corporation that owns Gray Line New York Sightseeing. The systems proposed by the legislation would make this transition much easier, effectively forcing Gray Line to make the investment anyway. Last year, Gray Line joined with its only competitor, City Sights, in a joint venture that gives them an effective monopoly. So there's no competition to stop them from degrading their tours, and we can all be certain that tour quality is not the highest priority for a multinational.

The City has both the right and the duty to impose standards on its tourist industry. The licensing laws, first established under LaGuardia, were intended to bring legitimacy to an industry that had declined into hustling and hucksterism. But I'm not sure that these headsets would actually improve the quality of tours. More mechanicals mean more opportunity for breakdowns; the industry has not always been diligent in repairing their equipment. Even now, PA systems work poorly; Microphones break; buses are not cleaned; AC breaks down on hot days and heating systems do not work on cold; windows on sightseeing buses are covered with ads. The DCA already has the authority to oversee these issues, but does not. There's a simple DCA rule (also included with my statement) stating that all tour buses must have a sign posted telling a customer how to contact the DCA—I have never in my entire career seen such a sign, and I'm in my twelfth year as a guide.

But perhaps the council sees this bill as something that can be done. It does have a long phase-in, and certainly the companies can afford it. But remember, please, that we can only live with this change if we can continue to make a living. TWU 225 insists that any such bill include language guaranteeing that a live, licensed guide be a part of any bus tour.

TEXT OF PROPOSED BILL FOR MANDATORY INCLUSION OF LIVE,
LICENSED GUIDES

"Title 20. Section 247 of the New York City Code:

Regulations. a. The commissioner may prescribe such rules and regulations as he or she deems necessary to protect persons and property in the enforcement of this subchapter.

b. It shall be unlawful for the driver of any vehicle to explain, describe, or lecture while such vehicle is in motion, unless the seating capacity of such vehicle is seven passengers or fewer. Each such driver who talks or lectures must be a licensed guide. If explanations, descriptions, or lectures are given in any form in a vehicle which has a capacity of more than seven passengers, a licensed guide must be present on the vehicle to assure passengers of quality care, guidance and safety services.

NOTE: The above underlined language is a proposed addition to paragraph b. of Section 247."

**RULES OF THE CITY OF NEW YORK
TITLE 6: DEPARTMENT OF CONSUMER AFFAIRS
CHAPTER 2: LICENSES
SUBCHAPTER U: SIGHTSEEING BUSES, HORSEDRAWN CABS AND
DRIVERS**

§2-211 Buses, Bus Owners and Drivers.

(a) All circulars, leaflets, posters, pamphlets or any other advertising matter describing any trip, tour or excursion, except of buses exclusively hired or engaged under a contract for a special trip or excursion, must receive the approval of the commissioner prior to display or distribution to the public.

(b) A schedule of rates of fare for each type of trip or tour, except buses exclusively hired or engaged under a contract for a special trip or excursion, shall be filed with the Department by the licensee.

(c) A schedule of rates charged for each trip or tour except of buses exclusively hired or engaged under a contract for a special trip or excursion, shall be conspicuously displayed at the starting point upon a sign attached to the bus as near to the entrance as practicable, prior to and during the time the passengers are entering such vehicle and shall remain thereon until the bus departs. The figures on the sign must be at least 3 inches high and the sign must be at least 13 inches long and 9 inches wide.

(d) The rate of fare (including all charges) for the particular tour about to be conducted, except of buses exclusively hired or engaged under a contract for a special trip or excursion, shall be set forth in a sign prominently displayed in the forward part of the interior of the vehicle facing the passengers and shall remain posted in its original position until the termination of the tour. This sign shall be printed in letters and figures at least three-quarters of an inch in height and shall read as follows:

"The fare for this tour (specifying tour number) including all expenses and admissions is (insert price). Report all violations to the Department of Consumer Affairs, (Insert the Department's current address and current telephone number)".



45 Washington Street | Box 123 | Brooklyn, NY 11201 | www.dumbo-dna.org

April 12, 2010

Preconsidered Int. No. : A local Law to amend the administrative code of the City of New York, in relation to sound reproduction devices on sight-seeing buses.

The DUMBO Neighborhood Alliance (DNA) supports the proposed legislation in regard to noise amplification on sight-seeing tour buses, but respectfully disagrees with the timetable for compliance.

New licenses should NOT be issued to any sight-seeing bus that is not equipped with a headphone-limited sound reproduction system. In addition, the April 1, 2022 date for compliance is completely unreasonable and not acceptable to the communities plagued by the tour bus industry.

The Fulton Ferry Landing neighborhood has been under duress for many years by the piling up of tour buses. The public benefit of open space along the waterfront has been extremely compromised, for both residents and visitors. The competitive sound amplification in addition to the bombardment of buses has been intolerable for a very long time. The proposed amendment is too little with provisions set in the far distant future to offer any benefit. This fall, tour buses began parking in the DUMBO neighborhood, which is situated next to Fulton Ferry Landing, as a site destination. While the DUMBO Neighborhood Alliance supports, welcomes, and benefits from the tourist industry, there has to be more careful consideration for what has become the degradation of the quality of life in the very neighborhoods the tour bus industry is visiting and profiting from.

Please consider revising the amendment to reflect stronger measures in regard to the noise amplification effective immediately to reflect the Local Law 113, an amendment to the Administrative Code of the City of New York in relation to the Noise Control Code, that bus amplification is illegal. (See Subchapter 6, #24-244) Although this law went into effect in 2005, we have yet to see enforcement. Therefore, the current proposal seems out of date.

Thank you for your kind consideration.
Respectfully submitted,

Doreen Gallo
Executive Director
DUMBO Neighborhood Alliance

Dr. D. Laurie Moody
2 Fifth Avenue 10Q
New York, NY 10011

April 12, 2010

I am Dr. Laurie Moody. I am the secretary of the West 8th Street Block Association and I live at 2 Fifth Avenue in Manhattan. My 10th-floor apartment overlooks West 8th Street, part of a popular route for double-decker, open-top tour buses. Year round, tour buses run under my window. In good weather, one comes by about every 10 minutes. In my apartment or on my balcony, I plainly hear the amplified sound of the tour guide ask the patrons to look to the right to see Washington Square Arch and the history of the arch from each bus.

While I am delighted that the city has a thriving tourist industry and equally delighted that tour guides rather than machines are used to provide information, I am not pleased with the noise intruding in my life and that of my neighbors. This noise is prohibited by Local Law No. 113, 24-244.

Now we have a proposed a new Local Law to amend the administrative code of the city of New York, in relation to sound reproduction devices on sight-seeing buses. As it is written, “Beginning on April 1, 2012, the commissioner shall not issue a new license to any sight-seeing bus that is not equipped with a headphone-limited sound reproduction system. Beginning on April 1, 2022 any sight-seeing bus that is not equipped with headphone-limited sound reproduction system shall not be permitted to operate. . . This means the current buses can continue to amplify sound as they move through the city until 2022! In essence it is not a law; it is a license for open tour buses to make unreasonable noise that is prohibited by the 2005 Noise Code, Local Law No. 113.

In addition, who know what sort of technology might be available by 2022? This proposed law requires headphones, which may very well be obsolete by that time.

As written, the proposed law neither limits the unreasonable noise the tour buses now impose on the residents of the city nor encourages the tour-bus businesses to develop alternative ways to eliminate the noise.

Please reconsider this law and provide relief for the residents from the noise now. Enforcing the existing noise code would encourage tour companies to develop appropriate systems that eliminate this clearly unreasonable noise.

D. Laurie Moody
Secretary West 8th Street Block Association

CHRISTINE BERTHET

348 west 38th St. New York, NY, 10018

Apr 12, 2010

New York City Council

Dear Council members,

Gray Line boasts 150 destinations worldwide, 25 million customers, 25,000 vehicles and \$950 million in revenues annually (not exactly a mom and pop store!) City Sights is now part of Gray Line, a multinational company that has the monopoly on the sightseeing experience on double-decker buses in New York.

The double-decker buses use amplified sound in the street, which is illegal in New York City (section 24-244 of the New York City Code). Each tour is sold at an average price of \$60 per passenger. The equipment to replace the loudspeakers costs \$110 per seat. Assuming very conservatively that each bus is used only for 100 tours/person a year, and depreciating the equipment over 3 years, they would have to raise the ticket price by 37 cents to recover the cost. With less than a 1% price increase, it is doubtful that they will lose any customers to the non-existing competition.

The law was voted in 2005 and provided for a phase-in period. In this case, the buses already had a 5-year phase-in period. The law gives wide powers to the commissioner to obtain compliance: order the operator to install equipment to eliminate the noise violations, or order that the illegal operation be stopped. Gray Line could decide not to invest \$110 per seat and instead pay the current penalties of \$1,750 a day per incident. For 75 buses illegally amplifying sound in the streets, this amounts to \$131,250 per day. They and the city

348 W. 38th St.



could also take the risk of incurring lawsuits because of business disruption on their routes.

And what will other businesses controlled by the noise law will say? Why do bars with amplified music have to close their French doors , or clubs not play music on the roof ?? We are running a great risk to create a precedent and make the overall noise code unenforceable.

So I ask you, Is it reasonable to ask a \$ 950 million company with a monopoly on double decker sightseeing tours in New York to invest \$ 110 per Seat to comply with the law after a 5 year phase in period?

The law you are considering should require that DCA licensing test compliance with all noise and other laws in New York city. It must require immediate enforcement for the the portion of the buses that are outdoors .

Please do not let some some business operators disrupt our lives and our businesses and threaten our health because they choose to ignore the law .

Christine Berthet
cberthet@me.com
646 623 2689

Sincerely yours,

Christine Berthet

**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: TOUR

(PLEASE PRINT)
Name: BERZOFF BUFFY

Address: 348 W 38 -

I represent: myself -

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 to 12 year effective

Date: 4-12-10 date

(PLEASE PRINT)
Name: J. Laurie Moody

Address: 2 Fifth Ave 10Q

I represent: W. 84 Street Block Assn

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. T2010-0586 Res. No. _____
 in favor in opposition Tour Busses

Date: _____

(PLEASE PRINT)
Name: Marcos Ede Jesus

Address: 1049 Grand Concourse, Sa. (10982

I represent: GANY, TWU 225

Address: _____

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

with revision

Date: 4/12/10

Name: Jerry ~~Marlow~~ (PLEASE PRINT)

Address: 3 Wash Sq Village, 108, NYC 10012

I represent: Myself

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 2010 Res. No. 0386

in favor in opposition

Date: _____

Name: BARBARA DEVANEY (PLEASE PRINT)

Address: 520 LA GUARDIA PL.

I represent: LA Guardia Tenants Ass.

Address: 520 La Guardia Pl.

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. ^{Town} Bus Res. No. _____

in favor in opposition

with revision

Date: 4/12/10

Name: DOREEN GALLO (PLEASE PRINT)

Address: 177 Water St, Brooklyn NY 11201

I represent: DUMBO Neighborhood Alliance

Address: 45 WASHINGTON ST #123

BROOKLYN, NY 11201

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition
with revision

Date: April 12th

(PLEASE PRINT)

Name: Andrew Sydor

Address: 24-32 215th ST, #B4 Astoria NY 1102

I represent: TUV 225

Address: 10 Banta Place Hackensack NJ 07601

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 35 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ANDREW EICEN

Address: 42 BROADWAY

I represent: NYC DCA

Address: 42 BROADWAY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

TO THE 12YR IMPLEMENTATION
SCHEDULE

Date: _____

(PLEASE PRINT)

Name: CORMAC HYNK

Address: 33 W 8th ST #5

I represent: W 8th ST BLK ASSN

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Tour Buses Res. No. _____

in favor in opposition

with revision

Date: 4/12/10

(PLEASE PRINT)

Name: Dave Gruber

Address: 5 Carmine St. NYC

I represent: Carmine St. Block Association

Address: 5 Carmine St. NYC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Tour Buses Res. No. _____

in favor in opposition

with revision

Date: 4/12/10

(PLEASE PRINT)

Name: Cormac Flynn

Address: West 8th Street

I represent: President West 8th St. Block Association

Address: West 8th St. NYC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Tour Buses Res. No. _____

in favor in opposition

with revision

Date: 4/12/10

(PLEASE PRINT)

Name: Barbara Backer

Address: 3 Washington Square Village Apt 5-

I represent: Our Streets Our Lives

Address: 622 Greenwich St. NYC

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Tour Buses Res. No. _____

in favor in opposition

Date: 04/12/10

(PLEASE PRINT)

Name: Matthew Baker

Address: 31-25 29th St. Astoria, NY 11106

I represent: GANYC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 12010 Res. No. 0586

in favor in opposition

Date: 4/12/10

(PLEASE PRINT)

Name: JUDITH CHAZEN WALSH

Address: 3 WASHINGTON SQ. VILLAGE

I represent: MY SELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. ~~12010~~ Res. No. ~~0586~~

in favor in opposition

Date: April 12/2010

(PLEASE PRINT)

Name: Ellen Peterson-Lewis

Address: 622 Greenwich St

I represent: My Self

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

Tour Buses

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4-12-10

(PLEASE PRINT)

Name: ANNETTE ZANER

Address: 75 BANK ST., N.Y., N.Y. 10014

I represent: THE VILLAGE INDEPENDENT DEMOCRATS

Address: 26 PERRY ST., N.Y. N.Y. 10014

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

Tour Buses

I intend to appear and speak on Int. No. ^{PER 2010} _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Raymond W. Clark

Address: 505 Laborer St

I represent: 505 Laborer Co of Association

Address: 505 Laborer St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. ^{SOUND SYSTEM ON TOUR BUSES} _____ Res. No. _____

in favor in opposition

Date: 4/12/10

(PLEASE PRINT)

Name: MAUREN REMACLE

Address: 145 BLEECKER STREET NYC 10012

I represent: MYSELF

Address: _____

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

**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: April 13, 2020

(PLEASE PRINT)

Name: Judy Kichheim

Address: 415 W 23rd St

I represent: GANYC / Gov't Relations

Address: NEW YORK / NY

**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: LEE GELBER

Address: 25-59 35th ST ASTORIA, NY 11103

I represent: GUIDES ASSOCIATION of New York City

Address: NEW YORK, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. four Res. No. _____

in favor in opposition

with revision

Date: _____

(PLEASE PRINT)

Name: Lucy Wilner

Address: 8 Old Fulton St #45

I represent: Fulton Ferry Landing Ass.

Address: 8 Old Fulton St Bklyn NY

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. Tour Bus Res. No. _____

in favor in opposition

Date: April 12, 2010

(PLEASE PRINT)

Name: LOIS RAKOFF

Address: 211 Thompson St 10012

I represent: BAMRA - Bleecker Area Merchants & Residents Assoc.

Address: (BAMRA) 217 Thompson St

Box #337 NYC 10012

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. Tour Bus Res. No. _____

in favor in opposition

Date: 4/12/2010 1st 5-5

(PLEASE PRINT)

Name: Annaliese Dinkelmann

Address: 382 Central Park West # 7A 7U, NYC

I represent: GANYC - tourguides association

Address: NYC NY

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. T2012 Res. No. 0586

in favor in opposition

Date: APRIL 13, 2010

(PLEASE PRINT)

Name: JUDY MAGIDA

Address: 2 WASHINGTON SQUARE VILLAGE NYC 10012

I represent: MYSELF

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. T2012 Res. No. 0586

in favor in opposition

Date: APRIL 17 2010

(PLEASE PRINT)

Name: MILTON POLSKY

Address: 4 WASHINGTON SQUARE VILLAGE, NYC
10019

I represent: MYSELF

Address: _____

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