

**STATEMENT OF
CHIEF JAMES P. HALL
CHIEF OF TRANSIT
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE NEW YORK CITY COUNCIL
COMMITTEES ON TRANSPORTATION AND
WOMEN'S ISSUES**

NOVEMBER 19, 2009

Good morning. I am Chief James Hall, Chief of the Transit Bureau of the New York City Police Department. I am pleased to discuss with you the issue of sexual harassment in the subways.

We would first like to provide, as a context for our discussion, a general overview of crime in the subways. As you know, the level of safety and security in our transit system has undergone a profound change in recent years. We all remember the way it used to be. In 1990, with a ridership of 3.5 million, there were on average 48 index crimes in the subway each day. Now, with 5.2 million riders each day, index crime averages 5.3 crimes per day. That means that over the course of each year, there are almost 16,000 more people who would have been the victim of a major felony crime, had the 1990 crime levels persisted.

This remarkable 89% drop in crime is the result of the hard work not only of our transit officers, but also of many other Department units, utilizing several successful strategies to fight both terrorism and conventional crime in the subways. For example, our Transit Order Maintenance Sweeps, or "TOMS," place teams of uniformed officers along subway platforms, poised to inspect train cars as the doors open. Our crime prevention efforts include officers in stations, making announcements on platforms and in train cars, reminding riders to watch their personal belongings and be aware of their surroundings. Our crime prevention officers also address groups and distribute both safety literature and "gear guards," to help secure passengers' backpacks and other types of bags. Our officers, and especially our Transit Task Forces, focus on pickpockets, working with photos of known offenders and observing conduct indicative of attempts to commit robberies and grand larcenies.

These programs, as well as our comprehensive routine patrol of the subways, at all hours of day and night, assist us in creating the uniformed visibility which gives riders not only the perception but also the reality of safety in the subway. But many of these programs have the added benefit of specifically addressing the crimes of particular interest to you today, sexual abuse, forcible touching, and public lewdness. The behavior of a pickpocket can be very similar to the behavior of someone attempting to commit an act of sexual abuse or forcible touching – in both cases, the offender gets too close to someone else. Officers looking for pickpockets will often observe an act of sexual abuse or forcible touching, and be able to take immediate action. As another example, the TOMS sweeps provide an opportunity for officers to see what is going on in many train cars, and conversely, give the potential offender seeking to expose himself pause, in the knowledge

that his conduct might be observed not just by a frightened victim but by a police officer, ready to make an arrest.

Turning specifically to the issue of sexual harassment in the subways, I would like to provide some data indicating what we know about the scope of the problem. In 2009, as of November 15th, there were 587 complaints of sex offenses in the subway system. However, we strongly suspect that this is a highly underreported crime. Many victims feel that there is nothing that can be done about such a fleeting incident and, worse, some feel an undeserved sense of shame that prevents their reporting the crime. We would like to take this opportunity to encourage anyone who has been the victim of this type of crime, or any crime, to report it so that we have the ability to arrest the perpetrator.

So far this year, we have arrested 412 individuals committing sex offenses in the subways. The average perpetrator is a 39 year old male, and the vast majority of victims are females over 17 years of age. Of the 405 perpetrators arrested, 71, or 18%, had committed prior sex offenses, and 14 were registered sex offenders. This is why it is critically important that victims come forward, so that we can prevent these sex offenders from victimizing others.

Knowing that much more of this disturbing conduct is going on than is being reported, we have and will continue to aggressively combat sex offenses in the subway. In addition to the general crimefighting strategies I have described, with their accompanying benefit in addressing sex offenses, we have developed a program specifically targeted to these crimes, Operation Exposure. Beginning in 2006, we developed a coordinated approach involving all of our Transit districts, using patrol as well as undercover capacities to address acts of sexual abuse, forcible touching and public lewdness. Officers look for characteristic predator behaviors and make appropriate arrests, reporting every arrest to the Manhattan Transit Robbery Squad and also notifying the Special Victims Division where the person arrested is a recidivist or a registered sex offender. In addition, the Special Victims Division is notified when the victim is under 14 or the act involves forcible compulsion or other particularly egregious circumstances.

As you know, new technology has started to provide real help in the effort to catch these offenders. Cellphone photos have been very instrumental in recognizing and apprehending those committing sex offenses in the subway, and we have developed a protocol, through the Department's Real Time Crime Center, to be able to receive and disseminate digital photos to detectives working on a case.

As we have said, the most important way that victims can fight against these disgusting crimes is to report them – find a police officer or a New York City Transit employee as soon as possible and try to remember and report the details of the incident as well as the description of the perpetrator. However, we would also like to make some practical suggestions for riders as they may be confronted with these situations. There are primarily two distinct scenarios at play: sexual abuse or forcible touching which more likely occurs in a crowded subway car, where the perpetrator takes advantage of the close conditions to commit the crime; and public lewdness in an almost empty subway car, where the offender takes advantage of the lack of witnesses to focus his conduct at one particular victim.

When a sex offense happens in a crowded subway car, if they can do so safely, victims should step away from the perpetrator and scream out right away, letting others in the car know exactly what the offender is doing. In an empty car, riders should trust their instincts, and if they see something that does not look right to them, they should leave the car and find one where there are more passengers. We also generally recommend that during off hours, riders wait at the marked waiting areas on station platforms, and sit in the conductor's car when the train comes. In all cases, riders should remain alert, not allow themselves to doze, and above all, not be ashamed or afraid to report.

Sexual harassment in subways is not unique to New York City. We have discussed the issue with our counterparts in police agencies from around the world and find that other cities face similar problems. We will continue to do all we can to bring these recidivist abusers to justice, and we commend our partners at the MTA and NYC Transit for conducting a public education campaign which seeks to empower riders to protect themselves against sexual harassment.

We thank the Council for focusing public attention on this issue, and we welcome your help in getting the word out, that it is important to report any sex offense occurring in the subways, so that we can stop it once and for all.

Thank you, and we will be pleased to answer your questions.

**STATEMENT BY
MTA NEW YORK CITY TRANSIT
BEFORE THE COUNCIL OF THE CITY OF NEW YORK'S
COMMITTEE ON PUBLIC SAFETY,
COMMITTEE ON WOMEN'S ISSUES
AND
COMMITTEE ON TRANSPORTATION**

November 19, 2009 – 10:00 A.M.

250 Broadway – 14th Floor

Good morning, Chairpersons Vallone, Mealy and Liu and members of the City Council. I am Lois Tendler, Vice President for Government and Community Relations at MTA NYC Transit, and I am here today to address the topic of sexual harassment on New York City subways. Our role in this matter is simply to serve as a support to the NYPD Transit Bureau in its efforts to combat this criminal offense. Our effort has been to raise customer awareness of sexual harassment as part of NYC Transit's ongoing campaign to address various personal safety and security issues. In 2008, we decided to address the problem of the lewd, harassing behavior that is primarily directed towards women on crowded subways with an aggressive sexual harassment awareness campaign.

The message we convey to our customers through this campaign was crafted in consultation with NYPD. It encourages victims of sexual harassment in the subway system not to tolerate it. Our message urges those who think they are being touched on the subway system not to second-guess themselves, but to report such incidents to an MTA employee or a police officer, emphasizing that these types of incidents are indeed criminal. It's a message that applies to women and men alike, as men can, of course, also be victims of such harassment; it's also a message to anyone who may witness such behavior.

In addition, the message provides general advice to customers on how to protect themselves from harassment or assault in the subway system by:

following their instincts, moving away from uncomfortable situations, waiting for trains in designated waiting areas, avoiding empty subway cars, using busy active exits instead of isolated ones. Finally, this message instructs customers to call 911 to immediately report an attack or incident and to call the Police Department's Sex Crime Report Hotline at 212-267-RAPE (7273) to report past attacks or incidents.

This public information campaign, just as the other personal safety campaigns we've undertaken, is comprised of three components: printed material, on-board train announcements and information on the MTA website, www.mta.info. The print component consists of:

- an 11 x 70 subway car card (in English and Spanish), posted system wide in agency-branded "SubTalk" space that is reserved on one side of every other train car. This card was posted for three months during 2008, and is currently posted (beginning in September) and will remain posted through January 2010.
- a brochure (in English and Spanish), printed and distributed in the fall of 2008. There were 225,000 brochures distributed in stations system wide and by the NYPD Crime Prevention Unit as part of its outreach.

The on-board announcement that we've programmed as the "traveling" component of this campaign is a pre-recorded message that has been active on all new cars for about six months. The audio message is, "A crowded train is no excuse for an improper touch. Don't stand for it, feel ashamed, or be afraid to speak up. Report it to an MTA employee or police officer."

Finally, our sexual harassment message is posted on the MTA website, as part of a series of topics in our 'Riding Safely' section under the headline: Subway and Bus Security. It includes topics such as how to protect yourself from pickpockets and how to avoid chain snatching.

It's worth noting that New York City Transit regularly supports the crime prevention efforts of the NYPD Anti-Crime unit. Another current campaign is

directed at raising customer awareness about safeguarding phones, PDAs, iPods and other electronic equipment. This public outreach effort, currently consisting of posters in the reserved SubTalk space on trains throughout the system, is in response to a request from NYPD following a rash of recent thefts.

On behalf of MTA NYC transit, thank you for providing us with a forum to discuss our efforts in conducting a public information campaign on the topic of sexual harassment in the subway system. I am now happy to answer any questions you may have in this matter.



**THE CITY OF NEW YORK
OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN**

**SCOTT M. STRINGER
BOROUGH PRESIDENT**

**TESTIMONY OF MANHATTAN BOROUGH PRESIDENT
SCOTT M. STRINGER**

**BEFORE THE NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION
JOINTLY WITH THE COMMITTEE ON PUBLIC SAFETY AND THE COMMITTEE
ON WOMEN'S ISSUES**

Oversight Hearing on Sexual Harassment and Assault on New York City Subways

Thursday, November 19, 2009

Thank you Chairman Liu, Chairman Vallone, and Chairwoman Mealy for holding this important hearing.

In recent years, the City has committed substantial resources to protecting straphangers from terrorism, murders, muggings, and other perils. This is undoubtedly important work, but it does not cover the full gamut of crime that transpires in our mass transit system – or perhaps even some of the most terrifying. As you know, incidents of sexual harassment and assault are widespread, yet underreported. Just as sexual assault or harassment on open city streets would send alarm bells ringing, so too should the occurrence of gender-based violence on our underground highways. My hope is that today's hearing will be a step towards recalibrating the dialogue on the City's public safety agenda.

In a report issued by my office in July, 2007, I found an alarmingly high number of New Yorkers have been harassed or assaulted on subways. Most of these offenses went unreported. The key findings of our survey speak for themselves:

- 63 percent of respondents reported having been sexually harassed in the New York City subway system;
- One in ten respondents reported having been sexually assaulted in the New York City subway system;

- 69 percent of respondents who indicated that they were sexually assaulted reported that the incident took place during morning or evening rush hours.

I applaud the Metropolitan Transit Authority (MTA) for following my recommendation to initiate a public awareness campaign to educate riders about the risk of sexual harassment and assault in the subway system. This is an important preventative tool that raises the visibility of the issue and encourages victims to seek assistance. However, the MTA and the NYPD can – and should – do more.

Maintaining a strong police presence on subway trains and stations is an important and ongoing need, as is the importance of introducing and upgrading safety amenities throughout the transit network.

Furthermore, for a City that prides itself on making decisions informed by data, the importance of making data on sexual harassment on New York City subways publicly available is self-evident. Without this data, policymakers must rely on anecdotal evidence to gain a complete understanding of the problem and make sensible recommendations for improvement. Pretending that the problem does not exist by suppressing information is a foolhardy way to run a railroad and the MTA and NYPD should immediately tabulate and release any information on this issue. I have requested this data from the NYPD in accordance with the Freedom of Information Law in September, and I look forward to receiving this data next month.

I thank you again for holding this hearing. I pledge my full support to the City Council and the advocates gathered here today in working to better understand the full extent of this problem and developing a collaborative approach to creating a more secure transit system for all riders.

TESTIMONY TO COMMITTEES ON WOMEN'S ISSUES, TRANSPORTATION, PUBLIC SAFETY

November 19, 2009

I want to thank the committees on Women's Issues, Transportation and Public Safety for the opportunity to speak at this important hearing. My name is Meghan Huppuch and I am the Director of Community Organizing at Girls for Gender Equity. I am here today on behalf of the Coalition for Gender Equity in Schools which works directly with young people of color to combat sexual harassment and gender discrimination in New York City schools. I am also a steering committee member of New Yorkers for Safe Transit, which is dedicated to eliminating harassment and assaults on New York City public transit.

I will be relaying experiences of young women of color on the topic of "Sexual Harassment and Assault on NYC Subways". Some of the quotes I'll share with you are from a youth-led research project done in Brooklyn about the daily journey to and from school, others are from conversations I've had with young women that I work with.

Young women's lives are profoundly impacted by their experiences on the subway and in the transit system. Due to the structure of the school system, young people in New York City can spend hours traveling to and from school each day. The sense, and reality, of freedom attained through this journey is immeasurable. However, the freedom is in balance with daily instances of harassment and violence.

A young woman I work with, who lives in Brooklyn and travels more than an hour to and from her school in mid-town Manhattan, often has to stay late at school for rehearsals or meetings. She shared with me the experience of having a bus driver deny her entry because it was after 8:30pm and her student Metrocard was no longer in effect. Instead of transferring to the bus, she was forced to walk home, alone, in the dark. The time limit on student Metrocards not only poses a financial burden for students but puts them in dangerous situations. Young people's safety should not be jeopardized due to their participation in extracurricular activities.

This same young woman explained to me that "the first time I went to school in Manhattan, my mom told me to give people the eye [on the subway]...like I'm watching you – don't touch me." It is widely known and accepted that young women traveling on the subway must constantly remain alert to potential dangers. Some strategies that young women shared for getting to and from school safely: *stick to yourself, don't travel in packs but don't be by yourself, don't attract attention, take the right route, read signs, don't fall asleep, protect your stuff, have emergency numbers programmed into speed dials on your phone, and don't act slick with the police.* While these safety tips are useful, they also highlight the myths surrounding how to create safety for oneself in the subway. Regardless of the tactics employed, subway safety is elusive for young women.

Even when taking all of these precautions, young women are often subjected to verbal harassment, unwelcome advances and assault. One interviewee recounted her experience traveling to school one morning, "The most disgusting thing that ever, that a man ever did in front of me...happened on the train, though. It was only a couple of people. It was early in the morning. He tried to talk to me...and I...wouldn't talk to him,

and he pulled out his penis and started jerking off in front of me so I just got up and left the train and waited for the next one." Another interviewee explained what it's like to deal with daily harassment on the train: "Like, you get an attitude and you act tough. Like sometimes, when guys do bother you on the train, you might look around for someone to help you and everybody will just go in their newspapers." With no cell phone service and the dwindling presence of MTA workers young women experiencing harassment and assault on the subway have nowhere to turn.

By no means am I suggesting that more NYPD should be present – another young woman simply expressed "I wish I could go to school without getting stopped by the police." Each young person I spoke with told me about experiences getting "picked up" for truancy on their way to school. Dysfunctional or misplaced student Metrocards were one of the frequent reasons that this happened. This is another form of harassment, and criminalization, that must be considered as we consider how to improve young people's safety in the transit system.

Councilmember Lappin recently introduced a bill that would require the NYPD to collect data on complaints of sexual harassment on the subway system – including verbal harassment, inappropriate touching, and public masturbation. Sexual harassment and assault on the subway must be addressed in a systematic and transparent fashion. Collecting system-wide data about these instances has the potential to inform policy decisions and create real change in young people's lives.

However, in our society young women are socialized to expect harassment and assault and are taught to be silent about their experiences of it. This gives us an imperative as adult allies and decision makers. It is crucial to our goal of creating a safer transit system to continue to pursue young people's voices, to listen to them and to be informed by their experiences and recommendations in order to truly capture and change what is happening daily in the NYC transit system.



**New York City Alliance
Against Sexual Assault**

27 Christopher Street • 3rd Floor • New York, NY 10014

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**Testimony to the Women’s Issues, Transportation and Public Safety Committee
Hearing “Sexual Harassment and Assault on New York City Subways” by Harriet
Lessel, Executive Director**

November 17, 2009

Thank you for the opportunity to speak today on this very important issue. The Alliance would like to thank the Council and the Chairs of the Women’s Issues, Transportation and Public Safety Committees for holding this hearing.

Safety on the subway for everyone is of utmost importance to NYC. Our public transportation system is the lifeblood of the city, enabling all of us to take advantage of the work and leisure activities available in this great city of ours.

A report by the Manhattan Borough President’s Office in 2007 found that there was a significant amount of sexual harassment and sexual assault taking place in the subway system. This report found that very few women, who were the overwhelming majority of the victims, reported the crime to the NYPD.

In response, the MTA developed a subway campaign to alert New Yorkers that “forcible touching” is a crime and that it should be reported to the NYPD. We commend the MTA for this first step in recognizing the pervasive and damaging nature of sexual harassment on public transportation and their recognition that the public should know that it is illegal to engage in this behavior and can report to the NYPD.

We would like to hear about the results of the campaign. Has there been increased reporting of sexual harassment/assault on the subway? What training was provided to officers so they know how to respond to a report of sexual harassment, a crime in which it is very unlikely that the perpetrator will be identified?

The mission of the New York City Alliance Against Sexual Assault is to build the capacity of communities, organizations, and institutions to advance the right to live free from sexual violence and reduce the harm it causes individuals, families, and society. In keeping with our mission, we have developed a number of successful, evidence-based education campaigns on the topic of sexual violence including the Teen Health Map, which has a subway map on one side and teen-friendly resources after a sexual assault on

the other. The map was developed for young people to give to a friend since our study of NYC public high school students' experience of sexual and dating violence, "Partners and Peers" showed that the majority of them who experience sexual violence tell a friend first. Our BeSAFENYC campaign was shown on television, in movie theatres and Taxi TV to millions of New Yorkers with information on specialized sexual assault treatment programs via a newly launched website.

We believe that the city and the MTA can and should do more with additional public awareness campaigns that integrate training and data collection to make the public safe with the following considerations in mind:

- **Target audience**
 - The MTA's campaign targeted victims, in effect, making them responsible for reporting incidents. We recommend a campaign that targets bystanders from a social norms perspective.
- **Necessary information for target audience**
 - Referral information for victims to receive help is critical information on any kind of campaign on this issue.
 - For bystanders, we believe that raising awareness about appropriate interventions would be an approach worth exploring.
 - Campaigns that include a message about reporting should clearly indicate to whom a report should be made.
- **Supports for campaign to increase effectiveness**
 - For the MTA's present campaign, statistics gathering with a report for stakeholders as well as training for police officers who will be taking these reports of sexual harassment.

As the city's premiere anti-sexual violence advocacy organization, the Alliance would be remiss if we did not bring up the recent civil suit ruling related to a rape that took place on a subway platform in full view of a token booth clerk and train conductor that stated that MTA employees should not leave their booth/car under any circumstances, even to prevent a rape from occurring. While we understand the danger in intervening in a violent attack and recognize that MTA employees or bystanders cannot and should not put themselves in danger, there is something about this that feels just wrong. The Alliance believes that the best minds in public safety can come together and figure out a better way—one that protects the public as well as MTA employees.

For further information, contact Harriet Lessel at 212-229-0345 X301 or hlessel@svfreenyc.org



RightRides

Testimony before the Committees on Women's Issues, Transportation,
and Public Safety - November 19, 2009 Joint Hearing
"Sexual Harassment and Assault on New York City Subways"

Good Morning and thank you for the opportunity to testify. My name is Oraia Reid and I'm the co-founder and Executive Director of **RightRides for Women's Safety**. Our mission is to build safer communities by addressing gender-based harassment and assault.

My organization is also a founding member of **New Yorkers for Safe Transit**, a coalition of organizations and advocates dedicated to reducing harassment and assaults on public transportation in New York City. The coalition focuses on raising public awareness and facilitating changes that will make sure New Yorkers can get from one place to another, safely and securely.

I'd like to take this opportunity to introduce our work, overarching goals, and underscore our commitment to collaborate with Committees on Women's Issues, Transportation, and Public Safety as well as the MTA and the NYPD in order to create a safer subway system and a safer city.

The immediate goals of New Yorkers for Safe Transit include:

1) **Increase transparency in tracking and reporting sexual harassment and assault cases in the subway system.**

Recently, the Office of Manhattan Borough President Scott Stringer requested information from the MTA under the Freedom of Information Act, regarding reports of sexual harassment or assault in the subway system. The MTA responded that no records are kept on sexual harassment or assault. A similar FOIL has been issued to the NYPD, who have indicated they will respond next month.

We do know that only felony-level crimes are recorded in the subway system – for example a sexual assault may be listed as an aggravated felony, but this is still not transparent enough. We need precise data on a range of crimes from public lewdness, to verbal harassment, to groping, to sexual assault, in order to better advocate on behalf of straphangers and to push for tougher laws to combat these insidious crimes.

We were pleased to learn that Council Member Jessica Lappin introduced a bill this week that will require the NYPD to collect data on complaints of sexual harassment on the subway system. RightRides for Women's Safety and New Yorkers for Safe Transit stand behind Council Member Lappin and applaud the Council Member for taking the initiative to propose such important legislation, which will impact the safety and well-being of many thousands of New Yorkers.

Without complete transparency in tracking and reporting on the spectrum of sexual harassment and assault crimes in the subway system, how can straphangers educate themselves about these crimes, how can law enforcement hold perpetrators accountable, and how do we know that these crimes are in fact, decreasing?

2) **Re-open closed token booths and prevent more booths from closing.**

New Yorkers for Safe Transit is incredibly concerned that the MTA has already closed over 100 token booths and that more booths may be closed in the near future. The Authority claims that closures and station agent layoffs will not affect passenger safety



RightRides

and accessibility. Yet, it is unclear how the closed station booths and fewer personnel will NOT negatively impact safety for those who need assistance.

Last year, station agents summoned station command almost 200,000 times, which is nearly triple the number of incidences in 2000, according to data obtained by amNewYork. Station agents are the first responders to straphangers in need – they assist a range of scenarios, from helping people access the system, to making calls to station command in the event of an emergency.

126 subway stations currently lack public address systems and 9 of these stations have now lost a station agent. If subway riders find themselves alone in a station with closed booths and without a way to seek assistance, how can they get help if they are sexually harassed or assaulted?

3) **Advocate for installing working and monitored security equipment.**

We are very distressed to learn about the lack of security amenities such as working payphones, working public address systems, and working security cameras in the subway system.

We've learned that the MTA is installing PA systems in the stations that lack them, to assist transit riders in reaching an MTA employee. However, according to a spokesman for NYC Transit, this work won't be finished until 2012. This 3 year gap between eliminating station agents and providing basic safety amenities is unacceptable.

We've learned from station agents that many stations may have security cameras, but there are often no tapes in the cameras by which to record the day's events. With millions of riders relying on the subway system to commute safely, how can the MTA and the NYPD create a safe subway network, if security equipment is in disrepair or is non-existent?

We implore the Committees on Women's Issues, Transportation, and Public Safety, the MTA and the NYPD to prioritize the safety of ALL subway riders by increasing specific crime reporting and transparency in releasing crime data, maintaining staffing in the subways especially during the non-peak hours, and installing or repairing safety equipment. This will make a difference in the safety of the millions of straphangers who rely on public transit every day.

Again, thank you for the opportunity to testify. RightRides for Women's Safety and New Yorkers for Safe Transit Coalition look forward to working with the Committees, the MTA and the NYPD on these issues.

Oraia Reid
Executive Director, Co-Founder
RightRides for Women's Safety

oraia@rightrides.org
718-522-0822

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

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Date: _____

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Name: Lois Teadler V.P. Govt & Community

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I represent: MTA NYC Transit

Address: _____

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Name: Chief James Hall

Address: 1 Police Plaza

I represent: Chief of Transit, NYPD

Address: 1 Police Plaza

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Name: Hilary Nemchik (on behalf of Scott Stringer)

Address: 1 Centre St 19th Floor South

I represent: Scott Stringer Manhattan BP

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

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Date: 11/19/09

Name: ORALIA REID (PLEASE PRINT)

Address: 26 CRT ST

I represent: RIGHTS FOR WOMENS SAFETY

Address: + NEW YORKERS FOR SAFE TRANSIT

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Date: 11/19/09

Name: Meghan Huppach (PLEASE PRINT)

Address: 1360 Fulton St Suite 314

I represent: Girls for Gender Equity / New Yorkers for

Address: same as above Safe Transit

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

in favor in opposition

Date: _____

Name: SASKIA SHUMAN (PLEASE PRINT)

Address: _____

I represent: NYC Alliance Against Sexual Assault

Address: _____

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