

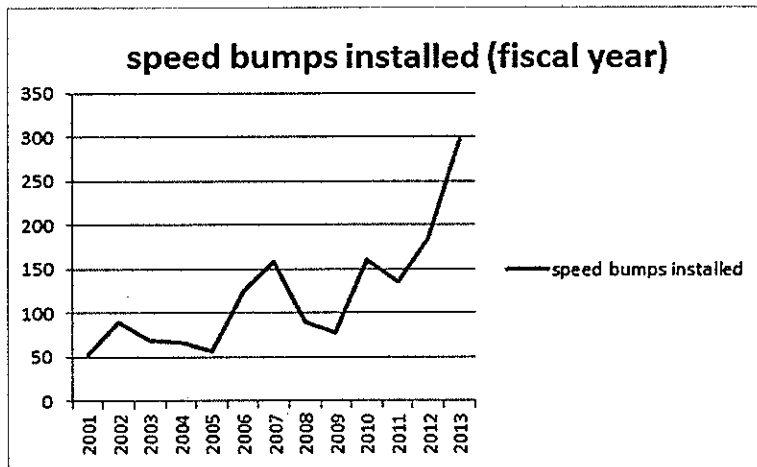
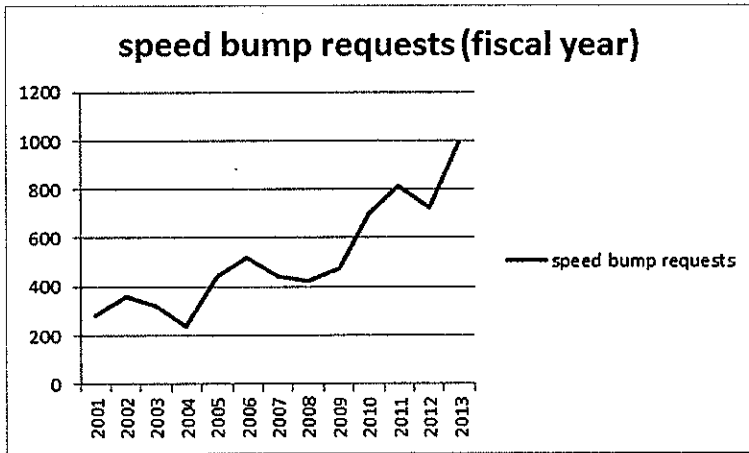
**NEW YORK CITY DEPARTMENT OF TRANSPORTATION  
HEARING BEFORE THE CITY COUNCIL  
COMMITTEE ON TRANSPORTATION  
October 10, 2013**

Good morning Chairman Vacca and members of the Transportation Committee. My name is Kate Slevin and I am the Assistant Commissioner of Intergovernmental Affairs for the New York City Department of Transportation (DOT). Thank you for the opportunity to testify on Intro 732 in relation to speed bumps near schools and on Intro 1155 in relation to bus lanes. We wholeheartedly agree with the spirit of both bills and look forward to working with you to enhance mobility and safety on our streets.

Intro 732 would mandate DOT to install speed bumps at new and existing public schools within two years. DOT shares the Council's goal to enhance safety on the city's streets, especially near schools. Over the past six years, we have dramatically increased the number and quality of our safety initiatives and developed the most comprehensive and effective school safety program in the United States. This includes work to lower speed limits in school zones, new traffic calming treatments near schools and in high crash corridors, speed enforcement cameras, and a new residential slow zone program. Our "That's Why It's 30" campaign reminds New Yorkers of the standard speed limit and that a pedestrian struck at 40mph is 3.5 times more likely to be killed than one struck at 30 mph. As a result of these efforts, traffic fatalities over the past decade have declined by over 30%.

Speed bumps are among the most effective of all traffic calming devices at reducing vehicle speeds. DOT before/after studies found an average of 19% reduction in speeds where speed bumps are in place. They have been shown to reduce crashes as well; DOT analysis has found that speed bumps reduce injury crashes by approximately 40%.

Speed bumps are a key component of DOT's school safety and Neighborhood Slow Zone programs. They are also available upon request by citizens, community boards and elected officials. New Yorkers' demand for speed bumps is on the rise, and DOT has prioritized its speed hump program. As a result, the number of speed bumps in the city has nearly doubled in the last six years. DOT has installed 2,153 speed bumps citywide, with 51% of these in the vicinity of schools. As reported in the *Daily News* earlier this week, we have installed 248 speed bumps since January, surpassing the 240 installed in all of 2012.



If the speed bump is installed immediately adjacent to a school, the area will also receive a Reduced Speed Zone treatment and be accompanied by signs posting a 15 or 20 mile per hour speed limit. Even if the speed bump proves to be infeasible, DOT would still lower the speed limit during school hours with signs, flashing signals, and high visibility street markings. DOT has installed such speed zones around 156 schools, with 88 more schools awaiting installation.

DOT's Safe Routes to Schools program also uses speed bumps to enhance safety. Safe Routes to Schools is DOT's initiative to enhance safety at middle and elementary schools— both public and private— with the highest crash and injury rates. Short term safety measures have since been installed at 135 “priority” schools, including new traffic and pedestrian signals, exclusive pedestrian crossing time, speed bumps, high visibility crosswalks and new parking regulations. In fact, all priority schools studied are considered for speed bumps, regardless of

the presence of speeding. We began capital construction on long term improvements at many of the first round of 135 schools, including treatments such as curb extensions, pedestrian islands, raised medians, and sidewalk widenings. DOT is currently pursuing short term improvements at the next round of 135 priority schools. In addition, DOT has enhanced the street markings and signage around nearly 1,500 primary and secondary schools.

Our focus on safety through the use of speed bumps is not limited to schools: the Neighborhood Slow Zone program reduces the posted speed limit from 30 mph to 20 mph in select residential area and adds safety measures in order to change driver behavior. There are currently 14 slow zones in the City that include a total of 149 speed bumps along with other treatments. The program has transformed more than 65 miles of streets.

I'm pleased to share with you good news about our Neighborhood Slow Zone program today. This morning we announced the latest expansion of the program to 15 new communities across the city. These areas were selected from among 74 applications for implementation over the next three years, and will include three new zones in Manhattan, three in the Bronx, five in Brooklyn, three in Queens, and one in Staten Island. Each location was requested by local applicants and evaluated based on crash history, community support, proximity of schools, and senior and daycare centers, among other criteria. Prior to the completion of these new zones, DOT plans to re-open the application process and invites neighborhoods across the city to apply for the next round of this groundbreaking program.

DOT is proud of our efforts to enhance safety throughout the city, especially in areas adjacent to schools. We would be delighted to work with Chairman Vacca and the Transportation Committee members to support additional funding for current DOT programs to install speed bumps. Requiring the speed bump program as proposed in Intro 732, however, would cost an additional \$54 million in labor, equipment and materials, and redirect resources from areas we know deserve attention. Intro 732 would mandate the installation of approximately 4,500 speed humps in two years, more than double what DOT has installed citywide since 1996. And while we are working diligently to install speed bumps near schools, we don't have the operational resources to meet this mandate anytime in the near future. We focus our limited resources on installing speed bumps where they are most needed, and already face a backlog in our speed bump program. We also believe it is more appropriate to rely on engineering judgment, rather

than legislative mandate, to make decisions about whether speed bumps or other traffic calming treatments are appropriate to enhance safety in a particular location.

Now moving on to Intro 1155, which would codify an existing DOT rule that allows vehicles to enter a bus lane in order to make the next available right turn. There are 66 miles of bus lanes in NYC, a portion of which serve the five current Select Bus Service (SBS) routes. A sixth SBS route will launch next month on Nostrand and Rogers Avenue in Brooklyn, which will add an additional eight miles of bus lanes. The SBS program is highly effective at cutting daily travel time as much as 20% for over 200,000 trips. Enforcement of these bus lanes – with cameras or NYPD officers - is necessary to keep buses moving. The state has authorized the use bus lane enforcement cameras on six SBS routes, supplementing existing NYPD enforcement.

DOT is currently in the process of updating our bus lane rules to make them straightforward so that drivers are not issued tickets for behavior that is safe and reasonable. As part of this, we want to make sure that drivers always have enough space to safely enter the bus lane to make the next right turn, even when there are several locations for legal right turns spaced closely together (such as when there is a driveway just past a street where a right turn can be made). To do this, we are in the process of adding language to the bus lane rule specifying that a person may enter the bus lane *200 feet prior to making any right turn, even if it's not the next right turn*. These changes reflect public comments, including those from Council Members Ignizio and Oddo.

The new changes to the bus lane rules will go into effect by the end of this year; however DOT has already adjusted bus lane cameras so that we do not issue violations to vehicles that are in compliance with this new rule. We will continue to monitor our bus lanes and their associated violations to learn how the new rules are working, and are happy to continue the conversation with local elected officials and community members to learn if other aspects of the bus lane rule would need to be adjusted through the rule making process. Addressing concerns like this through agency rules, rather than legislation, allows us the flexibility to respond to these concerns.

Thank you for the opportunity to testify today, I would be happy to answer questions at the conclusion of the testimonies given.

**STATEMENT OF**  
**SUSAN PETITO**  
**ASSISTANT COMMISSIONER, INTERGOVERNMENTAL AFFAIRS**  
**NEW YORK CITY POLICE DEPARTMENT**  
**BEFORE THE NEW YORK CITY COUNCIL**  
**TRANSPORTATION COMMITTEE**  
**OCTOBER 10, 2013**

**Good morning, Chairman Vacca and members of the Council. I am Susan Petito, Assistant Commissioner of Intergovernmental Affairs of the New York City Police Department. I am joined by Inspector Dennis Fulton, Executive Officer of the NYPD's Office of Management Analysis and Planning. On behalf of Police Commissioner Raymond W. Kelly, we are pleased to be here today to offer the Administration's comments on Intro. 1163, which would amend the City Charter to require the Department of Information Technology and Telecommunications to add the mapping of traffic crashes to the interactive crime map established by Local Law 39 of 2013.**

**As we recently discussed during a hearing of this Committee which was held last week, there is an intense and comprehensive focus within the Police Department on the issue of traffic safety, and the prevention of vehicle collisions. The Council's interest and concern regarding this subject is also intense, and since August of 2011, pursuant to Local Law 12 of 2011, the Department has posted on its website traffic-related data reflecting the number of moving summonses issued, as well as data on all reported vehicle collisions. The data is posted on a monthly basis in both PDF and Excel spreadsheet formats, and is fully searchable so that it may be accessed or organized according to any user's needs and preferences. The data is also available through the City's Open Data portal at [nyc.gov/data](http://nyc.gov/data).**

**Intro. 1163 does not define the term "traffic crash," which would seem to include both reported and unreported collisions. However, because the Police Department would not be aware of unreported collisions, we will assume for purposes of this discussion that the intent of the bill is to direct DoITT to add to the crime map it is currently developing an additional layer, reflecting the vehicle collision data already posted on the Police Department's website pursuant to Local Law 12 of 2011.**

**The Police Department and DoITT are working closely together to design and implement the interactive crime map contemplated by Local Law 39 of this year. However, the bill before you would add to that map, which has yet to be established, a new layer of unrelated data drawn from different sources and reflecting different categories of information. If the bill were to continue to direct that all of the data be captured in one map, we respectfully suggest that before additional, unrelated elements be mandated for inclusion, the underlying interactive crime map should be able to be established, reviewed,**

and modified as needed, when actually up and running, so that any problems or glitches may be addressed, before adding new and potentially complicating elements.

**Intro. 1163** raises an additional question, however, regarding the manner in which the vehicle collision data itself would be represented on a map. Although the bill would require that collisions be mapped according to “each segment of a street,” collision information is not compiled in that manner. The Police Department’s vehicle collision data is gathered from information contained in Police Accident Reports, which are New York State Department of Motor Vehicle-mandated forms, prepared by police officers in accordance with DMV guidelines. These reports do not require or contain street addresses for collisions. Rather, locations are captured in relation to the nearest intersection. Therefore, the location of a collision occurring in the middle of a block is reflected in the data posted on the Department’s website as occurring at the cross street closest to the actual event. Were this data to be mapped as envisioned by **Intro. 1163**, and especially because of the visual nature of the information conveyed, a map would be inherently misleading, since all collisions in the vicinity of an intersection would appear as having happened at the intersection itself, even if the collisions took place well down the block. We suggest that a map would in fact exacerbate this inherent limitation of the data.

In addition to the substantive issues presented by the bill, we are concerned that this specific a legislative directive would go beyond the traditional purposes of the City Charter, and would more appropriately be located within the Administrative Code. Because the bill seeks in essence to create a new type of map drawn from a different set of data than the data utilized to create the interactive crime map mandated by Charter Section 1072, the bill lacks the parameters and definitions contained in Administrative Code Section 14-153, entitled “Traffic Data,” which would clarify the data set contemplated.

In conclusion, we are unable to support enactment of **Intro. 1163**, and suggest that anyone who wishes to map the vehicle collision data already posted by the Police Department may do so, without requiring the City to expend the police and technological resources necessary to design and implement such a map. Thank you for the opportunity to offer our thoughts on **Intro. 1163**, and we will be pleased to answer any questions you may have.

**STATEMENT OF AAA NEW YORK, INC.,  
BEFORE THE NEW YORK CITY COUNCIL  
COMMITTEE ON TRANSPORTATION  
NEW YORK, NY  
October 10, 2013**

My name is Jeffrey Frediani, I am a Legislative Analyst with AAA New York. AAA New York serves more than 1.6 million members residing in the City of New York and adjacent counties of New York State.

We support Intro 1163, requiring the City to provide a traffic crash map at no charge on the City's website. While some of this data is already available online, currently, one must try and navigate through various city websites and publications – or worse, file a Freedom of Information request - to try and compile traffic crash data. Compiling it in one, easily searchable website no more than one month after the date of a crash occurred will greatly increase data transparency of motor vehicle crashes in the City. For example, AAA has been a supporter of the City's red light camera program since its inception in 1994. Unfortunately, we have been unable to evaluate crash data to assess the safety benefits of the program. In fact, our staff was asked by City officials to FOIL the annual report – so mandating crash data be publicly available would go a long way towards assessing these safety programs.

We also support Intro 1155, which permits drivers to enter a bus lane for the exclusive reason of making the next right turn. In our opinion, this legislation will help clarify the law and prevent unjustified automated enforcement tickets for bus lane violations.

Finally, we also appreciate the goals of Intro 732, legislation intended to enhance

safety in school zones. We all share a commitment to enhancing pedestrian safety, especially when those pedestrians are school children. In fact, AAA's Traffic Safety staff interact with the city's schools by installing school safety patrols and conducting pedestrian safety programs to tens of thousands of school children. However, we respectfully suggest the council consider amending section "e" of this legislation to encompass an exception for "public safety" as well. This would help address potential impacts of speed humps on emergency services, including fire, police and EMS.

Thank you for the opportunity to comment.





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## October 10, 2013 Transportation Committee Hearing

Int. No. 732 - In relation to requiring the installation of speed humps on streets adjacent to public schools.

Int. No. 1155 - In relation to right turns from bus lanes.

Int. No. 1163 - In relation to requiring the department of information technology and telecommunications to create and maintain an interactive website detailing traffic crash data.

Good morning. Thank you Chair Vacca and members of the Committee for the opportunity to testify. My name is Juan Martinez and I'm Transportation Alternatives' General Counsel. We are a 40-year old non-profit, with over 100,000 activists in our network, dedicated to improving the safety of New York City's streets. I'm here to testify in favor of these three bills. In particular, our organization strongly supports Int. No 1163, which would provide the city with an interactive crash data website. This will improve transparency, enable agencies to more precisely and efficiently focus their limited resources, empower communities to make their own streets safer, and ultimately improve the safety for every New Yorker who walks, bikes or drives.

### Int. 732: Speed Humps by Schools

Safety must be our highest priority near schools, because children are so vulnerable to the dangers posed by traffic crashes. This bill aims to protect children by calming traffic on streets near schools, an important aim. We ask the Council to go even farther than mandating speed humps, and direct the DOT to evaluate the use of the full suite of safety tools near every school, through a rapid expansion of the Safe Routes to School program.

Twenty years ago, T.A. joined with then-Bronx Borough President Fernando Ferrer to launch the first "Safe Routes to School" initiative in North America. With the support of the Governor's Traffic Safety Committee, we launched the program at five schools in Hunts Point, and brought parents, students, teachers and principals together with traffic engineers to identify dangerous locations for pedestrians and develop solutions. From these humble beginnings, Safe Routes to School has become a national program, with hundreds of millions of federal dollars invested to make it streets across the country safer for children.

The Safe Routes to School program has been proven to greatly increase the safety of elementary and middle school children walking and biking to school every day. The program supports projects like speed humps, highly visible crosswalks, pedestrian signals, and speed boards, all of which help to ensure that children are safer. A Columbia University study published in the *American Academy of Pediatrics* journal earlier this year found that these efforts in New York City have cut school-age pedestrian injuries by a third in areas where improvements have been made.<sup>1</sup>

However, because of funding constraints, only 135 of the city's 1,471 elementary and middle schools have had improvements completed. An additional 135 schools have been identified as needing immediate intervention,

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<sup>1</sup>DiMaggio, Charles, MPH, PHD, and Guohua Li, MD, DrPH. "Effectiveness of a Safe Routes to School Program in Preventing School-Aged Pedestrian Injury." *American Academy of Pediatrics* 131.2 (2013): 290-96. *Effectiveness of a Safe Routes to School Program in Preventing School-Aged Pedestrian Injury*. Web. 09 Oct. 2013. <http://pediatrics.aappublications.org/content/early/2013/01/08/peds.2012-2182.abstract?sid=37912a9e-6720-4edf-9020-2c00ddf82dc9>

but very few of these interventions have been completed. The American Academy of Pediatrics study found that if Safe Routes to School was expanded to all of the city's elementary and middle schools, **hundreds of injuries to children could be prevented each year**. We're more than 1,000 schools away from meeting that goal.

The good news is that the program is relatively cheap – the program is currently funded at \$9.2 million over five years, with only \$1.8 million, or \$360 thousand a year, coming from City coffers. While recent changes in the federal distribution of money for these programs need to be carefully examined, if the match remains intact it would be easy to imagine that doubling or tripling the program's size could be done with a very small investment by the City. And the returns would be enormous. Safe Routes to School are saving children's lives – every school should receive these interventions, and can, if the Council is more aggressive about taking advantage of these federal dollars.

### Int. 1163: Interactive Crash Data Website

In 2011, this Council passed and the Mayor signed landmark legislation, authored by Council Member Lappin, which aimed to allow all New Yorkers the opportunity to assess the relative safety of their street, or the route their child walks to school, or in their neighborhood at large. Despite the overwhelming support from this body, and the scrutiny from this Committee on the implementation of that law, New Yorkers still are unable to tap into this enormous resource. The demand, however, is very high for a solution to this problem, and today the Council has identified a solution which we wholeheartedly embrace.

First, a note about the demand: Our organization receives, on average, four requests a week for crash data from elected officials, reporters, community board members, or civic groups. In just the past week, we've received calls from:

- a coalition of Greenpoint, Brooklyn groups searching for statistics on crashes caused by trucks in their neighborhood,
- journalists who needed statistics on 1) crash trends in the entire borough of Queens, 2) a patch of the Lower East Side in Manhattan and 3) the intersection of 79<sup>th</sup> street and Fifth Avenue;
- a neighborhood resident who wanted to know about a stretch of Maspeth Avenue near her home.

We are thrilled to help these people when we can – indeed, we view it as an essential function of our office- but the truth is that we can't keep up with the requests to sift through the data and produce maps to fulfill each of these requests. And of course we always make sure that people know about the NYPD's website, but that site never really meets their needs.

Int. 1163 represents an important step forward in terms of presenting this information in a fashion that New Yorkers can view, understand and use. And that important step has the potential to become one huge leap if the sponsor and the Committee were to take this bill one step further, and in addition to requiring the information be placed on a map also ask that it be made available by DoITT for download in a format that researchers, computer programmers, entrepreneurs and advocates can utilize to make our City safer.

We are greatly appreciative of the Committee's attention to these issues, and look forward to taking your questions.

Hello,

My name is John Krauss. I'm a freelance web developer and the creator of two websites that work with the existing NYPD collision releases, the first being the "NYPD Crash Data Band-Aid" (<http://nypd.openscrape.com>), the second being "NYC Crashmapper" (<http://crashmapper.com>). I programmed both of these sites in my spare time without compensation. I receive no personal benefit from the operation and maintenance of these sites; their continued existence depends on my volition.

The Crash Data Band-Aid website takes the existing monthly Excel spreadsheet releases and reprocesses them into a format that a computer can read more easily. The Crashmapper website uses this processed data to show an interactive map of collisions from the city-wide to the intersection level.

I wrote the code to process the existing Excel and PDF releases because the data that is currently published is virtually unusable. The massive PDFs are difficult to search by intersection, especially if you want to search across several months. The Excel sheets have major formatting errors that seem to be an artifact of being copy-pasted from the PDFs, and also make looking through multiple months nearly impossible. Since individual cells in both formats sometimes contain multiple values, a total reorganization of the underlying format is necessary to do the most basic analysis -- for example, finding out the number of collisions involving speeding for a set of intersections for one year.

The currently published data also does not include GPS coordinates for any intersections. I've gotten help obtaining these numbers, and every month new intersections are run through a process that obtains their GPS coordinates. However, this process is error-prone in up to 10% of new intersections. This introduces artificial error into the data, especially when aggregated.

While the Crash Data Band-Aid and Crashmapper allow for some insight into the current crash data releases, for the reasons outlined above, they are an unsustainable and unreliable solution for the future. Having to totally re-process the data to make it ready for analysis greatly \*decreases\* the integrity of the data. Considerable and definite possibility for error is introduced during re-processing, re-formatting and attachment of GPS coordinates. Depending upon the volunteer time and abilities of a private citizen renders the entire supply of data, and any further applications built upon it, extremely vulnerable and unsure.

I called it the Crash Data Band-Aid for a reason: it's just a band-aid for this data. It is not a permanent solution.

If we want to promote new, innovative work by creative entrepreneurs interested in harnessing the informative and insightful power of this data, we have to establish a high-quality original source. Anything less is not good enough for major new investment or work based on this valuable dataset.

Thank you for your time,  
-John Krauss

Code for America testimony for INT NO 1163-2013

Good morning New York City Council. It is a great honor to address you and represent New York City's technology community. Particularly, a rather active group of technologists - the civic technologist.

I am Noel Hidalgo. I work for Code for America and co-founded BetaNYC.

Code for America envisions a government that works by the people, for the people, in the 21st Century.

BetaNYC is a Code for America brigade in New York City. Additionally, we are members of the New York City Transparency Working Group that got the best Open Data Law passed. Our City's Open Data law.

Every week, my community gathers around tables and computers to build better interfaces for government. We are comprised of hackers, mappers, and yackers. We have a community programming night - "a hacknight" - at NYU Rudin where we explicitly explore bicycle related data. In general, we take the City's open data and put it to good use.

With our NYU Rudin event, we are concerned about safe streets for everyone - pedestrians, cyclists, and vehicles. Because of poor, inconsistent, and non-existent crime and crash data creating tools to make safer streets is next to impossible.

As community members, we do not have the data to make safe decisions on when is a safe time to leave our house nor which way to go.

As City Council members, you do not have the data to know what is happening on the streets. Yet, the data exists!

In 2008, Washington DC challenged its civic technologists to start building apps on civic data. In its first year alone, 10 apps were created to build a safer DC. In 2009, NYC implemented BigApps - a program challenging its civic technologists to build apps on civic data. BigApps has gone through four iterations and fostered New York City to be New TECH City. Yet, because of NYC's poor public safety data, we have not had the opportunity to build tools to make better and safer decisions.

I should point out that Ontodia, a winning BigApps team is here with us.

New York City needs your help. Because of NYC's poor public safety data, we can not build tools for community boards to have insight into their communities. Because of NYC's poor public safety data, we can not build tools to have immediate insight into crimes and crashes in your City Council districts.

Seattle, Chicago, San Francisco, Baltimore, and our nation's capital, Washington DC, produce open, detailed, and frequent crime and crash data for developers to integrate into their tools and generate insight.

We call on the council to amend this bill to cover crime AND crash data. Additionally, this bill needs to be amended to move away from legislating a user interface and focus on the raw and fundamental data. We need crime and crash data geolocated and published in a daily, disaggregated basis. The raw data needs to be openly available and frequently updated. We need this data to build a city by the people, for the people, and for the 21st Century.

Thank you for your time,  
Noel Hidalgo  
[noel@codeforamerica.org](mailto:noel@codeforamerica.org)

**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: 10/10

(PLEASE PRINT)  
Name: Kate Stevin, Assistant Commissioner

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

I represent: NYC Dept. Transportation

Address: 65 Water St.

**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: 10/10/13

(PLEASE PRINT)  
Name: Asst. Comm. Susan Petito

Address: 1 Police Plaza

I represent: NYPD Intergovernmental Affairs

Address: 1 Police Plaza

**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: 10/10/13

(PLEASE PRINT)  
Name: Inspector Dennis Fulton

Address: 1 Police Plaza

I represent: Executive Officer, NYPD Office of Management Analysis & Planning

Address: 1 Police Plaza

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: 10/10/13

Name: Jeffrey Frediani (PLEASE PRINT)

Address: 1415 Kellum Place, Garden City, NY 11520

I represent: AAA New York

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: 10/10/13

Name: NOEL HIDALGO (PLEASE PRINT)

Address: 85 DRIGGS AVE 3L BKLYN

I represent: CODE FOR AMERICA/BETANYC

Address: 150 COURT ST 2ND FL BKLYN

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



THE COUNCIL  
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*Crash  
map*

Appearance Card

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in favor  in opposition

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

(PLEASE PRINT)

Name: BERITHE

Address: 348 W 32<sup>nd</sup> St

I represent: CHEKEDS

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1163 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Juan MARTINEZ

Address: 127 W 26 #1002

I represent: Transportation Alternative

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

in favor  in opposition

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

(PLEASE PRINT)

Name: John Krauss

Address: 373 Atlantic Ave Apt 1

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

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: 10/10/13

(PLEASE PRINT)

Name: Nathan Storey  
Address: 113 Lefferts Pl., Apt #4, Brooklyn, NY 11238  
I represent: Ontodia, Inc.  
Address: 137 Varick St., Floor 2, New York, NY 10013

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. 1163 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 10/10/13

(PLEASE PRINT)

Name: A. Scott FALK  
Address: 243 E. 59th St. #5B 10022  
I represent: N/A  
Address: \_\_\_\_\_

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