

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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January 22, 2016
Start: 10:05 a.m.
Recess: 4:45 p.m.

HELD AT: Council Chambers - City Hall

B E F O R E: Ydanis Rodriguez
Chairperson

COUNCIL MEMBERS:

Daniel R. Garodnick
James Vacca
Margaret S. Chin
Stephen T. Levin
Deborah L. Rose
James G. Van Bramer
David G. Greenfield
Costa G. Constantinides
Carlos Menchaca
I. Daneek Miller
Antonio Reynoso
Donovan Richards

A P P E A R A N C E S (CONTINUED)

Mindy Tarlow
Director of the Mayor's Office of Operations

Alessandro Olivieri
General Counsel for NYC Department of Parks

Captain Charles Hammer
Executive Officer of Traffic Operations at NYPD

Daniel Kass
Deputy Commissioner for Environmental Health at
Department of Health and Mental Hygiene

Jeff Lynch
Assistant Commissioner for International Affairs
at Department of Transportation

Amit Bagga
Deputy Commissioner of External Affairs at
Department of Consumer Affairs

Christina Hansen
Teamster Carriage Driver

Steve Malone
Teamster Carriage Driver/Operator

Demo Demopoulos
Secretary Treasurer Teamsters Local 553

Conor McHugh
Manager of Clinton Park Stables, Teamsters Local
553

A P P E A R A N C E S (CONTINUED)

Laramie Flick
Acting President of NYC Pedicab Owners
Association

Tupper Thomas
Executive Director of New Yorkers for Parks

Ibrahim Donmez
Pedicab driver/organizer

Allie Taylor
Executive Director at NYCLASS

Joyce Friedman
Human Society of United States, New York City
Coordinator

Dan Matthews
Senior Vice President of PETA

Michelle Villagomez
NYC Legislative Director for ASPCA

Jane Hoffman
President of Mayor's Alliance for NYC's Animals

Sharon Discorfano
NYC Bar Association Committee on Animal Law

Edita Birnkrant
Campaign Director for Friends of Animals

Elizabeth Forel
President of Coalition to Ban Horse-drawn
Carriages

Elinor Molbegott
Legal Counsel for Humane Society of New York

A P P E A R A N C E S (CONTINUED)

Eric McClure
Executive Director of StreetsPAC

Giovanni Colbert [sic]

Olger Tappa [sp?]
Horse and carriage driver

Tim Shakroff [sp?]
Pedicab driver

Serkay Majichek [sp?]
Pedicab driver

Abdul Mentessur [sp?]
Pedicab driver

Erika Matthews
Animal Legal Defense Fund

Elia Morkenchef
Pedicab driver

Alexander
Pedicab driver

Roman Zi [sp?]
Pedicab driver

Marsha Himler
New York State Horse Council

Alison Clarke
New York State Horse Council

Beth McReynolds
Gallop NYC

Jovanni Pailota [sp?]
Horse owner

A P P E A R A N C E S (CONTINUED)

Amud Asal [sp?]

Amanda Mokel-Chance [sp?]

Ruth Moore
New York State Horse Council

Louis Goldstein
Democratic Party

Barry Benope [sp?]

Richard Costella
Pedicab tour company owner

Ashely Byrne
PETA

Lee Buckman
Pedicab Driver

Linda Doria
NYCLASS

Musa Fal [sp?]
Pedicab driver

Nelly Mckai [sp?]

Madison Reyes [sp?]

Cornelius Byrne
Stable owner

Ibrahim Bahri
Pedicab driver

Michelle Loughmeister
Citizen of Upper West Side

A P P E A R A N C E S (CONTINUED)

Sean Khorsandi
Landmark West

Naomi Semeniuk
Lenox Hill North

Michelle Alvarez
Catskill Animal Sanctuary

Walker Blankinship
Prospect Park Stables

Ava Seavey
Manhattan Chamber of Commerce

Marco Moore
Pedicab driver

Seiqu Quitar [sp?]
Pedicab driver

Andrew Kaplan
Veterinarian

Eileen Dee [sp?]

Elijah Mohammed
Pedicab driver

Rebecca Wolfe

Barbara Garber
ASPCA

Joshua Sausville
Carriage Driver

Adrian Mares
Carriage driver

A P P E A R A N C E S (CONTINUED)

Mama Dejeallo [sp?]
Pedicab driver

Hasan Araski [sp?]
Pedicab driver

Kelsey Adami

Ariel Pense [sp?]

Lynette Two Bulls
Sioux Nation

Chief Phillip Whiteman
Sioux Nation

Hamid Akhiri
Pedicab driver

Brad Landau
Friends of Animals

Jill Carnegie

Nora Constance Marino

Linda Ann Gray [sp?]

Zelda Penzel
People for the End of Animal Cruelty

Jonc Mama Madu [sp?]
Pedicab driver

Joheni Kobuck [sp?]

Donny Moss
Director of Blinders documentary

Maria Clara

A P P E A R A N C E S (CONTINUED)

Emily McCoy [sp?]

Rose McCoy [sp?]

Roxanne Delgado

Shimone Shukat [sp?]

Jean Catchadorian [sp?]

Amanda Citarella
Benevolent and Enlightened Beauty

Joel Bartlett
PETA

Rachel Tractaburg [sp?]

Roberto Benelli [sp?]

Danielle Sandau [sp?]

Deborah Thomas

Amy Sternberg [sp?]

Tracy Everett

Aristit Pascal [sp?]
Pedicab driver

Timone Nazrakof [sp?]

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2 CHAIRPERSON RODRIGUEZ: Good morning
3 everyone and welcome to today's hearing for the New
4 York City Council Transportation Committee. My name
5 Ydanis Rodriguez, and I chair this committee. Today
6 marks the latest step in an issue that has seen its
7 fair share of attention over the past two years. We
8 will hear legislation aimed at removing horses from
9 the street Midtown Manhattan. Over the past two
10 weeks, Mayor Bill de Blasio, Speaker Melissa Mark-
11 Viverito and the Teamsters Joint Council 16
12 representing the horse carriage drivers released an
13 agreement that has been widely discussed since.
14 Today, we on the committee are prepared to hear from
15 all sides of this issue in an organized and open
16 forum. We understand that this is a contentious
17 issue with many impassioned advocates, and we will
18 take in all of your concerns to arrive at a point we
19 hope where the parties involved are satisfied. While
20 I have my own position on this issue, today is an
21 opportunity for my colleagues and me to listen and
22 hear your voices. The bill we will hear today at the
23 request of Mayor de Blasio, Intro 573-A co-led by my
24 colleague Council Member Dromm and myself, would
25 transfer the operation of horse carriages from the

1 streets of Manhattan to be exclusively operated in
2 Central Park, unless moving to or from their offsite
3 stables. Starting on December 1st of this year, no
4 more than 110 horse carriage operation license would
5 be valid at any given time. This number would then
6 fall to 95 following the construction of new stables
7 within the park itself by October 2018, thereby
8 eliminating the need for horses to travel to and from
9 the park through traffic. If the stable is not
10 completed by this date, Parks Department will submit
11 a report explaining why in and a updated timeline for
12 completion. Until this time, horses cannot be
13 operated on the street to move to the park during
14 rush hours, 7:00-10:00 a.m. in the morning or 4:00-
15 7:00 p.m. in the evening. The stables to be
16 renovated at 85th Street in Central Park will be
17 required to have stalls of 100 square feet with a
18 minimum width of seven feet to give horses enough
19 space to move. Once the stables are built, no more
20 than 75 horses can be stabled and/or operated in New
21 York City at any given time with the other 20 to be
22 placed on furlough outside of the city for relaxation
23 and rest. New York City Parks Department and DOT
24 will choose locations throughout the park where the
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1 horses' carriages can pick up and drop of passengers.

2 Carriages will only operate for nine hour shifts

3 within a 24-hour period, and will only be allowed to

4 drive during the hours of operation to Central Park.

5 DOT and the NYPD will determine routes for carriages

6 to operate within the park. Violation of any of

7 these stipulations would result in fines of \$100 for

8 the first offense and \$500 for the second offense.

9 Upon licensing a horse, they must be outfitted with a

10 microchip including their ID number. They must also

11 wear a GPS device. Licensors must sign a

12 certification that they will not sell or otherwise

13 transfer their license and horse to someone or other

14 entity that intends to slaughter [sic] the horse.

15 Violation of this will result in fine of \$2,000

16 dollars. This law has been proposed to protect

17 horses in New York and to keep time honored [sic]

18 industry alive. As you can see, getting a compromise

19 in New York City is a tough job, but we believe that

20 throughout this legislation horses will be safer,

21 jobs will be preserved, and everyday New Yorkers will

22 still be able to enjoy what has long been a New York

23 City tradition. I'm glad we have this opportunity

24 today to end all conjecture about what the city might

1 do, and instead look into what is proposed in
2 writing, something all sides can clearly refer to,
3 not open to speculation. I want to thank everyone
4 from coming and I assure you that we will get through
5 each of your testimony before we leave here today.
6 Given the large numbers of people requesting to offer
7 testimony, we will be placing members of the public
8 on a short clock. I want to thank my committee staff,
9 Kelly Taylor, Policy Analyst, Johnathan Masserano,
10 Gafar Zaaloff, as well as my Chief of Staff Carmen de
11 la Rosa [sp?] and Deputy Chief of Staff Rosa Murphy
12 [sp?] for their hard work in putting this hearing
13 together. I now offer my colleague and friend, co-
14 sponsor of Intro 573-A, Council Member Dromm, and
15 opportunity to speak on the bill.
16

17 COUNCIL MEMBER DROMM: Thank you very
18 much, Mr. Chair. No compromise is perfect, but I am
19 happy to say that the common sense measures now in
20 Intro 573A will accomplish one of the major goals we
21 should have as a city, primarily keeping our streets
22 safe and treating our animals humanely. When I first
23 became involved in this issue, I grew particularly
24 concerned with the horses making their way through
25 very intense New York City traffic. The images of

1 the accidents and near accidents and around 59th
2 Street and Central Park South compelled me to work
3 with this Administration to introduce legislation.
4 This bill will restrict the horse carriages to the
5 park, away from honking cars, massive trucks, and all
6 the hazards faced by animals navigating these
7 conditions. In addition, having the stables in the
8 park will prevent the horses from ever having to
9 leave the park while working. Make no mistake, while
10 not a complete ban, this is a huge step forward to
11 ensuring that we as a city and as a society treat our
12 animal companions on this planet more humanely. I
13 want to thank Mayor de Blasio, Speaker Melissa Mark-
14 Viverito, my college and partner in this effort,
15 Council Member Ydanis Rodriguez, Rob Newman and
16 NYCLASS and all the advocates for your tireless work
17 on this issue. Thank you very much.

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19 CHAIRPERSON RODRIGUEZ: Thank you. Since
20 the next person that I'm going to call has a lot to
21 do from Chairing the Park Committee, I also would
22 like to give the opportunity to my colleague to say a
23 few words, Council Member Mark Levin. Great, so we
24 may--he will be the first one asking questions from
25 that in the least, but now I ask my--I now ask our

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COMMITTEE ON TRANSPORTATION

Committee Counsel, Kelly Taylor, to administer the affirmation and invite representatives from the Administration to testify.

COMMITTEE COUNSEL: Would you please raise your right hand? Do you affirm to tell the truth, the whole truth and nothing but the truth in your testimony today and to respond honestly to Council Member questions?

UNIDENTIFIED: Yes.

UNIDENTIFIED: Yes.

COMMITTEE COUNSEL: Thank you.

MINDY TARLOW: Good morning, Chairman Rodriguez, Members of the Committee, colleagues in government, and members of the public. My name is Mindy Tarlow and I am the Director of the Mayor's Office of Operations. I am joined by several of my colleagues in government that I'd like to take a chance to introduce you to right now. To my immediate right is Alessandro Olivieri, the General Counsel of the Parks Department. Next to him is Captain Charles Hammer, Executive Officer of Traffic Operations at the NYPD. To my immediate left is Dan Kass, Deputy Commissioner for Environmental Health at the Department of Health and Mental Hygiene. Next to

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2 him is Jeff Lynch, Assistant Commissioner for
3 Intergovernmental Affairs at the Department of
4 Transportation, and finally, Amit Bagga is the Deputy
5 Commissioner for External Affairs at the Department
6 of Consumer Affairs. On behalf of the Administration
7 and these expert colleagues I'm here with today, I
8 would like to thank you Chairman Rodriguez and
9 Council Member Dromm for introducing this legislation
10 and for inviting me here to testify today. We're
11 pleased today to support this legislation that
12 reflects this Administration's firm commitment to the
13 health and safety of all animals as part of our
14 vision of inequitable city. Before the advent of
15 trucks and automobiles, horses dotted the New York
16 City streetscape and served several important
17 economic and practical functions. They hauled goods.
18 They pulled trolleys, and they were a means of
19 transportation for people throughout the city. While
20 horses have always been part of the New York City
21 landscape, they no longer serves these practical
22 functions and are instead now largely used for
23 leisure purposes. Over the last 40 years, the number
24 of horses licensed to provide leisure carriage rides
25 throughout Manhattan has continued to increase and

1 now stands at approximately 180. Horses now operate
2 on Manhattan streets alongside taxicabs, private
3 cars, buses, and pedestrians, potholes, manholes,
4 traffic, impatient drivers, construction sites, and
5 loud noise all contribute to their challenging work
6 environment. Today, carriage horses are stabled in
7 four locations on the far west side of Manhattan
8 before 37th and 52nd Streets and 11th and 12th Avenues.
9 To get to and from the stables, the carriages are
10 compelled to travel up and down Manhattan's busy west
11 side avenues and streets. At times, this requires
12 them to travel in the vicinity of the heavily
13 trafficked Lincoln Tunnel and West Side Highway. As
14 has been well documented, Manhattan is one of the
15 most heavily trafficked cities in the world. Slow
16 moving horse-drawn carriages add to this already
17 complex traffic climate. These conditions have
18 negatively impacted public safety and quality of life
19 in our city. Since 2009, the New York Police
20 Department and the Department of Health and Mental
21 Hygiene have reports of 15 incidents and collisions
22 involving horses and motor vehicles outside of
23 Central Park. The proposed legislation that we are
24 here to discuss today will first start reducing the
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2 number of horse licenses so that by December 1st,
3 2016 there will be 110 horse licenses down from the
4 current number of 180. Second, this legislation will
5 remove horse-drawn carriages from New York City
6 streets. By removing horses from the streets and
7 confining their operations to Central Park, the city
8 can take a big step towards protecting the horses
9 from potential harm while preserving the ability for
10 carriage rides to continue. Moving these horses
11 inside Central Park will minimize the potential for
12 conflict between horses and motor vehicles and will
13 create a safer environment for pedestrians, horses,
14 drivers, and tourists. In order to ensure that horses
15 used in the operation of horse-drawn carriages are no
16 longer worked outside of Central Park, the city will
17 build a stable inside Central Park with stalls
18 measuring 100 square feet. Moving the horse-drawn
19 carriages industry within Central Park warrants both
20 a reduction in the number of licensed horses and in
21 the number of hours per day a carriage may operate.
22 As such, once a stable is operational in Central
23 Park, the city will reduce the number of horse's
24 licenses again down to 95 with 75 housed and working
25 at any given time inside Central Park. As a stable

1 within Central Park is not expected to be operational
2 until October of 2018, beginning June 1st, 2016 this
3 legislation will prohibit the operation of horse-
4 drawn carriages on city streets unless they are
5 traveling to or from a stable in Central Park, that
6 is horses will soon only be permitted to carry
7 passengers inside Central Park. In addition,
8 beginning June 1st, 2016 horse carriages will only
9 travel on routes between existing stables and the
10 park that are designated by the Department of
11 Transportation after consulting with the Police
12 Department. Further, horse carriages will not be
13 permitted to travel on city streets on weekdays
14 between 7:00 a.m. and 10:00 a.m. or 4:30 p.m. to 7:00
15 p.m. Moreover, horse carriages like horses will not
16 be able to work for more than nine hours in any 24-
17 hour period once the stable is operational in Central
18 Park. In an effort to further protect horses, the
19 proposed legislation also requires an owner of any
20 horse in New York City to certify that he or she will
21 not sell, donate or transfer a horse for purposes of
22 slaughter, resell for slaughter, or holding or
23 transport for slaughter, and if the horse owner is
24 found to have violated this provision, there will be
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2 increased monetary penalties. Additionally there
3 will be a minimum of five weeks furlough for each
4 horse with access to paddock or pasture turnout.
5 Horses may not work while on furlough and a
6 certificate to this effect must be provided to the
7 Department of Health and Mental Hygiene. The bill
8 requires a locational device to be attached to the
9 horses' halters or bridles so that furloughs and work
10 hours can be tracked. This will also ensure that
11 horses are not traveling on unauthorized city streets
12 or working during a declared weather emergency or
13 when there are dangerous park conditions. Finally,
14 the proposed bill will create additional
15 opportunities for current license holders, horse-
16 drawn cab operators and stable hands by providing for
17 displaced worker training. As a result of this
18 legislation, horse carriages will be limited to
19 Central Park. In order to achieve an appropriate
20 balance among the multitude of park's users and
21 interest, it is appropriate to limit Pedicab
22 operations in Central Park to the areas north of the
23 85th Street Transverse. It should also be noted that
24 the legislation has no effect on Pedicab operations
25 in any other area of the City. In sum, limiting the

1 operation of the horse-drawn carriages to Central
2 Park will eliminate the potential for dangerous
3 interactions between horses and vehicles and it will
4 allow for the continuation of the horse-drawn
5 carriage industry. Thank you for the opportunity to
6 testify, and now my colleagues and I are happy to
7 answer any questions you may have.
8

9 CHAIRPERSON RODRIGUEZ: So, I assume that
10 you are ready as a team to answer questions, right?

11 MINDY TARLOW: Yes, sir.

12 CHAIRPERSON RODRIGUEZ: Great. So, before
13 I ask a few questions, I would like to recognize my
14 colleague who are here, Council Member Van Bramer,
15 Vacca, Constantinides, Garodnick, Richards,
16 Grodenchik, Garodick, Dromm, and Reynoso. And again,
17 like this issue brings so much passion and interest
18 that even though we are getting to ready to be with
19 our family later on at evening at night to be ready
20 for the potential storm, I know that we are here
21 because we care. We care for this group here. You
22 care for the Pedicabs. You care for the animal
23 rights. We care for the jobs of the men and women
24 who work in the horse industry, and as I said at the
25 beginning we will hear so everything that everyone

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2 will have to say on this important issue. I too
3 believe that we can make a lot of progress. I do
4 believe that today three years after we're in a
5 different place than where we were when the
6 discussion was only on banning the horses from the
7 street. Now we are trying to come out with something
8 that can work for everyone. But again, this is the
9 first hearing and this will provide the opportunity,
10 and we will listen to every single New Yorker that
11 have anything to say, if you already put your name on
12 the list to testify. So, with that I have my first
13 question which is how much time do the horse
14 carriages currently spend outside the park on the
15 city streets?

16 DANIEL KASS: Hi, I'm Dan Kass from the
17 Department of Health. They're currently limited by
18 Administrative Law on the number of work hours, but
19 they also spend time in transit between the stables
20 and Central Park.

21 CHAIRPERSON RODRIGUEZ: But as it is today
22 when it comes to the industry?

23 DANIEL KASS: They're allowed to work
24 nine hours in any given day.

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CHAIRPERSON RODRIGUEZ: And how much time do they spend in the street outside Central Park currently today?

DANIEL KASS: I don't have--I think it varies depending on what time of day the horse is moving between the stable and Central Park depending on traffic conditions. So, I don't have a precise number, but it is--but it certainly exceeds an hour in commuting time.

CHAIRPERSON RODRIGUEZ: So, today they only are in the street outside Central Park when they are moving from the stable, or do they also are allowed to work in the street in certain area in Manhattan?

DANIEL KASS: Yeah. I'm being reminded that they can work outside Central Park currently, and so that's--they're not uniquely limited to the park.

CHAIRPERSON RODRIGUEZ: What is the estimates on horses in the street outside Central Park and inside Central Park?

DANIEL KASS: We don't have an estimate. We don't track that currently.

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2 CHAIRPERSON RODRIGUEZ: How do we come out
3 to that conclusion to bring here to Central Park if
4 we don't have that data?

5 DANIEL KASS: Well, we do know that there
6 are horses that roam the Theater District and other
7 parts south of the park. We also know that the
8 streets spend, I'm sorry, that the carriages spend
9 time on the street in transit to the park. So--

10 CHAIRPERSON RODRIGUEZ: [interposing] My
11 question is not the time that it take on transit. My
12 time is when an average New Yorker or tourist take
13 one of those carriage horses in Fifth Avenue and 59th
14 what percentage, what is--how much time do they take
15 walking in the street outside Central Park?

16 DANIEL KASS: We don't actually know that
17 answer. I'll defer to anyone else on the panel who
18 may.

19 MINDY TARLOW: Mr. Chair, while we might
20 not have a precise number of horses or amounts of
21 time that they're operating outside Central Park, we
22 know that they are operating routinely in heavily
23 trafficked areas that we believe are not in their
24 best interest or our best interest. So, the purpose
25 of all of this is to make sure that we make whatever

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2 that number is zero so that the horses are confined
3 to Central Park where we feel that they will be safer
4 and that it's a much more appropriate use of their
5 efforts.

6 CHAIRPERSON RODRIGUEZ: But if we're
7 saying that we don't know how much time do they work
8 in the street outside Central Park, it's because they
9 don't work in a large percentage. Does that mean
10 that as today most of the horses when the tourist or
11 New Yorker take up 59th/Fifth Avenue, the route that
12 they use right now is more inside Central Park than
13 on the street?

14 MINDY TARLOW: While we don't know those
15 proportions, what we do know as Commissioner Kass
16 said is that they do have to travel to and from the
17 stables, which as I said in my testimony are in way
18 over on the West Side and between 30-something street
19 and 50-something street, and they will no longer have
20 to do that. They're allowed from 10:00 a.m. to 1:00
21 a.m. plus the hack line. That's a lot of distance
22 and a lot of time, and we're trying to eliminate that
23 completely. So, while not having the exact number
24 per say, I think we can all agree that it's more than
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2 it should be and just the travel time alone to and
3 from the park is hazardous.

4 CHAIRPERSON RODRIGUEZ: I heard what you
5 said, but the information go around the time they
6 need to transfer from the stable to Central Park to
7 the 59th where they put in line from there. They
8 take whoever they are, the consumer who wants to use
9 it. When someone goes and take a horse at 59th and
10 Fifth Avenue, on your information in the data that
11 you've been able to collect and the negotiation that
12 you have with the pen [sic] and everything on the
13 table, those--most of those horses' carriages were
14 inside Central Park or outside Central Park?

15 DANIEL KASS: Again, you know, I'm sorry
16 that we don't have a proportion. It's not something
17 that's currently tracked. We do believe that that
18 majority of rides are in Central Park.

19 CHAIRPERSON RODRIGUEZ: That's what I
20 need. That, for me, that's my only intention is to
21 know if the majority is more in or outside Central
22 Park for the purpose of being able to have a whole
23 picture of whatever is the plan that we will as the
24 Council support. So, my second question is why it is
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2 necessary to review the number of hours of carriage
3 that carriage can operate?

4 DANIEL KASS: I think the goal of this
5 legislation is to try to balance the, you know, the
6 various stakeholders, one of them being the health of
7 the horse. Nine hours is currently the amount of time
8 a horse can work. The time currently is inclusive--
9 is not inclusive of transit time, and we want to
10 limit all of the work activity to nine hours.

11 CHAIRPERSON RODRIGUEZ: The bill said more
12 stringent, more requirements for what happens to a
13 retired horse. Do you know of any instances where a
14 carriage horse was sent to slaughter, or is this just
15 to ensure that we don't see that in the future?

16 DANIEL KASS: One of the provisions of
17 this law is that it will add a requirement to all
18 licensing going forward that will require the horse
19 owner to stipulate that they will not sell the horse
20 for slaughter. So, I think that's a key advance. We
21 don't currently know the disposition of all of the
22 horses.

23 CHAIRPERSON RODRIGUEZ: We don't know
24 about any case where the horse was sent to slaughter?

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2 DANIEL KASS: I'm not aware of them, but I
3 also want to be clear that we don't currently track
4 it comprehensively.

5 CHAIRPERSON RODRIGUEZ: Okay. If we can
6 get information it's important before we end the
7 testimony. Do you believe that limiting the horses
8 to Central Park will be safer, and risks would still
9 [inaudible 00:25:26] even?

10 DANIEL KASS: Well, the key aim of--one
11 key aim of this legislation is to move the carriages
12 off of the streets of New York. Now, that will take
13 some time to fully effect until the carriage, until
14 the stable is fully operational in Central Park, but
15 it stands to reason that any limitation on the number
16 of hours or the distance that they travel on New York
17 City streets will significantly reduce risks. There
18 have been 15 incidents on streets that we've tracked
19 over the last several years involving both collision
20 and injury to horses and spooking, and we see that
21 declining over the period of time before the stable
22 is built and being eliminated once the stable is.

23 JEFF LYNCH: And just to add to that, the
24 roadways within Central Park are much simpler
25 configurations. There's many dangerous interactions

1 on city streets between. You know, it can be
2 challenging interactions between horses and vehicles
3 on city streets, and they're not going to have that
4 level of complexity in the park.
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6 CHAIRPERSON RODRIGUEZ: Can you discuss
7 the challenges with taking hack [sic] stand off the
8 street and moving them into the park?

9 JEFF LYNCH: So, in the law, in the bill,
10 DOT would work with the Parks Department on rule-
11 making to identify hack stand locations in the park
12 and we would work with the stakeholders and the
13 appropriate groups to go through a rule-making
14 process to identify those locations with an eye
15 towards obviously making sure we're not--making sure
16 we're continuing to accommodate other park's uses and
17 where feasible locating them at, you know, high
18 tourist volume locations near park entrances if
19 that's feasible.

20 CHAIRPERSON RODRIGUEZ: I learned in life
21 to be fair, and when I participate in any rally or
22 NYCLASS in the animal rights, I always state to the
23 groups, first, I believe in animal rights. I've been
24 raising my daughters with those values, but I always
25 say that I wanted to create a win/win situation for

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2 everyone, because I also understand the importance
3 for those men and women that are part of the carriage
4 horse industry. Now, we close a deal with a--I think
5 with the Teamsters, but now we're opening another
6 front with the Pedicabs, and even though they are not
7 organized as others, they are a large group. I admire
8 those youngster men and women who want the Pedicab
9 because for me those people take risks, even those
10 New Yorkers that have issue about when someone
11 working the way they do, I also have sympathy for
12 them. Why to ban Pedicabs from Central Park?

13 JEFF LYNCH: So, I think, you know, as the
14 testimony stated, you know, looking to achieve an
15 appropriate balance among the park users, you know,
16 the City thought it would be appropriate to limit
17 Pedicab operations to the north of 86th Street within
18 Central Park, and they're already operating
19 additionally outside of the park on city streets at
20 various tourist venues, and we expect that to
21 continue as well.

22 CHAIRPERSON RODRIGUEZ: [off mic] now to
23 ban horses from Central Park?

24 [applause]

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2 MINDY TARLOW: I think as we've said
3 throughout and as you've said yourself that we trying
4 to strike a balance here between making sure that we
5 promote the safety of our horses and while still
6 maintaining the industry itself, and that the
7 conclusion that we drew was the best way to do that
8 was to confine the horses to Central Park so they
9 don't have to travel on city streets at all. In doing
10 that we had to look at balancing all the uses and
11 users of the park to make sure that we have the most
12 balanced working environment for everyone including
13 tourists, pedestrians and others, and so we believe
14 that by limiting Pedicabs to north of the 85th Street
15 Transverse, not reducing the number of Pedicabs in
16 any way, not reducing the ability of Pedicabs to
17 operate in any other part of the city in a tourism
18 industry that continues to grow, we believe that it's
19 balanced and that it will not reduce the activities
20 of any of the people involved in this. And as you
21 said, this is a legislative process where we are here
22 to listen. We think we struck the right balance, but
23 we're here to listen to the thoughts of other
24 stakeholders and players.

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2 CHAIRPERSON RODRIGUEZ: And I want, you
3 know, to state my position. I believe I want for the
4 Pedicab to be included in the compromise. I believe--

5 [applause]

6 CHAIRPERSON RODRIGUEZ: I believe that,
7 again, this is about creating the balance and no one
8 will win because we will have some sector from the
9 animal rights say this is not what we signing [sic].
10 We will hear some from the carriage industry say this
11 isn't what we signed either. So, what I am saying on
12 the compromise is I hope that even if we reduce the
13 area that we ban the Pedicab, but to ban it from
14 South 85th Street is too much to go on one side, one
15 sector in order to satisfy any other sectors. What I
16 hope at the end of this process for the Pedicabs also
17 to be part of this conversation and to find a way of
18 also on how we get some compromise by include those
19 men and women, hundreds of them, who also work so
20 hard to support and earn [sic] to support their
21 families. What is the Parks Department vision? What
22 is the Parks Department vision for recreational use
23 in the park, and do you think that moving the Pedicab
24 out create a good balance?

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2 ALESSANDRO OLIVIERI: Well, I mean, the
3 plan of this legislation is not to reduce
4 recreational use. So we believe that having stables
5 in the park and the horses operating exclusively in
6 the park will not interfere with recreational use.
7 As my colleagues have mentioned, the issue of
8 limiting the Pedicabs to north of the 85th Street
9 Transverse is to strike that balance and not to
10 reduce recreational opportunities or opportunities
11 for people who wish to visit the park.

12 CHAIRPERSON RODRIGUEZ: Great. With
13 that, now I'm going to be also giving the opportunity
14 to my colleague. Again, I have a lot of respect on
15 how the Mayor de Blasio has shown his leadership on
16 this issue, how he's been listening to every sector,
17 and I know that at the end of this process we will be
18 able to come out with something that benefit
19 everyone. With that, Council Member Danny Dromm.

20 COUNCIL MEMBER DROMM: Thank you, Mr.
21 Chair. I don't have too many questions. I do have
22 some around the Pedicabs, though. Currently, horses
23 are not allowed below 34th Street, am I correct?

24 DANIEL KASS: Yes, that's correct.
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COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER DROMM: And are horses allowed to do pick-ups in the Times Square area?

DANIEL KASS: Yes, they are allowed to make pick-ups during certain hours.

COUNCIL MEMBER DROMM: Would, in the proposed legislation, horses be allowed to continue to do pick-ups in Times Square?

DANIEL KASS: No, they wouldn't. They would be allowed--

COUNCIL MEMBER DROMM: [interposing] So, therefore they would be restricted to only being in Central Park itself?

DANIEL KASS: For the use of carriage rides, that's correct, yeah.

COUNCIL MEMBER DROMM: Would Pedicab drivers be able to pick up the additional flow which may have gone to horse carriages in the past in the Times Square area?

DANIEL KASS: Yeah, there's no restriction on that pick-up for Pedicabs.

COUNCIL MEMBER DROMM: Is there any reason why or a safety concern why shouldn't have the Pedicabs and the horses in Central Park?

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2 MINDY TARLOW: We are not eliminating the
3 Pedicab from Central Park. We are--

4 COUNCIL MEMBER DROMM: [interposing] From
5 below, right.

6 MINDY TARLOW: But to above the 85th
7 Street Transverse. Below the 85th Street Transverse
8 is where there is a significant amount of activity,
9 multiple significant entrances and exits for users.
10 So, again, as my colleagues have said, to balance
11 what we know will be more activity in the park we
12 wanted to make sure that we were taking the most
13 balanced view in thinking through this plan.

14 COUNCIL MEMBER DROMM: Do we know the
15 number of horse carriage pick-ups in the Times Square
16 area or anything between Central Park South and Times
17 Square?

18 JEFF LYNCH: We don't have that data, no.

19 COUNCIL MEMBER DROMM: The reason I'm
20 pursuing this line of questioning is because I'm
21 wondering if with the lack of horses in that area do
22 they--the loss in the Central Park area, would they
23 make up for the difference by being allowed now--by
24 not having the horses in that area, would the
25 Pedicabs be able to pick up additional rides in that

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2 area? And I think that's something we should look at
3 and consider as we move forward in this legislative
4 process. So, okay, I think that was really just
5 about it, and I just thank the Chair for his efforts
6 in this measure. Thank you.

7 CHAIRPERSON RODRIGUEZ: Council Member
8 Mark Levine?

9 COUNCIL MEMBER LEVINE: Thank you, Mr.
10 Chair. I've been a long-time advocate for many years
11 of getting horses off our crowded Midtown streets to
12 get them away from fumes and traffic and the risk of
13 collision, and I would certainly love for them to be
14 in stables which are large enough for them to turn
15 around and lie down. I chair the Parks Committee,
16 and so with that head I have a number of questions
17 about how this plan would affect Central Park and
18 park users. Mrs. Tarlow, in your opening statement
19 you didn't offer details on that angle. So, let me
20 start with a very basic question. Am I correct that
21 you are looking at the 86th Street shops as the
22 location for the stables, or Mr. Olivieri if you want
23 to take that?

24 ALESSANDRO OLIVIERI: There's no final
25 plan on the location for the stable, although we

1
2 certainly are looking at the 85th Street shops as a
3 potential for the location.

4 COUNCIL MEMBER LEVINE: No final plan?

5 ALESSANDRO OLIVIERI: Correct.

6 COUNCIL MEMBER LEVINE: Okay, well that's-
7 -you're asking us to vote on something not knowing
8 then where in the park the stables will go, right? I
9 mean, they could go in the middle of the Great Lawn
10 in theory.

11 ALESSANDRO OLIVIERI: Well, it is
12 certainly the goal of the Parks Department to limit
13 any impact on other recreational use and we believe
14 that stables can be placed in the park, which will
15 have limited impact on other recreational use and in
16 that vein, the 85th Street shop is a very viable
17 location, but there have been no final decisions
18 since the legislation has not passed of where it
19 would be sited. So, that's still--there's still
20 designs and other factors that have to--would have to
21 be worked out.

22 COUNCIL MEMBER LEVINE: Alright, well it's
23 hard to judge the validity of your claim that it will
24 have no impact on park user-ship if we don't know the
25 location. But let me ask this, can you assure us,

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2 can you assure the public that there'll be no
3 greenspace that will be used in construction of this
4 facility?

5 ALESSANDRO OLIVIERI: The goal of
6 creating the stables is to have no impact on
7 recreational use. I do not believe there's a plan to
8 take over ball fields or things of that nature.
9 Again, that's why the 85th Street shops in such a
10 viable location and we believe utilizing that site
11 would not impact recreational use. In any case, the
12 stable is an appropriate park's use, but we would not
13 want to impact or detract from the other users in the
14 park. So as we've been discussing and my colleagues
15 have been discussing, a lot of this bill is about
16 balance, and we believe the stable can be placed in
17 the park in an appropriate balance to other uses.

18 COUNCIL MEMBER LEVINE: Okay. I understand
19 you're not going to take an entire ball field, but as
20 soon as you start to uproot trees, take out park
21 paths, I mean every inch of the park is heavily used
22 and precious to somebody. Can you guarantee us that
23 you won't--that you will not need to uproot
24 greenspace in any way to execute on this plan?

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2 ALESSANDRO OLIVIERI: The goal is and the
3 plan is not to remove existing recreational spaces.
4 Without a full design and without working out some of
5 the details it is hard to guarantee that not one
6 blade of grass will be cut. However, that certainly
7 is the intention of it, and we believe it can be done
8 with limited impact.

9 COUNCIL MEMBER LEVINE: Well, I appreciate
10 that you articulate that goal. That's something less
11 than an assurance. Again, it makes it tough for us
12 to evaluate the plan if we don't have anything more
13 solid than a goal. It does seem like--you have
14 something to add?

15 ALESSANDRO OLIVIERI: We can assure that
16 that is--that we will not--not take up recreational
17 space. I mean, whether the question is whether
18 certain paths may have some impact, but the plan is
19 not to remove fields, not to remove paths, not to
20 remove trees. That is the plan, and then there's a
21 lengthy process on it for the design and approvals
22 which will be--which will as that will carry out, and
23 those will obviously be factors working with
24 stakeholders in the park that we wish to--which we
25 wish to avoid problems.

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2 COUNCIL MEMBER LEVINE: So, I understand
3 that the frontrunner candidate for the location does
4 remain the 86th Street Stables, though it's not
5 finalized. Space is at a premium in the park.
6 Buildings don't remain vacant for long. Certainly
7 there were other uses that were under consideration
8 for that building like creating an education center.
9 Can you tell us about what you understand were the
10 plans for that building prior to this issue, the
11 horse carriage plan being put on the table?

12 ALESSANDRO OLIVIERI: The shops currently
13 are utilized for parks operations, mostly trades,
14 blacksmiths, electricians, things of that--trades of
15 that nature. Those employ--we were planning to move
16 those facilities, those operations out of that
17 facility, notwithstanding the proposal for a possible
18 stable. I don't think parks had--so they were going
19 to be moved out. They planned to, if the stable goes
20 there or in any case, we planned to move them to our
21 facility in the South Bronx. I don't think the Parks
22 had set upon any particular other use for that
23 facility, although again we felt that the existing
24 shops would need to be moved out no matter what.

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2 COUNCIL MEMBER LEVINE: I have many more
3 questions and I'm already over time. I'll come back
4 for a second round. I just want to leave you with one
5 final question, which is will there be whether the
6 facility is on 86th Street or somewhere else, will
7 there be rent paid or revenue sharing or fees paid by
8 the owners of the carriage horses that would allow
9 the city or the Parks Department to recoup investment
10 in the space?

11 ALESSANDRO OLIVIERI: It is the intention
12 to, you know, upon passage of this legislation to
13 seek a concession agreement with a cooperative of
14 carriage owners, and that would go through the
15 concession process. It is premature to speculate on
16 what would be the exact terms of that deal.

17 COUNCIL MEMBER LEVINE: But you think
18 [sic] ought to recoup the investment?

19 ALESSANDRO OLIVIERI: Again, I think the
20 City frequently puts money into facilities that
21 benefit the city and uses within the facility. In
22 the park site, we believe the stable is an
23 appropriate Parks' use and facilitates an important
24 amenity for the city.

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2 MINDY TARLOW: And just before we move
3 on, recognizing that it's hard to give absolute
4 statements when we're not in a position to confirm
5 one site over another since we're just beginning this
6 process now. We do want to say affirmatively that we
7 will not be taking up any current recreational uses
8 of precious park land for this purpose. That is one
9 of our primary goals in site location is to ensure
10 that we do it in such a way as to preserve the
11 recreational uses that the park currently enjoys.

12 COUNCIL MEMBER LEVINE: Okay. Thank you.

13 CHAIRPERSON RODRIGUEZ: Thank you. Can you
14 please say your name for the record?

15 ALESSANDRO OLIVIERI: I apologize,
16 Alessandro Olivieri. I'm the General Counsel for the
17 Parks Department.

18 CHAIRPERSON RODRIGUEZ: Great. And
19 because we have more than 100 New Yorkers that put
20 their name to testify, five minutes strict to my
21 colleagues, and a second chance for one minute for
22 question, then we get into the public. Thank you.
23 Council Member--[off mic]

24 COUNCIL MEMBER VAN BRAMER: Thank you
25 very much. I want to ask about the stables again.

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2 There's a timeline here, October 2018. Can you as an
3 Administration guarantee here today that that stable
4 will be ready and operational by October 2018? Are
5 you prepared to make that statement?

6 ALESSANDRO OLIVIERI: Well, the plan is
7 to get it done, and that is certainly the goal, and I
8 think we believe it can be done.

9 COUNCIL MEMBER VAN BRAMER: Can you
10 guarantee it will be done?

11 ALESSANDRO OLIVIERI: I cannot guarantee.
12 There are many factors that go into any construction
13 project.

14 COUNCIL MEMBER VAN BRAMER: Okay, so let
15 me just keep going because I'm on a time clock. So
16 you can't guarantee it's going to be done. The 25
17 million dollar estimate that we've all heard a little
18 bit about, is that a firm estimate? We know
19 construction takes a long time in the city whether
20 it's a park or a school. This will take some time,
21 25 million dollars. Before we're asked to vote on
22 this, will we have a plan? Will we have an estimate?
23 Is 25 million dollars a real number?

24 ALESSANDRO OLIVIERI: Without a design
25 and a confirmed site, it is very hard to provide any

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2 estimate on what the cost of that construction would
3 be.

4 COUNCIL MEMBER VAN BRAMER: Will the
5 Administration have a firm estimate before we're
6 asked to vote on this?

7 ALESSANDRO OLIVIERI: I'm not sure that
8 there will be an estimate, again, until it fully--I
9 mean, part of the problem is until you design it, it
10 is hard to determine the exact cost.

11 COUNCIL MEMBER VAN BRAMER: Okay. I have
12 concerns about that. I'll come back to it. I asked
13 those two questions to intro into my concerns about
14 implementation here. I support the goal of keeping
15 the industry and making sure the horses are safe in
16 the park, but I also want to make sure that the
17 industry is not crippled. And the reduction on June
18 1st, the changes on December 1st, these are
19 substantial hardships that go into effect long before
20 the stable would even potentially be ready. Is the
21 Administration willing to delay those timelines to
22 allow the drivers and this industry some more time to
23 adjust to its restriction in terms of numbers and in
24 terms of jobs?

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2 MINDY TARLOW: Well, one of the reasons
3 that we have the step-down process that you just
4 referenced is for that--

5 COUNCIL MEMBER VAN BRAMER: [interposing]
6 It's on three--

7 MINDY TARLOW: [interposing] Something we
8 need to get settled.

9 COUNCIL MEMBER VAN BRAMER: But
10 potentially it's only three months to the June 1st
11 deadline, and when you're talking about June 1st,
12 2016 and a potential of October 2018 for the stables
13 to be ready, and again, I support these objectives,
14 but why not give the drivers that more time,
15 particularly when you're not in a position to
16 guarantee that the stable will be ready? Conceivably
17 you'll be reducing the industry long before you're
18 ready to actually accommodate the number of drivers
19 and horses, and why can't we do that? Why can't we
20 make this a smoother transition and implement this in
21 a way that doesn't go down so fast, so hard before
22 you're--long before you're ready?

23 MINDY TARLOW: Well, our primary goal as I
24 think we all know is to get this fully operational.
25 The step-down process was something that we thought

1
2 was reasonable and balanced, and was a joint
3 commitment and deal made by the Mayor's Office, the
4 Speaker's office and the Teamsters. So, collectively
5 by all parties there is a feeling that this is a
6 reasonably timed process, particularly with the
7 pressing need to get horses off the street as quickly
8 as we can.

9 COUNCIL MEMBER VAN BRAMER: But I believe
10 the Administration, this is very important to the
11 obviously and we all understand that. So you're
12 saying the Mayor in this process of listening and
13 having this hearing and I'm here to listen to
14 consider all the issues that you are not open to in
15 any way working on these targets and these dates.

16 MINDY TARLOW: I think we would simply say
17 that this was a considered judgement by multiple
18 parties, that this was a reasonable step-down
19 process, and we think given the importance of the
20 goals that we all have in mind, that this is a
21 reasonable timeframe.

22 COUNCIL MEMBER VAN BRAMER: Was there
23 every any consideration to making sure that there was
24 a safe route from the stable to the park in the
25 interim? I've actually had some constituents email me

1
2 and Facebook me about a possible horse carriage lane
3 to make sure that they could get from the stables to
4 the park safely while we transition. Is that
5 something you've considered?

6 JEFF LYNCH: Yeah, this is again Jeff
7 Lynch from Department of Transportation, and yes, DOT
8 in consultation with the NYPD will designate either a
9 specific route or a zone that we think would be the
10 safe efficient travel to and from the park.

11 COUNCIL MEMBER VAN BRAMER: this is the
12 interim period.

13 JEFF LYNCH: Yes.

14 COUNCIL MEMBER VAN BRAMER: Why not
15 extend that then until October 2018 when you're ready
16 with the stables?

17 JEFF LYNCH: Well, it would function until
18 Oct--it would function until the permanent stable
19 location would be in operation.

20 COUNCIL MEMBER VAN BRAMER: I'll follow
21 up in the next round.

22 CHAIRPERSON RODRIGUEZ: Before calling on
23 my next colleague, the GPS, will the GPS device will
24 also be used to provide accountability to drivers?
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COMMITTEE ON TRANSPORTATION

DANIEL KASS: Yes, that--the intent is to basically enable the city and others once we establish rules around their use to be able to track the location, work hours and verify the law and the rules being observed.

CHAIRPERSON RODRIGUEZ: So, it will help for to know that whatever area is at the end of the process will be decided whether carriage horses can operate. You will be able to use the GPS to know exactly where they are.

DANIEL KASS: That is the purpose of the GPS, yes.

CHAIRPERSON RODRIGUEZ: Great, thank you. Council Member Vacca?

COUNCIL MEMBER CONSTANTINIDES: Thank you, Chair Rodriguez. So, for the Parks Department, can you walk me through the usual timeline for a project from design, through funding, through actual shovels in the ground and it being completed, what is the usual time frame for that?

ALESSANDRO OLIVIERI: The usual time is three to four years.

COUNCIL MEMBER CONSTANTINIDES: Three to four years? So, how is it that we are guaranteeing,

1
2 or I'm sorry, we're not guaranteeing but we're
3 promising with our fingers crossed that we're going
4 to be doing this by October 2018?

5 ALESSANDRO OLIVIERI: Well, the plan is to
6 get it done, and we believe that there is the
7 expertise to get it done, and there's a commitment to
8 try to get it done. The legislation does provide
9 though if we are unable to do it that we would report
10 back to the Council and the Mayor with a new
11 timeframe.

12 COUNCIL MEMBER CONSTANTINIDES: But that
13 doesn't--I can tell you now it's not going to get
14 done because the usual time frame is three to four
15 years, correct?

16 ALESSANDRO OLIVIERI: That is the usual
17 timeframe, correct.

18 COUNCIL MEMBER CONSTANTINIDES: But how
19 would we be able--if we're not able to do that for
20 our local parks, if we're not able to do that for the
21 parks in our communities, how are we able to jump
22 this timeline for this particular project?

23 ALESSANDRO OLIVIERI: Commissioner Silver
24 has prioritized streamlining the capital process, and
25 I think we've made some initial reforms and we've

1 been able to already shrink our regular timeframe.
2
3 And I think in this case, again, working with many
4 other agencies within the city we believe that this
5 is a doable plan and we would use all efforts to
6 achieve it. If there are individual projects that
7 you would like to discuss we're happy to set up a
8 discussion, a meeting with you to go over individual
9 park projects.

10 COUNCIL MEMBER CONSTANTINIDES: I mean,
11 I've done that, and I actually believe in
12 Commissioners Silver's commitment. This isn't a
13 question of that, this is just a looking at reality.
14 So, I would--if we're not able to do this, if you
15 believe a report is enough--these are men and women's
16 livelihoods that we are asking to disrupt. Is a
17 report to this Council enough in saying a new
18 timeline? What if it's five more years after that?

19 ALESSANDRO OLIVIERI: This is a priority
20 of the Administration to get to complete this project
21 and address this important issue. I think there is a
22 sufficient will to get it done, and as my colleagues
23 have mentioned as well, there are plans in the
24 interim for safe transit or safer transit for the
25 horses in the interim, and that would continue even

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2 if there were to be a delay in the stable, whether it
3 be related to weather conditions or materials or any
4 other thing that could potentially delay a project.

5 COUNCIL MEMBER CONSTANTINIDES: To be
6 honest, why can't we just continue that, keep
7 continuing the numbers where they are now, allow for
8 that as my colleague talked about earlier, allow for
9 that safe lane to be used until we open the stable?
10 What is the public policy reason for us not to do
11 that? We're asking these men and women to put their
12 livelihood on the line and inconvenience them. Why
13 are we asking them to take a huge leap of faith and
14 we're not able to guarantee anything here?

15 [applause]

16 MINDY TARLOW: Again, it--

17 [applause]

18 CHAIRPERSON RODRIGUEZ: If any of you do
19 not participate in the occupy movement, you also can
20 express yourself, you know, by moving your hands, so
21 you don't have to make the sounds, okay?

22 MINDY TARLOW: We're not reducing the
23 number of driver's licenses. We have 68 carriages
24 now. We'll continue to have 68 carriages, as I think
25 everyone knows, and again, you know, as the Chair

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2 said initially this is a very complex issue that took
3 into account many, many different issues with the
4 ultimate goal of creating a safer, healthier
5 environment for animals and others alike, and this
6 agreement that was come to between the Mayor's Office
7 and the Speaker's Office and the Teamsters felt that
8 that step-down was appropriate, and as we're
9 acknowledging here today, October 2018 is some
10 distance from now. We want to deal with this issue
11 as quickly as possible, and we think the step down
12 process that this mutual agreement came to is
13 appropriate for the conditions that the horses are
14 operating under today.

15 COUNCIL MEMBER CONSTANTINIDES: I mean, I
16 have some very deep concerns about this step down.
17 So if we miss our day--you know, just quickly, the
18 concessions, we're not sure what they're going to be.
19 You know, right now the horse carriage drivers and
20 licenses are paying particular rent. This could
21 potentially be a death by a thousand papercuts where
22 we don't get this done on time and we do get it done
23 on time, the concession price is one that they can't
24 afford. So, can we guarantee that it'll be somewhere
25 in the neighborhood of what they're paying now if

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2 it's not double or triple what they're paying in rent
3 currently?

4 ALESSANDRO OLIVIERI: Well, the
5 concession process, this would follow the standard
6 concession in the city procedures according to the
7 FCRC rules. Obviously is it an attempt to create a
8 fair and appropriate deal so they can operate and
9 there is no intent to gouge anyone and to create a
10 fair deal for the drivers as well as the city.

11 COUNCIL MEMBER CONSTANTINIDES: And look,
12 at the end of the day--I know my time is up, just
13 give me the moment, Mr. Chair. I respect the Mayor
14 and I know that he's given his word, and I look at
15 this as him wanting to keep his word to men and women
16 that he spoke to in the campaign. We get hit [sic]
17 as policy [sic] at elected officials all the time for
18 not keeping our promises. I respect the Mayor and
19 what he's trying to accomplish here. I just have some
20 deep concerns about this, the step-down process, the
21 impact we're going to have on the drivers and the
22 jobs, and to make sure this process is fair to
23 everyone. So, those are my deep concerns here.
24 Thank you, Mr. Chair.

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2 CHAIRPERSON RODRIGUEZ: And again, this
3 effort of coming out with a plan that satisfy
4 everyone is based about what New Yorkers want, and
5 this is about animal rights. This is about the
6 carriage horse workers, and this is about everyone
7 that work in the area. So, this is not just about
8 one particular individual. This is about a movement
9 in New York City where we try to balance the animal
10 rights with the rights of hard men working--men and
11 women from the working class community that they also
12 should have the opportunity to support the family.
13 Council Member--[off mic]

14 COUNCIL MEMBER GRODENCHIK: Thank you,
15 Mr. Chairman. Good morning. I want to follow up on
16 the Majority Leader and the Chair of Parks and my
17 colleague, Mr. Constantinides' questions. I have
18 been working in city government for almost 30 years,
19 city and state government. Almost 30 years ago I
20 attended a meeting about a new velodrome in Cosina
21 [sp?] Park which is located in the outskirts of
22 Flushing, Queens. I told Parks that when the new
23 velodrome in Flushing Meadow Park was ready we'd be
24 happy to abandon this one and we could use it for
25 something else. We're still waiting for that

1 velodrome be built in Flushing Meadow Park. So, you
2 will excuse my cynicism. I'm a lifelong New Yorker,
3 and I think what you're asking us to buy here is an
4 empty bag with a hole in it. This is a project that
5 does not have a location. It does not have a
6 timeframe. Can I follow up on the Parks Chair's
7 question, do you have at least some sites that you're
8 considering in Central Park?
9

10 ALESSANDRO OLIVIERI: Yes, I believe, you
11 know, as we mentioned we believe the 85th Street
12 shops, 86th Street shops is a potentially very
13 promising location, but obviously there's a lot to go
14 into determining a site. So it is not a final site,
15 but that is one that we think is--it could work quite
16 well.

17 COUNCIL MEMBER GRODENCHIK: That's one
18 site. Do you have any other sites? You mentioned
19 that site already, and I appreciate that site, but I
20 don't know where else you would possibly put this in
21 Central Park, which is so tightly controlled and so
22 beautiful. It's our gemstone park, our jewel park.
23 I am frankly concerned that you might want to
24 transfer this to another park outside of Manhattan
25 where the people have great needs for public

1 recreation. My district I have Cunningham Park. I
2 have the whole park. It's almost 400 acres, and I
3 have a huge chunk of Allie Pond Park. Can you give
4 us assurances today that the horses will not be taken
5 to another park, another part of the city? Will they
6 be transported because you cannot come to a location
7 in Central Park?
8

9 ALESSANDRO OLIVIERI: The bill requires
10 that the stable be in Central Park and that is the
11 plan.

12 COUNCIL MEMBER GRODENCHIK: Okay. And my
13 last question, because I know there are a lot of
14 people waiting to talk, and this is whether it's for
15 the Police Department or for Parks or for Director of
16 Operations. We have not far from my house we have
17 police horses. They work on the city streets in all
18 kinds of weather, in all kinds of conditions, and why
19 is it safe for a police street to work the streets of
20 the city and we have no plans to eliminate them. I
21 understand they're very important for crowd control
22 and they're a visible presence for the NYPD, and I
23 support that, and why is it not safe for a carriage
24 horse to be on the city streets at the same time. I
25 understand the concerns of the animal rights

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2 activists, and I appreciate that, and I think putting
3 them in Central Park is not a bad idea, but do we
4 have plans to ban horses from the New York Police
5 Department?

6 CHARLES HAMMER: I can't speak for the
7 mounted division. I'm a Traffic Operations.

8 CHAIRPERSON RODRIGUEZ: Say your name,
9 please?

10 CHARLES HAMMER: Captain Charles Hammer,
11 NYPD Traffic Operations. I don't work for mounted,
12 but our horses do operate under a public safety.
13 They're not transporting or pulling passengers
14 around, and they do have--they have rules also for
15 weather conditions and everything else.

16 COUNCIL MEMBER GRODENCHIK: Okay, thank
17 you, Captain. Thank you, Mr. Chairman.

18 CHARLES HAMMER: Thank you.

19 CHAIRPERSON RODRIGUEZ: Have a
20 environmental study been done specifically [sic]
21 about the potential to build a stable there at
22 Central Park?

23 MINDY TARLOW: Yeah, the IES is in
24 process. EAS, forgive me. My initials were wrong.
25 The environmental assessment is in process.

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2 CHAIRPERSON RODRIGUEZ: [off mic] zero,
3 there's some understanding that this is doable, that
4 the stable can be built there for the number of
5 horses that is needed--

6 MINDY TARLOW: [interposing] Yes.

7 CHAIRPERSON RODRIGUEZ: if assuming that
8 we will be moving this legislation?

9 MINDY TARLOW: Yes.

10 CHAIRPERSON RODRIGUEZ: Thank you. [off
11 mic] Council Member Garodnick?

12 COUNCIL MEMBER GARODNICK: Thank you very
13 much, Mr. Chairman. I want to just start off by
14 saying that there's some obvious positive things in
15 this bill, the reduction of conflicts between horses
16 and vehicle and limiting the amount of time, and even
17 the tracking element for furloughs and breaks and
18 things like that. I do want to follow up really
19 mostly with the Parks Department on the questions of
20 potential location of stable first of all because
21 that's a confusing point to me. My sense was at
22 least from press reports was that the Administration
23 was focusing on this shop on 85th Street, and if it
24 is not necessarily going to be the shop at 85th
25 Street, I feel like you have to share with us the

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2 other potential locations that the Administration is
3 considering in Central Park.

4 ALESSANDRO OLIVIERI: The focus is the
5 86th Street shop. The environmental review has not
6 been complete, and so there are some other factors
7 that have to go into place and designs have to be
8 thought, but really that is where we, you know, I
9 think the most likely location. Since it has not
10 been finalized and it is not a final design, it is
11 hard to say that there--that it absolutely is that
12 site, but that is the most likely appropriate site to
13 limit impacts on recreational use. It has many
14 benefits that we are moving our facility--our workers
15 out of that site regardless of any potential plan for
16 a stable. So, I think it real is the focus.

17 COUNCIL MEMBER GARODNICK: Are you
18 studying alternative locations in the EAS?

19 ALESSANDRO OLIVIERI: Generic sites are
20 being studied in the EAS, the generic sites.

21 COUNCIL MEMBER GARODNICK: What generic
22 sites? What does that mean?

23 ALESSANDRO OLIVIERI: Excuse me. I mean,
24 we're studying issues regarding the size of--the
25 required size of the stable to meet the requirements

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2 for the horses and where else that might fit. Again,
3 the focus really is 86th Street, but I mean, as part
4 of the study and again without--until a final design
5 and final plan is in place, a bill is not saying it's
6 at 86th Street, but that is the main focus, because
7 it is probably the most logical appropriate location.

8 COUNCIL MEMBER GARODNICK: Mr. Chairman,
9 I don't know what the plan is here for voting,
10 etcetera, but I do think that it would be appropriate
11 for us to know that there is a final design or a
12 final plan here before we are able to move on the
13 bill. I don't know what the timing is for anybody who
14 has negotiated this. I want to talk a little bit
15 about the concession. Ordinarily when the city does
16 a concession process to operate public property
17 there's an RFP to determine who the operator will be
18 and so I assume that there will be an RFP in this
19 case. Will there be an RFP in this situation?

20 ALESSANDRO OLIVIERI: In this case we
21 intend to see concession with the cooperative
22 carriage owners, and so it would not be through an
23 RFP, and it's not--because of the limited number of
24 carriage owners, an RFP is really not the appropriate
25 standard. We would still go through the entire FCR

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2 process, the Parks Department and the City does enter
3 into sole source or other means so not every
4 concession is awarded through an RFP.

5 COUNCIL MEMBER GARODNICK: So this is--
6 you know, my understanding of the State Constitution
7 is that the state and local government are prohibited
8 from giving or loaning public money absent a public
9 process to private concerns. So, isn't the city
10 just--if it's negotiating a direct deal here with a
11 particular private entity, aren't we giving them a
12 public benefit without the process that is usually
13 afforded in these situations.

14 ALESSANDRO OLIVIERI: I think the process
15 is a standard process for concessions which include
16 both RFP's and sole sources. So, we believe--and we
17 go through those standard processes. If you're
18 talking about the construction of the stables, the
19 stable will be a city facility under the jurisdiction
20 of the Parks Department, and the Parks Department and
21 the City has frequently put money into sites that
22 have been used for concessions, including relatively
23 recently significant city money went into
24 reconstruction of Tavern on the Green.

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2 COUNCIL MEMBER GARODNICK: And the way
3 that the Administration were to articulate the public
4 benefit for a sole source contract with a private
5 concern here is what?

6 DANIEL KASS: Well, the basis for a sole
7 source is that there are limited number of carriage
8 owners, and so it is not a situation where like a
9 restaurant or a facility where there could be many
10 potential operators. So from a practical standpoint
11 the sole source it makes sense in this case.

12 COUNCIL MEMBER GARODNICK: And the public,
13 the public benefit, do you want to articulate the
14 public benefit here?

15 DANIEL KASS: Well, the public benefit is
16 that an important historic use from the--in the park
17 is allowed to continue. We believe it is a Parks
18 appropriate use and that would be the--that would be
19 one of the many benefits of both the visitors as well
20 as residents of the city.

21 COUNCIL MEMBER GARODNICK: Mr. Chairman,
22 last question since we had a little bit of
23 deliberation if you don't mind. My only last
24 question is about the Pedicab.

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2 CHAIRPERSON RODRIGUEZ: [off mic] get 30
3 seconds.

4 COUNCIL MEMBER GARODNICK: Thirty
5 seconds, thank you. It's about the Pedicabs, because
6 we don't generally see a lot of Pedicabs in my
7 district north of 85th Street today. I don't suspect
8 that you will see a lot of Pedicabs north of 85th
9 Street even if we were to pass this bill. Actually,
10 this really is a DOT question more than anything.
11 Doesn't this mean that we will see the concentration
12 of all the 800+ Pedicabs in the area between 59th
13 Street and south of 59th Street, an area which you
14 know obviously has its share of transportation
15 congestion challenges already?

16 JEFF LYNCH: At this point, it would be
17 hard not knowing what the number are operating in the
18 park regularly, how many would end up in Midtown in
19 this situation. There's already a lot operating in
20 Midtown and there are hack stands for Pedicabs in the
21 north of the park--north of 86th. There are several
22 hack stands currently, and so we would have to
23 monitor the situation, you know, and see what the
24 industry would do given the bill.

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COMMITTEE ON TRANSPORTATION

CHAIRPERSON RODRIGUEZ: Which agency has been doing this study? Which agency has been?

MINDY TARLOW: Are you--I'm sorry, Mr. Chairman, are you talking about the EAS?

CHAIRPERSON RODRIGUEZ: [off mic]

MINDY TARLOW: the EAS is being done by the Mayor's Office of Sustainability. In terms of the site itself, that's been a collective effort of all of the folks that you see here as we put this package together.

CHAIRPERSON RODRIGUEZ: great. Council Member Reynoso?

COUNCIL MEMBER REYNOSO: I'm going to pass.

CHAIRPERSON RODRIGUEZ: [off mic] Council Member Mealy?

COUNCIL MEMBER MILLER: Thank you, Mr. Chair.

COUNCIL MEMBER REYNOSO: That's alright. That's my big brother. It's okay.

COUNCIL MEMBER MILLER: Thank you. So, I just I have a few questions, and I first want to talk about obviously this piece of legislation attempts to really bring some clarity and bring home an

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2 opportunity for an industry as well as demonstrate
3 some compassion for animal rights, but I think we've
4 been spending a great deal of time this morning
5 talking about how do we preserve this industry and
6 what the time table is going to be, and I remember my
7 colleagues talked about--discussed that moment. And
8 as we talk about that preservation and the gap there.
9 Is there--have we talked about is this the time that
10 has been agreed upon for some type of workforce
11 development for those drivers that would no longer be
12 employed because of this legislation?

13 MINDY TARLOW: When we complete the step
14 down plan that we've been talking about here today,
15 as is stated in the legislation, we are presenting
16 any remaining workers with the opportunity to take
17 advantage of the city's displaced worker
18 opportunities which are conducted out of the
19 Department of Small Business Services and their
20 Workforce1 centers.

21 COUNCIL MEMBER MILLER: What percentage
22 of the industry would be impacted initially, the
23 drivers? Do you know?

24 MINDY TARLOW: There's no cap on the
25 drivers. Again, the number of carriages has stayed

1 the same and so that number will stay the same.

2 There is--sorry, everyone's passing me notes. Would

3 you like to take it? And as it steps down, we, you

4 know once we have the lotteries and all of that,

5 there will be a number left at the end where, you

6 know, they can continue to drive part-time or what

7 have you, and if not can take advantage of the city's

8 workforce opportunities.

9
10 COUNCIL MEMBER MILLER: At what point

11 during this process do we see that happen? Do you

12 think that the initial in this legislation--when this

13 legislation is passed, what impact would that, the

14 immediate impact, would that have on the industry?

15 MINDY TARLOW: I think from the very

16 beginning of this we are more than happy to open up

17 the Small Business Services opportunities for any

18 driver or any employee that would want--

19 COUNCIL MEMBER MILLER: [interposing] I'm

20 sorry, when this legislation is passed, what impact

21 would that have on the industry?

22 DANIEL KASS: Well, this will happen in

23 phases. So, the first phase would be to reduce the

24 number of carriage horse licenses from 180, the

25 current number, to 110. So, the first impact will be

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2 felt by those horse owners that do not currently have
3 horse carriages licenses. If they were drivers they
4 would still be eligible to, you know, be a driver for
5 remaining horses. The second impact would be on just
6 the number of horses available to the industry, and
7 so it's unclear yet who would be most affected, you
8 know, in terms of their work hours or those work
9 schedules, and we, you know, I think the intention is
10 to monitor how the impact is felt and who enter--who
11 chooses to leave the work or limit their hours--

12 COUNCIL MEMBER MILLER: [interposing] So--

13 DANIEL KASS: [interposing] to respond
14 appropriately.

15 COUNCIL MEMBER MILLER: So, as we just
16 passed worker retention for other industries and we
17 understand that there is obviously an impact on
18 industries and on communities when this happens, we
19 want to ensure that that happens so when we look at
20 this time table we know that, you know, a business
21 may be shutting down or things may be happening, but
22 we have an open door on the amount of time between
23 this legislation is passed and when this actually
24 comes to fruition in the park. I would hope that we
25 can drill down on that and so that we can retain

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2 these workers as long as possible and really come
3 together around some really--some positive workforce
4 development. This open-endedness just disturbs me.
5 Currently, the Pedicab drivers, what are their
6 current--who regulates the operations of the Pedicab
7 drivers currently?

8 AMIT BAGGA: Amit Bagga, Deputy
9 Commissioner, New York City Department of Consumer
10 Affairs. I'm also joined by my colleague Alba Pico,
11 First Deputy Commissioner at our agency. The New
12 York City Department of Consumer Affairs licenses
13 Pedicab drivers in order to be able to operate.
14 Enforcement is jointly conducted between DCA, Parks
15 and NYPD.

16 COUNCIL MEMBER MILLER: So what kind of
17 regulations, restrictions or guidelines currently are
18 we looking at, or do they just drive around in--can
19 they operate outside of New York City, Manhattan?

20 AMIT BAGGA: They are allowed to operate
21 outside of Manhattan currently. There are some
22 restrictions about some of their ability to use city
23 streets. For example, they're not allowed to operate
24 on bridges or in tunnels; however, they are allowed
25 to operate outside the city, outside Manhattan. DCA

1 largely regulates the Pedicab industry with respect
2 to their dealings with consumers. So, you know, we
3 have a wide variety of regulations that require
4 Pedicabs, for example, to have certain signage, to
5 provide receipts to consumers, to charge only by the
6 minute, etcetera.

8 COUNCIL MEMBER MILLER: What about the
9 operators of the Pedicabs, who operates or licenses
10 the operators? Is there a license involved?

11 AMIT BAGGA: Yes, we are the licensing
12 agency.

13 COUNCIL MEMBER MILLER: Is there a license
14 for the operator involved concerning the operations,
15 the DOT traffic operations of--is there a license
16 involved?

17 AMIT BAGGA: I'm not sure I fully
18 understand the question, but yes, we--

19 COUNCIL MEMBER MILLER: [interposing] The
20 operating on the street we all, you know, we have
21 rules and regulations. Are they required to have
22 licenses to operate?

23 AMIT BAGGA: Pedicab drivers are required
24 to have both valid driver licenses as well as Pedicab
25 licenses issued by Consumer Affairs.

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COUNCIL MEMBER MILLER: Oh, okay. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you. Council Member Chin?

COUNCIL MEMBER CHIN: Thank you, Chair. I'm really glad that we're able to get to this point and have some promising compromise so that we make sure that our horses are not going to be working in our city's congested streets. I know that we in the bill we talk about limiting the hours, but I hope that we can also talk about in terms of the weather conditions. When extremely, you know, extreme heat or extreme cold, we should also take that into consideration. The other thing is that my office we've been get a lot of calls from Pedicab drivers. A lot of them tell us, you know, they're very--they're low income, they work very hard, very strenuous, you know, riding that cab to carry passengers. Now, does DOT or anyone have any statistic right now how many Pedicabs are driving around in Central Park below 85th Street?

JEFF LYNCH: DOT does not at this point a number of how many are operating in the park versus on the streets.

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COUNCIL MEMBER CHIN: So why restrict them now when you--and you're anticipating congestion, I assume, but why, you know, all of a sudden put them into the mix when I don't think they were involved in the discussion?

JEFF LYNCH: I mean, Pedicabs are already operating in many places in Midtown and Times Square and the Theater District, and you know, we recognize that Midtown's a complex traffic environment, but just as, you know, we've said in the testimony, a need to balance the uses within the park. That was part of the considerations.

COUNCIL MEMBER CHIN: Do you also have statistic in terms of how many Pedicabs travel in Central Park above 85th Street? Because right now you're limiting. The proposes [sic] limit them above 85th Street. How many of them actually drives around or ride around above 85th Street?

JEFF LYNCH: Again, we don't have data on the mix of how they operate within the park. There are some parks hack stands for Pedicabs in the north of the park, north of 86th Street as well as south of 86th Street.

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2 COUNCIL MEMBER CHIN: Well, I mean, north
3 of 86th Street, but they could be parked there and
4 then they ride down, because some of the people that
5 are calling my office, they're telling us that above
6 85th Street is very hilly. It's very hard to go up
7 and--you know, it's not really the best condition to
8 sort of ride up. So, it's going to be very, very
9 hard for them to continue to make a living, and
10 that's what we've heard. So I really think that we
11 should take those into consideration and not rush to
12 push that. I mean, when you start, you know, putting
13 more the horse carriage into the park, if congestion
14 really arise then take a look at it, but right now
15 without any statistic and you all of a sudden, you
16 know, put another, you know, put a hardship on
17 another industry it really doesn't make sense. So, I
18 think that we should take that into consideration and
19 not have, not implement that part of banning the
20 Pedicab above 85th Street in the park. Thank you,
21 Chair.

22 CHAIRPERSON RODRIGUEZ: What about Parks,
23 do you have that information that my colleague asked?
24 Because if there's one location that they are very
25 organized is park and the conservancy of Central

1 Park. So, I assume that you know how we--who--where
2 are the Pedicabs? Where are the horses? Like, do you
3 have some of those information that my colleague ask?
4

5 ALESSANDRO OLIVIERI: We don't have exact
6 numbers on Pedicabs operating. They que at different
7 locations, but we don't have the data nor do we track
8 how many are in the park at one time. It's not data
9 we track.

10 CHAIRPERSON RODRIGUEZ: How north will
11 the horses be allowed to be at Central Park?

12 ALESSANDRO OLIVIERI: In the legislation
13 both DOT, Parks and NYPD will be making decisions on
14 what the--on the proper routes for the horses.
15 That'll be through rule-making.

16 CHAIRPERSON RODRIGUEZ: So when--so far,
17 as part of this legislation, there's not rule that we
18 already know how north, which are of Central Park
19 that the horses will be allowed.

20 ALESSANDRO OLIVIERI: The legislation does
21 not set forth a specific route, that's correct.

22 CHAIRPERSON RODRIGUEZ: So, those who
23 look at it, so as we move on in the conversation,
24 probably we should agree on either for the horse
25 enterprise that for south 85th Street, whatever

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2 areas. How much are looking to improving the--as
3 part of this conversation in this, you know, that
4 took a good period of time, how much were you looking
5 at improving the wellbeing of the horses at the
6 centerpiece of these conversations?

7 DANIEL KASS: Thank you. I think it is
8 the centerpiece of the legislation, so there are a
9 variety of ways in which, you know, the legislation
10 is written would improve, you know, outlook for
11 horses. The first is that it removes them from
12 Manhattan streets, except during the interim period
13 for transit directly to Central Park. The interim
14 period being the period between the legislation and
15 construction of the Central Park stable. So, it
16 reduces the amount of interaction they have with
17 traffic and congestion throughout in the northern
18 part of Manhattan, I'm sorry, in central Manhattan.
19 In addition, it effectively reduces their work hours
20 because they would be limited to nine hours inclusive
21 of transit time. In addition, ultimately they will
22 gain additional square footage in their stalls. The
23 legislation requires 100 square feet, which is larger
24 than the current amount. The current is 70, correct?
25 [off mic] Sorry, 64. So it provides enough space

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2 for them to turn around and lie down, and it further
3 guarantees the survival of horses in retirement,
4 which you know is not currently something that the
5 Administrative Code provides.

6 CHAIRPERSON RODRIGUEZ: And that's for me
7 the centerpiece of this conversation, knowing that
8 for many of use this is the questions that I ask
9 banning the horses from the street in New York City.
10 I think that this is an important compromise for both
11 sector, and I just hope that the conversation
12 continue in that direction. Council Member Menchaca?

13 COUNCIL MEMBER MENCHACA: Thank you,
14 Chair. I want to start by digging in deeper on the
15 planning analysis. So, there's an EAS. You talked
16 about multiagency approach. Is there a lead agency
17 taking on this project? Is there a leader in this
18 planning process?

19 MINDY TARLOW: Well, as I said before,
20 it's a multiagency project, and so depending on what
21 part of the project is the focus at that time, there
22 will be--

23 COUNCIL MEMBER MENCHACA: [interposing]
24 There's not--just to interrupt. I don't have too much
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2 time. There's no lead agency that's taking this and
3 coordinating? There's no quarterback?

4 MINDY TARLOW: In the planning phase, the
5 Office of Operations has been at least coordinating
6 the effort.

7 COUNCIL MEMBER MENCHACA: Okay.

8 MINDY TARLOW: But we've been relying on
9 the expertise--

10 COUNCIL MEMBER MENCHACA: [interposing]
11 Great, thank you so much.

12 MINDY TARLOW: of our colleagues.

13 COUNCIL MEMBER MENCHACA: Sorry, I'm just
14 going to go--I'm going to rapid fire. Sorry about
15 that. Is there a planner? Is there a planning team?
16 Are planners involved in this process? Professional
17 planners?

18 MINDY TARLOW: I think when we get into
19 the design process of the park, yes, of course. The
20 agency--

21 COUNCIL MEMBER MENCHACA: [interposing] So
22 we're not there yet.

23 MINDY TARLOW: The agencies that we rely
24 on for doing design and design and construction in
25 the city are all experts.

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COUNCIL MEMBER MENCHACA: Great.

MINDY TARLOW: Many of them are licensed in all the appropriate ways.

COUNCIL MEMBER MENCHACA: So no planner has touched this idea yet?

MINDY TARLOW: The Department of Design and Construction has certainly been involved in our thinking this through. We do--we are a little bit between a rock and a hard place in having identified a site that we think is viable without being able to say that it's definite because of the legislative process that we're here--

COUNCIL MEMBER MENCHACA: [interposing] Great.

MINDY TARLOW: in support of today.

COUNCIL MEMBER MENCHACA: I appreciate that, and you're right, we have just begun the process and thank you for underscoring that. Is there a traffic analysis and impact on the economics of all the industries touched in this conversation as part of your assessment?

MINDY TARLOW: Yes.

COUNCIL MEMBER MENCHACA: Good.

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2 MINDY TARLOW: It'll be part of the
3 environmental assessment.

4 COUNCIL MEMBER MENCHACA: Great. Let's
5 move over to the stables, the current stables. What
6 are the plans for the future of the current stables
7 where the plan to vacate those stables? What are the
8 plans for that property? What are the interests to
9 the Mayor? What can we see and expect?

10 MINDY TARLOW: This is private property,
11 as you know.

12 COUNCIL MEMBER MENCHACA: Yeah, I do.

13 MINDY TARLOW: We are not engaged in what
14 happens with private property.

15 COUNCIL MEMBER MENCHACA: So, there's no
16 conversations? There's no conversations. The Mayor
17 has a huge, and this is a kind of citywide need for
18 affordable housing for example. We're engaging
19 private people in this discussion. So, sounds like
20 that's not happening here. Thank you for letting us
21 know that. Second, 25 million--so there's no
22 planners. What are you--and I think this was
23 answered, but I just want you to say it again.
24 Twenty-five million dollars, essentially this is a
25 check, like a blank check at this point, right?

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2 There's no, nothing really attached to it beyond
3 something will happen somewhere. I just wanted to
4 make sure if there's anything concrete that you're
5 attaching to the 25 million dollars check?

6 MINDY TARLOW: I'm sorry. You said
7 before that there are no planners. There are no
8 planners as I said before that the Department of
9 Design and Construction and others will be actively
10 engaged in this process. We have not begun the
11 design yet, and without having the design, and
12 without having a firm commitment on the location we
13 really can't constructively estimate what the cost
14 will be at this point.

15 COUNCIL MEMBER MENCHACA: Okay. Well,
16 and that's semantics. I think planners might have
17 another approach to that, that analysis. Next, there
18 was a question about benefits, and I think there was
19 a real kind of concern for the historic nature of the
20 industry, protecting that, also using the park for
21 its original purpose. I never heard anything about
22 Vision Zero, and so I just want to make sure to give
23 you an opportunity to talk about whether or not this
24 has an impact of Vision Zero, and I know I'm losing
25 time, but I want to say Central Park doesn't just

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2 belong to the people of Manhattan or the people that
3 live around Manhattan. This is a city park. In many
4 ways this is a world park. I think everyone in the
5 world feels like they can own this park. This is the
6 Holy Grail. Are there conversations that you're
7 exploring, and I know Council Member Rosenthal hasn't
8 yet spoken or asked questions, but I'm curious to
9 hear about cars and in the spirit of Vision Zero, the
10 kind of no car plans that have already been discussed
11 and whether or not this is part of the discussion?

12 ALESSANDRO OLIVIERI: So, on the car-free
13 park, you know, the Mayor has, you know, articulated
14 a goal of getting to a place where there would be no
15 vehicles on roadways, you know, moving through parks
16 or in parks, and you know, the city was very happy to
17 take a big step in that direction in this past June
18 when we announced a major portion of both Central
19 Park and Prospect Park were closed to car traffic,
20 which was a great step in that direction. And you
21 know, that was--it's only been six months.

22 COUNCIL MEMBER MENCHACA: [interposing]
23 Okay, we don't have too much time. Is that part of
24 the EAS? Are you also exploring impacts of no cars
25 as part of the Master Plan for the planning?

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COMMITTEE ON TRANSPORTATION

ALESSANDRO OLIVIERI: I mean, I don't--
again, at this point I think we would be looking at
the impacts of the specific pieces of this
legislation--

COUNCIL MEMBER MENCHACA: [interposing]
So, horses, Pedicabs--

ALESSANDRO OLIVIERI: [interposing] Well,
and--

COUNCIL MEMBER MENCHACA: [interposing]
I'm going to wrap up here, and I think others are
going to explore that, but you keep on talking about
balance, this is an incredibly off-balance proposal
with and ask for a blank check, with no planners yet.
So, I'm glad we're just starting this process,
because it's going to be a good conversation to
start. Thank you. I'm done, Chair.

CHAIRPERSON RODRIGUEZ: Council Member
Rosenthal?

COUNCIL MEMBER ROSENTHAL: That timing
was not planned, but I want to start by saying that I
am a long-time supporter of getting the horses off
the streets. So, I welcome a compromise and finally
a discussion, but my questions just so you know, are
coming from a place of safety for the horses, safety

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2 for pedestrians and the bikers in the park. So,
3 along the lines of Council Member Menchaca, I first
4 want to ask you about the possibility of bringing the
5 cars out of Central Park. The southeast quadrant is
6 the most dangerous quadrant, and the competition
7 between the horses, the cars, the Pedicabs, the
8 bikers, the roller bladers [sic], the tourists going
9 the wrong way, and the pedestrians are truly a
10 challenge. I'm wondering if you would consider
11 because I know you're--you do have a long term goal
12 of addressing the car situation. Would you consider
13 a pilot sooner rather than later, maybe April and May
14 or even march, to take the cars, to limit the cars in
15 the southeast quadrant entering at Sixth Avenue,
16 exiting at 72nd to 8:00 to 10:00 a.m., possibly an
17 afternoon shift, but most importantly limiting them
18 to 8:00 to 10:00 a.m. during rush hour?

19 ALESSANDRO OLIVIERI: So, you know, as I
20 said, I think we took a major step in the right
21 direction this June, and we're only a little more
22 than six months into the process of having a truly
23 car-free park. We haven't actually seen how that
24 will work, a car-free park in certain areas. We
25 haven't seen how that would work in the springtime

1 yet. So we, you know, normally would need more, you
2 know, analysis to really judge the impacts of that.
3 I think at this point it would be a little early to
4 kind of commit to that, but we could--you know, I
5 think the agency again has a long term goal. The
6 Mayor has expressed a long-term goal of getting to a
7 place where there is a car-free Central Park, and we
8 did feel that given the vehicle volumes and the
9 issues of vehicle volumes and speeds in the CBD that
10 the roadways that you're talking about in the
11 southeast quadrant were an important part of the
12 network there to maintain traffic flow in the area.

13
14 COUNCIL MEMBER ROSENTHAL: So if I'm
15 recalling--

16 ALESSANDRO OLIVIERI: [interposing] But we
17 would--

18 COUNCIL MEMBER ROSENTHAL: correctly, the
19 most recent crash that resulted in a pedestrian death
20 was one between a biker and a pedicab, if I remember
21 that correctly, and--no? Does anyone remember? It
22 was a bicyclist who was unfortunately killed. I'm
23 not remembering. If we could go back and look at
24 that. I'm pretty sure it was he collided with the
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2 Pedicab. It could be because he ws getting out of
3 the way of a car.

4 [off mic comments]

5 SERGEANT AT ARMS: Quiet on the floor
6 please.

7 COUNCIL MEMBER ROSENTHAL: And we'll
8 certainly nail that down, but from my perspective,
9 the root cause is the car, that at the end of the day
10 it's the car that's the two ton vehicle that everyone
11 is trying to get out of the way of. As a biker in the
12 park and having been through that section, it's--I
13 understand the Pedicabs can be erratic. I understand
14 the horses can be erratic. I'm terrified of the
15 cars, and at the end of the day whatever the cause,
16 the direct cause to the crash, I want to be clear on
17 the record I believe it's the cars and getting the
18 cars out of the park, particularly in the non-rush
19 hour times I think should be contemplated sooner
20 rather than later.

21 ALESSANDRO OLIVIERI: Councilwoman, we
22 certainly, DOT and our efforts to achieve Vision Zero
23 recognize that the car is the most important part of
24 that equation, and I don't have the specifics of this
25 incident. Obviously there was some--

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2 COUNCIL MEMBER ROSENTHAL: [interposing]
3 it was within the last year.

4 ALESSANDRO OLIVIERI: So what we can
5 certainly do is work with our Manhattan Borough
6 Commissioner. We'll look at what the situation was--

7 COUNCIL MEMBER ROSENTHAL: [interposing]
8 Sure.

9 ALESSANDRO OLIVIERI: and talk to your
10 office about that specific incident, but again, with
11 the details in the front of--

12 COUNCIL MEMBER ROSENTHAL: [interposing]
13 Again, with the eye towards safety, right?

14 ALESSANDRO OLIVIERI: Yeah, and--

15 COUNCIL MEMBER ROSENTHAL: [interposing]
16 And what's the root cause of the problems and trying
17 to address--using this is an opportunity to address
18 the root cause.

19 ALESSANDRO OLIVIERI: Well, and--

20 COUNCIL MEMBER ROSENTHAL: [interposing]
21 And secondly, along those lines, I see this as an
22 opportunity to address the root cause, the root
23 problem of the 70-step process that exists for
24 getting a contract after funded to fruition through
25 the Department of Parks and Recreation. Seventy steps

1 I think is our--as Chair of the Contracts Committee
2 is we've started to look at it as a result of
3 somewhat arcane and duplicative rules and
4 requirements. At best, at best, at the absolute best,
5 what we've seen is Parks can get something built or
6 completed within nine months, which is a miracle. So,
7 I don't--I'm nervous about an October, you know, as
8 Council Member Constantinides remarked the more usual
9 situation is three to four years. Certainly in my
10 lifetime two years as Council Member none of my
11 predecessor's projects that she funded has been
12 completed. The ones she completed and funded in her
13 last years. None of mine in the last two years have
14 been completed. I've not been to a ribbon cutting.
15 So, I would ask that you use this as an opportunity
16 and would you commit to this as using this as an
17 opportunity to take a serious look at the contract
18 procurement process? Yes, Commissioner Mitchell has
19 made improvements. The improvements resulted in two
20 months' worth of savings. When we're talking about
21 three to four years in a 70-step process, would you
22 commit to helping the city get it down to 50-step
23 process and included in this exact example here with
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2 the stables, will it be going through the public
3 design Commission?

4 ALESSANDRO OLIVIERI: Parks is committed
5 to and Commissioner Silver has made it an important
6 part of his Commissionership to focus on our capital
7 process, to speed it up, and certainly that is his
8 goal on all projects, not just this one. As for who
9 asked to go--what part of the design process, some
10 aspects are not controlled by parks. Some are
11 controlled by the procurement rules. Some are
12 controlled by the oversight agencies. Depending upon
13 the exact location and aspects of this project would
14 determine Landmarks and EDC involvement. We would
15 obviously follow all appropriate requirements in the
16 construction and design of the projects.

17 CHAIRPERSON RODRIGUEZ: I would like to
18 say a few things about the process. We have three
19 more Council Members, Council Member Crowley, Lancman
20 and Reynoso on the five minute clock and then any
21 other Council Member that have a question to ask will
22 have one minute, and then we will hear from the
23 Pedicabs, the Teamsters, the Pedicabs and NYCLASS,
24 and then we're opening to more than 100 other
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2 resident New Yorkers who also want to talk about this
3 issue. Council Member Crowley?

4 COUNCIL MEMBER CROWLEY: This question is
5 for anyone who can answer it. I'm sorry I wasn't
6 here in the beginning. How many people will lose
7 their jobs if we were to pass this proposed
8 legislation? My time is ticking, so.

9 DANIEL KASS: I don't think that number
10 is knowable. As I think we've said, the number of
11 carriages remains the same. The number of horses
12 ultimately will be reduced. There is no change in--
13 there's no cap on the number of licensed drivers.
14 So, it will be a matter for how the industry sort of
15 apportions work hours.

16 COUNCIL MEMBER CROWLEY: So there'll be
17 no change in the number of people working in the
18 industry, in the horse and carriage industry today
19 compared to when you finally have this stable built,
20 is that what you're promising us?

21 DANIEL KASS: No, that--I'm sorry. That's
22 not what I said. What I said is that there are
23 different elements of this--

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2 COUNCIL MEMBER CROWLEY: [interposing] I
3 don't know how complicated the question is. It just,
4 I'm looking for a number.

5 DANIEL KASS: Yeah, and I'm saying I'm
6 sorry we don't know that.

7 COUNCIL MEMBER CROWLEY: I think we're
8 looking at this legislation prematurely. You should
9 build the stable first, and then we could transfer
10 the industry into the stable once it's built, and
11 then we can pass legislation if it's needed. I don't
12 understand why we're--why are we hearing this today
13 when you don't have a plan ready? I mean, why are we
14 hearing this legislation? What is so dangerous about
15 the industry? Somebody from the Department of Health
16 spoke earlier about how the stable is going to be a
17 better stable. What's wrong with the current stable
18 now?

19 DANIEL KASS: The primary goal of this
20 legislation is of the legislation is to move horses
21 and carriages off the streets of New York, and that's
22 what they--

23 COUNCIL MEMBER CROWLEY: [interposing]
24 But really [sic] how frequently are they on the
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streets? Only when they go back and forth to the stable.

DANIEL KASS: No, that's not true. They actually have the right to operate on the streets of New York.

[off mic comments]

SERGEANT AT ARMS: Quiet please.

COUNCIL MEMBER CROWLEY: But how frequently are they on the streets? Aren't they in the parks most of the time?

DANIEL KASS: The legislation will limit work to the--to Central Park and that's the significant change from the current arrangement.

COUNCIL MEMBER CROWLEY: Right, but most of the time they're on the street just to get back and forth to the stable.

[off mic comments]

DANIEL KASS: Sorry, we don't actually know--

[off mic comments]

DANIEL KASS: We don't actually know the relative mix of rides between Midtown and Central Park, but they absolutely do pick up in Midtown and they do ride the streets of Midtown.

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2 COUNCIL MEMBER CROWLEY: I never see them
3 on the streets, only--

4 [off mic comments]

5 MINDY TARLOW: Just to--

6 COUNCIL MEMBER CROWLEY: [interposing]
7 Now how dangerous--earlier you said it's about
8 safety, horse safety. How frequently are there
9 accidents involving horses? I mean, they must make
10 trips back and forth. If they're on the streets as
11 frequently as you say they are or traveling back and
12 forth to the stable, it must be tens of thousands of
13 times a year, and so tell me because we're so
14 concerned about reducing accidents happening on the
15 street, how frequently do we have accidents involving
16 horses?

17 DANIEL KASS: So, the number that had
18 been reported to either the Police Department or the
19 Health Department are 15 incidents over the last five
20 years, since 2010. There have been 10 collisions.

21 MINDY TARLOW: Collisions.

22 DANIEL KASS: There have been 10
23 collisions with vehicles. There--

24 COUNCIL MEMBER CROWLEY: [interposing] But
25 every single day--

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2 DANIEL KASS: [interposing] have been four
3 injuries to horses and there are spookings [sic].

4 COUNCIL MEMBER CROWLEY: [interposing]
5 Unfortunately there are--that's not a lot. That is--
6 I mean, 15 is too many, but in the city we live in,
7 it's not an epidemic. Twenty-five million dollars is
8 a lot of money. Do we have that much in our budget
9 that we could just throw 25 million dollars at a
10 project that may not warrant it?

11 MINDY TARLOW: So, Councilwoman, just a
12 couple of comments on what you said. One, we're doing
13 this now and we're introducing this now as a
14 byproduct of a joint arrangement between the Mayor's
15 Office, the Council and the Teamsters. We are doing
16 this now because we want to make sure that we're
17 addressing what we believe are significant health and
18 safety concerns that cannot wait for a stable to be
19 built. The number of 25 million dollars has not been
20 confirmed. We have not begun the design of this
21 project yet, nor have we made an official decision
22 about which facility that we will use for the stable,
23 and what we're trying to do here is create the most
24 balanced approach that we can as quickly as we can to

1 address an issue of high priority for the people who
2 came together to make this arrangement today.

3
4 COUNCIL MEMBER CROWLEY: Okay. Mrs.
5 Tarlow, can you please tell me how many people will
6 lose their jobs? That's something I need to know if
7 I'm considering, you know, how I'm going to vote on
8 this legislation.

9 MINDY TARLOW: I think the way that the
10 step-down process works, I'm going to say from the
11 jump, that we don't have a specific number, and the
12 reason that we don't have a specific number is that
13 we have to wait for the step-down process to play
14 out. We are not reducing the number of carriages.
15 We are not stepping anything down until December. We
16 will have a lottery, and at the end when it all
17 shapes out, there may be a number of drivers who are
18 not operating in their current position, and we have
19 every intention as it says in the legislation to
20 offer them what we consider to be high-quality worker
21 displacement services through the city's Small
22 Business Services Department.

23 CHAIRPERSON RODRIGUEZ: Thank you.

24 COUNCIL MEMBER CROWLEY: My time has run
25 out.

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2 CHAIRPERSON RODRIGUEZ: And for the
3 public, you know, you are the best audience that any
4 committee can have. My only ask is please continue
5 using your hand to identify when anyone says
6 something that you agree with. Don't interrupt
7 because we have a long process to go this afternoon,
8 and your cooperation is very important. Council
9 Member Lancman?

10 COUNCIL MEMBER LANCMAN: Thank you. Good
11 morning. I just want to understand the urgency of
12 this legislation and this issue. Mrs. Tarlow, I
13 think you said we're doing this now to address
14 significant health and safety concerns, and I've had
15 a lot of difficulty from the start of this
16 conversation, the issue of horse carriages two years
17 ago, getting a fix on what those health and safety
18 concerns are. So can you or anyone else tell me in
19 the last 10 years how many carriage horses have been
20 killed or seriously injured while on the job?

21 DANIEL KASS: We're not aware of horses
22 that have been killed while operating during, you
23 know, in the recent past.

24 COUNCIL MEMBER LANCMAN: So, the answer
25 to the question if I were to pose it of how many

1 carriage horses have been killed while on the job
2 would be zero, right?

3 DANIEL KASS: As far as we know.

4 COUNCIL MEMBER LANCMAN: Okay. How many
5 carriage horses--

6 [off mic comments]

7 DANIEL KASS: How many carriage horses
8 have been seriously injured while on the job in the
9 last 10 years or five years or whatever time period
10 you have that information available?

11 DANIEL KASS: We're aware of four
12 injuries that have occurred as a result of
13 interactions on the street with vehicles, tipped
14 carriages, that sort of stuff. I should say that
15 there are horses that have died on the job from
16 variety of causes, but they were not involved. They
17 were not associated with a vehicular accident.

18 MINDY TARLOW: And I'm also not--

19 COUNCIL MEMBER LANCMAN: [interposing]
20 But horses like people will die. I mean, can you
21 attribute their deaths to their working as carriage
22 horses.

23 MINDY TARLOW: I'm not sure that that's
24 necessarily the litmus test for evaluating whether
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1
2 operating on the streets and in some heavily
3 trafficked areas--

4 COUNCIL MEMBER LANCMAN: [interposing] But
5 that may--

6 MINDY TARLOW: of Manhattan--

7 COUNCIL MEMBER LANCMAN: [interposing] not
8 be your--

9 MINDY TARLOW: [interposing] is the right
10 litmus test--

11 COUNCIL MEMBER LANCMAN: litmus test, but
12 it's an important--

13 MINDY TARLOW: [interposing] for whether
14 or not this is a health and safety--

15 COUNCIL MEMBER LANCMAN: [interposing] for
16 me to understand that the number of carriage horses
17 that have been killed on the job is zero, and the
18 number of carriage horses that have been seriously
19 injured on the job, am I correct that the number is
20 four?

21 DANIEL KASS: I'm sorry, can you just
22 repeat that last question?

23 COUNCIL MEMBER LANCMAN: Am I correct that
24 the number of carriage horses that have been
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2 seriously injured on the job as carriage horses is
3 four?

4 DANIEL KASS: Uh--

5 COUNCIL MEMBER LANCMAN: I'm just getting
6 that from you.

7 DANIEL KASS: I think that's the number
8 that we're aware of that have been involved in--that
9 have been injured as part of incidents associated
10 with, you know, that are vehicular. There have been
11 instances where horses have died as a result of,
12 again, on the job, but you know, from a variety of
13 causes.

14 COUNCIL MEMBER LANCMAN: Okay. Well, how
15 many carriage horse trips are there a year
16 approximately?

17 DANIEL KASS: I don't think we have data
18 on how many trips they're doing. Nobody's tracking
19 the number of trips that they're individually making
20 in a shift.

21 COUNCIL MEMBER LANCMAN: I'm told it's
22 well over 100,000. I'm told it might be as much as
23 200,000. I think the Central Park Conservancy in a
24 report from a few years ago put the number at about
25 130,000. Does that sound approximately right to you,

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2 or does that strike you as being an impossibly high
3 number?

4 DANIEL KASS: I don't think we know. I
5 think we have to kind of come back and evaluate
6 whether it's--

7 COUNCIL MEMBER LANCMAN: [interposing] So,
8 you know, there are two things I think that are
9 fairly established at this hearing. One is that this
10 is an extraordinarily safe industry for the carriage
11 horses, and the second is the most frequent response
12 to questions that Council Members have had about
13 fundamental data is "I don't know." And I don't
14 understand the urgency of making such an enormous
15 decision that will impact and upend not one industry
16 but two without having this fundamental data, let
17 alone the point of doing it in the first place for an
18 industry that's obviously well-regulated and safe for
19 all its participants. Thank you very much.

20 CHAIRPERSON RODRIGUEZ: Thank you. As
21 you hear my colleague, that it what the debate is all
22 about. Someone can argue that. Others like myself
23 argue that horses doesn't belong to the street as we
24 had in the 1940 where there was not many so trucks,
25 ambulance or cars in the street, but at the end of

1 the day I believe that they agreement, the deal made
2 by the Administration with the Teamster overall
3 having important spirit [sic], that now we will hear
4 other answer for other question that we have. We'll
5 hear from the colleague. We'll hear from the
6 advocate groups, and we hope that at the end of this
7 process we can come out with a win/win situation for
8 everyone. Council Member Reynoso, the last one, in
9 five minutes, and then we get into one minute
10 question.
11

12 COUNCIL MEMBER REYNOSO: Hello. Thank
13 you for being here this morning still. We're five
14 minutes away from the afternoon. I just want to--I
15 waited 'til the end. I really wanted to hear what my
16 colleagues had to say, and actually I'm looking
17 forward to your answers to many of their questions,
18 but when we talk about requesting data and
19 information it just really seems the like the
20 agencies here are falling short. And two years to
21 prepare for this meeting, right, you knew this was
22 going to come. This was day was going to come. Some
23 folks didn't think it would take this long. Some
24 folks thought maybe it would never happen. I expected
25 it to happen, and for two years we don't know how

1 many Pedicabs are in Central Park right now, how many
2 are operating. You don't know how many horse carriage
3 rides are happening in and out, which also is
4 concerning, because we don't know how long the horses
5 are working then outside of maybe getting the
6 Teamsters industry to come in and let us know what
7 their hours are, but then we also don't have any
8 budget analysis. This is a 25 million dollars that
9 we don't know is going to anything or whether or not
10 it exists. We don't know how much time the horses
11 have been out of Central Park or inside of Central
12 Park. We're having, I guess, a disagreement as to
13 how many horses have been killed. We don't know how
14 many jobs could potentially be lost through this. We
15 don't know where the new stable is going to be. So,
16 what is a hearing if we don't have any answers to any
17 of those questions that are extremely important? And
18 we're here to give the public--they want us to ask
19 these questions so that they can have information and
20 we can make good decisions as Council Members, and I
21 don't think that you're awarding us the opportunity
22 to make informed decisions today because we no
23 information. That is what my concern is. So, I just
24 want to be very clear. I think you're trying to do
25

1 this here, but I don't think this is two-year's worth
2 of planning put together. So, I'm just going to--I
3 want to step back a little bit and just let you know
4 how--I have no more questions, but I--you--the
5 answers are just not there. I just want to step back
6 and let you guys know that this is--the performance
7 here today wasn't one that justifies us making
8 decisions at this moment. So, thank you.

10 CHAIRPERSON RODRIGUEZ: Council Member
11 Greenfield?

12 COUNCIL MEMBER GREENFIELD: Thank you,
13 Mr. Chairman. Thank you all for coming out here and
14 thank you for sharing with us the information today.
15 I just have few quick questions. Most recently the
16 City of New York when it was studying the question of
17 whether to restrict or regulate for-hire vehicles
18 engaged in a two million dollar study on congestion
19 in parts of New York City, the proposal which would
20 restrict Pedicabs from the southern portion of the
21 park, how long have you studied that and how many
22 millions of dollars have you spent on that study, and
23 can you produce that study for us today? Don't
24 everybody answer at once.

25 CHAIRPERSON RODRIGUEZ: Please--

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MINDY TARLOW: [interposing] I'm sorry--

CHAIRPERSON RODRIGUEZ: [interposing] I'm sorry. Please, let's be sure that we hear question and answer. Again, let's be working together, because if not then I don't want no one to be, you know, taken out from this room. We just want to be sure that we continue listening. Again, this is only the beginning. I think for the interest of everyone as I say at the beginning, I also need your cooperation. Thank you.

MINDY TARLOW: I'm sorry. Are you asking if we did a for-hire vehicle study and--

COUNCIL MEMBER GREENFIELD: [interposing] Did you do a comparable study? You did a for-hire vehicle study in fact when we, the city was thinking of regulating for-hire vehicles. You spent two million dollars and produced a really impressive 12-page study. Did you do a comparable study for these current proposal which is to restrict Pedicabs? Did you do a study to determine whether or not that actually makes sense, what the impact is, why it's necessary? Was there some sort of study or was it just sort of a bunch of folks sitting around a room

1
2 and say, "Hey, we have an idea. We're going to
3 restrict Pedicabs?"

4 [off mic comments]

5 MINDY TARLOW: It's a part of the
6 environmental review which we'll look at all aspects
7 of this process. Also, with just pulling together a
8 few questions that we've just heard in the last few
9 minutes, we have spent a tremendous amount of time
10 looking at the most balanced policy that we can come
11 up with in cooperation with the Council and with the
12 Teamsters to address the issues that we're here to
13 address today. We have some data that we have on a
14 regular basis, but the fact is that a number of these
15 industries are not required to submit a lot of data
16 about where they are and how many are in each
17 different place. So it's not for lack of focus.
18 It's simply the way that it is. With respect to your
19 question, we will be addressing the Pedicab issue and
20 other issues like it as far as the environmental
21 review.

22 COUNCIL MEMBER GREENFIELD: Okay. So, I
23 apologize because I'm short on time. It was a yes or
24 no question. Did you do a study or not?
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2 MINDY TARLOW: We are in the process of
3 doing the study. It's an environmental assessment.

4 COUNCIL MEMBER GREENFIELD: You're in the
5 process of doing a study now, but you have nothing to
6 show us at this particular point?

7 MINDY TARLOW: Correct.

8 COUNCIL MEMBER GREENFIELD: Okay. So, in
9 the case of the for-hire vehicle industries including
10 Uber and others, we actually did a study, got the
11 study and then looked at legislation, and now we're
12 proposing legislation without actually having a
13 complete study in hand. Is that correct? It's yes
14 or no.

15 MINDY TARLOW: Correct.

16 COUNCIL MEMBER GREENFIELD: Thank you
17 very much. My next question is, some of these folks
18 obviously, and I think we all know this, and I know
19 this was raised by some of my other colleagues, are
20 going to end up out of work. Is there some sort of
21 compensation plan for these folks? I don't mean the
22 retraining that has already been discussed. Is there
23 a compensation plan for the people who have been
24 doing this for 10, 20, 30, 40 years to compensate
25 them for the fact that the City is now putting them

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2 out of business? It's also a yes or no question. If
3 it's yes, obviously there'll be a follow-up.

4 MINDY TARLOW: There is not a
5 compensation plan at this time.

6 COUNCIL MEMBER GREENFIELD: There's no
7 compensation plan for the fact that you're going to
8 put a lot of people out of business?

9 MINDY TARLOW: I don't know that we know
10 that we're going to put a lot of people out of
11 business.

12 COUNCIL MEMBER GREENFIELD: Really?

13 MINDY TARLOW: It's one of the reasons
14 that we're waiting to see--

15 COUNCIL MEMBER GREENFIELD: [interposing]
16 I'm pretty sure you're going to put people out of
17 business.

18 MINDY TARLOW: how it plays out.

19 COUNCIL MEMBER GREENFIELD: You don't
20 think you're going to put people out of business?
21 It's an honest question. I mean, you really don't
22 think you're going to put people out of business?

23 MINDY TARLOW: I think we're looking to
24 see the results of the step-down process and how that
25 plays out. Again, we are not limiting the number of

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carriages and licenses, and I think this is a complex environment and a complex process, and we're waiting to see how it plays out over the period of time that--

COUNCIL MEMBER GREENFIELD: [interposing]

Alright, I'll tell you what, I'll make you a deal right now. I'll vote in favor of this legislation if you guarantee me right now that not a single person's going to go out of business. Is that fair?

MINDY TARLOW: I can't make that

guarantee.

COUNCIL MEMBER GREENFIELD: Oh, okay.

Well, then I can't guarantee that I'm voting in favor of the legislation. My final question is, under New York Law non--any non-park use of a park must be approved by the State Legislature. If you don't believe the proposal requires approval by the State Legislator, can you explain how a stable for a private enterprise in a park is a proper use of a park land? It's more of a legal question for those lawyers who are watching on TV.

DANIEL KASS: We believe it is a proper

park use. It does not violate the public trust doctrine. There are numerous stables in parks already

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that are operated, and we believe that this would also be--would be appropriate.

COUNCIL MEMBER GREENFIELD: Alright. I'm out of time. Thank you, panel.

CHAIRPERSON RODRIGUEZ: Any final question, one minute clock, please.

COUNCIL MEMBER LEVINE: Thank you, Mr. Chair. My time is exceedingly short, so I want to ask you--I'm going to articulate three questions about the impact of this plan on the park recognizing we're handicapped by not having a fixed location. First, the park--the carriage pick-ups are generally at the southern end of the park. So there's going to have to be a transport route from say 86th Street down to the southern end of the park. Have you determined what that route will be? I've heard talk with the bridle trail which would require some transit and traffic on the transverse for the horses, and then presumably the bridle trail would have to be partially paved for the horses to go down. Secondly, if the carriages aren't lining up on the streets anymore, I assume they'll be lining up somewhere in the park waiting to pick up passengers. Do you know where that will be? It could be dozens, I guess 50

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carriages or more. I'd like to know if space has been set aside for that. And lastly, can you estimate how many truck deliveries in and out of the stable facility you'll need a day for things like picking up, dropping off supplies, picking up manure, transporting horses and carriages, etcetera?

ALESSANDRO OLIVIERI: Wow, that's quite a compound question. The exact--the legislation provides for Parks, DOT and NYPD to establish the specific routes that the carriages would take, including, you know, back and forth from where the stable is. I think it's premature to speculate on whether any portion of the bridle path would have to be paved. I think the legislation also provides for DOT an Parks to establish where the pick-up spots would be and requires Parks to put appropriate signage regarding that as well as signage along the routes so the public is aware of where horses are, where would be likely to encounter them. I am not sure that the number of deliveries, although I think that is an element that'll be taken up in the environmental assessment.

COUNCIL MEMBER LEVINE: Thank you.

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2 CHAIRPERSON RODRIGUEZ: Council Member
3 Van Bramer?

4 COUNCIL MEMBER VAN BRAMER: Thank you
5 very much. So, I'll ask a few questions as well, but
6 I have to say I am deeply disappointed with the
7 presentation by the Administration today, to say that
8 you will ask us to ban Pedicabs and then study its
9 impact. Then, to say that we have to wait to know
10 how many jobs we lost, we have to wait to know where
11 in the park. We have to wait to know how much it
12 will cost, all of this coming after we vote for it,
13 but the one thing you do know is that these folks are
14 going to be out of work June 1st, December 1st. All
15 that has to happen on a timeline. That can't wait,
16 even though we know it could wait. I want to say, in
17 response to Council Member Garodnick's questions, he
18 asked before about the public benefit of the use in
19 the park, and I thought you said that there was a
20 historic use that's being protected or a historic
21 mandate. Is that the horse carriage industry that
22 you're referring to?

23 ALESSANDRO OLIVIERI: I was referring to
24 there's historically horse carriages have operated in
25 the park, and I believe it is an amenity in the park

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2 and a parks appropriate use, enhance appropriate
3 park's use.

4 COUNCIL MEMBER VAN BRAMER: Okay, but I
5 just have to question this. You're citing the horse
6 carriages in Central Park as the public benefit that
7 needs to be protected, which allows you to use the
8 site in the park. I just have to point out that's the
9 exact same industry that you proposed to disband and
10 eliminate altogether. That is an inherent
11 contradiction in what you all are doing here, and I
12 just cannot let this hearing go without saying that.
13 Thank you very much.

14 CHAIRPERSON RODRIGUEZ: And I want to
15 remind also everyone that this agreement has been
16 signed by the Teamsters which is the board that
17 represent the carriage horse industry. So, this is
18 not whatever legislation we have in front of us and
19 that we are discussing is not only what the
20 Administration is bringing to us. This has been an
21 agreement, a deal that has been made with the
22 participation and the agreement with the
23 Administration, the Teamsters and the Speaker.
24 Council Member Menchcaca?

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2 COUNCIL MEMBER MENCHACA: I think
3 Majority Leader Jimmy Van Bramer already kind of
4 asked my point, and I think what I want to do is ask
5 the question about timeline and whether or not you
6 have a kind of public timeline of, having heard all
7 this, for your kind of--on your side, Administration
8 side, on passing this budget, and in that timeline
9 that you answer in question, will have all answers to
10 our questions now that you've kind of heard the
11 concerns of our constituents through our
12 representation? Planning, data, analysis? What is
13 the timeline for your passing of this legislation?
14 What is your ideal timeline?

15 MINDY TARLOW: Well, I think as the Chair
16 just said, this was an agreement that was reached
17 between the Administration, the Teamsters and the
18 Speaker's Office, I think we have a mutual interest
19 in getting this timeline running as the legislation
20 suggests and every hope that we'll be able to embark
21 on that timeline together.

22 COUNCIL MEMBER MENCHACA: Okay, and all
23 I'll say is that I think it's important for this
24 committee to wait for those answers before we move
25 forward. Thank you.

CHAIRPERSON RODRIGUEZ: [off mic]

Constantinides [sic]?

COUNCIL MEMBER CONSTANTINIDES: It's me?

Okay, it's me? Okay, I wasn't sure. I didn't quite

hear my name. Usually Constantinides is--it goes

longer. My apologies, Mr. Chair. So, my question is

regarding the hack stands. There's no plan yet as to

where they would go if I'm accurate. They're saying

they won't interfere with other park's uses. We're

not sure. How do we know where they'll be placed that

they will be in somewhere that the industry can

continue to flourish?

ALESSANDRO OLIVIERI: Well, the

legislation provides that DOT along with Parks would

have to establish where they were. Obviously those

decisions we made in consultation with both the

operators as well as other parks constituencies.

JEFF LYNCH: And I would just add that

that's going to be a joint rule-making process, which

has opportunities for public comment that any

stakeholders that had interest in elected's [sic]

Community Boards would be part of that process as

well.

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COUNCIL MEMBER CONSTANTINIDES: I mean, the last question I have is how many citations for animal cruelty have there been made on this industry?

DANIEL KASS: Until relatively recently it was the ASPCA that enforced animal cruelty, and to my knowledge they did not bring any charges. There was one allegation, and I believe the case is pending of cruelty over the last year.

COUNCIL MEMBER CONSTANTINIDES: So there's been one allegation in over 100-year history, and yet, we are rushing through a process here today? It makes me feel--and I think honestly, I don't believe anyone here is coming from a place of ill will. I believe in the Administration's commitment. I respect the Administration. I respect our speaker. I respect the union. I don't think any of my questions are meant to accuse anyone of coming from a bad place. I think this is all coming from a place of love and a place of, you know, living up to what you believe in. I just have real challenge here based on all the questions that have been raised today that how we can rush through this process in this way and move forward on a bill that is just--there's too many

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2 questions, not enough answers. We just need more
3 answers before we can vote on this.

4 CHAIRPERSON RODRIGUEZ: Thank you. We
5 have the three Council Members, Grodenchik, Gentile
6 and Greenfield, one minute each.

7 COUNCIL MEMBER GRODENCHIK: Thank you,
8 Mr. Chairman. I want to echo several of my
9 colleague's comments and ask what the urgency is here
10 today. You're asking us to at least partially
11 dismantle an industry that pre-dates the Civil War.
12 You cannot tell us where the stable is going to be.
13 You cannot even give us a clue where it might be,
14 except for the 85th Street location. We have heard
15 about no other possible locations in the park. You
16 cannot say how many people are going to lose their
17 jobs. You cannot tell us why it is acceptable for
18 New York Police Department horses to walk the streets
19 of New York City, but not carriage horses. I have a
20 lot of questions. Thank you. I have a lot of
21 questions, but I have very, very few answers today,
22 and I would ask the Chairman even though I am not a
23 member of this committee to hold another hearing so
24 that we may hear from the Mayor's Office and from
25 other interested parties when they have better

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2 answers to these questions, because right now we
3 frankly do not have any answers that we need. Like
4 Council Member Constantinides, we are all here in
5 good faith and we all work together. I have respect
6 for my Mayor and my Speaker, but I cannot respect
7 this bill in its present form without any answers.
8 Thank you very much.

9 CHAIRPERSON RODRIGUEZ: Council Member
10 Gentile?

11 COUNCIL MEMBER GENTILE: Thank you. I may
12 have missed this before I got here this morning, but
13 I'm not clear if in fact the original purpose of this
14 legislation was for primarily the welfare of the
15 horses. Why in fact the Pedicab industry has become
16 part of this deal, when in fact the welfare of the
17 horses has nothing to do with the Pedicab industry?
18 And that--I have a lot of Pedicab drivers in my
19 district who ask me that question, and I don't have
20 an answer for them.

21 MINDY TARLOW: Yes, we did address this
22 earlier. With moving--you're absolutely right, the
23 primary purpose of this is for us to get horses off
24 city streets for their health and their welfare. We
25 are no moving them inside Central Park exclusively,

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2 and as we attempt to balance in our discussions and
3 agreement between the Mayor's Office, the Teamsters
4 and the Speaker's Office to balance the use
5 particularly of the lower part of Central Park. We
6 felt that we had to balance the uses and needs of the
7 park and make sure that they were operating
8 appropriately, and the Pedicabs as I'm sure you know
9 are part of that confluence of people and vehicles
10 that enter and exit and work in that part of Central
11 Park.

12 COUNCIL MEMBER GENTILE: So you felt it
13 necessary to affect another industry in this whole
14 deal?

15 MINDY TARLOW: I think in our efforts to
16 balance the decisions that we are trying to make here
17 today about how to move all the horses into Central
18 Park, maintain the industry while protecting their
19 health and welfare. Yes, we expanded with our
20 colleagues in the Speaker's Office and the Teamsters
21 the focus of that effort to additional people.

22 CHAIRPERSON RODRIGUEZ: The last one,
23 Council Member Greenfield.

24 COUNCIL MEMBER GREENFIELD: Thank you,
25 Mr. Chairman. I just want to reflect for the record

1 that I actually represent people in my district who
2 work in the horse carriage industry and they are not
3 satisfied with this compromise, and so I don't think
4 it's fair to say that everyone's happy. In fact, a
5 lot of people are here because they're not happy, and
6 I think that is worth reflecting. I think though you
7 did say that you did consult with the industry
8 leaders and they in fact did sign off. Did you
9 consult with the Pedicab drivers as well, and as a
10 group did they sign off on this agreement? It's a
11 yes or no question as well.

13 MINDY TARLOW: No, that's what this
14 process is designed to bring in, other interested
15 stakeholders.

16 COUNCIL MEMBER GREENFIELD: Okay, but in
17 all fairness then--

18 MINDY TARLOW: [interposing] That was--

19 COUNCIL MEMBER GREENFIELD: [interposing]
20 you introduce legislation and you said that you
21 consulted with the industry leaders, but there's one
22 industry that was sucked in at the last minute who
23 was not consulted with. So I think that's just
24 important, and clearly they're happy. The final
25 question that I have is a very important question.

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2 If by God's good grace many of you are up here right
3 now will end up being up here for the next six years,
4 are you stating today unequivocally that this
5 compromise, the way it's been sold in the media, is
6 in fact the final piece of legislation on this
7 industry? Is this it? When we say this is a
8 compromise, are we done? We're not going to hear
9 about this for the next six years? It's also yes or
10 no.

11 MINDY TARLOW: I'm sorry, I don't think
12 that that's a yes or no question. I think that where
13 this is part of a legislative process that you are
14 deeply involved in, and the legislative process is
15 designed to hear from all stakeholders and all
16 parties.

17 COUNCIL MEMBER GREENFIELD: But this was
18 sold as a compromise. So you're not necessarily
19 agreeing not to come back to us is what you're
20 saying. Because that's the deal, the inherence of a
21 deal. When you have a compromise is that you have a
22 deal. So you're saying the deal may or may not be
23 binding in the future?

24 MINDY TARLOW: I can't answer that
25 question, I'm sorry.

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2 COUNCIL MEMBER GREENFIELD: I think that
3 non-answer answered it. Thank you.

4 CHAIRPERSON RODRIGUEZ: I want to thank
5 the members of the Administration for being here
6 today to answer some tough questions from my
7 colleagues and myself. I know that this is a process
8 and I hope that as we move forward you are able to
9 provide more details on the number of fronts [sic]
10 that a committee has to address. We hope that you
11 will leave some representative in the chambers.
12 Please don't move from your seats yet. Can the panel
13 still keep sitting please? We thank the
14 Administration for their work as well as for the
15 lengthy negotiation with the Teamsters, the
16 representatives of the horse carriages drivers from
17 whom we will hear next. Understanding that tough
18 negotiation leave you [sic] people happy with the
19 result, we will continue to work towards a place that
20 questions are answered and the interested parties are
21 left with a greater sense of satisfaction. Now,
22 let's hear from the Teamsters. Christina Hansen,
23 Steven Malone, Demos Demopoulos, representatives from
24 the Teamsters. Steven, Christina and Demos, please
25 come to your seat. Everyone, get back to your seats.

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COMMITTEE ON TRANSPORTATION

COMMITTEE COUNSEL: Will you please raise your right hand? Do you affirm to tell the truth, the whole truth and nothing but the truth in your testimony before the committee today and to respond honestly to Council Member questions? Thank you.

CHAIRPERSON RODRIGUEZ: For the record, we have Christina, Demos and Steven. Anybody else? Please identify, sir.

CONOR MCHUGH: McHugh.

CHAIRPERSON RODRIGUEZ: You may begin.

DEMOS DEMOPOULOS: Oh, there we go, sorry. It's been a while since I addressed the Council Members. Good afternoon, Mr. Chairman, Council Members. I also send greetings from Joint Council 16 President, George Miranda. My name is Demos Demopoulos. I'm the Secretary Treasurer of Teamsters Local 553. Since 19--excuse me. Since 2009, Teamsters Local 553 has represented the horse-drawn carriage industry and worked to defend the good jobs this industry provides. The Teamsters are pleased that the Council is moving forward with legislation that will keep the horse-drawn carriages in New York City permanently. The proposed ban has hung over this industry for too long. To be clear,

1 we saw no problem with the status quo. There is no
2 evidence that this industry is in any danger to the
3 horses that work in it or to the people of New York.
4 This industry provides good jobs and comfortable safe
5 lives for its horses. With the change happening, I'm
6 pleased that we'll make this industry stronger in the
7 long term. Our priority has been to preserve this
8 industry, defend the jobs and protect the horses. I
9 would like to thank everyone who stood behind us in
10 those goals. Many Council Members went out on a limb
11 to defend the workers. We are also grateful to our
12 brother and sisters in labor who had our back, and
13 thank you to the editorial boards, the horse
14 community and all New Yorkers who stood up and said
15 no to banning this industry. The people who have
16 always cared for these horses have been securing
17 their safety for decades. We will continue to do so.
18 No one cares more about the horses than the people
19 who own them. Any lost job is a tragedy, and we will
20 negotiate to minimize those job losses. There are 68
21 carriages now and there will be 68 carriages in the
22 park, but we always knew that the entire industry and
23 every horse was not going to fit into the Central
24 Park. The Teamsters and the City will work together
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2 to find good jobs for anyone displaced by the
3 industry's transition into the park. While we
4 support the legislation moving in this industry into
5 Central Park and preserving it into the future, the
6 bill should be improved to give the industry
7 flexibility necessary to thrive in the smaller
8 location and under these new restrictions. There are
9 many issues that we have to address and we look
10 forward to the opportunity to do that. Thank you
11 very much for the opportunity to testify before the
12 committee.

13 STEVE MALONE: Good afternoon. My name
14 is Steve Malone and I'm a second generation carriage
15 owner and operator. My family emigrated here from
16 Ireland in 1964. They came here with a dream to
17 better their lives, to buy a home, raise a family,
18 and send their kids to college and reside in this
19 great city in which we have made our home. I share
20 this dream as do many of our colleagues in this
21 industry. We love our industry. We love our jobs,
22 and most of all, we love our horses. We are proud of
23 our great jobs and all of our great jobs need to be
24 preserved, and that we can provide for our families.
25 We will now continue to fight for our jobs and our

1 horses. While we do welcome the possibility, and
2 I'll say that strongly, we welcome the possibility of
3 a stable that is in this legislation that we agreed
4 to in concept for the process only. It needs to be
5 amended to fairer for these men, women and horses in
6 this industry. I am imploring the City Council to
7 amend this legislation so that the industry can
8 better care for their horses and provide for their
9 families. The men and women in this room possibly
10 could leave here today not knowing if they will
11 survive, and I am begging the City Council to make
12 the necessary changes if we can work out together.
13 I'd like to thank all the Council Members that stood
14 by us, all the union leaders, and we look forward to
15 amending this legislation to preserve our great
16 industry.

18 CHRISTINA HANSEN: Good afternoon. My
19 name is Christina Hansen and I am a New York City
20 carriage driver. I grew up in Lexington, Kentucky,
21 the horse capital of the world, and I've long known
22 about horses and worked with them, and I care deeply
23 about their welfare. Many people here will tell you
24 today that they speak on behalf of the horses. The
25 truth is no one is better able to speak for the

1 carriage horses than the people who love them and
2 care for them every single day. We in the carriage
3 industry are the experts when it comes to knowing
4 what is best for keeping our horses happy and
5 healthy, and it has been shown time and time again by
6 veterinarians, by scientific studies, by the Health
7 Department that our horses are happy and healthy. I
8 helped start a retirement sanctuary for working
9 horses because like my colleagues I want to ensure
10 that our horses have somewhere safe to retire when
11 their work is done in Central Park. Part of
12 protecting our horses as well as protecting the
13 carriage drivers and their families is ensuring that
14 this industry will be around for a long time.
15 Creating a new stable in Central Park will do that,
16 and that is why we support it. We would prefer to
17 keep the industry as it is. This is a solution in
18 search of a problem, but it is a far better solution
19 than the solutions that have been proposed in this
20 term. Six years ago the City Council worked with
21 this industry to improve regulations and protect the
22 horses, drivers and the public. That law worked. It
23 is working today and it would continue to work in the
24 future. The industry has thrived and veterinarians
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2 and horse experts from around the country praise our
3 equine care. Whether in our current stables or in
4 Central Park we will continue to run a business that
5 New Yorkers are proud of. We only wish that we could
6 keep all of our horses in their homes here with the
7 people who love them and know them best licensed and
8 protected by the laws of the city of New York. Our
9 industry has been licensed by the city since the
10 1850's when 59th Street was hack cab stand 16 when
11 Central Park was only an idea. We have operated
12 there with a stellar safety record ever since.
13 Central Park was designed by Frederick Law Olmsted
14 [sp?] to be seen from the back of a carriage. A
15 stable in the park that restores a historic building
16 to its original use is a good way to preserve
17 Olmsted's original vision for the park and add to the
18 landmark scenic landscape which we have always been a
19 part of. Thank you to the Council Members, everyday
20 New Yorkers, our friends in labor, the entire horse
21 community, and all the editorial boards supporting us
22 and for finding out what our industry is all about.
23 Everyone thought we would have been needlessly banned
24 by now, but with your support the horse carriage

1 industry is here to stay. Thank you for your time
2 and for allowing me to speak today.

3 CONOR MCHUGH: My name is Conor McHugh.
4 I'm the manager of Clinton Park Stables, which is the
5 largest stable service in our business. I'm also a
6 carriage driver and a carriage owner, and I want to
7 thank the Council people who have stood with us--

8 CHAIRPERSON RODRIGUEZ: [interposing]
9 Sorry. Are you coming to speak on behalf of the
10 Teamsters, you--

11 CONOR MCHUGH: [interposing] Yes.

12 CHAIRPERSON RODRIGUEZ: Okay, great
13 thanks.

14 CONOR MCHUGH: I want to thank the
15 Council people who have stood with us in the last six
16 years in the face of insults and ridicule on what
17 basically amounted to trumped up charges. That's
18 what we're here on today, trumped up charges. We
19 have done nothing wrong. Our horses are in good
20 health and good shape. Many of you Council people as
21 well as lots of New Yorkers have been to visit our
22 stables and they see nothing wrong. We have had
23 veterinarians from all over this country come to
24 visit our stable and they've found nothing wrong. We
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1 are not against the idea of a stable in Central Park.
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3 However, we are against the timeline. The idea of
4 that my stable will be reduced by 39 horses in a
5 building that's mortgaged just like any other
6 business in this city, and that I somehow am going to
7 be able to keep that stable open for an indefinite
8 period of time while we wait for the Central Park
9 stable to get open is just ludicrous. It's just
10 impossible to see how this can happen, and that's not
11 only my stable. That's the other stables that
12 service the industry. So, it's very easy to fix
13 this. We can keep the horses that we have. They
14 have good homes and good condition, and they're under
15 scrutiny from the Health Department with health
16 certificates and all of their other requirements, and
17 they can still do the job they can do. There's no
18 reason to reduce the shift from--each carriage now
19 can do two shifts. There's two horses to do it and a
20 spare horse to come in to help out whenever they need
21 it. That can all stay in place until the stable in
22 the park is ready. The only reason to reduce numbers
23 is because we can't fit them all into the expected
24 stable in Central Park. We have homes and room for
25 them now, so let's keep them there until the day

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comes and then we will deal with the size of the stable in Central Park. So, I want to thank you guys for listening to me, and appreciate it.

CHAIRPERSON RODRIGUEZ: First of all, I-- we have a lot of respect for all the work that the Teamsters as a family is doing on behalf of the working class and middle class in our city. From day one, as I said from the beginning, we wanted to come out and still a lot of work has to be done to end up with a place where it is a win/win situation for everyone. You have been a strong voice advocating for the rights of those men and women that has made this industry that is part of the landmark of New York City. We've been negotiating contract [sic] right? My colleague, we've been trying to advocate for police officers in the school. We and you know are getting a compromise, but we got something was possible, that was doable. Sometime we go and negotiate a contract. We--they are fighting for 20 percent. We get 10 percent. It's all about the compromise. I was involved in the occupy movement fighting for the working class and middle class, for the 99 percent. We know that sometimes we don't get everything. The question is where can we get the

1 middle point, where can we compromise? So, this
2 legislation that was given to us is the result of the
3 conversation and the agreement, right, of the
4 Administration, Mayor de Blasio, the Teamsters, and
5 the Council with the leadership with the Speaker
6 Melissa Mark-Viverito, and this something that you
7 already have been going through, that you sign and
8 you supported. Is that correct?
9

10 DEMOS DEMOPOULOS: Just to clarify, Mr.
11 Chairman, we agree in it in concept. We still have
12 many issues that we want to discuss. Sometimes
13 things are done without realizing the result and
14 effect it has on people and horses, and in their best
15 interest, in the horses' best interest and the
16 people's best interest, we're hoping that these
17 issues that we still have unresolved will be
18 addressed, but I just don't want to, and you can
19 understand, I don't want to negotiate here in this
20 room, and as I said, we're just trying to make it the
21 best as possible so we can whole heartedly support
22 this effort. But again, we agree with it in concept,
23 yes.

24 CHAIRPERSON RODRIGUEZ: And I agree.
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DEMOS DEMOPOULOS: We want the stable built. We want to protect. We're very happy that we're able to protect 68 carriage horses, excuse me, carriages, medallions that are present today. There was some talk to drastically reduce that, and we--in an effort to protect as many jobs and businesses as possible, those 68 medallions remain in place today. In order to secure that there will not be ever again the threat of a ban, that every day these people have to go to work worrying about whether it be around in this industry a week later with their taking care of their families. This was a compromise to move into the park and have the stable built.

CHAIRPERSON RODRIGUEZ: And again, I applaud your leadership, and I know that it is important to be a strong voice advocating on behalf of the men and women who work so hard to support their family, and this is something that we know this is the history of New York City, especially of the labor movement. No doubt that you've been doing a great job at. You know, I just want to just to have clarity--

DEMOS DEMOPOULOS: [interposing] Sure.

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CHAIRPERSON RODRIGUEZ: when they're saying that--

DEMOS DEMOPOULOS: [interposing] I just hope you hear my voice. That's all I'm saying.

CHAIRPERSON RODRIGUEZ: Yeah, whatever bill we have here also is the result of conversation back and forth that the Teamsters was able to read these documents to give the input. Here we are advocating for more. You know, I've been advocating for other things that is not in this bill, but I just want to be clear that whatever bill we have here today is the result of conversation and an agreement between the Administration, Mayor de Blasio, the Speaker with her leadership, Melissa Mark-Viverito, and the Teamsters, and even is okay by those advocate groups for the horse carriage, for the--for those banning horses.

DEMOS DEMOPOULOS: [off mic comments] I just want to clarify again that there's still some work that needs to be done on it, and I'm sure that you being involved in the issue would like to see it pass and everybody be happy about it. Nobody's ever 100 percent happy after negotiations, and again, I don't want to negotiate here, but there are some

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2 issues that I feel very confident. Maybe I'm just
3 the optimist in me that we're going to get there.
4 But as I said, the concept is there. We are talking
5 and it's always a good thing.

6 CHAIRPERSON RODRIGUEZ: Great. And it is
7 not in my intention to push is back [sic] and bring
8 it to negotiation here. You know, I know that even
9 until the bill is passed there's room to grow.
10 There's other ideas that came out.

11 DEMOS DEMOPOULOS: Absolutely.

12 CHAIRPERSON RODRIGUEZ: And we understand
13 and respect the process. I know that all the
14 conversation have been taken place, will continue
15 being taking place, and as the Administration here in
16 front of all my colleagues and myself, we hope that
17 at the end before we take this bill to the process we
18 respond to those concerns that you have.

19 DEMOS DEMOPOULOS: Thank you. Absolutely.

20 CHAIRPERSON RODRIGUEZ: At the beginning,
21 you know, for me it was about okay, banning the
22 horses, but also creating win/win situation for the
23 horse carriage driver. Now, we open the new front
24 which is what do we do with the Pedicabs. So, I know
25 that that's going to be, you know, a factor, and I

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2 also hope that as an important voice in this process
3 and leadership that you will have to finalize it,
4 that also as we have the concern of the losing the
5 job for the carriage horses driver that also we think
6 about the hundreds of the Pedicabs that we have in
7 our city and see how also we think about them so as
8 we also thinking for the workers that we represent.

9 Thank you. Council Member--[off mic]

10 COUNCIL MEMBER VAN BRAMER: Thank you
11 very much, and I want to thank all four of you for
12 being here and for fighting back. I want to just push
13 back ever so gently on this notion that the Teamsters
14 came in a willing partnership. The truth is you guys
15 were faced with extinction, and that's why you were
16 forced into a position where you had to negotiate for
17 your lives. Let's be very clear. That's exactly
18 what happened here. So, this notion that somehow you
19 came as willing partners and everything is as you
20 wanted is not true. Now, to get specific, because I
21 am hoping that this bill can still change in very
22 constructive ways, I want to ask all of you would you
23 agree that it would be best for the industry to wait
24 until the stables are open before we start these
25 scale-backs?

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2 DEMOS DEMOPOULOS: Council Member, all
3 due respect, I don't want to negotiate here for the
4 best interest of my members and to see a happy ending
5 at the end of this. So, I hope you'll understand
6 that, but I do appreciate all the questions that I've
7 heard the Council Members asking all throughout the
8 day here today.

9 COUNCIL MEMBER VAN BRAMER: So--

10 CHAIRPERSON RODRIGUEZ: [interposing]
11 Sorry, Council Member, before you continue, I just
12 want to call the attention to my colleagues, use the
13 five minutes to the best of your ability because
14 there's not going to be a second round.

15 COUNCIL MEMBER VAN BRAMER: Thank you
16 very much. I'm going to do that very thing. So, let
17 me also then say, I believe that one of the
18 fundamental flaws in the legislation is the scale-
19 back, the June 1st rollback, the December 1st
20 rollback, and how are we to act in good faith trying
21 to accomplish the right thing, but taking this chance
22 that the industry will be downsized, jobs will be
23 lost, stables potentially put out of business with
24 only a hope and a prayer that the stable will be
25 ready by the time that has been specified in the

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2 legislation. I'm not willing to take that risk, and
3 it is absolutely imperative that we get this right.
4 You didn't go looking for this fight. I didn't go
5 looking for this fight. We didn't go looking for
6 this fight. It came to us, and now we're being asked
7 to vote on something that is incredibly important to
8 everybody, and as the son of two union members who
9 fought really hard for the rights of working people,
10 and my parents live on a pension that is union, as
11 someone who believes so very much and who was brought
12 to this dance because of unions, how can I in good
13 conscience vote to put people out of work, and I want
14 to just say that there are too many unanswered
15 questions. And I want to thank you for your
16 partnership with the City of New York. I mean, you've
17 done your very best. You've tried very hard to
18 protect the workers, but there is too much left to be
19 done, and I won't ask you any more specific questions
20 about the negotiations out of respect for you, but I
21 will just say a few more thoughts and utilize my two
22 minutes left to the best of my ability that this is
23 an industry that has existed for a long time. The
24 Administration came today and said they don't even
25 know how many carriage rides there are. They don't

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2 even know, and then they cited four injuries, but how
3 can you declare a public safety imperative when you
4 do not even know the extent of the danger of the
5 issue that you are saying is a public health
6 imperative? The only way you could do that is know
7 the number of rides, know the number of incidents,
8 and then know the ratio of accidents, but you don't
9 even know that. So then you're doing it based on
10 anecdotal evidence and other factors. I have a
11 significant problem with that. Other people did know
12 the number of rides, the number of incidents, and I
13 believe that you all care very deeply for these
14 horses. I believe fundamentally that the horses are
15 cared for and that they are your livelihood. That I
16 believe. Now, I also believe that we should have the
17 horses in Central Park, but I fundamentally believe
18 that we should not roll this back, scale this back,
19 put people out of work, potentially harm the industry
20 even more in advance of this stable opening up. That
21 simply doesn't make sense. The Administration did a
22 piss poor job here today of explaining their case and
23 defending this legislation, and I have to say I came
24 in with a very open mind, but I am more angry than
25 ever because it is wrong to ask Council Members to

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2 take a vote like this when no information is known,
3 too many questions unanswered, and all of this based
4 on a premise and not fact, it is dead wrong. Thank
5 you.

6 DEMOS DEMOPOULOS: Thank you for your
7 comments.

8 CHAIRPERSON RODRIGUEZ: Thank you.
9 Council Member Constantinides?

10 COUNCIL MEMBER CONSTANTINIDES: Thank
11 you, Chair Rodriguez. I have respect for the
12 Teamsters and all of the great work that you've done
13 and all of you sitting there today that have stood up
14 for families that maybe can't be here today because
15 they're trying to put food on the table, and they
16 want to make sure that their kids have better lives
17 than they do, and that they're able to retire in
18 dignity, and that's what this is all--that's what you
19 being a part of union is all about. So, I respect
20 the work that you guys do and thank you all for
21 standing up for those members each and every day, and
22 I've been proud to stand with you in that. We're
23 talking about real people's lives here. We're
24 talking about people who love their animals. The
25 animals are part of their families, and I've heard

1 that, you know, I've seen it. I've been to the
2 stables. So, the question I have is, if this doesn't
3 happen in 2018, will this industry survive? If we're
4 not able--if we don't get there, if the stable isn't
5 built in 2018 can you continue with the scale-backs,
6 with everything that's in this bill will the industry
7 continue to survive past 2018 if this happens? Will
8 you be significantly impacted?

10 CONOR MCHUGH: The reality is that
11 there's going to be half the horses paying rent. At
12 the end of the day every horse earns their keep. The
13 driver takes the horse out either on the day shift or
14 the night shift, and that horse generates enough
15 money to pay rent, and that money is used to pay the
16 bills, the mortgage, everything, and if that's cut in
17 half, my stable we're going to lose 55,000 dollars a
18 month. Our mortgage is \$25,000 a month. I cannot see
19 that we can stay open. If it was a few months that
20 we could carry this along and the stable was built
21 and we could see it and it was just a few months to
22 get the proper licensing in place, then maybe, but
23 the idea that just on that it keeps going on and on
24 and on and more than likely have numerous issues
25 arise whether it be Community Boards or whatever else

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2 complaining about the idea, then I can't see how we
3 can stay open.

4 COUNCIL MEMBER CONSTANTINIDES: So, this
5 is--we're on dangerous footing right now.

6 CONOR MCHUGH: Yeah.

7 COUNCIL MEMBER CONSTANTINIDES: For the
8 men and women that work in this industry, for the
9 horses themselves, we're on dangerous footing, you
10 know.

11 CONOR MCHUGH: Every horse, to a certain
12 extent, even helps the other horse, you know? The
13 horse may not even generate enough income, but you
14 know, so we all need each other. Every horse needs
15 the other horse next to them to help, to make sure
16 that the bill is paid. So, if we take away half the
17 horses, you're just jeopardizing all of the horses
18 that stay. You're asking them to do more work, and
19 you're jeopardizing all the horses that don't stay.
20 So, it's just all around doesn't make sense.

21 COUNCIL MEMBER CONSTANTINIDES: So this is
22 really, you know, this is a deal in concept, but you
23 would be able to say that we, and I think you've said
24 that already, but I'm going to ask you a second time,
25 but you really would say today that this is a

1 starting point, but this is surely not where we need
2 to end in order to make this industry is able to
3 survive moving forward, correct?

4 CONOR MCHUGH: Yes.

5 COUNCIL MEMBER CONSTANTINIDES: You know,
6 this at the end of the day I think we all have that
7 same interest. I know the union cares about this
8 deeply, and I've seen you out there time and time
9 again on the steps of City Hall, and I agree with you
10 this was always a solution in search of a problem,
11 and this was an industry that was well regulated.
12 It's an iconic part of New York City. I have some
13 real concerns about the current state of this bill
14 and how we move forward. We have to make sure that
15 if it's--if we do move to Central Park, that the
16 drivers, the men and women and the horses themselves
17 are able to continue forward. So, I will be working
18 with you and with this committee to make sure that
19 that does happen, because we can't get this wrong for
20 those families. Not being able to put food on the
21 table is a real thing. Have they said, just very
22 quickly, how long the training program will be going
23 on if, you know--initially it's supposed to, we're
24 supposed to retrain anyone who loses their job, and
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2 they were hazy as to how many people were actually
3 losing their jobs, but will that job training program
4 be available in two years if things aren't working
5 well or three years, or four years? I mean, how long
6 will that program go on for, be funded for?

7 DEMOS DEMOPOULOS: Well, the Teamsters as
8 you know is very diversified and there are many jobs
9 that can be had, trained for, but with the retention
10 of the 68 carriages even though it's going down,
11 proposed now to the one shift, we're anticipating
12 that the job loss will not be great.

13 COUNCIL MEMBER CONSTANTINIDES: Okay.

14 DEMOS DEMOPOULOS: We don't know the
15 facts for sure yet. Again, it's a--this work in
16 progress unfolds.

17 COUNCIL MEMBER CONSTANTINIDES: Okay. I
18 mean, I just--I share your desire to make sure that
19 we, every driver has an opportunity to continue
20 paying their bills and making sure that their
21 families are secure. In a city where that's all that
22 we--you know, that's our main primary focus here is
23 to make sure that families, hardworking families can
24 continue to stay in the City of New York and live in
25 the City of New York. I stand with labor and stand

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2 with men and women here to make sure that these
3 drivers and these men and women in the industry can
4 continue to do so. So, thank you.

5 DEMOS DEMOPOULOS: Yeah, and thank you
6 Costa, and the reason--excuse me, Councilman.

7 COUNCIL MEMBER CONSTANTINIDES: You can
8 call me Costa, it's alright.

9 DEMOS DEMOPOULOS: Thank you. I usually
10 do.

11 COUNCIL MEMBER CONSTANTINIDES: We've
12 known each other a long time.

13 DEMOS DEMOPOULOS: Again, we're hoping
14 that no one will be displaced. The industry will
15 change in the end it looks like, but we would like to
16 maintain of course them and the businesses that
17 they're in now. In some way there may be some growth
18 within the industry itself to assure that partnering
19 again, but again, that's the business that they love,
20 the business that they've been in for
21 multigenerational and we want to try and preserve as
22 much of that as possible. That's why we fought so
23 hard, again, to keep to the 68 carriages. Thank you.

24 COUNCIL MEMBER CONSTANTINIDES: Thank
25 you.

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COMMITTEE ON TRANSPORTATION

CHAIRPERSON RODRIGUEZ: How much does a horse carriage driver make?

STEVE MALONE: It all depends now on season. It all depends on--it all depends on the season. It depends on the weather. There's a lot of different factors.

CHAIRPERSON RODRIGUEZ: In the best time, the best season, what is it?

STEVE MALONE: Well there's--you talking a day? You talking a year? Are you talking a week?

CHAIRPERSON RODRIGUEZ: Give me the breakdown. You can give me day, year, week, whatever.

STEVE MALONE: I can't give you a breakdown of the year, but I'll tell you this that this is a job that pays mortgages, pays rent for horses and is a good paying job, and it varies because there are 68 carriages, so therefore there are 68 business, small businesses. So everybody does their own thing. It's the same way the bars and the different types of industries do the same thing.

CHAIRPERSON RODRIGUEZ: [off mic] What are the averages?

STEVE MALONE: I don't have the average.

[off mic comments]

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COMMITTEE ON TRANSPORTATION

CHAIRPERSON RODRIGUEZ: And what I would like to know if by any chance this bill becomes law, will that be the impact on the change of salary? That's why for me it's important to hear what much-- because like this is about sharing the information.

DEMOS DEMOPOULOS: The present language would be in the beginning a negative impact. You're doing away with a shift. So, naturally, there would be a negative impact there.

CHAIRPERSON RODRIGUEZ: [off mic]

STEVE MALONE: Average, we don't have an average for you.

[off mic comments]

DEMOS DEMOPOULOS: Excuse me, Mr. Chairman. We have some drivers that are part time. We have some students that go to college that just do it a couple nights a week. There are some drivers that do it every day. It's very diverse.

CHAIRPERSON RODRIGUEZ: [off mic] I understand it, and if we can have some idea on what is the difference for those different groups. It is important for us, because then for me it's all about advocating to be sure that when I think about the sector that you represent that they don't get hurt,

1 but for us who say okay, they're making--whoever work
2 in the industry, they're part time, they make x
3 amount, fulltime they make other amount, then we can
4 be working with the Administration to say how can we
5 create a better condition that they can continue
6 making the same average, because thing is not a--you
7 know, like trying to get that information shouldn't
8 be a big deal.
9

10 DEMOS DEMOPOULOS: And I appreciate that,
11 and I'll give you one quick answer that I'm aware of
12 right now is the way that it's written with it going
13 to--and again, I'm not negotiating here, but just
14 making you aware of the ramifications. There are
15 some drivers that don't own the whole carriage, they
16 own a night half. Someone owns a day half. Someone
17 owns a night half. So if they're going to eliminate a
18 shift, that person that owns a night half will have
19 to negotiate with that person that has the day half
20 to make some accommodation for him to stay in it, but
21 his normal or her normal income will be drastically
22 changed right now the way it's written.

23 CHAIRPERSON RODRIGUEZ: I think it is in a
24 friendly environment where we are. Those information
25 is important. I assume that as you've been sitting in

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2 the negotiation advocating for the workers, you know
3 what is the average income, because for me it's like
4 as someone that was advocating for the Yellow Taxi
5 industry at the moment when they have unfair
6 competition with other the stakeholder, they was a
7 difference on whoever own a medallion and was renting
8 a medallion to whoever was an independent driver or
9 whoever own it and lived on medallion. So we know
10 that that difference is there, but even if we can
11 have some idea somewhat [sic] on the permit, he or
12 she can make this amount of monies a year, if he or
13 she arrange [sic] take piece [sic] part time, I think
14 that those information is important for us especially
15 from the colleague that they want to advocate, you
16 know, to keep the same living standard income [sic]
17 for the industry that you represent.

18 CHRISTINA HANSEN: It's really not about
19 the money. The fact--

20 [laughter]

21 CHRISTINA HANSEN: Would somebody escort
22 these people out of here? They do not follow the
23 rules of this chamber, and it's an insult.

24 SERGEANT AT ARMS: [off mic]

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1 CHRISTINA HANSEN: So, as this
2 legislation is written, it eliminates shifts. It
3 eliminates the ability--it limits the carriage to
4 nine hours. Carriages don't get tired. So, it's
5 automatically limiting the number of shifts available
6 for drivers to work. I am a driver. I don't own,
7 and so I work for a couple of days for one owner
8 during the day. I work a couple of days for another
9 owner during the day. There are drivers who work at
10 night who work, you know, four, five, six nights a
11 week, but they might get a day shift. Day shifts are
12 more lucrative than night shifts. So, it really
13 varies, but when you start eliminating shifts, you
14 start eliminating the ability of this industry to
15 support the people that are currently in it because
16 you're cutting back on the amount of opportunity for
17 people to go to work, and by cutting back on the
18 number of licensed horses, you're cutting back on the
19 ability of the horses that are here to do their jobs
20 and to be taken care of. It makes works harder for
21 the horses, and it doesn't make any sense. So, all
22 around the negative impact on this business until a
23 stable in the park is built, it's very negative.
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2 CHAIRPERSON RODRIGUEZ: Do you agree with
3 the notion that horses will be safer and healthier
4 within the Central Park than they are right now?

5 DEMOS DEMOPOULOS: No. Right now, no. As
6 I said earlier, in the past legislation that we were
7 instrumental in achieving. And as you heard
8 testimony from the city itself, it's one of the
9 foremost safest transit--safest form of
10 transportation in the city. The amount of accidents
11 are very rare.

12 CHRISTINA HANSEN: We heard testimony
13 today from the City that they believe that somehow
14 the noise of the traffic, the interaction of the
15 traffic, the honking the whatever is somehow
16 detrimental to the horses. A research study was
17 conducted in the past two years as we've been
18 discussing this by Doctor Joe Bertone from Western
19 University on cortisol levels on horses and stress,
20 and what that research shown was that our horses are
21 not stressed. They have very low cortisol levels.
22 They actually have lower cortisol levels here in the
23 city when they're at work than they do on the farm,
24 and to take away horse licenses which have never been
25 limited by the City and take away the number of

1 horses available to do the work here in the industry
2 is going to mean that horses while their work hours
3 do not change--and I want to clarify because there
4 was some misinformation that was put earlier. Our
5 horses currently can only--

6 CHAIRPERSON RODRIGUEZ: [interposing]

7 Sorry, yeah, but this question is about if the deal
8 that has been made with any of May that you know have
9 to be worked out, placing the horses in Central Park,
10 will the horses be safe in Central Park than what
11 they are right now including certain street outside
12 Central Park?
13

14 DEMOS DEMOPOULOS: Again, I don't--in all
15 fairness to the Administration, to the Speaker's
16 Office, I don't want to negotiate here, Mr. Chairman,
17 but we were looking at the possibility of a ban bill
18 that was a reality, and this was an alternative we
19 saw as a great alternative, and for many years we
20 said we'd love a stable in the park and be in there.
21 So, as the head of the Union, I'll say yes, it'll be
22 safe for the horses to be inside the park.

23 CHAIRPERSON RODRIGUEZ: And again, this
24 is not negotiating here. You heard like all the
25 tough question that we asked the Administration.

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This is about any deal that I understand the other might get [sic]--I'm not getting into asking what you deal [sic] with make it [sic], because that's what I mean [sic] is a negotiation. However, the bill that we have in front of us is a bill that have been agreed, the agreement, the result of the agreement. At least that's what we've been told. That's what the public been said, being told that. There's a deal that will have the support of the Mayor, the Teamster and the Speaker.

DEMOS DEMOPOULOS: The concept, yes.

CHAIRPERSON RODRIGUEZ: But the worry [sic] of the deal [sic].

DEMOS DEMOPOULOS: Not totally. As I mentioned, there are some things in the bill that some people didn't realize the effect on the industry, as you heard here, and we're hoping that we can fix those things. Again, our goal is to preserve this industry forever if possible, and this bill can achieve that, but we have to make sure that there is some, you know, that there isn't anything in there that would be detrimental to the industry before the stable is even built.

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COMMITTEE ON TRANSPORTATION

CHAIRPERSON RODRIGUEZ: I understand that concern on how the eliminating of the shift will have an impact on how much--what is the income that a driver, a carriage horse driver can bring to the family, but do you also have any concern about limiting the horses only to Central Park?

DEMOS DEMOPOULOS: No, if that's what the bill is, that's what the bill is. Again, in order to secure the industry and be--not live under a threat of a ban if that's what has to be, that's what has to be.

CHAIRPERSON RODRIGUEZ: Great. Council Member--[off mic]

COUNCIL MEMBER LEVINE: Thank you, Mr. Chair. Mr. Demopoulos, good to see you. Something that's been confusing me for the last two or three hours, which is--

DEMOS DEMOPOULOS: [interposing] You're not the only one, Council Member.

COUNCIL MEMBER LEVINE: Okay, good. Good to know. Well, I was hoping you would clarify this one. So maybe we're both in the dark. The number of carriages remains constant at 68. You made that point. The administration made that point.

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Ultimately, the number of horses would be reduced approximately in half. Therefore, each horse will be doing twice as much work?

DEMOS DEMOPOULOS: We have solutions to that problem.

COUNCIL MEMBER LEVINE: Could you elaborate?

DEMOS DEMOPOULOS: I can't, because again, it's part of the negotiations, Councilman. I hope you'll understand that. I mean no disrespect.

COUNCIL MEMBER LEVINE: Right. Can you see how one might draw the conclusion that if the number of carriages is constant, the number of horses is reduced by half, that each horse will work twice as long.

DEMOS DEMOPOULOS: The members of my industry immediately that was the first thing they told me.

COUNCIL MEMBER LEVINE: Okay, I think that's a very significant outstanding question.

DEMOS DEMOPOULOS: As I said, we have a solution to that. It's part of the negotiation, and we're hoping that we'll be able to get there.

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COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER LEVINE: Okay, we'll add that to the list of unanswered questions today. Does the agreement stipulate how much carriage owners would pay in rent or some other type of fee for use of a new stable?

DEMOS DEMOPOULOS: Yeah, it's still part of the negotiations.

COUNCIL MEMBER LEVINE: I've heard conflicting word on this. I've heard from some sources it was going to be a co-op of owners that would rent the facility and each owner would pay a dollar a year. Is that on the table, or revenue sharing on the table?

DEMOS DEMOPOULOS: As you said, you were a little confused--

COUNCIL MEMBER LEVINE: [interposing]
Okay.

DEMOS DEMOPOULOS: in the past few hours, me too when I first heard there was no plan as to where the stable will be, but we understand that there is, and again, it's all being negotiated right now.

COUNCIL MEMBER LEVINE: Yeah. So, just for comparison sake, and I realize it's a very

1
2 different industry, different economics, but one hot
3 dog vendor, one hot dog cart pays for a park's
4 concession at a good spot in Central Park \$50,000 a
5 year. You understand that that is what rent's going
6 for in that neighborhood?

7 DEMOS DEMOPOULOS: My office is on 14th
8 and Eighth, and I was paying 24 dollars a square foot
9 30 years ago, and now I'm paying 60, so I understand
10 what you're saying.

11 COUNCIL MEMBER LEVINE: Okay. Well, maybe
12 the hot dog vendor should look at your office.
13 You've repeatedly said that you have an agreement in
14 concept, but that some of the details are still in
15 flux and that's been apparent today. The current
16 legislative--the legislative clock is ticking and the
17 current timetable would require that essentially
18 things would be solidified by Wednesday night in
19 order for them to be--have proper time to age before
20 we vote. So, is your goal to come to agreement on
21 the details by then?

22 DEMOS DEMOPOULOS: Again, I don't want to
23 say anything that would interfere with the
24 possibility of us gaining the best deal possible. I
25 hope you'll understand that.

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COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER LEVINE: Okay, again, that puts us in a very uncertain position.

DEMOS DEMOPOULOS: I'm happy to say you don't have to vote on it today.

COUNCIL MEMBER LEVINE: Well, on that we agree. Okay, thank you very much.

DEMOS DEMOPOULOS: Thank you.

CHAIRPERSON RODRIGUEZ: Thank you.
Council Member Grodenchik followed by Council Member Menchaca.

COUNCIL MEMBER GRODENCHIK: Thank you, Mr. Chairman. Good afternoon to the members of this panel. I know that you don't want to negotiate in public and you've made that quite clear, and I certainly appreciate that having been in a number of negotiations myself with my son.

DEMOS DEMOPOULOS: Then can you let me leave now?

COUNCIL MEMBER GRODENCHIK: What?

DEMOS DEMOPOULOS: Can you let me leave now?

COUNCIL MEMBER GRODENCHIK: I can't dismiss you. That's up to the Chair.

DEMOS DEMOPOULOS: Okay. [laughter]

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COUNCIL MEMBER GRODENCHIK: But why the limit on the carriage itself for nine hours once we reach the park? It just doesn't make any sense at all to me whatsoever. I assume carriages break and you fix them. They're old, I understand that. I get it, but this is just bewildering to me that a carriage should--you don't have an answer to that question. I can look at you. I can read your face.

DEMOS DEMOPOULOS: No, I agree with you. I agree with you. How's that?

COUNCIL MEMBER GRODENCHIK: Okay, I appreciate that. Also, without impinging on your negotiations--

DEMOS DEMOPOULOS: [interposing] You may have already, but go ahead.

COUNCIL MEMBER GRODENCHIK: The City was unable to tell us this morning where they might site a stable in Central Park other than the possibility of the one on the Transverse Road at 85th Street. Have you had any negotiations with the City regarding that?

DEMOS DEMOPOULOS: No.

COUNCIL MEMBER GRODENCHIK: Okay, I appreciate that. Just one second. I just want to

1 say for the record, I really don't care what you
2 earn. I hope it's a lot frankly because you're
3 paying income taxes to the city and I assume there
4 are sales taxes, and there are all kinds of taxes
5 that you're paying. I am descended from a Teamster.
6 My grandfather was a baker, but he also had a horse
7 and a carriage and that's how he delivered his goods
8 in the Bronx in the 20's before he lost his business
9 in the Great Depression. I certainly hope that
10 during my lifetime, and I hope it's a long one, that
11 you and your descendants so to speak will be here on
12 the streets, hopefully in the park, Central Park, for
13 a long time to come. I have respectfully asked the
14 Chair before to withhold a vote on this bill or to
15 reconvene this committee until we get answers from
16 the Administration to just about every question that
17 was asked this morning, and I would ask that would
18 you come back to this committee again once we have
19 some more answers so that we can hear from you again?
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21 DEMOS DEMOPOULOS: Absolutely.

22 COUNCIL MEMBER GRODENCHIK: Thank you very
23 much. Thank you.

24 DEMOS DEMOPOULOS: Thank you.
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2 COUNCIL MEMBER MENCHACA: And I'm taking
3 the privileges informed by the Chair to go ahead and
4 go with my Q&A. Thank you. Give me six minutes,
5 please. So, I want to echo all the sentiments about
6 our relationship with the Teamsters. In the District
7 we've been doing some really good work, a lot of good
8 victories already behind us, and I want this to be a
9 victory as well. So, there's good sentiment here and
10 good faith. You've heard a lot of questions, a lot
11 of new information. Some just questions are still in
12 the air. Has anything changed since the testimony
13 has been written in this conversation today about
14 this legislation and this proposal?

15 DEMOS DEMOPOULOS: We're still in the
16 process, as I mentioned, of negotiating

17 COUNCIL MEMBER MENCHACA: But you're in
18 support of all things?

19 DEMOS DEMOPOULOS: No.

20 COUNCIL MEMBER MENCHACA: No, okay.

21 DEMOS DEMOPOULOS: In the concept we're
22 in support of the preservation of the industry, the
23 stable in Central Park.

24 COUNCIL MEMBER MENCHACA: Okay.

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2 DEMOS DEMOPOULOS: The relief of not
3 having a ban bill hang over their heads every day.

4 COUNCIL MEMBER MENCHACA: Okay.

5 DEMOS DEMOPOULOS: But as I said, there
6 are some other issues that we're still discussing to
7 try and get.

8 COUNCIL MEMBER MENCHACA: Great. So, I
9 want to highlight some of the things I have issues on
10 that I want to kind of get your feedback on. One is
11 how important is it to have a planning master plan on
12 EAS, economic impact to the industry, to your
13 industry, to the Pedicab industry, and all of the
14 things we've talked about. How important is that to
15 have before you want and wish? It will be our
16 decision but your wish for us to make a decision
17 about this legislation.

18 DEMOS DEMOPOULOS: No, yeah, we don't
19 want to interfere with the process and the issues
20 that have to go--

21 COUNCIL MEMBER MENCHACA: [interposing]
22 Great. So you support us--

23 DEMOS DEMOPOULOS: along with it.

24 COUNCIL MEMBER MENCHACA: being able to
25 see a master plan and an EAS and all that? Awesome.

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COMMITTEE ON TRANSPORTATION

DEMOS DEMOPOULOS: Yeah.

COUNCIL MEMBER MENCHACA: What is your role in advising the EAS? Have you been engaging in that at all, and have you been part of that conversation?

DEMOS DEMOPOULOS: No.

COUNCIL MEMBER MENCHACA: No conversation, great. There's--we learned negative impact to another industry of workers. How do you reconcile supporting the legislation and can you talk a little bit about how you reconcile the effect of another industry of another group of workers as we move forward in this concept and this idea with the Pedicabs?

DEMOS DEMOPOULOS: With the Pedicabs, I can't make any comment on.

COUNCIL MEMBER MENCHACA: I guess I'm trying to ask you to have a general feeling about workers and as someone who is big with workers, supporting workers, how do you feel about other workers being impacted by this legislation?

DEMOS DEMOPOULOS: I'm very sympathetic to it.

COUNCIL MEMBER MENCHACA: Okay.

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2 DEMOS DEMOPOULOS: But I want to know how
3 much sympathy we got from them over these past few
4 years.

5 COUNCIL MEMBER MENCHACA: Well, that's a
6 different question, and that's not the question
7 asked.

8 DEMOS DEMOPOULOS: [laughter]

9 COUNCIL MEMBER MENCHACA: I asked about
10 whether or not you have some kind of connection to
11 the workers conversation. So that's just something
12 that I want to make sure that we come back as we have
13 our roles, but I'm not going to--I'm going to keep
14 asking question. So, another question is on Central
15 Park South. Is it my understanding that you will
16 still have access to that street or is that
17 completely off the plan and part of the negotiation,
18 Central Park South?

19 DEMOS DEMOPOULOS: It's a very important
20 access point for us and we're in negotiations on
21 that.

22 COUNCIL MEMBER MENCHACA: Great. So, in
23 question, but very important to you. And any
24 information you can share with us on conversations
25 that are happening between private partners, anybody

1 about the current stables and the future of the
2 current stables if the stables move to Central Park
3 and vacate that property? Anything that you've kind
4 of heard that you might want to share with us?
5

6 DEMOS DEMOPOULOS: No, that's really no
7 business of ours because the stables are privately
8 owned.

9 COUNCIL MEMBER MENCHACA: Got it. And
10 okay, great. I think that sums up my questions.
11 Thank you so much.

12 DEMOS DEMOPOULOS: Thank you.

13 COUNCIL MEMBER MENCHACA: Looking forward
14 to new conversation.

15 DEMOS DEMOPOULOS: And it's been a
16 pleasure working with you and other Council Members
17 and the Administration on so many of the other issues
18 that the Teamsters have here in New York that
19 sometimes people don't realize because this is such a
20 high profile issue.

21 COUNCIL MEMBER MENCHACA: Absolutely.
22 There's a lot more work to do, and I'm glad that
23 you're appreciating the beginning conversation, and
24 it's going to be this body and this body alone that
25 makes the decision as we move forward.

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2 DEMOS DEMOPOULOS: We are fully aware of
3 that. Thank you.

4 COUNCIL MEMBER MENCHACA: Appreciate
5 that.

6 CHAIRPERSON RODRIGUEZ: Council Member
7 Crowley following by Council Member Greenfield, and
8 then we will hear from the Pedicabs.

9 COUNCIL MEMBER CROWLEY: Thank you, Mr.
10 Chairman. How long has the Administration been
11 negotiating with you on this plan?

12 DEMOS DEMOPOULOS: Since June.

13 COUNCIL MEMBER CROWLEY: So, there--

14 DEMOS DEMOPOULOS: [interposing] Off and
15 on. Off and on.

16 COUNCIL MEMBER CROWLEY: But you seem to
17 be still negotiating. You said there are a lot of
18 unanswered questions, certainly a lot of unanswered
19 questions posed to the Administration today. But
20 that's a long time to not be--so you--I think it's
21 premature that we're hearing this bill today if there
22 isn't a plan together. Anyone want to talk about
23 that? Whether you--do you know how many people are
24 going to lose their job?

25 DEMOS DEMOPOULOS: No, not yet.

2 COUNCIL MEMBER CROWLEY: Anyone estimate?

3 DEMOS DEMOPOULOS: Forty or 50 minimum

4 I'm hearing.

5 COUNCIL MEMBER CROWLEY: Minimum?

6 DEMOS DEMOPOULOS: Yeah. The way

7 everything stands now.

8 COUNCIL MEMBER CROWLEY: So it's about 25

9 percent cut in the industry.

10 DEMOS DEMOPOULOS: Uh-hm.

11 COUNCIL MEMBER CROWLEY: Do you know why?

12 Why do you think the Mayor wants to ban horse

13 carriages?

14 DEMOS DEMOPOULOS: In the effort to get

15 the best deal possible for my members--

16 COUNCIL MEMBER CROWLEY: [interposing]

17 Alright--

18 DEMOS DEMOPOULOS: all due respect--

19 COUNCIL MEMBER CROWLEY: [interposing]

20 Maybe one of the carriage operators could answer

21 that.

22 DEMOS DEMOPOULOS: No, I won't let them.

23 COUNCIL MEMBER CROWLEY: You must have--

24 DEMOS DEMOPOULOS: [interposing] Because-

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COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER CROWLEY: [interposing] You must have given a lot of--

DEMOS DEMOPOULOS: [interposing] All due respect, the process is still ongoing and we're trying to get the best we can for our members to protect as many jobs as possible. I would hate to offend anybody either in the Speaker's Office or the Administration that would hamper anything that we're trying to achieve.

COUNCIL MEMBER CROWLEY: No, on the surface of things, it seems like a very good compromise to put the stable in the park.

DEMOS DEMOPOULOS: Yeah.

COUNCIL MEMBER CROWLEY: It makes sense, right?

DEMOS DEMOPOULOS: Yes.

COUNCIL MEMBER CROWLEY: So, but I just think that we need to have the stable ready before we implement any changes.

DEMOS DEMOPOULOS: Yep.

COUNCIL MEMBER CROWLEY: Then we could have a comfortable transition. Okay, thank you.

DEMOS DEMOPOULOS: Thank you very much.

CHAIRPERSON RODRIGUEZ: [off mic] for record we have to also remind that this bill was first introduced by Council Member Melissa Mark-Viverito, and then it was introduced by Council Member, my colleague Council Member Dromm and I. in both times when this bill was introduced it was coming from the animal rights perspective. I believe that the idea of banning the horses has provided the opportunity to get into this conversation, and the carriage horse driver they have a strong voice with the Teamsters representing them, making progress on what we have right now and still working to get something better for them, but the notion on how this effort is on the table right now is because the current Speaker, former Council Member Melissa Mark-Viverito, introduced it when she was a Council Member before. Nothing to do with the Mayor being now the leader of the City, and then after Melissa left the Council, I mean, became the Speaker this bill was re-introduced by Council Member Danny Dromm and I, but again, this bill is about animal rights, and of course we're having this great conversation how to balance it, animal rights at the same time that we

1 support the industry that has been here for decades
2 in our city. Council Member Greenfield?

3
4 DEMOS DEMOPOULOS: And I want to thank
5 you and I acknowledge that because that was a ban
6 bill, and it no longer is a ban bill. So, I
7 acknowledge that and that's why where we are now.

8 CHAIRPERSON RODRIGUEZ: You've been
9 negotiating many contracts, right? Like how many
10 contracts have you negotiated--

11 DEMOS DEMOPOULOS: [interposing] I can't
12 count. I can't count.

13 CHAIRPERSON RODRIGUEZ: You can
14 disclosure that one, right? Right?

15 DEMOS DEMOPOULOS: They're all good ones.

16 CHAIRPERSON RODRIGUEZ: All good one,
17 right?

18 DEMOS DEMOPOULOS: I'm proud to say.

19 CHAIRPERSON RODRIGUEZ: So, when you
20 negotiate a contract, you know, there's like a two-
21 point--you work to get something in the middle.

22 DEMOS DEMOPOULOS: Yeah.

23 CHAIRPERSON RODRIGUEZ: And that's the
24 most important thing that we can celebrate today,
25 this day, that there's a lot of progress that we make

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2 and hopefully we will be able to pass a bill very
3 soon with any amendment [sic] that we'll be able to
4 make satisfy--

5 DEMOS DEMOPOULOS: [interposing]

6 Absolutely. I'm just a little bit below the middle.
7 So, get me to the middle and--

8 CHAIRPERSON RODRIGUEZ: [interposing]

9 Great.

10 DEMOS DEMOPOULOS: we'll all be happy.

11 COUNCIL MEMBER GREENFIELD: Thank you,
12 Mr. Chairman. I just want to reflect part of the
13 conversations that have been going on here today, and
14 I think it's important to note and certainly
15 everybody's in favor of compromise and negotiations.
16 This is as the Chair recognized, I do this every day.
17 I chair the Land Use Committee and I do compromises.
18 The key to me, however, is to a successful compromise
19 it has to be win/win, not win/lose, and certainly not
20 lose/lose/lose, and so that really is why I'm asking
21 questions today because with all due respect to
22 yourself and to NYCLASS and everybody else who had a
23 seat at the table, I was elected not to be a rubber
24 stamp, but to actually make sure that when I vote on
25 something I know what's going on, and part of the

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2 problem is we still don't really know what's going
3 on, and part of that quite frankly is reflected in
4 your testimony today where each and every single one
5 of you here said that you want to see changes to the
6 bill. So I'm actually going to answer my own
7 question because I know you're not going to answer it
8 based on the answers that have happened so far, and I
9 will tell for those who are watching at home what's
10 happening, but I'm still going to ask you a few
11 succinct questions. What we have here today is what
12 we call a classic shotgun wedding. That's what it
13 is. You and your industry is at the barrel of a
14 shotgun and you are forced to come to the altar, and
15 as a result of that you are in fact getting married
16 to other folks from different perspectives, and as
17 tends to be the case in a shotgun wedding, no
18 particular party is particularly comfortable or
19 happy, and certainly under the chapel you're not
20 going to speak about your reservations as you have a
21 shotgun pointed in your back. So, I recognize that,
22 and I respect it, and I'm not going to actually ask
23 you details of the wedding. However, there are still
24 legitimate questions that I think that need to be
25 answered, and I'm going to ask you those questions.

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2 For one, very important point, and I think we've
3 danced around it, but we need to be clear, because
4 this is our job to actually as legislators evaluate
5 legislation, and the question is, the bill as written
6 today, as it is written today and is presented to us
7 would you be happy with this bill yes or no?

8 DEMOS DEMOPOULOS: No.

9 COUNCIL MEMBER GREENFIELD: Thank you.

10 That's progress. Good. So, at least we know here on
11 our side of City Hall that those of you here who
12 represent the industry have some serious concerns
13 about this, and we need to address these concerns.
14 The other thing that I will ask--I'm not putting you
15 on the spot because you didn't get the information
16 that was asked by the Chair. I think it's perfectly
17 reasonable for the Chair to request information on
18 average salaries, and I'm asking that those four of
19 you who are here, compile that information and send
20 it to us for two reasons, the reason that the Chair
21 mentioned, but also the reason that I care about
22 quite frankly which is I want to make sure that if
23 people go out of business by the City of New York,
24 the City of New York is putting people out of
25 business, and according to you at least 40 to 50

1 people, those people should be compensate. I don't
2 know what to compensate those people if I don't know
3 what they're making, and so I think it's a very fair
4 question, and we will respectfully request that you
5 get back to us on part time employees, fulltime
6 employees, seasonal employees, and give us an average
7 of the range of these kinds of employees, what
8 they're making. Is that a reasonable request? Can
9 you do that for us? It's a yes or no as well.

11 DEMOS DEMOPOULOS: Yeah, just again, what
12 we're trying to do is preserve everybody's jobs.

13 COUNCIL MEMBER GREENFIELD: I understand
14 that.

15 DEMOS DEMOPOULOS: But yes.

16 COUNCIL MEMBER GREENFIELD: You yourself
17 just said that 40, 50 jobs are going to be lost.

18 DEMOS DEMOPOULOS: The industry will be
19 able to get you that information.

20 COUNCIL MEMBER GREENFIELD: Great, and I
21 look forward to having that information within the
22 next few days. Is that okay? Can you try to put
23 that together? Okay. Please. Thank you very much.
24 And then the one thing that I'm concerned about
25 because you said one thing which is the exact

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2 opposite that the Administration said. I
3 specifically asked the Administration this very
4 critical question, and I said, are you telling us
5 forever that if you guys are here for the next six
6 years we have a deal and we have a compromise?
7 Because when I make deals as Chair of the Land Use
8 Committee as a Council Member, those are permanent
9 deals. I have a great phrase that I've used here in
10 the Hall of the City Council in our Chamber, "No
11 backsies [sic]." Okay? And that's important. We
12 want to make sure that if we're compromising, and
13 everyone says that they're relatively happy, I'm okay
14 with that, but let's make sure that the deal is
15 permanent. The Administration said that they cannot
16 assure us of that. Do you have assurances or at this
17 point do you believe that the deal in fact is
18 permanent?

19 DEMOS DEMOPOULOS: We need insurances.

20 COUNCIL MEMBER GREENFIELD: So you don't
21 have those?

22 DEMOS DEMOPOULOS: Because, well you just
23 said that the Administration was unable to give you
24 those insurances. We're being told it will happen,
25 but if we're going to go down a path--down this road,

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2 it has to be there at the end, because if in the
3 middle of this journey it doesn't happen, what
4 happens to these people then?

5 COUNCIL MEMBER GREENFIELD: Okay, so then
6 you agree with me, which is that whatever deal--

7 DEMOS DEMOPOULOS: [interposing] It has to
8 be there. It's got to be.

9 COUNCIL MEMBER GREENFIELD: that ends up
10 being resolved needs to be a final deal and the clear
11 understanding has to be, and I'm stating this on the
12 record, that as long as this Administration is in
13 power for however many more years, it could be six
14 years, that they will not come back to the table to
15 renegotiate it, final and permanent deal that we are
16 engaging in. Is that correct?

17 DEMOS DEMOPOULOS: A permanent home and
18 no ban is the reason why we are supporting this.

19 COUNCIL MEMBER GREENFIELD: Okay. It's
20 yes or no. You would agree with that.

21 DEMOS DEMOPOULOS: Yes.

22 COUNCIL MEMBER GREENFIELD: Thank you.

23 CHAIRPERSON RODRIGUEZ: Thank you. So,
24 thank you. Your participation is very important.
25 You provide great information and we continue--we

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2 will continue working with you. Hopefully we can get
3 the information that we need that also can be very,
4 very important for us.

5 DEMOS DEMOPOULOS: Very good.

6 CHAIRPERSON RODRIGUEZ: Thank you.

7 DEMOS DEMOPOULOS: Thank you, Mr.
8 Chairman. Thank you, Council Members.

9 CHAIRPERSON RODRIGUEZ: Thanks. Now,
10 let's hear from the Pedicabs and Parks. Laramie
11 Flick, President of the New York City Pedicab
12 Association, and Tupper Thomas, New Yorkers for
13 Parks.

14 LARAMIE FLICK: Hi, my name is Laramie
15 Flick and I'm the Acting President of the New York
16 City Pedicab Owners Association, a licensed tour
17 guide and a Pedicab driver for nearly 12 years. We
18 are adamantly against this bill and will do
19 everything in our power to stop it as we did the last
20 time de Blasio was part of an effort to ban Pedicabs
21 in 2006. Seventy-six people win from this proposal.
22 Seventy-five horse carriage owners and one Mayor.
23 Everyone else loses. As we've heard, at least half
24 carriage drivers lose their jobs. The public loses
25 25 million to subsidize the construction of a stable

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2 for a multimillion dollar cash industry. Central
3 Park lovers won't only lose real estate to stables,
4 but also the considerable space necessary for 68
5 horse carriage stands inside the park. Beside adding
6 congestion to these spots will constantly stink of
7 manure and urine-filled pot holes like Central Park
8 South does and Bethesda [sic] Terrace. The remaining
9 horses will work harder than ever considering current
10 demand, significantly reduce supply and will still be
11 part of city traffic five days a week in the areas
12 where cars are already allowed. Judging from park
13 geography and traffic flow, tourists with limited
14 budgets may lose the 50 dollar carriage leaving one
15 45 minute dollar 100 ride. Tourists with limited
16 mobility will have one sure choice whether they're
17 allergic to horses or think the industry is barbaric.
18 A carriage, not a Pedicab unless it's above 89th
19 Street, and I say 89th Street because it's arbitrary
20 and poorly crafted proposal does not acknowledge
21 there is no entrance to Central Park from 86th Street
22 on a Pedicab, and Pedicab drivers, owners, mechanics,
23 canopy makers, and storage specialists of course
24 which we're representing will lose badly. Make no
25 mistake about it, this is a ban on Pedicabs in

1 Central Park and a monopoly for the horse carriages.
2 Bethesda Terrace, the mall, Cherry Hill, these are
3 the center pieces of our history, movie set and real
4 estate Central Park tours. No one is going to pay to
5 see the north meadow. Not surprisingly we weren't
6 consulted a single time by the Mayor or anyone
7 involved in writing the bill. If there are any
8 perceived problems with Pedicabs, they should be
9 addressed in a separate bill and not in a single
10 paragraph that slits the throat of free enterprise
11 and market based competition. With Uber drying up
12 the streets of Midtown, this industry's best bet is
13 in Central Park. This is possibly a mortal wound for
14 the only totally green form of transportation in New
15 York City. Livestock flatulent creates as much
16 greenhouse gases as cars apparently. And why are we
17 going through all this? So a Mayor can fulfill a
18 campaign promise to campaign donors just because
19 there is supposedly a compassionate motive behind
20 this intro and not the other rumored reasons. Is
21 this that different from a drug company investing
22 millions in politics and getting paid back later? Is
23 this good politics? I haven't read a single good
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2 article on this at this point. We can definitely do
3 better than this. Thank you for your time.

4 TUPPER THOMAS: Good afternoon. Sorry.
5 Good afternoon. I'm Tupper Thomas, Executive
6 Director of New Yorkers for Parks. I'd like to thank
7 you for letting me speak today, and I'd also just
8 like to thank all of you for the amazing questions
9 that you've asked. It was very impressive to hear
10 all of the passion from the Council on this issue.
11 Basically, New Yorkers for Parks does not support the
12 current proposal to house carriage horses in Central
13 Park, and the statements made by the Mayor and the
14 City Council leave us with many, many unanswered
15 questions. We ask that the City give a more careful
16 and thorough review of this plan and postpone the
17 legislation until more information is available.
18 Central Park is the most important open space in New
19 York City and the grandmother, we all like to say, of
20 all city parks in the United States. It offers
21 tranquility to millions of New Yorkers and tourists
22 who visit every year. It is a landmark. It is a
23 national landmark and a city landmark, and is this
24 really the best possible use for that part of Central
25 Park? The process to even redesign this facility

1 which is close to 160 years old will be long. There
2 will be a number of people reviewing it. It is a
3 landmark, and therefore the building itself is
4 landmarked, and it's old and will need an enormous
5 amount of restoration work. It is also not clear how
6 horses would be able to get from the stable to that
7 part of Central Park without going out onto the roads
8 or in other ways than affecting the park. So, we are
9 very, very concerned about that, and I think the
10 concept of four years is a very po--even four years
11 would be optimistic. The city has not released a
12 figure on the cost, but clearly 25 million dollars is
13 the first number that's come up, and I think that
14 that could be a low number. And certainly
15 understanding that parks are not vacant city-owned
16 property. They--parks belong to the public and
17 scrawling [sic] a private business with public
18 dollars in a public building on such a large scale is
19 somewhat unprecedented and not to be taken lightly.
20 We need to know if this is really the highest and
21 best use of this historic park and facility. In
22 addition to cost, we need to know how the stables may
23 change a park user's experience, how it will impact
24 the infrastructure of the park itself. Will the
25

1
2 traffic of horses going into and out of the stable
3 effect recreational activities? How will the park
4 handle increased traffic from the horse carriages and
5 how will--and the waste removal. The city needs to
6 give this proposal a much more careful analysis, and
7 New Yorkers need to be able to ask questions. The
8 answers matter. We hope the City Council will
9 postpone this legislation until it has undergone a
10 more careful and public review. Thank you.

11 CHAIRPERSON RODRIGUEZ: Thank you.

12 IBRAHIM DONMEZ: I'm sorry. Hi, my name
13 is Ibrahim Donmez. I'm a licensed Pedicab driver, a
14 licensed Pedicab owner, and in consider myself as the
15 main organizer of the Pedicabs in New York City. I
16 have around four [sic] litigations pending against
17 Parks Department and Department of Consumer Affairs,
18 and I have lobbied many of the Council Members over
19 here on multiple issues regarding the Pedicab law.
20 This bill goes against legislative history of the
21 Pedicab because this--and also the bill goes against
22 the language of the Pedicab law. In 2005, after some
23 horse carriage owners lobbied Thomas McMahon [sic],
24 the former Chief Counsel to the City Council, former
25 Speaker Christine Quinn introduced bill 740. One of

1 the sponsors of this bill was former Council Member
2 Bill de Blasio. The bill aimed to ban Pedicabs from
3 Midtown and Central Park. Bill 740 failed after the
4 public's failed support. Why is the Mayor bringing
5 up a bill that he already failed with a different
6 name? Does any Council Member here today know about
7 Bill 740 of 2005? The Pedicab Law's language
8 contradicts with this bill because this bill has
9 nothing to do with consumer protection, the safety of
10 the public and proper licensing articulated in the
11 legislative findings in New York City Administrative
12 Code Section 2248. One needs to know on a given day
13 only 60 horse carriage drivers can work based on the
14 cap [sic] of the horse carriage plates [sic]. Did
15 the city know on a given day there are approximately
16 200 to 250 Pedicab drivers working exclusively in
17 Central Park? The bill has failed to ban the horse
18 carriages mainly because the horse carriage drivers
19 would lose their jobs, and at some point there was a
20 conversation about giving them an alternative job
21 with electric cars. This bill does not even talk
22 about what would happen to these 200 to 250 Pedicab
23 drivers and their families who will lose their jobs.
24 What makes the jobs of the horse carriage drivers
25

1 more valuable than the jobs of the Pedicab drivers?

2 Why do the families of Pedicab drivers not matter?

3 [applause]

4
5 IBRAHIM DONMEZ: Some argue that this is
6 not a ban, but they do not know that 100 percent of
7 the Pedicab business happens below 85th Street. It
8 is extremely hard to pedal a Pedicab at the hills
9 above 85th Street. There's no business above 85th
10 Street. Therefore, banning Pedicabs from the south
11 side of the park means banning them out of the park.
12 Why doesn't the City Council consider sending the
13 horse carriages above 85th Street? City Council
14 needs to understand that Pedicabs offer a different
15 service and experience for the public. There will
16 always be people who will not want to use an animal
17 for transportation in Central Park. Some people have
18 allergies against horses. The public should be able
19 to have the choice between these two different
20 services. It is not in the public interest to create
21 a transportation monopoly in Central Park. This City
22 Council also considered the supply and demand by the
23 visitors of Central Park every year. Central Park
24 Conservancy's 2011 data report on the use of Central
25 Park space, Central Park has 37 million visitors

1 throughout the year. It is impossible to accommodate
2 the demand for transportation by these 37 million
3 visitors with only 75 horses. It is also good for
4 the disabled and the elderly to have the choice of
5 riding a Pedicab in Central Park. It is much easier
6 to embark on a Pedicab for a disabled or elderly
7 person. We have had thousands of cases proving this
8 point. With this bill, banning Pedicabs in Central
9 Park, the public is also denied the opportunity to
10 have a transportation choice from Central Park to
11 anywhere in the city or from city to Central Park.
12 The Mayor failed to cap the competition with Uber.
13 It sounds like he now wants to crush the little guy
14 like the Pedicab drivers, because he could not crush
15 the big guy. The Government has no authority to
16 create a monopoly for a private business like the
17 horse carriage industry. On Monday, the Mayor said
18 he does not recall the last time he was in Central
19 Park. Let me tell you what's going on in Central
20 Park. Pedicab drivers have been serving the visitors
21 of Central Park for more than 16 years. I urge all
22 Council Members here to go online and read the
23 reviews for Central Park Pedicab tours on travel sites
24 like Trip Advisor. I can assure you will not--you
25

2 will notice noting but satisfaction of visitors. We
3 have thousands of positive reviews. That's all.
4 Thank you.

5 CHAIRPERSON RODRIGUEZ: So how many
6 Pedicabs you say that we have in Central Park, over
7 200?

8 IBRAHIM DONMEZ: I can say 200 to 250.
9 When it's like the summer time, I can say the number
10 might be going up, but these are the established ones
11 working all year around.

12 CHAIRPERSON RODRIGUEZ: Do you have any
13 level of coordination with the Parks Department, DOT
14 on how many of you can be there?

15 IBRAHIM DONMEZ: Here's the deal, I've
16 been trying to lobby the Parks Department and the DCA
17 on many levels. I mean, to be honest with you, I
18 came to the City Council many times, and I lobbied a
19 lot of Council Members as well on a lot of issues,
20 but for some reason nobody cares about the Pedicabs,
21 and when it comes to enforcement they don't withdraw
22 themselves from enforcing their arbitrary laws.
23 Like, I can say more than a 100 drivers were already
24 pushed out of work by the illegal enforcement by the
25 Parks Department and DCA. One should remember, you

1
2 know, you can get a \$4,000 fine for not having a copy
3 of your license on the Pedicab. So, how do you
4 expect an immigrant to defend himself in the court
5 against the \$4,000 fine when he cannot even speak
6 English well or read English well? So--

7 CHAIRPERSON RODRIGUEZ: [interposing] So,
8 so far there has not been any level of coordination
9 with the Pedicabs in Central Park?

10 IBRAHIM DONMEZ: I mean, like I said, we
11 have tried to lobby.

12 CHAIRPERSON RODRIGUEZ: No, I got it. I
13 get that part. I just want to know because we asked
14 that question before. The city knew how many
15 Pedicabs we have and in which area does the Pedicab
16 do most of the work. So my question is to find out
17 if you have a--the answer that you gave, that you're
18 giving right now is that no, that there's not. For
19 different reasons, there's not any level of
20 coordination with the Pedicabs and any city agency.
21 Is that accurate?

22 IBRAHIM DONMEZ: I'm sorry, I'm just not
23 understanding the question.

24

25

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2 CHAIRPERSON RODRIGUEZ: You don't have--
3 like, there's nothing--there's not any coordination
4 between the group of Pedicabs--

5 IBRAHIM DONMEZ: [interposing] No.

6 CHAIRPERSON RODRIGUEZ: that you have in
7 Central Park, Park Department, there's no regular
8 meeting. There's not any--

9 IBRAHIM DONMEZ: [interposing] They--I
10 mean, I have a approached them so many times. They
11 refuse to talk to the Pedicab drivers. That's what
12 I'm telling you right now.

13 CHAIRPERSON RODRIGUEZ: Okay, thank you.

14 LARAMIE FLICK: I can speak to that as
15 well. I mean, we've repeatedly tried to get meetings
16 with the Parks Department and the Department of
17 Consumer Affairs and relevant members within the
18 police force, and have never had any success.

19 CHAIRPERSON RODRIGUEZ: Do you think that
20 if the horses are only in Central Park as the bill
21 that we had in the table right now will establish,
22 will you have--and they are not in the street. Will
23 you be able to survive if you then take--do the work
24 in those areas that the horses would not be in the
25 street?

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COMMITTEE ON TRANSPORTATION

IBRAHIM DONMEZ: No, I cannot survive, because as Laramie mentioned before, Uber pretty much swept off like maybe more than 75 percent of the business for the Pedicab drivers in Midtown area, and there's no way I can survive and, you know, pick my family with the income coming from the streets, especially considering the fact that, you know, I try to be like transparent with my prices, and I'm trying to be an honest driver. It's just not possible.

CHAIRPERSON RODRIGUEZ: Council Member Menchaca? No?

LARAMIE FLICK: Just answering something earlier. As far as spill-over from the carriages removed from the streets, they're allowed as I understand it after about 11:00 p.m. at night, and it's a handful of rides that might, you know, fall into our lap when they're removed, but it's not worth mentioning.

CHAIRPERSON RODRIGUEZ: Thank you.

IBRAHIM DONMEZ: Thank you.

COUNCIL MEMBER MENCHACA: Oh, I still have some questions.

LARAMIE FLICK: Alright.

1
2 COUNCIL MEMBER MENCHACA: That's why I'm
3 here. I'm the last Council Member here. Good grief.
4 I turn around and everyone's gone.

5 [off mic comments]

6 SERGEANT AT ARMS: Keep it down, please.

7 COUNCIL MEMBER MENCHACA: Sorry, I didn't
8 ask for comments. I'm going to go right to
9 questions. Thank you so much for coming today. As
10 you can see this is the beginning of a conversation.
11 We have a lot of Council Members that are very
12 interested in getting to the bottom of a lot of
13 questions. This has elevated all these industries at
14 once, and so I'm very excited to continue this
15 relationship with you. One comment I want to make
16 and then I'm going to go to some questions. It's
17 troubling for me as the Chair of the Immigration
18 Committee to see industries with very high immigrant
19 constituencies not to be working in solidarity, and I
20 asked a question to the Teamsters, and I don't know
21 if there's any Teamsters in the room, but I'm going
22 to ask the same question, really as we continue
23 because this is not a done deal. We're in
24 conversation here. Can you find solidarity with the
25 workers, with the carriage workers and really

1
2 continue to really build that relationship as we
3 create an ecosystem that's going to work for
4 everyone? Do you see that as a possibility?

5 LARAMIE FLICK: I mean, we're not
6 advocating for them being removed from Central Park.
7 There's room for everybody as Ibrahim said.

8 COUNCIL MEMBER MENCHACA: Great. I just
9 want that to be heard. I want that to be said.

10 IBRAHIM DONMEZ: I mean, I feel the same
11 way. To be honest with you, it's been so many years
12 right now. I mean, there are still some, you know,
13 back and forths because there's competition, but
14 there hasn't been any like, you know, fist to fist
15 fights or whatever. We've been able to coexist. So,
16 that's what I'm saying, yeah.

17 COUNCIL MEMBER MENCHACA: Great. So,
18 let's--I'm just going to encourage us to stay in that
19 space and grow it as we continue this conversation,
20 and I want to see that, and I'm asking all the
21 workers in this conversation to do that. So, back to
22 the Pedicabs, I'm learning a lot about the industry.
23 I'm in Brooklyn. Central Park is for everybody, kind
24 of like Prospect Park, Tupper. Hello, by the way.
25 Miss you so much. And it's the people's park. It's

1
2 everybody's park, and so we all want to see the best.
3 There's a lot of conversations about Pedicabs being
4 better, making it a better market, making it more
5 friendly to customers, and you know. How can you in
6 our conversations as we get further recommend or come
7 up with a report about how you can solve issues that
8 you're seeing on the ground? I'm just getting text
9 messages from folks saying that they might have
10 gotten ripped off from a Pedicab in a, you know,--I'm
11 talking about customer service and regulation, and as
12 we think about changing how we think about the park,
13 will be open to working with the Committee, the
14 Transportation Committee, to really think about how
15 you can suggest regulations? As we look at this
16 master plan that apparently some planners haven't
17 even looked at yet, but will soon, and work with them
18 to really come up with an ecosystem that works for
19 everybody.

20 LARAMIE FLICK: Yeah, definitely. I
21 mean, in a separately drafted bill there definitely
22 needs to be some simplification of the existing law.
23 The Commissioner of the Police, Bratton, expressed
24 publicly that he didn't understand the Pedicab Law.
25 So you start there. At the moment, you know, the

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2 NYPD tickets us for, you know, laughably petty
3 offenses. The Parks Department only tickets us for
4 dropping off at Bethesda Terrace and Strawberry
5 Fields. They're under cover catching us doing that,
6 but they ignore everything else. And the Department
7 of Consumer Affairs is a rumor. They show up maybe
8 once a year, and they establish a checkpoint in
9 Central Park in the same place. Word goes out.
10 Everybody leaves, and they miss, you know, any sort
11 of violation because they're just never there.
12 They're a rumor.

13 IBRAHIM DONMEZ: I just would like to make
14 it clear that the Pedicab consumer based Pedicab
15 problems are happening mostly in the streets, in
16 Midtown. I'm saying from 59th Street to 34th Street.
17 The street drivers are hiding their prices. They
18 scam people. We have actually asked--I mean, in
19 2000, I think, 11 or 12 City Council passed a bill
20 restricting to charging only per minute per ride, and
21 DCA, Parks Department--I mean, it's not Parks
22 Department job, but DCA and Police Department they
23 are not really enforcing those laws. It's not
24 happening, and there is no such consumer protection
25 issues going on in Central Park, because what we're

1
2 medallion or non-registered Pedicabs that are
3 driving? Are they part of the system of your 250?

4 IBRAHIM DONMEZ: Here's the deal.

5 Pedicabs usually work in two separate shifts.
6 There's the morning shift for Central Park drivers.
7 So the shift usually goes from let's say 10:00 a.m.
8 until the sun is down, and then there's also the
9 second shift of drivers that are working exclusively
10 in Midtown Manhattan area, and those guys usually
11 start around the rush hour, let's say 3:00 to 4:00
12 p.m., and they usually get done by the time the
13 Broadway shows are over.

14 COUNCIL MEMBER MENCHACA: Right.

15 IBRAHIM DONMEZ: Let's say 11 to 12 at
16 night. So my complaint is about those drivers and
17 the fact that--

18 COUNCIL MEMBER MENCHACA: [interposing]

19 Got it.

20 IBRAHIM DONMEZ: the city is not really
21 enforcing the laws on those drivers, but instead they
22 try to get us out of the park through enforcement
23 first. Now, they are trying to ban us out of the park
24 without any proper or public justification of the
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argument. So, that's the reason we're really upset with what's going on.

COUNCIL MEMBER MENCHACA: Got it. And would you be able to publish rates for people to know what rates people can expect at different times from the 10 to sundown? Is that something that you can do?

IBRAHIM DONMEZ: Here's the deal. From the time this business started in 1995, the general status quo has been with the honest drivers I'm talking about one dollar per block in Midtown Manhattan, and then it would be like let's say three dollars for the travels between the avenues. So, if you're going 20 blocks, it would be fair to say 20 dollars is the fare amount. Maybe 25 dollars is the max, but not 30 dollars. I'm talking about from an honest point of view.

COUNCIL MEMBER MENCHACA: Yeah.

IBRAHIM DONMEZ: I personally myself having given tours for 50 dollars an hour in Central Park for all these years I've been working, and right now I'm running a website. You guys can go check at Newyorkpedicabservices.com, and I'm charging--

1 COUNCIL MEMBER MENCHACA: [interposing]

2 Nice.

3
4 IBRAHIM DONMEZ: sixty dollars for an
5 hour for two people and 75 dollars for three people.
6 That's the amount that I'm charging at the moment.
7 So, I'm very transparent with the business that I'm
8 doing.

9 COUNCIL MEMBER MENCHACA: Thank you.

10 CHAIRPERSON RODRIGUEZ: Thank you.

11 LARAMIE FLICK: yeah, it varies
12 dramatically just based on the size of the customers
13 and size of the drivers, and--

14 CHAIRPERSON RODRIGUEZ: [interposing]

15 Thank you, and I just hope that as part of this
16 process also, you know, that you keep the
17 conversation on the merit of what that we're trying
18 to do. This is not about anything more than animal
19 rights and continue balancing the rights of workers
20 that they're providing services in Central Park and
21 in the street. I am confident that we are very close
22 to finalize a great agreement that we balance the
23 interest and passion and value of everyone. I think
24 it is for myself this is no more than animal rights,
25 and as someone that is reintroduced this bill as a

1
2 colleague together with Council Member Danny Dromm,
3 this is about animal rights. This is about finding
4 the balance with the carriage horse industry, with
5 you as the group that you represent. What I hope is
6 that any scenario that you have to bring your voice,
7 any one that you can meet focus on the present and
8 the future, present on fighting for whatever you
9 think is a right of the sector that you represent,
10 but this is about animal rights and balancing all
11 sector that got something to do with this here.
12 Thank you. Now, we're calling the next group. They
13 are Allie Taylor, Michael [sic] Villagomez, Dan
14 Matthew, Jane Hoffman, Sharon Discorfanio, and Joyce
15 Friedman. You may begin.

16 ALLIE TAYLOR: Thank you, Chairman
17 Rodriguez, and thank you to the members of the
18 Transportation Committee. I understand how much the
19 Council has put in to help us arrive at this moment.
20 We still have a lot of work to do for animals ahead
21 of us, but thank you all for your time and attention
22 to this particular issue. My name is Allie Taylor
23 and I am the Executive Director of NYCLASS. NYCLASS
24 and its thousands of humane voters have a singular
25 goal right now to help protect all animals across New

1
2 York City. Today's discussion of Intro 573A is
3 personal to me. I got involved in this cause when I
4 rented my first apartment with three other roommates
5 in Hell's Kitchen and was saddened by seeing the
6 horses constantly working in traffic. My love of
7 animals and politics brought me to NYCLASS where I
8 found thousands of other advocates who felt the same
9 way about the horses, and shared the vision of
10 creating a more humane city for all New Yorkers, two-
11 legged and four-legged. Our members from all five
12 boroughs, many from your own districts, have worked
13 to protect carriage horses from cruel working
14 conditions in dangerous chaotic city traffic. Our
15 commitment to this cause has always been and always
16 will be driven by our goal of protecting the
17 wellbeing of carriage horses. After careful
18 consideration of the legislation, we support its
19 passage. The proposed compromise enacts a series of
20 common sense protections that today do not exist at
21 all, and that when considered as a complete picture
22 means safer lives for these horses. This compromise
23 would remove the horses from their current nose to
24 tailpipe existence, improve their safety, and mean
25 better lives for them, and that's something we all

1 should want. Consider the following. First, the
2 bill would retire nearly half of the horses this
3 year. Second, it would erase out the worst cruelties
4 by limiting the horses to working only within Central
5 Park and prohibiting them from working on city
6 streets where they can be spooked by frightening
7 traffic, by building new stables for the horses where
8 their stalls would be 100 square feet, almost twice
9 the size that they are right now, and by guaranteeing
10 that the horses will be retired to safe, loving
11 homes, which is also a protection that they do not
12 currently have. We have also been assured that the
13 plan for the new stable will include reasonable space
14 for daily turnout, a component essential to the
15 mental and physical wellbeing of horses. It also
16 takes steps to ensure that horses only work one shift
17 per day, the enforcement of which today remains murky
18 at best. While we would prefer an outright ban,
19 after all remember this is 2016 not 1816, this
20 compromise will help us protect the greatest number
21 of carriage horses right now. We urge the members of
22 this committee and the Council as a whole to support
23 it. That said, we also hope that you will strengthen
24 this legislation. Specifically, we ask that you
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1
2 consider going slightly further when it comes to
3 protecting the horses from working in extreme
4 temperatures and also cap the working age of all
5 horses at 20 years. We believe that these additional
6 provisions are humane, common sense and at the core
7 of anyone who claims to love animals. NYCLASS in
8 partnership with other organizations with us today
9 such as the ASPCA and the Humane Society of the
10 United States, PETA, Catskill Animal Sanctuary, and
11 many other organizations remain ready and willing to
12 provide sanctuaries for all of the horses as they are
13 retired from this industry to ensure that they can
14 spend their final years as they were meant to live in
15 peace. We make this good faith gesture at our own
16 expense because we love these horses and we want to
17 help protect them. We join with animal rights
18 organizations across New York and the country to ask
19 that you support Intro 573A. Thank you for working
20 to ensure that we protect animals living in New York
21 City.

22 JOYCE FRIEDMAN: Good morning, Chairman
23 Rodriguez and members of the Transportation
24 Committee. My name is Joyce Friedman, New York City
25 Coordinator for the Humane Society of the United

1 States, the nation's largest animal protection
2 organization with significant membership in New York
3 City. On behalf of the HSUS I'm submitting this
4 testimony in support of Intro 573A, which would bring
5 about significant changes to the horse carriage
6 industry and enhance both public safety and animal
7 welfare. The HSUS supports provision which would
8 confine carriage horse operations within Central
9 Park, require that housing be built for the horses
10 within the park with larger stalls than those
11 currently in use, reduce the number of carriage horse
12 licenses, and therefore the carriage horses in the
13 industry, and require that owners of licensed
14 carriage horses notify the Department of the proposed
15 disposition of a horse prior to disposition, and
16 certify that no horse will be sent to slaughter or
17 sold or transferred to anyone for that purpose. We
18 applaud the collective efforts of the Committee, City
19 Council Members and Mayor's Office to bring this bill
20 to fruition. With the intent of strengthening this
21 legislation, we respectfully offer the following few
22 recommendations for consideration. We believe the
23 term "adverse weather" should be clearly defined and
24 expanded to include street level temperatures,
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1 humidity, road surfaces that are slippery, ice-
2 covered or otherwise incompatible with the safety of
3 the horse and passengers. We also recommend that the
4 temperature levels of 85 degrees in the summer and 25
5 degrees in the winter be codified at the level--as
6 the levels at which the horses must return to the
7 stables. We ask that pasture space and requirements
8 for daily turnout be provided for every horse, and
9 that the age limit of horses pulling carriages be
10 dropped from 26 to 20 years old. Lastly, we urge the
11 City Council to specify the individuals or agencies
12 responsible for enforcement of the nine hour limit on
13 working any one horse and to clarify exactly how this
14 process will be monitored. For example, what agency
15 will monitor the signing in and out of horses from
16 the stables and the horse's GPS devices and how will
17 this monitoring be carried out. This is very
18 important in light of the reduction of the number of
19 horses in the industry and the worrisome potential to
20 overwork the smaller pool of horses to compensate for
21 that reduction. Once again, the Humane Society of
22 the United States thanks city leaders and we strongly
23 support Intro 573A. We ask the committee and all
24 Council Members to take a hard look at the
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1
2 aforementioned recommendations which will improve the
3 health and wellbeing of New York City's carriage
4 horses. We look forward to working with the Mayor,
5 the City Council and other stakeholders to ensure
6 that conditions for these horses are improved and
7 that every retired horse finds a safe, humane
8 retirement. Thank you very much.

9 DAN MATTHEWS: Good afternoon. I'm Dan
10 Matthews, Senior Vice President of PETA, representing
11 our 71,000 members in New York City. PETA works with
12 law makers on the carriage issue all around the
13 world. City leaders care because horses don't have
14 anti-lock brakes. When they are spooked, they panic,
15 and their massive size and strength endanger both
16 them and the public. As you consider Intro 573A,
17 please keep in mind how your counterparts in
18 Transportation Committees in other large cities have
19 addressed this issue. London, England reigned in the
20 carriage trade decades ago reasoning that easily
21 skittish large animals and the chaos of a metropolis
22 are a bad mix. London's transport office reaffirmed
23 this last year writing, "The police force have
24 advised us of the risk to public and animal safety
25 that would be created by horse-drawn carriages."

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2 Right now, one small stable with half a dozen horses
3 kept outside of London rents carriages for special
4 occasions on limited routes. There are similar
5 restrictions in Paris and Toronto. Toronto pulled
6 carriages from the city center in 1998. In 2014, the
7 Salt Lake City Council voted unanimously to ban
8 horse-drawn carriages after a horse dropped dead on
9 the street, which happens in New York, too. Last
10 Spring, San Juan, Puerto Rico outlawed the carriage
11 trade, and last Fall, an Indian High Court banished
12 carriages from India's most populous city, Mumbai,
13 for the very same reason we're making the case here
14 in New York, public safety and animal welfare. Now
15 the issue is before you. The New York Police
16 Department reports that the carriage trade has been
17 responsible for dozens of accidents involving spooked
18 horses, smashed cars, wounded people. It's time to
19 act. Intro 573A is not the sweeping bill promoted by
20 animal activists, it simply gets the horses out of
21 traffic and into the park. That shouldn't be
22 controversial to anyone given the global trend toward
23 making city's safer and more humane. PETA
24 respectfully urges you to vote in favor of Intro
25 573A.

1
2 MICHELLE VILLAGOMEZ: Good afternoon. I'm
3 Michelle Villagomez, New York City Legislative
4 Director for the ASPCA. On behalf of the ASPCA and
5 its nearly 7,000 New York City supporters, I would
6 like to thank Chairman Rodriguez, Council Member
7 Dromm, Mayor de Blasio, and the Transportation
8 Committee for the opportunity today to testify in
9 support of Intro 573A. Since its founding in 1866,
10 the ASPCA has worked to protect and aide horses. This
11 legacy of responsibility to the plight of horses
12 working in an urban environment is one the ASPCA
13 continues to take extremely seriously to this day.
14 Like many other animal welfare organizations we have
15 supported legislation and regulatory changes in the
16 past to improve carriage horses living and working
17 conditions, ban carriage horse operations, or
18 restrict operations to Central Park. Currently,
19 however, neither their working environment nor the
20 current law can provide horses with the fundamental
21 necessities to ensure their safety and wellbeing.
22 There are many unique distractions for horses on New
23 York City streets. These create an unnatural,
24 unnecessary and undeniable strain on the horses'
25 quality of life. Under the existing system, carriage

1 horses must travel through crowded streets, breathing
2 in fumes from buses, trucks and cars. They must
3 navigate potholes, open manholes, traffic, and
4 impatient drivers. They're wary and fearful of noise
5 from construction sites, car horns and the sheer
6 volume of city life generally. These situations
7 create a dangerous working environment and are even
8 highlighted in the official training manual for
9 carriage operators as factors that alarm horses.
10 Intro 573A will provide a number of meaningful
11 improvements to carriage horse welfare in New York
12 City, led by greatly reducing the total number of
13 licensed horses to 95 while limiting the number of
14 working horses to 75. The bill would also restrict
15 operations to Central Park requiring the construction
16 of new stables in the park with a mandatory stall
17 size of 100 square feet as has been mentioned the
18 significant increase over the current 60 square feet.
19 We're also encouraged by the measure's improved
20 restrictions on time and areas of operation, and its
21 humane disposition and furlough requirements for
22 horses. The measure also reflects a strong intent to
23 offset financial repercussions with workforce
24 training program and resources available not only to
25

1
2 drivers but to owners, license holders and horse
3 stable employees. Taken together, these amendments
4 to existing law are a strong step forward on this
5 longstanding issue, and the ASPCA supports these
6 efforts to remove horses from many of the perils
7 inherent in working in the harsh New York City
8 environment. That said, we continue to urge the City
9 Council to include additional improvements here to
10 more fully promote carriage horse welfare.
11 Additional reforms like the inclusion of adjustments
12 for humidity and wind chill to current law, which
13 allows horses to be worked in temperatures up to 90
14 degrees Fahrenheit and temperatures as low as 19
15 degrees, as well as lowering the retirement age from
16 26 year old must not be cast aside lightly. As they
17 remain essential to fully ensuring the safety and
18 wellbeing of these majestic animals. Intro 573A as
19 it stands, however, offers meaningful improvements to
20 their welfare, and we urge Council Members to support
21 this effort. Over the years we have devoted
22 tremendous effort and resources to equine welfare and
23 in recent times this work has become focused on
24 bringing a permanent end to both domestic horse
25 slaughter and the export of American horses for

1 slaughter abroad. The impotence of the humane
2 disposition requirements proposed in this bill cannot
3 be overstated, and our public commitment to help re-
4 home horses in need bears repeating here. Should any
5 carriage horse operator require assistance in finding
6 new homes for their horses, the ASPCA will gladly
7 assist, tapping into our national network of rescue
8 partners to help find and facilitate humane placement
9 options for any horse in need of a home. In closing,
10 we appreciate the opportunity to appear before you
11 today and will continue to work for change to improve
12 the health, welfare and safety of New York's carriage
13 horses. We stand ready to assist you towards
14 bringing this law to fruition and urge you to pass
15 Intro 573A and work with the relevant city agencies
16 to ensure that the rules and regulations promulgated
17 provide measurable and meaningful improvement for our
18 working horses.

19
20 JANE HOFFMAN: My name is Jane Hoffman.
21 I've been involved in this issue for probably more
22 than 30 years in one capacity or the other. I am,
23 for identification purposes only, a member of the New
24 York City Bar Association Animal Law Committee and
25 the President of the Mayor's Alliance for New York

1
2 City's Animals, which is a private not for profit
3 representing over 150 animal rescue groups and
4 shelters in New York City, Greater New York City area
5 that seeks to reduce euthanasia at our city shelters.
6 I'm not testifying on behalf of either of these
7 organizations. I am however here to testify in strong
8 support of this compromise bill. In the immortal
9 words of the Rolling Stones, you don't always get
10 what you want, but you get what you--sometimes you
11 get what you need. The carriage horses need these
12 compromise bill. I'd like to thank the Mayor's
13 Office, the City Council, the Transportation
14 Committee in particular and the industry and the
15 Teamsters who are working together to come up with
16 this bill which in essence will remove the horses
17 from New York City traffic while they are waiting on
18 the hack line and while providing rides by keeping
19 the horses in Central Park, and frankly, create a
20 wonderful addition to the attracts of Central Park.
21 We seem to be focusing on the downside of a stable in
22 Central Park, but I think a wonderful stable with
23 world-class housing for the horses where people can
24 visit, children can come with their families would
25 actually be a wonderful addition to Central Park. I

1
2 am however concerned about the date for certification
3 of the operational status, which has been discussed
4 in great length. I think there does need to be a
5 more definite deadline. I know the Administration
6 and the Council want that committed too, and I would
7 highly recommend you take a hard look at that, and
8 until the stable is operational, I would ask that the
9 bill be amended to provide for a way to more slowly
10 perhaps reduce the number of the horses, because the
11 humane slaughter disposition seems to be mostly
12 talking about licensed horses. I think that it's a--
13 the industry, it's wonderful if the industry can
14 continue to exist as long as the horses are safe and
15 they're kept in Central Park. Thank you.

16 SHARON DISCORFANO: Good afternoon and
17 thanks to all who have worked so hard to get us to
18 this point today. My name is Sharon Discorfano. I'm
19 a member of the New York State Bar and the New York
20 City Bar Association's Committee on Animal Law. I'm
21 here today to testify in a personal capacity as a
22 resident of the Upper West Side. Today, I voice my
23 support of 573A with some recommendations as it
24 stands to benefit New York City's horses and its
25 citizens. I'm heartened to see the bill reduces the

1
2 number the horses put to work, that it ensures horses
3 on vacation or furlough will not be put to work
4 elsewhere during that time, and that those retiring
5 will not be sent to slaughter, also limiting the
6 working hours during a 24-hour period and restricting
7 rides to the perimeters of Central Park. Getting the
8 horses out of New York City traffic will benefit the
9 horses and also be a win for public safety as has
10 already been mentioned by numerous others today.
11 Finally, a new single stable in Central Park, visible
12 to the public creates greater transparency which will
13 help ensure proper treatment and care of the animals.
14 I recommend more clearly defining a plan for
15 oversight and enforcement. By using location devices
16 as has been proposed in this bill, it would be easy
17 enough to have an online real time snapshot of each
18 horse's whereabouts at all times, similar to what's
19 already in use for tracking our city's buses, subway
20 trains and taxis. Second, the proposed increase in
21 the minimum fine still relatively negligible for
22 drivers when horse drawn cabs are charging 50 dollars
23 for the first 20 minutes. The more substantial
24 increase will provide greater incentive for
25 compliance. Admittedly, I would like to see a

1 complete ban of horse-drawn cabs in New York City.
2
3 Several other cities around the world already have
4 bans in place, Paris, London, Beijing, Toronto, and
5 here in the US cities including Santé Fe and Las
6 Vegas. That said, the changes proposed here would
7 improve the situation of the horses considerably and
8 also promote public safety. 573A is a significant
9 but very reasonable compromise between contrary
10 views. So that what happens in our city better
11 reflects our sensibilities as a modern society. As
12 such, I close by again voicing my support of 573A.
13 Thank you so much for your time and your energy.

14 CHAIRPERSON RODRIGUEZ: I'd like to
15 recognize Council Member Corey Johnson. Does any of
16 my colleague has a question? Sees none. I would like
17 to--

18 COUNCIL MEMBER MENCHACA: One question?
19 Okay. Does anybody know--one question? Okay, a
20 couple more questions. Thank you so much, Chair. I
21 really appreciate it. So, I want to start with a
22 conversation in this, everyone testified in support
23 of this piece of legislation. Did anybody change
24 their mind? I know you read previously created
25 legislation after the questions and answers. Did

1
2 anybody change their mind in support of this
3 legislation? No, great, so everybody supports it
4 still after all this conversation. Got it. Second,
5 there is a kind a big question about Vision Zero in
6 this that I keep on wanting to tease out, and I know
7 we're here for animal rights and we are all
8 committed, and you know how I'm committed Allie,
9 etcetera. So, where does the conversation on kind of
10 Vision Zero come in, and does it play in anybody's
11 world as we think about in this piece of legislation
12 bringing them into Central Park? And one of the
13 things I think a lot about Vision Zero are our say
14 distracted pedestrians. And so, tell me a little bit
15 about if anybody has any kind of analysis or thought
16 as we kind of move towards this bill. You don't have
17 to answer if you don't have--

18 DAN MATTHEWS: [interposing] Well, I'll
19 say one thing after the proceedings this morning and
20 hearing all the testimony about the jobs and about
21 from the drivers. In our work with city governments
22 all over the world from places as huge as Mumbai to--

23 COUNCIL MEMBER MENCHACA: [interposing]
24 Yeah.

25

1
2 DAN MATTHEWS: Salt Lake City, nowhere did
3 this ever come into play that a metropolis with
4 millions and millions of people would have public
5 safety policy dictated by a tiny trade that has about
6 150 people who won't even say how much they work.
7 That's just--that doesn't happen. That's just very
8 unique to New York.

9 COUNCIL MEMBER MENCHACA: Okay.

10 DAN MATTHEWS: It's very--it's an odd
11 view of this based on that. But yes.

12 COUNCIL MEMBER MENCHACA: Great. So, I
13 know I have a short time. So the last question I'm
14 going to ask is does anybody have any information
15 about the current stables and the owners or anybody
16 talking to the owners about the future plans and how
17 it's relating maybe to the, you know, the big vision
18 about affordable housing? I'm just kind of curious
19 to see if there's really anything that you can tell
20 us at the City Council as we think about changes that
21 really moves stables out of property. Does anybody
22 have any information about that?

23 DAN MATTHEWS: Well, there's been a lot
24 of shadiness at Clinton Park Stables. That's where a
25 horse was kept that was 22 years old and asthmatic

1 and had his--Associated Press exposed this--had his
2 ID changed to make believe he was a 12-year-old
3 healthy horse, and then when the Department of Health
4 went to inspect that horse somehow disappeared out of
5 the city's jurisdiction. That's also where the horse
6 names Blondie was kept, and Blondie's driver was
7 arrested for cruelty charges by an officer whom the
8 driver admitted he had worked Blondie who could
9 barely walk several days in a row. There's many--

11 COUNCIL MEMBER MENCHACA: [interposing]

12 Got it.

13 DAN MATTHEWS: of the cases. So, these
14 I've heard them talk about the horses as their
15 family. There are these cases and so many other
16 cases, videos that just came out of drivers beating
17 their horses. I mean, if that's how you treat your
18 family, are you talking about the Manson family?

19 COUNCIL MEMBER MENCHACA: Right, right.

20 Last question in regard to--I lost my train of
21 thought here, I'm sorry. I'll pass. Thank you.

22 CHAIRPERSON RODRIGUEZ: Council Member
23 Johnson?

24 COUNCIL MEMBER JOHNSON: Thank you,
25 Chair. I apologize for not being here earlier today

1 and for missing some of your testimony. It's good to
2 see you here today. I had a question. So, during
3 the course of all the activism that has surrounded
4 this campaign, not just for the past two years with
5 the new mayor and with the new council, but in the
6 years that preceded it as well one of the major
7 things that you all have talked about was of course
8 wanting to get horses out of city traffic from cars
9 and taxis, trucks and buses, and that that was a
10 major concern. Is that the only real concern? Is
11 it--what I'm trying to ask, is that the overriding
12 concern?
13

14 DAN MATTHEWS: The--

15 COUNCIL MEMBER JOHNSON: [interposing] I
16 mean, if we had to rank them, at the top is that sort
17 of the biggest problem which if this piece of
18 legislation goes through, it solves kind of the
19 biggest thing that you all have seen as the biggest
20 issue?

21 DAN MATTHEWS: I think the two biggest
22 issues are the horses being forced to dodge traffic
23 and buses. The last time I was here at council was
24 with a lawyer from Oklahoma who her first day in New
25 York as a tourist watching a bus side swipe a horse

1
2 at Central Park South and the horse spooked and went
3 into a frenzy, and it was a horrible incident where
4 the horse was down. That is the worst of it. Moving
5 the horse's safety into Central Park away from
6 vehicular traffic, away from sirens, away from car
7 horns, away from buses will alleviate a lot of the
8 suffering. The second thing is they are now in tiny
9 stalls in which they can't properly stretch out after
10 being on their feet all day long. This bill calls
11 for stalls that are nearly twice as big in Central
12 Park. So, that's--you know, you can't always get
13 what you want as was said earlier, but the horses
14 need at least this, yes.

15 COUNCIL MEMBER JOHNSON: And so is it
16 your belief that the mere act of pulling a carriage
17 is inhumane and bad for the horses?

18 MICHELLE VILLAGOMEZ: So, for the ASPCA,
19 we don't believe that the sheer act is inhumane and
20 bad for horses.

21 CHAIRPERSON JOHNSON: You don't believe
22 that.

23 MICHELLE VILLAGOMEZ: It's the--it's what
24 happens--for us, it's the environment in which they
25 have to do it, and our position says that, you know,

1
2 we're okay with horses working for hire as long as
3 their physiological and behavioral needs are being
4 met. It's just that New York City, the way that
5 things are right now aren't meeting those conditions.
6 So--

7 COUNCIL MEMBER JOHNSON: [interposing] So,
8 from the ASPCA perspective you think this is a good
9 compromise?

10 MICHELLE VILLAGOMEZ: So, for the ASPCA
11 perspective we've always looked out for the wellbeing
12 of the horses. So, we believe that pulling them out
13 of traffic, ultimately having them reside in Central
14 Park offers us the opportunity to have the stable to
15 build it. The stables in which they are now for the
16 great majority of them are very old establishments.
17 They've been, you know--having the opportunity to
18 build a new one, we can do it right, larger stall
19 size--

20 COUNCIL MEMBER JOHNSON: [interposing] I
21 got it.

22 MICHELLE VILLAGOMEZ: All of those--

23 COUNCIL MEMBER JOHNSON: So, I just want
24 to understand. How many people up there agree with
25 the ASPCA position?

1
2 JANE HOFFMAN: I agree with the ASPCA
3 position, and I also, I want to re-emphasize. I think
4 this can be seen as a real win for Central Park.
5 People are going to be able to experience horses in a
6 friendly environment, when we go to parks. So, I
7 think getting them out of the traffic, yes, is the
8 most important thing. Putting them in a stable
9 that's state of the art is the second thing, and the
10 third thing is the people of New York City win
11 because this is a wonderful attraction for families
12 to go with their family to interact with horses in a
13 more natural environment.

14 COUNCIL MEMBER JOHNSON: Thank you, Jane,
15 my friend and neighbor.

16 JANE HOFFMAN: You're welcome, Corey.

17 CHAIRPERSON JOHNSON: I just want to end
18 with this, Mr. Chair, and say I think that's
19 important that we heard that, and because I think
20 there has been some confusion during the past two
21 years and the proceeding years of whether or not the
22 mere act of pulling a carriage is considered
23 inhumane. If that's not the case, from your
24 perspective, we should have been putting this
25 compromise up a long time ago and getting this done,

1
2 and so it's good to hear you all today. Thank you,
3 Mr. Chair.

4 CHAIRPERSON RODRIGUEZ: Great. Well, I
5 am personally committed to work with this compromise.
6 I do believe that horses don't belong to the street
7 and in 1940 we didn't have so many trucks, ambulance
8 and cars as we have today, that we need to create
9 better condition for animals in our city. However, I
10 know we are trying to come out of the New York City
11 where everyone has a strong opinion, and all of us,
12 we advocate, we have strong values. We do
13 appreciate, you know, all the contribution as an
14 advocate group. As also we have said before, we
15 respect all sectors that are here today participating
16 in this debate and also hoping that you can continue
17 sending your feedback on this matter before we move
18 on this bill that again I hope will take place very
19 soon. I have one question. My question is related
20 to do you agree with the notion that horses will be
21 safer and healthier in Central Park than what they
22 are today working in the street and outside Central
23 Park?

24 DAN MATTHEWS: Absolutely.

25 MICHELLE VILLAGOMEZ: Yes.

1 JANE HOFFMAN: Yes.

2 ALLIE TAYLOR: Yes.

3 SHARON DISCORFANO: Yes.

4 JOYCE FRIEDMAN: Absolutely.

5 JANE HOFFMAN: Absolutely.

6 CHAIRPERSON RODRIGUEZ: Thank you. So,

7 we're going to be taking five minute break. There's

8 110 people that have put their name to talk. We will

9 be sure that the last person in this list will have

10 the time to be able to his [sic] presence also.

11 We're taking five minute break, and then we get back

12 to the public section.

13 [break]

14 UNIDENTIFIED: Ladies and gentleman, may

15 I have your attention, please? Please take your

16 seats. Quiet please, take your seats. Ladies and

17 gentleman, take your seats. Take your seats, please.

18 We're getting ready to start. We're going to

19 reconvene the meeting. So, please find a seat. If you

20 don't see a seat on the main floor, there's

21 additional very comfortable seating upstairs. Let's

22 keep it down, please. Let's keep it down. Any

23 conversations outside. Okay, as you heard the

24 Chairman, everybody will have one minute to speak.

1
2 When your name gets called up, just raise your hand,
3 let us know you're here, and come on down. If you're
4 up on the balcony, just raise your hand and let us
5 know you're there so we can give you some time to
6 come down. If you have any written statements, hold
7 onto them. When they call your name, just bring them
8 over to the Sergeant at Arms and we'll disseminate
9 any information that you may have to the members.
10 There is no booing. There is no clapping. Let's
11 respect each other's rights to express ourselves
12 today, so do not do that. If you do that, we'll be
13 forced to escort you out of this room. We don't want
14 to do that, so please let's respect each other's
15 right. Let's listen to what everybody has to say,
16 and let's do those--let's do that respectfully.
17 Thank you very much for you cooperation.

18 CHAIRPERSON RODRIGUEZ: Well, we have 110
19 individuals. Imagine that you are the last one in
20 the list. Think about it, okay? When you are
21 advocating for extra time, thing about it that you
22 ask for five minutes, and then you multiply 110 by
23 five, then we will be leaving here at like 10:00 p.m.
24 So, if you are one of those who are voting for that,
25 raise your hand. So, we need to be able to control

1 the time. We will most opportunity anyone that would
2 like to send your testimony. We are more than happy
3 to receive it, but now we're going to be calling the
4 first group, Edita Brinkerin [sic], sorry, Elinor
5 Molbegott and Elizabeth Forel. Those three
6 individuals that we have, two minutes instead of one,
7 and then the rest will be on clock on one minute.
8 Thank you.

10 EDITA BIRNKRANT: Thank you. My name's
11 Edita Birnkrant. I'm the Campaign Director for
12 Friends of Animals, and we're an international animal
13 advocacy group founded in 1957 in New York, and we
14 cannot support bill 573A as it is currently written
15 because it does nothing to put an end to an industry
16 that is not held accountable for what happens to
17 horses when it's done exploiting them. We also
18 object to sacrificing Central Park's land for the
19 carriage horse trade and know that New York City
20 carriage horses may still end up in a New Jersey
21 slaughter house, Bravo Packing Inc., which kills
22 horses by shooting them in the head and then selling
23 the meat to zoos for big cats. The wellbeing of
24 horses is mainly lost in this compromise bill as it
25 serves to mainly improve, serve the carriage horse

1 industry at the city's expense, and we insist on the
2 full ban that Mayor de Blasio promised. For almost
3 six decades, our New York City office has been in
4 Columbus Circle, where we've had a front row seat to
5 the hellish existence of the carriage horses both
6 inside and outside Central Park. We've documented
7 horses working in violation of the law during heat
8 waves, blizzards and other hazardous weather. The
9 horses will suffer the same exploitation by drivers
10 inside the park as outside. The park roads are often
11 clogged with cars, cyclists, runners, babies in
12 strollers, pedestrians and tourists, many crashes and
13 spooked runaway carriage horses have already occurred
14 inside the park and will continue to occur. Just
15 this past summer a young tourist was injured and
16 hospitalized after a carriage horse crashed into her
17 while she was riding her bike in the park. The plan
18 to kill the humane Pedicab industry seen as
19 competition for the carriage drivers by banning them
20 below 86th Street and Central Park is also misguided.
21 Many visitors to the park choose to take a Pedicab
22 instead of a horse carriage ride to tour the park.
23 The plan to give the carriage drivers a monopoly over
24 tourists by putting Pedicab drivers out of business
25

1 should be removed. Why are carriage driver jobs more
2 important than Pedicab jobs? We urge Mayor de Blasio
3 and the City Council to go back to the drawing board
4 and find a way to completely ban horse-drawn
5 carriages as they have no place in New York City
6 whether inside or outside of the park. As I've
7 pointed out, there's the same conditions will occur.
8 This bill doesn't even include pasture for the horses
9 or temperature changes, and many of these laws are
10 not enforced anyway. So, really the only solution is
11 to get the horses permanently out of New York City.
12 Thank you.

13 [applause]

14 CHAIRPERSON RODRIGUEZ: Go back to
15 occupy, okay?

16 ELINOR MOLBEGOTT: Hi, my name is Elinor
17 Molbegott. I'm Legal Counsel for the Humane Society
18 of New York right here on East 59th Street in
19 Manhattan. I can say I've been working on this issue
20 now for almost 40 years, first as General Counsel for
21 the ASPCA when I was told this is the most important
22 issue facing New York City's animals, and it still is
23 a very important issue. The Humane Society of New
24 York supports the efforts to protect carriage horses.
25

1
2 Ideally New York City's carriage horses would be
3 retired. After all, many cities have already done
4 just that. Intro 573A does not accomplish this, but
5 it is a big step in the right direction. Numerous
6 carriage horse accidents have been reported in our
7 city streets resulting in horses sustaining injuries
8 and death. Intro 573A by restricting the working of
9 the horses to Central Park will help to significantly
10 reduce the risk of harm and death. Because the
11 horses will be working in amore confined area, this
12 legislation should also help to facilitate
13 enforcement of laws protecting the horses, such as
14 overwork laws and laws restricting work during
15 adverse weather conditions. We believe that carriage
16 horses deserve a humane retirement and suggest that
17 the disposition language in Intro 573A be tweaked so
18 that horse sanctuaries and humane organizations will
19 have the first right to adopt or purchase the
20 retiring horses. This really the only way to ensure
21 that the horses won't end up at slaughter, because
22 even if they're not sold to slaughter, they can be
23 sold and then sold again to slaughter. So, by having
24 them go to the Human Societies first or horse
25 sanctuaries is the true assurance that we want and

1
2 hope for. So, the Humane Society of New York
3 believes that confining the horses to Central Park in
4 larger stables and reducing the number of working
5 horses will be much safer and more humane for horses
6 than working amidst traffic in our city streets.

7 Thank you.

8 ELIZABETH TOREL: Is this on? This is
9 on, okay. First of all, I want to thank the three
10 Council Members who beside Council Member Rodriguez
11 who stayed, that's very impressive, because most of
12 them always leave. So, thank you very much. The
13 other thing I want to say before I say who I am is
14 that I was shocked when I saw that there was such an
15 absolute lack of detail and information that came
16 from the City Council and the DOH asking some of
17 those ridiculous questions. They obviously have
18 very, very little information on this issue and they
19 got very little information back. These so-called
20 pronouncements were shameless, and there's very
21 little oversight over the industry, which means that
22 many accidents are not reported. We know this
23 because--and now I'll say who I am. My name is
24 Elizabeth Forel and I've been President of the
25 Coalition to Ban Horse-drawn Carriages, a not for

1
2 profit 501C4 organization started in 2006. Our
3 supporters are citywide, national and international.
4 We oppose Intro 573A. This so-called compromise
5 preserves the carriage trade with giveaways at the
6 expense of the horses and hurts the Pedicab business
7 which has allowed people to choose them over the
8 horse carriages. Why does this tiny, tiny industry
9 have--so called industry--have so much clout in this
10 city? They're fewer than 200 people, and they are
11 really not a union shop. Don't get fooled about
12 that. What is their power? They take temper
13 tantrums if they can't get their own way and can
14 bring the city and the Administration to its knees.
15 Other people lose their jobs all the time and the
16 Council ignores that. What's the answer to that?
17 Prior to 2013 every poll showed that 75 percent of
18 the people were in favor of a ban, but after the
19 primary, the Daily News ramped up and began a
20 campaign of lies and deception, never allowing the
21 truth to see the light of day. Most of the rest of
22 the media followed suit. The Mayor and his
23 Administration turned the other way and allowed this
24 faction to control the dialogue. When those
25 questionable Quinnipiac polls were done, people only

1 had lies on which to base their vote. Street traffic
2 was never the sole reason we advocated for a ban.
3 There are many other reasons including the sensitive
4 nervous nature of the horses, the very high turnover
5 which leads us to believe many of the unwanted go to
6 the kill auctions, and punishing working conditions.
7 Putting the stables in Central Park which may be
8 illegal is not going to relieve this and may just
9 exacerbate it, because all the stables will now be
10 within the park and not so noticeable. Besides
11 there's no requirement for turnout to pasture in this
12 bill, a basic requirement for horse welfare. The
13 same number of horses will remain while using fewer--
14 the same number of drivers will remain while using
15 fewer horses reduced by half, still working nine
16 hours a day, seven days a week, between the shafts of
17 their carriage in the very congested Central Park
18 where they have also spooked.

19
20 CHAIRPERSON RODRIGUEZ: Mrs., please
21 summarize.

22 ELIABETH FOREL: I'm finishing up. I have
23 just a little bit left. I'm talking about details in
24 the bill now. Stalls for a large draft horse much be
25 at least 144 square feet, not 100 square feet as

1
2 CHAIRPERSON RODRIGUEZ: Thank you. Say
3 that beside this group for now on after 59 seconds,
4 the minutes will be over. And again, I have a lot of
5 respect for everyone that advocate for animal rights.
6 I know how important is your voice in this. As I say
7 at the beginning, I will be fair. I will be open to
8 listen to everyone, but from a place in my heart
9 where I stand for animal rights. I stand for being
10 sure that the horses are treated well. Sometimes it
11 takes longer for us to get where we should be.
12 Unfortunately, we live in a society where we thought
13 that changes were coming sooner than what we expected
14 on animal rights and in human rights. Stated today
15 we live in a society in a city where 46 percent of
16 New Yorkers that live in poverty in our city, a few
17 blocks away from where we live, and we're working
18 hard, and the Mayor is doing the right investment in
19 the Early Child Education, in the UPK, in the
20 afterschool. Hopefully 15, 20 years from now those
21 46 percent they will be in a better place. So, when
22 I look at the animal rights I see it's not--if we are
23 moving with this compromise, probably it's not going
24 to be the perfect one, and hopefully this compromise
25 will take place working together with other sector

1
2 also that make the income to support the family. So,
3 again, I have a lot of respect for you, for your
4 voices, but I also come from a place not only as
5 animal rights by someone that have been living in a
6 community. What I launch in my campaign a building
7 that people didn't had got [sic] for five years, and
8 we will never imagine how we will live in that
9 condition. So we have made a lot of progress, but
10 there's a lot of work that we need to do. Now, we're
11 going to be calling, starting with the one minutes,
12 calling for the next group. Grace Devores [sp?],
13 Louise Fieldstien [sp?], Eric McGuire [sic], John
14 Bma-- New York City--I'm sorry, BMA New York City,
15 John? Colin McClure [sp?]? Giovanni Colbert [sic]?
16 You may begin. Again, we don't have much time. We
17 need to move quickly. As long as your name--hear
18 your name, come to the table, and if you don't come
19 we assume that you left. So, there's not going to be
20 I come back later on.

21 ERIC MCCLURE: Thank you and good
22 afternoon, Chair Rodriguez. My name is Eric McClure.
23 I'm the Executive Director of StreetsPAC. On behalf
24 of my colleagues at StreetsPAC thank you for the
25 opportunity to testify. I'm here to express our deep

1
2 disappointment that the compromise agreement reached
3 by the City Council and the Mayor regarding the
4 operation of horse-drawn carriages in New York City
5 as outlined in Intro 573A includes a wholly
6 unwarranted ban on Pedicabs in Central Park below the
7 85th Street Transverse. We strongly urge the members
8 of the Council to oppose such a ban. To ban Pedicabs
9 in the southern half of Central Park while still
10 allowing motor vehicles to operate on the park drives
11 below 72nd Street just doesn't make sense. As the
12 purpose of the carriage horse comprise is ostensibly
13 to protect the welfare of the horses, we don't see
14 how it's possible to justify continuing to expose
15 them to motor vehicle traffic in a portion of the
16 park while barring the operation of Pedicabs in that
17 same location. We urge you in the strongest possible
18 terms to amend Intro 573A or the relevant portion of
19 the Administrative Code to render Central Park
20 completely and permanently car-free. We should be
21 redesigning our streets for accommodating diversity
22 of human and lightly power assisted vehicles.
23 Banning Pedicabs or other needs of transportation
24 anywhere only serves to maintain or even increase our

1
2 dependence on the motor vehicles that degrade our
3 city--

4 CHAIRPERSON RODRIGUEZ: [interposing]
5 Sorry. If anyone have any written testimony, if
6 you're going to like taking more than one minute, I
7 prefer that you use your minute, but 10 seconds, but
8 the next one from now on be sure that one minute is
9 all.

10 ERIC MCCLURE: Furthermore, the public
11 funds for reasons of safety should be allocated to
12 saving human lives. The estimated 25 million dollars
13 it will cost to provide a stable in Central Park
14 could go a long way toward making streets safer for
15 all users, carriage horses included, in any number of
16 New York City neighborhoods. Thank you.

17 GIOVANNI COLBERT: I got to say, you guys
18 have got a tough job.

19 CHAIRPERSON RODRIGUEZ: Fifty-nine seconds
20 from now on--over.

21 GIOVANNI COLBERT: Alright, but I got to
22 tell you, the one that's got the toughest jobs are
23 the horses. I got to--I ask myself this, because if-
24 -would I say some slavery is okay? Would I say some
25 child molestation is acceptable or some abuse to

1 women is okay? Do we regulate these things?

2 Absolutely not. It should be abolished. I'm not very
3 popular in my stance on this because I'm a total
4 abolitionist, but I do believe that the position that
5 you're going in is good. It shows that there's
6 progress. However, and the progress being that you
7 acknowledge that there is problems by just cutting
8 the amount of horses in half or at least. So, last
9 year we did an undercover investigation, and I tell
10 you, there's a lot more to this than you guys know,
11 and there's a lot that has to do with the finances
12 not being accounted for. Time is up, and I never get
13 a chance to finish.

14
15 CHAIRPERSON RODRIGUEZ: Thank you.

16 GIOVANNI COLBERT: Yeah.

17 CHAIRPERSON RODRIGUEZ: Next group, Eric
18 Monsorien [sp?] from the Humane Society, Ian Mcever
19 [sp?], Olger Tappa [sp?], Sarah Hay [sp?] Masai
20 [sic], Masiacke [sp?], Tamara Shockero [sp?], and
21 Adun Amun Tiser [sp?]. You can begin.

22 OLGER TAPPA: Hello. My name Olger Tappa
23 [sp?]. I am one of the horse and carriage business
24 owners. I used to be a Pedicab driver about 10 years
25 ago. There was not a Pedicab regulation at time and

1 there were only about 200 Pedicabs. Now it became
2 almost 1,000 of them, and unfortunately most of them
3 are not good people. They are trying to make quick,
4 easy money with overcharging people, ripping people
5 off with their motorized Pedicabs. Most of the bikes
6 are motorized, by the way, and they're not really
7 allowed not only in the park, anywhere in New York.
8 Maybe you saw on newspaper recently a couple of them
9 got exploded and burned. Thank God nobody got
10 injured yet, but believe me it's coming soon. They
11 approach starting from 57th Street showing them horse
12 and carriage pictures, and they start talking to
13 them. Most of them lie. They tell the tourists
14 horse and carriage are going only very small sections
15 of the park for 15 minutes. Pedicabs are going all
16 around the park in one hour. They have the fake
17 horse and carriage rate signs, and at the end they
18 charge people triple than the horse and carriages. I
19 saw hundreds of times people call cops on them. They
20 run away. They argue with people. They even fight
21 with people. They get arrested. They attack horse
22 and carriage drivers. They--

24 CHAIRPERSON RODRIGUEZ: [interposing]

25 Thank you.

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COMMITTEE ON TRANSPORTATION

OLGER TAPPA: assault [sic] people.

CHAIRPERSON RODRIGUEZ: Thanks. Sorry, sorry. Next person please?

TIM SHAKROFF: Hello, my name is Tim Shakroff [sp?] and I am a self-employed small business owner. I am a Pedicab driver, and we are not asking you to create an additional new 300 [sic] new jobs. We just--the jobs already exist. We're just asking you to not destroy these 300 beautiful jobs, and I also have a question. Why are carriage driver jobs more important than Pedicab jobs? We have more than 300 families who depend on these Pedicab jobs, and also you're giving horse and carriage owners two years for just moving the stables, and the Pedicab drivers only get three months to completely find a completely new job. It's not fair. Thank you.

SERKAY MAJICHEK: My name is Serkay Majichek [sp?]. I've been driving a Pedicab for many years. My point is the fact that if you would remove us from the Central Park, and it was said before, so you might use the space which horses will use in Times Square, it would never work for us. So, it would not be benefit. So, we will completely lose

1 jobs. So, the industry of the Pedicab will be
2 completely destroyed, and we don't have any
3 alternative. And we feel that our business is like a
4 tread--it's like a mar--it's like a tool which we
5 use. Like, the horses will still be survive.
6 There's a different condition, but the Pedicab would
7 not survive, so we don't have any chance. Because
8 the people, as been said before, who works in Central
9 Park they work only in Central Park. So, they can't
10 just go in the street and make a buck somewhere else
11 because there is Uber and there's going to be even
12 more Pedicab at night. And also, a lot of people do
13 appreciate the service. Some people like to take the
14 exactly [sic] Pedicab because they like it. Elderly
15 people, the people disabled people, just people whose
16 allergy [sic], and I believe we provide a great
17 service. Thank you.

18
19 ABUL MENTEESUR: Hello. My name is Abdul
20 Mentessur [sp?]. I'm a licensed Pedicab driver, and
21 I oppose bill 573A. I'm a fulltime student, part
22 time Pedicab driver. I've been doing this for five
23 years. This is the source of my income. Every day,
24 rain, sleet and snow, I wake up in the morning. I
25 come to work in the park, the lower half, and I

1
2 provide a clean service to the public. If they--this
3 bill is passed, it's not balanced, and it would
4 totally destroy, devastate and impact the livelihoods
5 of all of our families and our jobs.

6 CHAIRPERSON RODRIGUEZ: Thank you. I
7 hope that the following, keep following them on the
8 timing. Eya Marcnicha [sp?], Jamie Betallo [sp?],
9 Erika Matthews, Christopher Grove [sic], Alexandra
10 Radovanovi [sp?], Frankie Legaretta [sp?]. You can
11 begin.

12 ERIKA MATTHEWS: Hello, my name is Erika
13 Matthews. I'm a mother and a guardian of a 37-year-
14 old horse. I represent the Animal Legal Defense
15 Fund, an organization that has advanced the interest
16 of animals through the legal system for nearly 40
17 years. ALDF supports the Mayor's proposed compromise
18 even while we think the horses deserve a full ban,
19 since the only way to ensure their health and welfare
20 is to prohibit their commercial exploitation in
21 Manhattan. We support this legislation because it's
22 indefensible to continue to abandon these horses to
23 the status quo, which has routinely failed to protect
24 them. ALDF began investigating the carriage horse
25 industry several years ago, relying primarily on

1 witness testimony and voluminous public records we
2 obtained from the city agencies tasked with horse and
3 carriage oversight. This new legislation addresses
4 many of the deficiencies our investigation has
5 identified. It represents an important improvement
6 over the status quo. ADLF pledges its cooperation in
7 advancing this legislation into working with the
8 city's agencies to enforce these protection so that
9 the horses receive the full set of guarantees these
10 amendments promised.

12 ELIA MORKENCHEF: Good day everyone. My
13 name Elia Morkenchef [sp?] and I'm a licensed Pedicab
14 driver, and I oppose the bill 573A. So there are
15 many, many reasons. So, a lot of people announced a
16 lot of things today, and I want to mention if we're
17 going to be forced out of southern side of Central
18 Park, we're going to be out of jobs completely,
19 because I'm pretty much working only Central Park.
20 Ninety-five percent of my time I work in Central
21 Park. Other times I go to give rides to people who
22 asked me to into Midtown. So, if we'll be forced out
23 of Central Park we'll lose our jobs. I'm talking
24 about 250 people who's struggling to make some money
25 to afford living in New York City, which is very

1
2 expensive as you probably know. So, I'm pretty much
3 done.

4 UNIDENTIFIED: Hi. I'm a licensed
5 Pedicab driver and I oppose this bill 573A. I've
6 been riding my Pedicab through the south side of
7 Central Park for more than nine years, and I think
8 that by banning Pedicabs south of 86th Street, it
9 would definitely be a death sentence for our
10 business. Pedicab drivers are legitimate, you know,
11 and what most people don't know is that the tourism
12 in Central Park is 100 percent south of 86th Street.
13 Now, how fair is it to eliminate Pedicab drivers from
14 the area where the business is booming? And you
15 know, this is how we make our living, and how fair
16 would it be just to let the horses work in that area
17 where business is booming and send us to where it's
18 just trees, rocks and squirrels. You know, I do
19 believe that including us in the bill, in 573 makes--
20 573A makes no sense. Let us, you know, let us out of
21 your bill.

22 ALEXANDER: Good afternoon. I'm going to
23 read my letter to a Council Member in writing. Dear
24 Mr. Council Member, I'm writing regarding the bill
25 573A. For the past nine years I've been working as a

1
2 Pedicab operator showing tourists around Central
3 Park. It is a job by creed [sic] alone. This job is
4 my only source of income. Under the new bill
5 proposal to reduce the number of horse carriages in
6 Central Park is a section that Pedicabs operators in
7 the park below 85th Street. If this proposal goes
8 into effect, I will be locked out of business. I will
9 not be able to provide either for myself and for
10 family members that depend on my income. I'm only
11 one of the hundreds of other Pedicab drivers who work
12 in Central Park that will be effected. It will leave
13 serious consequences for many families. There is no
14 logical reason why to ban Pedicabs from operating in
15 Central Park. It is a tourist's favorite way of
16 experiencing the place. It is a proposal in which
17 everybody loses, the tourists, the Pedicab operators
18 and the city. I ask your support not to vote for the
19 bill 573A to pass. Thank you for your consideration
20 and understanding.

21 CHAIRPERSON RODRIGUEZ: what is your
22 name, please, again? Your name?

23 ALEXANDER: Alexander.

24 CHAIRPERSON RODRIGUEZ: Next group,
25 Alison Clark, Giovanni Paleota [sp?], Roman Shotomisa

1 [sp?], Amanda Chans [sp?], Dari Ahit [sp?], Alexandra
2 Gotim [sp?]. You may begin.

3
4 ROMAN ZI: [off mic] Okay. Good
5 afternoon. My name is Roman Zi [sp?]. I am licensed
6 Pedicab driver. I work in this business three years.
7 I am one from approximately 250 Pedicab drivers who
8 work in Central Park from 59th Street south of
9 Central Park to 81st Street in Filda [sic], and I
10 think this ban Pedicabs in Central Park and put us up
11 for 85 Street it means shut this business down. A
12 hundred percent of Pedicab drivers work below 85th
13 Street. I think it's illegal. It came from nowhere.
14 Horses and Pedicab business is not the same. It's
15 the different. Approximately 250 people can lose
16 their job. We all pay taxes. We all legal. We all
17 have people to care about, families, kids. Leave us
18 our bread [sic]. To fire someone you have to tell
19 and explain why, but nobody did. Don't destroy our
20 business. Take us out of this bill 573A. Save our
21 jobs. Thank you.

22 UNIDENTIFIED: Hello. I'm reading Alison
23 Clarke and Marsha Himler's statement from the New
24 York State Horse Council. I remain deeply concerned
25 about continued efforts to ban and or severely

1 restrict the number of carriage horse licenses issued
2 by the City of New York and remove the carriage
3 horses from the streets. The horses currently
4 licensed in the city are protected by the extensive
5 regulation put in place by the New York City Council.
6 Limiting the number of carriage horses in the city
7 and total number of licenses available to horses
8 working in the city and on vacation in the farm is
9 detrimental to the welfare of the carriage horses.
10 Currently because carriage owners have multiple
11 horses, no horse is overworked. It is easy and
12 convenient to give horses a day off in the stable or
13 an extended lay-up on the farm. Maintaining two or
14 more horses allows them to be rotated so that no
15 horse is in danger of being overworked. It also
16 allows for horses to have days off when necessary. If
17 the number of horses that remained licensed in the
18 city is reduced, the horses that remain will have to
19 work more than before.

21 BETH MCREYNOLDS: Hello. I'm Beth
22 McReynolds. I'm with Gallop NYC. We are a
23 therapeutic horsemanship nonprofit here in the City,
24 and I would just like to say being at the hearing
25 this morning and hearing everyone talking about what

1 we have been discussing and seeing that the very
2 reason that we're here, the idea that these horses
3 are being abused, the idea that they live in bad
4 conditions, the idea that it is very unsafe has been
5 shown to be not true. We use horses to help special
6 needs people. We use horses to help at-risk youth,
7 and we use horses to help our veterans. I would love
8 to see that 25 million dollars instead of going to
9 stables that we do not need as we already have state
10 of the art stables, use that money on our veterans.
11 They desperately need that help. Let's put the money
12 where it really belongs, the people who need the
13 help. The horses are fine. The veterans aren't.
14 Thank you.

16 JOVANNI PAILOTA: Hi, my name is Jovanni
17 Pailota [sp?]. I come here to--I own three horses,
18 and we just been discussing about things I don't
19 even--I never heard before about compensation,
20 compromise. So, I don't know. Everything is new to
21 me. I don't understand why every three or four years
22 we have to come here and show that we no abuser, we
23 know this. I don't understand what's happening. Every
24 three or four years we have to come here. Since 20
25 years ago I'm here three times. So, I don't know.

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They say why you so pa--why you so--because we're not doing anything wrong. I'm not doing anything wrong to leave the job and do something else, because every day somebody from different groups, different organizations accusing me of you are an abuser. I say I am not abuser to a lady [sic]. You say the horse is beautiful. No, you are an abuser. How come you tell me the horse is beautiful, I'm an abuser? So, I don't know what's going on and I don't understand. Some people, maybe the newspaper is telling what's going on. So the people should read the newspaper. They understand this is not about abuse. It's about something else.

CHAIRPERSON RODRIGUEZ: Mr. Jovanni, since you say that you own three horses?

JOVANNI PAILOTA: I own three horses and plus share of the stable on 52nd.

CHAIRPERSON RODRIGUEZ: Can you probably, since you own the horses, have a better idea to, because that question I wanted to have, how much-- what is the income of someone who own the horses?

JOVANNI PAILOTA: Like somebody say it was part time. Some are--

1
2 CHAIRPERSON RODRIGUEZ: [interposing] But
3 what is the salary for a part time?

4 JOVANNI PAILOTA: There is not--well, why
5 you asking me about the income? We not here about
6 discussing my income. We're here about discussing
7 the horses.

8 CHAIRPERSON RODRIGUEZ: No, no, not your--
9 -I know this goes--I say, what is the average income
10 of someone who works part time?

11 JOVANNI PAILOTA: I don't know. I don't
12 know. I don't know. That's IRS information.

13 [off mic comments]

14 AMUD ASAL: Alright, good afternoon
15 everybody. My name is Amud Asal [sp?]. I've been
16 working Central Park South for more than six years
17 now. So, he was asking about if you guys are able to
18 work in coexistence with the horse and carriage
19 driver, I would tell him yes, because some of the
20 horse and carriage driver they own Pedicab rented to
21 one of--some of my friends. That means we've been
22 working together quite peacefully in better manners.
23 Okay, so did the Mayor call any association of the
24 Pedicab drivers to negotiate about this bill, and do
25 they know about how it's going to--I think that's--if

1
2 so, if not, okay. Since you guys moving the horse
3 and carriage all the way back 85th Street site, why
4 not let them do their job over there and leave it in
5 the Central Park South? Why automatically you will
6 not move us all the way into Central Park South and
7 taking the horse every morning from the 85th and from
8 the South, and we are already in the South. That was
9 all I have to say for today. Thank you. Amud Asal.

10 AMANDA MOKEL-CHANCE: Hello. My name's
11 Amanda Mokel-Chance [sp?]. I live in Astoria and I
12 commute regularly for work to fifth Ave and 59th
13 Street. First I'd like to applaud the Council,
14 especially Chairman on making the phrase animal
15 rights part of the official vocabulary and for
16 seriously addressing--to attempt to seriously address
17 the treatment of animals in NYC. It's very different
18 from the way this would have been addressed 10 years
19 ago, and so I applaud your forward thinking, forward
20 progress and thank you for giving animals the respect
21 and platform they deserve. Here's what it comes down
22 to for me. I regularly have the opportunity to look
23 into the eyes of the horses on my way to work. It
24 ranges from making very uncomfortable to ruining my
25 day. I know if I'm uncomfortable, I know I'm a

1 pretty normal person, I'll willing to be a number of
2 tourists have the same experience. This is the year
3 2016. People are sensitive to animal suffering no
4 more than ever. Just look around at all the vegan
5 restaurants. Do you want tourist's memories of NYC
6 to be clouded with images of depressed and overworked
7 animals precariously weaving through traffic, animals
8 who are shells of what they're supposed to be? Does
9 New York City really want this light on its
10 reputation?
11

12 [applause]

13 CHAIRPERSON RODRIGUEZ: Thank you. Barbara
14 Stark [sp?], Ruth Moore, Lilian Trencova [sp?],
15 George Bliss [sp?], Rafaela Cavata [sp?]. Ms., you
16 may begin.

17 RUTH MOORE: My name is Ruth Moore and
18 I'm a member of New York State Horse Council. The
19 bill as it stands is punitive to both the carriage
20 drivers and their horses. Without modifications it
21 has the potential to destroy the driver's business on
22 the strength of a promise to build stables in Central
23 Park that may never materialize. In the meantime,
24 the drivers are being asked to cut their number of
25 carriage shifts to one and severely reduce the number

1
2 of horses. Their current business practice is based
3 on rotation of around three horses and that's easier
4 for individual horses. It is also unreasonable to
5 move the current location of the hack line to Central
6 Park. Such action blames the drivers for traffic
7 congestion that they are not responsible for. Fix
8 the traffic. The six [sic] expenses of maintaining
9 of the current barns will not go away over the next
10 five years, but the reduced number of horses and
11 shifts will not provide sufficient means to pay for
12 them. This will also economically impact other
13 groups such as stable hands, ferries, etcetera. Thank
14 you.

15 UNIDENTIFIED: [off mic] The effects of
16 Intro 573A, if it is amended, is going to be a
17 disaster for hundreds of Pedicab operators that work
18 inside Central Park. I want to emphasize that there
19 is no business above 85th Street. There is no
20 business above 85th Street. Therefore, we do not
21 want to move there. Ninety-nine percent of our
22 business is in the lower loop of the park, which is
23 in the southern section of Central Park. The measure
24 to include a partial Pedicab barn inside Central Park
25 should be rejected in its entirety. I would like to

1
2 applaud the New York Times for their article on the
3 plight of Pedicab drivers that work inside Central
4 Park. In close [sic] 573A should be amended. Thank
5 you.

6 CHAIRPERSON RODRIGUEZ: Next group, Louis
7 Goldstein--Louis, I call you before. You were in the
8 second group. So I'm sorry that--okay. Richard
9 Costella, Bev MacRebild [sp?], Ashley Byrne, Amelva
10 Sal [sp?], Lee Bookman [sic], Barry Benepit [sic] or
11 Benedict? You may begin.

12 LOUIS GOLDSTEIN: My name is Louis
13 Goldstein. As an official of the Democratic Party on
14 both the state and local levels, I am proudly
15 supporting this compromised legislation. It is the
16 Democratic Party on all levels that has stood for the
17 humane treatment of all living creatures. In 2007
18 and 2009 the Democratic State Committee voted on
19 Resolutions supporting animal rights and humane
20 education. This was done through many leaders
21 including John Phillips who worked with both parties.
22 This bill has detracted--detractors with all
23 shareholders. That by definition is what a
24 compromise is all about. Can it be improved? Of
25 course. Can I have an extra few seconds to finish? I

1 can? Yes, thank you. Okay, I do not agree with the
2 provisions that Pedicabs should be allowed only in
3 certain sections of Central Park, but I do feel that
4 they need to have specific regulations to coexist
5 with our horse-drawn carriage drivers. Personally, I
6 agree that weather conditions have to be more suited
7 for the welfare of the horses. I feel that animal
8 rights individuals should be part of teams. We
9 should observe and report any issues regarding the
10 safety and security of the horses. It was great
11 hearing from the Administration earlier. My feeling
12 is that certain questions from the respective Council
13 Members could have been addressed differently. For
14 example, there is no comparison between police horses
15 and police officers and horse-drawn carriage drivers.

17 CHAIRPERSON RODRIGUEZ: [interposing]

18 Thank you.

19 LOUIS GOLDSTEIN: One is entertainment.

20 CHAIRPERSON RODRIGUEZ: Thank you. Leave
21 it there. Now, I'm going to take one second for each
22 other individuals.

23 LOUIS GOLDSTEIN: I'd like this to be
24 approved and worked on as we go forward. Thank you,
25 Mr. Chairman.

[laughter]

CHAIRPERSON RODRIGUEZ: Nobody else, okay, over past the one minute.

BARRY BENOPE: I'll do my--boy, my voice is bad. Sorry. Thank you, Mr. Chairman, for this opportunity. I agree a lot with what Eric McClure said earlier. The horses are not the problem in Central Park. It's the cars. We should ban all cars from Central Park, and that'll make the park a more humane place to be for horses and people. We've come a long way from the Mayor's original proposal to ban horse and carriages all together. So, congratulations on that. The issue you're dealing with now is getting horses in stables for the park. I'm not sure it has to be stopped. If you read today's piece by Jim Dwyer in the Times, he said this is the solution in search for a problem. We don't have a problem. We can have curbside lanes for the horses marked just like we do for bicycles and buses and get them safely to and from the park. The proposed stable location, 86th Street, is far too far away from where the passengers come out at 59th. It's a three mile trip back and forth. So, I think

1
2 this was brought up by a Council Member earlier, we
3 need to look at alternative sites. Thank you.

4 CHAIRPERSON RODRIGUEZ: What is your name
5 again?

6 BARRY BENOPE: Barry Benope [sp?].

7 CHAIRPERSON RODRIGUEZ: So, please,
8 everyone say your names because we want not only to
9 call your name, but also to be sure that we write
10 your name to know who came to testi--who are able to
11 testify.

12 RICHARD COSTELLA: My name is Richard
13 Costella. I speak as a hardworking New York fighting
14 to keep the only livelihood I have and one I have
15 come to love. I'm a native New Yorker and lifelong
16 city resident who has spent the last five years
17 building a successful business as a licensed Pedicab
18 driver specializing in the historic tours of Central
19 Park. I am the sole proprietor of one of several
20 Central Park Pedicab tour companies with an
21 established presence on the world's largest travel
22 website, Tripadvisor.com. There you will find
23 hundreds of stellar ratings and reviews for our
24 businesses with many customers stating that the
25 Pedicab tour of the park was the highlight of their

1
2 visit to our city. Over the past two years while the
3 Central Park carriage ban was debated I was always
4 supportive of the carriage drivers and sympathized
5 with their plight. How shocked and disappointed I
6 was last week when Mayor de Blasio's compromise plan
7 was announced, including an outrageous provision
8 which was negotiated behind closed doors in the back
9 room with no involvement from the Pedicab community
10 and gives carriage industry a virtual monopoly on
11 business in the south end of the park. According to
12 several news reports--

13 ASHLEY BYRNE: Thank you. Hello, my name
14 is Ashley Byrne. I'm a campaign specialist with PETA
15 and I'm speaking today though as a proud New Yorker
16 and one who had a change of heart about horse
17 carriages as did my family after seeing firsthand
18 what a bad idea it is to have horses working in
19 carriages in traffic in a modern busy city. We spent
20 a great deal of time working with horses when I was a
21 child, and we took carriage rides when we would come
22 to the city to visit family, but then one day we
23 found ourselves caught in an unexpected thunderstorm
24 in a horse carriage in the middle of Midtown rush
25 hour traffic and stalled for several minutes when the

1 horse became terrified and refused to move. We
2 realized very quickly that we were supporting an
3 industry that was reckless and cruel, and none of us
4 ever took another carriage and my entire family has
5 supported a ban on carriage horses ever since then.
6 This is not a safe industry. This industry displays
7 a stunning lack of transparency. In fact, in October
8 2014, newly obtained accident records from the NYPD
9 showed that there have been at least 25 accidents
10 that were previously unknown to the public including
11 at least a dozen hit and run incidents at the hands
12 of carriage drivers.

14 CHAIRPERSON RODRIGUEZ: Thank you.

15 ASHELY BYRNE: We support a ban.

16 CHAIRPERSON RODRIGUEZ: Thanks.

17 LEE BUCKMAN: My name is Lee Buckman
18 [sp?]. I am a Pedicab driver and a Pedicab owner.
19 I've been driving in Central Park for nine years,
20 hopefully this will be my ninth year. I love this
21 job and I can tell you that the ban from this 573A
22 will unequivocally kill the Pedicab business in
23 Central Park. There aren't many places that people
24 want to see and those hills are treacherous and we
25 are using our knees. I have never had a

1 confrontation with any horse and carriage person. I
2 don't see why we can't work together, and it became a
3 little bit clearer when I heard the Teamsters
4 talking, and their unwillingness to be open about
5 certain things, which explains why this was done
6 behind closed doors and tried to be pushed through
7 very quickly. Please do not take the park away from
8 us. We give a great tour. Thank you.

10 CHAIRPERSON RODRIGUEZ: Thank you. Next
11 group, Mosa Fol [sp?], Sibavich Ochelo [sp?],
12 Cornelius Byrne, Linda Doria, Nelly Markai, Madison
13 Reyes [sp?]. You may begin, anyone.

14 LINDA DORIA: Hello, my name is Linda
15 Doria. I'm a member of NYCLASS. I am a happy
16 resident of New York City for over 36 years, a proud
17 voter, and I am really saddened by this whole turn of
18 events of the focus being shifted off of the plight
19 of the horses, which is the reason that I became
20 involved. When I first came back to New York City I
21 thought it would be really fun and romantic to take a
22 carriage horse ride until my friend Linda said she
23 couldn't even look at them, and that was the
24 beginning of my consciousness rising, my awareness of
25 the reality of the life that a horse has, and then

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2 for 22 years I took the ride from Lincoln Center
3 around Central Park South down to Times Square and
4 have been alternately appalled, saddened, nauseated,
5 embarrassed, and I can't think of anything we need to
6 do faster than get them off the streets.

7 MUSA FAL: Good afternoon everybody. My
8 name is Musa Fal [sp?], Pedicab driver licensed in
9 New York City tour guide with good license. I'm here
10 to oppose the bill 576A [sic]. What I'm saying is it
11 doesn't cost the city any money to have the Pedicab
12 in Central Park. I pay my insurance fee, my license
13 fee, the tax from tours I do at Central Park, and
14 enjoy representing New York City in front of millions
15 of visitors from all around the world, and I think
16 every single person in this room should be proud of
17 us. I offer a very personal and custom tour to make
18 it exactly what the tourist want to make sure that
19 their time in Central Park was one of the highlights
20 of their trip in the Big Apple, which is the biggest
21 city on Earth. I honestly don't understand why we
22 Pedicab driver were dragged into the horse and
23 carriage issue, and with this bill everybody should
24 think again about what Jefferson [sic] said from
25 these words, if you read it. Thank you, sir.

1
2 SAVICH OCHELO: Hello. My name is Savich
3 Ochelo [sp?]. I have been operating Pedicabs since
4 2010, and I don't support bill 573A, because the best
5 highlights of the park located on the south part of
6 the park. By banning Pedicab inside of the park
7 you're killing Pedicab industry at all. We've been
8 highly recommended by tourists and visitors, and if
9 you check Trip Advisor, we have five-star rating.
10 After Uber came in New York streets they killed
11 mostly 70 percent of our business, and the only place
12 we can make money is Central Park, below 85th Street.
13 Not letting us work below 85th Street would put
14 around 300 families' broken heart and unemployed.
15 And I ask Council Member to understand and not to
16 sign bill 573A.

17 NELLY MCKAI: Thank you. My name is
18 Nelly McKai [sp?] and I have always supported a ban
19 on horse-drawn carriages since the 1980's. I've been
20 going to protests. And, you know, you want to do
21 whatever is best for the horses. I also want to
22 mention it's not a choice between the working class
23 and the animals. I'm a member of the working class.
24 I grew up poor in New York City, and I'm also a
25 member of my union, my musician's union. So, you

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2 know, you can be a union member and be for animal
3 rights. But I just--I support a ban. I want what's
4 best for the horses, and I also support the Pedicabs
5 who have been very good to our movement. Thank you.

6 Hi, good afternoon. My name is Madison
7 Reyes. I'm a native New Yorker. I graduated from New
8 York University. I'm also a member of the Central
9 Park Conservancy and a lover of the park, and I just
10 want to say I'm also in support of the horse and
11 carriage industry thriving. I know a lot of members,
12 consummate professionals, really, really great. I
13 just want to say that this business is very important
14 to us and not just to me, but basically a whole bunch
15 of people that are sitting up in the rafters up here,
16 yeah, we rely on Central Park to really do some good
17 business. I have 35 five-star Trip Advisor reviews
18 from people who were presently surprised at the
19 service that they got with the Pedicabs, and you
20 know, I want to see that continue. One of the issues
21 that was brought up was this issue of sort of
22 balance, like the Pedicabs being sacrificed as a form
23 of balance, and I'm just curious, you know, who wins
24 with that. And finally, I just want to say that this
25 is something that I really care about. The park is

1 something that I love, and I'm really happy to
2 support and engage in this discourse. Thank you.

3
4 CORNELIUS BYRNE: Hi. My name is
5 Cornelius Burn and I own a stable for the carriage
6 horses on 37th Street and 38th Street. I, myself,
7 have no problem with the presence of these Pedicab
8 people in the area that we work, but our biggest
9 problem comes from the fact that we have this New
10 York CLASS group people who spend millions of dollars
11 undermining our buildings so that we would have to
12 leave our buildings so that those people could buy
13 those buildings. Now, we want to hold on to these
14 buildings, and they are--the New York CLASS people
15 are dedicated to getting our buildings out of our
16 possession. The sponsor of that building constantly
17 talks about that because that gives every indication
18 that he wants to unseat us. Now, this would have--
19 these type of campaign donations would have never
20 been able to have any affect during the Bloomberg
21 years, but this Administration there's just too many--
22 -too much of this going on, and it makes everybody
23 question the change in things that has happened here.
24 It's not above board [sic]. Thank you.

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CHAIRPERSON RODRIGUEZ: Well, say what you say, say insult to all of us, because as I said before--

[laughter]

CHAIRPERSON RODRIGUEZ: As I say before I learn and I was raised in a family that I will learn the value of being fair to everyone, knowing that I don't have the truth [sic] of everything. But I am raising two daughters. Probably I'm raising them different from in some level animal rights from what I was raised. I want them to know that we have a small plan, and all living species show respect each other.

CORNELIUS BYRNE: Yeah, I respect my--

CHAIRPERSON RODRIGUEZ: [interposing] So, for me--

CORNELIUS BYRNE: too.

CHAIRPERSON RODRIGUEZ: So, for me, the history about this bill, this bill was introduced under Christine Quinn, by Council Member Melissa Mark-Viverito. Then when she became the Speaker, my colleague Council Member Danny Dromm and myself co- led this bill, and this is--we are open to words with

1
2 you and the rest of your sector, but with the
3 respect--

4 CORNELIUS BYRNE: [interposing] May I
5 answer?

6 CHAIRPERSON RODRIGUEZ: that we need
7 because this is about balancing. You should know
8 there's a great percent of New Yorkers that they're
9 saying animal rights is a right thing to do. We know
10 that we have to live together supporting the
11 Pedicabs. We need to work with your sector.
12 Everyone is important.

13 CORNELIUS BYRNE: Alright, give me a
14 second to answer then.

15 CHAIRPERSON RODRIGUEZ: I just wanted to,
16 you know, make the point. I just like to let you know
17 that, you know, this is not where we are, and this
18 Administration I have a lot of respect. We have
19 never had a Mayor so progressive, so committed to the
20 working class and middle class than we have in Mayor
21 Bill de Blasio. Next group.

22 CORNELIUS BYRNE: I guess that was that,
23 huh?

24 CHAIRPERSON RODRIGUEZ: Jessica Davis,
25 Michelle Loguster [sp?], Ronald Nestener [sp?],

1
2 Ibrahim Bahri [sp?], Sean Sandy [sp?]. Sean? Sean
3 Sandy. Sir, you may begin.

4 IBRAHIM BAHRI: Hi. Hi, my name is
5 Ibrahim Bahri and I'm a Pedicab driver, and--can you
6 guys here?

7 SERGEANT AT ARMS: Quiet please. Keep it
8 down.

9 IBRAHIM BAHRI: Okay. You know, if you
10 want to move forward, you need numbers. Without
11 numbers everything's impossible. So you, you know,
12 the City have said here and they cannot give a single
13 number. The horse and carriage department cannot
14 give a number. Nobody can give a number. Without
15 number, everything's impossible. How can you just
16 say, guy go to 81st [sic] street [sic]? So, they
17 going to move 68 horses in Central Park. That is
18 like giving an entire Canadian citizen 68 horses.
19 There are 37 million people live in Canada. Thirty-
20 seven million people visit Central Park. Do you have
21 enough supply and demand? Why do you have to destroy
22 Pedicab business to save horses? Sixty-eight horses
23 for 37 million tourists. That's like 200 horses'
24 work a day, do 200 rides a day, 200. That's a lot.

25 CHAIRPERSON RODRIGUEZ: Thank you.

1
2 MICHELLE LOUGHMEISTER: Hello, my name is
3 Michelle Loughmeister [sp?]. I'm a citizen of the
4 Upper West Side. I live on 68th Street and Columbus
5 Avenue, and ever since before I heard of anyone
6 fighting for the horse carriages I was horrified and
7 saddened every time I passed by them. I avoid them.
8 It makes me sad. I do not believe that whoever is in
9 charge of them and works with them treats them
10 humanely. I'm an animal lover. I love my dog. I love
11 my cat. I'm surrounded by neighbors who love their
12 animals, and there's no difference between a dog, a
13 cat, a human being, and a horse. These horses are
14 unhappy. They're miserable and they're suffering. I
15 would like to see them removed. I support a full out
16 ban, but I will support all politicians who will make
17 progress in any way or form. My main concern as an
18 animal lover, as a human rights and environmental
19 progressive human being of this day and age, it's for
20 the betterment of all species. Thank you.

21 SEAN KHORSANDI: Sean Khorsandi for
22 Landmark West. Today's compromise hinges on the
23 construction of a new stable in Central Park. At
24 best, this ill-conceived deal is designed to fail.
25 At worst, it's a cynical attempt to trade public

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2 assets for private benefit. Central Park is a public
3 park. The proposed bill would take public property
4 and hand it over with public funds to private
5 commercial use without competitive bidding. Central
6 Park is a designated scenic landmark. Any new
7 construction or alteration to existing buildings must
8 be reviewed and approved by the Landmarks
9 Preservation Commission who may deny its construction
10 or limit its size. The named site is a historic
11 building occupied for over 100 years by craftspeople
12 who maintain Central Park, public stewards who would
13 be displaced by a private stable. This historic
14 building would have to be radically altered and
15 expanded to meet the standards of this bill. There
16 is certainly no legitimacy in sacrificing public
17 assets, parkland and historic resources to meet the
18 sad outcome.

19 CHAIRPERSON RODRIGUEZ: Next group,
20 Walker Blankinship, Michelle Alvarez, Naomi Semeniuk,
21 Ava Seavey, Mario Moore [sp?]. Ala Madur [sp?]?

22 NAOMI SEMENIUK: My name is Naomi
23 Semeniuk. I was born and raised in New York. I have
24 an Upper East Side Neighborhood Network. It's called
25 lenoxhillnorthnextdoor.com, and I also write for

1
2 righthere.com, and I've been a member of the
3 Coalition to Ban Horse-drawn Carriages since 2006,
4 since its inception, and I'm also a member of other
5 animal rights groups. Inside the heart of a carriage
6 horse is a deeply rooted longing to be emancipated,
7 to be free from the daily toil and abusive suffering
8 and to live an authentic life in a safe, humane
9 sanctuary. This proposal to have the carriage horses
10 in Central Park is yet another litany of catastrophes
11 waiting to happen again and again as this ticking
12 bomb proposal is a re-enactment of history repeating
13 itself in a powder keg--

14 CHAIRPERSON RODRIGUEZ: [interposing] Ms.,
15 you need to summarize.

16 NAOMI SEMENIUK: of disaster.

17 CHAIRPERSON RODRIGUEZ: Five seconds.

18 NAOMI SEMENIUK: Five seconds?

19 CHAIRPERSON RODRIGUEZ: Yes.

20 NAOMI SEMENIUK: But you're affording
21 other people. They continue to read.

22 CHAIRPERSON RODRIGUEZ: No, I'm sorry.
23 Five seconds, you can summarize. You know we have to
24 keep moving on. There's like 80 people waiting here.

25

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2 NAOMI SEMENIUK: In a powder keg of
3 disasters that are inevitable and inescapable. The
4 proposal does not address or prevent the collision of
5 nightmares that has happened.

6 CHAIRPERSON RODRIGUEZ: Thank you. Thank
7 you. I identify with your message. Next person,
8 please.

9 NAOMI SEMENIUK: You haven't given me a
10 chance and you've given other people a chance.

11 CHAIRPERSON RODRIGUEZ: Next person.

12 NAOMI SEMENIUK: Not fair.

13 My name is Michelle Alvarez and I'm the
14 Outreach Manager at Catskill Animal Sanctuary, which
15 has always believed that the horses should not be
16 pulling carriages in today's New York City. We
17 advocate for their retirement and stand ready to help
18 the horses find sanctuary. While the bill before the
19 Council seems to be an encouraging first step in that
20 direction, we believe it falls short of providing the
21 life the horses deserve, and that it fails to address
22 the underlying cruelty of the carriage horse
23 industry. We are further concerned about the use of
24 public space and public funds to subsidize a private
25 industry whose time has passed, and we stand with the

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2 Pedicab drivers who should not have their jobs taken
3 away. Therefore, we respectfully request that the
4 Council not support the bill, but do not
5 misunderstand us, standing against the bill should
6 not be seen as supporting the status quo. We request
7 that the Council take an honest look at the horses'
8 lives and abolish the carriage industry once and for
9 all.

10 WALKER BLANKINSHIP: My name's Walker
11 Blankinship. I run the stables at Prospect Park. My
12 name's Walker Blankinship. I run the stables at
13 Prospect Park. I have a great deal of experience
14 working with the Parks Department on projects, and
15 when I mentioned the timeline suggested in this bill,
16 I elicited giggles at the Parks meetings that we were
17 having, because it is totally and completely
18 unrealistic, and therefore, it's unrealistic to
19 support this bill, and I am opposing it on the basis
20 that this stable may or may not ever happen. And I'm
21 in a unique position since I run the stables of
22 knowing what horses and what horses actually need,
23 and this is trying to form a compromise with
24 ideology. The animal rights ideology would make this
25 the same as asking a carriage driver to pick between

1
2 their horses who's going to remain working, and you
3 picking between which of your daughters is going to
4 remain a part of your family, and that is insulting.

5 AVA SEAVEY: My name is Ava Seavey. I own
6 a small business in New York City. I'm a member of
7 the Manhattan Chamber of Commerce. I'm also a horse
8 owner and have rescued a number of horses at my own
9 expense for decades. I'm not and never have been
10 and am not related to carriage drivers. I find the
11 government's attempt to create a dangerous precedent
12 to intercede in small business from a business owner.
13 I also find the situation intolerable that they would
14 intentionally create joblessness and homelessness for
15 many working people, especially immigrants. As far as
16 horses are concerned, Councilman Levine suggested
17 that the horses cannot lie down in their current
18 stables. He would know that was inaccurate if he
19 ever chose to visit the stables, so would de Blasio.
20 I have seen the stables. I understand horses. I also
21 don't think it's right to have radical animal rights
22 extremist dictating anything about horses, since none
23 of them have ever owned them or know anything about
24 horses.

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2 CHAIRPERSON RODRIGUEZ: So, do you own a
3 carriage horse, or no you own a horse--

4 AVA SEAVEY: [interposing] I'm not
5 involved with the carriage industry. I've owned and
6 rescued horses my entire life.

7 CHAIRPERSON RODRIGUEZ: Thanks a lot. I'm
8 sorry. Sir?

9 MARCO MOORE: Hi, good afternoon. My
10 name is Marco Mario Moore. I'm a licensed Pedicab
11 driver. I have been a Pedicab driver for one year,
12 and I oppose a bill 573A. I've been a New Yorker for
13 40 years, and I've been going to Central Park for as
14 long as I can remember. I just want to make a point
15 that tourists get a clean and honest service. Just
16 last week I gave a tour to a family of five in
17 Central Park, and they started asking me questions
18 about incidents that happened in the park back in the
19 80's when Central Park you couldn't even be in
20 Central Park past five o'clock because of the heavy
21 crime. It used to be crime ridden. And I gave them
22 some incidents that happened in the park. Like, they
23 ask me about the Central Park Five [sic], that was
24 one of them, and I was there. I was--I know the
25 exact history and story about that, and I explained

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to them, and they were very happy when I gave them the story, and they were very elated. When I gave them the story they thank me so much that they said that they would come back and they would look for me again.

CHAIRPERSON RODRIGUEZ: Sir, thanks. Next group, Sequ Quitar [sp?], Frank Roden [sp?], Eileen Dee [sp?], Brian Hart [sp?], Tafa Man [sp?], Andrew Kaplan. You may begin, sir?

SEQU QUITAR: Hi, my name is Sequ Quitar. I'm a Pedicab driver. I've been working Central Park for the last seven years. I like the job and it has helped me as it has helped hundreds of students pay part of their school fees, and many--it took many people from homelessness to the self-dependency, and moving Pedicab to Pedicab rides in the lower loop will not just kill the Pedicab industry, but it will kill the ride, the image of Central Park. Pedicabs have contributed to the cleaner and greener and brighter Central Park. The upper loop is better destination for the Pedicab drivers. Over there is up hills, one way ride. You have to reach 110 [sic] Street to make a turn, which it may take you to a

1 house, and I don't think you should let--you should
2 let us go there. Thank you.

3 ANDREW KAPLAN: Hello.

4 CHAIRPERSON RODRIGUEZ: And keep going to
5 school, okay?

6 SEIQU QUITAR: Thank you.

7 CHAIRPERSON RODRIGUEZ: I used to be a
8 livery taxi and I washed a lot of dishes, and work in
9 factory becoming a teacher, being here. So, good
10 luck in your future, okay?

11 SEIQU QUITAR: Thank you. Thank you.

12 ANDEW KAPLAN: Hello, Speaker. My name
13 is Andrew Kaplan. I'm a veterinarian in the city.
14 My opinion is that Bill 573A accomplishes two
15 important issues. One, it gets horses out of
16 traffic, and two it provides accountability for the
17 future disposition. So, after we use them against
18 their will, they will have sanctuary, and it is
19 against their will. But it does not protect them
20 from cars in Central Park. So, if this compromise is
21 enacted, the routes in Central Park have to be
22 selected to avoid cars. Second, it doesn't protect
23 them from something that hasn't been mentioned yet,
24 and that's the cruel discipline techniques used to
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1
2 get them to cooperate. No different than from what
3 we do to elephants to make them do tricks in
4 circuses, and if this breaking of the horses is the
5 "love" that carriage horse drivers say they feel for
6 their horses, then the other eight million people in
7 this city have a different definition of love.

8 [applause]

9 EILEEN DEE: [off mic] Hello, my name is
10 Eileen Dee [sic]. The horses have had a healing
11 effect on me. They have helped me get my edge and my
12 self-confidence back, which I lost due to an accident
13 and an illness. I remember the first time I started
14 coming to 59th Street. I asked the driver if I could
15 pet the horses. The driver could tell I was a little
16 scared. He told me that you have to be confident
17 when you approach a horse, otherwise they won't trust
18 you. He was right. After that I've always traveled
19 and walked on the carriage strip on 59th Street. I've
20 had the privilege of getting to know the men and
21 women in this industry. They're the best. I'm an
22 outsider from Connecticut and not a New Yorker. They
23 have shared their knowledge about their horses and
24 the history about the industry. Each horse has an
25 amazing story. When these noble souls get to know

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2 you and trust you, it's pure love. The first horse I
3 got to know was--his name was Prince.

4 CHAIRPERSON RODRIGUEZ: How much does a
5 Pedicab make in an average week?

6 UNIDENTIFIED: [off mic]

7 CHAIRPERSON RODRIGUEZ: I'm sorry. And
8 again, that's amazing is that I have not been able to
9 get a number from the horses. I can tell you, as the
10 livery taxi driver that I was, I knew that during the
11 winter time I could make more money, because people
12 take more livery taxi than in the summer, but I knew
13 that I had to work additional hours to make my 600
14 dollars a week. So, how much in the good and the
15 worst time do you make in a week?

16 SEIQU QUITAR: Pedicab business in
17 Central Park is mostly based on likely [sic] job, I
18 would say it. Some people may make a few, you know,
19 50 dollars at all [sic] a day, and some may not make
20 it. But I'm pretty sure there are some who make much
21 more than that. People are different. Sometimes
22 professionalism and others can't.

23 CHAIRPERSON RODRIGUEZ: In your case, how
24 much do you make in an average week, 500, 700 a week,
25 a hundred, how much?

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SEIQU QUITAR: Basically, if I get a 300 and a little bit more than that, I would be very satisfied.

CHAIRPERSON RODRIGUEZ: Three hundred dollars a?

SEIQU QUITAR: Yeah, I mean, week, a week.

CHAIRPERSON RODRIGUEZ: A week?

SEIQU QUITAR: If I get up the pay--add expenses with Pedicab, I would be very happy.

CHAIRPERSON RODRIGUEZ: Okay. You wanted to ask something? Just say your name and give us--

ELIJA MOHAMMED: Thank you for having me. My name is Elijah Mohammed. I immigrate in this country in 2009. I have a wife here and a nine-month-old baby girl. Central Park, like my friend say, is just basically a lucky job, but you have to be professional and exactly know how to do your job, but like is seasonal basically, because right now if you go in Central Park it's basically no tourist over there. But summer time, we can easily make like 350 to 400 dollars a week, you know, I'm just--you know, by my own experience basically, 350 to 400 dollars a week. Today, I'm here basically to actually oppose

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2 this bill, because I don't get any support from the
3 city. I don't get no food stamp. I don't get any type
4 of support, you know, for--I mean, child support
5 basically, because it's not because I don't want it,
6 it's just because I don't believe in that. I just
7 believe in basically working hard and taking care of,
8 you know, my family. So, for us, you know, for
9 basically the Mayor to actually take us out of
10 Central Park, basically the sight see from 59th
11 Street to 72nd Street to me is not fair, because if
12 they call that competition, I don't see no
13 competition. How can a horse and carriage, how can
14 basically a Pedicab driver can compete with a horse
15 and a carriage? A Pedicab driver basically sometimes
16 go home with zero. Can't compete with the horse and
17 carriage who basically don't feel comfortable to tell
18 you how much they make, you know, on a week
19 basically.

20 CHAIRPERSON RODRIGUEZ: Great, thank you.
21 Thanks. Next group, Adrian Mares [sp?], Joshua
22 Sausville, Airie Allison [sp?], Elijah, David
23 Williams, Barbara Garber, Tuki Endo [sp?], and
24 Rebecca Wolfe [sp?].

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2 REBECCA WOLFE: Hi. My name's Rebecca
3 Wolf. I'm a native New Yorker, and I'm a voter.
4 Change is difficult, but without it there would be no
5 progress, and although I would prefer a total ban on
6 this archaic industry ironically operating in the
7 city where the ASPCA was born, I recognize that the
8 only way circumstances will improve for the horses
9 are if this legislative compromise is met. Please be
10 sure that regulation are enforced and that the NYPD
11 is vigilant in their protection of these nonunionized
12 laborers, because that's exactly what they are. They
13 are tired, voiceless and unpaid victims, and I would
14 like to see the Pedicab drivers retained in that part
15 of the park that they'd like to be in.

16 BARBARA GARBER: Hi, I could make this
17 easy and just say ditto. So, I'll just add a little
18 bit in saying that firstly, Council Chair Rodriguez,
19 I can't thank you enough for what you have shown us
20 today, your diplomacy, your fairness. It is really
21 remarkable, so thank you. I want to just say that I
22 agree with what many people have said about the
23 welfare of our animals. I am a former Senior
24 Executive at the ASPCA. I know for years how many
25 times we have tried to get something in place to help

1 the horses. This is the first time, and I commend
2 the Administration and those of you who have proposed
3 this bill or rather legislation. While I would very
4 much prefer ultimately a ban, it is a start. So, I
5 want to conclude by saying I too support the Pedicab
6 drivers, and don't see how that in any way coincides
7 with animal welfare. You can be the voice for
8 animals. Please vote for this.

10 JOSHUA SAUSVILLE: My name is Joshua
11 Sausville. I'm a carriage driver and I think it
12 should be made clear that this bill in its current
13 form is effectively a carriage ban. It will bankrupt
14 the industry and we will be gone before we ever get
15 the chance to move into the park. The fact that the
16 most harmful regulations are the first to go into
17 effect should reveal enough about the true motive
18 behind this, to see us gone. The arbitrary limit on
19 the number of horses that can be licensed, not just
20 in the city but on the farm too will result in the
21 horses that remain working seven days a week, 47
22 weeks a year. Worse yet, it sends 100 horses into an
23 orphan lifestyle, and we don't know what's going to
24 happen to them. They currently have good homes right
25 where they are. Where was I? Oh, and the arbitrary

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break in the middle of the day during the busiest time? There's absolutely no reason for that. It's just trying to put us out of business.

CHAIRPERSON RODRIGUEZ: Thank you Joshua. You heard from the Pedicab working hard. They make 350. In your case, working hard, how many--how much do you make a week?

JOSHUA SAUSVILLE: Every week is different.

[laughter]

CHAIRPERSON RODRIGUEZ: Give me point A, point B, the worst and the best.

JOSHUA SAUSVILLE: I cannot because my union is going to provide you with averages on those statistics.

[off mic comments]

[laughter]

CHAIRPERSON RODRIGUEZ: Thank you, next person.

[laughter]

ADRIAN MARES: Hi, my name is Adrian Mares. I'm a carriage driver for six years in Central Park. Intro Number 573A as it stands makes our businesses unsustainable and puts half of our

1
2 drivers and horses out of work by restricting us to
3 just one shift. This bill in effect is nothing more
4 than a ban buying of the name. It regulates industry
5 to death long before a new stable is ready, and the
6 bill will harm the industry. It'll harm jobs, harm
7 families and ultimately harm our horses by making
8 half of them homeless. It was initially drafted by
9 opponents of our industry who actively seek its
10 demise, and in its present form does little more than
11 facilitate a land grab, develop--facilitate a land
12 grab for developers and their silent partners, Steve
13 Noslig [sp?], Co-founder of NYCLASS. This is a
14 thinly veiled land grab bill. Animal rights versus
15 animal welfare are two completely different things.
16 I've raised my son to know the difference to focus on
17 human rights, animal welfare, stewardship, husbandry,
18 and shepherding with responsibility for our animals,
19 not washing your hands of responsibility. And I'll
20 answer your question regarding our income.
21 Negotiations are still in effect with the union. I'm
22 sure they'll provide you an average income for our
23 drivers.

24 SERGEANT AT ARMS: Quiet, please, quiet.

1
2 UNIDENTIFIED: My name is [inaudible
3 05:49:16] of our concern and regarding a bill, de
4 Blasio's proposal to relocate a stable in the Central
5 Park [inaudible 05:49:34] of 80 percent. I don't
6 think stables ought to be built, because they are in
7 Central Park and the Flushing Neighbor [sic] Park
8 [inaudible 05:49:43]. There used to be former [sic]
9 stables in the 80's on the West Side, but the
10 neighborhood complained, stable was shut down [sic].
11 [inaudible 05:49:56] or go for picnic, because
12 [inaudible] because it connect [sic] a stable. It
13 going [sic] unsafe [sic] for the horses and
14 [inaudible] and Central Park and Pedicab [inaudible].

15 CHAIRPERSON RODRIGUEZ: Thank you.
16 Thanks. Next group, Chief Phillip Whiteman [sp?],
17 Mama Dujello [sp?], Are Elijah [sp?], Mary O'Keefe
18 [sp?], Ariel Frense [sp?], Lynette Two Bulls. You
19 may begin.

20 MAMA DEJEALLO: Thank you. Hello, my
21 name is Mama Dejeallo [sp?]. I'm a licensed Pedicab
22 driver. So--

23 SERGEANT AT ARMS: Quiet, please.

24 MAMA DEJEALLO: I'm a licensed Pedicab
25 driver, so needless to say that oppose Bill 573A.

1
2 Okay. May I restart? Hello, my name is Mama
3 Dejeallo. I'm a licensed Pedicab--

4 CHAIRPERSON RODRIGUEZ: [interposing] I'm
5 sorry--[off mic] Okay?

6 MAMA DEJEALLO: Okay.

7 CHAIRPERSON RODRIGUEZ: You may begin now.

8 MAMA DEJEALLO: Thank you, sir. Hello,
9 my name is Mama Dejeallo. I'm a licensed Pedicab
10 driver, so needless to say that I oppose Bill 573A,
11 because not only it undermines our business, but also
12 it puts a lot of us out of business. For instance, I
13 am 21 years old. I came to the United States in 2011.
14 I am a refugee, okay? I looked for jobs almost
15 everywhere. I couldn't find it. I came. I found
16 [sic] my mom here. She couldn't work. The only
17 thing that I found that could help us, my mom, my
18 sister and I, was the Pedicab business. So thanks to
19 the Pedicab business today I can provide a roof over
20 our head. Please, do not take that roof away from
21 us. We need it. And I also helped my sister to
22 graduate. You know, she studies. She's not working.
23 I'm the only working man, and I lost my father. So,
24 please keep the Pedicabs in Central Park, and we do
25 not want to go above 85th Street because there is no

1
2 business there. It's like taking a fisherman out of
3 the sea and putting him into a desert. How is he
4 going to catch fishes there? There's no way. Thank
5 you, sir. That's all I have to say.

6 CHAIRPERSON RODRIGUEZ: Thank you. Next
7 group, Hasan Araski [sp?], Jacqueline Hoffner [sp?],
8 Kelsey Adami [sp?], Lisa Jacklove [sp?], Macko Camara
9 [sp?]. You may begin.

10 HASAN ARASKI: My name is Hasan Araski.
11 I'm a licensed Pedicab driver. I've been a Pedicab
12 driver for more than four years, and I oppose the
13 Bill Number 573. Banning the Pedicab from below 85th
14 Street makes no sense because most of our business is
15 at the southern end of the park. There is nothing
16 much to show tourists up north. This restriction
17 would effectively drive us out of business, pushing
18 hundreds of people out of jobs threatening our
19 livelihood, leading us go on welfare. Eliminating
20 the Pedicabs from below 85th Street was given as a
21 sweetener to the horse carriage industry to accept
22 the deal to move the horses to the park. It's a
23 concession and monopoly to the carriage horse
24 industry with the city saying we are going to reduce
25 your numbers, but in exchange, we are going to vanish

1 your competition, which is so unethical and unfair.

2 Mayor de Blasio was questioned last Monday about why

3 did the horse and carriage restriction the Pedicab

4 drivers. He said we had to make an adjustment in

5 term of Pedicabs for balance, and I think it's a fair

6 outcome. How is that balanced when giving monopoly

7 to one industry and destroying the other one? How is

8 that fair outcome when you're trying to save horse

9 carriage drivers and putting hundreds of Pedicab

10 drivers out of jobs? Mayor de Blasio had a deal with

11 the horse carriage industry behind closed doors. We

12 will never been informed. The Pedicab industry was

13 not part of any talks. How can Bill de Blasio exile

14 us out of Central Park without discussing with us

15 first? We were outlawed without our participation and

16 knowledge. Bill de Blasio horse carriage bill is a

17 political favor that will cost a lot of jobs. What

18 is this talk about creating jobs? This is a payback

19 for him as a political debt to the wealthy real

20 estate developers who want to take over the stables

21 on the far West Side. We Pedicab drivers don't have

22 any problem with horse being moved to Central Park.

23 All we want is to be--

24
25

CHAIRPERSON RODRIGUEZ: [interposing]

Thank you sir. Next person please.

HASAN ARASKI: God bless you all.

CHAIRPERSON RODRIGUEZ: Thank you.

KELSEY ADAMI: Hi, my name is Kelsey Adami [sp?]. Good afternoon everyone. I came to speak to a committee, but it seems like it's just us three, so I hope I have your undivided attention. The word I've heard today is balance, and I come from the vantage point of is this humane using an animal as a commodity, and when it comes to humanity there is no grey. There is no, well is it sort of compassionate or is it kind of humane? No, it's is this humane or not? Now, this bill is good for raising awareness, but it cannot be the end result, and this is an overflowing sea of problems. We have the Pedicabs, the animal welfare, the job loss, the maintaining amenities on Central Park, and this bill is a sad excuse for wiping out that side of that sink when the logical thing to do is turn off the faucet. So, I support the ban on horse carriages, and instead, give that 25 million dollars to an industry that has a proof of concept that is overwhelmingly successful,

1
2 the e-carriage. I support the ban. I hope you vote
3 in favor of tomorrow and not yesterday. Thank you.

4 CHAIRPERSON RODRIGUEZ: Thank you.

5 ARIEL PENSE: My name is Ariel Pense
6 [sp?]. I'm a carriage driver for many, many years.
7 We all have one thing in common. We all love horses.
8 We love New York. We love the Pedicabs. We love the
9 children. We love the adults. I'm here to give my
10 time to Chief Phillip Whiteman and Lynette, his wife,
11 Two Bull, the Cheyenne and Sioux Nation that came
12 especially from Montana, its honor [sic] for the
13 horses.

14 LYNETTE TWO BULLS: Good afternoon. My
15 name is Lynette Two Bulls, and we traveled a great
16 distance from the State of Montana, and I a member of
17 the Great Sioux Nation. We are an indigenous horse
18 culture and we have a ranch with many, many horses,
19 about 50 horses, and we believe that a horse has a
20 spirit and that we all have a spirit and we're all
21 connected, and we have come to love many of the
22 carriage people here in the city, and we have seen
23 the stables. We have come to know them, and the ones
24 that we know, we know that they love their horses.
25 They take good care of their horses, and we're

1 honored to know them, and I do know that when I come
2 here and come into the park and take a carriage ride,
3 I feel that connection to the spirit of the horse. I
4 feel that connection to the park. I feel--we believe
5 that everything is connected, and when I am on that--
6 in that carriage on that ride, I feel that. I feel
7 like it's a little bit of home where I come from in
8 Montana. So, I oppose this bill.

10 CHAIRPERSON RODRIGUEZ: Do you think that
11 horses should be--

12 SERGEANT AT ARMS: [interposing] [off
13 mic] applause please.

14 CHAIRPERSON RODRIGUEZ: Do you think that
15 as someone that is so connected with Mother Earth, do
16 you think that horses should be interacting with
17 buses, ambulance and trucks?

18 LYNETTE TWO BULLS: There's a--every
19 horse has a purpose, and every horse has a place, and
20 those horses have--they're not just meant to just be
21 out in the open and stand there. They all have a
22 purpose. Back in our history, our horses had a
23 purpose and a place, but they were also part of our
24 family. So we were connected to them and we took
25 great care of them.

1
2 CHAIRPERSON RODRIGUEZ: Well, who you are
3 because I have a lot of respect for the men and women
4 that were here before all of us immigrants came in
5 the last couple of centuries, and the recent one that
6 is coming right now. So for us, our connection with
7 Mother Earth is very important, and this industry was
8 created a few decades ago, and at that time, so
9 horses were in that park of horses interacting with
10 the average New Yorkers. We created this industry.
11 It become part of New York City, but when it was
12 created, there was not so many trucks. There was not
13 so many ambulance. There was not so many cars. So,
14 what we're trying to do today, and this my message to
15 you as you will go back to Montana, that in New York
16 City, we want to put the horses in the area in
17 Central Park so that they will not be interacting,
18 dying because they've been hit by a truck or a car.
19 So, that's what we're trying to do, and I want you to
20 take that message back there, because also we need
21 their spiritual support, and for us what we're trying
22 to do here is to be good with the animal rights, and
23 I know that deep in your heart you also believe that
24 horses should be in a place such as a Central Park
25 that is safe, not in the middle of 59th, 58th Street,

1 but in an area that there's no trucks, ambulance or
2 cars interacting with them. That's the message that--
3 --that's what we're trying to defeat. Thank you.

4
5 LYNETTE TWO BULLS: Thank you. I'm going
6 to allow my husband to share a little bit about that,
7 but what I did want to say is that we believe in our
8 culture that everything happens for a reason.
9 There's a purpose for everything and everything
10 happens for a reason. So all of this, there's a
11 reason for it, and we also believe that you can come
12 together in commonality to find a solution instead of
13 focusing on the--

14 CHAIRPERSON RODRIGUEZ: [interposing] And
15 I--

16 LYNETTE TWO BULLS: differences, you know,
17 come together in commonality.

18 CHAIRPERSON RODRIGUEZ: I have a lot of
19 respect. I--and every year we do the big celebration
20 at the--in Uptown Manhattan when Native Americans
21 they come from all over the nation and we celebrate,
22 and we celebrate Mother Earth, but you know, here in
23 New York City where there's 46 percent of New Yorkers
24 live in poverty, I have issue and believe that that
25 reality happened for a reason when the one percent is

1 living on all the wealthy and having most of the
2 income. So, as you been working hard to preserve
3 your culture, your identity, here in New York City
4 we're saying animal rights is important. We're trying
5 to compromise in a deal where we preserve the horses,
6 but in the area where they will not be interacting
7 with trucks, ambulance and cars. Sir, would like to
8 say something?
9

10 CHIEF PHILLIP WHITEMAN: My name is Chief
11 Phillip Whiteman, and my Indian name is Siol Witcus
12 [sp?], which is translated Yellowbird. What we have
13 here is not a horse problem. We have a human
14 problem. The streets of New York City, they're not
15 fit for man or beast, and the icons that are in the
16 ceiling are Native American, our icon of New York
17 City, if it is tampered with is going to have an
18 effect. And also don't believe in promises, and also
19 division that's not unity. We're all connected.
20 Love each other. We're all one.

21 CHAIRPERSON RODRIGUEZ: Great message.
22 Sir, I'm sorry, we have one more. I'm sorry.

23 MARCAN CAMARA: My name is Marcan Camara
24 [sp?]. I'm a Pedicab driver since 2010. I'm against
25 bill 573A. Before I say anything, I would like to

1
2 thank all the Pedicab drivers who are here today
3 since eight o'clock to fight for themselves and for
4 their family members. First, I just have two points
5 to make to everyone here. Most of the City Council
6 Members promised two things before they been elected.
7 First, save jobs and create jobs. So by banning
8 Pedicabs you are not saving jobs. You're not
9 creating any. For sure by this bill you are
10 destroying over 200 Pedicab driver's life and over
11 2,000 family members. Second, I have three questions
12 to all of the people who want to ban Pedicabs.
13 First, what Pedicab have to do in this bill, first?
14 Second, are they afraid of competition? Three, are
15 you willing to tell to over 30 million tourists who
16 come to visit the park, I mean, payer, to not have
17 choices but just take horses even if they don't want
18 to, or just keep Central Park from the least [sic].
19 Thank you.

20 CHAIRPERSON RODRIGUEZ: Thank you. Next
21 group, Linda Gray, Nora Constance Marino, Jill
22 Carnegie, Hamido Hir [sp?], Brad Landau, Mary
23 Culpepper [sp?]. You may begin.

24 HAMID AKHIRI: Alright. My name is Hamid
25 Akhiri [sp?]. I'm a Pedicab driver four years. So,

1
2 I'm here to oppose the Bill 573A, because I believe
3 that it was created for horse and carriage. So why
4 were the Pedicab in Central Park added to this bill
5 without any conversation with Pedicabs? Some argue
6 that this is not a ban, but they do not know that 100
7 percent of the Pedicab's business happens below 85th
8 Street. City Council needs to understand that
9 Pedicabs offer a different service and experience for
10 the public. There will always be people who would
11 not want to use an animal for transportation in
12 Central Park. Some people have allergy, I'm sorry,
13 against the horses. The public would be able to have
14 the choice between these two different services. And
15 also, sir, you was asking about how much we make a
16 day, so I just want to clarify a little bit to that.
17 This guy said it's about chance [sic]. So we're not
18 just sitting on the park, on the Pedicab and then
19 customers coming to us. We have to run. Talk to
20 customer is tough, and then be a friend [sic]
21 sometime, you know, to just make a living. So, if
22 you guys move us to 85th Street there is not even a
23 chance to see any people over there or talk to any
24 customers over there. It's like killing all of us,
25 and I'm just pleading you guys to not sign this bill

1
2 because we have families behind these things over
3 here. Thank you.

4 CHAIRPERSON RODRIGUEZ: Thank you.

5 BRAD LANDAU: Thank you Chairman and the
6 Transportation Committee. My name is Brad Landau,
7 and I am a student at Pace University School of Law.
8 I am a member of Friends of Animals and my school's
9 chapter of Student Animal Legal Defense Fund. I
10 oppose the compromise, three reasons. First, the
11 treatment of the animals as has been discussed will
12 not change. Previous, future, it is inhumane, and I
13 will leave it at that. Second reason, we have taking
14 of public lands and the position of the
15 Administration is that they're not sure if one
16 location is decided over another. So, it is very
17 possible that public lands may be taken. If one tree
18 is cut down, land is taken. Third reason is that I
19 am personally affected myself. I will never take a
20 horse carriage, and I am deprived because of a
21 monopoly. No compromise.

22 CHAIRPERSON RODRIGUEZ: Thank you.

23 JILL CARNEGIE: Hello. Thank you for
24 staying. My name is Jill Carnegie, and I'm a proud
25 resident of zip code 10019, which means that these

1 carriage horses have long been my neighbors, and I
2 have to say that while I'm so happy that the
3 conversation of the topic of animal rights here in
4 the legislative process is being presented, I have no
5 way that I can possibly support Bill 573A because
6 it's falling short of a plan for 100 percent
7 elimination of the horse carriage industry.

8 Exploitation is still exploitation, even if you're
9 taking care of the victims who are not able to
10 consent to their use. Therefore, I am hoping that we
11 can rework the plan to work towards a ban of this
12 antiquated industry. Yes, it is tradition, but not
13 all traditions are right in today's society. That's
14 why we progress and that's why we evolve and we make
15 new laws and we change the industries that we
16 support. Thank you very much.

17
18 NORA CONSTANCE MARINO: Hi, my name is
19 Nora Constance Marino. I'm a trial lawyer. I also
20 sit as a Commissioner on the New York City Tax and
21 Limousine Commission, although I'm not here in that
22 official capacity today. I did want to mention it,
23 however, because a couple of your colleagues had
24 asked some of the speakers today how many rides the
25 carriages do in a day, in a week, in a year, and

1 nobody could answer that, and it's with good reason
2 nobody could answer it because there's no regulation
3 of this industry whatsoever. In the taxi industry we
4 know exactly where the cars are, how many rides they
5 do, how many customers they pick up. We have GPS,
6 TPEP [sic], trip records. This industry is a free
7 for all. It can do whatever it wants, and with
8 respect to your question to the industry members that
9 are today with how much money they make that no one
10 seems to know the answer of, I did a little research
11 on my phone while we were sitting here and according
12 to one website where you can book a ride, it's 50
13 dollars for a 15 minute ride. If they do eight rides
14 a day that comes to about \$2,500 a week for a six day
15 work week, which comes out to about \$120,000 a year.
16 So, I think that answers your question.

18 CHAIRPERSON RODRIGUEZ: Thank you.

19 [applause]

20 LINDA ANN GRAY: Hello. My name is Linda
21 Anne Gray. What we have here is a bill which appears
22 to benefit everyone, except the carriage horse
23 himself. Fewer horses, yet he will still work a nine
24 hour day. He will work in extreme temperatures. His
25 life will be spent dragging a heavy carriage laden

1
2 with vacationers. This is not an acceptable life for
3 any horse. A ban is what we sought. A ban is what
4 the Mayor promised, and a ban is what we should
5 continue to strive for. History will judge those who
6 have sold out the carriage horses, those who made
7 deals and sought their own gain. Everyone still
8 remembers my fellow countryman Neville Chamberlin and
9 his appeasement. It truly betrays the carriage horse
10 to even consider Intro 573A. All the deals and all
11 the lies, we will never compromise.

12 CHAIRPERSON RODRIGUEZ: Thank you. Next
13 group, Zelda Penzel, Jill Wait [sp?], Mary Apple
14 [sp?], Jeffery Lyons [sp?], Wendy Render [sp?], one
15 sign [sic]? Father Brian Jordan. You may begin.

16 ZELDA PENZEL: My name is Zelda Penzel.
17 I'm President of People for the End of Animal Cruelty
18 and Exploitation, the acronym for which is PEACE.
19 I'm here today to say that I oppose this bill and I
20 support a full ban on the carriage horses in New
21 York. Studies, research, knowledge about animals
22 have brought about great changes in our understanding
23 and perceptions of animals. It's called evolution.
24 It's also called education. You have heard more than
25 enough reasons to justify a total ban of this

1
2 inhumane industry. There are certain principals that
3 should never be compromised, and this bill assures
4 the continuation of an inhumane and archaic, pardon
5 me, industry. After over a hundred years, Ringling
6 Brothers is removing its elephants from circuses.
7 Sea World and the suffering Orcas are also on the way
8 out. Industries change, vinyl records, gas lamps,
9 telephone operators have all bitten the dust. It's
10 like trying to preserve slavery because the
11 plantation owners will be put out of business. Do
12 the right thing. No compromise. Pass a ban. Thank
13 you very much for hearing me.

14 CHAIRPERSON RODRIGUEZ: Thank you. Let's
15 keep fighting with the same energy to close the gap
16 that divide our city between the one percent and the
17 99 percent. Next group, Diana Cumba, Mama Du [sp?],
18 Brian Gaul [sp?], Donny Moss, Maurice Clara [sp?],
19 Carol Marcus, Melissa Dent [sp?], Andy Sessa [sp?].
20 And we will be doing--we will finish in less than an
21 hour.

22 JONC MAMA MADU: Good afternoon,
23 everyone. My name is Jonc Mama Madu [sp?]. I'm
24 Pedicab driver. I oppose Bill 573 because this
25 destroy my family. I am Pedicab driver five years.

1
2 So, this bill is not good for us, because we don't
3 know what we can do in the city with a Pedicab. We
4 ran through the streets, we cannot make any money
5 because Uber. I've been working on the street on
6 Christmas. I didn't make any money. Nobody will not
7 take ride, so I go back home. I have family. I have
8 four kids. So, I pay my bill. I pay everything.
9 So, I oppose this bill 573. If you move us to 85th
10 Street, that means we don't have any business. So,
11 that's the--that means we're going to be homeless in
12 the city. So, thank you everybody.

13 JOHENI KOBUCK: Good evening [sic]
14 Council Members. My name is Joheni Kobuck [sp?].
15 I'm a Pedicab driver. I'm a licensed Pedicab driver
16 and Pedicab owner. So I oppose the Bill 573A because
17 if taken by the City Council it will destroy the life
18 of 200 Pedicab drivers who are working hard every day
19 since morning 'til night. So I'm the only one person
20 who's working in my family to support my three month
21 daughter and my wife, and this job is pretty much my
22 livelihood. I came to the country as an immigrant,
23 and that was the only chance for me to make money in
24 the city because in all the places that were asking
25 me about the New York City experience, and it seemed

1 like New York City experience has the privilege. It
2 doesn't matter that you've been working in other
3 states of the country, but if you don't New York City
4 experience, you don't have a job in this city. That
5 was my salvation. I found this job and it still gives
6 me, you know, the money to support my family and lets
7 me work and make a lot of tourist in this city happy
8 every day. So, we don't want to be the part of 573A.
9 We want to be taken out of this bill. Thank you.

11 CHAIRPERSON RODRIGUEZ: Can you please
12 say your name again?

13 JOHENI KOBUCK: My name is Joheni Kobuck.

14 CHAIRPERSON RODRIGUEZ: Thank you.

15 DONNY MOSS: My name is Donny Moss. I
16 made *Blinders*, a documentary film about the horse-
17 drawn carriage controversy. First of all, how is
18 democracy being served when all of the Council
19 Members on this committee except for one aren't even
20 here to--they weren't even here when the first animal
21 rights person testified. It's an injustice. To all
22 of those pro-industry Council Members, they clearly
23 demonstrated their pro-industry bias. I wish--I
24 would love to be able to ask them right now, do you
25 think it's acceptable for a horse to not have a

1
2 pasture for grazing, for running, for rolling, for
3 interacting with other horses as heard animals do.
4 These horses have been stripped of the ability to do
5 anything that comes naturally to them, but the
6 Council Members who support this industry aren't here
7 to hear me say that. These trainer of this industry
8 wrote in his book about training the carriage horses
9 that carriage operators come out to the farm and ask
10 if I can give their horse and attitude adjustment.
11 What these horses need is discipline and
12 understanding that they have a master and they are to
13 do his or her will. I support some improvements, but
14 everybody who fights--

15 CHAIRPERSON RODRIGUEZ: [interposing]

16 Thank you.

17 DONNY MOSS: to keep this industry afloat
18 is going to be on the wrong side of history.

19 CHAIRPERSON RODRIGUEZ: Thanks.

20 MARIA CLARA: Good afternoon. Maria
21 Clara from Westchester County. I love horses and I
22 oppose this bill. I'm a business woman and a
23 grandmother. I would like to tell my grandchildren
24 the horse abuse for money will be stopped. I would
25 also like to tell them that compassion save the jobs

1 of the Pedicab drivers and their families will
2 flourish like yours, like mine. And last, I would
3 like to truly let them know that today here on the
4 right side of history we will make the ban of the
5 horses in Central Park a reality, to make a safe,
6 better world for them, for us. The alternatives are
7 here, Pedicab drivers and electric cars. And a
8 respectful reminder to Mayor de Blasio--

9
10 CHAIRPERSON RODRIGUEZ: [interposing]

11 Thank you.

12 MARIA CLARA: Keep your promise, and in
13 Spanish, [speaking Spanish]. Gracias.

14 CHAIRPERSON RODRIGUEZ: Gracias. Next
15 group, Jean Catchadorian [sp?], Amanda Citarella,
16 Roxanne Delgado, Joan Cuburt [sp?], Emily, Rose McCoy
17 [sp?], Simone Shutah [sp?]. You may begin.

18 SERGEANT AT ARMS: Quiet please.

19 EMILY MCCOY: Hi, my name is Emily McCoy.
20 I'm a Manhattan resident and a longtime observer and
21 critic of the New York City carriage industry. While
22 the current legislation may not be what most of us
23 had hoped for, I still see it as a step in the right
24 direction for the horses currently stuck in the
25 system. I could go on with the rest of this, but it's

1 on record. I've handed it to you. I do consider it
2 very disingenuous when I hear carriage industry
3 people who are making money off of this system as the
4 way things are accuse people who are in this because
5 we are volunteers who want to see horses taken off
6 the street because the streets are no place for
7 horses, accuse us of being involved in it for the
8 money, that we've paid people off, that we've done
9 anything. I just think it's a really rich accusation
10 for them to make to the people who are up here
11 because we care. So that being said, I'll turn it
12 over--
13

14 [applause]

15 SERGEANT AT ARMS: One last time, anybody
16 caught clapping will be thrown out.

17 ROSE MCCOY: Hi, my name is Rose McCoy
18 and I'm a livelong Manhattan resident and animal
19 activist. I've also seen the horses suffering on the
20 New York City streets in all-weather at all hours,
21 around Rockefeller Center and Central Park with
22 honking horns and sirens in unnatural settings for
23 these flight [sic] animals. My concern for these
24 horses inspired me to get petitions signed at my
25 school asking for an end to the horse carriage

1 industry, and to my pleasant surprise, an
2 overwhelming majority of the kids and teachers also
3 wanted to see an end to the industry because of their
4 concern for the horses. I have fellow students, New
5 Yorkers, animal lovers ask if they could help me
6 because they felt so strongly about it. I even have
7 a friend who constantly witnesses--who lives by the
8 stables and constantly witnesses dead horses being
9 brought back to the stables. When I have expressed
10 my concern to the drivers about the lack of water or
11 food spilled on the dirty street, they would say
12 things to me and my mom that I can't repeat here or
13 anywhere because I would get in trouble for using
14 many of the words they have used towards me. Thank
15 you.

17 ROXANNE DELGADO: Hi, Roxanne Delgado,
18 Bronx. The monopoly denies consumers a choice for
19 humane alternative. They do not harm any living
20 being. The Pedicab drivers are mostly African-
21 American immigrants and I wonder if this bill and the
22 lack of knowledge is discriminatory. In conclusion,
23 remove Pedicabs from this bill not from Central Park.
24 Set a defined nine hour timeframe of operation to
25 stop double-shifting, reduce the number of horse-

1 drawn cabs. DOH should approve the location the
2 horse will be disposed. If they don't approve them,
3 then the license holder should not be approved to
4 substitute or reduce the horse. Wind chill and
5 humidity should be taken in allowance with air
6 temperature. The no more than nine hours in the 24-
7 hour period work group for horses isn't monitored or
8 enforced. The horses are often double-shifted,
9 especially during the weekends, holidays and busy
10 days, and when I report DOH, NYPD and Consumer
11 Affairs, they can only speak to the drivers. Even
12 when I record it on video their response is they must
13 witness the abuse themselves. Thank you.

14
15 CHAIRPERSON RODRIGUEZ: Thank you.

16 SHIMONE SHUKAT: My name is Shimone
17 Shukat [sp?] and I support a complete ban on New York
18 City's carriage horse industry. An investigation by
19 Last Chance for Animals into the carriage horse
20 industry revealed the carriage driver taunting his
21 horse with a cigarette, another saying that she
22 "beats the shit out of her horse." A lame horse
23 named Patrick being forced to work without seeing a
24 veterinarian, and horses exhibiting stereotypical
25 behaviors that are a sign of severe distress. After

1
2 the horses can no longer work they are auctioned off
3 and often times end up in slaughter houses by going
4 through a middle man. Monetary penalties are not a
5 sufficient deterrent. Furthermore, contrary to what
6 you have heard, 12 horses have already been killed in
7 accidents. The carriage horse industry does not care
8 about the wellbeing of the horses. It only cares
9 about how much cash it can make off of exploiting
10 them, and for this reason it is inherently cruel,
11 which is why we want nothing less than a complete ban
12 on the industry as was promised by Bill de Blasio in
13 his election campaign. If wanting the horses off the
14 streets makes me a radical animal rights activist,
15 then yes, I am a radical animal rights activist.

16 [applause]

17 JEAN CATCHADORIAN: My name is Jean
18 Catchadorian [sp?]. I'm a volunteer for NYCLASS
19 animal activist. I'll begin my statement first by
20 reading a quote from the world renowned animal rights
21 philosopher Tom Reagan [sp?]. His quote refers to
22 how others perceptions of animal rights activists.
23 "The position we hold is often said to be extreme,
24 and those of us that hold it are said to be
25 extremists. The unspoken suggestions are that

1
2 extreme positions cannot be right and that extremists
3 must be wrong, but I'm an extremist when it comes to
4 rape; I'm against it all the time. I'm an extremist
5 when it comes to child abuse; I'm against it all the
6 time. I'm an extremist when it comes to sexual
7 discrimination, racial discrimination; I'm against it
8 all the time. I'm an extremist when it comes to abuse
9 of the elderly; I'm against it all the time. The
10 plain fact is moral truth often is extreme and must
11 be for when the injustice is absolute. Then one must
12 oppose it absolutely." And so it is, the injustice
13 against our horses is absolute and must be imposed
14 absolutely. For whether they pull the carriages on
15 the city streets or within the park, they are living
16 a life of captivity. They're being forced to labor
17 for another against their will. Just very quickly,
18 Mayor de Blasio, I say we believed in you on your
19 promise to free the horses. We worked hard to help
20 you get elected, and you let us down. You let us
21 down.

22 CHAIRPERSON RODRIGUEZ: Thank you.

23 AMANDA CITARELLA: Thank you. My name is
24 Amanda Citarella. I'm from Brooklyn. I'm an
25 anthrozoologist and the Executive Director of Humane

1 Education Nonprofit, Benevolent Enlightened Beauty
2 for Teenage Girls. As a New Yorker I'm opposed to
3 the horse-drawn carriage industry, but instead of
4 testifying as just a New Yorker with an emotion bias
5 towards ending the horse-drawn carriages in New York
6 City, I want to testify as an anthrozoologist. As a
7 anthrozoologist, I study the relationship between
8 humans and non-human animals. Much of the back and
9 forth between New Yorkers as to whether or not the
10 industry should be reformed or ended is based on
11 emotion. Instead, it's important that we look at the
12 facts, which I'm happy to provide. Horses are prey
13 animals, which mean they spook easily. The noise and
14 congestion of New York City streets leads to
15 accidents that put not only the horses but the
16 carriage drivers, passengers and pedestrians at risk.
17 In the past few years alone more than 30 known
18 carriage horse accidents and incidents have occurred.
19 For this reason, a bill which would limit the number
20 of horses that are--limit the number of horses and
21 contain them to Central Park is an obvious step in
22 the right direction and is better than nothing. As a
23 New Yorker I will continue to fight until there is a
24

1
2 complete ban, as I morally believe that horses are
3 not meant to be used as our entertainment.

4 CHAIRPERSON RODRIGUEZ: Thank you. Next
5 group, Rochelle Ashtenburg [sic], Titenburg [sic],
6 Roberto Ronelli, Maria Loyola [sp?], Harimon
7 Badavavine [sp?], Joelle Yurbarley [sp?], Danielle
8 Santo [sp?]. [off mic]

9 JOEL BARTLETT: My name is Joel Bartlett.
10 I'm a Vice President at PETA, but I'm speaking here
11 today as a resident of Midtown, and very often when
12 I'm walking my dog on 10th Street I see the
13 carriages, and I know that the horses are coming from
14 these small conditions where they can't turn around,
15 and I don't believe--you know, I can't see how
16 they're being treated there, but I can't believe that
17 it's treated well, because I see the drivers on their
18 phones often. I've seen them running red lights with
19 their horses, and I can't imagine there's any good
20 faith there that they would treat their animals well
21 when no one's there watching. So, I support the
22 compromise, and I really appreciate Chairman
23 Rodriguez, how you keep the animal rights back into
24 this conversation. Thank you.

25 [applause]

1
2 CHAIRPERSON RODRIGUEZ: And we only have
3 10, 15 more minutes and then we will done, okay?

4 RACHEL TRACTABURG: I also want to second
5 that as far as bringing animal rights into the
6 subject and just all around wellbeing for New
7 Yorkers. My name's Rachel Tractaburg [sp?]. I
8 testified almost seven years ago on this same
9 subject. Mayor Bill de Blasio's proposal to ban
10 horse-drawn carriages was the number one reason I
11 voted for him. This bill does not do the horses
12 justice. Limiting them just to the park is still
13 unsafe and inhumane. The park also has loud cars and
14 taxis and motorcycles. I don't trust the people who
15 own the horses. They are greedy and careless in the
16 treatment of their animals. It's time to stop
17 treating animals as slaves for profit. I support this
18 bill only because it will end some suffering, but
19 nearly enough. Thank you for all the other animal
20 rights activists who have come and supported this
21 today. Thanks.

22 ROBERTO BENELLI: My name is Roberto
23 Benelli [sp?]. I'm a New York City resident and I'm
24 also an animal rights activist. Time is short so I'm
25 going to get to the point. Animal abuse needs to be

1
2 abolished, not continued through compromise. As it
3 is currently written, I cannot fully support Intro
4 573A. The bill has weaknesses from just about every
5 standpoint. It will give away the store to this tiny
6 group of carriage drivers who own the city, will ruin
7 the Pedicab industry, spend tax payer dollars in a
8 probably illegal and totally inadequate stable in
9 Central Park when it should be used for the homeless
10 who camp out around City Hall. It will ultimately
11 hurt the horses in the long run, keeping them working
12 longer until the end of the time. We want a ban.
13 Justice delayed is justice denied.

14 DANIELLE SANDAU: Hi, my name is Danielle
15 Sandau [sp?]. I live in Manhattan in an apartment
16 for 58 years on 13th Street. I started the first
17 Block Association in Manhattan and 15 others at the
18 same time because we were not getting services from
19 the city in 73/74. We've dealt with all the
20 community problems that you have on your street with
21 your family, with everything. I have known horses
22 since I was five. They do have a spirit. They do
23 have love. They do have needs, and what we're having
24 here is a discussion about the health and welfare of
25 a four-foot huge animal which has been mistreated and

1 support of it, because I feel that having 19th
2 century horse carriages in 21st century New York City
3 traffic is both inhumane to the horses and very
4 dangerous to all of us. Although I would have
5 preferred to have a total ban like the Mayor
6 promised, and that's why I voted for him, I am
7 willing to support the compromise, because I feel
8 it's step in the right direction because it will get
9 the horses out of New York City traffic and into
10 Central Park where the air is fresher, there's
11 additional shade, a slower pace, and hopefully newer
12 stables that will undoubtedly provide better working
13 conditions and more humane experience for the horses.
14 It will also reduce the number of working horses and
15 hopefully help the excessed horses to go to
16 sanctuaries upstate or elsewhere. I also hope that
17 the final bill will place age and temperature
18 requirements on the horses. Thank you very much, and
19 thank you for staying until the end. Thank you.

21 AMY STERNBERG: Hi, I'm Amy Sternberg
22 [sp?]. I'm not here for economic gain as a lot of
23 people in this room are. I'm here as a human being
24 with a conscience. I don't believe a horse is a
25 commodity. I don't believe a horse should be used for

1
2 economic gain or other reasons without regard to the
3 horse's welfare. A horse is not an automobile. A
4 horse is not a carriage. A horse requires
5 protection, and we as human beings who could speak
6 for the horses need to protect the horses. There's a
7 lot of things out there including the weather, the
8 length of time they're out on the streets that
9 traffic that all concern me. I support this bill
10 because it's a step in the right direction, but I'm
11 for a ban. A ban because first of all we can see how
12 the industry really cares and how transparent they
13 really are, and second of all, if we're really
14 concerned about their jobs, I came up with a great
15 idea while I heard everybody. Why don't we just ban
16 the horses right away, and since the industry wants
17 jobs, make them Pedicabs and then don't put anything
18 in Central Park, and we're done. And they can
19 consent to it. Horses can't consent.

20 TRACY EVERETT: Yes, my name--hello? I'm
21 Tracy Everett. I'm a Broadway performer. I want to
22 say to Young Bird, that Indian Chief who was here
23 that is it okay that there is a huge poverty level on
24 all the Indian reservations? Is that meant to be just
25 as horses are meant to be working behind the carriage

1 horse? What kind of thinking was that? I don't get
2 it. If we allow the act to go through, the horse
3 carriage industry will move in as a tenant. Now, you
4 all know what landlords do when a tenant moves in,
5 they never get them out. The minute we let them have
6 this thing as a gift of 25 million dollars, they're
7 in, and this is a sneaky way to get them in. That's
8 what I think about this. So I'm against 573A.
9 Horses are flesh. They're not a machine and they're
10 not an industry. All civilizations grow towards the
11 light. That's called a reverence for life. If you
12 don't have it, the earth perishes.

14 CHAIRPERSON RODRIGUEZ: Name again? Sir,
15 your name?

16 TRACY EVERETT: Oh, Tracy Everett.

17 ARISTIT PASCAL: Hello, my name Aristit
18 Pascal [sp?]. I'm opposed, against the Bill 573.
19 All I'm asking you guys is that you take
20 consideration that that bill would destroy the life
21 of multiple family that depend on the hard work we
22 operate in Central Park. I understand that it is
23 scientifically proven that 90 percent of
24 communication is non-verbal, but I wanted to speak
25 out loud that the damage that it will create for us

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2 Pedicab drivers in our life, so you could understand
3 what that regulation of us moving us from 85th and up
4 will effect that part of life and will put us
5 through. Thank you for your time and understanding.

6 CHAIRPERSON RODRIGUEZ: Thank you. With
7 that I--we have one more person.

8 TIMONE NAZRKOF: Good evening. My name
9 is Timone Nazrakof [sp?]. I am Pedicab driver, and I
10 don't understand what banning Pedicab is doing in
11 this bill. So basically 85th street and up is
12 nothing to see out there by the tourist, and they're
13 not going much there just like [inaudible 06:38:11],
14 and it was right, my dear Chairman. You say you have
15 two beautiful daughters you're raising them. I have
16 four beautiful daughters. I'm raising them. I have
17 five beautiful girls waiting for me every night to
18 build [sic] some like kindis [sic] or whatever
19 candies, you know? It's not just about Pedicab
20 business. We love this business guys. We love to do
21 this when we're not lazy. We're working hard with
22 all these knees, with all these legs. We want to
23 work Central Park South 59th Street up to all park. I
24 can do whatever tour guides forever [sic]. I invite
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all of you. I will give you beautiful park tour
anytime, free for all of you guys.

CHAIRPERSON RODRIGUEZ: Well, with that I
would like to say that, you know, you showed that why
New York is an interesting group of people that, you
know, we listen to each other. We can have a
different point of view, but we were able to hold
this hearing in these numbers of hours listening to
each other. And most important I--the Administration
were able to take all those questions. We hear from
you, and thank you the Sergeants. Thank you to
Carlos-- Council Member Menchaca for staying here for
the--member of the Committee. It's a great day.

[applause]

CHAIRPERSON RODRIGUEZ: He organized, you
know. New York City is a place for everyone. Thank
you, and this hearing is adjourned.

[gavel]

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COMMITTEE ON TRANSPORTATION

C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date February 12, 2016