

**STATEMENT OF  
SUSAN R. PETITO  
ASSISTANT COMMISSIONER, INTERGOVERNMENTAL AFFAIRS  
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE NEW YORK CITY COUNCIL  
TRANSPORTATION COMMITTEE**

**JUNE 11, 2009**

**Good morning, Chairman Liu and members of the Council. I am Susan Petito, Assistant Commissioner of Intergovernmental Affairs of the New York City Police Department. I am pleased to be here today to discuss Intro. 886-A, which would mandate that the Police Department only put into service what the bill refers to as “handheld computers,” capable of taking photographs. The bill would further require that when one of these devices is utilized, and where practicable, a photograph evidencing the alleged violation must accompany every parking summons issued for the types of violations enumerated in the bill: bus stops, handicapped zones, bicycle lanes, crosswalks, sidewalks, fire hydrants, double parking, and failure to display a required document or license plate. We respectfully urge the Council not to approve this bill, for several reasons.**

**As you know, the Police Department’s Traffic Enforcement Agents utilize a device, called a Parking Ticket Device, to assist in the issuance of summonses. Parking Ticket Devices are not what would typically be thought of as computers; they have extremely limited memory and are not wireless devices or Internet accessible. They perform one function – producing paper summonses based upon the entries of Traffic Enforcement Agents into a template form loaded into the device.**

**The Parking Ticket Devices currently used by the Police Department do not have the physical capacity to be retrofit to include a camera. Further, the Department would be required to develop a new infrastructure to create, store, download and transmit photographs associated with the enumerated parking violations, not only impacting Police Department resources but also seriously implicating the resources and operations of the Department of Finance, which is responsible for the further processing and adjudication of parking violations issued by our Agents. The storage of millions of photographs would overwhelm the capacity of the Department of Finance, which would be required to retain them for at least a year, and possibly longer depending on the disposition of the summons. Every Administrative Law Judge adjudicating parking summonses would need to be able to access these photographs, and if the photograph were to be considered a part of the notice of violation, then an electronic or other mechanism would need to be designed in order to somehow communicate that photograph to the owner of the vehicle receiving the summons.**

**Beyond the technical and fiscal consequences flowing from enactment of such a requirement, the bill introduces a host of complications regarding the evidentiary value of photographs and the use to which they would be required to be put by Administrative Law Judges adjudicating summonses. It is unclear whether the intent of the bill is to provide for automatic dismissal of summonses which are not accompanied by a photograph, but the**

plain language of the bill would seem to so indicate. There may be circumstances in which photographs are not clear, or not capable of being taken or downloaded; it is uncertain whether and how explanations would need to be provided in such cases, and it is further uncertain whether and how the photographs would need to be verified or authenticated as part of the adjudication process. In addition, it is unclear what probative value such photographs may have, since the violations they are assumed to document may not be easily determined from a photograph, for example, the exact distance a vehicle is parked from a hydrant.

In practical terms, the bill would cut down patrol time. It would require Traffic Enforcement Agents to spend more time documenting each parking violation, including potentially having to take several photographs to get a complete picture of the violation involved. The likelihood of encountering a motorist who objects to the issuance of the violation, or even to the photographing of their vehicle, would greatly increase along with the time spent on each individual violation.

But, by far the most important reason not to enact this bill is the tremendous damage it would do to the validity of all parking summonses issued, not only by our Traffic Enforcement Agents but also by police officers and enforcement personnel of other agencies. This bill carries with it an underlying assumption that the prima facie case established by the issuance of the summons itself, and the sworn affirmation of its truth by the issuing officer, is insufficient. The bill in effect communicates doubt about the validity of parking summonses unless they are supported by a contemporaneous photograph, which will ultimately beg the question of why a photograph is not required for every violation, no matter how and by whom it is issued. We believe that the summons itself must and should continue to provide the evidence needed to support a finding that the violation has been committed.

We strongly urge the Council not to approve Intro. 886-A, as unnecessary and potentially destructive to the City's efforts to keep traffic moving and, most important, to keep all those who use our streets safe. Thank you, and we welcome your questions.

**DAVID WOLOCH  
DEPUTY COMMISSIONER  
NEW YORK CITY DEPARTMENT OF TRANSPORTATION**

**HEARING BEFORE THE CITY COUNCIL  
COMMITTEE ON TRANSPORTATION  
JUNE 11, 2009**

Good morning, I am David Woloch, Deputy Commissioner for External Affairs at the New York City Department of Transportation and with me here today is Victor Rosen, Assistant Commissioner in DOT's Traffic Operations Bureau. Thank you for inviting us here today to testify on Intros 1017, 901 and 980.

Intro 1017 requires the Department to post notice of any change to parking restrictions, permanent or temporary, in the area and on its website one week in advance of its effective date. This notice is to include, at a minimum, the proposed change and date it will take effect.

DOT maintains a vast portfolio of street signage, 1.3 million in total, about 20% of which are used to designate parking restrictions. Currently, we complete all non-priority regulatory sign orders within 90 days, which affords us the flexibility to complete work as efficiently as possible. When a permanent change to an existing regulation occurs, crews visit the location, once, to replace signage. Under Intro 1017, staff would be required to go out twice, once to post notice, then again to change the signage, essentially doubling their workload and undoubtedly resulting in the need for additional staff or overtime outlays. In addition to the costs associated with the increased workload, this legislation also impacts the efficiency of our operations. We prioritize work based on need and staffing levels, often changes are bundled with other work being done in the area. Should we have to comply with this bill, crews would have to adhere to a rigid schedule, returning exactly seven days following the posting of notice. Should weather, staffing levels or an emergency delay our crews beyond seven days, we would need to return to the location, post new notice, then, for a third time, return a week later. This would create considerable inefficiencies, as it introduces a period where despite the ability to do so, work cannot be completed.

In addition to permanent restrictions, Intro 1017 also addresses temporary restrictions, which may be used by DOT, other City agencies or even private contractors. Temporary signage is installed

to notify motorists of restrictions related to special events, temporary construction or street reconstruction. In addition to signs for non-DOT uses, DOT also utilizes temporary signage as part of our repaving operations. In this case, one week's advance notice is particularly problematic, as once our crews enter a community board, the specific streets captured in any given day depends on how quickly work gets done, which will vary based on location. The condition of the roadway, equipment issues and even weather affects the speed at which work is completed. In this case to comply with the bill we would have to restrict parking for more time than actually necessary in order to ensure the curb is clear for us to repave. Further, it is important to point out that the more time notice is posted, the less chance it will actually remain in tact. Often, even when notice is posted days in advance, due to tampering or weather conditions, it disappears by the time crews come to repave. In these cases signs are missing at the most important period, right before regulations are changed.

While we do recognize the benefit associated with advanced notification, as required in Intro 1017, the necessary staffing costs and impact on our operations are just too great. We appreciate however, the real concerns driving this proposal and are eager to think through alternative approaches.

Now let me turn to the next bill before us today, Intro 901 which requires DOT to reserve 10 spaces or 10% of all spaces in City-owned parking facilities to be designated for use by car-sharing programs. The bill specifies that should demand exceed supply, every two years a lottery system will be issued to allocate available spaces and that if supply exceeds demand, excess spaces may be exempt until a car-sharing program requests the space. DOT strongly supports the concept of car-sharing as it has the potential to greatly reduce congestion, allowing us to yield the mobility and environmental benefits associated with decreased car ownership in the City. Accordingly, we do support this legislation. We would like to work with you on finalizing the exact language of the bill, particularly how it relates to our current management contracts, and hope to work on that with you. (However, it is important we don't overstate the impact of our own parking facilities. As you know, over the years DOT has sold many of its lots and garages, particularly those in high-demand areas, such as Manhattan and Downtown Brooklyn. As a result, a number of our facilities are in less congested areas, often not in sought after destinations, further from public transportation, where more residents own cars, and



therefore there is less of a demand for car-sharing programs.)

Finally, we would like to address Intro 980, which requires DOT to create and implement a plan that offers a solution for securing receipts to motorcycles parked at munimeters. At present, motorcyclists must find some way to affix receipts to their vehicles in order to park at munimeters. The absence of an enclosed dashboard makes this difficult, as weather conditions or theft are issues that must be considered. Currently, when we are contacted by motorcyclists faced with this problem we offer to send them, free of charge, plastic pouches they may use to display munimeter receipts. These pouches may be affixed to motorcycles in a number of ways. There are also retailers that sell devices similar to our pouches, equipped with combination locks or plastic ties. Going forward, there is more we can do to let motorcyclists know about these devices, such as posting the information on our website, so riders are aware of this option. We agree this is a problem for motorcyclists, and as mandated in the bill, DOT will continue to explore additional solutions.

Thank you for the opportunity to testify before you today. Following testimony on Intro 886A, we would be happy to answer any questions you may have at this time.



Charlesetta Horton  
Exec. Vice-President  
Gordon McGill  
Vice-President  
Ruth Thomas  
Vice President (SEA)  
Patrick Plummer  
Secretary-Treasurer

Testimony by James Huntley  
President of CWA Local 1182  
Before the City Council Committee on Transportation  
**Regarding Int 0886-2008A**  
June 11, 2009

Good morning Councilman Liu and members of the Transportation Committee. My name is James Huntley. I'm President of CWA Local 1182 a union representing 2,500 Traffic and Sanitation Enforcement Officers in New York City.

The passage and implementation of Intro 886A requiring traffic agents to photograph all ticketable offenses and include a copy of the photograph with each notice of violation is something we may want to look at in the future. However, with present technology and accountability systems in place the utilization of a camera will not improve productivity. In addition, purchasing over 2000 new hand held devices at \$2,500 per unit, at a time when the city is operating under fiscal constraints and terminating thousands of municipal workers, is not prudent, particularly when the Parking Ticketing Devices presently utilized by Traffic Agents are operating effectively and provide up-to-date information to the police department and other agencies. Tickets in dispute are matched with agents monthly, and errors continue to decrease. The use of a camera will slow down the process, not improve the accountability and cost the city hundreds of thousands of dollars.

According to a NEW YORK TIMES article of November 2008 the number of parking tickets issued citywide has surged 42 percent since Mayor Bloomberg took office. In 2008 New York City collected 64 percent more in fines than 2002. At least 276,000 drivers were ticketed earning the city over \$624 million.

The New York City Police Department uses the most up to date hand held equipment of any police department in the country. Traffic Agents scan a vehicle's registration sticker, which is affixed on the windshield, and information about that particular vehicle is instantly and accurately captured. A traffic summons is then printed on the spot. After issuing a ticket, the agent transmits the ticket information from the handheld to a Finance Department computer. Since handheld devices are secured by biometric signature a ticket can be printed only after the unit has detected the issuing agent's signature.

Integrating cameras with present equipment and procedures is an interesting concept that can be explored in the future when the economy improves. Any implementation plan must begin carefully and slowly with input from those that work every day in traffic enforcement and the unions that represent these dedicated city employees.

## TRI-STATE TRANSPORTATION CAMPAIGN



Testimony of Veronica Vanterpool  
Tri-State Transportation Campaign  
NYC Council Hearing  
June 11, 2009

Good morning. My name is Veronica Vanterpool and I am the associate director of Tri-State Transportation Campaign, a non-profit regional transportation advocacy group working to improve transportation planning and transit systems in New York, New Jersey and Connecticut. I am here to show our support for Intro. 901.

As a group working to reduce car dependency and traffic congestion, we are pleased to see the New York City Council propose a piece of legislation with those goals. The five boroughs of NYC are extremely transit rich, but cars can be a convenient alternative for those moments when taking transit is not practical: transporting big items, traveling with many kids in tow, arriving at places in the wee hours of the day. This helps explain the recent success of car sharing programs, like Zipcar, especially in dense, urban cities like NY. Sometimes people want access to a car without the responsibility and burdens of car ownership.

For this reason, it makes sense to reserve parking spaces in public parking facilities for car sharing programs. A more accessible and convenient car sharing program could be a swift measure reducing the number of car purchases in NYC. According to a recent post on Green Inc., a NYT blog, other US cities are even "...looking to leverage car-sharing benefits by allowing high-rise condo developers to reduce their underground parking requirements if they agree to provide on-site spaces for commercial or nonprofit car-share companies."

Car sharing programs reduce the number of cars on streets. According to Zipcar's website, every Zipcar takes 15-20 privately owned cars off the road. This is good news for road infrastructure and air pollution as fewer cars means less wear and tear and less harmful pollutants emitted. In fact, many car sharing programs have "green" cars in their fleet adding additional environmental benefits. Zipcar expects 10% of the population to adopt car sharing as their primary mode of transportation showing how quickly the benefits can grow.

Additionally, the popularity of Zipcar in NYC, once the only car sharing program serving this market, has prompted competitor programs like Mint and Connect by Hertz to step in making this an increasingly available option to more people.

Without parking accommodations, the success of these programs is limited and potentially stalled. We think Intro. 901 is one sensible solution of many that addresses traffic congestion, air pollution, and limited parking space simply and reasonably. We urge the NYC Council to pass this legislation. Thank you.



Comments by Christopher Ficalora  
Regional Vice President, Zipcar  
New York City Council Bill No. 901  
June 11, 2009

Good Morning, Mr. Chairman John Liu and the members of the committee. I'm Chris Ficalora, Vice President of Zipcar and I'd like to thank you for this opportunity to present testimony in support of Bill No. 901.

This bill will allow Zipcar and the Car-Sharing category in general to effectively expand into all parts of the boroughs in such a way that it will benefit all the residents of the New York Metro Area.

Zipcar and the Car Sharing category take cars off the road. Studies have shown that each Zipcar takes more than 15 personally owned vehicles off the road. In a recent member survey, 65% of our New York members reported selling a car or halting a purchasing decision upon joining Zipcar. In NYC, this means that that by the end of 2009, over 70,000 vehicles will have been removed from our congested streets. 40% of New Yorkers own vehicles, while in Brooklyn, Queens and the Bronx, 60% own a vehicle. These areas are car sharing's biggest opportunity for growth and potential impact; however they lack sufficient privately owned parking to facilitate growth

In addition, Car sharing members drive significantly less than individuals with personally owned vehicles. The average Zipcar member reports driving 2,600 fewer miles per year after becoming a member. This equates to a

In the same survey of Zipsters, they underscored that the environment is important.

1. 96 percent believe that their actions have an impact on the environment
2. 67 percent do not believe that government leaders and policy makers take global warming seriously
3. 52 percent do believe that city life will improve in the next 3 years

I tend to disagree with our members on number 2 as I know our City government cares and is working very hard to improve our environment.

With that said and in closing, we are committed to the great city of New York and see a great future for car sharing. The use of municipal parking lots will bridge the gap to a tighter network of car sharing vehicles for the members of the car sharing community within New York.

I thank you for your time and will be happy to answer any question the Chair or Committee may have.

Jesse Erlbaum  
36 Ingram Street  
Forest Hills, NY 11375  
917-647-3059

June 11, 2009

To the City Council of NYC, regarding Intro 980 (A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to create a plan for parking motorcycles.)

Honorable Council Members:

My thanks to the Council for inviting me to speak today. In particular, I'd like to thank Council Member Lappin (District 5) whose office has kept me updated on the status of this bill over the past weeks and months.

My name is Jesse Erlbaum. I am a 37 year old, second generation New Yorker, living in Forest Hills, Queens (District 29, represented by Council Member Katz) with my wife and two young children. I am also a small business owner, and have run my own computer software development firm since 2002. Our company's offices are located just south of Union Square in Manhattan (in District 2, Council Member Mendez).

I am also an avid motorcyclist. I am a member of the *New York Motorcycle Task Force*, as well as the *American Motorcyclist Association (AMA)*. I commute to work in Manhattan when weather permits, via motorcycle. I do so for the efficiency and convenience in the early hours at which I travel, as well as the personal enjoyment I receive from this mode of conveyance.

I am speaking today in support Intro 980, *but I believe it must go further.*

Motorcycles and Scooters have special parking requirements, beyond the issue of Muni-meters. The defining characteristic of a motorcycle, besides its number of wheels, is that it is small and light compared to an automobile.

Because they are so small and light, they are very susceptible to damage when parked between cars and SUVs – which too often “park by feel”, bumping the adjacent vehicles as they squeeze into a spot. If the adjacent vehicle is another car, the damage may only be limited to a scratch on the bumper. Scooters and Motorcycles have no such protection, and are routinely knocked over.

My own motorcycle has been knocked over while legally parked *three times* thus far this year. The result has been nearly \$1,000 in damage. In not one of these incidents did the offending driver leave a note. My experience is far from unique. Every single motorcyclist or scooterist I've talked to has had similar stories.

***It is for this reason that I ask that Intro 980 be expanded to direct the DOT to establish DEDICATED, SPECIALIZED motorcycle- and scooter-only street parking throughout the city.***


The model for such parking is well-established in comparable cities in the US and elsewhere. Along with a written copy of this testimony, I have included representative photographs from San Francisco and London. I hope the council will take a moment to look at these photos, as I believe the respective plans of those cities are very compatible with our own.

The benefit to the city of providing better parking facilities for motorcycles and scooters are numerous. The most obvious advantage is, as I have just described, protection against property damage of our fellow residents. However, I believe the most profound advantage is in creating an environmentally sustainable and less congested New York City.

Due to their smaller size and weight, motorcycles and scooters are far more fuel efficient than cars. My motorcycle routinely gets over 40 mpg. Most scooters get over 80 mpg. Because of their greater fuel efficiency, for every one car or SUV which is replaced with a motorcycle or scooter, there will be over two and a half tons *less* CO<sup>2</sup> in the atmosphere, per year!

Finally, due to their greater space efficiency when parked, motorcycles and scooters permit more people to access a neighborhood. In the space which would fit only a single car or SUV, five to seven motorcycles or scooters could be parked. That results in perhaps five times as many people being able to reach an area – more visitors, shoppers, and the workers who support them.

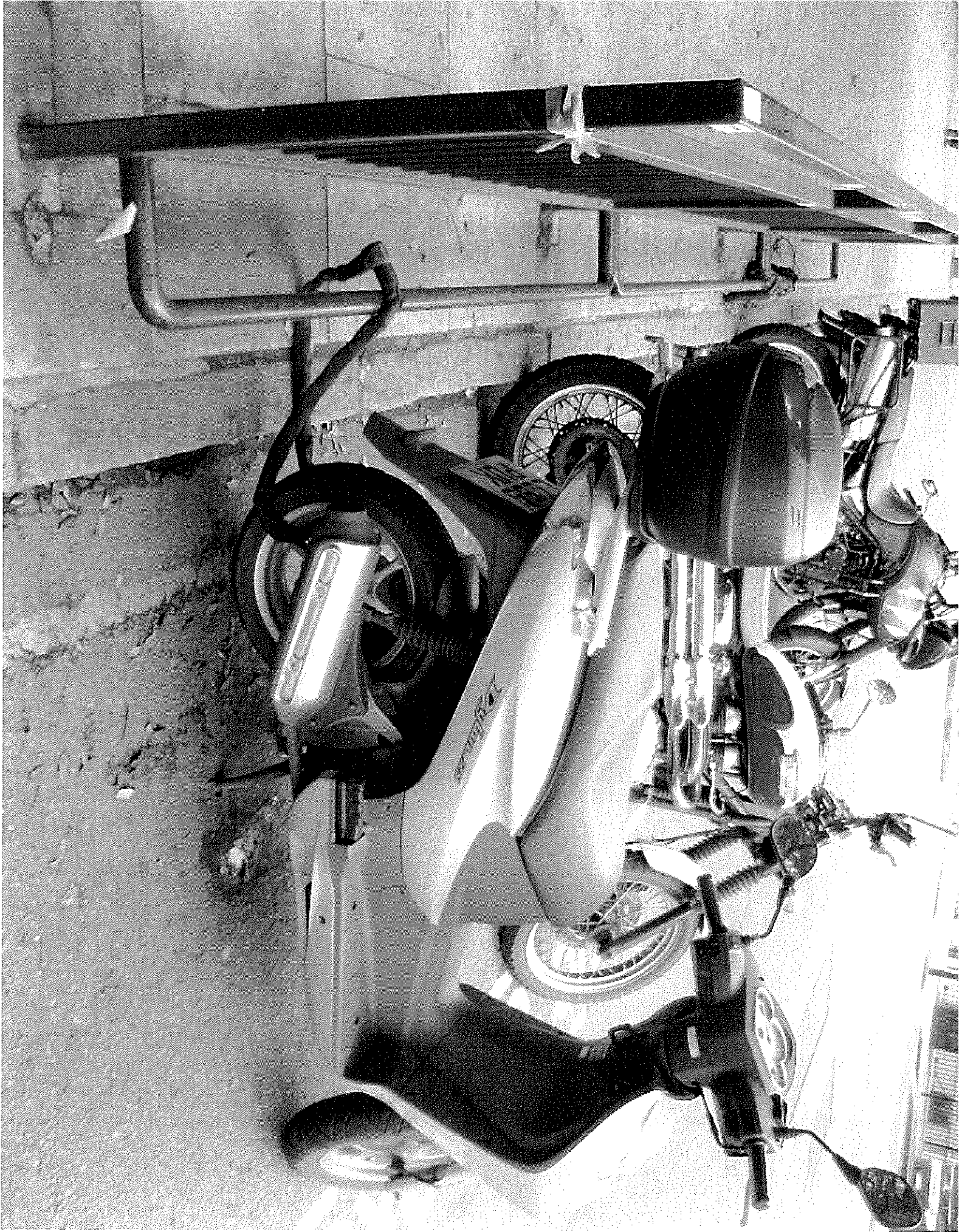
My sincerest thanks to the Council for taking the time to listen to me today.



Jesse Erlbaum



# **Motorcycle & Scooter Parking in London**



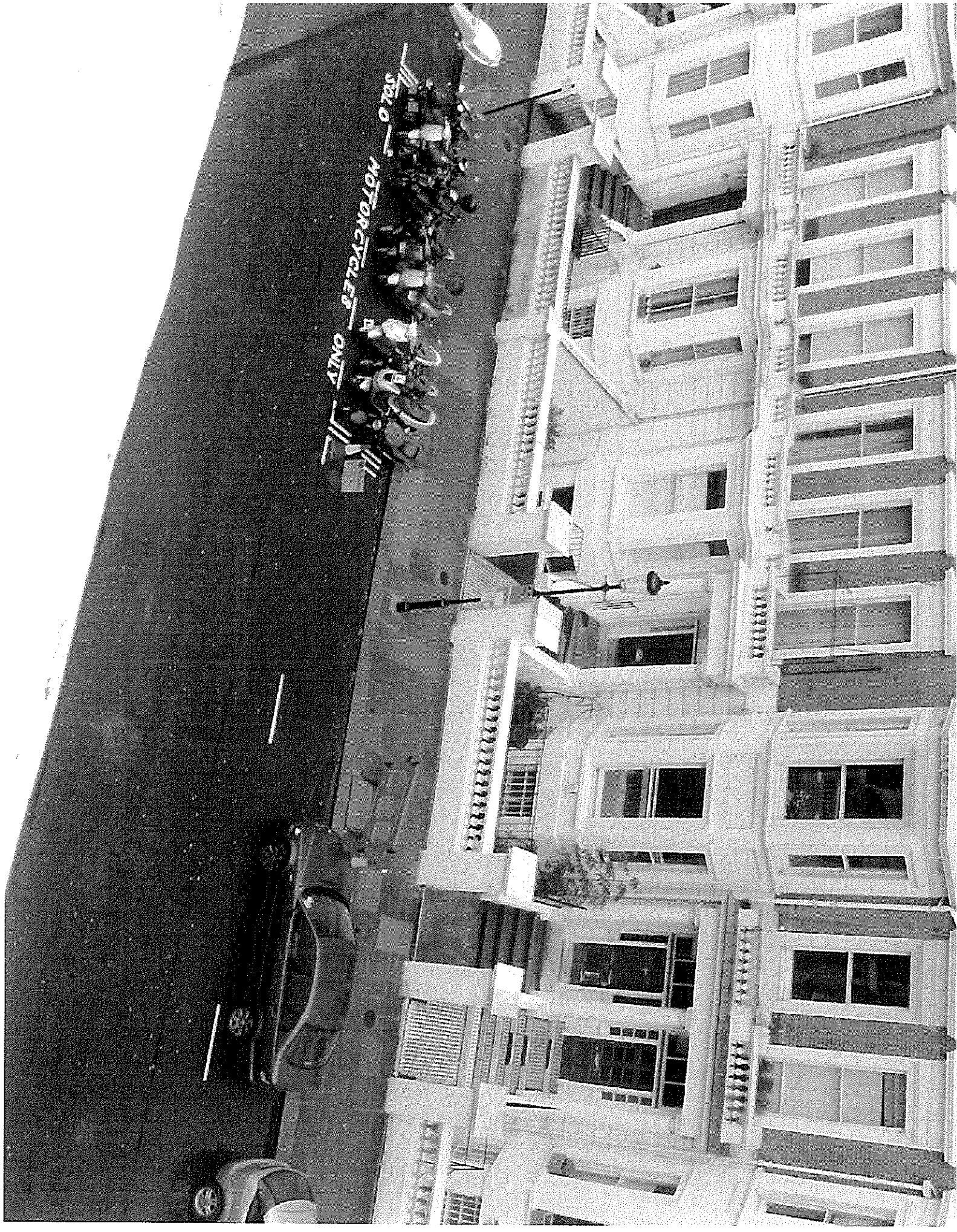








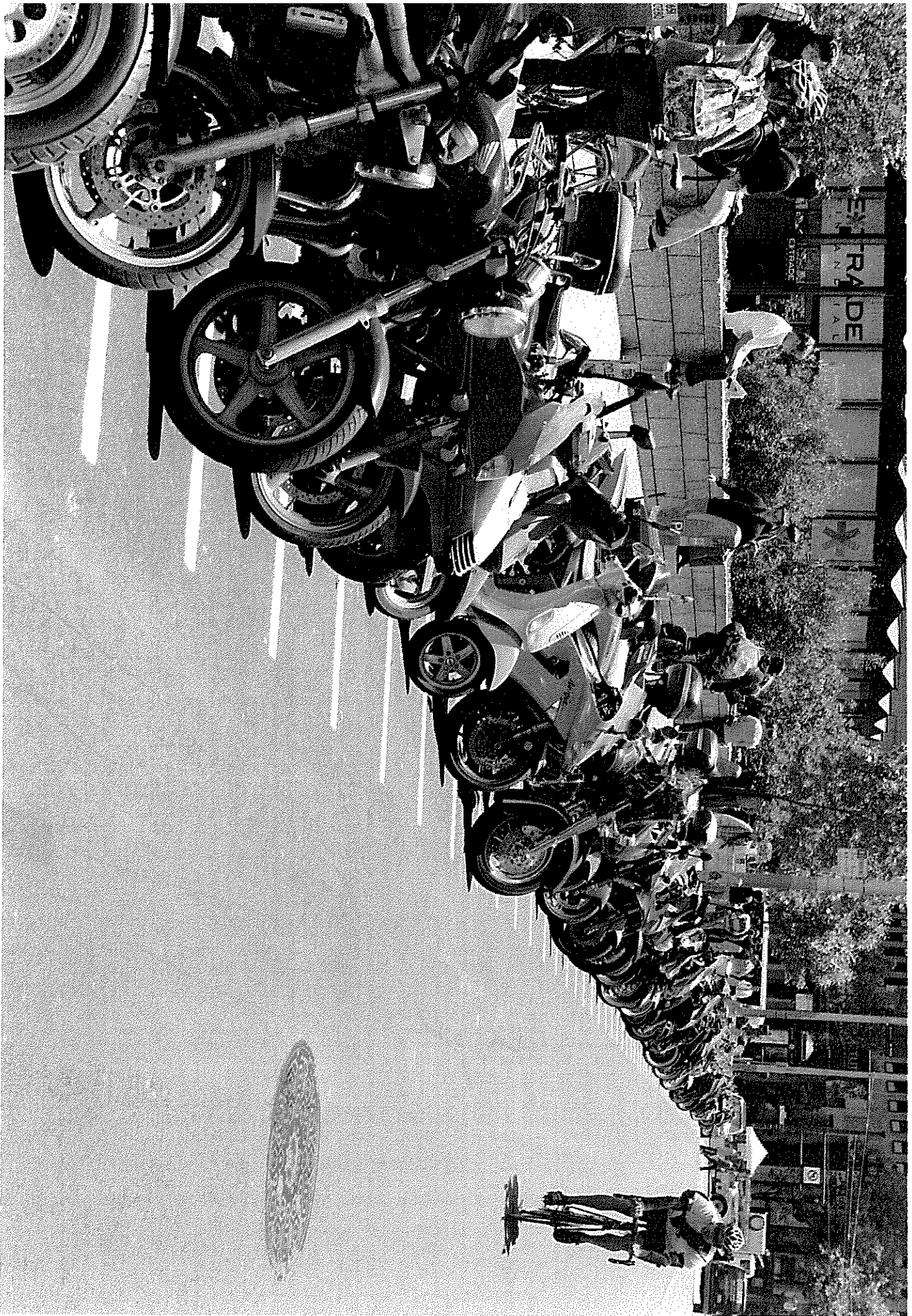




582 0 MOTORCYCLES ONLY

**Motorcycle & Scooter  
Parking in  
San Francisco**







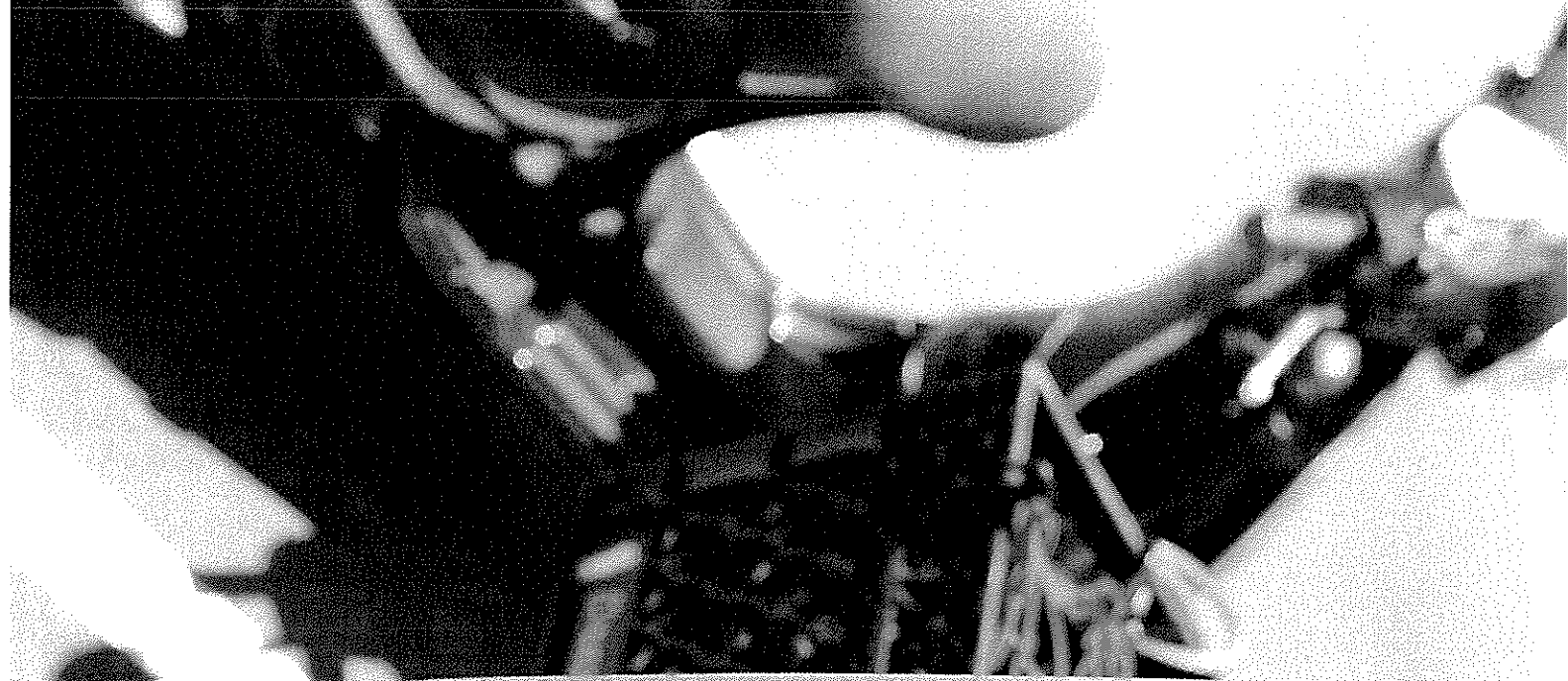












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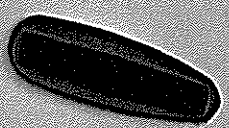
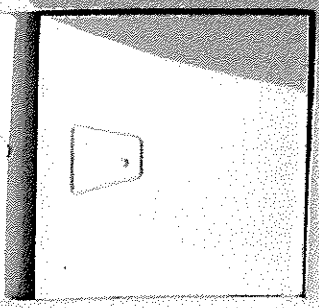
**10 HOUR**  
PARKING  
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PER HOUR

MON SAT 7AM - 6PM

MOTORCYCLE PARKING  
ONLY

ALL OTHERS \$1.00 PER HOUR  
CASH ONLY

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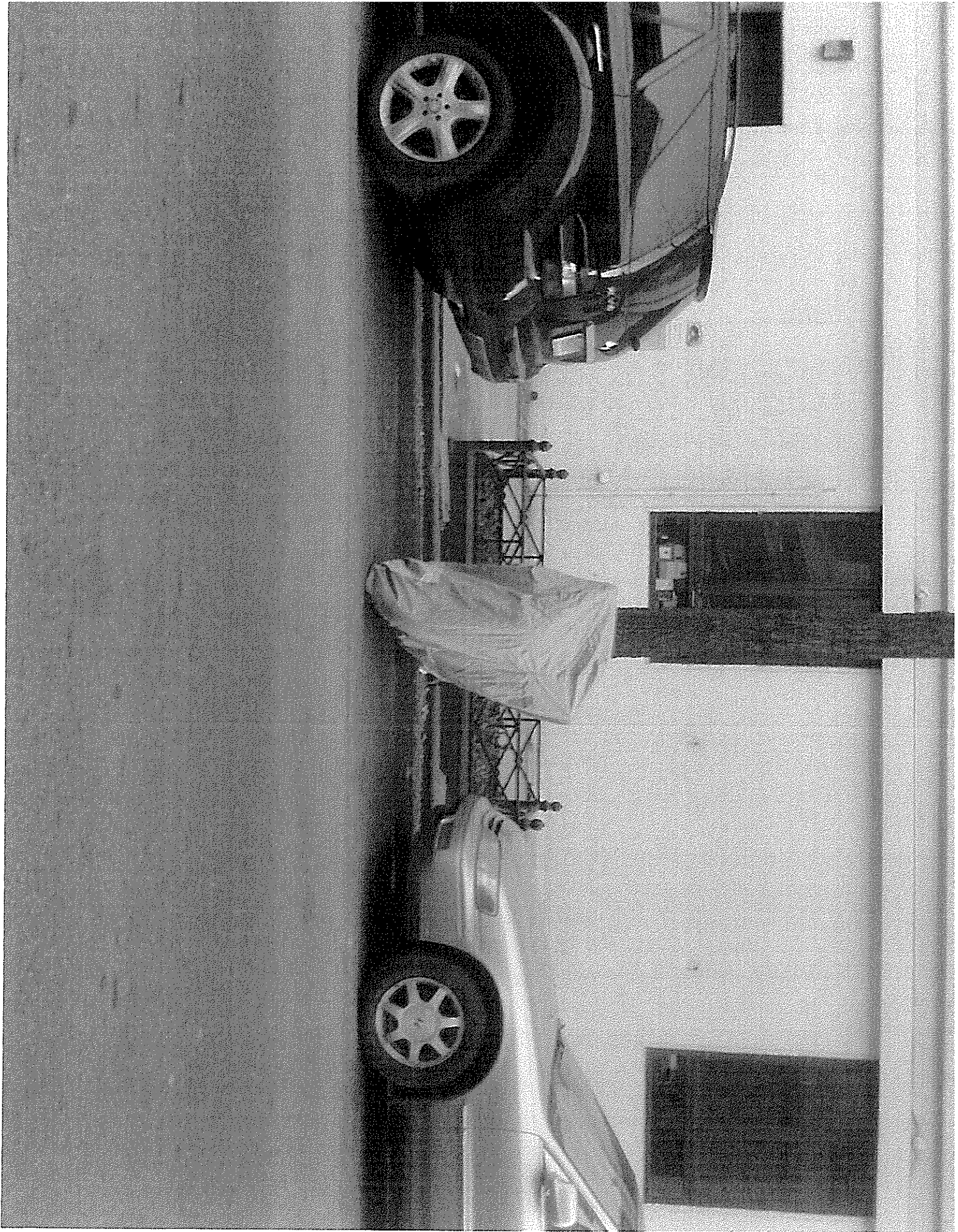




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# **Motorcycle & Scooter Parkings in New York City**









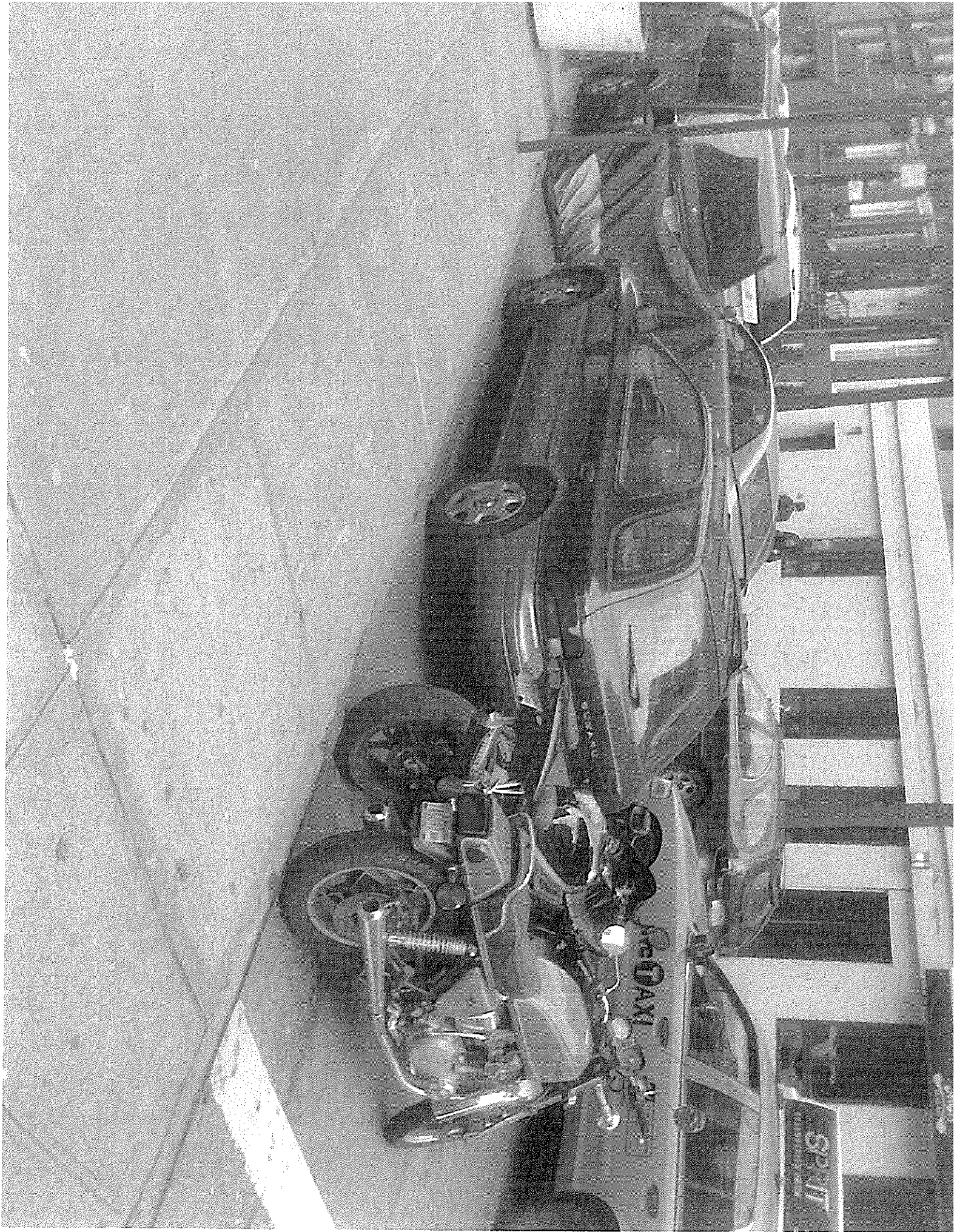






NEW YORK STATE  
REGISTERED MOTORCYCLE  
160B84





My name is MaryJo Gracin. I am a single mother of 2; living in Beechhurst; council district 19; Tony Avella is my councilman. I am a member of the NY Motorcycle and scooter taskforce, the AMA, and the Citibeemers MC. I am here because I support proposal no 980, but it doesn't go far enough. 8 years ago I learned to ride a motorcycle. Soon after, I took my motorbike to work, discovering that commuting by motorbike improved my quality of life. With my commute time cut by over half, I could get home to my kids when they called from school in Queens from my job in Manhattan, to meetings with teachers, to be home to actually make and eat dinner before bedtime; while continuing to working in the area that I was working.

Sadly, it has not been without its problems. I am subjected to police targeting, getting stopped just to show that my papers are in order. I have learned to be alert to taxi cabs that don't see me because they are aiming for the fare waving at the corner. I risk overheating and ruining the engine on my motorbike when stuck in traffic because there are no special travel lanes for bikes. But the biggest harassment has been the parking situation. When I worked on Wall Street I was able to park at the MC parking area on Wall Street and South Street. But when I moved to a position in Midtown, I spent 2 months searching for a parking garage that accepted motorbikes. If I park on the street, I risk getting my bike hit and damaged, or stolen. If I park on the sidewalk, I risk a ticket.

Last year, when gas was close to \$5 per gallon, my brother, who owns a small contracting firm, confided that if he could safely park in the commercial zones in the city where he now can park his truck to visit job sites, he would rather ride a scooter to work than drive a truck. So, if the city gave people incentives to commute by motorbike by setting aside one car length spot, per block, exempt from commercial parking restrictions; it would incent 4 to 6 people per block who are currently commuting by truck to use a motorbike instead. Imagine the affect that would have on the congestion and pollution in the city. When I started doing research, I found that other cities have already successfully implemented motorbike parking plans, Toronto, San Francisco, and London, to name a few. NYC is behind the times.

I am here to state that proposal no. 980 is the first step in the right direction and I encourage the council to vote for it. If the city could provide a safe place to park, with barriers so that cars can't hit us, and anchors to prevent theft, I would gladly pay for that place. If the city was serious about easing congestion, they would offer it free of charge or at a reduced rate.

Thank you.

Thank you Transportation Chair John Liu for inviting us to speak at this hearing. My name is Cheryl Stewart. I live in district 6, Red Hook, Bklyn. I urge Councilmember Gonzalez, to vote 'yes' on Intro 980. The NY Motorcycle Task Force and I strongly support this measure which will require NYC DOT to create a plan for parking motorcycles and scooters in areas controlled by muni-meters. I only wish this intro would go even further.

I've been riding since 1981. I'm a member of the NY Motorcycle Task Force, the AMA, and a Founding Member of the Sirens Women's Motorcycle Club, as well as its current Vice President. I also instruct for the Fishtail Riding School. Depending upon which of my bikes I'm riding, I get between 39 and 52 MPG.

I'm a freelance scenic artist. My motorcycles aren't just recreation for me, I use them to carry myself and my tools to my various jobs in far flung areas in and around NYC. Motorcyclists find ourselves at a serious disadvantage when parking in areas controlled by muni-meters because we have no way to secure our parking receipts. They get lost or stolen, and there's no uniform place for officers to look for the receipt, resulting in onerous and unwarranted fines for us.

Motorcycles and scooters reduce congestion and pollution, and we take up a fraction of the parking area of an average car. Anywhere between 5 and 7 motorcycles and scooters can park in one regular car parking spot. NYC should encourage us to use our environmentally friendly vehicles.

In 2005 the city of Toronto solved their muni meter problem immediately and without any outlay of funds when the Council agreed to amend City bylaws to simply exempt motorcycles from parking fees in all areas controlled by muni meters. Motorcycles and scooters can park in any legal parking spot anywhere in the city of Toronto without paying at the meter. Toronto has also designated motorcycle only parking areas in their municipal parking lots. This solution would work immediately and extraordinarily well for us here in NYC, and I urge the Council and NYC DOT to adopt this model, which has been so successfully pioneered in Toronto.

London is another city with significant traffic congestion problems. Part of their congestion plan is to actively encourage motorcycle and scooter use in London because of our small footprint and our environmental superiority. Besides exempting motorcycles from their congestion pricing plan, motorcycles and scooters may legally park in areas painted with diagonal 'zebra stripes'. The London model would work well in NYC to solve a very serious shortage of safe parking spots for our vehicles, which are extremely vulnerable to damage from getting knocked over by car drivers who 'park by feel'. Even more than allowing us to park in the tiger stripes, we need set-aside motorcycle and scooter parking areas in every part of NYC.

The NY MTF is a group of forward thinking, safety minded and environmentally concerned NYC motorcyclists. We would be happy to continue this dialogue and offer our suggestions and strategies to work with the Transportation Committee to

develop solutions that would benefit all New Yorkers by reducing congestion and pollution in NYC.

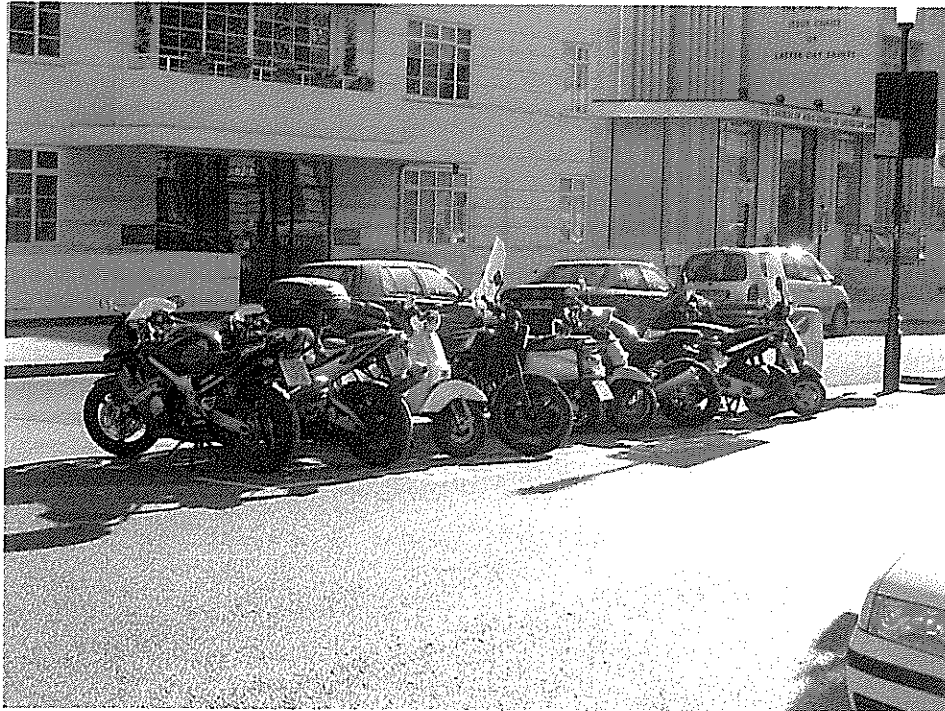
Cheryl Stewart  
N.Y. Motorcycle Task Force  
(917) 796. 9392  
cstewart@bway.net



# LONDON



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By rkarpe  
Motorcycle parking - London

Views: 5 Rate:

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# MID-STREET PARKING



LONDON



Walking around the City of London I came upon a street designated for parking motorcycles. I must say this is pretty darn cool – there is nothing like this in the states.





13515 Yarmouth Drive, Pickerington, Ohio 43147  
T: (614) 856-1900 F: (614) 856-1920

AmericanMotorcyclist.com

June 10, 2009

The Honorable John C. Liu  
Chair, Committee on Transportation  
New York City Council  
250 Broadway, 18th Floor,  
New York, NY 10007

Dear Chairman Liu:

Re: Intro No. 980-2009

The American Motorcyclist Association (AMA) writes in support of Intro No. 980-2009, legislation that would require the New York City Department of Transportation (NYCDOT) to create a plan for parking motorcycles.

For many years, both the AMA and the NYCDOT have received complaints from motorcycle and scooter operators that muni-meter parking receipts are not compatible with their chosen mode of transportation. As you know, motorcycles and scooters provide no practical way to securely display a parking receipt.

Those operators attempting to secure a receipt to their motorcycle or scooter often return to find the receipt gone and in its place, a parking citation. Whether the receipt was stolen, washed away by rain or taken by wind, the result is the same – the operator is ticketed for an infraction he or she did not commit. The operator paid the required parking fee; however, the original proof of payment was not in place when the parking citation was issued.

Our main concern is fairness. The scarcity of private and public parking facilities in New York City for motorcycles and scooters is well known. If a muni-meter receipt cannot be practically secured to a motorcycle or scooter, the NYCDOT should provide at least one acceptable alternative so two- and three-wheeled vehicles are not excluded from the transportation mix in New York City.

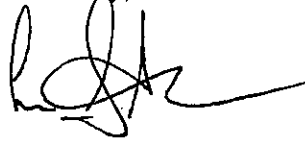
We urge the New York City Council to require the NYCDOT to explore dedicated motorcycle- and scooter-only parking facilities where practical and consider no-fee parking as an option for these economical and fuel-efficient modes of transportation. Parking congestion can be reduced by encouraging vehicles licensed as motorcycles to be used by those commuting and living in the city.

Chairman John C. Liu  
Page 2  
June 10, 2009

We would be happy to provide assistance to the Committee on Transportation and the NYCDOT in exploring muni-meter parking receipt alternatives to accommodate two- and three-wheeled vehicles in New York City.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Imre F. Szauter', with a long horizontal flourish extending to the right.

Mr. Imre F. Szauter  
Government Affairs Manager  
Government Relations Department

Sent via email June 10, 2009  
Hardcopy mailed June 11, 2009

June 11, 2009

To the Members of the New York City Council:

My Name is Sandra Fleming. I am represented in the City Council by Leroy Comrie of District 27 in Queens. I would like to thank Council Member Comrie and all of the members of the City Council for this opportunity to speak before you.

I am a member of the New York Motorcycle Task Force, the AMA and the Sirens Motorcycle Club. I support Intro Bill # 980, but it does not go far enough.

I've been a social worker for more than 25 years and most of my positions have been field jobs. I've worked with the formally homeless, the mentally ill, as a foster care worker, as a probation officer and now as a medical social worker for a home care agency. As you can see, I have spent most of my career reliant on motor vehicles.

At one time I used a bicycle to make visits, but found I was too exhausted by the end of the day and could not effectively carry my supplies. I would like to take a moment to thank our government representatives for the work they have done to make the city for bicycle friendly.

Riding a motorcycle has become the perfect solution to combat the rising cost of fuel and the nightmare of parking in the city. The only problem I have faced, however, is the danger of parking my bike on the street. Cars frequently back into it and the repairs are costly. I've invested in frame sliders which are supposed to protect the plastic frame when the bike falls over, but it didn't protect my now dangling signal light.

I urge you to follow the wisdom of other municipalities who provide motorcycle parking because they acknowledge that motorcycles are ecologically friendly, do not contribute to traffic congestion and require very little space to park.

Sincerely,

Sandra Fleming  
170-38 Foch Boulevard  
St. Albans, New York 11434  
(917) 319-1466

**Testimony of Andrea Sears**  
**Intro 980**  
**June 11<sup>th</sup>, 2009**

My name is Andrea Sears. I live in Crown Heights, Brooklyn, in the 35th Council District represented by Letitia James, a co-sponsor of Intro 980.

I am a member of the New York Motorcycle Task Force and the American Motorcyclists Association and I am President of the Sirens Women's Motorcycle Club of New York City.

In April the last motorcycle-only parking lot in the city was permanently closed. That parking lot, located under the FDR Drive at Wall and South Streets, had room for more than one hundred motorcycles and motor scooters and was frequently filled to capacity. It was where I parked my motorcycle while at work and the other bikes parked there on a daily basis came from all over the United States and from Canada.

No alternative was offered. Even parking meters have disappeared, replaced by Muni-meters, which are not equipped to deal with motorcycles and scooters. Intro 980 would address this issue by requiring the Department of Transportation to create a means to secure Muni-Meter receipts to motorcycles and scooters.

However it does not solve the problems that make designated, motorcycle-only spaces the most appropriate solution for two-wheeled vehicle parking.

Many drivers park their cars by "feel", stopping when they make contact with the vehicle in the next space. Do the math; a 2,000 pound moving car hits a 400 pound stationary motorcycle - the motorcycle loses. Every time. I have submitted written testimony from two members of the Sirens whose motorcycles were totaled after being knocked over by parking cars and the same thing happens hundreds if not thousands of times every year in this city.

While passing Intro 980 may help motorcycle and scooter riders avoid unwarranted parking tickets, it does nothing to address this larger problem.

An immediate solution to the problem with Muni-Meters is simple. In Toronto parking in metered spaces is free for motorcycles and scooters. It not only solves the problem of lost or stolen receipts, it also encourages the use of transportation that both reduces traffic congestion and is more fuel-efficient.

To meter motorcycle parking, simply look to San Francisco which has had a Muni-Meter style system for motorcycles and scooters since 2003 with an initial 225 meters, each serving as many as eight dedicated motorcycle-only parking spaces. The technology already exists.

I urge the Council to pass Intro 980. But to really address the problems of safety and access to parking we need dedicated, motorcycle-and-scooter-only parking, not only in commercial and retail parts of the city, but in residential areas as well. Reserving just two standard parking spaces on a block would provide safe parking for as many as fourteen motorcycles and scooters, making them an even more viable alternative to cars and thereby helping the city achieve two of its other stated goals, reducing traffic congestion and reducing exhaust emissions.

Thank you.  
Andrea Sears  
1131 President St. #1D  
Brooklyn, NY 11225  
646-283-1243

6/10/09

From: Kim Wetzel, Brooklyn, NY (11225); Work in Manhattan (10012)  
Member of the American Motorcyclist Association, Sirens Women's MC NYC, and the NYC Motorcycle Task Force  
E-mail: kim\_wetzel@yahoo.com

I have been riding in and around NYC since 2003 and I am concerned about many issues that motorcyclists here face, one of which is parking. To us, secure parking is more than just a convenience. It is a matter of safety.

On the road, I am a responsible and safety-conscious rider. In the six years I have been riding, I have never taken a drink before getting on the bike. I have attended an Experience Rider safety course every other summer to refresh my skills. I always wear all of my riding gear (jacket pants gloves and of course, helmet) no matter how hot the weather. This riding gear, plus my reflective safety vest, as well as the distinct electric blue color of my bike, are all efforts toward increased visibility while riding.

When it comes to parking however, I am "invisible" – or rather, my bike seems to be. It goes unseen by most of the drivers attempting to parallel park. Currently, one of the only places to park motorcycles in NYC is between cars. When I do this, I know it is a risk, but there are not many other choices apart from paying for a parking garage that I cannot afford. When parking, I am very careful and considerate. I do not hit the cars as I back into the space, I do not attempt to squeeze into a place that is too tight, nor do I take up a space where a car could fit.

Still, my bike is "invisible" and as a result, it has often been knocked down more than a dozen times over the years, which up until recently\* meant only minor damage. Only once did someone leave a note and a phone number – every other time was a "hit and run". Occasionally, I have come back to my parking spot to find my bike on the ground or there are other times that it has been set upright, but I can tell that it was not how I left it. Either way, my bike has sustained damage – some noticeable, some not – that compromises its ability to operate properly and my safety while riding it.

As someone who parks frequently in Manhattan and Brooklyn, I am often worried what I will find when I return to my bike. \*This past April, my fears were realized when my (now totaled) motorcycle was damaged to the tune of about \$ 2,800.00 by an unknown or hit and run driver. Among the damage was: bent handle bar, brake lever, and forks; twisted wheel alignment and dented gas tank. I had to file a claim with my insurance company, which left me with a small settlement and the need to find a new bike.

I believe that if we as motorcyclists and scooter riders had access to low (or no) cost options for parking our fuel-efficient, eco-friendly two-wheeled vehicles, we could feel confident that our safety would not be jeopardized.

Thank you for your consideration of Int. No. 980 and of issues concerning the safety of NYC residents who ride motorcycles and scooters.

(1)

From: Alyssa Marko, Brooklyn, NY (11218) >

Member of the American Motorcyclist Association and Sirens Women's MC NYC  
E-mail: Guzzimama@hotmail.com

RE: Motorcycle Parking

I recall a few years ago I was walking to my car outside my apartment in the Windsor Terrace section of Brooklyn, NY. I saw a white Jeep Grand Cherokee attempting to parallel park. He was tapping the motorcycle behind him. As I walked past the driver's window I told him he was hitting the bike behind him. He said it was ok. I told him it was not ok and that it was my bike. He drove away quickly.

What does that mean that it was ok? Is it ok to hit other vehicles in an attempt to park? Is it ok because he could not see the motorcycle under his large SUV? I was outraged at the lack of concern for another person's property.

I continued to park on the street. My bike has received countless dings and scrapes. In the fall of 08 I received a phone call from a neighbor. I am not sure if he is a righteous individual or if someone saw him, but I'm glad he called because it's far more common for us to be hit and have to pay for the damage out our own pockets. He called me at 6:45am to tell me he knocked over my bike and that he would be responsible. My bike weighs 550 lbs without fluids. He must have hit it really hard to knock it over and break the side stand.


At first the damage didn't look that bad but it was not drivable because the gear shift lever was broken. I had it towed to the mechanic. The insurance company inspected the bike and declared it a total loss. I bought the bike back and had it fixed because what was offered was not enough to replace the bike. Then on November 1, 2008 I found that both right side lights were destroyed. It is not likely that a car managed to break both with one hit. It seems that it was Halloween "pranks". Had the bike been in a secure parking lot that would not have happened.

I parked the bike on my street again after that fix. The next hit broke the brake lever and bent the handle bars. Again a tow, repair and bike out of commission. After this past year I realize that standard street parking - even in a residential area - is not safe. I have since rented a parking garage. It will cost me more money than I can comfortably afford or should have to spend in order to ensure that my motorcycle will be in the same, legal, drivable, safe condition in which I parked it.

I have seen designated motorcycle parking in other cities when traveling. Those spaces ensure safe and legal parking for bikes. By having designated parking for motorcycles, we are not sandwiched between other vehicles whose drivers are oblivious to us, or think it is ok to hit us. Designated bike parking would be an amazing way to encourage motorcycle and scooter riding rather than car travel as well as saving motorists and insurance companies the cost of repeated repairs.

# San Francisco Parking Meter Replacements, CA, USA

-  [Email Article](#)
-  [Print](#)
-  [Link To Us](#)

	<b>Key Data</b>	
	<b>Started</b>	August 2002
	<b>Completed</b>	End 2003
	<b>Cost</b>	\$35m
	<b>Number of Meters Replaced</b>	23,000
	<b>Main Contractor</b>	Serco Group Inc.
	<b>Subcontractor</b>	Mackay Meters Inc.
	<b>Subcontractor</b>	Reino Parking Systems Inc.

[Full specifications](#)

San Francisco replaced 23,000 parking meters with high-tech, tamper-resistant smart units at the end of 2003 and now the city is talking about smart parking which is hoped to reduce the amount of time drivers spend looking for a park.

The city is hoping to pilot a system where drivers can check parking availability before arriving at their destination via the internet, handheld devices such as BlackBerrys, or by cell phone. Sensors would be embedded in the asphalt to keep track of when a parking spot is empty.

When the city upgraded its parking meters, the primary goal of the project was to improve San Francisco's parking meter revenues whilst reducing maintenance costs. Previously, approximately 1,700 meters were broken or missing at any given time. Prior to the project San Francisco's parking meters annually generated \$12.5m; far less than expected. Officials estimated that there was a loss of over \$3m in annual parking revenue due to thieves.

"San Francisco replaced 23,000 parking meters with high-tech, tamper-resistant smart units at the end of 2003."

San Francisco Department of Parking and Traffic (DPT) contracted Serco Group Inc. to complete the \$35m contract. Serco is an international outsourcing and management firm based in the UK. In 1996 San Francisco outsourced meter collection to this company (for a five year contract) but retains maintenance of the units.

Mayor Gavin Newsom said the technology to be used in the city's new plans for smart parking will give people more choice, more convenience and reduce congestion.

Drivers will be able to check via the internet or their mobile phone where a parking space is free.

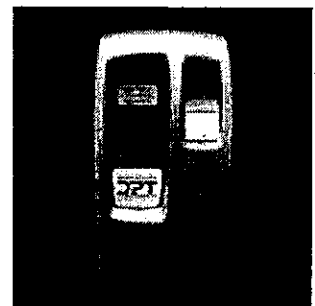
### ELECTRONIC PARKING METERS


The new meters installed are electronic and thus overcome the past problems of mechanical meters, such as moving parts wearing down, loss of accuracy, the difficulty in finding replacement parts and their vulnerability to damage and theft.

### MACKAY METERS INC. SINGLE SPACE PARKING METERS



 [Expand Image](#)  
The multi-space meters are aimed at reducing sidewalk clutter and improving the aesthetics of the surrounding urban environment.



 [Expand Image](#)  
San Francisco has replaced its 23,000 parking meters with high-tech, tamper-resistant smart units.

MacKay Meters Inc. manufactured the single space electronic meters that were installed in the parking meter replacement project.

### REINO MULTI-SPACE PARKING METERS WITH LAUNCHPAD TECHNOLOGY

Reino multi-space meters have been installed primarily for motorcycle parking spaces. Approximately 1,400 single-space meters were replaced with 225 multi-space meters in an aim to reduce sidewalk clutter and improve the aesthetics of the surrounding urban environment.

The new meters can manager up to eight metered spaces and incorporate LaunchPad technology platforms that use industry-standard Smart Media removable memory which allows rate programming with a Windows® PDA. LaunchPad technology allows the addition of expansion modules such as cellular communications, SmartSolar power, Medeco electronic locks and additional memory.

### QUARTZ CLOCK, ELECTRO-MECHANICAL LOCK, STORAGE OF DATA

Each new meter contains a quartz clock and an electronic vault lock to deter theft, as well as having the capability to store data such as total money plus a breakdown of dollars, quarters, nickels and dimes collected.

### FORMS OF PAYMENT

The meters accept various coins and can take translink cards, also known as smart cards.

### HOW TO USE A MULTI-SPACE PARKING METER

The process for using the meters is as follows. The user needs to remember the number on the sidewalk next to their vehicle and then walk in the direction of the arrow to the parking meter. When at the meter, the user will press the parking space number and pay for the required time.

### COLLECTION OF MONEY FROM METERS

Serco crews collect money from about 6,000 meters per day, five days a week. These crews use handheld devices programmed with specific codes that can only unlock a certain group of meters on any particular day. This innovative concept ensures that if a device is stolen it cannot be used to unlock other meters.

At the same time as the collectors remove and store coins in a metal vault, the handhelds download data, such as the number and variety of coins collected. In addition the handhelds download maintenance data, including battery life.

### PARKING METER MANAGEMENT SYSTEM

The parking meter management system collects, audits and tracks the performance of the new meters. It incorporates an Oracle Corp. database that includes software. This management system has been tied to several city agencies, enabling them to cull relevant information. For instance if the citation department, in response to a citizen's dispute regarding a broken meter, needs to quickly find out whether a particular meter was functioning that day the management system will provide this information.

The main function of the management software is to verify meter collections; assuring that what has actually been collected matches what has been recorded on the meter.

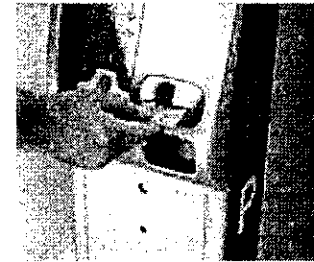
### FIVE-YEAR WARRANTY ON ALL PRODUCTS

The contract included a five-year warranty on all products because Serco had performance liabilities and bonding that exceeded 50% of the contract's value in case of loss of revenues. The system and performance contracts have acquired interest from additional municipalities intending to upgrade their systems.

"Serco crews collect money from about 6,000 meters per day, five



[Expand Image](#)  
Reino multi-space meters have been installed primarily for motorcycle parking spaces. Approximately 1,400 single-space meters were replaced with 225 multi-space meters in an attempt to reduce sidewalk clutter and improve the aesthetics of the surrounding



[Expand Image](#)  
The meters accept a variety of coins and in the near future, will be engineered to take in smart cards.



[Expand Image](#)  
After installation of the new meters, collectors now use handheld devices programmed with specific



Good Morning my name is Nancy Ortiz, I live in District 2 and my Council Member is Rosie Mendez I'd like to thank Speaker Quinn and Transportation Chair Council Member Liu for not only bringing Intro 980 to the floor but holding a published public hearing showing a true democracy.

Today I am here to ask my Council Member Mendez to support Intro 980.

I am a member of ABATE of New York, AMA, MRF, and I hold an annual charitable motorcycle event called Ride4Aiden Sudden Infant Death Awareness Ride in addition to being the elected resident leader in a 1,773 family development.

I am here today to supplicate my council member to vote yes to Intro 980, which is way overdue. Why?

As a single mother I choose to ride my own personal transportation which takes me 20 minutes to get to and from work as oppose to over 1 1/2 hours (3 buses and one train) using public transportation (when it's on schedule) this includes waiting time. This allows me to spend more time with my family.

I have a child in college an additional financial expense which forced me to re-evaluate and cut costs. I purchased a motorcycle it was not only more economical but environmentally friendly, the wisest purchase I ever made. Not only did it reduce my travel expense but it also reduced my level of stress, the ride home from a difficult work day helped me to unwind and relax, by the time I arrived home I felt rejuvenated. You have to experience a ride at night on the open road to understand what it does to your mental state. This only made me a better parent and grandparent at home.

By the way I am purchasing a scooter for my son to travel to school and work, it would cost less than a monthly metro card and cut his travel time in half, allowing him more time for study and leisure.

**Why Intro 980 is viable to motorcyclists:**

1. There were 4 allocated motorcycle parking areas in NYC of which the last one which is located by the south street seaport is now in jeopardy due to the city's planning commission and their emphasis on more green public spaces.
2. Last year I brought my first motorcycle. The gas prices were at \$4.79 a gallon, I have a 6 cylinder vehicle and commute to East Elmhurst Queens for work. My vehicle required almost \$60.00 to fill and would require a refill before the week's end. My motorcycle required \$4.00 to fill and required a refill on my third workday. \$8.00 per week and gas to spare for the following week saved me \$52.00 a week averaging \$204.00 per month not to mention my motorcycle caused less emissions in the air, less traffic and environmentally friendly in addition it required less parking space at my job site, opening parking spaces for other employees.
3. Conducting a demographic survey on motorcyclists in NYC should compel DOT to allocate parking for motorcycles only, as you can observe in the picture why. Automobiles are not motorcycle friendly, on the road or on street parking.

4. I believe all parking in muni-meters should be free to motorcycles and the city's municipal parking garages should also provide a reduced rate and designated motorcycle parking only area inside the garages. They charge more for larger vehicles therefore should charge less for motorcycles.

5. Research other state municipalities and transportation re-structuring methods to include motorcycles in the public spaces. i.e., San Francisco.

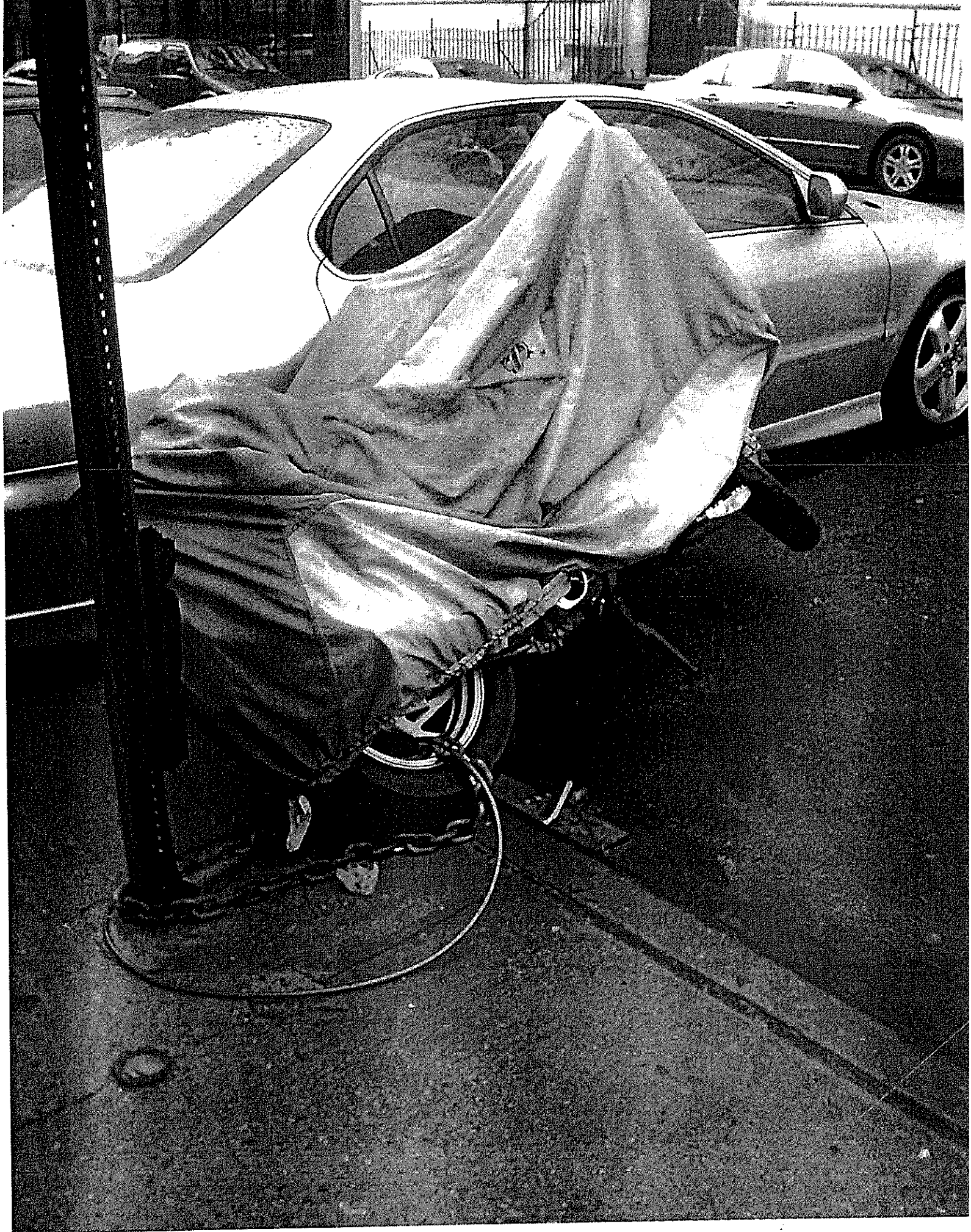
In conclusion; motorcycle and scooter ownership is rapidly rising and becoming the new affordable means of transportation for students, deliveries, and the work force, DOT needs to revisit their structure in parking to include the new growing environmentally friendly means of transportation.

This is how my motorcycle was found Monday after it was hit by a van while parked on a residential street.









7/11/09

MR. MARK DAVIS

FAIR LAWN, N.J. 07410

(201) 925-2654

John Liu, Chair, Transportation Committee

SPEAKER QUINN, NYC COUNCIL,

NYC Council Members, NY, NY

RE: Support For Intro 980

I, MARK DAVIS OF FAIR LAWN, NJ, AM SPEAKING TO YOU AS A  
29 YEAR MEMBER OF THE MOTORCYCLING COMMUNITY,  
A RESPECTED MEMBER OF SATANS SOLDIERS MOTORCYCLE CLUB, NJ  
AN INTERNATIONAL CLUB WELL KNOWN IN NYC WITH A  
CHAPTER IN THE BRONX,  
SATANS SOLDIERS MC IS A MEMBER OF NCOM,  
NATIONAL COALITION OF MOTORCYCLISTS, A MOTORCYCLE  
RIGHTS ORGANIZATION THAT WORKS TO PROTECT MOTORCYCLISTS  
RIGHTS, FREEDOMS, AND TO PROMOTE MOTORCYCLE SAFETY AND AWARENESS  
I AM ALSO AN AIM REP (AID TO INJURED MOTORCYCLISTS)  
PROMOTING ALL THE FREE SERVICES PROVIDED BY THE  
AIM/NCOM GROUP OF ATTORNEYS AND MOTORCYCLE RIGHTS ACTIVISTS.  
I AM AN ACCIDENT SCENE INVESTIGATOR FOR AIM ATTORNEYS  
AND A FORMER SCOTTSDALE NY FIREFIGHTER.

IN AN EFFORT TO CREATE A HEALTHIER ENVIRONMENT, I ENCOURAGE ALL COUNCIL MEMBERS TO SUPPORT INTRO 980 AND ASSIST IN PROMOTING THE USE OF MOTORCYCLES AS AN ENVIRONMENTALLY FRIENDLY MEANS OF TRANSPORTATION.

AS A NJ RESIDENT, I CROSS THE HUDSON RIVER 3-4 TIMES A WEEK TO EITHER WORK IN NYC, ENJOY THE CULTURAL AND SOCIAL ACTIVITIES, AND TO VISIT FAMILY AND FRIENDS. I PREFER TO TRAVEL BY MOTORCYCLE.

I HAVE ALWAYS BEEN CONCERNED ABOUT PARKING MY MOST CHERISHED POSSESSION ON THE CITY STREETS OF NEW YORK.

EXAMPLE 1 - IF I PARK AT A METER, A CAR DRIVER MAY TRY TO SQUEEZE IN AND ATTEMPT TO SHARE THE METER, POSSIBLY HITTING MY BIKE. MY BIKE HAS BEEN HIT WHILE PARKED TWICE THAT I KNOW OF.

EXAMPLE 2 - PARKING AT A MUNI METER IS SOMETHING I HAVE AVOIDED. WHERE AND HOW CAN I SECURE THE RECEIPT?

EXAMPLE 3 - MOTORCYCLES PARKED ON THE STREET ARE MORE VULNERABLE TO BEING STOLEN THAN CARS.

SOLUTIONS: HERE ARE SOME SOLUTIONS.

SINCE APPROXIMATELY 8 MOTORCYCLES CAN PARK IN A SPACE THAT ONE CAR WOULD USE, DESIGNATE MOTORCYCLE ONLY PARKING AT THE CURB WITH 8 SPACES DEFINED BY PARALLEL PAINTED LINES THAT ARE 6' LONG AND 3' APART, PERPENDICULAR TO THE FLOW OF TRAFFIC. A LARGE METAL STATION AND OR CURB MODIFICATION CAN BE INSTALLED TO SEPARATE THE PARKED



CARS FROM THE PARKED MOTORCYCLES, thus protecting the BIKES.

THIS OF COURSE WOULD BE IN THE COMMON PARKING LANE.

IF POSSIBLE, RECESS THE MOTORCYCLE PARKING SPACES INTO THE NON WALKING SECTION OF THE SIDEWALK ALLOWING THE MOTORCYCLE TO BE BETTER PROTECTED FROM TRAFFIC WHEN PARKED.

MAKE A METAL STATION FIRMLY EMBEDDED INTO THE GROUND, WILL PROVIDE A SECURE ANCHOR TO LOCK A MOTORCYCLE TO USING A CHAIN. INSTALL CAMERAS AT MOTORCYCLE ONLY PARKING.

A SMALL FANTASY WOULD BE TO MAKE MOTORCYCLES EXEMPT FROM PAYING A PARKING METER. THIS WOULD ENCOURAGE MOTORCYCLE USE EASING CONGESTION AND SAVING FOSSIL FUELS.

IF A METER IS NECESSARY FOR BIKES, I REFER YOU TO SAN FRANCISCO'S BIKE PARKING SYSTEM. ALL BIKES PARKED ARE IN NUMBERED SPACES AND THE TIME REMAINING PER BIKE IS KEPT ON THE MUNI METER ITSELF THUS ELIMINATING THE NEED FOR A PAPER RECEIPT.

THE BIKE PARKING IS DESIGN AS I DESCRIBED PREVIOUSLY.

WITH 8 PARALLEL SPACES RUNNING PERPENDICULAR TO THE CURB. SINCE 8 BIKE SPACES CAN FIT INTO A SPACE FOR 1 CAR, THE BIKES OWNERS RECEIVE A DISCOUNT. 10¢ PER HOUR TO PARK A BIKE IN THIS MANNER, 8 BIKES = 80¢ PER HOUR.

SINCE TRAFFIC CONGESTION IS AT AN ALL TIME HIGH, AVENUES

ARE BEING NARROWED, GAS PRICES CLIMBING, AND GLOBAL WARMING CONCERNS US ALL, IT IS TIME TO ENCOURAGE MOTORCYCLE USE. MANY OTHER CITIES WITHIN THE USA AS WELL AS NUMEROUS COUNTRIES HAVE EMBRACED MOTORCYCLE USE AND HAVE PROVIDED INCENTIVES TO ENCOURAGE SUCH USE.

I THANK YOU FOR TAKING THE TIME TO LISTEN TO OUR, THE MOTORCYCLING COMMUNITIES, CONCERNS AND I LOOK FORWARD TO WORKING WITH THE NYC COUNCIL TO DEVELOP SOLUTIONS TO THESE ISSUES.

THANK YOU,

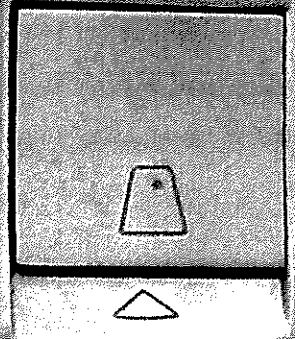
Mark C. Davis 7/11/09

rainbow

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LaunchPad

1 2 3 4  
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10 HOUR PARKING 10¢ PER HOUR  
MON - SAT : 9AM - 6PM  
MOTORCYCLE PARKING ONLY  
METER ACCEPTS \$1, 10¢, 25¢ & 5¢ COINS  
FOR REPAIR, CALL 822-4882



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Picture  
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AND  
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AIM/NCOM REP  
ACCIDENT SCENE  
INVESTIGATOR  
SAN FRANCISCO  
Muni Meter  
For Bikes

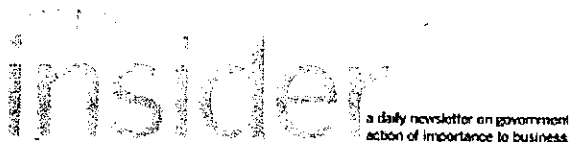




Photo Provided  
 By and taken  
 by Mark Davis  
 SMC NI  
 AZ M/NCM Rep  
 Accident Scene  
 Investigator

201  
 925-2654

San Francisco Parking  
 For Bikes



**Reporters:**

Erik Engquist - (212) 210-0745

Daniel Massey - (212) 210-0481

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Today's News Thursday, June 11, 2009

### Spitzer Goes It Alone

Eliot Spitzer has stopped using Sard Verbinnen & Co. as the media representative for himself and his wife, Silda, a company spokesman says. The former governor is now handling media relations on his own. Law firm Paul Weiss Rifkind Wharton & Garrison hired Sard Verbinnen on Spitzer's behalf two weeks after he resigned as governor in March 2008. Sard Verbinnen was still representing Spitzer when he began doing interviews again this spring. His poll numbers have since improved. Spitzer—speaking for himself—declined to comment.

### Cuomo's Bill, by the Numbers

State Attorney General Andrew Cuomo says that with 10,521 governments in New York, his consolidation bill would lower taxes. But 77% of them don't levy taxes or are exempt from the bill. Nevertheless, the proposal has been a major success for Cuomo, who touted it for five months and saw it sail through the Legislature. Gov. Paterson, in a written release, tried to take credit, calling the bill something "that the attorney general and I have been working on together." But even the secretary to the governor, Larry Schwartz, calls it Cuomo's bill.

### Big Break for Business

Speaking of Albany, Business Council of New York State President Ken Adams said Monday, "What's happening this year is unprecedented. We're scrambling. We're trying to stay on top of it all." And that was *before* the Senate coup that afternoon. Adams was referring to bills opposed by the Business Council—for paid family leave, unemployment insurance reform and prevailing wage requirements—that had a good chance of passing before the coup made them long shots.

### Motorbike Parking

More New Yorkers are using motorcycles and scooters as gas prices rise, but they're coming up empty with the city Department of Transportation, Councilwoman Jessica Lappin says. The agency has not acted on her request to accommodate motorbike parking on Muni-Metered streets, so Lappin has written a bill to require it to make a plan. Muni-Meter receipts are easily stolen from motorcycles, which then get summonses. Complaints about the problem have risen, Lappin says. DOT Deputy Commissioner David Woloch will address the issue at a City Council meeting today.

### City budget deal frozen in Albany's tracks

A City Council source says the coup in the state Senate short-circuited a budget deal between the council and Mayor Bloomberg. The two sides had already announced an agreement on how much revenue the city could expect in fiscal 2010, which begins July 1. But they were also days from announcing a deal on expenditures, says the source. It called for restoration of funding to programs treasured by the council. That was the council's reward for agreeing to a sales tax increase worth \$887 million.

Without a functioning Senate, though, the tax increase is on ice. The city cannot enact it without enabling legislation from Albany.

The mayor's balanced budget proposal included both the sales tax increase and the program cuts, but the insider says the council planned to undo the cuts without proposing new revenue streams to make up the difference. Instead, it persuaded the mayor to agree to a more optimistic revenue forecast. That's a dance the council and mayor do every June.

But optimism can only go so far. What if the Senate does not get its act together by the city's June 30 deadline for a new budget? Could the city pass a budget that assumes the sales tax increase will pass later in the summer? The budget always makes a lot of assumptions, but predicting what Albany will do has gone from difficult to impossible.

The city's surplus, though, is an insurance policy that could enable the council and mayor to count the sales tax chickens before they hatch. "As a practical matter, they don't need [the tax hike] to balance the budget this year," says Maria Doullis, a senior research associate at the Citizens Budget Commission, a watchdog group. "They can easily just hold back a piece of the surplus and be OK for this year."

She adds, "We would prefer not to see the sales tax go up at all."

### At a Glance

**EVENT:** A cocktail fundraiser for Councilman Dan Garodnick will be held June 22 from 7 p.m. to 9 p.m. at the Uptown Lounge, 1576 Third Ave. Tickets start at \$100. See [www.dangarodnick.com](http://www.dangarodnick.com) or e-mail [garodnick2009@gmail.com](mailto:garodnick2009@gmail.com).

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# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

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

in favor     in opposition

Date: 6/11/2009

Name: Glen Bolotsky (PLEASE PRINT)

Address: 16 ARCADIAN AVENUE

I represent: SELF

Address: SPAIN

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

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

in favor     in opposition

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

Name: DAVID WOLOCH (PLEASE PRINT)

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

I represent: DOT

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

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

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

in favor     in opposition

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

Name: SUSAN PETITO (PLEASE PRINT)

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

I represent: NYPD

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

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

901/980

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

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

in favor  in opposition

Date: June 11

Name: BEATRICE ~~CHERNOUS~~  
(PLEASE PRINT)

Address: 349 W 38

I represent: CHEKPEAS

Address: U

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

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

in favor  in opposition

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

Name: VICTOR ROSEN  
(PLEASE PRINT)

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

I represent: DOT

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. 866 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6-11-09

Name: SUSAN PETITO  
(PLEASE PRINT)

Address: ASST. COMM. INTERGOVERNMENTAL

I represent: NYC POLICE DEPT AFFAIRS

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

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



**THE COUNCIL  
THE CITY OF NEW YORK**

886

Appearance Card

I intend to appear and speak on Int. No. ~~886~~ Res. No. ~~20064~~

in favor  in opposition

Date: 06/11/09

(PLEASE PRINT)

Name: Mr James Huntley

Address: 108-18 Queens Blvd. Forest Hills N.Y. 11375

I represent: Uniformed Traffic & Sanitation Enforcers

Address: same as above Agents

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 901 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Veronica Vanterpool

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

I represent: Tri-State Transportation Campaign

Address: 350 W. 31st #802 NY, NY 10001

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 901 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Chris Fecalora

Address: 1265 Broadway, NY

I represent: Zipcar

Address: 1265 Broadway, NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/11/2009

(PLEASE PRINT)

Name: JESSE ERLBAUM  
Address: 36 INGRAHAM ST., FORESTHILL, NY 11375

I represent: MYSELF

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/11/09

(PLEASE PRINT)

Name: Nancy Ortiz  
Address: 330 MADISON STREET

I represent: ~~Handbook Houses~~ ~~STF~~ (Ride & Aiden)

Address: Same as above

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: June 11 2009

(PLEASE PRINT)

Name: Tanya Cruz  
Address: 118-38 221<sup>st</sup> Street

I represent: CB#13Q, AMA, ABATZ

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6-11-09

(PLEASE PRINT)

Name: MARY JO GRACIN

Address: 14-39 157<sup>th</sup> St, Beechhurst, NY 11357

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: June 11, 2009

(PLEASE PRINT)

Name: Andren Sears

Address: 1131 President St #1D, Brooklyn, NY 11225

I represent: NY Motorcycle Tack Force, Sirens Women's MC

Address: 208 W. 134<sup>th</sup> St, New York, NY 10011

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: George GORMAN

Address: Rob # 15501 Rochester NY 14615

I represent: NYS ABATE

Address: Rob # 300 Walker Valley NY

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/11/09

(PLEASE PRINT)

Name: HOWARD LEPLER  
Address: 1861 MATTHEWS Ave BROOK NY 10462

I represent: INDEPENDENT

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Sandra Fleming  
Address: 120-38 Foch Blvd, St. Albans, N.Y. 11434

I represent: New York Motorcycle Task Force

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Cheryl Stewart  
Address: 53 Cofey St. Bklyn NY

I represent: NY Motorcycle Task Force

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

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



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

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

Name: KAREN PERKINS (PLEASE PRINT)

Address: 11 FORT HILL PK ST

I represent: NY MOTO TF

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/11/09

Name: Elke Patterson (PLEASE PRINT)

Address: 111-20 508 ST

I represent: CCMS

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/11/09

Name: MARLENE PERKINS (PLEASE PRINT)

Address: 14-01 11th Ave H Fair Lawn, NJ

I represent: AIM/NCM, NYC Motorcyclist

Address: Country Wide

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/11/09

(PLEASE PRINT)

Name: Jon Simon

Address: 1192 First Ave NYC

I represent: Gotham Skulls NYC

Address: NYC

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 980 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/11/09

(PLEASE PRINT)

Name: Andrew Himmel

Address: 60 E. End Avenue #19C NYC

I represent: myself and other motorcyclists (AMA mem)

Address: 60 E. End Ave NYC NY 10028

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