

TAXI



INSIDER

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“The Voice of the NYC Transportation Industry.”

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EDITORIAL

By David Pollack

Equal Justice?

Inside city hall in lower Manhattan, painted on the ceiling of the city council's main chambers are quotes by famous Americans. Most noticeable are quotes from Lincoln, Washington, Grant and Jefferson. The moment I read Jefferson's quote: "Equal and Exact Justice to all Men of Whatever State or Persuasion," my eyes opened wide and I had an epiphany: True hypocrisy has become the norm in modern day NYC politics. After a lifetime of regulation for the yellow taxi industry, the industry had transformed from a run-amuck unsafe industry in the 1930's, to one of the greatest business models in America, all thanks to equal and just regulation. A model that financially supported the very foundation of city life with auctioned medallion monies keeping firehouses opened, adding police officers, sanita-

tion workers and new jobs at virtually every city agency. Yes, the yellow taxi medallion industry was the hidden financial foundation helping to prop-up the elected officials sitting inside city hall for decades.



Today investors have shied away and are no longer willing to buy medallions from the city for one reason: Non-enforcement of existing street-hail laws that SHOULD prevent ANY vehicle from picking up street hails other than yellow cabs. In fact outside city hall I was hailing a cab and more than one non-yellow vehicle stopped as though they were entitled to my hail business.

Did you hear that? RIGHT IN FRONT OF CITY HALL! This new transportation segment is now running amuck.

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Blood On Their Hands

By Larry Fisher



The horror of the tragedy in Kalamazoo is unimaginable. The needless and senseless murder of innocents is too much for the mind to comprehend or the heart to cope with. While it has unfortunately become trite to say that gun violence is out of control in this free country of ours, it nonetheless bears repeating, over and over.

It was entirely predictable when Uber announced it would be hiring ex-felons that it would end badly. Although there were taxi industry warnings about the potential dire consequences of Uber's unwillingness to comply with local laws and regulations pertaining to background checks, fingerprinting and drug testing, few prognosticators were able to foresee the mass murder that occurred in Kalamazoo, Michigan. This has become the last stop in the race to the bottom in terms of driver quality, and consumer safety. Driver quality has clearly become impacted by the huge

fare reductions enacted by Uber over the last two years resulting in customer complaints, and driver desperation. Public safety, which is the jurisdiction of our governmental leaders, has been ceded to a rogue company, which has no moral compass. For elected leaders and their appointees, tasked with the responsibility of overseeing our good and welfare, to coddle this criminal enterprise is an outrage of epic proportions. It is an abdication of their duties, and as a result, they now have the blood of six people in Kalamazoo on their hands. Blood has been shed.

Around the nation, Uber complies with the lowest level of regulation it can get away with. There is no consistency in how it complies in areas like insurance, year and make of vehicles, and pricing. When local regulators stand up to them, Uber cries unfair, threatens to leave the municipality, and so far, in many instances, the governmental entities have been bullied successfully.

And why is it that Uber has been able to circumvent local regulations and laws that have been in effect for years, sometimes generations? How is it that this company has been able to effectively lobby local politicians around the globe and continually skirt regulations? Why have politicians gotten into bed with this illegal and criminal enterprise? Are our local politicians that easily corrupted? It has become so obvious.

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TAXI INSIDER

Publisher & Editor-in-Chief

David Pollack



Columnists

Matthew Daus, Esq.

Tony Falese

Larry Fisher

Ira Goldstein, Esq.

Abe Mittleman

Alan Plafker

Michael Spevack, Esq.

Layout & Graphics

Dragonfly Graphics LLC

Taxi Insider

14 Alexander Drive

Washingtonville, NY 10992

Phone: (718) 706-TAXI(8294)

E-mail: TaxiHail@aol.com

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LETTERS



How Many More?



Dear Taxi Dave,

Notice the license plate on the Lyft vehicle...It's a straight plate. How many more UBER and Lyft cars are there like this?

Abe

Taxi Stand Occupied!



Dear Taxi Dave,

Now it's so tough to park taxi at the taxi stand. Uber and other non-taxi vehicles always occupying taxi stands all over the city. Pictures were taken at one taxi stand on 02/13/2016 at 8:47 pm at west 53rd Street (between 6th and 7th avenues). Where is the enforcement?

Sincerely,
Abul Asad Khan

Are Dispatchers Asking For Money?

Hello Dave,

I am a big fan of the show and I make sure that I am tuned in every Sunday as I drive around in the city.

Today one of the most humiliating incidents happened to me as I was at terminal 2 at JFK airport. At about 2 AM Tuesday morning (2/16/16), I was at terminal 2 waiting to pick up a fare.

As my turn came, the dispatcher approached my car, signaling me to roll down my window and



then said "I have a Jersey for you." I proceeded and said "ok", he then asked for \$15. After I refused and told him no, he sent the passenger to the car behind me.

I got out of the car and told him he can't do that. The dispatcher started to shout and told me to get back to my car and he will give me the next fare. I told him to stop shouting and talk with respect. This dispatcher did not lower his voice.

I asked for his name as his name tag was not present. He refused to give it to me, and then I took out my phone and told him I will just take his picture and take action.

Next, I was stunned as he started posing on front of the line of passengers. He said "take as many as you want, you will not be able to do anything." He was posing with his arms out like a bodybuilder and said go try and report me.

It is an embarrassment, that cab drivers are slaves to corrupt taxi dispatchers like him. Last time I checked they were just dispatchers, not law enforcers. Why is it that I can't even report him? What will it take to cleanse the taxi industry from dispatchers that can't respect cab drivers.

I hear dispatchers constantly yelling at cab drivers for no apparent reason. If anyone ever does try to talk back, these dispatchers just threaten them by refusing to give them a fare. Just sit in the taxi lot for an hour and you will hear constant yelling from these dispatchers directed towards cab drivers. It is about time they finally start giving us some respect.

Attached is the dispatcher's picture. I hope you can provide a way, where appropriate action against corrupt dispatchers like him can be taken.

All The Best,
Tal Singh

Poaching By Nassau County Black Cars

Dear Taxi Dave,

I spoke to the family getting into this car on 91st St and Lex at 1:45pm Sunday Feb 21. I asked them if they were from Nassau county. They said "no." They were clearly using an app. The father

(Continued on Page 4)



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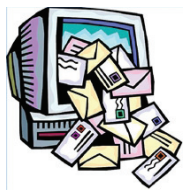


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LETTERS



(Continued from Page 2)



said "oh, there he is."

Career Taxi Driver

LGA Hotline....Update?

Hello Mr.Pollack,

I have so many things to say, but,for now I want to address the situation at LGA airport. That so called "hotline" has not been updated in 10 days!

If you call now, you'll hear supervisor Griffith giving an update from 2 Fridays ago!

And many times we drivers call that number only to hear statements like:"right now the lot capacity at....",or "at the moment,we're stripped..."Now,what kind of a moron says things like that?

How are we going to know the hour when that message was recorded, when the lots capacity change in a matter of minutes?

Taxi dispatchers were always nasty, aggressive,and disrespectful with us drivers[I've been doing this for 21 years],but now,I've noticed another "development",especially with the new hired ones:they're indifferent, absent minded, on their cell phones a lot with complete and utter disregard for the big lines of people[sometimes],waiting to be shown to their cabs.

We would move faster, people could get in their taxis faster IF the dispatcher would put some "effort" into it! They have no intuition, no initiative, no will to do NOTHING!

They treat us like cattle directly,and the passengers also like cattle,indirectly!

Now,the last thing for tonight...I have friends driving cabs in Dublin,Stockholm,and Bucharest,the stories they hear from me [and they know me well, I do not lie, nor exaggerate stories],regarding the abuse, persecution,humiliation, harassment,from the NYPD,the infamous TLC, and some of our passengers, are complete science-fiction stories for them, unreal,senseless,and revolting.

I am disgusted, hopeless,and fearful for my future here in America, the land of my dreams ,the land of the"opportunities". I don't want to get in the UBER thing, but hear this:a lot of us drivers, don't LIVE in America anymore, we only SURVIVE here, ain't that a shame?

*Truly yours
Bogdan Gheorghies*

Uber

Hi Taxi Dave,

How are you!!!! There is only one entity going to

win and that's UBER. All other Drivers are losers... What ever you drive, yellow, or an app based car.

*Thank you
Mahabub Sujon*

This Is Why UBER Is Winning

Dear Taxi Dave,

People in this cold weather don't want to wait outside to hail a cab. That's why they use UBER more. Arro & way2ride need to advertise a lot more aggressively. Especially not allow uber to advertise on MTA property since they don't pay the MTA fees yellow drivers collect.

Tommy

Bike Messengers vs. Uber Bikers

Dear Taxi Dave,

The traditional messaging services are now feeling the pain the Yellow industry has been feeling for a few years now. And our politicians continue to turn a deaf ear to fixing the unfairness of the Uber business principles which will continue to take a bite out of other industries in the future. It is shameful, deplorable, and against all ethical principles how our legislatures continue to allow Uber to operate "at will." Shame on the mayor and all the rest of the elected officials for allowing Uber to continue to operate under no NYC regulations, and to eat away at legitimate businesses. I believe it will have devastating effects on NYC and other municipalities throughout America in the bottom line revenues in 2016 and beyond. Unless this problem is immediately addressed by elected officials and the courts, Gotham City will become Uber City.

Uniting with other industries to bring Uber to a level playing field is a must if these improprieties are to be corrected.

Artie Carucci

What Happened To The Money For Medical?

Dear Taxi Dave,

What happened to the money that TLC collected from drivers for our supposed health insurance that was supposed to come back to us?

Why are NJ UBER drivers allowed to come into NYC to pick up fares?

To my fellow hello taxi drivers who cut the lines at the airports & those who don't want to wait in the lot and drive to the terminals, especially at LGA terminal C, karma is a biatch and I will take your picture and report you to 311. Be respectful of your fellow Drivers and follow the rules.

Tommy

Hailo

Hi Taxi Dave;

few years ago when HAILO came to NYC , the black car companies sued the yellow cab industry saying that E-HAIL is prearranged service. The TLC said NO. E-HAILING is not.

Now TLC is saying the opposite that E-HAIL is pre-arranged service. What a contradiction!

*Thank you,
Michael*

Airports

Dear Taxi Dave,

Yes, the LaGuardia hotline hasn't been updated in days and the JFK hotline is nearly impossible to hear. What are we, chopped liver?

Pat

Uber

Dear Taxi Dave,

This is beyond outrageous. UBER is grossly negligent in performing background checks, and allowing drivers who own guns to drive for them. Is the question even asked on their driver application, Do you own a gun? Do you have a license to own one? The families of the victims must be numb with disbelief as to how this could occur.

L Fisher

About Bankrupt Lawyer

Hi Taxi Dave,

How are you ?

One lawyer, his office is in downtown Manhattan He already made a meeting with medallion owners and claiming that he is gonna bring the medallion price with \$100,000 for the the owners who is interested.

He also saying he is gonna file the case in federal court and his fee is \$10,000 with total advance, which is total Bull S.

Please do not put your feet in this trap.

*Thank you,
M. SUJON*

An Uber Tale, The Red Handkerchiefs Club

Dear Taxi Dave,

The Red Handkerchiefs Club

Come join the Red Handkerchiefs Club!

Once you become a member you will be able to hail one of our cars by waving a red handkerchief, the nearest Red Handkerchief car will come pick you up. It's prearranged because you had prearranged membership in The Red Handkerchiefs Club, it's all approved.

*Congratulations from,
The Red Handkerchiefs Club*

Work Less How About Paying Them More

Dear Taxi Dave,

Well if city wants drivers to work less how about paying them more, I mean let's not get silly, the reason why they are driving more hours is because they are not making the enough money, and the reason why they are not making the enough money is because Uber has flooded the street with too many cars, So if they want to shorten the amount of hours that taxi or Uber drivers work they need to make more money.

Michael Simon

Driver Or Passenger, Whose Fault?

Dear Taxi Dave,

I'm an independent accessible medallion (3W15) owner driver (hack # 5102898). I have been driving yellow taxi since 2002 and have a clean TLC records. On 02/27/2016 at 11:43 pm I picked 3 passengers up at West 32nd Street (between 5th Avenue and Broadway). One male passenger sat on the front seat and other two passengers (one male and another female) sat on the rear seat. The front passenger told me, "we have

(Continued on Page 16)

Insider News

Slashing Prices And Wages Is Drawing Comparisons To Walmart By Striking Drivers Who Say They Are Being Treated Like Slaves

If anger sums up the mood of this election season, then some of it seems to have rubbed off on the city's Uber drivers.

A crowd of 600 drivers gathered outside the Uber office in Long Island City, Queens, to protest a 15 percent reduction in fares last month, which also means 15 percent lower wages. That pay cut is on top of Uber's 20 percent slashing of fares in 2014. All things being equal, drivers who began less than two years ago have seen their pay tumble a whopping 35 percent.

Having been promised the ability to earn \$90,000 a year if they drove for Uber, many now feel bamboozled and called on their fellow drivers to go on strike for 72 hours.

"I came to Uber for my freedom but now I'm a slave," said Masud Rana, 27, who said he was driving to help his wife, mother, father, and two siblings in Bangladesh.

Rana said expenses are \$3,000 a month and that he used to take home about \$5,600 a month working six days a week between 12 and 14 hours. Now he's working the same grueling schedule and making less.

"We are working like dogs," said Mohsin Alvi, 28, a Pakistani Uber driver for three years. "They used to call us partners. How can you come to your partner and do this? It's like a dictatorship."

"We made them a \$60 billion company and now they do this."

"It's like cyber slavery," Alvi's friend Bislam Gittens, a father of one from Aruba, added.

The protest organizers, which included members of the Taxi Workers Alliance and the Amalgamated Transit Union, claimed that 10,000 drivers were going to shut off their phones and not drive in solidarity.

Uber's own statistics even back up the claim that drivers are getting screwed.

The company said that since 2012 the gross average wage for a New York City Uber driver has supposedly gone up from \$26.36 an hour to \$39.20 last year, a 48 percent increase. Meanwhile, the time drivers spent on a ride each hour has risen from 16 minutes to 32 minutes.

In other words, drivers are working 100 percent harder for 48 percent more money.

When I showed the \$39.20 figure to drivers at the protest, the responses

ranged from "bullshit" to "total bullshit" to mocking laughter.

One Uber driver showed me a fare from the previous weekend, after the price reduction came into effect. A ride from downtown Brooklyn to JFK airport cost a passenger \$70, but the driver earned just \$37.

Uber isn't just slashing overall fares.

Uber told The Daily Beast that drivers earn both the per-mile rate and the per-minute rate at the same time and that it works out at 15 percent in total, even though the numbers don't appear to add up. The base fare (the amount the meter starts at) dropped from \$3 to \$2.55 (17 percent) and the per-mile rate fell from \$2.15 to \$1.75 (23 percent). The per-minute rate (when the driver is idling or waiting) fell from 40 to 35 cents (14 percent). Even the minimum fare fell from \$8 to \$7 (14 percent).

Uber also pointed out that any decrease in the overall fee paid by riders will affect their bottom line, too; the lower the total fare, the lower their commission, which is usually 20 percent to 25 percent.

At least Uber gets to choose allegedly earning less money—drivers did not.

The drivers at the protest used parallels with other industries that are unionized and would not tolerate a similar war on wages.

If Delta Airlines, which is worth \$32 billion, can have regular flight sales and not reduce the amount it pays staff, why can't Uber, which is said to be worth twice as much at \$63 billion?

Whether or not the protest makes any difference remains to be seen, but it's a step toward trying to regulate Uber, something even New York's Mayor Bill de Blasio has shied away from.

Drivers rallied in San Francisco in September 2014 because the Uber-Black and SUV drivers were being made to take riders from the less expensive UberX service.

A three-day nationwide strike last year calling for a \$7 minimum fare and the addition of a tip button on the Uber app got modest support.

But the latest round of anger suggests that there could be a time limit on how long drivers are prepared to be cannibalized by their employer to raise profits.

Reprinted with permission from The Daily Beast.

Below Taken From The City Clerk Annual Lobbying Report 2015 Money Spent On NYC Lobbyists By Uber

Uber Technologies, Inc.

Dentons US LLP \$60,000.00

Francis J. Sanzillo & Associates, Inc. \$84,000.00

James F. Capalino & Associates, Inc. \$165,000.00

Kasirer LLC \$90,000.00

McKenna Long & Aldridge LLP \$60,000.00

Patrick B. Jenkins & Associates \$102,000.00

TOTAL \$561,000.00

City Council Hearing

Quote of NYC Taxi & Limousine Commission Chairwoman Meera Joshi at the City Council Hearing "In 2015 between Manhattan and the Airports... almost 16,000 owners and drivers summonsed for illegal street hails. City-wide that number was about 24,000. In calendar year 2015 approximately 6,800 (Street hail summonses below 96th Street) A large portion of these summonses were given at the airports, over 9,000."

"Trip records that were provided to us automatically... a much larger group than we would like of suspended drivers that are routinely dispatched and suspended vehicles that are routinely dispatched....this is an industry-wide problem among the FHV sector."

Quote of Deputy Commissioner of Uniformed Services Bureau Ray Scanlon-

**Need a Lawyer?
Check Out the Directory on Page 32**

Photo by David Pollack



Kindly Patronize Our Advertisers

TAXI AND FOR-HIRE VEHICLE RELIEF STANDS

DOT is not responsible regulating taxis. Taxis are regulated by the New York City Taxi and Limousine Commission. DOT does regulate taxi relief stands

Taxi relief stands allow drivers to park their vehicles for up to one hour. This affords drivers the opportunity to leave their vehicles and take care of personal needs. Taxi relief stands should not be confused with taxi stands, which are locations where drivers can wait, in their cars, to pick up passengers.

The type column indicates if the relief stand is for taxis alone, or both taxis and For-Hire Vehicles (FHVs). Staten Island currently has no relief stands.

BRONX

TYPE	LOCATION	CROSS STREET
Taxi	Jerome Ave. (E. Side)	Eliot Pl. & E. 170th St.
Taxi	Metropolitan Ave. (N. Side)	Purdy St. & Red Oak Dr.

MANHATTAN EAST SIDE ABOVE 23RD STREET

Taxis	E. 77th St.(N. Side)	First & Second Aves.
Taxis	E. 86th St. (N. Side)	Henderson Pl. & York Ave.
Taxis	E. 78th Street (N. Side)	Lexington & Third Ave.
Taxis	E. 78th St. (S. Side)	Lexington & Third Ave.
Taxis & FHVs	E. 29th St. (S. Side)	Madison & Fifth Ave.
Taxis	E. 27th St. (N. Side)	Park Ave. S. & Madison Ave.
Taxis & FHVs	E.28th St. (N. Side)	Park Av. S. & Lexington Ave.
Taxis & FHVs	Madison Ave. (W. Side)	E. 26th & 27th St.
Taxis	E. 26th Street (S. Side)	Third & Second Aves.

MANHATTAN WEST SIDE ABOVE 23RD STREET

Taxis	W. 55th St. (S. Side)	Tenth & Eleventh Aves.
Taxis & FHVs	Sixth Ave. (W.Side)	W. 55th & 56th Sts.
Taxis & FHVs	Eighth Ave. (E. Side)	W. 52nd & 53rd Sts.
Taxis	Broadway (E. Side)	W. 48th & 47th Sts.
Taxis	Eighth Ave. (W. Side)	W. 46th & 47th Sts.
Taxis & FHVs	Sixth Ave. (W. Side)	W. 39th & 40th Sts.
Taxis & FHVs	Sixth Ave. (W. Side)	W. 38th & 39th Sts.
Taxis	Broadway (E. Side)	W. 43rd & 42nd Sts.
Taxis	Ninth Ave. (E. Side)	W. 42nd & 41st Sts.
Taxis	West 39th St. (S. Side)	Eighth & Ninth Aves.
Taxis	Ninth Ave. (E. Side)	W. 30th & 29th Sts.

MANHATTAN BELOW 23RD STREET

Taxis	E. 23rd St.	First & Second Aves.
Taxis & FHVs	Sixth Ave. (W. Side)	W. 22nd & 23rd Sts.
Taxis	Third Ave. (W. Side)	E. 14th & 15th Sts.
Taxis & FHVs	Third Ave. (W. Side)	E. 15th & 14th Sts.
Taxis & FHVs	Sixth Ave. (W. Side)	W.13th & 14th Sts.
Taxis	Sixth Ave. (W. Side)	Thompson & Grand Sts.
Taxis & FHVs	Canal St. (N. Side)	E. Broadway & Essex St.
Taxis	Park Row (SE. Side)	Ann & Beekman Sts.
Taxis & FHVs	Fulton St. (S. Side)	Broadway & Church St.
Taxis & FHVs	South St. (N. Side)	Old Slip & Broad St.
Taxis & FHVs	Water St. (W. Side)	Whitehall & Broad Sts.
Taxis	Whitehall St. (W. Side)	South & State Sts,

BROOKLYN

Taxis	N. Sixth St. (N. Side)	Berry St. & Wythe Ave.
Taxis	Fourth Ave. (W. Side)	Third & Sixth Sts.

QUEENS

Taxis & FHVs	43rd Ave. (N. side)	11th & 12th Sts.
Taxis	44th Rd. (N. Side)	21st & 11th Sts.
Taxis & FHVs	Hunterspoint Ave.	27th & 30th Sts.
Taxis	31st St. (W. Side)	34th & 35th Aves.
Taxis & FHVs	43rd Ave.	36th & 37th Sts.
Taxis	34th St. (W. Side)	37th & 38th Aves.
Taxis	Skillman Ave.	37th & 36th Sts.
Taxis	Queens Blvd. (S. Side)	50th & 51st Sts.
Taxis	Queens Blvd.	55th & 54th Sts.
Taxis & FHVs	45th Ave. (S. side)	Jackson Ave. & 23rd St.
Taxis & FHVs	Pearson St. (W. Side)	Jackson Ave. & dead end
Taxis	49th St.	Newtown Rd & Northern Blvd.
Taxis	55th St.	Queens Blvd & Roosevelt Ave.
Taxis	Van Dam St.	Queens Blvd & Skillman Ave.
Taxis & FHVs	36th St.	Skillman & 43rd Aves.

Don't risk a summons trying to find a Relief Stand on the list that the TLC web site provides. Texting or searching on-line while in your cab is against the law. Keep this list in your taxi for future use!

Equal Justice?

(Continued from Page 1)

Uber spent over \$500,000.00 in 2015 on NYC lobbyists. I am not saying there is a connection with Uber drivers flaunting and expanding this illegal action of soliciting and picking up street-hails, I just don't understand why city officials allow it! Some city council members have said that there is no public outcry. Ever try calling 311 for this purpose, it is a catch 22 (Try it you will see). Even I got fed up with recordings, redirection and holding. And, inside yellow cabs there are complaint numbers and a system setup for complaints. Not so for Uber cars. Thousands of daily complaints are however to be found on social media sights regarding every complaint from overcharging to safety issues to murder.

Most voting New Yorkers I have spoken with disagree with the 30% salary increase the city council members voted themselves recently but there was no PUBLIC outcry. Let me tell all of you something important: Today's city politicians are lucky there is a budget surplus because of a healthy stock market issuing big returns on pension investments. (Is Hevesi out of jail yet?) However, wrong is wrong and two wrongs, or three wrongs do not make a right. It is easy being popular when there is money for politicians to give to local associations in their districts and in

some cases given to friends.

The taxi industry has abided by every regulation New York City has developed over a lifetime and all we get is punished with illegal competition and closed eyes by politicians. Not one of our local politicians would stand up and say the same rules should apply to all street hail vehicles or that some Uber drivers should buy medallions if they want to pick up street hails. True hypocrisy: A 30% salary jump benefiting each council personally, while at the same time staying silent on the issue of an entire industry depreciating billions of dollars due to the same politician's Non-actions. Never forget that money from medallion sales has helped this city from a time prior to the birth of every legislator, through recent times. Where is the Justice?

Today in our city transportation industry there is no EQUAL AND EXACT JUSTICE, there is NO GOVERNMENT OF THE PEOPLE, and there is no COMMERCIAL POLICY with an EQUAL AND IMPARTIAL HAND. LOOK UP at the ceiling inside the chambers of City Hall and read the greatness:

Equal and Exact Justice to all Men of Whatever State or Persuasion - Jefferson

Our Commercial Policy Should Hold an Equal and Impartial Hand - Washington

A Government of the People by the People for the People - Lincoln
Let Us Have Peace - Grant



The Taxi Attorney

Hello everybody, I hope that you are working hard and making good money. This month I want to talk about eight topics.



First, please keep your address current with TLC and DMV. If you have bad mail delivery where you live, then I strongly suggest getting a PO box to get mail from DMV and TLC. If you miss a summons in the mail and get found guilty, you could lose your job. At TLC, you get default convicted if you don't show up for a hearing. This means that you are automatically found guilty, even if TLC has a bad case against you or the summons is defective etc., and the OATH ALJ will impose the maximum fine against you for the offense for which you were in default. At DMV, the DMV frequently moves dates to hearings or sends out suspension notices or you may even learn that an officer had issued you a summons when you believed you had gotten off with just a warning, so don't mess around with your mail delivery. Driving a taxi is a tough job and fighting the TLC at OATH tribunals is tough enough when you know that you have a court date, don't give the government a break by missing important communications from them due to bad mail. Stay on top of it.

Second, I am working with a prestigious and reasonably priced bankruptcy firm in case you need to file for Chapter 7, 13 or 11 of the United States Bankruptcy Code. I understand the Industry and am glad to try to save your assets or liquidate your assets as the case may be if you need that type of service. A basic Chapter 13 which will generally allow you to keep your home and car etc. is around \$2500 for lawyer's fees. Chapter 11s are more and Chapter 7, when you liquidate your assets, are less. If you need this type of service or if you are considering it, I am glad to talk to you about it and you may contact me at my office during business hours at 212.754.1011 or 866.LAW.MIKE or 866.529.6453.

Third, if you are arrested and you possess a TLC license, it is imperative that you hire the best criminal attorney that you can afford and maybe one that you cannot afford. I suggest that you borrow money to pay the attorney. This is so because TLC will hold your license until the criminal case is finished and the TLC will take it permanently from you if the criminal matters is NOT resolved to the TLC's satisfaction. I work with a very high quality criminal attorney who can speed up criminal matters and obtains excellent results, so please call me at 212.754.1011 if you get arrested.

Fourth, please listen to the Taxi Dave radio show on 710 am WOR, on Sunday evenings between 8pm and 9pm. David Pollack is the host.

He is smart, entertaining, informative and best of all, knows the truth about what is happening in your Industry. Moreover, he has the highest rated show on radio in his time slot in the NYC Metro area! So, please tune in to listen.

Fifth, remember to bring me your DMV and TLC tickets. It is important to fight all your DMV (issued by NYPD) and TLC tickets. Be careful. Don't skimp on the lawyer only to lose your license later. Please fight every yellow or pink ticket you receive from NYPD and every TLC ticket you receive. If you are uncertain whether to use an attorney for a particular ticket, please come see me and I will tell you, no charge, if the ticket has points and you do or do not need an attorney or representative for a particular summons.

Sixth, please take the defensive driver course every 18 months. Do not wait three years to take the DDC class that takes points off of your NYS driver's license. Please take the course every 18 months so if TLC sends you a letter to suspend or revoke your Hack or TLC license you will have taken the class before you get such TLC letter. Now TLC is allowing you to take a course which takes 3 points off your DMV record according to TLC calculations after you get a

letter from TLC saying you have a suspension or revocation coming to you. Also, if you get found guilty of a DMV summons it may be best to take a DDC course AFTER the guilty finding at TVB or in other NYS traffic courts.

Moreover, there is a persistent violator course available to reduce TLC points which are now being combined with DMV points and can result in your losing your TLC license very quickly if you speed or talk on your cell phone while driving. Basically, any moving violation now puts you in jeopardy. Call me at 212.754.1011 if you want to discuss your DMV or TLC tickets.

Also, please note that I will do an excellent job advocating for you at a fair and reasonable price, and I have been doing this business for 20 years now and really know what I am doing. Please call me at 212.754.1011 or 866.LAW.MIKE to discuss your DMV or TLC problem.

Seventh, please do not fight with other drivers and get TLC involved. It has come to my attention that many yellow cab drivers are having disputes with each other and calling TLC to complain against a fellow diver in the hopes of causing a money fine or even a loss of job to an "enemy." I strongly urge drivers to be courteous to each other and to resist the urge to complain in such a manner to TLC. I know driving is competitive and not everyone gets along with everyone

March Taxi Driver Puzzle

Do you know the stories behind each word? You would if you listened to Taxi Dave's Radio Show, Sunday's at 8:00 PM on WOR710. Brought to you by Melrose Credit Union. You will also understand the puzzle better if you read our articles.

C I T Y C O U N C I L H E
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 T L X M E T I I T S N T R
 H N I S T J V C E O S T I
 M E D L A S E Y C E N R N
 L L A L N O M O R E P A G
 I O V I D W A Y Y O U V I
 S N E C E N 2 R I D E O U
 C E N T S E S T S \$ 1 T T
 R T S U A R R A 0 0 7 A R
 A L I A R M O 3 , J F K X
 E A U D I U 0 0 L I E M I
 L R F W O S F S S C R K A
 U F E ! H T I E N A D S P
 R E V I R D N E I S U B P

Find the following words/acronyms in the puzzle above

- CITY COUNCIL HEARING • FRAUD •
- NO MORE PARTITIONS • \$10,000 FINE •
- 700 ARRESTS • CENTS •
- GIVE OUT TAXI APP BUSINESS CARDS •
- UNIVERSAL LICENSE • 30 • ARRO •
- AUSTRALIA • JFK MIKE • HEALTH •
- WAY2RIDE • RADIO SHOW • IMPARTIAL •
- TAXI DAVE • TAXI STAND •
- OWNER MUST DRIVE RULE •
- MEDALLIONS • JUSTICE •

else. I also know that disputes arise over road rage or gambling or girls or boys whatever the case may be. But, please be kind to each other on the road and in down time. If we don't all act like brothers and sisters, then how can we hope to survive with all of the large corporations trying to control this Industry. Think about it.

Eight, if you receive a pink summons, please call me at 212.754.1011 to discuss it. Sometimes it makes sense to use a lawyer to help you fight a pink summons, which is a criminal summons with ramifications beyond DMV points, and sometimes you can simply pay such a summons without any negative consequences. My fee is reasonable to go to court for you for pink summonses, and you most often do not need to go to court and I can obtain zero points for you. But, please call me to discuss this with me and don't wait for the day before court to call me.

Thank you for reading this article. Call me at 212.754.1011 for all your

legal needs. Until next month, be well.

Thank you for reading this article. Call me at 212.754.1011 for all your legal needs. Until next month, be well.

Mr. Spevack thanks you for reading this article which is for entertainment purposes only and does not constitute legal advice. For legal advice, contact Mr. Spevack. <http://www.trafficticketnyc.com>.

See his advertisement on page 38 of this issue.

This article does not reflect the opinion of the publisher.



MANHATTAN POLICE PRECINCTS

Precinct	Address	Direct line
<u>1 Precinct</u>	16 Ericsson Place	1-212-334-0611
<u>5 Precinct</u>	19 Elizabeth Street	1-212-334-0711
<u>6 Precinct</u>	233 West 10 Street	1-212-741-4811
<u>7 Precinct</u>	19 1/2 Pitt Street	1-212-477-7311
<u>9 Precinct</u>	321 East 5th Street	1-212-477-7811
<u>10 Precinct</u>	230 West 20th Street	1-212-741-8211
<u>13 Precinct</u>	230 East 21st Street	1-212-477-7411

Midtown South Precinct

MSP	357 West 35th Street	1-212-239-9811
<u>17 Precinct</u>	167 East 51st Street	1-212-826-3211

Midtown North Precinct

MNP	306 West 54th Street	1-212-767-8400
<u>19 Precinct</u>	153 East 67th Street	1-212-452-0600
<u>20 Precinct</u>	120 West 82nd Street	1-212-580-6411

Central Park Precinct

	86th St & Transverse Road	1-212-570-4820
<u>23 Precinct</u>	162 East 102nd Street	1-212-860-6411
<u>24 Precinct</u>	151 West 100th Street	1-212-678-1811
<u>25 Precinct</u>	120 East 119th Street	1-212-860-6511
<u>26 Precinct</u>	520 West 126th Street	1-212-678-1311
<u>28 Precinct</u>	2271-89 8th Avenue	1-212-678-1611
<u>30 Precinct</u>	451 West 151st Street	1-212-690-8811
<u>32 Precinct</u>	250 West 135th Street	1-212-690-6311
<u>33 Precinct</u>	2207 Amsterdam Avenue	1-212-927-3200
<u>34 Precinct</u>	4295 Broadway	1-212-927-9711

BRONX POLICE PRECINCTS

Precinct	Address	Direct line
<u>40 Precinct</u>	257 Alexander Avenue	1-718-402-2270
<u>41 Precinct</u>	1035 Longwood Avenue	1-718-542-4771
<u>42 Precinct</u>	830 Washington Avenue	1-718-402-3887
<u>43 Precinct</u>	900 Fteley Avenue	1-718-542-0888
<u>44 Precinct</u>	2 East 289th Street	1-718-590-5511
<u>45 Precinct</u>	2877 Barkley Avenue	1-718-822-5411
<u>46 Precinct</u>	2120 Ryer Avenue	1-718-220-5211
<u>47 Precinct</u>	4111 Laconia Avenue	1-718-920-1211
<u>48 Precinct</u>	450 Cross Bronx Expressway	1-718-299-3900
<u>49 Precinct</u>	2121 Eastchester Road	1-718-918-2000
<u>50 Precinct</u>	3450 Kingsbridge Avenue	1-718-543-5700
<u>52 Precinct</u>	3016 Webster Avenue	1-718-220-5811

BROOKLYN POLICE PRECINCTS

Precinct	Address	Direct line
<u>60 Precinct</u>	2951 West 8th Street	1-718-946-3311
<u>61 Precinct</u>	2575 Coney Island Avenue	1-718-627-6611
<u>62 Precinct</u>	1925 Bath Avenue	1-718-236-2611
<u>63 Precinct</u>	1844 Brooklyn Avenue	1-718-258-4411
<u>66 Precinct</u>	5822 16th Avenue	1-718-851-5611
<u>67 Precinct</u>	2820 Snyder Avenue	1-718-287-3211
<u>68 Precinct</u>	333 65th Street	1-718-439-4211
<u>69 Precinct</u>	9720 Foster Avenue	1-718-257-6211
<u>70 Precinct</u>	154 Lawrence Avenue	1-718-851-5511



<u>71 Precinct</u>	421 Empire Boulevard	1-718-735-0511
<u>72 Precinct</u>	830 4th Avenue	1-718-965-6311
<u>73 Precinct</u>	1470 East New York Avenue	1-718-495-5411
<u>75 Precinct</u>	1000 Sutter Avenue	1-718-827-3511
<u>76 Precinct</u>	191 Union Street	1-718-834-3211
<u>77 Precinct</u>	127 Utica Avenue	1-718-735-0611
<u>78 Precinct</u>	65 6th Avenue	1-718-636-6411
<u>79 Precinct</u>	263 Tompkins Avenue	1-718-636-6611
<u>81 Precinct</u>	30 Ralph Avenue	1-718-574-0411
<u>83 Precinct</u>	480 Knickerbocker Avenue	1-718-574-1605
<u>84 Precinct</u>	301 Gold Street	1-718-875-6811
<u>88 Precinct</u>	298 Classon Avenue	1-718-636-6511
<u>90 Precinct</u>	211 Union Avenue	1-718-963-5311
<u>94 Precinct</u>	100 Meserole Avenue	1-718-383-3879

QUEENS POLICE PRECINCTS

Precinct	Address	Direct line
<u>100 Precinct</u>	92-24 Rockaway Beach Blvd.	1-718-318-4200
<u>101 Precinct</u>	16-12 Mott Avenue	1-718-868-3400
<u>102 Precinct</u>	87-34 118th Street	1-718-805-3200
<u>103 Precinct</u>	168-02 P.O. Edwaard Byrne Ave.	1-718-657-8181
<u>104 Precinct</u>	64-02 Catalpa Avenue	1-718-386-3004
<u>105 Precinct</u>	92-08 222nd Street	1-718-776-9090
<u>106 Precinct</u>	103-53 101st Street	1-718-845-2211
<u>107 Precinct</u>	71-01 Parsons Boulevard	1-718-969-5100
<u>108 Precinct</u>	5-47 50th Avenue	1-718-784-5411
<u>109 Precinct</u>	37-05 Union Street	1-718-321-2250
<u>110 Precinct</u>	94-41 43rd Avenue	1-718-476-9311
<u>111 Precinct</u>	45-06 215th Street	1-718-279-5200
<u>112 Precinct</u>	68-40 Austin Street	1-718-520-9311
<u>113 Precinct</u>	167-02 Baisley Boulevard	1-718-712-7733
<u>114 Precinct</u>	34-16 Astoria Boulevard	1-718-626-9311
<u>115 Precinct</u>	92-15 Northern Boulevard	1-718-533-2002

STATEN ISLAND POLICE PRECINCTS

Precinct	Address	Direct line
<u>120 Precinct</u>	78 Richmond Terrace	1-718-876-8500
<u>122 Precinct</u>	2320 Hylan Boulevard	1-718-667-2211
<u>123 Precinct</u>	116 Main Street	1-718-948-9311

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Testimony of Meera Joshi Commissioner and Chair, New York City Taxi and Limousine Commission Intro Nos. 658, 1080, 1092, 1095 & 1096 City Council Transportation Committee February 29, 2016

INTRO #1095 - The bill would create a universal license for taxicab and for-hire vehicle drivers—eliminating separate licenses—and require that universal license applicants be able to speak and understand English, but that language proficiency not be assessed through a written exam.

INTRO #1096 - This bill would increase the financial penalties for for-hire vehicles that improperly accept a passenger by street hail. The fines would increase to \$2,000 for a first violation, \$4,000 for a second violation within two years, and \$10,000 for a third or subsequent violation within ten years. These increased fines would apply to any vehicle with a HAIL license that accepts a passenger by street hail in an area where street hails by HAIL vehicles are not permitted and to other for-hire vehicles that improperly accept a passenger by street hail in particular areas of the city, including much of Manhattan, airports, and the immediate vicinity of Yankee Stadium, Citi Field, and Barclays Center.

INTRO #1080 - The bill would require black car and luxury limousine services—including dispatch apps—to provide accurate fare estimate to passengers upon request. Passengers could not be charged a fare that is more than twenty percent higher than the estimate. Services that fail to comply would be subject to a penalty of \$250 to \$500.

INTRO #658 - The bill would require the Taxi and Limousine Commission (TLC) to develop an information security and use of personal information policy for livery bases, black car bases, and luxury limousine bases. The policy would require such bases to take measures to protect information collected from passengers, only use passenger information for certain authorized purposes, and report on security breaches. Bases that fail to adhere to the information security and use of personal information policy would be subject to civil penalties of \$200 to \$1,000, to be determined by the TLC.

INTRO #1092 - Currently, Taxi and Limousine Commission rules require that black cars be retired no later than the expiration of the owner's for-hire license or after the vehicle turns six model years old. Under the bill, black cars would not be subject to retirement so long as the vehicle passes all required inspections.

Good morning Chair Rodriguez, and members of the Transportation Committee. I am Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission. Thank you for the opportunity to share the TLC's views on Intros 658, 1080, 1092, 1095 and 1096, many aspects of which overlap with existing TLC rules and practice. At the outset, I want to make clear how much we appreciate the committee's ongoing interest in, and support of, our agency, and reiterate our desire to work together to further improve our City's for-hire service. In particular, and although not addressed in the current set of proposals, we hope to also work together where possible on other priority policy areas, such as increased accessibility and accountability across all of our regulated sectors.

Black Car Retirement (Intro 1092)

I will begin with Intro 1092 which would eliminate mandatory retirement for black cars as long as the vehicle passes all inspections required by the State Vehicle Traffic Law, the Administrative Code or TLC rules.

The impact of this Intro would be somewhat less than it appears, because the TLC eliminated retirement requirements for most of the black car fleet in the spring of 2015. As background, the TLC first passed a six year retirement mandate for black cars in April 2008. In April 2015, however, the TLC eliminated the black car retirement requirements for Model Year 2013 vehicles and after. At the same time, the TLC also extended the retirement threshold from six model years to seven, for all vehicles that were Model Year 2012 or earlier. Thus the effect of this Intro would be to eliminate the retirement requirement for the approximately 28% of black cars in service today that are Model Year 2012 or earlier. In contrast to yellow taxi service, where passengers do not preselect a taxi company or a vehicle model, there is no single operational model in the black car industry, and today we see a much greater range of choice for passengers than in years past. With this variety, we agree that applying a single vehicle retirement schedule for all companies is unnecessary due to existing market incentives to replace vehicles at a rate which satisfies customer demand.

Finally, we know that the Council joins us in our commitment to vehicle safety and environmental health, and for that reason it is im-



TLC Chairwoman Meera Joshi (l) and Deputy Commissioner of Uniformed Services Ray Scanlom (R) testify at City Hall about new transportation intros.

Photo by David Pollack

portant to note that aU black cars are subject to regular, updated, safety and emissions inspections, so that even if the retirement requirement is eliminated entirely, unsafe and environmentally unsound black cars will be removed from service by the TLC.

Fare Quotes (Intro No. 1080)

The next Intro, No. 1080, would amend the Administrative Code to include a definition to cover app based dispatch in the FHV sector, "Dispatch Service Provider," a concept that the TLC added to its rules last year. In addition, Intro 1080 would require that black and luxury limousine bases, as weU as dispatchers operating on their behalf, neither quote nor charge a fare greater than the fare listed in the rate schedule filed with the Commission. TLC rules have long required filing of, and compliance with, rate schedules.

Under the Intro, any passenger who requests it would receive a fare quote. A customer could not then be charged more than 120% of the fare quote. Violations of the rule would result in civil penalties unless the provider reduced the fare to be in compliance with the 120% provision within ten days.

The TLC has always supported fare transparency as a powerful consumer protection tool; it allows passengers to make informed choices from several different modes of transportation. Yellow and green taxis offer metered fares at published rates, and livery bases must provide a binding fare quote. More recently, in June 2015, the TLC adopted rules requiring the provision of fare estimates whenever a "price multiplier" or "variable pricing," commonly known as "surge pricing" is used.

To avoid sticker shock, these rules require that, upon request, the base must provide a fare estimate in dollars and cents, including any surge pricing, and that the customer must affirmatively accept the estimate to initiate service.

The TLC has begun routine testing of black car bases to evaluate their performance on price transparency and consumer protection. Our testing efforts are intended to ensure that the passenger has affirmatively opted in and accepted variable pricing for all dispatches by black car and lux limo bases, and that whenever requested the passenger receives an estimate of the total fare in dollars and cents inclusive of variable pricing. Additionally, we audit to determine whether rates are properly displayed on any website or smartphone app.

Although TLC rules do not specifically mandate a maximum amount by which an actual fare may exceed the estimate, our rules preventing fraud and misrepresentation provide us with the tools necessary to handle overcharge complaints. And under TLC's rules, Dispatch Service Providers are required to give passengers a printed receipt directing them to contact 311 with complaints. Nonetheless, while the requirement of a fare quote partly overlaps with existing TLC regulation, and while we believe that market-driven customer service concerns will largely prevent companies from charging above a fare estimate, the TLC does not oppose the provision capping actual fares at 120 percent of the quote. We understand the 120 percent provision applies to all providers of black car and limousine services, not only to those who arrange for transporta-

(Continued on Page 13)

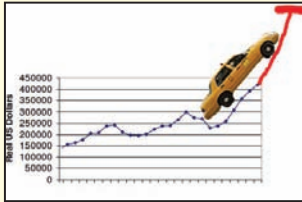
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**Spooky Tale in Japan: ‘Ghost’
 Taxi Passengers Near Tsunami**



A taxi driver takes a rest on a car trunk in Tokyo on May 17, 2011

Taxi drivers swear they had eerie encounters.

When a Japanese college student started corresponding with taxi driv-

ers in Ishinomaki in Miyagi prefecture for her senior sociology thesis, some became irritated, while others pretended they didn't hear her, Asahi Shimbun reports. But seven out of 100 drivers actually answered Yuka Kudo's odd question—"Did you have any unusual experiences after the [2011 tsunami] disaster?"—with responses that were both eerie and oddly similar. They all reported experiences with "ghost passengers," riders they say entered their cabs after the tsunami that killed nearly 16,000, then disappeared before the ride was over. One driver, for example, recounted a woman who got into his cab asking, "Have I died?" and was gone before they reached her destination, while another tells the tale of a man who asked the driver to take him to a mountain before he vanished.

The supposed riders involved in the account—which the San Francisco

Chronicle compares to the "phantom hitchhiker" urban legend—were generally young people, and Kudo has a theory about that. "Young people feel strongly chagrined [at their deaths] when they cannot meet people they love," she tells Asahi Shimbun. "As they want to convey their bitterness, they may have chosen taxis, which are like private rooms, as a medium to do so." But the drivers don't seem overly spooked by the incidents. "It is not strange to see a ghost [here]," one driver says. "If I encounter a ghost again, I will accept it as my passenger." Japanese taxi drivers start the meter as soon as a passenger gets in, and these drivers all reportedly ended up paying the unpaid fares for their mysterious riders. ("Ghost ships" with corpses were showing up near Japan recently.)

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Testimony

(Continued from Page 11)

tion by app. We would request that sector-wide application be clarified, so that, as with our rules, the same standards apply to all FHV service providers.

Finally, the TLC does not support the Intro's safe harbor provision, which would allow providers to avoid penalties if they correct a fare overcharge within ten days. The actual mechanics of how the provision would function are unclear and may prove difficult to enforce. More importantly, if the prohibition is important, we believe it should be immediately binding to provide full consumer protection for passengers and include restitution. The TLC always has prosecutorial discretion not to charge if there are mitigating circumstances, but companies that overcharge passengers should not escape having to answer to the TLC for such an overcharge.

Universal License antra No. 1095)

Intro 1095 would codify in the Administrative Code the TLC's recent practice of issuing a "Universal License." Until last year, the City offered different drivers' licenses for yellow medallion taxi drivers and for-hire vehicle drivers. Because medallion license drivers had to meet a higher standard, the TLC has long permitted them to drive FHVs, but not the reverse. Until recently FHV drivers have had to obtain an additional medallion license in order to drive a taxi. Last year, the TLC formalized its existing practice with respect to taxi drivers, and upon renewal, issued them all a combination medallion and for-hire driver's license, a "MED-FHV" license. And in December 2015 began providing experienced FHV drivers the option to switch to a MED-FHV license so they can also drive a taxi. I am pleased to note that, since its introduction, over two thousand FHV drivers have received the new MED-FHV license. In this regard, Intro 1095 would align the language of the Administrative Code to TLCs practice and so we wholeheartedly support these efforts to improve driver mobility and thank Committee Chair Rodriguez for his personal support of this important local law change.

Intro 1095 would also amend the Administrative Code by expanding the existing English proficiency requirement for taxi drivers to all TLC drivers. All drivers "must be able to speak and understand English." This requirement comes with the proviso, however, that "such an assessment shall not include a written examination." We believe that the existing requirements serve New Yorkers well by allowing passengers to choose the for-hire service that best meets their needs, including their language needs. In a city with a significant immigrant population, in which for-hire vehicle driving offers



Councilman Daniel Garodnick.

Photo by David Pollack

employment opportunities for new arrivals, and where some for-hire vehicle service providers may serve those immigrant communities almost exclusively, it is not clear that there is market demand, citywide, for this language requirement.

Additionally, the means by which the TLC would interpret or administer this provision remain unclear, that is, we are not certain how the Council intends for the agency to determine that an applicant is "able to speak and understand English." Because these licenses are so crucial for so many first generation immigrant families, we would need to work closely with the Council and the Mayor's Office of Immigrant Affairs to ensure that implementation of this expanded language requirement does not inadvertently harm the newest New Yorkers. At a minimum, the TLC would want to ensure that current licensees are grandfathered in and do not lose their livelihoods by virtue of this expanded language requirement. The TLC looks forward to discussing these policy and operational challenges further with the Council.

Illegal Street Hail (Intro No. 1096)

Intro 1096 would amend the Administrative Code by significantly increasing penalties for green taxi drivers picking up passengers by street hail in Manhattan south of West 11 Oth street and East 96th street, the "Hail Exclusionary Zone." The bill would also provide for enhanced penalties for all drivers where those illegal street hails occurred in certain areas within the City, including the airports, the Hail Exclusionary Zone, and the areas around sports stadiums in the Bronx, Brooklyn and Queens.

The sections of the Administrative Code that the Intro would amend with respect to green taxis were added by the State Legislature as part of the HAIL Law, and there may be a State preemption issue to the extent that the Intro would expand or otherwise alter the provision's scope. Additionally, as to increased penalties for all other illegal conduct, while the Intro amends 19-507 section (b)(1), it does

not amend or address the existence of 19-506 section (e), which also empowers the TLC to enforce against illegal street hails, but which would now provide for different penalties. The TLC would need to meet further with Council staff to clarify these issues, as well as to ensure that in each instance the revised penalties provide for a minimum as well as a maximum, so that fines levied are strong enough to be a real deterrent.

Although we welcome additional tools to enforce against illegal street hails, we are unclear why Intro 1096's first section singles out green taxi drivers for enhanced penalties. Our enforcement experience simply does not support the premise that green taxi drivers are violating the HAIL Law at a rate requiring specific legislative attention. In the beginning of our green taxi program, and in response to complaints, the TLC did several enforcement actions against green taxis picking up street hails in the Hail Exclusionary Zone. Those enforcement actions, combined with public messaging including exterior markings making clear the green taxi's limited street hail jurisdiction, significantly decreased the amount of illegal green taxi activity, as is born out in our numbers.

For this reason, the TLC's major concern is with livery and black car drivers illegally picking up street hails and unlicensed, or so called "straight plate" operators, doing the same. Unlicensed operators in particular present a serious safety threat to New Yorkers. Their vehicles have not been inspected for safety, they do not carry the proper commercial insurance, and the drivers have not been subject to background checks, including criminal and DMV record checks, as well as ongoing drug testing. In addition to depriving customers of their right to a safe ride, every unlicensed, illegal trip deprives licensed drivers of income, the City and State of revenue, as well as avoiding contributions to make our yellow and green taxis accessible. The TLC regularly enforces against unsafe illegal operators, but, as you are aware, we lost our best tool last October, when a federal

district judge ruled that in certain circumstances seizing vehicles used for illegal pick-ups, as authorized under 19-506 of the Administrative Code, was unconstitutional. While that litigation continues we are exploring other enforcement methods. For example, we are summoning for this conduct under provisions of the State Vehicle and Traffic Law where the penalty is suspension or revocation of the driver's DMV license and/or the vehicle owner's registration. Further, under local law, vehicles are subject to forfeiture where the owner has two or more violations in the past 36 months for unlicensed activity. As the federal court decision regarding TLC seizures did not eliminate TLC's ability to seize vehicles that are subject to forfeiture, we are developing a robust plan to utilize this enforcement tool.

Regarding the provision of enhanced penalties for illegal street hails in specified zones, the TLC cannot support the Intro's division of the City into different zones. The most important purpose of the prohibition against illegal street hails is to protect passengers from entering into unsafe cars with drivers that have not been vetted, and to prevent trips that cannot be accounted for if something goes wrong. We believe that passengers citywide deserve the fullest extent of this protection, not just those in midtown Manhattan, at the airports, Yankee Stadium, Barclays, and Citi-field. Notably, a few years ago we testified in favor of a bill sponsored by Council Member Vacca that elevated fines against straight plates to their current levels. So again, we support increased penalties against this egregious conduct and urge the Council to apply the same penalties citywide.

Security/Information (Intro 658)

Intro 658 would amend the Administrative Code to require the Commission to develop a policy on information security and use of personal information, and to make that policy applicable to livery base stations, black car bases and luxury limousine bases. The Intro further specifies that, at a minimum, the policy cover certain described areas such as permitted use and storage of credit card and personal information and trip records. It would also mandate PCI compliance for credit card payment systems as well as requiring notification of security breaches.

Additionally, the Intro would require the Commission to adopt rules establishing civil penalties of not less than two hundred dollars, nor more than one thousand dollars, for violations of these policies. Because the effective date would be 90 days from enactment, the TLC would have less than three months to evaluate, draft, notice and promulgate any necessary rules.

I note that the Council is not writing
(Continued on Page 25)

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Loading and Unloading Passengers Accidents

1. Always signal, and pull as close to the curb when responding to a street hail, or arriving to load or unload a radio dispatched passenger.
2. Always pull into a passenger loading area without impeding the flow of traffic. Do not delay traffic when a passenger enters your vehicle at a red light. Be prepared to proceed, and pull over to the nearest curb space if necessary. Delaying traffic can lead road rage incidents or rear end collisions.
3. After loading your passenger, tell them that their safety is a primary concern, and that when you arrive at their destination, you will open the door for them, and assist them, when it is safe.
4. Try to have your passenger (only applicable if vehicle occupied by one passenger) seated on the side of the vehicle that will be the curb side, upon your arrival at the destination.
5. Always check all rearview and side view mirrors prior to exiting your vehicle to assist a passenger. (Check mirrors if you are not exiting vehicle, to determine when it is safe for passenger to depart vehicle.)
6. Always assist the passenger to the sidewalk before you retrieve luggage or other items from the trunk.
7. When you are unloading the trunk, scan the area behind you first to ensure that there are no vehicles are coming at you in an unsafe manner.
8. If you arrive for a radio dispatched passenger or respond to a street hail, wait for any other vehicle for hire loading at the curb to complete loading and leave the spot, so you can pull into the vacated spot.
9. Try to avoid loading or unloading passengers or trunk items while your vehicle is double parked.
10. Do not leave cash, or other valuables openly exposed in the front seat, while you are assisting a passenger, or attending to the trunk.

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bmerling@herefordinsurance.com

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Jury Finds Driver Guilty Homicide

A man was convicted in the death of a police officer responding to a crash on the Long Island Expressway even though the officer was struck and killed by another motorist. A Nassau County jury found 28-year-old James Ryan guilty of 10 of 13 charges, but acquitted him of the most serious one—aggravated vehicular homicide. He was convicted on charges including aggravated criminally negligent homicide, vehicular manslaughter, drunken driving and reckless endangerment. He faces up to 20 years in prison when he is sentenced March 9.

Prosecutors said Nassau County

Officer James Olivieri's October 2012 death was Ryan's fault because his reckless driving caused a chain-reaction crash. Ryan's Toyota hit a BMW on the Long Island Expressway after Ryan spent a night of drinking in New York City. He then was hit by another car after stopping 1,500 yards down the highway. A few minutes later, an SUV driver smashed into Ryan's car before hitting Olivieri, who was out of his patrol vehicle talking to Ryan at the time. Ryan had been drinking and had a blood-alcohol level of 0.13, which is higher than the state's threshold of 0.08.



Photo By David Pollack

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Dirctory on Page 33**

Uber Got Complaints About Michigan Shooter

Uber admitted Monday that it failed to act on a report that driver Jason Dalton was acting like a maniac behind the wheel about an hour before cops say he went on a deadly shooting spree.

Passenger Matt Mellen has said he called police and complained to Uber about having to jump out of Dalton's car around 4:30 p.m. Saturday because Dalton was speeding, driving on lawns and medians, and "running stop signs" in Kalamazoo, Mich.

During a Monday afternoon conference call with reporters, an Uber exec said the company was contacted about Dalton by several passengers, including one who also called 911.

But Uber takes action over allegations of "bad driving" only after speaking to the driver, because it doesn't want to "overreact to one piece of feedback," said Joe Sullivan, the company's chief security officer.

An Uber spokesman also told The Guardian that Mellen's complaint "fell into that back bucket."

Meanwhile, after the rampage, Dalton confessed "that he took people's lives," a detective testified Monday.

Authorities have yet to learn why Dalton, 45, allegedly opened fire during three separate incidents Saturday night, in between picking up and dropping off fares.

Six people were killed and two were wounded.

Dalton, who appeared via video link from the local jail, didn't enter a plea to six counts of murder, two counts of attempted murder and eight weapons charges. He declined to make a statement and was ordered held without bail pending another court date on March 3.

In addition to a semiautomatic pistol found in Dalton's car, cops seized 11 rifles from his home, according to CNN.

Three hours before the rampage, Dalton spent \$85 on a black 5.11 Tactical-brand jacket with a special chest pocket for hiding a handgun, the Kalamazoo Gazette reported.

Meanwhile, it emerged that a 14-year-old girl who was shot during the rampage and was declared brain-dead and about to have her organs harvested suddenly showed signs of life.

The girl unexpectedly squeezed her mom's hand, then did it a second time when the mom asked if her daughter could hear her, Michigan State Police Lt. Dale Hinz told ABC News.

She also gave thumbs-up signs with both hands when a doctor asked her to give him a thumbs-up if she could hear him, Hinz said.

Printed with permission from The New York Post.

NYS DMV Point System

Speeding (mph over posted limit)

1 to 10 . . . 3 points

11 to 20 . . 4 points

21 to 30 . . 6 points

31 to 40 . . 8 points

More than 40 . . 11 points

Reckless Driving . . . 5 points

Failure to stop for a School Bus . 5 points

Following too closely (tailgating) 4 points

Inadequate Brakes . . 4 points

(while driving employer's vehicle) 2 points

Failing to Yield Right-Of-Way. . 3 points

Violation Involving Traffic Signal,

Stop Sign, or Yield Sign . . . 3 points

Railroad Crossing Violation 3 points

Improper Passing or Lane Use . . 3 points

Leaving scene of an incident involving property damage or injury to an animal . . 3 points

Safety restraint violation involving person under 16 . 3 points

Any other moving violation 2 points

Note: Speeding when speed not indicated is 3 points





LETTERS



(Continued from Page 4)

I was wondering. Then she told me her destination is Holiday Inn hotel at LGA. Then I took the exit 10W instead of exit 6 for the hotel (113-10 Horace Harding Expressway). I drop them off at 12:18 am (02/28/2016). The fare was \$46.84 with toll.

The female passenger was very rude on me and blaming me I took the longer way intentionally to make more money. She was also threatening me to make complaint against me.

If a passenger make a complaint against a driver and show-up, the kangaroo TLC court found the driver guilty.

If a passenger is very rude with a driver even the driver has no fault what would TLC do against a passenger?

The answer is: nothing. Because TLC doesn't treat a driver as a human being. As a result a driver shouldn't have human rights!

Sincerely,
Abul Asad Khan

Packages

Dear Taxi Dave,
Why can't taxis deliver packages if anybody else is doing it?

Pastor Lissa

Uber Vs Taxi, The Kalamazoo Tragedy

Dear Taxi Dave,
The New York Post's story on Uber and the Kalamazoo tragedy proves that the regulations in place or lack thereof for Uber need to be addressed immediately. Uber was informed of a driver who was acting erratically and should not have been allowed to pick up fares or they should have called the police. Uber's lack of communication and late responsiveness, to its riders and drivers, doesn't work.

Michael Simon

See Story on Page 15

Blood On Their Hands

(Continued from Page 1)

But, here is the local opportunity for our local government to prove me wrong. Finally, on February 25th, the City Council of the City of New York will entertain a few initiatives, which may slow the growth of this behemoth, intent on world domination. Included on the agenda is the universal driver application, which will allow for drivers to work livery or yellow cab without having obtaining multiple licenses. More importantly, consideration of the substantial increase in fines for illegal street hail will be on the docket as well. Fines may rise to \$2,000 for first offenses, \$4,000 for second offenses and \$10,000 and revocation for third offenses. This would be an effective means of protecting the yellow cab's exclusivity, but only if there is effective enforcement. So far, it has become apparent to the taxi industry that the TLC has minimal interest in enforcing the law against illegal street hails. And the NYC Police Department, without a special task force designed to catch poachers, has other items on their agenda carrying a greater priority, like terrorism. So then, who is left, but for us, the taxi industry, to provide the evidence needed to identify, arrest, and convict the gypsies from stealing our rights?



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Uber promotes the idea that drivers enjoy total freedom from working flexible schedules. Their advertisements boast that “freedom pays weekly” and you can “be your own boss” and “choose your hours.”

But, Uber’s heat maps, real-time and predictive messages, and hourly guarantees all indicate that drivers should work at particular places at particular times. Surge pricing communicates this message through nudges and messaging, but hourly guarantees are more explicit tools for labor logistics management. Select drivers are invited to opt-in to guaranteed hourly fares if they meet stricter working conditions.

Uber: \$22/hr in gross fares guaranteed tomorrow Wed Aug 12 6am - 9am AND 4pm - 7pm. Accept 90% of your trips, complete 1 trip per hour and be online at least 50 minutes of every hour to qualify. (Note: these guarantees are quoted at the hourly rate before applying Uber's \$1 Safe Rides fee and technology fee.)

8:36 PM

Enter message

Example 1 (Above): the guarantee requires drivers to work specific shifts, from 6am-9am, and 4pm-7pm; to accept 90% of ride requests; complete 1 trip per hour; and be online 50 minutes of every hour. Although it is not stated in this texted message alert, hourly guarantees usually require drivers to receive high ratings on all trips. That information isn’t always included in shorter messages, like texts.

Example 2 (right): Uber offered what is effectively shift work to drivers in Austin if they work 6am-10am and 4pm-8pm Monday to Thursday, and 7am-12pm and 6pm-3am, and meet a series of conditions, which includes maintaining a rating of 4.7/5 stars during the guaranteed period.

If drivers have to be online and available for work for 50 minutes of every hour, and they have to accept nearly all ride requests, they are effectively prohibited from working for multiple other services, like Lyft, but they’re not explicitly instructed to avoid it.

When Uber sets low rates for routine work, incentive-based pay steers drivers into working under much stricter and less flexible conditions.

For example, Uber unilaterally implemented rate cuts that affected 100 US and Canadian cities after New Year’s 2016. Some drivers report that with rate cuts, it’s no longer worthwhile for them to drive unless there is an added incentive, such as surge pricing.

Earn????? This Week in Guarantees

Special Uber Austin guarantee offer just for you! Check out this week's guarantees below:

Don't forget to fill out the form to opt-in and be eligible.

*** Required**

Be online **30 Eligible Hours**, average 1.5 TPH and accept 90% of requests to earn a minimum of **\$22/hr or \$660/week in fares**

Be online **50 Eligible Hours**, average 1.5 TPH and accept 90% of requests to earn a minimum of **\$28/hr or \$1,400/week in fares**

74 total Eligible Hours are outlined below:

Eligible Hours	Days
6AM - 10AM 4PM - 8PM	Monday - Thursday
7AM - 12PM 6PM - 3AM	Friday - Sunday

If you make less than the guarantee amount in gross fares, we'll adjust Monday's invoice to ensure you gross at least the guarantee amount.

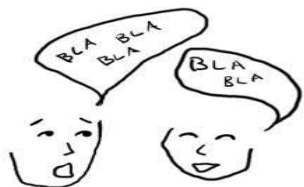
Guarantee Requirements:

- Must accept at 90% of requests in the Uber Partner App
- Must complete at least 1.5 trips per hour online (on average)
- Must maintain at least 4.7 rating during guaranteed period
- Trips must be completed in the Austin service area
- Once you hit the specified number of required hours, for every hour you spend on the road, you are eligible for the defined hourly rate in gross fares. (i.e., \$22/hr from 30-49 hours, and \$28/hr at 50+ hours)

Current Medallion Agents

- A0002
Ann Service Corp
142 West 21 Street
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- A0003
Cab Management Corp
27-34 Jackson Avenue
LIC, NY 11101
(718) 937-8668
- A0011
J & I Maintenance Corp.
341 Bergen Street
Brooklyn, NY 11217
(718) 858-3502
- A0013
Team Systems Corp.
30-17 40 Avenue
LIC, NY 11101
(718) 786-0643
- A0014
Midtown Operating Corp.
42-50 24 Street
LIC, NY 11101
(718) 937-2080
- A0015
55 Stan Operating Corp
45-16 Vernon Boulevard
LIC, NY 11101
(718) 786-5811
- A0017
521 West 21st St Management Corp.
415 West 127 Street
New York, NY 10027
(212) 665-4900
- A0020
Downtown Taxi Management LLC
330 Butler Street
Brooklyn, NY 11217
(718) 435-0660
- A0102
Susan Maintenance Corp
374 4th Avenue
Bklyn, NY 11215
(718) 222-4040
- A0105
Utica Taxi Center Inc.
465 Utica Avenue
Bklyn, NY 11203
(718) 774-9767
- A0110
Winners Garage Inc.
34-14 64 Street
Woodside, NY 11377
(718) 458-7000
- A0113
Checker Management Corp.
22-10 Jackson Avenue
LIC, NY 11101
(718) 361-6300
- A0201
Green Apple Management Corp.
34-20 31 Street
LIC, NY 11106
(718) 361-5555
- A0202
All Taxi Management Inc
41-25 36 Street
LIC, NY 11101
(718) 361-0055
- A0204
B. Taxi Management Inc.
314 West 53 Street
NY, NY 10019
(212) 957-0033
- A0206
AJB Taxi Management Inc.
662 10 Avenue
NY, NY 10036
(212) 956-3177
- A0213
J T L Management Inc.
36-16 Skillman Avenue
LIC, NY 11101
(718) 392-7000
- A0217
Medallion Maintenance Inc.
11-38 44 Road
LIC, NY 11101
(718) 472-9000
- A0224
S & R Medallion Corp.
625 West 51 Street
New York, NY 10019
(212) 957-9200
- A0225
Style Management Co.
514 West 44 Street
New York, NY 10036
(212) 279-3166
- A0232
Wailing Management Inc.
31-08 Northern Boulevard
LIC, NY 11101
(718) 472-1800
- A0234
Woodside Management Inc.
49-13 Roosevelt Avenue
Woodside, NY 11377
(718) 899-9369
- A0236
D & J Management Of Queens Inc.
34-14 64 Street
Woodside, NY 11377
(718) 458-6609
- A0246
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NY, NY 10001
(212) 244-6553
- A0249
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(718) 833-8125
- A0255
Kim Cab Leasing Corp.
3864a Flatlands Avenue
Brooklyn, NY 11234
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- A0257
Argon Management Corp.
13-20 Jackson Avenue
LIC, NY 11101
(718) 482-0715
- A0259
Mc Guinness Management Corp
330 Mc Guinness Boulevard
Bklyn, NY 11222
(718) 389-4483
- A0263
Steinway Express Mgmt. Corp.
36-06 Steinway Street
LIC, NY 11101
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- A0267
2000 Management Inc.
1817 Coney Island Avenue
Bklyn, NY 11230
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- A0272
Malcolm Management Corp.
374 Fourth Avenue
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LIC, NY 11104
(718) 392-4600
- A0292
City Transport Mgmt
54-18 Broadway
Woodside, NY 11377
(718) 507-4840
- A0293
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801 Metropolitan Avenue
Brooklyn, NY 11211
(718) 388-8800
- A0301
Napasei Management Corp.
607 West 47 Street
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- A0307
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54-11 Queens Boulevard
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- A0313
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- A0314
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- A0319
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(718) 786-6594
- A0322
NYC Interboro Management Inc.
36-02 21 Street
LIC, NY 11106
(718) 392-0250
- A0323
Yellow Cab Crescent Mgmt. LLC
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LIC, NY 11101
(718) 752-9097
- A0324
AstoRia Taxi Leasing Corp.
32-56 49 Street
LIC, NY 11103
(718) 932-3312
- A0325
Arthur Cab Leasing Corp.
25-11 41 Avenue
LIC, NY 11101
(718) 392-3013
- A0326
Gotham Yellow LLC.
134-02 33 Avenue
Flushing, NY 11354
(718) 993-8100
- A0327
White And Blue Group Corp.
35-11 43 Avenue
LIC, NY 11101
(718) 786-6594
- A0329
NYC Taxi Group Inc.
876 Mcdonald Avenue

(Continued on Page 34)



QUOTEABLE QUOTES

“Could you let go of my breast, please?”

CBS2 reporter Marcia Kramer, to a secret service agent at a Donald Trump event in New Hampshire.

.....

“Upstate New York, I’m like, the most popular person that’s ever lived, virtually, upstate New York. They’re great friends of mine.”

GOP presidential candidate Donald Trump.

.....

“What we’ve said from the beginning is anything that’s supporting this administration’s goals or anything I’m involved in must be fully disclosed.”

New York City Mayor Bill de Blasio on Common Cause New York’s request that the city probe the fundraising and spending of two outside political groups tied to de Blasio.

.....

“Zero. I have given it zero thought. It is that clear enough as an answer? Nada. Niente. Scata. Zero.”

Cuomo told reporters regarding a possible 2020 presidential run.

“The thing is a symbol of excess.”

Port Authority Executive Director Pat Foye on the World Trade Center Transportation Hub.

.....

“By ensuring courts are not unnecessarily bogged down with minor offenses committed by those who pose no threat to public safety, we help focus police and prosecutorial resources on those who commit serious crimes.”

Cy Vance.

EDITORS NOTE: One minor offense is urinating in the street. There is a difference between a drunk relieving himself after a drinking binge and a taxi driver’s bursting kidneys due to hours of driving. Additional YELLOW taxi stands are a necessity NOW. 35,000 additional Uber cars park in every current taxi stand while yellow drivers have no recourse to relieve natural bodily functions. At least the arrests will stop. Frankly, it is a travesty of government to have citizens maintain a criminal record for life, just for peeing.

MTA Mess



Photo By David Pollack

Member Brokerage Services, LLC DEFENSIVE DRIVING COURSE SCHEDULE

Classes will be offered the following Staurdays:

April 2nd

June 4th

October 1st

November 5th – will remain Pending
(depending on amount of interest)

Time: 9am – 3pm

Contact Lori at Member Brokerage Service, LLC
DDC given on third floor at Melrose Building
139-30 Queens Blvd.

718 523-1300 Extension 1037



Photo by David Pollack

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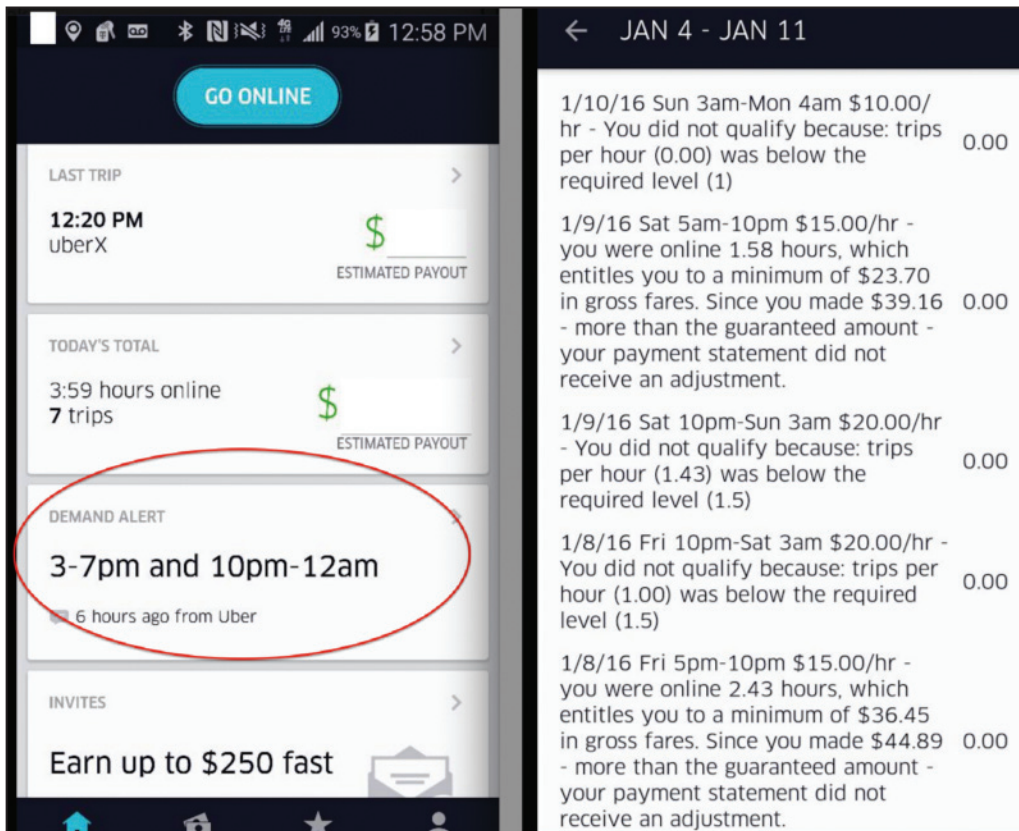
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Saturdays 9:00 am -1:00 pm

Uber

(Continued from Page 17)



On the left is a read-out of one driver's activity, and a "demand alert" sent to the driver 6 hours earlier to work shifts between 3-7pm and 10pm-12am. On the right is a different driver activity read-out indicating where the driver did not qualify for hourly guarantees. It can be complicated to be aware of and meet the requirements, and not all of them, like the need to get high ratings on the guarantee-hour trips, are always listed in the messages drivers receive notifying them of the guarantee. Effectively, drivers don't always know what they're earning while they work. Drivers stand to benefit from reliable indicators of high demand, but aside from their own personal and shared experiences, there is no assessment provided by Uber or a third party of their chances of benefiting from following Uber's alerts to work particular shifts. Drivers are ushered into working in periods of high demand, which isn't a bad thing—but, it does whittle away at the idea that Uber drivers can work whenever they want with utmost flexibility and freedom.

Thus, Uber leverages control over drivers' schedules while simultaneously sustaining the idea that drivers enjoy total freedom from working flexible schedules.

The regular occurrence of surge pricing along with heat maps of passenger activity and affective messaging all work as behavioral engagement tools that impact how drivers schedule their work, and their effects are amplified when low base rates result in unreliable income, undercutting the "freedom" that drivers have to login and log-out at-will.

Surge pricing is displayed to drivers through a type of heat map visualization, where the algorithmic assessment of supply and demand will temporarily raise fares for a particular geographic location.

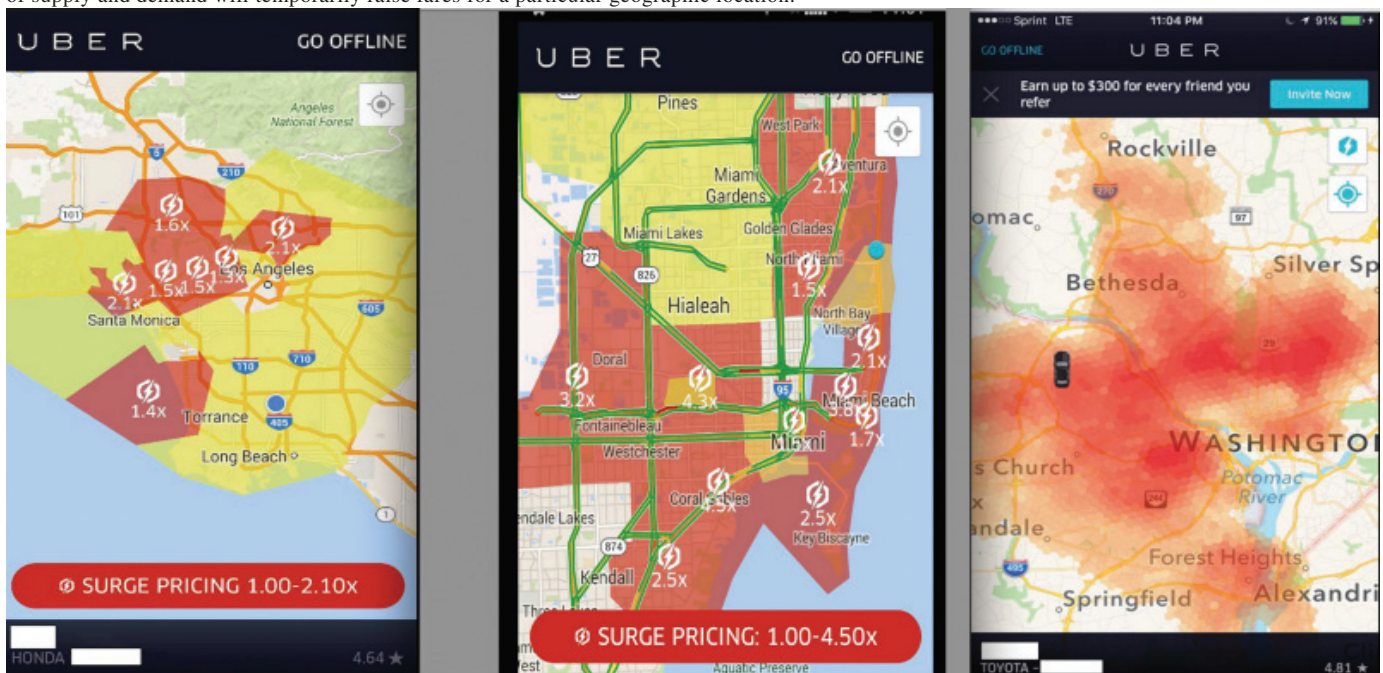
Below are two sample heat maps from the driver app that visualize surge pricing. Red means surge is in effect, orange means demand is building, yellow indicates demand is there. Some drivers refer to surge as a "herding tool" that ushers them into specific geo-fences. On the right is a sample heat map from Uber's recently updated driver app, which is available in some markets. These pixellated, menstrual heat maps indicate where drivers are likely to receive their next ride, rather than where surge is in effect, but not every driver has that app update available yet.

Visible to both riders and drivers, the creation of such surge pricing zones is billed by Uber as a means to ensure positive customer experience by enticing new supply to an area of high demand. Surge pricing, however, is unreliable: notably, pricing is based on what a passenger sees on screen in their location, not a driver's position. Drivers travel to surge pricing zones in search of fares advertised at a given rate, but they can and do receive ride requests from passengers in other, adjacent areas. A driver may enter a zone that is surging at 3.5x, but receive ride requests at a lower surge rate, such as 1.5 based on the passenger's (not the driver's) location.

In forums and in interviews, some drivers describe this as a type of wage theft: they are advertised one rate of pay through heat maps, but given another.

Others offer the company rhetoric, which is that surge pricing is subject to dynamic change and that the rate they see for their area may not reflect the rate at which passengers request them. Some drivers report that passengers are gaming the system by placing their pick-up location pin outside a surge zone, and then calling drivers to redirect them to their actual pick-up location. Drivers also

(Continued on Page 21)



Uber

(Continued from Page 20)

noted that they would sometimes converge en masse at a surging area, and find that supply was no longer too low—the surge would disappear. Some drivers reported experimenting with trying to game these algorithms, and many developed responses to surge pricing based on their experience with its duration, reliability, and potential reward in their respective locations.

As various drivers become familiar with the features and functions of the app, they have begun to advise each other and to ask about surge; “don’t chase the surge,” is offered in online Uber driver forums as guiding advice to new drivers.

A message sent to drivers in New Orleans that predicts “high demand”, a term that is interpreted to mean “surge will happen” by many drivers, in part because Uber uses the term “high demand” to describe surge pricing.

Uber’s heat maps and messages indicate that drivers will make more money if they drive at a particular time or in a particular place: drivers must weigh the costs/benefits of this in relation to how much more competition they anticipate and how much they trust Uber’s incentives. Many drivers expressed frustration, and enthusiasm alike for surge pricing because its very dynamism is characteristically fickle and opaque, a finding supported by researchers Min Kyung Lee and her colleagues at Carnegie Mellon.

This frustration stems partly from the implicit, technophilic promise of accuracy and fairness, but these notions are blurred by the idea that the governing responsibility for pay resides with algorithms, which acts as a disclaimer against company responsibility for shifting pay rates.

Sometimes, drivers receive notifications when they try to log-off to keep on working. Some drivers discuss how they are enticed to work even when they are too tired.

Through an appeal to the concept of algorithms, Uber can generate and co-ordinate clusters of labor in response to dynamic market conditions without explaining the reliability of its cluster incentives or guaranteeing the validity, accuracy, or error rates of its labor deployments.

This rhetorical appeal to algorithmic certainty also appears in the affective messaging that Uber sends to its drivers at key moments—such as when they’re about to log off. Rather than an appeal from Uber’s position as employer—we’d like for you to keep working—these messages cite the (presumably algorithmically derived) idea that demand is high in that driver’s location at that exact time.

Tools like surge pricing encourages drivers to go to places Uber directs at certain times in the hopes of getting fares at higher rates (such as 1.5x-9x), but it seems to have a mixed effect on drivers: some follow the incentives (particularly new drivers), and others react to surge based on how they perceive other drivers react to it (such as driving in areas that aren’t being flooded with drivers), and many drivers develop varying levels of trust or distrust in Uber’s messaging, which impacts their willingness to follow the prompts.

All told, surge pricing and guaranteed hourly fares with stricter working conditions direct drivers away from the idea of total freedom and flexibility, and ushers them into working when a) surge is predicted to happen, b) when surge is happening, and c) when hourly rate guarantees produce specific shifts for drivers to work in.

I find the gamic elements of labor logistics fascinating.

Thoughts?

Illegal Newstand



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TLC's Accessibility Initiative for Medallion Owners

Pursuant to 35 RCNY Chapter 58, the adoption of wheelchair-accessible vehicles (WAVs) will ensure that all customers have equitable access to taxi transportation services.

Accessibility is a priority for us, and as a medallion owner you will be on the forefront of enhancing accessible taxi service in New York City.

PAYMENT INFORMATION




For every other vehicle, 1. Owners of yellow taxi accessible medallions and 2. Owners of yellow taxi medallions with an accessible vehicle conversion requirement will receive \$14,000 to offset purchase costs, and an additional \$4,000 a year for four years as financial assistance for owning and using a WAV vehicle (\$30,000 total over four years).

VEHICLE REQUIREMENTS

To be eligible for this financial assistance, owners are required to purchase a WAV Taxi, like the Nissan NV200 vehicle, and pass inspection.

PROGRAM SIGN UP

The process to participate in this program is easy:(see right).

1		Sign up by completing the Program Authorization documents.
2		Purchase a wheelchair accessible vehicle and pass inspection.
3		Get Paid! TLC will send electronic payments directly to your bank account.

	Individual Payments	Frequency of Payment	Total Paid
Hack Up Payment	\$14,000	Following Successful Hack Up	\$14,000
Operational Payments	\$1,333.33	Tri-Annual Inspection Years 1-4	\$16,000

Vehicles Approved as Taxicabs

The chart below lists those vehicles currently approved for use as a Taxicab and the types of medallions (Unrestricted, Alt Fuel or Accessible) that can be used with each vehicle.

The New York City Taxi and Limousine Commission (TLC) will endorse additional vehicles as new vehicles become available and conform to TLC rules and regulations. These updates will be available on this page. If you have any questions about a vehicle or retirement issue, please call the TLC hack site at (718) 267-4501.

Year	Model	Medallion Type		
		Accessible Medallion	Alt. Fuel Medallion	Unrestricted Medallion
14-16	Nissan NV 200 Taxi	✓	✓	✓
15	Lexus Rx 450H Hybrid	✓	✓	✓
15-16	Toyota Highlander Hybrid	✓	✓	✓
15-16	Toyota Prius V Hybrid	✓	✓	✓
16	Toyota RAV4 Hybrid	✓	✓	✓
14-15	Nissan NV 200 Accessible Taxi (BraunAbility)	✓	✓	✓
15-16	Toyota Sienna Accessible (Mobility Works)	*	*	✓
15-16	Toyota Sienna Accessible (BraunAbility)	*	*	✓
15-16	Toyota Sienna Accessible (Freedom Motors)	*	*	✓
15	Toyota Sienna Accessible (FR Conversion)	*	*	✓
15	Toyota Sienna Accessible (AutoAbility)	*	*	✓
15-16	Dodge Grand Caravan Accessible (Mobility Works)	*	*	✓
15-16	Dodge Grand Caravan Accessible (BraunAbility)	*	*	✓
14-15	MV1 Accessible	*	*	✓
14-15	MV1 Accessible CNG	*	*	✓
15-16	Ford Transit Connect Taxi Accessible (Mobility Works)	*	*	✓

* ACCESSIBILITY REQUIREMENTS: Those unrestricted medallions that are required by TLC to hack up an accessible vehicle may only hack up the Accessible Nissan NV200. Unrestricted medallion owners wishing to hack up an accessible model other than the Accessible Nissan NV200 can learn how to request a waiver here. Please note, a maximum of 496 waivers will be granted on a first come, first serve basis.





For more information on the accessibility requires as well as available funding, visit the [Taxicab Accessibility Information Page](#).

TLC's Accessibility Initiative For Drivers

Want to make more money each shift? As a driver taking part in this program, you can earn an extra \$0.50 cents per trip from the TLC for any trip you provide in a wheelchair accessible vehicle. All the money you earn through the program will be deposited, at no cost to you, onto a TLC prepaid debit card.

SIGN UP FOR THE PROGRAM

The process to participate in this program is easy:(see below).

1		Sign up by completing the Program Authorization documents.
2		Receive your personal TLC prepaid debit card in the mail.
3		Drive a wheelchair accessible vehicle.
4		Get Paid! Use your prepaid debit card anywhere VISA/MasterCard is accepted.

NYC Taxi & Limousine Commission

LARS

Through the NYC Taxi & Limousine Commission's License Applications, Renewals & Summonses (LARS) system you can: plead guilty and pay summon(es), make a license renewal payment, apply for a new license, pay applicable fees, or update your personal information online.

Renewal Payment	
Apply for New License	
Update Info	
Summons	
Fees	

3rd Annual Transportation Technology Summit on Innovative Mobility Solutions at NY Institute of Technology

By Matthew W. Daus, Esq. & Mona Shah, Esq.

On November 20, 2015, the United States Department of Transportation's University Transportation Research Center (UTRC) of The City College of New York and the New York Institute of Technology (NYIT) held another successful transportation technology symposium. The City University of New York (CUNY) started this unique



annual educational program three years ago through a partnership with Hunter College and City College's UTRC (for Region 2 – NY, NJ and Puerto Rico).

As a Distinguished Lecturer at CUNY, I was asked to deliver the keynote address at this first version of the 2013 event held at the Roosevelt House at Hunter College, coordinated by Professor Hongmian Gong. I was immediately captured and excited about the small but mixed group of academics, government practitioners and big data enthusiasts, so much so that I have been involved as event Chair ever since, helping grow this annual conference significantly. For the last two summits, we shifted to a more spacious venue provided by our gracious hosts at NYIT, namely NYIT President & CEO, Edward Guiliano and NYIT Engineering and Computer Sciences Dean, Dr. Nada Marie Anid. Our 2014 program was centered on "Big Data and Innovative Solutions for Safe, Efficient and Sustainable Mobility," and the

keynote speaker was the then newly appointed Commissioner of the NYC Mayor's Office of Data Analytics, Dr. Amen Ra Mashariki. The link to the event and proceedings of the 2014 summit can be viewed at <http://www.utrc2.org/events/ground-transportation-technology-symposium>.

This past year, the summit was held as an all-day event at NYIT on November 20, 2015, and the theme or focus was -- "Innovative Mobility Solutions." The summit galvanized a large gathering of leading experts, academics, government practitioners, industry stakeholders, and transportation advocates. Speakers and attendees from every major regional university and government transportation agency were in attendance, including the Metropolitan Transportation Authority, New Jersey and New York State Departments of Transportation (DOTs), the NYC Mayor's Office and the NYC Department of Transportation, the NYC Taxi & Limousine Commission, the NY State Energy Research and Development Agency, and many others. Our sponsors included NYIT, UTRC, the law firm of Windels Marx and the International Association of Transportation Regulators. Our conference partners included the NJ and NY State DOTs and the New York Metropolitan Transportation Council (NYMTC). The videos, photos, presentations

and program for the 2015 summit can be viewed at <http://www.utrc2.org/events/transportation-technology-symposium-innovative-mobility-solutions>.

Introductory remarks were delivered by NYC Council Transportation Committee Chair Ydanis Rodriguez, who among other initiatives, announced the first-ever "Car Free Day" in NYC. Chair Rodriguez also delivered a clear message that transportation network companies must continue to follow the same exact rules as taxicabs and for-hire vehicle companies in NYC. Commissioner Victor Calise of the NYC Mayor's Office of People with Disabilities delivered a speech that focused on how the city is using technology to enhance transportation options for people with disabilities, including his announcement that NYC is developing its own smartphone transportation application for disabled passengers. Closing keynote remarks were delivered by NYC Department of Transportation Commissioner Polly Trottenberg, who spoke extensively about her experience with transportation data during her tenure at the U.S. Department of Transportation, and her current use of data by NYC for a variety of purposes, including Vision Zero. Commissioner Trottenberg also announced the award of funding to conduct a connected vehicles pilot program in NYC.

The educational program started with Innovative Traffic Management Solutions (Session 1), with UTRC founder and Distinguished Professor Dr. Robert E. ("Buzz") Paaswell moderating presentations on traffic signal priority and corridor management case studies, as well as bridge obsolescence probe data performance management and ITS

systems engineering. Thereafter, several breakout sessions were held throughout the day, covering the following topics: Big Data Transportation Data Analysis (Session 2); GPS Smartphone Technology Applications (Session 3); Safety & Mobility Data (Session 4); Vehicle Technology Applications (Session 5); Transportation Simulation, Modeling & Analysis (Session 6); and Security & Privacy (Session 7). Also, poster sessions presented a variety of papers by academics and students, including the following topics: integrated mobile ticketing; car sharing; transit oriented development; traffic signal priority programs; and vehicle to grid communications.

The last session was a very lively panel discussion on For Hire Ground Transportation Technology Development (Session 8), which included representatives from BYD Motors (an electric vehicle manufacturer), VeriFone (a credit card/GPS/smartphone app provider for taxicabs), Karhoo (a new for hire vehicle aggregator service) and DataTrack247 (a NYC TLC authorized black box software company, involved in the Vision Zero program). The panelists provided input and thoughts on the future of the ground transportation industry from a business and technology standpoint, and engaged in a lively question and answer session with one another and the audience.

Many thanks go to the summit organizing committee, including UTRC Director Dr. Camille Kamga, Professor Hongmian Gong of Hunter College, NYIT Director of Strategic Partnerships Marta Panero, UTRC Assistant Director Nadia Aslam and UTRC Associate Director Penny Eickemeyer. The committee worked tirelessly to sift through, read and analyze a tremendous number of papers and abstracts to help coordinate, plan and populate the program with selected speakers.

It is clear that these annual summits present a continuing and rapidly expanding brain trust, where technology continues to bring the transportation world closer together. While "Big Data" keeps getting bigger, with data sets continuing to expand, the interplay and relationships between previously unrelated industries - that are part of and on the periphery of the mobility network - are converging. Smartphone app disruption has caused interplay between Silicon Valley data mining interests, logistics and messenger services, automotive data collection, automated and connected vehicles, and vehicle leasing companies. Also, technology continues to help achieve the goals of: "efficiency" (e.g., by saving money and time for consumers); "safety and security" (e.g., via connected vehicles and Vision Zero initiatives); "sustainability" (e.g., bike sharing and parking technology); and "accessibility" (e.g., dispatch systems for paratransit). Transportation technol-

(Continued on Page 24)



The 3rd Annual UTRC/NYIT Transportation Technology Summit included numerous panels and presentations by academics, private and public sector practitioners, including government transportation professionals from every relevant agency, including NYMTC, the MTA, State and City DOT, the TLC, the Port Authority, the NYC Mayor's Office and from over a dozen universities.

Testimony

(Continued from Page 13)

ing on a blank slate. TLC licensees are already subject to a complex set of federal and state laws, as well as TLC rules, governing the use of personal and credit card information. For example, the TLC already requires that all bases that collect private information, as defined by state law, must file privacy and security policies with the TLC that meet industry best practices. Bases must already notify the TLC and impacted parties in the case of a security breach under the State's General Business Law and under the TLC rules, and bases of course already must comply with all applicable laws. With regard to PCI standards for collection of credit card information, any entity that collects credit card information is already subject to these standards because every credit card company demands it.

The TLC takes these existing safeguards seriously. We are in the

process of initiating testing of bases that dispatch rides by app, like Uber and Lyft, to ensure that, if the base collects any passenger information through the app such as a credit card number, name, phone number, address, or email address, it has filed privacy and security policies with the TLC using industry best practices, the key requirement of which is that the data is safeguarded and only used for authorized purposes. Additionally, a base must file any trade or brand names with the Commission that they use in their passenger-facing smartphone apps, so complaints can be linked back to the responsible company. Outside of the TLC there are other enforcement mechanisms in place against market participants to ensure robust security policies. In that regard, I note the State Attorney General's recent settlement with Uber over its alleged breach of State data security law. Against this backdrop of consumer protections, we are supportive of Council's intent to emphasize the importance of privacy



Photo by David Pollack

and security protections in local law, but we are also somewhat wary of prescriptive codification of testing standards in this rapidly changing field, so we look forward to working with the Council on reinforcing exist-

ing protections while also allowing flexibility for future changes.

Thank you for the opportunity to testify on these bills, and I am happy to answer any questions you may have.

Matthew Daus

(Continued from Page 23)

ogy also marries vehicles (through on board diagnostics systems), with passengers (via smartphone apps) and infrastructure (via traffic lights and red light/speed cameras). Our annual summit also has created an intellectually and pragmatically robust marriage between all transportation technology stakeholders, including academics and students (our future leaders), private industry and companies, as well as government officials across the transportation spectrum. We look forward to continuing these annual events, and to both expanding our world of data; while at the same time bringing even more transportation thinkers and practitioners closer together, for many years to come.



Transport Technology Summit keynote speaker, NYC Department of Transportation Commissioner Polly Trottenberg (center) is joined by, (left to right), former NYC Taxi & Limousine Commissioner Matthew Daus, NY Institute of Technology Engineering & Computer Sciences Dean Dr. Nada Marie Anid, UTRC Director Dr. Camille Kamga and NYIT CEO & President, Edward Guiliano.

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Transit Ridership

Total ridership on MTA subways, trains, and buses in November 2015 was 222.2 million, up 1.8% from November 2014. While subway ridership in November 2015 was up 2.3% from November 2014 with 144.5 million riders, bus ridership was down 0.4% over the same period.

Source: Metropolitan Transportation Authority.

Air Traffic

In November 2015, 9.9 million passengers flew into and out of the region's airports, an increase of 9.0% from November 2014. 3.2 million passengers traveled with international air carriers in November 2015, a 6.9% increase from November 2014. Domestic air carriers accounted for 6.9 million passengers, a 10.1% increase from November 2014.

Source: Port Authority of New York and New Jersey.

Broadway Ticket Sales

Total Broadway attendance was approximately 1,133,175 during the four weeks ending December 27, 2015, down 1.4% from the same period last year. Broadway revenues during this period were about \$125.3 million, down by 5.5% from last year.

Source: The Broadway League Note: Gross revenue and attendance figures may not include all shows.

Hotel Occupancy

In October 2015, the average daily hotel room rate was \$361, a 0.3% decrease from October 2014. Hotel occupancy was 92.1% in October 2015, down slightly from 93.0% in October 2014. The average occupancy rate decreased the most in hotels charging over \$500 per night, decreasing by 5.9% from October of last year.

Source: PKF Consulting.

Employment

Private sector jobs in New York City rose by 200 in December 2015 following November 2015 gains of 12,600 jobs. Government jobs in the city also rose, resulting in a net overall increase of 700 jobs between November and December 2015. Other Services had the largest month-to-month growth, adding 2,400 jobs, followed by Professional, Scientific, and Technical Services, which added 1,100 jobs. This was offset by a decline of 3,600 jobs in Wholesale and Retail Trade. Since December 2014, private sector employment has risen by 84,500 jobs, an increase of 2.3%. This compares to the national growth rate of 2.2%. New York City's unemployment rate rose to 5%, up from 4.8% last month.

Manhattan Office Market

Both the December 2015 Manhattan Class A Vacancy rate and average rents PSF held steady over from last month, at 8% and \$79, respectively. While the direct vacancy rate was stable in Midtown and Midtown South, the Downtown rate decreased from 11.2% to 10.7% between November and December. Meanwhile, The average rents remained stable in all three major submarkets. The Manhattan sublease vacancy rate dropped slightly to 1.2% from 1.3% in November, with the associated rental rate increasing from \$51 to \$53 per square foot.

Source: Cushman and Wakefield.

Construction

For the twelve months ending December 2015: The number of building projects (including new, additions, and alterations) that started construction in New York City was up 7.8% relative to the twelve month period ending December 2014. In addition, planned space for these projects was 83% higher than the same period in 2014, suggesting that building projects have become larger. The value associated with these projects was also up 70% over the period. Of the 7,282 building projects that began construction, 3,663 were residential building projects, representing a 14.6% increase from the twelve months ending in December 2014. These starts contained 50,971 units, up 97.1% from the preceding twelve months.

Source: McGraw-Hill.

Average Gas Prices As of March 3, 2016

New York	Regular	Mid	Premium	Diesel
Current	\$2.019	\$2.293	\$2.482	\$2.952
Week Ago	\$2.034	\$2.310	\$2.497	\$2.623
Month Ago	\$2.152	\$2.432	\$2.616	\$2.714
Year Ago	\$2.627	\$2.834	\$2.984	\$3.548

The World's Top Ten Busiest Passenger Airports in 2015

1. Hartsfield-Jackson Atlanta—101.491 million (+5.5%)
2. Beijing Capital—89.9 million (+4.4%)
3. Dubai International—78 million (+10.7%)
4. Chicago O'Hare—76.9 million (+9.8%)
5. Tokyo Haneda—75.4 million (+3.6%)
6. London Heathrow—74.95 million (+2.2%)
7. Los Angeles—74.93 million (+6.0%)
8. Hong Kong—68.5 million (+8.1%)
9. Paris Charles de Gaulle—65.7 million (+3.1%)
10. Dallas/Fort Worth—64.1 million (+2.0%)

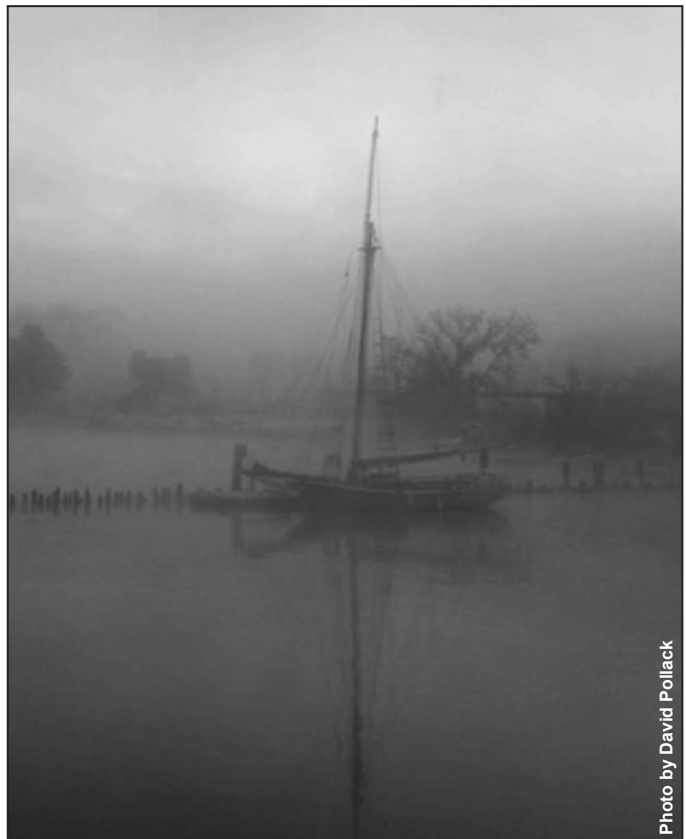


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Dear Readers of Taxi Insider,

Drivers always tell me that they cannot know the location of every hotel in Manhattan. A lot of work went into the list of Manhattan Hotels below. Drivers, please send Taxi Insider any corrections or additional hotels not mentioned. Also, when you are finished reading this issue of Taxi Insider, do not throw this newspaper in the garbage, give it to another taxi driver! Thank you!

- | | | |
|--|---|---|
| 60 Thompson Street
Between Broome and Spring Streets | Arlington Hotel
18 W 25th Street at 5th Avenue | Best Western Seaport Inn Hotel
33 Peck Slip at Front Street |
| 414 Inn
414 W. 46th Street
between 9th & 10th Avenues | Avalon Hotel
16 E 32nd Street
between Madison & 5th Avenues | Broadway Plaza Hotel
1155 Broadway at 27th Street |
| Affinia 50 Suites
155 E 50th Street at 3rd Avenue | Beacon Hotel
2130 Broadway at 75th Street | Bryant Park Hotel
40 W 40th Street
between 5th & 6th Avenues |
| Affinia Dumont
150 E 24th Street
between 3rd & Lexington Avenues | Beekman Tower Hotel
3 Mitchell Place
49th Street & 1st Ave. | Carlton New York Hotel
88 Madison Avenue at 29th Street |
| Affinia Manhattan Hotel
(formerly the Southgate Tower Hotel)
371 Seventh Avenue at 31st Street | Belvedere Hotel
319 W 48th Street
between 8th & 9th Avenues | Carlyle Hotel
35 E 76th Street
between Madison & 5th Avenues |
| Algonquin Hotel
59 W 44th Street
between 5th & 6th Avenues | Benjamin Hotel
125 E 50th Street at York Avenue | Carnegie Suites Hotel
229 W 58th Street
between 7th & 8th Avenues |
| Americana Inn Hotel
69 W 38th Street
between 5th & 6th Avenues | Bentley Hotel
500 E 62nd Street at York Avenue | Casablanca Hotel
147 W 43rd Street
between 6th & 7th Avenues |
| Ameritania Hotel
230 W 54th Street at Broadway | Best Western
Convention Center Hotel
522 W 38th Street
between 10th & 11th Avenues | Chambers Hotel
15 W 56th Street
between 5th & 6th Avenues |
| Amsterdam Court Hotel
226 W 54th Street at Broadway
between 7th & 8th Avenues | Best Western Hospitality House
145 E 49th Street
between 3rd & Lexington Avenues | Hotel Chandler
12 E 31st Street off 5th Avenue |
| Amsterdam Inn Hotel
340 Amsterdam Avenue
at W 76th St. | Best Western President Hotel
234 W 48th Street
between 7th & 8th Avenues | Chelsea Hotel
222 W 23rd Street
between 7th & 8th Avenues |

- | | |
|---|---|
| Chelsea Lodge Hotel
318 W 20th Street
between 8th & 9th Avenues | Flatotel International Hotel
135 W 52nd Street
between 6th & 7th Avenues |
| Chelsea Savoy Hotel
204 W 23rd Street
between 7th & 8th Avenues | Giraffe Hotel
365 Park Avenue South at 26th Street |
| Chelsea Star Hotel
300 W 30th Street at 8th Avenue | Gramercy Park Hotel
2 Lexington Avenue at 21st Street |
| Clarion Park Ave. Hotel
429 Park Avenue South at
29th Street | Grand Hyatt New York Hotel
Park Avenue & 42nd Street |
| Comfort Inn Central Park Hotel
31 W 71st Street between
Central Park West & Columbus Ave. | Grand Union Hotel
34 E 32nd Street
between Park & Madison Avenues |
| Comfort Inn Manhattan Hotel
42 W 35th Street
between 5th & 6th Avenue | (Hampshire Hotel)
Quality Times Square Hotel
157 W 47th Street
between 6th & 7th Avenues |
| Comfort Inn Midtown Hotel
129 W 46th Street
between 6th & 7th Avenues | Hampton Inn
Times Square Hotel
851 8th Avenue at 51st Street |
| Comfort Inn New York Hotel
442 W 36th Street
between 10th & Dyer Avenues | Hampton Inn SoHo
54 Watts St
(near Varick St) |
| Courtyard Manhattan 5th Avenue
3 E 40th Street
between Madison & 5th Avenues | Helmsley Carlton House Hotel
680 Madison Ave
between 61st & 62nd Sts. |
| Courtyard Midtown East Hotel
866 3rd Avenue
between 51st & 52nd Streets | Helmsley Middletowne Hotel
148 E 48th Street
between Lexington & Park Aves. |
| Courtyard Times Square Hotel
114 W 40th Street
between 6th & 7th Avenues | Helmsley Park Lane Hotel
36 Central Park South
between 5th & 6th Avenues |
| Crowne Plaza Times Square Hotel
1605 Broadway
between 49th & 50th Streets | Hilton Garden Inn Time Square
790 8th Avenue
between 48th & 49th Streets |
| Crowne Plaza UN Hotel
304 E 42nd Street
between 1st & 2nd Avenues | Hilton New York Hotel
1335 6th Avenue
between 53rd & 54th Streets |
| Doubletree Times Square Hotel
1568 Broadway
between 47th & 48th Streets | Hilton Times Square Hotel
234 W 42nd Street
between 7th & 8th Avenues |
| Drake Swissotel Hotel
440 Park Avenue at 56th Street | Holiday Inn
Downtown Hotel
138 Lafayette Street
between Howard & Canal Streets |
| Eastgate Tower Suites Hotel
222 E 39th Street
between 2nd & 3rd Avenues | Holiday Inn Martinique Hotel
Broadway & W 32nd Street |
| Edison Hotel
228 W 47th Street
between 7th & 8th Avenues | Holiday Inn Midtown Hotel
440 W 57th Street
between 9th & 10th Avenues |
| Elysee Hotel
60 E 54th Street
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Between 8th & 9th Avenues |
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(near 6th Ave) | Inter-Continental Barclay Hotel
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between Lexington
Park Avenues |
| Four Points Manhattan SoHo-
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(near Spring St) | Iroquois Hotel
49 W 44th Street
between 5th & 6th Avenues |
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160 Central Park South
between 6th & 7th Avenues. |
| Fairfield Inn & Suites Fifth Avenue
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Photo by David Pollack



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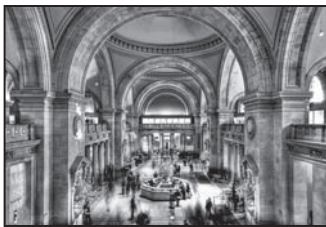
EVENTS AND MORE IN THE BIG APPLE

Recommendations to passengers always increase the opportunity for a big tip! Here is a listing that will help keep all taxi drivers in the loop on what's going on in New York City! Mention these events & promotions and watch the tips grow!



The Best Museums In NYC

Screw the Smithsonian, the Louvre, the Prado and the Uffizi Gallery. The best museums in the world are right here in NYC, and there are about a million of them, boasting everything from 13th century folk art to curious sex positions and embalmed baby kittens. It's hard to suss out which of these are the best of the best, but we've sorted out some of our favorites for you. Leave yours—and your preferred mummifying techniques—in the comments, and be sure to check out our list of some of the city's lesser-known museums, too.



The Met

THE BIGGIES: MOMA, MET, WHITNEY, GUGGENHEIM & AMERICAN MUSEUM OF NATURAL HISTORY: These five museums include four internationally-renowned art institutions and arguably the best science museum in the world, and though each one warrants its own sprawling encomium, their virtues have been extolled so often we're clumping them together to save space for some of the city's other worthy destinations. Even without a mind-blowing special exhibit, The Met's permanent collection is worth a five hour visit alone, boasting everything from Greek sculpture to modern Pop art; the Cloisters, which is also under the Met's jurisdiction, features some of the most spectacular medieval and religious art in the country. MoMA's (and its Queens satellite PS1) permanent collection of modern and contemporary art is unparalleled, and the special shows that migrate through its galleries are nothing short of breathtaking. Past exhibitions have focused on Salvador Dali, Andy Warhol, Vincent Van Gogh and Rene Magritte, and ne'er forget recent Drudge Siren blog events like The Clock, Sleeping Tilda and the Rain Room.

As for The Whitney, well, that Upper East Side standby and famed Biennial holder is on its way to a new home in the Meatpacking District at the end of the year. But for now, it's worth stopping by the bizarre Marcel Breuer bunker to see the museum's massive Jeff Koons retrospective, on view through October 19th. And then there's the Guggenheim, whose Frank Lloyd Wright building itself is perhaps more famous and beautiful than some of the artwork inside, though its compelling

collection of modern and contemporary art is nothing to sneeze at.

And the last-but-not-least of these most celebrated New York institutions is the American Museum of Natural History, where we presume gigantic dinosaurs and the Ghost of Teddy Roosevelt haunt the halls at night. You don't have to like science to appreciate these adorable penguins, but this museum touches every aspect of biology, ecology and geology imaginable, and you can even take a trip into space at the Hayden Planetarium next door.

The Museum of Modern Art is located at 11 West 53rd Street in Midtown West (212-708-9400, moma.org) \$25 admission. The Metropolitan Museum of Art is located at 1000 5th Ave at Central Park (212) 535-7710, metmuseum.org) \$25 recommended admission. The Whitney Museum of American Art is located at 945 Madison Ave on the Upper East Side (212-570-3600, whitney.org) \$20 admission. The Solomon R. Guggenheim Museum is located at 1071 5th Ave on the Upper East Side (212-423-3500, guggenheim.org) \$22 admission. And the American Museum of Natural History is located at 79th Street and Central Park West on the Upper West Side (212-769-5100, amnh.org) \$22 suggested admission.



The Frick

FRICK COLLECTION: The Met might have the city's most famous collection of art, but the Frick may have the most elegant. The museum, housed in the former home of art collector and former Andrew Carnegie partner Henry Clay Frick, boasts an elegant collection of primarily European art, including works by Johannes Vermeer, Francisco Goya, Gian Lorenzo Bernini, Rembrandt van Rijn and François Boucher. And though the art itself is certainly a draw, it's the presentation that draws you in here; much of the collection on view remains arranged as it was during Frick's lifetime, spread out through the mansion's rooms, halls, vestibules and galleries. Be sure to save time for a lengthy visit to the museum's spectacular Garden Court, check out all the amazing clocks, and note that a secret bowling alley, billiards room and woodshop lurk beneath all that art.

The Frick is located at 1 East 70th Street between 5th and Madison Aves on the Upper East Side (212-288-0700, frick.org) \$20 admission.



The Museum of The City of NY

MUSEUM OF THE CITY OF NEW YORK: The MCNY's been culling art, photos and objects out of New York's history since it was housed in Gracie Mansion in the 1920s. And now they've got a collection of about 750,000 artifacts squirreled away in a landmarked mansion at the northern tip of Museum Mile; these include images made by 19th century printmaking firm Currier and Ives, classic Broadway theater scripts, and a 12-room dollhouse that once belonged to socialite Carrie Walter Stettheimer and features tiny doll-sized artworks by artists like Marcel Duchamp. MCNY unleashes some of its collection through ongoing and temporary exhibitions, like "Activist New York", "City As A Canvas" and the erstwhile "The Greatest Grid: The Master Plan of Manhattan, 1811-2011."

The Museum of the City of New York is located at 1220 5th Ave in East Harlem (212-534-1672, mcny.org) \$10 suggested admission.



The Morgan Library & Museum

MORGAN LIBRARY & MUSEUM: J.P. Morgan may be better known for his financial services empire, but it turns out he was a pretty prolific art and manuscript collector, too. The Morgan houses this collection, along with newer acquisitions, in its Midtown East space, boasting everything from original Sir Walter Scott and Charles Dickens manuscripts, ancient Neo-Babylonian stone cylinder seals, renowned Renaissance artwork and Einstein's "Fundamentals and Methods of the Theory of Relativity." Past and present exhibitions have included a look at The Little Prince

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Bulgarian Consulate in New

(Continued on Page 32)

Manhattan Hotel List

(Continued from Page 28)

111 E 56th Street between Lexington & Park Avenues	569 Lexington Avenue at 51st Street Michelangelo Hotel 152 W 51st Street between 6th & 7th Avenues	near Christy Street Omni Berkshire Place Hotel 21 E 52nd Street between Madison & 5th Avenue	Ramada New Yorker Hotel 481 8th Avenue at 34th Street Renaissance Hotel 714 7th Avenue at 48th Street	Sofitel Hotel 45 W 44th Street between 5th & 6th Avenues
Lucerne Hotel 201 W 79th Street at Amsterdam Avenue	Milford Plaza Hotel 270 W 45th Street at 8th Avenue	Paramount Hotel 235 W 46th Street between 7th & 8th Avenues	Regency Hotel 540 Park Avenue at 61st Street	SoHo Grand Hotel 310 W Broadway between Canal & Grand Streets
Affinia Gardens Suite Hotel (formerly Lyden Gardens) 215 E 64th Street between 2nd & 3rd Avenues	Millenium Hilton Hotel 55 Church Street between Fulton & Day Streets	Park Central Hotel 870 7th Avenue at 56th Street	Roger Smith Hotel 501 Lexington Avenue at 47th Street	Solita SoHo Hotel 159 Grand St
Madison Hotel 21 E 27th Street at Madison Avenue	Millennium Broadway Hotel 145 W 44th Street between 6th & 7th Aves	Park Savoy Hotel 158 E 58th Street between 6th & 7th Avenues	Roger Williams Hotel 131 Madison Avenue at 31st Street	St. Regis Hotel 2 E 55th Street at 5th Avenue
Manhattan Broadway Hotel 273 W 38th Street between 7th & 8th Avenues	Millennium UN Plaza Hotel 1 United Nations Plaza at 1st Avenue & 44th Street	Park South Hotel 122 E 28th Street between Lexington & Park Avenues	Roosevelt Hotel 45 E 45th Street at Madison Avenue	Travel Inn Hotel 515 W 42nd Street between 7th & 8th Avenues
Manhattan Seaport Suites Hotel 219 Front Street between Pine & Wall Streets	Morningside Inn Hotel 235 W 107th Street between Amsterdam Avenue & Broadway	Peninsula Hotel 700 5th Avenue at 55th Street	Salisbury Hotel 123 W 57th Street between 6th & 7th Avenues	TriBeCa Grand Hotel 2 6th Avenue between White & Walker Streets
Maritime Hotel 363 W 16th Street at 9th Avenue	Murray Hill East Suites Hotel 149 E 39th Street between 3rd & Lexington Avenues	Pennsylvania Hotel 401 7th Avenue between 32nd & 33rd Streets	San Carlos Hotel 150 E 50th Street between 3rd & Lexington Avenues	Trump International Hotel 1 Central Park West at Columbus Circle
Marriott Financial Center Hotel 85 West Street between Albany & Carlisle Streets	Murray Hill Inn Hotel 143 E 30th Street between Lexington & Park Avenues	Pickwick Arms Hotel 230 E 51st Street between 2nd & 3rd Avenues	Sheraton Manhattan Hotel 790 Seventh Avenue between 51st & 52nd Streets	W Court Hotel 130 E 39th Street between Lexington & Park Avenues
Marriott East Side Hotel 525 Lexington Avenue between 48th & 49th Street	Muse Hotel 130 W 46th Street between 6th & 7th Aves.	Pierre Hotel 2 E 61st Street at 5th Avenue	Sheraton New York Hotel 811 Seventh Avenue between 52nd & 53rd Streets	W New York Hotel 541 Lexington Avenue at 49th Street
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Metro Hotel 45 W 35th Street between 5th & 6th Avenues	Off SoHo Suites Hotel 11 Rivington Street	Radio City Suites Hotel 142 W 49th Street between 6th & 7th Avenues	Shoreham Hotel 33 W 55th Street between 5th & 6th Avenues	Wall Street Inn Hotel 9 South William Street between Broad Street & Old Slip
Doubletree Metropolitan Hotel		Radisson Lexington Hotel 511 Lexington Avenue at 49th Street	Signature Suites Greenwich Village Hotel 160 Bleecker Street between Thomson & Sullivan Sts.	Warwick Hotel 65 W 54th Street at 6th Avenue
		Ramada Inn Eastside Hotel 161 Lexington Avenue at 30th Street	Skyline Hotel 725 Tenth Avenue at 49th Street	Westin New York Grand Central 212 E 42nd Street between 2nd & 3rd Avenues



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Togolese Consulate, Permanent Mission of Togo 112 East 40st Street, 1st Floor

Turkish Consulate General of Turkey 821 United Nations Plaza, 7th Fl.

Turkmen Consulate, Permanent Mission of Turkmenistan 866 United Nations Plaza, #424

Tuvaluan Consulate, Permanent Mission of Tuvalu 800 Second Avenue, #400 B

Ugandan Consulate, Permanent Mission of Uganda 336 East 45th Street

Ukrainian Consulate of Ukraine 240 East, 49th Street

Emirati Consulate, Permanent Mission of the United Arab Emirates 747 Third Avenue, 36th Floor

British Consulate-General 845 Third Avenue

Uruguayan Permanent Mission of Uruguay 866 United Nations Plaza, Suite 322

Uruguayan Consulate General of Uruguay 420 Madison Ave., 6th floor

Uzbekistani Consulate-General of Uzbekistan 801 Second Ave, 20th Floor

Ni-Vanuatu Consulate, Permanent Mission of Vanuatu 800 East Second Avenue

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(Continued from Page 19)

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Yemeni Consulate, Permanent Mission of Yemen 413 East 51st Street

Zimbabwean Consulate, Permanent Mission of Zimbabwe 128 East 56th Street

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drivers numerous times in one day. Their driving deficiencies will produce situations that will compel you to make immediate adjustments to avoid an accident. Needless to say, you must adjust your driving to the hazards presented in and around the city. The proper mind set, is to avoid being involved in a preventable accident and as a professional do not contribute to others being involved in an accident. Please take on the responsibility, manner and demeanor of your profession, drive safely and have a clear understanding of the important role you play in keeping our city safe.

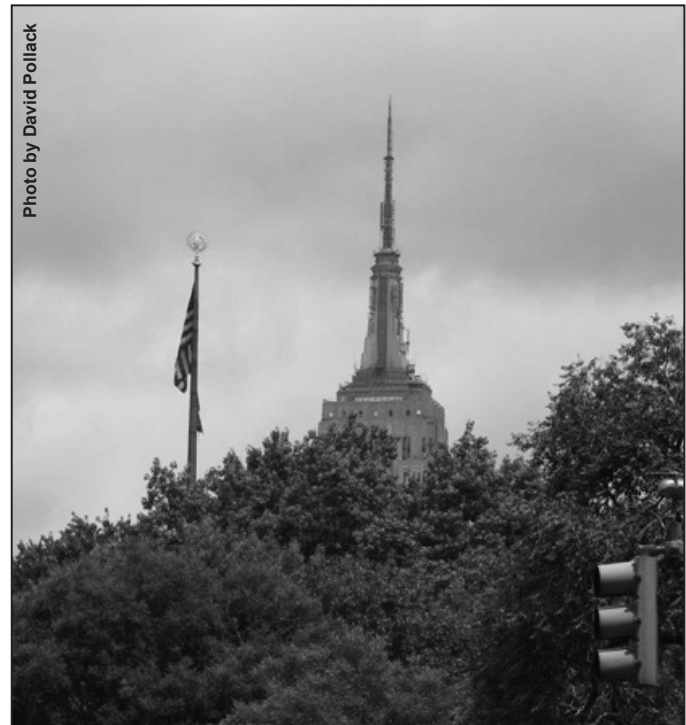


Photo by David Pollack



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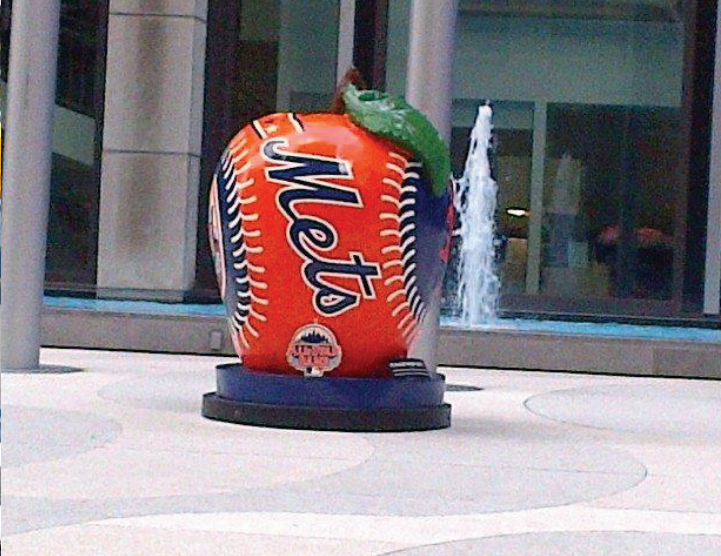
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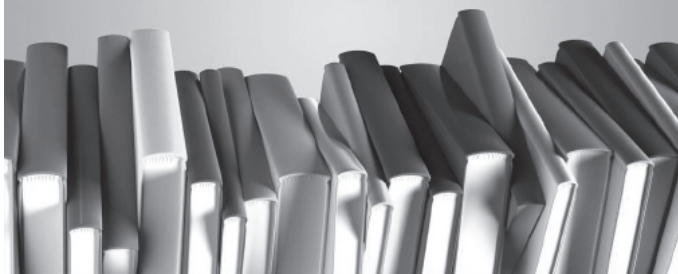
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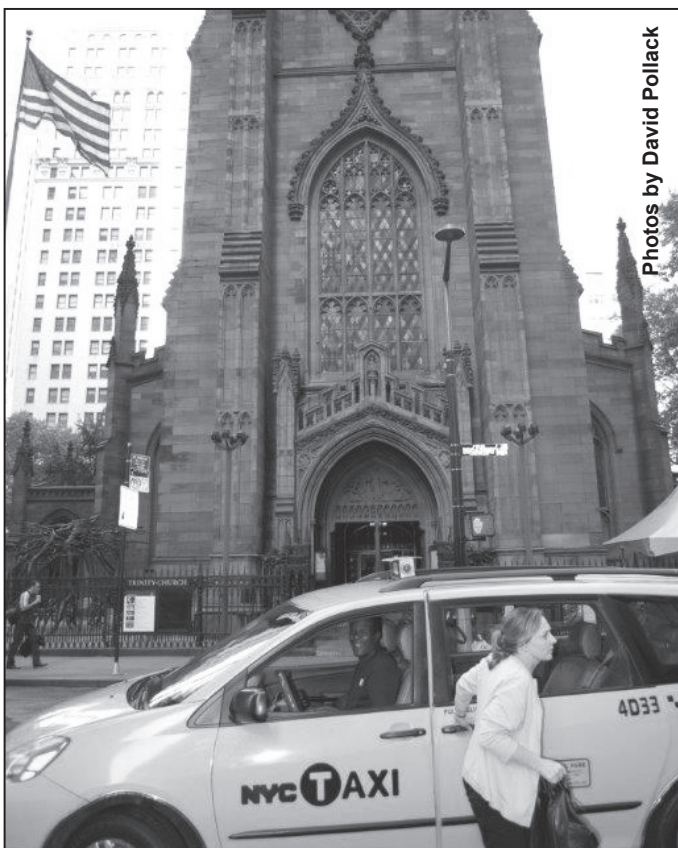
Rita Wilson, singer & actress
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Padma Lakshmi, star of "Top Chef"
signing copies of Love, Loss, and What We Ate
 3/8/16 7:00 PM at Barnes & Noble
 Union Square. New York, NY

Henry Winkler, star of "Happy Days"
signing copies of Here's Hank
 3/13/16 1:00 PM at Book Revue
 New York Avenue. Huntington, NY

Kristin Cavallari, star of "The Hills"
signing copies of Balancing In Hills
 3/15/16 7:00 PM at Book Revue
 New York Avenue. Huntington, NY

Lauren Conrad, star of "The Hills"
signing copies of Lauren Conrad Celebrate
 3/28/16 6:00 PM at Barnes & Noble
 Warren Street. New York, NY
 3/29/16 7:00 PM at BookEnds
 East Ridgewood Avenue. Ridgewood, NJ



Photos by David Pollack

Museums along Museum Mile

- El Museo del Barrio at 104th Street
- Museum of the City of New York at 103rd Street
- Jewish Museum at 92nd Street
- Cooper-Hewitt National Museum of Design at 91st Street
- National Academy Museum and School of Fine Arts at 89th Street
- Solomon R. Guggenheim Museum at 88th Street
- Metropolitan Museum of Art from 82nd to 86th Streets
- Goethe House German Cultural Center at 82nd Street

Other Museums

- The Museum of American Finance, the nation's only independent public ...
- Museum of American Finance, 48 Wall Street
- African Burial Ground - corners of Duane and Elk Streets
- American Folk Art Museum 45 W. 53rd St.
- American Museum of Natural History 77th St Central Park West
- Children's Museum of the Arts 250 Lafayette St # A,
- Children's Museum of the Arts
- Free Art Island Outpost Program at Governors Island
- Harbor Defense Museum - 230 Sheridan Loop, Brooklyn
- Italian American Museum-155 Mulberry St
- Kehila Kedosha Jania Museum-280 Broome St
- Luxce Project 53 Stanton St
- The Morgan Library and Museum-225 Madison Ave.
- Museum of Chinese In America-211 Centre St
- Museum of Jewish Heritage- Holocaust
- Edmond J. Safra Plaza - 36 Battery Place
- Museum at FIT-Seventh Ave.
- Museum of Modern Art (MoMA) 11 W 53rd St
- Museum of Modern Art Design-81 Spring St # A
- National Museum of the American Indian
- Alexander Hamilton U.S. Custom House, 1 Bowling Green
- New Museum of Contemporary Art-235 Bowery
- New World Art Ctr-250 Lafayette St # 5
- New York City Police Museum-100 Old Slip
- Poets House - Ten River Terrace
- Queens Museum of Art-49th Ave. and 111th St.
- Rubin Museum of Art-150 West 17th Street
- Skyscraper Museum - 39 Battery Place
- South Street Seaport Museum - 12 Fulton Street
- The Tenement Museum-108 Orchard St
- Whitney Museum of American Art-945 Madison Ave

Coffee & Tea Festival NYC (March 19 - 20)

For caffeine hungry New Yorkers, this festival will likely be your cup of tea (or joe). This 11th annual weekend-long event will feature over 60 coffee and tea exhibitors, touting the latest in the coffee and tea worlds. Enjoy seminars, pairings, and tastings led by the biggest names in the industry. Just make sure to buy your tickets ahead of time!

Brooklyn Expo Center - 72 Noble Street, Brooklyn

The Orchid Show: Orchidelirium (Through April 17)

Stroll through a floral wonderland at this annual exhibit featuring thousands of orchids. Attend film screenings, poetry readings, and workshops about the role orchids play in so many countries and cultures. If you're in the market for a creative date idea, attend one of the "Orchid Evenings," during which visitors can enjoy cocktails and music while exploring the garden.

New York Botanical Garden - 2900 Southern Blvd, Bronx

Affordable Art Fair (March 30 - April 3)

In need of a few more pieces of art for your apartment? Wait until the end of the month, and head to the spring edition of the Affordable Art Fair, an inspired event featuring impressive works from over 500 artists. Wander through paintings, prints, sculptures, and photographs, all priced from \$100 to \$10,000.

Metropolitan Pavilion - 125 West 18th Street, Chelsea

The Best Museums In NYC

(Continued from Page 29)

author Antoine Saint-Expurey, J.D. Salinger's love letters, and first edition works by modern masters like William Faulkner, F. Scott Fitzgerald and Allen Ginsberg; book nerds will also appreciate Pierpont Morgan's sublime library, which was restored to its 1906 glory a few years ago.

The Morgan is located at 225 Madison Ave between 36th and 37th Street in Midtown East (212-685-0008, themorgan.org) \$18 admission.



The Queens Museum

QUEENS MUSEUM: The Queens Museum never gets enough love, and that's a real shame. The four-decade old art institution is a cultural gem, located in a pavilion building built specifically for the 1939 World's Fair and used briefly as headquarters for the United Nations General Assembly. Now, the Queens Museum harbors a hefty collection of fine arts, Tiffany glass, and collections stemming from the 1939 and 1964 World's Fairs, the latter of which is currently on view as part of temporary exhibition *Behind the Curtain: Collecting the New York Fairs*.

But the museum's best and most famous offering is its *Panorama of the City of New York*, a 9,335-square-foot model of the city's five boroughs that was originally commissioned by Robert Moses for the 1964 World's Fair. Though the panorama hasn't undergone a full-throttle update since 1992, developments like Brooklyn Bridge Park and Citi Field have slowly gotten added over time thanks to the museum's "Adopt A Building" program, though it seems Williamsburg's condos have yet to receive treatment in miniature.

The Queens Museum is located at the New York City Building in Flushing Meadows Corona Park (718-592-9700, queensmuseum.org) \$8 suggested admission.



The Brooklyn Museum

BROOKLYN MUSEUM: The Brooklyn Museum has really been on a roll this century with a series of blockbuster exhibits, including 2008's stellar Takashi Murakami show, 2012's Keith Haring exhibition, last year's innovative Jean Paul Gaultier show, "Ai Weiwei: According to What?" which is on view until August 10th, and a site-specific piece by street artist Swoon. Beyond the

special stuff, though, this second largest museum in NYC has a massive permanent collection, with noteworthy works including Judy Chicago's celebrated feminist installation *The Dinner Party*, Gilbert Stuart's 1796 portrait of George Washington (used on the \$1 bill!) and many, many mummies, which once gave an acquaintance of my grandmother's a rash back in the 1940s.

The Brooklyn Museum is located at 200 East Parkway at Washington Ave in Prospect Heights, Brooklyn. (718-638-5000, brooklynmuseum.org) \$12 suggested admission.



The Museum of Moving Image

THE MUSEUM OF MOVING IMAGE: You don't have to be a film buff to enjoy MoMI's expansive special exhibitions on, say, *The Muppets*, or *Breaking Bad*. But if you do love movies, this Astoria museum is stuffed with all sorts of memorabilia, interactive exhibitions and special programming that'll tickle your inner cinephile. MoMI's ongoing exhibition, "Behind The Screen," runs through the history of cinema, tackling everything from the earliest moving picture camera to makeup from *Sex And The City*. They also hold frequent film screenings—all summer long, they've been continuously showing films from the 1939 and 1964 World's Fairs, and recent screening offerings have included *The Searchers*, *2001: A Space Odyssey* and the original *Godzilla*. Stay tuned for their upcoming permanent Jim Henson installation, planned for 2015.

The Museum of the Moving Image is located at 3601 35th Ave in Astoria, Queens (718-777-6888, movingimage.us). \$12 admission.



New York Transit Museum

NEW YORK TRANSIT MUSEUM: Visiting the New York Transit Museum is a bit like traveling back in time. The nation's only museum dedicated to public transportation, the NYTM boasts an astonishing collection of MTA memorabilia, not the least of which is its collection of antique subway cars, complete with antique ads that predate Dr. Zizmor. You can also peruse an extensive collection of subway tokens (ah, memories of watching my bus fare roll under a car...) and fare collectors, and for the young and young at heart, there's a child-sized taxi cab, trolley car and bus to play on. It's also noteworthy that the museum is located inside a de-

commissioned subway station, and you can peek into a functional control room to see the whole system at work.

The New York Transit Museum is located at Boerum Place and Schermerhorn Street in Brooklyn Heights, Brooklyn (718-694-1600, mta.info/mta/museum). \$7 admission.



New York Historical Society

NEW YORK HISTORICAL SOCIETY: When I was a child, there was an exhibit in the basement of the New York Historical Society dubbed "Kid City," in which the museum had transformed West 82nd Street and Broadway into a tot-friendly version of its 1901 self. I spent many hours there commandeering a turn-of-the-century grocer's market and forcing other children to make deliveries to the neighboring horse goods store, and though "Kid City" has since been replaced with a larger children's exhibition, I like to think it taught me a lot about New York's history—what nine-year-old knew Central Park didn't simply sprout fully-formed out of the ground? The NYHS underwent a major renovation a few years ago, and it's since returned with some excellent programming.

There is, for instance, a show featuring 90 artworks by Madeline creator Ludwig Bemelmans; through the end of the month, the museum is showing work by street style photographer Bill Cunningham, and past exhibitions have included works from the 1913 Armory Show and a look at the city's AIDS

crisis. You can marvel at a portion of Keith Haring's Pop Shop ceiling at the admissions desk, or snap photos of the statues of Abraham Lincoln and Frederick Douglass perched outside the museum's two entrances.

The New York Historical Society is located at 170 Central Park West at 77th Street on the Upper West Side (212-873-3400, nyhistory.org).



Lower East Side Tenement Museum

LOWER EAST SIDE TENEMENT MUSEUM: This is another one for the time travelers. This 19th century five-story tenement building housed around 7,000 immigrants from the 1860s to the 1930s, and the Tenement Museum's restored the rooms to mirror what they looked like from the 1860s to the 1930s. Museum staff provide guided tours of the rooms and businesses, which include a garment workshop and a German saloon; there are even costumed staff members who take on the characters of the building's former residents. Beyond the Orchard Street building, the museum provides walking tours of the neighborhood to remind you of what the LES was like before Max Fish moved in (and then out, and then back in again).

The Tenement Museum is located at 103 Orchard Street between Broome and Delancey Streets on the Lower East Side (212) 982-8420, tenement.org). \$25 admission.

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Palace Theatre
1564 Broadway

AMERICAN PSYCHO
Gerald Schoenfeld Theatre
236 West 45th Street

A VIEW FROM THE BRIDGE
Lyceum Theatre
149 West 45th Street

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BLACKBIRD
Belasco Theatre
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138 West 48th Street

CHICAGO
Ambassador Theatre
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**CIRQUE DU SOLEIL
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Lyric Theatre
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DISASTER
Nederlander Theatre
208 West 41st Street

ECLIPSED
Golden Theatre
252 West 45th Street

FIDDLER ON THE ROOF
Broadway Theatre
1681 Broadway

FINDING NEVERLAND
Lunt-Fontanne Theatre
205 West 46th Street

FUN HOME
Circle in the Square Theatre
West 50th Street

HAMILTON
Richard Rodgers Theatre
226 West 46th Street

HUGHIE
Booth Theatre
222 West 45th Street

JERSEY BOYS
August Wilson Theater
245 West 52nd Street

KINKY BOOTS
Al Hirshfeld Theater
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LES MISERABLES
Imperial Theatre
249 West 45th Street

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INTO NIGHT**
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Shubert Theater
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Winter Garden Theatre
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Studio 54
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MAKING OF THE MUSICAL
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THAT FOLLOWED**
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St. James Theatre
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Bernard B. Jacobs Theatre
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39 STEPS
Union Square Theatre
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AVENUE Q
New World Stages
340 West 50th Street

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Actors Temple Theatre
339 West 47th Street

BLUE MAN GROUP
Astor Plae Theatre
424 Lafayette Street

BURIED CHILD
Pershing Square Signature Ctr.
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DADDY LONG LEGS
Davenport Theatre
354 West 45th Street

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425 Lafayette Street

DRUNK SHAKESPEARE
The Lounge at Roy Arias Theatre
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DRY POWDER
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FAMILIAR
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St. Luke's Theatre
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NAKED BOYS SINGING
Kirk Theatre
410 West 42nd Street

NEWSical
Kirk Theatre
410 West 42nd Street

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305 West 43rd Street

SMOKEFALL
Lucille Lortel Theatre
121 Christopher Street

STOMP
Orpheum Theatre
126 Second Avenue

STRAIGHT
Acorn Theatre
410 West 42nd Street

THE BERENSTAIN BEARS
The Marjorie S. Deane Little Theatre
5 West 63rd Street

THE BODY OF AN AMERICAN
Cherry Lane Theatre
38 Commerce Street

THE FANTASTICKS
Snapple Theater Center
210 West 50th Street

**THE GABRIELS: ELECTION
YEAR IN THE LIFE OF ONE
FAMILY, PLAY ONE: HUNGRY**
The Public Theater
425 Lafayette Street

(Continued on Page 44)

(Continued on Page 44)

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Friday, March 11 BIG GIGANTIC \$29.50 adv, \$50 for two day pass
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Wednesday, March 12 BIG GIGANTIC \$29.50 adv, \$50 for two day pass
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Wednesday, March 16 MEGADETH \$49.50 adv
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Thursday, March 17 MEGADETH \$49.50 adv
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Friday, March 18 DR. DOG \$30
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 Doors 8pm / Show 9pm WEEN \$55 day of
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 Saturday, April 23 HOUND-MOUTH \$30 adv
 Doors 7pm / Show 8pm Rayland Baxter / Lucy Dacus \$35 day of

Thursday, May 5 FRIGHTENED RABBIT \$25 adv
 Doors 7pm / Show 8pm Caveman \$28 day of

Thursday, May 12 ZHU \$30
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Friday, May 13 X AMBASSADORS - THE VHS TOUR 2.0 \$25
 Doors 7pm / Show 8pm Robert DeLong / Sara Hartman

Thursday, May 19 FLATBUSH ZOMBIES \$25
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Wednesday, May 25 BØRNS \$25 advance
 Doors 7pm / Show 8pm \$30 day of

Wednesday, June 15 THE NEIGHBOURHOOD \$37.50 adv
 Doors 7pm / Show 8pm \$40 day of

Friday, June 17 AT THE DRIVE-IN \$35 adv
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Tuesday, August 23 UB40 \$40 advance
 Doors 7pm / Show 8pm The Wailers \$45 day of

Wednesday, September 14 LUSH \$35 adv
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Wednesday, October 19 OH WONDER \$25
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Broadway Shows

(Continued from Page 43)

THE CRUCIBLE
 Walter Kerr Theatre
 219 West 48th Street

THE FATHER
 Samuel J. Friedman Theatre
 261 West 47th Street

THE GIN GAME
 Golden Theatre
 252 West 45th Street

THE HUMANS
 Helen Hayes Theatre
 240 West 44th Street

THE KING AND I
 Lincoln Center
 70 Lincoln Center Plaza

THE LION KING
 Minskoff Theatre
 200 West 45th Street

THE PHANTOM OF THE OPERA
 Majestic Theatre
 242 West 45th Street

TUCK EVERLASTING
 Broadhurst Theatre
 235 West 44th Street

WAITRESS
 Brooks Atkinson Theatre
 256 West 47th Street

WICKED
 Gershwin Theater
 222 West 51st Street

Off-Broadway Shows

(Continued from Page 43)

THE JACKIE MASON MUSICAL
 St. Luke's Theatre
 308 West 46th Street

THE LION, THE WITCH AND THE WARDROBE
 St. Luke's Theatre
 308 West 46th Street

THE ROBBER BRIDEGROOM
 Laura Pels Theatre
 111 W 46th Street

THE WONDERFUL WIZARD OF OZ: THE MUSIC OF HAROLD ARLEN
 St. Luke's Theatre
 308 West 46th Street

THE WOODSMAN
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TAXI NEWS FROM AROUND THE WORLD

Canada Ottawa Uber

Uber's arrival in Ottawa has had such a dreadful impact on the taxi market that the court should slap an injunc-

tion on drivers using the ride-ordering application, a lawyer for local cabbies argued Monday.

Thailand Uber-Cycles

UBER started a motorcycle service

in Thailand. According to the company, UberMoto drivers will provide riders with a helmet, since Bangkok requires riders TO wear them. Uber has lost \$1 billion in China last year.

USA Washington DC Uber Ride

Ever wondered what would happen if you fall asleep on an Uber ride? One D.C. man learned the hard way. Mekele Baucom, the Uber rider who fell asleep in the car, told WTOP's television news partner, NBC Washington

that he was billed \$171 for what he intended to be a one-mile trip home. Instead, his Uber driver took him on a 71 mile ride.

Egypt Egyptian Taxi Drivers Protest 'Unfair Competition' From Uber

In the middle of Mostafa Mahmoud Square, one of Giza's busiest, Afifi, a 27-year-old taxi driver, was shouting his lungs out: "Stop! Come join us, we are defending your rights."

On Feb. 4, Afifi, who asked that his last name not be used, was one of the few taxi drivers who responded to an anonymous call circulated on Facebook to protest the existence of "unfair competitors."

As he tried to stop taxis passing through the square and persuade drivers to join him in protest, he talked to Al-Monitor about his complaint. He said, "Taxis are losing business to companies such as Uber and Careem that operate illegally in Egypt."

Both Uber and Careem do not own any cars, nor hire any drivers. They are considered "transportation network companies" (TNCs), a term coined by the California Public Utilities Commission to define the business model in which companies use mobile applications to connect customers who need a ride with drivers willing to offer the service.

TNC's profit comes from getting a percentage from every ride's fees.

"These companies allow owners of private vehicles to operate as taxis, and this is simply not fair," said Afifi.

It cost Afifi 50,000 Egyptian pounds (\$6,400) to acquire a taxi plate. He then got a 60,000 pound loan to buy the car.

He has to renew his car license every three months until he finishes paying his debts. Like all taxi drivers in Cairo and Giza, he pays up to 3,500 pounds annually in taxes, mandatory insurance and mandatory fees for a national syndicate that he said "offers him nothing in return."

Afifi said he is angry that companies such as Careem and Uber open a backdoor for owners of private cars to circumvent the legal boundaries of the business and operate as taxis without paying taxes or going through all the hassles and inspections taxis do.

In late 2014, the \$60 billion American multinational Uber launched its operation in Egypt. Soon after, the Dubai-based startup Careem expanded to Cairo and recently received \$60 million in funding.

According to Uber's general manager in Egypt, Anthony El-Khoury, Uber delivered 1 million rides in its first year in the country, using more than 6,000 drivers.

"Uber's expansion rate in Cairo surpassed any other city in Europe, Africa and the Middle East," Khoury told Al-Monitor.

Khoury enumerated the reasons behind the instant success.

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