

# TAXI



## INSIDER

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“The Voice of the NYC Transportation Industry.”

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## EDITORIAL

By David Pollack

### Earth Day April 22, 2015

Forty five years ago I marched in the very first Earth Day Parade in New York City with many other students and teachers from Stuyvesant High School. We ended our “march” in Central Park. I am told that 20 million participated nationwide. Earth Day began in that controversial year of 1970 when U.S. Senator Gaylord Nelson held a national teach-in on the environment beginning at Columbia University. It was a different world, there were no cell phones and no one I knew even had an air conditioner in their apartment but they were being marketed. Inside NYU, there was a room size computer, where a professor told me that in the future we would have a computer on every desk in schools and businesses.

We had the milkman and the soda-man making deliveries to our apartment and we got deposits on our glass milk and soda bottles. There were no plastic containers or plastic garbage bags, nor were there mutated foods. Plastic water bottles? We used to “drink from the faucet.” There were only cloth diapers that our mothers washed and used over and

over. That might sound funny, but if you piled all the soiled plastic diapers used in the US each year, there would be an annual pile to the moon and back. Only 1% of Americans were ever on a plane in 1970. So in many ways, we were more environmentally friendly in the past than we are now.

Today we hear about the carbon footprint, depletion of living fish in our oceans, global droughts paired with global warming. We hear about the hopes of ending usage of all fossil fuel and I believe every building should be using independent solar energy technology.

What prompted the first Earth Day was an oil spill, gas guzzling cars paired with a common PEACE initiative on every college campus throughout America. People wanted change, and saving our earth just seemed right. Protests against US involvement in the Vietnam War were commonplace and a youth uniting factor.

Do you get in your car to drive two blocks to get a plastic container of milk? Do you recycle? Do

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### Earth Day April 22 2015





# TAXI INSIDER

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# LETTERS



## **TLC: Please Stop Sending Unlawful Settlement Letter To The Cab Drivers**

*Dear Taxi Dave,*

I am in doubt, does the TLC treat cab drivers as a human beings? Without any investigation and just on the basis of phone calls, the TLC is sending settlement letters (offers) to the cab drivers. It happened to me before. Someone made a false hit and run complaint against me and the TLC sent me settlement letter (offer) without investigating. My story was published in January 2015 Taxi Insider magazine. Later, the TLC withdrew the complaint because I did nothing wrong. TLC is accepting complaints regardless if it is from a passenger or non passenger against cab drivers. How come the TLC accepts non passenger complaints? If a cab driver makes a mistake on the street, there are city agencies (NYPD, TLC enforcement) to take care of it. Did the TLC authorize the public to work as police against cab drivers? TLC aggression must be stopped. Cab drivers are immigrants, they are not united and some drivers may not be able to express themselves in English as well as New Yorkers born here. On the basis of these weak points TLC is targeting the cab drivers, and that is against human rights and US constitution.

*Sincerely,  
Abul Asad Khan*

## **Port Authority Police & more...**

*Good Afternoon/Evening Taxi Dave,*

My name is Tommy, I am a fairly new Taxi driver who previously worked for the federal government. I must say I have a new found respect for taxi drivers, but only for those who are responsible, reliable drivers who have COMMON sense.

Can you please remind drivers who are listening that driving is a privilege, responsibility and if they respect the road & other drivers there will be less road rage, accidents & problems. That little stick on the left side of steering wheel is a turn signal, USE IT when changing lanes! Stay in your lanes! When picking up or dropping off a passenger try to pull to the side as best. Some of these drivers are so hungry for a fare that they stop in the middle of the road or on an angle that they cause traffic and possible accident. Please tell drivers to use their hazards

when picking up or dropping off & finally your in NYC there is no need to have high beams on! Your blinding drivers in front of you and driving opposite direction. These drivers think that if they have a headlight out that cops are stupid and won't know. If they get pulled over they will get 2 tickets instead of one which most times cops won't pull u over for a out headlight but just tell you to change it asap.

**COMMON SENSE!**

Finally, port authority police at the airports need to stop harassing taxi drivers and looking to see if our hack license is present/valid and ask stupid questions about where the emergency light is. I have not seen one cop pull over a taxi driver if their emergency light is on to see if they are ok. port authority police need to start fining people who are at the baggage claim harassing & soliciting passengers. There should be some in plain clothes with fake luggage catching these people in the act. That would teach them a lesson and bring in revenue to TLC & port authority.

*Thank you,  
Tommy*

## **Who Is On Our Side?**

*Dear Taxi Dave,*

UBER does not have to pay Long-Term Driver fines like medallion owners do. UBER is not paying for a medallion. For leasing my cab to drivers I paid a \$5,000 fee and just got an \$8,700 in the mail. I am paying \$3,700 a month for my medallion loan and UBER pays nothing but pilfers street hails all day. Can DeBlasio or the city council make it more difficult for UBER to operate like a taxi? They are destroying the taxi business. NY State and the MTA is losing money because there are less people are driving taxis now. This scenario is Insider Trading at its best because the city set an inflated the price of the medallion for the auction and then let UBER in in mass and watched as the price went down.

*Leo*

## **Toronto Taxi Company Shows Industry How To Take On Uber**

*Dear Taxi Dave,*

A small company has the guts to do something to try to compete with Uber. I have always asked myself, why can't we do the same? The only answer that i can come up with is , that there is a conspiracy within the yellow cab medallion industry to suppress the development and implementation of an app for us. I know many of you guys don't like to hear that ,but I'm calling it as I see it. There must be a investigation into this! I don't fear my competition but I'm worried about the enemy amongst us who say the feel our pain.

*Sincerely,*

*A man who doesn't know much about anything.*

## **Yellow**

*Dear Taxi Dave,*

Decades ago, cabbies were watching those cab-calling lights on building entrances, when people needed yellow cab. That time cabbies were much busier all day long. Than business started to change with the increasing numbers of taxicabs and the cab-calling lights became history. Cabs got the GPS, and the TLC did promises to get messages into taxis about potential fares. It did not work; none of the cabdrivers got extra cab fares because of that broken promise. Now is Uber, and

*(Continued on Page 4)*



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# LETTERS



(Continued from Page 2)

the TLC is promising new apps for yellow cabs to find fares more easily.

Steve

## City Streets

Dear Taxi Dave,

Please write something about Manhattan streets. After all the snow, most roads are terrible for driving. The NYCDOT is sleeping behind the wheel and not taking proper steps to repair the roads.

Thank you,  
Abul Khan

## TAXI

Dear Taxi Dave,

The word 'taxi' has the same spelling in Czech, Dutch, English, French, German, Italian, Polish, Portuguese, Romanian, and Spanish.

Michael Simon

## JFK Situation

Dear Taxi Dave,

This Friday night I including another 9 drivers lost 2 hours despite having the RFID tag because the system could not read the tags.

Uppkar Thind

## Taxi Leases

Dear Taxi Dave,

The situation where the lease contract holds that the medallion owner is responsible for the MTA surcharge wouldn't have happened if the medallion owner would have had an attorney review the lease agreement BEFORE signing. This is the only business where owners lease out a million dollar asset without an attorney. They get what they deserve. And what's up with the leasing tenant (medallion manager) drawing up the agreement? If you're leasing an apartment do you get to draw up the lease agreement? WTF?

Bob M.  
Long Island City

## JFK passenger info

Dear Taxi Dave,

The new dispatch system is operational and on the passenger info receipt that the dispatchers give to passengers at the terminal Do not say the amount or how the multiple fare to Manhattan works. Also it doesn't mention the tolls. A complaint is due to occur.

Taxi Solomon

## Airport Games

Dear Taxi Dave,

I feel people are playing games at LaGuardia. Why are some in charge nasty to taxi drivers? I entered the taxi lot at terminal twice the same day and both times waited one hour in the lot. In front of U.S. Air there were NO TAXIS when I drove to the the terminal. There are usually 15 taxis there but there were none. Almost as if they intentionally keep yellows out, or were waiting for something else. Think people!

A 31 year Taxi Driver

## Surcharge

Dear Taxi Dave,

There should be an increase in the \$1 surcharge to \$2 on taxi fares between 4 and 8 PM because a dollar is not worth what it was when Ed Koch was Mayor. That was when the \$1 surcharge was added. We also need a surcharge during the morning rush hour. All my passengers who use UBER tell me that the look for a yellow cab first.

A 40 year driver

## Fear

Dear Taxi Dave,

Fear: to be afraid, it's a powerful word. There is nothing worse than driving in fear. Fear of hitting a pedestrian, or another vehicle, or receiving a summons. Vision Zero is in full effect and being enforced. What does this mean? It means be AFRAID!! It doesn't matter if u drive on red light or green or yellow light, pedestrians will cross the street as they see fit knowing the driver will be at fault. This is a horrible manner in which the city has placed every driver. FEAR. I'm afraid I will hit a pedestrian the way they cross the intersection, some don't even use the intersection. It's like they are God's gift to mankind. I'm mentioning this cause I came close on a few occasions to hit pedestrians this past week. I've never been in this position. I've been driving 15 years now, and never seen anything like this. Pedestrians cross Recklessly. Maybe pedestrians should take a course on how to cross the street? Drivers take courses.

Taxi Solomon

## Helping Passengers

Dear Taxi Dave,

Hey you yellow drivers. I actually got out of my cab at a red light to help a woman trying to put a stroller in the trunk of another yellow cab she had hailed. She had a baby in one hand while the driver never got out of the taxi to help her. And you want to

know why passengers prefer uber, try getting out of your cab to load the trunk for your passengers.

Joe M.

## JFK

Dear Taxi Dave,

At Terminal 4 at JFK, yellow cabs cannot even double park to load passengers but uber cars now triple park without a problem. Where is the fairness?

Moe

## Javits

Dear Taxi Dave,

For the first time ever, I see tickets being given to those hustlers soliciting at the Javits center. Yellow cabs need to service the Javits more.

Hasan

## Fares Should Be Fair

Dear Taxi Dave,

JFK fare should be \$65. It takes longer and longer to come back to Manhattan and getting there takes an hour and a half after 1:30PM.

John C.

## My Suggestion

Dear Taxi Dave,

My idea or my point to help or improve this taxi business is to make drivers paying the tax, social security and health insurance directly, collect as you do for the MTA. because like drivers we don't benefit nothing in this business only work as a slave. If you do that all drivers who fled to Uber will come back. The social will help us for a retirement.

Dosso

## What Is The TLC Waiting For? Start Summoning Uber Drivers!

Dear Taxi Dave,

§54-14(e)(1) Use of Electronic Communication Device. (1) A Driver must not Use an Electronic Communication Device while operating a Vehicle. A Driver can Use an Electronic Communication Device only while the Vehicle is lawfully standing or parked.

§54-14(e)(1) Fine: \$250 if plead guilty before a hearing; \$350 if found guilty following a hearing, and suspension. The suspension is deferred for 60 days; if the driver completes a Distracted Driving Course within the 60-day period then the driver will not be suspended. Points: 3 for the first offense and for the second offense in any 15-month period; 4 for the third offense in any 15-month period. Appearance NOT REQUIRED

M. Higgins

**TAXI DAVE'S  
RADIO SHOW  
WOR-710AM  
8:00 – 9:00 PM EVERY SUNDAY!**



# Insider News

## Industry Notice #15-17 TLC Announces Medallion Vehicle Retirement Extension

In light of recent litigation, which has postponed the Official Taxicab Vehicle

(OTV) Activation Date, the New York City Taxi and Limousine Commission (TLC) will extend the retirement dates of those vehicles scheduled to retire before June 30, 2015.

All Taxicab vehicles with retirement dates scheduled April 20, 2015 to June 29, 2015 will receive a new retirement date of June 30, 2015.

Owners may continue operating their existing vehicles until the first scheduled inspection on or after June 30, 2015.

All Taxicab vehicles must continue to appear for and pass all scheduled inspections.

## Industry Notice #15-13 Important Notice for Street Hail Livery Permit Owners and Medallion Owners and Agents TAXICAB/STREET HAIL LIVERY IMPROVEMENT SURCHARGE PAYMENT PROCESS

The New York City Taxi and Limousine Commission (TLC) wishes to remind its licensees, on January 1, 2015, a \$0.30 per trip Improvement Surcharge went into effect and taxicabs and Street Hail Liveries (SHLs) were automatically updated to charge the new rate for all hailed trips. This surcharge will help fund an increase in the number of wheelchair accessible vehicles (WAVs) on the road to assist in achieving the City's goal of a 50% wheelchair accessible taxi fleet by the year 2020. Medallion owners/agents and SHL permit owners are responsible for paying the surcharges to the New York City Taxi & Limousine Commission (TLC) each quarter to be placed into a Vehicle Fund and a Driver Fund. The TLC will provide for disburse payments to WAV owners and drivers starting in 2016.

Payment for the first quarter of 2015 is due by May 1, 2015. Failure to submit your payment by that date may result in a summons which could result in fines and/or possible suspension of your license until compliance.

Each SHL permit owner, medallion owner, and/or medallion agent will receive a quarterly statement from their TPEP or LPEP provider. For the first quarter the surcharges will be due on May 1, 2015 and will follow the timeline below:

April 5, 2015 – Improvement Surcharge reports will be available on the TPEP and LPEP Provider web portals. Do not access the reports before April 5th to ensure that all trips are included in the reporting.

April 5 – April 20, 2015 – Owners and agents will be able to review their Improvement Surcharge reports and raise any discrepancies with their TPEP or LPEP Providers during the 15-day Challenge Period.

April 20, 2015 – Amounts due are finalized. Please be aware that you will not be able to pay an amount other than what is listed on your final invoice.

April 24, 2015 – Payment is available in LARS. Payments can only be made using the NYC Taxi & Limousine Commission's License Applications, Renewals & Summonses (LARS) website which can be found at: [www1.nyc.gov/lars/](http://www1.nyc.gov/lars/). NOTE: No statements or reminder notices will be sent. You are responsible for checking the TPEP or LPEP provider web site in a timely manner to obtain the amount due and allow time to review the statement before making your payment.

May 1, 2015 – Payment is due to the TLC.

The remaining quarters will follow the same timeline with the Improvement Surcharge reports available on the 5th of the month following the quarter's end. These reports are followed by a 15-day Challenge Period that ends on the 20th of the month for any payment disputes. Once the Challenge Period ends, payments will be available through the LARS website on the 24th of the month and due to the TLC on the first day of the subsequent month.

If you are a customer of CMT, to access CMT reports and payment instructions:

Log into the new CMT web portal as an operator at <https://fleetnet.cmtnyc.com>;

Under the "Reports" menu click "Improvement Surcharge"; and

Towards the upper right of the page next to "Actions: Download PDF" click "Go".

If you are a customer of VeriFone, to access VeriFone reports and payment instructions:

Log into the VeriFone web portal (where you get your MTA tax report);

## The TLC's Rate Of Fare Increase Review For The NYC Taxi Industry

By Michael Higgins

(The TLC is reviewing the current rate of fare for yellow cabs in New York City. Here are just a few suggestions that have been discussed by the NYTN staff...)

### 1) THE METERED WAITING TIME...

Due to the new 'Vision Zero' rules, the City's speed limit has been reduced from 30 MPH to 25 MPH.

Therefore, the NEW rate for metered waiting time should be directly proportionate to that reduced speed limit - i.e. change the existing waiting time of \$30.00 per hour to approx. \$36.00 per hour.

The calibration should run at a rate of sixty cents (.60) per minute, and 'minutes' should include all 'partial' minutes that add up to FULL minutes of stopped or slow traffic.

**NOTE: THE RATIO BETWEEN THE METERED WAITING TIME & THE METERED ROLLING TIME**

**DRASTICALLY AFFECTS TAXI DRIVER & PASSENGER SAFETY!**

### 2) ELIMINATE THE JFK FLAT RATE..

We should return to the metered rate for ALL fares within the borders of New York City.

The 'security' advantages of the JFK 'Flat Rate' is now obsolete due to the advent of new GPS & trip sheet technology.

Drivers and passengers deserve the proper rate of fare, and the flat rate often results in DRASTIC fluctuations in taxi driver earnings & passenger expenses.

### 3) INCREASE THE 'RUSH HOUR' SURCHARGE -

The current 'rush hour' surcharge of \$1.00 per trip should be increased to \$1.50 per trip and shall be in effect Mon. thru Friday - INCLUDING all legal holidays - between 6 am to 10 am and 4 pm to 8 pm

### 4) CHARGE FOR TRUNK & OTHER ITEMS...

There should be a minimum charge for luggage and other items that involve an 'extra step' in the street hailing process. The trunk and/or luggage charge should be a minimum of \$3.00

### 5) THE METERED ROLLING TIME...

The metered rolling time should be raised from fifty cents (.50) per 1/5 mile to fifty cents (.50) per 1/6 mile.

### 6) THE INITIAL DROP..

The initial metered 'drop' should only be raised from \$2.50 to \$2.75

This 'drop' should always be equal to NYC-MTA fares and should be kept low to incentivize ridership.

### 7) ADDITIONAL STOPS....

The metered fare shall allow two (2) passenger stops.

Any fare continuing on after the second stop shall allow the driver to completely reset the meter.

### 8) NEWARK AIRPORT..

The fare shall be the standard New York City rate, with an initial 'drop' charge of \$25.00 - plus tolls.

### 9) NASSAU COUNTY ...

The fare shall ALSO be the standard New York City rate, with an initial 'drop' charge of \$25.00 - plus any tolls.

### 10) LEASE CAP PROVISIONS...

There should be a fair and equitable distribution of the fare increase between taxi owners & drivers.

Driver retention, quality vehicles and public safety depend on it!

Click on "Reports", located on the left-hand side of the navigation bar; and Select "Totals Trips Report" and input the relevant Improvement Surcharge period (in this case, 201501) and click the "Improvement Surcharge Export" button.

Please follow the "Payment Instructions" at the bottom of the statement that clearly outline how to make the payment using the LARS website. No partial payments will be accepted, and a new quarter cannot be paid if previous quarters have not been paid. To pay you must have a valid checking account, credit card, or debit card, and e-mail address. American Express, Discover, MasterCard, and Visa are accepted.

Questions regarding amounts owed should be directed to your TPEP or LPEP Provider. Please remember that there is a 15-day Challenge Period for payment disputes. Once the challenge period ends, the amount due is finalized and no changes to the current quarter can be made.

Any changes made to the previous quarter after the challenge period ends will be reflected in the next quarter's statement as a credit to the current quarter's balance due.

## 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 Sts.
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!**

## Uber's Quickie Marriage with UN Women

By Dan Ackman

Uber Technologies is a company, not a country. In fact, it is a company that has been banned in many countries, including Spain, Belgium, India, the Netherlands and Germany. These bans are sometimes reversed or worked around, but still, Uber is not a sovereign state.

Thus it was more than a little surprising that a few weeks back Uber practically wound up with a seat at the United Nations!

How it got there says a lot about Uber and the massive hype machine that Uber feeds and that it feeds off. Here is the back story:

On March 10, Uber's CEO announced that UN Women and Uber were "launching a partnership to work together around the world toward a shared vision of equality and women's empowerment." This announcement came during a Status of Women conference held at the UN headquarters in Manhattan. Uber said that it was "committing" to the "creation" of—get this!—one million jobs for women globally on the Uber platform by 2020. This undertaking was billed as the flagship announcement of the conference, which was itself partially sponsored by Uber.

One million jobs is a pretty stunning number, especially from one company operating in a single industry. To put it in perspective, in a good year, the entire United States economy adds about three million jobs. Of course, for Uber the publicity comes today and come 2020, who will remember what Uber promised?

It turned out, however, that UN Women decided it did not want to partner with Uber after all.

Two weeks after the partnership was heralded, Phumzile Mlambo-Ngcuka, executive director of UN Women publicly cancelled the collaboration. "UN women will not accept an offer to collaborate on job creation with Uber, so you can rest assured about that," she said.

This sudden divorce—some Kardashian marriages have lasted longer—was celebrated by trade unions (and undoubtedly more than a few taxi drivers and owners) because they are skeptical of Uber and the "jobs" it "creates."

Brigitta Paas, vice-president of the International Transport Workers Federation, issued a statement, saying, "As unions and NGOs we find it astonishing that UN Women is linking to this organization, based on a promise of a million jobs that we know are likely to be insecure, ill paid, and potentially unsafe. Uber says it operates in 55 countries around the world, but according to our research, almost 40% of national or local governments in those countries have said 'no' to Uber one way or another.

Paas speaks to the quality of Uber jobs. But how plausible is the million jobs claim in the first place? Not very.

Earlier this year, Uber issued a report with an academic imprimatur that analyzed the labor market for Uber "driver-partners," as Uber calls them. Among the report's oddities is that it was based largely on a survey of just 601 drivers, who are self-selected and likely fearful of speaking negatively about the company.

Nonetheless, the report has some interesting data points. First it claims that Uber now has 160,000 "partners" in the United States—do not call them employees—up from near zero in 2012. The study does not say how many "partners" Uber has around the world, but let's say the worldwide total is 320,000 or double the U.S. alone. That's a huge number. But even so, Uber would have to triple in size to reach one million drivers, men and women.

As everyone knows, women, in New York and elsewhere, make up a tiny fraction of taxi drivers. Uber says that women make up 14% of its driver-force, a very high percentage compared to the industry overall. Even if that 14% ratio holds, for Uber to create one million jobs for women, it would have to create seven million jobs overall. To put this in perspective, the Chinese Army has roughly 2.3 million employees and Wal-Mart, the world's largest private employer has 2.1 million.

And then there is the question about whether Uber is really the creator. After all, Uber does not provide the car, the gas or the driver's license, to say nothing of the taxi license (known in New York as a medallion). All Uber provides is an app, a way for passengers to hail the cabs. So for every Uber job, doesn't the driver-car owner-license holder really "create" most of it? Meanwhile, isn't Uber also destroying jobs, such as those held by licensed taxi drivers.

Uber loses drivers nearly as fast as it signs up new ones. According to Uber itself, nearly half of those who had start with Uber leave inside of one year. Less than a quarter of Uber drivers rely on the Uber as their sole source of income. For 38%, Uber was "not a significant source," which means it is not a job at all.

And of course, for those who do rely on Uber for their support, when Uber cuts prices to gain market share, as it often does, driver incomes fall out of proportion to the price cut.

Still, Uber says that its survey shows that 78% of its drivers are "very satisfied" or "somewhat satisfied." Uber probably did not survey those who had already quit. In all likelihood, most of those drivers were not satisfied, but they were no longer around to respond to the survey. Like UN Women, these drivers were already out the door.

Dan Ackman is a lawyer in the taxi industry. His website is <http://www.danackmanlaw.com>.

The editor neither agrees or disagrees with the content of the submissions written by other authors.



# The Taxi Attorney

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

First, I have moved my office to 160 E. 56th Street, Floor 7, New York, NY 10022. The office is between Third Avenue and Lexington Avenue on the south side of the street. My phone number remains 212.754.1011 or 866.LAW.MIKE or 866.529.6453. There is a taxi stand on Lexington



Avenue and 56th Street. It is a good idea to call me before you come over to the office. I look forward to seeing you all at my exciting space at 160 E. 56th Street, 7th Floor, NY NY 10022.

Second, 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.

Third, please listen to the Taxi Insider 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. So, please tune in to listen.

Fourth, 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.

Fifth, 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. If you take the class after you get the TLC letter, even if otherwise eligible, TLC will NOT reduce your points. Also, 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. There are now some instances when it makes sense to take the class more than every 18 months.

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.

Sixth, please watch out for the following spots because now that the weather is hopefully getting better, the NYPD and the TLC will be enforcing with extra vigilance on yellows, especially for speeding: 1st Avenue tunnel by the UN, Triboro Bridge both ways, FDR drive, Belt Parkway, Prospect Parkway, West Side Highway above the GW Bridge, Queens Blvd in Forest Hills, Central Park Westside. Of course, with Vision Zero in full swing there are many other spots to receive speeding tickets but just be aware that yellows will be targeted. Be careful.

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.trafficticket-nyc.com>.*

*See his advertisement on page 38 of this issue.*

# A Message to the NYC Council Save Our City Put a 'Cap' On For-Hire Vehicles!

By Abe Mittleman

In 1937 the Hass Act was passed in New York City, limiting the number of taxis on the City streets. Why? Simple - because there were too many taxis on the streets. The glut of taxis were competing with each other every day, making it virtually impossible for the drivers to make a decent living. Traffic on the streets became a nightmare, and the Mayor worked with that City Council to come to an agreement and 'cap' the number of cabs in the City. So, the number of taxis was scaled down and eventually limited to a reasonable number, and licensed accordingly. This is how the 'Medallion System' started. It worked just fine for almost 80 years! The Haas Act is alive and well because it is the best way to defend a living wage for the drivers AND a logical solution to public safety on the streets.

That said, it now appears there was a flaw in the law. It did not limit the number of cars that were allowed to be For Hire Vehicles (FHV). Today, the same dilemma is unfolding for the drivers, passengers and pedestrians all over again! No one knows the exact number of so-called UBER cars (an APP FHV service). But, it is reported to be around the same number of taxis, with just over 13,000 on the City streets. Now a new service - 'Gett' - has unveiled a similar FHV App service on the streets, and is reporting that its goal is to reach

the same number as UBER by the end of the year. This is not to mention the APP service 'LYFT,' with having several thousand cars of their own. Yikes!

There's not an infinite number of people who need these services! The streets are now clogged with APP traffic, auto pollution has spiked and making a living is becoming impossible for all involved with the taxi, limousine and Black Car business. There are many who think it's within the TLC's control to stop this madness. But it's not. They are only there to enforce the laws on the books. Repeat - The Hass Act does not cover FHV's - it only covers medallion taxis. So, the TLC actually has its hands tied. They can only make rules for these services, but can't limit the number of vehicles they can add.

The City Council can help. They must pass a bill that limits the FHV numbers, just as the City Council did in 1937 for the yellow cabs. If not, our city will be strangled with thousands of these vehicles, and making a living driving any FHV or taxi will be impossible. The air pollution will be unbearable, and there will be chaos in the streets as thousands of desperate drivers plow through the streets searching for a crust of bread. It is time for Vision; It is time to 'Act.'

Those who don't know history are doomed to repeat it!

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# Real Accessibility

By Larry Fisher

Loan Department Supervisor, MELROSE Credit Union

The question lingers, does the city of New York want the wheelchair accessibility program for taxis to succeed. At present, there are over 500 medallion vehicles that are equipped to service that segment of the ridership. Recent data suggests that there are 120 riders each day that require these vehicles. The problem for many fleets is that drivers are less likely to drive those vehicles when there are other alternatives like hybrid vehicles. In order for the program to



succeed in really solving the problem of accessibility for the handicapped, the city of New York must step up to the plate.

The mayor or chairperson of the TLC must figure out a workable plan that incentivizes the drivers to want to drive Wheelchair accessible vehicles. One idea is to expand the Accessoride program to include the yellow taxi industry which would be subsidized for each ride and increase ridership. Another idea is to use the thirty

cent surcharge which is supposed to go to grants for vehicle purchasers. My idea is different. In November 2013, the TLC held an auction for Wav mini fleets and three months later for individual WAV medallions. The coffers of the city swelled by over \$340,000,000 from those sales. The impetus for those sales was provided courtesy of former Mayor Bloomberg, who informed the public that without those sales, teachers, cops and firemen would have to be laid off. After six months had passed into the DeBlasio administration, it was reported that the city was running a surplus of a substantial amount.

My idea is to subsidize the program from the sales of the medallions. The city signed an agreement with

the Americans for Disabilities Act. The city must use the funds generated from the sales to make the program work. Pay each driver an amount that will incentivize them to want to operate those vehicles whether it be \$50, \$75, or more per shift. Do the math. If it cost the city \$100,000 per day to incentivize drivers or \$36,500,000 per year, it would take over ten years to go through the money from the sales from last year.

The dispatch system needs to be updated as well. It doesn't work to chase four vehicles to one fare especially when the distance is greater than twenty minutes. And then the three vehicles that don't get there fast enough get a cancellation? Crazy. The taxi industry has always been community minded. The taxi industry consists of families who are equally impacted by the ravages of disease and aging. We support this program, and want it to succeed. Without the city subsidizing it, the program will fail, our disabled brethren won't get transportation and the city will be in violation of their agreement with the ADA.

## 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
<b>Midtown South Precinct</b>		
MSP	357 West 35th Street	1-212-239-9811
<u>17 Precinct</u>	167 East 51st Street	1-212-826-3211
<b>Midtown North Precinct</b>		
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
<b>Central Park Precinct</b>		
	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



## Police Precincts In New York City

*Taxi Insider Info*

<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

**Questions? Comments?**  
**E-Mail Taxi Insider at**  
**taxihail@aol.com**

## Insider News

(Continued from Page 5)

# Industry Notice #15-15 Official Taxicab Vehicle (OTV) Activation Date is Postponed

Pursuant to a recent court order, the New York City Taxi and Limousine Commission (TLC) is informing all Medallion Taxicab Owners and Agents that the April 20, 2015 Official Taxicab Vehicle (OTV) Activation Date is postponed. All models currently approved for use as a taxicab may continue to be placed into service until further notice. The list of approved taxicab vehicles can be found on the TLC website.

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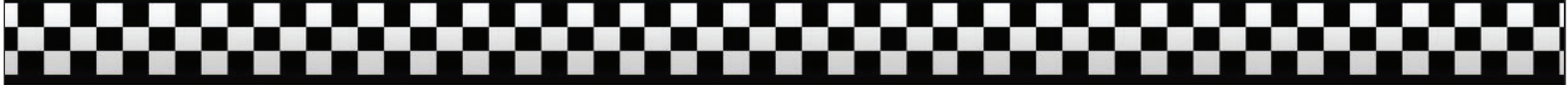
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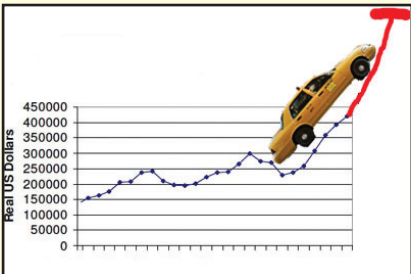
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# Annual Melrose Luncheon



City council member Eric Ulrich with Melrose Credit Union CEO Alan Kaufman after the councilman's speech on respecting and helping veterans.



Eric Ulrich (C) addressing the crowd of 1,000 at the Melrose Credit Union annual luncheon.



President of the Melrose Credit Union Service Association (CUSO) Alan Plafka.



Counsel for Melrose Credit Union, Mitchell Reiver passionately remembered Michael Kaufman.



VP of marketing, Rob Nemeroff did a great job orchestrating the annual luncheon.



Marion Smith.



Supervisory committee chair Paul Cynamon having his report to the membership.



Melrose Credit Union CEO Alan Kaufman addressed the 1,000 Melrose members in attendance at the Melrose luncheon.



Sid Deitz Vice President.



Paul Woldar, Secretary.



Rosalie Dornstein, President.



Dawn and Harper Savastano seem to be enjoying the speeches at the luncheon.

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## April Showers Bring Hydroplaning

- Hydroplaning occurs when water gets between your tires and the road.
- If your car feels like it is gliding and possibly out of control, get a good grip on your steering wheel.
- Take your foot off the gas pedal.
- Do not step on the brake pedal, let the car slow down by itself. This will prevent skidding and help you regain control of your vehicle.
- Always control and adjust your speed according to road and weather conditions.
- The distance and amount of time you need to safely stop your vehicle on a wet and slippery surface will increase.
- New York State Law requires headlights in all inclement weather

## Parade And Street Fair Season

- With the height of the Parade and Street Fair season fast approaching always read the newspapers and make note of the parade routes and street closings.
  - Predetermine all of the alternate routes that will enable you to avoid getting stuck in traffic.
  - Always explain to your passengers why you are choosing alternate routes.
  - If the stress of working on Parade days is too much, consider working at times when there are no parades or street fairs.
  - Always keep your temper in check so that you do not succumb to Road Rage during the times you are stuck in heavy traffic.
  - Parades and Street Fairs bring many tourists to New York. Be courteous to out of State drivers and assist them whenever possible. When they park their vehicles they may be your next passenger.
- Remember with Parades & Street Fairs there will be extra pedestrians. All vehicles must yield to ALL PEDESTRIANS AT ALL TIMES UNDER ANY CIRCUMSTANCE.

## DEFENSIVE DRIVING COURSE SCHEDULE

Classes will be offered the following Saturday: **April 25, 2015**

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## POTHOLE ALERT

- Always be on the lookout for potholes as the temperature rises following a snowstorm. Potholes cause severe damage to your vehicle. Hitting a large pothole can also cause a serious injury to you and/or your passenger.
- Maintain a slower speed than usual when potholes are visible. If you see a pothole repair crew, there probably will be a large number of potholes on the streets. If you see a particularly large or dangerous pothole, report the location to the Department of Transportation, and to your Base, so other drivers can be alerted.
- Pothole season usually means sun glare. When your vision is impaired by sun glare, use extra caution, especially when negotiating a turn in a pedestrian area.

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## “Apps in the City”: The Regulation of Transportation Smartphone Apps in New York City

By Matthew W. Daus, Esq. and Phillip Hom, Esq.

I. The Regulatory Paradigm – Apps Required to Fit within the Regulatory Framework, with a Few Tweaks.

Companies that use apps to connect riders to for-hire vehicles have created regulatory headaches for many municipalities across the United States and the world. These companies add to the confusion by stating that they are not transportation companies, but technology companies that merely connect riders with people willing to give rides in their own vehicles. There have generally been three models for the operation of TNCs: a few municipalities have required them to obtain the same licensing, insurance and otherwise meet the regulatory requirements as other for-hire vehicles; some have created special laws for TNCs; and some have allowed them to operate unfettered. New York City (NYC) requires them to be licensed or operate with licensed drivers, vehicles and businesses.

New York City has a robust on-demand transportation system that includes several classes of for-hire vehicles: taxis, which are motor vehicles carrying passengers for hire in the city, designed to carry a maximum of five passengers, duly licensed as a taxicab by the commission which are the only for-hire vehicles authorized to accept street hails in Manhattan’s Central Business District and the airports; liveries, also known as community cars, that provide for-hire vehicle services to the public through prearrangement; black cars, which generally serve companies on a prearranged basis and conduct more than ninety percent of their business on a payment basis other than by direct cash payment by a passenger; and luxury limousines, which serve the public on a prearranged basis, conduct more than ninety percent of business on a payment basis other than direct cash payment by a passenger and charge passengers on a flat rate, time or mileage. State law, in 2012, created a new class of Street Hail Liveries which are allowed to pick up street hails in certain areas outside of Manhattan’s Central Business District and the airports.

In 2013, the International Association of Transportation Regulators (IATR) issued model regulations designed to help municipalities address the proliferation of smartphone dispatch applications. The essence of these model regulations is that apps can either be licensed on an even playing field with other sub-modes, or must contract with or only conduct business only with licensed for-hire ground transportation companies

(as a dispatch software company would). The New York City Taxi and Limousine Commission (TLC) adopted the approach recommended by a peer reviewed panel of regulators and the federal government as part of the IATR’s App Committee recommendations, after a protracted international public hearing and comment period. The model regulations can be accessed at: <http://www.windelsmarx.com/resources/documents/IATR%20Model%20Regulations%20%2810890808%29.pdf>. The NYC TLC’s approach, overall, has been more successful than most jurisdictions around the world.

An inconvenient truth for many of these smartphone app companies that are claiming they should not be required to obtain driver and business licenses and fit within existing for-hire ground transportation regulations, is the approach that has been taken by the NYC TLC, which includes not just clarifications and rulemaking, but enforcement. While the TLC has not settled every issue to the satisfaction of every stakeholder on smartphone transportation apps, (and, well, it almost never does on most issues), it has taken a bold, firm and very different approach than many of the jurisdictions and legislatures around the country. There are some remaining issues involving taxicabs and for-hire vehicles (which predominantly use apps like Uber) operating on a level-playing field. For instance: taxicabs, black cars and limousines must pay sales taxes, and livery bases do not; public transit surcharges (the Metropolitan Transportation Authority) are paid by taxicabs but not by for-hire vehicles; surge pricing (or demand pricing several times ordinary rates) can be applied by for-hire vehicles and not taxicabs; and wheelchair accessibility obligations exist more heavily taxicabs than for for-hire vehicles. Despite the foregoing, the overall approach has been different and more of an even-playing field than most cities.

This article will describe the history of the NYC TLC’s regulatory approach and current or pending proposals, and compare its treatment of smartphone apps from how many other jurisdictions have treated companies such as Uber or Lyft. While Uber and Lyft have been able to convince some jurisdictions that its operations warrant new regulations, the experience in New York City shows that it can operate under existing regulations for for-hire vehicles, if it is compelled to do so. In fact, Uber’s entry into the New York City market caused the TLC to slightly



tweak its rules to ensure that their vehicles are insured and the drivers safely licensed. The NYC TLC’s approach is not perfect, and many issues remain (like the potential inequities of dispatching drivers from more than one base), and those and more aspects will be described herein.

a. The Early Days - TLC Industry Notices, Enforcement & Clarification  
On May 3, 2011, Uber announced its entry into the New York City market. As it has in other jurisdictions, Uber’s business model raised some issues and concerns about whether it was operating within the bounds of existing laws. In response to complaints of Uber’s practice of contacting for-hire vehicle owners and drivers directly, the TLC issued Industry Notice #11-15 on July 1, 2011 regarding for-hire drivers who use smartphone apps. The notice acknowledged the growing use of smartphone apps to request and dispatch for-hire vehicle trips, but advised that the use must be in compliance with TLC rules. The notice advised that for-hire vehicle owners and drivers may not contract directly with a smartphone app developer without the approval and involvement of their bases. The notice further explained that if a for-hire vehicle owner or driver was accepting dispatches through a smartphone app that is not authorized by his or her affiliated base, it violates existing TLC rules. The notice also warned taxi drivers that they are prohibited

from using smartphone apps and could only pick-up passengers that hail them.

In response to inquiries regarding the use of smartphone applications, TLC issued another more comprehensive Industry Notice #11-16 on July 18, 2011. This notice clarifies when a smartphone app is required to have a for-hire base vehicle license as required by local law and rules, and to remind licensees of rules that apply when a licensed base contracts with a smartphone app. The notice states that any smartphone app that functions solely as a referral, reservation or advertising service for a licensed base, will not need to be licensed. However, bases using smartphone apps must ensure they do not violate laws governing TLC or TLC rules. Among some of the requirements that bases have to comply are:

- No base advertising can use the term “taxi”, taxicab” “cab”, “hack” or “coach”;
- Bases must file their smartphone app rates of fare with TLC if those rates are different than their existing rates;
- Bases must ensure that trip sheets of trips dispatched through a smartphone app are maintained and available for at least six months after the trip;
- Bases must be able to handle customer complaints, including through a smartphone app; and
- Bases must ensure they are dispatching calls within the hours of

(Continued on Page 16)

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Stop Sign, or Yield Sign . . . 3 points

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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**



## Apps In The City

(Continued from Page 15)

operation filed with TLC.

The TLC advised bases that because they are the licensed entity, they would be held accountable for the breach of any laws or rules. The notice also stated that a smartphone app that provides for-hire transportation directly and not through a base is required to hold a TLC base license. To ensure compliance, the TLC, when it becomes aware of a smartphone app that may be acting outside the rules will request that the smartphone apps submit: (1) a list of licensed bases that the smartphone app works with, including effective dates; (2) an attestation that it is not dispatching to any non-affiliated bases; and (3) copies of the agreements. The TLC stated it will presume those smartphone apps that do not comply with its request are violating rules prohibiting unlicensed base stations. The notice also said it may request trip sheet information from smartphone apps, and if it does not obtain such cooperation, it may decide to license smartphone apps.

b. E-Hail Pilot Program for Yellow Taxicabs

While smartphone apps were being used to dispatch for-hire vehicles, there were no provisions to allow them to hail taxicabs. The TLC, citing customer demand, approved an e-hail pilot program for taxis in December 2012. The resolution approving the e-hail pilot was amended in Febru-

ary 2013 and provided, among other things, that:

- Taxi drivers participating in the e-hail pilot would be exempt from certain TLC rules;

- Participants must enter into a memorandum of understanding with the TLC;

- The pilot will begin on the date the first participant's application is approved and will last for one year;

- Candidates must submit materials showing the e-hail app complies with technical standards; that it was tested by a qualified independent third party; and meets TLC's security standards;

- E-hail apps would have certain blackout areas, such as the airports;

- No information about the passenger, including destination shall be transmitted to the driver;

- No additional fees for use can be charged;

- Integration with in-vehicle yellow taxicab credit card systems (the T-PEP or Taxicab Passenger Enhancement Program); and

- The Chair of the TLC will approve of the participants.

TLC approved Uber, Ridecharge (a/k/a Taxi Magic), Mobile Knowledge Systems Inc. and Verifone, Inc. for the e-hail pilot program. The TLC presented a final report on the findings of its e-hail program on January 28, 2015. Among some of the findings of the final report were:

- There were an average of 7,947 e-hails per day;

- E-hails accounted for .45% of all yellow cab pick-ups;

- 65.3% of all e-hailed trips took place outside of the central business district of Manhattan; only 6% of taxi pickups took place in these locations;

- The average farebox increased during the pilot;

- Passenger opinion on e-hail was split, with 25% reporting e-hail was more convenient, while 25% reported that street hails were more convenient and 35% reported convenience varied by trip;

- E-hail apps were evenly used by people between 20 and 34, 35 and 64, and 65 and older;

- Refusal complaints were at similar levels during the pilot; and

- Taxi drivers who participated in the e-hail pilot had a slightly lower rate of collisions (6.0% v. 8.4%).

Based upon findings during the pilot, the TLC decided to make e-hail of taxis and street hail liveries permanent, adopting rules that become effective on March 12, 2015. These rules:

- Create requirements which must be met by drivers who use e-hail apps;

- Require drivers and owners to only use TLC licensed and approved apps;

- Require that the fare be determined by the taximeter;

- Prohibit any additional fees above the TOC-approved rates for an e-hail trip;

- Require integration with T-PEP and L-PEP systems (a similar credit card system for green livery borough cabs that operate outside Manhattan's central business district);

- Requires app companies to be able to dispatch an accessible vehicle;

- Create licensing standards for e-hail app providers; and

- Create technical and security specifications for e-hail apps.

c. For-Hire Vehicle Cross-Dispatching Rules

In addition to the adoption of these e-hail rules, the TLC has also recently adopted rules in November 2014 which originally prohibited cross dispatching among classes of for-hire vehicle bases. These rules would have banned black car bases, luxury limousine bases and livery bases from dispatching vehicles from a different class of base. The rationale for these rules was to ensure that a driver's Workers' Compensation coverage is always in effect. The rules also require a dispatching base to reveal the base affiliation of the vehicle it dispatched and to provide dispatch records to the TLC. The TLC did amend this rule just two months later in February 2015 to allow cross dispatching between black car bases and luxury limousines, because many of them are in the same insurance fund and the Workers' Compensation issue is not implicated. Companies like Uber benefit from these changes

(Continued on Page 22)

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# Commissioner's Corner

By Meera Joshi

Hello everyone... I hope it's safe to say that the colder weather is behind us and we can start to enjoy the rising temperatures!

Let's dive right into what has been going on since my last column.

On March 3, Mayor de Blasio signed Intro. 615 into law which will help to further strengthen taxi driver protections. This is the second bill, in just a few short months, passed by the City Council and signed into law by the Mayor to help better protect taxi drivers. I would like to again thank Chairman Rodriguez and the rest of City Council for passing this important piece of legislation so quickly and removing the outdated "trouble light" specifications. Prior to the bill passing, the Administrative Code limited a trouble light to being only what is called a "lollipop" light – which are the circular orange lights currently equipped on all TLC licensed yellow taxis, Boro Taxis and livery vehicles.

By making this very small, yet significant legislative change, the definition of a trouble light has broadened to allow owners and drivers the freedom to invest in the best possible alarm technology in order to better protect drivers in distress. This also means the Commission will be able to branch out and explore systems that go far beyond the current basic blinking light. It enables us to create trouble light specifications that could be more useful to law enforcement, which will in-turn, keep drivers safer when an unsafe situation arises.

Separately from passing new legislation, the TLC has been making great strides to improve driver safeguards with the Driver Protection Unit.

The Driver Protection Unit is a unit stemming from the success of the Lease Cap Unit which started back in February 2012. The Lease Cap Unit is responsible for enforcing TLC rules that limit the fees medallion owners and agents can charge drivers. Since the unit started, we have successfully returned over \$2.5 million in restitution to drivers and collected over \$1 million in fines for the TLC. TLC attorney David Ross is in charge of the Lease Cap Unit, and because of his hard work and dedication, he was named TLC's 2014 Employee of the Year. In addition, Mr. Ross also received a 2014 Mayor's Excellence in Customer Service Award.

We wanted to expand this unit to protect the rights of all of our drivers, not just our yellow taxi drivers, considering more than half of the total driver pool does not drive a yellow taxi. The Driver Protection Unit will investigate, prosecute, and resolve illegal conduct and fraudulent practices affecting our licensed drivers. We will accomplish this by enforcing TLC rules, joint investigations with the Attorney General, outreach to industry groups, monitoring of driver message boards for problems that many not be reported due to fear of retaliation and ensuring Workers Compensation rules are being followed.

Drivers are the life-line of this industry and their rights must be protected.

Moving on to the next topic, the TLC held a public hearing on March 5 to discuss a driver and vehicle owner reform package. The proposed rule package includes amendments that would change the current limitations on license applications, extend license renewal extensions, remove the double-shifting requirement for fleet and minifleet medallions, introduce universal vehicle retirement schedules for all taxicabs, alter retirement dates for black cars and repeal the prohibition on power seats in taxicabs.

Bans of driver applications are in place to avoid repeated submission of applications and application fees by applicants who are unfit to hold a license. However, the TLC has reviewed the current ban structure and is proposing the following changes. First, we are seeking to remove the two-year ban for those caught operating for-hire without having a TLC license or from any previously licensed TLC driver who has committed six or more TLC rule violations. We would like to move these bans from automatic rejection to a case-by-case basis. The purpose of this is to not delay the licensure of those who want to provide safe and legal service by becoming licensed, as well as those who might have committed violations that don't actually influence their capabilities as a driver.

We are also seeking to change the one-year ban for applicants who have had a prior license denial. Currently, the ban starts on the date that the TLC denied the license rather than the date it was submitted. The proposed rule seeks to change this policy to reflect the date the applicant previously submitted their new license application.

The last set of ban periods we are hoping to change are the three-year ban periods for drivers who have had their license revoked – this three-year ban currently goes into effect the day the license is revoked by the Commission. The three-year ban exists to give drivers an opportunity to demonstrate a safe driving record, making the case that they are capable of providing for-hire service again. We are proposing that a driver who has a three-year ban be permitted to reapply for a license after their last violation triggering the revocation rather than the date when the ban is lifted. This would enable revoked drivers subject to the three-year ban an opportunity to reapply for a new license before the ban period has officially ended.

We are also looking to change the current license renewal extension policy. Currently, a driver can postpone an expiration date on their current license by requesting a one-time extension of 31 days. We believe that extending this one time extension from 31 days to 60 days will allow for licensees who may be out of the country at the time of renewal an opportunity to get their application

in on-time. The clear benefit of this extension is it will prevent many drivers from having to go through the hassle of reapplying as a new applicant.

The TLC is also proposing a rule change that would repeal the double-shifting requirement for fleets and minifleets. Yellow taxis operating in fleets or minifleets are currently required to be driven at least two nine-hour shifts each and every day – this includes holidays and weekends. However, there are occasions where driver demand is slow, making it difficult, if not impossible, for fleet and minifleet operators to lease each of their medallions for both of the required shifts. The double shifting requirement was originally created to help keep taxi availability high, but now that there are several other non-use rules which accomplish the same goal. Besides these other non-use rules, fleet and medallion operators have an economic incentive to lease their medallions for the most amount of shifts possible in order to maximize their income. The TLC feels strongly that removing the double-shifting requirement will not have an effect on taxi availability but will ease the burden on those medallion owner currently penalized by this rule.

Another set of rules that we are hoping to change are the retirement dates for both yellow taxis and black cars.

The Commission is proposing changes to the current retirement schedules in favor of establishing a universal seven year retirement schedule for all yellow taxi medallion and vehicle types hacked-up on or after April 20, 2015. Today, retirement schedules for some taxis are twice as long as others even though in many cases the vehicles travel comparable distances each year. Through analyzing our inspection data, we have found that vehicles with different retirement schedules fail their inspections close to the same rate.

The current high rate of passing inspections suggests that vehicles remain in good condition for many years of service and therefore should not be required to be removed from service prematurely. In addition, 55 percent of medallion taxis already qualify for a seven year retirement schedule,

including accessible vehicles which will become a much larger part of the taxi fleet in the coming years. These changes to retirement schedules will allow all medallion owners to get the most use out of their investments.

Black car retirements are currently set on a seven-year schedule. This rule was established back in 2008 as a way to improve the vehicle quality in the black car industry. However, experience has shown that black car customers, who can choose among many competing bases, have substantial power to determine the quality of the vehicle. Black car customers tend to pay a premium for new and higher quality vehicles so it is in the black car company's own interest to keep their vehicles at the highest quality possible. This is why we are proposing to repeal the retirement requirement for all black cars model year 2013 and newer. Black cars with a model year of 2012 and older, we propose a uniform seven-year vehicle retirement.

It is important to remember that even though we are proposing increasing retirement schedules, all TLC licensed vehicles are still required to pass each of their TLC inspections. If a vehicle cannot pass its TLC inspection, regardless of its retirement date, it will be required to be removed from service. Passenger safety is our top priority!

Lastly, we are proposing to repeal the prohibition on power seats to better reflect the current vehicle models permitted to be hacked-up. The TLC prohibited vehicles with power seats from being placed into service back in 1996 when taxis weren't required to have partitions. Driver comfort is an essential part for providing quality service and by repealing the power seat prohibition; owners will be able purchase vehicles with a power seat feature.

I would like to thank everyone who attended the hearing on March 5 and provided testimony on the proposed rule changes. Your feedback, as always, is greatly appreciated and will go a long way in helping us form better policies.

That's all for now. Until next time, drive safely!

## PanAm Building at JFK

Photo by David Pollack





# OP-ED

By Tweeps Phillips

## City Stifles E-Hail Apps For Yellow Cabs

The Taxi and Limousine Commission's draconian regulations have doomed app innovation for the yellow taxi market.

In the for-hire vehicle industry of New York City, regulations are vital to ensure the safety and comfort of passengers, prevent price gouging and establish uniform standards. Such regulations have long applied to yellow taxis. Historically, livery and black car services in New York have not been as strictly regulated and are also not permitted to pick up street hail passengers. This is the playing field on which the industry has operated for decades.

Now, companies with e-hailing apps such as Uber and Lyft have allowed livery and black cars to essentially act as yellow taxis and accept street hails without being subject to the same rules. This puts yellow taxis at a disadvantage. In addition, there are no regulations to control pricing by taxis' competitors. With cute terms such as "surge pricing" or "dynamic pricing," companies have been able to charge passengers several times more than they'd normally pay.

The Taxi and Limousine Commission (TLC) is responsible for licensing and regulating the surface mass-transit industry including yellow taxis, for-hire vehicles (community-based liveries and black cars), commuter vans, paratransit vehicles and luxury limousines.

While the TLC, in our view, allows Uber to run rampant, the commission recently enacted draconian regulations that doomed any app innovation for the yellow taxi market. Rather than allowing developers to find innovative, convenient ways for customers to summon and pay for yellow taxis, the commission demanded that yellow-taxi apps work with outdated technology.

The TLC created rules so stifling that only one company, Hailo, even took up the challenge. While Hailo put forth a valiant effort to make this work, in the end it was forced to leave the city, costing the economy thousands of high-paying jobs.

With yellow taxis again left with no app of their own, black-car services like Uber and Lyft have continued to gain market share with their car-hailing technology. Passengers who wish to utilize the street-hail option should be able to do so with greater confidence that they can get a metered fare and a safe ride. The TLC needs to come up with a way to control the situation. For example, all apps could funnel requests through a TLC-run app so that everyone looking for transportation--be it a yellow taxi or black car--can get it efficiently. This will keep liveries and black cars from roaming the streets, causing congestion and polluting our environment.

We at the Committee for Taxi Safety promote innovation and growth in the industry, but with the TLC's frightening dismissal of regulations, we have grave concerns that yellow taxis will not survive. It is time for these rogue companies to be reined in. The TLC must pass fair, common-sense regulations that restore the balanced competition that served the for-hire vehicle industry and its riders well for so long.

*Tweeps Phillips is the executive director of the Committee for Taxi Safety.*

## Taxi Medallion Lender Threatens Lawsuit Over Uber's 'Illegal' Hails

A taxicab medallion lender claims Uber's electronic hails are illegal and sent letters to the TLC and Mayor de Blasio threatening a suit if the city doesn't act.

Melrose Credit Union argues city law gives only yellow cabs the right to accept hails from passengers — an exclusive privilege in exchange for hundreds of millions of dollars in revenue from medallion sales.

In January, the Taxi & Limousine Commission defined in new rules that a hail is a request for a taxi through calling out, raising a hand — or using an electronic method like an app, according to the MCU letter.

Only a fraction of Uber's trips go through its yellow-cab service,

uberT. Most are done through its other services, which use black cars — even though city law forbids black cars from picking up hails.

"We are hopeful that the City will keep its commitment and do the right thing here, but if necessary, we are confident that the courts will uphold the rule of law and resolve the matter in a way that is fair and just," said Todd Higgins, an attorney for the MCU.

The credit union describes smartphone trips by black cars as an "unprecedented misappropriation of billions of dollars from taxicab medallion owners — a scheme that now threatens to collapse the industry."

*Reprinted with permission from the NY Post.*

## Earth Day

(Continued from Page 1)

you drive a fuel efficient vehicle?

China, India and others are destroying thousands of acres of forest every day depriving the earth of oxygen needed to survive in the future. Less oxygen is being replaced with millions of tons of air pollution from the burning of coal and wood that power generators around the world.

In September, over 400,000 people participated in the biggest climate march of all time right here in New York City. Their call for action from the city streets reverberated around the world. They rallied for their leaders to recognize the catastrophic implications of climate change.

Their call did not fall on deaf ears. As Obama said in his speech at the NYC Climate Summit that week, "We cannot pretend we cannot hear them. We must answer their call." Let's make 2015 the year when our world leaders pay attention and answer our call.

Over the past 20 years, there have been a series of failed attempts to create an effective international treaty on climate change mitigation. In 1997, the first major international agreement was passed, The Kyoto Protocol. The US—one of the top polluters—didn't ratify. Since then, many Summits and

many efforts to come to agreement—Rio, Copenhagen—have ended in a flop. (see more)- But Paris must be it! Governmental, business, and non-profit leaders must come to an agreement that will cut our emissions and limit our warming to 2°C.

One billion people still live on less than \$1.25 per day. One of the biggest controversies over a treaty has been the issue that developing countries don't want to give up economic growth no matter the environmental cost, since the US and other developed countries got to pollute their way to the top.

Those most affected by climate change are low-income or marginalized populations. The Pacific Island nation of Kiribati, for example - one of the poorest places on Earth — was the first country to declare its land uninhabitable due to sea level rise from climate change, and has asked for help in evacuating its population. Even more people will fall into poverty and food will become more scarce if we don't stop our misuse of the planet.

Eradicating global poverty is possible but only in a world where all countries commit to a low carbon future. We've got the technology. All we need is the will. Sustainability can be the answer to development, the only answer.

## Dark Net Sites Selling Thousands Of Uber Passwords, Company Denies Data Breach

The mobile-app-based transportation company Uber has denied its servers were compromised after reports that thousands of customer log-in credentials are for sale online. At least two vendors in a so-called dark-net marketplace -- a hidden corner of the Internet accessible only via Tor anonymity software -- claim to have sold usernames and passwords for as little as \$1 per combination going back to March 18.

Obtaining a username and password is all that's necessary for a buyer to know where someone has traveled, when and how frequently. Partial credit-card and phone numbers are accessible through the data available to purchasers on the dark-net sites AlphaBay and ThinkingForward, Motherboard first reported. One Uber user confirmed to the technology-news site that the information for sale about his account had his correct username and password.

"Either someone at Uber has passed these details on for money or they have very lax security," customer James Allan told Motherboard. "Criminal proceedings need to be processed, I'd expect. That's what I would like to happen."

Uber indicated it doesn't feel the same way. "We investigated and found no evidence of a breach," a company representative said in a statement cited by the Guardian Monday. "Attempting to fraudulently access or sell accounts is illegal, and we notified the authorities about this report."

The taxi-hailing app company has been heavily criticized in the past over its data-storage policies. Last year, it was revealed the firm had a so-called god mode that made it possible for staff members to monitor customers via GPS information included within the Uber app.

*Reprinted with permission from IBT.*

## PLA Client Alert: Senate and Assembly Pass Fiscal Year 2015-2016 Budget

The Fiscal Year 2015-2016 budget has officially passed and now awaits the governor's signature. Heated debate in the Senate and the Assembly preceded the final votes, with the Senate concluding its business at 11:30 p.m. and the Assembly concluding at 3:30 a.m.

This year's budget is significant for the extra funds reserved for infrastruc-

ture and economic development. The budget places \$3.05 billion of the \$5.4 billion surplus in the New York State Special Infrastructure Fund. The governor's Upstate Revitalization Initiative is included as well: \$1.5 billion in grants to three upstate communities. There is also a \$400 million Transformative  
(Continued on Page 20)



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- A0253  
**Queens Medallion Leasing Inc.**  
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- A0255  
**Kim Cab Leasing Corp.**  
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- A0312  
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- A0314  
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LIC, NY 11101  
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- A0319  
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LIC, NY 11101  
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# Councilman Jimmy Van Bramer Press Conference

Article and Pictures By David Pollack



At a press conference held under the #7 train on 40th Street and Queens Blvd., Councilman Jimmy Van Bramer, commuters and business owners talked about poor or no train service. Signal malfunctions, overcrowding and breakdowns have plagued the #7 train for many months as commuters handle the hardship associated with horrible train service. “Queens riders are fed up with poor 7 train service,” said Council Member Van Bramer. “Day in and day out commuters are faced with malfunctioning signals, trains breaking down and/or passing their stations and dangerously overcrowded platforms. The MTA must face the public and give us answers. They cannot continue to call us “complainers” or say we are guilty of “wanting it both ways”. Riders are paying an exorbitant amount of money for a service that is poor, inconsistent and just plain late. I call on the MTA to publicly release detailed information about every service disruption over the last year during the rush hours and answer to Queens riders. Rush hour service has gotten worse. The MTA admits it. Now we want to know why.”

“On the first bitter cold morning of the season, I waited over 45 minutes as ten trains came through the station, too packed for anyone else to board,” said Tara Turtell, Sunnyside resident. “Unfortunately that was just one of many times the 7 train has made me ex-

cessively late to work. When I complain to the MTA all I hear are halfhearted apologies and absolutely no desire to improve, which makes the situation that much more frustrating.”

“Many times throughout this winter alone, I have been forced to wait in excess of 40 minutes to board a train—packed in tighter than sardines on both the dangerous platform edge and the claustrophobia-inducing train cars,” said Joshua Plant, Sunnyside resident. “This is unacceptable, and more importantly, it is unsafe. At any moment, any one of us could fall onto the tracks due to overcrowding because of service delays and interruptions. This is not merely an “inconvenience” as the MTA announcement so gently puts it; this is a matter of public safety.”

“LIC is a dynamic, mixed use community because it is built around transit, particularly the 7 train, and without reliable, easy to navigate, and frequent 7 train service connecting it both west and east, LIC can’t function,” said Elizabeth Lusskin, President of the LIC Partnership. “LIC is home to more than 6,000 businesses employing over 93,000 people, that number again of residents, over a dozen major cultural institutions, 150+ restaurants and bars, and 24 hotels – and all of these depend on the 7, which, for much of LIC’s workforce and businesses, is the only mass transit option.



# Press Conference at City Hall

Article and Pictures By David Pollack



New York City has 143,000 children in schools that prepare less than one in 10 of them to read or do math at grade level.

More than 90 percent of all black and Hispanic students in New York City attend failing schools where less than half of the students are able to read or do math at grade level. In New York City, the odds are overwhelmingly stacked against these kids before they even enter the schoolhouse door.

The solutions require bold, structural change that empowers us to give every New York family access to a high-quality school.

## Mayor de Blasio: More Transportation Funding

Mayor Bill de Blasio joined mayors from across the U.S. on Monday to demand increased federal transportation funding, promising a campaign to get Washington to spend more on bridges, roads and improvements to mass-transit systems. “If this country doesn’t invest in infrastructure, we will literally fall behind,” Mayor de Blasio said during a news conference at Boston’s historic Faneuil Hall. Mayors were in Boston for a meeting of the U.S. Conference of Mayors’ Cities of Opportunities Task Force, of which Mr. de Blasio is chairman. The federal Highway Trust Fund is on course to be insolvent by May 31, according to the mayor’s aides. Lawmakers, both Democrats

and Republicans, have talked about the importance of transportation funding, but so far there is no consensus on how to pay for it.

The New York metropolitan region could lose \$2 billion a year for transportation projects. The impact would fall on road and bridge maintenance, mass transportation and the city’s Vision Zero initiative to lower traffic fatalities. Funding shortages over the past decade have forced the city to increase by 50% its own capital funds toward transportation projects. The city is already planning to double its amount in the coming years, aides said. President Barack Obama’s proposal for \$80 billion annually is a starting point and an increase from a current level of about \$50 billion.

### PLA

(Continued from Page 20)

Investment Program geared toward New York City and Long Island. Much of the work to be done post-budget will involve determining which projects ultimately receive these funds.

In an attempt to pass the budget on time, the legislature and the governor decided to remove some of the more ambitious policy items and debate

them during the legislative session. We therefore expect this year’s legislative session to be a spirited one, as there will be many ambitious policy proposals up for debate, including mayoral control, charter school expansion, the Dream Act, and minimum wage.

The legislature will be on break until April 21st. PLA will keep you well informed of all things legislative as the session ramps up again. Until then, we wish you all a wonderful holiday.

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# It's Time To Level The Playing Field

By Arthur Carucci

It appears the trend is continuing and getting better for Uber. While it does appear at this time that Uber, Lift and perhaps others are here to stay, it becomes paramount that the TLC and NYC Council implement rules and regulations that hold these private companies accountable to the same requirements the yellows must adhere to; foremost being the MTA 50-cent tax charge for each ride, the recently implemented 30-cent fee on every yellow taxi fare, part of an historic plan to make half of the city's yellow cabs wheelchair accessible, in addition to insurance requirements, and last but certainly not least driver background checks and required driver safety related training courses. And let's not forget the fact that the sale by NYC of medallions is and has been a significant revenue generator for our city.

Recent news reports concerning the air qualities in some Chinese cities, India and now Paris that are being caused by emissions from cars cannot be ignored. The TLC has always coupled the sale of additional yellow medallions with the quality of life in NYC. Left unchecked, the excessive use of cars in NYC will eventually lead to the same air quality issues being confronted in other parts of the world.

Other news reports indicate that the NYC taxi industry is going to propose a cap on the for-hire vehicles; however, I contend that the issue is much larger than simply imposing a cap. Yes, it goes much further than figuring out numbers. The NYC Council and TLC need to focus on seeing the larger forest beyond the trees. Such a focus should include community leaders, borough presidents, the mayor's legal counsel, and longtime individuals associated with the taxi industry, foremost amongst with would be individuals like Taxi Dave, and some taxi brokers.

We all have read that Uber now has more cars in NYC than there are Yellow Taxis. The planned proposed cap comes on the heels of new data showing that the number of Uber cars in NYC has outpaced yellow taxis for the first time. There are 14,088 cars, including luxury SUVs, affiliated with Uber in the city's five boroughs, compared with 13,587 yellow cabs, according to the TLC.

With the passage of the Hass Act in 1937, the city placed a moratorium on the issuance of additional taxicab licenses. Well, along now comes Uber and in one year they have more cars on the road than yellows! Some may call this Free Enterprise; however, free-enterprise that adversely affects the livelihoods of thousands of individuals, and more importantly has a detrimental effect on the air quality and overall safety and quality of life in the greatest city in the world cannot and should not be ignored. Perhaps in another year, we will see twenty or thirty thousand Uber cars on the

streets of NYC. With this in mind, an immediate moratorium on any further Uber and other vehicles entering the taxi/limousine business along with the following ideas/suggestions are being recommended to the TLC and NYC Council:

The immediate halt to any further Uber, Life, etc. vehicles until a complete and thorough study can be made of the effects of these thousands of additional vehicles on the streets of NYC.

The study should also look at and review the entire history of the yellow-cab industry in NYC and whether or not the TLC/NYC has a monopoly on the taxi industry similar to the US Postal Service. Such a decision may involve legal ramifications that may behoove NYC to challenge in the court system.

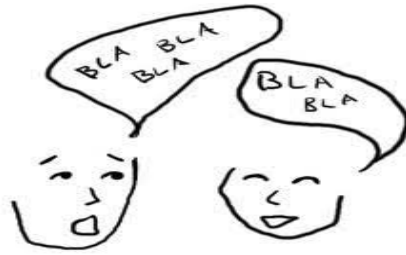
Also such a study should review the current reports world-wide of Uber driver abuse toward their passengers. Current background checks of drivers are determined and approved by Uber officials. Stronger requirements and background checks are necessary to ensure not only the safety of all passengers, but also of pedestrians and other vehicles. Such an endeavor should require TLC monitoring.

The study should also include the environmental impact on NYC resulting from the overload of vehicles and pollution to our great city. Can you imagine NYC with vehicle restrictions similar to those now being experienced in Paris, China and other cities?

Should the outcome of any such study and/or court challenges to the legitimacy of Uber, Lift and others determine that a specific number of cars be permitted on the road, then clearly there should be the same rules applied to these cars/drivers that yellows are required to follow. Specifically, current fees for the MTA, wheelchair accessibility, and driver training be equally applied to the Uber, Lift, etc. drivers. Not to do so, in effect, is creating a sort of monopoly for this outside industry.

And let's not forget revenue generation for NYC. To allow such an enterprise to enter into an industry in the greatest city in the world unchecked and not provide NYC with some kind of revenue that yellows have been providing for decades is simply foolish and a poor business practice.

Lastly, we cannot forget the times we are now living in with regard to terrorism and other ill-minded individuals to invoke havoc onto our streets, and indeed throughout the world. With the addition of thousands of additional vehicles onto our streets is only going to heighten security issues for the NYC Police Department, and other city agencies. Will Uber pay for these added expenses; I think not. The TLC/NYC must be mindful of this and take whatever safety precautions necessary to ensure the safety and health of our citizens. Least we not or ever forget the tragedy of 9-11.



*"Yeah, I think it was a youthful mistake and I didn't continue it."*

Mayor Bill de Blasio on his marijuana use in college.

*"These young people are homeless through no fault of their own. They've been kicked out of their homes or are fleeing abusive parents. And too often they're forced into dangerous situations just to find a place to sleep. But it doesn't have to be like this, and there's a clear way to make an impact right now: more funding for homeless youth in shelter beds."*

Singer Miley Cyrus, via the Daily News.

*"I didn't see the system this way when I was a warden, a cop, a commissioner. I should have. But you really can't, not fully."*

Former NYPD Commissioner Bernard Kerik on how serving a prison

# QUOTEABLE QUOTES

sentence changed his views on the criminal justice system.

*"The loopholes are large enough to allow them to evade the intent of the law."*

Dick Dadey, executive director of Citizens Union on ethics reforms for the Legislature included in the state budget.

*"That's going to be one of the greatest legacies for me and this state."*

Gov. Andrew Cuomo on education reforms in the state budget.

*"This was a dump beforehand. If we didn't come into this project, it would never have gotten done. Now the city has a super high-end-quality golf course."*

The Trump Organization's Ron Lieberman on a new golf course subsidized with public funds.

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## Apps In The City

(Continued from Page 16)

because drivers can be poached or deployed from other bases. These new rules do create challenges for other bases whose drivers are no longer as available to serve the public during peak hours, as if they are also working for Uber, they would likely prefer to benefit from surge pricing during peak times to enhance their revenue.

### II. There is No Such Thing as a Transportation Network Company (TNC) in New York City

In New York City, which has some of the strictest and most thorough for-hire vehicle regulations in the world, the local regulator, the NYC TLC, has required app-based dispatch companies, such as Uber and Lyft, to comply with its rules governing for-hire vehicle companies. This has meant that Uber and Lyft have had to open licensed base stations to dispatch vehicles. This inconvenient truth creates a complete dichotomy and contradiction among the rhetoric of so-called TNCs that have sought the passage of special laws with less stringent insurance and background check vetting requirements than for taxicabs and limousines. What is interesting is that in NY State, lobbyists for Lyft are already mobilizing on the state level to try and pass a TNC type of law to preempt TLC's approach to enter the market. While Uber has mostly been on the same page with Lyft for arguing for TNC laws in other states, in NY, Uber and Lyft may engage in a battle as Uber's market dominance as a LICENSED TRANSPORTATION COMPANY, is a complete departure from their regulatory position almost everywhere else.

#### a. Insurance

To ensure that the public is protected, if there is an incident in a for-hire vehicle, the TLC has extensive rules requiring all for-hire vehicles to have adequate insurance. Under TLC rules, taxis, livery and black cars must have liability coverage for \$100,000 per person, \$300,000 per occurrence, and \$200,000 in no-fault or personal injury protection coverage to cover medical expenses and lost earnings. Luxury Limousines must have liability coverage for \$500,000 per person, \$1,000,000 per occurrence, and \$200,000 in personal injury protection. This coverage is required at all times (24 hours per day and 7 hours per week), and vehicle owners are required to notify TLC of any changes in insurance coverage. App-based dispatch companies like Uber and Lyft must dispatch vehicles that maintain insurance coverage in order to operate in New York City. This is not required in jurisdictions that have promulgated TNC laws that have questionable and less coverage available on the primary level, than for taxicabs and limousines providing the same exact for-hire service as TNCs. In NYC, an inconvenient truth is that Uber and Lyft affiliated

vehicles and drivers have the same insurance as all other taxicabs and for-hire vehicles.

#### b. Driver Background Checks & Drug Testing

All for-hire vehicle drivers must pass a vigorous criminal background check and pass a drug test. Under the rules, all applicants for a for-hire vehicle license must take and pass a drug test administered by an entity approved by the TLC. If the applicant fails the test, the TLC will deny the applicant's license, which is a final decision. Applicants must also get fingerprinted for the purposes of checking them against the records of the New York State Division of Criminal Justice Services (DCJS). The applicant is required to pay \$75 for the fingerprinting and, following a conviction for a criminal offense, may be subjected to a licensing fitness hearing to determine whether being licensed is appropriate after the application of NY State laws and standards. The fingerprint checks are conducted through an outsourced digital system and are administered by and through the government (the NYC TLC and DCJS). These fingerprint results are returned in a few days and the process is generally fast and streamlined and the TLC is very quickly informed of all arrests in NY State of any currently licensed drivers. This storage component improves efficiency of fingerprint processing and saves drivers time by not requiring them to resubmit fingerprints. Many other new TNC state laws require only that the TNC driver undergo a non-biometric company (not-Government) administered criminal background check that is not as accurate as fingerprinting. This form of self-regulation is not the regulatory standard in NYC, where the TLC (and not the TNC) is required to take action and make decisions as to which applicants or current drivers should be removed from the road for potentially endangering the public.

#### c. Accessibility Requirements

The TLC requires its licensed for-hire vehicle base stations to provide equivalent accessible service, whether by using their own accessible vehicles or contracting with another base that has accessible vehicles. Equivalent service means that the service provided to people with disabilities must be equivalent in terms of response-time, fares charged, hours and days of service, ability to accept reservations, restrictions based on trip purpose and other limitations on capacity or service ability. App-based dispatch companies are required to provide this equivalent accessible service. A recent study by the TLC found that 90% of livery and black car bases were unable to provide accessible service.

Under a settlement, 50% of the taxi fleet is to become accessible by 2020. The TLC has said it will be exploring ways to ensure the other for-hire vehicle sectors can do their share to provide accessible service.

Also, the legislation creating street hail liveries require 20% of the 18,000 permits to be issued to accessible vehicles. How these other sectors provide accessible service is critical because Uber and Lyft, combined, operate more vehicles than there are taxis. Other States have similar issues as TNCs are not required to provide accessible service across the board like taxicabs and limousines. NYC is unique on this policy issue, but it is a major equity issue as many drivers could choose to work for Uber rather than as yellow cab drivers due to the additional vehicle and insurance costs that only apply to primarily to green borough and yellow taxicabs.

### III. Data Collection, Privacy and Security Safeguards

The TLC has demonstrated that it will not treat Uber differently than any other licensed base. As part of the FHV rules package that the TLC adopted last year, it created a requirement for for-hire vehicle bases to provide trip records. TLC requested Uber's trip records, but Uber refused to provide them, claiming they were proprietary. At an administrative hearing, the judge suspended five out of six of Uber's bases for not providing the requested data. Uber would eventually provide the data, which would show, among other things, that it dispatched 34,000 rides per day.

Earlier this year, Uber revealed that it suffered a major data breach affecting 50,000 of its drivers across the United States. This breach occurred on May 13, 2014 and was not discovered until six months later on September 17, 2014. This breach highlights the importance of regulators requiring Uber to have security measures to protect sensitive information. In New York City, the TLC currently has security protocols in effect for the information generated by the Taxi Passenger Enhancement Program (TPEP) systems required in all taxis. These security procedures include requiring employee security training, requirements for third-party access, data encryption requirement and access policies, among many other security measures. The protocols also set standards for protecting personal information and protects the driver's privacy by not allowing the dissemination of any information about a taxicab when it is off duty. It is unclear whether the TLC will explore the application of these strict T-PEP data security and privacy provisions to smartphone applications in light of the Uber security breach or the controversy surrounding the alleged former use of Uber's "God View" for its employees to track passenger movements.

### IV. Current Developments – New Proposed Regulations and Legislation

#### a. Surge Pricing

Although it is required to follow all rules and laws governing for-hire vehicle bases, Uber's business practices caught the attention of the New York City Council, because of its practice of charging surge pricing

during times of high demand and low supply of vehicles. The Council held a hearing on proposed legislation that would limit the amount that Uber can charge during surge pricing. At the public hearing on the proposed bill, the TLC testified it was not prepared to support the bill as written because of some technical issues, such as the bill would penalize the driver, when it is the base that sets fares. TLC also testified it was difficult for it to determine what the "normal" fare is unless it has fare data, which may be the next thing that it requests from Uber. The sponsor of the bill did indicate a willingness to revise the bill to address the TLC's concerns.

Surge pricing has also caught the attention of the New York State Attorney General and State Legislators. Last July, Attorney General Eric Schneiderman entered into an agreement with Uber to limit its price increases during emergencies after it raised its prices by up to eight times during a snow storm in 2013. New York State Assembly Member Felix Ortiz has introduced a bill that would penalize Uber \$250 for each instance of surge pricing.

#### b. Licensing of Smartphone Apps?

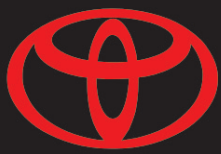
On February 12, the Taxi and Limousine Commission held a fact finding hearing on licensing dispatch apps. Among some of the issues explored were:

- Should the TLC create a separate license for Apps?
- What type of access should an App have to licensed drivers?
- When should cancellation of an accepted FHV app dispatch be considered a refusal?
- What accessibility requirements should be set for apps?
- How does the TLC minimize driver distractions?
- Privacy and security requirements
- What is required in trip records, and what is the best means to collect them?
- How can price transparency be achieved?
- What type of information should a dispatching app be required to give passengers, home base and dispatching base?

There was a wide range of opinions about how TLC should regulate apps. Uber testified and said that it has improved service, provided transparency and increased driver pay. Uber said TLC should make Uber the standard for regulating apps. Taxi industry representatives expressed concern about how apps were now blurring the line between on-demand and prearranged service and that TLC should level the regulatory field between taxis and App driven transportation companies. One taxi industry representative testified that TLC should create a new license for Apps. Lyft testified against any new licensing categories and said the current system where bases are licensed was sufficient.

TLC said it expects to write rules on apps for for-hire vehicles shortly based on its findings from this hearing.





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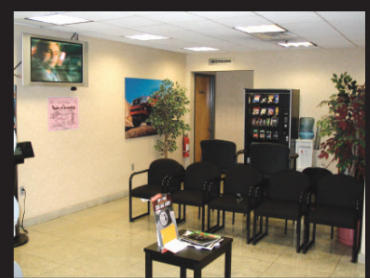
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## So What if New York Has More Ubers Than Taxis?

It's a conveniently scary statistic for the cab industry, but not much else.

Despite Uber's ubiquity these days, the sudden ascent of the car-hailing app can still feel shocking, especially when you read headlines like this one from the New York Post last week: "More Uber Cars Than Yellow Taxis on the Road in NYC." In the four years since it became active in New York City, Uber has not only challenged the age-old taxi industry, the Post wrote, it has surpassed it. The latest figures from the city's Taxi and Limousine Commission (TLC) show that there are 14,088 vehicles that use Uber's platform in New York City, while traditional yellow cabs number just 13,587.

In New York, where all things taxi-related are at minimum somewhat controversial, the Post report was explosive. Yellow cabs are more than a staple of New York's transportation ecosystem; they're a symbol. It didn't take long for the taxi industry to fire back. Late last week, the Committee for Taxi Safety, a group that represents about 20 percent of licensed yellow cabs in New York City, said it would seek a cap on the number of Uber cars allowed in the five boroughs. "It's remarkable that this one company is able to put vehicles on the road willy-nilly without anyone saying what this means for traffic conditions or parking or the environment," Tweeps Phillips, the committee's executive director, told USA Today. "It's like the city fell asleep."

But did it? While the rise of Uber and other ride-hailing services is a significant development for urban transportation, Uber's 14,088 cars alone might not be the harbinger of taxi obsolescence that they seem to be. Look at the data more closely, and a lot less has changed than the Post and the cab industry would have us believe.

Here's some more context for those Uber numbers: First, while Uber's cars might top taxis in number, in terms of total time spent on the road, the yellows are easily winning. According to the TLC, yellow cabs make an estimated 175 million trips each year, or about 485,000 per day; the average driver works 9.5-hour days. Uber, by contrast, averaged slightly more than 34,000 trips daily in New York City last fall—less than a tenth of the taxi industry's ride volume. And the vast majority of Uber's New York drivers either work one to 15 hours a week (42 percent of the total) or 16 to 34 hours (35 percent)—well below the hours logged by cabbies.

What's more, so-called for-hire vehicles—black cars, limousine services, and now Uber—have historically outnumbered taxis in New York City. And it's likely that many of the cars currently registered with

Uber were previously driving for other black-car services in New York. Here's a chart I pulled together showing the annual totals of for-hire vehicle (FHV) and taxi licenses in New York City between 2001 and now. (The TLC data doesn't give a figure for for-hire vehicles for 2005, so I smoothed the curve.) The ranks of FHVs have certainly grown since Uber entered the city in May 2011, but they haven't exploded. In 2013 and 2014, FHV licenses increased by about 14 percent year-over-year; in the years immediately preceding that, growth was closer to 3 percent.

See chart above.

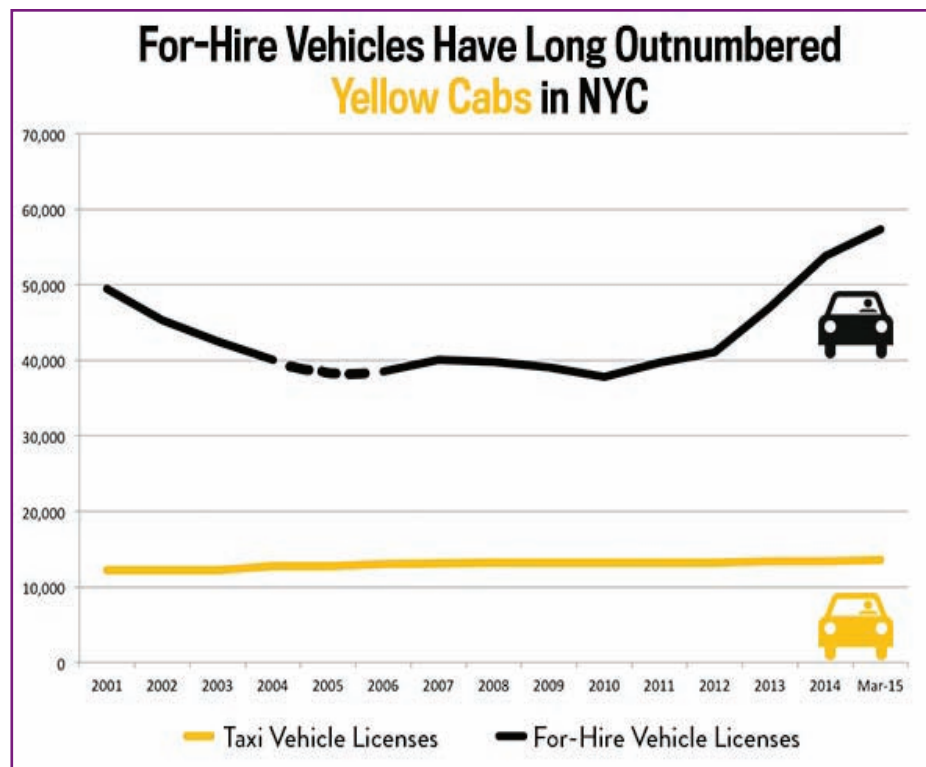
The sizeable gap between the cohorts of taxis and other ride providers shouldn't be surprising. New York City has imposed a strict cap on the number of taxi medallions it gives out since 1937. Regulation was designed to stave off an industry-wide race to the bottom; in the wake of the Great Depression, demand for taxis fell as New Yorkers sought cheaper forms of transit, and many cab companies were forced to slash fares to unsustainable levels or go out of business. The goal of setting a limit on medallions was to reign in supply, thus bringing it back in line with demand.

Of course, the problem is that in the decades since, the supply of taxis has barely edged up, while the demand for them has skyrocketed. When the limit first went into effect in 1937, taxi medallions sold for \$10. By 1950, the going price had risen to \$5,000; in 2013, it peaked at a stunning \$1.05 million. Since Uber and its peers began operating in New York City the price of a medallion has fallen—in January, they were trading at \$805,000, about 25 percent off their all-time high—but is still enough to buy a decent apartment in Brooklyn.

The taxi industry is taking issue with Uber's ballooning numbers for two reasons. First, Uber's technology gives the company a serious advantage over yellow cabs; e-hails allow drivers to waste less time finding passengers, and surge pricing lets fares soar over cabs' metered rates. Second, the taxi industry claims that the proliferation of Uber cars is worsening gridlock and pollution by putting more cars on the road.

For both these points, Uber has ready responses. "We are extending the reach of mass transit, eliminating transportation deserts, focusing our service in the outer boroughs where taxis don't go, and investing in taking 1 million cars off of New York City roads with UberPOOL," says Matthew Wing, an Uber spokesman. Internal Uber data shows that 26.3 percent of the company's pick-ups are made in boroughs outside Manhattan, as compared to 6.3 percent of pick-ups for yellow cabs.

Uber also points out that the taxi



industry's support of green initiatives is spotty at best. In 2007, then-Mayor Michael Bloomberg proposed a rule that would cut emissions by replacing most taxi vehicles with hybrids by 2012; in 2008, a federal judge blocked the initiative after taxi owners sued. The taxi industry has also opposed the creation of more green cabs, which service outer boroughs and noncentral parts of Manhattan, while advocating for more yellow cab medallions.

It's unclear what impact ride-hailing services like Uber are having on the environment and congestion. A working paper released by researchers at the University of California Transportation Center in August 2014 found that, in San Francisco, "ridesourcing enables lower levels of driving among vehicle owners," but so far "seems to have had little impact on auto ownership." For everyday commuting, the authors added, ride-hailing services seemed to complement rather than substitute public transit. Uber might be increasing gridlock, but it also might not be. Right now, no one really knows.

But the biggest point that's been largely overlooked in this latest numbers debate is whether in growing its own ranks, Uber is adding cars to the road or merely absorbing the licenses of existing drivers who've switched their corporate allegiances. During Uber's first few years in New York, lots of new drivers joined up, but plenty of longtime drivers also transferred their base affiliations to Uber's platform from other black-

car companies, lured by promises of higher wages and more flexible hours. (Although as I reported last year, Uber isn't able to substantiate its most enticing promise—that its median New York driver earns close to six figures.)

When I asked the TLC if it could tally how many of Uber's drivers are new, as opposed to transfers from other services, a spokesman said the manner in which the data is collected makes that prohibitively difficult, if not impossible, to calculate. Uber also wasn't able to come up with a figure, but Wing told me the assumption about how many cars Uber has put on city streets "is inflated because it doesn't account for the many driver-partners who switched over to Uber from other existing bases in the city."

So are there a lot of Uber cars in New York? Yes. Will their numbers keep growing? Probably. Is this bad for the city's traffic patterns and environment? It's hard to say. But does the revelation that there are "more Uber cars than yellow taxis on the road" mean we need to be shocked and scared and cap their growth? Almost definitely not. In New York City's modern history, black cars and other for-hire vehicles have always outnumbered taxis. The difference is that with Uber, that's begun to seem like a serious threat.

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*The editor neither agrees or disagrees with the content of the submissions written by other authors.*



Uber is not a threat!!

It's a big problem for us...Where is the damm app????,,

But the" taxi industry representatives "are busy playing snooker and betting on the march madness games!

**R. Goolcharran**



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# NYC ECONOMY

## Hotel Occupancy

In January 2015, the average daily hotel room rate was \$230, a 5.2% decrease from January 2014. Hotel occupancy was 74.3% in January 2015, down from 80.1% in January 2014. The average daily hotel room rate decreased the most in hotels charging between more than \$500 per night.

## Transit Ridership

Total ridership on MTA subways, trains and buses in January 2015 was 205.9 million, a decrease of 2.5% from January 2014. Subway ridership in January 2015 was 133.8 million, down 2.5% from January 2014.

Source: Metropolitan Transportation Authority.

## Air Traffic

In January 2015, 8.4 million passengers flew into and out of the region's airports, an increase of 2.0% from January 2014. Domestic air carriers accounted for 5.4 million passengers, a 1.9% increase from January 2014. 3.0 million passengers traveled with international air carriers in January 2015, a 2.1% increase from January 2014.

Source: Port Authority of New York and New Jersey.

## Broadway Ticket Sales

Total Broadway attendance was approximately 863,130 during the four weeks ending March 22, 2015, down 8.6% from the same period last year. Broadway revenues during this period were about \$86.1 million, down 5.1% from last year. Note: Gross revenue and attendance figures may not include all shows

Source: The Broadway League.

## Employment

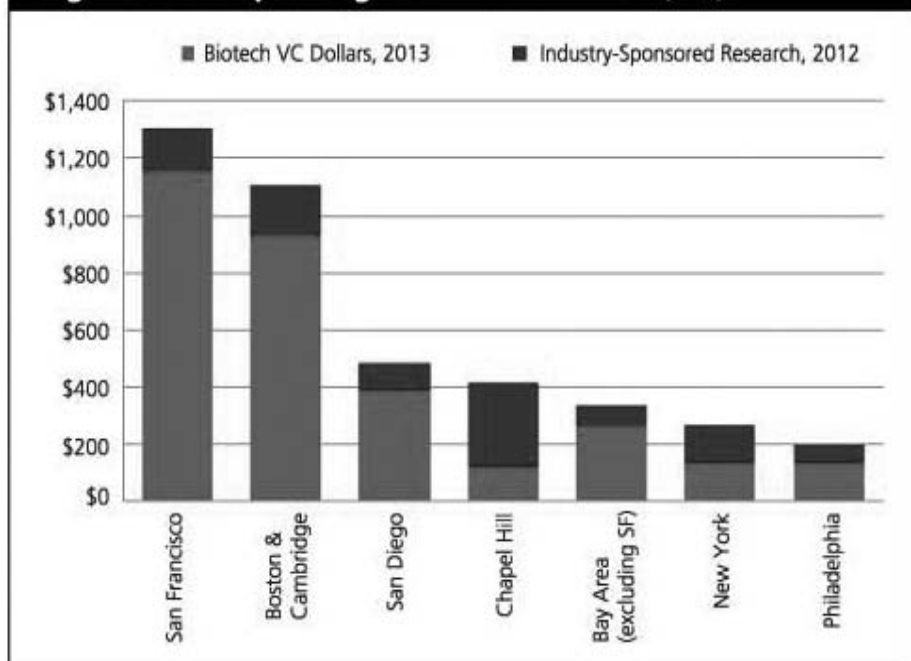
Private sector jobs in New York City rose by 2,400 in February 2015 after a gain of 15,900 jobs in January 2015. Government jobs in the city fell by 300, resulting in a net overall increase of 2,100 total private and public sector jobs in February. Since February 2014, private sector employment has risen by 102,500 jobs or 2.9%. New York City's unemployment rate was 6.6% in February 2015, up from 6.5% a month prior.

## Research and Development in the Life Sciences in New York City

New York City's density and the geographic proximity it affords is an asset for research and development. Studies have found that the returns to R&D spending are high when academic research and commercial development are close enough to meet up for coffee.<sup>1</sup>

Unfortunately, in an economy where both universities and hospitals face significant spending cuts, a limited amount is budgeted to research and development for expansion. This approach is suboptimal as gains to R&D can, in the long run, exceed short-run operating costs.

Figure I. R&D Spending in the Life Sciences (M\$)



Source: NSF-NIH Survey of Research and Development Expenditures at Universities and Colleges, Thomson Reuters via National Venture Capital Association

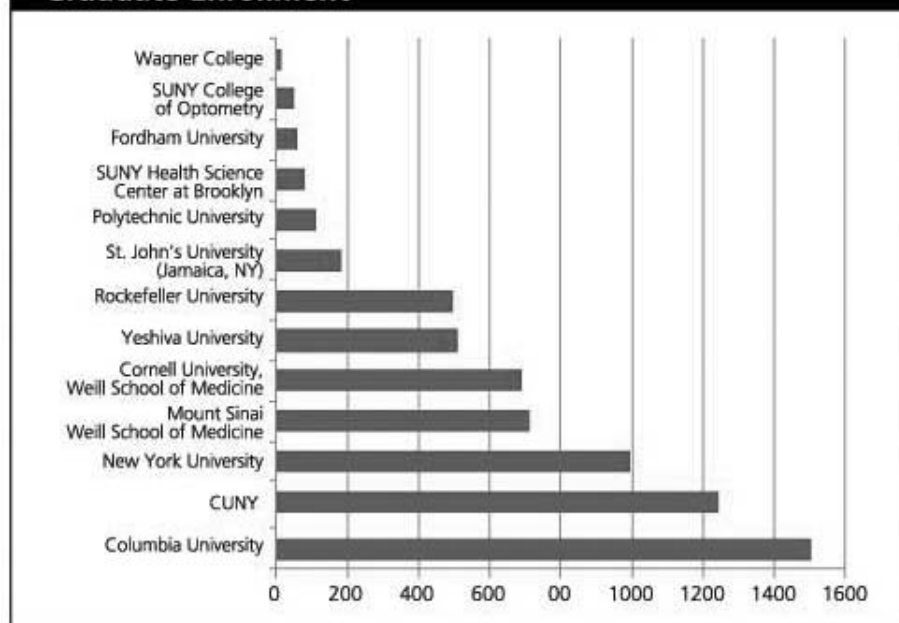
## Average Gas Prices As of March 5, 2015

New York	Regular	Mid	Premium	Diesel
Current	\$2.675	\$2.869	\$3.021	\$3.585
Week Ago	\$2.566	\$2.774	\$2.962	\$3.510
Month Ago	\$2.458	\$2.682	\$2.830	\$3.472
Year Ago	\$3.796	\$3.967	\$4.111	\$4.561

At present, New York City may not be living up to its full potential in terms of Life Science research and Biotech capital investment<sup>2</sup> (see Figure I). Despite a high concentration of research institutions in NYC, San Francisco attracts the most venture capital spending while Chapel Hill harbors the most industry-sponsored spending via Research Triangle Park, a nexus of academic collaboration<sup>3</sup>.

Meanwhile, industries in the Life Sciences, including biotech and diagnostics, remain a source of economic promise and innovate at an unprecedented rate. Modern medical techniques and inventions promise to increase the safety of care, reduce its costs, and improve its quality.<sup>4, 5</sup>

Figure II. Academic Medical Centers and Graduate Enrollment



Source: NSF-NIH Survey of Graduate Students & Post-doctorates in Sciences and Engineering

As such, returns to R&D investment first accrue in the form of research and technological advancement so that development of those innovations can then be distributed to both patients and healthcare workers in the form of lower costs and/or higher wages, which in turn stimulate further growth via the multiplier effect.

A balanced combination of infrastructure and human capital are needed for fruitful returns to R&D investment. Although New York City does not lack in top-tier medical universities with robust graduate and post-graduate student bodies<sup>6</sup> (see Figure II), academic medical centers are located in an urban environment where wet lab space is limited<sup>7</sup> and operating costs are relatively high (see Figure III).

## EVENTS

Let's not forget The annual Tribeca film Festival starts April 15 and runs through April 26. Look for street closures in Tribeca with special Taxi Stands. Plenty of fares down in Tribeca in April

.....

Opening April 20 at the Metropolitan Museum of art is an exhibit of interest called Sultans of Deccan India 1500 - 1700.

.....

Opening April 25, at Lincoln Center, 40 Lincoln Center Plaza is "Sinatra: an American Icon".

.....

May 1 is the Five Borough Craft Beer Festival. This event takes place at studio Square, located at 35-37 36th Street in Long Island City from 7-9 PM. THOUSANDS of taxis will be needed.

**NEED A TOW TRUCK?  
SEE THE DIRECTORY  
ON PAGE 32**



# TAXI INSIDER MANHATTAN HOTEL LIST !!!

*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!*

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*(Continued on Page 30)*



# 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

(Continued on Page 42)



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# Manhattan Hotel List

(Continued from Page 28)

- |  |   |   |   |  |
|--|---|---|---|--|
| <b>Hampton Inn SoHo</b><br>54 Watts St<br>(near Varick St)   | <i>between 2nd &amp; 3rd Avenues'</i>   | <b>Moderne Hotel</b><br>243 W 55th Street<br><i>between 7th &amp; 8th Avenues</i>                       | 61 Lexington Avenue at 30th Street  | <b>Stanford Hotel</b><br>43 W 32nd Street<br><i>between 5th Avenue &amp; Broadway</i>                |
| <b>Hayden Hall Hotel</b><br>117 West 79th Street<br><i>between Columbus &amp; Amsterdam Aves.</i>                                      | <b>La Quinta Manhattan Hotel</b><br>17 W 32nd Street<br><i>between 5th &amp; 6th Avenues</i>                                | <b>Morgans Hotel</b><br>237 Madison Avenue<br><i>between 37th &amp; 38th Streets</i>                    | <b>Ramada New Yorker Hotel</b><br>481 8th Avenue at 34th Street   | <b>Super 8 Times Square Hotel</b><br>59 W 46th Street<br><i>between 5th &amp; 6th Avenues</i>        |
| <b>Helmsley Carlton House Hotel</b><br>680 Madison Ave<br><i>between 61st &amp; 62nd Sts.</i>  | <b>Le Parker Meridien Hotel</b><br>118 W 57th Street<br><i>between 6th &amp; 7th Avenues</i>                                | <b>Morningside Inn Hotel</b><br>235 W 107th Street<br><i>between Amsterdam Ave. &amp; Broadway</i>      | <b>Regency Hotel</b><br>540 Park Avenue at 61st Street  | <b>Surrey Suites Hotel</b><br>20 E 76th Street<br><i>between Madison &amp; 5th Avenues</i>           |
| <b>Helmsley Middletowne Hotel</b><br>148 E 48th Street<br><i>between Lexington &amp; Park Aves.</i>                                    | <b>Lombardy Hotel</b><br>111 E 56th Street<br><i>between Lexington &amp; Park Avenues</i>                                   | <b>Murray Hill East Suites Hotel</b><br>149 E 39th Street<br><i>between 3rd &amp; Lexington Avenues</i> | <b>Rihga Royal Hotel</b><br>151 W 54th Street<br><i>between 6th &amp; 7th Avenues</i>                                   | <b>Thirty Thirty Hotel</b><br>30 E 30th Street<br><i>between Madison &amp; 5th Avenues</i>           |
| <b>Helmsley Park Lane Hotel</b><br>36 Central Park South<br><i>between 5th &amp; 6th Avenues</i>                                       | <b>Lowell Hotel</b><br>28 E 63rd Street<br><i>between Madison &amp; 5th Avenues</i>   | <b>Murray Hill Inn Hotel</b><br>143 E 30th Street<br><i>between Lexington &amp; Park Avenues</i>        | <b>Riverside Terrace Hotel</b><br>350 W 88th Street<br><i>between West End Ave. &amp; Riverside Drive</i>               | <b>Time Hotel</b><br>224 W 49th Street<br><i>between 7th &amp; 8th Avenues</i>                       |
| <b>Herald Square Hotel</b><br>19 W 31st Street<br><i>between 5th &amp; 6th Avenues</i>   | <b>Lucerne Hotel</b><br>201 W 79th Street at<br>Amsterdam Avenue  | <b>Muse Hotel</b><br>130 W 46th Street<br><i>between 6th &amp; 7th Aves.</i>                            | <b>Riverside Inn Hotel</b><br>319 W 94th Street<br><i>between West End Ave. &amp; Riverside Drive</i>                   | <b>Travel Inn Hotel</b><br>515 W 42nd Street<br><i>between 7th &amp; 8th Avenues</i>                 |
| <b>Hilton Garden Inn Time Square</b><br>(formerly the Days Hotel New York)<br>790 8th Avenue<br><i>between 48th &amp; 49th Streets</i> | <b>Affinia Gardens Suite Hotel</b><br>(formerly Lyden Gardens)<br>215 E 64th Street<br><i>between 2nd &amp; 3rd Avenues</i> | <b>Palace Hotel</b><br>455 Madison Avenue<br><i>between 50th &amp; 51st Streets</i>                     | <b>Riverside Tower Hotel</b><br>80 Riverside Drive at 81st Street   | <b>TriBeCa Grand Hotel</b><br>2 6th Avenue<br><i>between White &amp; Walker Streets</i>              |
| <b>Hilton New York Hotel</b><br>1335 6th Avenue<br><i>between 53rd &amp; 54th Streets</i>  | <b>Madison Hotel</b><br>21 E 27th Street at Madison Avenue  | <b>Newton Hotel</b><br>2528 Broadway at 95th Street   | <b>Roger Smith Hotel</b><br>501 Lexington Avenue at 47th Street   | <b>Trump International Hotel</b><br>1 Central Park West<br>at Columbus Circle                        |
| <b>Hilton Times Square Hotel</b><br>234 W 42nd Street<br><i>between 7th &amp; 8th Avenues</i>  | <b>Manhattan Broadway Hotel</b><br>273 W 38th Street<br><i>between 7th &amp; 8th Avenues</i>                                | <b>Novotel Hotel</b><br>226 W 52nd Street<br><i>between 7th &amp; 8th Avenues</i>                       | <b>Roger Williams Hotel</b><br>131 Madison Avenue at 31st Street  | <b>W Court Hotel</b><br>130 E 39th Street<br><i>between Lexington &amp; Park Avenues</i>             |
| <b>Holiday Inn</b><br>Downtown Hotel<br>138 Lafayette Street<br><i>between Howard &amp; Canal Streets</i>                              | <b>Manhattan Seaport Suites Hotel</b><br>219 Front Street<br><i>between Pine &amp; Wall Streets</i>                         | <b>Off SoHo Suites Hotel</b><br>11 Rivington Street near Christy Street                                 | <b>Roosevelt Hotel</b><br>45 E 45th Street at Madison Avenue  | <b>W New York Hotel</b><br>541 Lexington Avenue at 49th Street                                       |
| <b>Holiday Inn Martinique Hotel</b><br>Broadway & W 32nd Street  | <b>Mansfield Hotel</b><br>12 W 44th Street<br><i>between 5th &amp; 6th Avenues</i>  | <b>Omni Berkshire Place Hotel</b><br>21 E 52nd Street<br><i>between Madison &amp; 5th Avenue</i>        | <b>Royalton Hotel</b><br>44 W 44th Street<br><i>between 5th &amp; 6th Avenues</i>                                       | <b>W Tuscany Hotel</b><br>120 E 39th Street<br><i>between Lexington &amp; Park Avenues</i>           |
| <b>Holiday Inn Midtown Hotel</b><br>440 W 57th Street<br><i>between 9th &amp; 10th Avenues</i>   | <b>Marcel Hotel</b><br>201 E 24th Street at 3rd Avenue  | <b>On the Ave Hotel</b><br>2178 Broadway at 77th Street   | <b>Salisbury Hotel</b><br>123 W 57th Street<br><i>between 6th &amp; 7th Avenues</i>                                     | <b>Waldorf Astoria Hotel</b><br>301 Park Avenue<br><i>between 49th &amp; 50th Streets</i>            |
| <b>Holiday Inn Wall Street Hotel</b><br>15 Gold Street at Platt Street   | <b>Maritime Hotel</b><br>363 W 16th Street at 9th Avenue  | <b>Paramount Hotel</b><br>235 W 46th Street<br><i>between 7th &amp; 8th Avenues</i>                     | <b>San Carlos Hotel</b><br>150 E 50th Street<br><i>between 3rd &amp; Lexington Avenues</i>                              | <b>Wales Hotel</b><br>1295 Madison Avenue<br><i>between 92nd &amp; 93rd Streets</i>                  |
| <b>Hotel 17</b> 225 E 17th Street<br><i>Between 2nd &amp; 3rd Avenues</i>  | <b>Mark Hotel</b><br>25 E 77th Street<br><i>between Madison &amp; 5th Avenues</i>   | <b>Park Central Hotel</b><br>870 7th Avenue at 56th Street  | <b>Shelburne Murray Hill Hotel</b><br>303 Lexington Avenue at 37th Street   | <b>Wall Street Inn Hotel</b><br>9 South William Street<br><i>between Broad Street &amp; Old Slip</i> |
| <b>Hotel 31</b><br>120 E 31st Street<br><i>between Lexington &amp; Park Avenues</i>  | <b>Marriott Financial Center Hotel</b><br>85 West Street<br><i>between Albany &amp; Carlisle Streets</i>                    | <b>Park Savoy Hotel</b><br>158 E 58th Street<br><i>between 6th &amp; 7th Avenues</i>                    | <b>Sheraton Manhattan Hotel</b><br>790 Seventh Avenue<br><i>between 51st &amp; 52nd Streets</i>                         | <b>Warwick Hotel</b><br>65 W 54th Street at 6th Avenue   |
| <b>Hotel 41</b><br>At Times Square 206 W 41st Street<br><i>Between 7th &amp; 8th Avenues</i>   | <b>Marriott East Side Hotel</b><br>525 Lexington Avenue<br><i>between 48th &amp; 49th Street</i>                            | <b>Park South Hotel</b><br>122 E 28th Street<br><i>between Lexington &amp; Park Avenues</i>             | <b>Sheraton New York Hotel</b><br>811 Seventh Avenue<br><i>between 52nd &amp; 53rd Streets</i>                          | <b>Washington Jefferson Hotel</b><br>318 W 51st Street<br><i>between 8th &amp; 9th Avenues</i>       |
| <b>Hotel 57</b><br>130 E 57th Street<br><i>Between Lexington &amp; Park Avenues</i>  | <b>Marriott Marquis Hotel</b><br>1535 Broadway at 44th Street   | <b>Peninsula Hotel</b><br>700 5th Avenue at 55th Street   | <b>Sheraton Russell Hotel</b><br>45 Park Avenue at 37th Street  | <b>Washington Square Hotel</b><br>103 Waverly Place<br>at MacDougal Street                           |
| <b>Hudson Hotel</b><br>356 W 58th Street<br><i>Between 8th &amp; 9th Avenues</i>   | <b>Mayfair Hotel</b><br>242 W 49th Street<br><i>between 7th &amp; 8th Avenues</i>   | <b>Pennsylvania Hotel</b><br>401 7th Avenue<br><i>between 32nd &amp; 33rd Streets</i>                   | <b>Sherry Netherland Hotel</b><br>781 5th Avenue at 59th Street   | <b>Wellington Hotel</b><br>871 7th Avenue at 55th Street   |
| <b>Inter-Continental Barclay Hotel</b><br>111 E 48th Street<br><i>between Lexington &amp; Park Avenues</i>                             | <b>Mercer Hotel</b><br>99 Prince Street at Mercer Street  | <b>Pickwick Arms Hotel</b><br>230 E 51st Street<br><i>between 2nd &amp; 3rd Avenues</i>                 | <b>Shoreham Hotel</b><br>33 W 55th Street<br><i>between 5th &amp; 6th Avenues</i>                                       | <b>West End Studios Hotel</b><br>850 West End Avenue<br><i>between 101st &amp; 102nd Streets</i>     |
| <b>Iroquois Hotel</b><br>49 W 44th Street<br><i>between 5th &amp; 6th Avenues</i>  | <b>Metro Hotel</b><br>45 W 35th Street<br><i>between 5th &amp; 6th Avenues</i>  | <b>Pierre Hotel</b><br>2 E 61st Street at 5th Avenue  | <b>Signature Suites</b><br>Greenwich Village Hotel<br>160 Bleecker Street<br><i>between Thomson &amp; Sullivan Sts.</i> | <b>Westin NEw York Grand Central</b><br>212 E 42nd Street<br><i>between 2nd &amp; 3rd Avenues</i>    |
| <b>Jolly Madison Towers Hotel</b><br>22 E 38th Street at Madison Avenue  | <b>Michelangelo Hotel</b><br>152 W 51st Street<br><i>between 6th &amp; 7th Avenues</i>                                      | <b>Plaza Hotel</b><br>768 5th Avenue at Central Park South  | <b>Sofitel Hotel</b><br>45 W 44th Street<br><i>between 5th &amp; 6th Avenues</i>  | <b>West Park Hotel</b><br>308 W 58th Street<br><i>between 8th &amp; 9th Avenues</i>                  |
| <b>JW Marriott Millennium</b><br>160 Central Park South<br><i>between 6th &amp; 7th Avenues.</i>                                       | <b>Milburn Hotel</b><br>242 W 76th Street<br><i>between Amsterdam &amp; West End Aves.</i>                                  | <b>Plaza Athenee Hotel</b><br>37 E 64th Street<br><i>between Madison &amp; 5th Avenues</i>              | <b>SoHo Grand Hotel</b><br>310 W Broadway<br><i>between Canal &amp; Grand Streets</i>                                   | <b>West Side Inn Hotel</b><br>237 W 107th Street<br><i>between Amsterdam &amp; West End Aves.</i>    |
| <b>Kimberly Suites Hotel</b><br>145 E 50th Street<br><i>between 3rd &amp; Lexington Avenues</i>  | <b>Millenium Hilton Hotel</b><br>55 Church Street<br><i>between Fulton &amp; Day Streets</i>                                | <b>Portland Square Hotel</b><br>132 W 47th Street<br><i>between 6th &amp; 7th Aves.</i>                 | <b>Solita SoHo Hotel</b><br>159 Grand St<br>St. Regis Hotel<br>2 E 55th Street at 5th Avenue                            | <b>Wolcott Hotel</b><br>4 W 31st Street<br><i>between 5th Avenue &amp; Broadway</i>                  |
| <b>Kitano Hotel</b><br>66 Park Avenue at 37th Street   | <b>Millennium Broadway Hotel</b><br>145 W 44th Street btwn. 6th & 7th Aves  | <b>Premier Hotel</b><br>133 W 44th Street<br><i>between 6th &amp; 7th Avenues</i>                       | <b>Skyline Hotel</b><br>725 Tenth Avenue at 49th Street   |  |
| <b>Korman Communities</b><br>234 E 46th Street   | <b>Millennium UN Plaza Hotel</b><br>1 United Nations Plaza<br>at 1st Avenue & 44th Street                                   | <b>Days Hotel Broadway</b><br>215 W 94th Street<br><i>between Amsterdam &amp; West End Aves.</i>        | <b>Radio City Suites Hotel</b><br>142 W 49th Street<br><i>between 6th &amp; 7th Avenues</i>                             |  |
|  |   | <b>Radisson Lexington Hotel</b><br>511 Lexington Avenue at 49th Street                                  |   |  |
|  |   | <b>Ramada Inn Eastside Hotel</b>  |   |  |

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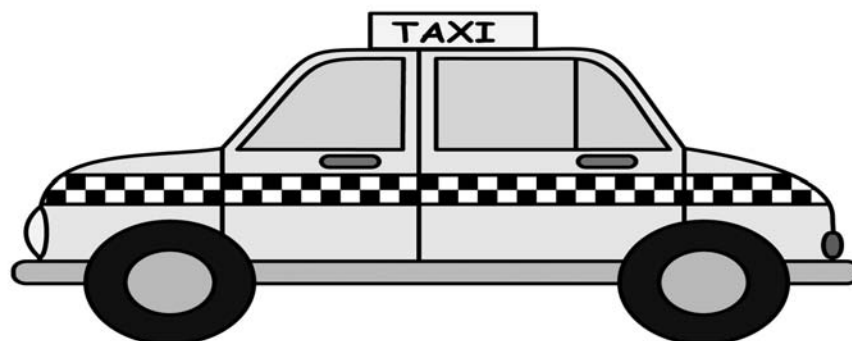
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# 42 Things To Do In April



## 1. Cherry Blossoms at the Brooklyn Botanical Garden

Crown Heights  
Ongoing, Various  
Brooklyn Botanical Garden  
Ch-ch-ch-ch-ch-ch-cherry blossoms! These babies bloom once a year, and nothing will get you in the spring spirit more than tons of cheery pink cherry blossoms.  
Free



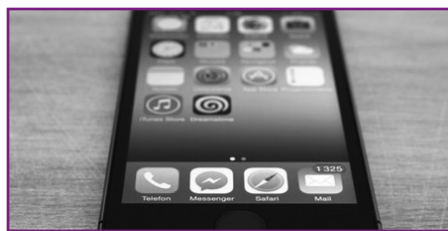
## 2. Havana Film Festival

Various  
April 9 - 17, Various  
Various  
Introducing New York City to prominent and emerging artists from Latin America, the Caribbean, and the U.S. Latino community, the movies and programming of HFF look promising this year. Don't miss the homage to Gabriel Garcia Marquez's lesser known (though extensive) film work.  
\$9.00 - \$300.00



## 3. Food Book Fair of Brooklyn

Williamsburg  
April 10 - 12, 9 AM - 7 PM  
Wythe Hotel  
Three days of eating and drinking, plus discussions about the intersection of food and writing, as well as innovations in culinary art, science, technology, and politics. The diverse lineup includes conversations with leading authors, chefs, scholars, farmers, restaurateurs, magazine writers, butchers, and bakers (sorry, no candlestick makers).  
\$5.00 - \$349.00



## 4. Space Apps Festival & Conference

Midtown  
April 11, 12 PM - 6 PM  
Microsoft NYC  
You may not have made it to the final round for the Mars Space mission, but Space Apps is your chance to hear from dignitaries, expert speakers, and panels about the final frontier. You can also visit the family-friendly exhibits and attend STEM educational programs. The event may be here in NYC, but your head will be in space.  
Free



## 5. Trestle Gallery: DIY Silkscreening Workshop

Gowanus  
April 11, 12 PM - 4 PM  
Brooklyn Art Space  
American Apparel's got nothing on you. Learn how to silkscreen t-shirts and tote bags, from preparing a screen to transferring the image, with the artists at Brooklyn Art Space.  
\$75.00



## 6. Say What? Second Saturdays Improv

Midtown  
April 11, 7 PM - 9 PM  
Blarney Stone  
Live from New York, it's Saturday night and the points don't matter. "Whose Line Is it Anyway?" games meet "SNL" sketches in this two-hour show, that will leave you doubled over laughter. Add the mean, cheap drinks from the Blarney Stone, this is a can't miss night.  
\$10.00



## 7. Open House: New York Code + Design Academy

Financial District  
April 11, 12 PM - 2 PM  
New York Code + Design Academy  
If learning to code has been on your to-do list for too long, the NYCDA Open House is for you. Meet the team, tour the facilities, and learn about their courses (anything from beginning HTML to advanced mobile app development). Get ready to check one more thing off your list of skills to learn.  
Free



## 8. The Infatuation Bake Sale for a Cause

Chelsea  
April 11, 1 PM - 5 PM  
Canoe Studios  
This is not your PTA's bake sale. Amateur bakers will be wielding their rolling pins as rapiers and cookie cutters as throwing stars in this Bake Sale Throwdown hosted by one of NYC's favorite food blogs. Hang with Team Infatuation as they contribute to Cookie's For Kid's Cancer and choose a bake sale champion.



## 9. The Bloody Mary Festival

Sunset Park  
April 12, 1 PM - 4 PM  
Industry City  
Don't bother with boozy brunch: go straight for the kill at the Bloody Mary festival, with creative renditions of this weekend favorite. Enjoy lunch from Delaney BBQ, live music, and other food/drink tastings as well. Or maybe do bother with boozy brunch and hit the festival as a follow up. You do you.  
\$50.00



## 10. Stevie Wonder: Songs in the Key of Life

Prospect Heights  
April 12, 8 PM  
Barclays Center  
The Stevie Wonder concert? It'll be wonder-full.  
\$55.00 - 190.00



## 11. The Great Gatsby on Stage

Flatbush  
April 12, 3 PM  
Whitman Theatre  
If you loved Leo's film, you'll love the glamour and tragedy of F. Scott Fitzgerald's book performed on stage by Montana Repertory. This adaptation gets a greenlight.  
\$30.00



## 12. Ultimate Frisbee Opening Day: New York Empire vs. Montreal Royal

Coney Island  
April 12, 12 PM - 3 PM  
MCU Park  
It has been a long journey, but ultimate frisbee is not just for procrastinating campus coeds anymore. Catch the opening Ultimate Frisbee game of the New York Empire's season at Coney Island's historic MCU Park.  
\$7.00 - 10.00



## 13. ASICS Run Club NYC

Various  
April 13, 6 PM - 7:30 PM

ASICS  
Winter is officially over! Run with ASICS, one of the top athletic apparel companies in the world, on their staff-led routes around the city. Afterward, enjoy refreshments and a scientific gait analysis, so you can make sure you're running with the right gear.



## 14. Pop Up Yoga

Chelsea  
April 14, 6:30 PM - 7:30 PM  
Babycastles  
Pop Up Yoga takes yoga out of the studio and into the city's urban environment, which makes Babycastles, a non-profit DIY coworking/gallery/arcade/event space, a great place to take this open level vinyasa class. Stretch your muscles, then treat yourself to some Flex Mussels on West 13th afterwards—the class is donation only.  
By Donation



## 15. Animation For Adults: Screening and Panel Discussion

Fort Greene  
April 14, 7 PM - 9 PM  
BRIC Arts Media House  
Cartoon series may have been co-opted by children and Saturday mornings, but it's still a medium through which many artists discuss grown-up content like sex, religion, death, mental illness. Hear from makers about why they chose the drawn medium, and stick around for short film showings, Q&A, and party favors.  
Free



## 16. Tribeca Film Festival

Various  
April 15 - 26, Various  
Various  
"Highly-anticipated" doesn't even begin to cover the fantastic selection at this year's festival, which includes 24 world premieres at a brand new central hub in the heart of Tribeca: Spring Studios. We recommend you buy in advance to take advantage of the variety of passes and packages. However, single show tickets will be available day-of if you want to play it by ear.  
\$40.00 for for a single day pass.  
\$300.00 for Full pass.



(Continued on Page 34)



## 42 Things To Do In

(Continued from Page 33)

### 17. Extreme Brooklyn Trivia

Brooklyn Heights  
April 16, 6:30 PM - 8:30 PM  
Brooklyn Historical Society

Now that Jay Z and Queen Bey have moved to sunnier pastures, it's time to crown new Brooklyn royalty. If you think you know Kings County, wait until you go head-to-head with questions by the BK-lovin' nerds from the Brooklyn Public Library and the Brooklyn Historical Society. The winner doesn't actually get a crown, but isn't gravitas enough?

\$5.00 - \$10.00



### 18. Bronx Stories: A Celebration of National Poetry Month

Concourse  
April 17, 6:30 PM - 9 PM

The Bronx Museum of the Arts

An evening of poetry, visual arts, and an open mic to make your voice heard. If the Bronx is a trek for you, the open bar will alleviate your subway stress.

Free



### 19. Brooklyn Folk Fest

Brooklyn Heights  
April 17 - 19, Various  
St. Ann's Church

Three days and thirty musical acts! Plus an old timey jam session, square dancing, hands-on workshops, talkback presentations, and a banjo tossing competition. Not playing, tossing. This festival is going to be a folkin' good time!

\$20.00 - \$80.00



### 20. The Pajama Jam: 80's and 90's

Chinatown  
April 18, 11 PM - 4 AM  
Santos Party House

If New York is the city that never sleeps, why do we own pajamas? Might as well jam out to hits from the 80s and 90s with DJ Commish in our comfiest sleepwear. Teddy bear optional.

Free



### 21. Kings County Distillery Tour

Vinegar Hill  
April 18, 1 PM - 3:45 PM  
Kings County Distillery

Moonshine on, people. A tour of Kings County delves into their history as the

oldest whiskey distillery in the city and reveals the way they prepare the alcohol today. Their moonshine whiskey is a classic, but definitely try their chocolate whiskey (made with Brooklyn's Mast Brothers chocolate) for a real treat.

\$8.00



### 22. Apotheke Academy: Prohibition Era Cocktails

Chinatown  
April 18, 2 PM - 4 PM  
Apotheke

The mixologists at Apotheke, Chinatown's speakeasy-style bar, will take you back to the time of prohibition and help you create early American cocktails like the Sazerac, French 75, and Old Fashioned. Drink it in their modern glassware or sneak it out in your flask—we won't tell.

\$125.00

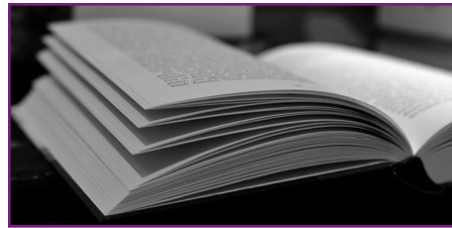


### 23. All Natural Pop-Up: The Seed Market

Chelsea  
April 18, 11 AM - 6 PM  
The Altman Building

If you want to go plant-based, go cruelty-free, and go eco-friendly... go to the Seed Market! Vegans will love this plant-based pop-up market with demonstrations and tastings from top chefs, wisdom from doctors/nutritionists and professional athletes, and tons of products from leading vegan businesses.

Free



### 24. Earth Day Book Swap

Union Square  
April 19, 2 PM - 5 PM  
Union Square West

Bring a book, take a book, save the environment. Not bad way to prep for Earth Day! Stick around to meet other swappers, book readers, and earth lovers.

Free



### 25. 7th Annual Shorty Awards

Midtown  
April 20, 7:30 PM  
The TimesCenter at the New York Times Tower

Hollywood has the Oscars, Broadway has the Tonys, and Social Media has the Shorty Awards. Celebrate the people and companies who rock the internet in 140 characters or less. #awards #celebrity-

sightings #doitforthevine  
\$200.00 - \$4000.00



### 26. LGBTQ Tech Happy Hour

TBA  
April 20, 6:30 PM - 8:30 PM  
TBA

Network with other attendees and join the "Lesbians Who Tech" global community (5,000 members and counting!) to be a vocal part of this vibrant group of LGBTQ technologists.

Free



### 27. The Great Street Meet 2015

Washington Square  
April 21, 6:30 PM - 10 PM  
Judson Memorial Church

Support the food truck community, local small businesses, and your grumbling stomach. Get your grub on at this year's community gala hosted by the Street Vendor Project, where you can bet there will be delicious food, great drinks at the open bar, and music.

\$60.00 - \$750.00



### 28. Italian Cheese 101 by Bedford Cheese Shop

Gramercy  
April 21, 7 PM - 8:30 PM  
The Homestead

Gorgonzola. Asiago. Parmigiano. Romano. Delicious cheeses, yes, but did you know they are also names of Italian cities? Become an expert in where and how Italian cheeses are made. Study materials (i.e. cheese and wine) included.

\$55.00



### 29. Be Social Change: Happy Hour

East Village  
April 21, 6 PM - 8:30 PM  
Lunasa Bar

Connect with a diverse community of purpose-driven professionals, entrepreneurs, educators, creatives, investors, nonprofits, and social enterprises at this month's Be Social Change Happy Hour. Share your ideas and passions, network with inspiring people, and learn about opportunities for creating impact.

Free



### 30. 2015 Games for Change Festival

Washington Square  
April 21 - 23, 9 AM - 6 PM  
New York University

Talks about everything from gaming for refugees to how Angry Birds can be leveraged for education. Pitch presentations and networking. Programming and game play. This festival is can't-miss for culturally aware gamers who recognize the power of Games for Change. And since this is a partnership with Tribeca Film Festival, you can expect some very

(Continued on Page 41)

## Medallions

(Continued from Page 19)

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A0327

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A0336

### Taxi World Inc.

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## Undercover With TLC On Sting Targeting Illegal Taxis At Airports



The city's Taxi and Limousine Commission is cracking down on illegal taxis at the airports – with cabbies that are allegedly ripping off unsuspecting tourists and that sometimes are not even licensed.

CBS2's Sonia Rincon went along exclusively on an undercover sting at John F. Kennedy International Airport to show us how they're caught.

In the sting, TLC inspectors posed as travelers in need of cabs. One Uber driver who offers to take them was busted — losing his car. He was too mortified to talk about it.

Another driver gave the undercover inspectors a price quote.

"Seventy dollars — that was a flat fare including tolls," an inspector said. "He just told us to get in."

The second driver was apologetic — and bewildered that his car was taken.

"I don't know what's happened," said the livery driver, Rebhi Abdel Atif. "Just mistake."

And another driver also denied everything. He said someone wanted to go to LaGuardia Airport, but denied that he called for a flat fare of \$50.

"No. I didn't say nothing," said the driver, Fransisco Almonte.

A green cab was also spotted trying to pick up passengers at the airport, even though green cabs are not allowed to do so.

The driver, Jude Joseph, claimed he did not know about the restriction for green cabs.

When asked if he would ever try to make a pickup at the airport again, he said, "No, never, because now I know."

Car after car was lined up and towed away, and drivers will have to come up with up to \$900 in summons costs, as well as fees, to spring their cars.

The simple rule is that only yellow

cabs can pick up passengers at the airport who want to hail a taxi. Livery cabs and car service cars can do it, but only if the ride is pre-arranged.

The problem is that once livery cab and service car drivers are at the airport, they're tempted to make some extra cash and skirt the rules.

Also seen were what the inspectors called straight plates — people who aren't cab drivers at all, but charge for rides anyway.

"I'm not a car service," said one man who was accused of charging for rides as if he were a cabbie.

The TLC said such drivers are obviously the most risky.

"The TLC has not done a criminal background check; has not run a drug test on the driver. The vehicle is not properly registered. The vehicle isn't inspected to the TLC's stringent standards," said TLC spokesman Allan Fromberg.

And livery cabs that aren't dispatched can't be held accountable.

"You're completely off the grid. So if something goes wrong, for whatever reason, we don't know who that driver was. We have no record of the vehicle being dispatched," Fromberg said. "So if something goes wrong, that passenger could be high and dry and we can't be of assistance."

And then there are really ugly scenarios, such as extreme price gouging.

"Luggage is actually held hostage until the passenger pays up an astronomical fee or fare for that ride," said Edwin Lorenzi, deputy chief of TLC enforcement. "There have been incidents where they get into altercations with drivers."

The TLC is cracking down constantly. The sting on Thursday ended with 28 summonses handed out.

Reprinted with permission from CBS New York.

## More Fake Taxis Are Scamming People Around NYC



Spotted on November 16th, 2014. "Another bandit cabbie dropping off a rube at 11th Avenue & 34th Street for the Megabus"

Yesterday, we wrote about a Redditor who believes he stumbled upon a fake cabbie ripping people's credit cards off with a skimmer. It turns out other taxi drivers have noticed that fake cab as well—and one well-traveled driver says he's spotted around a half dozen of them in the last year.

"I think there are about 5 to 10 of these fake taxis driving around, all at varying levels of fakery," cabbie Noah Forman, who has been driving a yellow taxi for almost a decade, told us. He spotted the Redditor's cab back on July 7th, 2014, when that driver parked his car at a taxi relief stand on 27th Street near Madison Avenue.

"I told my friend about the fake cabbies, pointed out this car to him," Forman recounted about the run-in with the Redditor cab. "My friend is from an older generation, a generation where you don't Tweet things, and just go up and say it to their face...my friend walks around the whole cab examining all of it's faults, as he stops at the light at MacDougal. He goes, 'You're a faker!! You're a fake!!' and the driver responds, 'That's right, and I get away with it all the time.' A big smile and he drives away."



A fake taxi at a stand in July 2014; this is the same taxi that a Redditor spotted this week

Forman gave us his thoughts on how drivers are able to acquire the cars:

The real deal is that they may be licensed as taxicabs in smaller New York State towns such as New Rochelle, but indeed they have purchased an old New York City cab that is probably too old for New York City regulations. They are completely unlicensed by the city of New York. Which means they are stealing \$1 million dollars, or whatever the current value is, for a City medallion, and also the driver hasn't gone through any of the regulations for the New York City Taxi and Limousine Commission (T&LC).

Because the Taxicab operates completely illegally within the City limits,

they can charge whatever they want on the meter, they can steal your credit card information, and the cab can be unsafe to drive. It bypasses all legal safety and criminal background checks.

A fake cab spotted on March 11th,



2015 in Long Island City

He added that this isn't only affecting yellow cabs: there are a handful of black cars that have regular license plates (all black cars, including Uber and Lyft ones, must have a T&LC license plate) and also pick up people for cash rides despite having no proper regulations met.

As for why it's so hard to stop these fake cabs, he pointed out that the only thing illegal about them is the pick-up: "anybody can operate a licensed and insured vehicle with a valid annual inspection...Our medallion taxicabs are inspected more critically, and they're also inspected 3x a year. So they have to be caught in the act of picking someone up off the street."

A fake cab spotted on February



20th, 2015 at Broadway & 4th Street. "Picking up NYU rubes, as I told the woman standing in front of the cab not to get in."

Forman said he has contacted the New York Taxi Workers Alliance, T&LC, and the NYPD about the fake cabs in the photos throughout the post. He also offered some suggestions about how to spot a fake cab and avoid any scams—although it seems pretty obvious when you take a close look at the cabs, these are the kinds of things to keep in mind when you're drunk on a Saturday night trying to get from one borough to another:

Standard plates for black cars have a long string of numbers and letters, which always begin with a T and end with a C for certification, unless it is a vanity license plate (e.g. "FARELL 34", or "MUSIC 22") in which case it should still say T&LC in tiny letters at the bottom of the plate.

Taxi plates should always match the medallion number, a number followed by a letter followed by two numbers (e.g. 2P27) almost always with a tiny

(Continued on Page 46)

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# April Book Signings

**Barney Frank, longtime US Congressman**  
*signing copies of Frank*  
 4/12/15 7:30 PM at the 92nd Street Y  
 Lexington Avenue. New York, NY.

**Kate Mulgrew, star of "Star Trek: Voyager"**  
*signing copies of Born With Teeth*  
 4/15/15 7:00 PM at Barnes & Noble  
 Union Square. New York, NY.

**Weird Al Yankovic, award winning parodist**  
*signing copies of Mad Magazine*  
 4/20/15 6:00 PM at Barnes & Noble  
 Union Square. New York, NY.

**Jim Kaat, former big league star**  
*signing copies of If These Walls Could Talk*  
 4/23/15 7:00 PM at BookEnds  
 East Ridgewood Avenue. Ridgewood, NJ.

**Maria Bello, TV & film actress**  
*signing copies of Whatever... Love Is Love*  
 4/28/15 7:00 PM at Barnes & Noble  
 86th & Lexington. New York, NY.

**John Lydon, AKA Johnny Rotten of the Sex Pistols**  
*signing copies of Anger Is An Energy*  
 4/29/15 7:00 PM at BookEnds  
 East Ridgewood Avenue. Ridgewood, NJ.

**Josh Groban, singer and actor**  
*signing copies of Stages*  
 4/30/15 7:00 PM at Barnes & Noble  
 86th & Lexington. New York, NY.

## 42 Things To Do In

(Continued from Page 34)

cool crossovers.  
 \$100.00 - \$499.00



### 31. Film Event: Kate Bornstein is a Queer & Pleasant Danger

Murray Hill  
 April 22, 7 PM - 9:30 PM  
 The Graduate Center, CUNY  
 Join director Sam Feder for a screening and Q&A about forthcoming documentary *Kate Bornstein is a Queer & Pleasant Danger*. Feder's playful portrait of Kate Bornstein, a pioneer in deconstructing gender binaries, is not just the narrative of one transgender person, but a look at multifaceted identities and mortality. Whether you're a social sciences buff or someone looking to better understand the field, this event will be compelling.  
 Free



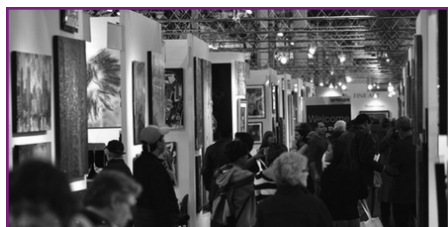
### 32. Dinner Express: Asian Noodles Cooking Class

LES  
 April 22, 7 PM - 9 PM  
 Whole Foods Market, Bowery Culinary Center  
 If your seamless ordering is getting out of hand, learn to make traditional Asian noodle soups, stir fries, and salads in this hands-on class.  
 \$35.00



### 33. TOMS World Water Day

Nolita  
 April 22, 8 AM - 6 PM  
 TOMS New York  
 Did you know that over 700 million people are without safe drinking water every day? TOMS Roasting Co in New York City is giving out complimentary cups of drip coffee to raise awareness of the millions without water for this year's World Water Day.  
 Free



### 34. Artexpo New York at Pier 96

Hell's Kitchen  
 April 23 - 26, Various  
 Pier 96  
 You can find fine art all over our city, but you'll find the finest at Artexpo New York. This year's galleries feature innovative, contemporary works by top artists, publishers, and gallery owners held in the trendy Pier 96.  
 \$15.00 - \$20.00



### 35. Green Festival

Hell's Kitchen

## 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

April 24 - 26, Various  
 Javits Center

If you work green, play green, and live green, the country's longest running sustainability and green living event is the place for you. Vendors will display all kinds of environmentally-conscious products, from food to tech to fashion, and the organization will host educational activities, hands-on demos, and inspirational speakers.  
 \$12.00 - \$32.00



### 36. Programming for Non-Programmers: Bootcamp

Flatiron  
 April 24 - 26, 12 PM - 6 PM  
 General Assembly West  
 Do you speak code? This intensive bootcamp is designed to help non-programmers communicate more efficiently with developers, or help aspiring developers find their footing. In three days, you'll cover the basics: front-end web development and back-end web development. Learn a new language with the always-excellent General Assembly.  
 \$180.00 - \$575.00



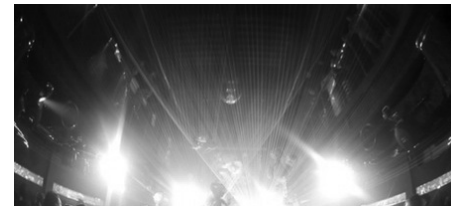
### 37. Bacon & Beer Classic

Flushing Meadows  
 April 25, 11 AM - 3 PM, 6 PM - 10 PM  
 Citi Field  
 There will be bacon. There will be beer. You will want to be there.  
 \$29.00 - \$129.00



### 38. High Rock Challenge Adventure Race

Various  
 April 25, 8 AM - 4 PM  
 Staten Island Greenbelt  
 You and your High Rock Challenge partner will love the beautiful scenery through the Staten Island Greenbelt in this 10K...if the mystery obstacle course filled with both mental and physical challenges doesn't distract you too much.  
 \$115.00 - 160.00



### 39. The Prince and Michael Jackson Experience at BB King Blues Club

Midtown  
 April 25, 10 PM - 3 AM  
 B.B. King Blues Club & Grill  
 (Continued on Page 44)



# 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 Worlds 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 Worlds 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**

**NEWYORKTRANSITMUSEUM:** 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**

**NEWYORKHISTORICALSOCIETY:** 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.

*Reprinted with permission from The Gothamist and Rebecca Fishbein.*

## The 10 Best Art Galleries In NYC

New York may have some of the finest museums in the world, but not all of the city's best art is hidden behind a \$20 entrance fee. Works by renowned artists and lesser-known locals line the walls and hang from the ceilings of galleries small and large, and visitors can often peruse them for no fee, often with a glass of wine in hand (if it's a Thursday or sometimes Friday). Here are a few of our favorite galleries around town; as always, leave yours in the comments.

### DAVID ZWIRNER GALLERY

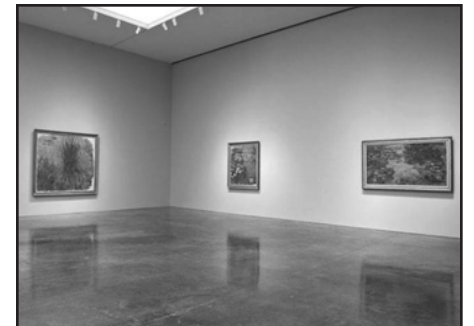


German ex-pat David Zwirner opened up his gallery in 1993, relocating from SoHo to Chelsea in 2002. The exhibitions hosted at his current large space are often wildly popular, as the long lines attest. Infinity seems like something of a theme here—Yayoi Kusama's popular infinity

rooms were on display here last year, and Doug Wheeler's hypnotizing, white-light saturated "infinity environment" took center stage in 2012. The gallery's also hosted work by mainstream names like Jeff Koons and Richard Serra. Up next, look for works by Diana Thater, Mamma Andersson, Al Taylor and Jan Schoonhoven.

David Zwirner is located at 525 West 19th Street in Chelsea (212-727-2070, davidzwirner.com). They have a second gallery at 537 West 20th Street between 10th and 11th Avenue.

### GAGOSIAN GALLERY



Gagosian's a major name in the global gallery scene, with locations in Los Angeles (where the first Gagosian

*(Continued on Page 44)*



# Events For You and Your Passengers in The Big Apple

## Broadway Shows

### A GENTLEMAN'S GUIDE TO LOVE AND MURDER

Walter Kerr Theatre  
218 West 48th Street

### AIRLINE HIGHWAY

Samuel J. Friedman Theatre  
261 W. 47th St.

### ALADDIN

New Amsterdam Theatre  
214 West 42nd Street

### AN AMERICAN IN PARIS

Palace Theatre  
1564 Broadway

### BEAUTIFUL

### THE CAROLE KING MUSICAL

Stephen Sondheim Theatre  
124 West 43rd Street

### CABARET

Studio 54  
254 West 54th Street

### CHICAGO

Ambassador Theatre  
219 West 49th Street

### DR. ZHIVAGO

Broadway Theatre  
1681 Broadway

### FINDING NEVERLAND

Lunt-Fontanne Theatre  
205 West 46th Street

### FISH IN THE DARK

Cort Theatre  
138 West 48th Street

### FUN HOME

Circle in the Square Theatre  
West 50th Street

### GIGI

Neil Simon Theatre  
250 West 52nd Street

### HAND TO GOD

Booth Theatre  
222 West 45th Street

### HEDWIG AND THE ANGRY INCH

Belasco Theatre  
111 West 44th Street

### IT SHOULDA BEEN YOU

Brooks Atkinson Theatre  
256 West 47th Street

### INTO THE WOODS

Laura Pels Theatre  
111 West 46th Street

### IT'S ONLY A PLAY

Gerald Schoenfeld Theatre  
236 West 45th Street

### JERSEY BOYS

August Wilson Theater  
245 West 52nd Street

### KINKY BOOTS

Al Hirshfield Theater  
203 West 45th Street

### LES MISERABLES

Imperial Theatre  
249 West 45th Street

### LIVING ON LOVE

Longacre Theatre  
220 West 48th Street

### MAMMA MIA

Winter Garden Theatre  
1634 Broadway

### MATILDA THE MUSICAL

Shubert Theater  
225 West 44th Street

### ON THE TOWN

Lyric Theatre  
214 West 43rd Street

### ON THE TWENTIETH CENTURY

American Airlines Theatre  
227 West 42nd Street

### SKYLIGHT

Golden Theatre  
252 West 45th Street

### SOMETHING ROTTEN

St. James Theatre  
246 West 44th Street

### THE AUDIENCE

Gerald Schoenfeld Theatre  
236 West 45th Street

### THE BOOK OF MORMON

Eugene O'Neil Theatre  
230 West 49th Street

### THE CURIOUS INCIDENT OF THE DOG IN THE NIGHT-TIME

Ethel Barrymore Theatre  
243 West 47th Street

### THE HEART OF ROBIN HOOD

Marquis Theatre  
1535 Broadway

### THE LION KING

Minskoff Theatre  
200 West 45th Street

### THE PHANTOM OF THE OPERA

Majestic Theatre  
242 West 45th Street

### THE VISIT

Lyceum Theatre  
149 W. 45th St.

### WICKED

Gershwin Theater  
222 West 51st Street



## Off Broadway Shows

### 39 STEPS

Union Square Theatre  
100 East 17th Street

### 50 SHADES! THE MUSICAL

Elektra Theatre  
673 Eighth Avenue

### APPLICATION PENDING

Downstairs Theatre at  
Westside Theatre  
407 West 43rd Street

### AVENUE Q

New World Stages  
340 West 50th Street

### BLACK ANGELS OVER

### TUSKEGEE

Actors Temple Theatre  
339 West 47th Street

### BLUE MAN GROUP

Astor Plae Theatre  
424 Lafayette Street

### CHURCHILL

New World Stages  
340 West 50th Street

### CINDERELLA

The Players Theatre  
115 MacDougal Street

### COUGAAR THE MUSICAL

St. Lukes Theatre  
308 West 46th Street

### FASHIONS FOR MEN

Mint Theater  
311 W.est43rd Street - 3rd fl.

### GAZILLION BUBBLE SHOW

New World Stages  
340 West 55th Street

### GOING ONCE! LAUGHING TWICE!!

St. Luke's Theatre  
308 West 46th Street

### HEREAFTER

Snapple Theater Center  
210 West 50th Street

### IT'S JUST SEX

Actors Temple Theatre  
339 West 47th Street

### MONDAY NIGHT MAGIC

Theatre 80  
80 Saint Marks Place

### MY BIG GAY ITALIAN FUNERAL

St. Luke's Theatre  
308 West 46th Street

### MY BIG GAY ITALIAN WEDDING

St. Luke's Theatre  
308 West 46th Street

### MY SON THE WAITER: A JEWISH TRAGEDY

Stage 72 at The Triad Theatre  
158 West 72nd Street

### NAKED BOYS SINGING

Kirk Theatre  
410 West 42nd Street

### NATIONAL LAMPOON PRESENTS

### BAYSIDE! THE MUSICAL!

Theatre 80  
80 St. Marks Place

### NEVERMORE

New World Stages  
340 West 50th Street

### NEWSical

Kirk Theatre  
410 West 42nd Street

### PERFECT CRIME

Snapple Theater Center  
210 West 50th Street

### POSTERITY

Linda Gross Theater  
336 West 20th Street

### SAM EATON'S THE QUANTUM EYE MENTALISM & MAGIC SHOW

Theatre 80  
80 St. Marks Place

### SEX TIPS FOR STRAIGHT WOMEN FROM A GAY MAN

The 777 Theatre  
777 Eighth Avenue

### SISTAS: THE MUSICAL

St. Lukes Theatre  
308 West 46th Street

### STOMP

Orpheum Theatre  
126 Second Avenue

### THAT BACHELORETTE SHOW

42 West  
514 West 42nd Street

### THE BERENSTAIN BEARS

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

### THE FANTASTICKS

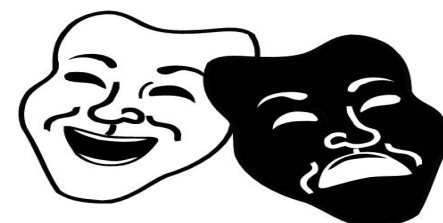
Snapple Theater Center  
210 West 50th Street

### THE LION, THE WITCH AND THE WARDROBE

St. Lukes Theatre  
308 West 46th Street

### THE WONDERFUL WIZARD OF SONG: THE MUSIC OF HAROLD ARLEN

St. Luke's Theatre  
308 West 46th Street





## 10 Best Galleries

(Continued from Page 42)

gallery opened in 1979), London, Paris, Rome, Hong Kong, Athens and Geneva, in addition to the several famed spaces in New York. All of the city's galleries have featured works by the biggest names in modern and contemporary art—Julian Schnabel, Damien Hirst, Andy Warhol, Richard Serra, Cy Twombly, Francis Bacon, etc.—with old masters occasionally on display as well. Exhibitions currently on display include a show focusing on Pablo Picasso's photography at the West 21st Street gallery and an exhibition of Takashi Murakami's painting and sculpture on West 24th Street.

There are a number of Gagolian Gallery locations in Manhattan. Visit their website for more information.

### LUHRING AUGUSTINE



Luhring Augustine, founded in Chelsea in 1985, is one of the city's most reputable galleries, exhibiting and representing works by the likes of Gerhard Richter, Larry Clark, Pablo Picasso and David Musgrave. And Luhring Augustine was also one of the first major art galleries to expand beyond Manhattan's enclave, making headlines when it opened a Bushwick outpost off the Morgan Ave L stop in 2012. That location boasts a stellar exhibition space for installations.

Luhring Augustine has two locations in the city: 531 West 24th Street between 10th and 11th Avenues in Chelsea (212-206,9100, [luhringaugustine.com](http://luhringaugustine.com)) and at 25 Knickerbocker Avenue between Johnson Avenue and Ingraham Street in Bushwick, Brooklyn (718-386-276, [luhringaugustine.com](http://luhringaugustine.com)).

### PIEROGI



This Williamsburg gallery may most recently be known for providing greater North Brooklyn with a lifetime supply of rock salt and human hamster wheels. But the 20-year-old space is one of Williamsburg's pioneering art hubs, boasting both exhibitions and the famed flat files showcasing hundreds of works by local artists that are up for sale (you can also view them online). Pierogi's also opened a second space, The Boiler, on North 14th Street, where they host larger installations and sculpture shows.

Pierogi is located at 177 North 9th Street between Bedford and Driggs Avenues in Williamsburg, Brooklyn (718-599-2144, [pierogi2000.com](http://pierogi2000.com)). They've also got a secondary space at 191 North 14th Street between Nassau and Wythe Avenues in Williamsburg, Brooklyn.

### FISHER LANDAU CENTER FOR ART



This LIC gallery, housed in an erstwhile parachute harness factory, of all places, contains hundreds of works belonging to 94-year-old collector Emily Fisher Landau. Landau's got quite an eye for art, having amassed works by the likes of Robert Rauschenberg, Ellsworth Kelly and Andy Warhol over the past half-century. You can peruse the permanent works in addition to intermittent temporary exhibitions highlighting specific pieces from Landau's collection.

The Fisher Landau Center for Art is located at 38-27 30th Street in Long Island City, Queens (718-937-0727, [flcart.org](http://flcart.org)).

### SEAN KELLY GALLERY



Once a SoHo stalwart, Sean Kelly's 23-year-old gallery represents some of contemporary art's biggest names, including Robert Mapplethorpe, Marina Abramovi and Mariko Mori. The gallery relocated to a two-story spot in Midtown a few years ago, and continues to host unconventional exhibitions, with upcoming shows including work by Chinese artist Sun Xun.

Sean Kelly Gallery is located at 475 Tenth Avenue between 36th and 37th Streets in Midtown West (212-239-1181, [skny.com](http://skny.com)).

### JACK SHAINMAN GALLERY



This DC transplant focuses on international work, with represented artists including the Ghanian El Anatsui, Malian artist Malick Sidibé and the Israeli Adi Nes. Not that the gallery shuns Americans: native Missourian Nick Cave is also represented by Jack Shainman, and the gallery just wrapped up a spectacular exhibition of his new work last month. Up next, the gallery will host work by Michigan native Titus Kaphar.

Jack Shainman has two locations in Manhattan: 513 West 20th Street between West Street and 10th Avenue in Chelsea (212-645-1701, [jackshainman.com](http://jackshainman.com)) and at 524 West 24th Street between 10th and 11th Avenues, also in Chelsea (212-337-3372, [jackshainman.com](http://jackshainman.com)).

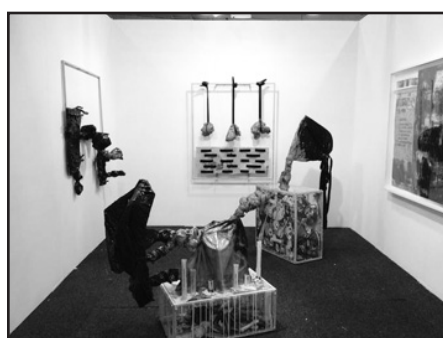
### CHEIM & READ



This spacious 6,000 square foot gallery helmed by John Cheim and Howard Read boasts a heavy-hitting list of represented artists, with names like Diane Arbus, William Eggleston, Louise Bourgeois and Joan Mitchell on their list. Upcoming exhibitions include shows by Danish artist Tal R and Ireland's Sean Scully; you can see Louise Bourgeois's fascinating Suspension exhibition through mid-January.

Cheim & Read is located at 547 West 25th Street between 10th and 11th Avenues in Chelsea (212-242-7727, [cheimread.com](http://cheimread.com)).

### ON STELLAR RAYS



Candice Madey's LES gallery was one of the first to hit the Bowery back in 2008, opening just one day before Lehman Brothers brought the United States economy tumbling down. But On Stellar Rays, named after a 9th century text by Arab philosopher Al-Kindi, is a survivor, and continues hawking and displaying unique works by new and emerging artists. Current represented artists include Zipora Fried, Alix Pearlstein and JJ PEET; the gallery is about to close a breathtaking exhibition of Queens-based artist Tommy Hartung's work.

On Stellar Rays is located at 133 Orchard Street between Delancey and Rivington Streets on the Lower East Side (212-598-3012, [onstellarrays.com](http://onstellarrays.com)).

### STOREFRONT FOR ART & ARCHITECTURE



Last but not least on this list is the Storefront for Art & Architecture, a 32-year-old triangular slice located in that SoHo/Little Italy no-man's land. Storefront's an all-around art "institution," a non-profit dedicated to supporting emerging and local art. But the gallery's one of the city's most treasured exhibition spots, displaying works by hundreds of artists, including Peter Cook, Yves Klein and David Molander. Right now, visitors can experience Jana Winderen and Marc Fornes's interactive installation Situation NY, on display through December 20th.

Storefront for Art & Architecture is located at 97 Kenmare Street in Nolita (212-431-5794, [storefrontnews.org](http://storefrontnews.org)).

## 42 Things To Do In

(Continued from Page 41)

Bow down to the purple Prince and King of Pop with DJ Dave Paul's dance party tribute to music royalty. Finally, a reason to wear that one glove whose match is in an unknown subway car.

\$15.00



### 40. Red Hook Criterium 5K

Red Hook

April 25, 7 PM - 10 PM

Brooklyn Cruise Terminal

Can you bike? Can you bike fast? Like, really fast? The first ten male and ten female finishers of this criterium bike race get cash prizes, with a \$1,000 grand prize. Bike like the wind, friends.

\$35.00



### 41. The 3rd Annual Hot Sauce Expo

Greenpoint

April 25 - 26, 10 AM - 7 PM

Brooklyn Expo Center

The one place you won't have to bring your portable Siracha or Tabasco. Aside from the hot sauce tastings, craft beer, food, and music, you can also throw down in the Bloody Mary Mix-Down or eat your weight in wings in the Buffalo Wild Wings challenge. Hot damn, this'll be a spicy event.

\$10.00 - \$100.00



### 42. Brooklyn Zine Fest

Brooklyn Heights

April 25 - 26, 11 AM - 6 PM

Brooklyn Historical Society

Anyone still in print deserves to be celebrated. Peruse the works of 150+ writers, artists, and publishers from all five boroughs at the fourth annual Zine Fest, with a special student section showcasing the next generation of makers.

Free Admission



### 42. 9/11 Memorial 5K Run/Walk & Family Day

Tribeca

April 26, 7 AM - 2 PM

Pier 26

Walk or run around Battery Park City with an unobstructed view of One World Trade Center in this fundraiser for the 9/11 Memorial Museum. Afterward, participants can join the post-race Family Day with music, food trucks, and activities.

\$Free - \$50.00



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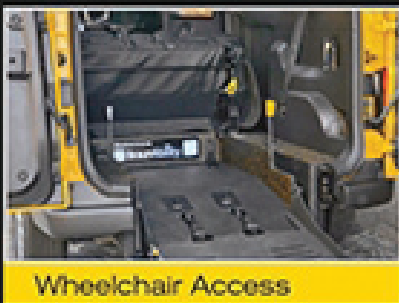
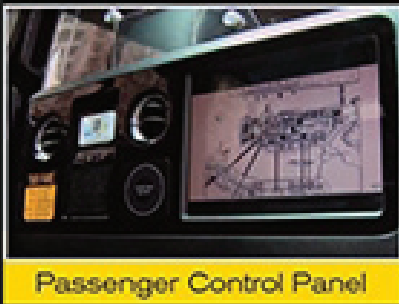
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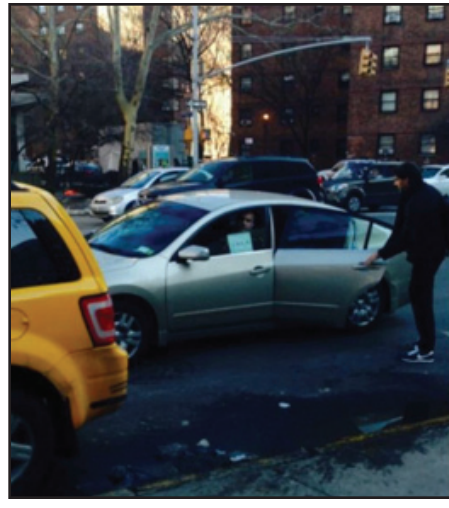
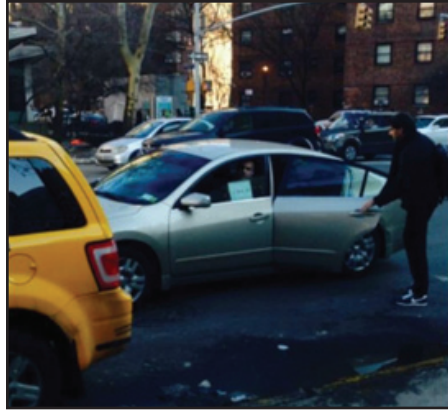
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## Illegal UBER Pick Up

Pictures Submitted by Eren



On the uberpeople.net forum where the NYC drivers speak to one another someone posted photos of an illegal

vehicles which do not have TLC plates with an Uber placard picking up a fare. This needs to be brought up to the TLC

the way drivers are "leasing" their Uber phones to illegal drivers with no TLC plates or any licenses doing jobs.

## Uber Cars Acting Like Taxis

By Elias Debbas

On my walk to work, I saw an uber vehicle advertising itself as a taxi. Please find the pictures attached. I thought this could potentially prove useful as an exhibit in litigation.



### More Fake Taxis

(Continued from Page 40)

letter at the end of the sequence as well. (Though there are exceptions, including the Stand By Vehicle, SBV, which is essentially a temporary cab used by large garages when they've run out of other taxis. Those cabs have SBV at the end of the license plate.)

All medallion licensed yellow cabs will have a NY plate, and that plate will also say taxi in tiny letters at the bottom of the plate. (But this just means the taxi got certified somewhere in NY State, not necessarily in NYC)

Don't get in the yellow cab if its license plate reads something like "ATA - 679." Don't get in the yellow cab if its roof light says "TAXI" or "020201"—medallion numbers are always on the roof, and they're always number-letter-number-number. (Note: there are no o's, i's, or x's in medallions as well—but there are 1's.)

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