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Hello. My name is Janet Liff. I have been a commercial real estate broker for 17 years and am a member of REBNY. I support 871, The Bicycle Access Bill.

One, I want to testify that I use the freight elevators regularly and that they are rarely busy. As a broker, I use the freight entrance to find the super, preview and often show space. I'm hard pressed to remember running into a move. More often, the freight may be busy loading and unloading for a renovation. If that's the case, it may take 5 minutes to unload the freight. If there are two or three of us waiting to go up, we step aside, wait, the super takes us up and comes back for the next load. Congestion is not an issue. You have to remember, most of the commercial buildings in Manhattan were built for storage and manufacturing: dairy, printing, textiles, publishing, and clothing. Most of that use is either gone or dwindling so the freight elevators are underutilized. Let them take up bikes and, in some cases, convert part of the freight area to bike parking. It's a natural evolution.

2<sup>nd</sup> I want to mention several examples where building owners are cooperating with cyclists but will not come forward because they don't want to break ranks.

I know of one Class A office building which recently leased a large piece of space to a traditional firm at a price of over \$100 psf. The lease provides for bike access through the freight. This occurred because ½ a dozen of the firm members cycle to work. Not only is the landlord not here but the tenant won't even let me quote him for fear of "outing" the landlord and getting in trouble. They regard the access as a privilege. There's also a major landlord who has provided bike rooms in two of its buildings and is investigating the balance; they will not come forward. The ones who are cooperating are unwilling to set an example and put pressure on the others. They will not break ranks. That says something about the acceptance and perception of cyclists. No one wants to say bike access or parking is just not that difficult.

Thank you very much.