

*Information Only Item 1*

**BPAC E-mail messages and/or letters since circulation of the agenda packet of the August 18 meeting**

Heba El-Guendy

---

**From:** James Manidakos [mailto:manidakos@att.net]  
**To:** "helguendy@ci.sunnyvale.ca.us" <helguendy@ci.sunnyvale.ca.us>  
**Date:** 9/1/2011 8:39 AM  
**Attachments:** LA Bicyclist Harassment Ord.pdf

---

Pleas find attached an official copy of the LA Bicycle Harassment Ordinance. Can you include this as a discussion item in the next BPAC mtg. Thanks. Jim.

ORDINANCE NO. 181817

An ordinance adding Article 5.10 to Chapter IV of the Los Angeles Municipal Code to prohibit harassment of bicyclists because of their status as bicyclists.

THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:

Section 1. A new Article 5.10 is added to Chapter IV of the Los Angeles Municipal Code to read as follows:

ARTICLE 5.10  
PROHIBITION AGAINST HARASSMENT OF BICYCLISTS

SEC. 45.96.00. FINDINGS AND PURPOSE.

After public hearings and receipt of testimony, the City Council finds and declares:

That the City of Los Angeles wants to encourage people to ride bicycles rather than drive motor vehicles in order to lessen traffic congestion and improve air quality;

That harassment of bicyclists on the basis of their status as bicyclists exists in the City of Los Angeles;

That existing criminal and civil laws do not effectively prevent the unlawful harassment of bicyclists because of their status as bicyclists;

That riding a bicycle on City streets poses hazards to bicyclists, and that these hazards are amplified by the actions of persons who deliberately harass and endanger bicyclists because of their status as bicyclists; and

That because people have a right to ride a bicycle in the City of Los Angeles and should be able to do so safely on City streets, it is against the public policy of the City of Los Angeles to harass a bicyclist upon the basis of the person's status as a bicyclist.

SEC. 45.96.01. DEFINITIONS.

The following words and phrases, whenever used in this Article, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Section 12.03 of this Code, if defined therein.

A. **Bicycle.** A device upon which any person may ride, propelled exclusively by human power through a belt, chain or gears, and having one or more wheels.

B. Bicyclist. A person riding a bicycle.

#### SEC. 45.96.02. PROHIBITED ACTIVITIES.

A person shall not do or attempt to do any of the following:

A. Physically assault or attempt to physically assault a Bicyclist because of, in whole or in part, the Bicyclist's status as a Bicyclist.

B. Threaten to physically injure a Bicyclist because of, in whole or in part, the Bicyclist's status as a Bicyclist.

C. Intentionally injure, attempt to injure, or threaten to physically injure, either by words, vehicle, or other object, a Bicyclist because of, in whole or in part, the Bicyclist's status as a Bicyclist.

D. Intentionally distract or attempt to distract a Bicyclist because of, in whole or in part, the Bicyclist's status as a Bicyclist.

E. Intentionally force or attempt to force a Bicyclist off a street for purposes unrelated to public safety.

#### SEC. 45.96.03. REMEDIES.

A. Any aggrieved person may enforce the provisions of this Article by means of a civil lawsuit.

B. Any person who violates the provisions of this Article shall be liable for treble the actual damages with regard to each and every such violation, or \$1,000, whichever is greater, and shall be liable for reasonable attorneys' fees and costs of litigation. In addition, a jury or a court may award punitive damages where warranted.

C. Notwithstanding Section 11.00(m) of this Code, violations of any of the provisions of this Article shall not constitute a misdemeanor or infraction, except where such actions, independently of this Article, constitute a misdemeanor or infraction.

D. The remedies provided by the provisions of this Article are in addition to all other remedies provided by law, and nothing in this Article shall preclude any aggrieved person from pursuing any other remedy provided by law.

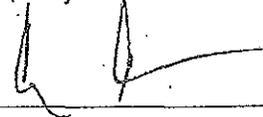
Sec. 2. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions, and to this end, the provisions of this ordinance are declared to be severable.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of JUL 20 2011

JUNE LAGMAY, City Clerk

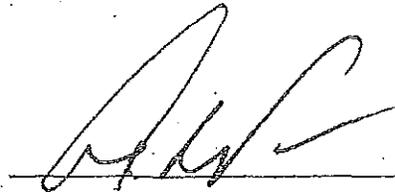
By



Deputy

Approved

JUL 25 2011



Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By

  
JUDITH E. REEL  
Deputy City Attorney

Date

June 1, 2011

File No. CF 09-2895

DECLARATION OF POSTING ORDINANCE

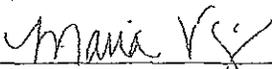
I, MARIA VIZCARRA, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years; and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 181817 -- Adding Article 5.10 to Chapter IV of the Los Angeles Municipal Code to prohibit harassment of bicyclists because of their status as bicyclists - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on July 20, 2011, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on July 27, 2011 I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on July 27, 2011 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 27th day of July 2011 at Los Angeles, California.

  
\_\_\_\_\_  
Maria Vizcarra, Deputy City Clerk

Ordinance Effective Date: September 5, 2011

Council File No. 09-2895

From: [REDACTED] >  
To: [REDACTED]  
CC: <helguendy@cl.sunnyvale.ca.us>  
Date: 9/6/2011 8:09 PM  
Subject: Bike theft response

Hi, Margaret-

Sorry to hear about the bike theft and vandalism you experienced at the Caltrain station. In addition to filing a police report, I hope you will inform the BPAC by sending a message to staff liaison Heba El Guendy (copied above). If you send it by this Thursday, September 8, it should be included in the agenda for the September 15 meeting (the deadline is not exact, so the sooner the better). It would also be useful to attend the meeting (6:30 pm, West Conference room) and speak in person. There is a lot that could be done to address these problems, but it will only happen if people speak up.

Give me a call if you have any questions. Hope to see you there!

Kevin

---

57-Year-Old Mom Looks 25  
Mom Reveals \$5 Wrinkle Trick That Has Angered Doctors!  
<http://thirdpartyoffers.netzero.net/TGL3231/4e66dfe8544b3242f3fst06duc>

Heba El-Guendy - Re: Fwd: Glass in bike lane

---

From: Bobbie Parr  
To: El-Guendy, Heba  
Date: 9/7/2011 8:26 AM  
Subject: Re: Fwd: Glass in bike lane

---

Done.

>>> Heba El-Guendy 9/2/2011 5:34 PM >>>  
Hello,

Please refer to the message below sent by BPAC Chair Ralph Durham.

Thank you in advance for your assistance.

Best regards,  
Heba @ ext. 2713

On 8/31/2011 at 6:45 PM, ralph durham <durham.ralph@gmail.com> wrote:

Heba.

On my way home I have found a large patch of glass in the bike lane extending into the right lane. East bound Fremont, west of Mary. Seems like collision debris or some one tossed a few bottles.

Ralph

From: [REDACTED]  
To: [REDACTED], Heba El-Guendy <helguendy@ci.sunn...>  
Date: 9/7/2011 10:16 PM  
Subject: I thought you should see this story

FYI. 13,000 employees and 10,500 parking spaces. Many more than mentioned last month. How can Sunnyvale 'weigh-in'?  
Cathy

Newest iProduct coming to Cupertino: Apple Campus 2

[http://m.mercurynews.com/sjm/db\\_101029/contentdetail.htm?contentguid=wgKc8Bnu](http://m.mercurynews.com/sjm/db_101029/contentdetail.htm?contentguid=wgKc8Bnu)

[REDACTED]  
[REDACTED]  
[REDACTED]

MercuryNews.com



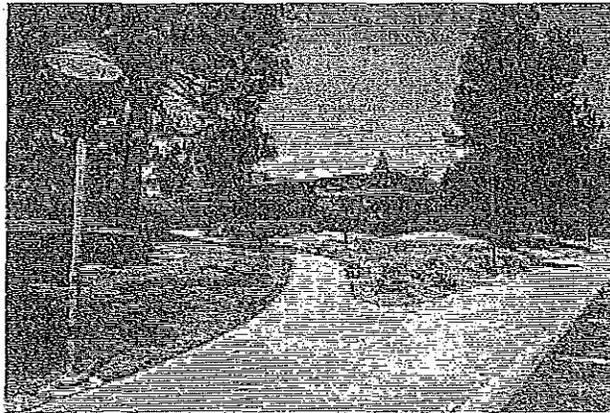
Home -> Latest from the Newsroom

## Latest from the Newsroom

### Newest iProduct coming to Cupertino: Apple Campus 2

By Mike Rosenberg, San Jose Mercury News

Posted: 09/08/2011 9:15 AM



More images >>



More Latest from the Newsroom >>

Next >>

Former Apple CEO Steve Jobs once called the humongous campus a spaceship. So you might think the forthcoming circle-shaped Cupertino headquarters would carry a grandiose name befitting a potential signature Silicon Valley landmark.

But nope, just call it plain old Apple Campus 2.

The company's first project blueprints, released before the plan's inaugural hearing Thursday, show Apple has christened its second home base the same way it would brand a new version of its iProducts.

"I think it makes sense to call it Apple 2," Mayor Gilbert Wong said Wednesday. "They have iPad 1 and iPad 2; iPhone 1 and iPhone 2. This building is probably going to have much more innovative technologies and products than what they have at" their first campus, also in Cupertino.

And just like a new gadget, the company may not be done upgrading. Wong said Apple executives have told him the company is expanding so fast that it expects to start working on Apple Campus 3 at an unknown location after they finish the second headquarters in 2015.

Full Story >>



Text-a-Friend >>

Next >>

More Latest from the Newsroom >>

Reassign Action Reassigned and E-mail sent Back

Note: If reassigned to another answer point, the Request might no longer be updated or viewed by you.

Request 17957

Reassigned From Heba El-Guendy - BPAC

Reassigned To Jack Witthaus - Public works

From [REDACTED]

Reply Needed Yes

Priority Regular

Subject bike lane project on South Pastoria Ave

Message I am very concerned about parking restriction caused by the bike lane. Our driveway is short and narrow, so we cannot park more than one small car there. Street parking is a real necessity for my family. As Pastoria Ave has slow traffic, I am not convinced the bike lane is essential.

Previous Actions Action Reassign Date 09-02-11 12:30 pm From Heba El-Guendy - BPAC To Jack Witthaus - Public works Subject Web Request - Reassign 17957 from: Heba El-Guendy to: JWitthaus, subject: bike lane project on Sout Message You have been working on this project. Please let me know if my help is needed, and I would appreciate some background information. Thank you, Héba @ ext. 2713

Heba El-Guendy - Re: Coordinating bicycle routes with schools

---

From: [REDACTED]  
To: BPAC <helguendy@ci.sunnyvale.ca.us>  
Date: 8/31/2011 9:21 AM  
Subject: Re: Coordinating bicycle routes with schools

---

Hello Heba,  
Thanks for the information. It was just what I was looking for.

Wishing you a joyous 2011,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

On Aug 29, 2011, at 3:16 PM, BPAC wrote:



<Attachment C  
(Map).pdf>

Dear Mr. Cordes,

Thank you for bringing your inquiry to our attention. Please be advised that one of the main objectives for planning the signed neighborhood bike routes is to establish the routes on streets that serve low to moderate vehicular traffic volumes. This in turn is expected to increase the sense of safety and encourage less experienced bicyclists and school age children to cycle to/from their destinations. Staff proposed layout of the north/south and east/west neighborhood bike routes taking into account the existing designated bike routes, as well as locations of schools, parks, hospitals/clinics, main transit stations, and the Borregas Avenue bicycle/pedestrian bridges overcrossing US 101 and SR 237. Concept plan of the neighborhood bike routes was reviewed and recommended by the City's Bicycle and Pedestrian Advisory Commission, and was approved by the City Council.

Please find attached a concept plan of the bike routes. Should you have any questions or need additional information in this regard, please do not hesitate to contact Heba El-Guendy of the Transportation and Traffic Division at (408) 730-2713.

Thank you,  
BPAC

Heba El-Guendy - Re: Request #17411 - Intersection of Borregas and Maude

---

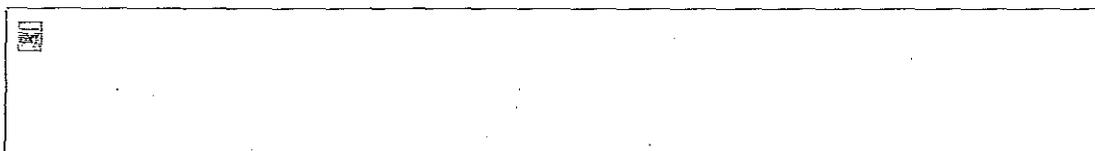
From: [REDACTED]@comcast.net  
To: BPAC <helguendy@ci.sunnyvale.ca.us>  
Date: 8/31/2011 9:31 AM  
Subject: Re: Request #17411 - Intersection of Borregas and Maude

---

Thank you very, very much!  
I am impressed and very happy.

[REDACTED]

On Tue, Aug 30, 2011 at 2:45 PM, BPAC <helguendy@ci.sunnyvale.ca.us> wrote:



Dear Ms. [REDACTED]

Thank you for bringing your concern to our attention. Based on staff review of the site including roadway dimensions, bike lanes can be provided on Borregas Avenue just north of Maude Avenue without impacting the street space allocation or offsetting alignment of the pavement marking along the adjacent blocks of Borregas Avenue. Accordingly, staff will proceed to establish necessary pavement marking changes to better accommodate cyclists on Borregas Avenue between Arbor Avenue and Maude Avenue. This will include the provision of a bike lane on the southbound approach abutting to the southbound vehicular right-turn lane.

Thank you once again for reporting your concern. Should you have any questions or need additional information, please do not hesitate to contact Heba El-Guendy of the City's Transportation and Traffic Division at (408) 730-2713.

Thank you,  
BPAC

Your request's status is now 'Closed'. To sign in and rate our reply [click here](#).

----- Your Original Message -----

Request #: 17411

From: [REDACTED]

Date: 08-19-11 1:25 pm

Location: Borregas and Maude INTERSECTION in Sunnyvale CA

Subject: Intersection of Borregas and Maude

Message: Heading south on Borregas and approaching Maude Avenue is hazardous or dangerous, IMO. No bike lane, and the cars do not "share the lane". No markings. I had a close call this morning with a Honda...

CRM - Answer Point: Public Works, BPAC

User Access Reminder Rule Staff Reminder  
Add Request Request Report Help HEIguendy

Find Criteria

Find Result

Req. #

1 match found at 2:45:20 pm.

17411	08-19-11	Intersection of Borregas and Maude
-------	----------	------------------------------------

Req. #

Staff

Sort

Action

Request	17411 1 of 1	Emailed reply to requester, status is Closed.	Status	Closed
Assigned To	helguendy		Priority, Contact	Regular WebForm
From	<del>sherrymargaretcook@gmail.com</del>	<del>08-30-11</del> 09	Receive Date	08-19-11 1:25 pm
To	BPAC <helguendy@ci.sunnyvale.ca.us>		Reply Needed	Yes
Subject	Intersection of Borregas and Maude		Close Date	08-30-11 2:45 pm
Regarding Location	Borregas and Maude INTERSECTION in Sunnyvale CA			

Message Heading south on Borregas and approaching Maude Avenue is hazardous or dangerous, IMO. No bike lane, and the cars do not "share the lane". No markings. I had a close call this morning with a Honda...

Actions

Action	ReplyClosed
Date	08-30-11 2:45 pm
From	helguendy@ci.sunnyvale.ca.us - BPAC
To	<del>sherrymargaretcook@gmail.com</del>
Subject	Re: Request #17411 - Intersection of Borregas and Maude
Message	Dear Ms. <del>cook</del>

Thank you for bringing your concern to our attention. Based on staff review of the site including roadway dimensions, bike lanes can be provided on Borregas Avenue just north of Maude Avenue without impacting the street space allocation or offsetting alignment of the pavement marking along the adjacent blocks of Borregas Avenue. Accordingly, staff will proceed to establish necessary pavement marking changes to better accommodate cyclists on Borregas Avenue between Arbor Avenue and Maude Avenue. This will include the provision of a bike lane on the southbound approach abutting to the southbound vehicular right-turn lane.

Thank you once again for reporting your concern. Should you have any questions or need additional information, please do not hesitate to contact Heba El-Guendy of the City's Transportation and Traffic Division at (408) 730-2713.

Thank you,  
BPAC

Ratings





## Heba El-Guendy - Bicycle license program

---

From: [REDACTED]  
 To: "Heba El-Guendy" <helguendy@ci.sunnyvale.ca.us>  
 Date: 8/20/2011 1:23 PM  
 Subject: Bicycle license program  
 CC: "Heba El-Guendy" <helguendy@ci.sunnyvale.ca.us>

---

Heba,

At our BPAC meeting on August 18, 2011, I proposed that a study be done to determine whether the city of Sunnyvale should discontinue its bicycle license program given the lack of support from the city in managing the program. Also, I stated that the city of San Jose may have recently discontinued its bicycle license program. Copied below is an article I found on the Web that references discontinuance of the San Jose bike license program as well as bike license programs in Los Angeles and Long Beach. You may find the article useful as you prepare a draft study proposal. If you need some data to support your write-up relative to the Sunnyvale license program, I suggest that you refer to BPAC's 2010 study proposal on this topic. Thanks. dg

P.S.: I did not find anything on the Web stating that San Jose did, in fact, abolish its bike license program.

---

Update: Long Beach abandons bicycle license program  
 by [Gene Bisbee](#) at 09:00AM (PST) on February 7, 2011 | [Permanent Link](#) | [Cosmos](#)

Requirements for mandatory bicycle registration in some California cities appear to be going the way of the penny farthing into near-extinction.

Long Beach is the latest city to consider abandoning its mandatory bicycle license program. Late last year San Jose ended bicycle registration, a law that had been on the books since 1974, and Los Angeles ended its program in 2009.

[Update: Feb. 9 -- The Long Beach City Council [approved halting the licensing program.](#)]

The issue in Long Beach is scheduled to come up at Tuesday's City Council meeting, according to the [Long Beach Press-Telegram](#). The city calls itself the most bicycle-friendly in the US; it is listed as a bronze-level bicycle friendly community by the League of American Bicyclists.

### Criticized

The city's bicycling community has criticized the program, although the registration reportedly is used by police for reuniting stolen bicycles and their owners. Out of 980 stolen bicycles recovered in 2010, 220 were returned to their owners.

Meanwhile, police also issued 1,035 citations to bicyclists riding unregistered bicycles last year. Some of those came during a [critical mass ride in October](#) where police issued tickets and confiscated as many as 40 bicycles.

One objection to the program is that the [\\$3 licenses](#) only are available between 8 a.m. and noon on Saturdays and Sundays at Long Beach's short-staffed fire stations.

Instead of the requiring a city registration, the city will direct bicyclists to use such programs as the [National Bike Registry](#).

From: [Redacted]  
To: <helguendy@ci.sunnyvale.ca.us>  
Date: 8/21/2011 8:31 PM  
Subject: BPAC meeting followup

Hi, Heba-

Here is additional information about some items I brought up at the meeting. I hope it gives you enough to go on, but let me know if you have any questions.

\*\*\*\*\*

1) NHTSA safety grant program (Public Announcements). This could be a great opportunity for the BPAC, staff and Public Safety to develop "educational campaigns... tackling new problems" (i.e., to include motorist education on properly sharing the road with cyclists and peds). And nobody worries too much about "Policy vs Operational" issues when you bring money to the table!

From the U.S. Secretary of Transportation's July blog:  
<http://fastlane.dot.gov/2011/07/california-reports-safer-highways-for-5th-year-in-a-row.html>  
California reports safer highways for 5th year in a row  
<snip>

As California Highway Patrol Commissioner Joe Farrow said, "We cannot let up; there are still thousands whose needless tragedies should have been prevented."

And that's why NHTSA recently awarded the state \$76 million to help fund 213 safety grants <http://www.sacbee.com/2011/07/20/3782389/california-receives-federal-funding.html> from the California Office of Traffic Safety to local communities for programs like sobriety checkpoints and educational campaigns. The new grants are a combination of time-tested, successful programs and emerging efforts, some tackling new problems.

Based on its stretch of reducing traffic deaths every year for five years in a row, we're confident that California's Office of Traffic Safety will award those grants where taxpayers can get the biggest safety bang for their buck. And I hope to be able to report back next year with news of a sixth straight year of improved road safety.

\*\*\*\*\*

2) Sunnyvale Anti-harassment Ordinance based on the Los Angeles model (Study Issue suggestion #1):

July 21, 2011  
The Los Angeles City Council on Wednesday passed a pioneering new law intended to protect bicyclists from harassment by motorists.

The ordinance, which backers described as the toughest of its kind in the nation, makes it a crime for drivers to threaten cyclists verbally or physically, and allows victims of harassment to sue in civil court without waiting for the city to press criminal charges.

Complete article:  
[http://www.latimes.com/news/local/la-me-bicycle-law-20110721\\_0,3219222.story](http://www.latimes.com/news/local/la-me-bicycle-law-20110721_0,3219222.story)

\*\*\*\*\*

3) Review of Bike / Ped accommodation procedures and practices (Study Issue suggestion #2). I may not have described this very well, so here is an attempt to make it clearer (feel free to edit as necessary):

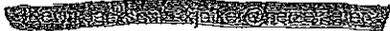
In every development project the needs of motorists are consistently, comprehensively, and reliably accommodated as a result of well-established procedures and practices. This study will assess the corresponding procedures and practices that are necessary to provide non-motorist accommodation, and recommend improvements to insure the results will be equally consistent, comprehensive, and reliable.

\*\*\*\*\*

For the school walkability / bikeability assessments, I can handle any of the Sunnyvale schools (south/west locations of the city preferred). I'll see if I can find other volunteers as well.

Talk to you later!

[Redacted]

From:   
 To: <helguendy@ci.sunnyvale.ca.us>, <jwitthaus@ci.sunnyvale.ca.us>, <rgdurha...  
 Date: 8/23/2011 6:22 PM  
 Subject: Putting the S in SR2S

Hi, folks-

You may have seen the item in today's Roadshow column about San Francisco setting a 15 mph speed limit in school zones (San Jose is also doing this at one school, and Palo Alto is considering such a move as well). I would like to see Sunnyvale follow their lead. In addition to protecting students who currently walk or bike, the greater attention to safety will give parents one more reason to reconsider the perceived need to drive their children to school. If this requires a study issue, is there still time to submit it this year? Any BPAC members care to sponsor it?

Here is some relevant information from the San Francisco press release:

----- Forwarded message -----

From: Francis.Tsang@sfgov.org  
 Date: Aug 18, 2011 10:16 AM  
 Subject: \*\*\* PRESS RELEASE \*\*\* MAYOR LEE ANNOUNCES LOWERING SCHOOL ZONE SPEED LIMITS FOR SAFER STREETS & PEDESTRIAN SAFETY

\*FOR IMMEDIATE RELEASE:\*  
 Thursday, August 18, 2011  
 Contact: Mayor's Office of Communications, (tel:415-554-6131)  
 SFMTA, Paul Rose, (tel:415-601-1637)

\*\*\*\* PRESS RELEASE \*\*\*\*

**\*MAYOR LEE ANNOUNCES LOWERING SCHOOL ZONE SPEED LIMITS FOR SAFER STREETS & PEDESTRIAN SAFETY\***

**\*City's School Zone Speed Limits Changed to 15 Miles Per Hour Starting Today with Peabody Elementary in the Richmond Neighborhood\***

\*San Francisco, CA\* Today Mayor Edwin M. Lee joined San Francisco Municipal Transportation Agency (SFMTA), San Francisco Police Department (SFPD), San Francisco Unified School District (SFUSD) and pedestrian safety advocates including Walk San Francisco to showcase new lower speed limits to 15 miles per hour on one-lane streets near all San Francisco schools.

<snip>  
 The Mayor's Pedestrian Safety Directive, issued last December under former Mayor Gavin Newsom, includes a specific near-term action item to implement 15 miles per hour speed limits at all schools in San Francisco. The change in speed limit is allowed under the California Vehicle Code (CVC), allowing local authorities to implement 15 mph speed limit zones within 500 feet of schools when children are present.

<snip>  
 One of the most important steps to reduce fatal and serious injuries is designing streets so that motor vehicles travel at speeds that are safe for everyone, including pedestrians. When vehicles are traveling at 30 mph, studies show that pedestrians are six times more likely to die than in collisions with vehicles traveling at 20 mph or less. The prima facie speed limit on San Francisco streets is 25 mph, unless signs are posted to dictate otherwise.




---

Penny Stock Jumping 3000%  
 Sign up to the #1 voted penny stock newsletter for free today!  
<http://thirdpartyoffers.netzero.net/TGL3231/4e54520d1d688910ca7st05duc>