



Monday, April 28, 2025

**STATEMENT OF JOSHUA LEVIN
DIRECTOR OF LEGISLATIVE AFFAIRS
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE NEW YORK CITY COUNCIL
COMMITTEE ON PUBLIC SAFETY**

**COUNCIL CHAMBERS, CITY HALL
APRIL 28, 2025**

Good morning Chair Salaam and Members of the Council. My name is Josh Levin, and I am the Director of Legislative Affairs for the New York City Police Department. I am joined today by Chief of Transportation Olufunmilola Obe, and Inspector Brian O’Sullivan, also from the Transportation Bureau. On behalf of Police Commissioner Jessica Tisch, we thank you for the opportunity to speak about the work that the Department is doing every day to ensure the safety of millions of people moving about the city and to improve their quality of life.

Central to this mission is traffic enforcement. The Department’s Traffic Enforcement Agents, or TEAs, write approximately 8 million summonses a year. The deployment of the TEAs and their enforcement activity is data-driven, with the goal of both preventing traffic accidents and addressing the violations that inconvenience and frustrate New Yorkers as they go about their daily lives.

For example, our Vision Zero High Visibility Corridors initiative identifies, on a rolling basis, the traffic corridors with the highest concentrations of collisions, injuries, and fatalities, and we surge Traffic Enforcement Agents and other officers to conduct enforcement and provide a visible deterrent to those who might otherwise drive irresponsibly. The strategy is working—in those corridors, collisions year to date are down 16% and collisions resulting in injury or death are down 11%. More broadly, our traffic enforcement across the city is yielding tremendous dividends. There have been 51 traffic fatalities so far this year as compared to 76 at the same time last year, a 33% decrease.

We also focus on particular types of traffic violations. Our Bus Lane Task Force deploys Traffic Enforcement Agents and tow trucks to conduct enforcement against cars improperly using bus lanes. Last year, we issued 260,081 bus lane summonses and year-to-date we have issued an additional 68,142 summonses; 4,319 vehicles were towed from bus lanes last year, and 1,550 have been towed year-to-date. We also have taken aggressive enforcement action against cars parked in bike lanes. In response to that recurring problem, we issued 61,125 summonses last year, and 16,839 this year; additionally, the Department towed 221 vehicles from bike lanes in 2024, and an additional 56 so far this year.

The key, in all this, is to be responsive to what the people of New York are telling us. One particular concern, time and again, is the reckless and unlawful operation of mopeds, scooters, e-bikes and other micromobility devices, and the Department has formulated a new, comprehensive plan to address this issue. Using data drawn from 311 complaints, DOT statistics, and our own TrafficStat, we are deploying Quality of Life teams and Citywide Traffic Task Force personnel to those locations where misuse of microbiology devices is most prevalent and at the times when violations are most likely to occur.

Now I would like to take a moment to comment on the bills under consideration today.

Intro. 179 would require the Department to operate our tow pounds with enough capacity to tow vehicles at a rate necessary to deter illegal conduct, and to report on towing and tow pound capacity. The NYPD fully appreciates the significance of adequate tow capacity and of the need for increased tow facilities. Since the state budget compelled us to close our final Manhattan tow facility in 2021, we are determined to find appropriate facilities for a new Manhattan tow pound. It should also come as no surprise that it is a challenge to find sufficient tow space on an island that constitutes one of the densest urban environments in the world. We intend to meet this challenge, and hope to repurpose already-existing Department facilities in Manhattan to accommodate a tow facility. We look forward to working with Council on crafting a version of the bill that will best achieve our shared goals.

Intro. 1252 would require the Department to confirm the validity of license plates and vehicle identification numbers of all vehicles summonsed for a traffic or parking violation, or bearing temporary plates. We appreciate that the intent of this bill is to improve traffic enforcement, and we share that intent. But the bill, as drafted will have the opposite effect. When it comes to traffic enforcement across New York City, efficiency is crucial; our TEAs will typically write a summons in under a minute. Forcing TEAs to check the validity of every plate when issuing a traffic or parking summons will dramatically slow down the summons process, resulting in a sharp reduction in enforcement. Moreover, the benefits of this approach are limited—most vehicles that we summons do not have fraudulent plates. In short, this bill, as written, would impose major costs that far outweigh the limited benefits. It's not even close. When it comes to improving enforcement against cars with fraudulent plates, the answer lies in the legislation contemplated in Resolution No. 853, which will allow us to write summonses to the VIN. And the answer also lies in the targeted enforcement against cars with ghost plates and fraudulent plates that we can conduct with our partners at the MTA and Port Authority Police. In 2025 alone, these operations have resulted in 9,144 summonses, the seizure of 910 ghost vehicles, and arrests of 267 ghost car drivers. The answer does not lie in the bill as currently drafted, and we strongly oppose it.

Thank you for the opportunity to speak to these critical issues. We look forward to answering any questions that you may have.



**Testimony of Transportation Alternatives
to the Committee on Public Safety:
Oversight - NYPD Parking and Traffic Enforcement
Ben Furnas, Executive Director**

April 28, 2025

Thank you to Chair Salaam and members of the Public Safety Committee for holding today's hearing. Transportation Alternatives submits the following testimony in support of legislation under discussion at today's hearing on parking and traffic enforcement.

First, TA gives full-throated support to Council Member Salaam's resolution Res 0854-2025, which supports the Stop Super Speeders bill requiring Intelligent Speed Assistance (ISA) technology to be installed in the vehicles of repeat speed offenders. Implementing ISA is a common sense, life-saving solution and must be passed this session.

TA further supports Intro 1252-2025, sponsored by Council Member Feliz, which would require the NYPD to operate tow pound facilities with sufficient capacity to deter illegal activity, and to make regular reports on tow facility capacity and the department's use thereof. TA supports the city's efforts to work with DCAS to identify and repurpose existing facilities for this purpose to ensure the proper implementation of parking enforcement policies, like removing ghost cars. Vehicles illegally parked in bus and bike lanes present particularly dangerous obstacles. Towing these vehicles and removing the obstruction, paired with fully implementing automated camera enforcement, will keep everyone safer and make commutes faster and more efficient.

TA also supports Res 0853-2025, which calls on the City to support and the state legislature to pass legislation that would require VINs to be listed in a Notice of Violation rather than a license plate number, which can allow for more accurate ticketing. Additionally, TA supports Council Member Feliz' Intro 1252-2025, which would require the NYPD to confirm the validity of temporary license plates or other plates subject to a summons.

Thank you for your time.



BROOKLYN COMMUNITY BOARD 14
FLATBUSH–MIDWOOD COMMUNITY DISTRICT
810 East 16th Street
Brooklyn, New York 11230

March 27, 2025

Testimony to the Sanitation and Solid Waste Management Committee

Dear Chair Krishnan, members of the committee, and of the council,

I am Shawn Campbell, District Manager of Brooklyn Community Board 14 and am writing to submit testimony for consideration in relation to the FY26 budget.

Brooklyn Community Board 14 recently submitted its Letter of Comment in relation to agency responses to our district needs and budget priorities. The DPR responses were disappointing, and I hope that bringing them to your attention today will help ensure that the Department is adequately resourced to serve our community more equitably and effectively. Please note that by several ways of counting, CB14 ranks at or near the bottom citywide when it comes to public parks/open space. Help!

CB14 prioritized capital projects such as the Hot Spot Tot Lot and a Shirley Chisholm Welcome Center. The Det. Dillon Stewart playground, Kolbert Park, the Adries playground, are also overdue for upgrades. DPR would have us turn to city council and other elected officials for this funding. This is an absurd practice that should have gone away with term limits. DPR should have its own capital budget so that it can prioritize playground upgrades based on need instead of whims of elected officials. There are five city council members overlapping with CB14. Some of whom have very little of this district and thus only minimal incentive to allocate capital funding to CB14 parks/playgrounds. Again, since CB14 ranks about 59th of 59 community boards and has the largest percentage of residents who are more than a quarter mile away from a park, this request and the need to shift to a more objective and equitable funding system is urgent.

A high priority expense request is for improving forestry services including street tree maintenance. DPR responded that they support but cannot accommodate. The number of community requests for emergency pruning has climbed every year. The number of fallen branches and the damage they have caused brings to mind a report from the NYC Comptroller's office years ago that demonstrated that the claims from fallen branches exceeded the budget cuts of DPR. I must wonder if we are similarly penny-wise, pound-foolish again. CB14 members believe that more is needed in support of Park's request for additional funding for in-house, contracted forestry professionals as well as the citizen pruners program. We hope this gets done before more property is damaged or worse, a person is hurt or still worse.

CB 14 also submitted a request to add needed funding to the DPR/Prospect Park Alliance's Lakeshore Project. The response was that the "agency supports but cannot accommodate." Actually, the project is partially funded so CB14 will continue to advocate for funding until the project is fully funded and brought to completion at which point we anticipate advocating for maintenance funding. Please note that his project will benefit the park from an ecological and environmental perspective, will benefit park goers by increasing accessibility, and will benefit the surrounding neighborhoods by mitigating flooding.

Thank you.



New York City Council Committee on Public Safety
Oversight Hearing: NYPD Parking and Traffic Enforcement
April 28, 2025
Testimony of Eric McClure, Executive Director, StreetsPAC

Res. 0854-2025: Strongly Support

StreetsPAC strongly supports Resolution 0854-2025, and the corresponding state legislation it supports, which would require the installation of intelligent speed assistance devices in the vehicles of “super speeders,” individuals who repeatedly receive speed and red-light camera violations and/or accumulate 11 license points over an 18-month period.

Super speeders are responsible for an inordinate number of crashes that cause death or serious injury. A New York City Department of Transportation study covering five years of data through 2022 found that drivers who had racked up 20 or more speed camera violations in one year were five times more likely to be involved in a crash resulting in death or serious injuries.

Recent horrific crashes underscore this data. The vehicle whose driver hit and killed Amanda Servedio in Astoria last October had accumulated 80 speeding tickets in the previous two years. And Miriam Yarimi, who was driving at more than twice the speed limit and failed to stop for a red light when she struck and killed Natasha Saada and her two young daughters on Ocean Parkway last month had received more than two dozen camera violations over the previous 18 months. It’s also important to keep in mind that speed cameras are only triggered when someone exceeds the posted speed limit by more than 10 miles per hour, and that many more tickets would be issued if not for defaced or illegally covered license plates.

The beauty of intelligent speed assistance technology is that it doesn’t restrict a person’s ability to drive. While we have little sympathy for individuals who claim they need to be able to drive for work or other reasons but have such little regard for others that they repeatedly break traffic laws, ISA allows operators to continue driving while restricting their ability to cause mayhem by controlling their speed. The use of such devices in the U.K. reduced fatal crashes by more than a third, and New York City’s pilot effort in fleet vehicles resulted in near universal compliance with speed limits, along with a 36% drop in hard braking events, considered strong evidence of unsafe and aggressive driving.

The District of Columbia and the state of Virginia have enacted laws that require ISA devices in the cars of super speeders, and similar bills have passed the legislatures in

both Washington and Georgia. With the support of City Council, there's a good chance we can pass this legislation in Albany this session. We urge a yes vote on Resolution 854.

Res. 0853-2025: Strongly Support

We support Resolution 0853-2025, which calls upon the New York State Legislature to pass, and the Governor to sign, legislation to amend the vehicle and traffic law to permit a motor vehicle's Vehicle Identification Number to be substituted for a license plate number in a "Notice of Violation" in circumstances in which the license plate is missing, concealed, obscured, distorted or fraudulent.

This resolution recognizes the rampant problem of ghost vehicles and the dangers such vehicles pose to all New Yorkers, as well as the toll and parking fee theft that costs the region tens of millions of dollars annually. Missing, obscured and fraudulent license plates enable drivers to escape hit-and-run crashes, commit other crimes, and menace our streets with impunity.

While law enforcement actions have removed a number of ghost vehicles from city streets, the problem remains widespread. Permitting a vehicle identification number to be listed on a notice of violation when a license plate is missing or unreadable is common sense, and we urge the Council to pass Resolution 853.

Testimony on 4/28/25
Committee on Public Safety Hearing

Open Plans writes today in regard to the Committee's hearing on 4/28/25. It's vital to ensure that laws are being followed on our streets, and that drivers who put others' lives in danger are punished. We also believe in the importance of design that acts as enforcement — measures like daylighting to increase visibility and other road safety techniques. We support Ints. 179 and 1252, and Res. 854. More details on our support are below:

- **We support Int. 179.** Adequate enforcement is required for enforcement to actually work and to act as a deterrent. Increasing the towing capacity of the NYPD is one way to do this. Without the proper capacity to actually enforce the law, it's difficult to deter behavior of bad actors. We also believe that the NYPD should ensure it is coordinating effectively with the Sheriff's Office to identify vehicles that should be towed. However, it's important to note that NYPD vehicles are often parked illegally for unnecessary reasons, simply because they can due to their placards. In emergency situations, illegal parking by NYPD vehicles is entirely justified, but we see too often that they are illegally parked in non-emergency situations, causing a further sense of chaos on our streets. This issue should be addressed.
- **We support Int. 1252.** Temporary plates have become a scourge and a way for drivers to scoff regulations and laws on our streets. As Streetsblog revealed [in their reporting on ghost tags](#), these false temporary plates are used to evade the need for insurance, valid licenses, tolls, and make it harder to be held liable for other, more dangerous violations. By cracking down on false and/or expired temporary plates, we are making our roads safer.
- **We support Res. 854.** Super speeders make up just 1% of drivers in our State and are the most dangerous drivers on our streets; [the most prolific speeder in New York City received 563 school zone speeding tickets in 2024, and has received 177 such tickets this year alone](#). By leveraging technology, we can make it impossible for super speeders to speed by installing speed limiters in their vehicles once they've received six or more tickets. This solution is particularly effective because it does not take away the person's vehicle — they can still drive when they need to, they just cannot speed while doing so. We have long advocated for S7621/A7979 as a proud Steering Committee

member of the New York Safe Streets Coalition, and urge the Council to request action from the State with this resolution.

Respectfully,
Open Plans

Sara Lind
Co-Executive Director
sara@openplans.org

Jackson Chabot
Director of Advocacy and Organizing
jacksonchabot@openplans.org

Michael Sutherland
Senior Policy & Legislative Analyst
michael@openplans.org

Thank you to Chair Salaam and the members of the Committee on Public Safety for holding today's hearing. My name is Carl Bosley, and I am here as a cyclist and as someone who knows the toll that traffic violence, and super speeders, have on New York.

I am here as a member of Families for Safe Streets, an organization made up of individuals who have either lost a loved one or been injured in a traffic crash. I joined this group last year, when my dear friend, Amanda Servedio, was hit and killed by a speeding driver, just blocks away from her home.

I'm here today because I support the resolution that Chair Salaam has introduced in support of the Stop Super Speeders legislation that has been introduced in Albany and must be passed immediately.

Amanda was an organizer, she connected people, brought them together and made things happen. When I first started tagging along on Bike & Brew rides, I didn't know anyone in the group. Until one day Amanda took all our phone numbers and all of a sudden created a group chat, created a community, and soon this group of random cyclists was planning rides together, 60 miles one weekend, 100 miles the next, pushing ourselves farther and faster than we'd ever gone before and encouraging each other.

Amanda planned and inspired so many rides, so many adventures, until one gorgeous Tuesday night when we rode back to Queens together after a ride and said goodbye to Amanda, not knowing that it would be the very last time.

Now that spring is finally here and the weather is warming up, those of us who remain are coming out of hibernation and starting to plan long rides again. But every time we do a ride, we are reminded again that Amanda should have been there riding with us.

We know that a small group of super speeders, just 1.5% of drivers in NY state, cause about 20% of fatalities in vehicular crashes, and we can physically prevent them from speeding by installing these speed limiters in their cars. I strongly believe a program like the one proposed here could be a game changer in saving lives in New York State. I urge the committee to support this life-saving legislation to prevent crashes like the one that took Amanda from us too soon.

From: [Christopher Volpe](#)
To: [Testimony](#)
Subject: [EXTERNAL] NYPD Parking and Traffic Enforcement, Committee on Public Safety
Date: Monday, April 28, 2025 2:35:32 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to phish@oti.nyc.gov as an attachment.

My name is Christopher Volpe and I live in Harlem where I simultaneously have the pleasure of being one of Yusef Salaam's constituents, and the displeasure of being the NYPD 28th precinct's neighbor.

As a lifelong NYer born and raised in Queens by parents who worked for the NYPD and DSNY, I am no stranger to the benefits and perks those jobs come with - sometimes harmless, but sometimes at the detriment to the communities where those departments are engaging in work. Nothing is more apparent in that latter sense than the NYPD's refusal to enforce and follow VTL and parking regulations all across the city. As a city, we have dedicated parking lots and exclusive parking zones where placards are applicable - yet the NYPD refused to accept that generous compromise, creating illegal "self-enforcement zones" outside precincts where TEA is retaliated against internally if they dare issue a summons. This has led to chronic illegal parking on sidewalks, in crosswalks, in bus lanes, and in bike lanes outside nearly every precinct in this city that's gotten visibly worse over the past few years.

As a citizen, I've mobilized my neighbors in a campaign that led to nearly 300 311-reports being filed in a single month period trying to draw attention to this issue specifically outside the 28th precinct. It led to citywide news coverage on Fox 5, NY1, in the Daily News, and in other reputable outlets - yet all we got in response was lip service from NYPD spokespeople when asked for comment.

It's demoralizing that this issue has gone unchecked for so long when it has tangible negative impacts on our communities. The illegal parking lot outside the 28th precinct alone causes bottlenecks that create traffic, slowing down commuters on all forms of transit. It creates hazardous conditions and blind spots for drivers, cyclists, and pedestrians alike. It violates the ADA by restricting sidewalk access for our elderly neighbors and those who rely on mobility devices. It deprives our community of tax-funded services like street cleaning, creating conditions where rats and other pests thrive on miscellaneous litter and debris that accumulates between illegally parked cars. That buildup also leads to increased flooding when it blocks water from properly draining into sewers and storm drains.

This issue, and the solution to it, is simple: follow parking regulations. It's so simple, in fact, that we trust 17-year-olds in this city to understand it when we issue them a driver's license if they meet the requirements and pass an exam. Yet every few months, the NYPD appears before this council and claims that it is complex. They claim that due to circumstances they can never explain or elaborate on, a police force of highly trained adults who are trusted with guns can't figure out how to park legally.

At a certain point, the courtesy of accepting those bad-faith responses needs to end. The NYPD simply does not care about the impacts of their illegal parking in our community, because they overwhelmingly do not live in our community - let alone the city. We need civilian-based traffic enforcement in this city, and I urge the city council to explore and support that as an option going forward - otherwise, we will be stuck with an agency that overwhelmingly does not live here, depriving our communities of safe, clean streets because they're too lazy to find legal parking.

Thank you,

Christopher Volpe

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**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 4/28/25

(PLEASE PRINT)

Name: Chief Lola ORE Transportation

Address: NY PD, 3 PP Bureau

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 4/28/25

(PLEASE PRINT)

Name: Inspector Brian O'Sullivan

Address: NY PD 3 PP

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 4/28/25

(PLEASE PRINT)

Name: Josh Levin, NY PD Director

Address: 3 PP at Legislative Affairs

I represent: NY PD

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 854

in favor in opposition

Date: 4/28/25

(PLEASE PRINT)

Name: Dahlia Goldenberg

Address: _____ Brooklyn, NY

I represent: Families for Safe Streets 11338

Address: 111 John St. NY NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

2

I intend to appear and speak on Int. No. _____ Res. No. 854

in favor in opposition

Date: 4/28/2025

(PLEASE PRINT)

Name: Sealy-McCrorey, Darnell

Address: _____ Brooklyn, NY 11239

I represent: Families For Safe Streets

Address: 111 John Street New York, NY 10038

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Maria Rivera

Address: _____ Nycok NY

I represent: Families For Safe Streets

Address: _____



**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

4

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Samuel Rivera

Address: _____ NYack, NY 10960

I represent: Families for Safe Streets

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

5

I intend to appear and speak on Int. No. _____ Res. No. 854

in favor in opposition

Date: April 28, 2025

(PLEASE PRINT)

Name: Amber Adler

Address: _____ Brooklyn

I represent: Families for safe streets

Address: 111 John Street, NY NY 10038

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

6

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Y. J. ANIGS

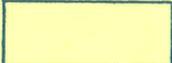
Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/28/25

(PLEASE PRINT)

Name: Christopher Leon Johnson

Address: _____

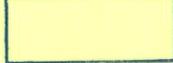
I represent: SELF

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____ ✓

(PLEASE PRINT)

Name: Andrew

Address: _____

I represent: SELF

Address: _____ SELF

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