

**STATEMENT OF OLEG CHERNYAVSKY  
EXECUTIVE DIRECTOR OF LEGISLATIVE AFFAIRS  
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE NEW YORK CITY COUNCIL  
COMMITTEE ON TRANSPORTATION  
COMMITTEE ROOM, CITY HALL  
MARCH 27, 2019**

Good afternoon Speaker Johnson, Chair Rodriguez and Members of the Council. I am Oleg Chernyavsky, Executive Director of Legislative Affairs for the New York City Police Department (NYPD). In addition to my colleagues from the Department of Transportation (DOT) and 311, I am joined by Deputy Chief Michael Pilecki, Executive Officer of the NYPD's Transportation Bureau. On behalf of Police Commissioner James P. O'Neill, I wish to thank the Council for the opportunity to comment on the bills being heard today.

I believe it is important to state that the NYPD recognizes that traffic congestion can have an adverse impact on the quality of life, environment, and public health of those living and operating within the City and region. Facilitating the efficient movement of people in our City, especially as our population and tourism industry grows, requires the action of multiple stakeholders, to include the Police Department and our fellow city agencies.

The NYPD's Transportation Bureau is responsible for designing, developing, and implementing strategies to improve traffic flow, remove obstacles impeding traffic, and expedite the passage of vehicles and bicycles within the City. Parking summons enforcement is a vital component of this effort. In 2018, the Department issued 9,694,894 parking summonses, an increase of 6% from 2017, where 9,141,547 summonses were issued.

In addition to summons enforcement, the NYPD partners with the Taxi and Limousine Commission to target illegal street hails, which can slow traffic, and also performs parking enforcement at taxi stands against unauthorized parking violators. We collaborate with DOT and the Department of Buildings to alleviate congestion stemming from construction sites that illegally spill over into adjacent roadways. The Department has also taken a targeted approach to bus enforcement, specifically regarding parking enforcement against vehicles that are not buses but are utilizing bus layover areas and those obstructing bus lanes and bus stops, where we have witnessed a 150% and 8% increase, respectively. Additionally, our Citywide Traffic Task Force provides traffic control at focused intersections along main traffic routes and maintains a high visibility enforcement patrol in the vicinity of major transportation hubs such as Penn Station, Grand Central Terminal, and the Port Authority Bus Terminal. Specifically, the Task Force focuses on traffic flow violations such as double parkers, illegal U-turns, and the disobeying of traffic control signals.

I think we would all agree that New York City is among the most densely populated urban environments and its inhabitants, including those that live, work and visit this City, demand that vital city services be delivered expeditiously and efficiently, especially in cases of life safety, the

response to crime, and the prevention of future crime. Central to these services is the ability of law enforcement personnel to respond via the use of a vehicle and to not spend valuable time, delaying their response, by circling streets in our most congested areas in search of a unrestricted parking spot. I believe we all acknowledge this reality, which is why none of the proposals put forward in today's hearing deal with the abolition of parking privileges for city owned vehicles conducting city business. The debate centers around the extent to which such privileges should be curtailed and how those that abuse those privileges should be sanctioned. While we welcome having an open and honest discussion about this issue, we cannot simply focus on or inflate the few that abuse this privilege, we must evaluate every proposed solution through the lens of impact on response times, caseloads, on staffing, and, most importantly, what impact will it have on safety, for both law enforcement personnel and the public writ large.

The Department issues parking placards to its personnel, its fleet of city owned vehicles, as well as law enforcement entities, such as the City's district attorneys' offices, MTA police, and federal law enforcement. NYPD personnel must complete an application if seeking a permit for their personal vehicle, which permits them to park in and around their assigned precinct or facility. The Department also issues permits to its fleet vehicles or individual units to use for their assigned Department vehicles. These placards are not assigned to any one Department employee as our fleet is used by any number of individuals to deliver police services.

At its core, the issuance of parking placards to our personnel is for the purpose of aiding in the delivery of public services. We acknowledge that placard misuse by city personnel, including our personnel, at times has occurred. However, we take this issue seriously and have dedicated personnel specifically to maintain the integrity of the city issued parking permit system. Abusing this privilege, especially when blocking crosswalks, fire hydrants, bus lanes and bike lanes, in situations where it is not necessary, erodes faith in the Department's integrity, that of City government, and impacts the flow of traffic in the City.

We understand the Council's and the public's frustration over the perceived lack of enforcement of permit misuse. When city employees, including members of the NYPD, park their vehicles in areas where parking is otherwise restricted, and it is not due to an emergency or otherwise done to further the mission of their agency, our personnel will issue a summons or have the vehicle towed. If we identify a fraudulent placard, our traffic enforcement agents are directed to have the car towed, at which point the placard is seized. In July of 2017, 108 Traffic Enforcement Agents (TEAs) were deployed citywide to specifically address vehicles parked illegally while displaying an official or unofficial placard. At the same time these TEAs were deployed, the Department created and began deploying a dedicated Placard Enforcement Unit. This unit consists of 9 uniformed supervisors (1 lieutenant and 8 sergeants) who team with 8 police officers and 8 TEAs to respond to complaints of vehicles parked illegally while displaying a parking permit. In addition to the 108 TEAs, this unit is tasked with issuing summonses to those who misuse their parking permits, taking proactive steps to address known problematic locations, as well as locations highlighted to the Department through community complaints, and investigating those who have fraudulently obtained parking permits.

Since 2016, we have increased the number of summonses issued for parking placard misuse by 93%, with 54,608 summonses issued in 2018. This number is a 30% increase from the 41,931

such summonses issued in 2017. In 2018, the Placard Enforcement Unit alone accounted for 11,302 of these summonses. As of March 24, 2019, the NYPD has issued 11,470 summonses to vehicles displaying placards. Additionally, in 2018, the NYPD towed 891 cars for parking illegally with a placard, with the Placard Enforcement Unit responsible for 114 of these tows. As of March 24, 2019, the Placard Enforcement Unit has towed 42 vehicles parked illegally with placards, on track to doubling their activity from the prior year.

On the heels of this heightened enforcement effort, last month the Mayor announced a set of new rules to further address placard misuse and traffic congestion. The Mayor's plan moves the City toward an all-digital parking management system which will phase out the physical placard system by the end of 2021, and will make it easier to enforce placard misuse and parking rules as a whole. The Mayor also proposed to institute stricter enforcement rules: a "three-strike" policy which will permanently revoke parking privileges after three offenses, a dedicated DOT placard enforcement unit, and a team in the Mayor's office to track and report on placard misuse. Additionally, in January the Mayor and the NYPD announced a dedicated team of tow trucks and enforcement agents to patrol bus lanes and to tow vehicles blocking them.

There are few cities in America with the traffic and parking congestion issues we experience in New York City. Combine that with New York's unparalleled number of government vehicles and employees and you have a challenge larger than the sum of its parts, a challenge that will only be fixed through collaboration and creative thinking. The NYPD's reforms and collaboration with its sister agencies, coupled with Mayor de Blasio's initiatives have and will continue to lead us to a modern, 21<sup>st</sup> century solution that ensures the efficient provision of vital city services, to include emergency services to the people that live, work and visit our city, while addressing congestion and making sure parking privileges are not abused. We welcome the Council's partnership and input in this effort.

I will now turn my attention to the bills before us today.

**Intro. 1393** would require the NYPD to identify and respond to 50 high-complaint areas, based on 311 complaints, on a weekly basis and during specific times. Evaluations of these locations would have to be submitted weekly to the Department of Investigation, the DOT, the Mayor, and the Speaker, and would have to detail why each location was chosen, the complaints at each location, the enforcement taken or why no enforcement was taken, and would have to include photos of the block, the vehicle, and any parking placards being used. The Department respectfully opposes this legislation. As I have noted earlier, the Placard Enforcement Unit already responds to locations of placard misuse based on community complaints to 311 and otherwise and the Department has increased summonsing and towing year-over-year. Intro. 1393 seeks to curtail the Police Commissioner's authority to deploy personnel and other resources by directing, in legislation, where certain Department personnel must be deployed. Additionally, the requirement to conduct a weekly assessment and prepare weekly reports relative to parking permit complaints would require the dedication of significant resources. The Department would need to hire staff or divert enforcement resources for the purpose of evaluating and reporting the data, there would be a significant training element for both enforcement personnel and those analyzing the data, and, as we've seen with the body-worn camera program, the collection and storage of the required data, including photographs would carry additional cost. Finally, it should be noted that the Department

of Investigation already possesses wide latitude as to what investigations it conducts, to include the subjects covered in this legislation, as does the Council, which can exercise its oversight powers, as it is doing today.

**Intro. 1394** would prohibit vehicles operated on behalf of city agencies from being parked in bicycle lanes, in bus lanes, on sidewalks, in crosswalks, or at fire hydrants, unless responding to or preparing to respond to an incident posing a hazard to health, safety or property. The Department supports the goal of this legislation and is committed to working with the Council on amendments to the proposed bill to account for operational realities. For example, the suspension of bike or bus lanes during an event or the restriction of a block to pedestrians or vehicles, as well as an expansion of the scope of permissible use of the areas covered in the bill to include legitimate law enforcement operations, where there is no other available space to park.

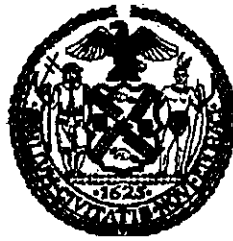
**Intro. 1395** would require the Department to investigate and issue a response to the Department of Information Technology and Telecommunication (DoITT) within two days for every 311 complaint containing a photo of an improperly parked Department vehicle. While the Department certainly supports a timely and substantive response to anyone that calls the 311 system, this legislation poses significant challenges given the extremely short timeline it establishes for response, which will require a significant staffing increase and training to comply with its mandate.

**Intro. 1412** would authorize private towing companies, when directed by the NYPD or DOT, to tow vehicles blocking sidewalks, crosswalks, fire hydrants, bicycle lanes, or bus lanes, if the vehicle is unattended or the owner refuses to move, unless it is a city owned vehicle responding to a hazard to health, safety, or property. While the Department supports the goal of this bill, namely, removing vehicles causing traffic obstructions, we are concerned that this bill as written would place a significant strain on our resources. Because towing would largely be done by private companies, officers would be required to remain with the offending vehicles until the private tower arrives. In the cases where city vehicles are towed because it is not readily apparent that they are responding to an emergency, it would create an unworkable situation where a private company would then have custody and the ability to obtain a "mechanic's lien" over city fleet vehicles until the costs of towing and storage are paid. This would significantly inhibit the provision of city services.

**Intro. 1422** would give the DOT exclusive authority to issue parking permits. Applications would be required to include the name and photograph of the applicant, among other information. The permits would display a permittee's name, agency, unique identifier, and anything else DOT determines necessary. The Department respectfully opposes this legislation on the limited grounds of its application to the Department and its personnel. While the Department currently requires members of the service to complete an application when seeking a parking placard for their personal vehicle, Department fleet vehicle placards are not assigned to any one individual. Rather, such placards are assigned to the vehicles themselves, or the unit to which the vehicle is assigned. The vast majority of vehicles used for city business are used by any number of agency employees for a variety of official functions. Likewise concerning, is the elimination of the Department's ability to determine the appropriate number of placards needed for its emergency response and general law enforcement functions, and instead placing those decisions with a separate agency. This framework improperly wrests control over law enforcement operations away from the Police

Commissioner. Finally, this bill would not only require the Department to relinquish personal identifying information of police personnel and their, oftentimes, family vehicles to a non-law enforcement agency, but would also require that agency to place such information on the permit itself, both representing unacceptable security risks in the NYPD's view. The existing system of the NYPD issuing law enforcement placards and acting as caretakers of sensitive information that relates to its personnel is the proper approach, with a clear path of accountability. The answer to placard misuse is one of enforcement and discipline, which continues to be done in significantly increased numbers.

Thank you for the opportunity to speak about these important issues and we look forward to answering any questions you may have.



FOR THE RECORD

**NEW YORK CITY COUNCIL  
COMMITTEE ON TRANSPORTATION**

**WRITTEN TESTIMONY OF MARGARET GARNETT  
COMMISSIONER, NEW YORK CITY DEPARTMENT OF INVESTIGATION**

**CONCERNING INT. NO. 1393-2019  
A LOCAL LAW IN RELATION TO PARKING ENFORCEMENT**

**MARCH 27, 2019**

Good afternoon Speaker Johnson, Chairperson Rodriguez and members of the Committee on Transportation. I am Margaret Garnett, Commissioner of the NYC Department of Investigation (DOI). Thank you for inviting me to comment on the City Council's proposed bill, Int. 1393, "A Local Law in relation to parking enforcement."

Rooting out corruption and ensuring that public servants do not abuse their authority are central components of DOI's work and essential to our mission. Accordingly, I appreciate the City Council's concerns regarding the issuance of NYC parking permits, the use of such permits, and the enforcement of the rules governing these permits. Because the current draft of Int. 1393 creates specific obligations for DOI, I would like to submit the following comments and proposed changes for the Council's consideration. This is accompanied by a copy of Int. 1393 with proposed edits that are consistent with DOI's comments.<sup>1</sup>

Section 1.c. of Int. 1393-2019 currently includes the following language regarding DOI:

*Beginning no later than May 15, 2019 and no later than the 15<sup>th</sup> day of each month thereafter, the department of investigation shall submit a report regarding the information submitted pursuant to subdivision b during the previous month to the police department, the department of transportation, the mayor, and the speaker of the council and post such report online. Such report shall include, at a minimum, an analysis of such evaluations, the effectiveness of the photographs and information provided in determining whether vehicles were parked legally, any patterns or trends relating to the enforcement of parking laws and the use of parking permits. In addition, the report due no later than October 15, 2019 shall also include recommendations related to the enforcement of parking laws, the use of parking permits, and the issuance of parking permits.*

As drafted, Int. 1393-2019 would require DOI to publish six monthly reports between May 15, 2019 and October 15, 2019. For each monthly report, DOI would be required to review at least 200 NYPD evaluations of blocks or intersections along with possibly thousands of photographs of individual vehicles, permits, and license plates. In addition to this review, the current draft of Int. 1393 would require DOI, each month, to analyze NYPD's evaluations and photographs with respect to (a) whether the photographs and evaluations are effective for assessing parking activity, (b) patterns and trends regarding the NYPD's enforcement of the parking laws, and (c) patterns and trends regarding the use of parking permits by City employees. As drafted, Int. 1393 would also require DOI to complete each monthly review of these 200-plus evaluations

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<sup>1</sup> To be clear, DOI neither endorses nor opposes the passage of Int. 1393. The comments, suggestions, and revisions contained in my testimony today are intended to reflect DOI's expertise, in hopes that the Council will take this input into account if it determines that Int. 1393 should be enacted in some form.

and thousands of photographs within five business days after the close of the monthly evaluation period. This is an extremely high volume of material to process on a monthly basis for six consecutive months, much less synthesize into meaningful evaluations and proposals for reform. Not only would the task as currently described place a serious burden on DOI, it would also divert resources from other critical investigations that the public expects of our agency.

Beyond the extremely tight time constraints and the diversion of resources away from existing critical investigations, we are concerned that monthly DOI reports during the study period may add little value beyond the monthly public disclosures by the NYPD, and would not advance the overall purpose of this legislation.

By contrast, we do see value in broader systemic reviews that address conduct over time and develop evidence-based recommendations for reform. Such recommendations are discussed in the last sentence of Section 1.c. (quoted above).

Accordingly, we propose revising Section 1.c. as follows:

*The department of investigation shall conduct an investigation and issue a report regarding the issuance of parking permits and enforcement of parking laws. This investigation shall include a review of the operations, policies, programs and practices of the police department, consistent with § 803(c)(1) of the New York City Charter. The report may include, among other things, any patterns or trends relating to the enforcement of parking laws and the use of parking permits. In addition, the report due no later than December 31, 2019 shall also include recommendations related to the enforcement of parking laws and the issuance of parking permits.*

This revised text would require DOI to conduct a systemic review of the enforcement and use of parking permits in New York City, based at least in part on assessment of the evidence gathered by the NYPD, and to issue a report following the completion of NYPD's six-month evaluation period. DOI's investigation would focus on both the NYPD and the Department of Transportation. The systemic review would allow DOI to analyze patterns and trends in NYPD's monthly evaluations, but the investigation would not be limited to these evaluations. In short, rather than a series of discrete monthly reports with a narrow scope, a single report with a broader scope and longer time frame is more likely to address the Council's concerns underlying Int. 1393.

Lastly, we propose adding language making clear that DOI shall have unfettered access to relevant City records and City personnel for the purposes of completing the investigations contemplated in Int. 1393.

Thank you again for the opportunity to comment on this proposed legislation and this important issue. My staff and I remain available to discuss this matter further with the Council.



**DOI Proposed Edits to Int. No. 1393**

**[New Text]; [proposed deletions]**

Int. No. 1393

By The Speaker (Council Member Johnson) and Council Members Torres and Chin

A Local Law in relation to parking enforcement

Be it enacted by the Council as follows:

Section 1. Parking Enforcement. a. 1. Beginning no later than April 1, 2019, **and through October 1, 2019**, each week, the police department shall evaluate no fewer than 25 blocks or intersections with the highest number of 311 complaints submitted during the previous week relating to the improper use of a parking permit and no fewer than 25 blocks or intersections each week with the highest number of 311 complaints submitted during the previous week relating to the obstruction of a bicycle lane, bus lane, sidewalk, crosswalk, or fire hydrant by a vehicle.

2. For each such block or intersection to be evaluated pursuant to this section, the police department shall analyze the times at which such complaints were submitted, determine the three hour period during which the largest number of complaints were submitted, and ensure evaluations are conducted within such three hour period.

3. Each evaluation conducted pursuant to this section shall include a description of each such block or intersection and why it was selected for evaluation; the 311 complaints associated with such block or intersection; photographs of each vehicle parked in such location demonstrating whether such vehicle was parked legally; and for any vehicle parked illegally, a photograph of any city-issued parking permit other parking permit displayed in each such vehicle, a photograph of the license plate of each such vehicle, and a summary of enforcement

actions taken regarding each such vehicle and if an enforcement action is not taken regarding each such vehicle, the reasons why.

b. No later than seven days following each such evaluation, the police department shall submit a list of the blocks or intersections evaluated, the analyses and determinations made by the police department pursuant to paragraph 2 of subdivision a, and each such evaluation to the department of investigation, the department of transportation, the mayor, and the speaker of the council and post such information online.

~~c. Beginning no later than May 15, 2019 and no later than the 15<sup>th</sup> day of each month thereafter, the department of investigation shall submit a report regarding the information submitted pursuant to subdivision b during the previous month to the police department, the department of transportation, the mayor, and the speaker of the council and post such report online. Such report shall include, at a minimum, an analysis of such evaluations, the effectiveness of the photographs and information provided in determining whether vehicles were parked legally,~~

**1. The department of investigation shall conduct an investigation and issue a report regarding the issuance of parking permits, and enforcement of parking laws. This investigation shall include a review of the operations, policies, programs and practices of the police department, consistent with § 803(c)(1) of the New York City Charter. The report may include, among other things,** any patterns or trends relating to the enforcement of parking laws and the use of parking permits. In addition, the report due no later than ~~October~~ **December 31**, 2019 shall also include recommendations related to the enforcement of parking laws, ~~the use of parking permits,~~ and the issuance of parking permits.

**2. Consistent with § 803 of the New York City Charter, the police department shall respond to any such recommendations concerning the police department within ninety days of the report, and the department of investigation shall, each year, issue an annual report that identifies those recommendations on which the police department has not yet taken corrective action.**

**3. The department of transportation shall respond to any such recommendations concerning the department of transportation within the customary period for department of investigation recommendations.**

**4. Consistent with the New York City Charter and relevant laws and directives, the department of investigation shall have unfettered access to any and all records and any and all employees of any city agency, including the police department, for the purposes of completing the investigation.**

§ 2. This local law takes effect immediately and is deemed repealed upon the submission of the report due no later than ~~October 15~~ **December 31**, 2019, submitted pursuant to subdivision c of this local law.

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY  
HEARING BEFORE THE CITY COUNCIL  
COMMITTEE ON TRANSPORTATION ON INTROS. 1394 AND 1422  
March 27, 2019**

Good afternoon Speaker Johnson, Chairman Rodriguez, and members of the Transportation Committee. I am Margaret Forgione, Chief Operations Officer of the New York City Department of Transportation. With me today is Joshua Benson, Deputy Commissioner for Traffic Operations. We are happy to be here today to testify on this important issue, and will be speaking about a number of placard processes and enhancements, as announced by Mayor de Blasio last month. I will also address two of the bills before the Committee today.

As Commissioner Trottenberg said last month, DOT looks forward to playing a key role in helping combat placard abuse by moving towards a digital placard system, adding a new placard violation rule, and creating a new targeted enforcement team. These initiatives are important steps toward a better regulated placard system and better curb management citywide.

First, as an initial step, we are conducting a demonstration program that replaces our standard, laminated paper placards with window stickers on over 300 of our DOT-owned vehicles. One of the most prevalent types of placard abuse we encounter is placards that are inappropriately transferred from vehicle to vehicle. Through these stickers we can help eliminate this abuse because they are now physically affixed to one specific, approved vehicle and the stickers cannot be removed without destroying them. We are currently underway with this demonstration program and we expect to have results by this summer.

Second, DOT and NYPD will roll out a new state-of-the-art parking management system that will allow more efficient enforcement and will be less susceptible to abuse. Through this integrated parking management system we will link parking meters, ParkNYC pay-by-cell payments, and parking placard information with license plates and make the information available to hand held enforcement devices in real time.

Enforcement agents will use permit information associated with specific license plates along with active paid parking sessions to automatically verify all vehicles as legally or illegally parked, without referring to what may or may not be displayed on a vehicle's dashboard. This can eliminate confusion in enforcement and thwart attempts to obtain free parking by falsifying or misusing muni meter receipts and placards.

Third, we will adopt a new traffic rule that will create a new violation for misuse or fraudulent use of a parking permit that will be available to NYPD and DOT's enforcement agents. This will be in addition to the underlying parking infraction that NYPD traffic enforcement agents are currently able to issue.

Through this new violation we will realize a number of benefits. First, we are aware that the Council is interested in enacting requirements for revocation for misusing an official placard, as proposed in Intro. 923, and the Mayor has announced a strict three-strikes policy as well. To support those intentions, we will provide a violation specific to the improper placard use, thereby

providing an adjudicated basis for us to much more readily take action to revoke permits. And we will allow for higher quality data about placard abuse and enforcement efforts in the city. We will also provide an additional \$50 penalty on top of the underlying parking violation—an amount which the Mayor is lobbying to increase under state law.

Finally, we will create a team dedicated to targeted enforcement of placard rules, supplementing NYPD's ongoing efforts. With this new team we will initially focus on Lower Manhattan, given the prevalence of agencies and placard use in the area and long-standing community complaints. Working with NYPD, we will hire the team this year and they will be empowered to ticket vehicles abusing their placard privileges or using fake placards.

As DOT undertakes this initiative, we will evaluate its effectiveness and look into potential next steps, including focusing on other hot spots for placard abuse.

Now, I would like to turn to the bills before the Committee today, starting with Intro. 1422 and the permit application process. DOT agrees with the Council on the need for a carefully controlled application procedure and we have taken strides in recent years to enhance our process.

We currently require agencies and organizations to provide information about each individual applicant, associated vehicle, and a detailed justification of the need for a given permit and the job duties that will be performed. We require multiple approvers through our real-time database that agencies use to request permits. And starting last year we added new holographic features to our permits for increased security and better detection of fraud.

And for certain permits, DOT now requires a Commissioner or First Deputy Commissioner-level signed certification that an individual performs a minimum of 80 percent of their work in the field using the vehicle in question.

While DOT agrees with the importance of having rigorous application and vetting procedures, we believe that through our current process we provide stronger protections than what is proposed in this bill and more appropriately account for effective fleet management. Rather than having individuals apply for permits, we only accept applications from designated agency requestors. This way we prevent employees from making unwarranted and unnecessary requests for permits, and ensure that each agency is accountable for its employees.

The City makes widespread use of agency pool vehicles available to multiple staff, which helps reduce the size of the City fleet. Permits for those vehicles are managed by a fleet liaison. And we limit each agency to strict limits on their total number of permits, which in almost all cases have remained at the same levels for the last 10 years even as the workforce has expanded.

We are supportive of the list of permissible and non-permissible uses in Intro. 1422, which is mostly compatible with our current traffic rules. Because they are already no stopping or no standing areas, sidewalks, crosswalks, bus lanes and bike lanes are clearly non-permissible uses in our rules and should be enforced as such. But we would welcome a conversation with the Council about the benefits of being even more explicit by specifically listing them, as the proposed legislation does.

We require DOT-issued agency permits to be renewed annually, which matches with the protocol set forth in the bill. And DOT agrees with the emphasis in Intro. 1422 on limiting permit assignments to supporting important agency tasks or public purposes, which we do through our current rules and procedures.

Now I would like to turn to Intro. 1394, which would prohibit City vehicles from obstructing a bike lane, bus lane, sidewalk, crosswalk, or fire hydrant. As this Committee is probably aware, through New York City traffic rules on parking, stopping, and standing we already prohibit these actions. And in our traffic rules in general, we state that all persons are required to comply, subject to limited exemptions. In addition we specifically state that they apply to anyone operating a vehicle owned by or for the federal government, New York State, New York City, or any other state or local government. In the rule change I mentioned earlier that creates a new placard violation, we will also emphasize that government vehicles must comply with the rules on parking, standing, and stopping, specifically.

Similar to the exemption in the bill for situations posing a hazard to health, safety or property, in our traffic rules we acknowledge that emergency vehicles are exempted under certain conditions contained in the VTL. We also include appropriate, limited exemptions for traffic and parking control vehicles, city refuse collection vehicles, city, state or federal highway workers, and New York City DOT highway inspection, compliance, and street assessment workers, when they are engaged in activities necessary for their duties. For example, a repair crew that is patching a pothole in a bus lane may need to station the repair truck in the bus lane during the repair. So we welcome this proposed legislation with amendments along these lines.

I want to conclude by saying that DOT is eager to play its part in the Mayor's plan, as he announced last month, to put the City on a path to a new system for managing parking permits, through new penalties for placard abuse, new dedicated enforcement, and first steps towards a digital parking management system to replace physical placards. New Yorkers want solutions, and we understand that the Council sees the impact of placard abuse on their communities and has been focused on finding those solutions as well. Along with the Administration we are eager to work together with you on improving placard management, as part of enhanced and innovative management of our curb overall.



FOR THE RECORD

**TESTIMONY OF BILL REDA, COMMUNICATIONS DIRECTOR – NYC311 BEFORE  
THE NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION  
MARCH 27, 2019**

Good afternoon Speaker Johnson, Chairman Rodriguez and members of the City Council Committee on Transportation. My name is Bill Reda, and I am the Communications Director of New York City 311. Thank you for the opportunity to testify today on Intro 1395 regarding the logging of illegal parking complaints with the 311 system.

NYC311's mission is to provide the public with quick, easy access to New York City government services and information while offering consistently excellent customer service. 311 received 44 million customer contacts in 2018 and ranked equal to or better than the best contact centers in the private sector throughout this Administration.

311 helps agencies improve service delivery by allowing them to focus on their core missions. To achieve this, the 311 process relies on partnerships with city agencies to ensure customers have access to information, assistance, and services through a variety of channels including the call center, 311 Online, text, the 311 mobile app, and social media. This process is no different for illegal parking complaints.

While we understand the spirit of Intro 1395, there are some concerns that are worth discussing further. First, 311 is happy to say that we already do some of what the bill would require. In 2018, more than 300,000 illegal parking complaints were filed, with 311 including blocked bike lane and improper use of a parking permit as specific service requests.

However, while 311 is the front door to many city services, and is the way in which agencies receive service requests, 311 is not an enforcement agency, as the bill suggests. 311 is able to process service requests related to parking by referring them to the appropriate agency – in this case, the New York City Police Department, which you heard in their testimony today. To this end, we welcome further conversations with the Council, and would like to find a workable solution for all involved.

Thank you again for the opportunity to testify today. Myself and my colleagues at 311 look forward to continuing the discussion.

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**FOR THE RECORD**

Wednesday, March 27, 2019

**TESTIMONY: NYC COUNCIL COMMITTEE ON TRANSPORTATION  
Regina Myer, President, Downtown Brooklyn Partnership**

Re: Int 1393-2019; Int 1394-2019; Int 1395-2019; Int 1412-2019; Int 1422-2019.

Good afternoon, my name is Regina Myer, and I am the President of the Downtown Brooklyn Partnership, the organization that manages the three BIDs that comprise Downtown Brooklyn: the Fulton Mall Improvement Association; the Court Livingston Schermerhorn BID; and the Metrotech BID. I'd like to thank Speaker Johnson and the Committee for the opportunity to speak today in support of proposed legislation that has the potential to alleviate the misuse and illegal use of city-issued parking permits that plague Downtown Brooklyn.

As I have often commented, Downtown Brooklyn is the Wild West of placard parking abuse. Home to multiple City agencies, including the Department of Labor, Health and Human Services, Board of Elections, and Department of Education – to name a few – as well as several court systems and the Brooklyn House of Detention, Downtown Brooklyn is inundated with vehicles driven by those who far too often abuse the city-issued permit system, and those who find other creative means to ward off enforcement.

Our Public Safety Officers report parking permit abuse that is flagrant, unmonitored, and unpunished. Common scenes from Downtown Brooklyn include: emergency vehicles unable negotiate turns due to unlawfully parked cars; newly-constructed public plazas occupied by the city-permitted vehicles; vehicles in bike lanes forcing cyclists into traffic; double-parked delivery trucks unable to utilize loading zones, creating congestion; and drivers moving our street planters – strategically placed to protect bike lanes and weighing hundreds of pounds – into bike lanes so they can park.

This is one of the most pernicious issues affecting our downtown - having deleterious effects on our businesses, and on the quality of life of our residents, workers, and visitors. And, as Council Member Levin can attest, it has a spillover effect on the surrounding residential neighborhoods.

These bills – with their requirements for enforcement, responsiveness, evaluation of sites based on 311 complaints, accountability, and analyses of efficacy - have the potential to move the needle on the long-overlooked abuse of a broken system, there is a real opportunity here for positive change.

I'd like to thank the Committee again for tackling this citywide issue, and look forward to working with you to implement and monitor the success of these measures.



185 East 64th Street  
New York, New York 10065  
March 20, 2019

Dear Members of the Committee on Transportation:

I am Susan W. Mindel, the Co-President of the East 64th Street Lexington to Third Avenue Neighbors Association, a NY State nonprofit in existence for over 21 years.

I wish to submit for the record the following written document with accompanying photographs and additional information, which includes license plate and parking permit data that I provided to the 4th District Council Member's office. The signage on both sides of our Street states: "No Parking Monday-Friday 8A.M. to 6P.M." Only commercial metered parking is allowed on the southeast corner off Lexington Avenue.

Your committee is presently addressing parking issues related to the misuse of official NY City placards. I want to bring to your attention a related problem, the misuse of nonofficial placards that are displayed on dashboards and windshields, for example: New York or New Jersey State Trooper, Police Surgeon, and parking permits issued by Lenox Hill Hospital, Manhattan EENT Hospital and Northwell Health. These cars often park all day, 24 hours a day, or sometimes weeks at a time. In contrast commercial vehicles usually receive tickets. My neighbors and I have reported this situation many times to 311, Traffic Enforcement and the 19th Precinct without any visible results.

Your proposed transportation bills will reduce City issued placard abuse. However, they fail to address the private misuse of nonofficial placards.

The City agencies involved need to make a concerted effort to ENFORCE the existing parking laws. Adding new laws to mitigate this abuse is unnecessary.

Respectively submitted,



Susan W. Mindel

3/19/2019

Gmail - 18 vehicles today: 12:30 P.M.



Susan Mindel <suskiem@gmail.com>

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**18 vehicles today: 12:30 P.M.**

4 messages

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Susan Mindel <suskiem@gmail.com>  
To: "Klaus, Jenna" <jklaus@council.nyc.gov>

Tue, Feb 26, 2019 at 12:57 PM

Lenox Hill/MEETH:

MD 91188 Permit #0057B (NY)

MD 6191 " #0707 (NJ)

MD 79905 " #1434 (NY)

MD 62712 " #0709 (NY)

MD 6597 " #0705 (NJ)

MD 49203 " #0183 (NY)

MD 3828 " #0719 (NJ)

MD 6090 " #0119 (NJ)

MD 85386 " #0047 (NY)

MD 6388 " #0193 (NJ)

MD 0365 " #0059 (CT)

MD 77472 " #0222 (NY)

MD 85000 " #0723 (NY)

MD 91570 " #0701 (NY)

MD 94918 " #0509 (NY)

MD 3828 " #0719 (NJ)

207 EMT North Shore LIJ #9711 (NY)

MD 88500 (Trooper Surgeon placard) (NY)

I saw a traffic agent walk by this morning. He did not give anyone a ticket.

Many of these vehicles have been parked since this morning. The DOT traffic code gives them 1 hour. The EMT vehicle is not allowed to be on our street not to mention the Trooper Surgeon placard.

Susan

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3/19/2019

Gmail - MD cars



Susan Mindel <suskiem@gmail.com>

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## MD cars

3 messages

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**Susan Mindel** <suskiem@gmail.com>  
To: "Klaus, Jenna" <jklaus@council.nyc.gov>

Thu, Feb 14, 2019 at 3:22 PM

Dear Jenna,

There were 11 MD vehicles on our street when I called you this morning. In fact the 12th is a DDS who parks sometimes all week and overnight. His license plate is DDS 208 and his placard reads TROOPER SURGEON. How does that sound! He is the one I report constantly.

The following vehicles are Lenox Hill MEETH, all with red placards except one car from Connecticut, which has a Lenox Hill MEETH blue placard, and another with a yellow placard.

MD 0365 (CT. license plate) Permit #0059

MD 93209 Permit #0397

MD 3828 (NJ license plate) Permit 0719

MD 94918 Permit # 0509

MD 84215 (No permit)

MD 91570 Permit # 0701

MD 79905 Permit # 1434 (Lenox Hill MEETH yellow placard)

MD 62712 Permit # 0709

MD 87017 (No permit)

MD 8500 Permit # 0723

MD 5150 Permit # 0247 or # 0395 (I am not certain which is correct). I will look again tomorrow, because this vehicle parks on the street quite a bit.

The only vehicles that had tickets were commercial around 3-4 of them.

Susan

---

# DOCTOR ON MED.

TIME AND PLACE OF MEDICAL CALL ARE SHOWN IN THE MEMO AT THE RIGHT. PLEASE ALLOW A REASONABLE TIME FOR THE PHYSICIAN TO COMPLETE THE CALL.

NEW YORK  
MAG 27461  
VEHICLE REGISTRATION  
5 20

NEW YORK STATE  
SAFETY INSPECTION  
CERTIFICATE  
2019





NEW YORK

536727DG



\*NYMA\*

55SWF4KB0FU020143 10/06/19

2015 ME/BE 4DSD

NYCPCA SRF X G

**10** **19**



VEHICLE REGISTRATION

3576341



NEW YORK STATE

JAN	SAFETY/EMISSIONS	DEC
FEB	INSPECTION	NOV
MAR	CERTIFICATE	OCT
APR	MAY	AUG
	JUN	SEP

**2019**

**NYSP INVESTIGATORS ASSOCIATION**

**I.U.P.A. - LOCAL 4 SURGEON PROGRAM**

**INVESTIGATORS**

**NYSPIA MEMBER**





55SWF4KB0FU020143



LICENSE PLATE NO.  
PERMIT NO. 0172 /18

MD

774

Physician in Attendance  
Lenox Hill Hospital

LEETH  
HGV

NOT VALID  
AFTER 12/31/2018

70012924



R THE 397

THIS VEHICLE IS AN OFFICIAL AERONAUTICAL BUSINESS  
**STATE TROOPER SURGEON**  
**MD 15-13231 SH**  
PBA VEHICLE REGISTRATION



4271

LICENSE PLATE NO. MD 78453

PERMIT NO. 0293 /18

Physician in Attendance

**Lenox Hill Hospital - 2018**

MEETH  
LHGV

PERMIT NO. 0293 /18

NOT VALID AFTER  
DECEMBER 31, 2018

THIS VEHICLE IS ON OFFICIAL MEDICAL BUSINESS

**STATE TROOPER SURGEON**

PLACARD #

**MD IS-1759JH**

NOT VALID AFTER FEBRUARY 1, 2018





THIS VEHICLE IS ON OFFICIAL MEDICAL BUSINESS

# STATE TROOPER SURGEON

PLACARD #

**MD (S - 1323) SH**

NOT VALID AFTER FEBRUARY 1, 2019

2000

NOTE: ANY ALTERATION OR ERASURE INVALIDATES THIS PLATE

**PBA VEHICLE IDENTIFICATION**



VEHICLE IDENTIFICATION

North Shore L.I.J. Center for Emergency Medical Services

Alt **9711**

OFFICIAL USE ONLY

NEW YORK

4771646X

7

2018 LA/NO BUSH

20760W SRF 3 1'

07/11/20

**20**

VEHICLE REGISTRATION

12015092

NEW YORK STATE

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT DEC

2018

NEW YORK STATE

NEW YORK  
269156DE  
05/12/19  
5  
2017 VOLKSWAGEN  
VEHICLE REGISTRATION

NEW YORK STATE  
SAFETY INSPECTION CERTIFICATE  
2019  
DEC NOV OCT SEP AUG JUL JUN MAY APR

2018  
10T01  
10T01  
LICENSE PLATE NO. 269156DE  
PERMIT NO. 10T01

VW447AU1HM001020

NEW YORK

99934906

2011 BMW CONN  
91842

02/07/20

NEW YORK

JAN SA  
FEB

LICENSE PLATE NO. 1812

MD 91842

Physician in Attendance

Lenox Hill Hospital - 2015

NOT VALID AFTER DECEMBER 31, 2015

PERMIT NO. 1812

LICENSE PLATE NO. 1812

MD 91842

LEADER PLATE NO. MD A22311  
REGISTRATION NO. 1034 MD

Physician in Attendance  
**Leroux Hill Hospital - 2018**  
MEETH  
LHGIV

NOT VALID AFTER  
DECEMBER 31, 2018

BU 7000  
MD 11526 QW

APR 20  
MAY  
JUN  
JUL  
AUG  
SEP  
OCT  
NOV  
DEC

10261107X3207

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: JOHN ORCUTT

Address: 116 WENT ST Rk 11222

I represent: BIZ NEW YORK

Address: 475 RIVERSIDE DRIVE

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 13936 <sup>1412</sup> <sup>1422</sup> Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 3/27/19

(PLEASE PRINT)

Name: ERIC M. CLURE

Address: 423 4th ST. BROOKLYN 11215

I represent: STREETSPAC

Address: 17 BATTERY PLACE #201 NY NY 10004

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: Deputy Chief Michael Pilecki

Address: NYPD

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: \_\_\_\_\_

(PLEASE PRINT)

Name: Regina Myer

Address: 1 MEMOTECH

I represent: Downtown Brooklyn Partnership

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: \_\_\_\_\_

(PLEASE PRINT)

Name: Exec. Dir. Oleg Chernyavsky

Address: NYPD

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: \_\_\_\_\_

(PLEASE PRINT)

Name: Joshua Benson

Address: DC Traffic Ops

I represent: NYC DOT

Address: 55 Water St. NY NY

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: Margaret Forgione COO

Address: NCC DOT

I represent: \_\_\_\_\_

Address: 55 Water St. NY NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. <sup>1393, 1394</sup> 1395, 1417 Res. No. \_\_\_\_\_  
 in favor  in opposition <sup>1422</sup>

Date: 3/27/19

(PLEASE PRINT)

Name: Ellen McEnnamott

Address: 132E 25th St, NY 10016

I represent: Transportation Alternatives

Address: 111 Schmitz St, 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: Todd Weiss

Address: \_\_\_\_\_

I represent: NYPBA

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: Greg Waltman

Address: \_\_\_\_\_

I represent: 61 Quantum

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: Diane Drozek

Address: 43 Park Drive North

I represent: SNY 10314 (myself)

Address: \_\_\_\_\_

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