The City of New York
Manhattan Community Board 1
Alice Blank CHAIRPERSON | **Zach Bommer** DISTRICT MANAGER

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2026

COMMITTEE OF ORIGIN: TRANSPORTATION AND STREET ACTIVITY PERMIT

COMMITTEE VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **Addressing Placard and Parking Abuses**

WHEREAS: Day after day in Lower Manhattan, public employees park their private cars wherever they please – clogging bike lanes, crosswalks, bus stops, sidewalks, and loading zones. Armed with city placards,[1] union passes, or dashboard badges, they create constant gridlock and safety hazards while enjoying total immunity from parking tickets; and

WHEREAS: Year after year, illegal and placard parking are near the top of the list of grievances voiced by residents, small business owners, parents, cyclists, and Community Board 1 (CB1) members; and

WHEREAS: As one of the densest commercial and residential districts in the nation, Lower Manhattan draws hundreds of thousands of workers and visitors every day, all navigating a constant stream of delivery trucks, vans, buses, and taxis. Because much of our street network predates the modern grid, our narrow, irregular streets were built for foot traffic and carts, not motor vehicles, meaning a single double-parked truck is enough to bring an entire street or even group of streets to a halt; and

WHEREAS: Due to these constraints, CB1's curbs are not regulated like in typical City of New York (NYC) neighborhoods. In much of the district, daytime parking is banned entirely and reserved instead for loading, bus stops, and "No Standing" zones necessary to keep the fragile street network moving. In this transit-rich hub served by 13 subway lines, PATH, ferries, and dozens of bus routes, there are many commuting options besides private vehicles; and

[1] A "placard" is a city-issued permit that allows private cars to park in otherwise forbidden zones. Note that this resolution specifically targets placards on personal vehicles and excludes official city fleet cars parked in designated "Authorized Vehicles Only" spaces.

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WHEREAS: Despite this, our curbs have been taken over by all-day illegal parking of private cars while the NYPD refuses to enforce the rules. This creates a culture of impunity where a privileged few – many of them law enforcement and public employees – operate entirely above the law; and

WHEREAS: Ultimately, everyone else pays the price. Because loading zones are jammed with parked personal cars, trucks, delivery vans, and taxis must double park in travel lanes, bike lanes, bus lanes, and crosswalks. The result is a dangerous chain reaction: blocked sight lines, cyclists pushed into moving traffic, vulnerable pedestrians put at risk, and emergency vehicles – like fire trucks and ambulances – stuck in preventable gridlock; and

WHEREAS: Nearly every street improvement that CB1 reviews – bike lanes, plazas, open streets, daylighted corners, and trash containers – depends on active curb management. These initiatives will inevitably fail if NYC continues to relinquish control of its streets to illegal parking and use of placards. While the Mayor's new Office of Curb Management is welcome, no curb plan can succeed while parking regulations are unenforced; and

WHEREAS: For this reason, CB1 considers placard abuse to be a defining threshold issue for Lower Manhattan. Until this crisis is resolved, every other effort to improve our streets and public spaces is set up to fail; and

Existing Framework

WHEREAS: Crucially, even a valid placard[2] allows parking only at meters, within truck loading zones, in "No Parking" areas, and in designated "Authorized Vehicles" spaces. Under no circumstances does a placard authorize parking in "No Standing" or "No Stopping" zones, in front of fire hydrants or bus stops, within bike or bus lanes, across crosswalks or driveways, or in a manner that constitutes double parking; and

WHEREAS: Additionally, NYCDOT agency placards are strictly prohibited from being used in loading zones south of 60th Street – a restriction that encompasses every single block within CB1's district; and

WHEREAS: NYPD-issued personal vehicle placards issued to officers' personal cars are classified as "restricted". Under the NYPD's own Patrol Guide, officers are only allowed to use them within a designated zone near their command while on duty–meaning displaying them anywhere else is a direct violation of their internal rules; and

[2] Per Administrative Code §19-162.3, only NYCDOT, NYPD, and DOE may issue placards. Each one-year permit requires a unique identifier, an expiration date, the issuing agency, and a formal application detailing the justification for its use.

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WHEREAS: Under city rules, displaying a placard to evade posted regulations[3] is a separate, standalone violation that requires a placard misuse or fraud ticket to be issued alongside the underlying parking ticket; and

WHEREAS: Under Administrative Code §19-166, making, holding, or using a fake placard is a serious offense carrying a fine of at least $500 or up to 30 days in jail. Section 19-166.1 requires the immediate revocation of any placard held by someone with three or more misuse citations, any fake-placard violation, or over $350 in unpaid tickets; and

WHEREAS: NYC's conflicts of interest law bars public employees from using city resources for personal gain. The Conflicts of Interest Board (COIB) has clarified that a city parking placard is a municipal resource.[4] Under Charter § 2604(b)(2) and Board Rule § 1-13(b), using a City resource for a non-City purpose (such as a personal commute) is prohibited and thus using it for a daily commute is prohibited; and

WHEREAS: CB1 members observe cars with placards parked from morning until evening—a standard commute, not official business. This practice violates city law by: (i) lacking the required statutory justification for obtaining a placard; (ii) parking explicitly "with intent to avoid" posted rules; and (iii) misusing a City resource for a private purpose; and

The Scale of the Problem

WHEREAS: Although official counts are hard to come by, estimates suggest that more than 100,000 valid placards are active at any moment. The 2024 Department of Investigation's (DOI) report confirmed that in 2022, the City flooded the streets with over 95,000 permits – roughly 26,000 from the DOT, 39,000 from the NYPD, and 30,000 from the DOE.[5] And that's just the official count; it doesn't include the countless fake or expired permits in circulation, nor does it account for the rampant illegal parking enabled by lax NYPD enforcement; and

WHEREAS: The DOI report also revealed that the City lacks a standardized process for issuing placards. Because the three issuing agencies rely on disparate criteria and distinct placard designs, counterfeit permits are difficult to identify; and

WHEREAS: The DOI further discovered a systemic practice where traffic agents and police officers consistently refrain from ticketing placard-bearing vehicles parked illegally. Officers interviewed stated they had never penalized such vehicles, and several agents cited a fear of disciplinary repercussions for doing so; and

[3] *See* 34 RCNY § 4-08(o).
[4] *See, e.g.*, COIB Case No. 2020-475; COIB Case No. 2019-612.
[5] https://www.nyc.gov/assets/doi/press-releases/2024/April/17LL6.Rpt.Release.04.03.2024.pdf

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WHEREAS: The DOI found that the NYPD issued mandatory misuse or fraud summonses in only about 30 percent of the qualifying cases. This lax enforcement prevents repeat offenders from accumulating enough violations to reach the three-strikes revocation threshold; and

WHEREAS: Another barrier to accountability is the failure to seek revocations when warranted. In the first half of 2022 alone, the DOI identified 136 city employees eligible for placard revocation. Yet between January 2019 and August 2022, fewer than five such revocations were documented; and

WHEREAS: The NYPD has established roughly 150 unofficial "self-enforcement zones" adjacent to police precincts and municipal buildings. Lacking any formal rules, these areas effectively restrict traffic enforcement; notably 70 of the 150 zones recorded zero summonses during the initial five months of 2022; and

WHEREAS: The striking discrepancy in enforcement is underscored by conditions near NYPD headquarters at One Police Plaza in Lower Manhattan: the department recorded just two summonses in its designated self-enforcement zone over a five month period in 2022. In contrast, a one day inspection by DOI investigators in April 2023 revealed 42 illegally parked cars on a single block of Robert F. Wagner Sr. Place, with 23 exhibiting NYPD placards; and

WHEREAS: When the DOI investigated the very same spots reviewed by the NYPD, the findings exposed a staggering discrepancy: DOI found an average of 7.95 illegally parked cars displaying a placard or a stand-in such as a vest or union card where the NYPD found only 0.06. And in the 1st Precinct, which covers much of CB1's district, DOI found 16.86 violations per check—while the NYPD didn't manage to find any; and

WHEREAS: Placard misuse complaints have surged as enforcement fails. Citizen complaints to 311 regarding placard misuse grew dramatically from approximately 11,000 in 2023 to over 19,000 in 2024, yet this widespread concern continues to be largely ignored. The DOI reported that:

- 91% of 311 complaints concerning placard misuse resulted in no tickets being issued.
- Nearly a quarter of all illegal parking complaints were closed in 20 minutes or less.
- During DOI's own six test complaints, the NYPD wrote zero tickets and, in half of the cases, never even responded to the scene; and

WHEREAS: The scale of the problem is vividly illustrated on the ground. A 2022 Streetsblog survey highlights the widespread placard misuse in Community District 1.[6] In the approximately 30 blocks bounded by Canal Street, Lafayette Street, Chambers Street, and West Broadway staggering rates of parking abuse were uncovered:

[6] https://staging.nyc.streetsblog.org/2022/08/22/the-ultimate-placard-census-downtown-is-choked-with-and-endangered-by-city-state-federal-workers-cars

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- 727 vehicles displayed valid or fake parking placards.
- Placard-holding cars occupied 65% of all legal parking spaces before even factoring in illegal parking.
- Nearly 10% of the displayed placards were expired.
- More than 8% of the vehicles featured out-of-state plates; and

WHEREAS: Vehicles that display placards or fake placards (including paraphernelia) do more harm than the disproportionate, and often illegal, share of the right-of-way that they occupy. In the Streetsblog analysis, the 727 vehicles displaying valid or fake placards were linked to 9,064 tickets, an average of 12.5 per car, including speeding, speed camera, and red light tickets. Similar patterns exist for NYC Marshals[7] and non-profit organizations that have been issued placards;[8] and

WHEREAS: A survey by the Downtown Alliance counted 336 cars with placards south of Chambers Street on a single Gridlock Alert Day.[9] These included nine in the truck-only loading zone on Barclay Street between West Broadway and Church Street, and 17 on the short stretch of Fulton Street between William and Gold Streets; and

WHEREAS: The lack of enforcement is not due to a lack of complaints. In fact, the gap between complaints and enforcement is widening. For example, during the first five months of 2026, parking tickets issued by NYPD officers in the Manhattan South patrol borough dropped by 30 percent compared to the same period in 2025, even as citywide numbers rose.[10] In addition:

- Officers in Manhattan South accounted for only about three percent of the NYPD's 107,000 total parking tickets issued during this time frame,
- Meanwhile, 311 vehicle-related complaints in the three precincts around City Hall and NYPD headquarters jumped 36 percent; and

WHEREAS: It is impossible for the public to get information about placards issued by the NYPD as they have denied a Freedom of Information Law (FOIL) request seeking a comprehensive list of its roughly 35,000 active parking placards, claiming that the request was too vague to fulfill and that the requested records are legally exempt from disclosure; and

WHEREAS: These findings show that the City's placard system is broken beyond repair. There is no single agency in charge, no reliable record of how many placards exist or who holds them, no practical way to tell a real placard from a fake, and almost no enforcement against either. What exists today is not a rules-based permit program

[7] https://nyc.streetsblog.org/2026/11/06/some-of-nycs-worst-super-speeders-are-city-marshals-you-know-the-guys-with-badges?utm_source=streetsblog-nyc.beehiiv.com&utm_medium=newsletter&utm_campaign=marshals-marshals-marshals

[8] https://nyc.streetsblog.org/2026/10/27/dozens-of-vehicles-with-city-issued-parking-placards-are-super-speeders-data-shows

[9] https://nyc.streetsblog.org/2026/07/30/opinion-want-to-reclaim-new-york-citys-curbs-start-with-parking-placards

[10] https://nyc.streetsblog.org/2026/06/04/nypd-summons-data-parking-enforcement-decline-traffic-agents-jessica-tisch-quality-of-life

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that is occasionally abused, but a culture of illegal parking in which a placard, vest, or badge on the dashboard signals that the law does not apply. Such a system cannot be repaired—it must be replaced; and

CB1's Vision for Reform

WHEREAS: CB1's goals for reform are simple and straightforward: reclaim its public space, enforce rules that apply universally, and establish enforcement mechanisms that work. To achieve this, CB1 advocates for a decisive, two-pronged approach:

- Abolish the existing system governing placards entirely and
- Create a uniform, non-discriminatory framework that supplements or operates independently of the NYPD; and

Abolish the existing parking permit system

WHEREAS: Intro 0402-2026, introduced January 29, 2026, by Council Member (CM) Restler, addresses CB1's goal of abolishing the existing system for placards by proposing sweeping reforms. The bill would:

- Prohibit all city agencies from issuing parking permits (placards) to private vehicles unless they bear an official elected official license plate,
- Revoke all existing non-exempt placards within 90 days, and
- Repeal the NYPD's separate placard authority under Administrative Code §14-183 and §14-183.1; and

WHEREAS: The bill exempts placards for people with disabilities, clergy, and volunteer ambulances with good reason, it also exempts any placard "required to be issued pursuant to the terms of a collective bargaining agreement," which threatens to undermine the bill's intent:

- The DOI previously reported that a single arbitration ruling forced the City to issue 50,000 new placards to DOE employees;
- Nothing in the current bill prevents future labor contracts from restoring the very placards the legislation aims to eliminate; and
- Previous estimates suggest this proposal would remove roughly 60,000 existing placards,[11] but leave tens of thousands (if not more) still in circulation; and

Civilian reporting

WHEREAS: Intro 0654-2026, introduced by CM Restler on February 12, 2026 would directly advance CB1's goal of establishing a uniform, non-discriminatory framework that operates independently of the NYPD. The bill proposes key mechanisms to crack down on dangerous parking violations:

- **Targeted Penalties:** It establishes a $175 civil penalty for blocking a bike lane, bus lane, sidewalk, crosswalk, or hydrant located within 2,640 feet of a school.

[11] https://www.amny.com/news/parking-placards-bills-lincoln-restler/

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- **Civilian Reporting:** It would empower members of the public to submit complaints directly with DOT using photographic evidence and
- **Independent Adjudication:** These citizen submitted complaints would be adjudicated by the Office of Administrative Trials and Hearings (OATH); and

WHEREAS: As currently written, Intro 0654-2026 would award complainants 25 percent of any penalty collected. CB1 believes this incentive is unnecessary and risks turning a vital public safety tool into a source of conflict between neighbors. Previous versions of this legislation removed this bounty provision and it should be stripped from the bill again; and

WHEREAS: Citizen enforcement is a model that already operates successfully in NYC and CB1 supports the bill's core idea of removing the NYPD from the picture. But the bill, as currently written, does not adequately target the problem. It covers only a short list of obstructions near schools, and does not address placard misuse in loading zones, or "no standing" zones, the violations that most harm Lower Manhattan; and

WHEREAS: Members of the public cannot be expected to know who owns a private vehicle, where the operator works, or if a placard is real and current, hence CB1 recognizes that a civilian reporting system cannot practically be limited to vehicles with placards. The rules must equally apply to all illegally parked vehicles; and

WHEREAS: Civilian reporting works best alongside abolishing placards. As long as tens of thousands of real placards remain in circulation, no member of the public can tell a real placard from a fake one; and

Automated enforcement

WHEREAS: Together, Assembly bill A.5440-A-2025 and its Senate companion bill S.8665-2025, provide a powerful option for establishing a uniform, non-discriminatory framework that operates independently of the NYPD: authorizing the City to run an automated camera enforcement program for parking rules. The legislation would authorize the creation of:

- **Camera Deployment:** Cameras mounted on city vehicles and stationary street locations would automatically ticket vehicles that park, stand, or stop in violation of posted rules;
- **Tiered Fines:** Fines would be capped at $50 for the first violation, escalating to $250 for repeat offenses within a 12-month period; and
- **Protections and Safeguards:** The program mandates a 60-day warning period before tickets are issued, explicitly bars the use of facial recognition technology, and includes a six-year sunset clause requiring renewal; and

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WHEREAS: This automated enforcement legislation builds on successful, existing camera programs that the State has authorized for bus lanes, red lights, and speeding. Furthermore, the NYCDOT has said that it supports using automated enforcement for parking rules;[12] and

WHEREAS: Cameras enforce rules the same way for every vehicle regardless of if it has a placard or not and without granting the DOI the discretion to excuse placard holders; and

WHEREAS: CB1's long-standing request that FiDi (where nearly nine-in-10 people walk or take transit to get to work in the area, and only 12 percent of households have access to a car) become a pedestrian-first area hinges on camera enforcement to manage the curb;[13]

Other approaches

WHEREAS: Moving traffic enforcement from the NYPD to DOT has been proposed, and CB1 has supported this idea in the past.[14] But on its own, it would not solve the problem. DOT issues thousands of placards of its own, and nothing ensures its agents would be any more willing than the NYPD's to ticket fellow public employees. Moving the job to a different set of workers because the current ones will not do it treats the symptom, not the cause, and would require a costly reorganization with no guarantee of a different result. Any enforcement system that still depends on public employees choosing to ticket other public employees is likely to fail in the same way; and

THEREFORE BE IT RESOLVED THAT: While Manhattan Community Board 1 (CB1) supports the reforms described below, they are not a precondition for action. Existing law, if enforced, would go a long way toward solving this problem. CB1 calls on the Mayor and the NYPD to enforce current parking laws now, and calls on its elected officials to press the Administration and the NYPD to do so ; and

BE IT FURTHER RESOLVED THAT: CB1 calls on the Mayor, the NYPD, DOT, and DOE to carry out all 11 recommendations in DOI's April 2024 report, and in particular to:

1. Eliminate all NYPD self-enforcement zones, starting with those in CB1's district;

[12] https://www.cbsnews.com/newyork/news/nyc-double-parking-crackdown/
[13] DOT Teases Closed Streets and Automated Parking Enforcement for FiDi, Streetsblog NYC, October 2026.
[14] Moving Parking and Placard Enforcement from the New York Police Department to the New York City Department of Transportation, June 2020.

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2. Direct officers to ticket cars with a placard the same as any other car, and to additionally issue the required misuse or fraud summons;
3. Audit all active placards, revoke all that qualify under the three-strikes law, and publish audit results annually;
4. Assign traffic agents, not patrol officers, to 311 parking complaints, and require proof of response, such as a badge number and photo, before a complaint is closed; and
5. Replace all physical placards with a single digital system that ties each permit to a license plate; and

BE IT FURTHER RESOLVED THAT: CB1 supports A.5440-A / S.8665, which authorizes automated camera enforcement of parking regulations in NYC and urges the State Legislature and the Governor to make it law; and

BE IT FURTHER RESOLVED THAT: CB1 also supports Int. 0654-2026 to authorize reporting hazardous obstruction violations by vehicles. However, CB1 urges the Council to amend it to (i) cover all parking, standing, and stopping violations citywide, including loading zones, "no standing" zones, and placard misuse and fraud, not only obstructions near schools; and (ii) remove the 25 percent payment to complainants; and

BE IT FURTHER RESOLVED THAT: CB1 urges the Mayor and the Office of Labor Relations to **not** agree to any new or expanded placard terms in collective bargaining agreements, and to negotiate the termination of existing ones; and

BE IT FURTHER RESOLVED THAT: If there is a failure to dismantle the existing framework, CB1 takes no position (at this time) regarding support of a streamlined, centrally managed digital permit system for genuine official business. To the extent that any system of placards exists, CB1 insists that such system be operated by a single agency, linked directly to vehicle license plates, made publicly transparent through regular reporting, and enforced consistently like any standard parking regulation; and

BE IT FURTHER RESOLVED

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THAT: CB1 asks NYCDOT's Office of Curb Management to make Lower Manhattan a priority, and to report to CB1 regarding placard counts, enforcement, and loading zone availability in our district.

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