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## New York City Taxi & Limousine Commission

### Proposed Rules – Vision Zero and Fitness Revocation Hearings

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# Vision Zero and Fitness Revocation Hearings

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 [rules.cityofnewyork.us/rule/vision-zero-and-fitness-revocation-hearings/](https://rules.cityofnewyork.us/rule/vision-zero-and-fitness-revocation-hearings/)



**Rule status:** Proposed

**Agency:** TLC

**Comment by date:** March 12, 2025

[Rule Full Text](#)

Vision-Zero-Fitness-Revocation-Hearings-Rule-Certified.pdf

The Taxi and Limousine Commission is proposing to amend its rules to increase the penalties for stationary and non-hazardous moving violations and to consider certain out-of-state convictions for fitness revocation hearings.

Attendees who need reasonable accommodation for a disability such as a sign language translation should contact the agency by calling [1 \(212\) 676-1135](tel:2126761135) or emailing [\[email protected\]](#) by **March 11, 2025**

**Send comments by**

**Public Hearings**

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[Zoom - Wwww.Nyc.Gov/Tlc Public Hearing](https://www.nyc.gov/tlc-public-hearing)



Date

March 12, 2025

10:00am - 1:00pm EDT

Location

Zoom - [Www.Nyc.Gov/Tlc](https://www.nyc.gov/tlc)

Connect Virtually

Disability Accommodation

- Closed Captioning
- Communication Access Real-Time Translation

**Comments are now closed.**

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**Online comments:** 47

**David Greenblatt**

Wonderful idea, I fully support this.

Comment added February 26, 2025 11:52am

**Kevin Burns**

I support this! We see countless sidewalks, crosswalks, bike lanes, car lanes blocked, and blocking the box by these cars over and over! Financial penalty will hopefully prevent this.

Comment added February 26, 2025 1:38pm

**Austin Schnitzer**

I strongly support these new rules. Around my home and workplace in midtown illegal parking/blocking crosswalks is rampant and TLC vehicles are all too often responsible. These new rules are needed to help achieve vision zero and make our streets safer for all road users.

Comment added February 26, 2025 2:33pm



**Ian Hooley**

I strongly support this proposed measure as a key step towards making vision zero a reality.

Comment added February 26, 2025 4:40pm

**Alan Mukamal**

I support these changes that I would expect to increase safety and decrease crashes. Thank you

Comment added February 26, 2025 6:39pm

**Luke Szabados**

Yes please enact these. We need more accountability for tlc drivers who park in crosswalks

Comment added February 26, 2025 8:03pm

**Adam Asher**

I am fully in support of the proposed rule change. Too many vehicles are blocking bike lanes, crosswalks, and otherwise making the streets unsafe for the public.

Comment added February 26, 2025 9:05pm

**Sandy Wilson**

I support increasing penalties for “stationary and non-hazardous moving violations.” As someone who relies on access to bike lanes to get around, the amount of TLC vehicles parked in the bike lanes is out of control. I report as many of the vehicles as I can, and while I feel bad for the difficult situation these drivers are put in when picking up and discharging passengers, the safety of those who rely on the bike lanes should never be compromised. It seems the only way these drivers are going to understand the gravity of their dangerous actions is to increase the penalties for these violations.

Comment added February 26, 2025 10:26pm



## **Jehiah Czebotar**

I support the changes to §80-13(a)(1) and §80-13(a)(2) – the number of repeat violators indicates that the initial fine isn't a sufficient deterrent in all cases so escalating fines are appropriate, as is a required education class.

The 15 month lookback for repeat violations should be increased to 24 months because sometimes due to OATH delays and rescheduling it takes up to a 12 months for a fine to be adjudicated, and un-adjudicated fines can not count towards the repeat violation count.

Additionally, to further vision zero goals a new hazardous moving violation 8-13(a)(3)(xvi) should be added for driving in a "bike path" (as defined in VTL 102-b – distinct from a "bike lane"). This would better address hazardous violations by drivers using protected bike lanes – distinct from the moving violation of driving in what DOT refers to as a "conventional bike lane".

Comment added February 26, 2025 10:51pm

## **Jeff Schwane**

I agree with the proposed rules. TLC vehicles need to be held more accountable for how their interactions with the street affect the public.

Comment added February 27, 2025 6:32am

## **Daphne Eviatar**

I fully support this. I see so many illegally parked TLC vehicles in bike lanes and blocking streets, which creates extremely dangerous conditions for pedestrians and cyclists. If the city takes Vision Zero seriously, it needs to crack down on the drivers creating these hazards.

Comment added February 27, 2025 8:11am

## **McLean Cozine**

I absolutely support these changes as a meaningful step toward making our roads safer and more functional for all users.

Comment added February 27, 2025 12:10pm



## **Charlie Nom**

I'm one person who has reported over 120 instances of bike lanes blocked, by NYC TLC drivers, via 311 in the year 2024 – I can attest this issue is prevalent and pervasive.

Comment added February 27, 2025 2:04pm

## **Autumn Bosco**

This is very necessary. T&Lc vehicles are operated by people who drive for a living and they should be treated as such. Continued ignorance of the rules, especially for “professionals”, is unacceptable.

Comment added February 27, 2025 5:53pm

## **Bill Bruno**

This is long overdue. The increase in Uber/Lyft vehicles alongside the regular traffic in taxi and livery vehicles has only increased the scope of this problem.

I regularly have to maneuver around vehicles parked in bike lanes and, as a pedestrian, have to deal with blocked boxes and cars obtruding into the crosswalk more than I should have to. I'm sure this is a widespread problem.

Parking in bike lanes and crosswalks increases hazards for all users and, clearly, tougher sanctions are needed.

Comment added February 27, 2025 6:00pm

## **David Kim**

I fully support this idea. Professions revolving around handling cars should be held to a high standard given how much danger a vehicle can pose. Multiple offenses show a blatant disregard for the safety of others and should be appropriately discouraged.

Comment added February 27, 2025 10:54pm



### **Anonymous Former Bike Commuter**

Strongly support this. Traffic has gotten worse each year since the pandemic, and TLC drivers who run through red lights, violate the bike lanes, obstruct crosswalks when the light changes and then try to push through the pedestrians, etc. are a big part of why walking extended distances in the city has become uncomfortable, and bike commuting has become untenable during rush hour unless you can stay to the park or the Hudson.

Please consider extending similar rules to commercial vehicles, especially Fresh Direct delivery trucks whose operators think the entire city is their parking and storage area, and possibly to private drivers as well (with double points for BMW drivers as they seem to need an extra incentive)

Comment added February 28, 2025 6:26am

### **Thunder Smasher LLC**

I fully support this proposed rule change. Escalating fines will make crossing the streets safer for everyone and reduce repeat offenders from doing it again.

Comment added February 28, 2025 12:56pm

### **Jonathan Goren**

I am in support of these rules changes. I also think that the rules should be changed so that 3rd and subsequent offenders have their licenses suspended and take the education course.

Comment added March 2, 2025 9:37am

### **Karma phunchok**

Please don't add points for non moving violations such as parking tickets . This is too much for drivers like us and our livelihood.

Comment added March 2, 2025 10:51am



## **Juan M**

NYC is a joke, along with the TLC and the clown we have as a mayor Erick Adams. They want to blame everything on the drivers, but pedestrian and bikers do not respect any law. Pedestrians jump in front of the cars when cars have a green light (what they do is make jay walking legal, how is that making new york safer), on the other side bikers don't care if they have a red light, they also ride in the wrong way and ride on the sidewalk yet I don't see any proposing law to make bikers and pedestrians accountable. Pedestrian and bikers do whatever they want in NYC with no consequences but this clowns in charge just want to make a profit from hardworking drivers.

Comment added March 2, 2025 11:42am

## **Rashed Saikat**

I don't support it.

This particular rule is bogus and money grab. This rule shouldn't be implemented since drivers do receive tickets unfairly. TLC drivers should have the same right as regular drivers. There shouldn't be any separate rules for TLC drivers which is completely money grab and it's a way for NYC TLC to extort the drivers. I'm also hoping that the nyc TLC should be investigated for all the corruptions that they have done so far.

Comment added March 2, 2025 1:24pm

## **Barack**

Your proposed rules is again proving that TLC is operating as a mafia cash cow I can't wait for a common sense mayor like Mario cuomo to clean this corrupt agency and for the justice department to indict you all, TLC you have drivers blood on your hands and you violated drivers constitutional rights for years and justice is coming for you all.

Comment added March 2, 2025 2:06pm



I don't believe this it is fair that this only applies to tlc drivers. There's multiple types of vehicles that drive into the city that also violate city traffic laws (uber eats delivery drivers, fresh direct delivery drivers and even late night garbage truck drivers). Doing this will just restrict the drivers and cause more stress for drivers than there already is. Yellow cab drivers are paying \$2500 to \$5000 a month to just rent there cars. Then we have the Uber drivers or fhv drivers who either rent or own there vehicles and pay a nice insurance premium already. We drivers have to pay to maintain our cars and keep them clean, then we get these cars inspected every 3 months by dmv standards and every 2 years by the tlc. Mind you every inspection costs us time off from work and every inspection costs us money too. On top of that we have unforeseen circumstances while on the road. Many of us wake up 3/4 am to service the working class during the day and many of us sleep throughout the day and service the people who are out on evenings into late nights. Although many drivers are bad actors, majority of the drivers in the city are just working a job. If the city and TLC doesn't want more tlc drivers in the city, maybe they should close down the licensing for new drivers. Not come after current working drivers who pay there taxes and are contributing to the economy. Every time my license gets a point my insurance rates go up. I understand citizens are upset about bike lane rules not being addressed. But this is not a solution. A vast majority of TLC drives don't even have a social or family life because they are so busy working. What makes you think making them take a vision zero remedial course will make them have a better mindset while working. You are taking away precious work hours or sleep hours from these individuals. If I spent 2/4/6 hours on a class and then have to return back to work with one point on my license, I will most probably have a lot more on my mind as I need to get ready to pay for increased insurance premiums and a fee for the vision zero class, as well as sleep or work hours lost. So now I will most probably work with more stress for the next month and try to increase my earnings and have less hours at home and more hours on the road. Make it make sense. Add a vision zero advisory class to the renewal course, so now all existing tlc drivers can get re educated on bike lane safety and so on. Doing this will just give the drivers another expense and force drivers to be on the road for longer hours, making the roads dangerous for bikers and pedestrians. The more the operating expense is for a tlc driver. The more we need to work to cover such expenses then pay for rent and other necessities. For us our car and license fees and needs come first, we provide food on the plate with those two tools we have acquired. We are constantly scrutinized by nypd and tlc police, but we don't mind that because we understand that we have to abide by the rules. But this a stretch of things that is honestly not possible to work with. If TLC drivers are held liable for every breath we make, I think it's time to review the city bikes and regular bikers too. I see them every day taking red lights and not staying in the bike lane, maybe they should get ticketed too. Because if I drive in the bike lane I get a ticket for sure, but if a biker wants to come in a car lane the biker doesn't



get any circumstances, even though the biker is putting his or her own life at danger. No consequences for the biker but all the consequences apply for the driver, sounds unfair doesn't it? Even with the bus lanes, we regular size vehicles cannot use them but they come into our lanes. Imagine I'm going down 2 ND ave and I get a uber ride. Now I have two options to pull over into, Either the bus lane or double park across the street and have the rider cross traffic to get over. I don't know what TLC or NYC local government thinks we drivers are. We are not millionaires and cannot afford to survive in the city if TLC and NYC local government keeps putting these unreasonable penalties on us. If all uber drivers and yellow cab drivers disappear one day the city would definitely not be that pleasant to navigate. Keep that in mind, every time a train or public transit fails, people take a cab; going out to fancy occasion, people take a cab; very cold and freezing outside, and uber is surging, people come out to call yellow cabs. Understand that if we are here for you in good times and emergencies why do you want to make our whole job a pain to do. If this regulation was passed for all drivers I would not complain and spend my time writing this comment. But I hope someone reads this and I can help change your mind about these situations. No driver wants to hurt bikers or pedestrians in any way for sure. We don't want to block the lanes for anyone but then we're do you want us to stop. Pretty sure everyone has called a uber or car service and the car waited a few minutes downstairs, where do you want drivers to wait?

Comment added March 2, 2025 3:14pm

### **David Do**

I don't support this proposal at all. I see a lot of paid supporters commenting here that they support this proposal.  
Tlc drivers are some of the best drivers in city. 90% of time I see cross wall and all other illegal parking is by regular cars. NOT TLC.  
This proposal does not make sense at all.

Comment added March 2, 2025 3:55pm

### **Eri Torres**

TLC drivers operate their vehicles for long hours every day, increasing their chances of minor infractions. A single driver could accumulate points quickly through minor issues that have little to no impact on road safety. The system unfairly punishes those who rely on their vehicles for their livelihood.

This rule is so unfair to TLC DRIVERS with the points

Comment added March 2, 2025 6:24pm



## **Md hossain**

We TLC drivers already struggling a lot! We can't pay our bills! If this happens we will suffer more and more! Please exempt TLC drivers from all kinds of traffic tickets!

Comment attachment

MD.-FARUQUE-HOSSAIN.pdf

Comment added March 2, 2025 11:38pm

## **Shane Sauder**

The proposed rule change is a very good idea. Small violations such as blocking a crosswalk or a bike lane can have deadly effects. It is important that the fines escalate and begin to accrue points for drivers to deter repeat offenders. This rule change will result in a safer, more orderly city.

Comment added March 3, 2025 9:41am

## **Charlie Guthrie**

I support these proposed changes to make our streets safer, as a pedestrian and cyclist.

Comment added March 3, 2025 2:45pm

## **Laura Fishman**

I applaud this proposal and support these changes. Vehicles (including TLC vehicles) blocking crosswalks and bike lanes are serious hazards. I fear for my own life and safety and for that of my children when biking to work or walking to school.

Comment added March 3, 2025 10:31pm

## **Alexander Apter**

Repeat offenders, clearly, need a more significant punishment in order to correct their behavior. I support the proposed changes.

Comment added March 4, 2025 9:15am



## **Alan Mooiman**

I'm strongly in favor of stricter penalties for TLC vehicles blocking bike and bus lanes, as well as other stationary violations. There are far too many of these vehicles endangering cyclists and pedestrians by blocking critical sightlines and right-of-ways.

Comment added March 4, 2025 9:54am

## **Morshed Alam**

I don't support any rules that put driver's livelihood in jeopardy. There's already NYPD and State troopers, we don't need TLC polices, we are not criminals. Rather TLC police should be there to protect the drivers from passengers that are criminals. Thanks.

Comment added March 4, 2025 12:13pm

## **Robin**

I don't support this proposed law. Drivers are essential worker. They are the backbones of NYC's transportation system. Also drivers are already suffering financially. Rather NYC should put laws for bikers who take red lights and those that don't even ride on bike lanes. Furthermore, the pedestrian should be accountable for walking straight in front of cars while it is green for the driver.

Comment added March 4, 2025 1:56pm

## **Nick Hanley**

I support this measure as a resident of NYC and frequent Uber user. I appreciate TLC vehicles and drivers since I know they are held to a higher bar of safety for all New Yorkers.

Comment added March 6, 2025 2:49pm



## **Eman Rimawi-Doster**

I'd like to talk about the importance of allowing any paratransit vehicles permission to pull over to pick up or drop off a customer, as well as working with the DOT and MTA about improving some of the designated AAR bus stops for customers with disabilities like myself.

Comment added March 7, 2025 12:32pm

## **NYC commuter**

I support these changes – as a driver, it's dangerous and causes more traffic when TLC vehicles double park because I have to drive around them, sometimes on narrow roads; and as a biker, I'm more likely to get by a car when I have to ride around TLC vehicles that park in the bike lane.

So I support these changes (not relevant, but I also think TLC drivers should get paid a lot more).

Comment added March 9, 2025 4:53pm

## **Harjinder Singh**

This rules is so bad is hurting Tlc people very badly, sometime as a Tlc driver, we didn't have no choice School somebody very old person they can walk. We have to stop the car pick up the person and bus lane two people with wheelchair. They have no choice. Have to pick up them and the bus give us take it and now people taking pictures and ,people to get the ticket. It's not a good for Tlc driver, please think on it

Comment added March 10, 2025 8:03pm



## Ahmad The Driver

ear TLC,

I am writing to request that the TLC does not increase or pass new laws penalizing drivers who need to wait in bus lanes or bike lanes to pick up passengers. Since 2014, many streets and avenues in the city have been converted into bus or bike lanes, making it increasingly difficult for drivers to pick up and drop off passengers.

Some of the passengers we serve have health issues, age-related challenges, or disabilities that require us to wait for them at specific locations, sometimes in bus or bike lanes or even while double-parked. Additionally, companies like Uber and Lyft impose strict policies, requiring drivers to wait a maximum of eight minutes at the pick-up location in order to qualify for the cancellation of a no-show fee. This adds more pressure on drivers, especially when the designated pick-up spots are in areas with limited parking options due to bus and bike lanes.

We respectfully ask that the TLC consider the unique challenges faced by drivers and avoid passing any new laws that would further complicate our ability to serve passengers while also complying with the regulations.

particularly with the increasing presence of electric bikes and pedestrian behavior. These electric bikes are becoming a major issue, as some of them travel at speeds comparable to, or even faster than, regular vehicles—reaching speeds of 45 to 50 miles per hour. This makes them dangerous for both drivers and pedestrians, especially since many riders do not follow traffic rules or regulations.

Additionally, pedestrians are often disregarding traffic signals and crossing streets without following the rules. Even when drivers have the right of way at a green light, pedestrians continue to cross against the signal, creating further hazards.

The combination of these factors, especially the high-speed electric bikes, creates a dangerous environment for everyone on the road. We, as drivers, are deeply concerned about our safety and the safety of our passengers, and we urge the TLC to take immediate action to address these issues before more accidents occur.

Thank you for your attention to these serious safety concerns. We look forward to seeing measures that can help protect everyone on the road.

Thank you for your attention to this matter.

Comment added March 10, 2025 10:58pm



## Anna Humphrey

Dear Commissioners,

My name is Anna Humphrey, and I am the Transportation Community Organizer for the Center for Independence of the Disabled, New York (CIDNY). Thank you for the opportunity to submit testimony regarding the proposed rule that would increase fines and impose license points on TLC drivers who stop in bus or bike lanes to pick up or drop off passengers. While I appreciate the City's commitment to enhancing cyclist safety, I urge the TLC to delay this decision until a comprehensive conversation is held with key stakeholders, including the disability community, the MTA, the Department of Transportation, the NYPD, and bicycle advocates. This rule has significant implications for people with disabilities and the drivers who serve them, and without proper adjustments, it may cause unintended harm.

For people with disabilities who rely on wheelchair-accessible taxis (WAVs), paratransit, and broker-provided Access-A-Ride (AAR) services, being let out by the curb is essential. In much of the city, particularly in high-traffic areas, the only available curbside space is within a bike lane or a bus stop due to the large number of cars parked along curbs. If TLC drivers are penalized for stopping in these spaces, it creates an impossible situation where wheelchair users and other disabled passengers will be forced to navigate unsafe conditions just to enter or exit a vehicle. The inability to safely drop off disabled passengers is not only discriminatory but also a direct violation of the Americans with Disabilities Act (ADA) and the City's commitment to equitable transportation access.

The proposal relies on camera enforcement, which presents a major problem for wheelchair users. Camera images may not clearly show whether a driver is actively assisting a disabled passenger, leading to wrongful fines and penalties for drivers who are simply fulfilling their legal obligation to provide accessible transportation. While we would recommend a wheelchair loading exemption, like the exemption given to paratransit by the DOT, its implementation under a camera enforcement system remains unclear and could result in unfair punishments for drivers assisting passengers with disabilities.

Many TLC drivers are already struggling financially, and this rule could make it even harder for them to operate, especially if they are at risk of losing their licenses due to repeated violations. Some drivers are already reluctant to pick up and drop off passengers at certain locations—such as 375 Pearl St.—due to bike lane and bus stop restrictions. Without designated pick-up and drop-off areas, drivers will continue to be placed in difficult situations, choosing between serving their passengers or risking fines and penalties. Additionally, stopping in a crosswalk is not a safe alternative, but without designated curbside options, some drivers may feel they have no choice.



This issue requires a discussion among all affected parties. Before this rule moves forward, a conversation should be had that includes disability advocates, TLC representatives, DOT officials, MTA representatives, NYPD enforcement personnel, and bicycle advocacy groups. Together, we can find balanced solutions such as:

Designating specific pick-up and drop-off zones for accessible taxis and for-hire vehicles in high-traffic areas.

Ensuring a clear, enforceable exemption for wheelchair users and disabled passengers.

Improving communication between agencies to address enforcement and logistical challenges.

The TLC must ensure that the rule does not unintentionally harm people with disabilities or penalize the drivers who serve them. I strongly urge you to delay implementation of this rule until a proper dialogue takes place with all affected stakeholders.

Thank you for your time and consideration.

Sincerely,

Anna Humphrey

Transportation Community Organizer

Center for Independence of the Disabled, New York (CIDNY)

[Comment attachment](#)

3.12-TLC-Hearing-Testimony.docx

Comment added March 11, 2025 12:34pm

## John hia

I'm yellow cabby .we should get permit to park with restrictions to use restroom.turn where buses are allowed to turn with passenger and to use bus lanes with passengers this will reduce our aggression level.and prevent overcharging and passenger refusal.i notice that a lot of cabbies/Ubbers making illegal turns when they pick up fares.i try my best to stay invisible but I get caught once in while.no body talks about this .you know many times overcharge passengers and I use the that I obey law excuse.

Comment added March 11, 2025 12:39pm



## John hia

I'm yellow cabby .we should get permit to park with restrictions to use restroom.turn where buses are allowed to turn with passenger and to use bus lanes with passengers this will reduce our aggression level.and prevent overcharging and passenger refusal.i notice that a lot of cabbies/Ubers making illegal turns when they pick up fares.i try my best to stay invisible but I get caught once in while.no body talks about this .you know many times overcharge passengers and I use the that I obey law excuse.relax the rules a little bit.

Comment added March 11, 2025 12:43pm

## Downstate New York ADAPT

Twelve disability organizations submit the attached written comments, in PDF and Word format, in response to the New York City Taxi and Limousine Commission's request for testimony in response to the public hearing scheduled to be held on Wednesday, March 12, 2025, regarding the proposal to amend the TLC rules to increase the penalties for stationary and non-hazardous moving violations, also referred to as Vision Zero & Fitness Revocation Hearings Rule Proposal.

### Comment attachment

3-11-2025-Final-Filed-Letter-to-NYC-TLC-Higher-Penalties.pdf

Comment added March 11, 2025 2:59pm

## John hia

Yellow cabbie.i disagree with the rule changes.the parking violation part should not be disturbed.the moving violation part is different.the cabbies/ ubers make numerous dangerous u- turns when they pick up or drop off passengers .because they want to save the passengers time and money .I take the long route and make extra money because I'm afraid of tlc and I'm not a mta bus.but my aggression level goes up.i need permit to use buslane and turn where buses turn when I have fares .the fares will thank me and I also urinate in a plastic bottle.

Comment added March 11, 2025 4:14pm



## **Kathleen Collins**

See annexed letter, dated March 11, 2025.

### Comment attachment

3-11-2025-Final-KC-NYC-TLC-Increase-Penalties-Proposed-Rule.pdf

Comment added March 11, 2025 4:46pm

## **Wasiq Ahmadi**

as Tlc driver I don't support this roll because it's making difficult for as to pick up passengers with disabilities, health , age on bus, bike lane , double park . Since 2013 most of the streets and avenues turned bus and bike lane . If this violation continues it will discourage driver to cancel the rides on bus lane or bike lane.

Comment added March 11, 2025 10:33pm

## **Ezatullah Jalili**

because it's making difficult for as to pick up passengers with disabilities, health , age on bus, bike lane , double park . Since 2013 most of the streets and avenues turned bus and bike lane . If this violation continues it will discourage driver to cancel the rides on bus lane or bike lane.

Comment added March 11, 2025 10:35pm



**Testimony of the New York City Department of Transportation (NYC DOT) in Support of the Taxi and Limousine Commission's (TLC) Vision Zero and Fitness Revocation Rule Proposal**  
**March 12, 2025**

Good morning, Chairperson and Commissioners. My name is Kim Wiley-Schwartz and I am Assistant Commissioner for Education and Outreach at the New York City Department of Transportation (NYC DOT). I appreciate the opportunity to testify today on behalf of Commissioner Rodriguez in support of the Taxi and Limousine Commission's (TLC) proposed rule amendments to strengthen Vision Zero enforcement with increased fines, remedial driver education, and the expansion of considered convictions in fitness revocation hearings. I believe that together these proposed amendments will assist in addressing the most dangerous driving behaviors we are seeing in New York City.

Support for Vision Zero Rule Enhancements

Safety is a top priority for NYC DOT which is why we fully support TLC's proposed amendments to increase penalties for stationary and non-hazardous moving violations. These rules reinforce the City's commitment to Vision Zero by addressing unsafe behaviors that threaten the safety of pedestrians, cyclists, and all road users. Enhancing penalties for infractions such as blocking crosswalks, double-parking, and obstructing bike lanes will encourage professional drivers to operate with heightened awareness and responsibility, setting the tone for all who drive on the streets of New York City. Ensuring that these violations carry meaningful consequences is essential to maintaining safe and efficient streets for all New Yorkers.

This is also why we support TLC's proposal to require the completion of a remedial driver education course with Vision Zero curriculum for all drivers convicted of a violation. We believe that adding this measure will serve as a deterrent to repeat offenders and will promote the safety of all road users. Over the last eleven years, agencies who work as part of the Vision Zero Task Force have used education that goes beyond public service announcements and gentle reminders to train their for-hire and fleet drivers with actionable skills to navigate the urban environment. The results have been successful, with a 60 percent decrease in annual fatality numbers when comparing 2015 to 2024. We believe that utilizing this approach for professional drivers will also be successful. NYC DOT works closely with TLC to develop their unique curriculum and driver behavior change approach and has since 2015 when NYC DOT and TLC jointly created and produced "Drive Like Your Family Lives Here," a video featuring members of Family for Safe Streets telling their stories of loss. The proposed course would build on this past partnership and NYC DOT has already provided feedback to ensure the course will have the intended impact on these drivers.

Support for Fitness Revocation Hearing Amendments

NYC DOT also strongly supports TLC's proposal to consider certain out-of-state convictions when determining driver fitness. The safety of New York City's streets depends on holding professional drivers to the highest standards, regardless of where prior violations occurred. Expanding the review process to include out-of-state infractions ensures that a driver's full safety record is considered, enhancing the overall integrity of the for-hire-vehicle (FHV) industry. This measure will help identify and address potential risks, ensuring that only qualified, responsible FHV drivers remain licensed to operate in our city.

Conclusion



NYC DOT commends the Taxi and Limousine Commission for advancing these critical safety measures. Strengthening enforcement of Vision Zero principles, creating meaningful driver education experiences, and ensuring comprehensive driver fitness evaluations are all necessary steps in our continued effort to eliminate traffic-related injuries and fatalities. We look forward to working together to make New York City's streets safer for all.

Thank you for the opportunity to testify today. I am happy to answer any questions you may have.





March 12, 2025

Testimony of Shama Tirukkala, FDNY

**Hearing: Hearing on Vision Zero and Accessibility Remedial Course**

---

Good morning. I am grateful to have the opportunity to speak with you today about the pressing matter of preventing parking in front of fire hydrants. The FDNY supports the proposed TLC rule changes as they would increase penalties for parking in front of a fire hydrant. Access to fire hydrants can help save precious seconds that are key to keeping New Yorkers safe and stopping the spread of a fire during an emergency.

On February 12, there was a fire in the Bronx that resulted in the death of two people. Another fire on February 9 resulted in the death of another person. These fires had one thing in common: a vehicle was blocking access to a fire hydrant. In an emergency, every second counts. The time firefighters lose trying to get access to hydrants is time that



directly obstructs their ability to save lives. This is not a matter of mere conscience; it is a matter of life and death.

Currently, if a driver licensed by TLC pleads guilty to parking and blocking a fire hydrant, he or she would receive a penalty of \$100. If found guilty during a hearing, the penalty increases to \$200. These violations are clearly not enough. As we have seen time and again, some drivers consider the cost of these tickets as a necessary price to pay for driving in New York City.

The proposed rules would increase the penalty to adding one point on a driver's TLC license for their first violation or two points for their second or third violation. According to New York State law, if they accrue more than 11 points in 18 months, the driver's license may be suspended. Additionally, the new rules require drivers to take a course at a TLC-licensed provider within 60 days of receiving the violation to avoid suspension. This three-hour long curriculum would make sure that



drivers learn essential traffic rules and laws, including the proper distance to park from a fire hydrant.

These measures would be important to ensuring that TLC-licensed drivers are not only aware of the fact that they should not park in front of fire hydrants but also learn about the real danger associated with doing so. Parking in front of a fire hydrant can have serious, and — as these past few weeks have demonstrated — fatal consequences. These new rules will increase the incentive to park at a safe distance from a fire hydrant, helping the FDNY accomplish its mission to protect New Yorkers and their property.

We urge you to approve the new rules. Thank you for your time, and we appreciate your support of the FDNY.





New York City Taxi and Limousine Commission  
Public Hearing on Proposed Increased Penalties for Stationary and Non-Hazardous  
Moving Violations  
March 12, 2025  
Testimony of Eric McClure, Executive Director, StreetsPAC

**Amending Rules §80-13(a)(1) and §80-13(a)(2) – Strongly Support**

StreetsPAC strongly supports the Taxi and Limousine Commission's proposed changes to rules §80-13(a)(1) and §80-13(a)(2), which would increase penalties for stationary and non-hazardous moving violations committed by for-hire drivers.

Violations such as parking in crosswalks, double-parking, parking in no-standing zones or next to fire hydrants and driving or parking in bike lanes may seem like no big deal to some drivers, but they can be dangerous, or even deadly, to someone on foot or on a bicycle, or trapped in a burning building. For example, Madison Lyden, a young Australian tourist, was struck and killed by the driver of a garbage truck on Central Park West in 2018, after she had to navigate around a taxi cab whose driver had stopped in the bike lane. Countless dooring incidents have been precipitated by double-parked vehicles. And cars stopped or parked in crosswalks create dangerous blind spots where pedestrians assume they are safe.

Establishing graduated fines, and assigning points for these violations, will send a strong message to taxi and other for-hire drivers that those potentially dangerous actions are not okay, and they will only truly impact a relatively small group of repeat offenders. Most taxi and livery drivers never receive summonses for these violations, but TLC data shows that the agency adjudicated about 28,000 of these violations over a 15-month period ending in 2023, of which 2,000 were issued to repeat offenders, and that Vision Zero complaints increased by more than a third from 2023 to 2024.

Of course, even one such incident can prove dangerous or even deadly, which is more than enough justification to assign a license point for the first violation. Drivers would be able to take a remedial, TLC-approved safety course to avoid license suspension, a smart use of education to modify behavior. New Yorkers have the right to expect that the city's professional drivers be held to a high standard. We know most of these drivers operate safely and responsibly, and they won't be affected by any changes to the rules.

We also do support creating more relief stations for drivers, underscoring the need for many more public restroom facilities across the city, as well as ensuring that accommodations are made for the picking up and dropping off of disabled persons.



### **Amending Rule §68-14(a)(3) – Strongly Support**

We also strongly support amending rule §68-14(a)(3), which would allow consideration of certain criminal offenses committed in other jurisdictions in assessing a driver's fitness for a TLC license. It's highly likely that someone who drives unsafely in another city or town will do the same in New York City. Giving the Taxi and Limousine Commission the power to consider all of a driver's convictions, regardless of where they were incurred, is a common-sense step that will keep New Yorkers safer.

We're grateful that TLC takes Vision Zero and safety as seriously as it does, and we urge the adoption of the proposed amended rules.



Downstate New York



Downstate New York ADAPT  
Website: [dnyadapt.com](http://dnyadapt.com)

March 11, 2025

Commissioner David Do  
New York City Taxi Limousine Commission  
Attention: Office of Legal Affairs  
33 Beaver Street, 22nd Floor  
New York, New York 10004  
Email address: [tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)  
Filed at: <https://rules.cityofnewyork.us/rule/vision-zero-and-fitness-revocation-hearings/>

Re: New York City Taxi And Limousine Commission's  
Proposal To Amend The TLC Rules – Vision Zero & Fitness  
Revocation Hearings Rule Proposal

Dear Commissioner Do:

We urge you to withdraw your proposal to amend the rules of the New York City Taxi and Limousine Commission (TLC) to increase penalties on TLC-regulated vehicles that park in or adjacent to crosswalks, bus stop areas, bus lanes and bicycle lanes, until there is further discussion with the disability community and other stakeholders.



The undersigned disability organizations support New **York City's** Vision Zero initiatives that promote safer streets for everyone, as well as help eliminate traffic crashes that result in death and serious injuries to the public in New York City. Additionally, we support regulations that keep crosswalks, bus lanes, bus stop areas and bicycle lanes free of obstructions, including illegally parked vehicles, and in turn, make traveling in New York City easier and safer for people with disabilities.

At first blush, the proposed rule that would increase the penalties for stationary and non-hazardous moving violations would appear to be a good rule. After further consideration, however, we are concerned that the consequences of this proposed regulation would be to increase, not decrease, the difficulties in traveling experienced by people with disabilities for several reasons discussed here.

Due to the fact that there is no curb space to pick up and drop off passengers with disabilities, many times people with disabilities are forced to board Access-A-Ride (AAR) vehicles, For-Hire Vehicles (FHVs) and taxis in areas where the driver could be fined for violating traffic rules. For instance, sometimes a person with a disability needs the driver to pick them up or drop them off at or near a crosswalk because the person will be able to easily get off or on the sidewalk at the crosswalk since there are pedestrian ramps at that location. By increasing this stationary penalty, we fear that drivers will refuse to drop us off and pick us up at or near a crosswalk.



We agree that in an ideal world, a vehicle should not stop within bus lanes, or bus stop areas. Keeping bus lanes and bus stop areas free of vehicles being parked there is even more important to people with disabilities because leaving off a person with a disability in the road leaves the bus passenger in an unsafe place from which they cannot easily get onto the safe sidewalk. Similarly, when buses cannot pull up next to the sidewalk, many people with disabilities cannot get off the sidewalk to get to where the bus is in the roadway.

We do support keeping crosswalks, bus lanes, bus stop areas and bicycle lanes free of obstructions, including illegally parked vehicles. However, due to the fact that there is a lack of accessible curb space in New York City, we have found that many times the reality is that the only place that a vehicle can drop us off or pick us up is in or adjacent to the crosswalk, bus stop area, bus lane or bicycle lane. Thus, we are concerned that here too drivers of FHV's, as well as taxis and AAR vehicles will refuse to drop us off in or adjacent to the crosswalks, bus stop areas, bus lanes, and bicycle lanes due to the increased fine that they could receive under the proposed rule. We know from our discussions with AAR drivers that they already do not want to pick up and discharge passengers at 375 Pearl Street in Manhattan, because they worry that they will be issued traffic violations. Also, many of us have encountered drivers refusing to pick up or discharge us in these prohibited areas even when there is no other safe area in which to pick us up or drop us off.



We do not want to park in the areas you regulate, but we do need to be able to safely board and disembark from FHVs, taxis and AAR vehicles. Thus, we strongly recommend that when the driver of a TLC-regulated vehicle is actively boarding or discharging a passenger with a disability in a crosswalk, bus lane or bus stop area, the driver should not be fined.

Merely increasing the penalty for stationary and non-hazardous moving violations is not the answer. We recommend that the TLC wait to enact this or a similar proposed regulation until it has held a meeting with all of the following agencies, industries and disability organizations: the Metropolitan Transportation Authority **(MTA) and its' Access-A-Ride** and E-Hail Program staff, the New York City Department of Transportation (NYC DOT), as well as the entity or entities which would issue these stationary and non-hazardous moving violations, and representatives from the disability community, the For-Hire Vehicle industry, and the taxi industry. The mission of such a meeting would be to come up with a better way for New Yorkers to be able to safely board and disembark from all Access-A-Ride vehicles, FHVs and taxis.

In addition, we recommend a designated discharge and pick up area with a pedestrian ramp on every block that can only be used to pick up and drop off passengers, although notably this would not solve the problem for blind and visually impaired riders as well as some riders



with mobility disabilities. So too, a way to distinguish the **broker services cars used as part of the MTA's Access-A-Ride** service would help identify vehicles that should not receive a penalty when picking up or dropping off a passenger with a disability.

With respect to vehicles used in the AAR broker service and E-Hail Program, information regarding ride pick up and drop off locations as well as when such pick-ups and drop offs occur is already known by the MTA, and could be shared with the TLC, so that violation notices for those vehicles which are boarding and discharging passengers with disabilities **are deleted from the TLC's list before** violations notices are sent out to drivers.

We are looking forward to participating in developing a comprehensive plan that promotes safer streets and less stationary and non-hazardous moving violations.

Thank you for the opportunity to submit this testimony.

Very truly yours,

Downstate New York ADAPT

Marilyn Tucci, Brandon Heinrich, Michael Ring and  
Anne Elizabeth Staub,  
Co-Coordiators,  
Transportation Equity Working Group,  
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Center for Independence of the Disabled, New York

Anna Humphrey,  
Transportation and Voting Community Organizer,  
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Greater New York Council of the Blind of the  
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One Heart, One Vision

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**From:** [Jon Orcutt](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Proposed Vision Zero Rule hearing March 12, 2025  
**Date:** Wednesday, March 12, 2025 10:43:57 AM

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Hello,

I had to move on from this morning's hearing earlier for other scheduled work. Apologies.

Bike New York - a non-profit that reaches tens of thousands of New Yorkers each year through our how-to-ride bike education programs, our Five Boro Bike Tour and through policy advocacy - supports the proposed Vision Zero rule creating additional education and enforcement regarding for hire vehicles with regard to bike traffic and bike lanes on city streets.

The city's safety record on cycling is going in the wrong direction. Law enforcement around all traffic and parking violations and all types of street users just isn't happening. We won't see safer streets until that changes.

The proposed TLC rule is a step in the right direction to help turn that situation around. Thanks to the Commission for its work on the rule and for your attention this morning.

Jon Orcutt  
Bike New York Advocacy Director



Kathleen Collins  
Telephone No.: 917-576-0225  
Email Address: [kclawprof1@gmail.com](mailto:kclawprof1@gmail.com)

March 11, 2025

Commissioner David Do  
New York City Taxi Limousine Commission  
Attention: Office of Legal Affairs  
33 Beaver Street, 22nd Floor  
New York, New York 10004  
Email address: [tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)  
Filed at: <https://rules.cityofnewyork.us/rule/vision-zero-and-fitness-revocation-hearings/>

Re: New York City Taxi And Limousine Commission's  
Proposal To Amend The TLC Rules – Vision Zero & Fitness  
Revocation Hearings Rule Proposal

Dear Commissioner Do:

My name is Kathleen Collins. I am a native New Yorker who is a congenital quadruple amputee who uses a wheelchair. Thank you for holding this public hearing.

I agree with the comments submitted by Anna Humphrey Transportation Community Organizer for the Center for Independence of the Disabled, New York (CIDNY) as well as with the comments submitted by twelve disability organizations which request that the New York City Taxi And Limousine Commission suspend consideration of this rule, which would increase the penalties for stationary



and non-hazardous moving violations, until the TLC has discussions with the disability community, taxi drivers, For Hire Vehicle drivers, and government agencies such as the New York City Department of Transportation and the Metropolitan Transportation Authority.

Thank you for your continued work on behalf of all of us.

Sincerely,  
Kathleen Collins



Dear Commissioners,

My name is Anna Humphrey, and I am the Transportation Community Organizer for the Center for Independence of the Disabled, New York (CIDNY). Thank you for the opportunity to submit testimony regarding the proposed rule that would increase fines and impose license points on TLC drivers who stop in bus or bike lanes to pick up or drop off passengers. While I appreciate the City's commitment to enhancing cyclist safety, I urge the TLC to delay this decision until a comprehensive conversation is held with key stakeholders, including the disability community, the MTA, the Department of Transportation, the NYPD, and bicycle advocates. This rule has significant implications for people with disabilities and the drivers who serve them, and without proper adjustments, it may cause unintended harm.

For people with disabilities who rely on wheelchair-accessible taxis (WAVs), paratransit, and broker-provided Access-A-Ride (AAR) services, being let out by the curb is essential. In much of the city, particularly in high-traffic areas, the only available curbside space is within a bike lane or a bus stop due to the large number of cars parked along curbs. If TLC drivers are penalized for stopping in these spaces, it creates an impossible situation where wheelchair users and other disabled passengers will be forced to navigate unsafe conditions just to enter or exit a vehicle. The inability to safely drop off disabled passengers is not only discriminatory but also a direct violation of the Americans with Disabilities Act (ADA) and the City's commitment to equitable transportation access.

The proposal relies on camera enforcement, which presents a major problem for wheelchair users. Camera images may not clearly show whether a driver is actively assisting a disabled passenger, leading to wrongful fines and penalties for drivers who are simply fulfilling their legal obligation to provide accessible transportation. While we would recommend a wheelchair loading exemption, like the exemption given to paratransit by the DOT, its implementation under a camera enforcement system remains unclear and could result in unfair punishments for drivers assisting passengers with disabilities.

Many TLC drivers are already struggling financially, and this rule could make it even harder for them to operate, especially if they are at risk of losing their licenses due to repeated violations. Some drivers are already reluctant to pick up and drop off passengers at certain locations—such as 375 Pearl St.—due to bike lane and bus stop restrictions. Without designated pick-up and drop-off areas, drivers will continue to be placed in difficult situations, choosing between serving their passengers or risking fines



and penalties. Additionally, stopping in a crosswalk is not a safe alternative, but without designated curbside options, some drivers may feel they have no choice.

This issue requires a discussion among all affected parties. Before this rule moves forward, a conversation should be had that includes disability advocates, TLC representatives, DOT officials, MTA representatives, NYPD enforcement personnel, and bicycle advocacy groups. Together, we can find balanced solutions such as:

- Designating specific pick-up and drop-off zones for accessible taxis and for-hire vehicles in high-traffic areas.
- Ensuring a clear, enforceable exemption for wheelchair users and disabled passengers.
- Improving communication between agencies to address enforcement and logistical challenges.

The TLC must ensure that the rule does not unintentionally harm people with disabilities or penalize the drivers who serve them. I strongly urge you to delay implementation of this rule until a proper dialogue takes place with all affected stakeholders.

Thank you for your time and consideration.

Sincerely,

Anna Humphrey

Transporation Community Organizer

Center for Independence of the Disabled, New York (CIDNY)



**From:** [Adalgisa Payero](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Hearing 3-12-25 My Testimony  
**Date:** Wednesday, March 12, 2025 11:38:23 AM

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Good Morning,

Commissioner Do, Sub-commissioners and everyone attending today. My name is Adalgisa Payero-Diarra President of UTANY. Today we are here once more to oppose another unfair and abusive rule that only affects our industry as usual. It doesn't matter which sector of the industry you work, this regulation is abusive, unfair, and it only creates hardship to us and our families. How can we provide a safe and effective service if every time we have to pick-up or drop-off a passenger we might encounter a penalty. We already have such a difficult time doing this job because every agency in this city looks for ways to make money from us. Taxi and Limousine Commissions should protect drivers and the job we do to move this city 24/7 but instead we are always giving the hard earned money to the city without any consideration for us and our families. We urge the Commissioner and others involved in this decision to review and find other solutions, the abuse and constant attack on our drivers needs to stop. They are citizens trying to earn a decent living for their family and they are very important to the economy and the constant movement of this city. We work 24/7 to provide a service without regard to the weather or any situation. We were at the front line assisting during covid where hundreds of drivers lost their lives. Please reconsider this and do the right thing for our industry.

How can we be successful if we keep being penalized by doing our job and the city continues finding ways to take our hard earned money. As usual the city only sees the taxi industry as money making for them. This is blunt oppression and abuse to a community.

We need to educate not only the driver, but also the passengers. We have many classes that re-inforces the city and TLC rules and regulations so drivers are trained to make sure they drive safely and know that safety for them, the passengers, and those around them are a priority at all times. We want a safe city for everyone, but we also want fairness for everyone that lives and works in this city.

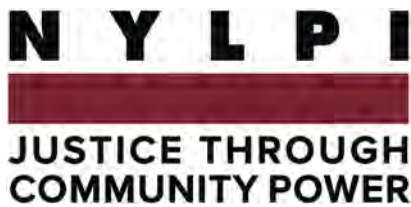
This proposal needs to have all parties involved. It should be discussed with drivers, passengers, and other agencies that continue to target us without considering it's not intentionally but a must to provide the service that our job is based on.

We are always willing to work with the Taxi Limousine Commission and others to find solutions that will benefit everyone.

Thank you for the opportunity to testify.

Adalgisa Payero-Diarra  
UTANY-President





**Testimony by  
Eman Rimawi-Doster  
Senior Community Organizer  
Disability Justice Program  
New York Lawyers for the Public Interest  
Taxi and Limousine Commission (TLC) hearing on rule changes**

Good morning, Commissioner Do.

My name is Eman Rimawi-Doster and I'm the Senior Community Organizer with the Disability Justice Program at New York Lawyers for the Public Interest (NYLPI).

Yesterday, NYLPI and eleven other disability advocacy groups submitted a letter to your office urging you to delay implementing increased penalties to TLC-regulated vehicles for parking in cross walks, bus stops areas, and bus and bicycle lanes, until TLC engages in discussion with the disability community about the potential negative impacts of the change for people with disabilities. We worry that this rule change will result in drivers not accepting disabled passengers due to fear of fines. We would like to discuss potential solutions which are less likely to negatively impact passengers with disabilities.

As a double amputee, who uses a rollator walker, it's vitally important for me to be dropped off at a location that is both convenient and safe.

NYLPI supports regulations that keep crosswalks, bus lanes, bus stop areas, and bicycle lanes free of obstructions, and in turn, make traveling in New York City easier and safer for people with disabilities. However, NYLPI does not support the proposed rule change in its current format.

As detailed in the letter that our groups sent to you yesterday, we recommend a designated discharge and pick-up area with a pedestrian ramp on every block that can only be used to pick up and drop off passengers with disabilities, although notably this would not solve the problem for blind and visually impaired riders as well as some riders with mobility disabilities – and we would thus like to discuss this issue with you. Additionally, we'd like to discuss a way to distinguish the broker services cars used as part of the MTA's Access-A-Ride service, to ensure their drivers do not receive a penalty when picking up or dropping off a passenger with a disability.



Thank you for your consideration.

#### Access-A-Ride

Further, we call on the Governor and Legislature to improve life for thousands of New Yorkers with disabilities who rely on a dysfunctional paratransit system and scarce accessible for-hire vehicles. The State must take immediate action in the FY2025 budget to improve AAR. AAR serves people who, because of their disabilities, are unable to take subways or buses. By law, AAR must provide comparable service to subways and buses, but it is widely known that the service falls far short of that mandate. The State can support AAR users through these key improvements: **1) streamline the application process for paratransit riders by revoking the requirement that applicants endure arduous in-person eligibility assessments, and instead begin accepting proof of eligibility by treating physicians, just as every other paratransit provider in the State currently does (see A\_\_\_\_/S\_\_\_\_), 2) expand the scope and size of the on-demand pilot – and remove the current caps and ride rationing (see A1409), 3) extend the discounts that are available to subway and bus users – namely, the Reduced-Fare program and unlimited weekly and monthly cards – to AAR users, 4) enhance transparency around AAR user satisfaction by providing more detailed performance data, including with respect to customer complaints and missed trips, and 5) provide data showing AAR trips speeds in the central business district since the start of congestion pricing.**

#### About New York Lawyers for the Public Interest

*For nearly 50 years, New York Lawyers for the Public Interest (NYLPI) has been a leading civil rights advocate for New Yorkers marginalized by race, poverty, disability, and immigration status. Through our community lawyering model, we bridge the gap between traditional civil legal services and civil rights, building strength and capacity for both individual solutions and long-term impact. Our work integrates the power of individual representation, impact litigation, and comprehensive organizing and policy campaigns. Guided by the priorities of our communities, we strive to achieve equality of opportunity and self-determination for people with disabilities, create equal access to health care, ensure immigrant opportunity, strengthen local nonprofits, and secure environmental justice for low-income communities of color.*

#### About NYLPI's Disability Justice Program

*NYLPI's Disability Justice Program works to advance the civil rights of New Yorkers with disabilities. In the past several years alone, NYLPI disability advocates have represented thousands of individuals and won campaigns improving the lives of hundreds of thousands of New Yorkers. Our landmark victories include mandating that the MTA equitably provide its Access-A-Ride services to all applicants and riders with limited English proficiency. We have worked together with the MTA to bring about an "on demand" Access-A-Ride program and to enable New York's most indigent residents to obtain Fair Fare discounts when using Access-A-Ride. We recently filed a class action*



*lawsuit seeking to permit all Access-A-Ride users to access the same discount programs available to all other MTA transit users, as well as a class action to remedy the enormous gaps between subway cars and subway platforms system-wide.*



**Written Testimony of Andrew Greenblatt, Policy Director  
Independent Drivers Guild (IDG)  
Before the Taxi and Limousine Commission  
March 12, 2025**

Commissioner Do and the members of the Taxi and Limousine Commission, my name is Andrew Greenblatt. I am the Policy Director of the Independent Drivers Guild, otherwise known as IDG. Thank you for this opportunity to testify regarding the proposed increased penalties for drivers in bike and bus lanes.

*The IDG is a nonprofit affiliate of the International Association of Machinists and Aerospace Workers (IAMAW). Our organization represents over 140,000 for-hire vehicle drivers in New York State and 300,000 in Connecticut, New Jersey, Florida, and Illinois. The IAMAW is the only union to successfully organize black car workers in New York City and has been doing so for over twenty years.*

The proposed rule change is unlikely to make New York any safer or otherwise further the worthy goals of Vision Zero. It will, however, lead to drivers stranding passengers, particularly those with disabilities. Furthermore, it will punish drivers for actions they can not change. If we want to stop bank robberies, we don't punish the bank tellers who hand over the money. Instead, we target the bank robbers, those who have agency in this situation. We urge the TLC to reconsider its approach of penalizing drivers for situations beyond their control and instead adopt proven methods used in other cities to address this issue. This would improve safety for all New Yorkers, improve the passenger experience, and help drivers do their jobs safely and professionally. Enacting the proposed regulations would be unfair, ineffective, and irresponsible.

The TLC has noted that in a recent 15-month period, 28,000 tickets were issued to drivers for targeted violations. This raises the question: Why do drivers continue to pull over in bus and bike lanes when they already face expensive tickets? There are two main causes. First, drivers are routinely dispatched to pick up passengers in bike and bus lanes, and like the bank teller above, they don't have any agency in this situation. Second, the City has provided far too few relief stands for these drivers. Whether you believe in evolution or creationism, you can not blame drivers for their bodily need to eat and use a bathroom. We can, however, address the issues raised by the TLC with better regulations and other actions by the city.

Drivers point out that they are sent on trips with illegal pick-up and drop-off sites, such as where there is a bike lane. Adopting the proposed rules will simply increase the concern that they will get a ticket if they are found in one of these zones. Even if they are legally picking-up in a bus lane, for example, drivers can't afford to take the half-day off from work to fight these tickets and show that they were legally assisting a passenger. Instead, they will rush through pick-ups and drop-offs, particularly hurting people in wheelchairs or who otherwise need assistance.



The TLC claims that its enforcement division does not target drivers legally picking up and dropping off in a bus lane, but the MTA surely does.

A more effective approach to this problem exists. New Orleans, for example, prohibits Uber and Lyft from dispatching drivers to restricted curb space. Instead, if a passenger requests a pickup in an unauthorized area, the companies direct the passenger to the nearest legal pickup location. In New York City, this could mean that a passenger who requests to be picked up at a curb where there is a bike lane would be directed across the street or around the corner. Uber already utilizes a similar system with Uber Share in New York, where customers are directed to the nearest corner. Passengers would have time to go to the pick-up spot, and drivers would not need to worry about violations when they get there. By focusing on the parties who actually have agency in this situation, passengers and the app companies, the TLC would achieve its goal of getting Uber and Lyft drivers out of the bike lane.

Raising the penalties for drivers won't work because they can't freely decide what to do in this situation. Upon arrival at a pick-up spot with a bike lane, for example, drivers would face three bad choices:

- 1) Cancel the ride and risk deactivation,
- 2) Drive past the passenger to find a legal parking spot, risking a lost tip, getting a low rating which can lead to deactivation, or facing a possible complaint that could lead to deactivation, or
- 3) Pull over, cross your fingers, and risk the ticket.

In most cases, risking a ticket is preferable to job loss and financial devastation. Pulling over to the other side of the street increases the chances of a tragic event when the passenger, who was expecting to be met where Uber/Lyft told them to wait, now is dashing into traffic to cross the street.

The "New Orleans Model" may not be suitable for all passengers, particularly those with mobility issues. The TLC must engage with the disability rights community to ensure that passengers with special needs, such as those with visual or mobility impairments, can access ride-hail services equitably.

The second problem, identified by the TLC, is drivers who pull over to get food or use a bathroom. Raising the penalties for these events won't reduce the need for drivers to eat or relieve themselves. The TLC can not punish away basic bodily functions and should stop trying. Instead of spending countless hours punishing drivers, the TLC should use those man-hours to find appropriate places for relief stands for FHV.

When drivers are only sent to legal pick-ups and drop-offs and have adequate chances to pull over and take care of the basic needs we are all burdened with, we can consider how to punish the few drivers who continue to break the rules. Until then, let's stop impoverishing drivers for



actions they can't control and start making it possible for them to do their jobs safely and professionally.



# NEW YORK TAXI WORKERS ALLIANCE

AFL-CIO; Intl. Transport Workers' Federation

31-10 37TH AVE.  
SUITE 300  
LONG ISLAND CITY, NY 11101  
TELEPHONE: (718) 706-9892

New York City Taxi & Limousine Commission  
33 Beaver Street  
New York, NY 10004

March 12, 2025

Dear Chair Do and Commissioners,

The New York Taxi Workers Alliance (NYTWA) submits this comment in response to the TLC's proposed amendments to 35 RCNY § 80-13 in TLC's Vision Zero rule amendments. These rules represent an absurd escalation in what are already among the most stringent standards for professional drivers anywhere. To be clear, TLC is proposing that every driver miss a day of work to take an undefined remedial education course for every TLC-issued **parking ticket**. The NYTWA is simply stunned by the disproportionate response to parking violations (yes, parking violations) that TLC has proposed. The TLC's broad regulatory authority over this industry gives it massive power over drivers' lives and livelihoods—we sincerely wish that TLC would wield this power thoughtfully and responsibly; it certainly has not done so here.

## Background

TLC has long maintained the most stringent licensing standards for drivers anywhere, based on drivers' driving records. When the Critical Driver Rule was first conceived during the Giuliani administration, it required TLC to suspend drivers' TLC licenses for 30 days upon the accumulation of 6 DMV points within a 15-month period and to revoke a drivers' TLC license upon the accumulation of 10 points within 15 months. This is compared to a standard for regular NY DMV license holders of 11 points for a suspension.<sup>1</sup> Separately, TLC created the Persistent Violator Program ("PVP") which assessed points directly against a driver's TLC license for violations of TLC rules. Summonses bearing TLC points can be issued not only by TLC officers, but also by NYPD, Port Authority officers, by complaints from taxi dispatchers to TLC, and by complaints from other motorists, passengers, or simply from anyone on the street who wants to report that, for example, a driver parked in front of a church's no standing zone.

In 2015, the TLC overhauled its CDP and PVP rules, making them even more stringent, by combining points accrued from the CDP and PVP rules, so that a driver could have their TLC license revoked based on a combination of TLC and DMV points.<sup>2</sup> At the same time, TLC has always drawn a distinction between hazardous and non-hazardous traffic violations, and drew a distinction between safety and non-safety related violations. TLC made this distinction clearer during the 2015 Vision Zero rulemaking when, wanting to focus its point programs and driver suspensions and revocations on safety-related violations only, it removed points from dozens of violations not related to traffic violations. This distinction is still clear today in TLC's division

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<sup>1</sup> See <https://dmv.ny.gov/points-and-penalties/the-new-york-state-driver-point-system#>

<sup>2</sup> TLC more formally merged the CDP and PVP programs via rulemaking in 2023.



between moving violations which it classifies as “hazardous moving violations” (80-13(a)(3)), and all other moving violations(80-13(a)(2)).

### The Proposed Rules

The proposed rules turn every “stationary” violation under 35 RCNY § 80-13(a)(1) into a point-bearing violation that leads to an apparently indefinite suspension of a driver’s TLC license unless the driver takes an undefined “Vision Zero and Accessibility Remedial Course.”

Assuming the course costs the same as the annual TLC renewal course of \$150,<sup>3</sup> this turns a parking ticket into a \$350 fine, plus a day’s loss of work to attend the course equaling around \$459.<sup>4</sup> Essentially these rules make every parking ticket an \$809 loss for a driver, or \$909 for a third violation within 15 months. While TLC Driver Pay rules aim to pay drivers \$20.29/hour, after expenses, the average hourly pay for private sector workers in New York City in 2023 was \$41.49.<sup>5</sup> Now, despite making less than half the average pay in New York City, drivers will be losing around \$800-\$900 for each parking ticket that, when issued by the NYPD, would typically cost a regular New Yorker \$65-115.<sup>6</sup>

Assuming the new remedial course costs the same as TLC’s renewal course, for 28,000 annual violations, this means an additional transfer of \$4,200,000.00 annually from low-wage drivers, to whoever TLC eventually decides should administer this class. While obviously drivers who incur parking violations must pay fines if found guilty, as TLC well knows, the drivers in this industry are still struggling, with taxi drivers still facing ridership decimated by the pandemic that has not recovered, and High-Volume For-Hire Vehicle Drivers failing to earn the full amount promised by the TLC’s driver pay rules, as companies lock drivers out of their apps and manipulate the utilization rate, keeping pay rates artificially lower than TLC’s minimum wage. To introduce the concept of the \$900 parking violation to this workforce is as incompetent a decision as it is cruel.

Further troubling is the addition of points to parking violations. A driver who accumulates four parking tickets in 15 months, in addition to the nearly \$2,500 loss incurred by those tickets, would then face a 30-day suspension of their TLC license under the Persistent Violator Program, 35 RCNY 80-27(a)(1), leading to a month’s lost wages while simultaneously paying for their ongoing expenses, like car payments and insurance, out of pocket.

The NYTWA urges the TLC to reject these senseless and disastrously punitive rules.

Respectfully submitted,

/s/ Zubin Soleimany

Zubin Soleimany

Senior Staff Attorney

---

<sup>3</sup> See [https://www.nyc.gov/assets/tlc/downloads/pdf/tlc\\_renewal\\_provider\\_list.pdf](https://www.nyc.gov/assets/tlc/downloads/pdf/tlc_renewal_provider_list.pdf)

<sup>4</sup> See Taxi and Ride <https://toddschneider.com/dashboards/nyc-taxi-ridehailing-uber-lyft-data/> (Showing daily farebox of \$384 for Ridehailing Drivers), and assuming daily vehicle costs of around \$75, given typical weekly rental cost of \$525 (James Parrott 2024 report at 28), divided by 7=\$75.

<sup>5</sup> See <https://dol.ny.gov/current-employment-statistics-average-hourly-weekly-earnings> (Adjust dashboard to “All Worker Hourly Earnings” for the industry “Total Private.”)

<sup>6</sup> <https://www.nyc.gov/site/finance/vehicles/services-violation-codes.page>



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Operations, State & Federal Legislation

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**Lincoln Restler**  
COUNCIL MEMBER DISTRICT 33

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(718) 875-5200

March 12, 2025

**Comments re: Vision Zero and Fitness Revocation Hearings**

Vision Zero has saved countless lives over the past decade, but there's much more work to do to protect New Yorkers from deadly traffic violence. These proposed TLC rules are a smart measure to further incentivize safe driving from our for-hire-vehicle drivers.

Under the first decade of Vision Zero, traffic and pedestrian fatalities dropped dramatically due to the City's efforts to implement traffic safety measures and encourage safe driving behavior. Unfortunately, in the past few years we have seen fatalities and injuries increase again and it is critical that we act quickly to implement proven solutions to reverse those trends.

Achieving Vision Zero requires coordinated efforts across city government. With over 200,000 licensed drivers completing over one million trips every day, TLC plays a major role in helping to improve street safety. We know that the majority of FHV drivers abide by traffic regulations, but it's critical that TLC has the tools needed to educate drivers and suspend persistent violators. The proposed escalating fine system will help keep crosswalks and bike lanes open, and will send a clear message that pedestrian safety is our top priority. It is also critical that we continue enforcement of moving violations. The number of Vision Zero-related moving summonses issued by TLC dropped 30% from FY 2023 to FY 2024, but the Preliminary Mayor's Management report did show an increase for the first four months of FY 2025. Traffic enforcement is a critical component of Vision Zero and TLC must continue to do its part.

It is imperative that we take every step possible to achieve Vision Zero and I hope these rules are implemented swiftly.

Lincoln Restler  
Council Member, District 33





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March 12, 2025

New York City Taxi and Limousine Commission  
Office of Legal Affairs  
33 Beaver Street – 22<sup>nd</sup> Floor  
New York, NY 10004

**Re: Comments on Proposed Rules: Vision Zero and Fitness Revocation Hearings**

To Whom It May Concern:

On behalf of Mobilization for Justice, Inc. (MFJ), I submit these comments in opposition to proposed rule amendments by the New York City Taxi & Limousine Commission (TLC) to increase the penalties for stationary and non-hazardous moving violations and to consider certain out-of-state convictions for fitness revocation hearings.

MFJ's mission is to achieve justice for all. MFJ prioritizes the needs of people who are low-income, disenfranchised, or have disabilities as they struggle to overcome the effects of social injustice and systemic racism. We provide the highest-quality free, direct civil legal assistance, conduct community education and build partnerships, engage in policy advocacy, and bring impact litigation. We assist more than 14,000 New Yorkers each year, benefiting over 24,000. MFJ's Drivers Protection Project provides free legal assistance to low-income New York City taxi and for-hire vehicle drivers facing penalties resulting from summonses issued by the TLC. Since the project's inception in December 2018, we have assisted drivers, mostly from Black and Brown immigrant communities, in resolving over 1,000 TLC-issued summonses, which include those for stationary and non-hazardous moving violations. Since November 2024, we have also been representing drivers before the New York City Office of Administrative Trials and Hearings in suspension and revocation hearings.

We oppose the proposed amendments to increase the penalties for stationary and non-hazardous moving violations by adding points and increasing fines for subsequent violations as they are strictly punitive measures that only increase the economic burden on drivers and will neither deter repeat offenders nor contribute to greater public safety for New Yorkers.

TLC drivers make up the backbone of New York City; they are often overworked and underpaid and they must pay numerous expenses and fees in order to maintain their licenses and livelihoods. It is our position, drawn from the experiences of the drivers we have assisted, that the vast majority of the summonses issued for stationary and non-hazardous moving violations are baseless: many drivers feel that they are surveilled by the TLC and unfairly targeted as easy marks to collect fines. Many of the drivers we have assisted choose to plead guilty and pay the fine for violations that they did not commit—even if it means suffering great financial loss—in order to avoid a hearing so they can return



to work as soon as possible. Having to dispute a TLC summons at a hearing or attend a remedial driving class takes away precious time from the driver's working day that they cannot afford to lose. With the TLC's proposed amendments, not only will the drivers pay the fine for the violation, but they will also receive points on their license, which will cause drivers' insurance premiums to go up.

As an alternative, we suggest that the TLC implement a targeted, data-driven approach to public safety by using data to identify and create interventions for specific areas or times where non-hazardous moving violations are likely to occur. For example, based on the TLC's annual reports, it appears that the 17<sup>th</sup> Precinct in Manhattan, which serves the east side of Midtown Manhattan, is the area where the vast majority of 80-13(a)(2) moving violations summonses are issued.<sup>1</sup> This indicates that there may be chronic congestion issues in the area, likely worsened by the traffic from the Queensboro Bridge and Midtown Tunnel, that are resulting in such a high number of moving violations. Instead of penalizing the drivers who are forced to make their way through this area to pick up or drop off their passengers, it would be more prudent to identify specific strategies to actually address the traffic problems in this area.

We also oppose the proposed amendment to Rule 68-14(a)(3) that would require the TLC to use out-of-state offenses as a basis for a finding of lack of fitness. This is an unnecessarily punitive measure that would be employed against a class of people already subject to numerous licensing requirements. Furthermore, any data that the TLC would rely on will be unquestionably faulty. For example, FBI rap sheets are notoriously inaccurate and fail to include accurate information on the outcome of a case after an arrest or if a record was expunged.<sup>2</sup> Reentry advocates regularly see situations where convictions of a different individual with the same name and/or birth date are improperly included on a rap sheet. The TLC does not explain how it plans to ensure that the out-of-state conviction information is accurate; to properly review unfamiliar offenses will place a significant administrative burden on the TLC. Furthermore, the TLC does not define what "functional equivalent" in its proposed language for Rule 68-14(a)(3)(T) means. This creates a potentially problematic situation where the TLC incorrectly assesses whether an out-of-state crime is the "functional equivalent" of a New York State crime, which would lead to unnecessary and unfair revocations with significant economic consequences to the driver.

Drivers are New Yorkers trying to make a living in a difficult and thankless profession. The proposed rules provide no basis for showing how increasing fine that bleed drivers dry will increase public safety. Ultimately, we believe that these proposed amendments will fail to contribute to a vision of New York City that is safer, and we urge the TLC to withdraw them.

Sincerely,

*Chelsea Shieh*

Chelsea Shieh  
Staff Attorney  
(929) 677-6407  
cshieh@mfjlegal.org

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<sup>1</sup> New York City Taxi and Limousine Commission 2023 Annual Report available at: [https://www.nyc.gov/assets/tlc/downloads/pdf/annual\\_report\\_2023.pdf](https://www.nyc.gov/assets/tlc/downloads/pdf/annual_report_2023.pdf) and New York City Taxi and Limousine Commission 2024 Annual Report available at: [https://www.nyc.gov/assets/tlc/downloads/pdf/annual\\_report\\_2024.pdf](https://www.nyc.gov/assets/tlc/downloads/pdf/annual_report_2024.pdf)

<sup>2</sup> National Employment Law Project "Faulty FBI Background Checks for Employment: Correcting FBI Records Is Key to Criminal Justice Reform" Policy Brief (December 2015), available at: <https://www.nelp.org/insights-research/faulty-fbi-background-checks-for-employment/>



TLC rules @ TLC.Mt.gov

2/23/27-3027

March 12 meeting

I drive a yellow cab. <sup>(comment)</sup> I recommend. That we get a 10 minute permit ~~and~~ to parking with certain restrictions to eat or use the restroom. When we pick up a passenger to be allowed to use the bus lane, turn where buses are allowed to turn. A good example is 5th Ave and 42nd Street in Manhattan. That's all.

When the above mention is allowed. Then we are less likely to make a u-turn or to drive aggressively or overcharge the passenger.

In a nutshell a permit for parking with restriction. To use the bus lane with a passenger in the cab. And to make a left ~~turn~~ or right turn onto 5th Ave from 42nd Street with a passenger in the cab. (No turns exc buses). We would have a lower chance of breaking other rules when we have passengers in the cab. When we don't have a passenger in the cab then we drive slow. (cruising)

email address

ihia2290@gmail.com

ps. the only time i want my license to be suspended/revoked is for hazardous moving violations. including u-turns, failure to signal, ~~etc~~. overcharging etc



**From:** [Patrick Johnson](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Escalating fines for bike lane blockage comment  
**Date:** Sunday, March 2, 2025 12:51:04 PM

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Hello, Escalating fines because of simple bike lane blockage? totally ridiculous and will only hurt drivers. What a silly system, are there any escalating fines for cyclists when they ignore stop signs, pedestrian right of way, traffic lights, basically all rules of the road?

How about TLC actually doing something about the app drivers with obstructed windshields? SUCTION CUP CELL PHONE MOUNTS ON THE WINDSHIELD obstructing view and creating a distracted driver should be automatic revocations if you ask me.

obviously this is a no for escalating fines on drivers for the petty 1% cyclist cult



**From:** [Cesar Calderon](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Testimony  
**Date:** Monday, March 3, 2025 10:49:02 AM

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### To Whom It May Concern,

I am writing to provide testimony regarding the proposed changes to the TLC pay scale and penalties, based on my experience as a rideshare driver in New York City. While I am retired and drive primarily for personal engagement, my firsthand observations and detailed financial records reveal the profound challenges rideshare drivers face under the current system. The proposals under consideration present both opportunities and risks, and I hope my insights will help guide decisions that truly benefit drivers and the public alike.

The pay scale set by the TLC, while intended to ensure fair compensation, remains grossly inadequate in addressing the financial realities of operating a rideshare business in New York City. In 2024, I earned \$55,438 in gross income through Uber. However, the substantial costs associated with rideshare driving—including Uber fees, TLC licensing, commercial insurance, tolls, maintenance, vehicle charging, and more—left me with a net profit of only \$9,978 before taxes. After accounting for self-employment and federal income taxes, my take-home profit was just \$7,510. This represents only 13.5% of my gross earnings.

At this income level, my actual hourly earnings for the 1,300 hours I worked—an average of 25 hours per week—amounted to just \$5.78 per hour, far below New York City's minimum wage. This harsh financial reality underscores the inadequacy of the current pay scale. Even more concerning is the fact that the true cost of living in New York City far exceeds these earnings. Research indicates that a single adult with no children requires \$27.57 per hour to meet the city's basic living expenses. For a single parent with one child, this figure rises to \$48.87 per hour, and for two children, \$61.75 per hour. By comparison, the current TLC-mandated rate of \$15 per hour is not only unrealistic but effectively forces drivers into financial distress.

The burdens faced by rideshare drivers are compounded by the fines imposed under TLC regulations. For example, a \$400 fine for failing to come to a complete stop at a stop sign represents 5.33% of my total annual take-home profit. While I fully support efforts to ensure safety, fines of this magnitude are disproportionately punitive given the already narrow margins on which drivers operate. For many drivers, such penalties equate to days of work lost and further exacerbate financial strain. These penalties, when combined with inadequate pay, create an untenable situation that risks pushing drivers into poverty or compelling them to



resort to illegal practices, such as driving without proper licensing or using fake plates.

Even as someone fortunate enough to own a Tesla Model 3 outright—avoiding the burden of a car loan and benefiting from lower fuel costs—I continue to face significant challenges in maintaining profitability. The high cost of commercial insurance, the expense of public EV charging for those without home chargers, and the notoriously high repair costs of EVs all add to the difficulty. For drivers without similar cost-saving measures, the financial outlook is even bleaker.

Given these realities, I urge the TLC to consider the following:

1. **Increase the Pay Scale:** Adjusting the pay scale to reflect the actual cost of living in New York City is essential. A minimum rate that aligns with the living wage—\$27.57 per hour for a single adult—would ensure that drivers can cover their expenses and achieve financial stability.
2. **Review Penalty Structures:** While safety is paramount, fines should be proportionate to drivers' earnings to avoid imposing excessive hardship. Consider implementing a sliding scale for penalties based on income or creating alternative measures, such as mandatory safety courses, for first-time infractions.
3. **Address Systemic Costs:** Efforts to reduce the financial burden on drivers, such as regulating insurance premiums for commercial EVs, increasing subsidies for home chargers, and capping service fees taken by rideshare platforms, would provide meaningful relief.

The current system, while well-intentioned, fails to reflect the financial realities faced by rideshare drivers. Without significant reforms, the combination of inadequate pay and excessive penalties will continue to undermine the livelihoods of those who keep New York City moving. I appreciate the opportunity to share my perspective and urge the Commission to enact meaningful changes that address these pressing issues.

Thank you for your time and consideration.

Sincerely,  
Cesar Calderon, MSIT  
TLC-Licensed Rideshare Driver



**From:** [John Hia](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] march12 hearing comments  
**Date:** Monday, March 3, 2025 11:15:40 AM

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i drive a yellow cab.my passengers tell me that in london,rome or paris its okay for cabbies to use bus lanes when they have passengers.i received parking summonses for restroom purposes.i urinate in a plastic bottle and i have i high chance for getting into trouble .i try to stay invisible.i have noticed that yellow cabbies\ubers making u-turns when they make pickups from grand central.why\$.because they want to save the passengers time and money.if they turn onto madison btwn 7am-7pm or onto 5th ave.they get punished because they are not mta buses.i turn onto 6th ave and i overcharge them \$10.and i tell them that i follow the law.but my aggression level goes up .if i turn unto 5th or madison or make a u-turn my aggression level goes down but i make less money.-----what do i recomend that tlc [do.to](#) get permit for restroom puposes,to use bus lane with pssengers;;to turn where mta buses are allowed to turn with passengers in the cab.this would lower our changes to make illegal u-turns or other mistakes.



**From:** [John Hia](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] march 12 hearing  
**Date:** Monday, March 3, 2025 11:49:09 AM

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my email is jhia2290@gmail.com.i recommend permit for restroom purposes,use bus lane with passengers and to turn where mta buses turn when we have passengers.because it will reduce the chances of us refusing passengers,making illegal u-turns,and [overcharging.it](#) would also reduce our aggression level.i heard that david do drives a cab.what is his opinion.



**From:** [John Hia](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] March 12 hearing  
**Date:** Wednesday, March 5, 2025 1:22:35 PM

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Hack#667781.tlc summons#73802887a.i picked a fare from Grand Central terminal.he was going to e23rd/1st ave.i said to him no u+turns and no left turns into 5th ave.because I will get punished.if I turn into 6th ave I will overcharge you a few dollars .so I turned onto Madison Ave and tlc pulled me over because I was not a mta bus. the fare opened the door and ran away without paying.i also told the fare that I will right on Madison and take the buslanes to turn right unto 46th Street and right unto Lexington ave etc .before I picked up the fare I urinated in plastic bottle.i was parked in a no standing exc commercial vehicles.just to save time and money.now if I had a permit to use restroom. take buslanes with passengers or turn unto where mta buses are allowed with passengers I would not be in this mess.what would the tlc commissioner David do do in a situation like this .



**From:** [Eddy Tapia](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] TLC Rules Comments  
**Date:** Wednesday, March 5, 2025 8:17:14 PM

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Don't increase the penalties for double parking and parking on a bike lane because sometimes it's not our fault we got to wait for passengers up to 7 minutes sometimes because that's the time that uber allows them and you know NYC there is no place to park, we already got enough with the MTA buses giving us tickets everyday and we are just trying to do our job, I'm afraid that we will all go bankrupt or get our license removed because due to the circumstances that we got no place to wait for a passenger we got to double park almost every time.



**From:** [Paul Rothman](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Increased penalties for dangerous parking and driving  
**Date:** Thursday, March 6, 2025 2:01:23 PM

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Hello,

I am writing in support of the proposal to increase penalties, including points, for drivers who drive or park dangerously. As a father who commutes via bike with my child, TLC vehicles illegally dropping off passengers in the bike lane is a real threat to our safety. I have in the past submitted documented complaints about illegal parking before and support the move to an escalating fine and point system to get drivers to permanently change their behavior and act with safety in mind on our streets.

Regards,

Paul Rothman  
Brooklyn, NY



**From:** [amadou kaa](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Standing for drivers against New TLc rules  
**Date:** Sunday, March 9, 2025 10:50:22 PM

---

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I will not be able to call during the hearing but this email is my voice to stand With drivers against the TLC up coming regulations. Drivers are already going into deep hardship since COVID 19 and new regulations will only add insult to the injury



**From:** [melvin perez](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL]  
**Date:** Monday, March 10, 2025 9:17:33 AM

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Hello, I would like to inform you that we taxi drivers are being abused with so many restrictions that affect us mentally and physically. I do not understand how far they want to go with us with so much mistreatment. It is enough with so much abuse and money on all sides when those of us who work to live day to day, those of us who spend are not enough to pay so much. This is extreme.



**From:** [Ramandeep Kaur](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** Re: [EXTERNAL] 5946079  
**Date:** Monday, March 10, 2025 12:13:42 PM

---

Hello

In support of the vision zero rule changes 80-13-1 and 80-13-a-2

Thanks  
Ramandeep kaur

On Mon, Mar 10, 2025 at 8:35 AM tlcrules (TLC) <[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)> wrote:

Hello,

Thank you for your request to join the upcoming public hearing. The hearing will be livestreamed on our website <https://www.nyc.gov/site/tlc/index.page> at 10AM on the day of the hearing 3/12/25.

Thank You

-----Original Message-----

From: Ramandeep Kaur <[honeyraman16@gmail.com](mailto:honeyraman16@gmail.com)>  
Sent: Friday, March 7, 2025 4:55 PM  
To: tlcrules (TLC) <[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)>  
Cc: Ramandeep Kaur <[kramandeep0926@gmail.com](mailto:kramandeep0926@gmail.com)>  
Subject: [EXTERNAL] 5946079

[You don't often get email from [honeyraman16@gmail.com](mailto:honeyraman16@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Dear Sirs

As a tlc driver i am available for the tlc rules zoom meeting please share the information how to join the class .

Thanks

Ramandeep kaur



**From:** [Kanwaljit Kaur](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** Re: [EXTERNAL] TLC 5490193  
**Date:** Monday, March 10, 2025 1:49:29 PM

---

You don't often get email from kanwaljit123@yahoo.com. [Learn why this is important](#)

In support of the vision zero rule changes 80-13-1 and 80-13-a-2.

Thank you  
Kanwaljit Kaur

[Sent from Yahoo Mail for iPhone](#)

On Monday, March 10, 2025, 8:40 AM, tlcrules (TLC) <tlcrules@tlc.nyc.gov> wrote:

Hello,

Thank you for your request to join the upcoming public hearing. The hearing will be livestreamed on our website <https://www.nyc.gov/site/tlc/index.page> at 10AM on the day of the hearing 3/12/25.

If you would like to be added to the list of speakers at the hearing, please confirm which rule package you would like to speak on.

TLC Rules  
[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)

---

**From:** Kanwaljit Kaur <kanwaljit123@yahoo.com>  
**Sent:** Friday, March 7, 2025 5:04 PM  
**To:** tlcrules (TLC) <tlcrules@tlc.nyc.gov>  
**Subject:** [EXTERNAL] TLC 5490193

You don't often get email from [kanwaljit123@yahoo.com](#). [Learn why this is important](#)

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Dear Sirs:

I would like to participate in the Zoom meeting, please provide me with the



information where to login and what time the meeting will take place..

Thank you

Kanwaljit Kaur

347-260-7817

[Sent from Yahoo Mail for iPhone](#)



**From:** [Ramon Rivera](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** Re: [EXTERNAL] TLC License # 5234234  
**Date:** Monday, March 10, 2025 1:35:30 PM

---

You don't often get email from u-rgiles@hotmail.com. [Learn why this is important](#)

In support of the vision zero rule changes 80-13-1 and 80-13-a-2

Thanks  
R.R.

On Mar 10, 2025, at 08:43, tlcrules (TLC) <[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)> wrote:

Hello,

Thank you for your request to join the upcoming public hearing. The hearing will be livestreamed on our website <https://www.nyc.gov/site/tlc/index.page> at 10AM on the day of the hearing 3/12/25.

If you would like to be added to the list of speakers at the hearing, please confirm which rule package you would like to speak on.

TLC Rules  
[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)

-----Original Message-----

From: Ramon Rivera <[u-rgiles@hotmail.com](mailto:u-rgiles@hotmail.com)>  
Sent: Friday, March 7, 2025 5:24 PM  
To: tlcrules (TLC) <[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)>  
Subject: [EXTERNAL] TLC License # 5234234

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To whom it may concern:

I would like to be part of the zoom meeting presentation. Please provide me with information on how to login and what time the meeting is going to take place.

Thank you

Ramon Rivera  
646-417-4928



**From:** [Jose Ramos](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Nosotros no apoyamos esa nueva propuesta  
**Date:** Monday, March 10, 2025 2:54:18 PM

---

You don't often get email from ramosjose67@yahoo.com. [Learn why this is important](#)

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Mi nombre es José Ramos y soy conductor de TLC de Vehiculos de FHV. Estoy escribiendo sobre las normas propuestas para aumentar las sanciones por detenerse en los carriles para autobuses o bicicletas.

Nadie quiere carriles para bicicletas o autobuses bloqueados. Pero las nuevas normas de la TLC no van a solucionar eso, solo van a hacer que mi vida como conductor sea mucho más difícil.

En este momento, me envían a recoger pasajeros y, a veces, están en un lugar donde no puedo detenerme legalmente. ¿Qué se supone que debo hacer? ¿Cancelar y arriesgarme a que me desactiven o me reporten a la TLC? ¿Pasar por delante de ellos buscando un lugar legal para detenerme y arriesgarme a una mala calificación, una queja que me haga desactivar una multa de TLC? ¿O detenerme por un segundo y arriesgarme a recibir una multa? La mayoría de las veces, tengo que aceptar la multa porque perder mi trabajo me ocasiona mas problemas a mí y a mi familia. Estas nuevas normas no benefician mas que a la ciudad, mas multas y perjudicando al chofer agregando mas stres y problemas economicos para el chofer y su familia.

Algunos pasajeros necesitan ayuda adicional, y eso es importante. La TLC debe averiguar cómo gestionar los viajes de personas en silla de ruedas, por ejemplo. Pero castigar a los conductores no es la solución. La TLC debe trabajar con los defensores de las personas con discapacidad para encontrar soluciones que funcionen para todos, no solo que nos hagan la vida más difícil.



**From:** [Ibrahim Adamou](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL]  
**Date:** Monday, March 10, 2025 3:59:39 PM

---

You don't often get email from ibrahimadamou75@yahoo.fr. [Learn why this is important](#)

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My name is Ibrahim Adamou I'm a TLC driver  
I'm against the new rule for pick up and drop off on bus line and bike line

[Sent from Yahoo Mail for iPhone](#)



**From:** [Ali Karakaya](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Fwd: Notice of Public Hearing and Opportunity to Comment on Proposed Rules 3-12-25  
**Date:** Monday, March 10, 2025 4:07:04 PM

---

You don't often get email from alikarakaya@gmail.com. [Learn why this is important](#)

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Hello,  
This is my message to Tlc management whoever proposing bus/bike lane pickup limitation. Please help me to reach correct person to be able to read this message for tomorrow's hearing.  
Thank you

Dear sir/madam,  
I heard that TLC is proposing a new rule that will make it harder for Rideshare drivers life during their pickup, by proposing banning waiting for riders on bus / bike line.

Both uber and Lyft requires 2mins complimentary wait, and after that uber requires 5min (total 7mins) Lyft requires 3 mins (total 5 mins) wait time to get cancellation fee. You can cancel and leave but if you cancel a few times these apps give you cancellation notice.

Half of the road in NYC (especially in Manhattan) has 1 or more bus/bike lanes, mostly on the right side. How drivers can pickup riders if we can't wait on bus or bike lines? Then make it a rule for apps that, if there is bus or bike on pickup area, we can cancel and leave right away with cancellation fee.

You are here to support our rights. You are making millions of dollar from Rideshare drivers. You can not just propose a rule and ban waiting on bus or bike lines before finding a solution for north drivers and riders.

Are you aware that, some riders are complaining because we are waiting next door than their address!? And they are giving 1 star for this. So please solve real problems, not create extra ones for drivers.

Thank you.

Ali Karakaya

Begin forwarded message:

**From:** External Affairs <tlcexternalaffairs@tlc.sf-email.nyc.gov>  
**Date:** March 5, 2025 at 12:08:02 EST  
**To:** alikarakaya@gmail.com  
**Subject:** Notice of Public Hearing and Opportunity to Comment on Proposed



**From:** [Jehiah Czebotar](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] general photos of violations  
**Date:** Monday, March 10, 2025 5:21:12 PM

---

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w/r/t hearing on 3/12 please feel free to use any of these photos.

If video would be helpful, I have plenty of that too.

--

Jehiah





CAR WASH

CAR WASH  
ENTER HERE

Alpha CAR WASH  
ENTER HERE

PRE-PAID  
CAR WASH TICKETS  
BUY 10 TICKETS  
GET 2 FREE WASH  
COUPONS IS GOOD FOR  
FULL SERVICE  
SUPER WASH  
EXTERIOR • V.I.P.  
HAND WASH  
CARS • SUV'S  
TAXI & LIMO  
VALID FOR 1 YEAR AFTER PURCHASE

FREE \$2.00  
AIR FRESHENER  
WITH A MEGA  
THUNDER SERVICE  
PURCHASE

STANDING  
ytime

NEW YORK  
SDNZ 8











2025-02-14 16:40:20  
571 11th Ave  
New York NY 10036  
United States





**From:** [Gevens Joseph](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Stop hurting Drivers  
**Date:** Monday, March 10, 2025 6:30:26 PM

---

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I think tlc should be stop hurting drivers,enough is enough. I Think they don't want no drivers in the road.



**From:** [Benslimani Hamid](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL]  
**Date:** Tuesday, March 11, 2025 7:20:48 AM

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You don't often get email from h.benslimani@yahoo.fr. [Learn why this is important](#)

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Hamid Benslimani

I'm driver from IDG stop this penalties

Bike Lane and bus lane all over NYC where we going to pick up a costumer.

Stop making our lives miserable we have families to support.

[Sent from Yahoo Mail for iPhone](#)



**From:** [Taylor Laguerre](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Bike lane obstruction  
**Date:** Tuesday, March 11, 2025 8:22:44 AM

---

You don't often get email from taylorlaguerre@yahoo.com. [Learn why this is important](#)

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To whom it may concern ,

This new law to fine drivers dropping off in the bike lane is a cruel law .!!! We are providing a service to the people of NY and shouldn't be penalized for doing a very difficult and stressful job. If this law is passed, it would encourage more drivers to look for work in other fields .

Sincerely yours,

Taylor Laguerre.  
NY TLC driver



**From:** [nwankwo](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Ref: Bike lane and Bus lane  
**Date:** Tuesday, March 11, 2025 12:18:54 PM

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To whom it may concern.

NYC taxi drivers have been having difficulties on picking up passengers and dropping off, all the New York city roads has been divided for bikes and busses, so sometimes drivers doesn't have another option to pick up or drop off in busses lane or bikes lane. Imposing another ticket violation on these two issues is like TLC doesn't wants Taxis to be on the roads because they can't fly.

Thanks.

Yours Sincerely,  
Christian Nwankwo

Sent from my T-Mobile 5G Device



**From:** [Ayman Ayoub](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Bus and pike lane  
**Date:** Tuesday, March 11, 2025 1:11:18 PM

---

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Hi there

As a driver is not easy to drop and pick up passengers at those lanes would you mind please stop those tickets

Ayman ayoub



**From:** [Alejandro Montoya](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] How is this possible.,  
**Date:** Tuesday, March 11, 2025 1:16:24 PM

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Have any TLC workers idea on working as a taxi driver? Do they have the need to look up for the closes bathroom do they have over 100 trips a week and deal with demanding people. I think all they wanted is to profit from us... I think is unfair you all want to profit from our hard work I hope you all 1 day have to deal been as taxi drivers. Again I say you looking to profit from the circumstances.  
Sent from my iPhone



**From:** [mahfujul hasan](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Pick up or drop off at Bike & Bus stop penalties.  
**Date:** Tuesday, March 11, 2025 1:16:26 PM

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I'm totally disagree with this type of law which will hurt the drivers. Thanks



**From:** [aymanayoub14@gmail.com](mailto:aymanayoub14@gmail.com)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Bus and bike lanes  
**Date:** Tuesday, March 11, 2025 2:00:23 PM

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You don't often get email from aymanayoub14@gmail.com. [Learn why this is important](#)

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Hi there

As a driver in NYC I'm not supporting any rules against riders sharing or any another driver

[Sent from Yahoo Mail for iPhone](#)



**From:** [Jewel Danso](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] About the Tlc hearing  
**Date:** Tuesday, March 11, 2025 2:15:08 PM

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You don't often get email from jeweldanso1@gmail.com. [Learn why this is important](#)

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We getting tickets from buses that is not helping our job and we don't have no place to pick up or drop off bcx all the buildings have streets infront and some of the streets hv bicycle lanes and bus lanes so am asking we do we have to pick up the riders



**From:** [Medsalem Mekiyen](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Bike lane punishment  
**Date:** Tuesday, March 11, 2025 2:56:00 PM

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Is unfair to punish the driver is not who decides where is the pick up or drop off points  
Sent from my iPhone



**From:** [Juan Sanchez](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] New Tlc penalties  
**Date:** Tuesday, March 11, 2025 3:05:23 PM

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[You don't often get email from [juan249sanchez@gmail.com](mailto:juan249sanchez@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To it may concern: my name is Juan and I work as a Uber driver over 9 years now. I have seen and experienced all kind of changes throughout NYC from 911 to new traffic patterns in this beautiful city to new and newer and newest rules of app sharing and Tlc;I understand times and circumstances call for new way to navigate the latest challenges that big cities present to its citizens and some adapt quickly some slow and other never but in my case our case as drivers every year we get slam with different tasks the city hit us with and I'm just learning about this new pick up n drop off on bike lanes this is a new challenge that will cost us even more money we can't make end meet n now this. Most of new Yorkers take at least 1 app share ride in their life so I'm sure you all can see how it will affect us as drivers. Solutions there are mane plz ask us. Thank you sincerely Juan  
Sent from my iPhone



**From:** [Mohamed Kalle](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Where we can go now as Uber driver like many others I think we're in public transportation service the MTA Buses not serve the public better than us we just different for bicycles when I get chance to testify I will provide the details about...  
**Date:** Tuesday, March 11, 2025 4:02:12 PM

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[Sent from Yahoo Mail for iPhone](#)



**From:** [ayman5535920@gmail.com](mailto:ayman5535920@gmail.com)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Against bus and bike lanes  
**Date:** Tuesday, March 11, 2025 4:56:55 PM

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You don't often get email from ayman5535920@gmail.com. [Learn why this is important](#)

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Hi there

As a driver in NYC I recommend not passing the TLC rule for bus and bike lane

[Sent from Yahoo Mail for iPhone](#)



**From:** [fatmaattiaalla@gmail.com](mailto:fatmaattiaalla@gmail.com)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Driver agonist TLC bus and bike rules  
**Date:** Tuesday, March 11, 2025 5:30:47 PM

---

You don't often get email from fatmaattiaalla@gmail.com. [Learn why this is important](#)

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Hello

I'm a driver who is not interested in driving with that route and city not offering any etiquette or any kind whatsoever

Fatma attiaalla



**From:** [ragabhassanien@gmail.com](mailto:ragabhassanien@gmail.com)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] No bus and bike lanes rules  
**Date:** Tuesday, March 11, 2025 8:19:38 PM

---

You don't often get email from ragabhassanien@gmail.com. [Learn why this is important](#)

**CAUTION! EXTERNAL SENDER.** Never click on links or open attachments if sender is unknown, and never provide user ID or password. If **suspicious**, report this email by hitting the **Phish Alert Button**. If the button is unavailable or you are on a mobile device, forward as an attachment to [phish@oti.nyc.gov](mailto:phish@oti.nyc.gov).

I'm demanding any changes regarding bus and bike lanes effectively

Ragab hassanien



**From:** [wahballa5535@gmail.com](mailto:wahballa5535@gmail.com)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] No bus and bike lanes rules  
**Date:** Tuesday, March 11, 2025 8:21:47 PM

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I'm not going to derive any benefit from this one because it will only make more people feel more confident with their TLC rules

[Sent from Yahoo Mail for iPhone](#)



**From:** [Eugenio Abreu](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Stop the Bike Lane Fine  
**Date:** Tuesday, March 11, 2025 10:28:26 PM

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To whom this may concern,

I hope this message finds you well. My name is Eugenio Abreu, and I have been a conductor for FHV for over 25 years. I am reaching out to express my concerns regarding the proposed law related to the bus and bicycle lanes, which I believe may be counterproductive given the current fine structure.

I strongly feel that the introduction to additional fines in bike lanes is unnecessary, particularly because certain passengers require more time due to disabilities, necessitating extra assistance. As it stands, we are given only 5 minutes to pick up and drop off passengers, which is already a tight window.

With the potential increase in fines, yet no extension in time allowances, this situation could become untenable for drivers like myself. The added pressure of higher fines without addressing the time constraints could result in a significant challenge in maintaining service and supporting passengers properly.

I kindly urge you to reconsider these measures, as they may inadvertently impact the quality of service and the well-being of drivers.

Thank you for your attention to this matter. I look forward to your response.

Best,

Eugenio Abreu



**From:** [Palash Omar Faruk](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] TLC Hearing Signup Reminder  
**Date:** Wednesday, March 12, 2025 12:37:47 AM

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Hi good morning, may you explain details about bike and bus lane? Maximum bikers don't know rules and sometime I feel very uncomfortable to pick up bus lane in manhattan, drop off also. But uber/lyft send over there because customer calls from that point. So you should consider about transport vehicles. This type of drivers are gating too much ticket. You should think again before taking decision.

Thanking

Mohammad omar faruk



**From:** [John Hia](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] March 12 hearing  
**Date:** Wednesday, March 12, 2025 6:58:45 AM

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Some humor.the class will teach how to wear seatbelt and to signal when changing lanes to park [carefully.to](#) relieve ourselves in a plastic bottle or [bag.no](#) u-turns.how to overcharge and refuse fares by taking the longest and slowest routes.because we are not mta bus.and letting the passengers know that we are about to overcharge them .how nice.



**From:** [ANDREI ZHULIDAU](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** Re: [EXTERNAL] Zoom TLC proposal  
**Date:** Wednesday, March 12, 2025 10:36:12 AM

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### Question regarding proposal rule

1. Kehkeshan Hafeez and Rebecca Harshbarger both even have driver licenses or drive a car.?
2. 180 thousands licensee, many of who dont have social security and legal status in United States allowed to drive passengers in New York City.
3. TLC Prosecution Department are Government Corporation and operating for profit, that conflicting as government agency independence.

### Proposal.

To ensure public safety higher standard of industry , and reputation to attract potential investor to restore Trust by High Value Individual, as well eliminate abuse by government power by TLC itself

1. Only Us Citizen and green Card holder can hold TLC license
2. Knowledge of english language Level 1 federal standart.
3. Only NY State Driver license without major violations like DUI and drug abuse, including returning to test for Marihuana abuse, that was removed bt radical democrats agenda/
4. TLC prosecutors should stop receiving bonuses and salary increase by supervisors for plea deals.
5. TLC employee should not hold any license , included TLC vehicle by family members and relatives.

If you have any question, regarding proposal, I happy to provide more info regarding this matter.

Regards,

Andrei Zhulidau

On Wed, Mar 12, 2025 at 10:03 AM ANDREI ZHULIDAU <[zhulidau@gmail.com](mailto:zhulidau@gmail.com)> wrote:  
Thank you for the information!

On Wed, Mar 12, 2025 at 9:54 AM tlcrules (TLC) <[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)> wrote:

Hello,



Thank you for your request to join the upcoming public hearing. The hearing will be livestreamed on our website <https://www.nyc.gov/site/tlc/index.page> at 10AM on the day of the hearing 3/12/25.

---

**From:** ANDREI ZHULIDAU <[zhulidau@gmail.com](mailto:zhulidau@gmail.com)>

**Sent:** Wednesday, March 12, 2025 9:19 AM

**To:** tlcrules (TLC) <[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)>

**Subject:** [EXTERNAL] Zoom TLC proposal

You don't often get email from [zhulidau@gmail.com](mailto:zhulidau@gmail.com). [Learn why this is important](#)

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Please send zoom link for public hearing



**From:** [Lama Sandesh](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Comment on TLC proposes amending Rules §80-13(a)(1) and §80-13(a)(2)  
**Date:** Wednesday, March 12, 2025 11:10:10 AM

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You don't often get email from lamasandesh91277@gmail.com. [Learn why this is important](#)

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Dear Sir/Madam

This rule will directly and indirectly effect the driver. The Uber/Lyft passenger has a drop off and pick up location can be anywhere in the streets. Sometime their home/office/restaurants/ or any pick up/drop off locations can be in bike lane/bus stop. There is no any designated spot to pick up or drop off for Uber/Lyft. This should be carefully reviewed. Also we work whole day to earn money and the tocket prices are not affordable for drivers in New York City with all increasing cost of car rental maintenance and living cost. Thank you

Regards,  
Sandesh Lama



**From:** [Carmel Driver](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] About the law  
**Date:** Wednesday, March 12, 2025 12:33:46 PM

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You don't often get email from carmel2172@gmail.com. [Learn why this is important](#)

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This will be worst for the drivers because some time pax they don't able to walk. Or they have luggage so driver has to stay there so it is very painful



**From:** [Merouane Hank](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL]  
**Date:** Wednesday, March 12, 2025 5:03:18 AM

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You don't often get email from merouanehank1973@gmail.com. [Learn why this is important](#)

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Good morning my name is Merouane Hank.

I am a TLC driver in New York City.

We already have a big trouble picking up and dropping off passengers please don't make it even harder with punishing drivers,

Especially the bus and bicycle Lanes are all along the streets of New York City. Please be considerate thank you.



**From:** [Lama Sandesh](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** Re: [EXTERNAL] Comment on TLC proposes amending Rules §80-13(a)(1) and §80-13(a)(2)  
**Date:** Wednesday, March 12, 2025 1:34:33 PM

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Dear Sir/Madam

This rule will directly and indirectly effect the driver. The Uber/Lyft passenger has a drop off and pick up location can be anywhere in the streets. Sometime their home/office/restaurants/ or any pick up/drop off locations can be in bike lane/bus stop. There is no any designated spot to pick up or drop off for Uber/Lyft. This should be carefully reviewed. Also we work whole day to earn money and the tocket prices are not affordable for drivers in New York City with all increasing cost of car rental maintenance and living cost.

Also we we do not pick passenger in their preferred location they will give low ratings and we do not have much protection on cancellation after waiting certain times. So, it is very serious for these fines. Thank you

Regards,  
Sandesh Lama

On Wed, Mar 12, 2025 at 1:30 PM tlcrules (TLC) <[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)> wrote:

Hello,

Thank you for your written comments. This is confirmation that it has been received and will be reviewed.

TLC Rules

[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)

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**From:** Lama Sandesh <[lamasandesh91277@gmail.com](mailto:lamasandesh91277@gmail.com)>  
**Sent:** Wednesday, March 12, 2025 11:10 AM  
**To:** tlcrules (TLC) <[tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov)>  
**Subject:** [EXTERNAL] Comment on TLC proposes amending Rules §80-13(a)(1) and §80-13(a)(2)



You don't often get email from [lamasandesh91277@gmail.com](mailto:lamasandesh91277@gmail.com). [Learn why this is important](#)

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Dear Sir/Madam

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Regards,

Sandesh Lama



**From:** [sarker.subrata](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL] Unfair penalties  
**Date:** Wednesday, March 12, 2025 3:37:06 PM

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You don't often get email from sarker0714@gmail.com. [Learn why this is important](#)

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This is totally injustice with drivers. It will be extremely effective against the drivers. Some places are very difficult to deal it. Drivers will lose their jobs and also rating and also the points. Do not pass this unfair law again the driver. Drivers work for city, earn for city revenue, work for city Community. So do not go against the drivers for your own benefit. We do not want to pass the laws against of drivers.



**From:** [Akhmood Khan](#)  
**To:** [tlcrules \(TLC\)](#)  
**Subject:** [EXTERNAL]  
**Date:** Wednesday, March 12, 2025 4:14:13 PM

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You don't often get email from akhmoodraja888@gmail.com. [Learn why this is important](#)

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Hi this Akhmood khan we are all ways following the traffic law  
But I have one question how can pic rider from 34 st and 42 street Manhattan both sides  
bus lines  
If no stop riders complain uber driver no stopped bla bla...  
Evry kindly think lot of hotels driveway bus lines no wear to stop give the time cap driver  
like 3 ment dropped and pick up rider this my think I m apologize unconvinced to you  
Thanks