

*April 2025 Commissioner's Corner*

**A Stronger, Safer Vision**

TLC is a proud Vision Zero agency – and in the decade since the initiative launched, our licensees have been pillars of progress, making the city streets safer for pedestrians, passengers, and cyclists across the five boroughs.

Between education outreach and TLC-licensed schools, we have helped drastically curb dangerous driving behavior, with life-changing impact. Since Vision Zero's first full year in 2015, TLC-related traffic fatalities have fallen almost 60 percent. And as a foundational member of the Task Force, the TLC will never stop working toward improving and aiming for the City's goal of eliminating all traffic-related accidents and fatalities.

That's why we regularly evaluate our progress and why we recently proposed new rules that focus on increased enforcement, safety and driver education around a specific set of Vision Zero violations. From 2023 to 2024, we've seen a 37 percent jump in Vision Zero complaints, which are violations that include stopping in crosswalks, blocking bike lanes, double-parking, or failing to stop at stop lines.

In that time, 3 percent of drivers had *two or more* violations – which tells us that a small subset of repeat offenders are responsible for many of these consumer complaints and tickets. Since 86 percent of drivers had *no violations* in that time, we know a majority of our almost 180,000 professional drivers likely wouldn't be affected by any proposed changes because they're already adhering to Vision Zero standards. TLC drivers spend more time on the road than any other group and that increases the odds of persistent violators causing harm even more, including harm to other TLC drivers.

These violations cannot continue to be treated like a cost of doing business, so we are doing our best to address them now. Depending on the violation, these proposed rules could lead to points on a TLC driver's license, a fine, and a mandatory Vision Zero refresher course. Combined, this would boost education efforts and protect public safety.

During the March 12 hearing, some raised concerns that increased Vision Zero penalties would negatively impact accessible trips, but it's important to remember that drivers are already permitted to drop off in bus lanes and various other areas where parking is prohibited—the increased penalties are for drivers who *park* in them. That said, as always, we will consider public feedback before voting on a final rule.

Meanwhile, in EV-related news, I attended Revel's latest ribbon-cutting event on March 19—24 fast-charging plugs are now online at JFK's Hold Lot 1! This is the latest phase of their charging infrastructure rollout across the five boroughs, made possible by TLC's EV drivers, who in December and January set new monthly highs for EV trips. I look forward to more of these sites opening in neighborhoods where drivers live and work, including the 48 plugs coming to La Guardia later this year, making it the largest airport charging hub in America. You can always visit <http://nyc.gov/charging> for more information about the available charging across NYC.

See you out there,

David Do  
Commissioner, NYC Taxi and Limousine Commission