

New York City Taxi & Limousine Commission

Proposed Rules – Cyclist Awareness Decal

Public Hearing Comments

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Cyclist Awareness Decal

 rules.cityofnewyork.us/rule/cyclist-awareness-decal/



Rule status: Proposed

Agency: TLC

Comment by date: September 3, 2025

[Rule Full Text](#)

TLC-Proposed-Cyclist-Awareness-Decal-Rule-Certified.pdf

TLC is proposing rules to implement Local Law 78 of 2025 to require that all taxicabs and for-hire vehicles add cyclist awareness decals inside the rear passenger doors, to be provided at no charge by the Commission.

TLC will hold a public hearing on the proposed rule. The public hearing will take place at 10:00 am on September 3, 2025. The public hearing will be held online using Zoom. There will be no in person public hearing. The public hearing will be livestreamed on TLC's website at www.nyc.gov/tlc. To participate in the public hearing, please e-mail the TLC at [\[email protected\]](#) or call TLC at 212-676-1135 by September 2, 2025. After you have signed up to speak, TLC will provide you with a Zoom URL to enter in on your computer or dial-in via phone number if you prefer to call in.

Send comments by

Public 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:1(212)676-1135) or emailing [\[email protected\]](#) by **September 2, 2025**

[Wednesday Sep 03 - 10:00am EDT](#)

Date

September 3, 2025

10:00am - 12:00pm EDT

Disability Accommodation

- Closed Captioning
- Communication Access Real-Time Translation

Comments are now closed.

Online comments: 3

Alan Mukamal

Requiring that all taxicabs and for-hire vehicles add cyclist awareness decals inside the rear passenger doors is a no-brainer. It should include ride share vehicles, too. This is a very cheap way to affect taxi-passenger behavior when opening doors and stepping into traffic. As a cyclist in NYC, I fully support this rule.

Comment added August 20, 2025 2:31pm

Daniel Bersohn

I am supportive of a requirement to require safety messaging for passengers of FHVs.

The fines seem inadequate for deterrence for larger, luxury FHVs. These vehicles also often have heavily tinted passenger door windows restricting visibility of cyclists and are generally a greater danger to cyclists. The incentives these drivers face to present riders with a luxurious, visually uncluttered interior may entice them to remove or not post required decals. The fines should be higher—perhaps \$150 similar to a second bus lane violation—with an initial 3-month education/grace/warning period at as enforcement begins. Alternatively, the fines could be stepped up for second and further violations similar to bus lane camera violations.

FHV operators should also be required to operate hazard lights within 50 feet of stopping at a passenger drop-off or pickup location. FHV operators should be required to check side mirrors for approaching traffic while stopping for a drop off and to verbally advise passengers to wait to exit if the operator has noted approaching traffic and/or cyclists.

I think additionally blind spot sensors in these vehicles should be required to be programmed to create a visual and audible alert for approaching cyclists or other vehicles whenever the FHV is stopped and any of the following conditions are true:

1. seat occupant sensor (weight) detects an occupant but the seatbelt is not fastened (i.e. someone in the vehicle is preparing to exit)
2. the doors are unlocked (i.e. someone in the vehicle could exit quickly)
3. the FHV is not in gear (i.e. it is otherwise safe for someone to exit the vehicle)

Comment added August 28, 2025 5:15pm

Kathleen Collins

In the annexed letter please see my comments in response to the New York City Taxi and Limousine Commission's request for comments regarding the TLC's proposal to amend its rules with respect to the following four topics:

1-Wheelchair Accessible Vehicle Conversion, Reference Number 2025 RG 005,

2-Cyclist Awareness Decals, Reference Number 2025 RG 058,

3-Personal Injury Insurance Coverage Requirement, Reference Number 2025 RG 057,
and,

4-Driver Pay Rule Amendment, Reference Number 2025 RG 062.

Very truly yours,
Kathleen M. Collins

[Comment attachment](#)

9-2-2025-Final-Letter-to-NYC-TLC-Conversion-of-Taxis-Etc.pdf

Comment added September 2, 2025 5:49pm

TLC Hearings September 3, 2025, 10:00 AM

Dear New York City Taxi and Limousine Commission,

My name is Anna Humphrey, and I am the Transportation and Voting Community Organizer with the Center for Independence of the Disabled, New York (CIDNY). According to the Center for Disease Control (CDC), there are over two million people with documented disabilities living in New York City. Many of these individuals rely on accessible and affordable transportation to participate fully in city life. CIDNY is here to advocate on behalf of all of them.

I am submitting this testimony on a couple of the proposed rules before the Commission.

1. Vehicle Conversions to Wheelchair Accessible Vehicles

CIDNY supports TLC's effort to simplify and expand the rules for converting non-accessible vehicles into wheelchair accessible vehicles (WAVs). This could increase the number of WAVs on the road, which is essential for riders with disabilities who too often face long waiting times for an accessible vehicle.

However, safety must be the top priority. All conversions should be made to strong, enforceable standards, especially for seat belts and shoulder restraints that are reliable and easy to fasten for passengers using wheelchairs.

We also encourage the Commission to require that all taxicabs be manufactured wheelchair accessible from the factory. Factory-built Wheelchair Accessible Vehicles (WAVs) are safer, more durable, and have a more sustainable path to transportation equity.

2. Cyclist Awareness Decals

TLC is proposing a rule to require that all taxicabs and for-hire vehicles add cyclist awareness decals, to be provided at no charge by the Commission, on the inside of rear passenger doors, warning passengers to look for cyclists before opening the door. CIDNY supports this rule because it will prevent injuries and protect cyclists and pedestrians, including many people with disabilities who use mobility devices or travel in traffic. However, accessibility must be built in.

We urge the Commission to ensure that decals are printed in large font and high-contrast, bright colors, and to add an audio announcement option within the vehicle for passengers who cannot see and/or read the decals. Safety information is only effective if all riders can understand it.

Transportation equity means that people with disabilities must have the same freedom, safety, and dignity in travel as everyone else. We urge the Commission to adopt these rules with accessibility and safety at the forefront. This testimony is supported by Sharon McLennon Wier, Ph.D., MEd., CRC, LMHC, Executive Director for CIDNY.

Thank you for the opportunity to testify to this salient topic. CIDNY is here to ensure that each New Yorker despite his or her disability can obtain a safe and comfortable ride.

Sincerely,

Anna Humphrey
Transportation and Voting Community Organizer
Center for Independence of the Disabled, New York (CIDNY)
ahumphrey@cidny.org

Kathleen M. Collins
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September 2, 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
Filed at: <https://rules.cityofnewyork.us/>

Re: New York City Taxi And Limousine Commission's
("TLC") Proposal To Amend The Following TLC Rules –

1- Wheelchair Accessible Vehicle Conversion, Reference
Number 2025 RG 005,

2-Cyclist Awareness Decals, Reference Number 2025 RG
058,

3-Personal Injury Insurance Coverage Requirement,
Reference Number 2025 RG 057, and,

4-Driver Pay Rule Amendment, Reference Number 2025
RG 062.

Dear Commissioner Do:

My name is Kathleen Collins. I am a native New Yorker who is a congenital quadruple amputee who uses a wheelchair and has lived in New York City for more than 60 years. I am on the Board of Disabled In Action of Metropolitan New York, also known as DIA, and a Co-Coordinator for Downstate New York ADAPT, two grassroots disability organizations that advocate for the civil rights of all people with disabilities.

I submit these comments in response to the New York City Taxi and Limousine Commission's request for comments regarding the TLC's proposal to amend its rules with respect to the following four topics:

1-Wheelchair Accessible Vehicle Conversion, Reference Number 2025 RG 005,

2-Cyclist Awareness Decals, Reference Number 2025 RG 058,

3-Personal Injury Insurance Coverage Requirement, Reference Number 2025 RG 057, and,

4-Driver Pay Rule Amendment, Reference Number 2025 RG 062.

1-Wheelchair Accessible Vehicle Conversion, Reference Number 2025 RG 005

It has always been and continues to be the position of the disability community that all taxis should be wheelchair accessible and that every taxi manufactured for service in New York City should be a wheelchair accessible vehicle. We understand that this is not something that can be done overnight, however, if you don't put a plan into place, it will never be done. Thus, this rule should have some type of requirement that within a certain number of years, such as 3 to 5 years from now, all taxis that are going to be operated in New York, must be manufactured to be wheelchair accessible, like they are in cities such as London, England.

Since we have no such regulations yet, it would seem that allowing more companies to do the retrofitting of taxis to make them wheelchair accessible would increase competition and thereby lower costs of such retrofits. However, we are concerned that the proposed rule amendment does not seem to address what we may be sacrificing by opening such retrofitting to greater competition, such as the safety and comfort of passengers using wheelchairs.

Specifically, the proposal does not address the possibility that quality and safety will be sacrificed if the conversion of taxis to wheelchair accessible vehicles is open to greater competition without proper oversight by the TLC. Thus, we would like to see this proposal to include language that would safeguard against a reduction in quality and safety.

Further, this proposed rule needs to include a requirement that all retrofitted taxis have an all-in-one seat belt and shoulder belt that hangs from the ceiling and hooks into the floor in one smooth movement since this would increase the possibility of a person using a wheelchair receiving a shoulder belt and seat belt, which sadly is not the case presently.

Finally, we would like to see that the Waymo pilot project, just recently approved by the TLC, takes into consideration and studies the ability of these vehicles to recognize wheelchairs, scooters and people with disabilities as well as people who are older. Further, the TLC should promulgate regulations that in the future all electric taxis and for-hire vehicles that roll off a manufacturer's production line be wheelchair accessible and nothing else.

2-Cyclist Awareness Decals, Reference Number 2025 RG 058

With respect to the cyclist awareness decals proposed rule, we agree with the Center for Independence of the Disabled, New York's comment that cyclist awareness decals need to be provided in a format that provides effective accessible communication. More specifically, these decals need to be printed in a large font and have high contrast as well as provide an audio announcement before a passenger disembarks from the vehicle since the person may not be able to read even an accessible decal.

3-Personal Injury Insurance Coverage Requirement, Reference Number 2025 RG 057

I oppose the TLC's proposal to reduce the personal injury insurance coverage that TLC - license vehicles must get to operate a TLC licensed vehicle in New York City. Contrary to the TLC's statement that decreasing the amount of coverage needed from \$200,000 to 100,000 "will better ensure that all road users - drivers, passengers, pedestrians, and cyclists - are quickly and adequately compensated in the event of an injury-causing crash, especially when injuries are significant or involve claims by multiple people" the facts show otherwise.

It seems that the only reason TLC would propose a rule that decreased the amount of insurance coverage a driver or company had to have is to decrease the premiums drivers and companies must pay for insurance and thus, at first blush, it would appear to be a good rule for the drivers and companies. After further consideration, however, we are concerned that the consequences of this proposed regulation would be to increase, not decrease, the exposure of drivers, companies, and passengers alike due to the possibility of more higher costs lawsuits and, in turn, an increase in the time necessary to resolve claims when a passenger sustains personal injuries. With less insurance coverage available to passengers to seek compensation for their injuries and economic losses incurred, injured passengers

will be forced to hire an attorney to recover adequate compensation, and more drivers will be forced to hire attorneys to defend them against these lawsuits. Thus, this proposed amendment does not help anyone and harms everyone.

If the true motivation for the proposed reduction in insurance coverage is related to concerns by the TLC about insurance premiums for drivers or companies, a factor not explicitly stated in the TLC's rationale, the TLC should consider other solutions that do not jeopardize public safety and the ability of a passenger injured in an accident to properly receive compensation in a timely manner. I agree with the alternatives suggested by John Doe, that is, the TLC could investigate the insurance premium structures taking into consideration dynamics within the industry and identify ways to support drivers and companies without jeopardizing coverage for injured passengers, 2-the TLC could advocate for statewide reforms or subsidies that balance affordability for drivers with robust consumer protection ensuring that all are protected, and 3-the TLC could implement safety measures such as enhanced driver training programs, stricter enforcement of traffic rules, and safer manufactured vehicles.

As stated by many other commenters, medical costs are increasing, not decreasing, thus, it makes no sense to reduce the current required insurance coverage for personal injury protection. If anything, the amount of required insurance coverage should be increased since medical costs are only increasing.

It is unfathomable why the New York City Council buckled to pressure from companies such as Uber and Lyft and has totally disregarded the safety of passengers and the increasing need for drivers to be insured against major personal injury and economic damages claims. This change does not address the real issues, such as high premiums and claims of purported fraud. These issues need to be addressed head-on, not by lowering insurance coverage.

It is time that the New York City Council and TLC work with drivers, passengers, and insurers to create better insurance choices, such as some type of pooled or self-insurance that New York State and New York City can help to create and administer. Please do not enact this proposed amendment to the TLC rules.

4-Driver Pay Rule Amendment, Reference Number 2025 RG 062.

We strongly support the right of drivers to earn a fair, living wage and, to the extent that the proposed amendment to the rules accomplishes this, we support this proposed amendment to the rules.

Thank you for the opportunity to submit this testimony.

Very truly yours,

Kathleen M. Collins



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TESTIMONY OF PETER M. MAZER

General Counsel

METROPOLITAN TAXICAB BOARD OF TRADE

TLC Public Hearing: Cyclist Stickers

September 3, 2025

Good morning, Chairperson Do and Members of the Commission. My name is Peter Mazer, General Counsel to the Metropolitan Taxicab Board of Trade (MTBOT), a seventy-two year old association representing owners and operators of licensed medallion taxicabs. This proposed rule would implement the provisions of Section 19-557 of the Administrative Code, mandating that taxicabs and livery vehicles display stickers on the rear doors urging passengers to be aware of cyclists. Protecting cyclists is important, and in fact, stickers alerting passengers have been available to owners since 2012. But with the Passenger Information Monitors (PIMs) in vehicles already providing public service information to passengers, there is a better way to communicate safety information to passengers than an array of stickers cluttering the space in the rear of cabs and FHV's. And as passengers often remove or deface these stickers, owners of vehicles will bear the burden of replacing them, facing fines and possible suspensions if they fail to do so. I recognize the TLC must comply with local law. However, the TLC has discretion with respect to penalty.

While the proposed rule would carry a penalty that seems small--either \$50 or \$75 if the stickers are not replaced within ten days, currently rules of the TLC also would permit the driver to also be issued a summons for failing to inspect the vehicle; the owner of the vehicle or medallion could be issued a notice or directive to correct the defective condition and appear at the TLC to

show that the sticker has been replaced, or face the possibility of an additional fine and vehicle license or medallion suspension for failure to do so. In any event, showing proof that the condition has been corrected, to avoid a fine, is burdensome. A better approach would be to permit the owner to submit a statement to the TLC within ten days of the issuance of the summons declaring that the condition has been corrected. This is similar to the self-correction procedures allowed by the Department of Motor Vehicles available where there are vehicle defects. This would enable the TLC to ensure compliance without placing an undue burden on the industry.

Thank you for giving me the opportunity to speak today. I would be happy to answer any questions you may have.

**Written Testimony of Andrew Greenblatt, Policy Director
Independent Drivers Guild (IDG)
Submitted to the New York City Taxi and Limousine Commission
September 3, 2025**

Greetings, Commissioner Do, and members of the Taxi and Limousine Commission. My name is Andrew Greenblatt, and I am the Policy Director of the Independent Drivers Guild (IDG). Thank you for the opportunity to submit this testimony on three important issues being considered by the Commission.

The Independent Drivers Guild is a nonprofit affiliate of the International Association of Machinists and Aerospace Workers (IAMAW). Our organization represents more than 140,000 for-hire vehicle (FHV) drivers in New York State and 300,000 across the country.

Out-of-Town Per-Mile Rate

The IDG understands that the Commission is amending the per-mile rate for out-of-town trips due to an error during the last rule change. We acknowledge, without expressing support or opposition, the TLC's effort to correct the previous error concerning the per-mile rates across all trips.

We must point out, however, that the current per-mile rates across the board still do not cover the expenses for the large portion of the drivers who are forced to lease or rent their vehicles due to the current TLC policy of restricting plates.

We have addressed this issue in the past. To ensure all drivers can earn a living wage and keep their costs down, we once again urge the TLC to release FHV plates to existing drivers who wish to own their own vehicles. This change would reduce their operating costs and allow them to earn a living wage. If the Commission continues to enforce this unfair rule, we urge you to raise the per-mile rate to a level that covers the additional expenses your policy is imposing on these drivers.

Personal Injury Protection (PIP) Insurance

The IDG fully supported the passage of **Introductory Number 1050**, which lowered the minimum PIP insurance coverage required for FHV drivers. We thank Council Member De La Rosa for her effective advocacy on this issue. We also support the TLC's proposed rule changes to bring its regulations into compliance with the new law.

However, we believe this is only a partial victory. We continue to advocate for the complete abolition of the city and state's PIP insurance requirements for FHV drivers. Drivers should not be held responsible for accidents they did not cause and could not prevent. This policy change moves us one step closer to that goal.

Passenger Safety Decals for Bicyclists

For years, the IDG has distributed free decals to drivers that remind passengers to check for oncoming bicyclists before opening their doors. We are encouraged that the Commission is considering a rule to require such decals. This is a common-sense measure that will help keep passengers and bicyclists safe.

While we support the requirement, we urge the Commission to focus on distribution over punishment. We ask that the TLC distribute these decals to drivers rather than penalizing them with fines for a first offense. TLC enforcement officers can do this, as can inspectors during FHV inspections. Drivers want to protect their passengers and others on the road, and this cooperative approach would help them do just that.

Furthermore, preventing driverless cars from roaming our streets is the most impactful way that the city can protect cyclists, rideshare passengers, and pedestrians right now. Federal regulators have yet to approve standardized safety tests to ensure driverless vehicles detect and avoid cyclists and pedestrians. Until safety is assured, driverless cars should not be permitted on New York streets.

Conclusion

We thank the Commission for its attention to these matters and look forward to working with you to create fair and safe policies for all FHV drivers and the riding public.