



Testimony on 9/1/26 Department of Transportation Rules Hearing

Open Plans writes to express our concern with the proposed rule change that would allow for-hire vehicles to park in commercial parking spots. While we appreciate the law that necessitates this rule change, LL 24 of 2026, was amended to not allow for-hire vehicles to park in commercial *loading* zones, we still remain concerned about the amended law and associated rule change.

Open Plans has long been a proponent for more designated space for for-hire vehicles, including taxi/for-hire vehicle relief stands and pick-up drop-off zones. Allocating curb space in a way that benefits the public is an important goal. However, designating one use — commercial parking — to be shared in order to compensate for the lack of another — relief stands — is not an effective way to manage our streets.

We are concerned that this change, applying to New York City's over 100,000 for-hire vehicles, could push commercial vehicles into double parking or otherwise parking illegally. We strongly encourage the Department of Transportation in their report following this pilot to provide information about occupancy rates of commercial parking spaces before and after, and by which vehicles, and increases in illegal or double parking by commercial vehicles in the area.

This law is well intentioned (though, we believe, not the true solution to this problem), and we urge the Department of Transportation to work collaboratively with the Taxi and Limousine Commission to expand dedicated for-hire vehicle relief zones, as well as dedicated pick-up drop-off zones.

Respectfully,
Open Plans

Sara Lind
Co-Executive Director
sara@openplans.org

Jackson Chabot
Director of Advocacy and Organizing
jacksonchabot@openplans.org



Michael Sutherland
Senior Policy & Legislative Analyst
michael@openplans.org