

After the fact, NYCDOT now seems to embrace a key recommendation of Keep NYC Congestion Tax Free's

Alternatives Approaches [report](#). These sound

recommendations, [released](#) October 2007, included:

“Greatly expanding the number of taxi stands in the Manhattan CBD, along with other measures to reduce the time cabbies spend cruising for passengers – a practice that by itself accounts for approximately 13 percent of all vehicle-miles traveled (VMT) in the CBD.” Recall the 6.5 percent reduction in vehicle miles traveled that the federal government and the state legislation called for. Do the math. Divide 6.5 into 13. Hmm.....double the requirement. Perhaps that explains why NYCDOT neglected to act back in the day.

From Crain's Insider
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Taxi Stands Get Second Look

Taxi stands, which were briefly promoted during the debate over congestion pricing, are being looked at by the city Department of Transportation as a way to reduce driving. If taxis could pick up passengers only at designated curbsides, the change would improve traffic flow and reduce cruising for fares, advocates say. Such a rule could be implemented in New York by the Taxi & Limousine Commission without approval from Albany, unlike various components of Mayor Bloomberg's sustainability plan now stalled in the Legislature.