

From: Richard Moles <\_ >  
Subject: TAXI MEDALLION AND TRAFFIC SUGGESTIONS  
Date: November 19, 2009 2:23:27 PM PST  
To: christlanehayashi@SFMTA.com



My name is Richard Moles.

I am a taxi driver.

This is the first time I have written a letter about my views on the taxi industry, but after attending a few taxi town hall meetings, I have decided to write.

I have driven a cab for 25 years and over 6000 shifts. I still drive 10 hour shifts for five or six days a week.

I did not plan on being a cab driver as a career, so I did not get on the medallion list at the start. After a few years, I thought of getting on the list, but did not think I would ever get a medallion because the list was too long. But when they added 400 medallions, a friend convinced me to sign on, which I did about 10 years ago.

I have no benefits or retirement and I have paid my own health insurance, social security taxes and income taxes for 25 years.

Even with all these issues, I like driving a cab.

I am not looking for a handout. I just want to keep driving, but with a medallion.

I have driven for the same company, had minimal accidents and complaints, gone as long as 12 years without a point on my record. But all these things do not count toward qualifying for a taxi medallion. The important qualification for getting a medallion has always been "When did you get on the list".

I would like to suggest that seniority and service become important when issuing medallions.

Please remember drivers like myself when you make decisions on medallions.

Thank you,

Richard Moles

P.S. - During one of the meetings, I brought up some ideas I had for improving traffic flow which would result in easier movement for taxis and you said I should write them down in more detail and send an e-mail. So I will start with this one. If you find this type of suggestion useful, I will write up some others.

#### TRAFFIC LANES

A taxi stuck in gridlock on a Friday rush hour is actually making fewer trips than during slower times even though there is more demand for cabs. For example, if a driver is able to make four trips an hour in normal traffic, that same driver might only make two trips an hour driving through gridlock. If a traffic lane is available at all the bottlenecks, it has the same effect as doubling the number of cabs in that area during that time. This is also the time when cabs are most needed and when a high percentage of the complaints are generated. Adding more traffic lanes at times and locations where there is congestion has the same effect as adding more taxis.

As a rough estimate: If 400 of the 1600 cabs are in the downtown area during Friday night rush hour and 100 are actually stuck in gridlock and making two trips per hour. That would be 200 trips for those cabs. If a traffic lane were added in those areas at those peak times, they could make 400 trips. So you have the equivalent of adding 100 cabs in that hour when they are most needed, and when the most complaints occur.

A specific example of a bottleneck is at the toward westbound between Beale and Front during evening rush hour 5-7pm.

ENFORCING TRAFFIC LANES - Also, enforcing existing traffic lanes, especially during rush hour has the same effect as adding traffic lanes. Enforcement should be concentrated at the bottlenecks.

PAINT THE WORD "TAXI" ALONG WITH "BUS" ON TRAFFIC LANES - Some traffic lanes only have the word "BUS" painted on the

lane. I have noticed that when only the word "BUS" is on the lane and cars see cabs driving in the lanes, then the cars start using the lanes also.