

Miscellaneous

Letters From the Public

Mayor Gavin Newsom
San Francisco Mayor's Office
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

May 24, 2008

Jack Salvador

Oakland, CA 94611

Re: Private Handicap taxis

Honorable Mayor Newsom,

I have occasion to travel to Edmonton, Canada. For the last two years, private handicap taxis have operated in this city to the great benefit of the citizens.

These taxis augment a public system dedicated to elderly and handicapped that is similar to the Paratransit system available in Oakland,

The taxis are a minivan / hatchback design with a simple fold down ramp that allows the drivers to easily load single wheelchair passengers, who are then secured with seatbelts.

The vehicles are privately owned and operate much like normal taxis. Fares are reasonable, and the service is much more efficient than the public system.

The vehicles cost approximately \$50,000 fully equipped. Edmonton offers grants of \$8,500 to new drivers, who are required to maintain this service full time for two years.

I highly recommend that San Francisco look into encouraging a similar taxi service in the city.

Contact information in Edmonton for Co-opt taxis:

1. Jerry Radcliffe 780-720-5227
2. Murray Neete 780-415-0945
3. www.co-optaxi.com

Mr. Radcliffe is aware of this letter. His group has provided "drive-around" inspections for other municipalities interested in starting their own programs.

Please feel free to contact me if you have any questions.

Best regards,



Jack Salvador

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JUN 02 2008

SAN FRANCISCO
TAXI COMMISSION

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MAY 23 2008

Mayor's Office

Forward to

TAXI COMM
T.C.

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2230 JERROLD AVENUE - SAN FRANCISCO, CA 94124 - PHONE 282-1224 FAX 282-1706

May 28, 2008

This is to take note of praise for driver Michael Davis who drives Luxor ramped cab #9074. The compliment was expressed by passenger Judith Lewis who called Luxor over the Memorial Day weekend.

Ms. Lewis describes Michael as a "delightful gentleman" who is "helpful and pleasant" when performing courtesies such opening the door for a passenger.

Congratulations to Michael Davis for doing a top job for customers, and for projecting a strongly positive image of Luxor Cab.

Sincerely,

Charles Rathbone
Operations Department

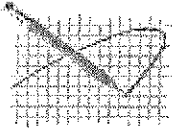
RECEIVED

MAY 29 2008

SAN FRANCISCO
TAXI COMMISSION

Cc: Judith Lewis; Michael Davis; SF Taxicab Commission;
Paratransit Coordinating Council; John Lazar





SFTaxi
Commission/ADMSVC/SFGO
V

05/29/2008 02:51 PM

To

cc

bcc

Subject Fw: Rancatore, Palazzi, Dell'Aqua medallions and wraps.
5/27/TC Meeting

San Francisco Taxi Commission
25 Van Ness Avenue, Room 420
San Francisco, Ca. 94102

415-503-2180
415-503-2186 Fax

-----Forwarded by SFTaxi Commission/ADMSVC/SFGOV on 05/29/2008 02:51PM -----

To: sftaxi.commission@sfgov.org
From: "Athán Rebelos"
Date: 05/27/2008 12:00PM
Subject: Rancatore, Palazzi, Dell'Aqua medallions and wraps. 5/27/TC Meeting

Commissioners,

I hope that you will each consider deeply why a request has been made to move taxi medallions 1, 2, 3, 4, 5, 63, 64, 65 and 51 from Metro Cab to Yellow Cab. This is an unusually high number of medallions to move at once from one color scheme of Metro's size to another. I also am concerned about the potential loss of driver's shifts at either company and am concerned about medallions going from a very well liked dispatch to one of a questionable reputation. Will the medallions be better utilized? Will driver's jobs be affected?

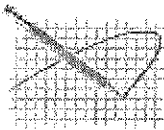
I also wish to take this opportunity to express my disdain for taxi wrap ads. I ask that no new ads be approved. They make the taxicabs virtually unidentifiable by color scheme and more often than not are humiliating to drive. They degrade the career of taxi driver into something like a high school delivery boy in a Pink Dot car. I urge you to stop taxi wraps immediately.

Athan Rebelos
SF Green Cab, Badge #47437

--

Mr. Athan Rebelos

<http://www.li>



SFTaxi
Commission/ADMSVC/SFGO
V

06/03/2008 11:15 AM

To

cc

bcc

Subject Fw: Stop the taxi shortage!

History:

 This message has been replied to.

San Francisco Taxi Commission
25 Van Ness Avenue, Room 420
San Francisco, Ca. 94102

415-503-2180
415-503-2186 Fax

-----Forwarded by SFTaxi Commission/ADMSVC/SFGOV on 06/03/2008 11:16AM -----

To: sftaxi.commission@sfgov.org
From: Kevin Warr <kwarr@sftaxi.commission@sfgov.org>
Date: 05/31/2008 11:40AM
cc: Narr <narr@sftaxi.commission@sfgov.org>
Subject: Stop the taxi shortage!

Ms. Jordanna Thigpen, Acting Executive Director
San Francisco Taxi Commission

Dear Ms. Thigpen,

Since 2003, San Francisco has added only 36 taxis to its fleet, despite all the new apartments, office buildings, and businesses that were developed during the same stretch of time. In the city as a whole, 25,000--30,000 condo units are currently planned, proposed or underway. In Mission Bay, there will be 6,000 new housing units by 2020 and there will be six million square feet of commercial space. By 2020, Rincon Hill will have 4,000 new housing units and 60,000 square feet of commercial space. In the same time period, the Transbay Redevelopment Project Area will have 4,000 new housing units and 1.2 million square feet of commercial space.

In New York City, Washington DC, or Boston, one can hail a cab easily most times of day or night. And yet, it is almost impossible to find a cab in San Francisco outside of the downtown area. And even there, people have to wait an unacceptably long period of time for a cab. **The lack of taxi availability in San Francisco is unacceptable for a world class city.** The lack of taxi cabs is harmful to businesses in San Francisco because people forgo frequenting restaurants and bars at night because its so difficult to find a taxi and parking is notoriously short. Likewise, the lack of taxi cabs in San Francisco poses a serious public health problem in terms of people driving while having had too much to drink. The BART and Muni systems are unreliable and often inconvenient. Having easily-accessible taxi service would decrease drunk driving and increase restaurant and bar profitability. There is clearly much more demand than there is supply of taxis and increasing the amount of taxis in San Francisco would be an unqualified win-win for all parties: passengers, small business owners, and new taxi drivers.

I am asking for the Taxi Commission to consider increasing significantly the number of taxis allowed to run in San Francisco, for the good of the city and its inhabitants, as well as its many, many

revenue-producing visitors.

Sincerely,

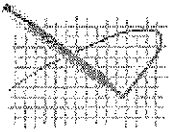
Kevin Warr

Kevin Warr, PhD

San Francisco, CA 94114-3114

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SFTaxi
Commission/ADMSVC/SFGO
V

06/03/2008 11:15 AM

To

cc

bcc

Subject Fw: Stop the taxi shortage! (Allow more taxis in SF!!)

San Francisco Taxi Commission
25 Van Ness Avenue, Room 420
San Francisco, Ca. 94102

415-503-2180
415-503-2186 Fax

-----Forwarded by SFTaxi Commission/ADMSVC/SFGOV on 06/03/2008 11:17AM -----

To: sftaxi.commission@sfgov.org
From: "Todd Elmer"
Date: 05/31/2008 01:34PM
cc: gavin.newsom@sfgov.org
Subject: Stop the taxi shortage! (Allow more taxis in SF!!)

Ms. Thigpen,

I live in District 3 here in SF and I must **strongly** concur with Kevin Warr's note, below. Further, these strong opinions on the unacceptable lack of sufficient taxi coverage in the city is shared by **many, many** of my friends, neighbors, and colleagues.

And this horrific lack of taxi coverage is not only a problem in outlying areas of the city! I work in the heart of downtown - at 2nd and Market - and cannot count the numerous hours I have wasted waiting on / looking for / cursing the lack of cabs. (Trying to get a cab, even downtown, other than during a one hour rushhour period, is ridiculously difficult, if not impossible.)

This is a problem that seriously and negatively affects the quality of life here in San Francisco! (I have often remarked to many friends that I have many, many reasons why I love living in SF, but that I only have a few things I hate about living here - and the lack of taxis is at the very top of that list!)

I encourage you, in your tenure as Acting E.D. of the Taxicab Commission, to demonstrate excellent leadership and make a tangible, positive improvement in the lives of countless San Francisco residents (and countless visitors to the city!) by bringing about a **major** increase in the number of taxi cabs in the city!!

Thank you.

Sincerely,
Todd Elmer
Telegraph Hill, San Francisco

From: Kevin Warr <_____
Date: May 31, 2008 11:40:59 AM PDT



TARIQ MEHMOOD

06/06/2008 08:45 AM

To <sftaxi.commission@sfgov.org>

cc

bcc

Subject open public letter

PUBLIC OPEN LETTER

Taxi commission, it clearly states in clause 4.C.1 that there are only 3 layers to use a medallion.

1. Medallion Owner
2. Color Scheme
3. Driver

I was surprise on the inability of different commissioners of not understanding it. Here is the background of this case for the public and these commissioners.

UNITED TAXICAB WORKERS also known as UTW not a union but a group of drivers.

Mrs. Welch acquired 8 permits before the passing of Prop K when the medallions were bought and sold in the market. Prop K restricted this practice and required the owners of the Medallion owners to register with Police Department together with the name of the person who will carry on these medallions in case of a death of the actual owner.

Upon the death of Ms. Welch, UTW filed the case against Welch's in the Taxi commission stating that there is no name on record of the person to carry on these medallions so the medallions as per rules of Prop K should be

returned to the drivers on the waiting list. Taxi commission rejected this appeal. Further on UTW failed on this case with Board of Appeal as well as Superior Court to get these medallion back to the drivers on the waiting list. All of them found it as a clerical error of not putting the name of the next person on these medallions. Then UTW appealed in the California Appeal Court and instead of getting these medallions to the drivers on the waiting list, UTW made an agreement with Welch that UTW will be given 4 medallions plus huge chunk of money into UTW account. These medallions are said to be to stay with the UTW for 5 years and UTW have the right to place them in the company of their choice. So far, UTW took two medallions and placed one of that in Regent Cab and another one in newly created Green Cab. There was no Green Cab at the time of settlement with Welch and the court simply dismiss this case at the request of the parties. Case was dismissed in August 2006 and Green Cab was formed in February 2007. UTW also collected money from the drivers as well as the drivers on the waiting list for the legal fund of above cases but none of the drivers got any share of the money collected by UTW. The medallion placed in the Regent cab was Driven by one of the executive committee member of the UTW and the gate fee was paid to the Green Cab. This members runs a driver teaching school and it is a serious violation of driving the cab under different name and paying the gate fee to a another color scheme.

It is worst example ever seen that UTW keep suing till the

other party surrender and gives you share of his own pie and the drivers who gave money for legal fund and the drivers on waiting list, all of them got "NADA" None.

- However, back to the basics, UTW agreement is governing the movement of Welch's two (2) medallions. UTW agreement with Welch says that he will cooperate with UTW. So the Welch application to the Taxi commission for the transfer of the medallion is at the demand of UTW. The second agreement between Welch and Green Cab is the result of the first controlling agreement between Welch and UTW.

Once again the purpose of rule 4.C.1 is to close any door of any one entering into the assigning, bartering of these medallions except the three defined layers.

- Commissioner Breslin and Benjim showed utmost knowledge and ability to decide on merits whereas Comm Paul is trying to do political work-out together with Acting Director Jordana who is trying to avoid confrontation with UTW. Comm James, in my opinion is not understanding the case. It is simple to understand it that these applications to the taxi commission are coming from Welch because he is bound by the First Agreement with UTW to cooperate and sign sub-sequent agreement or necessary applications for the movement of these medallions and I hope that Comm Tom Oneto and Min Paek will show political courage and tell UTW that back

door confidential deals are not acceptable for these medallions.

In fact, Taxi Commission must insist to see the agreement between UTW and Welch. If this back door deal is not stopped, it will open the flood gate for the brokers to enter into these medallion deals.

Tariq Mehmood, a Driver

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