

Borrowing from Keep NYC Free.....again If Only They Acted Sooner.

Credit would be nice but frankly we enjoy the fact they act on a few of our sound ideas. The Daily News, New York Post and New York Times and various electronic outlets all reported that the Taxi and Limousine Commission proposes a cab sharing program that would let strangers double up in a car to save on fares and will install taxi stands at several locations.

See page 19 of our October 2007 report, [Alternative Approaches to Traffic Congestion Mitigation in the Manhattan Central Business District](#) (October 2007)

http://www.nytimes.com/2009/05/28/nyregion/28cabs.html?_r=1&ref=nyregion

The New York Times [N.Y. / Region](#)

Plans Would Let Strangers Share Cab Rides in New York



Hiroko Masuike for The New York Times

Riders lined up outside Pennsylvania Station to share cabs with strangers during a transit strike in December 2005.

By [WILLIAM NEUMAN](#)

Published: May 27, 2009

The singular experience of riding in a yellow cab in New York may soon change.

The [Taxi and Limousine Commission](#) plans to introduce two pilot programs that will transform many taxi rides into something like car-pooling with strangers, with two or more passengers riding together to nearby destinations.

The proposals were inspired by methods used during the [transit strike in 2005](#), when yellow cabs were allowed to pick up more than one fare during a single trip.

The proposals are intended to make it easier to find a cab at peak times and to make cab rides cheaper by creating discounts and flat fares.

“If it works, it really could change the dynamics of what happens in terms of moving people around efficiently during rush hour,” said Matthew W. Daus, the chairman of the Taxi and Limousine Commission, which will discuss and possibly vote on the proposals at a meeting on Thursday. “It’s like a car pool.”

But the proposals also present the possibility for an unusual social experiment for New Yorkers used to treating their cab as their castle, with the potential arising for negotiations with strangers over routes and drop-off points.

Under one proposal, up to 1,000 yellow cabs would be equipped with meters that could calculate two fares at once, allowing cabbies to stop en route and pick up additional passengers.

The cabs would be marked as “sharecabs” and have electronic signs showing the neighborhood they were headed to, making it possible for people going in the same direction to hail them.

For riders who share a cab, part of the fare — the mileage and the waiting time, but not the initial charge — would be discounted by 50 percent.

Under a second proposal, several taxi stands would be designated as group-ride pickup locations during the morning rush period, from 6 to 10 a.m. The cabs would travel in a designated corridor and charge passengers a flat fare to be dropped off anywhere along that route.

In one example, up to four passengers could board a cab at Pennsylvania Station and pay \$4 each to be dropped off along Avenue of the Americas as far north as 59th Street.

Under both proposals, riders would potentially pay less and drivers could potentially earn more, despite the discounts, by carrying several paying passengers at once.

Mr. Daus said the flat-fare plan could begin as early as this fall.

The designated sharecabs will take longer to put into effect, because the technology for multifare meters and rooftop destination signs needs to be worked out. Mr. Daus said it could be in place late this year or next year.

Mr. Daus said the proposals fit with Mayor [Michael R. Bloomberg](#)’s agenda to make city policies more

environmentally sound.

“It’s better to have four people in one car than in four separate cars,” Mr. Daus said.

Officials will also vote on a separate experiment involving livery cars. Under that proposal, dispatch centers for livery cars would be set up at locations other than the cars’ main bases, like shopping malls. Mr. Daus said that would make it easier and quicker for people to get cars in places where demand is high.

Many of the details of the proposals remained to be worked out.

Under the sharecab plan, officials said, riders would pay half the standard mileage or waiting-time charges during the portion of the trip when more than one fare is on the meter. When a single fare is on the meter, the full rate would be charged. An electronic display in the cab would show passengers the individual fares.

In all cases, riders would pay the full initial fare, currently \$2.50 during the day and \$3 from 8 p.m. to 6 a.m.

Trips between Manhattan and [Kennedy International Airport](#), which currently carry a \$45 flat fare, would be discounted to about \$30 under the sharecab plan.

http://www.nypost.com/seven/05282009/news/regionalnews/taxi_share_plan_for_eay_riders_171347.htm

NEW YORK POST

TAXI-SHARE PLAN FOR EASY RIDERS

NEW METERS WILL SPLIT FARE

By TOM NAMAKO, TRANSIT REPORTER

May 28, 2009 --

New Yorkers are about to learn a back-seat lesson in sharing.

A sweeping taxi-system overhaul will take place this fall -- including a plan to group separate passengers in cabs at deeply discounted fares, city officials revealed yesterday.

Up to 1,000 "share cabs" outfitted with LED screens and special meters will display the destinations of passengers so they can be hailed by others heading in the same direction.

As long as there is more than one passenger, everyone will get a 50 percent discount, and new smart

meters will cleanly break up and display each rider's fare on screens facing in the back seat.

"Passengers pay less money and drivers earn more money," said Taxi and Limousine Commission chief Matthew Daus. "It's a utopian taxi-cab experience."

Splitting fares can happen at any time of the day and anywhere in the city.

In the other drastic change, the TLC will install six new group-ride yellow-cab stands that take up to four passengers along some of the busiest routes during the morning rush, Daus said.

Three routes, for example, will start at Grand Central Terminal, the Port Authority Bus Terminal and Penn Station, with all ending at 59th Street and Sixth Avenue. There will be a flat \$3 or \$4 per person, officials said. Passengers can exit the cab anywhere along the run.

Other routes will run from 57th Street and Eighth Avenue, 72nd Street and Third Avenue, and 72nd Street and Columbus Avenue to East 42nd Street and Park Avenue, also for \$3 or \$4.

TLC officials plan to lay out the details of the one-year pilot program at their meeting today, Daus said.

Taxi passengers hailed the new plans.

"I think it's really good because cabs are more convenient than subways, especially with fares going up," said Samantha Young, 20, who works in publishing.

Added East Village resident John Thatcher, "When you're out with your friends late at night and the subways are infrequent, it'll have an impact."

Daus said that if the group-stand idea works well, he would consider expanding it to other areas and to times other than rush hour.

"People might be able to walk a few blocks from the club if it's late at night and know they can find a cab there," Daus said.

Livery riders will also get new stands along strip malls and busy business corridors.

Passengers can walk up to the booth and use a phone or talk to a TLC-contracted dispatcher or employee stationed there to get a livery cab.

Daus said the group rides will likely be rolled out first, followed by the livery stands.

The "share cabs" will come a bit later because of the new technology needed to display destinations outside the cabs and split fares inside.

Mayor Bloomberg first proposed a cab-sharing plan in January.

Some hacks were wary when they heard about the plans yesterday.

"Some customers will be confused," said Shafiqul Alam, who has been driving a cab for 15 years. "Not a lot of people will want to share."

Additional reporting by Tim Perone

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http://www.nydailynews.com/ny_local/2009/05/27/2009-05-27_shareataxiride_idea_being_pitched_by_taxi_and_limousine_commission.html

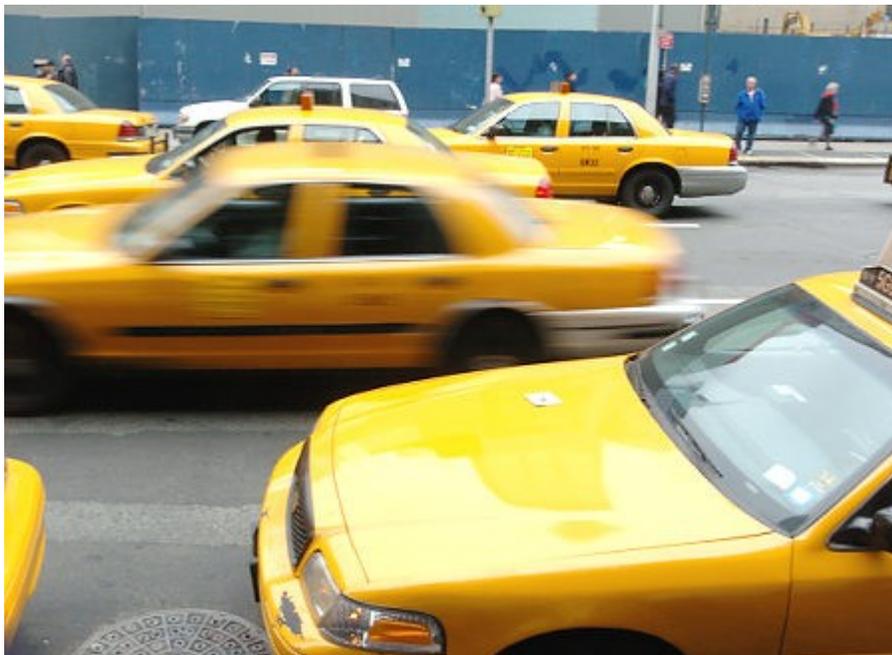
DAILY NEWS | NY Local

Share-a-taxi-ride idea being pitched by Taxi and Limousine Commission

By [Pete Donohue](#)

DAILY NEWS STAFF WRITER

Wednesday, May 27th 2009, 6:23 PM



Smith for News

The Taxi & Limousine Commission is floating a proposed idea of create routes that would allow people to share taxis with strangers to cut cost of ride.

Taxi riders could trade privacy for savings under ride sharing plans being unveiled Thursday by city officials.

The [Taxi and Limousine Commission](#) will outline at its meeting Thursday a pilot program that would

establish six group-ride routes with passengers paying \$3 or \$4 per trip.

Each passenger could save up to 65% depending on how far they travel, TLC officials said.

Three of the routes go from the major transit hubs - [Grand Central Terminal](#), [Penn Station](#) and the Port Authority bus terminal - to 59th St. and Sixth Ave.

The other routes are to Park Ave./42nd St. from separate starting points: W 57th St/8th Ave; E 72nd St/Third Ave, or W 72nd St./Columbus Ave.

The group-ride routes would operate one way during the morning rush hours, officials said. Passengers could get off anywhere along the trip.

Taxi drivers would decide the best combination of streets and avenues to take from the pickup location to the end point.

Another proposed pilot program would have up to 1,000 cabs marked as "sharecabs."

A cabbie with a passenger would be allowed to pick up another passenger along the way.

The meter would be programmed to calculate multiple fares at once while offering discounts up to 50% to passengers.

A third plan calls for setting up stands for livery cars as currently exists for taxis.

The goal is to carry more passengers with without expanding the size of the cab fleet while offering savings to riders and bigger earnings for drivers, Daus said.

"It's really a win-win for everybody if it works," Daus said.

The city used a temporary group-ride plan during the 2005 transit strike when buses and subways were idle for three days before Christmas.