

No. 24

**OFFICE OF THE CITY CLERK
CITY OF MILWAUKEE**

REGISTRATION FORM

The Steering and Rules Committee Meeting

April 18, 2013 at 9:00 A.M.

Room 301-B, 3rd Floor, City Hall

RE FILE: 111222 - A substitute ordinance relating to the issuance of new public passenger vehicle permits for taxicabs, the frequency of vehicle inspections, and vehicle standards and equipment requirements.

Name: Lee Ann Kingston

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 205 N. Water #103

City: Milwaukee Zip Code: 53202

Organization Represented (if any): Resident

I wish to speak.

I do not wish to speak.

GAVE

handouts



No. 12

**OFFICE OF THE CITY CLERK
CITY OF MILWAUKEE**

REGISTRATION FORM

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RE FILE: 111222 - A substitute ordinance relating to the issuance of new public passenger vehicle permits for taxicabs, the frequency of vehicle inspections, and vehicle standards and equipment requirements.

Name: Anthony B. Sanders, Institute for Justice

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 527 Marquette Ave, Ste 1600

City: Minneapolis, MN Zip Code: 55402

Organization Represented (if any): Institute for Justice, #0196213

I wish to speak.

I do not wish to speak.

Not here
3

No. 1

**OFFICE OF THE CITY CLERK
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Name: MICHAEL Kichlun

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 100 W Prince

City: Milwaukee Zip Code: _____

Organization Represented (if any): _____

I wish to speak.

I do not wish to speak.

can note:
possibly may need
to leave

No. 4

**OFFICE OF THE CITY CLERK
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Name: Sammy Moulina

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 12676 W Euclid Ave

City: NEW BERLIN Zip Code: 53151

Organization Represented (if any): _____

I wish to speak.

I do not wish to speak.

No. 5

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Name: ISMAIL HARUN

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 2521 N HOLTON

City: MIL Zip Code: 53212

Organization Represented (if any): _____

I wish to speak.

I do not wish to speak.

No. 6

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Name: Ali Sharif

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 3205 W. Kimberly Ave

City: Milwaukee WI Zip Code: 53221

Organization Represented (if any): _____

I wish to speak.

I do not wish to speak.

No. 7

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Name: SAAD MALIK

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 1333 W Edgerton Ave

City: Milwaukee Zip Code: 53221

Organization Represented (if any): _____

I wish to speak.

I do not wish to speak.

No. 9

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Name: HARDEEET Singh

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 3824 S 16TH ST

City: Milwaukee Zip Code: 53221

Organization Represented (if any): South East Wisconsin

Taxi Cab driver

Vice president

I wish to speak.

I do not wish to speak.

No. 11

**OFFICE OF THE CITY CLERK
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REGISTRATION FORM

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RE FILE: 111222 - A substitute ordinance relating to the issuance of new public passenger vehicle permits for taxicabs, the frequency of vehicle inspections, and vehicle standards and equipment requirements.

Name: SURINDER TIWARI

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: P O Box 80049

City: MILWAUKEE Zip Code: WIS. 53207

Organization Represented (if any): _____

I wish to speak.

I do not wish to speak.

No. 11

**OFFICE OF THE CITY CLERK
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Name: Khalid Taleb

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: W278N2456 prospect ave

City: Milwaukee WI Zip Code: 53072

Organization Represented (if any): myself

I wish to speak.

I do not wish to speak.

I-I

12A

No. _____

**OFFICE OF THE CITY CLERK
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Name: Shaleb IBRAHIM

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 5031 N. 83rd St

City: MILWAUKEE Zip Code: 53218

Organization Represented (if any): Drivers + I. J. (Sanders)

I wish to speak.

I do not wish to speak.

No. 14

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Name: BIVAKE GILL

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 6931 S BILDSONG DR.

City: OAK CREEK Zip Code: 53156

Organization Represented (if any): _____

I wish to speak.

I do not wish to speak.

No. 15

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Name: Red Christensen

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 646 S. 2nd St

City: Milw. Zip Code: 53204

Organization Represented (if any): W.A.T.O.

I wish to speak.

I do not wish to speak.

REMARKS OF RED CHRISTENSEN
DIRCTOR, WISCONSIN ASSOCIATION OF TAXICAB OWNERS
Submitted to City of Milwaukee Public Safety Committee
April 18, 2013

Mr. Chairman and Members of the Committee,

I have previously appeared before the Public Transportation Review Board and offered comments on the overall subject of taxi regulation in Milwaukee and their impact on supply, the costs of taxi operations, revenues for drivers and the cab rider experience.

I will not repeat those comments her but rather focus in the allotted time on the changing landscape of taxi regulation in light of the court decision issued yesterday. My understanding is that decision, while it has not yet been finalized, will, unless overruled on appeal, nullify the current licensing process as unconstitutional. The taxicab operators in Milwaukee stand with the City of Milwaukee and disagree with that decision.

Nonetheless, we recognize that this decision may be upheld and we may well have to come to grips with a new method of issuing taxicab licenses. In light of that, I offer the following suggestions to the Committee in considering how to create a new system that best serves the industry, the drivers and the cab riding public:

First, I suggest that you look at the experience of other cities that have been down this road already. Please deliberate carefully before adopting a new system. A study conducted by Price Waterhouse provides an excellent roadmap for what works and does not work. The study, entitled, "**Analysis of Taxicab Deregulation and Re-Regulation**". Analyzing 29 cities, the study concluded that deregulation: 1) did not reduce prices, 2) did not significantly improve service quality, and 3) did not lower administrative costs. The study then concluded that all but four of the 21 cities that deregulated have moved to re-regulate their taxi industries as a result of dissatisfaction with the effects of deregulation.

If the Committee proceeds with developing a new system, I respectfully request that you include an enforcement system that will apply equally to all vehicles that convey passengers. Currently, there are a number of vehicles that have largely escaped regulation, including cabs from other municipalities that do NOT hold city tags and are regularly operating in the City. There are approximately 54 shuttles that operate as de-facto cabs in clear violation of city ordinance that does not allow them to serve fewer than 5 passengers at a time. The city has never enforced that ordinance leading to unfair competition and illegal operation.

Next, we acknowledge that a new ordinance may have to be written to allow for new permits. However, in doing so, we strongly suggest that you take into account the impact of any such system on existing license holders. In particular, please consider the rights of hardworking people who have invested time, money and sweat into their small business that is represented by their ownership of a taxicab license. Drivers make modest wages with few benefits. The license they own represents their nest egg. Flooding the market with new licenses will devalue their license and result in an unjust hardship for retirees who would otherwise fund their retirement by selling the license into the open market. Opportunities for new drivers should not come at the cost of the present owners.

**REMARKS OF RED CHRISTENSEN
DIRECTOR, WISCONSIN ASSOCIATION OF TAXICAB OWNERS
Submitted to City of Milwaukee Public Safety Committee
April 18, 2013**

Take the example of New York, Chicago, Boston and other forward thinking cities and create two classes of taxicab permits- "corporate permits", that acknowledge and preserve all the rights of present permit holders, and new "owner operator" permits that follow the process that Alderman Bauman has laid out. These new "owner/operator" meet the demands of those drivers who have been petitioning for the opportunity to make a living and live the American Dream while not damaging the investment made by present owners who have also tried to live the American Dream. There are plenty of examples of how these categories are created in other cities and Milwaukee should use these examples rather than recreate the wheel.

Eliminate the requirement that vehicles offer at least 40 inches of leg room. At a time in which you are contemplating opening the system and destroying the equity that owners have in their business you are also requiring that they spend more money on new vehicles. This change is not required by the courts and there is absolutely no evidence that the public has demanded any such change.

With more cars and more drivers on the street it is likely there will be more violations and less compliance with present rules and regulations. Therefore we suggest that there should be double the number of inspections in a year from the proposed 2 to 4 annually.


Alderman Bauman's rationale for adding 50 new permits is tied to arriving at the original number that was established in 1992. At that time the city did not have 54 licensed shuttle vehicles acting as cabs and the courtesy vans that are available at so many hotels did not exist. We ask that the committee take into account this new competition and reduce the number of initial new permits to 20. In addition, the proposal calls for 10 new permits for the next 5 years regardless of what the supply and demand is at that time. Most of the rhetoric regarding the need for new cabs appears to be anecdotal and little hard evidence has been offered to support either side. There does not appear to be any data to date that can guide the decision-making on new cabs to be put on the street (regardless of the licensing procedures).

Accordingly, I'd suggest that we the ordinance be amended to obtain an independent analysis of Milwaukee's taxi needs before any additional permits are made available beyond the initial lottery. Such a study, prepared by a qualified firm with experience in taxi regulation or other transportation issues, should address the following:

- 1. Demand factors – City population and tourism drivers as well as time of day factors and queuing issues
- 2. Comparables – metrics that can help determine appropriate number of cabs
- 3. Supply – analysis riding public (e.g., shuttles and other conveyances)

The industry would be pleased to share in the cost of such a study and would ask that the Council update that study annually before deciding whether to conduct a lottery for additional permits.

We believe that the language contained in 12 b that indicates that present permit holders may not be eligible for the lottery is not legal and enforceable and should be removed.



**REMARKS OF RED CHRISTENSEN
DIRECTOR, WISCONSIN ASSOCIATION OF TAXICAB OWNERS
Submitted to City of Milwaukee Public Safety Committee
April 18, 2013**

We would ask that the uniform requirement be changed so that the shirts worn coincide with the color assigned to the company that the cab is associated with. We also ask that the language that included calling for when short sleeves or long sleeves be worn be removed.

With these changes being made we are ready to fully support Alderman Bauman's reform efforts and will continue to work for improved service for the public.

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Name: SUKHDEV S. KHALSA

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 10759 S. CHRISTINA CT

City: OAK CREEK WI Zip Code: 53154

Organization Represented (if any): TAXI CAB DRIVER

I wish to speak.

I do not wish to speak.

No. 19

**OFFICE OF THE CITY CLERK
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Name: ABOY FOTAXIA

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 836 N 28th St #103

City: MILWAUKEE Zip Code: 53208

Organization Represented (if any): TAXI CAB

I wish to speak.

I do not wish to speak.

No. 20

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Name: Mohammed Fumba Bility

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 9012 W. Fairmount Ave

City: Milw WI Zip Code: 53225

Organization Represented (if any): Taxi Cab Association

I wish to speak.

I do not wish to speak.

No. 21

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Name: SIKA KONNEH

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 2713 W. CONCORDIA AVE.

City: MILWAUKEE Zip Code: 53216

Organization Represented (if any): CAB TAXI ASSOCIATION

I wish to speak.

I do not wish to speak.

No. 22

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Name: Riyad Snobar

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 721 W Grange Ave #202

City: Milwaukee Zip Code: WI 53221

Organization Represented (if any): _____

I wish to speak.

I do not wish to speak.

No. 23

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Name: SALAH-ELTAYB

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 2508 W LEROY AVE

City: MILWAUKEE Zip Code: 53221

Organization Represented (if any): _____

I wish to speak.

I do not wish to speak.

No. 111222

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Name: JOSEPH RICE

Please PRINT your name and, if necessary, spell it phonetically if you wish to speak

Address: 1749 N. PROSPECT AVE

City: MILWAUKEE Zip Code: 53202

Organization Represented (if any): Wis. Assn of Taxicab operators
Milw. Chapter

I wish to speak.

I do not wish to speak.

2024A E Newberry Blvd
Milwaukee
53211

Comment on Proposed Legislation and Status of Taxi's in Milwaukee

The duopoly of that currently under-serves Milwaukee over charges for their fares and cannot meet demand at peak hours. One could infer from anecdotal evidence alone that this leads to more drunken driving and stifles entrepreneurship. Repeal the cap in its entirety, don't simply raise it.

Christophor Rick
superguido@gmail.com
2623 S. Superior St
Milwaukee
53207

Comment on Proposed Legislation and Status of Taxi's in Milwaukee

Hell yes we need more! The wait in Bay View is up to 30+ minutes on some days. With the population shifts that have occurred since 1991 and the fact that the core districts of Milwaukee are seeing a time of rejuvenation and growth, more taxis are a necessity, especially when our public transit is lacking. If you want to make the city truly metropolitan then these core transport issues need to be addressed in a thoughtful and forward-thinking manner.

I disagree with some of the other changes, like the unprecedented fee rise. \$100 for the lottery and then \$370, which itself is a 111% increase and renewals are almost triple? Seems they're trying to put the budget woes on the back of the taxi companies which will only further raise rates. How about regulating the fare prices so that taxis are a more viable travel option, especially in our drinking friendly State which seems to be almost promoting drunk driving.

Cindy Dunn
cldunn87@gmail.com
802 E State Street Apt 308
Milwaukee
53202

Comment on Proposed Legislation and Status of Taxi's in Milwaukee

More taxis are needed, Milwaukee is not an easy city to get around for locals or visitors. The

presence of more taxis driving around and just parked at taxi stands would help lower prices (very high currently) and create a demand in itself.

Carl Fredlund
carlericfredlund@gmail.com
1320 E Lake Bluff Blvd
Shorewood
Zip Code
53211

Comment on Proposed Legislation and Status of Taxi's in Milwaukee

I'd like to simply raise the advent of town car on demand mobile apps. This technology allows private town cars (as well as cabs in many cities) to be dispatched efficiently, automatically and on demand from customer to customer via smartphone. Hence private "car services" are able to offer much more efficient and cheaper service, increasing direct competition with cabs. The market leader, Uber, has service in Milwaukee in the works. [Reference: <http://blog.uber.com/2013/01/28/chicago-jobs/>.] I would like to raise the likely near future advent of non-cab-licensed on-demand town car services for consideration regards to this legislation. Thank you.

Included below are comments submitted to UrbanMilwaukee.com on April 17th, 2013 in regards to the following article. The comments have not been edited in any way.

<http://urbanmilwaukee.com/2013/04/17/eyes-on-milwaukee-more-taxis-for-milwaukee/>

-Jeramey Jannene-

Tracy Holmes
tholmes@tekedom.com
104 E Mason St #604
Milwaukee
53202

Comment on Proposed Legislation and Status of Taxi's in Milwaukee

This legislation should be approved. Increased service is needed in near suburbs to downtown, as well as an increase in vehicle quality and safety from the proposed increase in inspections and space. Please consider passing this legislation to increase taxi cab permits in Milwaukee.

Jaime Zillmer
jaime.zillmer@yahoo.com
5747 N. 95th Street
Milwaukee
53225

Comment on Proposed Legislation and Status of Taxi's in Milwaukee

People don't want to take a taxicab in Milwaukee because there is a shortage of cabs resulting in horrible customer service and long waits. If the cap was raised (or eliminated), the taxicab business as a whole would benefit in addition to the residents.

Jonathan Firlle
jffirle@yahoo.com
500 E potter Ave
Milwaukee
53207

Comment on Proposed Legislation and Status of Taxi's in Milwaukee

Im in favor of more licenses being available to add additional Taxi's in the milwaukee area.

Travis Schwantes
travisschwantes@yahoo.com
415 E Vine St
Milwaukee
53212

Comment on Proposed Legislation and Status of Taxi's in Milwaukee

I support Bob Bauman's proposal for public safety reasons. We can talk all about cracking down on drunk driving we want, but if there are no viable options at bar time (or any other time), people are going to drive drunk. We need more cabs in Milwaukee as soon as possible and we need cab stands in bar districts like 3rd St, Water St, Brady St, North Av, KK, etc.

Steven MacArthur
stevenmacarthur@yahoo.com
7821 N 60th St Unit A
Milwaukee
53223

Comment on Proposed Legislation and Status of Taxi's in Milwaukee

At a time when the transit system is dying from "death by a thousand cuts," are we really thinking that more taxis will help that? Milwaukee does not have the urban density of New York or Chicago, and is blessed/cursed with copious amounts of downtown parking; anyone that can afford cab rides will likely already have driven their own car to their destination...it seems like this would just create more obstructions in bus stops, as too many cabs vie for too few available fares.

Also, I -as a professional (CDL) driver myself- could care less about whether or not cabbies wear uniforms; what I'd like to have happen is that they submit to better training and regulations as drivers.

Dan Puhek
danpuhek@gmail.com

Polanco, Joanna

From: Bauman, Robert
Sent: Thursday, April 18, 2013 12:11 PM
To: Don
Cc: Polanco, Joanna
Subject: Re: Taxi Service in Milwaukee

Thank you. We will make your comments part of the record.

Sent from my iPad

On Apr 18, 2013, at 11:49 AM, "Don" <dvanert@att.net> wrote:

Alderman Bauman,

While I reside in Alderman Zielinski's district I am in the city of Milwaukee and I applaud your efforts to reform taxi service in Milwaukee. To sum it up, currently it is tragic at best. I will give you one example:

A few years ago I had friends visiting from out of town at my home a block from Lake Michigan on Oklahoma Avenue. I would guess that you are somewhat familiar where that is located. I was out of town for the day to a funeral so I was unable to take them to the Milwaukee Art Museum just on the other side of the Hoan Bridge from my home. They called veteran taxi to find out how much it would cost for the trip and to have a taxi pick up two people. They were quoted \$7.00 They agreed to it and the taxi arrived. There was no meter visible and after they made the 5-7 minute ride to the Milwaukee Art Museum over the Hoan Bridge they were told the ride fee was \$25.00. A huge change and nothing like what I'm reading taxis are charging. My house guests were alarmed and tried to question the driver who barely spoke English. The driver called Veteran Taxi's office and they were told to pay or the police would be called. That is just stunning to me how a company like that will treat visitors or residents in Milwaukee. The Veteran Taxi Company, and I suspect they are not unique, are crooks. They have had free rein far too long.

Do they need regulation? YOU BET! That would be my kindest recommendation. Taxi's in this city are filthy, scarce and highway robbers. I've given up using them.

I hope that Alderman Zielinski will also support reforming our tragic taxi situation in Milwaukee. Fares should be standard. Meters visible. It should not be too much to expect a clean cab. It should not look like they live in it 24/7. That is just for starters.

Best of luck to you.

Thank you,

Don Van Ert
2815 E. Oklahoma Avenue
Milwaukee

(414) 747-7544