



City of Milwaukee

200 E. Wells Street
Milwaukee, Wisconsin 53202

Meeting Minutes PUBLIC TRANSPORTATION REVIEW BOARD

ALD. ROBERT BAUMAN, CHAIR
ELIZABETH NICOLS, VICE-CHAIR
*John Doherty, David Jasenski, Sandra Kellner, Don Natzke,
Abdulkadir Omar, Jeffrey Polenske, Terry Radtke and Mariano
Schifalacqua*

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Legislative Liaison: Richard Withers, 286-8532,
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Friday, April 13, 2012

9:00 AM

Room 301-A, City Hall

Meeting called to order at 9:05 A.M.

Present: 7 - Nicols, Omar, Doherty, jasenski, Radtke, Natzke, Bauman

Excused: 3 - Schifalacqua, Polenske, Kellner

Individual present:

Mr. Richard Withers - Legislative Reference Bureau

Mr. Tsounis present on behalf of Mr. Omar

1. Roll call and approval of previous meeting minutes.

*Mr. Natzke moved approval of the minutes of March 9, 2012, seconded by Ms. Nicols.
There were no objections.*

2. Communication from Milwaukee Downtown Business Improvement District, Yellow Cab Co-Op, Shuttle Services, Milwaukee County Transit System, Milwaukee County Office for Persons with Disabilities, Department of Public Works-Infrastructure, Transit Express, Legislative Reference Bureau and Clear Channel Outdoor related to Public Transportation.

Communication from the Downtown Business Improvement District #21. Mr. Withers circulated memo on the New York City's "Taxi of Tomorrow", Valet Service Operation Areas and Regulation of Taxicab Operations by the City of Milwaukee.

Mr. Withers said that in looking at the summary of regulation of taxicab operations by the City of Milwaukee, the state authorization, and state status that are related to the ordinances; there is a proposed draft of suggestions for change in the code that would provide for valet operation areas. This will soon be the subject for a meeting following review by the City Attorney for a couple of aspects; one having to do with whether this ordinance can completely prohibit the loading and unloading of passengers by non valet parkers in the designated areas.

The memo titled Regulation of Taxicab Operations by the City of Milwaukee contains two major parts to consider, state authorization, found in the traffic code of the state, there are 11 chapters that include one chapter on the power of state and local authorities to regulate vehicles. In that chapter a section authorizes the licensing of taxicab operators and taxicabs by the governing body of any city village town. The City of Milwaukee is authorized to regulate and license taxicabs use for hire. In Milwaukee this is called the permit process. The licensing of public passenger vehicles also includes taxicab operator. The one point of interest in the state authorization is that it requires the city to recognize the licensing of both cabs and cabdrivers from other jurisdictions so long as the operation of the cab does not take place entirely in the city. Otherwise the vehicle must be licensed by the city. This has raised a number of difficult challenges.

The litigation that has been brought against the City's cab cap is now moving forward, Asst City Atty, Adam Stephens is assigned to most licensing matters and it may be appropriate for this body to request a summary of what the issues are to look at ways to recommend future changes.

Summary provided lists different types of regulations that COM provides for taxicab.

Ald. Bauman asked under the state enabling legislation does it give authority to specify a particular vehicle?

Mr. Withers said that in Milwaukee the tradition has not been to do a lot of active regulation. However, according to the types of regulations provided we (City of Milwaukee) have extended regulations to everything from the positioning of maps and signs to cleanliness and the operation of meters. The City of Milwaukee has already undertaken many aspects of regulation. In contrast New York City can't direct private parties to purchase particular makes and models, but they have narrowed down the specifications so much that only one make and model can work, this is how it "chose" the new Nissan 200.

Ald. Bauman asked how this type of regulations affects the taxi service around the country. Is there any precedent of other communities litigating these issues? Mr. Withers said New York City is often the forefront of legal issues having to do with cab operations. There have been a few other cases in Washington DC also.

Mr. Natzke asked Mr. Doherty what is the cost of a paratransit vehicle? Mr. Doherty responded that the cost of new paratransit vehicles can range from \$50,000 - \$80,000. He asked Mr. Withers, might the City not want state legislation to specify the number of licenses which would preclude some judgment down the road as to having more licenses or less licenses, especially if the plan was for the first 5 years or precluding city abilities to have a temporary license for special function or limited hours during the time period when it is difficult to get a cab.

Mr. Withers said that under legislation it will be almost impossible to have those specifications because of the time and cost involved in staffing needed in order to administer something of this kind. Special events or special additional permits are one thing that should be considered.

Mr. Natzke asked Mr. Withers if the present statute prohibits Milwaukee from considering any shared ride taxis? Mr. Withers responded that there are some provisions that allow shared rides. This could be further regulated said Mr. Withers.

Mr. Withers also stated that he did not find any additional information as to what the

retrofit cost, to allow for wheel chair access, would be in addition to the \$29,000 cost of the vehicle.

Ms. Nicols asked in licensing and regulation taxicabs from one municipality to another, what happens when they are not properly licensed? Mr. Withers said that this has been a challenging enforcement issue for the police department. If you are licensing outside of the city, our requirements for record keeping may not necessarily apply.

Mr. Doherty asked Mr. Withers that based on the discussion is there a foreseeable difference of the ability of the City to monitor the quality of the service if current structure is maintained? Mr. Withers said the property rights attached to the current cab permit and those that would be attached to a medallion could be exactly the same as far as the interest goes. The legislation as proposed allows the City to define the regulation of those medallions. Currently, the state authorization specifically says that a license may be revoked for public safety issues.

**Meeting adjourned at 10:02 A.M.
Joanna Polanco
Staff Assistant**