



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*

*Staff Assistant: Joanna Polanco, 286-2366, Fax: 286-3456,
jpolan@milwaukee.gov
Legislative Liaison: Richard Withers, 286-8532,
rwith@milwaukee.gov*

Friday, December 14, 2012

9:00 AM

Room 301-B, City Hall

Meeting called to order at 9:07 a.m.

Present: 9 - Schifalacqua, Polenske, Nicols, Omar, Doherty, jasenski, Radtke,
Natzke, Bauman

Excused: 1 - Kellner

Also present:

Mr. Ken Yunker - SEWRPC, Executive Director
Richard Withers - LRB

1. Roll call and approval of previous meeting minutes.

Ms. Nicols moved approval of minutes of the November 9, 2012, seconded by Mr. Polenske. 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.

Mr. Polenske introduced Southeastern Wisconsin Regional Planning Commission (SEWRPC), Executive Director, Kenneth Yunker to give the committee an overview of the status of the county wide comprehensive regional transportation plan.

Mr. Yunker said that about every 10 years the commission in conjunction with data from the US Census and travel surveys refreshes this plan.

The current plan extends to the year 2035. The next plan after that will look to the year 2050. The current plan has called for significant improvement and expansion of public transit as well as development of express and rapid transit components. It begins with bus only then expands to express bus routes within Milwaukee County

and then to Waukesha County.

The plan has also identified a potential set of guideways to be developed with commuter rail service extending throughout the counties of southeastern Wisconsin; light rail, street car, and bus ski way are all possibilities with that determination to be made quarterly. Mr. Yunker said that individual corridor studies have been undertaken by the city of Milwaukee for the streetcar. The plan has a long range focus looking at what should guide the ultimate development of transportation within the region.

SEWRPC will be initiating the regional effort by examining a range of different scenarios within the region; one being an extension of the existing trend of land and transportation development, that it could be modified as public input is received. This could mean very little to no transportation expansion and probably declining transportation services. A second alternative would be a more centralized pattern of public transit expansion, largely bus based, some reserved lanes, but limited fixed elevated and double decker freeways transit development. A third alternative would be a transit oriented development with significant expansion of transit, street car, light rail, as an element of guideways. Land use development would be concentrated at the station location for that guide way transit.

Ald. Bauman asked Mr. Yunker if the SEWRPC used national data about increasing urban densities and a general return to urban living?

Mr. Yunker responded that these factors are taken into consideration in all scenarios given earlier.

Ald. Bauman asked if SEWRPC attempts to make value judgments? Mr. Yunker responded that there are many businesses that purposely locate in the midst of a well-implemented transit systems.

Mr. Yunker asked how long the PTRB would continue its planning ?

Ms. Nicols explained to Mr. Yunker that although the intent is to create an integrated effort with the city and county to evaluate how the current transit system is working. In terms of the integration with buses, the connector, bicycle, bike share program, to see how Milwaukee County is functioning from a transportation accessibility perspective, to figure out a way to save the bus system and to find ways to begin work in conjunction with SEWRPC to create a city and county plan.

Mr. Yunker said that obtaining a greater understanding and support of the need for dedicated funding for public transit will create an awareness of the need for the expansion of the transportation system. These efforts are heavily dependent on state and federal funding. The budget that the Wisconsin Department of Transportation submitted to the Wisconsin Department Administration calls for no reduction, but no increase in funding.

Mr. Schifalacqua asked Mr. Yunker given what Ms. Nicols explained is the intent of creating a regional transit effort, will this effort be considered an offshoot of the regional plan? As far as timing goes, should this be done before or after the regional planning?

Mr. Yunker said that it could be done at the same time; regional planning takes a couple of years to be done. Mr. Schifalacqua asked if there is a money source that PTRB should be going after for this purpose? Mr. Yunker answered that he is not aware of anything readily available.

Ald. Bauman said that the Harbor Commission recently approved a \$20,000 grant to the airport BID to perform an economic development study in southeast Wisconsin.

Ms. Nicols asked Mr. Yunker if this initiative can be done under SEWRPC leadership and how the initiative could be funded? Mr. Yunker said the commission would be willing to work with this initiative without any additional funding. First the scope of the effort needs to be determined so that SEWRPC can identify how it will relate to the regional plan.

Mr. Polenske said that funding and lack of participation from the county were some of the hurdles this effort has faced. Mr. Yunker and Mr. Polenske agreed to continue their conversation to develop the scope of the effort/initiative and present to this body for approval.

Mr. Radtke commented that he sees a big misused on certain bus routes. For example Bus route #30; buses are running empty or off the established schedule. He also informed his concern to Ms. Kellner, Milwaukee County Transit System (MCTS) representative to address the situation.

Mr. Doherty commented the need for political and citizen support to put this effort together.

Mr. Withers updated the members regarding several topics included in a memo dated December 12, 2012:

Bike Share program – Barry Mainwood, a principal in Midwest Bikeshare, Inc., reports that progress has been made toward securing philanthropic funding for the bike share startup which has been projected for a spring 2013 “roll-out”. More information is expected by Friday’s meeting. The Department of City Development and Public Works have not reported any further developments following the adoption of Resolution File Number 120428 this past July.

Taxi Permit Limit Litigation – Assistant Attorney Adam Stephens reports that the litigation brought challenging the city’s ordinance placing a moratorium on new taxicab applications in proceeding through a briefing schedule. The city’s first responsive brief is due December 21, 2012. Further briefs are due in February and March and a hearing has been scheduled for dispositive motions in April, 2013.

Taxi of Tomorrow: New Litigation in New York City – On November 28, 2012, new litigation was filed in the Supreme Court of New York (Manhattan) challenging the implementation of New York City’s “Taxi of Tomorrow” rules that will require conversion to Nissan NV200 models beginning in late 2013 with complete fleet conversion by 2016. The plaintiffs, who include the Committee for Taxi Safety and Taxi fleet Management, claim that the city and other defendants exceeded their powers under law in selecting the “entirely untested” Nissan NV200 as the only authorized taxi. The primary thrust of the complaint appears to focus on the 10-year monopoly created for Nissan.

Valet Parking – comments and suggestions are invited on the rough draft previously circulated. Common Council File Number 121145, sponsored by Ald. Bauman, has been opened by title: “An ordinance relating to establishing valet service zones for loading and unloading passengers.” Suggestions for permit fee charges will be incorporated into the draft when the file is “filled”.

I-94 East-West Corridor Study – informational meetings were held on December 5 and 6, 2012, by the Wisconsin Department of Transportation (DOT) on planning for redesign of the I-94 East-West Corridor in Milwaukee Corridor Study Chief David

Nguyen suggests that planning is still in very early stages.

The study involves a three-mile segment of I-94 between 70th Street and 25th Street. I-94 first opened to traffic in the early 190s. The DOT states that the design is outdated –pavement and bridges need complete replacement and crashes are a serious issue.

Ald. Bauman and rest of members agreed to continue the pattern of meeting dates and times for 2013; the second Friday of every month at 9:00 a.m.

meeting adjourned at 10:02 a.m.

Joanna Polanco

Staff Assistant