

I do not support Legislative File 26603 , and recommend “placing it on file”, for several reasons. First, according to the State Street Capitol Concourse Mall project from 1974, with only a minor expansion of blocks, State Street is designated as a Transit Mall from the 100-600 blocks (see page 136). The only parts of State Street designated as a Pedestrian Mall from this plan are the “lower” blocks of State Street (blocks 700-800). On page 27 of the same project report, a transit mall is defined as area that prohibits all private vehicles and street parking. According to the definitions provided in General Ordinance 12.195 taxicabs are defined as public passenger vehicles, which means taxicabs are motor vehicles used for the transportation of passengers for hire. Since taxicabs are classified as public passengers vehicles that provide transport, they fit neatly into the description of the sections of State street which are defined as a Transit Mall.

Furthermore late night transit service on state street have a history of support. And research surveys cited in the State Street Strategic Plan of 1999—surveys not addressed in the plan of 2001—highlight the negative impacts of using State Street as a major bus transit line. On pages five and six of the 1999 Plan, several negative impacts of the bus line being located on State Street are listed. These negative impacts are: the businesses of State Street ability to offer a pleasant shopping and outside dining experience being reduced, bus traffic blocking views and access to storefronts, bus traffic producing significant noise and exhaust fumes, and bus traffic limiting the flow of pedestrian traffic are introduced as the primary negative impacts to State Street. Additional negative impacts are confirmed by my recent conversations with Madison Police officers regarding the traffic on State Street. The main concern of the officers I spoke with were the Metro buses, not taxi cabs at night. The officers sited speed violations, running red lights, and the crowding of State Street by multiple buses occupying entires blocks of State Street throughout the day as their primary concerns. These negative effects are easy to observe

by any individual who spends an afternoon in the 100-600 blocks of State Street.

As for a history of support for Taxi service on State Street, a simple scan of news archives reveals some interesting and useful facts. For example, the first recorded mention of cabs being allowed on State Street that I uncovered is in an article of the Capital Times from August, 21 1996. This article announces a City Council vote from August 20 of 1996 that lets taxicabs wait in loading zones on the State Street Mall. This decision was supported by an Alderman and the city of Madison's Chief of Police. Of course some people tend to forget the minor details. I recall being amused when I found an article from the Wisconsin State Journal stating that the city's first Taxi Stand was ready for business in the 600 block of University Avenue. My amusement derived from reading this article while sitting in much older cab stand located in the 400 West Gilman. This stand still happens to be located at the intersection of State Street and West Gilman Street.

Finally there has been speculation about taxicabs on State Street somehow affecting the availability of FTA funding for Madison Metro, so I must encourage those speculators to adopt a calm, rational, and investigative glance at a nearby example of a successful transit mall. Specifically, a relatively short series of phone calls to the correct administrators in the city of Minneapolis may reveal useful pieces of information. The Nicollet Mall in Minneapolis Minnesota is Transit Mall running through the downtown area. As a transit mall, the Nicollet Mall is served by many Metro Transit buses. Besides the buses, only taxis and emergency vehicles are allowed on the two lane road. It is worth noting that the Nicollet Mall is considered the cultural and commercial heart of the city. Perhaps the transit aspect of this mall contributes to the success of the mall.

Thank you for your time and consideration in this matter,
Jonathan Cain