

MINUTES OF THE NINTH MEETING

ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION PLANNING

DATE: November 9, 2005
TIME: 1:00 p.m.
PLACE: Commission Offices
W239 N1812 Rockwood Drive
Waukesha, WI

Committee Members Present

Frederick J. Patrie, Chairman..... Director of Public Works, Kenosha County
Sandra K. Beaupre Director, Bureau of Planning,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
John M. Bennett City Engineer, City of Franklin
Donna L. Brown..... Systems Planning Group Manager, Southeast Region,
Wisconsin Department of Transportation
Larry H. Bruss..... Regional Pollutant and Mobile Source Section Chief,
(Representing Lloyd L. Eagan) Bureau of Air Management,
Wisconsin Department of Natural Resources
Robert R. Dreblow Highway Commissioner, Ozaukee County
Paul A. Feller Director of Public Works, City of Waukesha
Thomas M. Grisa Director of Public Works, City of Brookfield
Stephanie Hickman Community Planner, Federal Highway Administration,
(Representing Dwight E. McComb) U.S. Dept. of Transportation
Richard M. Jones Commissioner of Public Works, City of Racine
William A. Kappel Director of Public Works, City of Wauwatosa
Glenn M. Lampark..... Director of Public Works, Racine County
Michael K. Lynett Village Engineer/Commissioner of Public Works,
Village of Fox Point
Jeffrey J. Mantes Commissioner of Public Works, City of Milwaukee
Gloria L. McCutcheon Southeast Regional Director,
Wisconsin Department of Natural Resources
Kenneth M. Pesch Highway Commissioner, Washington County
Jeffrey S. Polenske City Engineer, City of Milwaukee
Ronald J. Rutkowski Transportation Planning Director,
(Representing George A. Torres) Department of Parks and Public Infrastructure,
Milwaukee County
Wallace C. Thiel Village Administrator, Village of Hartland
Michael Vebber Director of Operations,
(Representing Kenneth J. Warren) Milwaukee County Transit System

Staff Members and Guests Present

Albert A. Beck Principal Planner, SEWRPC
Daniel A. Boehm Manager of Research and Planning,
Milwaukee County Transit System
Robert E. Beglinger Chief Transportation Engineer, SEWRPC
David M. Jolicoeur..... Senior Engineer, SEWRPC
Kenneth R. Yunker Deputy Director, SEWRPC

WELCOME AND ROLL CALL

Chairman Patrie welcomed all of those in attendance and indicated that roll call would be accomplished through a sign-in roster circulated by Commission staff.

CONSIDERATION OF APPROVAL OF MINUTES OF AUGUST 3, 2005, MEETING

Chairman Patrie asked if there were any questions or comments on the minutes of the Advisory Committee's eighth meeting held on August 3, 2005. There being no questions or comments, a motion to approve the minutes as written was made by Ms. McCutcheon, seconded by Mr. Bennett, and carried unanimously by the Committee.

REVIEW OF PRELIMINARY DRAFT OF PART TWO OF CHAPTER V, "ANTICIPATED REGIONAL GROWTH AND CHANGE," OF SEWRPC PLANNING REPORT NO. 49, "A REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2035"

Chairman Patrie asked Mr. Yunker to lead the Committee through a review of the preliminary draft of part two of Chapter V, "Anticipated Regional Growth and Change." During Mr. Yunker's review, the following questions were raised and comments made by Committee members:

1. Mr. Kappel noted that the text regarding primary environmental corridors refer the reader to Map 5-1. He stated that those lands were easier to see on Map 5-2. Mr. Yunker agreed and responded that the text would be changed to reference Map 5-2.

[Secretary's Note: The third sentence of the first paragraph under the heading *Environmentally Significant Lands* on page 15 has been changed to read, "Shown in green on the proposed urban centers map (Map 5-2), primary environmental corridors in the Region are generally located along major stream valleys, along the Lake Michigan shoreline, around major inland lakes, and in the Kettle Moraine."]

2. Mr. Bennett noted that on page 17 under the heading *Rural Lands* that in Milwaukee County, the planning efforts conducted regarding farmland preservation are done at a local level. Mr. Yunker stated the text would be amended to reflect local farmland preservation planning efforts.

[Secretary's Note: The following text has been added following the fourth sentence of the second paragraph under the heading *Rural Lands* on page 17, "In Milwaukee County, the City of Franklin is the only community where prime farmland has been identified for purposes of the Wisconsin Farmland Preservation program. The City of Franklin would be responsible for reviewing and updating the delineation of prime farmland that may remain in the City."]

3. Ms. McCutcheon asked if there was anything new in this chapter that was not presented as part of the recommended regional land use plan. Mr. Yunker responded that this chapter merely presented in summary form the recommendations from the preliminarily recommend regional land use plan for the year 2035. Ms. McCutcheon then added that she thought it would be appropriate to use the words "compact and contiguous" in the sentence which carries over to the first line on page 11, referring to "infill development and through redevelopment as appropriate." Mr. Yunker responded that the Commission staff would consider making the suggested change.

[Secretary's Note: The second sentence of the first paragraph under the heading *Urban Centers and Development* beginning on page 10 has been changed to read, "To the extent practicable, urban land would be accommodated within urban service areas as compact and contiguous infill development and thorough redevelopment as appropriate."]

4. Ms. McCutcheon stated that the Wisconsin Department of Natural Resources would like to see text regarding efforts regarding farmland preservation and the tools available to those wishing to preserve farmland. Mr. Yunker responded that the Commission staff would consider adding such text.

[Secretary's Note: The third paragraph under the heading *Rural Lands* beginning on page 17 has been changed to read, "While much progress has been made in preserving primary environmental corridors and other environmentally significant lands in the Region, the preservation of prime farmland remains a difficult and challenging issue, one that involves the balancing of land use planning objectives and the economic realities faced by farmers. Efforts to ensure the preservation of farmland within the Region will continue to rely heavily on the application of exclusive agricultural zoning, which limits development to one dwelling unit per 35 acres, by county and local units of government. Although not yet widely embraced within the Region, programs that involve the purchase or transfer of development rights have the potential for preserving farmland in some areas. Purchase of development rights programs, or "PDR" programs, provide compensation to landowners for permanently committing their land to agricultural and open space use. Deed restrictions or easements are used to ensure that the lands concerned remain in agricultural or other open use. The primary drawback of PDR programs is the potentially high cost. Given the cost, PDR programs should be strategically targeted toward agricultural land where long-term preservation is particularly important. Transfer of development rights programs, or "TDR" programs, involve the transfer of the right to develop a specified number of dwelling units under existing zoning from one parcel, which would remain in open use, to another parcel where the number of dwelling units permitted would be correspondingly increased. Such a program may be implemented only if authorized under county or local zoning. "]

5. Mr. Thiel noted that since the plans prepared by the Commission are advisory by law, that the term "directed" in the first sentence under the heading *Urban Centers and Development* was too strong. Mr. Yunker responded that the Commission staff would consider modifying the sentence.

[Secretary's Note: The first sentence of the first paragraph under the heading *Urban Centers and Development* on page 10 has been changed to read, "Under the regional plan, development would be encouraged to occur within and around existing urban service areas – areas that are intended to accommodate urban development insofar as they are served by basic urban services and facilities, including public sanitary sewer service and typically also including public water supply service and a local park, school, and shopping area."]

There being no further discussion, a motion to approve part two of Chapter V, "Anticipated Regional Growth and Change" as revised was made by Mr. Kappel, seconded by Ms. McCutcheon, and carried unanimously by the Committee.

REVIEW OF PRELIMINARY DRAFT OF PART TWO OF CHAPTER VI, "TRAVEL SIMULATION MODELS," OF SEWRPC PLANNING REPORT NO. 49, "A REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2035"

Chairman Patrie asked Mr. Yunker to lead the Committee through a review of the preliminary draft of part two of Chapter VI, "Travel Simulation Models." During Mr. Yunker's review, the following questions were raised and comments made by Committee members:

1. Mr. Pesch asked if the nine percent of total trips listed in Table 13 for the school trip purpose was in total or just for colleges and universities. Mr. Yunker responded that the nine percent of total trips was in total for the school trip purpose and that the table would be modified to make this clear.

[Secretary's Note: Table 13 has been modified to reflect Mr. Pesch's comment.]

2. Mr. Bruss asked if trip production rates were per annual average day or average weekday. Mr. Yunker responded that they were average weekday trips.
3. Mr. Bruss asked what was included in out of pocket costs for automobile trips. Mr. Yunker responded that it represents the perceived cost of operating a motor vehicle, including motor fuel costs, parking costs, and routine maintenance costs.
4. Mr. Bruss asked what effect changing motor fuel prices could have on travel simulation model forecasts. Mr. Yunker responded that it could affect trip length, mode choice, and traffic volume.
5. Mr. Bruss asked if the title of Table 21 could be changed to make it more understandable to the average reader. Mr. Pesch asked that the data presented in Table 21 be explained in a footnote to the table. Mr. Yunker responded that the Commission staff would modify the title of Table 21 and add a footnote to explain the table.

[Secretary's Note: A revised Table 21 has been attached to these minutes as Attachment A.]

6. Ms. Hickman asked if references to truck trips were in units of truck trips or passenger car equivalents. Mr. Yunker responded that they were truck trips.
7. Mr. Bruss asked if the travel simulation models accounted for events such as construction, traffic incidents, and weather events. Mr. Yunker responded that the travel simulation models employed by the Commission do not typically account for these events. He added that they certainly could, but by doing so, it may be expected that additional traffic congestion and arterial capacity needs would be the identified results. He stated that it is challenging enough meeting basic needs without identifying desirable additional needs.
8. Mr. Bruss asked if the Commission had considered using census tracts instead of traffic analysis zones. Mr. Yunker responded that the Commission does not use the census tracts because they can be too large, and may be based upon irregular physical boundaries.
9. Ms. Beaupre asked about the over-prediction of transit trips in Kenosha and Racine. Mr. Yunker responded that the Commission staff does not adjust these trips because the transit mode in Kenosha and Racine represents such a small percentage of the total trips that the over-prediction

of the trips made by transit in Kenosha and Racine does not lead to a significant under-prediction of the automobile trips in those areas, or of total transit trips in the Region.

There being no further discussion, a motion to approve part two of Chapter VI, "Travel Simulation Models" was made by Mr. Pesch, seconded by Mr. Kappel, and carried unanimously by the Committee.

REVIEW OF PRELIMINARY DRAFT OF AN ADDITIONAL SECTION OF CHAPTER VIII, "REGIONAL TRANSPORTATION PLAN DEVELOPMENT AND EVALUATION," OF SEWRPC PLANNING REPORT NO. 49, "A REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2035"

Chairman Patrie noted that there was no text available for Committee review regarding an additional section Chapter VIII, "Regional Transportation Plan Development and Evaluation."

ADJOURNMENT

Mr. Yunker stated that the Advisory Committee's next meeting was scheduled for December 7, 2005. He stated that Commission staff would attach the remaining schedule of Committee meetings to the minutes.

[Secretary's Note: The remaining schedule of Committee meetings has been attached to these minutes as Attachment B.]

The ninth meeting of the Advisory Committee on Regional Transportation Planning was adjourned at 2:30 p.m. on a motion by Mr. Feller, seconded by Mr. Bruss, and carried unanimously by the Committee.

Signed

Kenneth R. Yunker
Recording Secretary

ATTACHMENT A

Table 21

VEHICLE PERSON TRIPS PER VEHICLE DRIVER TRIP BY TRIP PURPOSE^a

Home-Based Shopping Trips					
Vehicles Available	Household Size				
	One	Two	Three	Four	Five or More
None	11.50	2.70	2.50	2.35	4.50
One	1.02	1.38	1.43	1.48	1.61
Two	1.02	1.14	1.23	1.26	1.38
Three	1.00	1.12	1.14	1.28	1.34
Four or More	1.00	1.08	1.09	1.15	1.19

Home-Based Other Trips					
Vehicles Available	Household Size				
	One	Two	Three	Four	Five or More
None	13.75	3.25	4.80	4.85	9.00
One	1.05	1.37	1.48	1.54	1.65
Two	1.04	1.18	1.30	1.40	1.57
Three	1.03	1.17	1.19	1.35	1.42
Four or More	1.00	1.17	1.20	1.24	1.28

Nonhome-Based Work Trips					
Vehicles Available	Household Size				
	One	Two	Three	Four	Five or More
None	2.17	2.14	2.20	2.25	2.30
One	1.02	1.04	1.06	1.08	1.12
Two	1.00	1.05	1.06	1.06	1.07
Three	1.00	1.04	1.05	1.06	1.09
Four or More	1.00	1.02	1.03	1.05	1.06

Nonhome-Based Other Trips					
Vehicles Available	Household Size				
	One	Two	Three	Four	Five or More
None	9.10	2.66	2.75	6.00	6.05
One	1.05	1.48	1.48	1.50	1.69
Two	1.03	1.19	1.30	1.45	1.63
Three	1.00	1.14	1.19	1.43	1.45
Four or More	1.00	1.15	1.17	1.20	1.41

^aBy definition, model predicted nonhome-based trips cannot be related to the characteristics of the tripmaker on a zone-by-zone basis. Therefore, for the nonhome-based trip purpose, average automobile occupancies were calculated for all zone-by-zone interchanges based on 2001 travel survey, and these automobile occupancies are adjusted based upon forecast regional changes in automobile availability and household size.

The table identifies the number of vehicle person trips per vehicle driver trip; as an example, for home-based shopping trips for single person households having no personal vehicles available, about 11.5 home-based shopping vehicle person trips are made for each home-based shopping vehicle driver trip made. The remaining trips are made as a vehicle passenger. These data are based upon the household travel survey conducted in 2001, and the pattern of vehicle person trips per vehicle driver trip observed in 2001 is similar to those observed in the 1963, 1972, and 1991 household travel surveys.

Source: SEWRPC.

ATTACHMENT B

Remaining Schedule of Meetings of Advisory Committee on Regional Transportation Planning through March 2006

Year	Month	Day	Time
2005	December	7	1:00 PM
2006	January	11	1:00 PM
	February	8	1:00 PM
	March	8	1:00 PM