

Minutes of the Twenty-Fifth Joint Meeting of the

**ADVISORY COMMITTEES ON REGIONAL LAND USE PLANNING
AND REGIONAL TRANSPORTATION PLANNING**

DATE: August 24, 2023

TIME: 9:30 a.m.

PLACE: West Allis City Hall, Common Council Chambers
7525 W. Greenfield Avenue, West Allis, WI 53214
Meeting occurred in person and virtually

Members Present

Committee on Regional Land Use Planning

Michael CotterDirector, Walworth County Land Use and Resource Management Department
Chair
Anthony Barth (alternate for Roberto Gutierrez)..... Planning Section Chief,
Wisconsin Department of Transportation
Donna Brown-Martin.....Director, Milwaukee County Department of Transportation
Andy Buehler.....Director of Planning and Development, Kenosha County
Matthew CarranDirector of Economic Development & Tourism, Village of Menomonee Falls
Adam Christensen (alternate for Debora Sielski) .. Community Development Planner, Washington County
Paulette Enders..... Director of Development, City of Wauwatosa
John FellowsDirector of Community Development, City of Glendale
Jason Fruth..... Planning and Zoning Manager, Waukesha County
Jason Gallo..... City Planner, City of Oconomowoc
Brittany Hess..... Senior Project Manager, Milwaukee Metropolitan Sewerage District
Sam Leichtling..... Planning Manager, City of Milwaukee Department of City Development
Maria Pandazi Deputy Director, Community Development Department, City of Waukesha
Kristi Porter..... Community Development Manager, City of Greenfield
Zac Roder (alternate for Steven Schaer) Lead Planner, City of West Allis
Charles Wade.....Director, Bureau of Planning and Economic Development,
Wisconsin Department of Transportation

Committee on Regional Transportation Planning

Donna Brown-Martin.....Director, Milwaukee County Department of Transportation
Chair
Anthony Barth (alternate for Roberto Gutierrez)..... Planning Section Chief,
Wisconsin Department of Transportation
David Bizot (alternate for Gail Good) Natural Resources Program Manager,
Wisconsin Department of Natural Resources
James Bohl Director of Intergovernmental Relations, City of Milwaukee
Peter Burgelis..... Supervisor, 15th District, Milwaukee County Board of Supervisors
Allison Bussler..... Director of Public Works, Waukesha County
Alex Damien Director of Public Works, City of Waukesha
Jon Edgren Director of Public Works/Highway Commissioner, Ozaukee County

Julie Esch Deputy Director, Milwaukee County Department of Transportation
Douglas Ferguson Senior Analyst, Chicago Metropolitan Agency for Planning
Liaison to Chicago Metropolitan Agency for Planning
Thomas Grisa Director of Public Works, City of Brookfield
Thomas Hafner Administrator/Public Works Director, City of Delafield
Richard Hough Director of Public Works/Highway Commissioner, Walworth County
Jerrel Kruschke Commissioner of Public Works, City of Milwaukee
Mason Lavey (alternate for Nik Kovac) Budget and Fiscal Policy Manager, City of Milwaukee
Max Marechal City Engineer, City of West Bend
Kevin Muhs City Engineer, City of Milwaukee
Frank Pritzlaff Engineering Manager, Racine County
John Rooney Commissioner of Public Works/City Engineer, City of Racine
Samuel Schultz (alternate for Linsey Weber) Community Development Director
Village of Mount Pleasant
David Simpson Director of Public Works, City of Wauwatosa
Michael Thompson .. Secretary's Director, Southeast Region, Wisconsin Department of Natural Resources
Brian Udovich Highway Operations Manager, Jefferson County Highway Department
Charles Wade Director, Bureau of Planning and Economic Development,
Wisconsin Department of Transportation
Denise Wandke President and Managing Director, Milwaukee County Transit System

Guests and Staff Present

Nathan Beth Civil Engineer, Waukesha County
Patrice Brunette Audit and Accounting Manager, Racine County
Charles Cofta Transit Manager & Fleet Analyst, Washington County
Carrie Cooper Principal Transportation Planner, SEWRPC
Andrew Davis-Lockward Streetcar System Manager, City of Milwaukee
Joel Dietl Chief Land Use Planner, SEWRPC
Carl Glasemeyer Transportation Policy Analyst, 1000 Friends of Wisconsin
Stephanie Hacker Executive Director, SEWRPC
Christopher Hiebert Chief Transportation Engineer, SEWRPC
Rhiannon Holden Soil Conservationist, U.S. Natural Resources Conservation Service
Trevor Jung Transit and Parking System Manager, City of Racine
Kat Klawes Southeast Wisconsin Co-op Organizer, Citizen Action of Wisconsin
Kaleb Kutz Planner, SEWRPC
Andrew Levy Systems Planning Supervisor,
Southeast Region, Wisconsin Department of Transportation
Joy Loomis FlexRide Milwaukee Manager, MobilISE
Eric Lynde Chief Special Projects Planner, SEWRPC
Benjamin McKay Deputy Director, SEWRPC
Kara Ottum Transit Superintendent, Ozaukee County
Rebecca Rabatin Community Access and Legislative Policy Analyst, Independence First
Tami Rongstad Chief of Staff, Kenosha County
Jennifer Sarnecki Principal Transportation Planner, SEWRPC
Dana Shinnars TDM Program Lead, SEWRPC
Gina Vlach Planner, City of Greenfield

CALL TO ORDER

Ms. Brown-Martin called the joint meeting of the Advisory Committees on Regional Land Use Planning and Regional Transportation Planning to order at 9:34 a.m., welcoming those in attendance. She indicated roll call would be accomplished through the circulation of a sign-in sheet and an attendance report for those joining virtually.

REVIEW AND APPROVAL OF MINUTES OF THE ADVISORY COMMITTEES ON REGIONAL LAND USE PLANNING AND TRANSPORTATION PLANNING MEETING HELD ON APRIL 29, 2020

Ms. Brown-Martin asked if there were any questions or comments on the April 29, 2020, meeting minutes. There were none. On a motion by Mr. Carran seconded by Ms. Wandke, the April 29, 2020, meeting minutes were approved unanimously.

REVIEW AND CONSIDERATION OF PRELIMINARY DRAFTS FOR 2024 REVIEW AND UPDATE OF VISION 2050

Ms. Brown-Martin introduced the next agenda item, and Mr. Lynde, Mr. McKay, and Mr. Hiebert provided a presentation summarizing preliminary drafts for the 2024 Review and Update of VISION 2050. (available [here](#)).

The following comments and discussion points were made during and after the presentation:

1. Mr. Gallo asked if staff could provide plan maps at a larger scale than regionwide so the details can be viewed more easily. Mr. Hiebert and Mr. Lynde noted that county-level maps and interactive ArcGIS maps are available for some of the main plan elements and that staff can work with Committee members to provide more detailed mapping as needed.
2. Mr. Grisa asked staff to explain the difference between an interim update and a major update. Mr. McKay explained the federal requirements related to the long-range transportation plan, which include the need for maintaining a plan horizon of at least 20 years and the need to review and update the plan at least every four years to ensure it remains current. Mr. Hiebert noted that an interim update like the 2024 Update is a good opportunity to make updates to the plan to reflect changes related to more detailed local projects and studies.
3. Mr. Hough asked about funding for the recommended arterial street and highway system. Mr. Hiebert explained that previous financial analyses for VISION 2050 have identified an average annual funding gap of about \$385 million, considering estimated costs for the system and reasonably expected revenues.
4. Mr. Levy indicated that WisDOT staff will want to review the recommended arterial street and highway system and request minor updates consistent with their planning efforts.
5. Ms. Bussler indicated that changes have happened in recent years, most notably the pandemic, that may have a permanent impact on public transit services. She noted that VISION 2050 has been used to prioritize federal funding for roads but that considering whether or not an area is served by transit as a criterion for prioritizing funding does not make sense in all parts of the

Region. Mr. Hiebert indicated that staff is currently identifying potential changes to the evaluation and prioritization process for candidate projects for Federal Highway Administration Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funding. These changes will be considered at an upcoming meeting of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area. Among the changes to be considered is including non-traditional transit in the criteria that utilize traditional transit.

6. Ms. Bussler noted that a recent court case decision limits the ability to acquire land to construct pedestrian facilities. Mr. Wade asked that staff coordinate with WisDOT staff regarding any possible changes to the plan related to the court decision.

[Secretary's Note: Commission staff obtained and reviewed WisDOT guidance for planning, designing, and constructing highway projects funded with State and/or federal funds in light of the decision made by the Wisconsin Court of Appeals in the *Sojenhomer LLC v. Village of Egg Harbor* case (available [here](#)). Staff considered this guidance and the court decision when identifying updates to VISION 2050 as part of the 2024 Update. Although the decision by the court may impact the ability to condemn private property for sidewalks, staff believes the VISION 2050 recommendation related to providing pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel remains valid and the court decision does not warrant a change to the recommendation.]

7. Mr. Hough discussed the need to improve Highway 12 between Elkhorn and Whitewater in Walworth County, despite the Fiscally Constrained Transportation System (FCTS) not including the recommended improvement of Highway 12. He asked about design improvements that could be made to Highway 12 and whether the plan includes information on bypass lanes. Mr. Hiebert indicated that bypass lanes were not specifically addressed in the plan, but providing bypass lanes would not be inconsistent with the 2-lane facility included in the FCTS.
8. Mr. Grisa asked whether TOPS Lab includes information on whether crashes involved a stolen vehicle in relation to recent increases in fatal crashes and fatalities. He noted it is important to understand how much the increases are related to roadway design compared to driver behavior. Mr. Hiebert indicated that staff could review the data to determine whether stolen vehicle data could be analyzed in relation to increased fatal crashes and fatalities.

[Secretary's Note: TOPS Lab does not explicitly flag whether any of the vehicles involved in a crash were previously stolen. However, the crash database that they maintain does identify the statutes of any citations that drivers involved in the crashes received by the presiding officers. While none of the citations associated with the crashes presented in the analysis for the 2024 Update appeared to involve a stolen vehicle, Commission staff reviewed the fatal and serious injury crashes that involved at least one driver being cited for reckless driving (*State Statute 346.62*) and cited for disobeying traffic officers, signs, or signals, or fleeing from police officers (*State Statute 346.04*). From 2018 through 2022, there was an annual average of about one fatal crash and 13 non-fatal serious injury

crashes in the Region where at least one of the drivers was cited for reckless driving (346.62). Over the same time period, there was an annual average of about one fatal crash and 15 non-fatal serious injury crashes in the Region where at least one of the drivers was cited for disobeying or fleeing officers or disobeying traffic signals and signs (346.04).]

9. Mr. Grisa asked whether tax incremental financing (TIF) was a consideration in determining fiscal constraint. Mr. McKay responded that fiscal constraint analyses focused on transportation system costs and revenues and TIF was not included in the analyses.
10. Mr. Fruth noted that achieving single-family lot sizes of 10,000 square feet or less can be challenging, but that he believed there has been progress in reducing lot sizes in the past 10 to 15 years. He suggested breaking down single-family lot size information further, noting that lot sizes of 12,000 square feet or less could be considered an improvement. Mr. McKay responded that staff could provide a more detailed breakdown of lot size data. Mr. Fruth suggested highlighting communities that have had success, specifically in Waukesha County, and being strategic by encouraging communities that have been developing with larger single-family lot sizes to consider smaller lot sizes in their central business districts or transportation corridors.

[Secretary's Note: The presentation slide showed that 1,041 single-family homes created in subdivisions with sewer service between 2010 and 2022 have been 10,000 square feet or less in size (12%), while 7,350 (88%) have been greater than 10,000 square feet. A further breakdown shows that 836 (10%) have been between 10,001 and 12,000 square feet and 6,514 (78%) have been greater than 12,000 square feet. This further breakdown continues to show that the single-family housing development that has occurred since 2010 has been mostly at lower densities than recommended. Existing VISION 2050 recommendations related to residential development within urban service areas and commercial and industrial land encourage smaller lot sizes in the central business districts and transportation corridors of communities with public sanitary sewer service..]

11. Mr. Burgelis asked whether electric-vehicle (EV) charging infrastructure will be addressed in the 2024 Update. Mr. Hiebert indicated that a detailed analysis could be included in the next major plan update, but that staff would consider adding information on planning for EV infrastructure as part of the 2024 Update. Mr. Hough asked whether the plan would address hydrogen and other alternative energy sources as well.

[Secretary's Note: Commission staff corresponded with Mr. Burgelis following the meeting and will be proposing an addition to the plan as part of the 2024 Update for the Committees to consider at their next meeting.]

12. Ms. Hess asked what public involvement efforts would be conducted for the 2024 Update. Mr. McKay explained staff's plans for public involvement, including scheduling public meetings during the process, providing opportunities to review information and provide input online, and working with the Commission's nine community partners.

Ms. Brown-Martin asked if there were any further questions or comments on the agenda item. There were none. She then asked for a motion to approve the preliminary draft materials for the 2024 Review and Update of VISION 2050 for public review. Ms. Esch moved for approval and Ms. Bussler seconded the motion. The motion was approved unanimously.

DISCUSSION OF SCHEDULE AND LOCATION OF FUTURE JOINT ADVISORY COMMITTEE MEETINGS

Ms. Brown-Martin asked Mr. Lynde to review the schedule for future joint meetings of the Advisory Committees. Mr. Lynde stated that the next meeting would likely be in December or January and asked for input from committee members on whether meetings should be held virtually or in person with a virtual option. Multiple committee members indicated a preference for meetings to be held in person with a virtual option.

PUBLIC COMMENTS

Two public comments were provided:

1. Mr. Glasemeyer suggested that the arterial streets and highways maps were missing a category for arterials to be narrowed or have the capacity reduced. Mr. Hiebert responded that staff have been discussing this issue. He indicated that even though the maps do not display arterials to be narrowed or have the capacity reduced, it does not preclude a narrowed or reduced capacity option from being considered and implemented. He noted that one relevant effort staff is working on with Milwaukee County involves identifying roadways where there may be latent capacity that could be repurposed for alternative modes.
2. Ms. Rabatin asked whether communities have ADA transition plans and what role the Commission has in transition planning, noting that the Chicago Metropolitan Agency for Planning (CMAP) has an ADA program. Mr. Hiebert responded that staff has been considering how the Commission can provide support for communities in conducting transition planning and staff is aware of the assistance CMAP provides in Northeastern Illinois.

ADJOURNMENT

Ms. Brown-Martin thanked everyone for attending and asked for a motion to adjourn the meeting. Mr. Fruth moved and Mr. Muhs seconded the motion. The motion was approved unanimously. The meeting was adjourned at 10:47 a.m.

Respectfully submitted,

Eric D. Lynde
Recording Secretary