

MINUTES
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
PLANNING AND RESEARCH COMMITTEE MEETING

Tuesday, May 2, 2023

1:30 p.m.

SEWRPC Office Building
Commissioners Conference Room
W239 N1812 Rockwood Drive
Waukesha, WI 53187

Meeting Occurred in Person and Virtually via Video and Telephone Conference

Present:

Excused:

Commissioners:

Michael A. Crowley, Chairman
Donna Brown-Martin
Charles Colman
Katrina Hanson
John Holloway
Brian Holt
Dewayne Johnson
Mary Knipper
Natalia Minkel-Dumit
Robert W. Pitts
Jeffrey D. Schleif
Eric Stelter
David L. Stroik

Jonathan Delagrave
James Ladwig
Peggy L. Shumway

Staff:

Elizabeth A. Larsen	Director of Administration
Joel E. Dietl	Chief Land Use Planner
Christopher T. Hiebert	Chief Transportation Engineer
Jennifer Sarnecki	Principal Transportation Planner

ROLL CALL

Chairman Crowley called the Planning and Research Committee meeting to order at 1:30 p.m. Roll call was taken, and a quorum was declared present. Chairman Crowley indicated for the record that Commissioners Delagrave, Ladwig, and Shumway had asked to be excused.

Planning and Research Committee Meeting
May 2, 2023

APPROVAL OF MINUTES OF THE FEBRUARY 7, 2023, MEETING

Chairman Crowley asked if there were any changes or additions to the February 7, 2023, meeting minutes. There were none.

On a motion by Mr. Stroik, seconded by Mr. Schleif, and carried unanimously, the minutes of the February 7, 2023, Planning and Research Committee Meeting were approved.

REVIEW AND CONSIDERATION OF THE PROPOSED AMENDMENT TO THE REGIONAL WATER QUALITY MANAGEMENT PLAN: AMENDMENT TO THE BRISTOL SANITARY SEWER SERVICE AREA

Chairman Crowley asked Mr. Dietl to review the proposed amendment to the adopted regional water quality management plan pertaining to the Bristol sanitary sewer service area. A copy of the preliminary draft of the SEWRPC Staff Memorandum dated February 13, 2023, concerning this matter was provided to the Committee members for review prior to the meeting.

Mr. Dietl indicated that by e-mail dated November 1, 2022, the Village of Bristol requested that the Commission amend the Bristol Utility District No. 1 sanitary sewer service area. He stated that the purpose of the amendment would be to include certain lands located immediately adjacent to, but outside of, the currently adopted sewer service area.

Mr. Dietl directed the attention of the Committee members to Map 1, which identifies the proposed area to be added to the Bristol Utility District No. 1 sanitary sewer service area. He stated that the subject area encompasses 18.4 acres, which includes 3.5 acres of vacant land and 14.9 acres of developed land, including 11 existing single-family residential parcels. He indicated that these existing residential parcels, although located outside the adopted sanitary sewer service area, were already receiving public sanitary sewer service. In response to an inquiry by Mr. Schleif, Mr. Dietl indicated that having homes or other sewer development located outside of an adopted sanitary sewer service area has occurred but is not common. He indicated that when this is discovered, typically during an adjacent sewer service area amendment, the area(s) are then included with the subject sewer service area amendment.

Mr. Dietl noted the subject area does not contain any environmentally significant lands, and that under the Village's comprehensive plan, the future land use is designated as low-density residential.

Mr. Dietl stated that the proposed addition of about 18.4 acres to the Bristol Utility District No. 1 sanitary sewer service area tributary to the Bristol wastewater treatment plant represents an increase in the planned sewer service area of less than 1 percent. He noted the inclusion of the existing homesites in the subject area have been included in the population projections for the Bristol sewer service area, and no additional housing units are envisioned. There will be no change to the population of the sewer service area.

Mr. Dietl stated that the Bristol Utility District No. 1 wastewater treatment plant has a design capacity of 0.87 million gallons per day (mgd) on an average annual flow basis. The current average annual flow to the Bristol wastewater treatment plant is about 0.31 mgd, therefore, the treatment plant has adequate capacity to treat sewage flows from the subject area.

Mr. Dietl then said that a public hearing was held on February 13, 2023. No objections were expressed at the hearing and the Bristol Village Board adopted the sewer service area amendment following the public hearing. The amendment is consistent with the land use component of VISION 2050, the regional water quality management plan, and Chapter NR 121 of the *Wisconsin Administrative Code* governing the preparation of areawide water quality management plans.

Mr. Dietl stated that the staff recommendation is for the Committee to recommend that the Commission amend the Bristol Utility District No. 1 sanitary sewer service area. Upon adoption by the Commission, the

Planning and Research Committee Meeting
May 2, 2023

amendment will be provided to the Wisconsin Department of Natural Resources (WDNR) for approval and the WDNR will then provide the amendment to the U.S. Environmental Protection Agency for certification.

There being no additional questions or comments, on a motion by Mr. Stroik, seconded by Mr. Pitts, the Amendment to the Bristol Sanitary Sewer Service Area was unanimously recommended by the Committee for adoption by the Commission.

REVIEW AND CONSIDERATION OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 336, WAUKESHA AREA TRANSIT DEVELOPMENT PLAN: 2023-2027

Chairman Crowley asked Mr. Hiebert, Chief Transportation Engineer, to review the plan.

Mr. Hiebert briefly stated what a Transit Development Plan (TDP) entails and how the Commission staff works with transit operators within the Region to implement the Commission's VISION 2050 plan. Mr. Hiebert then introduced Ms. Jennifer Sarnecki, Principal Transportation Planner, to provide an overview of the advisory plan and noted that the report was provided to the Committee members prior to the meeting.

During Ms. Sarnecki's presentation, the following questions and comments were made.

Mr. Schleif noted that Washington County Transit serves commuters who live in Washington County and work in Milwaukee County and inquired if Waukesha County is similar. Ms. Sarnecki stated that Waukesha County provides commuter bus service primarily for Waukesha County residents accessing jobs and education in Milwaukee County, similar to Washington County Transit, and noted that during the planning process, Waukesha County businesses indicated the need for transit service that could attract employees from Milwaukee County. Ms. Sarnecki noted that the FlexRide Milwaukee program was established to alleviate the transportation issues for individuals from Milwaukee County working at jobs in the Menomonee Falls and Butler area.

In response to another inquiry by Mr. Schleif, Ms. Sarnecki stated that FlexRide is relatively expensive to operate, as it provides a premium service within 15 minutes of a ride request. Ms. Sarnecki indicated that there are efforts underway to encourage businesses to contribute to the cost.

In response to an inquiry by Mr. Colman, Ms. Sarnecki stated that FlexRide Milwaukee has wheelchair accessible vehicles that individuals can request when booking a trip.

In response to an inquiry by Mr. Schleif, Ms. Sarnecki stated that the pick-up and drop off locations for FlexRide Milwaukee are not usually door to door, but corner to corner.

Mr. Schleif stated that Washington County partners with Interfaith Caregivers of Washington County, and asked if there is a similar organization in Waukesha County. Ms. Sarnecki responded that Eras Senior Network is a similar organization in Waukesha County that provides transportation to seniors through a volunteer driver program.

Mr. Schleif asked if Waukesha County provides payment to Eras Senior Network for transportation services. Ms. Sarnecki indicated that specialized transportation for seniors is provided by the Aging and Disability Resource Center of Waukesha County through local transportation providers, including shuttle services offered by Eras.

In response to an inquiry by Mr. Colman, Ms. Sarnecki explained that the final Waukesha Area Transit Development Plan was presented to the Advisory Committee, the City of Waukesha Common Council, and the Waukesha County Public Work Committee. Ms. Sarnecki then noted that Commission staff are

Planning and Research Committee Meeting
May 2, 2023

available to assist on future elements as needed, but the plan is advisory, and the City and County will determine which elements to implement.

In response to an inquiry from Mr. Holloway, Ms. Sarnecki stated that Commission staff can tailor recommendations to each community for which staff prepares a TDP. She also noted that the research and examples from past TDPs can be useful when preparing a new TDP.

In response to an additional question from Mr. Holloway, Ms. Sarnecki indicated that the perception of safety impacts ridership and noted that there are recent Federal rules requiring transit operators to track transit safety to better understand the issues and how to address these concerns.

In response to a question from Mr. Stelter regarding the performance evaluation, Ms. Sarnecki indicated that operating expenses are dictated by the cost of services contained in the County's operating contracts with transit providers and are not easily addressed through transit service changes. Ms. Sarnecki agreed that ridership increases would help improve the performance for standards related to utilization.

In response to an inquiry by Mr. Schleif, Ms. Sarnecki indicated that Waukesha County Transit most recently raised fares in 2018 and Waukesha Metro last raised fares in 2009.

In response to an inquiry by Mr. Holloway, Mr. Hiebert explained that there have been analyses conducted in the past related to the impact of transit on congestion. These analyses have shown that while transit alone will not solve the congestion problems on roadways, it is an important part of a comprehensive approach to mitigating some of the congestion that would otherwise be experienced if it were unavailable in heavily traveled corridors.

In response to an inquiry from Ms. Knipper, Ms. Sarnecki indicated that public comments received during the planning process related to mobility hubs, including concerns about vandalism and lack of interest in vending machines, were unexpected and could inform Waukesha County if they pursue implementing the recommendation to develop mobility hubs.

Mr. Stroik asked how this planning effort builds on VISION 2050 and how the Commission can be more assertive in the overall planning to coordinate efforts regionally. Mr. Hiebert noted that the Transit Development Plan was prepared within the context of VISION 2050 and is considered an initial stage of implementation of the adopted regional plan.

Mr. Johnson indicated that the vitality and economics in the Region should be considered when planning for transit, including workforce needs and access for individuals without a car. Mr. Johnson noted that he spoke to Ms. Brown-Martin regarding the regional fare collection system implemented by the Milwaukee County Transit System called WisGO, which can allow for seamless transfers between different transit systems through an app, improving regional connectivity via transit.

In response to an inquiry from Mr. Crowley, Ms. Sarnecki indicated that Waukesha County expressed an interest in public-private partnerships to help subsidize the cost of transportation to businesses. Mr. Crowley asked if businesses were supportive of contributing to transportation costs and noted that while at a former company, he felt the owner was not willing to contribute. Ms. Sarnecki noted that there are some businesses that are willing to contribute to a transportation service such as FlexRide Milwaukee, if they can see the value for their employees and business. Mr. Colman indicated that the willingness to contribute to a transportation service may change since many employers are in need of employees.

Mr. Holloway inquired if remote work is less common in Wisconsin due to the relatively low number of technology-based entrepreneurs and whether that could have an impact on commuter transit ridership. Ms. Sarnecki noted that initial data from commuter bus providers indicate that the highest ridership occurs mid-week; however, ridership is lower than in the past.

Planning and Research Committee Meeting
May 2, 2023

There being no further questions or comments, on a motion by Mr. Colman, seconded by Mr. Stroik the SEWRPC Community Assistance Planning Report No. 336 was unanimously recommended by the Committee for adoption by the Commission.

Mr. Stroik then made a motion that the Commission discuss coordinating planning activities with County and local governments in the Region at a future meeting. The motion was seconded by Mr. Johnson and carried unanimously.

NEXT MEETING

The next meeting of the Planning and Research Committee will be held on August 1, 2023.

CORRESPONDENCE/ANNOUNCEMENTS

Chairman Crowley asked Ms. Larsen if there were any correspondence or announcements. Ms. Larsen stated that the June Annual meeting will be held in Washington County, with dinner following the meeting at Timmer's Resort.

ADJOURNMENT

There being no further business to come before the Committee, on a motion by Mr. Pitts, seconded by Mr. Schleif, and carried unanimously, the meeting was adjourned at 2:35 p.m.

Respectfully submitted,

Elizabeth Larsen
Director of Administration

BRM/EAL/CTH/JED/JBS
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