



City of Milwaukee

200 E. Wells Street
Milwaukee, Wisconsin
53202

Meeting Minutes

CITY-COUNTY TASK FORCE ON CLIMATE AND ECONOMIC EQUITY

*Ald. Nik Kovac and
Sup. Marcelia Nicholson, Co-Chairs*

*Pam Fendt, Linda Frank, Julie Kerksick, Ted Kraig, Janet
Meissner Pritchard, Supreme Moore Omokunde, Pamela
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<http://bit.ly/CCTFCEE>*

Tuesday, September 7, 2021

11:00 AM

Virtual

Transportation and Mobility Work Group

Join Zoom Meeting

<https://zoom.us/j/99076085770>

Meeting ID: 990 7608 5770

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Meeting ID: 990 7608 5770

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1. Call To Order (Time):

11:06am

2. Roll Call

Ted Kraig, Marissa Meyer, Tanya Fonseca, Akira Mabon, Kevin Muhs, James Davies, Jennifer Evans, Dennis Grzezinski, Jeff Stone, Mitch Harris

3. Review and Approval of Minutes

Approved August 24 Minutes

4. Update on Outreach Events

Group that working on outreach had initial meeting (Matt Donath, Jennifer Evan, Jeff Stone, Dennis Grzezinski, Ted Kraig). Looking at events to table at. May want to take advantage of partnering with other organizations to set up a forum or other stand alone event. Jennifer will do a spreadsheet of ideas to share. Jennifer has summary of the ideas that workgroups are working on. Posted in Social Pinpoint with a survey. Social Pinpoint offers good technical assistance for those who need it.

5. Discussion of Disincentivizing Vehicle Travel Proposals

Ted gave update from full Task Force meeting on the timing of proposal development for the comprehensive climate and equity plan. The Task Force is targeting late October or early November for working groups to submit plans. The Project Manager will likely work with a consultant on formatting all the plans into a comprehensive document.

Tanya led the discussion of each of the Vehicle Disincentive (VD) subgroup proposals. VD #1 Establish Transit Oriented Development (TOD) Zoning Districts – DCD is looking at the zoning code related to TOD corridors. A study has been done on street car growth north and south of downtown (King Drive and Walkers Point). Consultant helped. There were two components to study – streetcar expansion and zoning code analysis for denser TOD. The report included a goal to reduce parking. It would be a big next step to update the plan.

These updates are not a done deal. There is a need to follow through with Common Council approval, as well as funding. This proposal goes beyond the two areas King Drive and Walker's Point. This would be an overall zoning guidance that could apply to many commercial corridors. Zoning is very specific to various neighborhoods and isn't usually done proactively. Generally a public process with noticing. Nothing will automatically change the zoning, but the broader guidance would be there to utilize. This broader guidance should be done as soon as possible. Can do it in-house with current staff capacity. But code changes to expand housing choice (VD#2 below) is a bigger lift and needs more funding. A proposal was submitted for ARP funds for qualified census tracts. Tanya or Marissa can come up with specific dollar figures for the Working Group recommendations.

Ted asked if value capture was through about in this context. It has not been considered in this context, but will be discussed in context of funding mechanisms considered by this Working Group. Keven said a fee structure for all parking, not just City owned parking, may be considered as well. The possible mechanism would be a fee which can be done without state authorization, rather than a tax. A fee must be

lower than the specific items it's tied to. Example is existing vehicle registration fee which used for road reconstruction and paving. Seen as justifiable under current strictures. Parking fees may work same way – connecting to use of the roads. Would be good to find out if Madison looking at any of this. Maybe they would have legal opinion. Can at least put as recommendation that it would be further explored. Tanya will ask colleagues in parking if they've considered this. A prior advisory referendum rejected some pieces of this.

VD#2 Update the Zoning Code to expand housing choice – Relates to transit. Already no parking minimums downtown. Look at parking maximums. Look at housing zoning code to make sure denser development like accessory units possible. Do need to prepare for lots of climate migrants. Good opportunity to look at code and prepare. DCD already committed to doing that. Need to focus on engagement on the front end. Changes can be controversial, especially when limit single family zoning.

As noted previously current there isn't the funding or capacity to do this. Need to hire a consultant and need more money. Tanya or Marissa will come back with numbers for the Working Group proposal. Critical to do at this time. Fits with overall housing affordability plan. Would want to start next year. Need lots of lead time.

VD#3 Advocate for local authority to enact inclusionary zoning ordinances. [FT1] – Regularly lobby for this at the state level already. Few things can do to require mixed incomes within developments. Looking for more flexibility including parking changes.

Ted asked if affordable housing requirements could be a condition of City support for projects including TIFs. There may be some prohibitions on such conditions on TIFs. But most housing where we would want to implement is not related to TIF funding. Most TIF money already goes to affordable housing and jobs. The City does good job of supporting TIFs for affordable housing where multi modal transportation access exists. It does not generally go to market rate units building. Does get used for infrastructure. For example, the Couture TIF money is more for the transit that would not happen otherwise. Some developers choose not to use TIF money. Tanya can have further discussion with fellow staff on TIF potential.

Mitch asked if TIF money be linked with transit passes? Tanya can ask.

VD#4 Revisit parking in the Zoning Code - Would only impact new developments. Question of what would trigger a change in existing housing, such as property changing hands. But can't take away existing parking, so likely limited potential.

VD#5 Establish variable priced metered parking in Milwaukee's downtown and commercial districts –Do have smart meters in place already. Looking at possible implementation in near future. Have consultant working on recommendations. Analysis occurring this year and repricing could happen next year. Colleague in DPW parking would be best source on where this is at. Would be good to have it in the plan as further impetus.

VD#6 Reallocate City parking revenue – Brainstormed ideas for where parking revenues should go. Should not limit parking revenue to just vicinity it's generated in –allocate to other neighborhoods in Milwaukee to help with priorities like reckless driving mitigation. Many in the City feel passionate about this change. Many best practices from other municipalities to use such as dedicating money for multi modal transportation options. Helpful to have in the plan.

VD#7 Parking reform: Re-envision underutilized parking lots – Start with City owned lots. Already doing to some extent. Is embedded in Complete Streets Policy. Ted asked if this relates to goals of this working group – fuel shift or VMT reduction. It's not being developed in the land use committee, but does overlap. Would reduce VMT by reallocating city lots to be used more efficiently or use for housing. Mitchell Street reconfigured a lot to do green infrastructure and community garden. Better to utilize efficiently. Seen as community asset.

Need more thought and attention as to resources needed to do this at scale. Zoning change helpful or everything would be piecemeal. Good way to revisit it and embed it in private development. Want to trigger the work. Opportunity in that big box retail locations changing to industrial and now request different use. Mitch asked a specific goal could be put behind the proposal – like reduced City owned parking by X%? The subgroup talked about it, but framed more as reallocation rather than eliminating, so that seen as a gain.. Concrete goal could help with estimated VMT and climate impact.

VD#8 Expand Implementation of the City of Milwaukee Complete Streets Policy – City has policy with much work underway. Consultant looking at how DPW can be restructured to embrace Complete Streets and expand implementation

Ted asked how this proposal and VD#11 fit with the proposals for Complete Streets implementation and for merging and updating existing plans/policies (Bike, Pedestrian, Complete Streets) from the Active Modes subgroup? Need to confirm with Marissa how these fit together. Right now looking at how Complete Streets infused with and part of how DPW does things. About changing the way we work. Most feasible on City controlled roads. More complex with multi-jurisdictional roads. Also need to ask Marissa about any metrics and benchmarks.

VD#9 Create an Unbundled Parking Ordinance – Makes more affordable to people without cars. Incentivize reduction in car ownership. Ted asked about costs and timelines for the change. It would take a lot of time. Much staff is needed to do the research and do all the documents for formal adoption. Very heavy lift for near future. Probably should be piloted at first. Need Marissa's thoughts on this one. Need to know more about what doing in other cities. Parking always a hot topic in discussions with community.

VD #10 Create a Parking Cash Out Ordinance – Cash out ordinance so that have option to get value for not using parking at work. Maybe could do something additional like a transit pass. Similar to unbundling parking and rent/fee charge at residences. Would likely take a bunch of time. Heavy political lift. Need Marissa to talk about it. Need to see more from peer cities. In denser places can link to employers offering transit passes.

VD#11 Create a Transportation and Mobility Plan – Don't currently have it. Would be helpful. Still needs a more comprehensive analysis. Are doing this on City controlled streets. Bike plan not updated in a long time. Would likely require a consultant with some staff dedicated to it. Might be similar to Complete Streets implementation work being done now.

6. Public Questions or Comments – Up to 2 minutes per speaker

7. **Next Meeting Date**

Tuesday, September 21, 11:00am

8. **Adjourn (Time)**

12:26pm

Minutes provided by Ted Kraig.