



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
Ritger, Erick Shambarger, Rafael Smith, and Freida Webb*

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*Google documents for this body can be found at :
<http://bit.ly/CCTFCEE>*

Tuesday, June 1, 2021

11:00 AM

Virtual

Transportation and Mobility Work Group

Join Zoom Meeting

<https://us02web.zoom.us/j/88371242342>

Meeting ID: 883 7124 2342

One tap mobile

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Meeting ID: 883 7124 2342

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1. Call To Order (Time)

11:03

2. Roll Call

*Matt Donath, Ted Kraig, Jennifer Evans, Mitch Harris, Kevin Muhs, Dennis Grzinski,
Tanya Fonseca, Marissa Meyer, Celia Jackson, James Davies, Pamela Ritger,*

3. Review and Approval of Minutes

Approved

4. Presentation – Jeff Sponcia, Milwaukee Country Transit System

Jeff is planning manager at MCTS. Five years. Worked with some on the working group in other ways. Wanted to invest in high frequency service. Every 15 minutes or better mainly on weekdays from 6am to 6pm. Matches best times in industry. Riders have said frequency is top priority. To do this needed to shift some service away from low use corridors. Removed some lightly used stops that too close together. Achieves all day ridership at higher levels. Made driver rest breaks longer with layover close to public restroom.

Project began 3 years ago with public input. Many stakeholders including riders and public officials. People chose 60% of routes operating with high frequency to maintain a few more local routes. Three phases with implementation beginning now. Third phase is in August. Expanding high frequency to six additional corridors. Over half of routes will be high frequency. Advancing racial equity is one of the top priorities. Reallocating services to highest need areas means high frequency service to 90k additional people of color. Almost 5k interactions with stakeholders.

Goes through specific route elements and changes. Bus Rapid Transit (BRT) will be battery electric with signal priority. All fares will be collected at platform/stations and not on the bus. Stops fewer, only every half mile. Frequency will be every ten minutes for most of the day. Beginning at west end of route.

Questions: Celia Jackson – how will it be rolled out so that people knowledgeable about it? Taken a lot of time to figure out how to inform people, including those not currently riding. Some antiquated methods like temporary signs at every stop that impacted. Some advanced methods like embedding audio announcements into all buses operating on routes that are changing. Full website with interactive maps. Open to any other ideas, connections from the working group. Will provide contact information. Pam Ritger – for electric buses how will it be tracked during the pilot? Will purchase only 16, 11 will be used for BRT. We'll learn how they operate, maintain a charge, kind of routes they'll work on. Many variables. Keven Muhs says consultant said current technology for this climate requires rapid charging stations at the ends of routes, meaning substantial physical infrastructure investment. So funding challenged that little room for error. Need to consider energy mix from power plants as well when considering timing. Ted Kraig – what would you do with additional funding? Want more frequency, but also need some service expansion to new areas of development and jobs throughout the county. Many hurdles to anything outside of county. Would mean better frequency which would attract more riders, especially to reduce single occupant vehicles.

5. Proposal Format – New Template for Draft Chapters

Matt shares template for chapters. We'll have two chapters – VMT reduction + electrification of transport. Meet with ICLEI and looked at targets. 20% reduction in VMT. 50% of new light duty vehicles electric by 2030, 30% of new heavy duty vehicles. 100% by 2050. Goal around new vehicles.

James Davies – need to address people who have bigger vehicles than they need. Matt – light trucks like Hummers still in light duty category. Pam Ritger – car dealerships need to be informed + perverse incentive needs to be addressed since dealerships make money off of service. Need to research how to educate dealers and possibly incentivize them. Matt – dealerships looking at what vehicles are sent to them. As uptake increases, should move towards better training and sales knowledge.

Want each subgroup to write up a short paragraph on what they'll be proposing. Hoping to have the short write ups within a week or two – by second meeting in June. A little

bit of detail. Will apply to template document to start putting together. Can do today or later. Our group will include multiple strategies more than other groups.

6. Sub Group Breakouts and Report Back

Brainstorming spreadsheet

https://docs.google.com/spreadsheets/d/12cmtBPkD3qm5VvHRDWmDljKxvIyU_y5RnRoa6oR5txM/edit?usp=sharing

Evaluation template

<https://drive.google.com/file/d/1xmYaiY8lmx-mPm0hwHd2ARd-69OpcNH4/view?usp=sharing>

Fuel Switching – highlighting different versions of stations – curbside, off streetlights, traditional Level 2 chargers in parking lots. Determine where deploy and how would look. Develop ordinance for multifamily housing and parking lots of certain size. Minneapolis doing now and has experience to share. Going through process with DNS. By second half of year hopefully can develop language. Support utility pilots in meantime – partner down the road. Would look to charging vendors if utility cooperation not work. City has a number of CNG stations – look at procuring renewable gas which can even be carbon negative. Farms in Wisconsin could be a resource.

Public Transit – Tanya and other staff are working on TOD. Need to figure out how house it within the wider working group. Three elements will have report on, plus possible funding mechanisms.

Active Transportation – Narrowed down list to three policy recommendations and three specific development projects. First will be for County/City to enact NACTO guidelines. Keep money in transportation fund rather than using for other purposes. Make sure DPW has the staff to engage community, especially around equity. Several streets came up as pedestrian high injury – 27th, 35th, Fond du Lac – multiple travel lanes and high speed limits – road diet strategy with BRT lanes. Purchasing 30th Street Corridor and protected bike way down town linked to trails like Hank Aaron Trail.

Limit and Control Vehicle Traffic – Looking at eliminating parking minimums, increasing density. TOD may be separate. Mandate City reduce amount of space available for vehicles when redesign. Looking at feasibility of transportation utility fee.

7. Summer Schedule

Been directed to take a summer break. Will have write ups by June 15. Have people to help with presentation and input. Maybe then break to late July. Need to better understand how incorporate public input. Then determine frequency from there. Want good list or proposals for community feedback. Have all by June 11, then meet on June 22 to complete for June 24 kickoff event.

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

9. Next Meeting Date

10. Adjourn (Time)

12:37

Minutes provided by Ted Kraig.