



Wisconsin Non-Driver Advisory Committee (WiNDAC)

2022 Southeast Wisconsin Transportation Symposium

October 14, 2022

Presenters

Tami Jackson, Public Policy Analyst and Legislative Liaison
Wisconsin Board for People with Developmental Disabilities
Contact: tamara.jackson@wisconsin.gov or 608-228-7285

Denise Jess, Executive Director
Wisconsin Council of the Blind & Visually Impaired
Contact: djess@wcblind.org or 608-237-8103

Ryan Spaight, Strategic Initiatives Policy Advisor
Division of Budget and Strategic Initiatives, WisDOT
Contact: ryan.spaight@dot.wi.gov or 608-266-1322



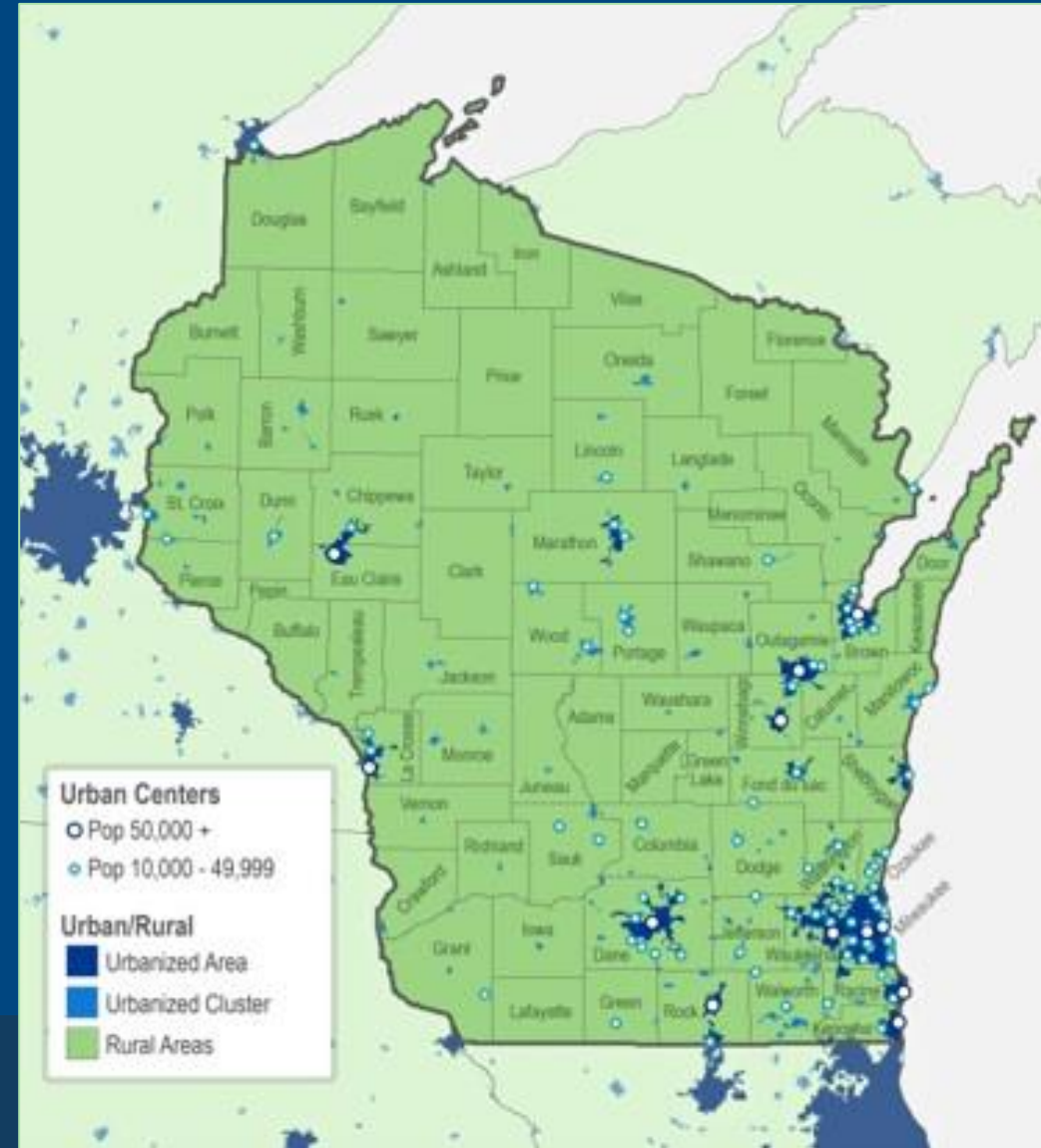
Wisconsin Non-Drivers

- Who: Non-driving populations include aging adults; students; low-income individuals; those with physical, sensory, mental or intellectual/developmental disabilities; and those who prefer not to drive, are unlicensed or have limited access to a vehicle.
- Where: across the state, in every county, urban and rural areas.
- Why: Transportation is an essential need. It affects every aspect of our lives—including getting to work and accessing essential services.



Fast Facts about Wisconsin

- Population: 5.8 million
- 17% age 65 or older
- 31% of Wisconsinites are non-drivers
- 97% of the state's land is considered rural, with 30% of the population living in communities of under 10,000 residents



Guiding Assumptions

- Transportation insecurity is a systems issue, not an individual problem for the non-driver.
- Increasing transportation security benefits the wider community economically and socially.
- Non-drivers deserve to get to where they need to go on their schedule, similar to the experience of drivers.
- Many entities and diverse options are key for creating workable and sustainable options.



Wisconsin Non-Driver Advisory Committee

- Purpose: advisory forum to discuss and facilitate mobility, safety and access for Wisconsin's non-driving populations
- Tasks include:
 - Assess current transportation needs and barriers for non-driving populations
 - Identify funding needs and priorities for non-driving populations



WiNDAC Members

- State agencies with transportation programs
 - WisDOT, DHS, DPI, DCF, DWD, OCI, DVA
- Local, county and state elected officials
- Transportation providers
- Human service providers
- Mobility managers
- Advocates
 - Disability, aging, tribal, poverty, bike/ped, land use
- Municipal/regional planning organizations
- Private sector businesses



WiNDAC Organizational Structure

- WiNDAC is sponsored by the WisDOT Secretary's Office
- Planning/steering for the committee is a shared responsibility between three committee co-chairs:
 - Division Administrator, WisDOT Division of Budget and Strategic Initiatives
 - Executive Director, Wisconsin Council of the Blind and Visually Impaired
 - Public Policy Analyst and Legislative Liaison, Wisconsin Board for People with Developmental Disabilities
- 46 members across 40+ agencies and organizations



WiNDAC Recommendations: Areas of Focus

- Include the needs of non-drivers in land use and development planning.
- Remove trip purpose, demographic, and geographic funding restrictions on state funding.
- Improve and facilitate multijurisdictional travel for non-drivers.



WiNDAC Recommendations Continued

- Increased coordination between key transportation actors.
- Public transit route information available on a platform accessible to users.
- Increase non-driver transportation options and capacity.

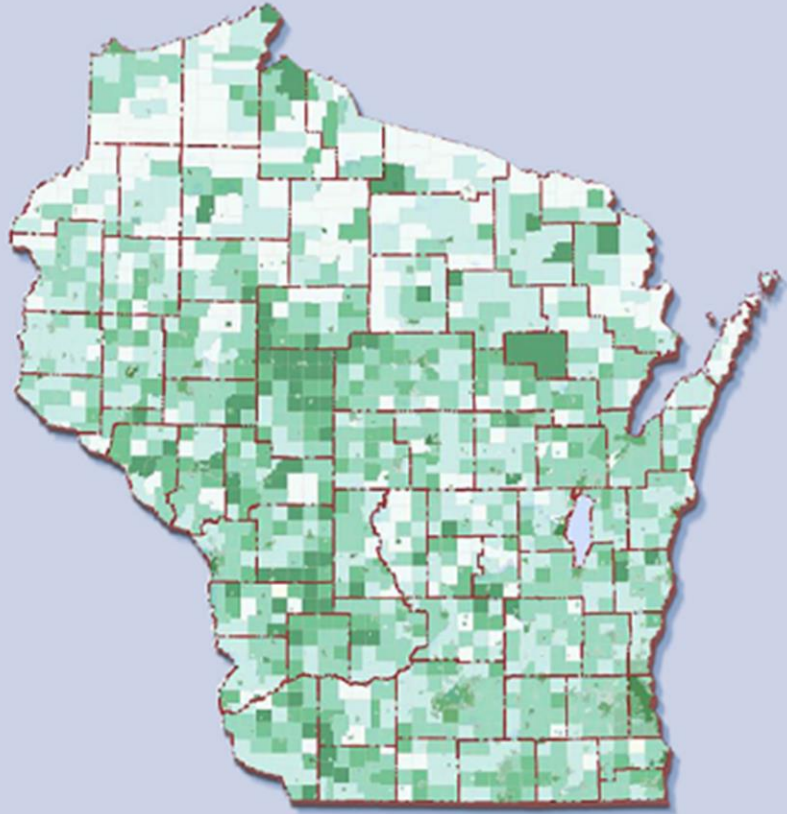


Operating Performance Measure Pilot

- WisDOT developed a pilot based on a subset of WiNDAC-recommended metrics
 - Approximately 10 public transit systems
- Will be instructive with the potential to facilitate improved service changes, cost efficiencies, more equitable service models, and accessibility improvements
- New data to be collected:
 - Ratio of denied rides to rides provided
 - Number and type of requests for accommodation
 - Number of denied rides including justification



Non-Driver ArcGIS Online Application



- Assists in determining where the non-driving population resides in Wisconsin
- Produce estimates of Wisconsin non-drivers by city, village, town and census block group
- Tool for state, regional, and local stakeholder analysis and collaboration
- Ability to identify 'hotspots' of underserved and unserved Wisconsin non-drivers, facilitate service improvements



Methodology

- Data sets used
 - DMV Driver and Vehicle datasets
 - U.S. Census Data
- Population density estimates of **non-drivers** in Wisconsin
 - U.S. Census population data – WI driver data = non-driver estimates
- Non-driver definition
 - No drivers license or drivers license but unknown access to a vehicle



Land-use/Development Planning Discussions

- Engaged land-use planners at regional and state levels.
 - Individual non-driver transportation challenges are indicative of systemic problems.
 - Land-use status quo is heavily incentivized and disproportionately benefits drivers.
 - Non-drivers are underrepresented or unrepresented in planning process.
 - Land-use decisions are made by a large number of actors—for example, MPOs, RPCs, developers, private sector, human service agencies, local government, counties.



WiNDAC as a Model for other State DOTs

- Shared decision making: “No decisions about us, without us.”
 - WisDOT benefits from diverse, lived experience perspective brought by stakeholders.
 - Transportation is an essential service, and non-drivers are a diverse group.
- Multi-agency co-chair structure lends itself to creative, holistic agenda design
- Multiple state agencies with non-driver programming/impact at the table



“A key insight that’s come out of WiNDAC is that when we improve mobility options for non-drivers, we’re really improving the quality of life for everyone in the community.”

-WisDOT Secretary Craig Thompson



New Opportunities

- Advocacy with government agencies:
 - DMV accessibility for ID
 - Accessibility of government websites
 - Launch point for exploring “skip the trip” to reduce transportation visits
- Enhanced relationship with other advocates:
 - Broad coalition building around non-driver issues, breaking down silos
 - Develop consistent messaging on key issues



Lessons Learned so Far

- Embrace the complexity
- Foster the powerful potential of non-driver centered problem identification and solution finding
- Essential to build shared understanding of the challenges from diverse points of view
- Manage the dynamic tension of long-term systemic change with short-term “wins” to foster engagement and measure progress
- Remember that within funding and rule limitations, there is the possibility for innovation



Visit WiNDAC on the Web

- Read WiNDAC's charter, review meeting agendas and materials and see the list of members at:

<https://wisconsindot.gov/Pages/about-wisdot/who-we-are/comm-couns/windac.aspx>

- Visit the ArcGIS planning tool at:

<https://wisconsindot.gov/Pages/projects/multimodal/nd.aspx>



Thank you Questions?

Tami Jackson, tamara.jackson@wisconsin.gov

Denise Jess, djess@wcblind.org

Ryan Spaight, ryan.spaight@dot.wi.gov

