

May 21, 2026: Wisconsin Non-Driver Advisory Committee

Meeting Summary

Contact: Johanna Schmidt, WisDOT Division of Budget and Strategic Initiatives

About the Event

Wisconsin Non-Driver Advisory Committee (WiNDAC) members met virtually on May 21, 2026. The meeting ran from 9:00 am to 12:00 pm. This was an open/public meeting; observers could view the proceedings via YouTube livestream.

The purpose of the meeting was to gather feedback on uses and potential enhancements to WisDOT's Non-Driver Interactive Mapping Tool. The tool was released in 2022 and undergoes data refreshes every two years; now that the tool has existed for several years, there is the opportunity to include historical data and make additions. As some WiNDAC members are newer to the Committee, this provided an opportunity to demonstrate the tool and garner ideas for the enhancement project.

19 committee members participated in the meeting. See Appendix A for attendance. There was a breakout discussion, during which time committee members were grouped with a WisDOT facilitator and notetaker.

May 21, 2026

Opening Remarks: WisDOT Secretary Kristina Boardman

Secretary Boardman welcomed the WiNDAC members and explained that the Non-Driver Interactive Mapping Tool was developed by WisDOT after WiNDAC discussions to better understand the needs of non-drivers in our communities. She described the data refresh process, which provides an opportunity to learn from WiNDAC members about how the tool is being used, its limitations, and potential updates. WisDOT's goal is a transportation system that provides safety, accessibility, and mobility for all users, and this GIS tool helps to achieve this vision.

Welcome Back and Preview of the Day: WisDOT Division of Budget & Strategic Initiatives (DBSI)

Administrator Lea Collins-Worachek

DBSI Administrator Lea Collins-Worachek thanked members for their attendance and shared the history of the Non-Driver Interactive Mapping Tool. Understanding the needs of the community is critical to any transportation project, and she prompted members to consider their use of the tool and some questions to reflect on throughout the discussion.

Non-Driver Interactive Mapping Tool Demonstration: Performance, Research, and Library Section Chief Ethan Severson

Performance, Research, and Library Section Chief Ethan Severson gave a demonstration of the tool, including how to access the tool on the WisDOT website, an overview of its features and functionality, finding non-driver population estimates, adding externally available data (e.g., transit routes) via the Esri Living Atlas or their own datasets, and adding location-based points to the map with GPS coordinates. He responded to questions from members about the tool.

Breakout Group Discussion

WiNDAC members split into three small groups to discuss using the Non-Driver Interactive Mapping Tool and provide feedback for potential improvements. Facilitators used the following questions to guide discussion:

1. How are you using the Non-Driver Interactive Mapping Tool and what questions does it help you answer?
2. What did you find intuitive about the Non-Driver Interactive Mapping Tool? What was difficult to use about the tool?
3. What was helpful about the supporting documentation? What kinds of features would make the Non-Driver Interactive Mapping Tool easier to use or more informative?
4. What questions about non-drivers in your area do you have that you are not sure if the tool can help you answer?
5. What other information would you find useful to add into the Non-Driver Interactive Mapping Tool to better understand non-drivers in your area?
6. How do you think the Non-Driver Interactive Mapping Tool could be useful in your work or advocacy?
 - a. What information does your organization have that can be used with the Non-Driver Interactive Mapping Tool?
 - b. When you add in the other information, what could you learn about your community?

More information about the breakout group discussion is available in Appendix B.

Member Share Out

WiNDAC members reflected on the discussion by sharing what they learned about their community that surprised them when they used the Non-Driver Interactive Mapping Tool. Enhancement takeaways included:

- The ability to create a dashboard or report would be beneficial to tell a story about the data.
- A series of classes or workshops showing step-by-step instructions could be useful, especially for those unfamiliar with GIS.
- Members would like to be able to save their work and make it publicly available.
- More granular data on some layers would be useful (e.g., more specific age groups), as would layers for transit or pedestrian data.
- The GIS tool is valuable, but it does not tell the whole story—we still can inquire why people might be non-drivers (age, disability, economic reasons, personal preference, etc.).

Closing Remarks – WisDOT DBSI Administrator Lea Collins-Worachek

Administrator Lea Collins-Worachek closed the meeting by thanking all attendees for their insightful feedback and the WiNDAC Co-Chairs for all their work in facilitating the meeting. This feedback will be used to shape the Non-Driver Interactive Mapping Tool moving forward.

Appendix A: Meeting Attendees**Members in attendance**

Tami Jackson, Public Policy Analyst, Wisconsin Board for People with Developmental Disabilities
Denise Jess, Executive Director, Wisconsin Council of the Blind & Visually Impaired
Lea Collins-Worachek, Administrator, WisDOT Division of Budget and Strategic Initiatives
Adam Lorentz, Transit Manager, La Crosse Municipal Transit
Claire Enders, Transportation Coordinator, Milwaukee County Division on Aging and Disability Services
Darrin White, Transit Manager, Namekagon Transit
Dave Steele, Executive Director, MobiliSE
Jamie Corbine, Tribal Elder Benefits Specialist, Great Lakes Inter-Tribal Council
Jen Walker, Community Programs Manager, 1000 Friends of Wisconsin
Jenna Fogarty, Director, Wisconsin Department of Workforce Development
Jennifer Jako, Director, Aging and Disability Resource Center of Barron, Rusk, and Washburn County
Jeremy Lyon, Division Administrator, Wisconsin Department of Veteran Affairs
Lisa Hassenstab, Public Policy Manager, Disability Rights Wisconsin
Michael Basford, Director, Interagency Council on Homelessness
Nick Musson, Transportation Specialist, Greater Wisconsin Agency on Aging Resources (GWAAR)
Shannon McCoy, Office of State Senator LaTonya Johnson
Shannon Zwitter, Mobility Manager, Lutheran Social Services - Wisconsin
Susan De Vos, Secretary/Treasurer, Wisconsin Transit Riders Alliance
Tom Winker, District 6 Director, Wisconsin Towns Association

WisDOT staff in attendance

Carter Angelo, WisDOT DBSI, Bureau of Performance Improvement, Research, and Strategic Initiatives
Brad Basten, WisDOT DBSI, Bureau of Performance Improvement, Research, and Strategic Initiatives
Kristina Boardman, WisDOT Secretary
David Buehler, WisDOT, BITS
June Coleman, WisDOT DBSI, Bureau of Performance Improvement, Research, and Strategic Initiatives
Michael Denruiter, WisDOT, OPA
Brian Elliott, WisDOT DBSI, Electric Vehicle Unit
Evan Johnson, WisDOT DBSI, Bureau of Performance Improvement, Research, and Strategic Initiatives
Andrew Levy, WisDOT DTSD, SE Region
Joy Loomis, WisDOT DBSI, Bureau of Performance Improvement, Research, and Strategic Initiatives
Ethan Severson, WisDOT DBSI, Bureau of Performance Improvement, Research, and Strategic Initiatives
Kamden Stark, WisDOT DBSI, Electric Vehicle Unit
Nyla Thursday, WisDOT, BITS
Katrina Wheeler-Floyd, WisDOT DBSI, Office of Workforce Development

Addendum

This addendum summarizes the breakout group discussion. The content of this addendum is based on the notes taken during the breakout group discussions and the facilitator report out.

Breakout Group Discussion

WiNDAC members broke into three small groups to discuss six main questions regarding the Non-Driver Interactive Mapping Tool. The high-level discussion points are discussed below.

- 1) How are you using the Non-Driver Interactive Mapping Tool? What questions does it help you answer?**
 - Most WiNDAC members were unfamiliar with the tool; a few had heard of it but had not used it in their work before.
 - For those that had used it, examples included: sharing the tool and explaining how it can guide decision-making; identifying concentrations of non-drivers for grant applications/determining service areas; sharing with planners; relaying information to legislators.
 - WiNDAC members had additional ideas of how they could use the tool, including comparing county and statewide data; determining where to conduct outreach; identifying non-driver needs; sharing the tool with decisionmakers; using the data in presentations; applying for grants; using in long-term plans (e.g., aging plan); overlaying with other data, like food desserts, workforce development opportunities, and supportive housing.
- 2) What did you find intuitive about the Non-Driver Interactive Mapping Tool? What was difficult to use about the tool?**
 - Many people found the tool intimidating at first and may take some time to get familiar with the capabilities; however, many felt that they could accomplish basic exploration with the tool after experimenting a bit. They expressed concern about users who do not have a background in GIS, as they might find the tool difficult.
 - Members appreciated that you could not “break” the tool, although some noted they would like to be able to save their work rather than starting over.
 - Aspects of the tool that the members highlighted as straightforward were: dragging the page to see specific areas; there are minimal side bars and menus; visualizing data is helpful; exporting data to a table helps with accessibility; zooming in/out; and exporting the table.
 - Aspects that members found confusing were: adding data, adding map layers; and icons could be distracting. Overall, members felt there were many functions that users might find challenging.
 - Another concern that emerged was users’ ability to understand what they were looking at or understand the data they were generating; and that lay people will be unfamiliar with certain terms or types of boundaries.
- 3) What was helpful about the supporting documentation? What kinds of features would make the Non-Driver Interactive Mapping Tool easier to use or more informative?**
 - Members felt generally positive about the user guide, saying that it was helpful, especially the additional videos and resources. Some noted that the guide could use plainer language,

and there was a concern that accessing the resources can be challenging since users have to scroll and click on several links to find the information. Some members had been unaware of the user guides and resources, and others found the language confusing.

- Specific examples of confusing language include: page 4 discusses map layers but does not define map layers
 - A glossary would potentially help since users may be unfamiliar with this vocabulary.
 - Screenshots would also be useful for visual learners.
- Members had the following ideas for additional features/data: veteran data, additional demographic data, additional age categories, congressional districts, zip codes; the source data could be listed with export data; WisDOT data about transportation networks (e.g., transit files, bike and pedestrian infrastructure); external data about medical facilities or housing; additional ACS data on disability rates.
 - One member suggested that including vehicle data might be useful to understand potential exposure to cars (e.g., areas with high drivers and non-drivers may be places where more pedestrian crashes occur).
 - Several members expressed that while one can search in the Living Atlas or upload data, there are some types of data (e.g., transit routes) that would be nice to have more easily accessible.
- Members liked that it is possible to export the data.
- Additional thoughts include concerns that non-drivers in rural areas might be undercounted, and to better understand how state IDs fit into the data

4) What questions about non-drivers in your area do you have that you are not sure if the tool can help you answer?

- Some members wanted more information on the methodology and where the non-driver data comes from.
- Why are people non-drivers?
- How do rates vary by age?
- Lots of people have a license but no car title—is that an indication of non-driver status or lack of transportation access?
- Can non-drivers access their destinations? How do we measure that?
- How can we affect the priorities of decision-makers? How do they make decisions for non-drivers? What is the cost-benefit of providing multimodal solutions?
- What areas have transportation needs? How can grant funding and state 8521 funding meet these needs?
- What additional data is there about volunteer driving programs? What destinations do people need in these programs, and what does the mileage look like for drivers?

5) What other information would you find useful to add into the Non-Driver Interactive Mapping Tool to better understand non-drivers in your area?

- Members were interested in: layering in additional information on income; having pre-built view templates available; crash and pedestrian data; bus frequency; affordability data; cost-of-living metrics; transit routes/stops; school locations; bike/pedestrian infrastructure; more in-depth demographic information.

- Members emphasized that the tool should be used in ways that do not further marginalize people.
- Another feature that members were interested in would be the ability to generate a report (e.g., compare their county with others). Again, members indicated interest in the ability to save their work.

6) How do you think the Non-Driver Interactive Mapping Tool could be useful in your work or advocacy? What information does your organization have that can be used with the Non-Driver Interactive Mapping Tool? When you add in the other information, what could you learn about your community?

- Working with an economist could lead to better workforce planning; this could potentially be useful data for employers to be aware of, as it could influence their planning.
- Mobility managers could use this tool.
- It could be used for education and advocacy, especially to inform decision-makers.
- In creating a federal aging plan, the tool serves as a reliable source of data.
- This may help education legislators to better understand their constituents.
- Adding in crime data may reveal other barriers, for example, some routes may be unavailable to non-drivers because of concerns about crime.
- Senior center overlays and medical facilities can help with outreach and with identifying areas that lack service, which could improve both grant applications and long-term planning.
- WiNDAC members come from a wide variety of backgrounds and specializations; the ability to add in data strengthens their ability to conduct analyses that pertain to their own work.