

NOTE: Charts, figures, and tables in this draft may differ from those in subsequent drafts. These variations, intended to facilitate effective visual communication, are solely graphic in nature and do not indicate changes in the data used to prepare this report.

DRAFT

SEWRPC Community Assistance Planning Report No. CA-737-280

CITY OF WAUKESHA COMPREHENSIVE PLAN

Chapter 5

TRANSPORTATION AND MOBILITY

This chapter describes the transportation and mobility system serving the City of Waukesha and presents related goals and policies in accordance with the transportation element required by State law.⁵¹ Accordingly, this chapter contains data on the City's roadway network, bicycle and pedestrian facilities, and transit system. Regional and interregional transportation facilities, including air, rail, and freight transportation are also included. Additionally, information on system capacity, safety, strategies for reducing demand and emissions, and data on ancillary facilities that support the transportation system are provided.

The transportation element of this report has several notable differences from the City's 2009 comprehensive plan. Like the previous plan, which addresses roadway infrastructure and the many programs available to fund infrastructure improvements, this plan update highlights considerations for the long-term management and sustainability of the City's transportation system. Differences between this update and the City's previous plan include this report's concentration on multimodal mobility. This report also emphasizes the relationship between the transportation network and the City's land use pattern, overall form, and livability.

LAND USE PATTERN

The City's transportation network and land use pattern are intricately linked, with each influencing and shaping the other. Efficient and well-planned transportation systems, including roads, public transit, and

⁵¹ Requirements for the transportation element of a comprehensive plan are set forth in Section 66.1001(2)(c) of the Wisconsin Statutes.

bicycle- and pedestrian-friendly infrastructure, can encourage more dense development, mixed land uses, and more organized, resilient urban growth. Automobile-dependent land use patterns and transportation systems can lead to sprawling, low-density development, which can exacerbate traffic congestion, increase energy consumption, and contribute to poor health outcomes. The interaction between transportation and land use planning plays a vital role in shaping the overall character and sustainability of the City and ensuring a high quality of life for residents.

Much of the City's historical urban development pre-1940 was within a dense urban core in the City's downtown area. Development after 1940 is characteristic of a suburban environment in both the land use pattern and transportation network. The predominance of separated land uses at lower densities contributes to an inherently automobile-dependent area served primarily by streets and highways. This later land use pattern contains a mix of relatively low- to moderate-density residential neighborhoods and lower intensity commercial and industrial areas concentrated along major roadways, establishing a decentralized land use pattern that necessitates a reliance on personal vehicles.

STREETS AND HIGHWAYS

Regional Roadway Network

Interstate Highways

The City of Waukesha is served by two interstate highways which provide important regional connections. Interstate 94 (I-94), a major east-west interstate highway, passes through the northern edge of Waukesha and connects the City to Milwaukee to the east and Madison and points westward. Although it does not pass through city limits, Interstate 43 (I-43) crosses through Waukesha County a few miles southeast of the City and provides connections to Milwaukee to the east and many Wisconsin communities to the south.

U.S. Routes

U.S. Route 18 (USH 18), an east-west route, and U.S. Route 164 (USH 164), a north-south route, pass through the City.

State Highways

Wisconsin State Highway 59 (WI-59) and Wisconsin State Highway 164 (WI-164) are state highways that intersect within the city, providing additional transportation routes.

County Roads

Waukesha County maintains 11 County highways within the City, which serve as important arterials and connectors to adjacent communities:

- County D
- County I
- County T
- County X
- County F
- County J
- County TT
- County Y
- County FT
- County JJ
- County U

Map: Highway and major arterial network serving Waukesha [to be prepared by Commission staff]

Call Out: The City is served by over 70 miles of arterial streets, most of which are under the City's jurisdiction.

Local Streets and Roads

Waukesha has an extensive network of nearly 300 miles of local streets and roads, including residential streets, commercial thoroughfares, and arterial roads. These streets vary in size and capacity to accommodate different levels of traffic. The City's earliest neighborhoods feature grid-like street layouts in many residential neighborhoods. Key elements of the local street network include residential streets, collector streets, and arterial roads.

Residential Streets

Residential streets are typically quieter, narrower streets primarily lined with homes. These streets are intended to provide access to neighborhoods rather than serve as thoroughfares and typically have lower speed limits to ensure safety for residents.

Collector Streets

Collector streets are larger capacity and are designed to collect traffic from residential streets and funnel it onto arterial roads. They often have slightly higher speed limits and can accommodate more traffic than residential streets.

Arterial Roads

Arterial roads are wider, higher-capacity streets that connect different parts of the city, including commercial areas, schools, and major destinations. They are designed to handle more traffic and typically have higher speed limits.

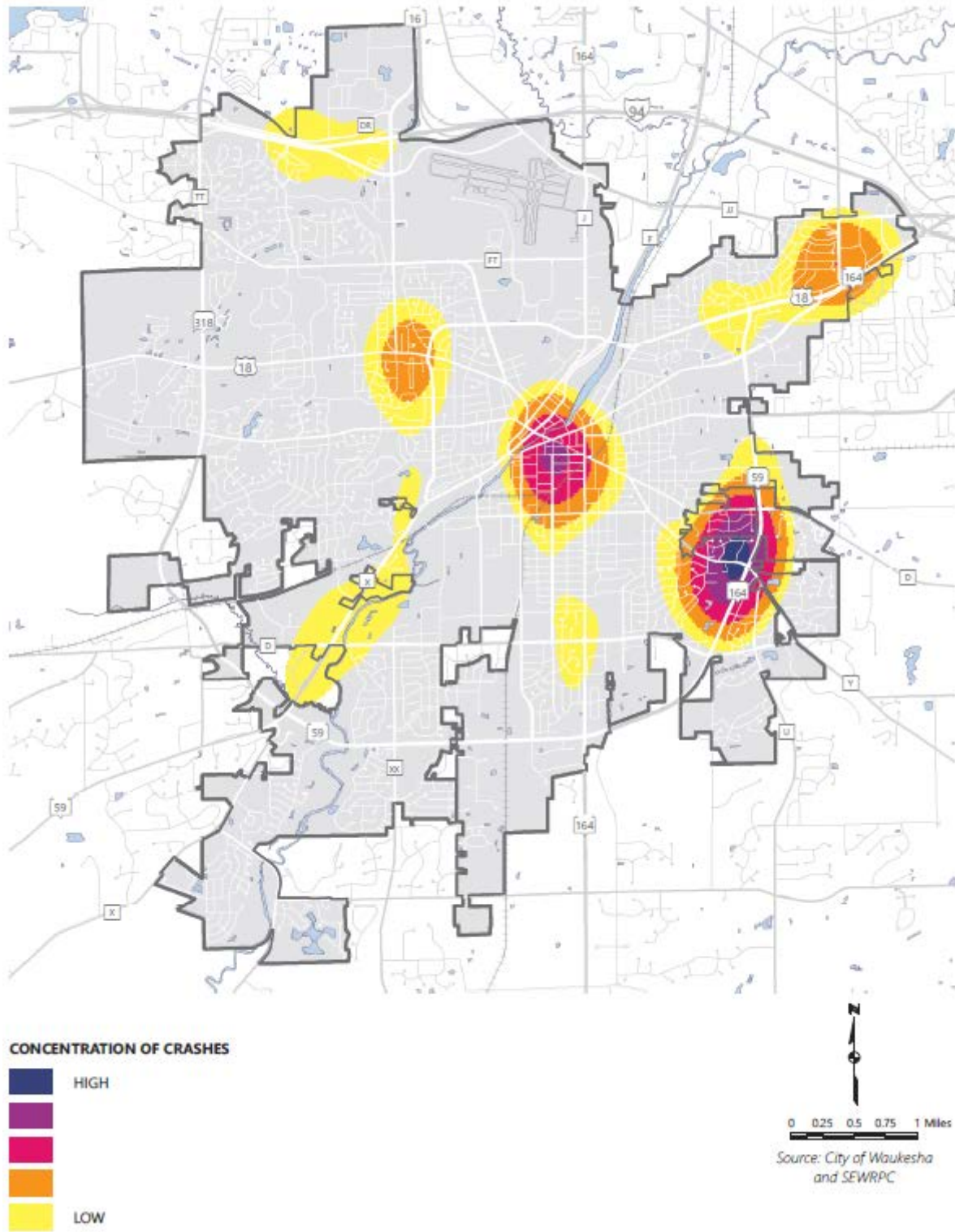
Commercial Streets

Within the City, there are streets that host commercial businesses, including shops, restaurants, and offices. Commercial streets may overlap with one of the other categories described above and vary in character depending on their location. In downtown and older areas of the City, these streets are usually designed to accommodate both vehicle and pedestrian traffic.

► Recommendation: Street Safety Audits

This plan recommends analyzing crash data to identify locations in the City's transportation network that have high incidences of serious injuries or fatalities. The City should consider studying conditions along these corridors to identify specific characteristics that create hazardous conditions and implement appropriate safety enhancements to help mitigate those conditions.

Automobile Crashes Resulting in Severe or Fatal Injuries in the City of Waukesha: 2018-2022



SOURCE: Wisconsin Traffic Operations and Safety Laboratory and SEWRPC

Map Caption: Serious and fatal traffic injuries in the City are concentrated along specific corridors. The City contains many arterials with high-posted speed limits and few traffic calming measures, which often lead to hazardous conditions for road users.

Bridges and Structures

Roadway bridges in the City serve a variety of purposes, traversing rivers, railroad tracks, and other roadways. These bridges may be under State, County, or City jurisdiction, corresponding with the road that they serve. Seven bridges in the City fall within the City's jurisdiction, the majority of which provide crossings over the Fox River. Bridges have a planned design lifespan and require regular maintenance to maintain safety. In addition, changes in traffic volume and intended roadway usage may necessitate improvement or replacement of bridges. WisDOT conducts periodic inspections of bridges, evaluating structural factors, geometry, and traffic, to establish a sufficiency rating for each bridge. More than 40% of the bridges under the City's jurisdiction have a sufficiency rating of less than 80, indicating that they require rehabilitation and may be eligible for State or Federal funding.

► Recommendation: Bridge Rehabilitation

This plan recommends that the City consider applying for State or Federal funding to rehabilitate or reconstruct eligible bridges with a low sufficiency rating. When possible, rehabilitation or reconstruction projects should be coordinated with work on adjacent streets and incorporate multimodal transportation elements.

BICYCLE AND PEDESTRIAN NETWORK

Complete Streets

A complete streets policy is a transportation planning and design framework a municipality may adopt to ensure that its streets are designed and managed to accommodate the diverse needs of all users, regardless of their mode of transportation, age, or ability. Benefits to a community adopting a complete streets policy include creating safer, more accessible, and balanced transportation networks that accommodate all road users, including pedestrians, cyclists, motorists, and public transit users. Complete streets policies can promote healthier, more sustainable transportation options, reduce traffic congestion, and enhance the overall quality of life for residents, making communities more vibrant and livable.

Complete streets policies require the inclusion of features like sidewalks, bike lanes, pedestrian crossings, public transit facilities, and traffic-calming measures in new and redeveloped streets—unless specific, previously defined conditions do not allow or justify such measures.

► **Recommendation: Complete Streets Policy**

This plan recommends that the City adopt a complete streets policy, the primary goal of which would be to enhance overall mobility, sustainability, and quality of life by addressing the needs of all transportation network users.

Sidewalks

The City has an extensive sidewalk network, with sidewalks on both sides of most streets. The downtown area, which features a dense land use pattern within a grid of reasonably narrow streets, is particularly walkable and has a relatively complete sidewalk network. Pedestrian safety treatments like curb extensions, pedestrian signal beacons, and median refuge islands have not been extensively implemented in the City. There is a high prevalence of slip lanes, intended to allow higher-speed right turns, which have been identified as hazardous to pedestrians and an impediment to walkability.⁵²

Call Out: Focus Group attendees indicated a preference for downtown crosswalks to prioritize ease-of-use for pedestrians, citing a desire for traffic lights to automatically signal pedestrian crossings. Potential solutions could include enabling push buttons to activate a hot response or to allow pedestrians to request additional crossing time, which could provide additional protection for small children and the older population.

► **Recommendation: Bicycle and Pedestrian Planning**

This plan recommends that the City update and continue working to implement its bicycle and pedestrian facilities plan to account for current best practices and transportation network changes that have occurred since 2012.

On-Street Bicycle Facilities

On-street bicycle facilities are designed to provide safe and designated spaces for cyclists to share the road with motorized vehicles. An on-street bicycle network is an important element of a comprehensive transportation network. These facilities enhance the safety and convenience of cycling as a mode of transportation, providing essential connections for commuters, errands, and recreation. Separated or buffered bicycle lanes provide the highest level of safety and service, while standard marked bicycle lanes are easy to implement on existing pavement. Although they provide the least benefit to cyclists, shared roadway markings, or “sharrows,” remind motorists that cyclists may be present and can be considered a minimum effort to accommodate bicycle traffic. The City’s Bicycle and Pedestrian Facilities Plan was last

⁵² City of Waukesha. Bicycle and Pedestrian Facilities Plan, 2012.

updated in 2012 and noted that no on-street bicycle lanes existed anywhere within the City at that time. As this comprehensive plan was under preparation, the majority of streets in the City do not include on-street bicycle facilities.

Trails

The City has a network of off-street trails designed to provide residents and visitors with safe and comfortable pathways for walking, running, cycling, and other active and passive recreation. Off-street trails are important to the broader strategy of promoting alternative transportation options and establishing more links within the City's overall transportation network.

Call Out: Trails provide important connections between areas and communities throughout the Region for both commuters and recreational users.

► Recommendation: Bicycle and Pedestrian Facilities Plan

In accordance with regional planning recommendations, this plan recommends that the City develop and maintain a well-connected bicycle and pedestrian network that improves access to activity centers, neighborhoods, and other destinations.

Trails within the City may be managed and maintained by the City, County, State, or a private entity. The City has been developing its own network of local off-street trails and paths, particularly in parks and green spaces. The City also recently constructed the New Berlin Connector trail, which links the New Berlin Trail to central city destinations including the Waukesha YMCA, Carroll University Campus, and Downtown. The ultimate goal for this new trail is to create a primarily off-road connection from the New Berlin Trail to the Glacial Drumlin Trail. The City also contains or is served by additional notable trails.

Fox River Trail

The Fox River Trail is a regional trail that offers opportunities for walking, biking, and inline skating, along the Fox River and connects to various parks and communities.

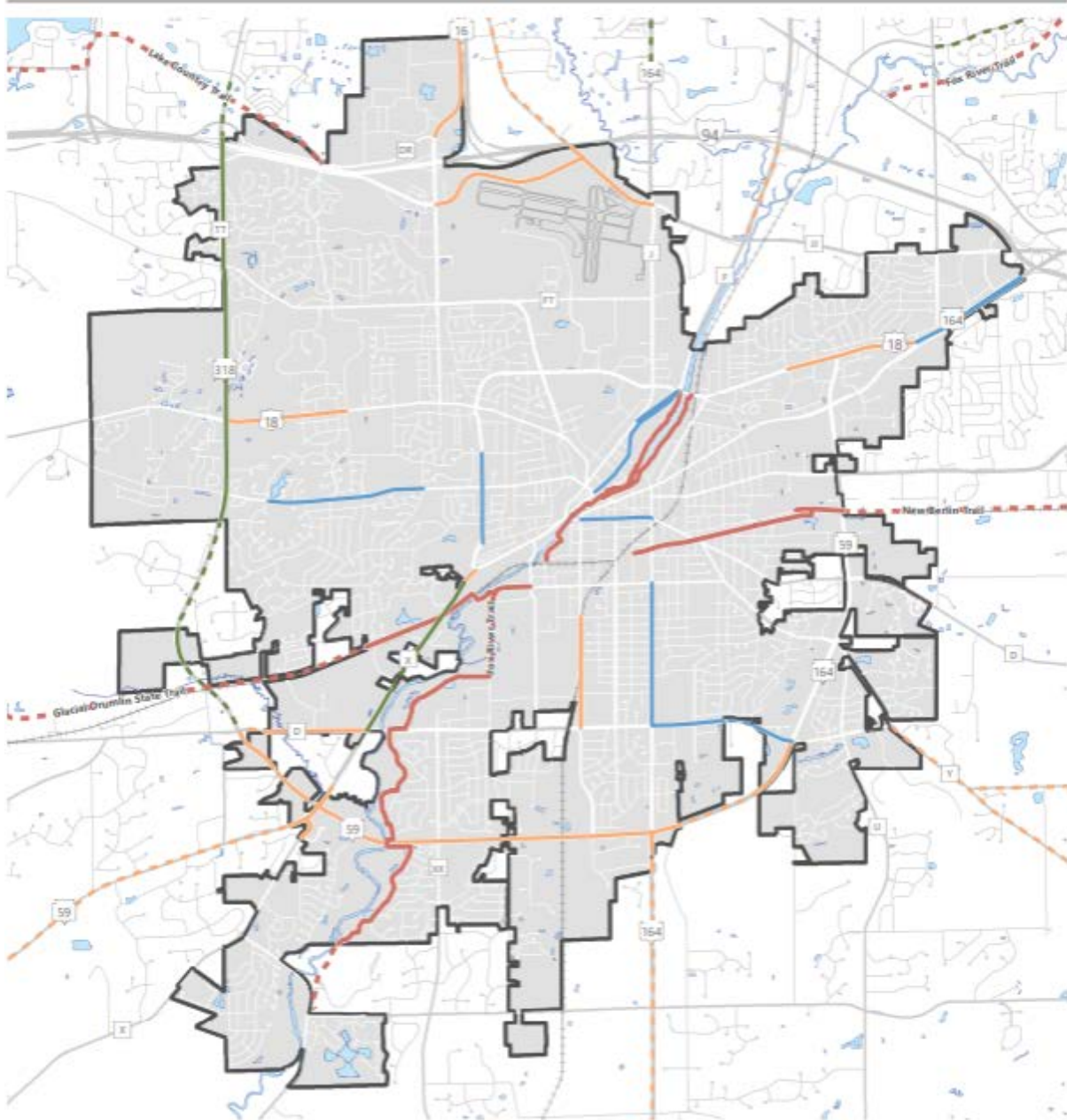
Glacial Drumlin State Trail

The Glacial Drumlin State Trail is a long-distance multi-use trail that passes just south of the City. Known for its picturesque landscapes, the trail supports biking, walking, and snowmobiling over more than 50 miles.

Waukesha County Recreational Trails

The County's recreational trail system is an interconnected network with several trails passing through or near the City, which connect to other regional trails.

Bicycle Accommodations in the City of Waukesha: 2023



BICYCLE ACCOMMODATION TYPE

- OFF-STREET PATH
- BIKE PATH IN RIGHT-OF-WAY
- BIKE LANE
- WIDE SHOULDER

Note: Dashed lines indicate bicycle facilities located outside the City of Waukesha.



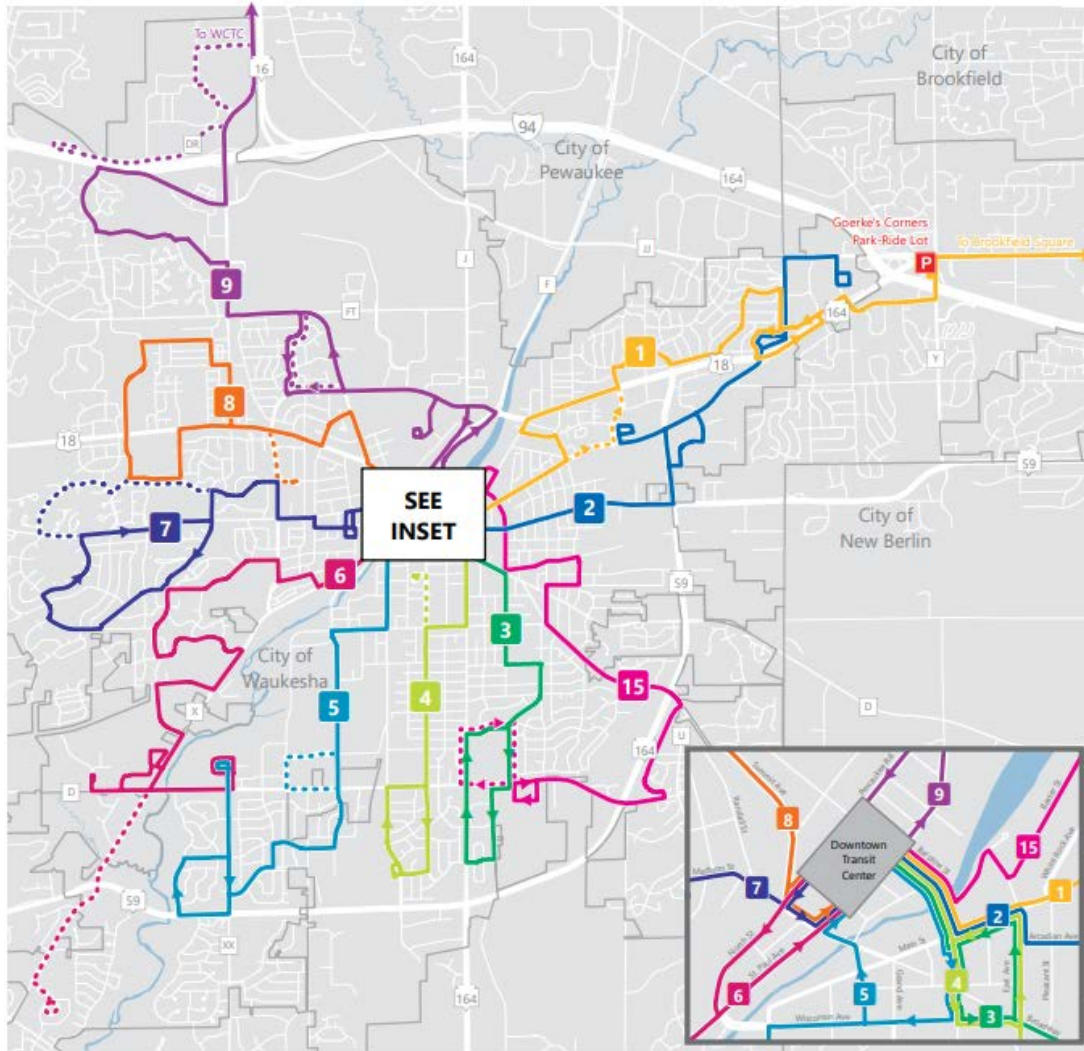
PUBLIC TRANSIT

Call Out: Public transit provides an essential service for residents, and is important for connecting people with jobs, medical care, and social activities. Households in the City are more likely to lack access to a vehicle, or to have fewer vehicles, than those in the County.

Local Service

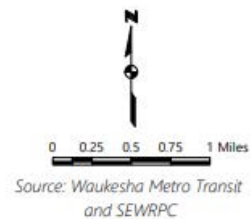
The City is served by a network of fixed bus routes operated by Waukesha Metro Transit. As of 2023, there are ten bus routes serving various neighborhoods, commercial areas, and key destinations within Waukesha. All local Waukesha Metro routes operate on a radial pattern, converging at the downtown Waukesha Metro Center. This system design is intended to facilitate a single point of transfer between routes to provide residents with reliable and scheduled transportation options for commuting, shopping, medical appointments, and other activities.

Waukesha Metro Transit Weekday Daytime Routes (6:00 a.m. - 8:00 p.m.)



WEEKDAY DAYTIME ROUTES

- | | | | |
|---|---------------------|----|---------------|
| — | REGULAR SERVICE | 5 | PRAIRIE |
| ⋯ | LIMITED SERVICE | 6 | ST. PAUL |
| 1 | WAUKESHA/BROOKFIELD | 7 | MADISON |
| 2 | ARCADIAN | 8 | SUMMIT |
| 3 | HARTWELL | 9 | NORTHVIEW |
| 4 | GRAND | 15 | RACINE AVENUE |



Map caption: The radial system design allows Waukesha Metro Transit users to transfer between routes at the Downtown Transit Center.

In addition to fixed route service, Waukesha Metro Transit offers paratransit services, Metrolift, to meet the transportation needs of people with disabilities who are unable to use the regular fixed-route bus services. Designed to ensure accessibility and inclusivity for all residents, Metrolift provides door-to-door transportation to accommodate passengers meeting specific eligibility criteria. Metrolift services must be

scheduled and are available within the City or within three-quarters of a mile of a Waukesha Metro Transit route outside of City limits.

► **Recommendation: Waukesha Area Transit Development Plan**

This plan recommends that the City enhance transit service and maintain transit-oriented partnerships by implementing recommendations set forth in *Waukesha Area Transit Development Plan: 2023-2027*.

Interregional Transit

Intercity Bus Service

The City is served by two Waukesha County Transit routes, operated by Wisconsin Coach Lines and administered by Waukesha Metro Transit. These routes provide connections to Milwaukee to the east, and to Delafield and Oconomowoc to the west. As of 2023, Waukesha Metro Transit Route 1 has also been extended into Milwaukee County with an eastern terminus at Froedtert Hospital in Wauwatosa, providing connections to several key Milwaukee County Transit System (MCTS) routes.

Call Out: As this report was being prepared, Waukesha Metro Transit adopted the WisGo fare payment system, which provides fare capping while allowing riders to make more convenient switches between transit systems throughout the Region.⁵³

Air Travel

Waukesha County Airport (KUES) is a public-use airport located in the northern part of the City. As a general aviation airport, it primarily serves private aircraft, corporate jets, and smaller planes. It is an important node within the regional aviation ecosystem, supporting local business and individual aviation needs, but does not typically handle commercial passenger airline operations.

The airport offers facilities such as runways, hangars, and fixed-base operators that provide a variety of aviation services including fueling and aircraft maintenance. It serves as a base for recreational flying, sightseeing, and aerial activities for local aviation enthusiasts. There are limited cargo and freight operations, typically involving smaller aircraft. Waukesha County Airport also hosts several flight training schools and organizations which provide facilities for student pilots and flight instructors.

⁵³ City of Waukesha, WisGo Powered by UMO. <https://www.waukesha-wi.gov/government/departments/wisgo.php>

Railway Passenger Service

The City was not served by railway passenger service at the time this plan was under preparation. The nearest passenger rail station is the Milwaukee Intermodal Station, which is served by Amtrak, and is accessible to City passengers via a combination of Waukesha Metro Transit and Milwaukee County Transit System bus transfers.

Plans for proposed future passenger rail service expansions within the Region recommend providing rail service to residents and visitors of the City. Regional plans recommend the construction of a commuter rail line with a station located in the City. A State rail plan proposes long-term Amtrak service extension to Waukesha County but does not make specific recommendations as to station locations.⁵⁴ A plan prepared by Amtrak, proposes locating a station on a potential Milwaukee-Madison service extension in nearby Oconomowoc.⁵⁵

Call Out: Although railroads played an important role in Waukesha's historic growth, the City has not been served by railway passenger service since 1957.

Water Travel

The Fox River has provided a historically important means of water travel to the City. Today, a portion of the Fox River, including its entire extent within the City, is designated as a National Water Trail by the National Park Service.⁵⁶

Although the City is inland, significant additional water transportation facilities are available elsewhere in the Region. The Lake Express provides lake ferry passenger service to Muskegon, Michigan via a terminal in Port Milwaukee, approximately twenty miles east of the City.

⁵⁴ Wisconsin Department of Transportation Bureau of Planning and Economic Development, Wisconsin Rail Plan 2050, 2023 (<https://www.wisdotplans.gov/plan/wrp2050>).

⁵⁵ Amtrak Connects US, June 2021 (<https://www.amtrakconnectsus.com/wp-content/uploads/2021/06/Amtrak-2021-Corridor-Vision-2021-06-01-web-HR-maps-2.pdf>).

⁵⁶ Information on the Fabulous Fox Water Trail is included in Chapter 7 of this plan.

FREIGHT TRANSPORTATION

The movement of goods and freight within the City primarily relies on road transportation. Its geographic location, access to the regional highway network, and significant manufacturing and warehousing industries have made the City a local and regional hub for road transportation.

Two railway mainlines, owned by the Canadian National Railroad and Wisconsin & Southern Railroad Co. pass through the City. The primary focus of these railroads is through train traffic rather than localized freight distribution within the city itself. In addition, several spurs from the Canadian National mainline serve the Sentry Drive industrial area. The freight railway network in the seven-county Region is well-developed and served by major freight railroads that play a role in transporting freight, including agricultural products, industrial materials, and consumer goods, to and from the City.

MANAGEMENT AND EMISSIONS

Transportation Systems Management (TSM)

Transportation systems management (TSM) involves managing and operating existing transportation facilities to maximize their capacity, building a safer and more efficient transportation system, and reducing the need for widening roadways or building new roadways to address congestion. These measures are intended to facilitate the movement of people and vehicles by improving traffic flow, enhancing system accessibility and safety, and optimizing the performance of existing systems. TSM strategies currently employed by the City include traffic signal coordination, intersection traffic engineering improvements, signal preemption, and curb-lane parking restrictions. Data collection, including traffic counts and speeds, allows for performance monitoring and adjustments to the system.

Call Out: Transportation Systems Management (TSM) and Travel Demand Management (TDM) are two complementary elements of an efficient transportation network. While TSM focuses on the physical infrastructure, TDM addresses traveler behavior to reduce demand during peak times.

Travel Demand Management (TDM)

Travel Demand Management (TDM) is a set of strategies and policies aimed at optimizing transportation systems and reducing traffic congestion, environmental impacts, and energy consumption while promoting sustainable and efficient travel options. TDM strategies encourage and incentivize people to consider alternatives to single-occupancy vehicle trips, including public transit, ridesharing, walking, biking, and working remotely. By integrating TDM measures with public transit, bicycle and pedestrian, and street

improvements, an effective TDM strategy reduces traffic volumes, ensuring that roads have sufficient capacity and extending their useful life.

Traffic Volumes and Growth Rates

[Pending Commission-provided data]

Capacity

[Pending Commission-provided data]

► Recommendation: Roadway Capacity

Most of the City's roadways have sufficient capacity to accommodate both current traffic and substantial growth. This plan recommends that the City focus on improving the efficiency of its current streets and reducing demand for single-occupancy vehicle travel rather than expanding roadways.

Electric Vehicle Charging Stations

No City-managed public facilities were equipped with electric vehicle charging stations at the time this plan was under preparation. There are several privately operated electric vehicle chargers located within the City, primarily at automobile dealerships, gas stations, and retail locations. These privately operated chargers vary in their classification, cost, and accessibility to the general public.

PARKING AND ZONING

The City operates twelve municipal parking lots and one parking ramp, most of which are located in the downtown area. Additional public parking is available at many parks and City- and County-owned buildings, including the Downtown Transit Center. Many streets offer free street parking, with two-hour limits enforced in high-demand areas. Overnight parking on streets and in some municipal lots is available with purchase of a permit from the City.

The City has mandated off-street parking minimums for new development and redevelopment in all zoning districts. Exceptions are provided within the downtown parking district and conditionally by the City Plan Commission.

Call Out: Best practices have many municipalities reducing or eliminating parking minimums to encourage more affordable development.

► **Recommendation: Eliminate Parking Minimums**

This plan recommends that the City regularly review its parking ordinances and consider reducing or eliminating parking minimums.

GOALS AND POLICIES

The goals and policies presented in this chapter are intended to provide a framework to guide the future development of the City's transportation and mobility system. This framework should be used by the City to create and evaluate objectives and standards, ensuring that specific programs and projects are consistent with this comprehensive plan.

GOAL 5.1

Establish, maintain, and enhance a fiscally sustainable, durable multimodal transportation system that promotes the City's livability and economy and is safe and efficient for all modes of travel, with a focus on vulnerable users.

Call Out: The transportation system provides residents, businesses, and visitors with access to a network of streets and trails that provide for the safe and efficient movement of people and goods into, out of, through, and within the City. The system is essential to the City's sound social, community, and economic development.

Policy 5.1.1

Adhere to the City's complete streets guidelines and review their effectiveness or consider adopting a complete streets policy to create an accessible, cohesive network of streets that prioritizes the needs of the City's most vulnerable users, including youth, the aging population, people with a disability, people using mobility aids, pedestrians and people using micromobility devices (like bicycles, electric scooters, roller skates, etc.).

Policy 5.1.2

Set priorities for key multimodal facilities with an emphasis on budgeting and grant opportunities for improvements to pedestrian and bicycle facilities and prioritizing high-injury locations.

Call Out: A strong complete streets policy adds new or updated criteria to the process by which a local government evaluates funding and constructing potential transportation projects to advance local goals like prioritizing active transportation options and improving the overall street network.

Policy 5.1.3

Evaluate opportunities for cost-savings while addressing aging infrastructure by promoting multimodal and complementary infrastructure within the existing transportation network, including bicycle and pedestrian, transit, and stormwater facilities and other infrastructure.

Call Out: Good maintenance, modernizing existing infrastructure, and incentivizing changes in infrastructure use can help slow the demand for new transportation infrastructure, resulting in long-term cost-savings, greater resiliency, and additional community benefits.

Policy 5.1.4

Identify and implement opportunities to reduce the number and width of lanes where traffic levels do not warrant the existing lane quantity or roadway width.

Call Out: Reducing excess roadway capacity can decrease roadway maintenance costs, reduce excess vehicular capacity, and decrease impermeable surfaces while improving multimodal efficiency and increasing comfort and safety along City streets.

Images of lane reduction projects in City (Delafield, Summit and Delafield, Barstow, Clinton, and St. Paul)

GOAL 5.2

Integrate land use and transportation planning to maximize the value of the City's transportation assets and promote safe, convenient, and efficient connections between a mix of uses.

Policy 5.2.1

Maintain and enhance the City's conventional, historic street grid to promote or improve the pedestrian connectivity and human scale of such areas.

Insert image showing City's conventional street grid.

Policy 5.2.2

Require new development to establish intentional and well-designed, multimodal connections with adjacent development, nearby neighborhoods, commercial and employment areas, parks, and to other destinations and the existing transportation network.

Call Out: Limiting the accessibility of development to adjacent areas can significantly inhibit connectivity and opportunities for active transportation and is at odds with multimodal transportation systems.

Insert image of cul-de-sacs with trail connections.

Policy 5.2.3

Explore opportunities to improve multimodal connectivity in the City's outlying areas.

Call Out: Policies that support multimodal transportation systems and prioritize walking, biking, and transit use can efficiently enable the movement of people and goods while providing additional social, economic and community health benefits.

Policy 5.2.4

Explore opportunities to increase residential density along transit routes to increase the number of City residents who have convenient access to transit and better support the transit system. This includes redevelopment of unused or underutilized commercial parking lots along these transit lines to multi-unit residential.

Policy 5.2.5

Promote the larger Downtown area and the Downtown Transit Center as the City's bus hub and as an amenity for new development on the west side of the Fox River.

Policy 5.2.6

Plan for walkable community nodes in accordance with the City's Land Use Policy Plan and ensure that development contains commercial ground-floor uses with storefront entrances accessible from intersecting sidewalks.

Policy 5.2.7

Promote walkable neighborhoods by providing active transportation facilities and allowing for a substantial mix of uses within walkable distances, including neighborhood retail, service, hospitality, and community gathering places.

Insert image of people walking in a neighborhood mixed-use area.

Policy 5.2.8

Explore opportunities to provide access to and improve connectivity between residential neighborhoods, commercial areas, and other uses, such as extending the bicycle and pedestrian trail network through homeowner association (HOA) common areas.

Policy 5.2.9

Consider steps to encourage new senior housing in walkable and transit-accessible locations to address the housing and mobility needs of the City's growing aging population.

Insert image of Avalon.

Policy 5.2.10

Plan for employment-supporting land uses in locations with good access to transit, the regional transportation network, and other amenities.

Policy 5.2.11

Limit the use of cul-de-sacs to areas where a connection to another internal street or adjacent street cannot be accomplished due to the presence of steep terrain, environmental corridors, wetlands, woodlands or other natural features that make connectivity unfeasible. Consider incorporating trails from cul-de-sacs to parks and other areas to support pedestrian and bicycle travel.

GOAL 5.3

Establish, maintain, and enhance a fiscally sustainable and durable multimodal transportation system that promotes the City's livability and economy and is safe and efficient for all modes of travel, with a focus on vulnerable users.

Policy 5.3.1

Maintain City streets in a state of good repair, including pavement conditions and lane markings.

Policy 5.3.2

Prioritize maintaining, modernizing, and maximizing use of the City's existing transportation system over potential expansions, which may incur greater monetary, environmental, and other costs.

Policy 5.3.3

Conduct road safety audits (RSAs) at major intersections, high-volume road segments, and locations with known conflict between vehicles, pedestrians, or bicyclists to identify opportunities for design and safety improvements for all road users.⁵⁷

Call Out: Locations with high frequencies of crashes often have roadway design elements that lead to conflicts between road users and contribute to unsafe behaviors.

Policy 5.3.4

Utilize rapid implementation options such as paint, flexible posts, and other movable barriers to quickly and inexpensively explore potential street design improvements.

Policy 5.3.5

Coordinate with the County, the Commission, and WisDOT to ensure that State and County roadway redesign projects prioritize City goals for active transportation, including the safety of bicycle-users and pedestrians, particularly in regard to intersection design or roadway widening.

Policy 5.3.6

Use a multimodal approach to evaluate the potential social, environmental, and economic costs of undertaking or foregoing potential transportation system projects, including a cost-benefit analysis accounting for capital and operating costs and potential savings or revenues.

Policy 5.3.7

Consider closing underutilized street segments that do not provide connectivity and converting one-way streets to two-way traffic where feasible to improve the navigability of the City's street network.

Insert image of North Avenue and St. Paul conversion to two-way with a description of the project with caption: In 2022, the City converted St. Paul Avenue and North Street, which had been functioning as a one-way pair,

⁵⁷ A road safety audit (RSA) is a formal safety performance examination conducted by an independent, multidisciplinary team. The Federal Highway Administration (FHWA) recommends the inclusion of an RSA in new road and intersection development and encourages their use to evaluate existing infrastructure.

to a new two-way design. As the last of the remaining one-way streets in downtown, their conversion has resulted in congestion reductions, navigation improvements, and traffic-calming.

Policy 5.3.8

Utilize walk audits and other means to observe and document the safety of the City's streets and sidewalks for all non-vehicle users and prioritize removal or remedy of any impediments to safe pedestrian travel.

GOAL 5.4

Promote walking as a healthy, sociable, non-polluting mode of active transportation within a City-wide, multimodal transportation network.

Call out: More than half of respondents to the National Community Survey ranked safe bicycle and pedestrian connections between their neighborhoods and other areas of the city as important for Waukesha to address over the next five years.

Policy 5.4.1

Extend and improve the City's network of sidewalks by continuing to implement the city's bicycle and pedestrian facilities plan.

Policy 5.4.2

Require all private development to connect to existing and planned public sidewalks.

Policy 5.4.3

Consider a policy that requires sidewalks on both sides of private streets in new residential developments or additions to existing residential developments.

Policy 5.4.4

Ensure access and safe routes for children walking to schools.

Policy 5.4.5

Research pedestrian facilities and best practices to plan for pedestrian-oriented improvements at designated Community Nodes and Mixed Residential Commercial areas on the City's land use policy map.

Policy 5.4.6

Install intersection pedestrian safety features such as curb bump outs, and enhanced crosswalk signing, with a priority on streets with higher pedestrian traffic.

Call Out: Enhanced pedestrian safety treatments should be implemented on streets planned for redevelopment, streets within areas planned for more dense development, and streets identified as potential safe routes to school.

Policy 5.4.7

Study and seek grants for grade-separated pedestrian and bicycle facilities where major roadways cross popular non-motorized routes.

Policy 5.4.8

Seek guidance from City residents, businesses, and neighborhood and community groups while building pedestrian connections from residential areas to commercial areas, schools, and parks to ensure that local interests and needs are understood and accommodated.

Call Out: Designing the transportation system to allow for walking and providing pedestrian-oriented facilities to improve pedestrian safety are important to ensuring that residents who cannot drive, including youth and the aging population, have autonomy to access destinations independently.

GOAL 5.5

Promote and plan for bicycle use as a mode of transport for daily access to a variety of destinations as well as for recreation.

Call out: Feedback from City residents indicates that they value bicycle transportation, but that busy roads and a lack of appropriate infrastructure make travelling by bicycle feel difficult and unsafe.

Policy 5.5.1

Update the City's bicycle and pedestrian facilities plan and create an implementation team or committee to advocate and implement the recommendations in the plan and IN subsequent updates TO THE PLAN.

Policy 5.5.2

Increase the provision of marked bicycle lanes and create a network of facilities on low-traffic streets.

Policy 5.5.3

Explore potential locations for protected bicycle lanes that are physically separated from vehicular traffic, particularly on gateway streets that lead to downtown or to other high activity areas.

Policy 5.5.4

Review the feasibility of using transmission line corridors owned by private utilities as potential bicycle trail corridors, starting with the WE Energies corridor north of Northview Road.

Policy 5.5.5

Continue work on connecting the New Berlin and Glacial Drumlin trails with marked or protected on-street facilities and uniform directional signage between Barstow Street and Prairie Avenue

Policy 5.5.6

Create and implement a City-wide bicycle signage plan.

GOAL 5.6

Sustain and evaluate the growth of transit service in the City and enhance connections to regional transit services.

Call out: Seven in 10 City residents rate bus and transit services positively—but only one in 10 have used the services.⁵⁸

Policy 5.6.1

Promote and improve Waukesha Metro Transit, encouraging connectivity with other transit systems and services within the Region.

⁵⁸ The National Community Survey of Waukesha residents conducted in 2022 showed a 71% positive evaluation of bus or transit services while only 11% of respondents indicated they had used public transport in the last 12 months instead of driving.

Policy 5.6.2

Continue to improve accessibility and amenities at bus stops with the addition of ADA-compliant facilities, sidewalks, safe pedestrian crossings, bus shelters, and similar facilities.

Policy 5.6.3

Implement the transit development plan adopted in December 2022.⁵⁹

Policy 5.6.4

Continue collaborating with the County and the Commission to plan and implement transit enhancements for the Bluemound corridor and budget for planned improvements along Main Street.

Policy 5.6.5

Study and identify locations for new Waukesha Metro Transit system stops where ridership and economic development potential is greatest. Identify last-mile options to ensure residents and workers can get to their place of employment when closer transit stops are unfeasible.

Policy 5.6.6

Monitor and support regional planning for commuter rail and intercity passenger rail in the County and participate in planning so that the City has access to future rail service.

Policy 5.6.7

Study commuter inflow/outflow patterns and develop transit connections, both inside the City and with adjacent transit systems, to ensure that employment centers are well-served by transit and reduce commuter dependence on automobile transportation.

Insert image of Waukesha Metro Transit bus serving people.

GOAL 5.7

Reduce carbon emissions and other pollutants from transportation sources.

⁵⁹ SEWRPC Community Assistance Planning Report No. 336, Waukesha Area Transit Development Plan: 2023-2027.

Policy 5.7.1

Utilize a combination of Transportation Systems Management (TSM) and Travel Demand Management (TDM) strategies to optimize the efficiency of the City's existing transportation system and reduce single-occupancy vehicle trips.

Policy 5.7.2

Encourage walking, biking, and the use of transit by ensuring that new and existing development is conveniently and safely accessible by these means of transportation.

Insert image of City resident walking to a destination.

Policy 5.7.3

Evaluate opportunities to support usage of electric bicycles, scooters, and other small, non- or lower-polluting personal transport.

Policy 5.7.4

Evaluate options for transitioning the City fleet to low- or no- emission vehicles as soon as possible, given due consideration of cost.

Policy 5.7.5

Consider planning for a network of electric charging stations and new building code requirements for electric charging in new construction to accommodate the transition of City residents, workers, and visitors to electric vehicles.

Call Out: As private electric vehicle ownership continues to increase, it is important for the City to plan for the inclusion of electric vehicle charging stations in public parking areas and new residential and commercial developments.

GOAL 5.8

Research zoning and permitting best practices and establish and implement policies and regulations for on- and off-street parking, street use, and parking requirements that minimize public and private costs and conflicts in relation to requiring/providing parking for vehicles.

Policy 5.8.1

Reduce off-street parking requirements to disincentivize driving, especially in mixed-use, high-density, transit-served areas.

Insert image of parking sign from Downtown Waukesha.

Policy 5.8.2

Update downtown parking regulations for on-street parking and for City-owned parking lots and garages to ensure adequate availability and maximize revenue. Consider going to a time-based payment system after the first two free hours to encourage more structure use.

Insert attractive image of City-owned parking garage.

Policy 5.3.3

Seek opportunities for parking agreements between the City and downtown residential and commercial property owners.

Policy 5.8.4

Utilize appropriate regulatory tools to address the parking needs of and to promote and accommodate new development in high-activity areas while limiting the provision of surface parking and maximizing the value and use of developable land.

Policy 5.8.5

Evaluate the cost of providing parking for new residential development and consider adjusting parking requirements when appropriate to the development.

Policy 5.8.6

Conduct a food truck study to examine overall usage, identify practical locations within the public right-of-way, and to establish potential regulations, including criteria regarding access to utilities, community facilities, and restrooms.

Insert image of food truck at event in City.

Policy 5.8.7

Monitor new and emerging technologies, such as autonomous vehicles and drone deliveries, and prepare to develop appropriate policy recommendations for the City.

Policy 5.8.8

Require both long-term and short-term bicycle parking for new multi-unit residential development or when major improvements are proposed to existing multi-unit residential properties. Develop public-private partnerships to add bicycle racks and repair stations in areas that tend to generate a higher level of bicycle trips.
