

*NOTE: Charts, figures, and tables in this preliminary 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.*

PRELIMINARY DRAFT

SEWRPC Community Assistance Planning Report No. \_\_

CITY OF WAUKESHA COMPREHENSIVE PLAN  
VOLUME 2: GOALS AND POLICIES

**Section 5**

**TRANSPORTATION GOALS AND POLICIES**

The transportation system provides residents, businesses, and visitors with access to a network of streets and trails that provide for the movement of people and goods into, out of, through, and within the City.

**GOAL 5.1 - OVERALL**

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 is responsible for establishing a network for the safe and efficient movement of people and goods—and is essential to the City's sound social, community, and economic development.*

**Policy 5.1.1**

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

### **Policy 5.1.2**

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 5.1.3**

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: better maintaining and modernizing existing infrastructure and incentivizing changes in infrastructure use can help slow the demand for new infrastructure, which can result in long-term cost-savings, promote resilience, and provide 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)*

### **Policy 5.1.5**

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.

## **GOAL 5.2 - LAND USE PATTERN**

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 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.

**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 Rivers Edge Apartments.*

**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**

Consider closing underutilized 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.

**GOAL 5.3 - ZONING**

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 5.3.1**

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 5.3.2**

Update downtown parking regulations for on-street parking and for City-owned parking lots and garages to ensure adequate availability and maximize revenue.

*Insert attractive image of City-owned parking garage.*

**Policy 5.3.3**

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 5.3.4**

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

**Policy 5.3.5**

Study the best locations for permitting the parking of food trucks, including consideration regarding their access to utilities, community facilities, and restrooms. Draft, adopt, and implement appropriate regulations.

*Insert image of food truck at event in City.*

**Policy 5.3.6**

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

**GOAL 5.4 - ACTIVE TRANSPORTATION**

Prioritize active transportation within a City-wide, multimodal transportation network.

**Policy 5.4.1**

Establish a Complete Streets ordinance and design guidelines to direct and support the creation of an accessible and complete network of streets that prioritizes the needs of the most vulnerable users, including people on bicycles and pedestrians.

### **Policy 5.4.2**

Set priorities for key multimodal facilities with an emphasis on budgeting for improvements to bicycle and pedestrian 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**

Identify locations with known conflict between vehicles, pedestrians, bicyclists, or other vehicles and explore potential design improvements and safety treatments to address issues that contribute to conflicts.

### **Policy 5.1.4**

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

*Call Out: Enhanced pedestrian safety treatments should be implemented on any streets planned for redevelopment as well as those within areas planned for denser development or identified as potential safe routes to school.*

### **Policy 5.1.5**

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

## **GOAL 5.5 - WALKING**

Promote walking as a healthy, sociable, non-polluting mode of transportation.

*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 5.5.1**

Extend and improve the City's network of sidewalks by continuing to implement the City's sidewalk plan.

**Policy 5.5.2**

Ensure access and safe routes for children walking to schools.

**Policy 5.5.3**

Research pedestrian facilities and best practices to plan for pedestrian-oriented improvements at designated Community Nodes and for Mixed Residential Commercial areas.

**Policy 5.5.4**

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

**Policy 5.5.5**

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 5.6 - BICYCLE**

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 indicate that they value bicycle transportation, but that busy roads and a lack of appropriate infrastructure make travelling by bicycle feel difficult and unsafe.*

**Policy 5.6.1**

Update and implement the City's bicycle plan.

**Policy 5.6.2**

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

**Policy 5.6.3**

Explore potential locations for protected bicycle lanes that are physically separated from vehicular traffic, particularly in the downtown or other high activity areas.

**Policy 5.6.4**

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

**Policy 5.6.5**

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

**GOAL 5.7 -TRANSIT**

Sustain and grow 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 1 in 10 have used the services.<sup>1</sup>*

**Policy 5.7.1**

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

**Policy 5.7.2**

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 5.7.3**

Implement the transit development plan adopted in December 2022.<sup>2</sup>

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<sup>1</sup> *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.*

<sup>2</sup> *SEWRPC Community Assistance Planning Report No. 336, Waukesha Area Transit Development Plan: 2023-2027.*



**Policy 5.7.4**

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

**Policy 5.7.5**

Study and identify locations for new Waukesha Metro Transit system stops where ridership and economic development potential is greatest.

**Policy 5.7.6**

Monitor and support 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.

*Insert image of Waukesha Metro Transit bus serving people.*

**GOAL 5.8 - EMISSIONS**

Reduce carbon emissions and other pollutants from transportation sources.

**Policy 5.8.1**

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 5.8.2**

Explore opportunities to promote usage of electric bicycles, scooters, and other non-polluting small personal transport.

**Policy 5.8.3**

Transition the city fleet to low or no emission vehicles as soon as possible, given due consideration of cost.

**Policy 5.8.4**

Plan 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.*

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