



2022

City of Waukesha Sidewalk Plan



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Community Development Department
City of Waukesha
1/1/2022

City of Waukesha Sidewalk Plan

The City of Waukesha is committed to fostering a vibrant and accessible community for all residents and visitors. This is accomplished through creating a physical environment that is focused on amenities that are reachable through multiple modes of transportation. These modes of transportation include travel by car, by bus, and especially through walking. To expand the walkability of a city can help create economic and social benefits as well, and it is in the City's best interest to make pedestrian travel as convenient as possible. One of the ways to accomplish this is to re-evaluate the accessibility of sidewalks in the community to ensure that as many places as possible are serviced by them. These sidewalks offer pedestrians safety from walking along the street and competing with cars, buses, and bikes for their space on the road.

1 PURPOSE

This Sidewalk Plan helps the City identify the location of existing sidewalk access and where new sidewalks are desperately needed. The need for these new additions is compounded by a corresponding priority rating level based on how severely access is needed for that particular area. By assessing our community's needs through this lens, the City is able to better define a strategy to improve sidewalk access throughout Waukesha.

This plan will also be proactive in providing direction for new development and continuing redevelopment project approvals and will help avoid confusion or conflict when completing said development project approvals. This will help the city and developers understand what is expected and what goals are sought to accomplish in separate projects. This clear line of communication about development is a crucial step in executing this plan. Doing this will help the City be able to better plan new development to meet pedestrian access goals. This is important because there have been multiple opportunities where the City could have

Thirdly, this plan provides a consistent and comprehensive approach to sidewalk installation. Without this guiding policy, long-range strategy regarding sidewalk improvements would have no clear goals to develop around. This could cause areas more in need of access to go unnoticed and unmet, while areas that already have exceptional sidewalk quality to gain undue improvement. In other words, this comprehensive approach to sidewalk implementation and improvement is important to ensure that neglect is non-existent in the creation of new pedestrian infrastructure.

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Safety is an important priority of any municipality. If pedestrians are relegated to walking on a roadway without a separated sidewalk to accommodate them, the chance that a pedestrian could be severely injured is that much higher. These kinds of improvements make walking from place to place increasingly safer in the community. By eliminating pedestrians from competition for space in a roadway, Waukesha will be fostering more freedom of movement for its residents.

Getting around by car can be an expensive and risky affair. With the variable costs of gasoline and parking rates in some areas, using an automobile as your only form of transportation can get increasingly expensive. For example, in a study conducted by Yardeni Research in 2022, American households spent an estimated \$5,000 a year on gasoline¹. This is a huge cost for families that can be diminished by increasing access to destinations through walking.

Also, walking can increase the overall health of a community. Not only does pedestrian infrastructure create more numerous exercise opportunities, but it can also boost social interactions among neighbors and reduce pollution. All these factors can help make the residents and overall sustainability of Waukesha healthier and more

vibrant. By increasing our exercise opportunities, the residents of Waukesha will lead more healthy lifestyles. Through boosting social interactions in the City, our streets and neighborhoods will become more lively and connected. And by reducing the pollution caused by over-automobile use, our community can become ever more sustainable in the long-term. And by decreasing automobile use for daily errands, congestion in the City could decrease steadily.

Creating more dynamic and accessible walking infrastructure also can increase property values for surrounding areas. According to the National Association of Realtors, “The more walkable the community, the more the price per square foot increased. Rental properties in walkable areas averaged \$300 dollars per month more than rentals in other areas, and house values averaged \$82 more per square foot in walkable areas when compared to homes in less walkable areas.”². This study was based around the Washington DC area, but the result can ring true in almost any community. A built area that provides access to amenities through walkability has the power to raise property values in the surrounding community.



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1.1 WALK SCORE

The website Walk Score offers a scoring system to measure the walkability of different communities including cities, neighborhoods, and even individual streets. Their mission is to promote walkable neighborhoods and communities through analyzing and identifying the best areas for walkability. This scoring system makes it easy for prospective homebuyers to make informed decisions about how accessible the areas they're interested in are for the pedestrian. The scoring system and subsequent data has been used by analysts and researchers in fields such as urban planning, public transportation, public health, and finance.

To accomplish putting together this data, Walk Score uses a simple methodology to assess different communities and areas. For each address, street, neighborhood, etc., Walk Score analyzes multiple different walking routes to nearby amenities like food, groceries, shopping, and other specific needs. The address is then assigned points based on the distance to those amenities in each category. Amenities within a 5-minute walk are given the maximum number of points and a decay function is used to lessen point values for more distant amenities, with no points given after a 30-minute walk. Not only this, but Walk Score also measures the “pedestrian friendliness” of an area by analyzing population density and road metrics such as block length and intersection density. Sidewalk access is also

Walk Score [®]	Description
90-100	Walker's Paradise Daily errands do not require a car.
70-89	Very Walkable Most errands can be accomplished on foot.
50-69	Somewhat Walkable Some errands can be accomplished on foot.
25-49	Car-Dependent Most errands require a car.
0-24	Car-Dependent Almost all errands req

Figure 1: Walk Score categories

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integral in this “friendliness” scoring. These scores are then categorized and then the communities are given the following designations:

Walk Score also provides a heat map of where the most and least walkable areas of communities are located. The areas shaded in green represent scores closest to 100, where orange and red areas represent scores closest to 25, anything below a 25 remains unshaded.

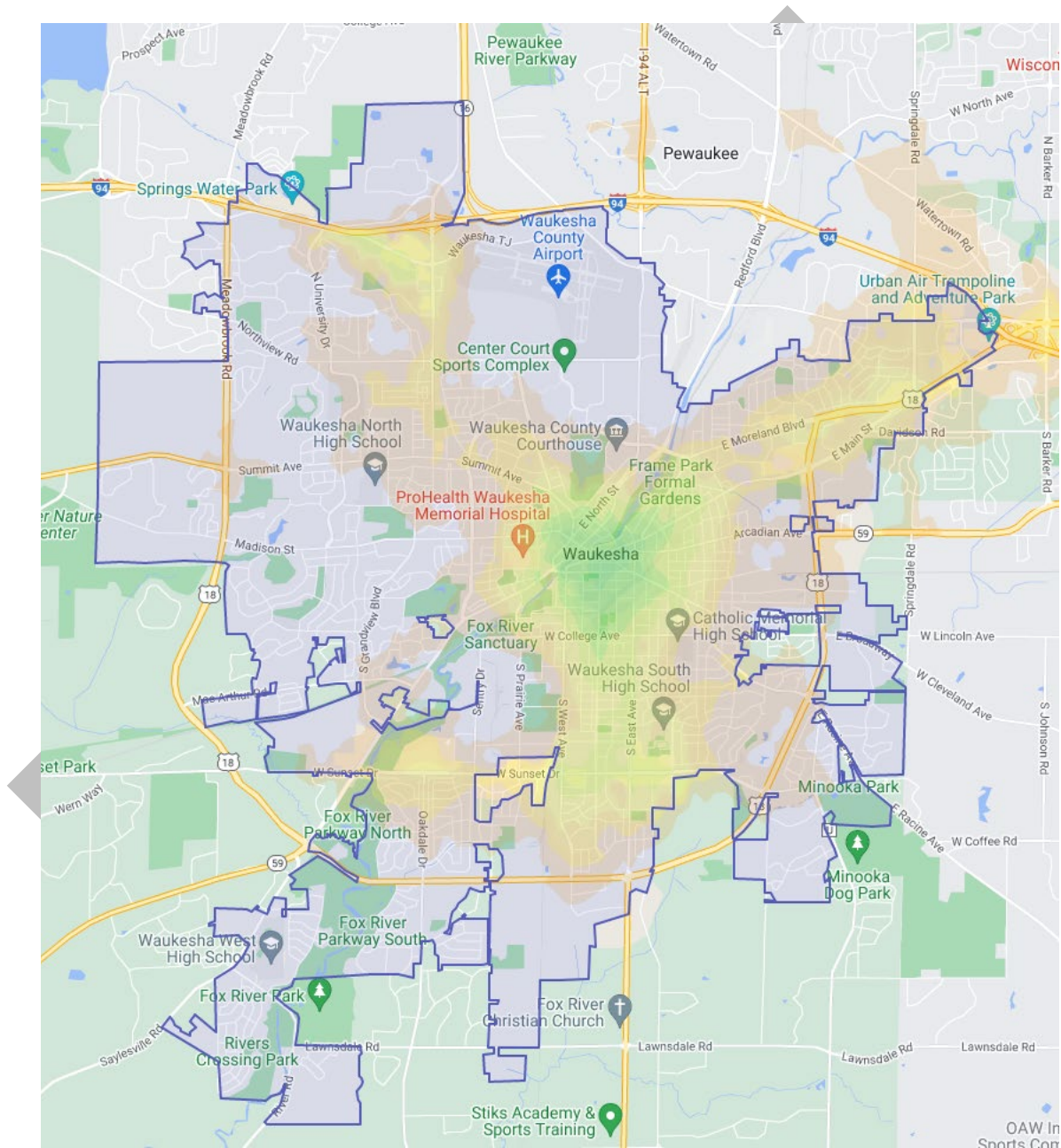


Figure 2: Walk Score heat map

The City of Waukesha has received a Walk Score of 35 from the site, which places it squarely in the *Car-Dependent* category of the distribution. This city-wide score is derived from a weighted average of numerous addresses in the City. With an estimated population of 72,299 people, Waukesha needs to create a walkable environment for itself so that it can service the amenity needs of all its residents. To assume that car-dependency can and will step up to that challenge is short-sighted. It is in the best interest of the community to make increasing walkability a priority. As we can see from the heat map, Downtown and its periphery is serviced quite well in these terms. Indicated through this map, the City is lacking walkable neighborhoods on its western and southern flanks, with walkability decaying the farther from Downtown an area is.

While Waukesha has received an “Exceptional” livability score from Area Vibes³, increasing sidewalk access and walkability for underserved neighborhoods will only build upon the other successes that the City has been able to achieve. Through setting these goals, the surrounding community is going to become an increasingly attractive area for a broader number of people from different walks of life to come and live, work, and relax in Waukesha.

2 STRENGTHS AND OPPORTUNITIES

The City of Waukesha is serviced by a large network of sidewalks along public streets currently. At this point, approximately 94% of public streets have at least some existing sidewalks accompanying them. This infrastructure will help the City accommodate the increasing number of people choosing to walk to work. American Community Survey 1-Year estimates show a rise from 3.7% in 2010 to 6.3% in 2019. Having the vast majority of Waukesha serviced by sidewalks indicates that the City is generally well served by its pedestrian network, but the remaining 6% of public streets include 129 separate locations where there is no pedestrian infrastructure whatsoever. This many gaps in the network can interrupt walkability to a large degree and force residents to reconsider their transportation options, defaulting back to the automobile for short trips.

Among these 129 locations without any pedestrian infrastructure, there are multiple nodes of activity and amenities nearby that compound the inaccessibility of missing sidewalks. These statistics include:

- 29% of missing sidewalk is within ¼ mile of a school
- 52% of missing sidewalk is within ⅓ mile of a bus stop
- 52% of missing sidewalk is within ¼ mile of a City park
- 55% of missing sidewalk is located along a major roadway

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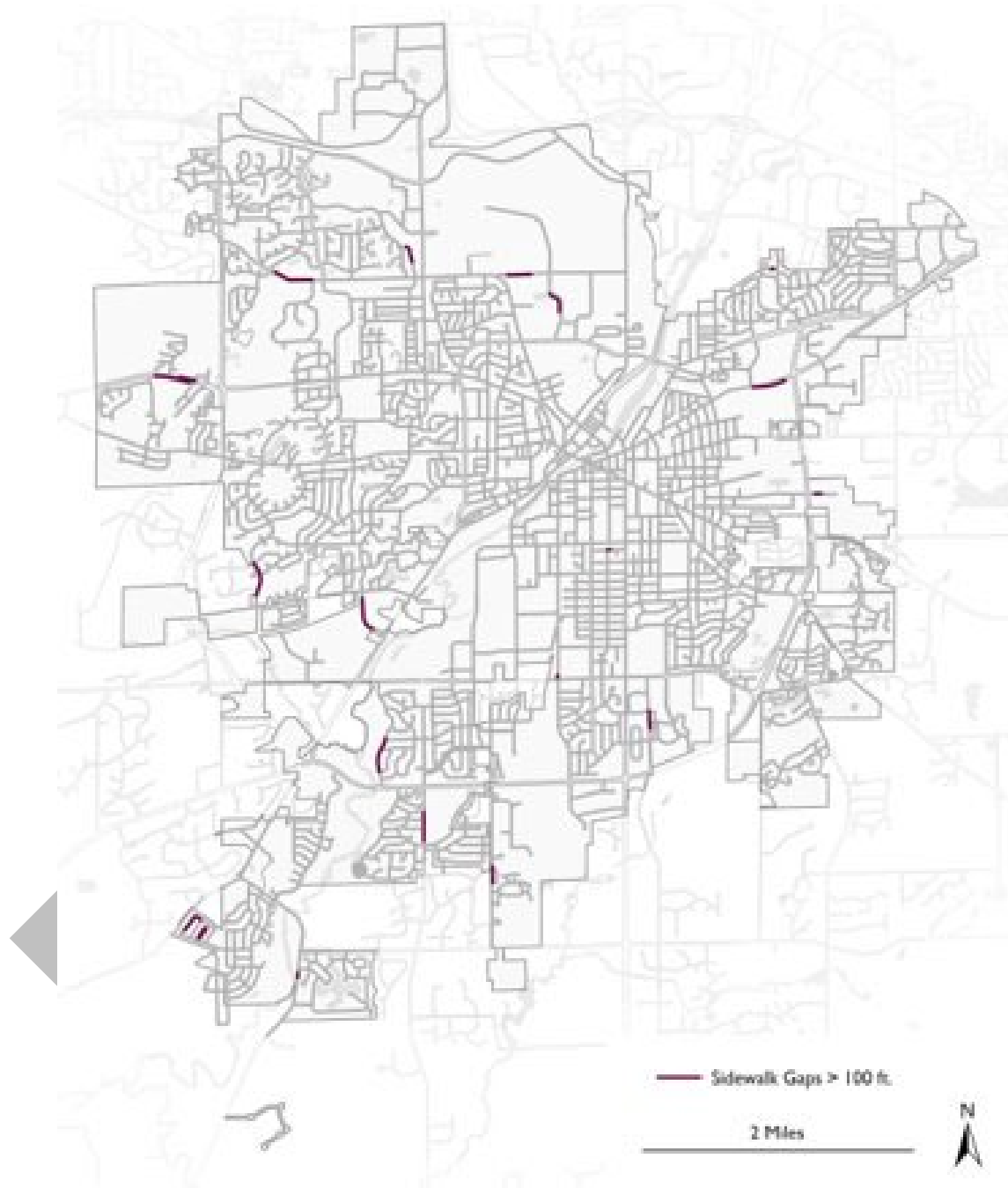
- 6% of missing sidewalks meet *all the criteria above*

These gaps in the pedestrian infrastructure present real problems of accessibility for each of these amenities. Missing sidewalks leading to a school can hinder the safety of some of the City's youngest residents as they make their way to and from their everyday classes. The two alternatives for walking to school would be riding one of the school bus routes or being dropped off by a parent. Riding a bus route would potentially increase the bussing costs for the school and extend bus schedules for these students. Having a parent drop their child off can create large amounts of congestion in the area, especially through the school parking lot or drop off area. Gaps in pedestrian infrastructure near bus stops stifles accessibility for residents by requiring them to compete with automobile traffic to reach public transportation. This can be extremely dangerous especially in inclement weather and at night as well. With these residents' only option sometimes being public transportation, it is extremely reasonable to say that they should have safe and accessible routes to that transportation. Finally, with more than half of this missing infrastructure located along major roadways, pedestrians are constrained to finding other ways to getting to some of the amenities they need the most. If they choose to walk along the road to get to these amenities anyway, they will have to contend with higher volumes of traffic and a higher-than-average speed limit for drivers. This can create an extremely dangerous and risky environment for pedestrians getting to and from these places. And as said in the statistics, 6% of missing sidewalks meet all the criteria above and create extremely inaccessible environments for pedestrians.



Figure 3: Pedestrian walking in Roadway in Waukesha

Among these missing infrastructure areas, there are approximately 21 locations within the City of Waukesha with sidewalk gaps over 100 feet. This indicates that a pedestrian would need to cross the street – usually outside of a pedestrian crossing – or move into the road to continue travelling on a paved surface. Areas like these present one of the largest issues with travelling on foot in a built environment. These gaps provide a long way for one to travel having to compete with traffic, which puts them in heightened danger. The extent of these gaps in infrastructure are illustrated on the following map:



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3 HOW THIS PLAN WILL BE USED

As an appendix to the City’s Bike and Pedestrian Plan, this plan acts as a guiding document on policy that will be consulted as new development is proposed within Waukesha. This will help staff recognize sidewalk installation requirements for the proposed development and follow up accordingly with the developer to ensure that creating and maintaining a welcoming environment for the pedestrian remains a priority for our community. In addition, the critical “High Priority” segments that have been labeled as an immediate safety risk will be suggested to be ordered in or added to City roadway projects in the future. This will help the City take an active role in developing a more walkable and safe environment, rather than waiting for more development to arise.

4 PLAN DEVELOPMENT PROCESS

This plan was developed by an interdepartmental Sidewalk Team who met regularly. This team first mapped out all existing conditions throughout the City. Based on these conditions and their geography, the team then created objective criteria to assess the priority level for sidewalk installation. Synthesizing the two, sidewalk gaps were reviewed and assigned priority levels for their installation. This comprehensive process ensured that the pedestrian infrastructure needs for the city-at-large were heard and met and that not one area of the community was either unheard from or unnecessarily focused on.

4.1 PRIORITY LEVELS AND CRITERIA

Based on the geography of missing infrastructure and objective goals set out by the Sidewalk Team, three categories of priority were identified and given criteria. This helps the community better understand the existing state of pedestrian walkways, or lack thereof in a specific area. The priority levels and their criteria are as follows:

- **High Priority:** “Areas of high rating are of immediate safety concern and may include but are not limited to: gaps in existing sidewalk, where people are observed walking in the street in close vicinity to traveling vehicles; along ‘cattlepaths’ in the grass terrace or around snow piles in terrace; areas near known destinations that attract pedestrians such as parks, shopping and dining, schools, festivals, conference centers, churches, areas near bus stops; issues with safe ADA or wheelchair travel, etc. Approval of sidewalk installation by Board of Public Works, and also approved by Council. Installation should be as soon as possible regardless of development plans in the area.”
- **Medium Priority:** “Sidewalk does not exist now but would best be installed concurrently with development in this area to coordinate with the grades of development. Sidewalk should be recommended by City staff. Plan Commission approval to be installed as part of development; These areas of

pedestrian travel or near known destinations that attract pedestrian travel such as parks, shopping and dining, schools, festivals, conference centers, churches, etc. The sidewalk should be known on development drawings to coordinate with the development grades. Easements may need to be conveyed to City.”

- **Low Priority:** “No immediate need for sidewalk. Several criteria would need to be met to increase the need for a sidewalk. City staff would not recommend sidewalk be installed for Plan Commission approval. The sidewalk is still planned to be eventually built in this area upon further adjoining development or increased pedestrian travel

The “High Priority” level indicates an immediate safety concern to pedestrians, while the subsequent two present more issues related to accessibility. To set these priority levels, several factors were considered to ensure that the most accurate rating possible was assigned. These factors include:

- Proximity to public transit
- Volume of pedestrian traffic
- Review of City bike and pedestrian plan
- Need to establish ADA accessibility
- Location of sidewalks in relation to City corporate boundary
- Consideration of pedestrian safety in high vehicular traffic areas
- Pedestrian traffic generators located in local area such as schools, jails, recreation destinations, shopping, etc.

Build Status	Linear Ft. *	Estimated Cost
Built	2,262,219	
Missing	605,520	\$27 Million** (\$27,247,050)
Missing High Priority	34,634	\$2 Million (\$1,558,530)
Missing Medium Priority	213,507	\$10 Million (\$9,607,815)
Missing Low Priority	240,966	\$11 Million

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*Rounded to nearest whole number **Does not include proposed/under

		(\$10,843,470)
Not Yet Built	116,383	\$5 Million (\$5,237,235)

Figure 5: Estimated costs of installing sidewalks throughout Waukesha

construction

These factors were chosen due to their cohesive nature in helping community and staff understand how integral sidewalk installation would be for different areas based around the traffic density and needs of the surrounding environment. Because these factors provide a comprehensive look at an area, the City gains a better understanding of the risks and needs associated with this missing infrastructure.

5 BREAKDOWN BY ALDERMANIC DISTRICT

Because the City of Waukesha is divided into 15 different aldermanic districts, using them as geographic areas where we can more locally assess pedestrian infrastructure needs will give us a more detailed illustration of the community’s connectivity and accessibility. Each district has a varying amount of built and missing pedestrian infrastructure with some districts boasting built sidewalk percentages at around 99%, while other districts lag and only have those same metrics sitting at around 63%. The City’s primary focus is to close this disparity as much as possible.

Figure 6: Table of missing pedestrian infrastructure by aldermanic district in Waukesha

District	Percent Missing	Missing	High Priority	Medium Priority	Low Priority	Unassigned	Proposed
1	24%	49,156.16	723.99	28,112.30	12,569.12	7,750.75	
2	34%	81,696.11	14,834.57	34,968.20	29,597.88	2,295.46	
3	20%	28,758.10	1,946.46	5,907.16	19,669.64	1,234.84	67.00
4	0%	665.03	665.03				
5	29%	57,580.83	1,091.19	5,907.16	19,669.64	30,912.84	
6	24%	39,164.87	561.92	7,500.05	21,425.76	9,677.15	947.07
7	29%	61,939.93	2,198.42	16,630.75	40,640.93	2,469.83	304.66
8	3%	5,810.92		2,181.79	872.31	2,756.82	534.09
9	20%	34,418.83	167.91	7,549.10	17,844.88	8,856.94	
10	29%	57,008.25	160.48	8,366.51	41,897.37	6,583.89	10,921.77
11	3%	4,102.09	541.53		951.40	2,609.16	
12	29%	78,262.77	6,238.89	40,356.49	26,189.90	5,477.48	87.15
13	20%	45,403.42	3,698.27	24,878.39	5,847.07	10,979.69	
14	23%	54,734.66	1,805.15	31,149.15	2,033.27	19,747.10	
15	5%	6,817.57			1,786.86	5,030.71	
Total	20%	605,519.54	34,633.79	213,507.06	240,996.02	116,382.67	12,861.73

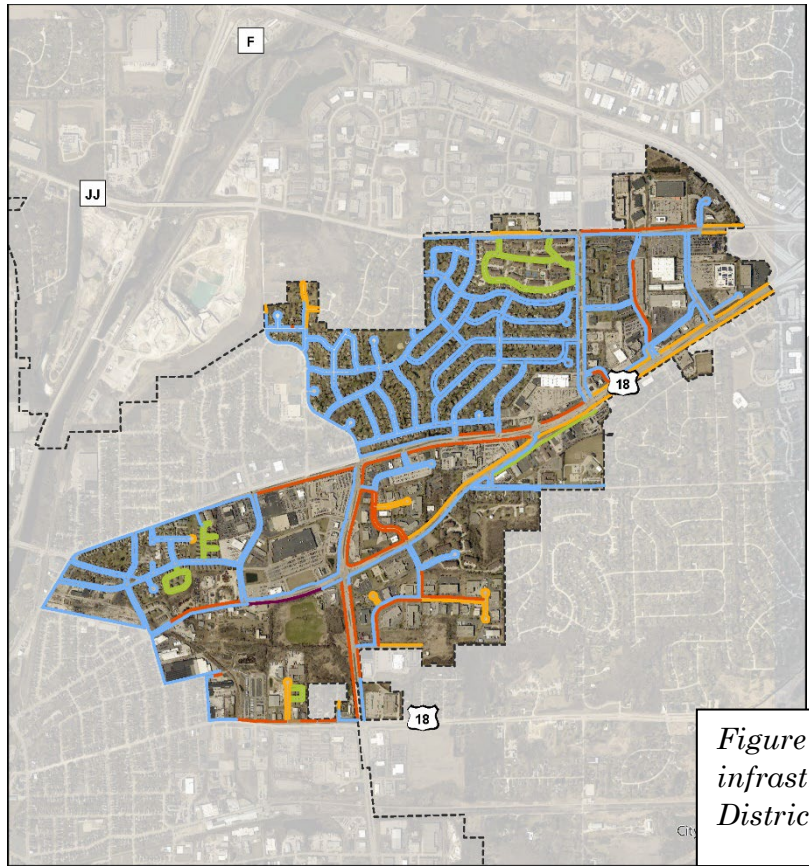
5.1 ALDERMANIC DISTRICT 1

The 1st Aldermanic District for the City of Waukesha is located in the northeast area of the City and runs from Perkins Avenue on the west side of the district up to East Moreland Court on the east side. The district also runs from Arcadian Avenue to the south up to County Highway JJ to the north. The district has very minimal “High Priority” infrastructure missing, which shows us that this area remains extremely accessible to pedestrians despite there being some shortcomings in the “Medium” and “Low” priority levels. The district is home to and near a healthy mix of residential intensities and also encompasses a large amount of businesses including:

- ❖ Urban Air Trampoline and Adventure Park
- ❖ Target
- ❖ Menards
- ❖ Chase
- ❖ Blain’s Farm and Fleet
- ❖ Kohl’s
- ❖ Harbor Freight
- ❖ Anytime Fitness
- ❖ And many more!



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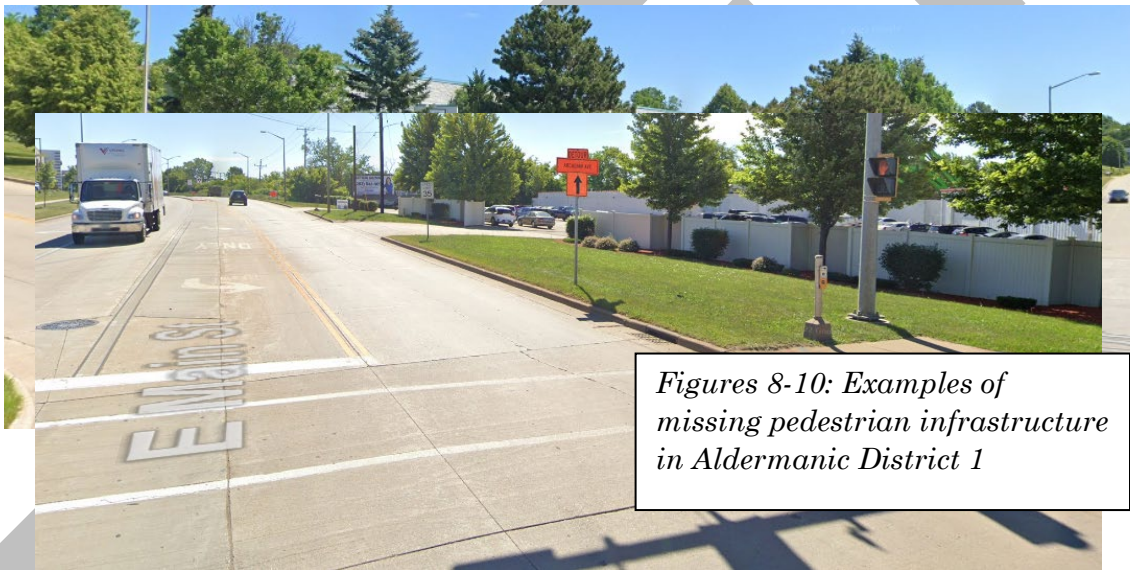


The accessibility that District 1 gives to its residents, especially with the mix of housing and commercial types, provides the area with a better element of walkability and offers the ability to get around the community without the use of a car. This measure of walkability helps the district create and maintain more value through a more cohesive community.

Figure 7: State of pedestrian infrastructure in Aldermanic District 1

5.1.1 District 1 Photos





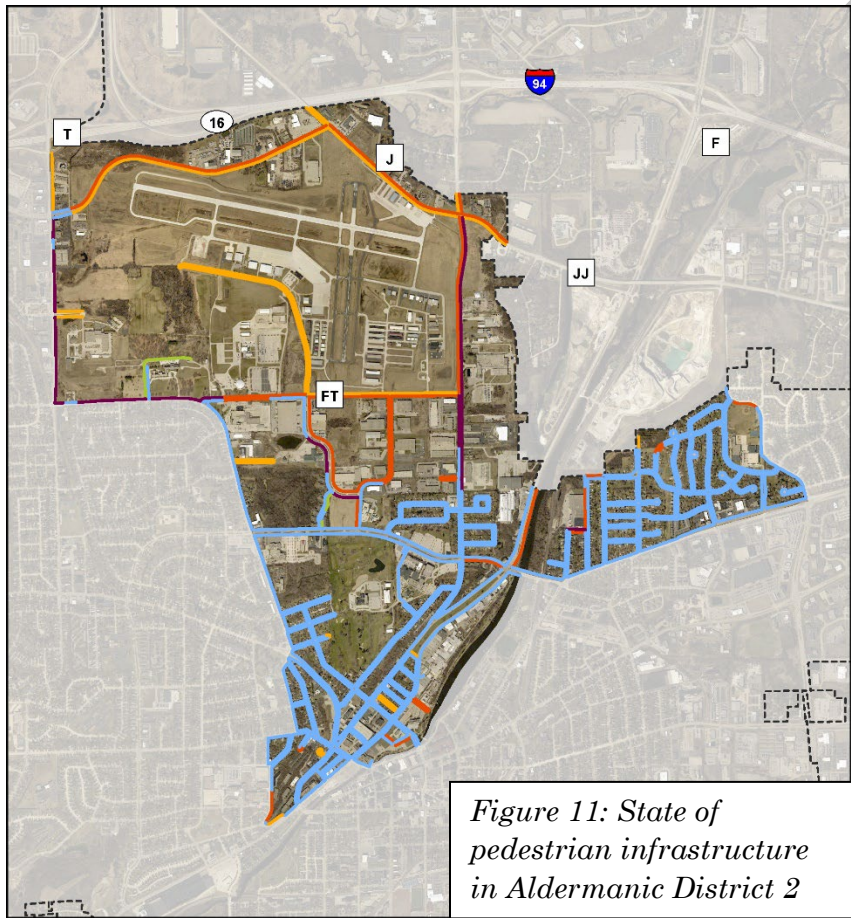
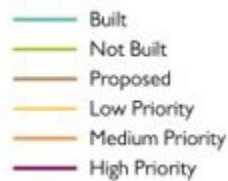
Figures 8-10: Examples of missing pedestrian infrastructure in Aldermanic District 1

5.2 ALDERMANIC DISTRICT 2

The 2nd Aldermanic District for the City of Waukesha is based mostly north of the Fox River. The ward runs west to east from Grandview Boulevard to Wolf Road and the district runs north to south from Silvernail Road to West Saint Paul Avenue. The 2nd District has approximately 14,835 feet of “High Priority” pedestrian infrastructure missing. Most of this priority level is located around the airport on Pewaukee Road, Northview Road, and Aviation Road. This district encompasses and is near many amenities for the Waukesha area including:

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- ❖ The Waukesha County Airport
- ❖ Waukesha City Hall
- ❖ Waukesha Parks and Recreation Department
- ❖ Moor Downs Golf Course
- ❖ Moreland Medical Center
- ❖ Waukesha County Courthouse
- ❖ Waukesha County Public Health
- ❖ Center Court Sports Complex
- ❖ And many more!



District 2’s inaccessibility is mostly due to the industrial areas that reside in the southern and eastern flanks of the airport. Those travelling on these roads without pedestrian infrastructure are at a higher risk of injury since they are competing with traffic. Access to the Parks and Recreation Department and the sports complex could help encourage walking to those locations for services as well. Overall, increasing pedestrian safety around this district will greatly increase the walkability of the entire community.

5.2.1 District 2 Photos



Figure 12-13: Examples of missing pedestrian infrastructure in Aldermanic District 2

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5.3 ALDERMANIC DISTRICT 3

The 3rd Aldermanic District of the City of Waukesha is centered by East Main Street and extends to Highway 18 to the east and Corrina Boulevard to the west. The district also extends from East Broadway to the south all the way to East Moreland Boulevard to the north. This district makes up a large portion of the more traditional neighborhoods to the east of Downtown Waukesha and is home to and near multiple industrial and commercial uses as well such as:

- ❖ Interstate Pump & Tank
- ❖ Alloy Products Corporation
- ❖ ALDI Supermarket
- ❖ Waukesha Iron & Metal
- ❖ Metropolitan Fence
- ❖ Coach USA
- ❖ MKE Shuttle
- ❖ Waukesha Foundry
- ❖ And many more!

- ▲ Built
- Not Built
- Proposed
- Low Priority
- Medium Priority
- High Priority

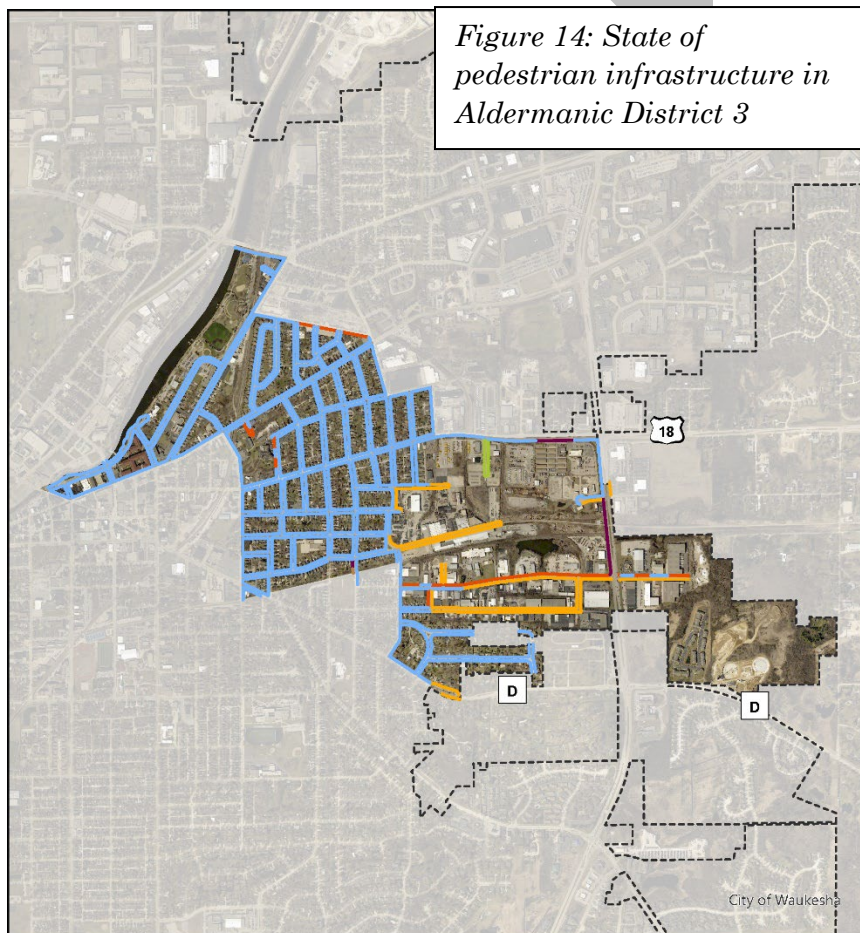


Figure 14: State of pedestrian infrastructure in Aldermanic District 3

District 3’s moderately accessible pedestrian infrastructure lends itself mostly to the western side of the area stretching towards Downtown. These sidewalks have been built up to provide large amounts of walkability to the community by facilitating access towards a central business district like Downtown Waukesha. Where this district falls short in pedestrian access is more towards the east side of the area, which houses the more industrial and commercial uses, which limits residents’ ability to access and use those destinations.

5.3.1 District 3 Photos



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5.4 ALDERMANIC DISTRICT 4

The 4th Aldermanic District of the City of Waukesha is located northwest of Downtown Waukesha and south of Waukesha County Airport. This district extends east to west from Delafield Street to Cherrywood Drive and extends north to south from Northview Road to Michigan Avenue. This area has a large amount of residential land uses with some sparse amounts of commercial and other amenities mixed throughout and near including:

- ❖ Summit View Elementary School
- ❖ The Hilltop Pub
- ❖ Rich’s Barber Shop
- ❖ Cal’s Collectibles & Mantiques
- ❖ Backstreet Pub
- ❖ Pizza Hut & WingStreet
- ❖ First Federal Bank of Wisconsin
- ❖ La Cabaña Mexican Restaurant
- ❖ And many more!

- Built
- Not Built
- Proposed
- Low Priority
- Medium Priority
- High Priority

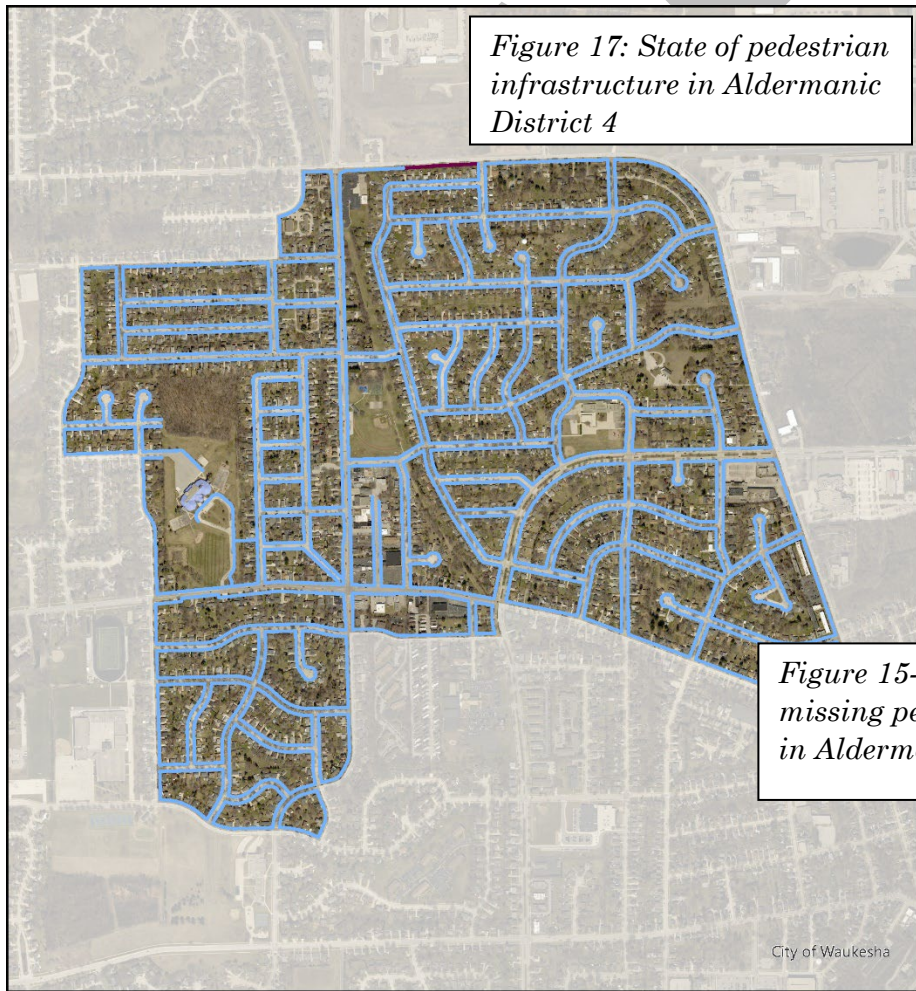


Figure 17: State of pedestrian infrastructure in Aldermanic District 4

The 4th District maintains a high degree of pedestrian access throughout the



Figure 15-16: Examples of missing pedestrian infrastructure in Aldermanic District 3

area with the only missing infrastructure being approximately 665 feet of “High Priority” sidewalk on

Northview Road across from the airport. This area’s accessibility to its multiple commercial uses helps the district remain a walkable community within Waukesha.

5.4.1 District 4 Photos



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Figure 18-19: Examples of missing pedestrian infrastructure in Aldermanic District 4

5.5 ALDERMANIC DISTRICT 5

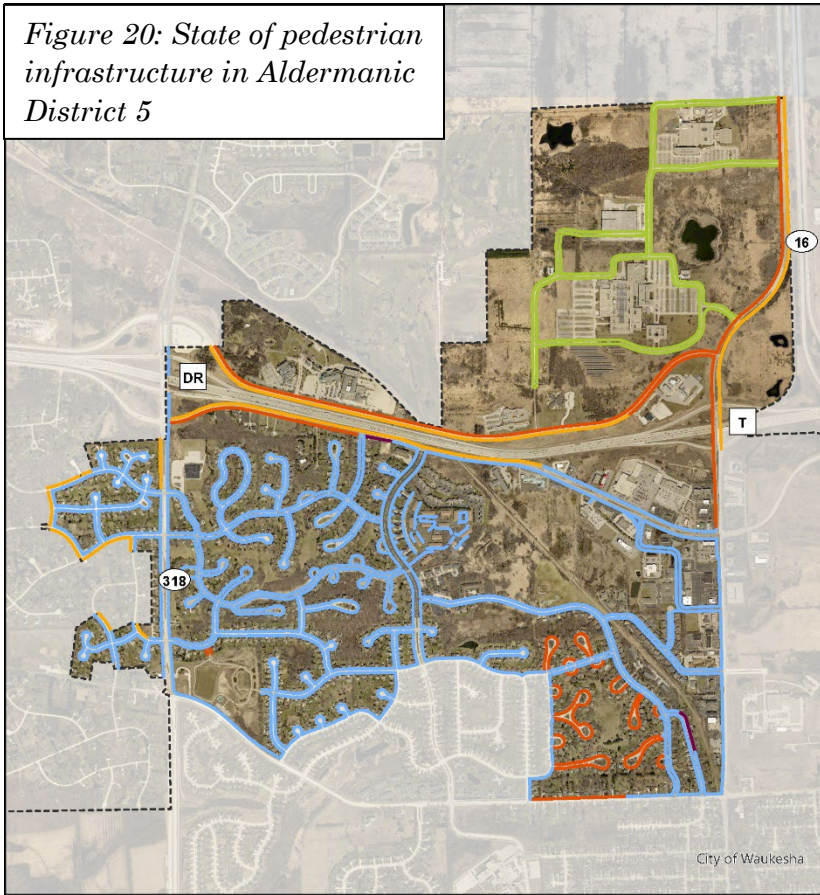
The City of Waukesha's 5th Aldermanic District is on the northern edge of the City and is to the northwest of the Waukesha County Airport. This district runs east to west from Grandview Boulevard to Rue-Rae Lane and runs north to south from Golf Road above Interstate 94 to Northview Road in some areas. This district is characterized by mostly residential uses of long curvilinear arterial streets with cul-de-sacs branching off them. Across the railroad tracks, on the east side of the district, there is a large commercial area with businesses like:

- ❖ Dunkin' Donuts
- ❖ Culvers
- ❖ Goodwill
- ❖ Office Depot
- ❖ Metro Market
- ❖ Landmark Credit Union
- ❖ Starbucks
- ❖ Feng's Kitchen

- Built
- Not Built
- Proposed
- Low Priority
- Medium Priority
- High Priority

❖ And many more!

Figure 20: State of pedestrian infrastructure in Aldermanic District 5



District 5 boasts a large amount of accessibility below Interstate 94 throughout the residential and commercial areas west of Waukesha County Airport. This is due in large part to how interconnected the residential and commercial areas continue to be. In this part of the district, there are only a few gaps with “High Priority”. Getting across the Interstate proves a challenge, however, and more pedestrian infrastructure is deemed a “Medium” priority to install on the bridge.

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5.5.1 District 5 Pictures



Figure 21-22: Examples of missing pedestrian infrastructure in Aldermanic District 5

5.6 ALDERMANIC DISTRICT 6

The City of Waukesha's 6th Aldermanic District is in the southwest region of the community and is about ¼ of a mile from Downtown Waukesha. The easternmost section of the district stretches towards areas south of Downtown and is made up of more traditional

urban development while the center and westernmost parts of the District are home to and near mostly large industrial, commercial, and recreational uses. These include:

- ❖ Saratoga Softball Complex
- ❖ Ventura Foods
- ❖ Waukesha City Wastewater Plant
- ❖ Prairie Home Cemetery
- ❖ Total Flex Gym
- ❖ The Shoppes at Fox River
- ❖ Culver's
- ❖ Dunkin' Donuts
- ❖ And many more!

- Built
- Not Built
- Proposed
- Low Priority
- Medium Priority
- High Priority

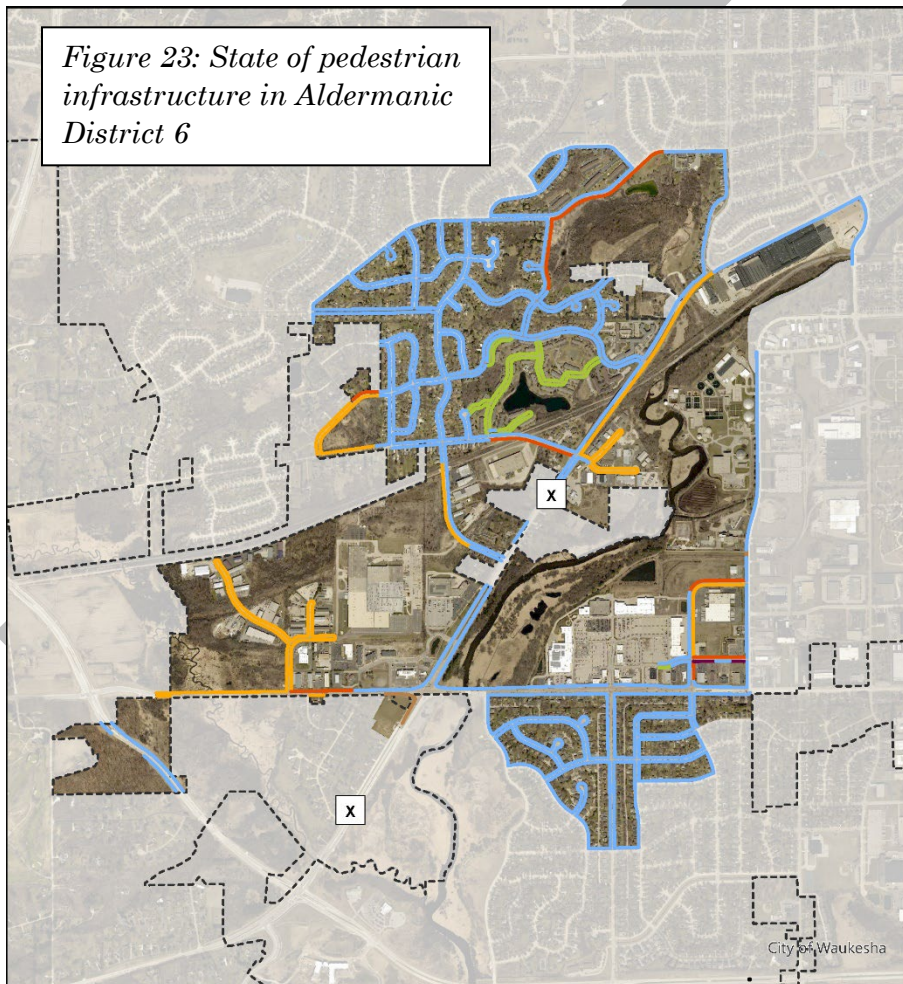
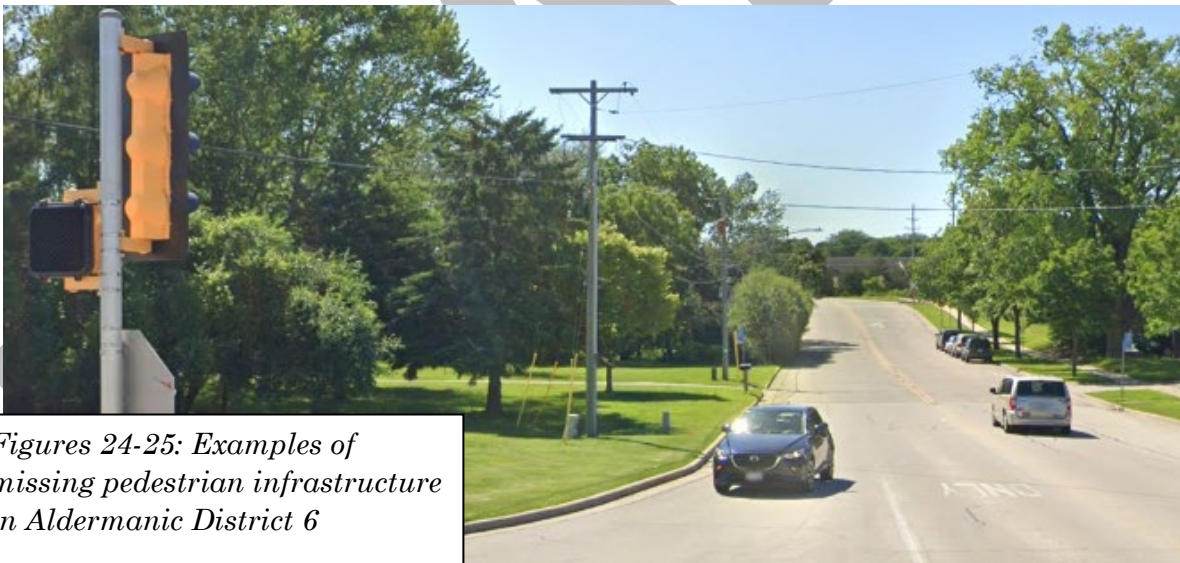


Figure 23: State of pedestrian infrastructure in Aldermanic District 6

There are a large number of “Low” and “Medium” priority areas that are missing pedestrian infrastructure which are mostly located around the industrial and recreational areas within the district. Especially with regards to the recreational areas, this inaccessibility stifles a residents’ ability to use these amenities. There are also two small “High Priority” locations where sidewalk needs to be installed to avoid putting pedestrians in danger.

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5.6.1 District 6 Photos



5.7 ALDERMANIC DISTRICT 7

The City of Waukesha's 7th Aldermanic District is situated in one of the southernmost districts in the community. This area stretches from West College Avenue to Dana Lane in some areas. From east to west, this district covers from S. Grand Avenue to Haymarket Road. Places of pedestrian traffic in and near this district include:

- ❖ Walmart Supercenter
- ❖ Prairie Park
- ❖ Prairie Elementary School
- ❖ Waukesha Commerce and Industrial Center
- ❖ Fuzzy's Southside Pub & Grill

- Built
- Not Built
- Proposed
- Low Priority
- Medium Priority
- High Priority

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❖ And many more!

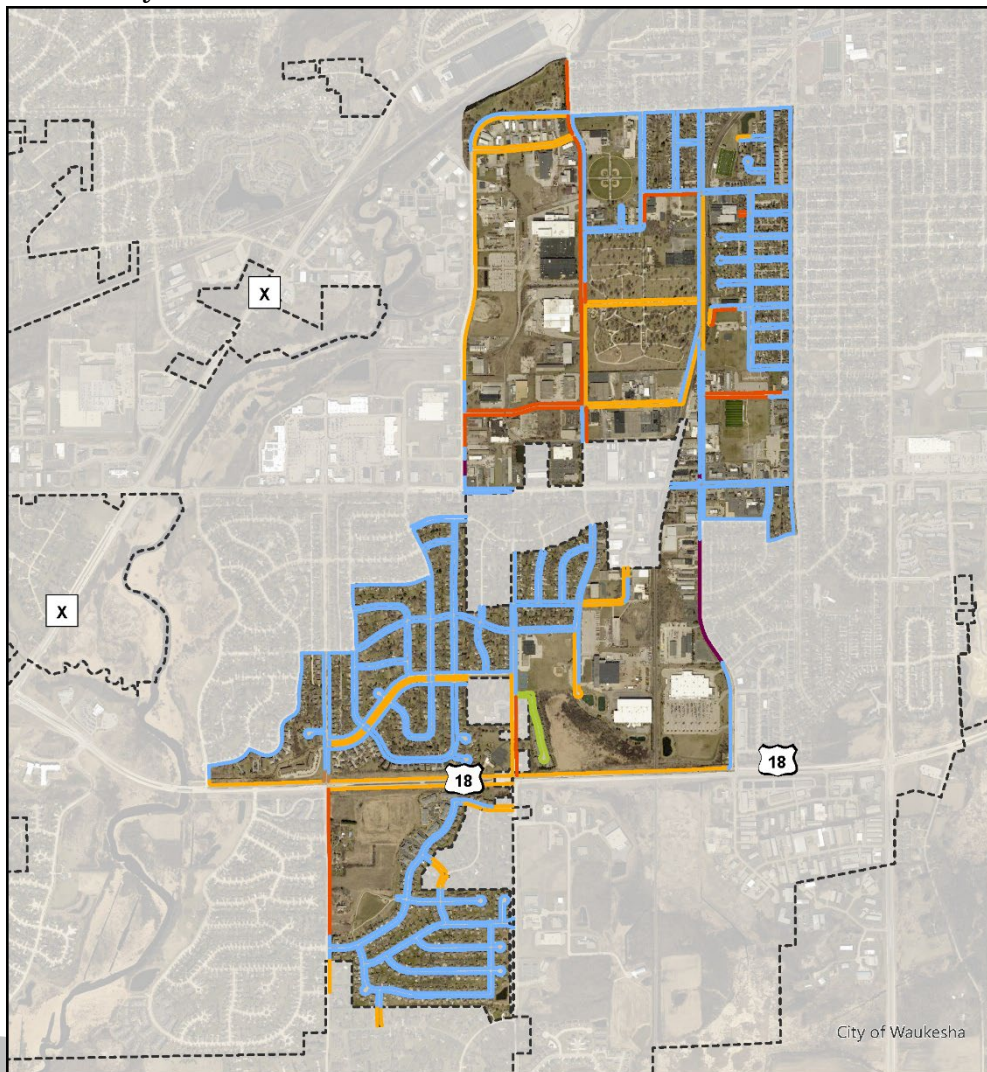


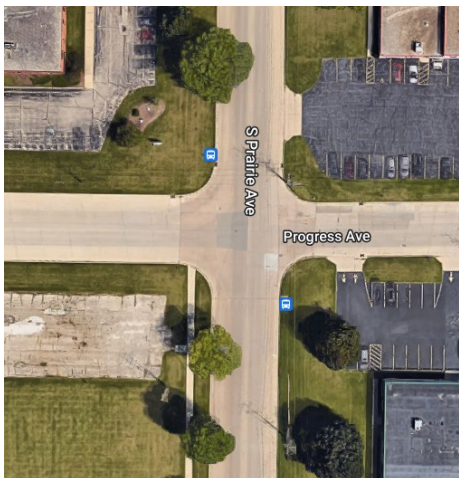
Figure 26: State of pedestrian infrastructure in Aldermanic District 7

This district’s accessibility really shines through in the residential portions of the area while inaccessible areas remain mostly from the north side of Highway 18 and beyond to the south. There is a “High Priority” infrastructure gap on the west side of South West Avenue that could endanger pedestrians.

5.7.1 District 7 Photos



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Figures 27-29: Examples of missing pedestrian infrastructure in Aldermanic District 7

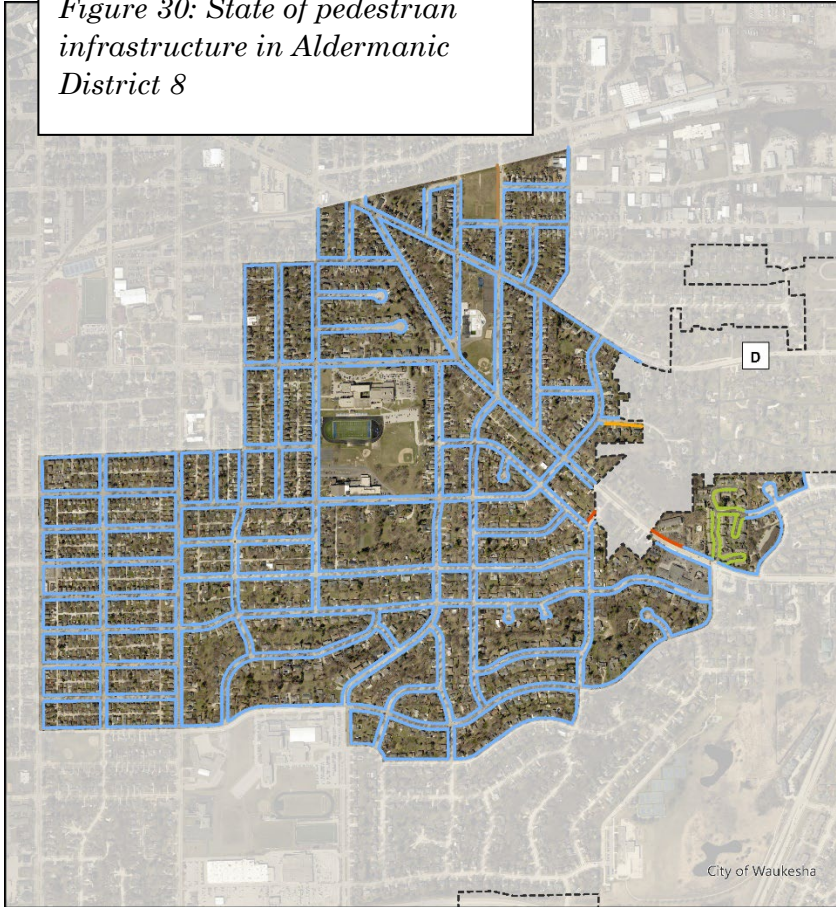
5.8 ALDERMANIC DISTRICT 8

The 8th Aldermanic District of the City of Waukesha is located directly south of Downtown and extends eastward from there. From east to west, the district runs from the east side of Cheviot Chase to South Grand Avenue. From north to south, the district extends from East Broadway to Lynne Drive. The western half of this district is made up of large amounts of residential use, while the eastern half is comprised of mostly industrial use. Destinations attracting traffic in or near District 8 include:

- ❖ Buchner Park
- ❖ Waukesha County Technical College
- ❖ Catholic Memorial High School
- ❖ Carroll University buildings
- ❖ Waukesha STEM Academy
- ❖ St. Mary’s Parish
- ❖ Cousins Subs
- ❖ And many more!

- Built
- Not Built
- Proposed
- Low Priority
- Medium Priority
- High Priority

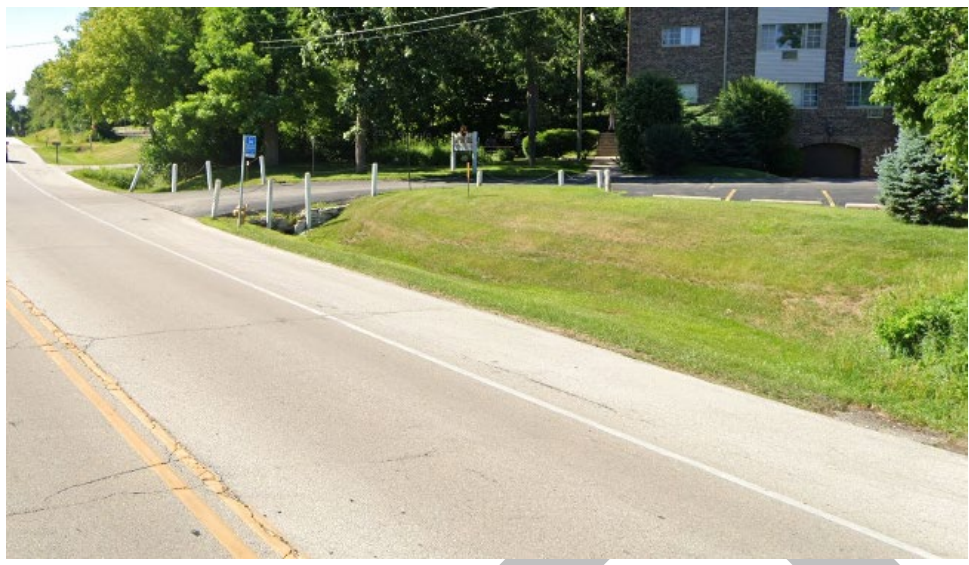
Figure 30: State of pedestrian infrastructure in Aldermanic District 8



District 8 remains a largely accessible area with only some small gaps in pedestrian infrastructure in the western extent of the community. The area around the high schools and to its immediate west are clear examples of welcoming sidewalk infrastructure. These connections help build a more accessible and stronger neighborhood. District 8 is a great example of how pedestrian infrastructure connects us with the things we need and with each other.

5.8.1 District 8 Photos

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Figures 31-33: Examples of missing pedestrian infrastructure in Aldermanic District 8

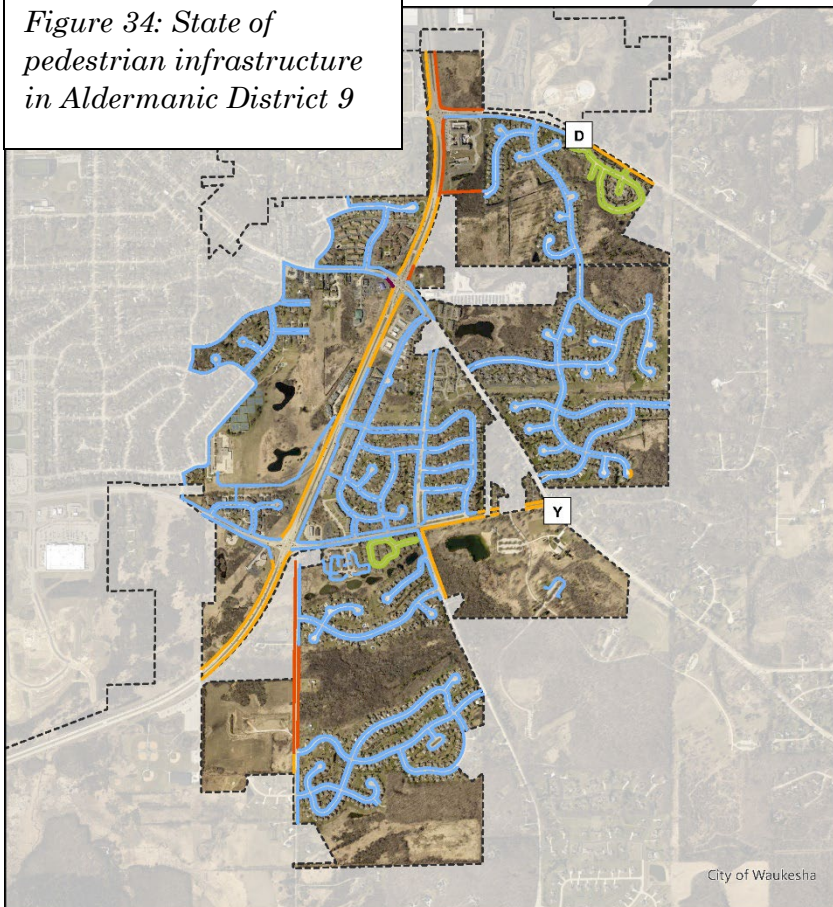
5.9 ALDERMANIC DISTRICT 9

The 9th Aldermanic District of the City of Waukesha resides on the far southeast side of the community. The district runs east to west from Wexford Lane to East Roberta

Drive and from north to south from East Broadway to Deer Path. The district includes and is near several traffic attraction locations such as:

- ❖ Heyer Elementary School
- ❖ Heyer Pickleball Courts
- ❖ Kwik Trip
- ❖ First Federal Bank of Wisconsin
- ❖ Waukesha State Bank
- ❖ Minooka Park
- ❖ Dairy Queen
- ❖ And many more!

Figure 34: State of pedestrian infrastructure in Aldermanic District 9



This district maintains a high degree of accessibility within compartmentalized subdivisions/neighborhoods. However, these subsections lose connectivity with each other by how they are separated by roadways with no pedestrian infrastructure on either side like Highway 164 and East Sunset Drive in some locations. This hinders the ability of the area to become fully walkable. This ultimately hurts the area as a whole by increasing the need for automobile travel and subsequent congestion, even for the shortest of trips. There are many “Medium” and “Low” priority areas with 168 feet of “High Priority” sidewalk gap on East Racine Avenue.

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5.9.1 District 9 Photos



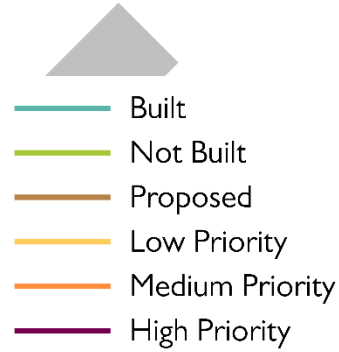
Figures 35-37: Examples of missing pedestrian infrastructure in District 9



5.10 ALDERMANIC DISTRICT 10

The 10th Aldermanic District of the City of Waukesha is located in the southernmost region of the City. The District runs east to west from Heyer Drive to Center Road and extends north to south from Roberta Avenue to Lawnsdale Road. This area combines a diverse set of residential intensities, institutional buildings, and commercial uses as well such as:

- ❖ Waukesha South High School
- ❖ Meijer Grocery
- ❖ Pat's Rib Place
- ❖ Sunset Bowl Entertainment Center
- ❖ Xperience Fitness
- ❖ Wingstop
- ❖ Ace Hardware
- ❖ Dollar Tree
- ❖ And many more!



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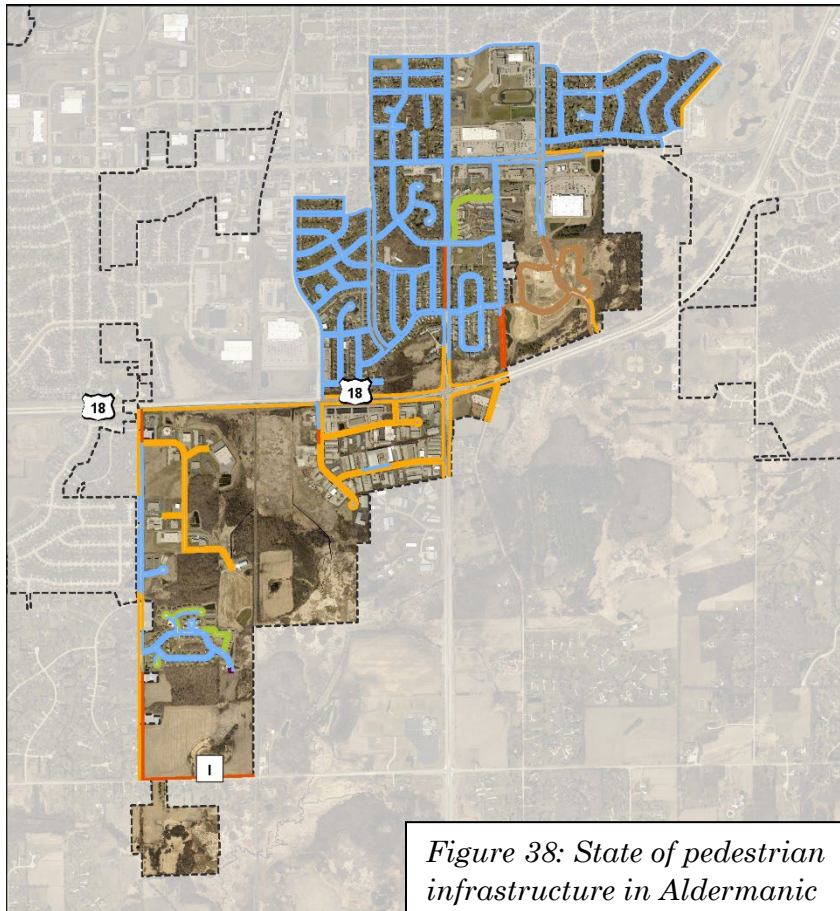


Figure 38: State of pedestrian infrastructure in Aldermanic District 10

This District creates a massive amount of walkability and connectivity for its residents by not only offering a great mix of various land use types, but also implementing large amounts of pedestrian infrastructure to give people better access to those places. The District has a few areas in its southern and eastern territories where “Low” and “Medium” priority sidewalk could be installed with development.

5.10.1 District 10

Photos



Figures 39-40: Examples of missing pedestrian infrastructure in Aldermanic District 10



5.11 ALDERMANIC DISTRICT 11

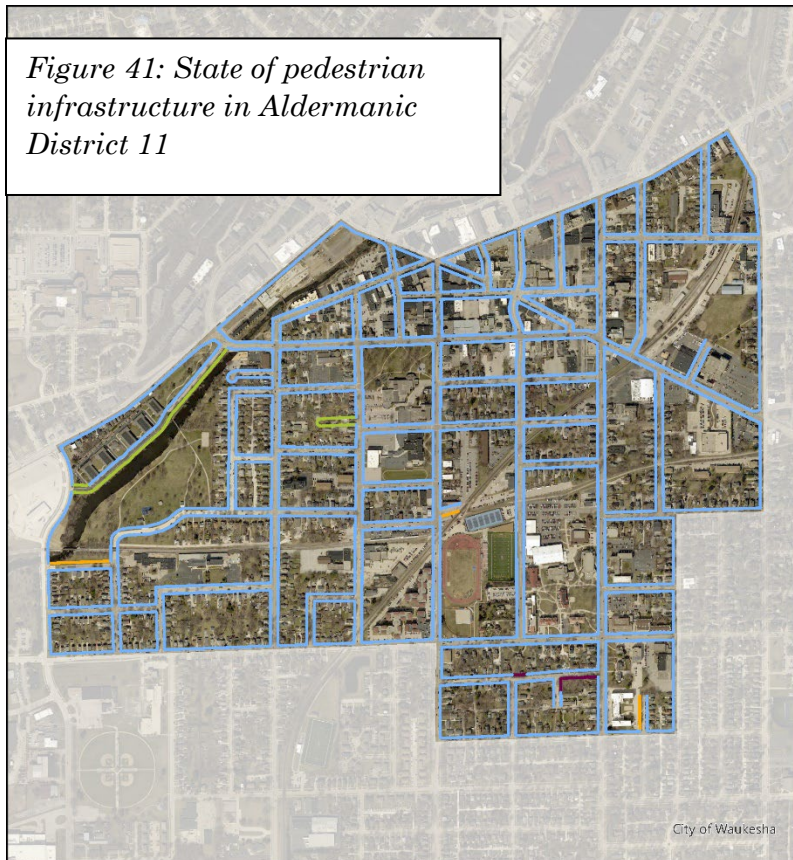
The 11th Aldermanic District of the City of Waukesha encompasses most of Downtown Waukesha and its surrounding areas to the south. The District extends east to west from North Hartwell Avenue to North Prairie Avenue. It also goes north to south from West Saint Paul Avenue to West Laflin Avenue. This area combines a large amount of residential and commercial types along with other areas that attract traffic which include:

- ❖ Downtown Waukesha
- ❖ Carroll University Athletic Fields
- ❖ Waukesha Public Library
- ❖ Les Paul Middle School
- ❖ Carroll University residence buildings
- ❖ Frame Park
- ❖ Bethesda Park
- ❖ Sobelman's of Waukesha

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❖ And many more!

Figure 41: State of pedestrian infrastructure in Aldermanic District 11



This aldermanic district is incredibly tailored toward allowing multi-modal transportation and maintaining a safe and accessible means of creating destination places for the entire Waukesha community, no matter how you choose to get there. With the presence of sidewalks on almost every paved surface in the District, this area offers a large amount of walkability in the community. There is one “Low Priority” gap located on Marshall Street and two “High Priority” gaps on Fountain Avenue.

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5.11.1 District 11

Figures 42-43: Examples of missing pedestrian infrastructure in Aldermanic District 11



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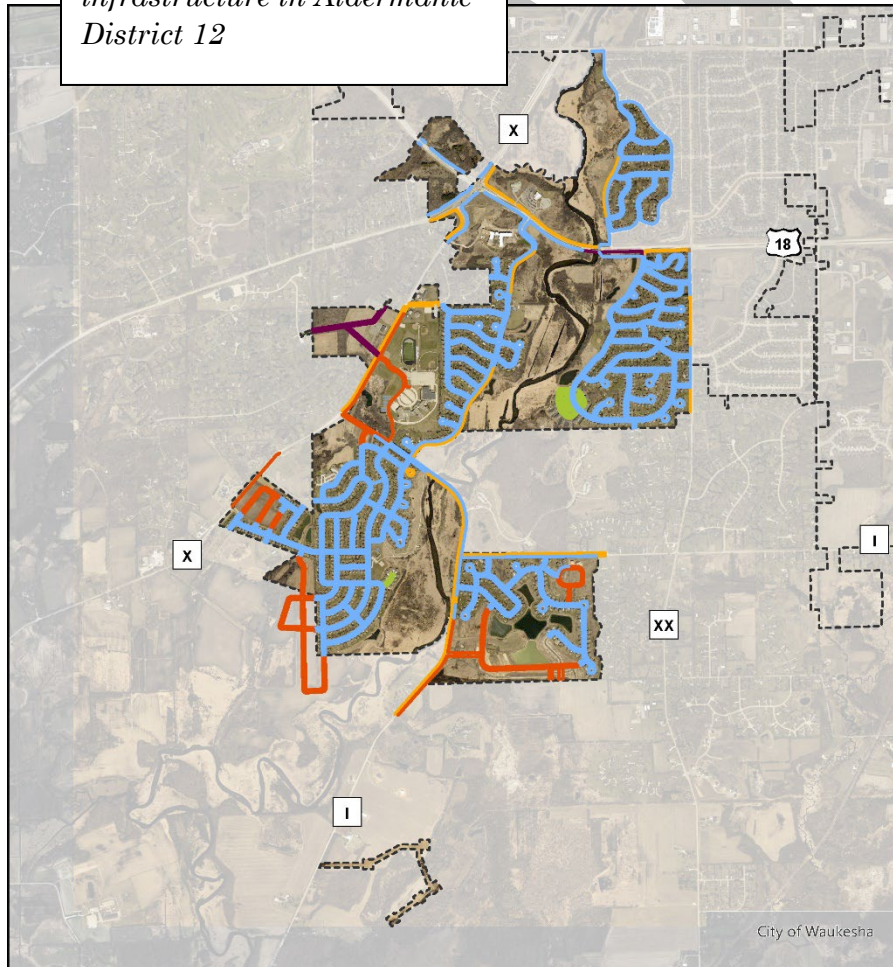
5.12 ALDERMANIC DISTRICT 12

The 12th Aldermanic District of the City of Waukesha is located in the southwestern most territory of the community. This area runs east to west from Oakdale Drive to Saylesville Road and runs north to south from County Highway D to Sauk Trail. Most of this District and surrounding areas is residential with recreational and institutional areas mixed between such as:

- ❖ Waukesha West High School
- ❖ Fox River Park
- ❖ Rivers Crossing Park River Valley Park
- ❖ Fox River Parkway South
- ❖ And many more!

- Built
- Not Built
- Proposed
- Low Priority
- Medium Priority
- High Priority

Figure 44: State of pedestrian infrastructure in Aldermanic District 12



The 12th Aldermanic District is characterized by the

clustered development of residential use that creates a large degree of inaccessibility to other amenities. However, because there are so many parks and recreational opportunities, this district can be well-served to those activities. The greatest opportunity for the district is the implementation of more accessibility to Waukesha West High School and making each of the subdivisions more interconnected. The missing “High Priority” sidewalk accounts for 6,239 feet and is mostly situated around West High Drive.

5.12.1 District 12 Photos



Figures 45-47: Examples of missing pedestrian infrastructure in Aldermanic District 12

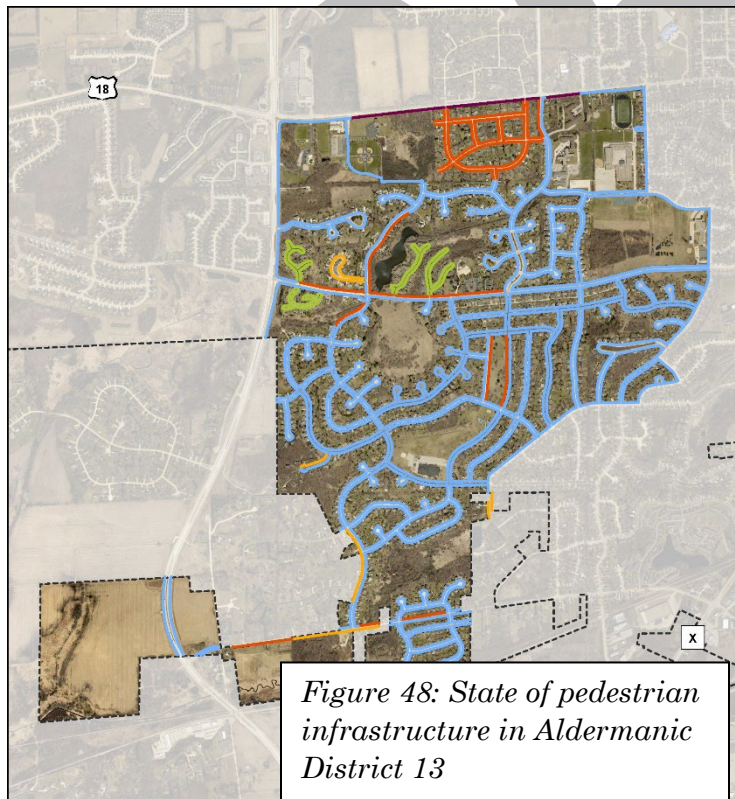
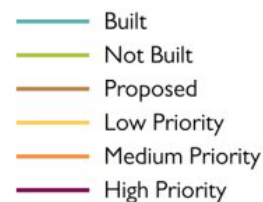


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5.13 ALDERMANIC DISTRICT 13

The City of Waukesha’s Aldermanic District 13 is located on the western flank of the City and runs east to west from Grandview Boulevard to US Highway 18 and extends north to south from Summit Avenue to Brighton Drive. This district has a large amount of single-family residential land use, some with very large lots. There are also some institutional and park land uses throughout and surrounding the area. These amenities include:

- ❖ Glacier Cone Park
- ❖ Merrill Crest Park
- ❖ Bethesda Elementary School
- ❖ Waukesha Christian Academy
- ❖ Christ The Life Lutheran Church Preschool and Childcare
- ❖ William R. Oliver Youth Sports Complex
- ❖ And many more!



The 13th District is characterized by large lot zoning for much of the area’s residential zoning. This area has a lot of accessibility throughout with the presence of pedestrian infrastructure. However, there are a lot of gaps in connection to the southern edge of the community. For example, there are a large number of gaps in sidewalks on MacArthur Road, which could connect residents to businesses farther eastward. There is also one area of “High Priority” pedestrian infrastructure missing on the north side of the district on Summit Avenue.

5.13.1 District 13 Photos



Figures 49-52: Examples of missing pedestrian infrastructure in Aldermanic District 13

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5.14 ALDERMANIC DISTRICT 14

The City of Waukesha's Aldermanic District 14 is situated on the western flank of the City and runs east to west from Patricia Lane to Oakmont Trail. This district runs north to south from Emslie Drive to Howell Oaks Drive. This area has large amounts of clustered single-family homes in the southern flank of the community and more intense residential uses towards the north and eastern sides of the district. There is also a commercial anchor at the corner of Meadowbrook Road and Summit Avenue that houses:

- ❖ McDonald's
- ❖ Sendik's Food Market
- ❖ Walgreens
- ❖ Cost Cutters
- ❖ Shorewest Realtors
- ❖ Burn Boot Camp Gym
- ❖ MKE Pizza and Smoothie Company
- ❖ Subway
- ❖ And other amenities throughout the district!

- Built
- Not Built
- Proposed
- Low Priority
- Medium Priority
- High Priority

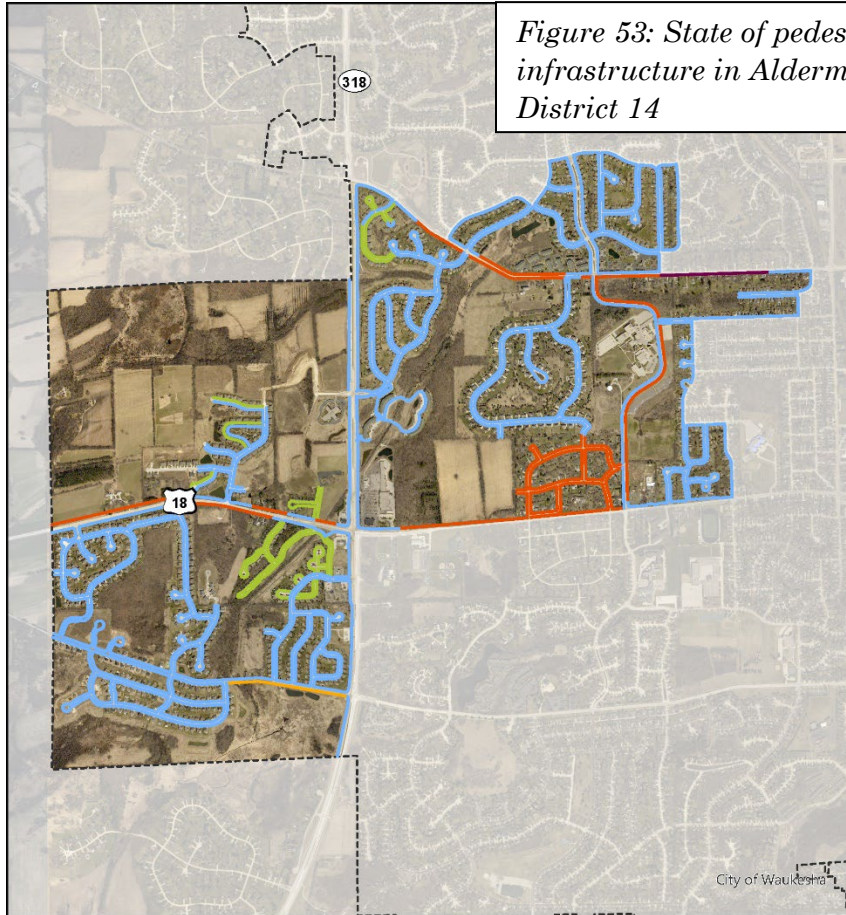
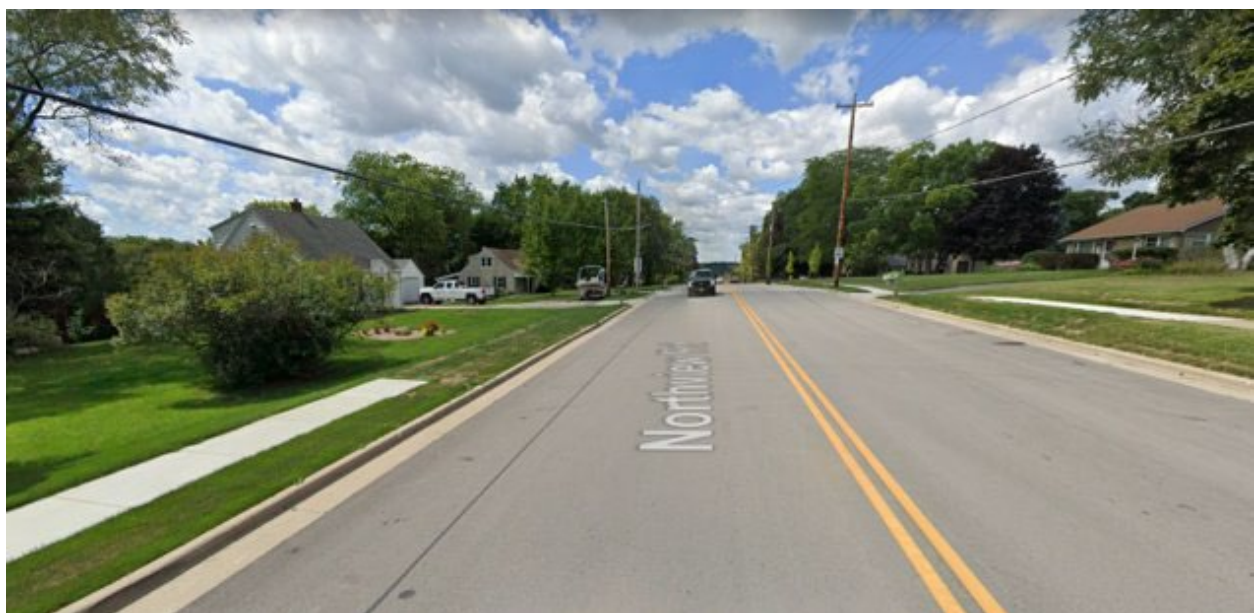


Figure 53: State of pedestrian infrastructure in Aldermanic District 14

The 14th District houses large amounts of sidewalk gaps that limit the connectivity of the area. For example, the gaps along Summit Avenue leading stifles the ability of residents to freely move eastward towards areas like Waukesha North High, Summit View Elementary, and UW-M at Waukesha. Limiting pedestrian access to these institutions hurts the ability to have transportation options to those in the District. There is also 1,805 feet of “High Priority” sidewalk missing on Northview Road.

5.14.1 District 14 Photos

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Figures 54-55: Examples of missing pedestrian infrastructure in Aldermanic District 14

5.15 ALDERMANIC DISTRICT 15

The City of Waukesha’s Aldermanic District 15 is located in the center of the City and directly west of Downtown Waukesha. This district runs east to west from Spring Street to

Jays Lane and runs north to south from Summit Avenue to Saint Paul Avenue. This area is home to and near many different residential intensities and amenities including:

- ❖ Waukesha Memorial Hospital
- ❖ Dopp Park
- ❖ Butler Middle School
- ❖ Horeb Springs Park
- ❖ Café De Arts Roasters
- ❖ Stop-N-Go
- ❖ And many more!

- Built
- Not Built
- Proposed
- Low Priority
- Medium Priority
- High Priority

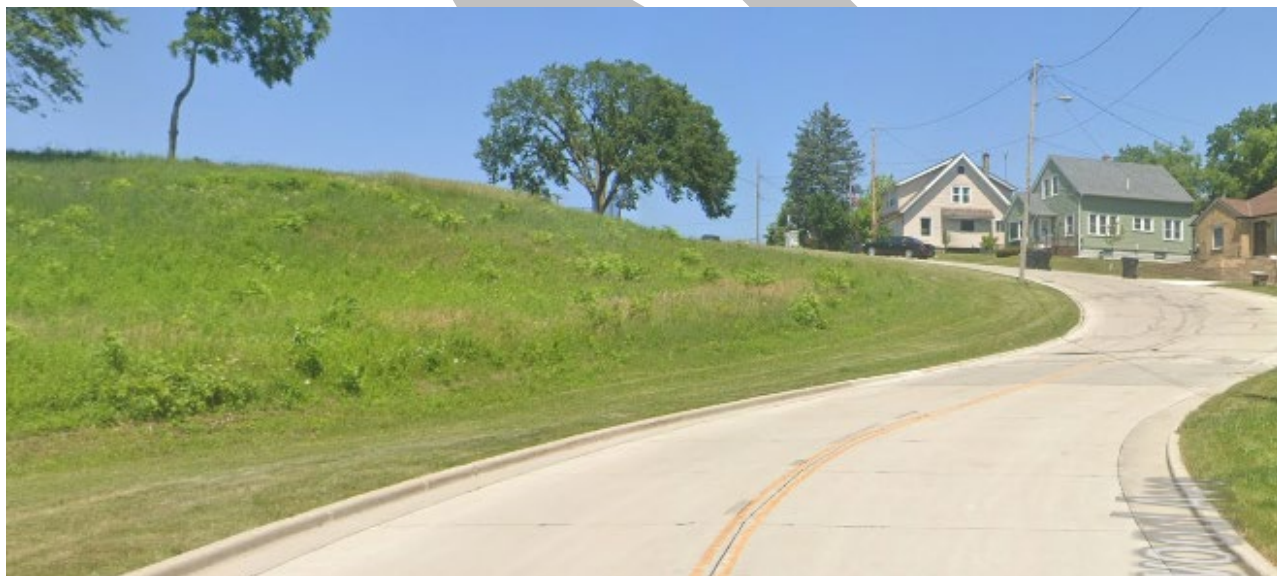
Figure 56: State of pedestrian infrastructure in Aldermanic District 15



The 15th District offers a lot of pedestrian infrastructure to help residents expand their transportation options. There is no “High Priority” infrastructure missing and the 6,817 feet of other priority sidewalks that are missing are located on streets with sidewalks on the opposite side of the roadway. Having accessibility through having this amount and quality of pedestrian infrastructure creates a more livable community within the City of Waukesha.

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5.15.1 District 15 Photos



Figures 57-59: Examples of missing pedestrian infrastructure in Aldermanic District 15

6 IMPLEMENTATION

This analysis of the sidewalk prevalence and quality in each of the aldermanic districts of the City of Waukesha, and of the City as a whole, helps staff, residents, developers, and elected officials understand the strengths, needs, and opportunities that can help the City better create pedestrian infrastructure that serves the need of the general public and contributes to the health and welfare of the broader community. This Sidewalk Plan requires a strategy of implementation to ensure that the information and knowledge gained from the creation of this plan is actively utilized instead of being neglected.

6.1 CREATION OF SIDEWALK GIS

The City of Waukesha Geographic Information Systems (GIS) staff has assembled the data and spatial analysis from this plan into the City's GIS network so that this information is more readily available to decision-makers both within the public and private sector, but also to the public-at-large to help residents make informed decisions about transportation in their communities. This implementation with the City's other GIS assets helps build a more cohesive illustration of areas where Waukesha can focus more of its efforts in building a better livable built environment while catering to the safety of all of its residents. This illustration will also help in future planning and development efforts to guide policy and decisions related to the walkability and accessibility of newly and redeveloped spaces.

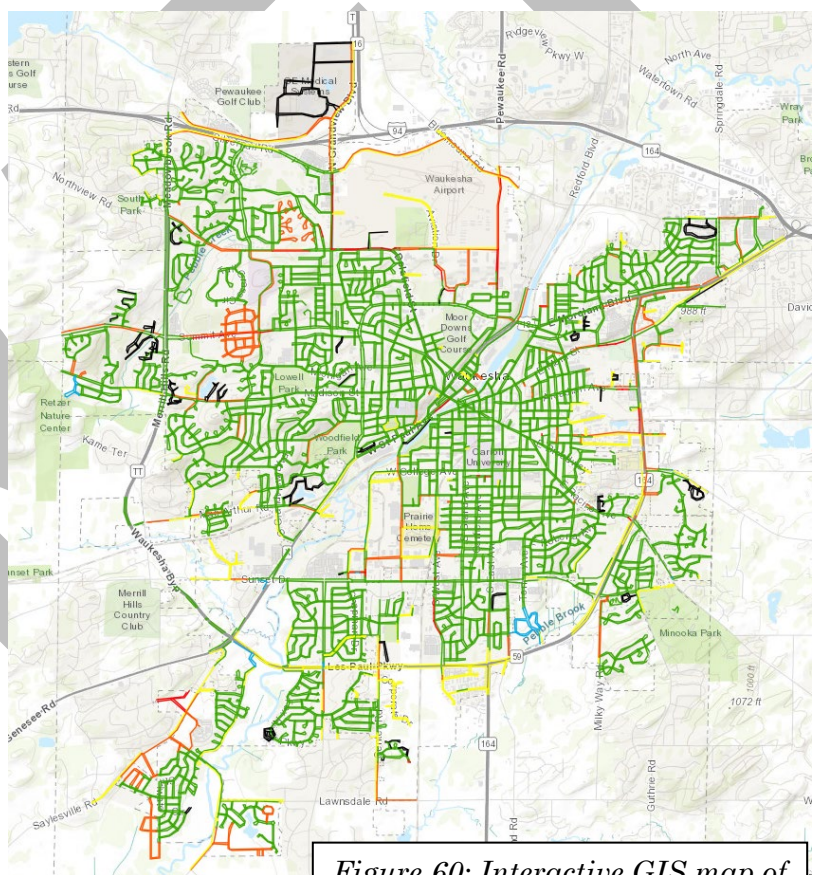


Figure 60: Interactive GIS map of existing and missing pedestrian infrastructure in the City of Waukesha

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6.2 INTEGRATION WITH OTHER PEDESTRIAN AND BIKE PLANS

Alone, the City Sidewalk Plan stands on its own as a dynamic guiding policy to fill in gaps in pedestrian infrastructure. However, integrating this plan into larger pedestrian and bicycle infrastructure plans will assist in ensuring this Sidewalk Plan is a small part in a much larger mandate to create access to multi-modal transportation around the City of Waukesha. This Sidewalk Plan would act as the City's main guidance on infill related to pedestrian infrastructure while the rest of the pedestrian and bicycle plans would focus on expansion of infrastructure like the Glacial Drumlin State Trail and the New Berlin Recreational Trail.



Overall, integrating with these other and larger plans helps the City of Waukesha Sidewalk Plan leverage itself in creating a more walkable and accessible community. This is done through helping to integrate pedestrian and bicycle connections throughout not only the City, but neighboring communities as well. Second, the Sidewalk Plan helps in the overall review process for new development plans that require the installation of new infrastructure as well. As a whole, these plans help create better connections for City of Waukesha residents who are in need of better access to amenities.

6.3 COST AND FUNDING

With the installation of new sidewalk by the City, there is a large issue of funding and the overall cost of the improvements made on the property. Also, because these improvements are made on the property, it's typically the property owner's expense paid to the City-at-large. This can be a source of contention when issues of raising funding come into play. Residents in areas with fewer amenities near them or where subdivisions are more divided may be apprehensive about installing pedestrian infrastructure due to their already auto-centric lifestyle and the farther proximity of nearby amenities. However, in areas with potential for development of walkability, residents may be more than willing to shoulder the cost of installing new pedestrian infrastructure.



Of course, not all sidewalks and projects will be the exact same cost, and there will be externalities and variables that could increase or decrease the cost of the installation of new sidewalk on one's property. However, there are estimates that can give us an idea about how much of a financial cost the property owner will be liable for.

Assuming that a standard 5' wide sidewalk is being installed at \$9 per square foot...

- ❖ A 40-foot-wide lot would pay around \$1,800
- ❖ An 80-foot-wide lot would pay around \$3,600
- ❖ A 100-foot-wide lot would pay around \$4,500

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There are specific rules about the amount a property owner owes and the payment of such. These rules are listed below:

Amount	Payment Period	Interest
Amounts totaling under \$399.00	Payment is due in 90 days without interest	If the 90 day no-interest window is missed, then an 8% annual rate of interest will be added to the owner's tax bill.
Amounts totaling \$400.00 and above	Payment is due in 90 days without interest	If the 90 day no-interest window is missed, then the principal will be divided into 10 annual payments, along with 8% annual interest charged from the invoice date. Each annual payment will be placed on the owner's tax bill.

Figure 61: Table of payment period and interest rules for property improvements

There are multiple opportunities for possible funding assistance through government and NGO grants. These can help offset the installation expense for the City and by extension the property owner's at-large. To obtain these grants, the City of Waukesha will need to demonstrate the needs of certain developments to the funding organization to secure the financing. These grants include:

❖ **Wisconsin Department of Transportation (DOT):**

- Transportation Alternatives Program (TAP)
 - This grant emphasizes creating safe alternatives to motorized vehicle transportation, which would include sidewalks.
 - This grant assists in the construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - This grant includes efforts to enhance public transportation, bike/pedestrian facilities, ridesharing programs and facilities.
 - Local entities with the taxing authority to guarantee the availability of local match funds are eligible project sponsors. Local government is eligible.

- Emphasis on reducing traffic congestion, as well as particulate pollution generated by vehicles.
- ❖ **AARP**
 - Community Challenge Grant
 - This grant can be used for:
 - Permanent physical improvements in the community
- ❖ **Community Development Block Grant**
 - Can be used for public facilities

7 CITATIONS

¹ *Energy Briefing: US Gasoline Weekly - Yardeni Research.*
<https://www.yardeni.com/pub/gasoline.pdf>

² “The Value of Walkability.” *Www.nar.realtor*, <https://www.nar.realtor/newsroom/real-estate-story-ideas/the-value-of-walkability>.

³ Areavibes. “Waukesha, WI Livability.” *Living In Waukesha, WI*,
<https://www.areavibes.com/waukesha-wi/livability/>.

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