

Transportation / Infrastructure

Policy:

1. Commit to modern, multi-modal transportation
 - a. Explicitly state that the City aims to reduce automobile trips, and ensure all policies, designs, decisions, ordinances, etc reflect this goal (zoning code, parking requirements, parking pricing, etc). Specific recommendations include:
 - i. Higher parking-at-grade property value assessments or other mechanisms to encourage better use.
 - ii. Eliminate required parking minimums in the zoning ordinance and replace with parking maximums.
 - b. Mandate safety, comfort, and access for all users over speed and capacity in all street design projects. This is a greater commitment than the Complete Streets policy that currently exists, which lacks design standards and self-enforcement. This will immediately reduce speeding and increase trips made by walking, biking, micromobility, and transit.
 - i. All new roads go through a road diet analysis prioritizing pedestrians
 - c. Support, encourage, and fund sustainable transportation options for all residents of Milwaukee to combat climate change and provide equitable access to jobs, education, and recreation.
 - i. Consider rebates, incentives, or subsidies for residents, property owners, and business owners for the purchase of electric vehicles, micromobility devices, and electric fleets, and for electric vehicle infrastructure
 - ii. Become a leader in piloting innovative transportation modes and technologies, including dockless mobility, electric mobility, autonomous mobility, etc. by eliminating unnecessary regulation and bureaucratic hurdles.
 - iii. Provide operating funds for bike share operation and micromobility to ensure residents in all neighborhoods have reliable access to transportation options.
2. Commit to equitable development
 - a. Support the efforts of the Equal Rights Commission and the Health Department to ensure all actions impacting the right-of-way comply with the City's Achieving Racial Equity Resolution.
 - b. Prioritize development of infrastructure in disinvested areas, including marquee projects such as the 30th Street Corridor - Shared Use Trail
 - c. Pilot more active streets programs and funding mechanisms that put resources in the hands of community groups to execute. Monitor these programs and set benchmarks for success that determine future funding or closure to the project.
3. Commit to Vision Zero:
 - a. The elimination of serious injury and death caused by traffic violence. This will create a safer, healthier, and more equitable city.

Implementation:

1. Join NACTO
 - a. Become a member of the National Association of City Transportation Officials (NACTO) and adopt all NACTO street design guidelines
 - i. NACTO is the leader in reimagining city streets to ensure they are more equitable, safer, sustainable, and more vibrant. 86 cities and transit agencies throughout North America are NACTO members; Milwaukee's non-membership is conspicuous and is an indication the City is falling behind its peers.
 2. Create a modern transportation agency:
 - a. Re-organize the DPW Infrastructure Services Division (and other divisions/departments as applicable) to a modern transportation agency that is tasked with addressing equity, climate change, safety, economic development, mobility, mode shift, and quality of life as it relates to right-of-way improvements.
 - i. Specifically, rebuild street, trails, and other public rights-of-way s to support non-automobile based modes such as walking, biking, micromobility, and transit.
 - b. A new strategic plan should be developed that identifies a vision, goals, and meaningful next steps towards implementation.
 3. Develop a sustainable infrastructure funding source:
 - a. Develop and propose a well-researched, widely supported, and sustainable funding source to generate local revenue for transportation; including maintenance, transit improvements, mobility improvements, streetscape improvements, etc.
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