



ABOUT THIS PLAN

414 in Motion is Milwaukee's first citywide Transportation & Mobility Plan and will guide how we design, operate, maintain, and invest in our streets.

What is this plan about?

414 in Motion is a data-driven and community-guided process to:

- Set a vision for the future of mobility in Milwaukee—whether you walk, bike, drive, ride the bus, or roll on two wheels
- Identify and detail key policy needs and develop community priorities
- Create a prioritized list of transformative physical infrastructure projects

The Plan will include an implementation and capital improvement strategy so that all of Milwaukee benefits from **414 in Motion's** recommendations. **414 in Motion** will become part of the City of Milwaukee's Comprehensive Plan upon its completion.

Where we are in the process

In the first phase of the planning process—**Envision**—we analyzed transportation data and gathered input from Milwaukee community members. We heard about the challenges people face getting around the city, as well as their priorities for safer streets, better connections, and more travel options.

These insights are shaping the current phase—**Design**—where we are developing the plan's recommendations, including specific projects, policies, and programs to address those needs.



Your voice matters

We all rely on Milwaukee's streets to get around every day - and your experience is valuable. Your input will help us ensure **414 in Motion** reflects Milwaukee's neighborhoods and community priorities.

Using community feedback and findings from the project's first phase, we have developed a **draft vision, goals, and strategies, along with early ideas for actions**. We are seeking your feedback, including your reactions to the draft and your ideas for projects, policies, and programs that will support the community-driven vision for the plan. **Take a sticky note and add your comments to any of the boards in the meeting, and talk to a member of the project team.**



Vision

A shared, desired future for transportation and mobility in Milwaukee.

Goals

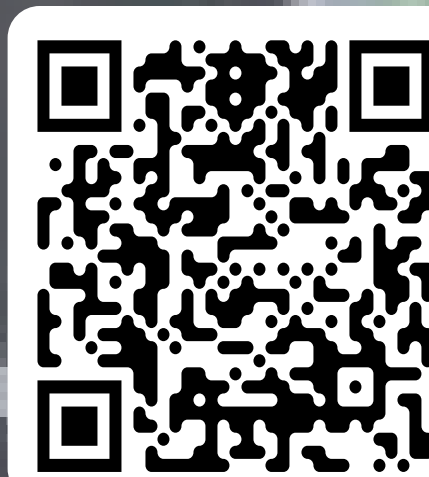
Concepts that support the vision, provide a framework for decision-making, and guide strategies and actions.

Strategies

Pathways to achieving the vision and goals, responding to Milwaukee's mobility challenges and opportunities.

Actions

Specific projects, policies, and programs the City can implement to achieve the plan's vision and goals.



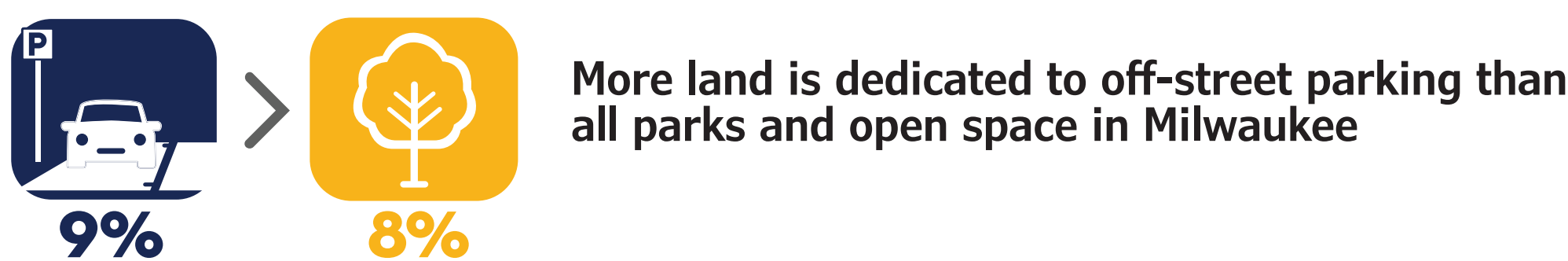
Visit engage.milwaukee.gov/MobilityPlan to learn more and sign up for updates.



OUR STREETS TODAY

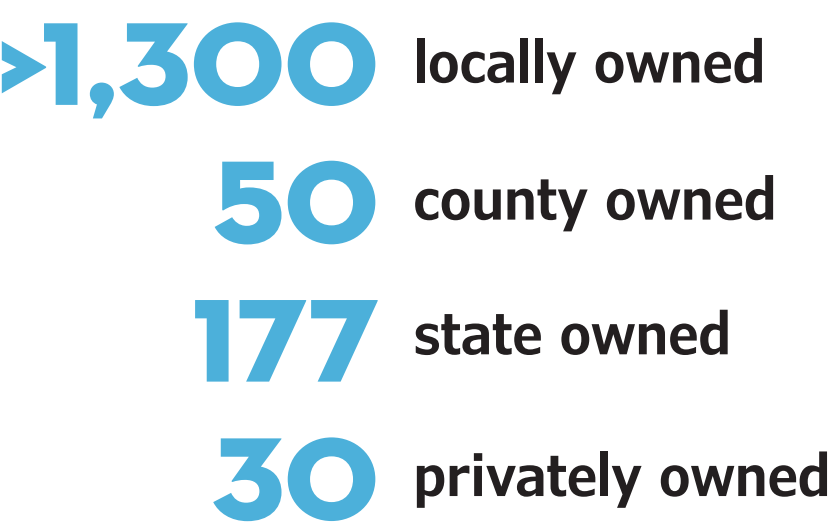
38% of Milwaukee’s land is dedicated to Transportation - including our streets, sidewalks, and off-street parking.

Breakdown of Land in Milwaukee



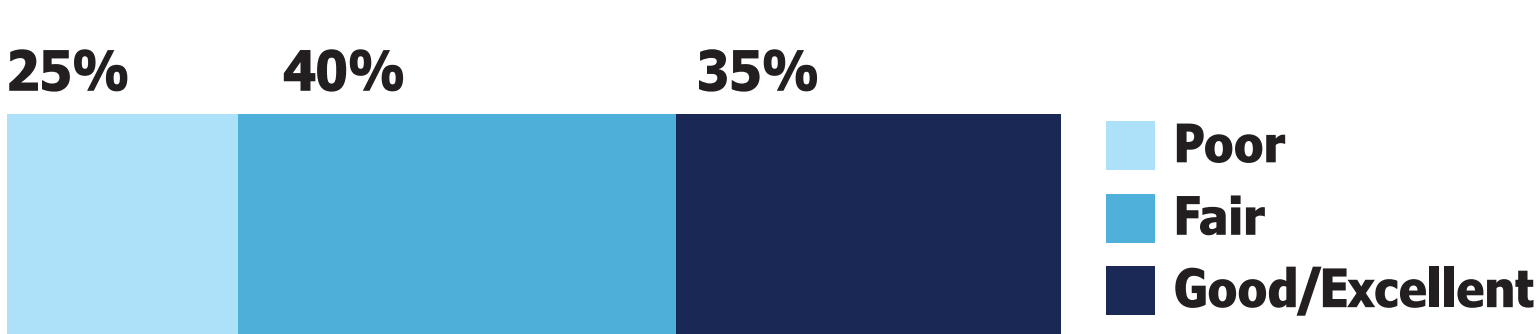
There are more than 1,500 miles of streets throughout Milwaukee. Designing, maintaining, and managing these streets involves coordinating with partners throughout Milwaukee, the region, and the state.

Streets Miles by Jurisdiction



35% of Milwaukee’s streets are in Good or Excellent condition. A quarter are in poor condition.

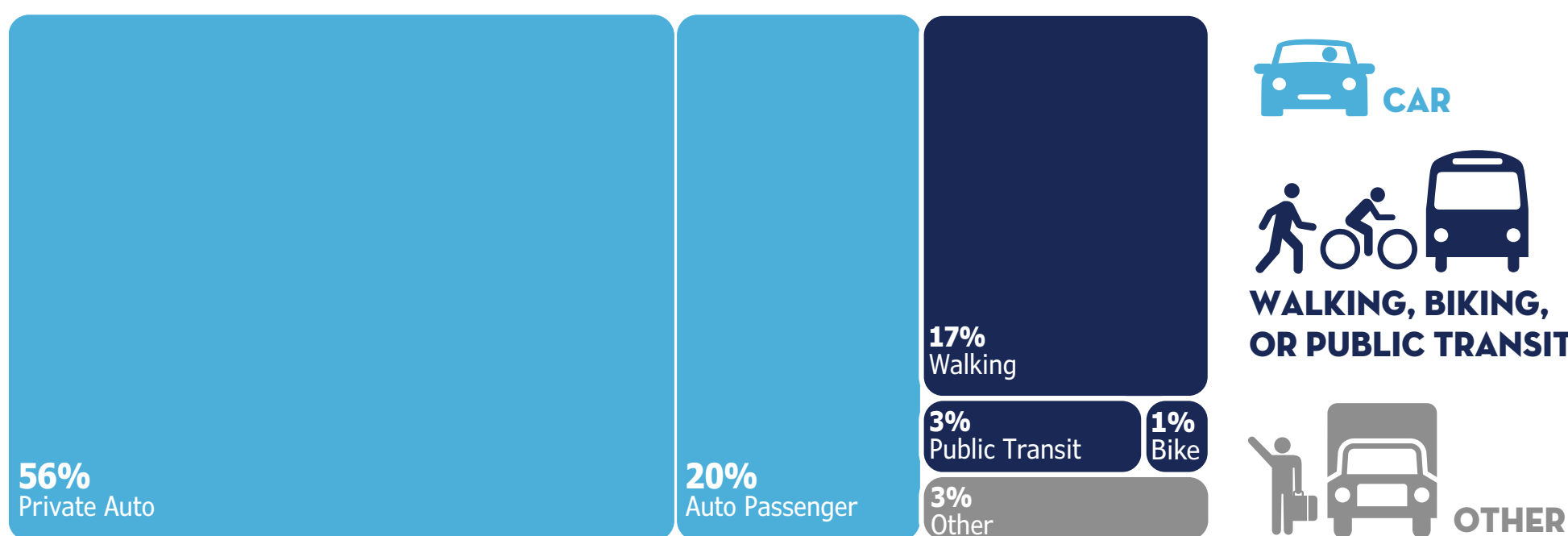
Pavement Quality on Milwaukee’s Streets



Data Sources: Replica, Mode Share Trips, Fall 2024; Wisconsin Department of Transportation, Wisconsin Information System for Local Roads, Access Fall 2025; City of Milwaukee Department of Public Works, Maintaining and Improvement Pavement Quality on Streets, 2025; Replica, Vehicle Miles Traveled, 2024; U.S. Census Bureau, American Community Survey 5 Year Estimate, 2023

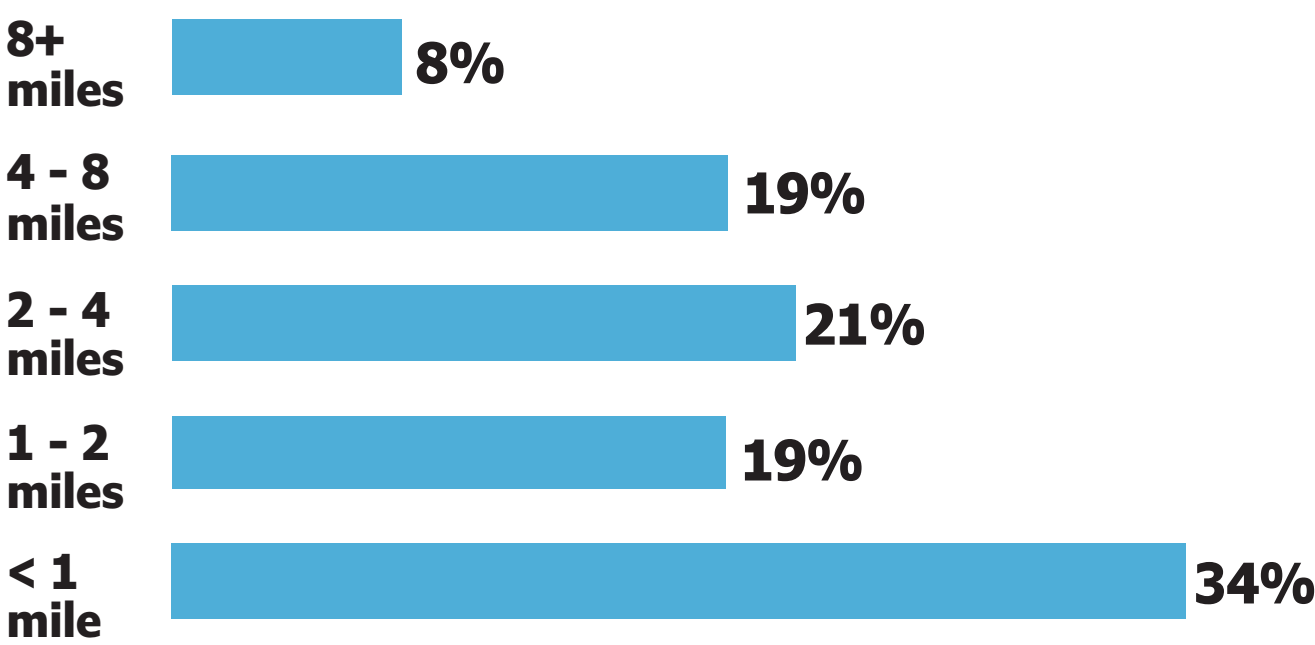
Today, most Milwaukeeans travel by car, enabled by a legacy of historical investment choices and street design that prioritized driving above all else.

Mode Share for Trips within Milwaukee

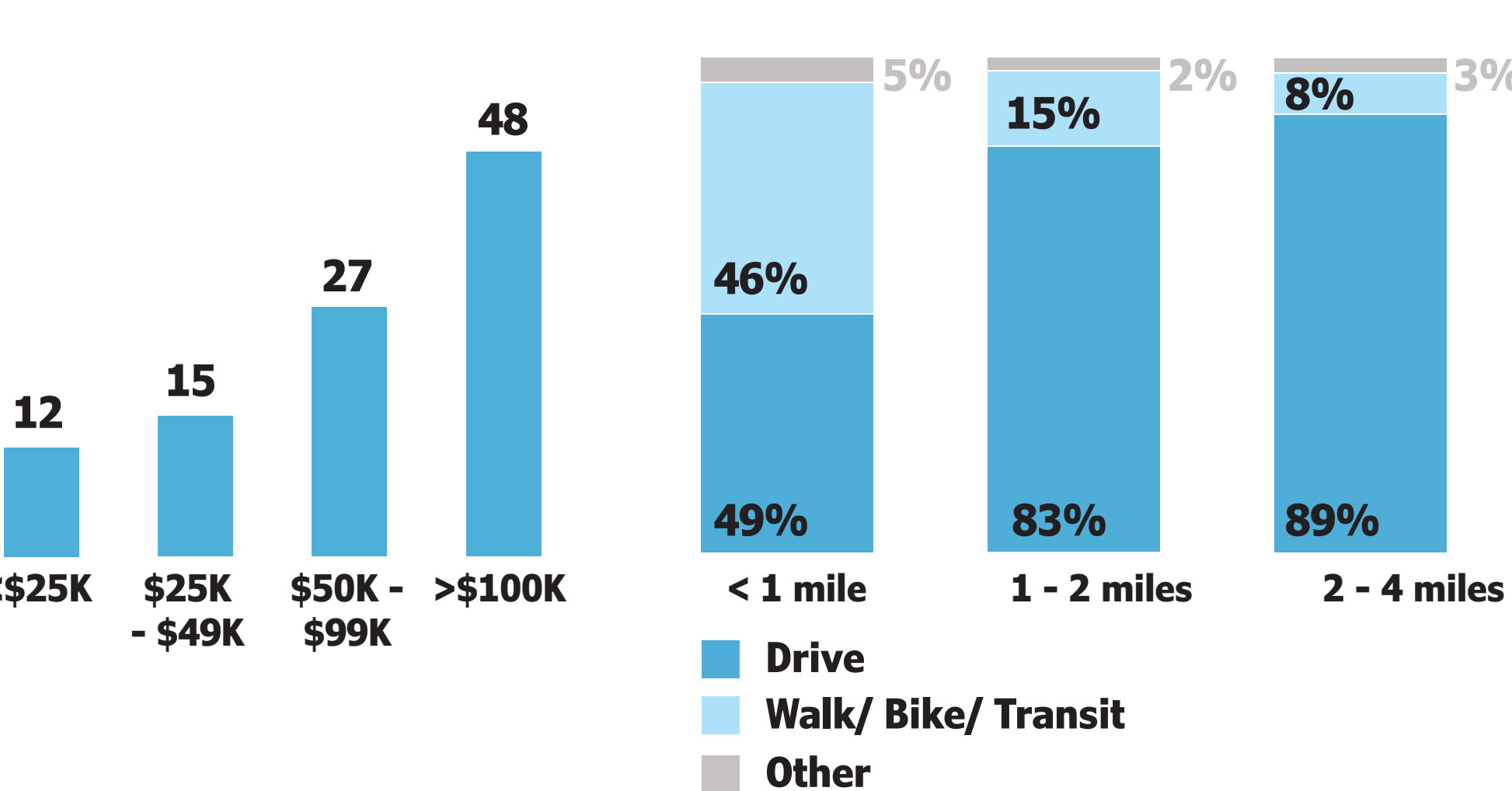


Most of the trips Milwaukeeans take are very short, and nearly half of our shortest trips are made by car. Wealthier Milwaukeeans drive more than lower income Milwaukeeans.

Trip Distance in Milwaukee



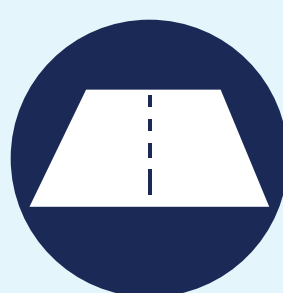
Vehicle Miles Traveled per Household per Day by Income



This plan will help Milwaukee address key challenges facing us on our streets:



Traffic Safety



Oversized Streets



Access to Destinations Without a Vehicle



Climate Change and Its Impacts



Driving for Short Trips



Diverging Neighborhood Needs



Street Condition & Maintenance



PHASE ONE ENGAGEMENT SUMMARY

In Phase One of 414 in Motion, we heard how Milwaukeeans move around the city and what transportation challenges they face. We asked people about their top priorities for our streets and to share big ideas for mobility in Milwaukee.

17

In-Person
Events

429

People Engaged
In Person

1,472

Online Survey
Responses

12

Intercept Survey
Sessions

6

Focus
Groups

How we engaged

The 414 in Motion team talked to residents, community leaders, workers, business owners, and visitors throughout the city:

- Shared a survey through social media, partner newsletters, e-notifies, and on fliers posted at bus stops and in libraries and conducted survey intercepts.
- Hosted focus groups with non-drivers, people with disabilities, youth, older adults, and Spanish speakers to hear their in-depth perspectives.
- Collaborated with our Community Advisory Group and Agency and Technical Advisory Group on engagement strategy and visioning.
- Attended in-person community events and hosted office hours at libraries to share information about the plan, facilitate engagement activities, and hear people's priorities and concerns for our streets.

We heard overwhelming feedback about the need to make our streets safer and improve pavement quality, and concern about transit service for all and accessibility for people with mobility issues. Milwaukeeans told us they would like to take transit, walk, and bike more, and that better bus service, expanding the Hop, and building safer bike infrastructure would support those mobility choices.

Top community priorities

- 1 Calm traffic and improve street safety
- 2 Improve street conditions and pavement quality
- 3 Improve transit service
- 4 Build protected bike lanes and bike infrastructure
- 5 Improve sidewalks and accessibility





VISION & GOALS

VISION

People all across Milwaukee have safe, reliable, and affordable transportation choices that connect us to opportunities. Our streets are vibrant public spaces that foster a sense of community, reflect the life of our city, and support mobility for all.

GOALS



Safe Streets

Ensure that all people – regardless of how they travel – are safe and comfortable on our streets.



Accessible & Reliable Transportation

Create a high-quality transportation system that all people can depend on through proactive maintenance, sustainable funding mechanisms, and mobility choices for all ages and abilities.



Connected People & Places

Build cohesive and intuitive multimodal networks so people can connect to their daily needs and experience the city.



Streets as Vibrant Spaces

Design streets as inviting, inclusive spaces with room for people to gather and socialize.



Mobility for All

Build a transportation system that reduces economic and racial disparities by investing in areas with the most need, addressing historic disinvestment in our neighborhoods, and connecting people to opportunities.



Healthy, Sustainable Communities

Protect our environment, reduce car dependency, and improve Milwaukee's health with cleaner and more sustainable mobility options.



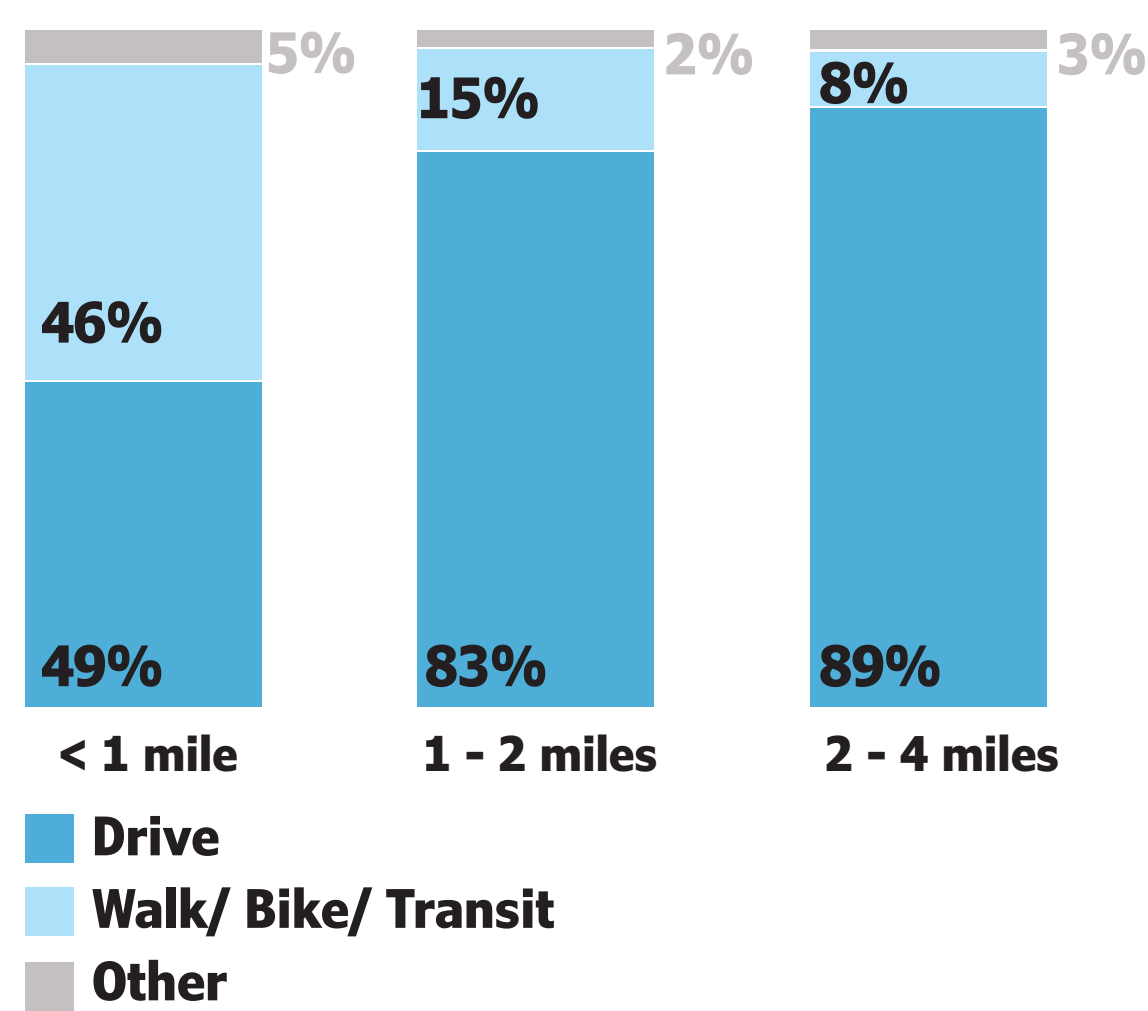
ACCESSIBLE & RELIABLE TRANSPORTATION SYSTEMS

WHAT WE LEARNED

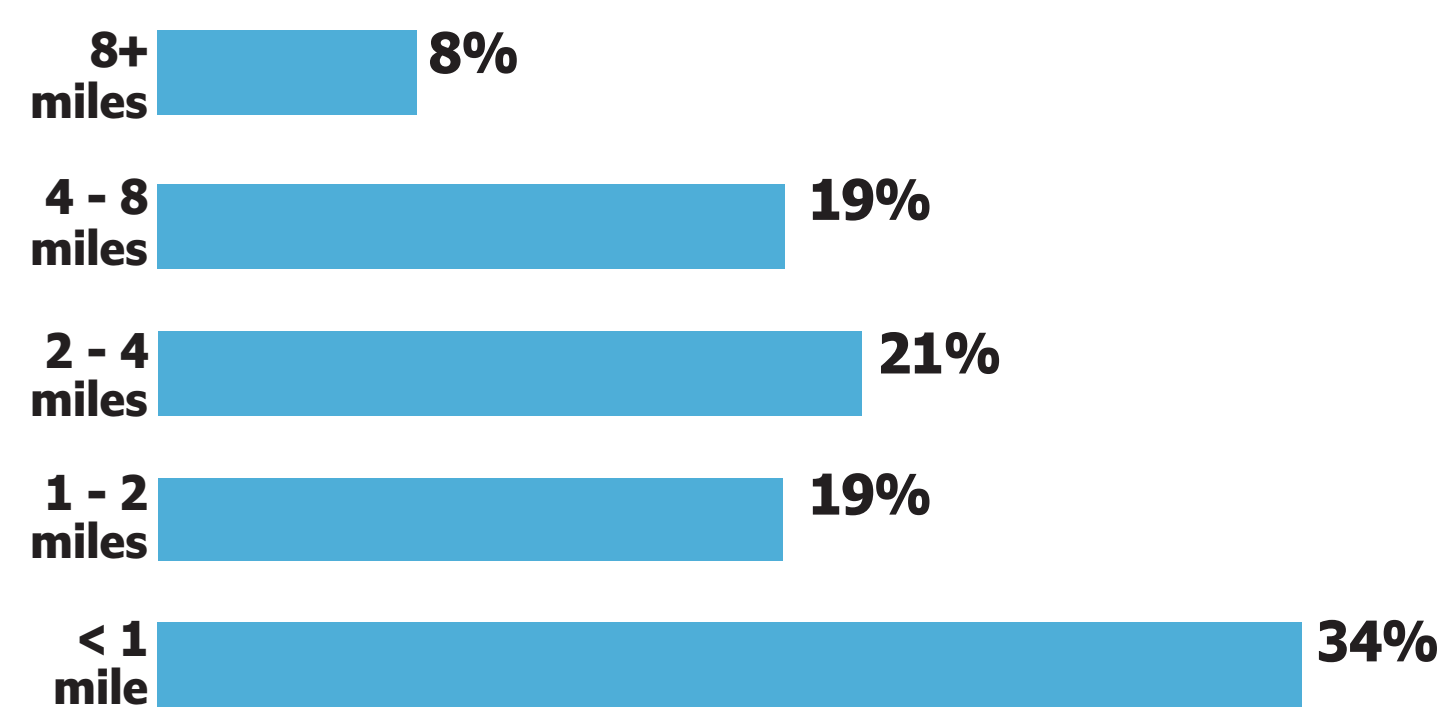
Most trips Milwaukeeans make are short and could be safely and conveniently made by walking, biking, or transit.

SHORT TRIPS IN MILWAUKEE

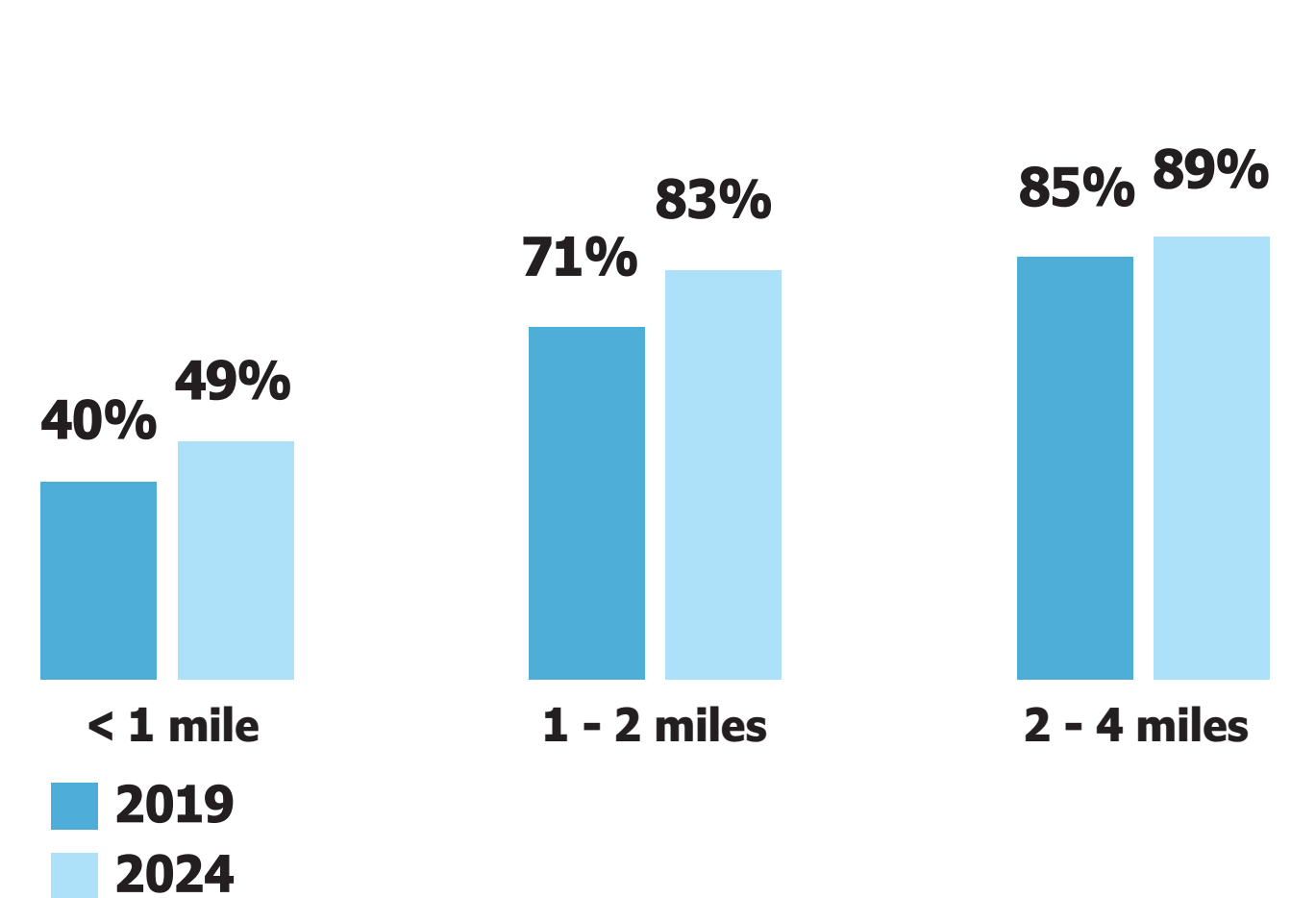
Mode Share for Trips within Milwaukee by Trip Distance



Trip Distance in Milwaukee



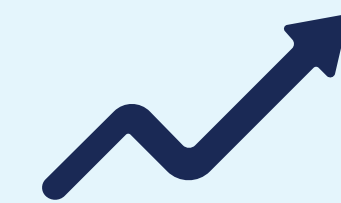
Share of Short Trips within Milwaukee Made by Driving



Even though most trips in Milwaukee are relatively short, we still rely on driving for most of these trips.

**1.8
MILES**

The median distance for all trips within Milwaukee is 1.8 miles. More than one-third of all trips are less than one mile.



Since the COVID-19 pandemic, people are driving for more short trips within Milwaukee.

Data Source: Replica, Trip Distance, Fall 2024

WHAT WE HEARD

STREET CONDITIONS PRIORITY

#2

Improve street conditions and pavement quality was ranked one of the top transportation priorities.

Generally, Milwaukeeans desire improved street and sidewalk conditions and snow clearance for sidewalks, bike lanes, and bus stops.

MORE MOBILITY OPTIONS

78%

The majority of online survey respondents would like **to walk, bike, and/or take transit more.**

Community members want better multimodal connections between neighborhoods and key destinations.



"What would help most is stable, uniform sidewalks without cracks or uneven edges. For people navigating by touch, consistency really matters. Standardized sidewalks would make a big difference."

"There needs to be efficient, accessible, affordable, and safe public transportation in place to reduce personal vehicle usage."

"'Last mile' transportation or significant transfer times between bus routes makes it challenging to navigate the city without a car."

"Repair potholes on streets"



ACCESSIBLE & RELIABLE TRANSPORTATION SYSTEMS

STRATEGY: Shift short trips to walking, biking, and transit.

CHALLENGES ADDRESSED



Driving for Short Trips



Rising Household Transportation Costs

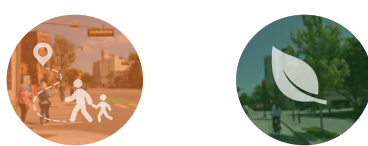


Climate Change and Its Impacts



Access to Destinations Without a Vehicle

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Ensure infrastructure for people walking and biking is well-maintained and reliable year-round
- Sustain and expand affordable, shared micromobility options

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.

STRATEGY: Modernize and maintain transportation assets to fit anticipated resources and better align with community goals and needs.

CHALLENGES ADDRESSED



Diverging Neighborhood Needs



Street Condition & Maintenance

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Gather and analyze asset condition data for streets, sidewalks, curb ramps, street lighting, and traffic signals by neighborhood
- Create a program to systematically and proactively fill potholes, re-pave streets, and fix sidewalks and other assets

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.



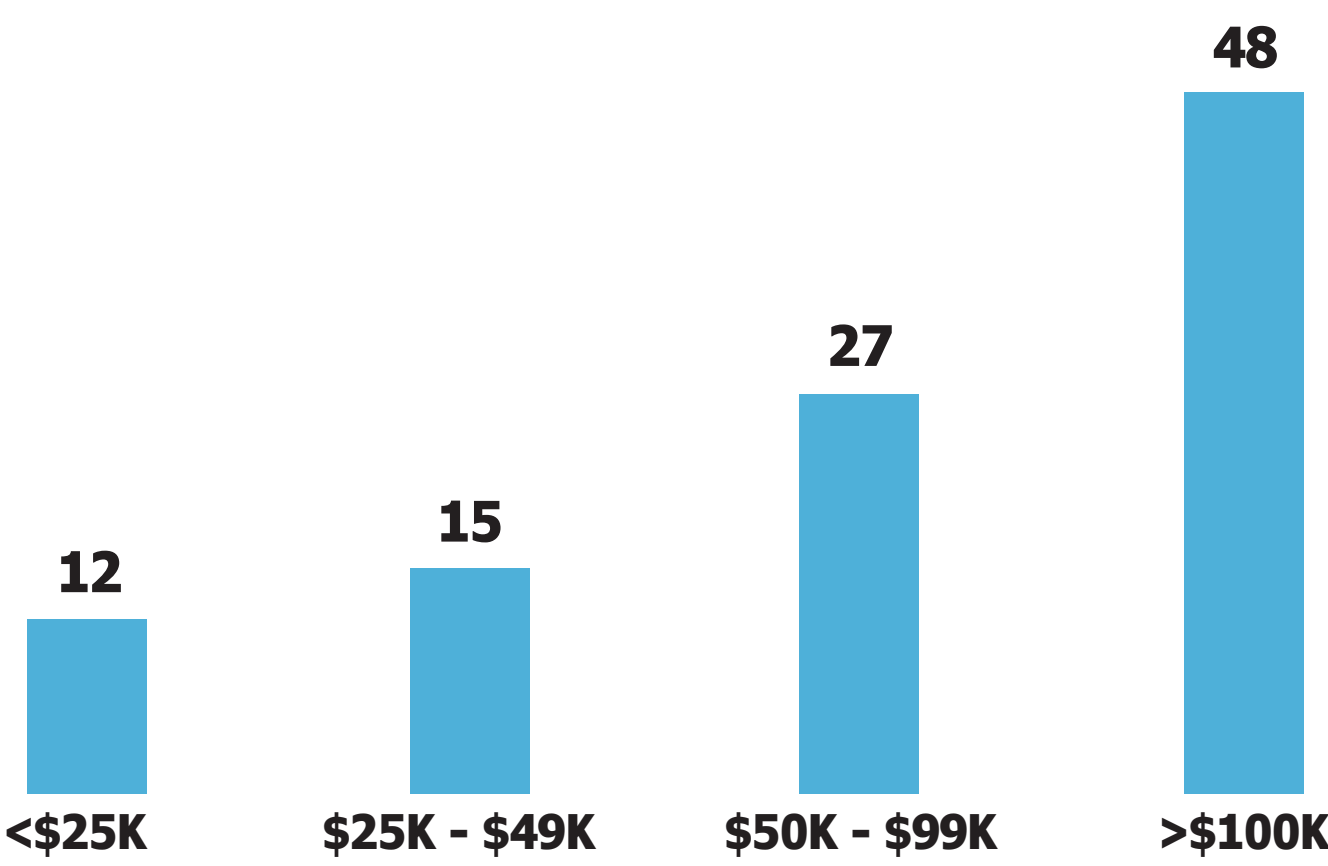
MOBILITY FOR ALL

WHAT WE LEARNED

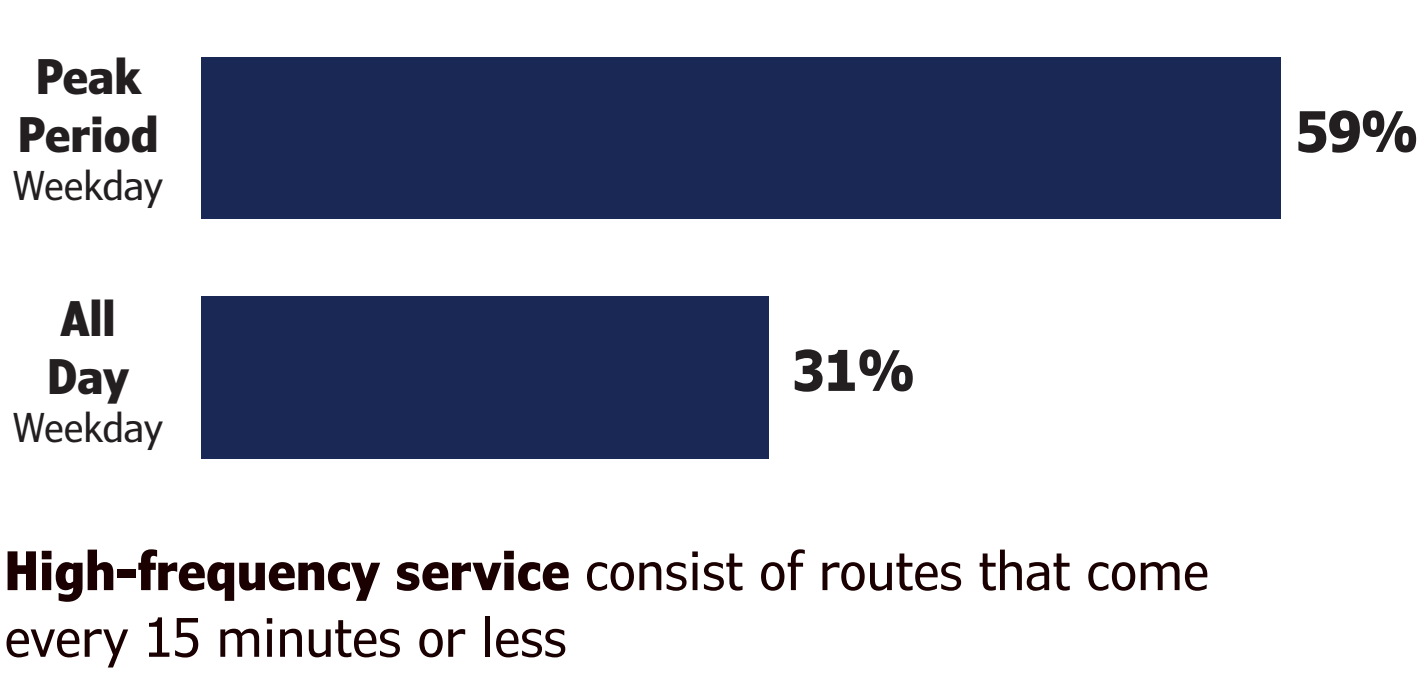
For many households — particularly those without access to a car — transit is not a choice but a necessity, connecting people to destinations and opportunities.

GETTING AROUND MILWAUKEE

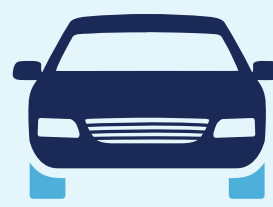
Vehicle Miles Traveled per Household per Day by Household Income



Milwaukee Residents within a 1/4 Mile of High-Frequency Service



Data Source: Milwaukee County Transit System, Fall 2024 Ridership Data, 2024



Driving patterns for Milwaukee households vary significantly based on income.

\$11,168 Average annual cost to own, operate, and maintain a vehicle in Milwaukee.

22% Owning a vehicle costs 22% of the median income in Milwaukee, which is more than the recommended 15%.

Data Sources: Replica, Vehicle Miles Traveled, 2024; Google, Distance Matrix API, Fall 2025; U.S. Census Bureau, American Community Survey 5-Year Estimate, 2023.

WHAT WE HEARD

MORE SERVICE

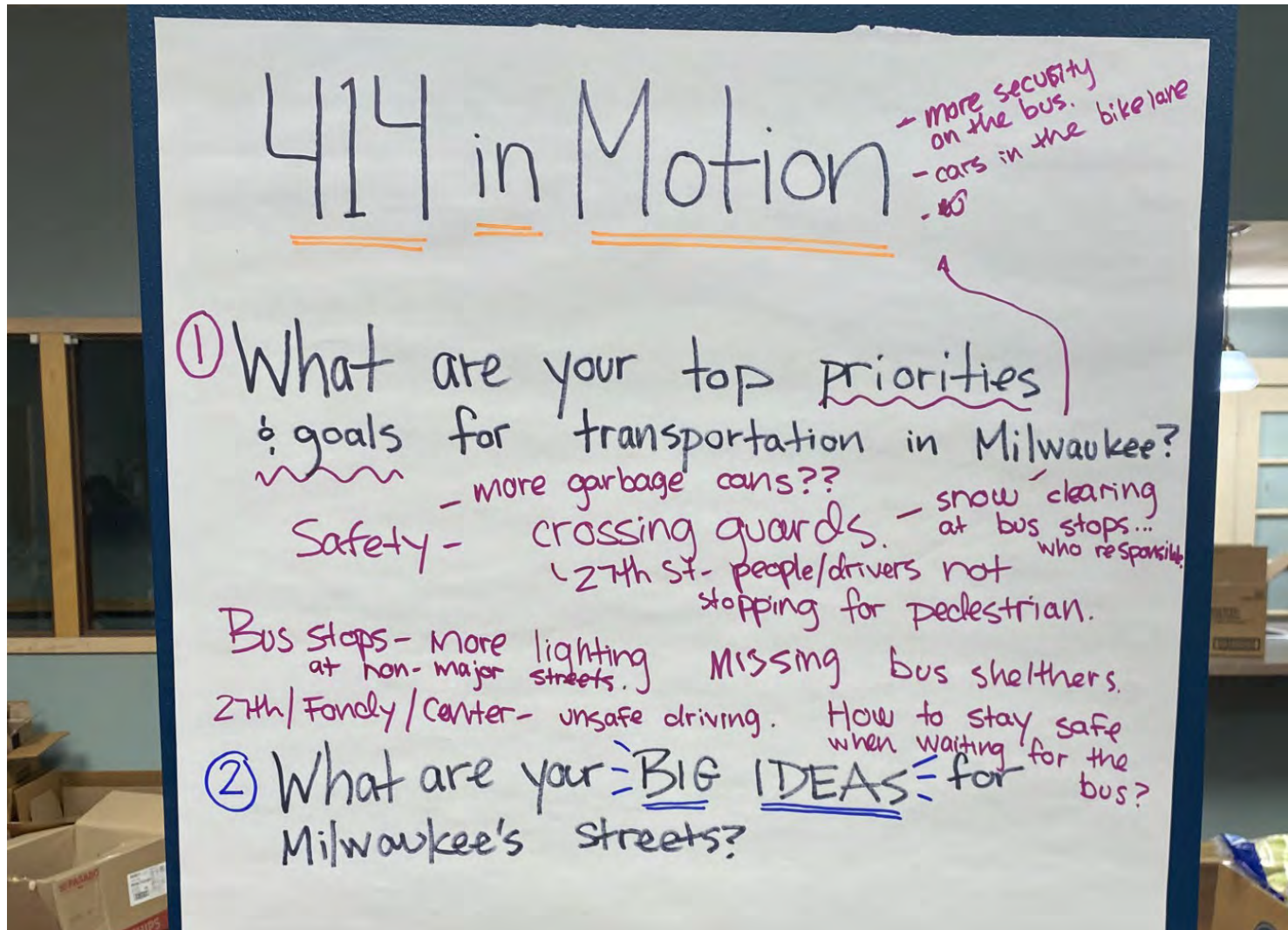
#3

Improve transit service was ranked one of the top transportation priorities.

INFRASTRUCTURE VARIES



Community members generally feel that infrastructure and quality **varies significantly by neighborhood**.



"We need to focus on creating conditions so that **everyone** can travel safely, conveniently, affordably, and with dignity to their various destinations in and around the city."

"Please invest in marginalized neighborhoods first & update their transportation and mobility needs."

"Make street conditions, sidewalks, and public transit more accessible for physically disabled individuals."

"Some outer neighborhoods have sidewalks missing, low lighting, and transit options thin out once you leave the main corridors."



MOBILITY FOR ALL

STRATEGY: Shape priority transit corridors through street improvements that enable faster, more reliable service.

CHALLENGES ADDRESSED



Reliable
Transit



Driving for
Short Trips



Access to
Destinations
Without a Vehicle



Rising Household
Transportation
Costs

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Work with MCTS and DCD to co-develop priority transit corridors in coordination with land use and street improvement goals
- Install dedicated or peak-period bus lanes where feasible to improve travel time consistency

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.

STRATEGY: Partner with Milwaukee County and regional stakeholders to secure stable, long-term funding for more frequent and reliable transit service.

CHALLENGES ADDRESSED



Reliable
Transit



Access to
Destinations
Without a Vehicle

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Establish a transit funding task force in partnership with the County, regional partners, and elected officials
- Work with regional and state partners to explore funding and implementation strategies for expanding transit options, including bus, streetcar, regional rail, and first/last-mile connections

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.



MOBILITY FOR ALL

STRATEGY: Expand partnerships and targeted outreach to build awareness, support, and collaboration around transportation decisions.

CHALLENGES ADDRESSED



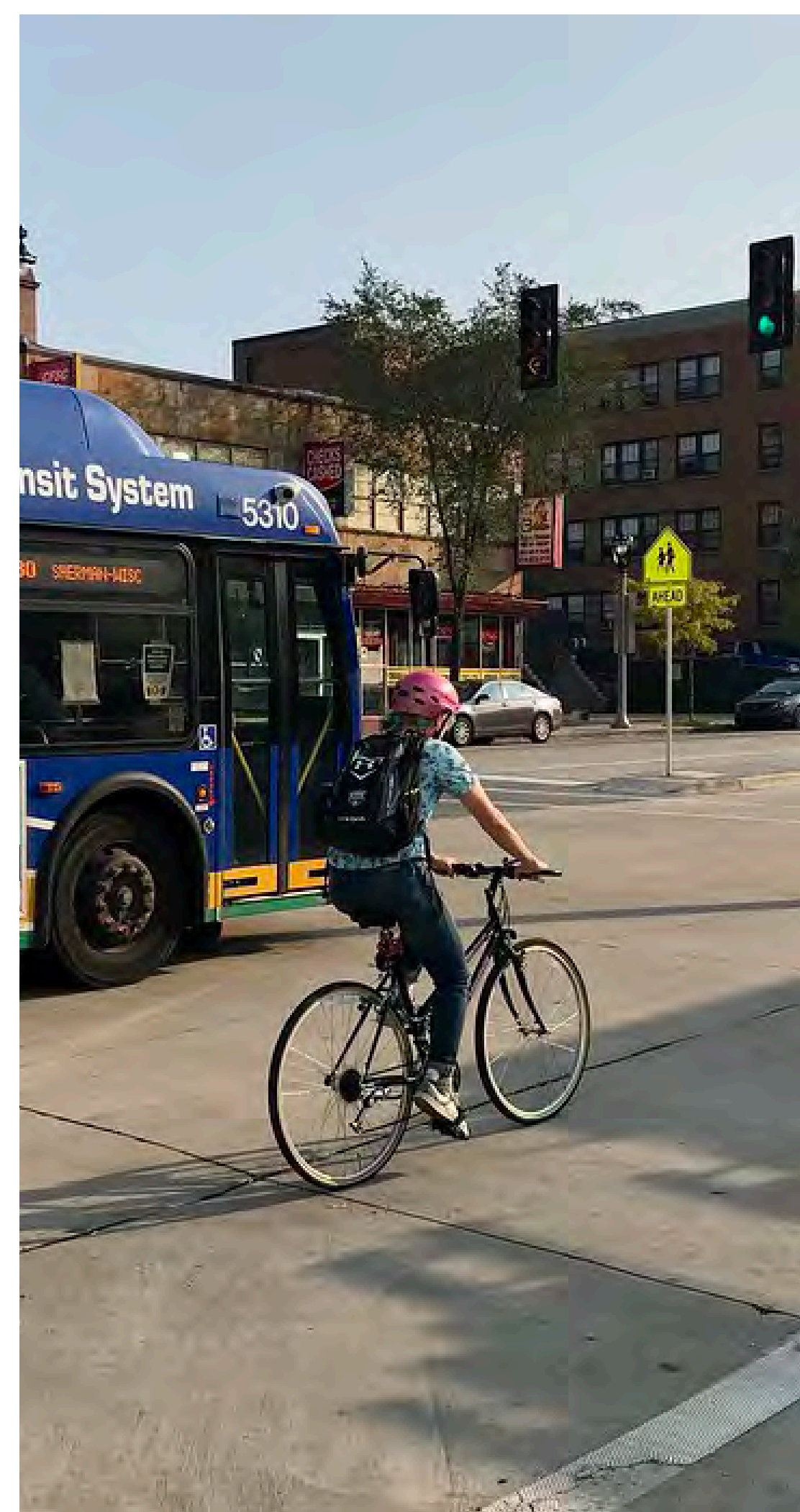
Diverging
Neighborhood Needs

ADDITIONAL GOALS

POTENTIAL ACTIONS

- Continue to build and maintain relationships with neighborhood groups across the Department of Public Works
- Meet early and often during project development to provide opportunities to influence project design

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.





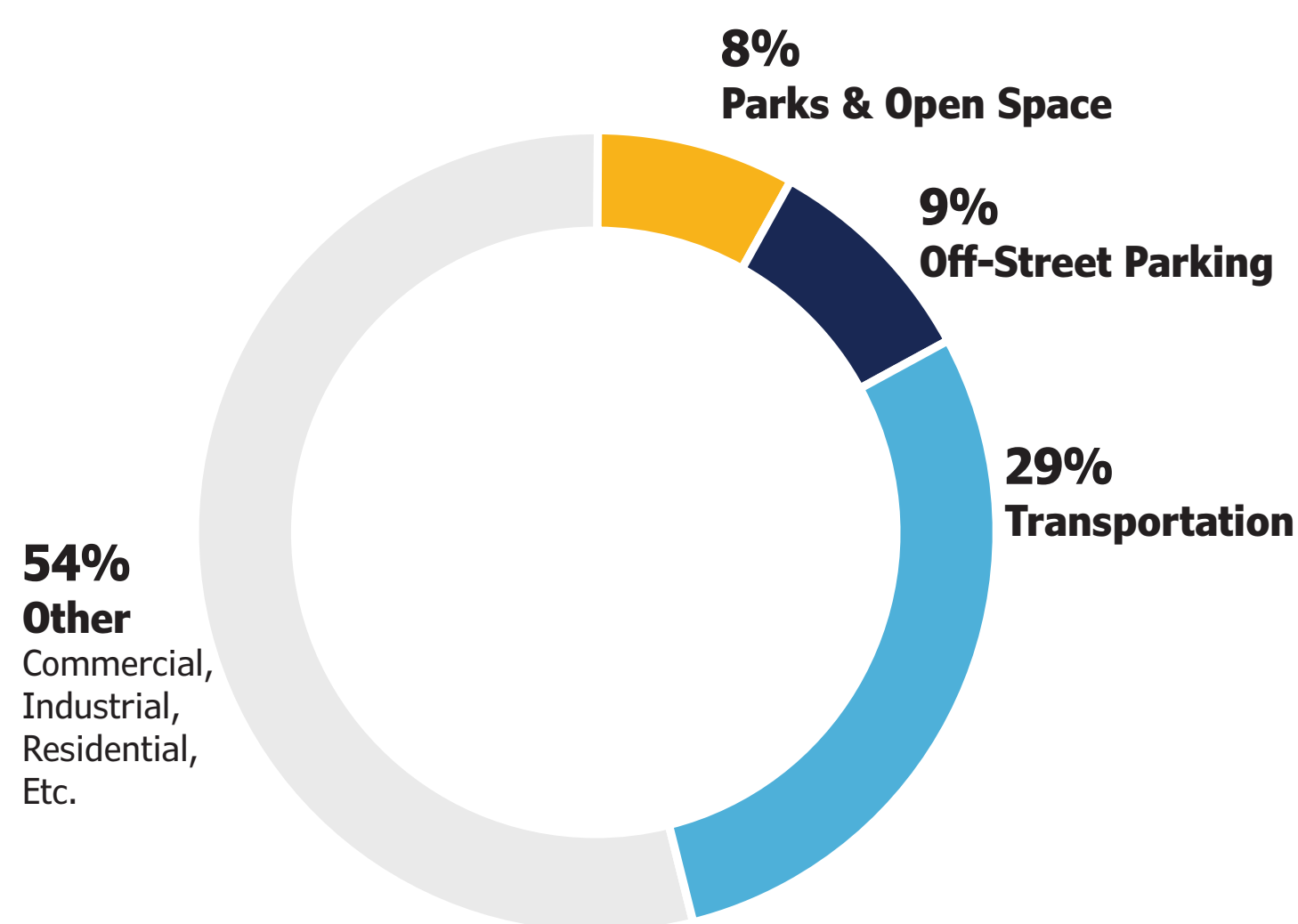
STREETS AS VIBRANT SPACES

WHAT WE LEARNED

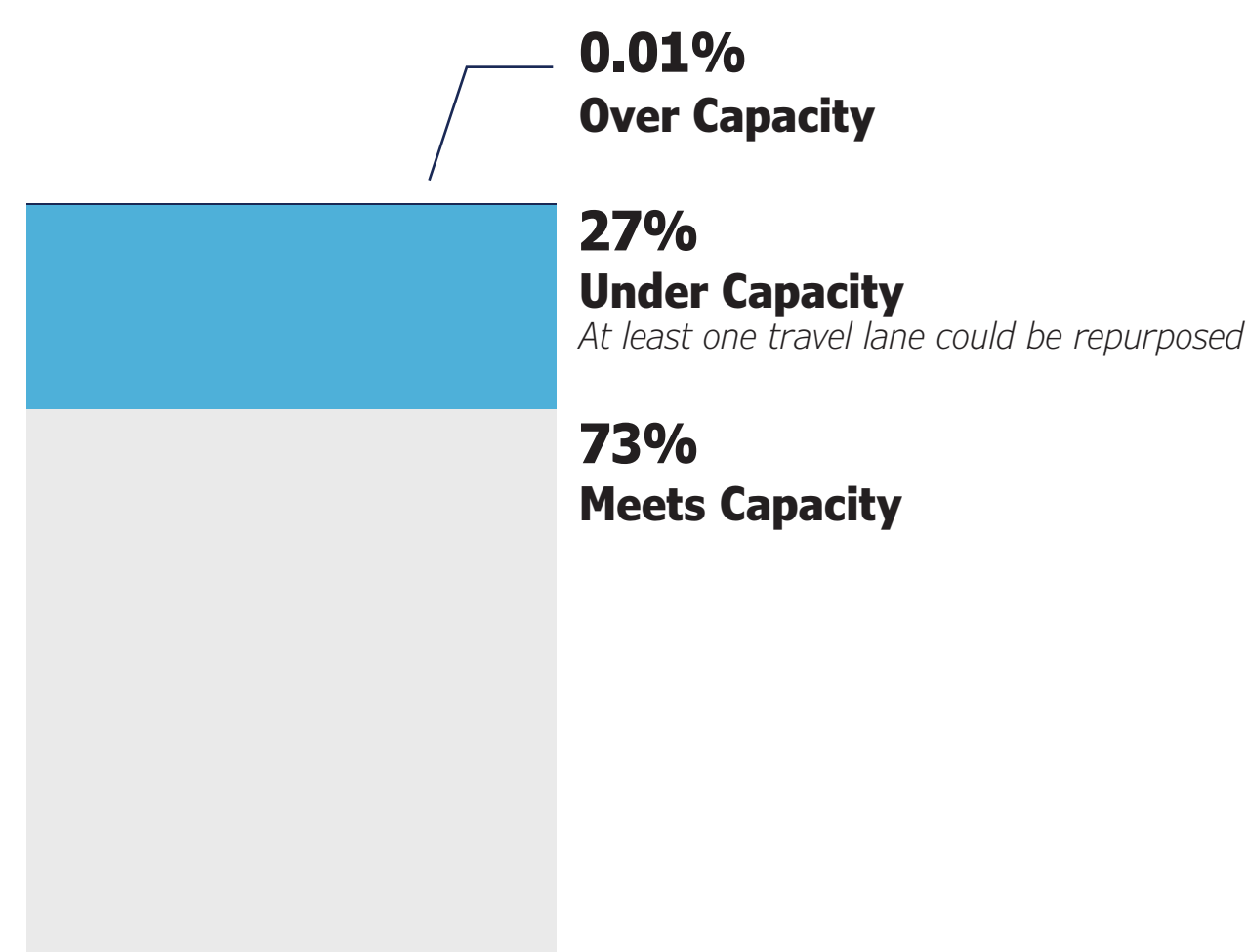
Many of our streets were built for far more motor vehicle trips than Milwaukee experiences today, resulting in more pavement than we need.

EXCESS STREET SPACE

Breakdown of Land in Milwaukee



Street Capacity



P More land is dedicated to off-street parking than all the parks and open space in Milwaukee.

Data Source: Milwaukee County, Planimetric Mapping Data, 2020

 More than a quarter of major street miles across the city have at least one travel lane that could potentially be repurposed.

Data Source: Southeast Wisconsin Regional Planning Commission, Regional Travel Demand Model, 2023

WHAT WE HEARD

SPACE FOR PEOPLE

46%

of community respondents shared they would like the plan to prioritize projects that **create more space for people to gather, socialize, and relax along our streets.**



Community members shared interest in **greener public spaces** with street trees and landscaping.



"While the City is making good progress in traffic calming, it has to be combined with making these same streets more beautiful so people care more about them."

"The city should not be a thoroughfare...I should be able to enjoy public space."

"Create safe spaces to travel on and places to gather with community. Community builds a sense of belonging."



STREETS AS VIBRANT SPACES

STRATEGY: Transform underutilized street space into active public places and support community-led programming and events.

CHALLENGES ADDRESSED



Oversized
Streets



Street Condition
& Maintenance

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Expand narrow sidewalks whenever possible to increase pedestrian comfort and create space for street furniture, trees, and landscaping
- Evaluate opportunities for plazas, parklets, and other public spaces as part of all street reconstruction and major maintenance projects, particularly along commercial corridors

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.

STRATEGY: Use streets and public spaces to manage stormwater, reduce flooding, and improve neighborhood quality with trees, plants, and green infrastructure.

CHALLENGES ADDRESSED



Climate
Change and
Its Impacts



Oversized
Streets



Street Condition
& Maintenance

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Develop a Green Streets module for the Complete Streets Handbook that prescribes how to incorporate trees, plants, and stormwater infrastructure into road projects
- Establish a target for increasing street tree canopy coverage, prioritizing heat-vulnerable and flood-prone neighborhoods

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.



STREETS AS VIBRANT SPACES

STRATEGY: Establish a curb management framework that improves street operations and leverages curb space to support local businesses and create active, people-oriented streets.

CHALLENGES ADDRESSED



Traffic Safety



Oversized Streets



Diverging Neighborhood Needs



Street Condition & Maintenance

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Evaluate time-of-day curb regulations to better balance loading, dining, and customer access needs across the day
- Develop a dynamic parking pricing pilot in selected neighborhood(s) to test concept, equipment, and establish performance standards

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.





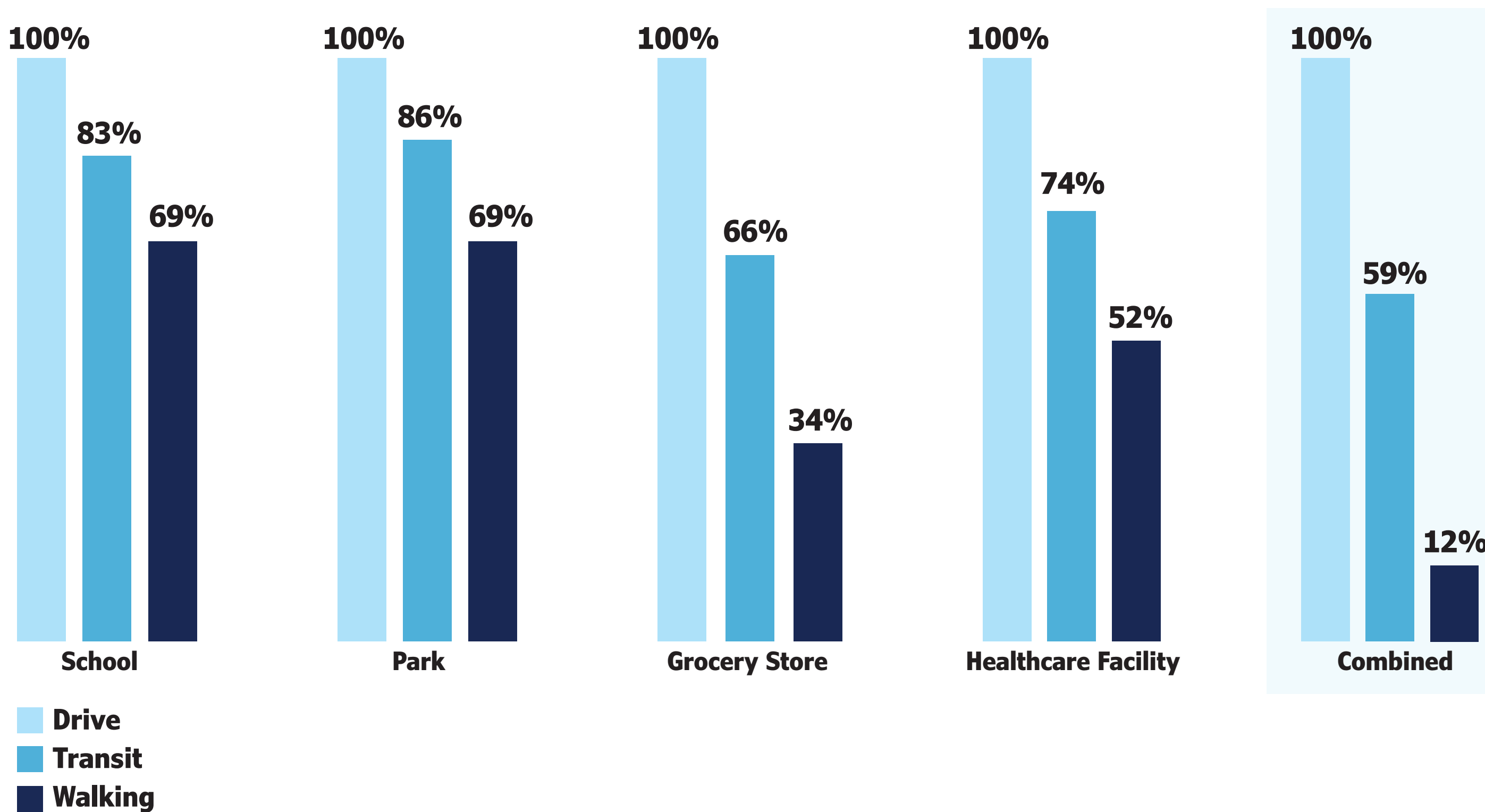
CONNECTED PEOPLE AND PLACES

WHAT WE LEARNED

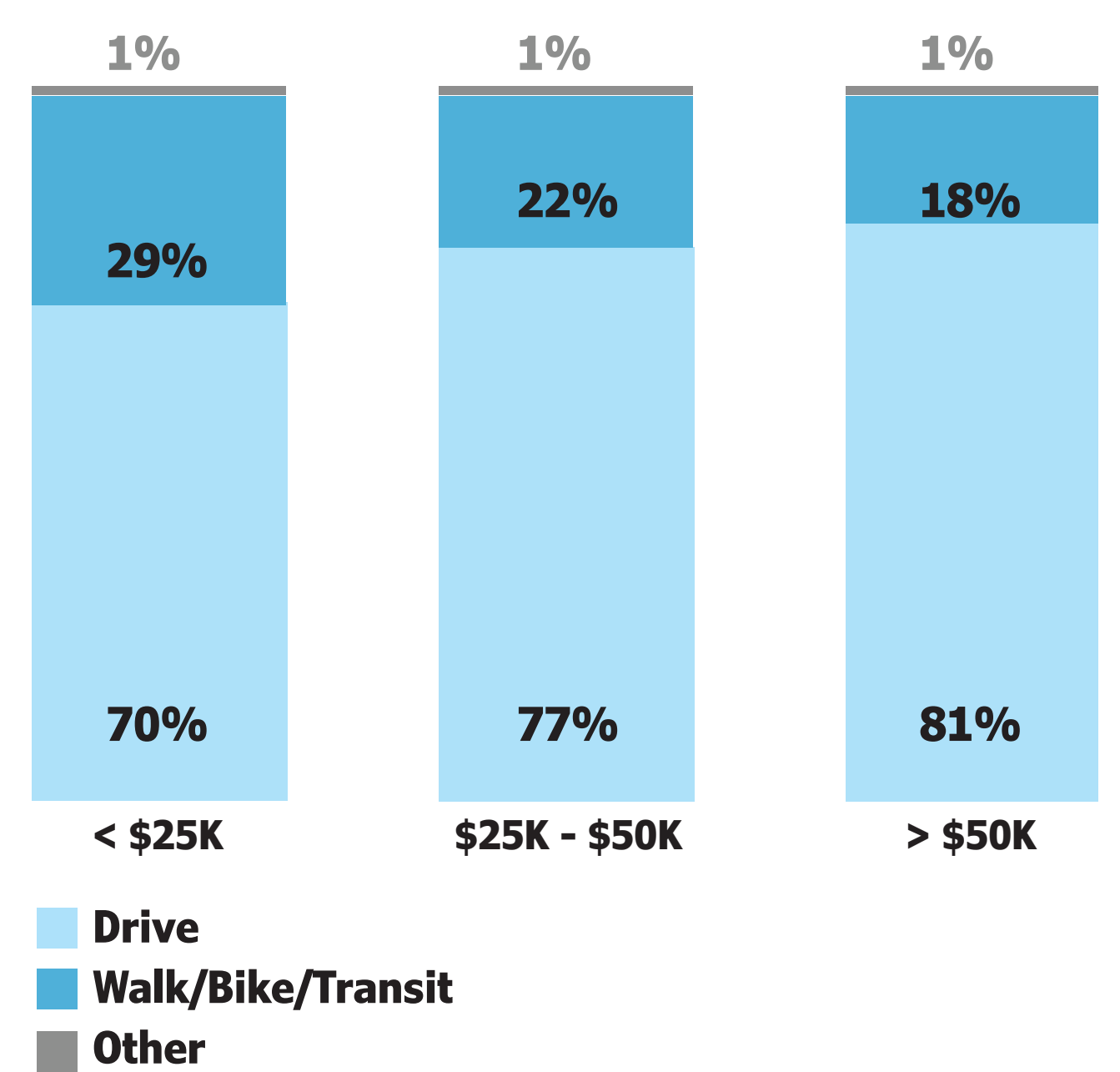
Only 12% of Milwaukeeans can walk to a school, park, grocery store, and a healthcare facility within 20 minutes.

GETTING PLACES BY MODE

Percent of Milwaukeeans Who Have Access to Key Destinations within 20 Minutes



Mode Share for Trips within Milwaukee by Household Income



Data Sources: Replica, Trip Distance, Fall 2024; Google, Distance Matrix API, Fall 2025

WHAT WE HEARD

PROTECTED BIKE FACILITIES

51%

Over half of community respondents shared that **building protected bike facilities** and other bike infrastructure is one of their transportation priorities.

SIDEWALKS & CROSSWALKS

56%

Over half of community respondents shared **building or improving sidewalks and crosswalks** is one of their transportation priorities.



"If every neighborhood was connected by safe, protected bike lanes and walkable streets, we'd open up a ton of freedom and opportunity."

"If folks walk or bike, they are more likely to see and appreciate their neighbors, their neighborhood businesses, and their local parks."

"I'm most interested in a fully-connected, protected, city-wide bicycle network but ideally the infrastructure would also server walkers, runners, scooters, and bus riders as well."



CONNECTED PEOPLE AND PLACES

STRATEGY: Develop a connected network of bikeways that enables people of all ages and abilities to travel around Milwaukee by bike.

CHALLENGES ADDRESSED



Driving for Short Trips



Climate Change and Its Impacts



Access to Destinations Without a Vehicle



Oversized Streets

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Implement the planned protected bikeway network through retrofit, resurfacing, and reconstruction projects
- Partner with local communities to plan and develop neighborhood bikeways that connect residents to local destinations, prioritizing neighborhoods with the greatest need

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.

STRATEGY: Foster walkable neighborhoods and corridors where people can safely and conveniently access daily needs.

CHALLENGES ADDRESSED



Driving for Short Trips



Climate Change and Its Impacts

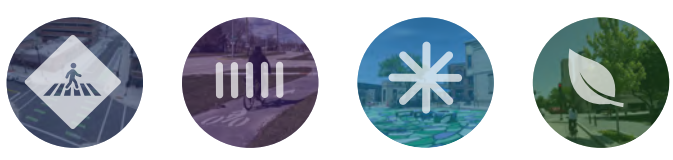


Access to Destinations Without a Vehicle



Street Condition & Maintenance

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Identify sidewalk gaps and necessary crossing improvements along commercial corridors and near key destinations
- Reduce or eliminate driveways on commercial corridors to promote a more complete and walkable pedestrian environment

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.



CONNECTED PEOPLE AND PLACES

STRATEGY: Develop a connected network of bikeways that enables people of all ages and abilities to travel around Milwaukee by bike.

Elements of the Bikeway Strategy

INFRASTRUCTURE

Primary Network

Allow people to bike between neighborhoods and reach major destinations. Routes will be as direct as possible, feature high-quality treatments that make biking safe (including at intersections), and accommodate a range of different users and devices.

Targeted Connectivity Improvements

Enable people to travel within and between neighborhoods. Targeted connectivity improvements will build off the Primary network.

Neighborhood Routes

Connect people to the primary network and to local neighborhood destinations. Neighborhood routes will feature traffic calming treatments that make biking safe (including at intersections) and accommodate a range of different users and devices.

NON-INFRASTRUCTURE

Access to Bikes and Shared Micromobility

Engagement

Education

Encouragement

Bikeway Examples

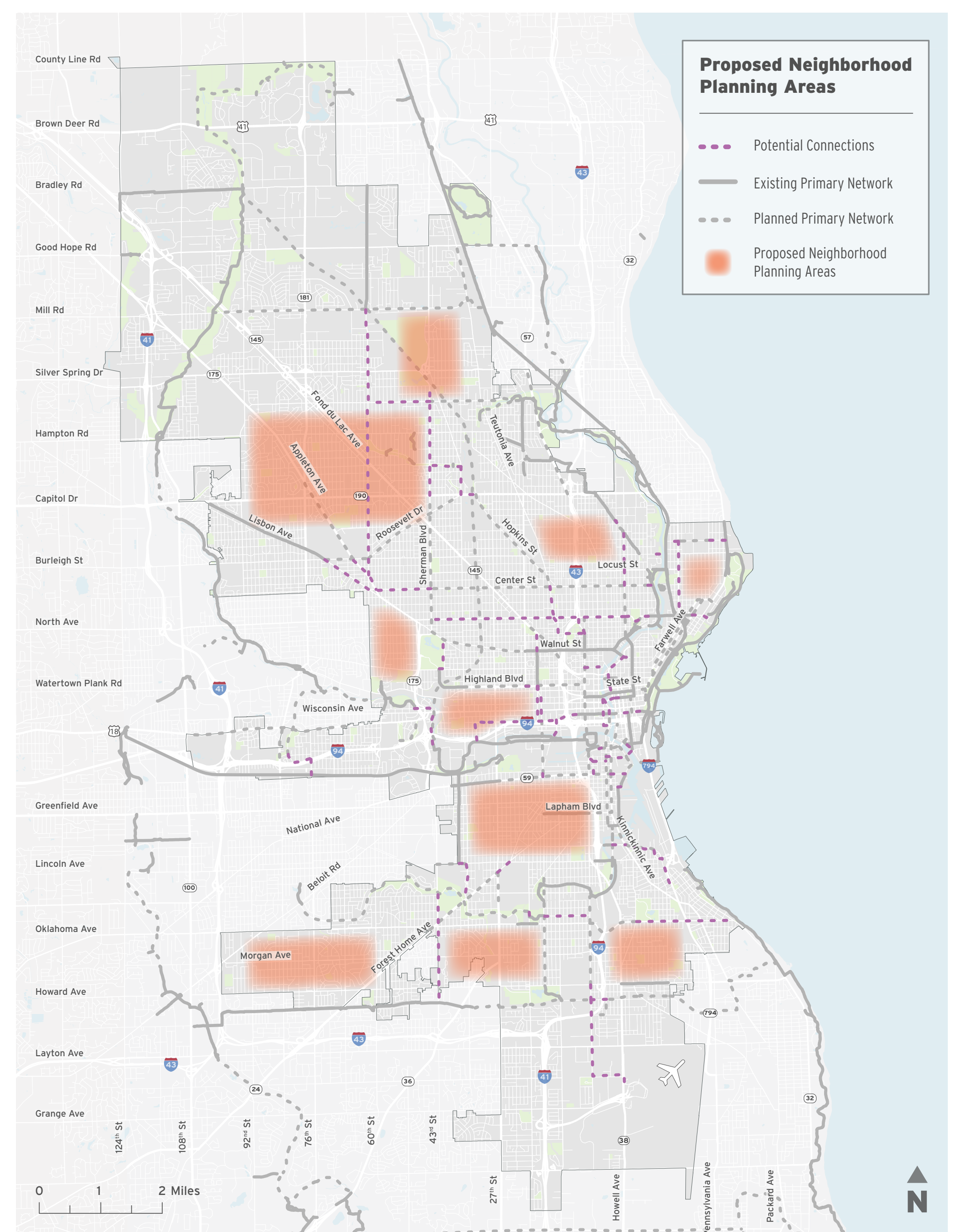
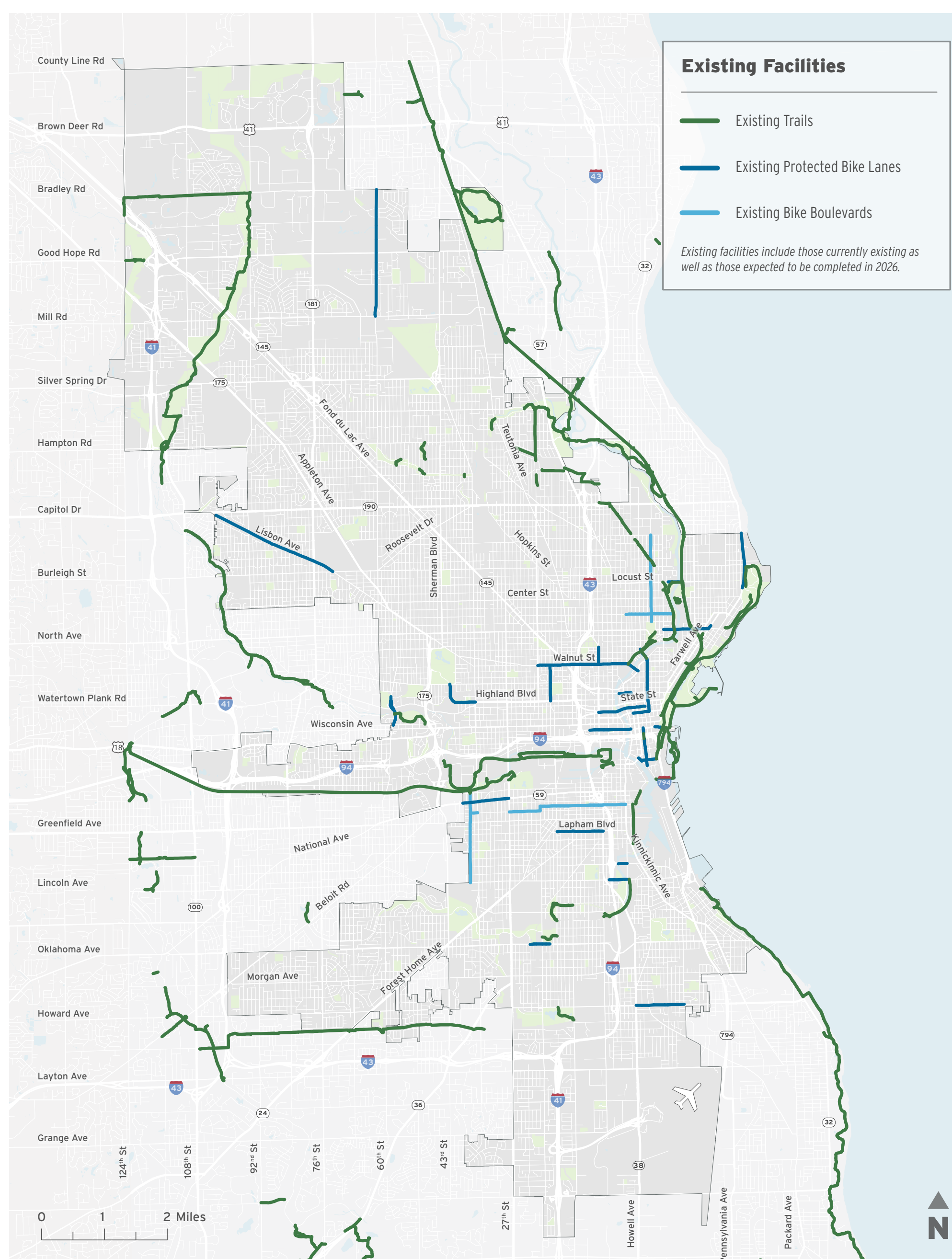
PRIMARY NETWORK: TRAIL



PRIMARY NETWORK: PROTECTED



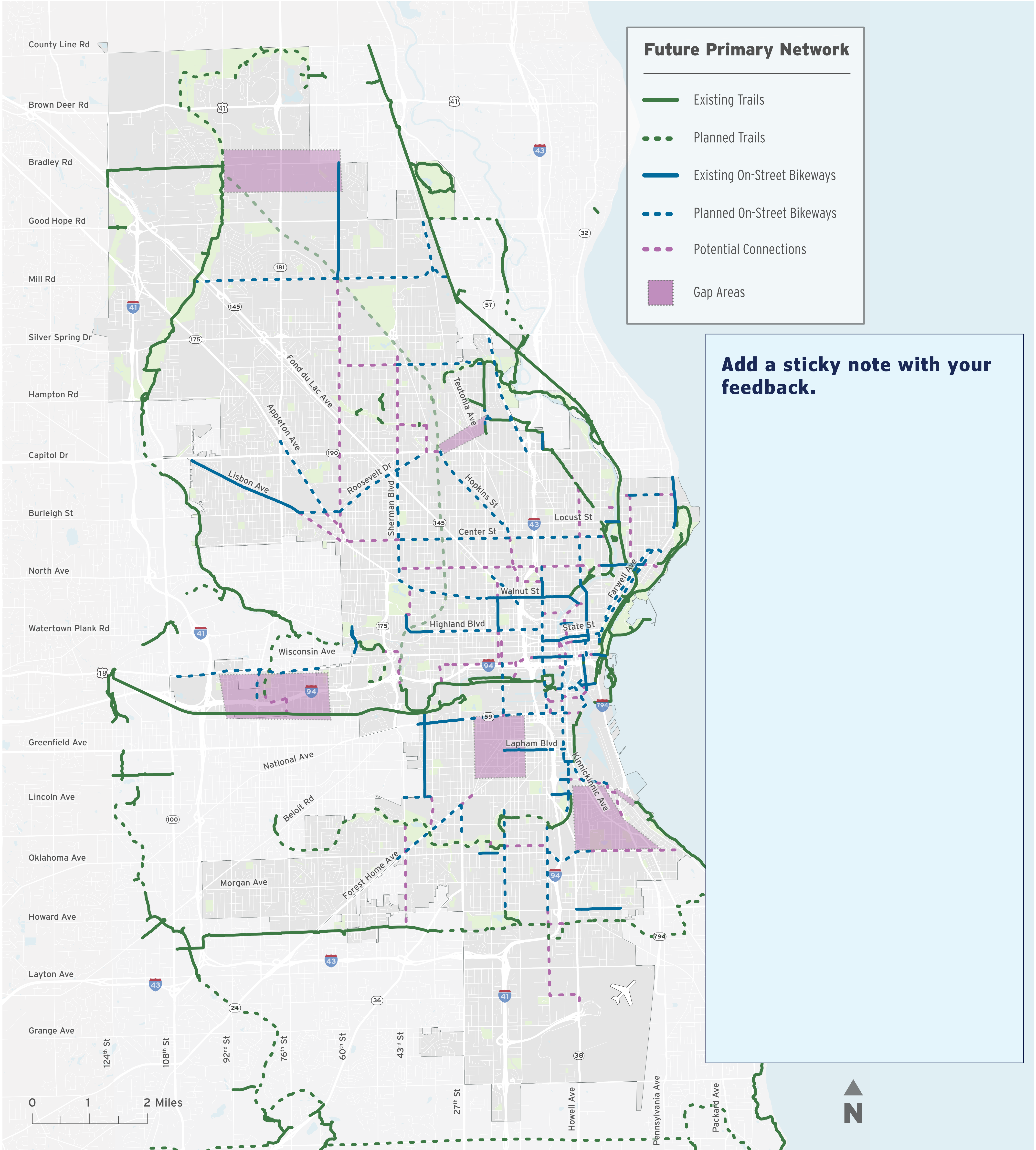
NEIGHBORHOOD ROUTES





CONNECTED PEOPLE AND PLACES

STRATEGY: Develop a connected network of bikeways that enables people of all ages and abilities to travel around Milwaukee by bike.





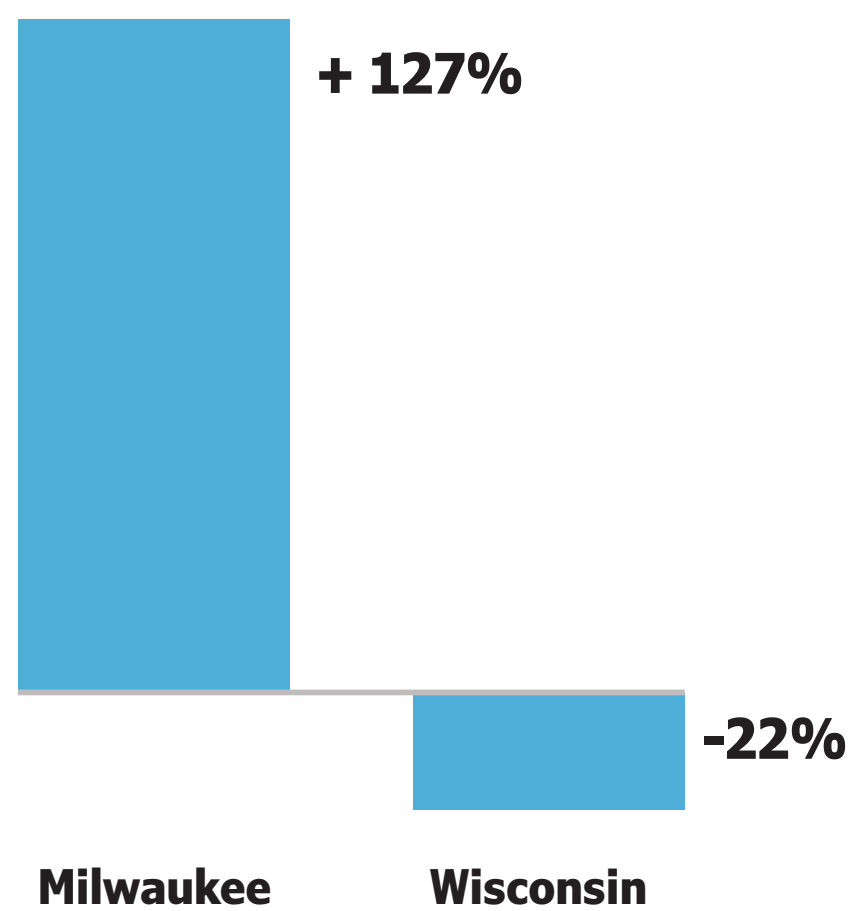
SAFE STREETS

WHAT WE LEARNED

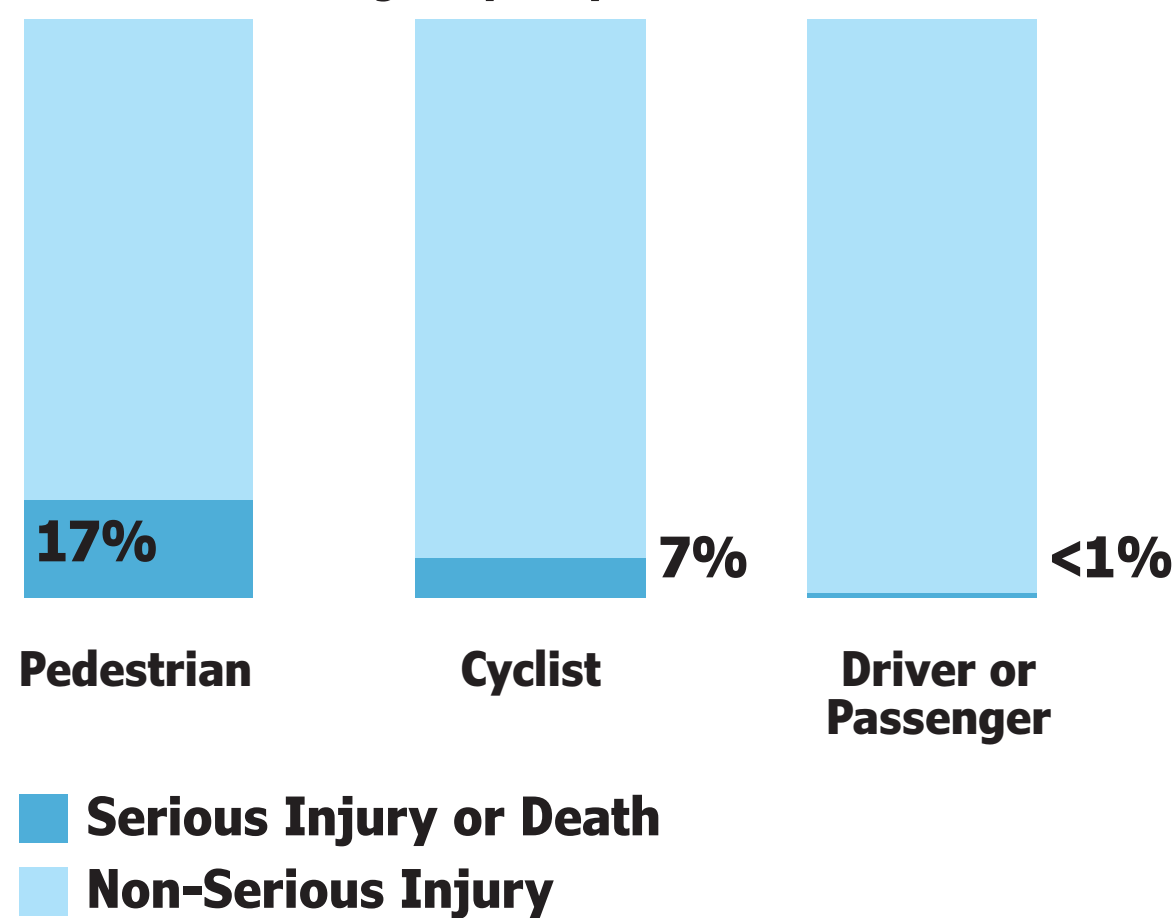
While traffic deaths and serious injuries have fallen in Wisconsin statewide, levels of traffic violence in Milwaukee remain substantially higher.

TRAFFIC DEATH OR SERIOUS INJURY

Speed-related fatalities since 2002

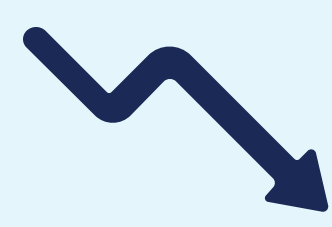


Rate of Traffic Death or Serious Injury by Mode



Certain neighborhoods are **disproportionately impacted** by crashes.

Between 2022 and 2024, Black or African American Milwaukeeans experienced a traffic crash death rate more than double that of White Milwaukeeans.



Traffic deaths in Milwaukee **decreased by 19%** from 2024 to 2025.

People walking and biking are **disproportionately affected** by vehicle crashes.

Data Source: Wisconsin Traffic Operations and Safety Laboratory Crash Data Retrieval Facility, Milwaukee Crash Data, 2022 – 2024

Vision Zero is an opportunity for Milwaukee to fundamentally rethink how our streets are designed to reduce speeding and reckless driving and prioritize safety for everyone.

WHAT WE HEARD

SAFETY IS A TOP PRIORITY

#1

Projects that **calm traffic and improve safety on our streets** were ranked the top transportation priority in the 414 in Motion survey.

SPEEDING IS A CONCERN



Community members consistently shared **concern for speeding and reckless driving**.



"Reduce speed of cars and reckless driving. Much has been done to address these issues, but there is still room for additional improvement."

"Safety is the biggest problem for me. That's why I don't get out much anymore."

"Slowing cars is an absolute must for increasing street safety for everyone..."

"People do not feel safe on the streets - in vehicles, on bikes, on foot, or by bus"



SAFE STREETS

STRATEGY: Design and maintain all streets for speeds that are safe for people outside of vehicles.

CHALLENGES ADDRESSED



Traffic
Safety



Oversized
Streets



Diverging
Neighborhood
Needs



Street Condition
& Maintenance

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Develop and implement new speed limit setting policy
- Update signal timing policies to reinforce safe speeds
- Updated design standards so that our streets are built for safe speeds by default and reduce conflict between people driving, walking, and biking

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.

STRATEGY: Focus investment on the High-Injury Network and proactively address safety issues in neighborhoods with the greatest need.

CHALLENGES ADDRESSED



Traffic
Safety



Oversized
Streets



Diverging
Neighborhood
Needs

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Deliver safety and streetscape improvements on High-Injury Network corridors and intersections, paired with community-led programming, to create safer, more vibrant streets.
- Provide safer routes to schools, parks, transit, healthcare, libraries and other necessities

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.



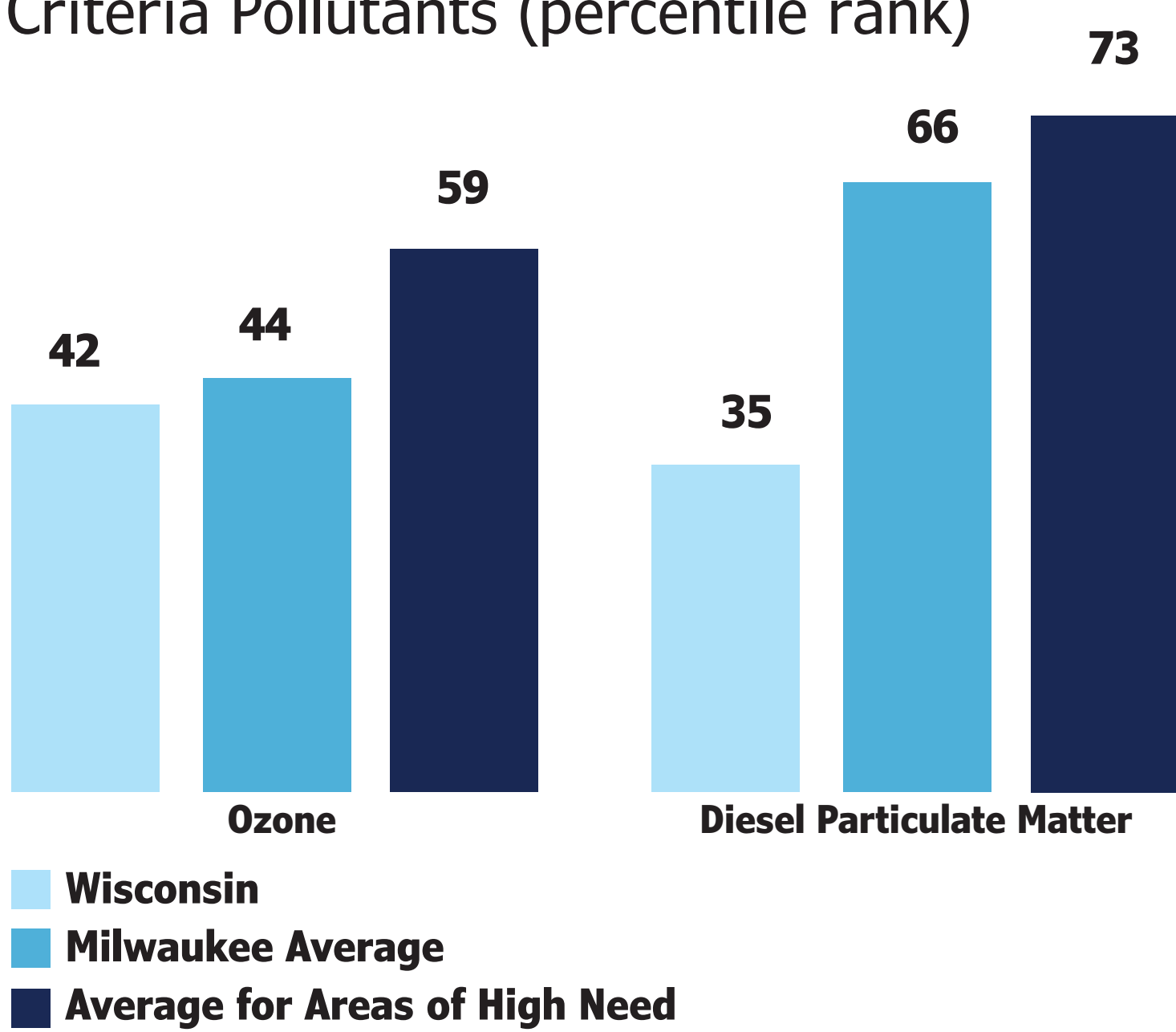
HEALTHY, SUSTAINABLE COMMUNITIES

WHAT WE LEARNED

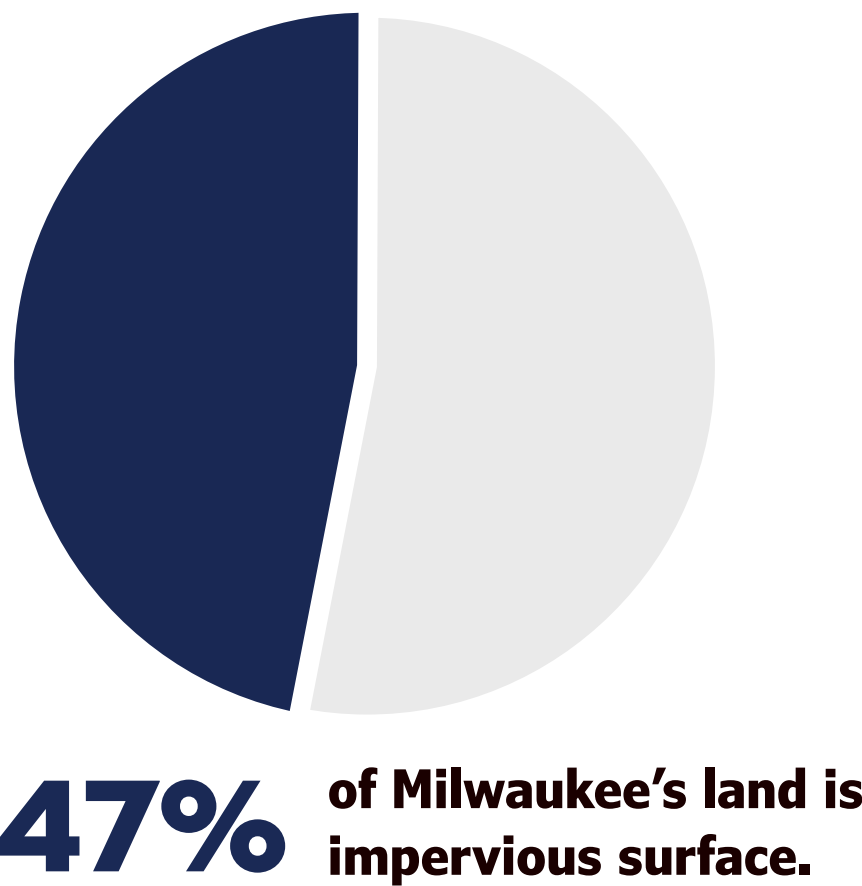
Transportation is a major contributor to greenhouse gas emissions, and the impacts of climate change in Milwaukee will also influence the health of our community and the state of our infrastructure.

AIR QUALITY

Criteria Pollutants (percentile rank)



Impervious Surface



By 2050, Milwaukee will see three times as many days with a heat index above 105 degrees Fahrenheit.

29% of properties in the City are at risk of flooding in the next 30 years.

Data Sources: U.S. Department of Transportation, Equitable Transportation Community Explorer, 2024; City of Milwaukee, Milwaukee Climate and Equity Plan, 2023; City of Milwaukee, Milwaukee Green Infrastructure Plan, 2019

WHAT WE HEARD

HEALTHY STREETS

46%

of community respondents shared they would like the plan to prioritize **more street trees, landscaping, and green infrastructure along Milwaukee streets.**

GREEN STREETS



Community members generally desire **street trees, green infrastructure, and street beautification.**



"I'd like reliable bus routes, safe walking paths, and transit options that directly connect neighborhoods to grocery stores, farmers markets, meal sites, and pantries. Better mobility means better food access and health!"

"Prioritize denser, mixed use development near existing transit routes."

"Land use and development strategies should be central to this plan - encourage development that is dense and mixed use with many different types of housing."



HEALTHY, SUSTAINABLE COMMUNITIES

STRATEGY: Modernize freight policy to support economic activity and mitigate impacts on neighborhoods.

CHALLENGES ADDRESSED



Traffic Safety



Oversized Streets



Diverging Neighborhood Needs



Street Condition & Maintenance

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Implement time-of-day delivery policies that reduce truck conflicts during peak pedestrian and school travel periods
- Update strategy and process for permitting commercial vehicle loading zones to promote efficient use of street space, including shared loading zones

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.

STRATEGY: Set clear policies and processes to evaluate and manage emerging technologies so they support Milwaukee’s transportation goals.

CHALLENGES ADDRESSED



Access to Destinations Without a Vehicle



Rising Household Transportation Costs

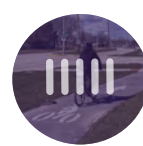


Diverging Neighborhood Needs



Street Condition & Maintenance

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Establish a structured pilot permitting process for testing new technologies (e.g., autonomous vehicles, smart traffic signals, delivery robots) in the right-of-way
- Require operators of new mobility technologies to share data with the city

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.



HEALTHY, SUSTAINABLE COMMUNITIES

STRATEGY: Align land use, parking, and development review policies to support sustainable, walkable, and transit-oriented development.

CHALLENGES ADDRESSED



Access to
Destinations
Without a Vehicle



Driving for
Short Trips



Rising Household
Transportation
Costs

ADDITIONAL GOALS



POTENTIAL ACTIONS

- Require safe walking and biking connections as part of site plan approval
- Establish parking maximums in transit-served areas to prevent oversupply and reduce development costs

Add a sticky note with your ideas for other potential actions that would support this strategy - including projects, policies, & programs.

