

annual level of \$2.3 million for capital improvements and at an annual level of \$8.6 million for operating costs.

PLAN IMPLEMENTATION

The recommended transportation plan described in the previous section of this chapter provides a design for an arterial street and highway system and transit system which may be expected to serve the pattern of land use envisioned under the County development plan through the year 2010 and beyond. The rest of this chapter describes the steps which should be taken by the concerned units and agencies of government to implement the recommended plan.²

Arterial Street and Highway System Plan Implementation

The arterial street and highway system plan presented earlier in this chapter includes functional and jurisdictional recommendations for an arterial street and highway system to serve the year 2010 stage of the County land use plan and recommendations for additional facilities which may be expected to be needed under land use plan build-out conditions well beyond the year 2010. Implementation of the arterial street and highway system plan over the next decade should emphasize right-of-way acquisition and engineering for, and construction of, those facilities called for by the year 2010. During this time, however, efforts should be made to protect from urban encroachment the rights-of-way of the widened facilities that may be needed under full development of the recommended County land use plan. The following plan implementation measures are recommended:³

1. It is recommended that the Wisconsin Department of Transportation, the Waukesha County Board of Supervisors, and the city councils, village boards, and town boards in the County cooperatively seek the implementation of the jurisdictional transfers with respect to the State, County, and local trunk highway systems recommended in the plan.
2. It is recommended that the Wisconsin Department of Transportation, the Waukesha County Board of Supervisors, and the city councils, village boards, and town boards in the County proceed with preliminary engineering, right-of-way acquisition, and facility construction in accordance with the plan.

3. It is recommended that Waukesha County modify the County's highway width map, pursuant to Section 80.64 of the Wisconsin Statutes, identifying thereon the rights-of-way needed for all planned State, County, and local trunk highways, including facility needs beyond the year 2010. It is further recommended that the city councils, village boards, and town boards within the County approve the County highway width map prepared in conformance with the recommended plan and, pursuant to Section 66.23 (6) of the Wisconsin Statutes, adopt local official maps showing thereon planned State, County, and local trunk highway facilities, including the facilities needed beyond the year 2010.

4. It is recommended that the Waukesha County Board of Supervisors and the city councils, village boards, and town boards in the county, exercise land division control authority to ensure that new land divisions do not encroach into lands needed for rights-of-way of planned arterial facilities, including of facilities needed beyond the year 2010.

Transit System Plan Implementation

The transit system plan presented earlier in this chapter includes recommendations for the provision of rapid-transit, express, and local transit service within the County. As reported in Chapter V, Waukesha County currently provides express and rapid-transit service between outlying areas of

²Implementation of the transportation system plan should begin with adoption or endorsement of the plan by the concerned units and agencies of government. Recommendations with respect to adoption or endorsement of the transportation plan and other elements of the County development plan are set forth in Chapter XIV of this report.

³It is understood that the proposed County Board actions would be taken upon the recommendation of the Waukesha County Park and Planning Commission and the County Land Use, Parks and Environment and Public Works Committees and that the proposed city council, village board, and town board actions would be taken upon the recommendation of their respective plan commissions and boards of public works.

the County and Milwaukee under contract with two transit operators, the Milwaukee County Transit System and Wisconsin Coach Lines. The City of Waukesha Transit System Utility provides fixed-route local transit service within the City of Waukesha and between the City and major traffic generators located outside the City.

The following agency responsibilities are recommended for implementation of the proposed transit system plan:

1. It is recommended that Waukesha County continue to provide rapid-transit and express transit services within the County through agreements with Milwaukee and Washington Counties for the joint provision of rapid-transit service in the northwest travel corridor and agreements with Milwaukee County for the joint provision of rapid-transit services in the east-west and southwest travel corridors.
2. It is recommended that Waukesha County, working cooperatively with the local units of government in the County, implement the local transit service recommendations of the plan, including the provision of local transit service in the eastern portion of the County and between the economic activity centers along IH 94.
3. It is recommended that the City of Waukesha Transit System Utility continue to provide local fixed-route transit service in the City of Waukesha and adjacent areas. It is further recommended that, over time, as the City transit system is increasingly called upon to serve areas beyond the city limits, the City, in conjunction with Waukesha County, undertake a cooperative study to determine the manner in which the transit function can be most cost-efficiently administered, with the transfer of the local transit function from the City to the County among the options to be considered.
4. It is recommended that the Wisconsin Department of Transportation, the Waukesha County Board of Supervisors, and the Regional Planning Commission cooperatively conduct the proposed major investment study regarding commuter-rail passenger service as an alternative to bus-on-freeway or bus-on-busway rapid-transit service in the Milwaukee to Oconomowoc corridor.

SUMMARY

This chapter has presented an arterial street and highway system plan and a public transit system plan intended to serve Waukesha County through the year 2010. It has also described additional functional improvements to the arterial street and highway system and additional public transit services which may be expected to be required to serve the County under full development of the County land use plan. The key features of the highway and transit system plans are described below.

1. The recommended year 2010 arterial street and highway system plan for the County consists of 774 center-line miles of arterial facilities. This represents an increase of 58 center-line miles over the arterial system as it existed in 1991, and includes 26 miles of new facilities proposed to be constructed and 32 miles of existing land-access and collector streets proposed to be converted to arterial facilities by the year 2010. Of the proposed 774-mile system, 26 miles would be constructed as entirely new facilities and 134 miles of existing facilities would be widened to provide additional travel lanes. Under the plan, then, the capacity of the arterial street system in the County would be expanded, through widening or new construction, for a total of 160 miles, nearly a 21 percent expansion of the 774-mile system. The balance of the proposed system, 614 miles, consists of existing facilities which would be preserved through resurfacing or reconstruction, as appropriate.
2. Total capital costs attendant to the system, including land acquisition costs, would approximate \$694 million in 1994 dollars. The State trunk highways account for \$393 million, or 57 percent of the capital cost; the County trunk highways account for \$243 million, or 35 percent; and the local trunk highways account for \$58 million, or 8 percent.
3. Under the year 2010 plan, State trunk highways would account for about 230 miles, or 30 percent of the total system mileage within the County; County trunk highways would account for about 413 miles, or 53 percent; and local trunk highways would account for about 131 miles, or 17 percent.
4. Growth in the County beyond the year 2010 envisioned under the buildout land use plan