Chapter 8

TRANSPORTATION FACILITIES ELEMENT

INTRODUCTION

The transportation system of Waukesha County benefits all county residents by providing for the movement of goods and people into, out of, through, and within the County. An efficient, durable, cost-effective transportation system is essential to the sound social, community, and economic development of the County and of the Region of which the County is an integral part. An understanding of the existing transportation system and future improvements to that system is fundamental to the preparation of a comprehensive plan for Waukesha County.

The term transportation system describes several different aspects including:

- Transportation options used to move people and products
- Levels of jurisdictional authority
- Facilities that a user might access to begin, change, or switch, and end a trip.

When people hear the term transportation system they often think only of roads. While roads account for the majority of the transportation system, they are not the only component. A transportation system includes: roads, transit services, rail services, bicycle lanes, paths, trails, and accommodations, airports, pedestrian accommodations, ports, and harbors.

STRENGTHS, CONCERNS, AND WEAKNESSES

The Waukesha County Comprehensive Development Plan Land Use, Housing and Transportation Subcommittee expressed the following transportation strengths, concerns, and weaknesses.

Transportation Strengths

- Easy access to the Interstate Highway System
- Advanced planning and implementation of highway facility improvements
- An established County Trunk Highway System that is effective
- Provides appropriate access to roadways
- Availability of other modes of transportation (ie. airports, trails)
- An increase in official mapping being completed by municipalities for improved inter-connectivity to roadway systems
- A continued commitment to funding County road improvements through a capital improvements program.

Transportation Concerns and Weaknesses

- A lack of a dedicated regional institutional structure for a high level inter-county transit system. The County and Region has a mass transit plan in place, but there is a lack of a comprehensive regional mass transit institutional structure and a dedicated source to fund it.
- Municipalities and the County over-rely on State and Federal funding for local transportation initiatives. A lack of a dedicated funding source exists for transit at the municipal or county level of government.
- A tendency for municipalities and the County to upgrade highways after volume or impact is realized instead of doing a more effective analysis of projecting these changes.
- A lack of county-wide or regional understanding of the impact of road construction (ie. bypass or road widening).

- A lack of continued re-education and endorsement of long-range comprehensive planning and the impact of not planning long-range or failure to implement these plans.
- A lack of grade separation between competing transportation uses such as road and railroad crossings.
- Road improvements are not being made because of current jurisdictional control and conflicting plans.
- Excessive local street road pavement widths.

TRANSPORTATION FACILITIES AND SERVICES

This section presents inventories of the existing transportation system in Waukesha County. Much of this inventory is derived from the regional transportation system plan developed by SEWRPC.

Streets and Highways

Waukesha County has over 2,917 miles of federal, state, county, and local roads and over 373,000 registered automobiles, trucks, semi-trailers, and motorcycles (Table VIII-1 and Table VIII-2). Four freeways, Interstate Highway 43, Interstate Highway 94, State Highway 16, and U.S. Highway 41/45 serve Waukesha County. In addition, the County is served by highways such as 18, 36, 59, 67, 74, 83, 100, 145, 164, 175, and 190. The County Trunk System includes over 391 miles of roads. Over 78 percent of road miles in Waukesha County are local village, town, or city roads. The street and highway system within the County serves several important functions; including providing movement of vehicular traffic; providing access for vehicular traffic to abutting land uses; providing for the movement of pedestrians and bicycles; and serving as a location for utilities and storm water drainage facilities. Streets and highways fall into a three-category hierarchy that, includes arterial, collector, and land access streets. This hierarchy of streets and highways provides for the safe, efficient, and convenient movement of goods and people by auto transport throughout Waukesha County and the Region.

Table VIII-1

ROAD MILEAGE IN WAUKESHA COUNTY: 2005

	State Trunk System (freeways, U.S., STH)	County Trunk System	Local Roads (City, Village, Town)	Total
Waukesha County	232.18	391.78	2,291.90	2,917.43

Source: Wisconsin Department of Transportation

Table VIII-2

REGISTERED VEHICLES IN WAUKESHA COUNTY: JULY 2007

	Automobiles	Trucks	Semi-Trailers	Motorcycles	Total
Waukesha County	175,209	156,026	20,268	21,742	373,245

Source: Wisconsin Department of Transportation

Arterial Streets

An arterial street is a high-volume street that functions to conduct traffic between communities and activity centers and to connect communities to interstate highways. Arterial streets are defined by SEWRPC as streets and highways which are principally intended to provide a high degree of travel mobility, serving the through movement of traffic, and providing transportation service between major sub-areas of an urban area or through an area. In a rural area, an arterial street is a high-volume street that functions to conduct traffic between communities and activity centers and to connect communities to interstate highways. Together, arterial streets should form an integrated, area wide system. The most heavily traveled arterial streets and highways in the County are Interstate Highway 94, Bluemound (US Highway 18), Capitol Drive (State Trunk Highway 190), Moorland Road (County Trunk Highway O), Cleveland Avenue (County Highway D), Interstate Highway 43, State Highway 164, U.S. Highway 41/45, State Highway 16, State Highway 59, County Highway F, County J (Pewaukee Road) and State Highway 74.

In addition to their functional classification, arterial streets and highways are also classified by the unit of government that has the responsibility, or jurisdiction, over the facility. The Wisconsin Department of Transportation (WisDOT) has jurisdiction over the State trunk highway system, Waukesha County has jurisdiction over the County trunk highway system, and each local government unit has jurisdiction over local arterial streets within their community.

The State trunk highway system, which includes Interstate Highways, U.S. – numbered highways, and State highways, generally carry the highest traffic volumes, provide the highest traffic speeds, have the highest degree of access control, and serve land uses of statewide or regional significance. State trunk highways serve the longest trips, principally carrying traffic traveling through Waukesha County and between Waukesha County and surrounding counties. County trunk highways should form an integrated system together with the state trunk highways and principally serve traffic between communities in the County and land uses of countywide importance. Local arterial streets and highways would serve the shortest trips, serve locally-oriented land uses, carry the lightest traffic volumes on the arterial system, carry traffic at lower speeds, have the least amount of access control, and predominately serve traffic within a community.

Collector Streets

Collector streets are defined as streets which are intended to serve primarily as connections between the arterial system and the land access street system. They may include frontage roads that parallel freeways within the County. In addition to collecting traffic from, and distributing traffic to, the land access streets, the collector streets provide a secondary function of providing access to abutting properties. As a result, collector and land access streets are also referred to as nonarterial, or local streets.

Land Access Streets

The function of land access streets is to provide access to abutting property. As the lowest-order street in the hierarchy the access street is designed to conduct traffic between dwelling units and higher order streets. Land access streets are sometimes referred to as minor streets and may include frontage roads that parallel freeways.

County and Local Street Inventory

The Wisconsin Department of Transportation (WisDOT) maintains a detailed database of county and local street information in the "Wisconsin Information System for Local Roads" (WISLR). Physical attributes such as right-of-way and pavement width, number of traffic lanes, type of surface and pavement rating, the presence and type of shoulders or curbs, and the presence of sidewalks are available through a database that can be accessed through the WisDOT website by registered users. Administrative information, including the functional classification and owner of street, can also be obtained. The information in the database is provided by county and local governments, and is intended to assist in the reporting of roadway pavement conditions. Under Section 86.302 of the Wisconsin Statutes, pavement ratings must be submitted to WisDOT by each county and local government every other year. The PASER method (pavement surface evaluation and rating) is the most commonly used method in Wisconsin.

County Traffic Counts

WisDOT conducts average daily traffic counts for county trunk highways, state trunk highways, and U.S. Highways in Waukesha County every three years. Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. This value is called the "annual average daily traffic" or AADT and the values are represented on traffic count or traffic volume maps. The AADT is based on a short-term traffic count, usually 48 hours, taken at the location. This count is then adjusted for the variation in traffic volume throughout the year and the average number of axles per vehicle. The short-term counts are collected over a three-year cycle at nearly 26,000 rural and urban locations throughout the state. County data from 2000, 2003, and 2006 can be found at http://www.dot.wisconsin.gov/travel/counts/waukesha.htm.

Public Transportation

Public transportation is the transportation of people by publicly operated vehicles between trip origins and destinations, and may be divided into service provided for the general public and service provided to special population groups. Examples of special group public transportation include yellow school bus service funded by

local school districts, and fixed route bus service provided by counties or municipalities. Public transportation service provided to the general public in Waukesha County may further be divided into the following three categories:

- Intercity or interregional public transportation, which provides service across regional boundaries and includes Amtrak railway passenger service, interregional bus service, and commercial air travel.
- Urban public transportation, commonly referred to as public transit, which is open to the general public and provides service within and between large urban areas. The fixed-route bus transit system provided by Waukesha Metro falls into this category.
- Rural and small urban community public transportation, which is open to the general public and provides service in and between small urban communities and rural areas, and may provide connections to urban areas.

Public transit is essential in any metropolitan area to meet the travel needs of persons unable to use personal automobile transportation; to provide an alternative mode of travel, particularly in heavily traveled corridors within and between urban areas and in densely developed urban communities and activity centers; to provide choice in transportation modes as an enhancement of quality of life; and to support and enhance the economy.

Interregional Public Transportation

Air, rail, bus and ferry carriers provide Waukesha County residents with public transportation service between the Southeastern Wisconsin Region and a number of cities and regions across the Country.

Air Service

Air services provide people, businesses, and goods with direct access to regional, national and international destinations. The primary commercial airport serving Waukesha County and the SE Wisconsin region with scheduled air carrier service is General Mitchell International Airport, owned and operated by Milwaukee County. Located within the City of Milwaukee, Mitchell International is the largest airport in Wisconsin and is served by 13 airlines offering approximately 235 departures and arrivals every day. Approximately 90 cities are served by nonstop or direct flights from Mitchell International.

Two principal airport facilities in Waukesha County provide general aviation services, those being Waukesha County-Crites Field and Capitol Airport. Crites Field, owned and operated by Waukesha County, is the larger of the two airports and can accommodate all types of general aviation aircraft up to and including business and corporate jets. It is equipped for full instrument landing system approaches and in 2006, handled about 60,000 aircraft operations. Capitol Airport is a private airport open to public use and provides an important facility for smaller business, personal, and recreational aircraft. Both Crites Field and Capitol Airport are reliever facilities for General Mitchell International Airport. Capitol Airport has more limitations on the size of aircrafts being served than Crites Field, it is generally limited to smaller aircrafts. The City of Brookfield does not support retaining the Capitol Airport as designated in the Regional Year 2035 Land Use Plan as noted in the City's Resolution 7655-06. The City of Pewaukee has also recently indicated they do not support retention of Capitol Airport.

Ferry Service

In the SE Wisconsin region, high speed cross-Lake Michigan ferry service is provided between Milwaukee and Muskegon, Michigan by Lake Express. This ferry service operates from April to October each year and handles automobiles, small trucks, and passengers.

Rail Passenger Service

Intercity passenger rail service in the Region is provided by Amtrak with stops at the downtown Milwaukee Amtrak depot, Mitchell International Airport, and Sturtevant but currently provides no stops in Waukesha County. Amtrak operates two passenger train services in Wisconsin: the long-distance Empire Builder operating from Chicago to Seattle and Portland, with six Wisconsin stops including Milwaukee; and the Hiawatha Service that carries nearly 600,000 people each year in the Chicago-Milwaukee rail corridor. Amtrak's Hiawatha Service runs weekday roundtrips daily between Chicago and Milwaukee. In a quick 90 minute trip, a passenger can be in the

middle of either city. Hiawatha Service is funded in part through funds made available by the Illinois and Wisconsin Departments of Transportation. In addition, the Empire Builder runs once a day in each direction between Chicago, Milwaukee, St.Paul-Minneapolis, and Seattle. Commuter rail service to southeastern Wisconsin is provided between Kenosha and Chicago by Metra with intermediate stops between Kenosha and downtown Chicago in the northeastern Illinois north shore suburbs.

Bus Service

Badger Coaches, Greyhound, Coach USA, and Lamers Bus Lines provide intercity bus service within the Region. Badger Coaches provides daily round trips between Madison, downtown Milwaukee, and Mitchell International Airport. Greyhound has a regional hub in Milwaukee that provides passengers with the opportunity to transfer between buses. Greyhound operates a daily route between Milwaukee and Green Bay with stops in Manitowoc and Oshkosh. Lamers Bus Lines provides a daily roundtrip service between Milwaukee and Wausau. Coach USA provides service between Goerke's Corners in Waukesha County and Chicago O'Hare International Airport, with stops in downtown Milwaukee and at General Mitchell International Airport. Other employee related bus services are also provided by various employers in Waukesha County to serve their private needs and meet their needs for employees from outside of Waukesha County.

Urban Public Transportation

Waukesha County Bus Transit

Waukesha Metro Transit oversees the operation of eighteen bus routes that travel throughout Waukesha County and parts of Milwaukee County. Waukesha Metro Transit directly operates ten routes to provide bus service within the City of Waukesha and its environs. Waukesha Metro Transit also administers for Waukesha County the County's service contracts with the Milwaukee County Transit System and Wisconsin Coach Lines, Inc. for eight bus routes comprising the Waukesha County Transit System. Wisconsin Coach Lines and the Milwaukee County Transit System operate these 10 routes for Waukesha Metro Transit. In 2006, sixty-three percent of riders were employed full-time or part-time. Over 2,500 trips were taken each weekday on the Waukesha Metro. In 2006, a total of 656,900 revenue passengers were carried on the City of Waukesha bus routes and about 720,100 trips were carried on Waukesha County bus routes. Only 27 percent of riders on city routes had access to an automobile and 79 percent of riders had household incomes under $35,000. In addition, about 21,100 passengers were carried on the paratransit service for people with disabilities by the City of Waukesha transit system, and 11,600 revenue passengers were carried on the paratransit service for disabled persons provided by the Waukesha County Transit System. Paratransit service is provided to disabled individuals that cannot use fixed route service in accordance with the Federal Americans with Disabilities Act (ADA) of 1990. All transit vehicles that provide conventional fixed-route transit service must be accessible to persons with disabilities, including those persons using wheelchairs.

Employer Supported Transit Service

Several employers within the area provide bus or van transportation to bring workers who live in surrounding counties to Waukesha County. Wisconsin Coach Lines operates a bus route that picks up school bus drivers for work at their facility in Waukesha. JNA, a temporary help service company, operates a bus route from West Bend in Washington County that brings workers to Waukesha County businesses. Milwaukee Careers Cooperative receives funding from the Wisconsin Employment Transportation Assistance Program to operate a van service that brings workers from Milwaukee to the River West Nursing Home in Pewaukee, Waukesha Technical College, Ameritech, Target and MTE Inc.

Specialized Transportation

Rideline is a program subsidized by the Aging and Disability Resource Center of (ADRC) Waukesha County. It provides lift-equipped vans for disabled and older persons. Non-driving Waukesha County residents age 65 and older and individuals under age 65 who use a cane, walker, crutches, wheelchair or scooter, or are legally blind are eligible for this program. RideLine does provide transportation between communities for an additional fee. In 2007, RideLine provided a total of 21,789 one-way trips serving a total of 464 unduplicated passengers. The average mileage per trip was 17.0. Over 80.2 percent of these trips were for medical purposes, 8.4 percent were for education, 5.0 percent for employment, 3.3 percent for social/recreational opportunities, 2.1 percent for shopping, and 1.2 per cent or nutrition.

The shared-fare taxi program, a program also subsidized by the ADRC of Waukesha County , provides reduced fares to taxi service in the communities of Oconomowoc, New Berlin, Waukesha, Elm Grove, Brookfield, Butler, Hartland, Nashotah, Delafield, Mukwonago, Merton, and Muskego.. Waukesha County residents age 65 or older or Waukesha County residents, non-drivers, ages 18 to 64 who receive SSI or SSDI, are eligible. In 2007, 45,675 trips were made with shared-fare taxi. Over 28.9 percent of these trips were for personal business, 21.8 percent for employment/training, 12.5 percent for social/recreational activities, 20.3 percent for medical, and 16.5 percent for nutrition. Operators of the shared-fare taxi program include Best Cab of Waukesha, All Day Taxi, Elmbrook Senior Taxi, Ann Marie Ryan's Transportation Services, Lake Country Cares Cab, Oconomowoc Silver Streak, New Berlin Senior Taxi, Seniors on the Go of Mukwonago, and Muskego Senior Taxi.

A third program, the shuttle program, serves ambulatory residents age 60 and over in Sussex and Lisbon. In Menomonee Falls, they also serve disabled individuals 18 and over. In 2007, the Sussex Senior Shuttle had 635 trips, and the Menomonee Falls bus provided 1,834 trips.

During 2007, Interfaith Senior Programs provided ambulatory specialized transportation services to Waukesha County seniors and adults with disabilities. Utilizing volunteer drivers, Interfaith provided 194 demand-responsive one-way trips and 606 out-of-county medical one-way trips to 289 unduplicated passengers.

Community based agencies received limited funding from the ADRC to provide group non-medical trips. Eight different agencies made 36 group trips (2536 one-way trips).

In an effort to create a better awareness of the bus systems in the City of Waukesha, the ADRC has partnered with the City of Waukesha Parks, Recreation, and Forestry, and Waukesha Metro Transit. The program is for seniors 55+ years and disabled individuals to learn how to ride the bus system and increase usage for both the Metro and Metro Lift systems. This project began in 2008 and will continue.

Bicycle and Pedestrian Facilities

Bikeways

A "bikeway" is a general term that includes any road, path, or way that may legally be used for bicycle travel. Types of bikeways include "bike paths" which are physically separated from motor vehicle travel, "bike lanes" which are portions of roadways that are designated by striping, signing, and pavement markings for the exclusive use of bicycles; and "shared roadways" which are roadways that do not have designated bicycle lanes, but may be legally used for bicycle travel. A "bike route" is a bikeway designated with directional and information markers, and may consist of a combination of bike paths, bike lanes, and shared roadways. Bikeways are also classified as either "on-street or "off-street" bikeways. On-street bikeways include bikeways located in a street right-of-way, which include bike lanes, shared roadways signed as bike routes, and bike paths separated from motor vehicle lanes but within the street right-of-way. "Off-street" bikeways are bike paths not located in a street right-of-way. Off-street bikeways are typically located in utility rights-of-way, on former railroad rights-of-way, or along rivers or streams, and may serve as short connectors between residential areas and commercial or public facilities.

The bicycle and pedestrian facilities element in the 2035 Regional Transportation System Plan for Southeastern Wisconsin is intended to promote safe accommodation of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to personal vehicle travel. The regional plan recommends that as the surface arterial street system of about 2,900 miles in the Region is resurfaced and reconstructed, accommodations for bicycle travel should be implemented, if feasible, through bicycle lanes, widened outside travel lanes, widened and paved shoulders, or separate bicycle paths. This recommendation would result in an additional 161 miles of off-street bicycle mileage on state, county, and local roads within Waukesha County.

Recommended bikeways in Waukesha County are shown on Map VIII-1. The longest current bikeway is the Glacial Drumlin Trail that is owned and managed by the Wisconsin Department of Natural Resources. Developed on a former railroad bed, it extends 51 miles from Waukesha to Cottage Grove in Dane County. Daily or annual State Trail Pass for ages 16 and over are required, except on the City of Waukesha trail segment from the Fox River Sanctuary to McArthur Rd. The Wisconsin Department of Transportation has published a map of bicycling conditions for Waukesha County. This map shows bicycle touring trails, urban escape routes, best roads for biking, and mountain bike trails (See Map VIII-2).

Waukesha County currently owns and manages three bikeways within the County. The Bugline Recreation Trail is a 12.2-mile trail located on the former Chicago, Milwaukee, St. Paul, and Pacific Railroad right-of-way. It stretches between Appleton Ave (State Trunk Highway 175) in Menomonee Falls and Main Street (County Trunk Highway VV) in the Village of Merton. A separate 4 foot wide bridle trail adjacent to the original 8 foot wide recreation trail extends 2.5 miles from The Ranch in Menomonee Falls to Menomonee Park where it joins the Parks bridle trails.

The Lake Country Recreation Trail is located on the former Milwaukee-Watertown Interurban Railway. The railway was popular in the late 1800's as a direct link between Waukesha and the Oconomowoc lake country. This 8-mile recreation trail now utilizes the Wisconsin Electric Power Company right-of-way. It stretches between the Landsberg Center trailhead (just north of Interstate Highway 94 on Golf Road, west of County Trunk Highway T) and Cushing Park in the City of Delafield. The Waukesha County Development Plan recommends that this trail be extended seven (7) miles west to Oconomowoc. Jefferson County has identified the segment of the Wisconsin Electric Company right-of-way between Oconomowoc and Watertown as a high priority for conversion to a multi-use trail in their County bike plan.

The New Berlin Recreation Trail is a seven (7)-mile lineal recreation trail located on the Wisconsin Electric Power Company right-of-way in the City of New Berlin. It extends from South 124th Street just south of Greenfield Ave. (State Highway 59) at the Milwaukee/Waukesha County Line to Springdale Road at the City of New Berlin/Town of Waukesha border. The New Berlin Trail connects in an easterly direction to the Milwaukee Oak Leaf Bike Trail in Greenfield Park. A westerly connection from the New Berlin Recreation Trail to the State DNR Glacial Drumlin Trail is possible by using city streets through Waukesha. In an effort to provide continuity of trails into neighboring counties, where available, references to those adjacent plans will be noted on Map VIII-1. Specifically, Dodge County, in their 2003 Bicycle and Pedestrian Plan, recommended bike lane development along County Trunk Highway P extending to the Waukesha County line.

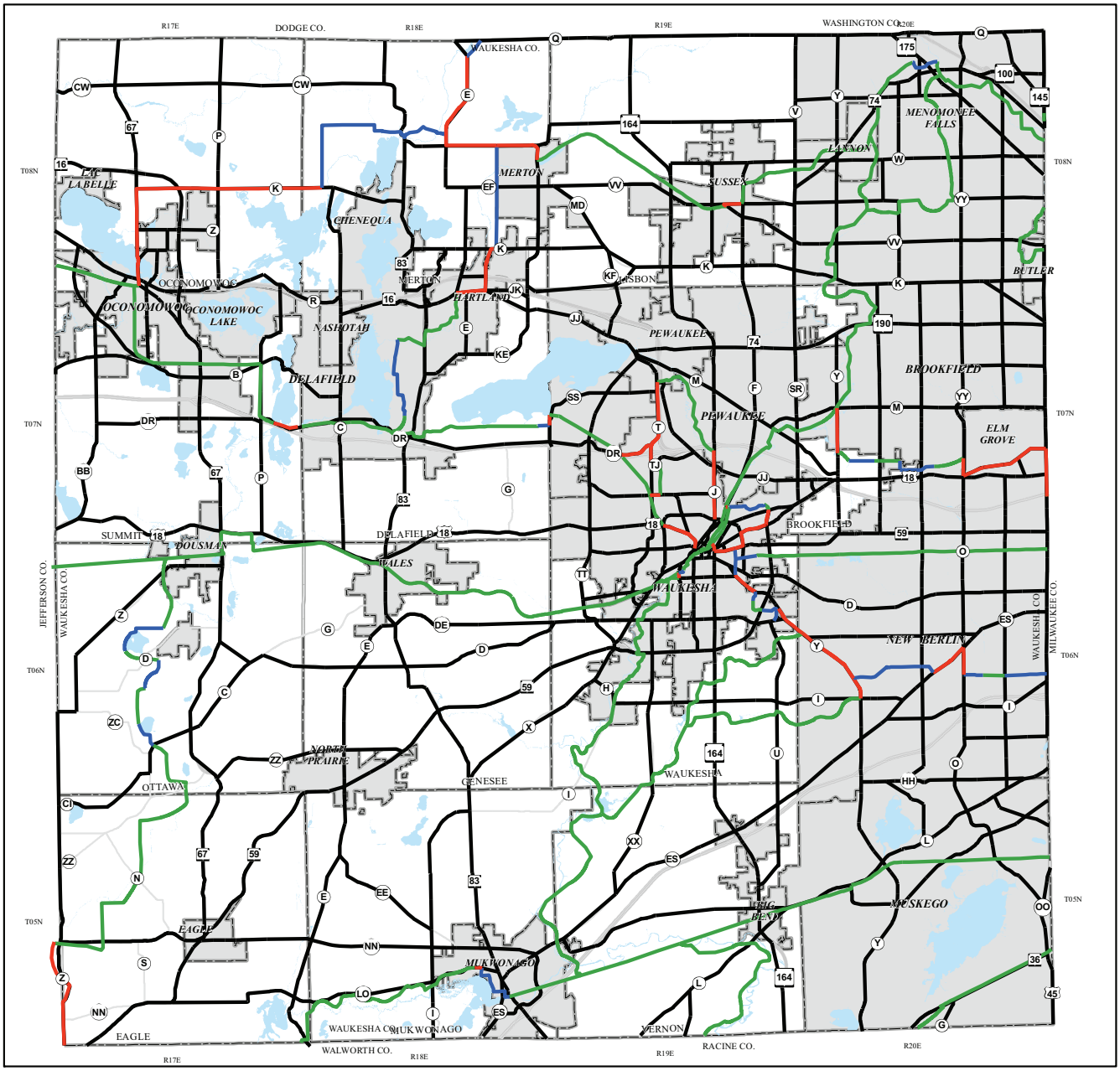
Local municipalities within Waukesha County have incorporated bicycle and pedestrian components into recreational facility and park and open space plans. These are discussed further in Chapter 3.

Pedestrian Facilities

A comprehensive inventory of pedestrian facilities, such as sidewalks, has not been completed for communities in Waukesha County. However, SEWRPC developed a pedestrian facilities policy, which applies to Waukesha County, as documented in the bicycle and pedestrian systems element of the 2035 Regional Transportation System Plan. It recommends that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in the Region adopt and follow certain recommended policies and guidelines with regard to the development of those facilities. These policies and guidelines are designed to facilitate safe and efficient pedestrian travel within the Region and are documented in Appendix B of the Regional Transportation System Plan. Recommendations for provisions of sidewalks in areas of existing or planned urban development are summarized in Table VIII-3.

Map VIII-1

WAUKESHA COUNTY PROPOSED BICYCLE PLAN UNDER 2035 REGIONAL TRANSPORTATION SYSTEM PLAN



Legend

- Off-street bicycle way in utility or natural resource corridor
- Non-arterial street connection to off- street bicycle way system
- Surface arterial street connection to off-street bicycle way system
- Surface arterial streets and highways where bicycle accomodations should be considered when facilities are resurfaced or reconstructed
- Major Water Body
- Town
- City or Village

N

0 1 2 4 Miles

Source: SEWRPC

Civil Divisions as of 07/30/07
Prepared by Waukesha Co. Dept. of Parks and Land Use

Map VIII-2
BICYCLING CONDITIONS IN WAUKESHA COUNTY

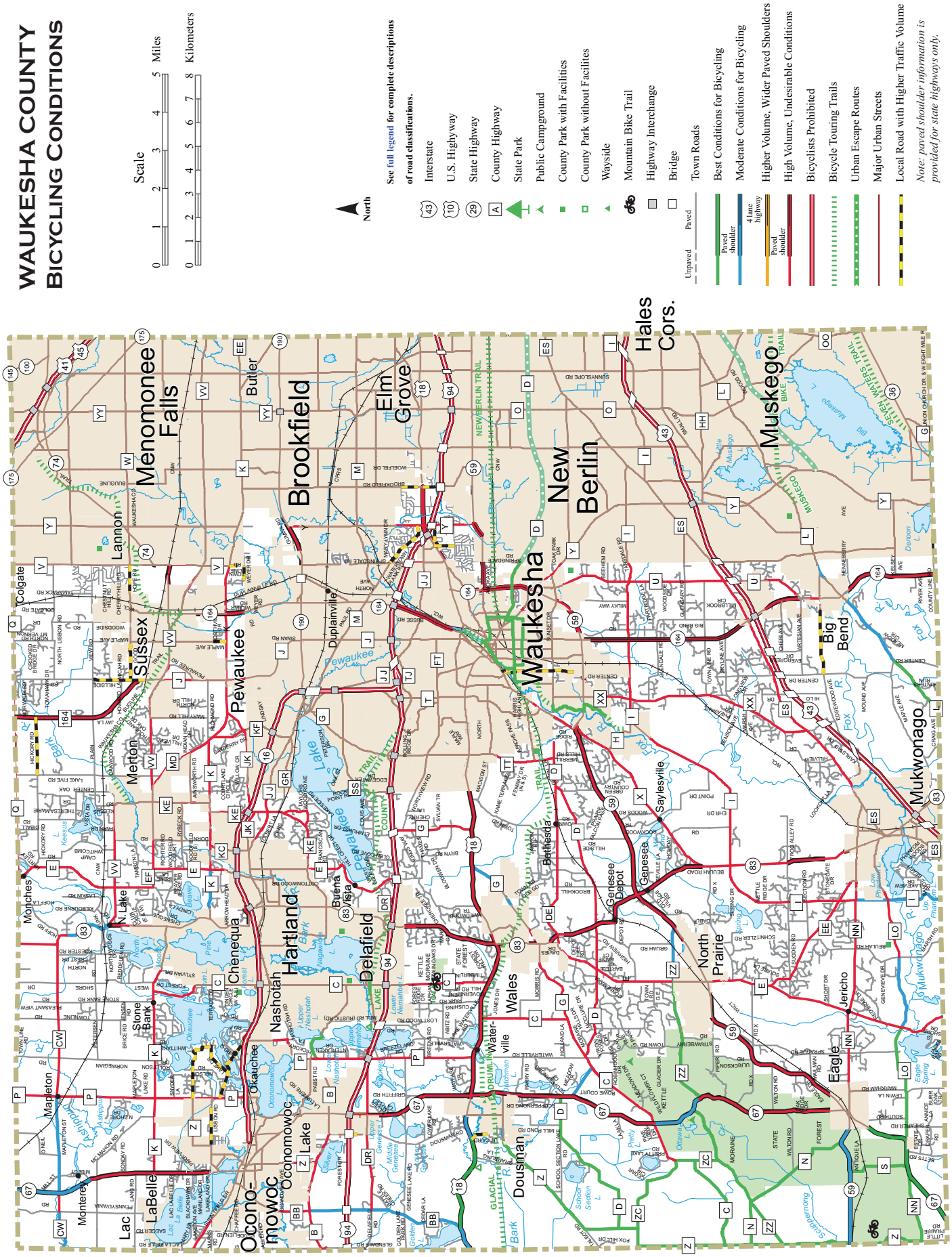

WAUKESHA COUNTY
BICYCLING CONDITIONS
Scale
0 1 2 3 4 5 Miles
0 1 2 3 4 5 6 7 8 Kilometers
North
See full legend for complete descriptions of road classifications.
Interstate
U.S. Highway
State Highway
County Highway
State Park
Public Campground
County Park with Facilities
County Park without Facilities
Wayside
Mountain Bike Trail
Highway Interchange
Bridge
Town Roads
Unpaved
Paved
Best Conditions for Bicycling
Moderate Conditions for Bicycling
Higher Volume, Wider Paved Shoulders
High Volume, Undesirable Conditions
Bicyclists Prohibited
Bicycle Touring Trails
Urban Escape Routes
Major Urban Streets
Local Road with Higher Traffic Volume
Note: paved shoulder information is provided for state highways only.
Menomonee Falls
Brookfield
Elm Grove
New Berlin
Hales Cors.
Muskego
Waukesha
Big Bend
Mukwonago
Sussex
Pewaukee
Lannon
Colgate
Merton
Monches
N. Lake
Mapleton
Stone Bank
Chenequa
Hartland
Nashotah
Okauchee
Delafield
Buena Vista
Bethesda
Saylesville
Genesee
Genesee Depot
North Prairie
Wales
Waterville
Dousman
Eagle
Jericho
Oconomowoc
Oconomowoc Lake
Lac LaBelle
Monterey
Butler
Duplainville
Pewaukee Lake
Fox Lake
Big Muskego L.
Little Muskego L.
Denoon L.
Mukwonago R.
Bark R.
Fox R.
Pewaukee R.
Oconomowoc R.
Ashippun R.
Scuppernong R.
Eagle Spring L.
Golden L.
Upper Genesee L.
Middle Genesee L.
Lower Genesee L.
Upper Nashotah L.
Lower Nashotah L.
Okauchee L.
Oconomowoc L.
Lac LaBelle L.
Beaver L.
Pine L.
Keesus L.
Ashippun L.
Pretty L.
Ottawa L.
Scuppernong L.
Muskego L.
Denoon L

Table VIII-3

RECOMMENDATIONS FOR PROVISION OF SIDEWALKS IN AREAS OF EXISTING OR PLANNED URBAN DEVELOPMENT

Roadway Functional Classification	Land Use	New Streets[a]	Existing Streets[a]
Arterial Streets[b]	Industrial	Both Sides	Both Sides
	Commercial	Both Sides	Both Sides
	Residential	Both Sides	Both Sides
Collector Streets	Industrial	Both Sides	Both Sides
	Commercial	Both Sides	Both Sides
	Residential	Both Sides	At least One Side
Land Access Streets[c]	Industrial	Both Sides	Both Sides
	Commercial	Both Sides	Both Sides
	Residential (medium and high-density)	Both Sides	At least One Side
	Residential (low-density)[d]	At least One Side	At least One Side

[a]Sidewalks may be omitted on one side of streets where there are no existing or anticipated uses that would generate pedestrian trips on that side.
[b]Where there are marginal access control or service roads, the sidewalk along the main road may be eliminated and replaced by a sidewalk along the service road on the side away from the main road.
[c]Sidewalks need not be provided along courts and cul-de-sac streets less than 600 feet in length, unless such streets serve multi-family development; or along streets served by parallel off-street walkways.
[d]In low-density residential cluster developments, sidewalks could be replaced by perimeter and interior pathway systems.

Source: SEWRPC.

Other Transportation Facilities and Services

Rail Freight Services

Railway freight service is provided by four railroad companies in Waukesha County (Map VIII-3). These include the Union Pacific Railroad, Canadian National Railroad, Canadian Pacific Railway, and Wisconsin & Southern Railroad Company. All four railroads provide rail freight transportation to Metropolitan Chicago. About one-third of the rail traffic in the United States (including much of Wisconsin's rail freight) originates, terminates, or passes through Metropolitan Chicago.

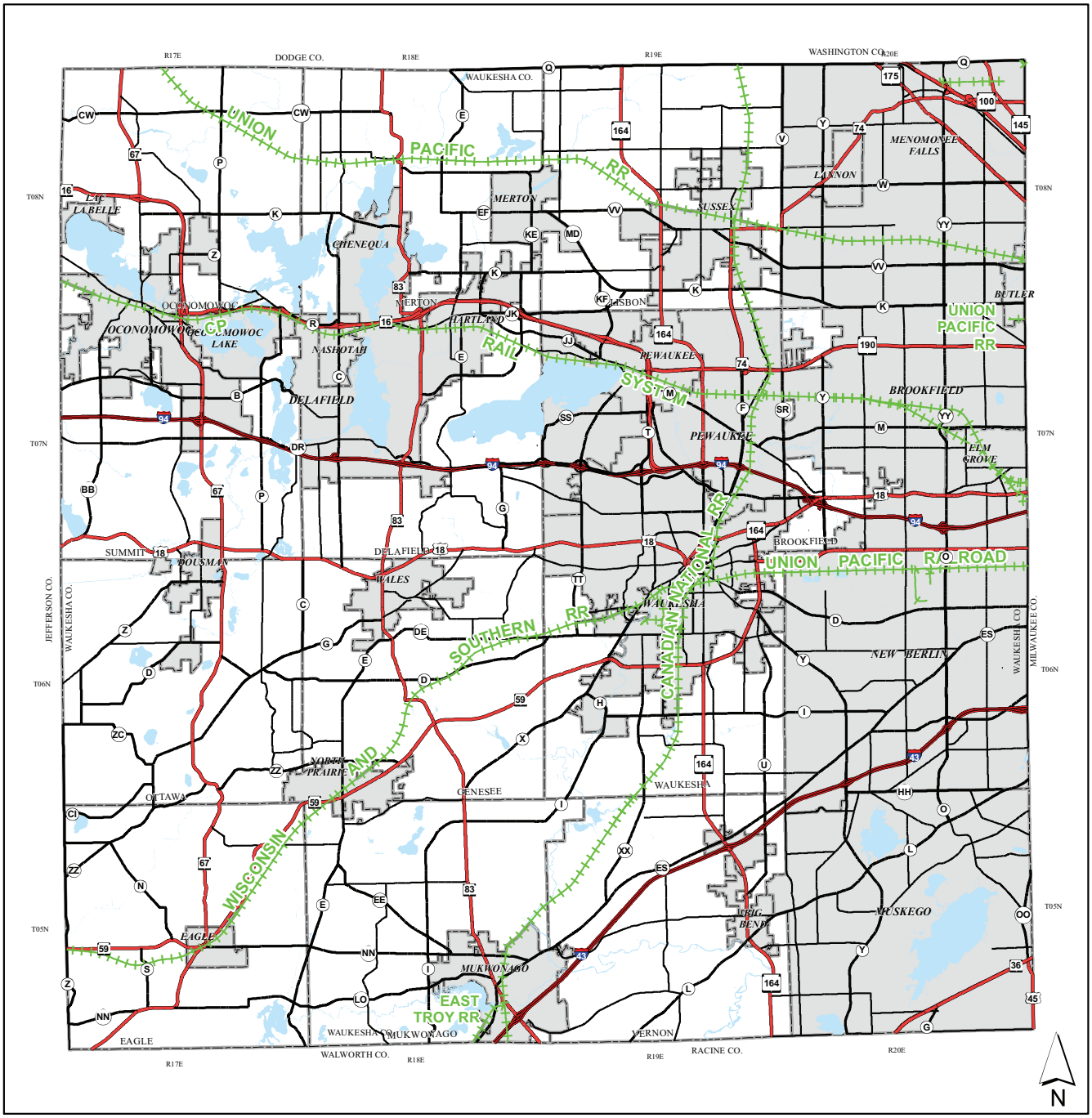
Union Pacific, with headquarters in Omaha, Nebraska, is the largest railroad in North America, operating in the western two-thirds of the United States. The railroad serves 23 states, linking every major West Coast and Gulf Coast port, and provides service to the east through its four major gateways in Chicago, St. Louis, Memphis and New Orleans. Additionally, Union Pacific operates key north/south corridors and is the only railroad to serve all six major gateways to Mexico. The railroad is the nation's largest hauler of chemicals, much of which originates along the Gulf Coast near Houston, Texas. Union Pacific is also one of the largest intermodal carriers – that is the transport of truck trailers and containers.

The Canadian Pacific Railway is a transcontinental railroad stretching from Vancouver to Montreal, and also serves major cities in the United States such as Minneapolis, Chicago, and New York. Its headquarters are in Calgary, Alberta. In 1992, the Canadian Pacific Railway purchased the Soo Line Railroad. Over one-half of the Canadian Pacific Railway's freight traffic is in coal, grain, and intermodal freight, and the vast majority of its profits are made in western Canada. It also ships automotive parts and assembled automobiles, sulfur, fertilizers, other chemicals, forest products, and other types of commodities. The busiest part of its railway network is along its main line between Calgary and Vancouver.

Canadian National Railroad, a transcontinental railroad headquartered in Montreal, Quebec, serves ports on the Atlantic, Pacific, and Gulf coasts. It links customers in the United States, Canada, and Mexico. Canadian National derives revenues from the movement of petroleum and chemicals, grain, fertilizers, coal, metals, minerals, forest products, intermodal, and automotive. In 2001, Canadian National Railroad purchased Wisconsin Central Ltd.

Map VIII-3

EXISTING RAILROAD ROUTES IN WAUKESHA COUNTY: 2007



Legend

- Interstate
- US
- State
- County
- Local Major
- Major Water Body
- Town
- City or Village
- Railroads

Source: Waukesha Co. Parks and Land Use

0 1 2 4 Miles

Civil Divisions as of 04/30/07
Prepared by Waukesha Co.
Dept. of Parks and Land Use

Wisconsin & Southern Railroad Co. (WSOR) is a regional railroad with headquarters in Milwaukee, and operates 700 miles of track (600 owned or leased and 100 in trackage rights) throughout south central Wisconsin and northeastern Illinois. It serves Waukesha, Genesee Depot, North Prairie, and Eagle in Waukesha County. The mission of WSOR is to provide rail freight service to rural communities in southern Wisconsin. In Waukesha County, WSOR operates over publicly owned railroad lines owned by the Wisconsin Department of Transportation and the Wisconsin River Rail Transit Commission.

Between 1990 and 2004, rail freight traffic nearly doubled in Wisconsin exceeding 27.4 billion ton-miles and resulting in over $713 million in revenue. The increase in rail freight traffic has resulted in a need to consider additional grade crossing separations at busy intersections and quiet zones where railroad locomotives are prohibited from sounding horns.

Other Rail Services

The East Troy Electric Railroad is a 7 mile stretch of track from East Troy in Walworth County to Mukwonago. The line dates back to 1907 when it was part of the Milwaukee Electric Railway and Light Company line from East Troy to Milwaukee. The East Troy-Mukwonago segment of the railway was transferred to the Village of East Troy in 1939 and the remainder of the railway line to Milwaukee was abandoned. Between 1995 and 2000 the Friends of the East Troy Railroad Museum purchased the rail line and it operates it as a tourist destination offering rail rides on a weekly basis during the spring through fall season.

Rail Intermodal Facilities

Intermodal facilities are locations where bulk or containerized commodities are transferred from one mode of transportation to another. Intermodal transportation seeks to take advantage of the most cost-effective elements of each individual mode and maximize overall transportation efficiency. In 2004, The Port of Milwaukee was the only truck-rail intermodal facility operating in Southeastern Wisconsin. The 2020 Wisconsin Department of Transportation forecast indicates that six Wisconsin counties have concentrations of the types of commodities that generally indicate the potential for truck-rail intermodal movement (Brown, Dane, Outagamie, Milwaukee, Waukesha, and Winnebago). Nearly two-thirds of this estimate was identified as coming from, or to, Milwaukee and Waukesha counties. Currently, many shipments or destinations in Wisconsin are currently trucked to/from intermodal facilities located in Metropolitan Chicago or the Minneapolis/St. Paul metropolitan area.

Ports and Harbors

There are no harbors within Waukesha County. Water freight and transportation facilities are provided to the region by the Port of Milwaukee, which is located approximately 20 miles east of Waukesha County in the City of Milwaukee. In 2006, the Port of Milwaukee handled over 3.5 million tons of Wisconsin commodities.

Airports

As described earlier in this chapter, Waukesha County is served by two public-use airports. Waukesha County-Crites Field in Waukesha provides chartered air service and air freight services. Capitol Airport provides airport facilities for general aviation aircraft. Commercial airline service is provided by General Mitchell International Airport, located in Milwaukee County.

Crites Field, owned by Waukesha County, serves all single-engine aircraft, virtually all twin-engine piston and turboprop aircraft, and most business and corporate jets. Crites Field also serves as a heliport for "Flight for Life". Crites Field has two paved runways. The primary runway is 5,850 feet in length and the secondary runway is 3,600 feet in length. Airport facilities include a terminal building, hangars, and a wide variety of fixed-base operator services. Ground transportation access is provided directly by two adjacent county trunk highways, Blue Mound Road (CTH JJ) and Pewaukee Road (CTH J). In addition, Interstate Highway 94 and State Trunk Highway 16 are about one-half mile north of the airport.

Capitol Airport is privately owned and serves small single-engine aircraft and many small twin-engine general aviation aircraft. Capitol Airport has one paved (north-south) and two turf runways. The turf runways are closed during the winter. The paved runway is 3,500 feet long, and the two turf runways are 3,400 feet long and 1,600 feet long. Airport facilities include a small administration building and minor services. Ground access is provided

by Gumina Rd. just off Capitol Drive, which is adjacent to the airport. As mentioned previously, the City of Brookfield does not support retaining the Capitol Airport as designated in the Regional Year 2035 Land Use Plan unless the City of Brookfield determines that redevelopment of the airport is consistent with the goals and objectives of the City of Brookfield master plan. The City of Pewaukee has also expressed similar concerns regarding Capitol Airport.

STATE TRANSPORTATION PROGRAMS

WisDOT maintains 11,753 miles out of 112,262 miles of the public roads in the State. The State highway system includes 750 miles of interstate freeways and 11,010 miles of state and US-marked highways. Although the state highway system represents only 10.5% of all of the public road mileage in Wisconsin, the State highways carry about 60% of the highway travel or about 35 billion vehicle miles of travel a year. The following programs provide state and federal funds to assist local governments with maintenance and improvements to their transportation system.

Corridors 2020

Corridors 2020 is a part of WisDOT's long-range highway improvement plan designed to provide essential links to key employment and population centers throughout the State. As part of the planning process, Wisconsin's highways were classified based on operational and economic factors. Gaps in the system were identified and improvements scheduled. Since the plan was created in the late 1980's, about 900 miles of new highways have been built to accommodate network needs.

The plan's goal is to complete all backbone improvements, which will connect all communities with a population of 5,000 or more to the State highway system. To date, the majority of the improvements have been completed on schedule. US Highway 18 (Bluemound Road) serves as a major east-west arterial route through southern Wisconsin connecting the City of Milwaukee to the City of Prairie du Chien. US Highway 18 is classified as a backbone route or a connecting route in the Corridors 2020 plan. WisDOT is in the process of updating the 2020 Corridors plan to project the state's needs through 2030.

Airport Improvement Program

The Airport Improvement Program, administered by WisDOT's Bureau of Aeronautics, combines federal, state and local resources to help fund improvements for nearly 100 public-use airports throughout the state.

WisDOT is responsible for assisting in the development of a coordinated system of airports in Wisconsin. To do this, WisDOT guides airport development through a process that begins with broad policy planning and includes progressively more detailed elements of system planning, airport master planning, programming, and finally individual airport development. Through an agency agreement with the airport owner, WisDOT oversees project planning, coordination, design, land acquisition and construction, as well as financial transactions for an airport project.

Freight Rail Infrastructure Improvement Program

Freight Rail Infrastructure Improvement Program (FRIIP) loans are awarded to private industries, railroads, and local governments to improve rail infrastructure and to construct new rail-service facilities. The overall goal is to boost economic development and jobs, and increase the use of rail service.

FRIIP provides funding for the following types of railroad projects:

- Connect an industry to the national railroad system. Examples include construction of industrial spur tracks to various industries, and a pipeline from an ethanol plant to a nearby railhead.
- Make improvements to enhance transportation efficiency, safety and intermodal freight movement. Recent projects include grain and fertilizer storage/handling facilities, warehousing facilities to provide rail access and improved loading and delivery of products, and transloading facilities.

- Accomplish line rehabilitation. FRIIP funds have been used to fund rehabilitation projects on privately owned rail lines and rail facilities, and projects that are needed to provide increased efficiencies and benefits that are beyond the basic level of service.
- Complete rail-related projects in a timeframe that would not otherwise be possible.

Freight Rail Preservation Program
The Freight Rail Preservation Program (FRPP) provides grants to local units of government, industries and railroads for the purpose of preserving essential rail lines and rehabilitating them following purchase.

FRPP provides grant assistance for the following types of projects:

- Acquisition of trackage needed to preserve rail service that would otherwise be lost. WisDOT, in cooperation with various rail transit commissions, owns approximate 450 miles of operating rail line in Wisconsin.
- Rehabilitate acquired trackage to allow a reasonable level of service. Recent projects include rehabilitation of the Horicon to Cambria line to maintain service to the Didion Milling facility in Cambria, an upgrade of the Janesville to Monroe line to handle the traffic generated by the Badger State Ethanol plant in Monroe, and improvements to the Janesville to Milton Jct. line, which is currently underway.
- Preserve railroad corridors for future rail service. WisDOT has worked closely with the Wisconsin Department of Natural Resources and other entities to preserve rail corridors under the National Trail Systems Act (Rails to Trails). These corridors are held for future rail use while being used on an interim basis for a recreation trail or other transportation or recreational use.
- Construct connections to reduce the cost of replacing lost rail service.

Midwest Regional Rail Initiative
The Midwest Regional Rail Initiative (MWRRI) is a joint venture between nine state transportation departments (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Wisconsin, and Ohio), the Amtrak rail system and the Federal Railroad Administration. This 3,000 mile rail system with Chicago as its hub would connect the cities of Cleveland, Cincinnati, Detroit, Milwaukee, Minneapolis, St. Louis and Omaha at speeds of up to 110 miles per hour. A key requirement for the success of the MWRRI is Congressional passage of a federal passenger rail funding program. Discussion has recently occurred regarding inter-city rail service along the Madison-Milwaukee corridor with local rail station stops including Brookfield, Hartland, and Oconomowoc, however, without dedicated funding sources and the political will to provide such services, the program cannot more forward.

Transportation Economic Assistance Program
The Transportation Economic Assistance (TEA) Program is a rapid response grant program designed to create new employment, retain existing employment, and encourage private investment in Wisconsin. Communities can apply for TEA funds to encourage new businesses or business expansions in their region by building such transportation improvements as access roads, highway improvements, or rail spurs. The program covers up to 50% of the total cost of eligible projects.

Congestion Mitigation and Air Quality Improvement Program
The Congestion Mitigation and Air Quality Improvement program (CMAQ) is a federally funded initiative to encourage transportation alternatives that improve air quality. It includes efforts to enhance public transit, bicycle/pedestrian facilities, ridesharing programs and facilities, and technologies that improve traffic flow and vehicle emissions. CMAQ funds have been invested in a wide variety of beneficial projects that provide air quality benefits while providing alternatives to added capacity on the road network. The $11.6 million in annual funding is available only for projects in ten southeastern counties that form Wisconsin's ozone non-attainment and maintenance areas. The Cities of Waukesha and Pewaukee, Waukesha County, and the Waukesha County Technical College have received funding from this program for bike paths, new bus routes, Sunday transit service, and training.

Disadvantaged Business Enterprise Program
The Disadvantaged Business Enterprise (DBE) Program's goal is to increase participation of firms owned by disadvantaged individuals in all federal aid and state transportation facility contracts. The DBE program strives to ensure a level playing field and foster equal opportunity for firms owned and operated by disadvantaged individuals on USDOT-assisted contracts and procurements.

The program started with the Surface Transportation Assistance Act of 1982. The Act set a national goal of placing at least 10% of federal highway and transit funds with persons who qualify as disadvantaged small business operators. A subsequent act in 1987 included women.

WisDOT invests between $600 and $700 million annually in federal and state dollars for highway, airport and transit projects. These funds translate into millions of dollars in transportation-related contracts and project work for DBE firms.

Wisconsin Highway Improvement Program
The Wisconsin Highway Improvement Program currently invests over $750 million each year in Wisconsin's highways, resulting in over 565 miles of roads improved and rehabilitated annually. The program addresses deficiencies in the highway and bridge system and incorporates needed improvements to increase the safety and mobility of the system. The program is divided into two subprograms (major highway projects and the state highway rehabilitation program). By State statute, a "Major highway project" denotes a project that has a total cost of over $5 million and involves any of the following:

- Constructing a new highway 2.5 miles or more in length.
- Reconstructing or reconditioning an existing highway by any of the following:
    1. Relocating 2.5 miles or more of the existing highway.
    2. Adding one or more lanes five miles or more in length to the existing highway.
    3. Improving to freeway standards 10 miles or more of existing divided highway having two or more lanes in either direction.

The State Highway Rehabilitation (SHR) Subprogram involves three components:
- Existing highways
- State bridges
- Backbone rehabilitation

In This Together Program
"In This Together" is a WisDOT program that targets statewide businesses facing road construction in their community. The program's goal is to help businesses maintain business while construction is underway.

WisDOT recognizes that businesses located in work zones have special needs. It is critical that customers have access and continue to patronize the businesses, in spite of any roadwork inconvenience. Early in the project development process, business owners receive a workbook, case studies, and video that contain successful marketing and promotion ideas used by other businesses facing the same situation.

Local Transportation Enhancements Program
The U.S. Congress created the Transportation Enhancements (TE) Program in 1991 to address growing concerns about air quality, open space, and traffic congestion. This program is the first Federal initiative to focus on enhancing the travel experience and fostering the quality of life in American communities.

The TE program fosters more choices for travel by providing funding for sidewalks, bike lanes, and the conversion of abandoned railroad corridors into trails. Communities may also use the program to revitalize local and regional economies by restoring eligible historic buildings, renovating streetscapes, or providing transportation museums and visitor centers. Many communities use the program to acquire, restore and preserve scenic or historic sites.

WisDOT administers the local Transportation Enhancements Program to fund multi-modal transportation alternatives and projects that enhance communities and the environment. Currently $6.25 million is available in annual funding. Federal funds administered through this program provide up to 80% of costs for a wide variety of projects such as bicycle or pedestrian facilities, landscaping or streetscaping and the preservation of historic transportation structures.

Rustic Roads Program

The Rustic Roads Program was created in 1973 by the State Legislature to preserve what remains of Wisconsin's scenic, lightly traveled back roads for the enjoyment of motorists, hikers and bicyclists. Wisconsin is unique in its efforts to preserve these low volume, low function rural roads and since the designation of the first Rustic Road in 1975, the statewide system has grown to include 101 Rustic Roads in 54 counties with a total mileage of 562 miles. Waukesha County has two roads designated in the Wisconsin Rustic Roads Program. The first road is a paved 2.5 mile curving trail on the narrow isthmus between Upper and Lower Nashotah Lakes and runs south past Upper Nemahbin Lake. It includes portions of County Trunk Highway B and Mill Road. The second rustic road within the County includes portions of Waterville Road and Piper Road, from US Highway 18 to Wisconsin State Trunk Highway 59. It is a 7 mile paved road that provides scenic views of the Southern Unit of the Kettle Moraine State Forest and access to the Ice Age Trail. In addition, several local municipalities within the County maintain roads as rustic within their communities.

Scenic Byways Program

The purpose of the national scenic byways program is to recognize and promote some of America's memorable roads for the enjoyment of the traveling public. The goal of the Wisconsin Scenic Byways program is to identify, designate, promote and preserve a system of State Trunk Highways recognized for their outstanding scenic views and ability to offer travelers an exceptional travel experience. These byway corridors highlight the best scenic resources along with the natural, historic, archeological, cultural and recreational opportunities available in Wisconsin. It is anticipated that this program will promote tourism and economic development by encouraging people to visit the route and spend money at local motels, restaurants and tourist attractions.

Tourist Oriented Directional Sign Program

The Tourist Oriented Directional Sign (TODS) Program provides signs with directional information for qualifying tourist-related businesses, services or activities. TODS supports the tourism industry's effort to promote businesses and economic development in Wisconsin.

To qualify for a special blue and white sign, the major source of income for a business must come from visitors who do not live in the immediate area. The business also must be located within five miles of a State or US highway, but cannot have direct access to a State or US highway. TODS are prohibited on freeways and expressways and in most urban areas.

Businesses that qualify for TODS fall into five categories:

- Gasoline - Open at least 12 hours per day, seven days a week and provide restrooms, drinking water and a public telephone.
- Food - Open five days a week from at least 10 a.m. to 7 p.m. and have at least 50% of gross receipts from food and non-alcoholic beverages.
- Lodging - Includes hotels, motels, resorts, boarding houses and bed and breakfast establishments with parking accommodations.
- Camping - Provides restrooms, drinking water and a public telephone.
- Tourist attraction - Open at least eight hours a day, five days a week for at least three consecutive months and provides restrooms and drinking water. The attraction must also be of significant interest to the traveling public.

Transit Assistance Programs

The purpose of the State's public transit programs is to financially support the 26 urban bus and 43 shared-ride taxi operating systems located throughout Wisconsin. In 2005, state support for local transit systems totaled $98.6 million, among the highest in the nation. State funding provides a significant percentage of the total revenue for

transit systems; 41% of operating costs of the state's largest transit system in Milwaukee County, 33.3% of the operating costs of bus systems in other urbanized areas, and 32.5% of the operating costs of smaller bus and shared-ride taxi systems.

TRANSPORTATION IMPROVEMENT RECOMMENDATIONS, 2035 REGIONAL TRANSPORTATION PLAN

The 2035 Regional Transportation System Plan for Southeastern Wisconsin is multi-modal in nature, dealing with public transit, bicycle and pedestrian, travel demand management, transportation systems management, and arterial streets and highways. The plan is designed to serve, and be consistent with, the Year 2035 Regional Land Use Plan drafted by the SEWRPC. The process for the development of the recommended multi-modal program began with consideration and development of the travel demand management, transportation systems management, bicycle and pedestrian, and public transit elements of the plan. Arterial street and highway improvement and expansion was then considered only to address the residual high traffic volumes and attendant traffic congestion, which may not be expected to be alleviated by travel demand management, transportation systems management, bicycle and pedestrian facilities, and public transit.

The recommendations set forth below are based upon inventory data, adopted recommendations, a regional public participation survey, and the transportation development objectives, principles, and standards in Chapter 2.

Arterial Street and Highway System Functional Improvements

The 2035 Regional Transportation System Plan for Southeastern Wisconsin identifies recommended functional improvements to the arterial street and highway system in Waukesha County (Map VIII-4). These recommendations are divided into three categories: system preservation – the proposed resurfacing, reconstruction, and modernization as needed of arterials to largely the same capacity as exists today; system improvement - the proposed widening of existing arterials to carry additional traffic lanes; and system expansion – the proposed construction of new arterial facilities (Table VIII-4).

Table VIII-4

ARTERIAL STREET AND HIGHWAY PRESERVATION, IMPROVEMENT, AND EXPANSION BY ARTERIAL FACILITY TYPE IN WAUKESHA COUNTY: YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

	System Preservation (Miles)	System Improvement (Miles)	System Expansion (Miles)	Total Miles
Freeway	32.2	26.5	0.0	58.7
Standard Arterial	617.9	100.1	10.6	728.6
Total	650.1	126.6	10.6	787.3

Source: SEWRPC

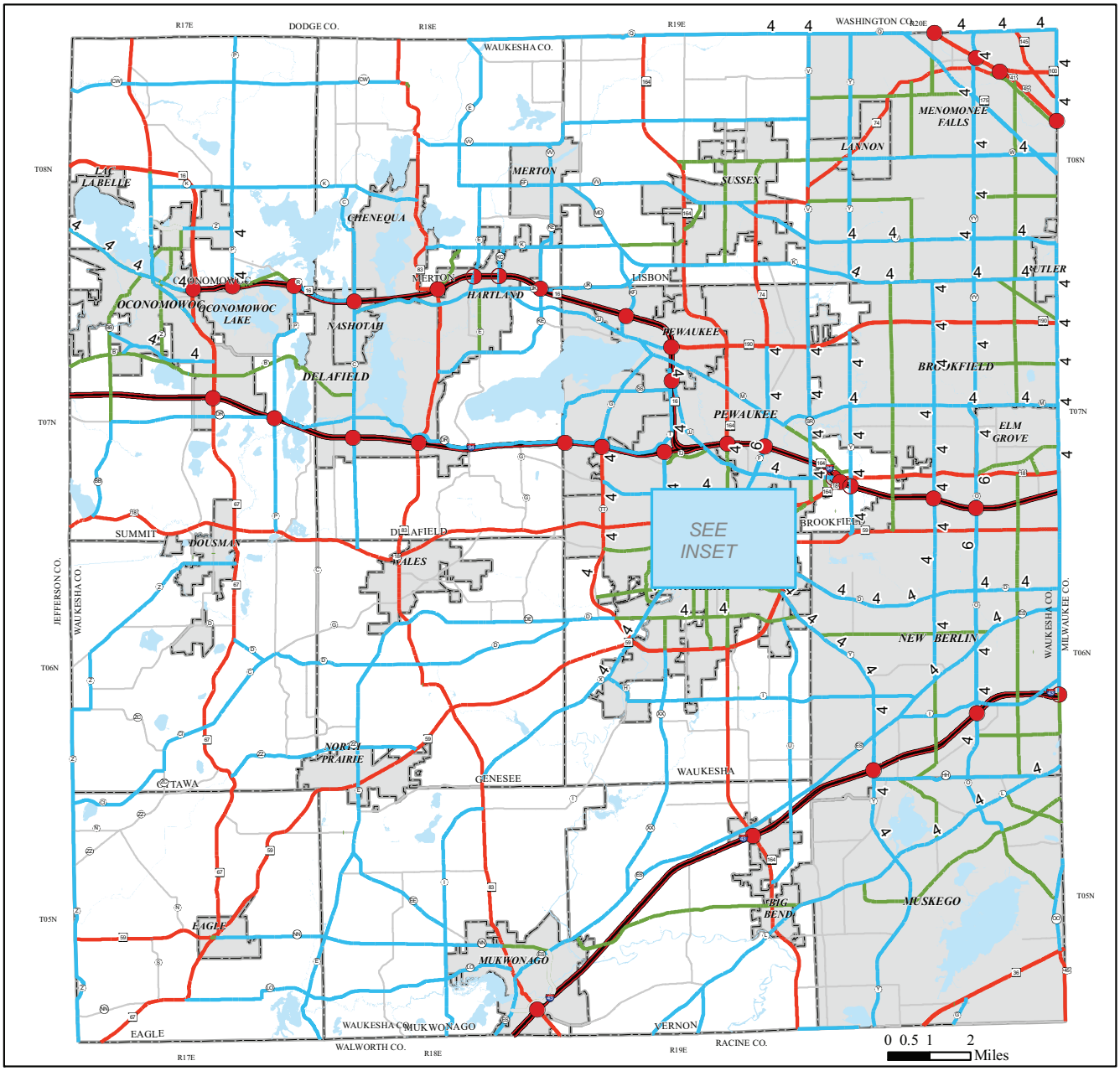
Jurisdictional Recommendations

Jurisdictional classification establishes which level of government – state, county, or local – has or should have, responsibility for the design, construction, maintenance, and operation of each segment of the total street and highway system. Jurisdictional classification is intended to group all streets and highways logically into subsystems under the jurisdiction of the established level of government.

Upon completion of the initial regional transportation system plan in 1966, detailed county jurisdictional highway system plans were prepared. These plans were extended in design year and updated as part of the year 2000 Regional Transportation System Plan completed in 1978, and the year 2010 plan completed in 1994, which was adopted in 1995 by the Waukesha County Board of Supervisors. The recommended Waukesha County jurisdictional arterial street and highway system for the year 2035, based upon the extension of the year 2020 plan to the year 2035 with refinements by the Waukesha County Department of Public Works in 2007, is shown on Map VIII-5.

Map VIII-4

WAUKESHA COUNTY RECOMMENDED FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET & HIGHWAY SYSTEM: UNDER THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

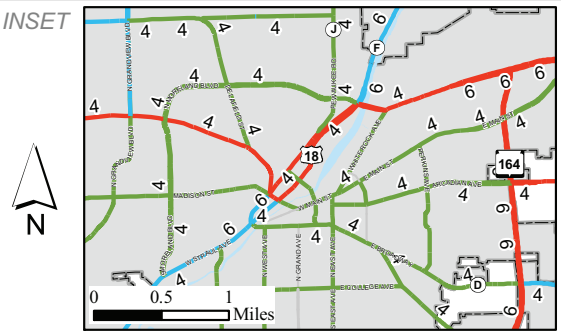


Legend

- Major Water Body
- Town
- City or Village
- Interchange
- Half Interchange
- 4 Number of Traffic Lanes (2 Where Unnumbered)
- Other Major Roads
- County Trunk Highway
- Local Trunk Highway
- State Trunk Highway - Freeway
- State Trunk Highway - Standard

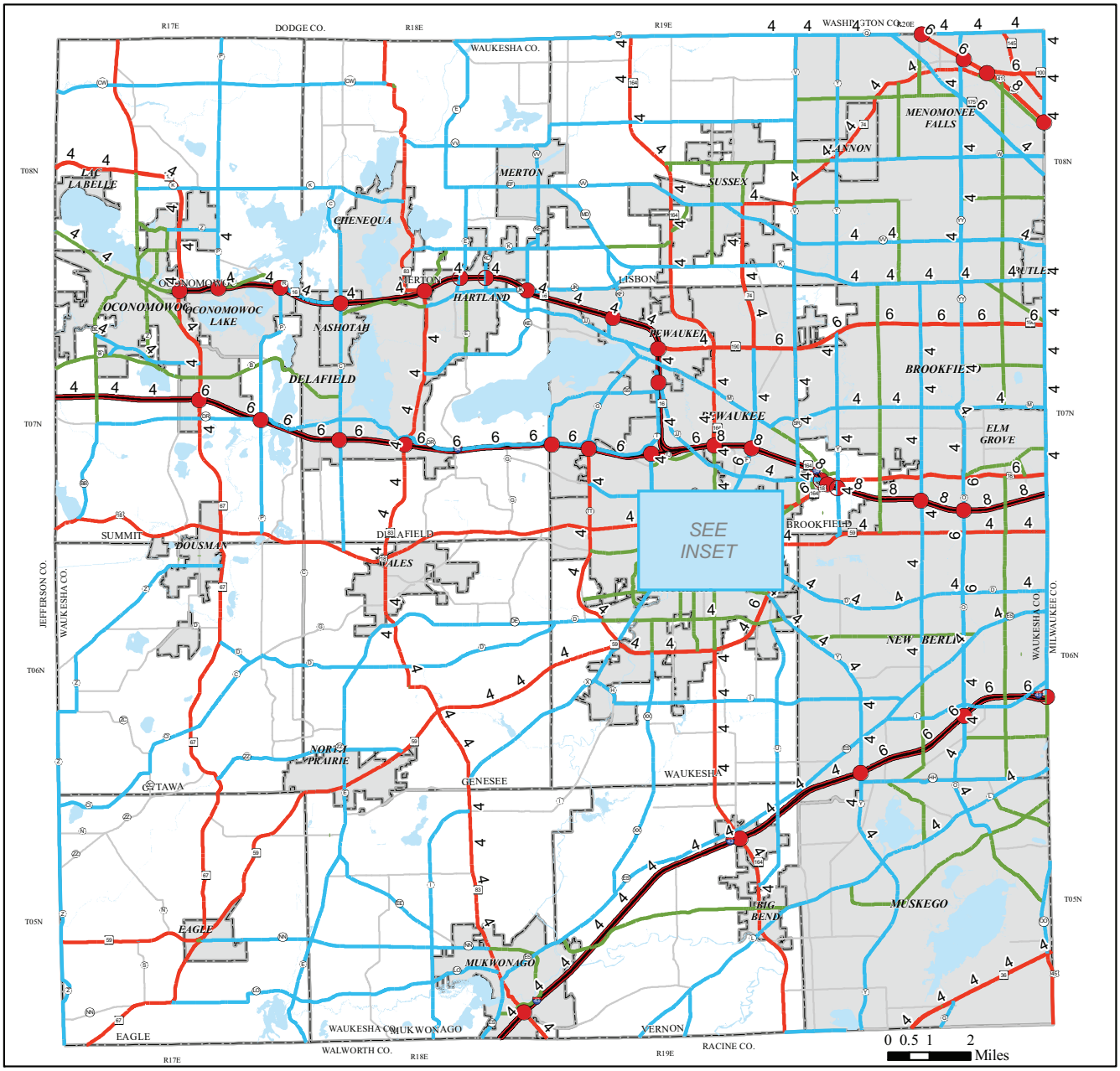
Source: SEWRPC

Civil Divisions as of 12/31/07
Prepared by Waukesha Co.
Dept. of Parks and Land Use



Map VIII-5

WAUKESHA COUNTY RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2035



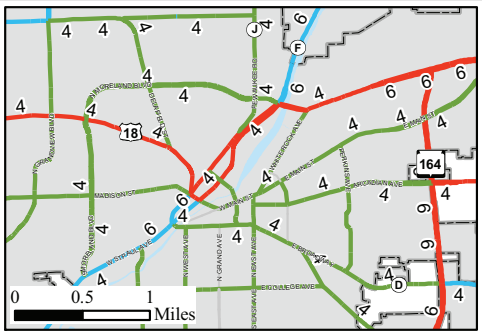
Legend

- Major Water Body
- Town
- City or Village
- Interchange
- Half Interchange
- 4 Number of Traffic Lanes (2 Where Unnumbered)
- <all other values>
- County Trunk Highway
- Local Trunk Highway
- State Trunk Highway - Freeway
- State Trunk Highway - Standard

Source: SEWRPC

Civil Divisions as of 08/30/07
Prepared by Waukesha Co.
Dept. of Parks and Land Use

INSET



Over the next two years, SEWRPC staff will be working with the county jurisdictional highway system planning committees in each county in the region, subsequent to Commission adoption of the year 2035 regional plan, to conduct a major review and reevaluation of the jurisdictional transfer recommendations in the year 2035 regional transportation system plan. This will be an extensive effort that will involve the review and redefinition of the functional criteria used for jurisdictional classification of arterial streets and highways, and the application of those criteria to the arterial street and highway system. This effort may change the jurisdictional recommendations of the year 2035 regional transportation system plan. Upon completion, public review, and subsequent adoption of the jurisdictional highway system plans by the Commission, the year 2035 Regional Transportation System Plan would then be amended to reflect the recommendations made in each county jurisdictional highway system plan.

Public Transit

The public transit element of the final recommended regional transportation plan envisions significant improvement and expansion of public transit in southeastern Wisconsin, including development within the Region of a rapid transit and express transit system, improvement of existing local bus service, and the integration of local bus service with the proposed rapid and express transit services. Map VIII-6 displays the transit system proposals for each of the three transit system components.

The proposed expansion of public transit is essential in southeastern Wisconsin and Waukesha County for many reasons:

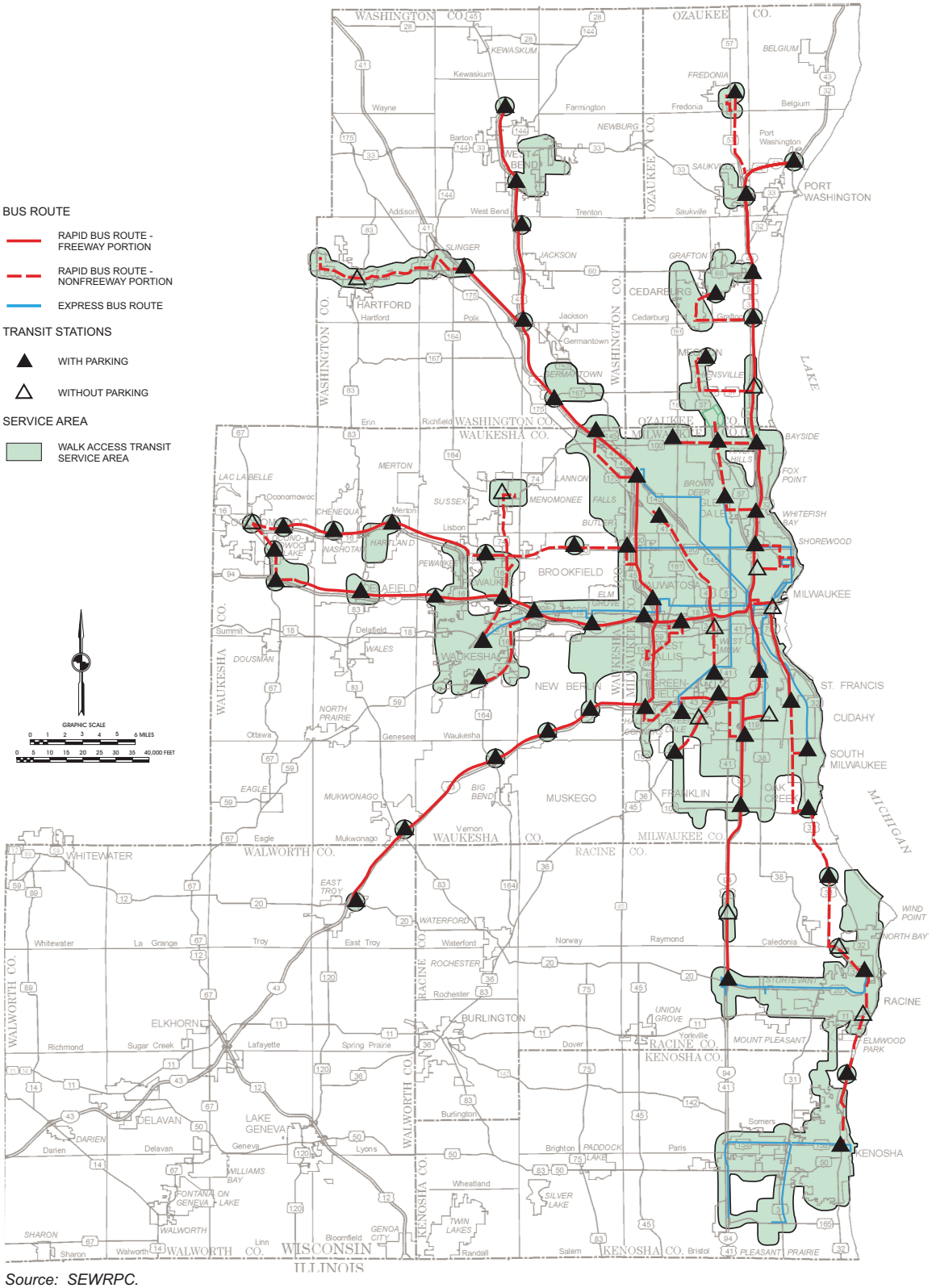
- Public transit is essential to provide an alternative mode of travel in heavily traveled corridors within and between the Region's urban areas, and in the Region's densely developed urban communities and activity centers. It is not desirable, and not possible, in the most heavily traveled corridors, dense urban areas, or the largest and densest activity centers of the Region, to accommodate all travel by automobile with respect to both demand for street traffic carrying capacity and parking. To attract users to public transit, service must be available throughout the day and evening at convenient service frequencies, and at competitive and attractive travel speeds.
- Public transit also supports and encourages higher development density and in-fill land use development, which results in efficiencies for the overall transportation system and other public infrastructure and services.
- Public transit also contributes to efficiency in the transportation system, including reduced air pollution and energy consumption.
- Public transit permits choice in transportation, enhancing the Region's quality of life and economy. A portion of the Region's population and businesses would prefer to have public transit alternatives available and to travel by public transit.
- Public transit is essential in the Region to meet the travel needs of persons unable to use personal automobile transportation. In the year 2000, approximately 80,000 households, or 11 percent of the Region's households and approximately 5,700 Waukesha County households or four (4) percent of the County's households did not have a personal vehicle available and were dependent on public transit for travel. The accessibility of this portion of the Region's population to the metropolitan area jobs, health care, shopping and education is almost entirely dependent upon the extent to which public transit is available, and whether or not it is reasonably fast, convenient, and affordable.
- Waukesha County projections show that the population of people aged 65 and over will more than double in size increasing from 26,763 people in 2000 to 56,678 people in 2035.
- Waukesha County projections show that the labor force of age 65 and over will nearly double from 6,550 in 2000 to 12,572 in 2020.

Upgrading to Rail Transit or Bus Guideways

The regional transportation plan also proposes that consideration be given to upgrading the recommended rapid and express bus transit services to commuter rail for rapid transit service and light rail or bus guideways for express transit service. The regional transportation plan suggests four future commuter lines and six light rail lines within the Region as shown on Map VIII-7. In Waukesha County, the plan identifies a potential commuter rail

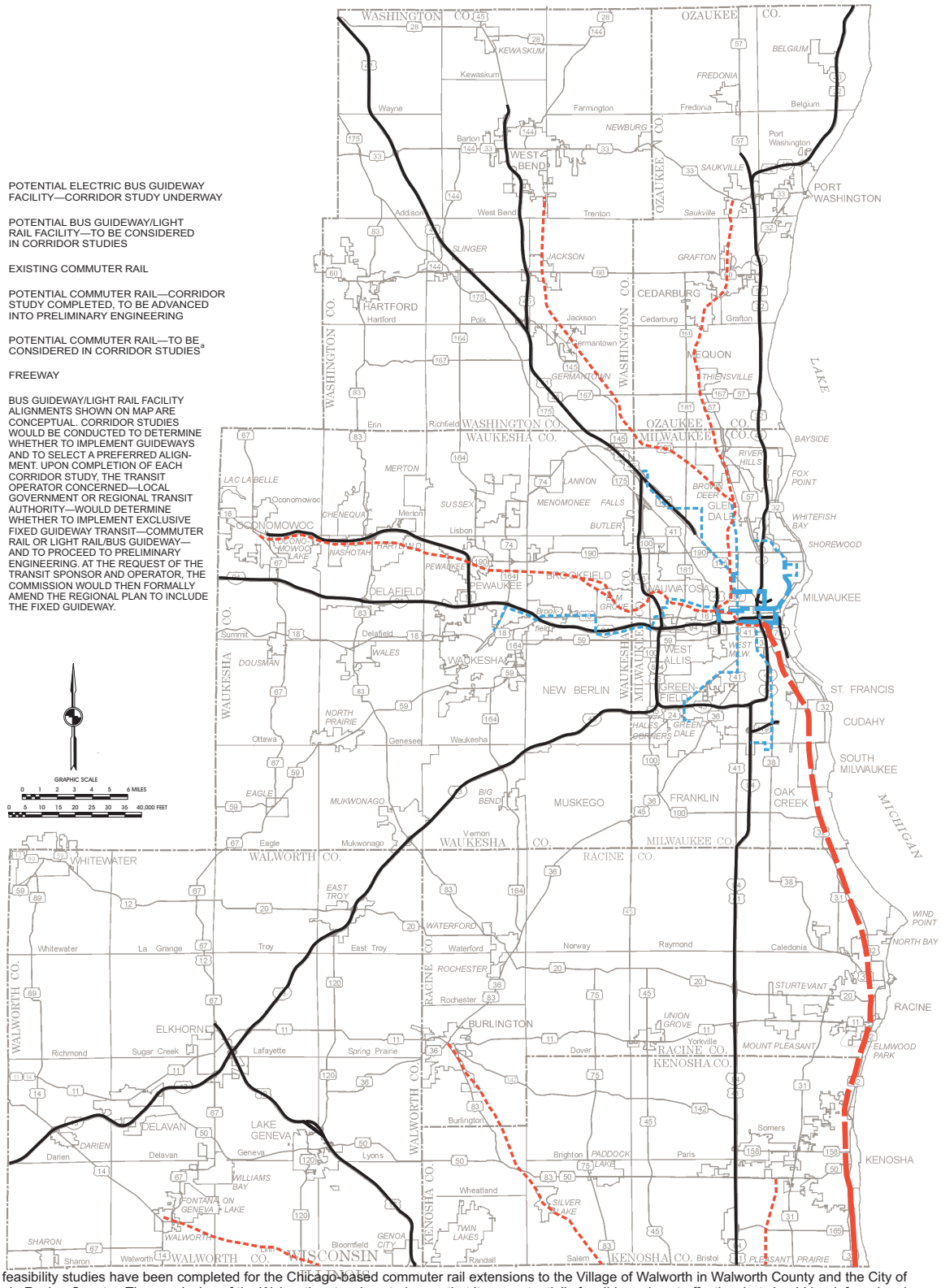
Map VIII-6

WAUKESHA COUNTY RECOMMENDED PUBLIC TRANSIT ELEMENT OF THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN



Source: SEWRPC.

Map VIII-7
POTENTIAL RAPID TRANSIT COMMUTER RAIL AND EXPRESS TRANSIT BUS GUIDEWAY/LIGHT RAIL LINES UNDER THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN



[a]Corridor feasibility studies have been completed for the Chicago-based commuter rail extensions to the Village of Walworth in Walworth County and the City of Burlington in Racine County. The conclusion of the Walworth extension study was that it was potentially feasible and cost-effective, but should be deferred and considered again when a Metra extension from its current terminus in Fox Lake, Illinois is considered to Richmond, Illinois near the Wisconsin-Illinois Stateline. The conclusion of the Burlington extension study was that it was not feasible or cost-effective at that time, but could be considered again in the fut

Source: SEWRPC.

corridor and a potential light rail corridor that would connect Waukesha County communities with Central Milwaukee County and UW-Milwaukee. Special corridor studies would need to be conducted to determine whether or not to implement fixed guide way transit in these corridors and refine the alignments shown in the Regional plan.

The regional transportation plan recommends that local governments, which are the sponsors and operators of transit systems, determine whether or not to upgrade to commuter rail or light rail by conducting a detailed corridor transit analysis study. These studies are a requirement of the U.S. Department of Transportation, Federal Transit Administration in order to be eligible for federal funding.

The Midwest Regional Rail Initiative (MWRRI) is a joint venture between nine state transportation departments (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Wisconsin, and Ohio), the Amtrak rail system and the Federal Railroad Administration. This 3,000 mile rail system with Chicago as its hub would connect the Cities of Cleveland, Cincinnati, Detroit, Milwaukee, Minneapolis, St. Louis and Omaha at speeds of up to 110 miles per hour. A key requirement for the success of the MWRRI is Congressional passage of a federal passenger rail funding program. Local rail station stops on the proposed Milwaukee to Madison corridor include Brookfield, Hartland, and Oconomowoc.

Bicycle and Pedestrian Facilities

The bicycle and pedestrian facilities element in the 2035 Regional Transportation System Plan for Southeastern Wisconsin is intended to promote safe accommodation of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to personal vehicle travel. The regional plan recommends that as the surface arterial street system of about 2,900 miles in the Region is resurfaced and reconstructed, the accommodations for bicycle travel should be implemented, if feasible, through bicycle lanes, widened outside travel lanes, widened and paved shoulders, or separate bicycle paths. This recommendation would result in an additional 161 miles of off-street bicycle mileage on state, county, and local roads within Waukesha County as shown on Maps VIII-8 and VIII-9.

Community Bicycle and Pedestrian Plans

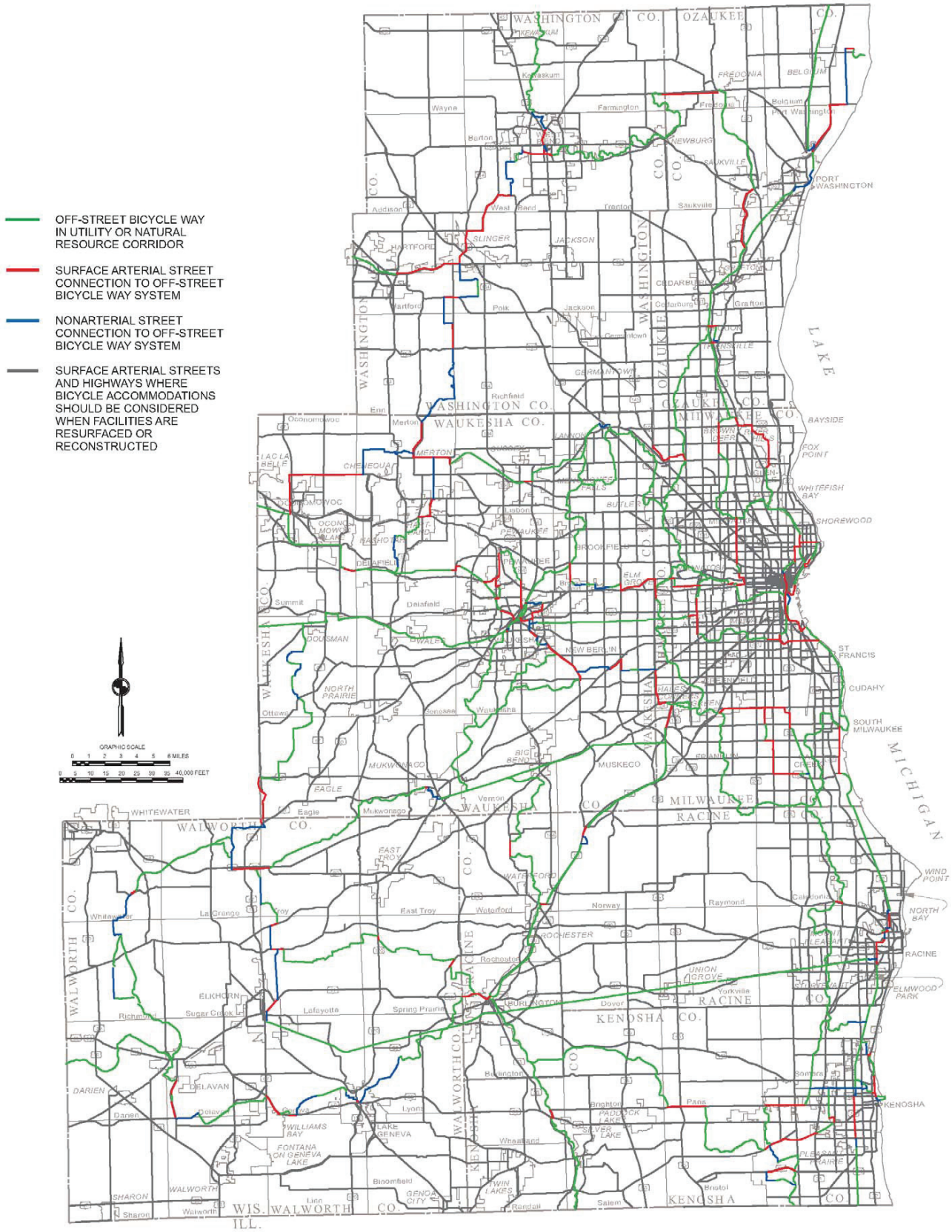
SEWRPC recommends that local units of government prepare community bicycle and pedestrian plans to supplement the regional plan. The local plans should provide for facilities to accommodate bicycle and pedestrian travel within neighborhoods, providing for convenient travel between residential areas and shopping centers, schools, parks, and transit stops within or adjacent to the neighborhood. The standards, guidelines, and system plans set forth in the regional plan should be the basis for the preparation of community and neighborhood plans. It is also recommended that local units of government consider the preparation and implementation of land use plans that encourage more compact and dense development patterns, in order to facilitate pedestrian and bicycle travel. Local municipalities within Waukesha County as well as adjacent counties may also have numerous park and recreation plans that incorporate bicycle and pedestrian pathways, and several have already developed bicycle and pedestrian plans. These plans should also recognize what jurisdiction is responsible for said trails. These are discussed further in Chapter 3. Since many trails cross municipal boundaries, Waukesha County should work with the municipalities and adjoining counties to coordinate trail planning.

Transportation Systems Management

The transportation systems management element of the final recommended year 2035 regional transportation plan includes measures intended to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency, including: freeway traffic management, surface arterial street and highway traffic management, and major activity center parking management and guidance. In addition, improving the overall operation of the regional transportation system requires regional cooperation and coordination between government agencies and operators.

Map VIII-8

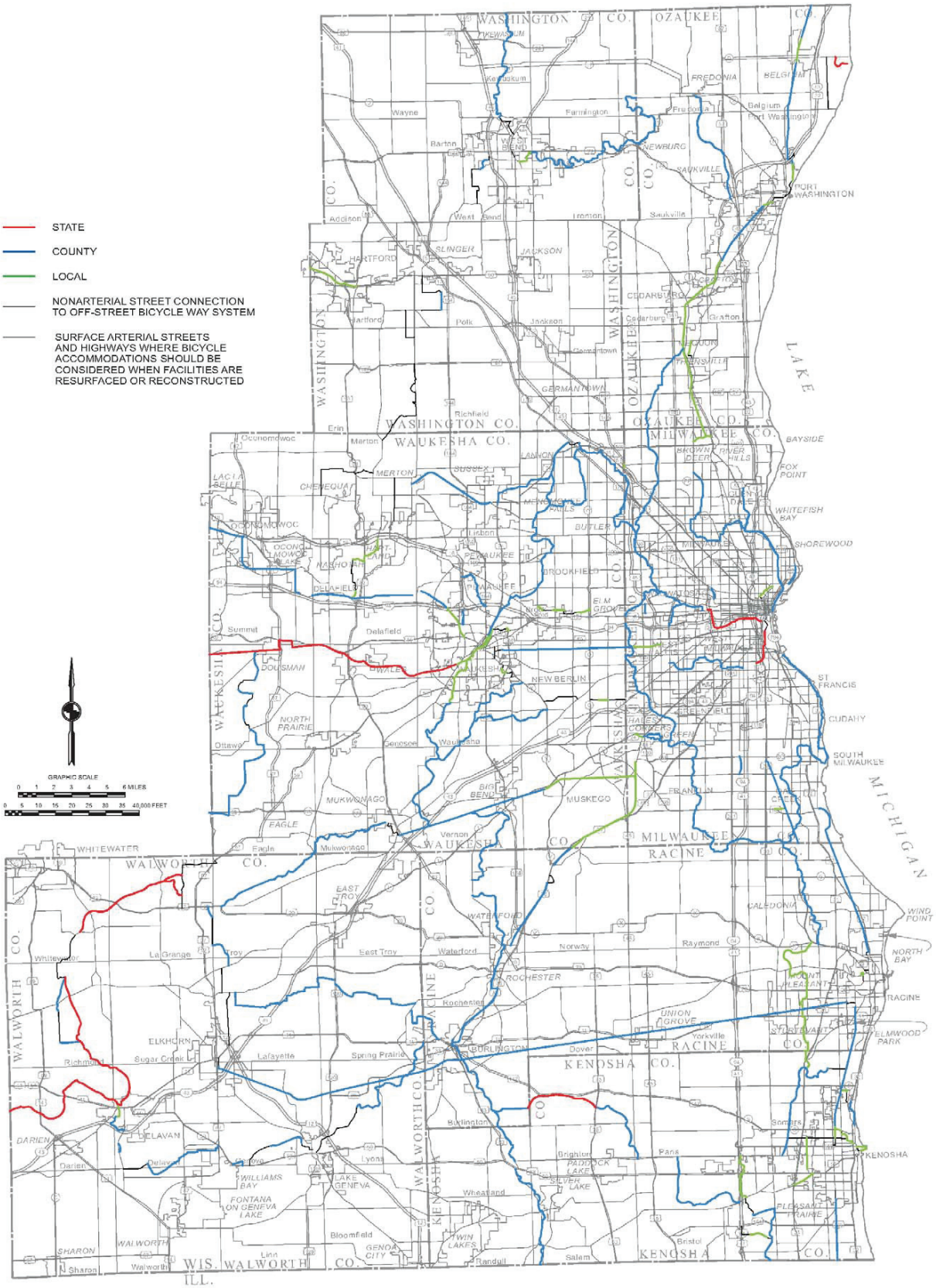
WAUKESHA COUNTY BICYCLE PATHS & SURFACE ARTERIAL STREET & HIGHWAY SYSTEM BICYCLE ACCOMMODATIONS UNDER THE RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN



Source: SEWRPC.

Map VIII-9

WAUKESHA COUNTY RECOMMENDED OFF-STREET BICYCLE FACILITY JURISDICTION UNDER THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN



Source: SEWRPC.

Travel Demand Management
The travel demand management measures included in the final recommended year 2035 regional transportation plan include measures intended to reduce personal and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. These measures are in addition to the public transit and pedestrian and bicycle plan elements previously discussed.

Seven categories of travel demand management measures are recommended in the year 2035 Regional Transportation Plan: high-occupancy vehicle preferential treatment, park-ride lots, transit pricing, personal vehicle pricing, travel demand management promotion, transit information and marketing, and detailed site specific neighborhood and activity center land use plans. For more information on these categories see pages 384 to 387 in the SEWRPC Planning Report No. 49, A Regional Transportation System Plan For Southeastern Wisconsin: 2035.

OTHER IMPLEMENTATION RECOMMENDATIONS

1. Waukesha County should work with the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to conduct a major review and reevaluation of the jurisdictional transfer recommendations in the year 2035 Regional Transportation System Plan.
2. Waukesha County should refine the proposed system of off street bicycle paths and surface arterial streets and highway system accommodation of bicycles contained in the 2035 Regional Transportation System Plan. In addition, the County should integrate bikeway accommodations into planning for upgrades and modifications to the county trunk highway system consistent with the refined county transportation plan and facilitate communication with local municipalities and bordering counties to address bikeway linkages and connectivity.
3. Discuss with Jefferson County opportunities to expand the Lake Country Recreation Trail from Oconomowoc to Watertown in Jefferson County.
4. The County and municipalities should implement the transportation system development planning objectives, principles and standards contained in Chapter 2.
5. The County and municipalities should evaluate dedicated funding sources for county wide shared taxi service to meet the needs of a growing elderly population in all 37 municipalities.
6. As a consequence of increasing rail freight traffic, the County should establish additional rail quiet zones and invest in railroad grade separations as a safety priority at county trunk highway crossings.
7. The County should work with local municipalities and the Wisconsin Department of Transportation's Bureau of Aeronautics to determine if maintaining Capitol Airport as an aviation facility is consistent with future transportation and land use plans.
8. Evaluate the public transit recommendations contained in the 2035 Regional Transportation System Plan for Southeastern Wisconsin such as car pool lanes, van pool and bus guideways.