

**CHAPTER 8
TRANSPORTATION ELEMENT
FACT SHEET**

The Waukesha County Comprehensive Planning 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
- Provide 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 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 funding 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 impact of road constructions (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 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

TRENDS

Total Road Mileage

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

Total Registered Vehicles

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

Public Transportation

- Waukesha Metro Transit operates ten routes within the City of Waukesha and 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.
- In 2006, sixty-three percent of bus riders were employed full or part-time.
- In 2006, a total of 656,900 revenue passengers 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.
- 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.

Bikeways

Waukesha County owns and manages three bikeways within the County.

- The 12.2 mile Bugline Recreation Trail between Appleton Avenue (State Trunk Highway 175) in Menomonee Falls and Main Street (County Trunk Highway VV) in the Village of Merton.
- The 15 mile Lake Country Recreation Trail from the Landsberg Center Trailhead (Just north of Interstate Highway 94 on Golf Road, west of County Trunk Highway T) and Roosevelt Park in the City of Oconomowoc.
- The 7 mile New Berlin Recreation Trail extends from South 124th Street just south of Greenfield Avenue (State Highway 59) to Springdale Road in Waukesha.

Rail Freight Services

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. Four railroad companies provide railroad freight service in Waukesha County.

- The Union Pacific Railroad with headquarters in Omaha, Nebraska
- The Canadian Pacific Railroad with headquarters in Calgary, Alberta Canada
- The Canadian National Railroad with headquarters in Montreal, Quebec Canada
- Wisconsin and Southern Railroad Co., a regional railroad headquartered in Milwaukee.

Airports

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 airline facilities for general aviation aircraft. Commercial airline service is provided by General Mitchell International Airport, located in Milwaukee County.

2035 Regional Transportation Plan Improvement Recommendations

- The public transit element of the final 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. The County should 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.
- 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 plan and facilitate communication with local municipalities and bordering counties to address bikeway linkages and connectivity.