

Chapter 6

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 the Town. An understanding of the existing transportation system and future improvements is fundamental to the preparation of a comprehensive development plan for Waukesha County and its municipalities.

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, trail accommodations, airports, pedestrian accommodations, ports, and harbors.

SEWRPC Land Use and Transportation Plan 2000 recommended that certain County roads in the Town be reclassified to Town roads. Acceptance of County Trunk Highways by the Town would have substantial financial obligations of street maintenance and control. The basic goal of the Town is to provide vehicular, pedestrian and recreational needs in the Town in a safe, efficient and convenient manner, and further went on to outline specific directives.

Directives

1. Plan for the development of streets and roads in such a manner as to insure convenient access to all developed and undeveloped areas of the Township.
2. Consider innovative street design to insure maximum utilization of public street systems at the least overall cost to the Township.
3. Maintain and improve the existing street maintenance program to insure continued roadway usage.
4. Maintain all existing Town roadways and work with future developments to utilize new innovative standards.
5. Delineate local collector streets as major transportation routes requiring higher standards than local street sections, due to increased traffic and usage.

6. Evaluate the need for specialized recreational transportation facilities such as those for snowmobiles and bicycles, and encourage local participation in such developments as new development occurs.

TRANSPORTATION DEVELOPMENT STRENGTHS, CONCERNS, AND WEAKNESSES

As part of this chapter, the Town considered the strengths and weaknesses of the Transportation System in the Town of Waukesha. The strengths of the Transportation System which the Town identified are as follows:

- Consistent Road Program for maintaining Town roads
- Existing County Trunk Highway system in place
- Control access to existing transportation facilities
- Growing preservation of Greenway corridors for recreational trail system
- Adoption of an Official Map by Town of Waukesha Officials
- Implementation of the Waukesha County Street & Highway Width Map as part of the land division process

Concerns which are identified are as follows:

- Town does not get their fair share of State funding for road projects.
- With development certain collector Town roads need major repairs or upgrading. Particularly the collectors to accommodate new subdivision development and traffic.

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. The plan contains four elements; public transportation, systems management, bicycle and pedestrian facilities, and arterial streets and highways.

Streets and Highways

Waukesha County has over 2,917 miles of federal, state, county, and local roads within the County and over 373,000 registered automobiles, trucks, semi-trailers, and motorcycles (Table IV-1 and Table IV-2). Only Dane, Marathon, and Milwaukee County have more road miles in Wisconsin. 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 state highways 36, 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. This 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 stormwater drainage facilities. Streets and highways fall into a three-category hierarchy that includes arterial, collector, and land access streets.

**Table IV-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, Division of Transportation Management

**Table IV-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

*State should register trucks within Waukesha County.

Arterial Streets

An arterial is a high-volume street whose function it is to move 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, through movement of traffic and providing transportation service between major sub-areas of an urban area or through an area. Together, arterial streets should form an integrated, area wide system. The most heavily traveled arterial streets and highways in County are Interstate Highway 94, U.S. Highway 18 between the Milwaukee-Waukesha County line and the City of Waukesha, Capitol Drive (State Highway 190) between the Milwaukee-Waukesha County line and the City of Pewaukee, Moorland Road (County Highway O) between Bluemound Road (City of Brookfield) and Cleveland Avenue (County Highway D) in the City of New Berlin, Interstate Highway 43 between the Milwaukee-Waukesha County line and State Highway 164, and U.S. Highway 41/45.

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 (Wis DOT) 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 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. 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 sometimes referred to as non-arterial, 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.

County and Local Street Inventory

Wis DOT 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 Wis DOT 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 Wis DOT 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.

Currently, the Town’s budget for 2009 is \$180,000 for their roadway program. The Town budgeted monies covers areas which should be reconstructed, areas which should have a thick overlay of three inches, a thin overlay of 1.5 inches and a crack seal upgrade only. Generally the Town tries to follow this procedure taking into account complaints which may occur on the existing road system and also, trying to do the work in one general area of the Town in order to cut costs.

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, may provide connections to urban areas.

Public transit, in any metropolitan area, helps 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 markets. Two airport facilities in Waukesha County provide air cargo and general aviation services. Public commercial passenger air service is provided by General Mitchell International Airport (MKE), a medium-hub airport owned and operated by Milwaukee County. Located within the City of Milwaukee, Mitchell's 13 airlines offer roughly 235 daily departures (plus 235 daily arrivals). Approximately 90 cities are served nonstop or direct from Mitchell International. It is the largest airport in Wisconsin. The airport terminal is open 24 hours a day. The Capitol Drive Airport in Brookfield and Crites Field in Waukesha are the two existing airports in Waukesha County. Neither provides public commercial passenger air service. The Capitol Drive Airport is a private/public use airport that provides a valuable alternative for smaller aircraft in the Milwaukee/Waukesha area. Crites Field is owned and operated by Waukesha County and serves as the premier corporate and recreational airport for southeastern Wisconsin. In 2004, it averaged 270 takeoffs and landings per day.

Ferry Service

Passengers and cars may cross Lake Michigan on ferry services available between Milwaukee and Muskegon, Michigan and between Manitowoc and Ludington, Michigan. Both ferry services operate in the months of May through October of each year.

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. Amtrak operates two passenger trains in Wisconsin; the long-distance Empire Builder operating from Chicago to Seattle and Portland, with six Wisconsin stops; and the Hiawatha Service that carries about 624,000 people each year on seven daily round-trips in the Chicago-Milwaukee corridor. Amtrak's Hiawatha Service runs seven 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 is provided between Kenosha and Chicago by Metra, with intermediate stops between Kenosha and downtown Chicago in northeastern Illinois north shore suburbs.

Bus Service

Badger Coaches, Greyhound, 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 line run route service to and from Milwaukee, with stops in Fond du Lac, Oshkosh, Appleton, New London, Waupaca, Stevens Point, and Wausau. Weekday service provided by United Limo included 11 round trips between Goerke's Corners in Waukesha County and Chicago O'Hare International Airport, with stops in downtown Milwaukee and at General Mitchell International Airport.

Urban Public Transportation

Waukesha County Bus Transit

Waukesha Metro Transit has 18 routes that travel throughout Waukesha County and parts of Milwaukee County. Waukesha Metro Transit directly operates 10 routes. Wisconsin Coach Lines and the Milwaukee County Transit System operate the other routes for Waukesha Metro Transit. Sixty-three percent of riders are employed full-time or part-time. Over 2,500 trips are taken each weekday on Waukesha Metro. Only 27 percent of riders have access to an automobile and 79 percent of riders have household incomes under \$35,000.

Specialized Transportation

Ridgeline is a program subsidized by the Waukesha County Department of Senior Services. 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.

The shared-fare taxi program, a program also subsidized by the Waukesha County Department of Senior Services, provides reduced fares to taxi service in the communities of Oconomowoc, New Berlin, Waukesha, Elm Grove, Brookfield, Butler, Hartland, Nashotah, Delafield, and Merton. Waukesha County residents age 65 or older, or Waukesha County residents who are non-drivers ages 18 to 64 who receive SSI or SSDI, are eligible for this program.

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 or along rivers or streams, or may serve as short connectors between residential areas and commercial or public facilities.

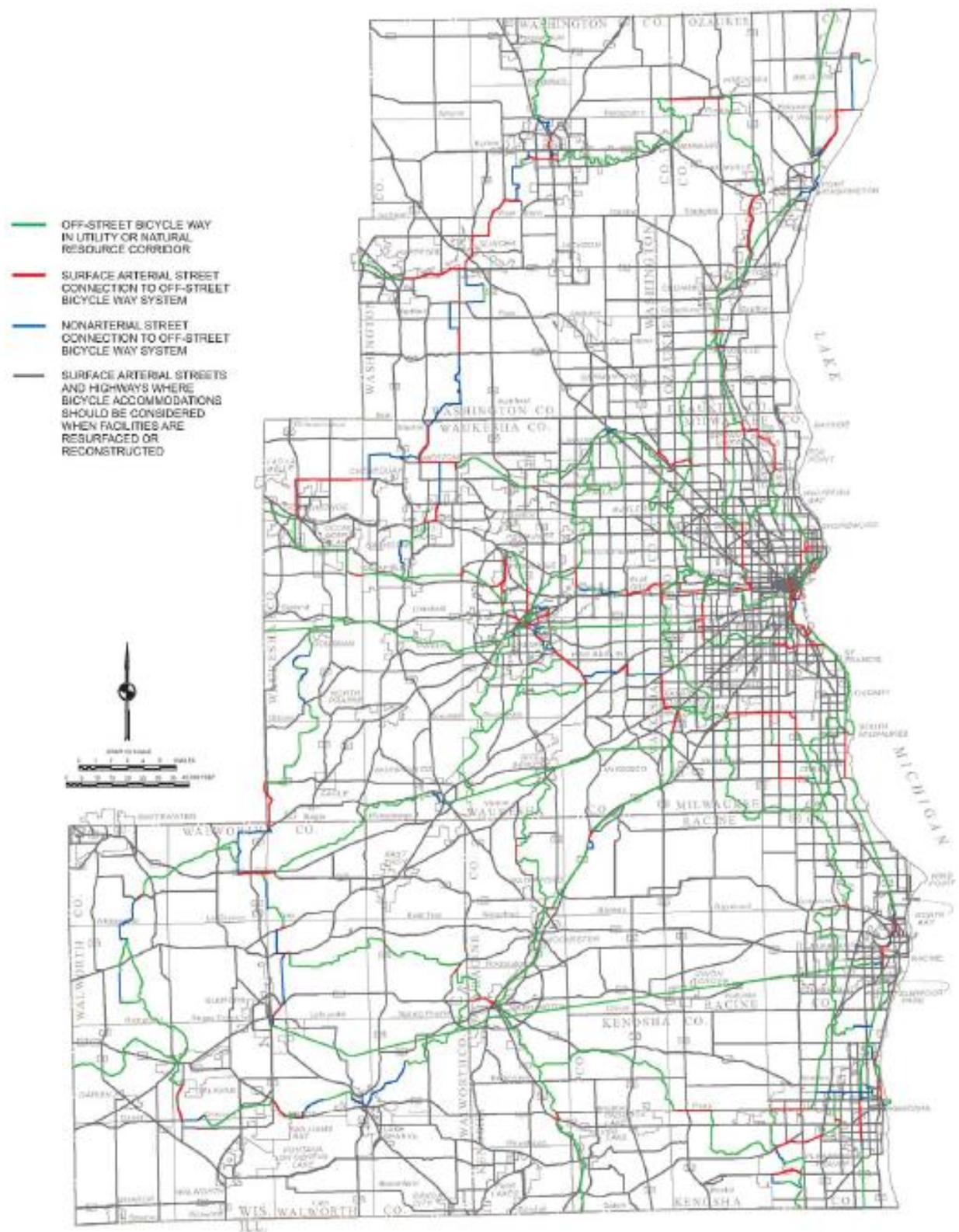
There are two off-street bicycle facilities in the Town of Waukesha, one along the Fox River recreational trail, and the Glacial Drumlin Trail. In the Town of Waukesha according to the 2035 Regional Transportation Plan

Bikeways in Waukesha County are shown on Map IV-1. The longest 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 an annual State Trail Pass for persons 16 years or older are required, except on the City of Waukesha trails segment from the Fox River Sanctuary to McArthur Rd. The Wisconsin Department of Transportation 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 (Map IV-2).

Waukesha County 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 Avenue (State Highway 175) in Menomonee Falls and Main Street (County Trunk Highway VV) in the Village of Merton. A separate 4 ft. wide bridle trail adjacent to the original 8 ft. wide recreation trail extends 2.5 miles from The Ranch in Menomonee Falls to Menomonee Park where it joins the Park bridle trails. The Lake Country Recreation Trail is located on the former Milwaukee - Watertown Interurban Railway.

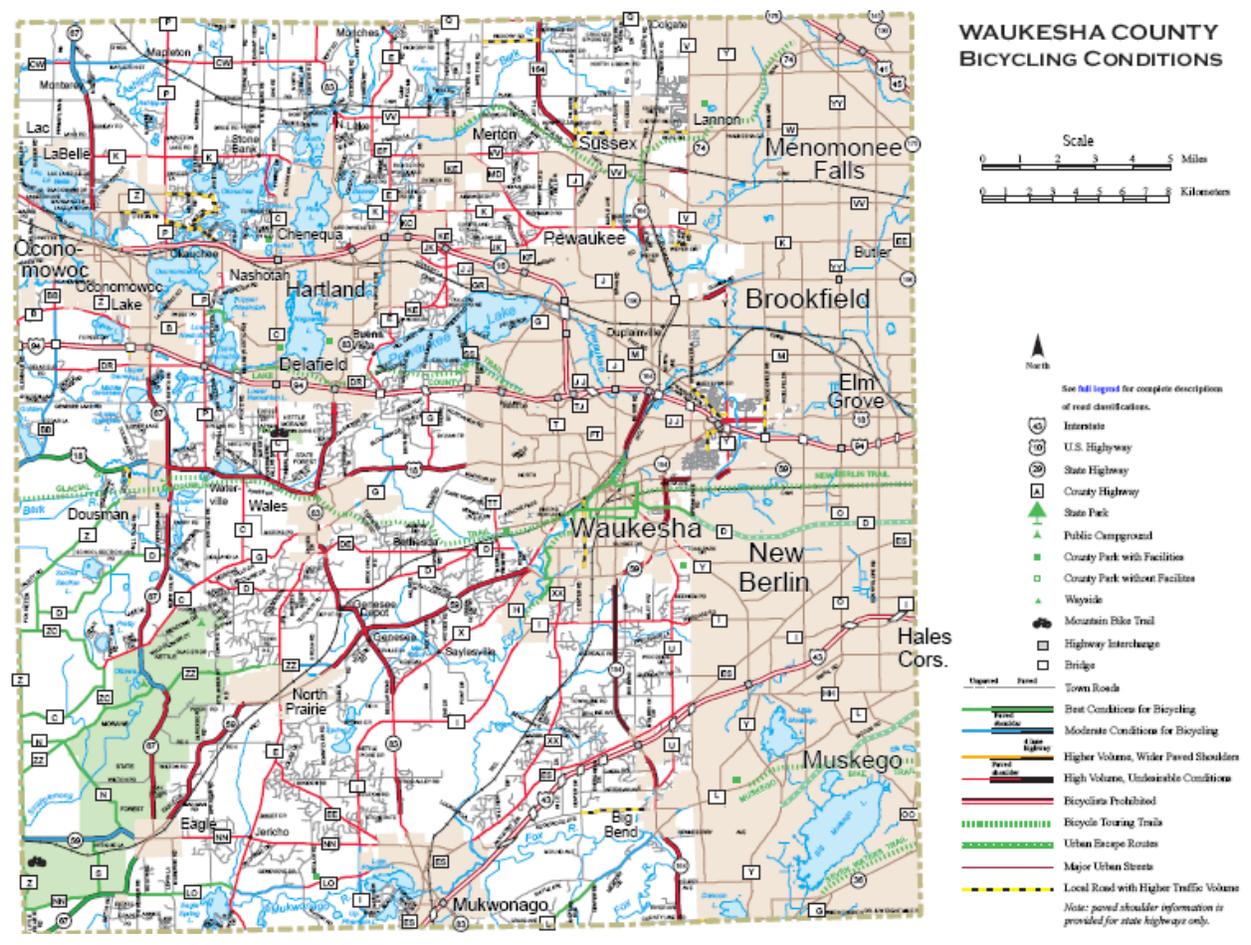
It was popular in the late 1800’s as a direct link between Waukesha and the Oconomowoc Lake country. This eight-mile recreation trail now utilizes the Wisconsin Electric Power Company right-of-way. It stretches between the Landsberg Center trailhead (just north of Interstate Highway 94 on Golf Road, west of County Trunk Highway T) and Cushing Park in the City of Delafield.

Map IV-1
OFF STREET BICYCLE PATHS AND SURFACE ARTERIAL STREETS AND HIGHWAY SYSTEM
BICYCLE ACCOMMODATION UNDER THE RECOMMENDED YEAR 2035 REGIONAL
TRANSPORTATION PLAN



Source: SEWRPC.

Map IV-2
BICYCLING CONDITIONS IN WAUKESHA COUNTY



The New Berlin Recreation Trail is a seven-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 Avenue (State Highway 59) at the Milwaukee/Waukesha County Line to Springdale Road in Waukesha. The New Berlin Trail connects to the Milwaukee Oak Leaf Bike Trail in Greenfield Park. A connection to the State DNR Glacial Drumlin Trail is possible by using city streets through Waukesha.

The City of Brookfield has a Greenway Trail System Plan in place. Under the envisioned plan, the Greenway Trail System will be located within and adjacent to the primary environmental corridors in the City wherever possible and would also utilize railroad rights of way in the future as feasible. During the first three years of trail system implementation, nearly four miles of off-road segments have been completed along the Beverly Hills, Deer Creek, and Underwood Creek Trails. Further development of the system is anticipated to occur over the next five to ten years. The vast majority of the funding for this major parkland initiative will be generated through anticipated lease revenues from wireless communication companies who lease city property. When implemented, the Greenway Trail System will become the “centerpiece” or “connecting link” of the City’s park and open space system and will provide additional recreational opportunities for residents to experience the natural heritage of the City. The system will also connect neighborhoods, in a new way, which will provide safe routes for children, and lead to expanded possibilities for community interaction.

The Village of Elm Grove adopted a bicycle and pedestrian pathway plan in 1989. The plan provides for approximately nine miles of bicycle ways within the Village, including approximately 3.5 miles of existing pathways for shared bicycle and pedestrian use. Approximately five miles of the recommended bicycle ways would be on-road on paved shoulders; the remainder would be pathways for both bicyclists and pedestrians located within street rights-of-way. The City of Muskego park and open space plan calls for the development of 23 miles of trails, including 10 miles within the former right-of-way of The Milwaukee Electric Railway & Light Company; two miles within existing parks; and 11 miles on-street. Approximately two miles of the on-street bicycle way is proposed to be constructed along the Moorland Road extension from Durham Road north to the City limits at College Avenue. A two-mile portion of the City trail system has been constructed within the former electric interurban railway right-of-way between the Civic Center complex and CTH Y on the west and Woods Road/Bay Lane Terrace on the east. It is envisioned that the City of Muskego trail system would eventually connect to the existing Root River Trail in Milwaukee County to the east, to the existing Waterford-Wind Lake Trail in Racine County to the south, and to the proposed Fox River Trail in Waukesha County on the west.

The City of New Berlin Park and open space plan calls for the development of two multi-use trails totaling 15 miles in length. One of the trails would be two miles in length, primarily off-street, and would connect the County’s New Berlin Trail to Minooka Park. The other trail is proposed to be 13 miles in length and would form a loop through the central portion of the City, connecting four community parks. Approximately four miles of this latter trail would be along public streets and the remainder would be off-street. Prior to the adoption of the City park and open space plan, the City of New Berlin Plan Commission adopted a bicycle plan which recommended the establishment of both on- and off-street bicycle ways. The plan, which was first adopted in April 1980, has been periodically updated by the City. The Village of Menomonee Falls land use and transportation system plan recommends that the Village develop

an approximately three-mile long bicycling and walking trail on the periphery of the Tamarack Swamp, and an approximately three-mile long trail along the Menomonee River, from Lilly Road northwest to County Line Road. This trail segment will eventually become part of the countywide trail recommended in the County Park and open space plan. The Village has also developed an approximately five route mile long bicycle path along Pilgrim Road within the street right-of-way, from USH 45 to a point approximately one-half mile north of Lisbon Road. The Village plans to construct a bicycle way along Lilly Road between Good Hope and Lisbon Roads.

The City of Waukesha land use plan recommends that bicycle routes be established on approximately three miles of City streets, for a total of six bicycle lane miles, in order to link the Glacial Drumlin Trail on the west side of the City to the New Berlin Trail on the east side of the City.

The Village of Hartland has developed approximately 1.5 miles of the approximately two-mile portion of the Ice Age Trail that traverses the Village from north to south along the Bark River. Both bicycling and walking are permitted on the Village trail. The Village land use and circulation plan's calls for the trail to be extended southward approximately 0.5 mile to the southern corporate limits of the Village.

The bicycle and pedestrian facilities element in the Regional Transportation System Plan for Southeastern Wisconsin: 2035, 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 3,300 miles in the Region is resurfaced and reconstructed, the provision of accommodation 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.

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 Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020. 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 A of the amendment to the regional bicycle and pedestrian facilities system plan. Recommendations for provisions of sidewalks in areas of existing or planned urban development are summarized in Table IV-3. It is not anticipated that the Town will promote pedestrian ways for any areas other than along the Fox River and Sunset Drive recreational trails which are part of the implementation of the Waukesha County Greenway Plan.

Table IV-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)	At least One Side	At least One Side

^aSidewalks may be omitted on one side of streets where there are no existing or anticipated uses that would generate pedestrian trips on that side.

^bWhere 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.

^cSidewalks 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.

Source: SEWRPC.

The Town has sidewalks on both sides of Sunset Drive from the railroad tracks on the east to Sentry Drive on the west. The Town utilizes the rural road cross section with open ditch design for a storm water system. This road design does leave room for a sidewalk but due to the rural nature of the Town it is not financially feasible for sidewalks.

Other Transportation Facilities and Services

Rail Freight Services

Railway freight service is provided by four railroad companies in Waukesha County. These include the Union Pacific Railroad, Canadian National Railroad, Canadian Pacific Railway, and Wisconsin & Southern Railroad Company. All four railroads provide freight transport 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 stretches from Vancouver to Montreal, and also serves major cities in the United States such as Minneapolis, Chicago, and New York City. Its headquarters are in Calgary, Alberta. In 1992, The Canadian Pacific Railway purchased the Soo Line Railroad. Over 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, sulphur, 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, headquartered in Montreal, Quebec, serves ports on the Atlantic, Pacific, and Gulf coasts. It links customers to 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.

Wisconsin & Southern Railroad Company (WSOR) with headquarters in Milwaukee is a regional railroad operating 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 restore rail service to rural communities.

Only two railroad facilities exist in the Town, one runs west, just north of Sunset Drive, and the other runs north and south through the Town parallel to the Fox River.

Rail Intermodal Facilities

Intermodal facilities are locations where bulk or containerized commodities are transferred from one mode of transportation to another. Intermodalism 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 these 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 trucked to/from intermodal facilities located in Metropolitan Chicago or the Minneapolis/St. Paul metropolitan area.

Ports and Harbors

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

Airports

As described earlier in this chapter, Crites Field in Waukesha provides chartered air service and air freight services. Capitol Airport provides airline service 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 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 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 Lisbon Road (CTH K), which is adjacent to the airport.

TRANSPORTATION IMPROVEMENT RECOMMENDATIONS, 2035 REGIONAL TRANSPORTATION PLAN

Arterial Street and Highway System Functional Improvements

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

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.

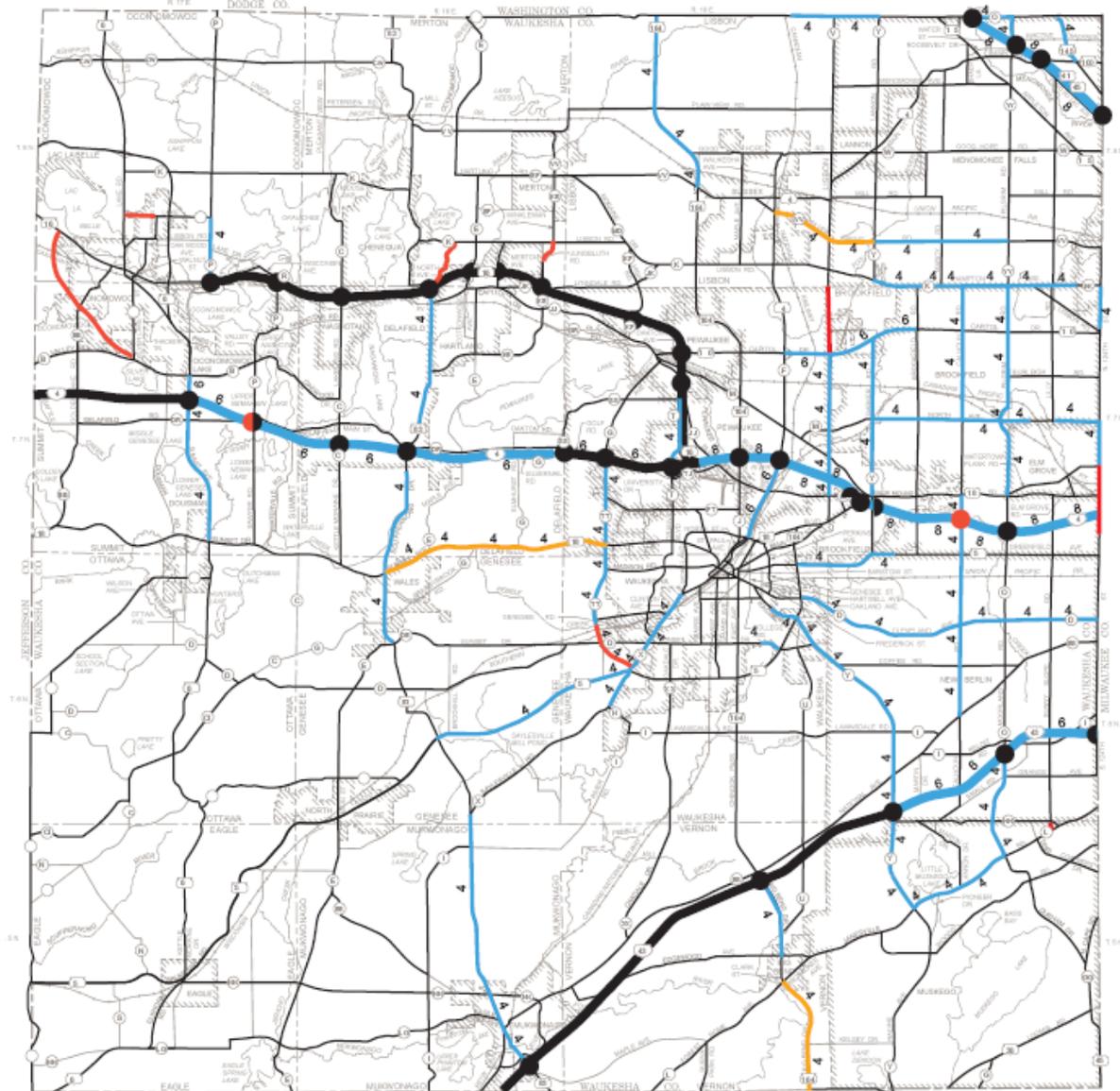
Upon completion of the initial regional transportation system plan in 1966, detailed county jurisdictional highway system plans were prepared. These plans were extended in design year and updated as part of the year 2000 regional transportation system plan completed in 1978, the year 2010 plan completed in 1994, and the year 2020 plan completed in 1997. 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, is shown on Map IV-5.

The Jurisdictional Plan recommends that all County Trunk Highways and State Trunk Highway 164 be retained in their existing jurisdiction, except that portion of:

- CTH U in the Town
- CTH H and CTH I south and west

From the intersection of CTH H and I west is proposed to be transferred to the Town of Waukesha, which will have additional financial obligations for the Town for maintenance. If transferred, road must meet state, county and town standards before transfer.

Map IV-4 FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT ADDITIONAL CAPACITY OR NEW FACILITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY 2 LANES WHERE UNNUMBERED

FREEWAY INTERCHANGE

- NEW
- ◐ NEW HALF
- EXISTING

Source: SEWRPC.

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government. State for state highways, County for county highways, and municipal for municipal arterial streets at the conclusion of preliminary engineering.
2. The 12 miles of freeway widening proposed in the plan and in particular the 1 mile of widening in the City of Milwaukee I-43 between the 100th and Marquette interchanges and I-43 between the Mitchell and Silver Spring interchanges, will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, comprising to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.
3. The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:
 - Convert the CTH Pw/ IH 4 interchange to a full interchange.
 - Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange - for example, STH 100 and S. 124th Street with IH 43 and
 - Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.
4. Subsequent to the completion of the regional transportation plan update and revaluation, more detailed analyses will be conducted with the Waukesha County jurisdictional highway system planning advisory committee addressing STH 154 in the Village of Big Bend and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.

Table IV-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

Public Transit

The public transit element of the final recommended regional 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 IV-6 displays the transit system proposals for each of the three transit system components.

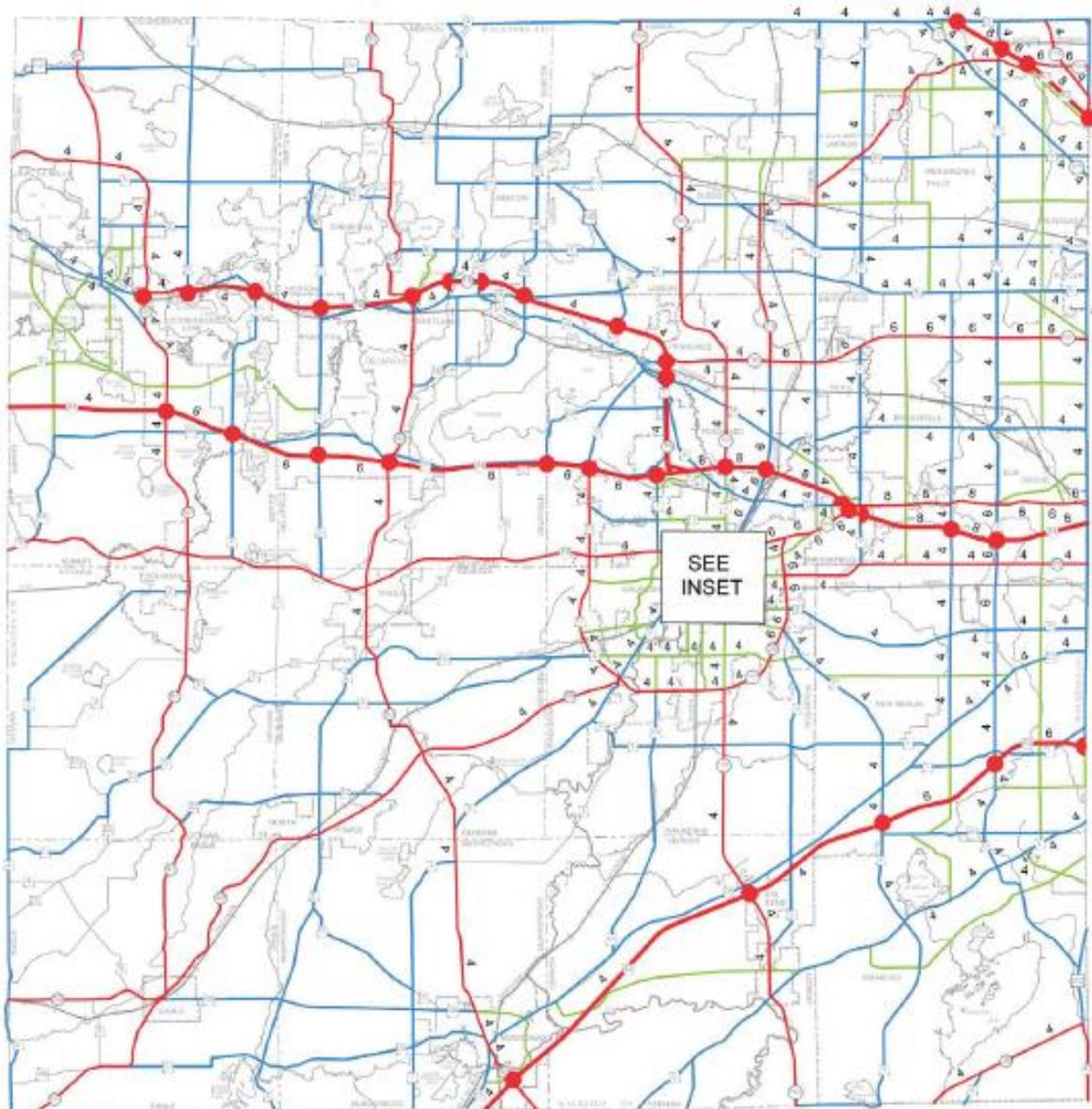
Proposed expansion of public transit in southeastern Wisconsin:

- ❑ 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 travel 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 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 is reasonably fast, convenient, and affordable.

Insert Recommended Jurisdictional Highway System Map

Insert Planned Changes in Jurisdictional Responsibility Under Recommended Jurisdictional Highway System Plan Map

Map IV-5
 RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY: 2035



- FREEWAY**
- STATE TRUNK HIGHWAY
 - INTERCHANGE
 - ◐ HALF INTERCHANGE
- STANDARD ARTERIAL**
- STATE TRUNK HIGHWAY
 - COUNTY TRUNK HIGHWAY
 - LOCAL TRUNK HIGHWAY
 - 4 NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)

NOTE: The jurisdictional classification recommendations in this year 2035 recommended jurisdictional highway system plan are based on the year 2020 jurisdictional highway system plan for the Southeastern Wisconsin Region. Over the next two years, Commission staff will be working with the Waukesha County jurisdictional highway system planning committee to conduct a major review and reevaluation of the jurisdictional transfer recommendations. This will be an extensive effort that will involve the review, update, and application of functional criteria used for jurisdictional classification of arterial streets and highways, and may be expected to change the jurisdictional recommendations of the year 2035 regional transportation system plan. Upon completion, the year 2035 regional transportation system plan would then be amended to reflect the recommendations made in each county jurisdictional highway system plan.



Source: SEWRPC.

Bicycle and Pedestrian Facilities

The bicycle and pedestrian facilities element in the Regional Transportation System Plan for Southeastern Wisconsin: 2035, 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 3,300 miles in the Region is resurfaced and reconstructed, the provision of accommodation 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. The Plan recommends that all of the County Trunk Highways in the Town be resurfaced and reconstructed to accommodate bicycle lanes on roads to accommodate their existing capacities.

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.

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 Regional Transportation System Plan for Southeastern Wisconsin: 2035.

IMPLEMENTATION RECOMMENDATIONS

1. The Town should work with Waukesha County to refine the off street bicycle paths and surface upgrades on the arterial street system as recommended in the 2035 Plan.
2. The Town should continue to update the Town's Official Map.
3. The Town should continue to work to upgrade the Town's street system with the necessary improvements.
4. The Town should look for possible County, State and Federal funding sources or grants for road improvements with County support.