

Chapter 7

TRANSPORTATION FACILITIES ELEMENT

INTRODUCTION

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

Existing Transportation Network

Access is a key determinant of growth because it facilitates the flow of goods and people. The Town of Genesee is well connected to the county and the region through the existing roadway network. Other transportation facilities, such as freight rail, bicycle and recreation trails are located in the Town.

Regional Access

The Town of Genesee is served well by State and County Highways, which provides easy access to Waukesha and Milwaukee. United State Highway (U.S.H.) 18 runs from the City of Waukesha west to Madison and provides an alternative route for Interstate 94.

State Trunk Highway (S.T.H.) 83, which runs north and south, bisects the Town of Genesee into two halves. S.T.H. 83 is scheduled to expand from two lanes to four lanes from County Trunk Highway (C.T.H.) X to the Village of Mukwonago. From C.T.H. X north to S.T.H. 59, S.T.H. 83 will be improved and reconstructed. Construction on these two (2) segments of the road will commence in 2011-2012. A round-a-bout is proposed at the intersection of S.T.H. 83 and C.T.H. X. S.T.H. 83 provides the easiest access to Interstate 43 to the south and Interstate 94 to the north. S.T.H. 59 runs diagonally through the Town from the extreme southwest corner of the Town to the east central portion of the Town. This highway provides easy access to the Village of Eagle and the City of Waukesha.

Several county highways are located in the Town and provide easy access to the state highway systems. C.T.H. X provides easy access to the City of Waukesha for those residents who live in the southern part of the Town as well as the Town and Village of Mukwonago. C.T.H. D allows easy access across the Town of Genesee providing a good connection between the Town of Waukesha and Town of Ottawa. Other county trunk highways, such as C.T.H. E, C.T.H. ZZ and C.T.H. DE, offering alternative arterial highways.

Collector Roads

Collector roads and highways carry vehicular traffic into and out of residential neighborhoods as well as commercial and industrial areas. These streets gather (collect) traffic from local streets and funnel it to arterial streets. Access to adjacent properties is a secondary function. The Town maintains approximately 80 miles of collector and minor streets (Map P). The Town has identified several collector streets shown on Map P. These collector streets allow traffic to flow from the minor streets onto the collector streets, which then connect to the arterials. The Town has made a conscious effort to limit the number of access points on a collector road, since the purpose of the collector road is to move local residential traffic from the minor roads to the arterials. The most heavily traveled Town Roads are the collector Roads.

Local Roads

Local roads primarily provide access to adjacent properties. The typical rural cross section for a local road in the Town is 24 feet of asphalt with a 3 foot gravel shoulders and a typical ditch section. Most of the local streets are not designed to carry significant traffic volumes. Traffic volume is expected to be light and should not interfere with the access function of these streets.

Waukesha County Jurisdictional Highway System Plan

The Waukesha County Established Street and Highway Width Map identifies the ultimate highway width of S.T.H. 83, S.T.H. 59 at 120 feet and U.S.H. 18 with a variable width. C.T.H. E, C.T.H. ZZ, C.T.H. DE and C.T.H. D have an ultimate right-of-way width of 100 feet. All local roads are set at 66 feet in width.

Other Transportation Modes

The transportation system, which serves the Town of Genesee, provides the transport of goods and people into, out of, and within the Town. The transportation system operates in the air and on land and water.

Air Service

Air services provide people, businesses, and goods with direct access to regional, national and international markets. The primary commercial airport serving the Town of Genesee 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 about 235 departures and arrivals every day. Approximately 90 cities are served by nonstop or direct flights from Mitchell International.

Waukesha County-Crites Field is a smaller airport facility in the City of Waukesha that provides general aviation services, including business and corporate jets. It is equipped for full instrument landing system approaches and in 2006, handled about 60,000 aircraft operations.

Ferry Service

The only ferry service near the Town of Genesee is the high-speed cross-Lake Michigan ferry service 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 and provides no stops in the Town of Genesee or Waukesha County at this time. 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 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 northeastern Illinois north shore suburbs.

Bus Service

Although no bus routes have drop off or pick up in the Town of Genesee. 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 to serve their private needs and meet their needs for employees from outside of Waukesha County. 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 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 the other routes for Waukesha Metro Transit.

Bicycle and Pedestrian Traffic

A “bikeway” is a general term that includes any road, path, or way that may legally be used for bicycle travel. 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 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 longest current bikeway is the Glacial Drumlin Trail, which is located in the northern portion of the Town of Genesee. It 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. This bikeway is easily accessible from many residential subdivisions as well as Sunset Park in the Town of Genesee.

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. The Town of Genesee will need to consider if additional sidewalks are necessary in the Genesee Depot area.

Rail Services

The Wisconsin & Southern Railroad traverses the Town of Genesee in a northeast to southwest direction. 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. 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. This increase in 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.

Specialized Transportation

Rideline 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. Rideline does provide transportation between communities for an additional fee. In 2006, Rideline provided a total of 21,307 trips serving a total of 427 unduplicated passengers. The average mileage per trip was 16.1. Over 78 percent of these trips were for medical purposes, about 10 percent were for education, 4 percent for social/recreational opportunities, and 3 percent for shopping.

The shared-fare taxi program, a program also subsidized by the Waukesha County Department of Senior Services, provides reduced fares to taxi service in several communities. Waukesha County residents age 65 or older or Waukesha County residents, non-drivers, ages 18 to 64 who receive SSI or SSDI. In 2006, 46,246 trips were made with shared-fare taxi. One of the constraints of this program is the fact that it is not offered County wide. In 2006, this program only served residents living in 11 of the 37 communities within the County. Another constraint is the fact that this service is typically restricted within the municipality and does not support mobility throughout the County. Given the rural nature of the Town of Genesee, it does currently receive services from the Rideline program or shared-fare taxi.

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. 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.

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 VII-1). 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 VII-1).

Table VII-1

**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

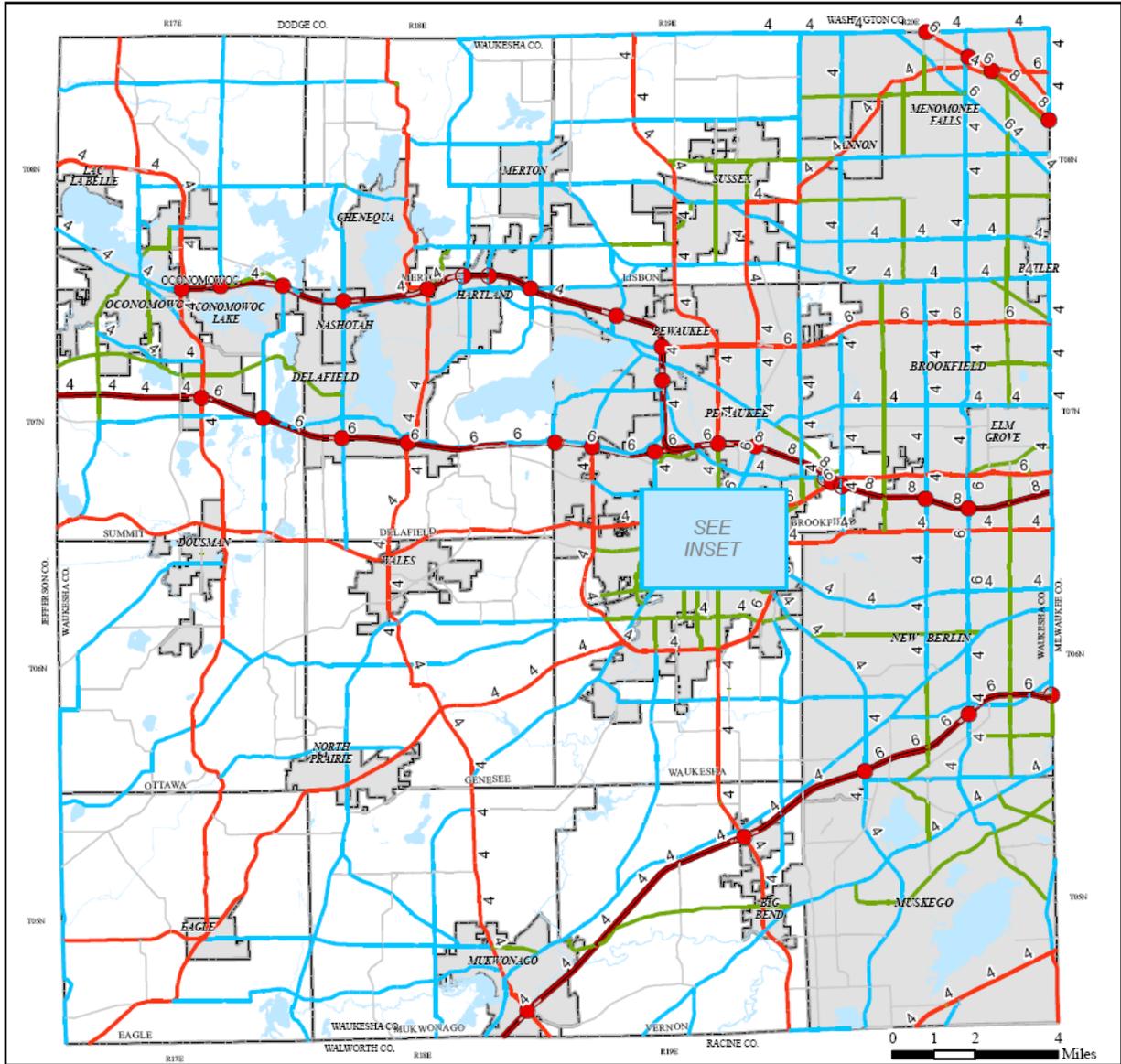
Jurisdictional classification establishes which level of government – state, county, or local – has or should have, responsibility for the design, construction, maintenance, and operation of each segment of the total street and highway system. Jurisdictional classification is intended to group all streets and highways logically into subsystems under the jurisdiction of given 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, the year 2010 plan completed in 1994, and 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 VII-2.

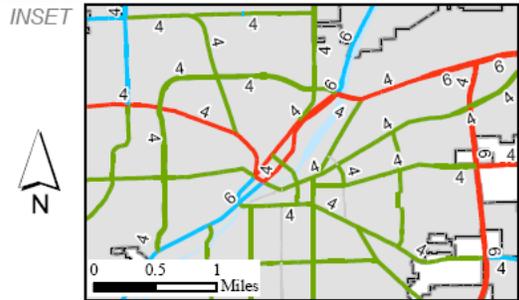
There are no proposed jurisdictional transfers proposed for the Town of Genesee.

Map VII-1

RECOMMENDED FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY: 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

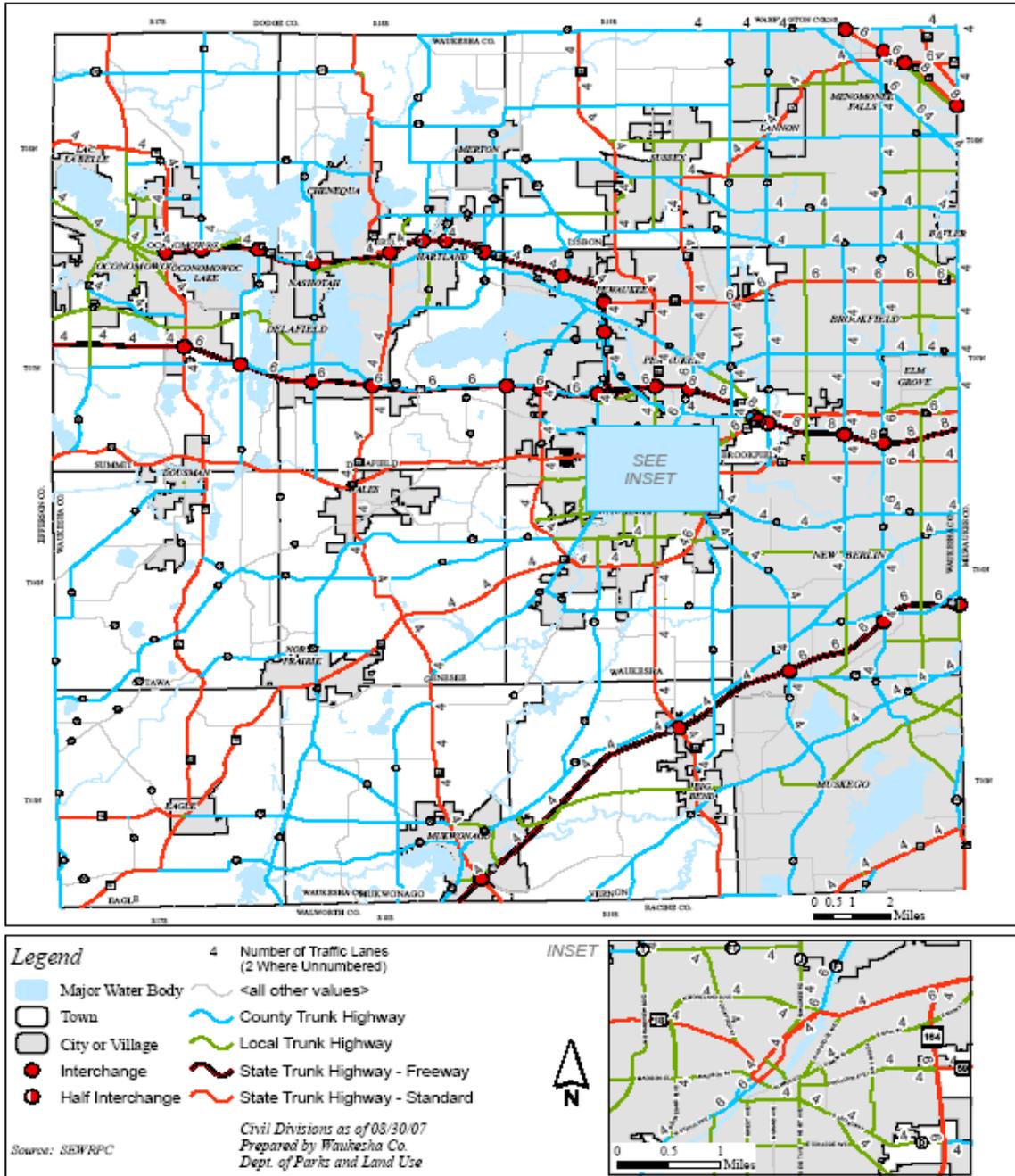


Source: SEWRPC

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

Map VII-2

RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY: 2035



Public Transit

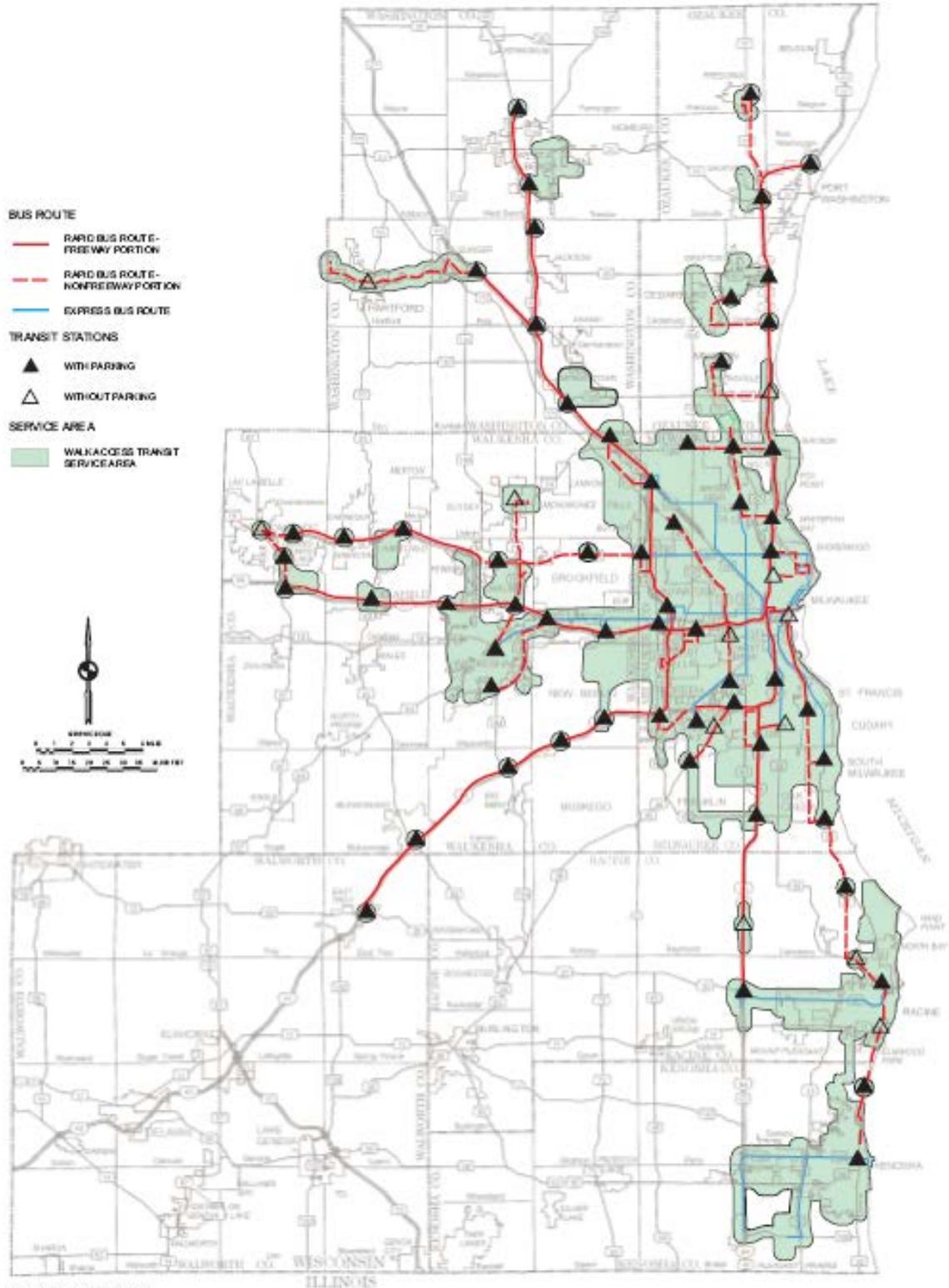
The public transit element of the final recommended regional plan envisions significant improvement and expansion of public transit in southeastern Wisconsin, including development within the Region of a rapid transit and express transit system, improvement of existing local bus service, and the integration of local bus service with the proposed rapid and express transit services. Map VII-3 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 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 and approximately 5,700 Waukesha County households or 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 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 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.

Map VIII-6

RECOMMENDED PUBLIC TRANSIT ELEMENT OF THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN



Source: SEWRPC.

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 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.

Community Bicycle and Pedestrian Plans

SEWRPC proposes 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.

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.

Transportation Trends

The future transportation system will be affected by a number of factors including demographics, the economy, and overall development patterns. The following are anticipated trends that can affect the transportation system in the Town of Genesee over the next 35 years:

- Anticipated reduced funding for transportation projects due to local, county, state and federal budget constraints.
- Traffic congestion will increase as residential development increases.
- Traffic speeds and intersection safety will continue to be a priority of local residents.
- The number of accesses onto local, collector and arterial roads will continue to increase.
- Providing ease of movement from I-94 to I-43 north and south.

IMPLEMENTATION RECOMMENDATIONS

1. The Town of Genesee should work on a sidewalk plan for future development in the Genesee Depot Area, including a replacement plan. The Plan should also consider ADA accessibility concerns when designing new sidewalks.
2. The Town should consider if additional bicycle/pedestrian ways are needed in the Town and if a safe connection for bicycles should be provided between the Town owned and operated parks.
3. Discuss with adjacent communities the sharing of services related to transportation and road maintenance.
4. The Town should continue with access limitations on collector streets and consider the implementation of planning objectives, principles and standards regarding access.
5. Development of a policy regarding installing streetlights (solar).
6. The Town should implement the transportation system development planning objectives, principles and standards contained in Chapter 2.
7. As a consequence of increasing rail freight traffic, the Town should work with the County to establish additional rail quiet zones and invest in railroad grade separations as a safety priority at county trunk highway and local collector road crossings.