

## Appendix M

### VISION 2050 PLAN RECOMMENDATIONS FOR THE JEFFERSON COUNTY PORTION OF THE MILWAUKEE URBANIZED AREA

Following the 2010 U.S. Census<sup>1</sup>, the Milwaukee urbanized area boundary extends beyond the Southeastern Wisconsin Region across the boundary line between Waukesha and Jefferson Counties, comprising a 2.7 square mile area immediately west of the City of Oconomowoc. The year 2010 census and adjusted boundary of the Jefferson County portion of the Milwaukee urbanized area is shown on Map M-1. Being designated an urbanized area brings with it Federal requirements for metropolitan, or areawide, transportation planning and programming for the urbanized area, including preparation of the long-range regional transportation plan (RTP) and short-range regional transportation improvement program (TIP). These requirements must be met in order for Federal highway and transit funds to continue to be used for local, County, and State transportation improvement projects within the urbanized area. Since the Commission currently serves as the areawide, or metropolitan, transportation planning organization for Milwaukee, and four other urbanized areas within the seven-county Southeastern Wisconsin Region (the Kenosha, Racine, Wisconsin portion of the Round Lake Beach, and West Bend urbanized areas), the Commission and Jefferson County entered into a cooperative agreement to provide the necessary transportation planning and programming services for the County's portion of the Milwaukee urbanized area, including the inclusion of this area in the RTP. This appendix summarizes the existing transportation systems of regional significance and transportation-related recommendations within the portion of Jefferson County in the Milwaukee urbanized area in the Final VISION 2050 Plan.

#### EXISTING TRANSPORTATION FACILITIES

This section describes the transportation system of the Jefferson County portion of the Milwaukee urbanized area in 2016, including streets and highways, public transit, and bicycle and pedestrian facilities. This inventory provides the base year conditions for use in the development of the

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<sup>1</sup> After each decennial U.S. Census, the U.S. Census Bureau delineates the urbanized areas of the nation. The U.S. Census Bureau defines an urbanized area as an inner core of census blocks or tracts that have a total land area of less than three square miles and minimum population density of 1,000 persons per square mile surrounded by contiguous, densely settled census tracts and blocks having a minimum population density of 500 persons per square mile, along with adjacent non-contiguous densely settled blocks and block groups that together encompass a population of at least 50,000.

transportation-related recommendations under the VISION 2050 Plan for the Jefferson County portion of the urbanized area.

### **Arterial Streets and Highways**

Arterial streets and highways are that portion of the total street and highway system principally intended to provide travel mobility, serving the through movement of traffic and providing transportation service between major subareas of a region and also through the region. Access to abutting property may be a secondary function of some types of arterial streets and highways, but the primary function of arterial streets and highways is traffic movement. The definition of arterials has been determined by an evaluation of four major factors: 1) traffic characteristics—traffic volume and type, operating speeds, and average trip length; 2) physical characteristics—horizontal and vertical alignment, pavement width, and pavement type; 3) system integration—system continuity and facility spacing; and 4) land use service—the areawide significance of the land use activities served. Based on these considerations, the existing arterial street and highway system for the Jefferson County portion of the Milwaukee urbanized area was identified, as shown on Map M-2. The existing arterial street and highway system for the Jefferson County portion of the urbanized area totals 5.9 route-miles.

Streets and highways may also be classified according to jurisdiction. Jurisdictional classification establishes which level of government—State, county, or local—has responsibility for the design, construction, maintenance, and operation of each segment of the total street and highway system. Of the 5.9 total route-miles, the facilities under State jurisdiction (shown as red lines on Map M-2) in 2016 consist of 4.5 route-miles (or 76 percent), the facilities under County jurisdiction consist of 1.0 route-mile (or 17 percent), and the facilities under local jurisdiction consist of 0.4 route-miles (or 7 percent).

### **Transit Service**

Commuter bus service is provided in 2016 between the City of Oconomowoc in Waukesha County and the City of Milwaukee central business district in Milwaukee County. This service operates primarily over the freeway system and is operated for Waukesha County by Wisconsin Coach Lines, Inc. The service has a stop at the Collins Street Parking Lot in the City of Oconomowoc, just east of the Jefferson County portion of the Milwaukee urbanized area. Local fixed-route transit service is currently not provided in the Jefferson County portion of the Milwaukee urbanized area.

### **Bicycle/Pedestrian Facilities**

On arterial streets and highways with a rural cross-section, bicycles may be accommodated with a four foot paved shoulder and six foot gravel shoulder on a two traffic-lane facility, and with an eight foot paved shoulder on a four traffic lane facility. On arterial streets with an urban cross-section, bicycles may be accommodated with bicycle lanes five to six feet in width, or with a widened outside lane of 14 feet. Accommodations may also be provided on urban and rural arterials with parallel, physically separate paths of eight to 12 feet in width (five to six feet for one-way paths) and ten feet of separation from the travel lanes. Map M-3 identifies the 0.5 miles of arterial streets and highways which provided accommodation through paved shoulders, bicycle lanes, or separate paths in 2016.

In addition, bicycle accommodations can be provided on separate off-street bicycle paths. As part of the VISION 2050 plan, these paths are envisioned, upon completion, to connect the Region's major urban centers—Milwaukee, Racine, Kenosha, and Waukesha—and the Region's urban communities. These paths—intended for seasonal use—provide particularly safe and aesthetically attractive routes with separation from motor vehicle traffic. Currently, there are no existing off-street bicycle facilities within the Jefferson County portion of the Milwaukee urbanized area.

### **VISION 2050 PLAN RECOMMENDATIONS FOR THE JEFFERSON COUNTY PORTION OF THE MILWAUKEE URBANIZED AREA**

This section describes the transportation-related recommendations under the VISION 2050 Plan for the Jefferson County portion of the Milwaukee urbanized area with respect to transit service, bicycle/pedestrian accommodations, and arterials streets and highways.

#### **Public Transit**

The VISION 2050 Plan proposes that the existing commuter bus service be replaced with a commuter rail service between the City of Oconomowoc and Downtown Milwaukee. The Jefferson County portion of the Milwaukee urbanized area would be served by a station proposed to be located in the City of Oconomowoc. Transit service to the industrial areas in the Town of Ixonia from the commuter rail station could be provided through a van shuttle service. Map 1.8 of Chapter I of Volume III shows how the commuter rail line proposed to serve the City of Oconomowoc connects with the other components of the recommended transit element of VISION 2050.

## **Bicycle Element**

As shown on Map M-4, the VISION 2050 Plan proposes that as the 5.9 miles of arterial streets and highways in the Jefferson County portion of the Milwaukee urbanized area are resurfaced and reconstructed segment-by-segment, bicycle accommodation be considered and implemented, if feasible, through bicycle lanes, paved shoulders, widened outside travel lanes, or enhanced bicycle facilities, such as a separate path within the road right-of-way.<sup>2</sup>

The VISION 2050 Plan also proposes that a system of off-street bicycle paths are also recommended to be provided between the Kenosha, Milwaukee, Racine, and West Bend urbanized areas. These off-street bicycle paths would be located in natural resource and utility corridors and are intended to provide reasonably direct connections between the Region's urbanized and small urban areas on safe and aesthetically attractive routes with separation from motor vehicle traffic. While such an off-street bicycle path is not proposed within the Jefferson County portion of the Milwaukee urbanized area, the plan does propose an interurban recreation trail south of the Jefferson County portion of the Milwaukee urbanized area that would connect the City of Oconomowoc in Waukesha County and the City of Watertown in Jefferson County. As shown on Map M-5, this proposed interurban recreational trail would be constructed within the existing WE Energies right-of-way corridor and would connect with the existing Lake Country Trail in Waukesha County. The proposed interurban recreational trail could serve as the bicycle accommodation for the STH 16 corridor between the Cities of Watertown and Oconomowoc.

## **Arterial Street and Highway Element**

As shown on Map M-6, the Plan proposes that the 5.9 miles of the roadways within the Jefferson County portion of the Milwaukee urbanized area be resurfaced or reconstructed to provide essentially the same capacity. As the existing and future forecast year 2050 traffic volumes approach, but not exceed, the design capacity of STH 16 between CTH F and the terminus of the STH 16 Oconomowoc Bypass, just west of Wisconsin Avenue, the Plan proposes the reservation of right-of-way along this section of STH 16 to accommodate possible improvement of the facility beyond the design year 2050 of the Plan. This recommendation would be revisited as the Commission monitors traffic counts taken by

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<sup>2</sup> *The only location where on-street bicycle accommodations may not be possible is along a 1.7 mile segment of STH 16 between the STH 16 interchange at Wisconsin Avenue and the Jefferson/Waukesha County line. This segment of STH 16 is part of the Oconomowoc Bypass which is a controlled access highway.*

the Wisconsin Department of Transportation (WisDOT) on a three year cycle, and as the Commission reviews, updates, and amends the regional transportation plan every four years.

Additionally, the Plan proposes that the recommendations under the Arterial Street and Highway Element presented in Chapter I of Volume III be implemented to the Jefferson County portion of the Milwaukee urbanized area, if applicable, including addressing safety needs for arterial streets and highways. Safety improvements identified in the STH 16 corridor study completed by WisDOT in 2014 should be considered for implementation, as appropriate, when the segment of STH 16 within the Milwaukee urbanized area is resurfaced or reconstructed.

### **FISCAL ANALYSIS OF EXPECTED PLAN COSTS AND REVENUES**

The costs associated with the implementation of the VISION 2050 Plan recommendations within the Jefferson County portion of the Milwaukee urbanized area are included in the expected costs of the Final Plan, as described in Chapter I of Volume III of the VISION 2050 report. Given the existing and reasonably expected available revenues through the year 2050, the bicycle/pedestrian and arterial street and highway elements of the Jefferson County portion of the Milwaukee urbanized area can be funded. However, due to the expected funding gap between the Final VISION 2050 plan and reasonably expected available revenues to implement the transit element of the plan, it is expected that transit service would decline in the Region over the next 35 years, rather than the significant expansion and improvement of transit proposed under the Final VISION 2050 Plan, including the proposed commuter rail service between the City of Oconomowoc and Downtown Milwaukee. As Federal regulations require the Region's transportation plan to only include projects that can be funded with existing and reasonably expected revenues, the funded portion of the Final VISION 2050 Plan would be considered the regional transportation plan by the Federal Government and is titled the Federally Recognized Transportation Plan (FRTP) for VISION 2050 (as further described in Chapter II of Volume III of the VISION 2050 report). Under the FRTP, there would be sufficient existing and reasonably expected revenues to continue the operation of the commuter bus service between the City of Oconomowoc and Downtown Milwaukee, with the Jefferson County portion of the Milwaukee urbanized area continued to be served by the Collins Street Parking Lot in the City of Oconomowoc.

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Map M-1

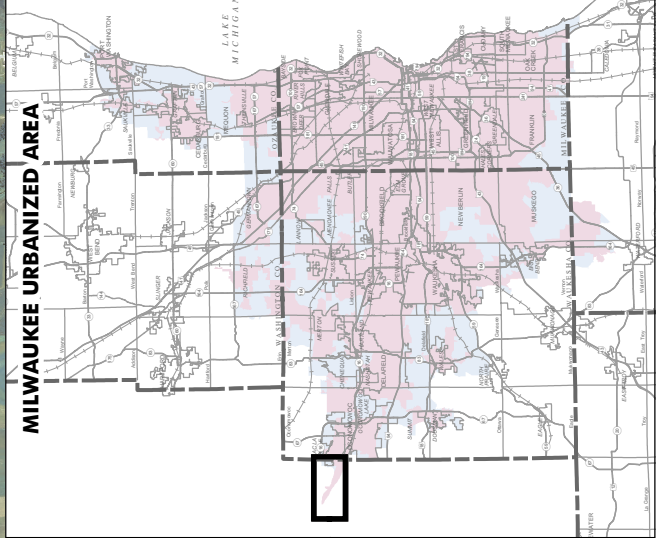
JEFFERSON COUNTY PORTION OF THE MILWAUKEE URBANIZED AREA



CENSUS DEFINED MILWAUKEE URBANIZED AREA BOUNDARY  
ADJUSTED MILWAUKEE URBANIZED AREA BOUNDARY

0 0.25 0.5 Miles

Source: U.S. Bureau of the Census and SEWRPC



Map M-2

**EXISTING ARTERIAL STREET AND HIGHWAY SYSTEM IN THE JEFFERSON COUNTY PORTION OF THE MILWAUKEE URBANIZED AREA: 2016**



**ARTERIAL STREET OR HIGHWAY**

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY

4  
(2 LANES WHERE UNNUMBERED)

□ MILWAUKEE URBANIZED AREA BOUNDARY

Source: U.S. Bureau of the Census and SEWRPC

Map M-3

**EXISTING BICYCLE ACCOMMODATIONS ON THE ARTERIAL STREETS AND HIGHWAYS  
IN THE JEFFERSON COUNTY PORTION OF THE MILWAUKEE URBANIZED AREA**



**ARTERIAL STREET OR HIGHWAY**

PAVED SHOULDER

ARTERIAL STREET OR HIGHWAY  
WITHOUT BICYCLE ACCOMMODATION

MILWAUKEE URBANIZED AREA BOUNDARY

Source: U.S. Bureau of the  
Census and SEWRPC



Map M-4

**BICYCLE ACCOMMODATIONS ON THE ARTERIAL STREETS AND HIGHWAYS IN THE JEFFERSON COUNTY PORTION OF THE MILWAUKEE URBANIZED AREA: YEAR 2050 RECOMMENDED PLAN**



**ARTERIAL STREET OR HIGHWAY**

— ARTERIAL STREET OR HIGHWAY WITH BICYCLE ACCOMMODATION (IF FEASIBLE)

▭ MILWAUKEE URBANIZED AREA BOUNDARY

**NOTE:** The only location where on-street bicycle accommodations may not be possible is along a 1.7 mile segment of Sth 16 between the Sth 16 interchange at Wisconsin Avenue and the Jefferson/Waukesha County line. This segment of Sth 16 is part of the Oconomowoc Bypass which is a controlled access highway.

Source: U.S. Bureau of the Census and SEWRPC

Map M-5

**PROPOSED INTERURBAN TRAIL BETWEEN THE CITY OF OCONOMOWOC IN WAUKESHA COUNTY AND THE CITY OF WATERTOWN IN JEFFERSON COUNTY**



**BICYCLE FACILITY**

- PROPOSED INTERURBAN TRAIL
- EXISTING OFF-STREET BICYCLE PATH

□ MILWAUKEE URBANIZED AREA BOUNDARY



Source: SEWRPC

Map M-6

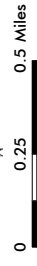
**FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE JEFFERSON COUNTY PORTION OF THE MILWAUKEE URBANIZED AREA: YEAR 2050 RECOMMENDED PLAN**



**ARTERIAL STREET OR HIGHWAY**

- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES)
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY

▭ MILWAUKEE URBANIZED AREA BOUNDARY



Source: U.S. Bureau of the Census and SEWRPC