

Chapter V

TRANSPORTATION

The transportation system of the Village of Wales benefits all Village residents by providing for the movement of goods and people into, out of, through, and within the Village. An efficient, durable, cost-effective transportation system is essential to the sound social, community, and economic development of the Village, Waukesha County and the surrounding region. An understanding of the existing transportation system and future improvements is fundamental to the preparation of the Village's Comprehensive Development Plan.

The term "transportation system" describes several different aspects including:

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

When people hear the term transportation system they often think only of roads. While roads account for the majority of the transportation system, they are not the only component. A transportation system includes: roads, transit services, rail services, bicycle lanes, paths, trails, airports, pedestrian accommodations, ports, and harbors. The primary mode of travel is expected to continue to be the private automobile; however, the Village should periodically analyze alternative forms of transportation as they may take a larger role in the future.

STREETS AND HIGHWAYS

Transportation facilities, especially the arterial street and highway system, are among the most important land use elements influencing the spatial distribution of development in a community. The regional transportation system plan details the recommended arterial street and highway system that would serve the probable future traffic demands within the Village of Wales study area through 2035 as graphically depicted on Map V-1. The Village Comprehensive Plan recognizes and supports the regional transportation system plan with regard to its general intent to safely and efficiently move traffic within and through the Village of Wales.

The street and highway system within the Village serves several important functions. including:

1. Providing movement of vehicular traffic,
2. Providing access to abutting land uses for vehicular traffic,
3. Providing for the movement of pedestrians and bicycles, and
4. Serving as a location for utilities and storm water drainage facilities.

Streets and highways fall into a three-category hierarchy that includes arterial streets, collector streets, and local streets. This hierarchy provides for the safe, efficient, and convenient movement of goods and people by vehicle transport throughout the Village of Wales, the County and the Region.

Highway and Street Hierarchy

Arterial Streets are the most heavily used streets in and around the Village. They serve to conduct traffic between communities and activity centers. Arterial streets are defined by SEWRPC as streets and highways which are principally intended to provide a high degree of travel mobility, serving the through movement of traffic, and providing transportation service between major urban sub-areas. Together, arterial streets should form an integrated, area-wide system. The State Trunk Highway system, which includes Interstate highways, U.S. numbered highways and State highways, generally carries the highest traffic volumes, provides the highest traffic speeds, has the highest degree of access control, and serves land uses of statewide or regional significance. State trunk highways (STH) serve the longest trips. County trunk highways (CTH) form an integrated system with the state trunk highways and CTHs serve traffic between communities in the County. Interstate Highway 94 is one of the most heavily traveled arterial streets in Waukesha County with STH 83 and US Highway 18 being other arterial streets serving the Village of Wales (Map V-1).

Collector Streets are defined as streets which are intended to serve primarily as connections between the arterial system and neighborhoods. In addition to collecting traffic from, and distributing traffic to the local streets, the collector streets provide a secondary function of providing access to abutting properties. As a result, collector streets are sometimes referred to as non-arterial streets. Criglas Road and Brandybrook Road are collector streets that serve the Village of Wales.

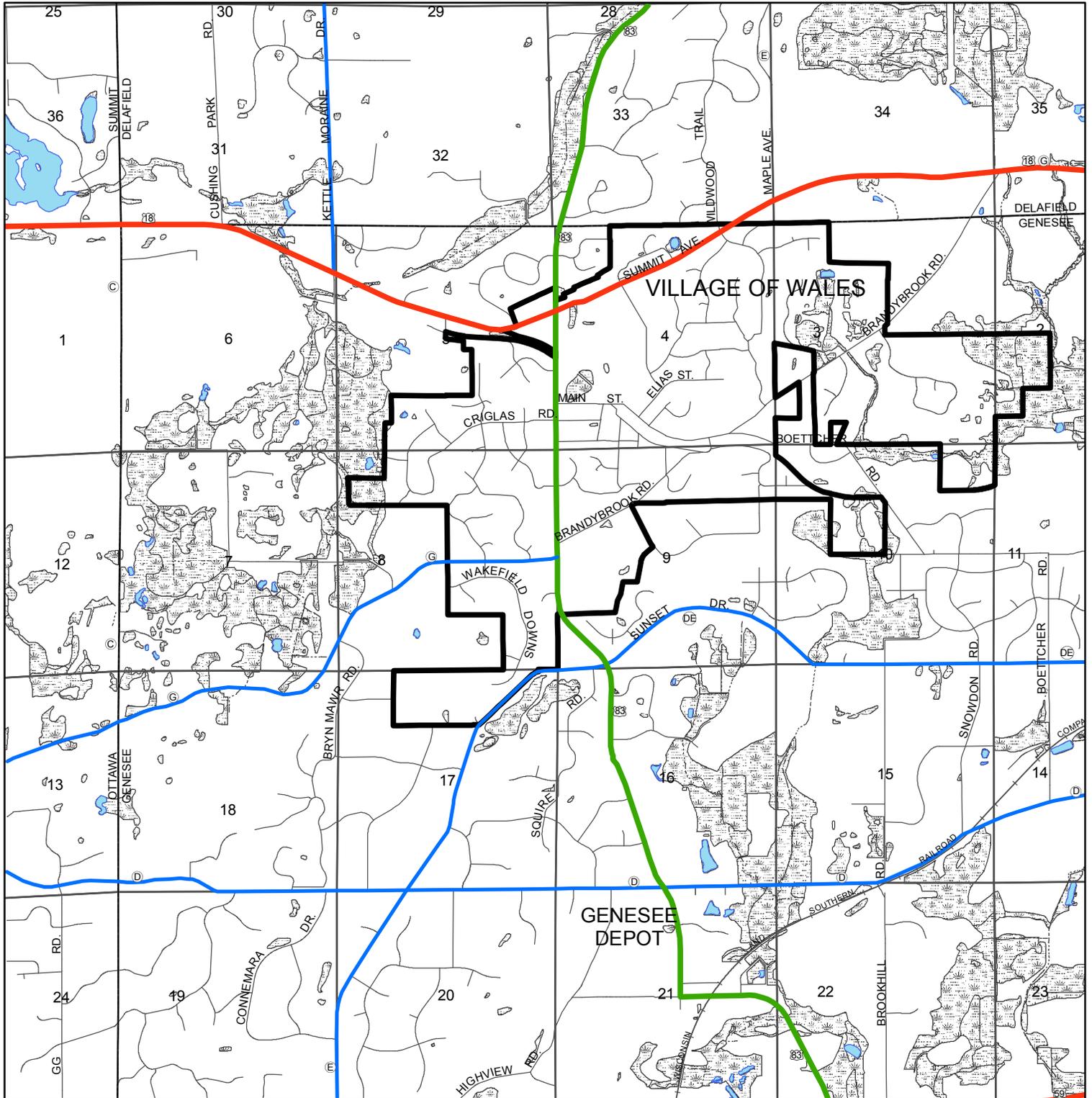
Local Streets The function of local streets is to provide access to abutting property and residential areas. They are often located in residential areas and have low speed limits and traffic volume. Local streets are sometimes referred to as minor streets. Most streets in the Village are considered local streets.

Wisconsin Information System for Local Roads (WISLR)

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

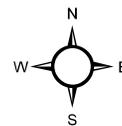
MAP V-1

YEAR 2035 JURISDICTIONAL HIGHWAY SYSTEM PLAN AS RELATED TO THE VILLAGE OF WALES



LEGEND

- COUNTY TRUNK HIGHWAY (2 LANE)
- STATE TRUNK HIGHWAY (4 LANE)
- UNITED STATES HIGHWAY (4 LANE)
- WETLANDS
- VILLAGE BOUNDARY
- OTHER MUNICIPAL BOUNDARIES
- SURFACE WATER



0 1,200 2,400 4,800 Feet



County Traffic Counts

WisDOT conducts average daily traffic counts for county trunk highways, state trunk highways, and U.S. highways in Waukesha County every three years. Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. These values are called the “annual average daily traffic” (AADT) and are represented on traffic count or traffic volume maps. The AADT is based on a short-term traffic count, usually 48 hours, taken at the location. This count is then adjusted for the variation in traffic volume throughout the year and the average number of axles per vehicle. The short-term counts are collected over a three-year cycle at nearly 26,000 rural and urban locations throughout the State. County data from 2000, 2003, and 2006 can be found at <http://www.dot.wisconsin.gov/travel/counts/waukesha.htm> (Table V-1).

**Table V-1
AADT Traffic Counts for the Village of Wales**

Location	2000	2003	2006
US Hwy 18 at CTH ‘C’	8,800	10,200	10,300
US Hwy 18 east of STH 83 west of Maple Ave	7,600	10,300	n/a
US Hwy 18 east of STH 83 east of Maple Ave	5,700	6,600	5,800
STH 83 North of USH 18	16,400	16,100	15,800
STH 83 South of USH 18	17,500	17,800	17,200
STH 83 South of CTH ‘G’	14,500	14,100	n/a
STH 83 South of CTH ‘DE’	7,800	7,400	7,300
CTH ‘E’ west of STH 83	3,400	5,000	5,100
East Brandybrook	n/a	1,200	n/a

Commute to Work

Per the 2008 citizen survey, 10% of residents drive less than 10 minutes, 27% have at least a 10 minute drive and 28% have between a 20 to 40 minute drive to work. Another 28% were either retired or did not commute. Of those that commuted to work, 26% of residents traveled north on Wales Road (STH 83), 16% traveled east on Summit Avenue (Hwy 18), and tied at 12% was south on Wales Road or traveling on Brandybrook Road. Roughly 42% of the commuters travel through the Wales Road and Summit Avenue intersection on their daily commute to work.

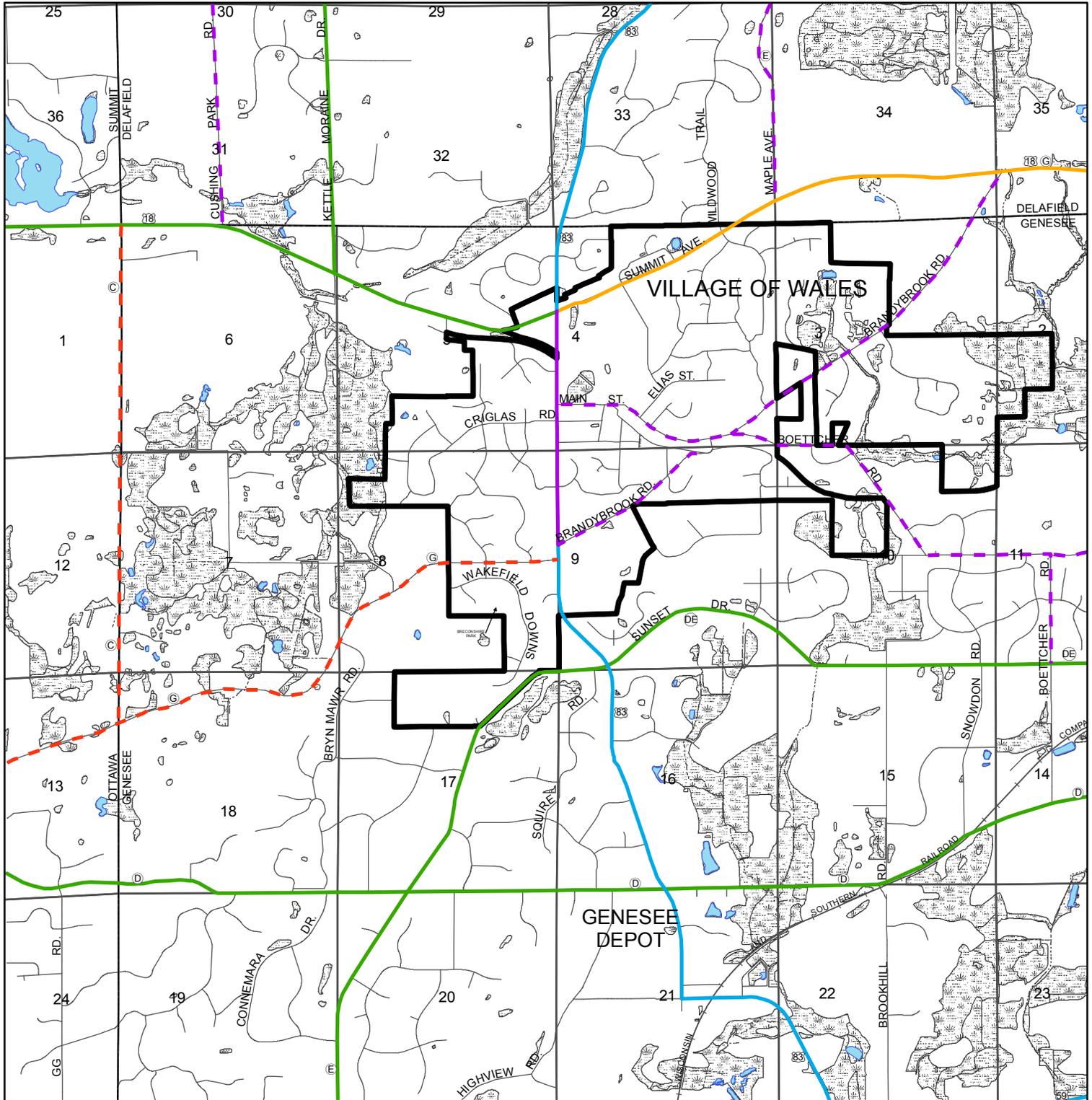
Official Mapping

Official mapping authority, granted to local governments under Section 62.23(6) of the *Wisconsin Statutes*, is an important but historically underutilized plan implementation device. An official map is one of the most effective and efficient devices used to manage the problem of reserving land for future public use. The map is intended to identify the location and width of existing and proposed streets, highways, parkways, and drainage ways, and the location and extent of railway rights-of-way, public transit facilities, parks, and playgrounds. The adoption of an official map prevents the construction of buildings or structures and their associated improvements on lands designated for future public use. The features shown on an official map may be extended to areas beyond the boundaries of a city or village, but within the extraterritorial plat approval jurisdiction of the municipality.

None of the communities within the study area, including the Village of Wales, have adopted an official map. Waukesha County, however, has adopted a countywide highway-width map. Under Section 80.64 of the *Wisconsin Statutes*, counties may adopt highway-width maps showing the location and width of proposed new highways and the widths of any highways proposed to be expanded. Such maps serve a function similar to a local official maps, but with jurisdiction limited to streets and highways. The Waukesha County Board initially adopted a highway-width map in 1954 and has amended it from time to time. The planned streets and street rights-of-way of the Waukesha County Established Street and Highway Width Map, as it applies to the study area in 2008, are shown on Map V-2.

MAP V-2

WAUKESHA COUNTY ESTABLISHED STREET AND HIGHWAY WIDTH MAP AS RELATED TO THE VILLAGE OF WALES: 2008



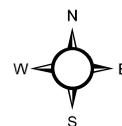
LEGEND

- ARTERIAL STREET OR HIGHWAY**
- 120-FOOT RIGHT-OF-WAY
 - 100-FOOT RIGHT-OF-WAY
 - 60 OR 66-FOOT RIGHT-OF-WAY*
 - RIGHT-OF-WAY ESTABLISHED THROUGH PURCHASE

- COLLECTOR STREET OR HIGHWAY**
- - - 80-FOOT RIGHT-OF-WAY
 - - - 60 OR 66-FOOT RIGHT-OF-WAY*

* A 66-FOOT RIGHT-OF-WAY IS REQUIRED IN UNINCORPORATED AREAS; IN URBAN AREAS, A 60-FOOT RIGHT-OF-WAY MAY BE APPROPRIATE

- WETLANDS
- VILLAGE BOUNDARY
- OTHER MUNICIPAL BOUNDARIES
- SURFACE WATER



0 1,200 2,400 4,800 Feet

Trucking Traffic

As of December 2004, Waukesha County had 155 trucking businesses. The Village of Wales does not have any direct influence on the trucking industry, but does have connection with major trucking routes. Any trucking traffic would be generated from USH 18 and STH 83 and Interstate Highway 94.

SEWRPC 2035 Regional Transportation Plan Recommendations

The 2035 Regional Transportation System Plan for Southeastern Wisconsin identifies recommended functional improvements to the arterial street and highway system in Waukesha County. These recommendations are divided into three categories:

1. *System preservation* - the proposed resurfacing, reconstruction, and modernization as needed of arterials to largely the same capacity as exists today.
2. *System improvement* - the proposed widening of existing arterials to carry additional traffic lanes.
3. *System expansion* – the proposed construction of new arterial facilities.

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 a 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 updated in 1978 as part of the year 2000 Regional Transportation System Plan, and the 2010 Plan was adopted in 1995 by the Waukesha County Board of Supervisors. The recommended Waukesha County jurisdictional arterial street and highway system for the year 2035 can be seen in the SEWRPC 2035 Regional Transportation System Plan.

State Transportation Programs

Local Government Programs

The following programs provide state and federal funds to assist local governments in the development of projects related to the highway and street system.

The Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance.

Corridors 2020 is a part of WisDOT's long-range highway improvement plan designed to provide essential links to key employment and population centers throughout the State. As part of the planning process, Wisconsin's highways were classified based on operational and economic factors. Gaps in the system were identified and improvements scheduled. The plan's goal is to complete all backbone improvements, which will connect all communities with a population of 5,000 or more to the State highway system. To date, the majority of the improvements have been completed on schedule. WisDOT is in the process of updating the 2020 Corridors plan to project the State's needs through 2030.

The Wisconsin Highway Improvement Program currently invests over \$750 million each year, resulting in over 565 miles of roads being improved and rehabilitated annually. The program addresses deficiencies in the highway and bridge system and incorporates needed new improvements to increase the safety and mobility of the system. The program is divided into two subprograms (*Major Highway Projects* and the *State Highway Rehabilitation Program*). More detailed information can be found at:

<http://www.dot.wisconsin.gov/business/econdev/highway-improvement.htm>

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

Private Business Programs

The following programs provide state and federal funds to assist private businesses in the development of projects related to the highway and street system. These programs provide money for transportation-related issues and also invest in the economic development of the business and community.

Disadvantaged Business Enterprise Program (DBE) – The program's goal is to increase participation of firms owned by disadvantaged individuals in all federal aid and state transportation facility contracts. The DBE program strives to ensure a level playing field and foster equal opportunity for firms owned and operated by disadvantaged individuals on USDOT-assisted contracts and procurements. The program started with the Surface Transportation Assistance Act of 1982. The Act set a national goal of placing at least 10% of federal highway and transit funds with persons who qualify as disadvantaged small business operators. A subsequent act in 1987 included women. WisDOT invests between \$600 and \$700 million annually in federal and state dollars for highway, airport and transit projects.

In This Together Program - This WisDOT program targets statewide businesses facing road construction in their community. The program's goal is to help businesses maintain business while construction is underway. WisDOT recognizes that businesses located in work zones have special needs. It is critical that customers have access and continue to patronize the businesses, despite of any roadwork inconvenience. Early in the project development process, business owners receive a workbook, case studies, and a video that contains successful marketing and promotion ideas used previously by other businesses facing similar situations.

The Tourist Oriented Directional Sign Program (TODS) provides special blue and white signs with directional information for qualifying tourist-related businesses, services or activities. TODS supports the tourism industry's effort to promote businesses and economic development in Wisconsin. Businesses that qualify for TODS fall into five categories of gasoline, food, lodging, camping, and tourist attraction. For detailed information please visit: <http://www.dot.state.wi.us/business/econdev/tods.htm>

Street and Highway Preservation Programs

The following programs preserve streets and highways by designating them to be of cultural significance. This is similar to historic preservation of structures. It is anticipated that these programs will not only preserve these streets and highways, but will also promote tourism and economic development by encouraging people to visit the route and spend money at local motels, restaurants and tourist attractions.

The Rustic Roads Program was created in 1973 by the State Legislature to preserve what remains of Wisconsin's scenic, lightly traveled back roads for the enjoyment of motorists, hikers and bicyclists. Wisconsin is unique in its efforts to preserve these low volume, low function rural roads. Since the designation of the first Rustic Road in 1975, the statewide system has grown to include 101 Rustic Roads in 54 counties with a total mileage of 562 miles. Waukesha County has two designated roads in the Wisconsin Rustic Roads Program.

The National Scenic Byways Program recognizes and promotes some of America's memorable roads for the enjoyment of the traveling public. The goal of the Wisconsin Scenic Byways program is to identify, designate, promote and preserve a system of State Trunk Highways recognized for their outstanding scenic views and ability to offer travelers an exceptional travel experience. These byway corridors

highlight the best scenic resources along with the natural, historic, archeological, cultural and recreational opportunities available in Wisconsin.

BICYCLE AND PEDESTRIAN FACILITIES AND SERVICES

Bicycle and pedestrian facilities and services are important measures in creating healthy communities. Current trail-oriented facilities are enhanced by the recommended Comprehensive Development plan for both recreational and utilitarian purposes. The recommended trails would accommodate pedestrians and bicyclists, serve as recreational facilities, and also provide safe pedestrian and bicyclist access to parks, schools, shopping areas, and the Historic Village Center in Wales. As shown on Maps V-3 and V-4, a network of trails is recommended to traverse the Wales area, comprehensively linking residential areas and providing access to major activity centers. Map V-3 shows the main bikeway and recreation trail routes within the entire study area. Map V-4 shows more detailed network systems for the Village and environs indicating not only the primary routes, but also the secondary routes connecting residential areas to the main routes. The existing and mapped trails are as follows:

Village of Wales Trails

Wildwood Trail –Is a mapped bicycle route following the street right-of-way that connects to the Lake County Trail, Nagawaukee County Park, and the Village of Hartland Bark River Trail.

Recommended Bicycle/Pedestrian Trails – Would connect recreation options and other public uses into a more integrated system and create an alternate transportation system for the Village of Wales and surrounding area.

County Trails

County Trails (Recommended and Existing) – These trails are part of the Waukesha County Parks and Open Space plan whose purpose is to create a linked system of trails.

State Trails

Ice Age Trail - The Ice Age National Scenic Trail is a thousand-mile-long trail located entirely within Wisconsin. It is one of only eight National Scenic Trails in the United States. Currently, more than 600 miles are completed. As shown on Map V-3, about 4.4 miles of the Ice Age National Scenic Trail traverses northwest of the Village of Wales and near the study area, thus providing a valuable recreational amenity and opportunity for Village residents. This trail is typically for pedestrian use only, but portions of the trail do overlap paths that are designated for bicycles.

Glacial Drumlin Trail - One of the most popular multi-use recreation trails in the area is the Glacial Drumlin Trail which travels through the heart of the Village of Wales. A trailhead for this facility has been established within the Historic Village Center and contains a parking lot, a picnic shelter, bike racks, restrooms, and a tot lot. The trail allows users the opportunity to practice a wide array of trail-related activities such as walking, jogging, bicycling, in-line skating, roller skiing, and cross-country skiing. Developed in 1986 by the Wisconsin Department of Natural Resources, the Glacial Drumlin State Trail is one of Wisconsin's best bicycle trails. Starting in Cottage Grove, the trail goes east for 52 miles traveling through the Village and finally connecting with other trails in the Fox River Sanctuary in Waukesha.

Approximately 37 linear miles of designated bikeways are recommended in the study area to serve recreational and utilitarian purposes by linking Village residents to both significant urban and natural features identified on Maps V-3 and V-4. It should be further noted that the collector and minor land-access streets can generally function as supplementary bikeways connecting to the primary bikeways shown on Map V-3 without widening roadways, due to the usually low traffic speed and volume on these streets. Bikeways shown within street rights-of-way may consist of a bicycle route designated on a street or highway, a paved shoulder designated for bicycle use, or a separate paved path located within the street or highway right-of-way. Existing busy streets that are

recommended as bikeways should provide bicycle facilities as such streets are reconstructed or resurfaced.¹ Ultimately, it is envisioned that trail facilities will connect to other surrounding key recreation attractions, including Nagawaukee County Park, the Lake Country Recreation Trail, South Kettle Moraine State Forest, Lapham Peak State Park, and the Retzer Nature Center, as indicated on Map V-3. The Village works with surrounding communities, Waukesha County, and the State Departments of Transportation and Natural Resources to ensure that, as the trail system is developed, adequate linkages with surrounding trail systems are established. This interlinked network of bikeways and recreation trails would provide Wales residents opportunities for a longer and wider array of trail-oriented recreational pursuits, as well as safe and convenient utilitarian access to major activity centers.

SEWRPC 2035 Regional Transportation Plan Recommendations

As part of the SEWRPC 2035 Regional Transportation System Plan, the bicycle and pedestrian facilities element is intended to promote safe accommodation of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to personal vehicle travel. SEWRPC proposes that local municipalities prepare community bicycle and pedestrian plans to supplement the regional plan with the local plan providing 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 the municipalities 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. These plans should also recognize what jurisdiction is responsible for said trails since many trails cross municipal boundaries. Waukesha County should work with municipalities and adjoining counties to coordinate trail planning.

Pedestrian Facilities

A comprehensive inventory of pedestrian facilities, such as sidewalks, has not been completed for communities in Waukesha County. However, SEWRPC developed a pedestrian facilities policy, which applies to Waukesha County, as documented in the bicycle and pedestrian systems element, Appendix B, of the 2035 Regional Transportation System Plan.

The Village of Wales recognizes the SEWRPC 2035 goals, but in response to the residents of the Village of Wales' wishes, the Village has limited installing paved sidewalks throughout the Village residential areas and only incorporated sidewalks into the Historic Village Center areas.

Wisconsin Pedestrian Policy Plan 2020

The Wisconsin Pedestrian Policy Plan 2020, created by the Wisconsin Department of Transportation (WisDOT), was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the Policy Plan primarily aims to minimize the barrier to pedestrian traffic flow from State Trunk Highway expansions, it does provide guidance to local communities on how to encourage pedestrian travel. The report may be found at: <http://www.dot.state.wi.us/projects/state/ped2020.htm>

¹It is recognized that major bicycle-related improvements, such as the ideal addition of separate bicycle paths, may not be able to be accommodated at the time a street is resurfaced or reconstructed due to cost, space, or topographic constraints. However, consideration should be given to re-striping the street or making other improvements to better accommodate bicycle travel. At least the paving of street or highway shoulders (no less than four feet wide) to accommodate bicycle travel should be accomplished at the time of resurfacing or reconstruction.

Bicycle Facilities

The regional plan recommends that as the surface arterial street system 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.

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, bike lanes, and shared roadways. Bikeways are also classified as either “on-street or “off-street”. Bikeways can also be designated as a “bike routes.” Most of the trails in the Village of Wales can be considered bikeways.

1. ***Bike paths*** are physically separated from motor vehicle travel.
2. ***Bike lanes*** are portions of roadways that are designated by striping, signing, and pavement markings for the exclusive use of bicycles.
3. ***Shared roadways*** are roadways that do not have designated bicycle lanes, but may be legally used for bicycle travel.
4. ***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.
5. ***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.
6. ***Bike route*** is a bikeway designated with directional and informational markers, and may consist of a combination of bike paths, bike lanes, and shared roadways.

Wisconsin Bicycle Transportation Plan 2020

The Wisconsin Department of Transportation (WisDOT) completed the *Wisconsin Bicycle Transportation Plan 2020* in 1998. It established WisDOT goals, and policies for intercity and suburban bicycling, and recommended strategies for WisDOT and local municipalities to take to implement the plan. The two primary goals are to double the number of bicycle trips and to reduce bicyclist-motorist crashes by 10% by 2010. The report may be found at: <http://www.dot.state.wi.us/projects/state/bike2020.htm>

While the Plan does not propose any specific improvements to bicycle facilities within the Village of Wales, the Village is aware of the Plan’s statewide goals. The implementation measures for the Village of Wales Comprehensive Plan are specific to the Village but also work toward accomplishing these statewide bicycle goals.

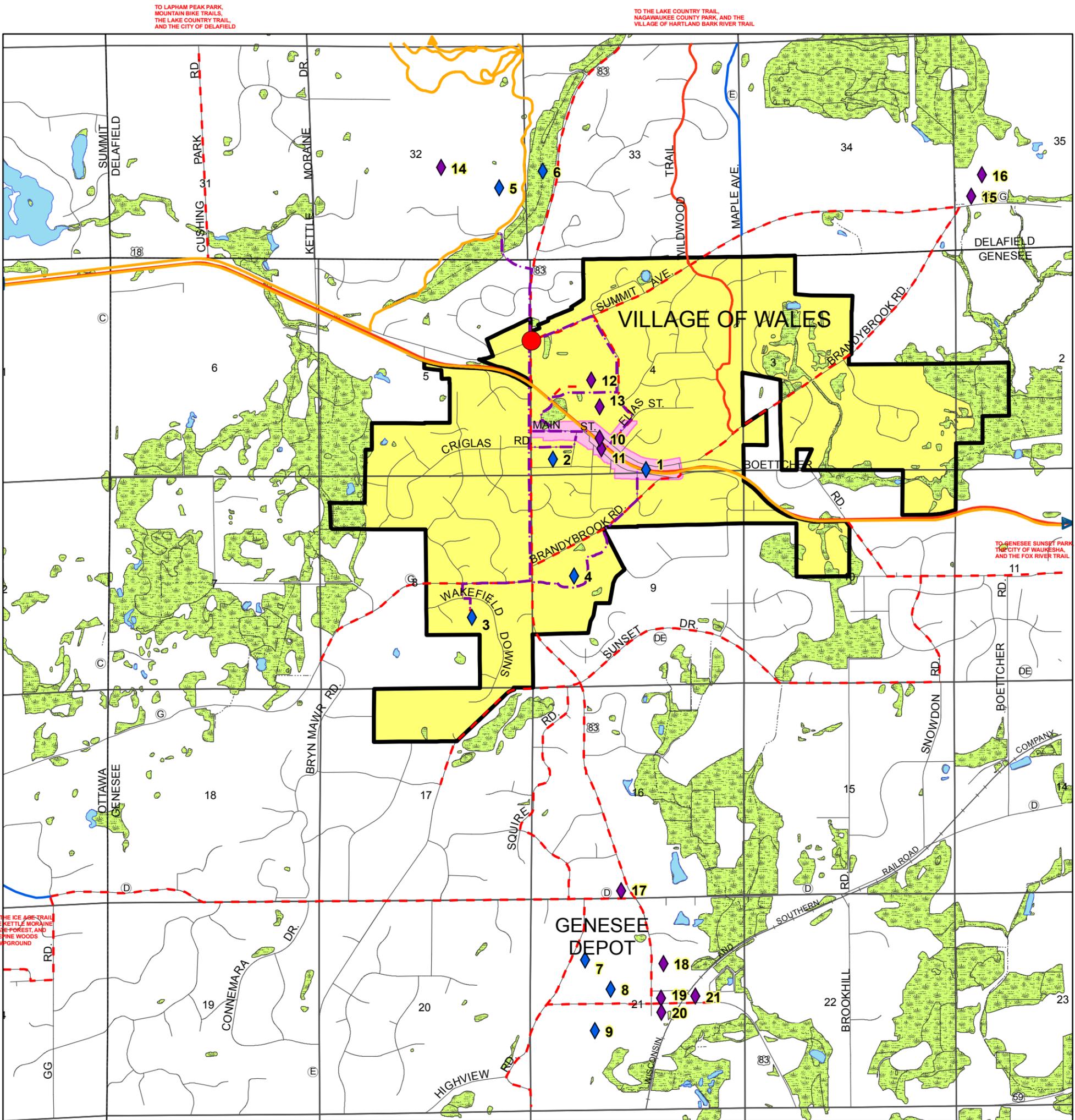
State Transportation Programs

The following programs provide state and federal funds to assist local governments in the development of projects related to public transportation.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federally funded initiative to encourage transportation alternatives that improve air quality. It includes efforts to enhance public transit, bicycle/pedestrian facilities, ridesharing programs and facilities, and technologies that improve traffic flow and vehicle emissions. The \$11.6 million in annual funding is available only for projects in ten southeastern counties that form Wisconsin's ozone non-attainment and maintenance areas. Waukesha County is one of the Counties.

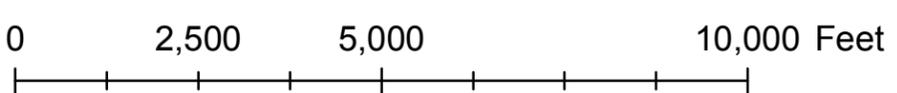
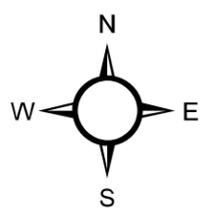
Local Transportation Enhancements Program (TE) - The U.S. Congress created the TE Program in 1991 to address growing concerns about air quality, open space, and traffic congestion. This program is the first Federal initiative to focus on enhancing the travel experience and fostering the quality of life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

MAP V-3 RECOMMENDED MAIN BIKEWAYS AND RECREATION TRAILS FOR THE VILLAGE OF WALES STUDY AREA



- LEGEND**
- GENERAL COMMERCIAL CENTER
 - ◆ SELECTED PARKS AND RECREATIONAL USES
 - 1 Glacial Drumlin Trailhead
 - 2 Wales Fireman's Memorial Park
 - 3 Breconshire Park
 - 4 Wales Community Park
 - 5 Lapham Peak State Park
 - 6 Scuppermong Creek Parkway
 - 7 Butler Park
 - 8 Ten Chimneys
 - 9 Lunt-Fontanne Nature Center
 - ◆ SELECTED GOVERNMENT AND INSTITUTIONAL USES
 - 10 Village Hall
 - 11 Wales Post Office
 - 12 Kettle Moraine High School
 - 13 Wales Elementary School
 - 14 Ethan Allen School
 - 15 Brandybrook Community Center
 - 16 Potential Future School Site
 - 17 St. Paul Catholic School
 - 18 Magee Elementary School
 - 19 Wales-Genesee Lions Club
 - 20 Genesee Town Hall
 - 21 Genesee Depot Post Office

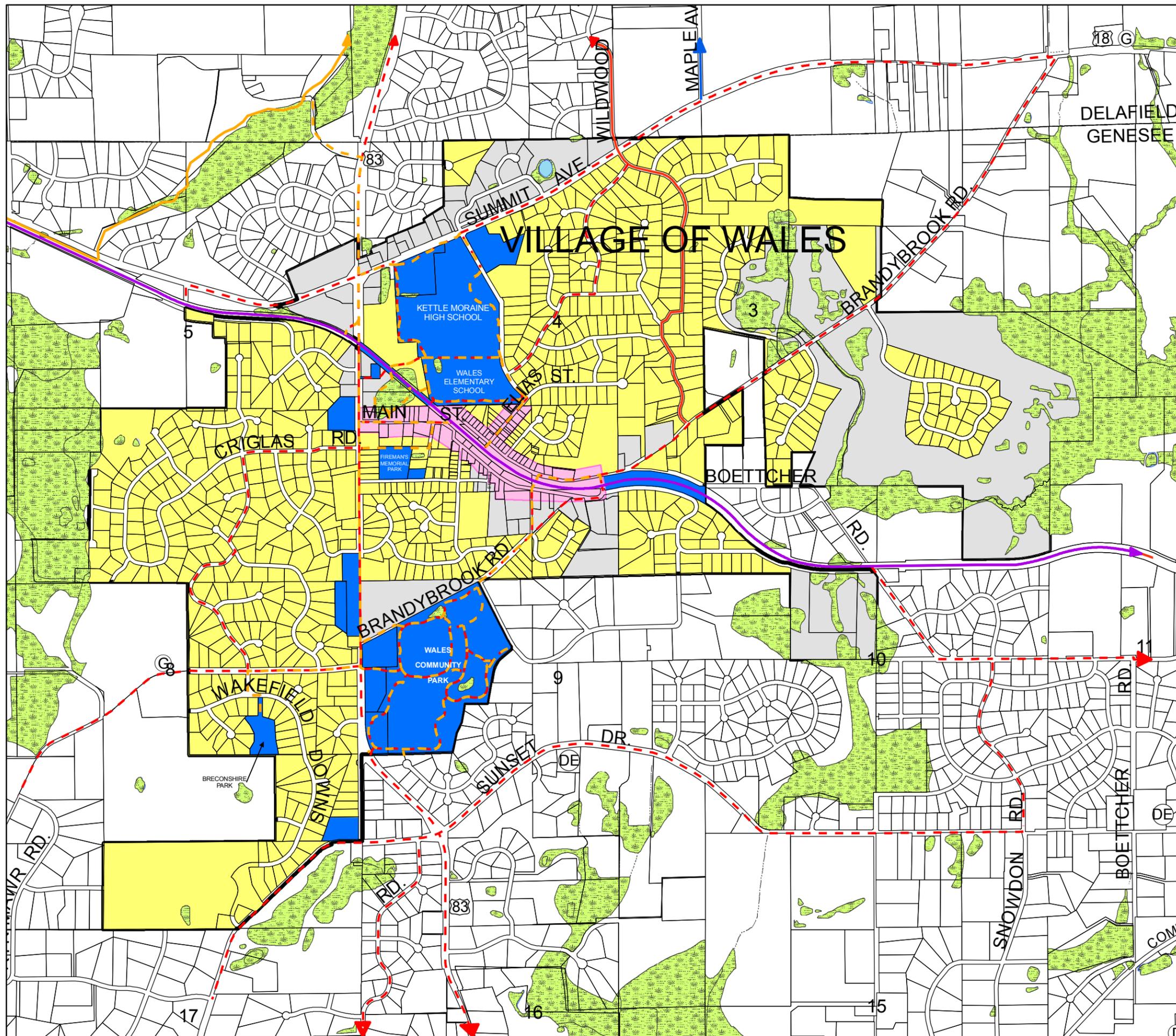
- EXISTING MAIN BIKEWAY
- - - RECOMMENDED MAIN BIKEWAY
- ALTERNATIVE MAIN BIKEWAY
- EXISTING RECREATIONAL TRAILS
- - - RECREATIONAL TRAILS
- [Wetland Symbol] WETLANDS
- + VILLAGE BOUNDARY
- [Dashed Line Symbol] OTHER MUNICIPAL BOUNDARIES
- [Water Symbol] SURFACE WATER
- [Shaded Area Symbol] HISTORIC VILLAGE CENTER



SOURCE: SEWRPC



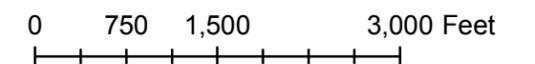
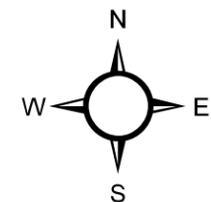
RECOMMENDED BIKE AND RECREATION TRAILS FOR THE VILLAGE OF WALES AND ENVIRONS



LEGEND

- RESIDENTIAL LAND USES
- SCHOOLS, PARKS, AND INSTITUTIONAL USES
- OTHER LAND USES
- EXISTING SHARED USE TRAIL
- EXISTING RECREATIONAL TRAILS
- RECOMMENDED SHARED USE TRAIL
- EXISTING MAIN BIKEWAY
- RECOMMENDED MAIN BIKEWAY
- ALTERNATIVE MAIN BIKEWAY
- WETLANDS
- VILLAGE BOUNDARY
- OTHER MUNICIPAL BOUNDARIES
- SURFACE WATER
- HISTORIC VILLAGE CENTER

SOURCE: SEWRPC



Village of Wales Comprehensive Development Plan

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

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

PUBLIC TRANSPORTATION

Public transportation is any form of transportation that is available to the public such as buses, subways, taxis, ferries and trains. Public transit 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 transit is essential in any metropolitan area for the following reasons:

- 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
- To support and enhance the economy

Bus Services

The Village of Wales does not have its own public bus transportation systems, but does have access to interregional public transportation services through Waukesha County and the Region.

- *Greyhound Bus Lines* has a regional hub in Milwaukee that provides passengers with the opportunity to transfer between buses or onto trains. Greyhound operates a daily route between Milwaukee and Green Bay with stops in Manitowoc and Oshkosh.
- *Badger Coaches* provides daily round trips between Madison, downtown Milwaukee, and Mitchell International Airport.
- *Wisconsin Coach Lines (Coach USA)* provides local and express routes between Delafield and Waukesha, Brookfield, downtown Milwaukee, General Mitchell International Airport, and Chicago O'Hare.
- *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. The Milwaukee stop is the closest stop to Village of Wales.
- *Specialized Transportation* services are available to the elderly and persons with disabilities through the Waukesha County Department of Aging.

Ferry Service

High speed ferry service across Lake Michigan is provided between Milwaukee and Muskegon, Michigan by Lake Express. This ferry service operates from April to October each year and handles automobiles, small trucks, and passengers.

Rail Passenger Service

The Village of Wales does not have any rail passenger service within its borders, but is serviced by regional intercity passenger rail services. These services consist of Amtrak and the Metra commuter rail service. Neither has stops in Waukesha County.

Amtrak operates two passenger train services in Wisconsin: the long-distance Empire Builder operating from Chicago to Seattle and Portland, with six Wisconsin stops (including Milwaukee), and the Hiawatha Service that carries over 600,000 people each year in the Chicago-Milwaukee corridor. Amtrak's Hiawatha Service runs weekday roundtrips daily between Chicago and Milwaukee. In a 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.

Metra commuter rail service to southeastern Wisconsin is provided between Kenosha and Chicago with intermediate stops between Kenosha and downtown Chicago in northeastern Illinois north shore suburbs.

Transportation Services for the Disabled

Ride-Line is a program subsidized by the Waukesha County Department of Senior Services. It provides lift-equipped vans for disabled and older persons. Nondriving 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. Ride-Line also provides transportation between communities for an additional fee. In 2006, Ride-Line 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 were for social/recreational opportunities, and 3 percent were for shopping.

The Shared-Fare Taxi program, also subsidized by the Waukesha County Department of Senior Services, provides reduced fares for taxi services. Services are available to Waukesha County residents age 65 or older or nondriving Waukesha County residents, ages 18 to 64, who receive SSI or SSDI. In 2006 46,246 trips were made with shared-fare taxi. Operators of the shared-fare taxi program include *Best Cab of Waukesha*, *Elmbrook Senior Taxi*, *Ann Marie Ryan's Transportation Services*, *Lake Country Cares Cab*, *Oconomowoc Silver Streak*, *New Berlin Senior Taxi*, *Seniors on the Go of Mukwonago*, and *Mukwonago Senior Taxi*. One of the constraints of this program is that it is not offered countywide, restricting service to within the municipality and does not support mobility throughout the county. In 2006 this program only served residents living in 11 of the 37 communities within the county. Currently, the Village of Wales is not served by this program.

Privately Owned Transportation Services

The Village of Wales has access to private businesses that cater to transporting clients/customers to various locations of their choosing. Taxi services listed in the above paragraph and airport shuttles are examples of private businesses that offer their services to the Village of Wales.

Employer-Supported Transportation Services

Several employers within the area provide bus or van transportation to bring workers to Waukesha County. Wisconsin Coach Lines operates a bus route that picks up workers for school bus driving and for work at their facility in Waukesha. JNA, a temporary help service company, operates a bus route from West Bend that brings workers to Waukesha County businesses. Milwaukee Careers Cooperative receives funding from the Wisconsin Employment Transportation Assistance Program to operate a van service that brings workers to River West Nursing Home in Pewaukee, Waukesha Technical College, Ameritech, Target and MTE Inc. The Village of Wales is not served by any of these programs.

Midwest Regional Rail Initiative (MWRRI)

MWRRI is a joint venture between nine state transportation departments (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Wisconsin, and Ohio), the Amtrak rail system and the Federal Railroad Administration.

This 3,000 mile rail system with a Chicago hub would connect the cities of Cleveland, Cincinnati, Detroit, Milwaukee, Minneapolis, St. Louis and Omaha at rail speeds of up to 110 miles per hour. A key requirement for the success of the MWRRI is Congressional passage of a federal passenger rail funding program. Discussion has recently occurred regarding inter-city rail service along the Madison-Milwaukee corridor with local rail station stops including Brookfield, Hartland, and Oconomowoc; however, without dedicated funding sources and the political resolve to provide such services, the program currently appears to be stalled.

SEWRPC 2035 Regional Transportation Plan Recommendations

The public transit element of the final recommended regional plan envisions significant improvement and expansion of public transit in southeastern Wisconsin. The regional transportation plan proposes that consideration be given to upgrading the recommended rapid and express bus transit services to commuter rail for rapid transit service and light rail or bus guideways for express transit service. Improvement of existing local bus service and the integration of local bus services with the proposed rapid and express transit services are also suggested. The regional transportation plan suggests four future commuter lines and six light rail lines within the Region. In Waukesha County, the plan identifies a potential commuter rail corridor and a potential light rail corridor that would connect Waukesha County communities with Central Milwaukee County and UW-Milwaukee. Special corridor studies would be conducted to determine whether to implement fixed guideway transit in these corridors and to refine the alignments shown in the regional plan.

The regional transportation plan recommends that local governments which are sponsors and operators of transit systems determine whether to upgrade to commuter rail or light rail by conducting a detailed corridor transit analysis study. These studies are a requirement of the U.S. Department of Transportation, Federal Transit Administration in order to be eligible for Federal funding. At this time Village of Wales has no plans to analyze rail transit.

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

- Public transit is essential to provide alternative modes 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.
- Public transit also supports and encourages higher density development 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.
- 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, (11 percent of the region's households) and approximately 5,700 Waukesha County households (4 percent) did not have a personal vehicle available and were dependent on public transit for travel.
- 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 age 65 and over will nearly double from 6,550 in 2000 to 12,572 in 2020.

State Transportation Programs

The following programs provide state and federal funds to assist local governments in the development of projects related to public transportation:

Congestion Mitigation and Air Quality Improvement Program (CMAQ) Also seen listed under *II. Bicycle and Pedestrian Facilities and Services*

Transit Assistance Programs - The purpose of the State's public transit programs is to financially support the 26 urban bus and 43 shared-ride taxi operating systems located throughout Wisconsin. In 2005, State support for local transit systems totaled \$98.6 million, among the highest support in the nation. State funding provides a significant percentage of the total revenue for transit systems: 41% of operating costs of the State's largest transit system in Milwaukee County, 33.3% of the operating costs of bus systems in other urbanized areas, and 32.5% of the operating costs of smaller bus and shared-ride taxi systems.

RAIL TRANSPORTATION FACILITIES AND SERVICES

Rail Freight Services

There are no rail freight services in the Village of Wales. 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 rail freight transportation to metropolitan Chicago. About one-third of the rail traffic in the United States (including much of Wisconsin's rail freight) originates, terminates, or passes through metropolitan Chicago. The Wisconsin & Southern Railway lines are south of the Village of Wales and run through Genesee Depot.

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.

AIR TRANSPORTATION FACILITIES AND SERVICES

There is no air service in the Village of Wales. Air services provide people, businesses, and goods with direct access to regional, national and international markets. The primary commercial airport serving the Village of Wales with scheduled air carrier service is General Mitchell International Airport. The following is a list of airports near the Village of Wales.

Capitol Airport – Located in the Waukesha County it provides airport facilities for general aviation aircraft.

Waukesha County Crites Field – Located in the City of Waukesha, it provides chartered air service and air freight services.

General Mitchell International Airport - 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.

Chicago's O'Hare International Airport – Located within the City of Chicago, it provides scheduled air carrier service.

Timmerman Field Airport – Located in the Milwaukee County it provides airport facilities for general aviation aircraft.

WATER TRANSPORTATION FACILITIES AND SERVICES

There are no harbors within the Village of Wales or Waukesha County. Water freight and transportation facilities are provided to the regional planning area by the Port of Milwaukee, which is located approximately 28 miles east of the Village of Wales in the City of Milwaukee. In 2006, the Port of Milwaukee handled over 3.5 million tons of Wisconsin commodities.

Water Trails

A water trail is a network of access points, resting places and attractions for users of water craft, like canoes and kayaks, on lakes and rivers. The Village of Wales has no large water ways for such a trail within its borders.

SEWRPC 2035 REGIONAL TRANSPORTATION PLAN

The 2035 Regional Transportation System Plan for Southeastern Wisconsin is multi-modal in nature, dealing with arterial streets and highways, public transit, bicycle and pedestrian, travel demand management, and transportation systems management. 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.

Multi-modal Program

Arterial Streets and Highways – The arterial streets and highways element is discussed in depth under Section I of this chapter.

Bicycle and Pedestrian – The bicycle and pedestrian element is discussed in Section II of this chapter.

Public Transit – The extent of public transit is discussed under Sections III and IV, public transportation and rail transportation, of this chapter.

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

Summary of Possible Effects on the Village of Wales from the Recommended SEWRPC 2035 Regional Transportation System Plan

1. The recommended plan would expand I-94 from four to six lanes and would provide a messaging system along with closed circuit cameras.
2. The recommended plan would expand STH 83 to four lanes in areas not already improved. Chapter VII of the plan (objectives, principles, and standards) would require sidewalks on both sides of most streets in urban areas (See pages 252 and 253 in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035.*)
3. The proposed public transit services plan would increase public transit along the STH 16, STH 67, and I-94 area (see page 276 or 368).

RESIDENT INPUT

Open House Comments

The Village held a kickoff open house for the Comprehensive Development Plan on May 21, 2008 at the Wales-Genesee Fire station. The intent of the open house was to answer questions and to acquire written input from Village residents. The following are the comments submitted addressing the Transportation chapter. The full extent of all comments can be seen in Appendix K, Open House Comments.

- *“Promoting safe pedestrian and bicycle circulation conflicts with supporting 4 lanes on STH 83. Currently very difficult between 10-2pm.”*
- *“Bicycling is becoming more difficult.”*

2008 Survey comments

The 2008 survey gathered information on transportation in regard to intersections, bike trail connections and travel times. The following is a brief synopsis of the Transportation section.

- The top three intersections that needed more control were STH 83 & Main St, STH 83 & CTH G, and STH 83 & Criglas Road.
- 26% felt a park and ride should be considered; 20% felt a bus/shuttle should be considered; and 37% felt there was no need to consider public transportation.
- Wales Road (21%) and Summit Ave (16%) were the areas that respondents felt should have connections to Glacial Drumlin Trail to help people access other parts of the Village and 23% felt there was no need for additional connections.

IMPLEMENTATION RECOMMENDATIONS

The complete regional transportation system elements have been identified in this chapter. As fuel and energy costs continue to rise, the continued development of a variety of transportation choices for Village residents will become increasingly more essential to maintain the standard of living.

Planning principles, goals, and objectives for the transportation element are found in Chapter I. The following sets forth recommendations through plan year 2030 that the Village may want to consider establishing and/or improving to maintain its transportation system for the next 20 years.

Arterial and Collector and Local Street System

1. The Village of Wales cooperated with the State of Wisconsin on the STH 83 corridor study of August 2006. The Village requested a provision that a bike/pedestrian path would be incorporated on the west side of the improved USH 83 corridor and will continue to pursue this request.
2. Continue to campaign for safer intersections onto STH 83.
3. Consider the need or lack of having an established “Official Street and Highway Map” unique to Village of Wales.

Village of Wales Comprehensive Development Plan

4. Continue to monitor and improve traffic flow that is responsive to changing traffic patterns. The following options may be used.
 - a. Yearly or bi-yearly traffic flow counts on major intersections.
 - b. Consider the benefits of a capital improvement program for transportation.
 - c. Continue to maintain the roads' high quality of repair within the Village.

Pedestrian and Bicycle Circulation System

1. Consider establishing a sub-committee to develop details for trail materials, signage, and required amenities such as bike racks and benches to establish a safe pedestrian and bicycle circulation system throughout the Village.
2. Consider the need for design standards of walking paths and bicycle trails in residential neighborhoods and in school vicinities.
3. Encourage the integration of bikeway accommodations into planning for upgrades and modifications to the county trunk highway system consistent with the SEWRPC plans and also facilitate communication with local municipalities and the County to address bikeway linkages and connectivity.
4. Consider the need for bicycle parking in the Historic Village Center and in the other commercial areas.

Alternate Transportation

1. Continue to be receptive to regional public transit ideas and evaluate their potential benefits for Village residents.
2. Maintain open communication with adjacent municipalities on the possibility of teaming with them to offer such alternate services.
3. Consider the Waukesha County taxi service for elderly to see if that service would be beneficial for the Village of Wales.

Other Implementation Recommendations from Waukesha County for the Village of Wales to consider

1. The County and municipalities may discuss evaluating dedicated funding sources for a county-wide shared taxi service to meet the needs of a growing elderly population in all 37 municipalities.
2. Consider the impact on the Village of Wales of the public transit recommendations contained in the 2035 Regional Transportation System Plan for Southeastern Wisconsin.

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