

The transportation system of Oconomowoc benefits all City residents by providing for the movement of goods and people into, out of, through and within the City. An efficient durable, cost-effective transportation system is essential to the sound social, community, and economic development of the City.

The City of Oconomowoc's Transportation Chapter of the Comprehensive Plan addresses the City's needs through the year 2030. The transportation element of the City's Comprehensive Plan considers ways to provide safe, convenient, efficient, and economic system of moving people and goods in, and around, and through the Oconomowoc area. This Chapter establishes the overall goals, objectives and policies of the City relative to transportation planning.

Even though the City's Comprehensive Plan does not directly address municipalities outside of the City, the discussion of trends related to transportation are a regional issue, as transportation and mobility issues are truly regional. Transportation impacts housing, economic development and land use. Please see the appropriate chapters for further discussion on those topics.

Transportation Element Requirements:

A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the City's objectives, policies, goals and programs to State and regional transportation plans. The element shall also identify highways within the City by function and incorporate State, regional and other applicable transportation plans, including transportation corridor plans, County highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans, rail plans that apply to the City.

Vision Statement: *In the year 2030, the City has transportation infrastructure that meets the needs of all residents by providing a variety of affordable, reliable and environmentally acceptable modes of transportation that minimizes traffic congestion, supports the economic development, and is inclusive of cyclist and pedestrian needs.*

Existing Transportation

The City of Oconomowoc is conveniently located in close proximity to numerous transportation options. The City itself is already served by numerous roadway, bicycle and pedestrian routes. The Roadway Map provided within this chapter offers a glimpse of the roadways in the City.

Roadway Facilities

In 2008, the City of Oconomowoc contained 10.99 square miles of land with just over 75-miles of roadway. Primary vehicular transportation facilities in the City include Interstate 94, State Highway 16, State Highway 67, and County Highway P. These roadways are heavily utilized by vehicular traffic especially during morning and evening commutes. Interstate 94 is the roadway that has the greatest impact on the City due to the sheer volume of traffic (59,200 annual average daily traffic – 2006). This highway connects City residents to the entire Country, while also being the major truck transportation route between Chicago and Minneapolis. In general, Oconomowoc is well connected to the region via the roadway network. As the City continues to grow, additional road upgrades will be required to meet the needs of the City and region.



PASER

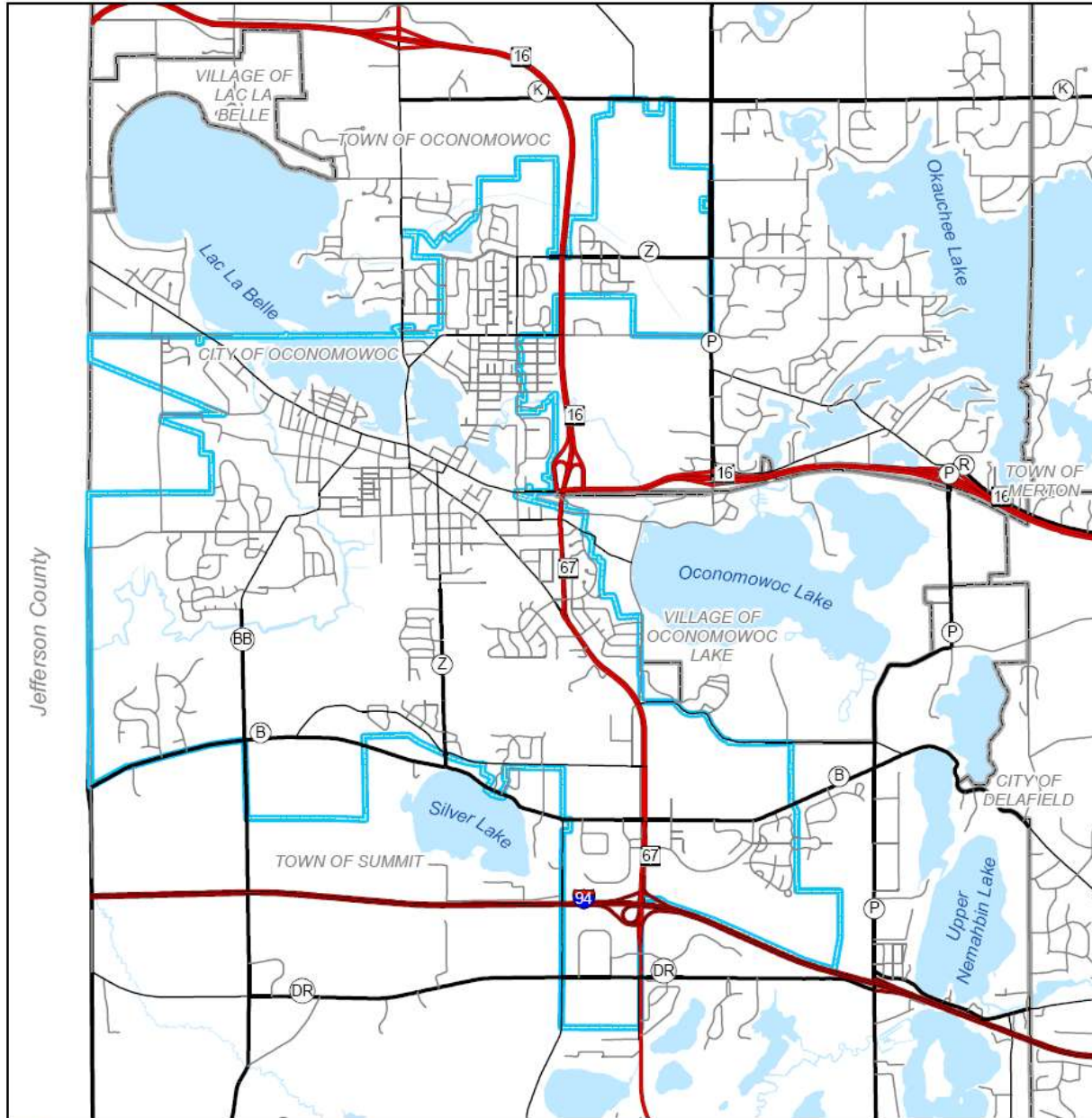
The City of Oconomowoc conducts an annual PASER rating the condition of City roads. The PASER system is a road rating system that uses a 1 to 10 rating scale with a value of 10 representing a new road and a value of 1 representing a failed road. In general, a road rated 8 to 10 requires routine maintenance such as street sweeping, drainage clearing, and crack sealing. Roads rated 5 to 7 require capital preventive maintenance such as surface treatments to protect the pavement structure. Roads rated 1 to 4 require structural improvements that may include rehabilitation or road reconstruction. In 2008, City roads averaged a rating of 6.77. City roads have improved since 2004, when roadways were rated at 6.01. The City will continue with road condition monitoring systems in the future.












Capital Improvement Program (CIP)

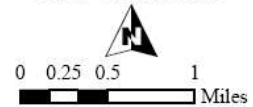
The City utilizes a capital improvement program to plan for future public improvements within the City. A CIP is planning and fiscal management tool used to coordinate the location, timing and financing of capital improvements over a multi-year period (5-years). Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure and equipment. In the City, the CIP is used to plan future transportation projects and is approved by the Common Council. The CIP is reviewed each year to evaluate and reevaluate projects within the City.

Roadways



-  2010 City of Oconomowoc Boundary
-  Civil Division Boundary
-  Interstate
-  US
-  State
-  County
-  Local Major
-  Local
-  Major Water Body

Source: Waukesha County



City Boundary as per Boundary Agreement with Town of Summit to be fulfilled in 2010
 All other Civil Divisions as of 05/31/09
 Prepared by Waukesha Co. Dept. of Parks and Land Use

Park and Ride Lots:

In Wisconsin, there are more than 97 park and ride facilities. These parking lots allow people to meet to carpool or vanpool to their destination. There are two (2) park and ride lots located conveniently to the City. Located north of the city at the intersection of STH 67 and Lang Road is an asphalt parking lot that can accommodate 35 vehicles. This location is located adjacent to the STH 16 bypass that travels around and through the City. A second parking and ride is located in the Town of Summit on CTH DR. This lighted parking lot has parking for 60 vehicles. Wisconsin Coach Lines provides bus service from this lot to Waukesha, Brookfield and Milwaukee. Parking at both locations is free for 48 hours.

Public Transportation

Public transportation is the transportation of people by publicly operated vehicles. Examples of public transportation include fixed route bus service provided by Counties or municipalities. The City of Waukesha has the closest public bus transportation system.

Transportation for the Disabled

Rideline is a program subsidized by the Aging and Disability Resource Center (ADRC) of Waukesha County. It provides lift equipped vans for disabled and older persons. Non-driving City residents age 65 and older and individuals under the age of 65 who use a cane, walker, wheelchair, scooter, or are legally blind, are eligible for this program.

The shared-fare taxi program provides reduced fares to taxi service in Oconomowoc and other communities in Waukesha County. City of Oconomowoc residents age 65 or older, or some City residents, non-drivers, ages 18 to 64, are eligible. In 2007, 45,675 trips were made with shared-fare taxi. Over 28.9 percent of these trips were for personal business, 21.8 percent for employment/training, 12.5 percent for social/recreational activities, 20.3 percent for medical, and 16.5 percent for nutrition.

The Oconomowoc Silver Streak operates the shared-fare taxi program in the City. This non-profit organization provides transportation services for seniors and the disabled. The Silver Streak provides auto transportation for ambulatory adults over the age of 55 and transportation for ambulatory disabled people of any age. Serving the community since 1991, the Silver Streak operates 8:30 am to 5:00 pm, Monday through Friday. The cost of a ride is \$4.50 one way; however coupons and discounts are available.



Bicycles

The City has incorporated bicycle and pedestrian components into recreational and facility and park and open space plans. Specifically the City has adopted a Bicycle and Pedestrian Trail Plan that guides current and future bicycle transportation within the City. Further discussion on the details of bicycle transportation is located within the Utilities and Community Facilities Chapter and later on in this chapter.

Bicycle and Pedestrian Facilities

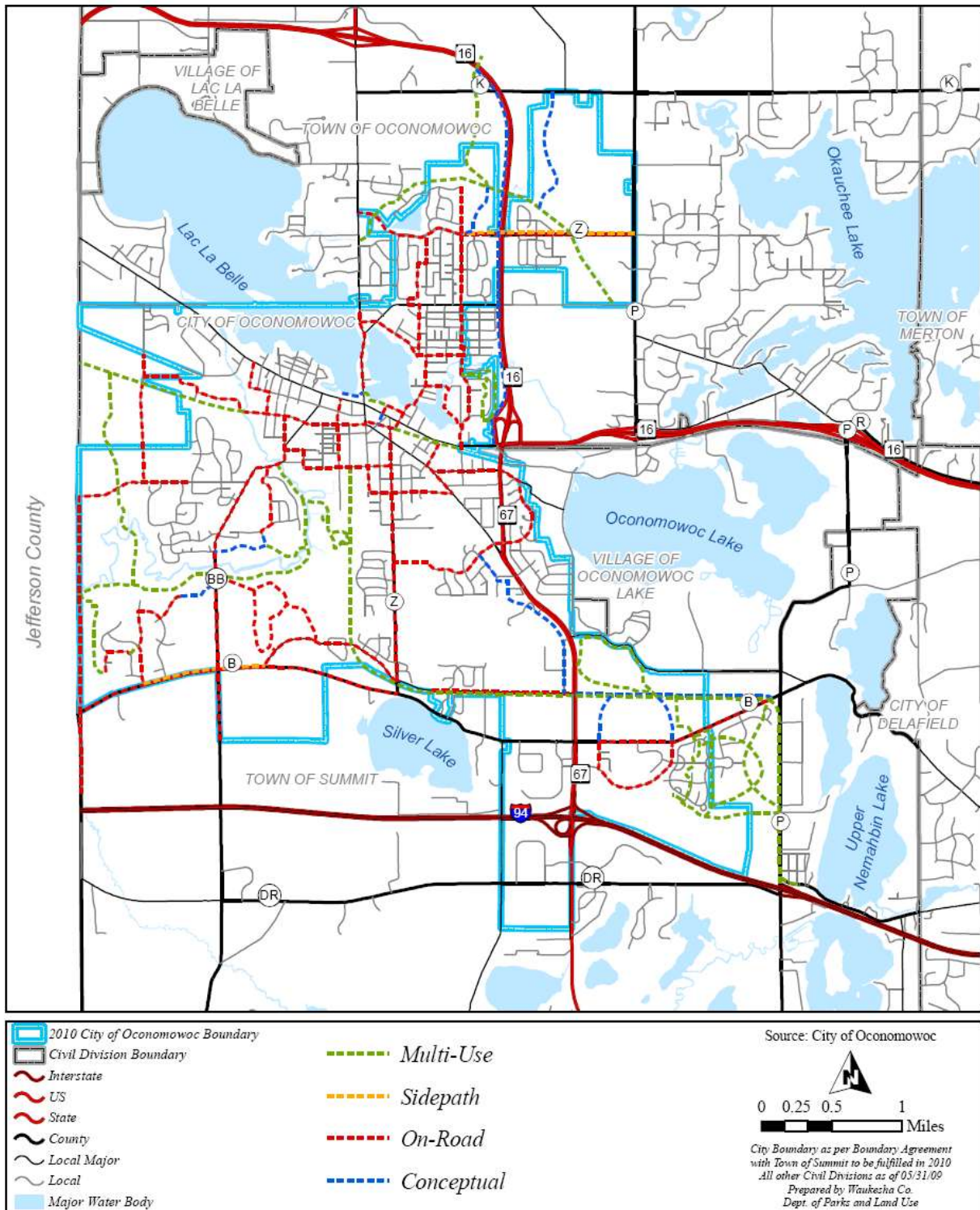
The bicycle and pedestrian facilities element in the 2035 Regional Transportation System Plan for Southeastern Wisconsin is intended to promote safe accommodations of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to personal vehicle travel. The regional plan recommends that as the surface arterial street system of about 2,900 miles in the Region is resurfaced and reconstructed, the accommodations for bicycle travel should be implemented, if feasible, through bicycle lanes, widened outside travel lanes, widened and paved shoulders, or separate bicycle paths.



Of regional interest, the Lake Country Recreation Trail is located on the former Milwaukee-Watertown Interurban Railway. The railway was popular in the late 1800's as a direct link between Waukesha and the Oconomowoc lake country. This recreation trail now utilizes the Wisconsin Electric Power Company right-of-way that is located within the City. Jefferson County has identified the segment of the Wisconsin Electric Company right-of-way between Oconomowoc and Watertown as a high priority for conversion to a multi-use trail in their County bike plan.

The Pedestrian and Bike Trail Map provides recommendations for side paths, on-road trails, multi-use path and other non-motorized transportation options within the City. These recommendations are the result of past planning efforts undertaken by the City. As development and transportation improvements occur, implementation of these pedestrian and bike trails will be completed.

Pedestrian and Bike Trail Plan



Walking

The City currently has a Bicycle and Pedestrian Trail Plan that guides walking areas within the City. In addition, the City requires sidewalks on both sides of all streets. The Bike and Pedestrian Trail Plan is updated on a regular basis to reflect the needs and desires of City residents as they relate to walking. The City will continue to use this plan to guide future walking areas within the City.



Railroads

Intercity passenger rail service in the Region is provided by Amtrak with stops at downtown Milwaukee Amtrak depot, Mitchell International Airport, Sturtevant, and Columbus. Amtrak operates two passenger train services in Wisconsin: the long distance Empire Builder operating from Chicago to Seattle and Portland, and the Hiawatha service that carries nearly 600,000 people each year in the Chicago-Milwaukee rail corridor. The Empire Builder passes through Oconomowoc twice a day. Additional intercity passenger rail service is planned for the City with the implementation of Midwest Regional Rail Initiative as discussed further in this chapter. A proposed rail stop on the Milwaukee to Madison corridor includes the City of Oconomowoc.

Railway freight service travels through Oconomowoc via the Canadian Pacific Railway (see Railroads Map). The Canadian Pacific Railway is a transcontinental railroad stretching from Vancouver to Montreal, and also serves major cities in the United States such as Minneapolis, Chicago, and New York. Over one half of the Canadian Pacific Railway's freight traffic is in coal, grain, and intermodal freight. It also ships automotives parts and assembled automobiles, sulfur, fertilizes, other chemicals, forest products, and other types of commodities.

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. The increase in rail freight traffic has resulted in a need to consider quiet zones where railroad locomotives are prohibited from sounding horns.

Midwest Regional Rail Initiative

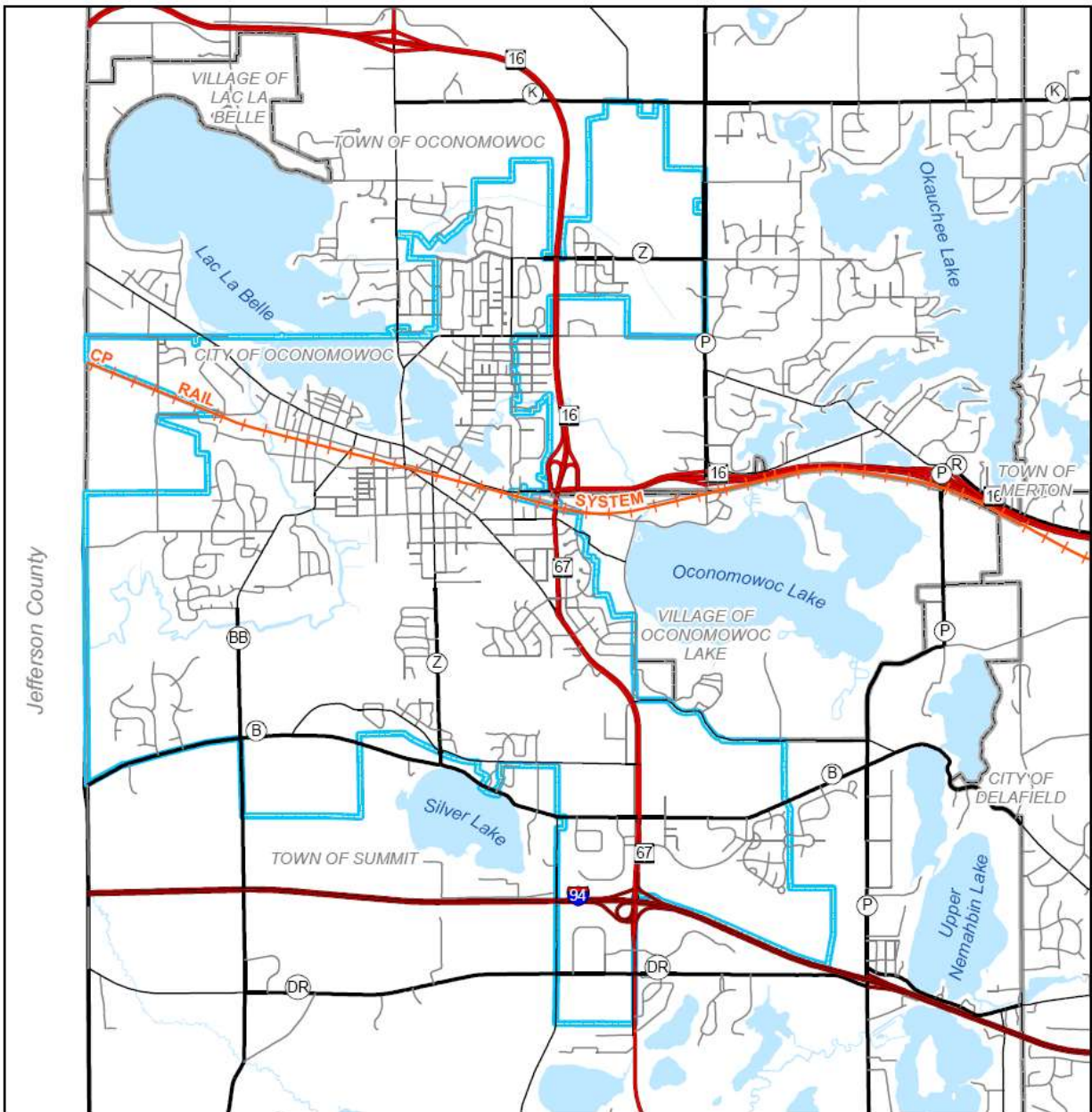
The Midwest Regional Rail Initiative (MWRRI) is a joint venture between nine state transportation departments (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Wisconsin, and Ohio), the Amtrak rail system and the Federal Railroad Administration. This 3,000 mile rail system, with Chicago as its hub, would connect the Cities of Cleveland, Cincinnati, Detroit, Milwaukee, Minneapolis, St. Louis and Omaha at speeds of up to 110 miles per hour. Local rail station stops on the proposed Milwaukee to Madison corridor include Brookfield, Watertown, and Oconomowoc.













Midwest Regional
Rail Initiative
Wisconsin Route

In order to accommodate the future passenger rail, the Commissioner of Railroads issued an order in 2009 to install the second set of tracks on the north side of the existing tracks in the right-of-way. Rail service could be available as early as 2012. The Wisconsin Department of Transportation is pursuing funding to assist with capital costs in establishing train station sites. 2009 plans indicate Oconomowoc would likely have three (3) initial stops in each direction, with a maximum of five (5) stops in each direction in the future. Train speeds are expected to be between 80-110 MPH. The City is planning for a train station size of 2,500 square feet and a platform length of 600 feet on both sides. Parking in close proximity to the station will be added and needs to accommodate 130 cars with an overhead pedestrian access to ensure safe crossing of the tracks.

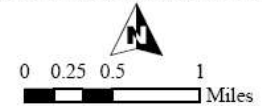
Railroads



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-  Interstate
-  US
-  State
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-  Major Water Body

 Railroads (Labeled w/ Owner)

Source: Waukesha Co. Parks and Land Use



City Boundary as per Boundary Agreement with Town of Summit to be fulfilled in 2010
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 Prepared by Waukesha Co. Dept. of Parks and Land Use

Air Transportation

Air services provide people, business, and goods with direct access to regional, national, and international destinations. The primary commercial airport serving the City of Oconomowoc and the Southeast Wisconsin region with scheduled air carrier service is General Mitchell International Airport. Located in the City of Milwaukee, Mitchell International is the largest airport in Wisconsin and is served by 13 airlines offering 235 departures and arrivals every day. Approximately 90 cities are served by nonstop or direct flights.



General Mitchell International Airport

The City of Oconomowoc is also served by the Dane County Regional Airport (DCRA) located approximately 42 miles to the west in Madison. DCRA is the second-largest airport in the State, providing service to commercial air passenger and air cargo carriers, and for general aviation and the military. Twelve commercial air carriers serve the airport with over 100 scheduled flights per day.

The two airport facilities in Waukesha County provide general aviation services, those being Waukesha County Crites Field and Capitol Airport. Crites Field is the larger of the two airports and can accommodate all types of general aviation aircraft up to and including and corporate jets. In 2006 it handled about 60,000 aircraft operations. Capitol Airport is a private airport open to the public for use. Capitol Airport has more limitations and the size of aircrafts being served. Both Brookfield and Pewaukee do not support the retention of this airport.



Dane County Regional Airport

Water Transportation

In the Southeastern Wisconsin region, high speed cross-Lake Michigan ferry service is provided between Milwaukee and Muskegon, Michigan by the Lake Express. This ferry service operates from April to October each year and handles automobiles, small trucks and passengers.



There are no ports or harbors within the City of Oconomowoc. Water freight and transportation facilities are provided to the region by the Port of Milwaukee, which is located approximately 30 miles east of Oconomowoc in the City of Milwaukee. In 2006, the Port of Milwaukee handled over 3.5 million tons of Wisconsin commodities.

Past and Future Planning Efforts

The City of Oconomowoc has a long history of planning for growth. Past planning efforts relating to transportation are provided within this document (Issues and Opportunities). However, this plan also recognizes future planning studies will be completed by the City related to transportation and recommendations provided within this plan may need to be completed based upon the outcomes of those studies.

City of Oconomowoc Bicycle & Pedestrian Trail Plan

In 2006 the City of Oconomowoc completed a Bicycle and Pedestrian Trail Plan. The plan was developed in recognition of the fact that the population of the City was growing. Automobile traffic generated by this growth makes pedestrian and bicycle travel challenging. Accordingly, proactive bicycle and pedestrian planning is critical to provide a high quality of life for residents. This plan indicates that Oconomowoc lacks east/west and north/south roads to accommodate bicycle and pedestrian traffic. The plan lists the benefits of bicycling and walking as: enjoyable exercise, economical transportation, ability to choose an alternative transportation mode, independence or mobility for children or those who do not drive, and contact with neighbors and the physical environment. As transportation improvements are completed in the future, those improvements shall conform to the requirements of the City's Bicycle and Pedestrian Trail Plan. The recommended improvements within that plan are necessary in order to provide for the safe connections and movements of people.



River West Neighborhood Plan

Completed in 2009, the River West Neighborhood Plan provides transportation recommendations for the western portions of the City. This plan envisions the River West neighborhood having walking paths and sidewalks winding through residential areas, encouraging residents of all ages to get out and meet their neighbors. A connected network of residential side streets helps improve access for bicycles and pedestrians throughout the neighborhood, and bike lanes on some roads further enhance transportation options for residents. Specific recommendations from this plan will be included on the City's Official Map and are incorporated into this Comprehensive Plan. All recommendations for the River West Neighborhood are located within the plan itself.



Southwest Summit Avenue Land Use and Development Plan

The City adopted the Southwest Summit Avenue Plan in 2007 to provide land use recommendations for this area of the City. The Southwest Summit Plan created a

development plan and a variety of recommendations relating to transportation, land use, infrastructure and design to be accomplished in the future. As development and redevelopment occurs within the Southwest Summit area, this plan will be implemented.

Official Map

State Statute permits City's to prepare an official map that is intended to serve as the formal public record to indicate where the City is likely to require right-of-way, easements, land for future roads, drainageways, utilities, recreation facilities, etc. The City of Oconomowoc has an approved official map. This map enables landowners to plan future construction to avoid the costly removal of structures later when a public facility is identified on the official map are built through or near their properties. As the City implements the comprehensive plan, updates to the official map will be necessary.

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 drafted by the SEWRPC.



Over the next few years, SEWRPC will be working with the County jurisdictional highway system planning committees in each County in the region, subsequent to Commission adoption of the year 2035 regional plan, to conduct a major review and reevaluation of the jurisdictional transfer recommendations in the year 2035 regional transportation system plan. This will be an extensive effort that will involve the review and redefinition of the functional criteria used for jurisdictional classification of arterial streets and highways, and the application of those criteria to the arterial street and highway system. This effort may change the jurisdictional recommendations of the year 2035 regional transportation system plan. Upon completion, public review, and subsequent adoption of the jurisdictional highway system plans by the Commission, the year 2035 Regional Transportation System Plan would then be amended to reflect the recommendations made in each County jurisdictional highway system plan.



The public transit element of the final recommended regional transportation plan envisions significant improvement and expansion of public transit in southeastern Wisconsin, including development within the Region of a rapid transit and express transit system, improvement of existing local bus service, and the integration of local bus service with the proposed rapid and express transit services.

The regional transportation plan also 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. The regional

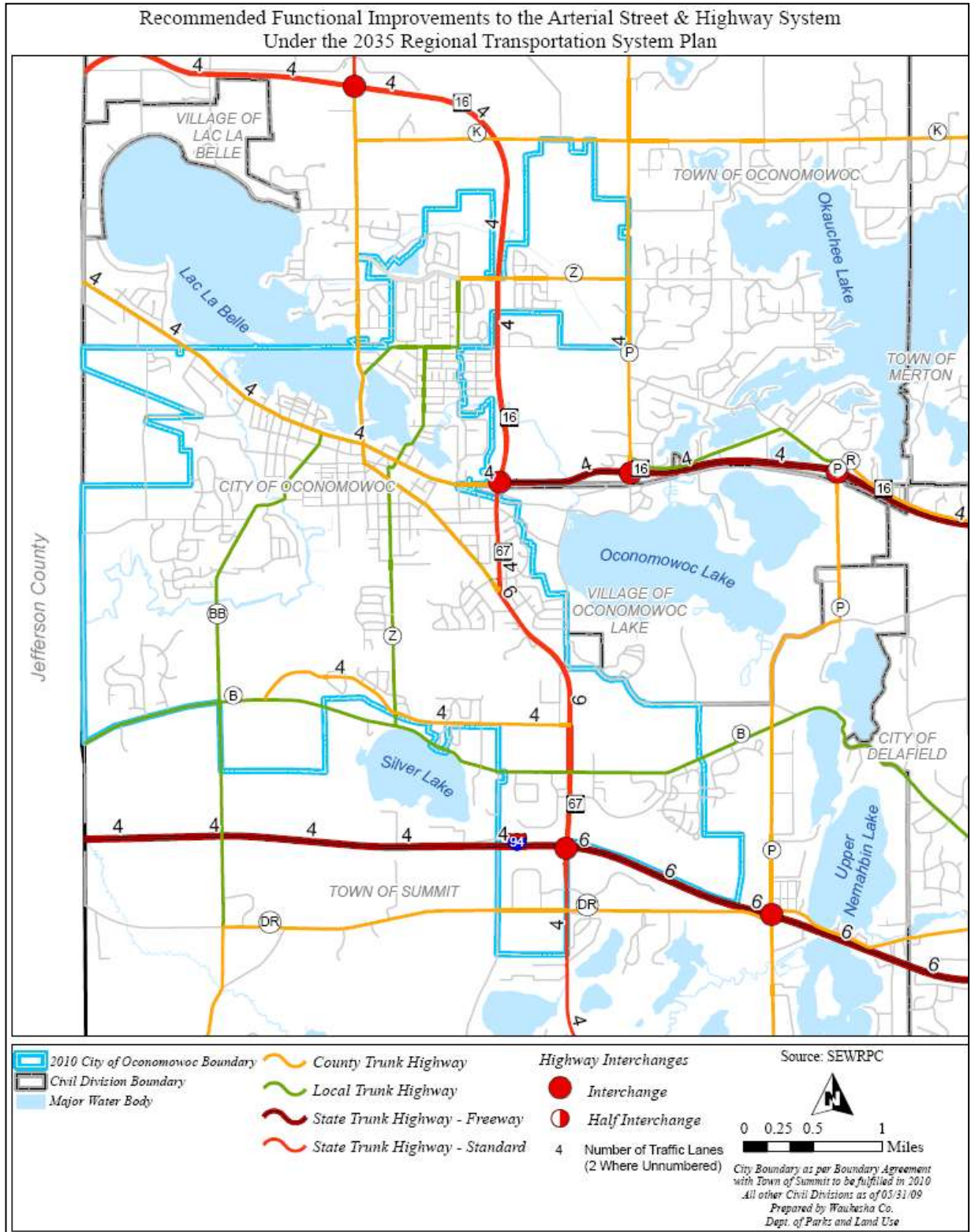
transportation plan suggests four future commuter lines and six light rail lines within the Region. In Waukesha County, the plan identifies a potential commuter rail corridor and a potential light rail corridor that would connect Waukesha County communities with Central Milwaukee County and UW-Milwaukee. Special corridor studies would need to be conducted to determine whether or not to implement fixed guide way transit in these corridors and refine the alignments shown in the regional plan.

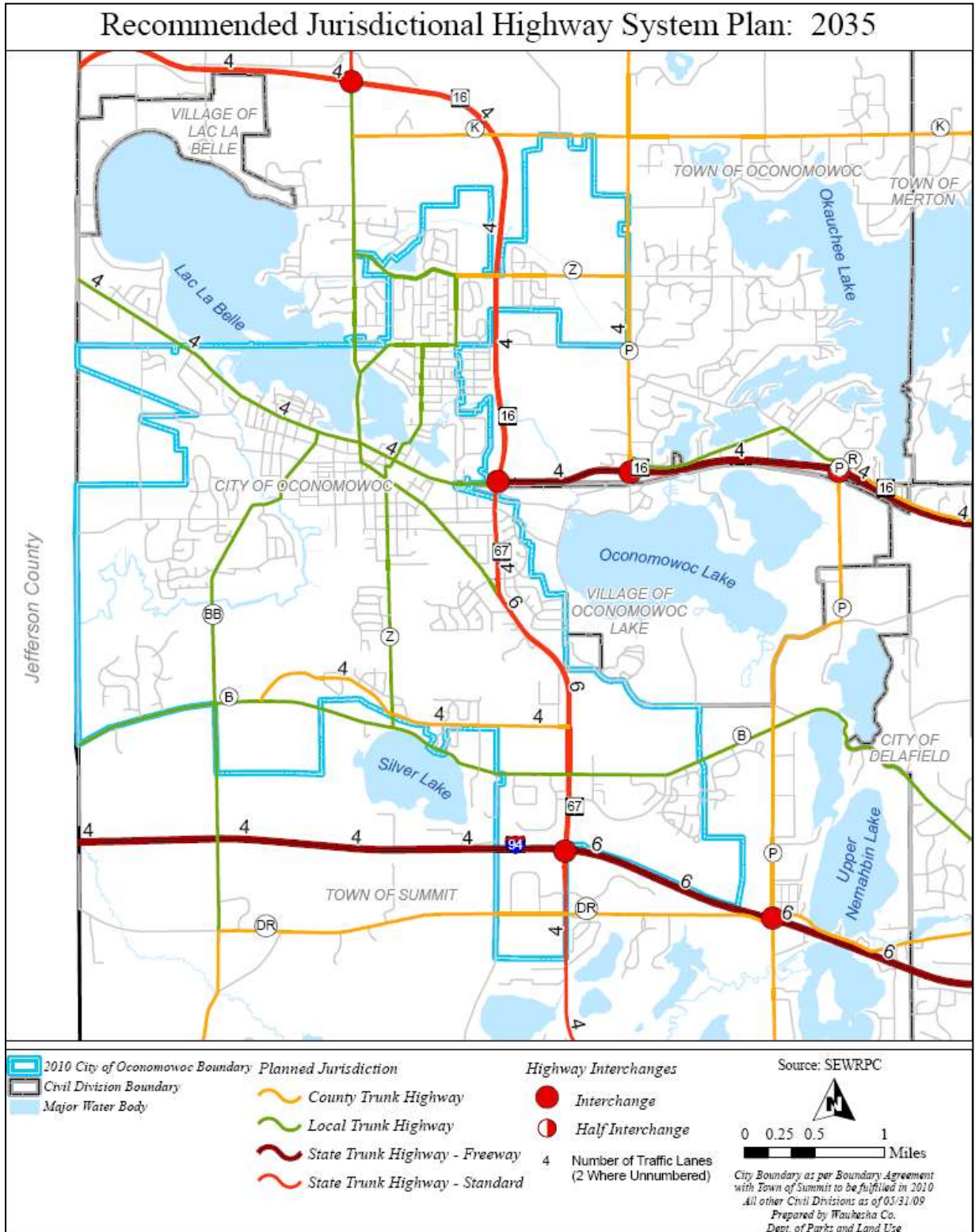
Connections 2030 Plan

Connections 2030 is Wisconsin's statewide, long-range multimodal plan. The plan addresses all forms of transportation; integrates transportation modes; and identifies policies and implementation priorities to aid transportation decision makers when evaluating program and project priorities over the next 20 years.

In general, the Connections 2030 Plan identifies broad, statewide transportation issues in the state. The plan also discusses passenger rail service with a proposed station stop in Oconomowoc. The Connections 2030 plan lists the following benefits of intercity passenger rail:

- Provides an alternative to congested roads, especially when connecting with major urban centers.
- Offers a safe travel option that can be cost-and time-competitive with driving or flying, especially for trips between 100 and 400 miles.
- Provides a regional travel option for those who cannot or choose not to drive or fly.
- Allows business travelers to work productively while en route to their destination.
- Improves Wisconsin's economic competitiveness and supports the growth of high-tech and service sector jobs.
- Encourages community economic development, especially near train stations.
- Provides a transportation option that is energy efficient and environmentally friendly (fewer carbon dioxide emissions per passenger mile than private auto or airlines).
- \$1.80 in benefits for every \$1 invested in the system.
- 9,600 new, permanent jobs created.
- \$173 million in additional household income.
- \$704 million in property value increases as a result of new development new stations.

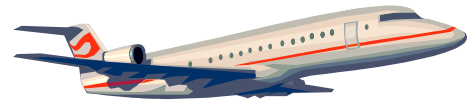




Transportation Programs

Airport Improvement Program

The Airport Improvement Program, administered by WisDOT's Bureau of Aeronautics, combines federal, state and local resources to help fund improvements for nearly 100 public-use airports throughout the state.



Freight Rail Infrastructure Improvement Program

Freight Rail Infrastructure Improvement Program (FRIIP) loans are awarded to private industries, railroads, and local governments to improve rail infrastructure and to construct new rail-service facilities. The overall goal is to boost economic development, jobs, and increase the use of rail service.



Freight Rail Preservation Program

The Freight Rail Preservation Program (FRPP) provides grants to local units of government, industries and railroads for the purpose of preserving essential rail lines and rehabilitating them following purchase.

Transportation Economic Assistance Program

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

Congestion Mitigation and Air Quality Improvement Program

The 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/facilities, and technologies that improve traffic flow and vehicle emissions. CMAQ funds have been invested in a wide variety of beneficial projects that provide air quality benefits while providing alternatives to added capacity on the road network. 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.



Wisconsin Highway Improvement Program

The Wisconsin Highway Improvement Program currently invests over \$750 million each year in Wisconsin's highways, resulting in over 565 miles of roads improved and rehabilitated annually. The program addresses deficiencies in the highway and bridge system and incorporates needed improvements to increase the safety and mobility of the system.

In This Together Program

"In This Together" is a WisDOT program that targets statewide businesses facing road construction in their community. The program's goal is to help businesses maintain business while construction is underway.

Local Transportation Enhancements Program

The U.S. Congress created the Transportation Enhancements (TE) Program in 1991 to address growing concerns about air quality, open space, and traffic congestion. 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.

Tourist Oriented Directional Sign Program

The Tourist Oriented Directional Sign (TODS) Program provides 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.

Transit Assistance Program

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 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.

Complete Streets

Complete streets are designed and operated to enable safe access for all users. Policies, which have been adopted in Oregon, Virginia, and South Carolina, ensure streets are designed to meet the needs of drivers, transit riders, pedestrians, bicyclists, older people, children, and people with disabilities. There is no defined look to a complete street, but they usually have some of the following components:

- Sidewalks
- Bike lanes
- Wide shoulders
- Plenty of crosswalks
- Refuge medians
- Bus pullouts
- Special bus lanes
- Raised crosswalks
- Audible pedestrian signals
- Sidewalk bulb-outs

The Federal Highway Administration safety review found that designing streets with pedestrians in mind, including items listed above, improve pedestrian, bicyclist and motorist safety. Studies have shown installing these features reduce pedestrian risk and can also reduce crashes. As future roadway work within the City is designed and constructed, the City should consider adopting a policy to ensure all street designs meet the needs for all transportation users.

Safe Routes to School (SRTS) Program

The Safe Routes to School program is intended to provide school children with safe access to their schools. This national program involves engineering, enforcement, encouragement, and education to increase the number of children walking or biking to school. SRTS encourages exercise by increasing environmental awareness by reducing traffic congestion and emissions. This program began in the 1970's and has success stories all over the world, including the City of La Crosse.

Transit Orientated Development (TOD)

Transit Orientated Development is a development concept that encourages high-densities and mixed uses concentrated around transit stops. In many of these types of development, high density and mixed-uses are located within $\frac{1}{4}$ to $\frac{1}{2}$ mile radius of the specific transit location. Usually, transit stops will have high density located adjacent to it, with lower densities spreading out as you move away. By locating more people in close proximity to the transit station, there is a reduced demand for parking of personal vehicles as most people can walk to the station. The City supports TOD development within the Downtown to compliment the future passenger train stop.



Potential Rail Station Locations

Transportation Policies:

- Complete transportation improvements as provided on the City's Official Map.
- In order to plan for public improvements, the City shall continue to complete a Capital Improvement Program and shall be reviewed on a yearly basis.
- Continue to monitor roadway conditions and integrity through a road monitoring system.
- Continue to implement the Bicycle & Pedestrian Trail Plan.
- Consider adopting a complete street policy to ensure safe and efficient movement of all forms of transportation.