

# Chapter 6

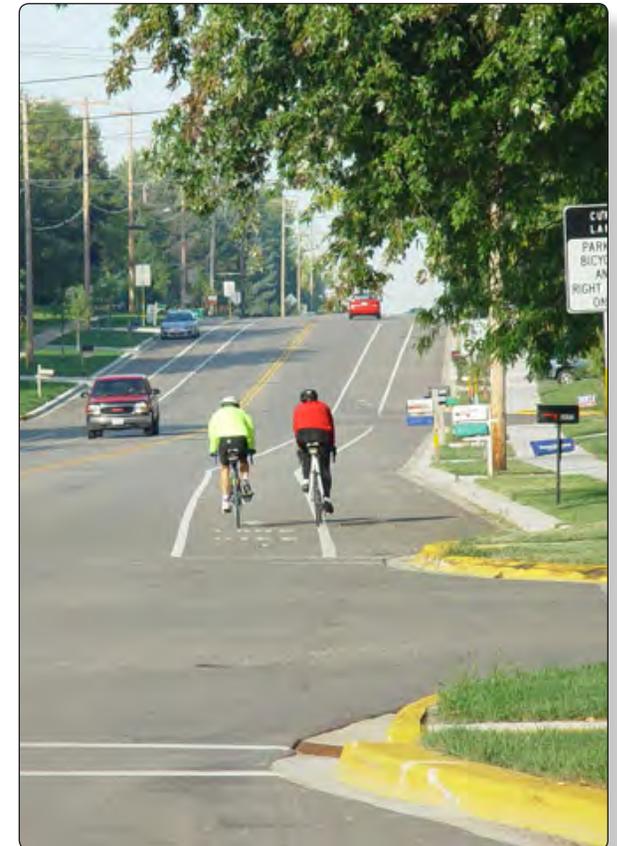
## TRANSPORTATION

The City of West Allis has a well established transportation network including freeways, streets, transit, rail, bicycle and pedestrian facilities. The transportation system performs a pivotal role in shaping land use patterns, growth opportunities and economic development, attracting large concentrations of employment. The transportation network has been a major factor in the City's residential and commercial growth with continued demand for new, high quality development.

As West Allis' transportation corridors and street network create opportunities for development, the demand for development creates the need for new facilities and improvements to streets and other travel modes. In today's economic times it is even more important to balance the need for better transportation choices, improved transportation choices, and ongoing maintenance of existing facilities due to current and planned development.

Smart growth principles provide a variety of policies to make the best use of transportation investments that maximize choices for all user types and provide economic benefits to individual users, the City, and the region. Policies that address all users, ensure long-term benefits for the residents and property owners, and support creative solutions to current problems are going to add value to the City. Even though most residents still use a personal automobile for the majority of their trips, there is national interest in improving all forms of transportation, including mass transit, biking, and walking.

As more communities adopt smart growth principles, the benefits of linking transportation, housing, shopping, and the workplace become key components to a successful system. The establishment of sound transportation policies is vitally important to maintain the existing quality and condition of the transportation system while planning for the future needs of the City.



## TRANSPORTATION GOALS, OBJECTIVES AND POLICIES

**Goal: Provide a safe and efficient multi-modal transportation network that will effectively serve the travel needs within the City and region.**

- **Objective 1: Pedestrian and Vehicular Safety** Plan for complete streets for pedestrian and vehicular safety.
  - **Recommendation 1.1:** During construction projects, redesign streets to be “Complete Streets,” narrowing when possible to improve safety and reduce pavement.
  - **Recommendation 1.2:** Promote the Safe Routes to School initiatives in West Allis.
  - **Recommendation 1.3:** Review the crash rates annually. For intersections with crash rates above 1.0 crash per million entering vehicles (MEV), identify crash patterns and recommend potential countermeasures.

- **Recommendation 1.4:** Upgrade pedestrian heads to the countdown pedestrian signal heads per Manual on Uniform Traffic Control Devices (MUTCD).
- **Recommendation 1.5:** Consider a roundabout as an alternate to installing traffic signals. Roundabouts are safer than traffic signals and result in fewer crashes of high severity.
- **Recommendation 1.6:** Upgrade all crosswalks, sidewalks and curb ramps to current ADA standards.
- **Objective 2: Efficient Vehicular Movement** Plan for complete streets for efficient vehicular movement.
  - **Recommendation 2.1:** Encourage cross access between businesses along the arterials through a modified backage road system.
  - **Recommendation 2.2:** Develop access management plans for the major arterials.
  - **Recommendation 2.3:** Remove unwarranted traffic signals to reduce delays for drivers.

- **Recommendation 2.4:** Update pedestrian timings to allow for walking speed of 3.5 feet per second per MUTCD.
- **Recommendation 2.5:** Promote the use of alternate forms of transportation.
- **Recommendation 2.6:** Perform traffic counts, periodically, at signalized intersections to update timings based on Institute of Transportation Engineers (ITE) and MUTCD standards.
- **Recommendation 2.7:** Review the Pavement Surface Evaluation Rating (PASER) for the City's streets biannually.
- **Recommendation 2.8:** Design improvements to achieve Level of Service D or better traffic operations, if feasible.
- **Recommendation 2.9:** Consider a roundabout as an alternate to installing traffic signals. Roundabouts are safer than traffic signals and result in fewer crashes of high severity.
- **Recommendation 2.10:** Require traffic impact studies for developments/redevelopments generating over 100 additional trips during a peak hour.





- **Objective 3: Multi-Modal Transportation**  
Plan for complete streets for multi-modal transportation.
  - **Recommendation 3.1:** Prioritize the proposed bicycle and pedestrian facilities recommended in the City's proposed Bicycle and Pedestrian Master Plan. Conduct feasibility studies to identify any potential impacts.
  - **Recommendation 3.2:** Review transit ridership and look for opportunities to improve or expand the system such as Bus Rapid Transit (BRT), light rail, on-time arrival systems and enhanced shelters.
  - **Recommendation 3.3:** Consider pedestrian, bicycle and transit accommodations with all reconstruction projects.
  - **Recommendation 3.4:** Explore minimum/maximum parking standards and/or review/adjust parking standard ratios in the City's Zoning Ordinance to encourage less reliance on single-occupancy automobiles.

- **Recommendation 3.5:** Promote the use of alternate forms of transportation for special events.
- **Objective 4: Maximize Existing Funding**  
Maintain and maximize the use of existing funding for local transportation improvements without increasing the burden on taxpayers.
  - **Recommendation 4.1:** Utilize the Capital Improvement Plan to plan and pay for road improvements.
  - **Recommendation 4.2:** Seek street maintenance and improvement funding alternatives, such as Federal and State funding.
- **Objective 5: Interagency Coordination**  
Improve coordination with other agencies.
  - **Recommendation 5.1:** Coordinate with WisDOT, Milwaukee County, and other transportation agencies regarding:
    - Improvements to state and county highways in and around the City.
    - Periodic updates to the traffic signal timings.
    - Intersections with crash rates higher than 1.5 crashes per million entering vehicles.
  - **Recommendation 5.2:** Coordinate with Milwaukee County Transit System (MCTS) regarding:
    - Monitoring ridership on the routes.
    - Reviewing potential new routes.

- **Recommendation 5.3:** Designate a City staff member to be the liaison between employment centers within the City and MCTS.
- **Recommendation 5.4:** Participate in discussions regarding the formulation of a regional transit authority.

## TRANSPORTATION INVENTORY AND NEEDS ASSESSMENT

This section provides background information to describe West Allis' transportation system and an assessment of its needs.

### Complete Streets

Complete streets are designed and operated to enable safe access for all users, including pedestrians of all ages and abilities, bicyclists, motorists, and transit riders and vehicles. Furthermore, they complement the idea that streets in themselves can be place-makers and economic generators. Complete streets encourage the development of viable transportation choice, which can save time, money and frustration.

Complete streets are safer and more welcoming than single-schemed streets, and can increase the value of private property in well-connected neighborhoods. These types of streets are designed within neighborhood context and balance aesthetics, safety, social interaction, public health, environmental consequences, economic concerns and traffic movement. Complete streets are also ultimately more cost-effective and sustainable, in that they avoid costly retrofits, and allow for less reliance on fuel and its fluctuating pricing.

Next to housing, transportation needs account for the second largest percentage of household expense. Complete streets in neighborhoods provide options to lessen this expense, and simultaneously promote local economic growth and healthier neighborhoods. In comparison, incomplete streets, or streets with the single-minded goal of moving automobile traffic, increase financial dependency, hinder mobility, promote sprawl and limit the customer and employee base of the local economy.

In West Allis, over 20% of land is dedicated to streets and right-of-way and an additional 5% is utilized for interstates and railroads. As publicly owned land, this area should be developed in a manner that prioritizes and maximizes the benefits to the City and its neighborhoods. In order to do so, the needs of multiple stakeholders, beyond the automobile, must be considered. Streets should not be designed to solely funnel traffic through the city; rather, streets should be dedicated to best meeting the needs of neighborhood residents and customers.

In accordance with State Statute 84.01(35), the department shall ensure bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds.

Narrower streets often provide a better balance of complete street elements and result in a safer and more efficient street system. Pedestrian amenities, such as corner bump outs, make pedestrians more visible and minimize the crossing distance, which both increases pedestrian safety and lessens traffic wait time. Similarly, bike lanes and signage increase visibility and safety, for cyclists and motorists. Narrower traffic lanes calm through traffic and reduce neighborhood speeding, and the provision of inviting public transportation facilities encourages their use, and results in less congestion and more land-efficient



development. Narrower streets also give back valuable right-of-way to the neighborhood and allow for additional private investment opportunities, greater taxable value, and greening of the streetscape to occur within the City..

In order to encourage the development of complete streets, a comprehensive, interdisciplinary approach must be achieved. Effective complete streets require compatibility between transportation planning, and local land use and economic development plans. Complete streets also require comprehensive network connectivity and must be implemented community-wide. And lastly, the goal of complete streets must not be marginalized by efforts, which compartmentalize or diminish the value of individual elements, since the cost of "completing" streets is often minimal in comparison to the project's overall budget and produces both predictable and non-quantifiable benefits.

### Functional Classification

West Allis' commuting patterns underscore the need to maintain the hierarchy of the roadway network with adequate capacity and good pavement condition. The vehicle remains, and most likely will remain, the predominant mode of travel. West Allis classifies its roadways under five functional categories: freeways,

state trunk highways, arterials, collectors and local streets. Access along the facility is related to the type of functional classification. For example, an arterial allows for better traffic flow with fewer access points. Whereas a local street provides more access resulting in lower speeds and traffic flow.

Figure 6-1 shows the functional classification of the City's roadways as described below. The annual average daily traffic (AADT) volumes for the City of West Allis are shown in Figure 6-2.

### Freeways

Freeways accommodate regional traffic and typically serve longer trips. Access to and from freeways is generally limited to arterials at controlled interchanges. West Allis is immediately south of the system interchange for I-94, I-894 and US-45. Known as the Zoo Interchange, it is Wisconsin's busiest freeway interchange, handling 349,500 vehicles during an average weekday. The two major freeways in the vicinity of West Allis are described below:

- **I-894** runs north-south through the western section of the City. This six-lane freeway carries 141,000 to 169,000 vehicles per day. I-894 has four service interchanges within the city limits at W. Oklahoma Avenue, W. National Avenue, W. Lincoln Avenue and W. Greenfield Avenue. I-894 is also designated as USH 45 in this area.
- **I-94** runs east-west approximately a quarter-mile north of the City's border from the Zoo Interchange to the City's eastern limits. West of the Zoo Interchange, two sections of I-94 are within the City's limits including the interchange with Hwy 100/108th Street. This six-lane freeway carries 140,000 to 168,000

Figure 6-1. Functional Classification of Roadways

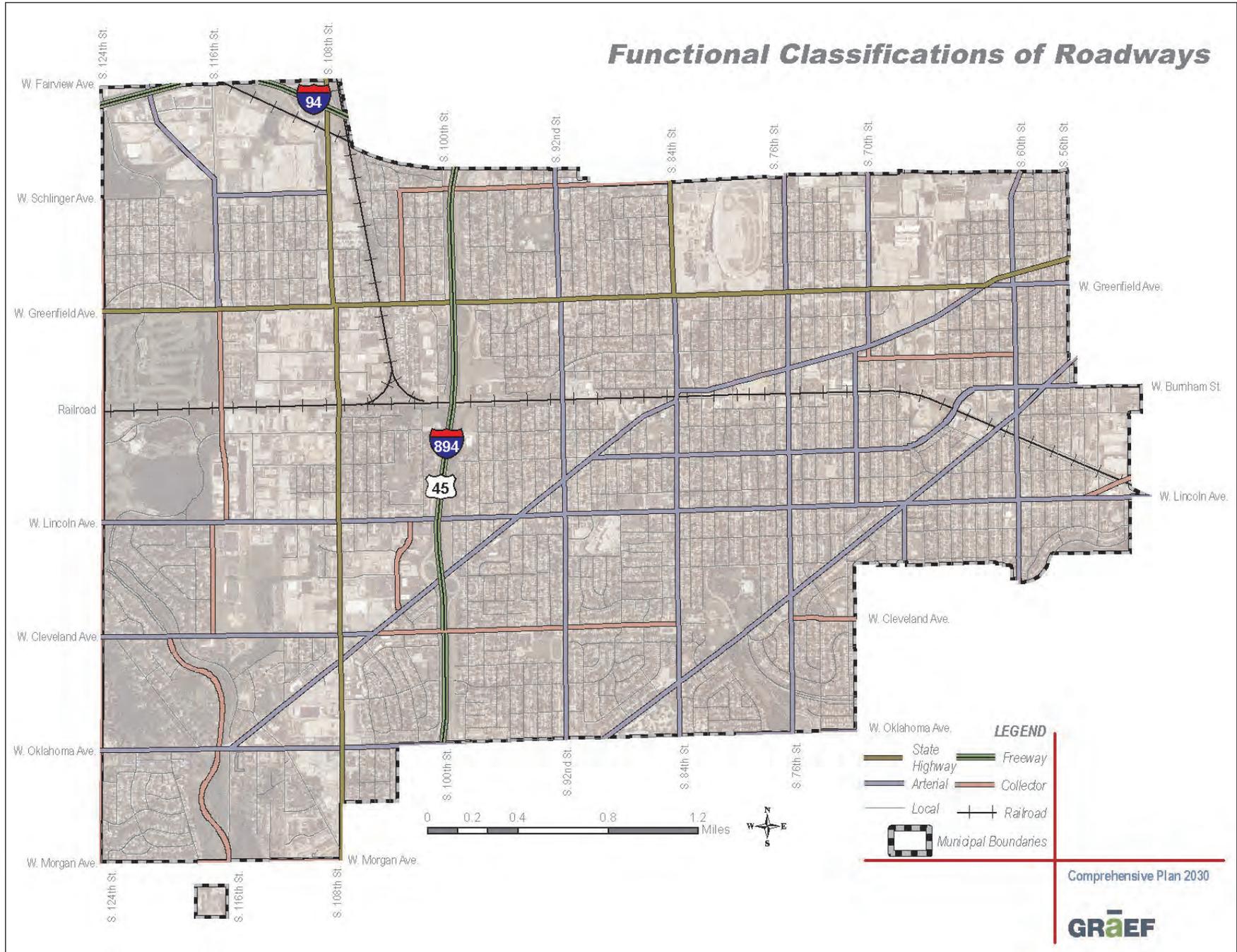
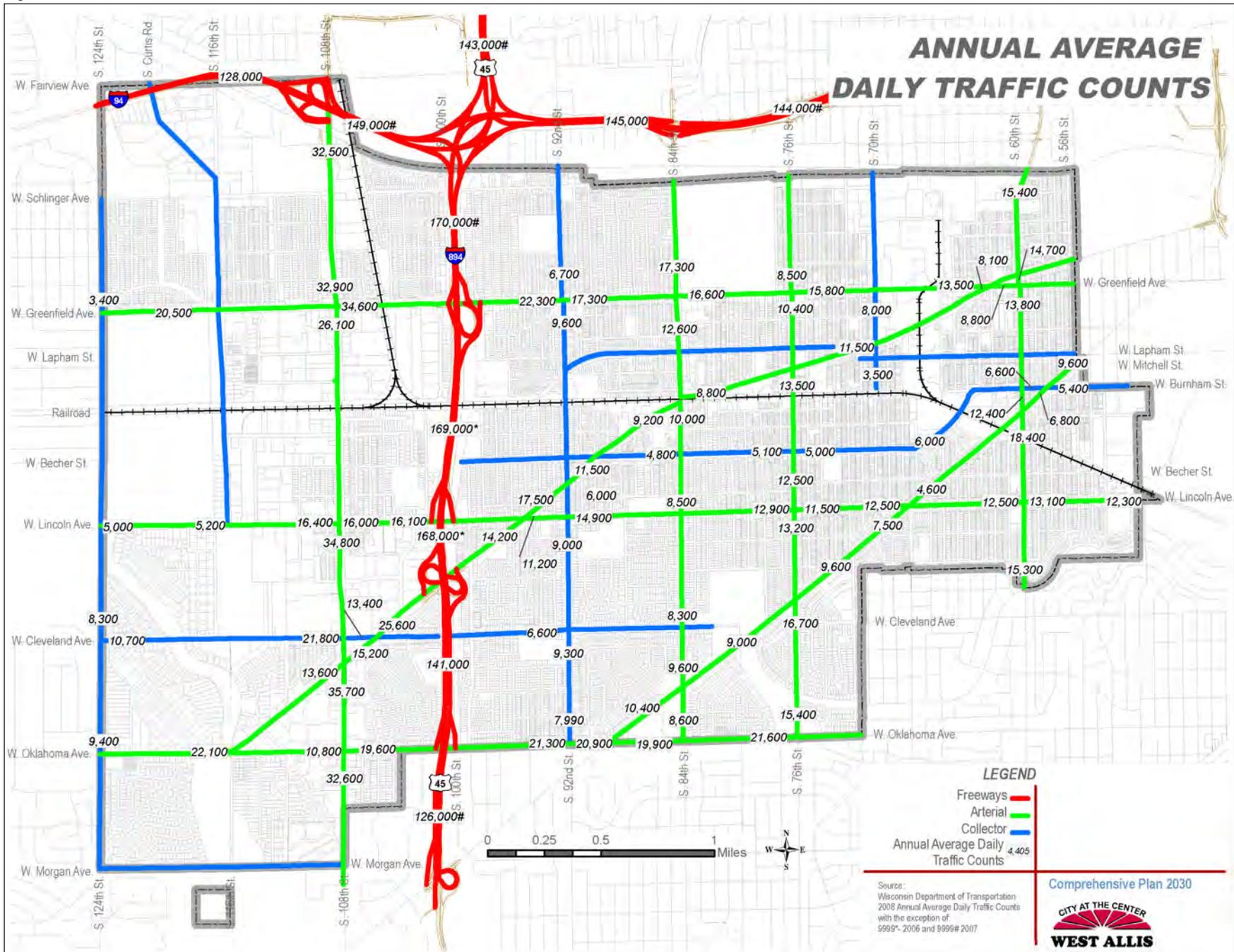


Figure 6-2.



daily vehicles. I-94 provides access to the City via service interchanges at four locations including Hawley Road/60th Street, 68th/70th Street, 84th Street and Hwy 100/108th Street.

**State Trunk Highways**

The state trunk highway system provides access between the freeway and the arterial, collector and local street system. Arterials typically have more than two travel lanes with access restrictions. A description of the state trunk highways in West Allis is included below.

- **S. 108th Street** is designated as State Trunk Highway (STH) 100. S. 108th Street/Hwy 100 provides six travel lanes and carries 32,500 to 35,700 vehicles per day (2008).
- **W. Greenfield Avenue** is designated as STH 59 from the western city limits to S. 62nd Street. W. Greenfield Avenue/STH 59 provides two to four travel lanes carrying 13,500 to 34,600 vehicles per day (2008).
- **S. 84th Street** is designated as STH 181 north of W. Greenfield Avenue. S. 84th Street/STH 181 provides four travel lanes and carries 17,300 vehicles per day (2008) north of W. Greenfield Avenue.

**Arterials**

The arterials provide the connection between the freeway and the collector and local street system. Arterials typically have more than two travel lanes and access restrictions. A description of the arterials in West Allis is included below.

- **W. National Avenue** (Western city limits to S. 62nd Street) provides two to four travel lanes

and carries 8,100 to 25,600 vehicles per day (2008).

- **W. Oklahoma Avenue** (CTH NN) provides four travel lanes and carries 10,800 to 22,100 vehicles per day (2008).
- **W. Cleveland Avenue** (Western city limits to W. National Avenue) provides two to four travel lanes and carries 10,700 to 21,800 vehicles per day (2008).
- **S. 60th Street** provides two to four travel lanes and carries 12,400 to 18,400 vehicles per day (2008).
- **W. Lincoln Avenue** provides two travel lanes west of S. 117th Street and carries 5,000 to 5,200 vehicles per day (2008). W. Lincoln Avenue provides four travel lanes east of S. 117th Street and carries 11,200 to 16,800 vehicles per day (2008).
- **S. 76th Street** provides four travel lanes south of W. Beloit Road and carries 15,400 to

16,700 vehicles per day (2008). S. 76th Street provides two travel lanes north of W. Beloit Road and carries 8,500 to 13,500 vehicles per day (2008).

- **S. 84th Street** (W. Greenfield Avenue to southern city limits) provides two to four travel lanes and carries 8,300 to 12,600 vehicles per day (2008).
- **W. Beloit Road** provides four travel lanes south of W. Lincoln Avenue and carries 7,500 to 10,400 vehicles per day (2008). W. Beloit Road provides two travel lanes north of W. Lincoln Avenue and carries 4,600 to 9,600 vehicles per day (2008).
- **S. 92nd Street** provides two to four travel lanes and carries 5,900 to 9,300 vehicles per day (2008).
- **W. Greenfield Avenue** (S. 62nd Street to eastern city limits) provides two travel lanes and carries 8,800 vehicles per day (2008).
- **S. 70th Street** (Northern city limits to W. National Avenue) provides two travel lanes and carries 8,000 vehicles per day (2008).
- **W. Theodore Trecker Way** (S. 108th Street to S. 116th Street) provides two travel lanes and carries 7,600 vehicles per day (2008).
- **W. Burnham Street** (W. Becher Street to eastern city limits) provides two travel lanes and carries 5,400 to 6,600 vehicles per day (2008).
- **W. Becher Street** (W. National Avenue to W. Burnham Street and to eastern city limits) provides two travel lanes and carries 4,800 to 6,000 vehicles per day (2008).
- **S. Curtis Road** provides two travel lanes and carries 5,700 vehicles per day (2005).



- **S. 116th Street** (W. Greenfield Avenue to S. Curtis Road) provides two travel lanes and carries 4,500 vehicles per day (2002).
- **S. 71st Street** (W. National Avenue to W. Lincoln Avenue) provides two travel lanes and carries 3,100 to 3,900 vehicles per day (2008).
- **S. 68th Street** (W. Lincoln Avenue to southern city limits) provides two travel lanes and carries 3,400 vehicles per day (2005).

### Collectors

Collectors provide the connection between arterials and local streets and serve both local and through traffic. They distribute trips from the arterials to the local streets and they collect traffic from the local streets and channel it onto the arterial system. Collectors have fairly direct access to residential neighborhoods, commercial and industrial areas. West Allis' collectors include:

- **W. National Avenue** (S. 62nd Street to eastern city limits) provides two travel lanes and carries 11,300 vehicles per day (2008).
- **W. Cleveland Avenue** (W. National Avenue to eastern city limits) provides two travel lanes and carries 6,600 vehicles per day (2008).
- **S. 116th Street** (W. Lincoln Avenue to W. Greenfield Avenue) provides four travel lanes and carries 6,600 vehicles per day (2005).
- **S. 102nd Street** (W. Lincoln Avenue to W. National Avenue) provides two travel lanes and carries 4,100 vehicles per day (2002).
- **W. Schlinger Avenue** provides two travel lanes and carries 3,300 vehicles per day (2002).

- **S. 70th Street** (W. National Avenue to W. Mitchell Street) provides four travel lanes and carries 3,300 vehicles per day (2008).
- **W. Mitchell Street** provides two travel lanes from 71st Street to 60th Street and carries 3,300 vehicles per day (2002).
- **S. 117th Street** (W. Lincoln Avenue to W. Cleveland Avenue) provides two travel lanes and carries 3,100 vehicles per day (2002).
- **W. Electric Avenue** (S. 55th Street to eastern city limits) provides two travel lanes and carries 2,700 vehicles per day (2005).
- **W. Morgan Avenue** provides two travel lanes and carries 810 to 2,400 vehicles per day (2005).
- **S. Root River Parkway** (W. Cleveland Avenue to Southern City Limits) provides two travel lanes and carries 2,200 vehicles per day (2002).
- **S. 103rd Street** (W. Schlinger Avenue to W. Greenfield Avenue) provides two travel lanes and carries 1,300 vehicles per day (2002).

### Local Streets

Local streets are designed to serve local traffic that is not part of a higher classified street system. In West Allis, this includes residential and commercial grid streets, curvilinear streets serving residential, commercial and industrial areas and cul-de-sac streets. Local streets operate at the lowest posted speed limits and provide the most direct access to individual parcels of land. Their use for thru traffic is usually discouraged via design and traffic controls.

### **Planned Projects**

Every year the City adopts an annual Capital Improvements Program (CIP) and an updated 5-year and 10-year Capital Improvements Program. The planned reconstruction projects in the City's Capital Improvement Program for the Years 2011 to 2015 are listed in Figure 6-3.

### **Bicycle and Pedestrian Facilities**

The Bicycle Federation has prepared the City's proposed Bicycle and Pedestrian Master Plan. There are ongoing planning efforts related to this master plan before it is adopted by the City. Bicycle and pedestrian improvements, as recommended in the Proposed Bicycle and Pedestrian Master Plan, will be implemented in conjunction with the City's Capital Improvements Program. The existing and proposed facilities are shown on Figure 6-4.

The Oak Leaf Trail is over 100 miles of off-road paved trails, park drives and municipal streets that wind through the Milwaukee County park system, portions of the City of Milwaukee and surrounding suburbs. Two segments of the Oak Leaf Trail run through the City of West Allis. In the western portion of the City, the Oak Leaf Trail runs north-south along Root River Parkway between Greenfield Park and S. 116 th Street & W. Morgan Avenue. Further east, the Oak Leaf Trail begins at S. 84th Street & W. Arthur Avenue and follows McCarty Park, Honey Creek Parkway, Kinnickinnic River Parkway east until the trail leaves the City.

Figure 6-3. Planned Reconstruction Projects (2011 to 2015).

Roadway	Section	2011	2012	2013	2014	2015
S. 77 <sup>th</sup> Street	W. Greenfield Avenue to W. National Avenue					
W. Ohio Avenue	S. 122 <sup>nd</sup> Street to S. 119 <sup>th</sup> Street					
W. Holt Avenue	S. 122 <sup>nd</sup> Street to S. 119 <sup>th</sup> Street					
W. Lapham Street	S. 73 <sup>rd</sup> Street to S. 76 <sup>th</sup> Street					
W. Grant Street	S. 84 <sup>th</sup> Street to S. 90 <sup>th</sup> Street					
S. 85 <sup>th</sup> Street	W. Grant Street to W. Becher Street					
S. 86 <sup>th</sup> Street	W. Grant Street to W. Becher Street					
S. 60 <sup>th</sup> Street *	North City Limits to W. Lincoln Avenue					
W. Greenfield Avenue *	S. 60 <sup>th</sup> Street to S. 62 <sup>nd</sup> Street					
W. National Avenue *	S. 85 <sup>th</sup> Street to S. 92 <sup>nd</sup> Street					
S. 59 <sup>th</sup> Street	W. Greenfield Avenue to W. Burnham Street					
W. Madison Street	S. 76 <sup>th</sup> Street to S. 77 <sup>th</sup> Street					
S. 89 <sup>th</sup> Street	W. Becher Street to W. Lincoln Avenue					
W. Rogers Street	S. 92 <sup>nd</sup> Street to S. 89 <sup>th</sup> Street					
S. 85 <sup>th</sup> Street	W. Washington Street to W. Greenfield Avenue					
S. 82 <sup>nd</sup> Street	W. Orchard Street to W. National Avenue					
W. Washington Street	S. 70 <sup>th</sup> Street to S. 77 <sup>th</sup> Street					
S. 87 <sup>th</sup> Street	W. Greenfield Avenue to W. Orchard Street					
W. Madison Street	S. 58 <sup>th</sup> Street to S. 65 <sup>th</sup> Street					
S. 62 <sup>nd</sup> Street	W. Madison Street to W. Greenfield Avenue					
W. Hicks Street	S. 76 <sup>th</sup> Street to S. 81 <sup>st</sup> Street					
S. 119 <sup>th</sup> Street	W. Oklahoma Avenue to W. Ohio Avenue					
W. Euclid Avenue	S. Villa Court to S. 119 <sup>th</sup> Street					
W. Lakefield Avenue	S. 122 <sup>nd</sup> Street to Dead End East of S. 119 <sup>th</sup> St.					
S. 79 <sup>th</sup> Street	W. Greenfield Avenue to W. National Avenue					
W. Montana Avenue	S. 84 <sup>th</sup> Street to S. 88 <sup>th</sup> Street					
W. Washington Street	S. 60 <sup>th</sup> Street to S. 65 <sup>th</sup> Street					
S. 56 <sup>th</sup> Street	W. Grant Street to W. Lincoln Avenue					

\* indicates a WisDOT project

Source: City's Capital Improvement Program (2011 – 2015)

## Public Transit

This section includes a summary of the existing transit services within the City of West Allis.

### Local Bus System

The Milwaukee County Transit System (MCTS) provides service in West Allis and surrounding communities, as shown on Figure 6-5. In 2009, the MCTS installed bicycle racks on their buses. Each rack holds two bikes and it is free with bus fare.

The bus ridership is summarized in Figure 6-6. MCTS currently has 11 routes through the City of West Allis and provides special event transit for the Wisconsin State Fair, as described below.

- National-Greenfield: Route 18** provides split service seven days a week between S. 124<sup>th</sup> Street / W. Greenfield Avenue and Hwy 100 / W. Cleveland Avenue and downtown Milwaukee. Major destinations along Route 18 include Industry for the Blind, State Fair Park, MATC – West Allis Campus, Veterans Administration Medical Center, Miller Park and the Mitchell Park Domes. In West Allis, the Route 18 provides transfers to Routes 28, 44, 67 and 76.
- 108<sup>th</sup> Street (Hwy 100): Route 28** provides service 7 days a week between the Whitnall Park and Ride Lot in Greenfield and the intersection of Silver Spring Drive and N. 107<sup>th</sup> Street in Milwaukee. The Milwaukee County Research Park and Mayfair Mall are located along this route. In West Allis, Route 28 provides a transfer to Route 51.

Figure 6-4. City of West Allis Bicycle and Pedestrian Master Plan. Source: City of West Allis Bicycle and Pedestrian Master Plan (November 18, 2008)

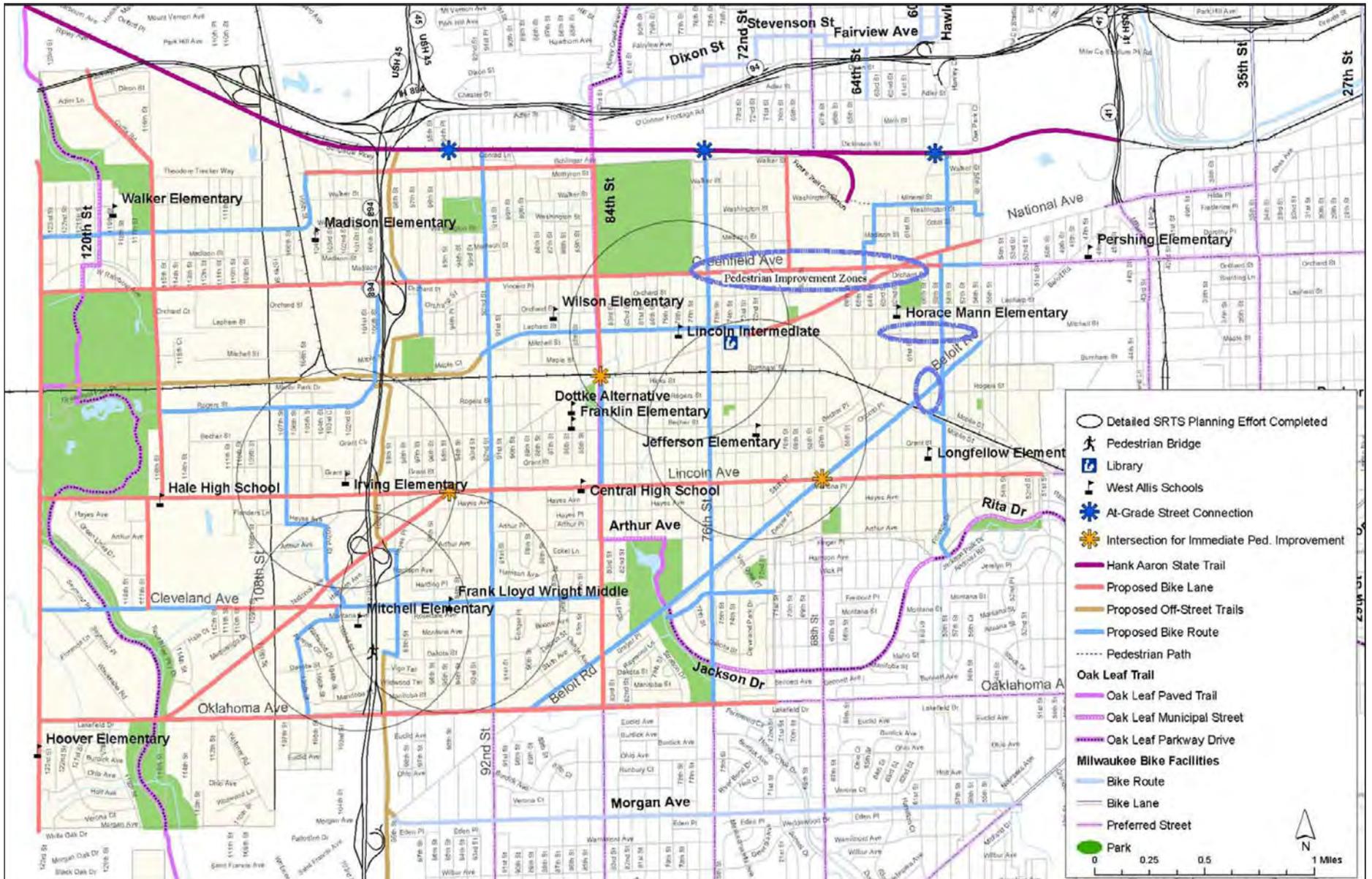
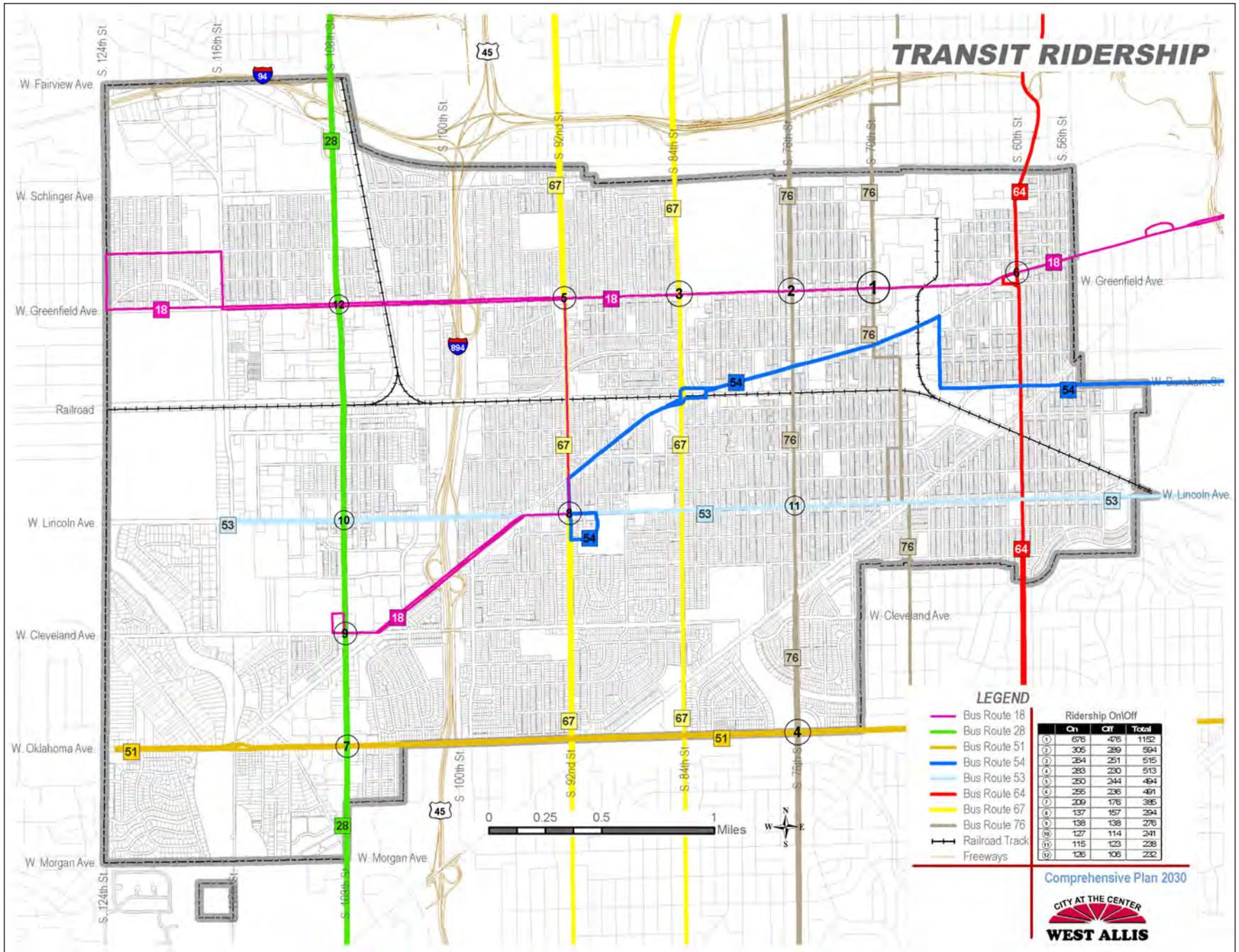




Figure 6-6.





- **Fair Park-National Flyer: Route 44** is a Freeway Flyer route providing weekday morning and evening peak period service between the City of West Allis and downtown Milwaukee. Among other stops, this route serves the State Fair Park Park and Ride Lot. Route 44 provides transfers to Routes 18, 28 and 53.
- **Fair Park-Whitnall UBUS: Route 44U** is a Freeway Flyer providing weekday service on school days between the City of West Allis and the University of Wisconsin-Milwaukee campus. Among other stops, this route stops at the State Fair Park Park and Ride Lot. The

stop at S. 108th Street & W. Oklahoma Avenue provides a transfer to Route 51.

- **Oklahoma Avenue: Route 51** provides service 7 days a week along W. Oklahoma Avenue between S. 123rd Street in West Allis and Lake Drive in Milwaukee. Alverno College and Aurora St. Luke's Medical Center are located along this route. Route 51 provides a transfer to Route 76 at S. 76th St. and W. Oklahoma Ave.
- **Lincoln Avenue: Route 53** provides service 7 days a week along Lincoln Avenue between S. 112th Street in West Allis and Lincoln Memorial Drive in Milwaukee. West Allis Memorial Hospital and the Lake Express Ferry are located along this route. Route 53 provides a transfer to Route 76 at S. 76th St. and W. Lincoln Ave.
- **Mitchell-Burnham: Route 54** provides service 7 days a week between the United Migrant Opportunity Services (UMOS) near Chase Avenue & Lincoln Avenue in Milwaukee to West Allis Memorial Hospital. Route 54 provides a transfer to Route 64 at W. 60th St. and W. Burnham St.



- **S. 60th Street: Route 64** provides service 7 days a week between Southridge Mall and the S. 60th Street/W. Greenfield Avenue intersection. Route 64 provides transfers to Routes 31 and 76 in West Allis.
- **N. 76th Street - S. 84th Street: Route 67** provides service 7 days a week between the S. 84th Street/W. Howard Avenue intersection in Milwaukee and the Alexian Village in Brown Deer. State Fair Park, Milwaukee Regional Medical Center and Granville Station Shopping Center are located along this route. The Route 67 traverses West Allis and provides transfers to Routes 14, 18 and 44U.



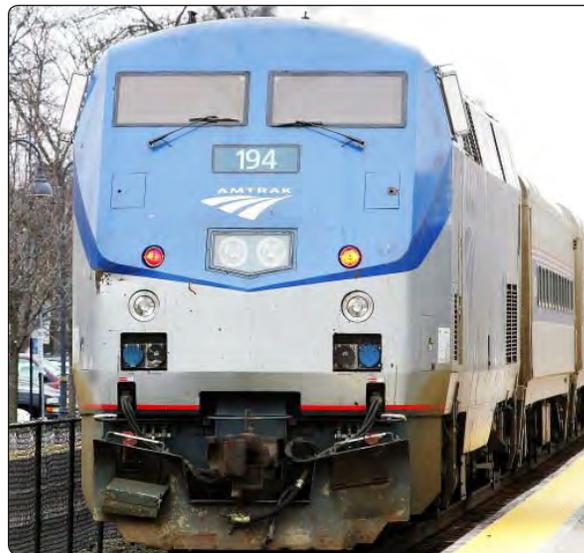


- **N. 60th Street - S. 70th Street: Route 76** provides service 7 days a week between Southridge Mall in Greendale and the intersection of N. 96th Street & W. Brown Deer Road in Brown Deer. The Route 76 stops in West Allis provide transfers to Routes 18 and 51.
- **Nathan Hale East: Route 87** provides weekday morning and evening service on school days between the W. Oklahoma Avenue/S. Wollmer Road intersection and Nathan Hale High School in West Allis. The Route 87 stops provide transfers to Routes 28, 51, and 67.
- **Wisconsin State Fair:** During the Wisconsin State Fair, MCTS provides Freeway Flyer service between specified park and ride lots and the State Fair. Freeway Flyer buses operate during fair hours with services every ½ hour. MCTS also provides shuttle service between the Watertown Plank Road Park and Ride lot and State Fair. The shuttle operates during fair hours with service every 15 minutes.

### Intra-City Transit

The following services are available from Milwaukee to Madison, Chicago and Minneapolis:

- **Amtrak** provides daily service between Milwaukee and Chicago via the Hiawatha route and between Milwaukee and Minneapolis via the Empire Builder route. Amtrak also provides service to numerous other cities throughout the country.
- **Greyhound** provides daily bus service between Milwaukee and numerous other cities throughout the country.
- **Badger Coach** provides daily bus service between Milwaukee and Madison.
- **Wisconsin Coach Lines** provides daily bus service between Milwaukee and O'Hare Airport and Midway Airport in Chicago.



- **MegaBus** provides daily bus service from Milwaukee to Chicago, Madison and Minneapolis.

### Paratransit Systems

Transit Plus is an ADA accessible van service for individuals with a disabling illness or condition that prevents them from using the Milwaukee County Transit System's buses. Transit Plus is managed by Milwaukee County Transit System and provides service within Milwaukee County as well as to some limited areas of Waukesha and Ozaukee counties. Each van ride costs \$3.25 and rides are available daily from 4:30 a.m. to 1:00 a.m.

### Park and Ride Lots

To promote carpooling and more efficient use of the transportation system, park and ride lots are located throughout the state near major intersections and interchanges. Although there are no park and ride lots within the city limits, the State Fair Park and Ride Lot (Lot 40-55, Figure 6-7) is approximately a quarter-mile north of the City's border. The State Fair Park and Ride Lot located south of I-94 in the southwest corner of S. 76th Street & W. Kearney Street provides shelter, parking for 285 vehicles and multi-modal transport.

Figure 6-7. State Fair Park and Ride Lot Map.



### Ferry

The Lake Express high speed ferry transports passengers and cars across Lake Michigan between the Port of Milwaukee and Muskegon, Michigan. It is a convenient alternative to driving, as the ferry crosses Lake Michigan in 2 ½ hours. Ferry service is available May through October with two to three roundtrips daily. The ship has capacity to carry 250 passengers and 46 cars.

### Taxi Service

There is no licensed taxi service based in the City of West Allis. However, the City is serviced by taxis within the metro Milwaukee area.

## Trucking & Freight

Trucking is essential to the industrial development and businesses within the City. Truck distribution centers are found in many of the City's manufacturing areas (M-1 Zoning Districts). However, the area with the largest concentration of motor freight and distribution facilities is located in an area west of Hwy 100 bordered by W. Lapham Street, Hwy 100, W. Becher Street and S. 116th Street.

### Truck Routes

The WisDOT has designated I-94 and I-894 as long truck routes. The City's truck restrictions are shown on Figure 6-8.

### Rail

Union Pacific Railroad has an east-west rail line that runs through the City of West Allis. Two sets of railroad tracks make up the corridor. The railroad enters the City of West Allis at Greenfield Park, located at S. 124th Street between W. Lincoln Avenue and W. Greenfield Avenue, and leaves the City at the intersection of S. 51st Street & W. Lincoln Avenue. This rail line connects the City of West Allis to the Port of Milwaukee. Railroad spurs service industries located in the Whitnall Summit Business Park.

## Airports

Although no airports are located in the City of West Allis, it is well served by the following regional air transportation facilities:

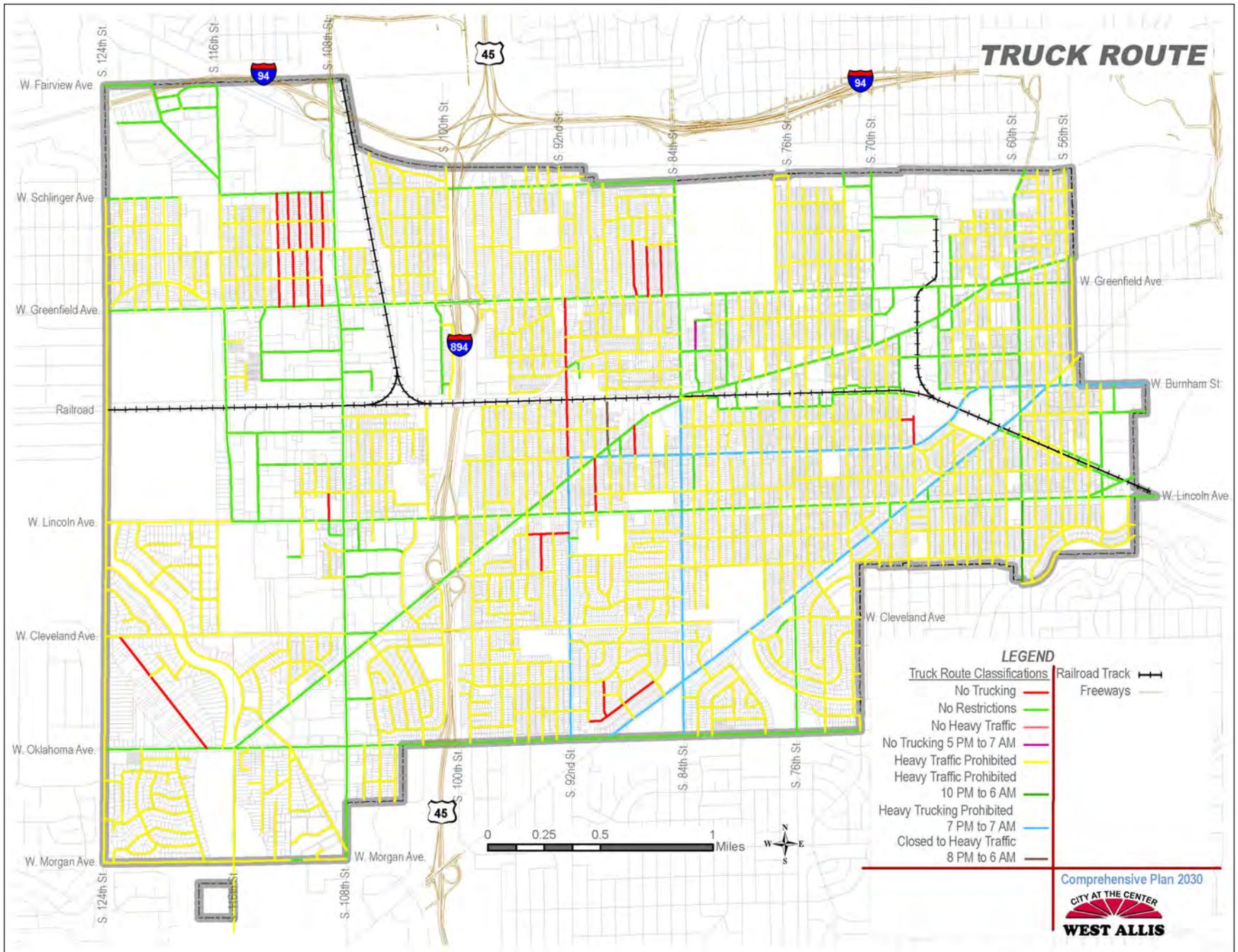
- **General Mitchell International Airport** is located 8 miles southeast of West Allis and is easily accessible via IH-43 and I-94. This airport is served by major commercial and

regional carriers and is the primary hub for Midwest Airlines. General Mitchell operates two jet runways and three additional runways, 3,500 feet to 5,800 feet in length.



- **Chicago's O'Hare International Airport**, one of the busiest airports in the world and a major international gateway, is located 80 miles to the southeast. It is easily accessible via I-94 and Coach bus lines.
- **Waukesha County's Crites Field Airport** is located 11 miles west of West Allis. It is a commercial airport that accommodates twin-engine propeller airplanes and corporate jets. Crites Field operates two paved runways and the maximum runway length is 5,850 feet. The airport functions as a reliever airport for General Mitchell International Airport.
- **Lawrence J. Timmerman Airport**, another commercial airport, is located 7 miles north of West Allis. It is Milwaukee's primary general aviation field. Timmerman Field operates two paved runways with a maximum runway length of 4,100 feet and two turf runways with a maximum length of 3,250 feet.

Figure 6-8.



- **Capitol Drive Airport** is located 10 miles northwest of West Allis. It is a small commercial airport operating one paved runway with a length of 3,500 feet and two turf runways with a maximum length of 3,400 feet.
- Additionally, the **East Troy Airport** is located 25 miles to the southwest of West Allis via IH-43. It is a small recreational airport operating one paved runway with a length of 3,900 feet and one turf runway with a length of 2,440 feet.

### Water Transportation

West Allis contains four drainage ways, the Kinnickinnic River, Root River, Honey Creek and Underwater Creek, which do not serve as water transportation routes.

The Port of Milwaukee is located 8 miles east of West Allis. This man-made outer harbor covers 1,200 acres and has a channel depth of 27.5 feet. The port handles over 3.5 million tons of product for the State.

### OTHER TRANSPORTATION PLANS APPLICABLE TO THE CITY OF WEST ALLIS

This section discusses the state and regional transportation plans concerning the City of West Allis.

### Roadway Network

The state and regional plans identify improvements to the freeway network surrounding the City.

#### Wisconsin Department of Transportation (WisDOT)

The WisDOT plans to reconstruct the system interchange for I-94, I-894 & USH 45, otherwise known as the Zoo Interchange. The Zoo Interchange is located immediately north of the City of West Allis. The Draft Environmental Impact Statement (EIS) was completed in May of 2009. The schedule for final design, right of way acquisition and construction will be determined by future state budgets.

#### Southeastern Wisconsin Regional Plan Commission (SEWRPC)

The recommended functional improvements for the arterial and street system are included in SEWRPC's "A Regional Transportation System Plan for Southeastern Wisconsin: 2035." Among many other recommendations, this plan identifies the following improvements within or near the City of West Allis.

- Construct a new street to connect 124th Street from Watertown Plank Road to north of Greenfield Avenue.
- Widen I-894 to provide eight travel lanes.
- Widen I-94 to provide eight travel lanes.

### Bicycle and Pedestrian Facilities

The City's proposed Bicycle and Pedestrian Master Plan incorporated regional, state and federal plans and policies.



### Bus Rapid Transit

Milwaukee County is currently pursuing approval and funding for the Fondy-National Bus Rapid Transit (BRT) project. The proposed BRT line would serve NW Milwaukee, downtown and State Fair Park. In West Allis, the BRT line is proposed from the eastern city limits to run along W. National Avenue. At the intersection with W. National Avenue intersection with W. Greenfield Avenue, the BRT line would transfer to W. Greenfield Avenue and end at S. 84th Street (State Fair Park).

### High Speed Rail

The Chicago to Minneapolis High Speed Rail corridor servicing Milwaukee and Madison is part of the proposed Midwest Regional Rail Initiative, which includes a 3,000 mile Midwest passenger rail network radiating from Chicago and serving nine states. A Finding of No Significant Impact (FONSI) was issued on August 13, 2004 by the Federal Railroad Administration. The future of this potential high speed rail project is dependent on funding.

## **Fixed Rail Transit**

Fixed rail transit could include street car/trolley, light rail or commuter rail. Fixed rail transit is most feasible along the Hank Aaron State Trail (former Canadian Pacific railroad corridor) along the northern city limits. (Figure 6-9) Connecting to the high speed rail stations in Milwaukee and Brookfield would be beneficial to the City's transit system.

## **Park and Ride Lots**

SEWRPC's A Regional Transportation System Plan for Southeastern Wisconsin: 2035 proposes park and ride lots in or near the City of West Allis at the following two locations:

I-894 interchange with W. National Avenue.

I-94 interchange with Hwy 100/108th Street.

Public transit is proposed to service both of these lots.

This comprehensive plan does not specifically approve any of the State or Regional Plans, as they are only included as reference documents.

## **TRANSPORTATION SUBAREAS**

The following transportation subareas have been identified for further evaluation.

### **Zoo Interchange Impacts**

Investigate the impacts of the alternatives for the Zoo Interchange Reconstruction project. Specifically, the right-of-way and access related to the I-894 and I-94 interchange modifications need to be further evaluated. Promote traffic on state trunk highways instead of the local street system. Continue coordination with WisDOT officials regarding this project.

### **S. 108th Street (Hwy 100)**

Coordinate with WisDOT regarding an access management plan for this corridor. Encourage cross access easements for properties along this corridor. Investigate a backage road system to allow for alternate routes on this heavily traveled state highway.

### **S. 92nd Street**

Improve lane continuity along S. 92nd Street and upgrade signal timings for the traffic signals at W. Becher Street, W. National Avenue and W. Lincoln Avenue intersections.

### **Potential Milwaukee Mile Redevelopment**

The potential of redeveloping the Milwaukee Mile area, as described in Chapter 9, could bring an additional 60,000 daily vehicular trips to the State Fair area. Traffic mitigation measures need to be explored to protect the residential integrity of S. 76th Street.

### **W. Greenfield Avenue Downtown (S. 70th Street to S.76th Street)**

Investigate the need to reduce traffic signals and conversion of one-way streets.

## **SUMMARY**

In summary, the City has a well established roadway network system. Maintenance of the City's transportation system is necessary to preserve property values. The City should plan for complete streets to accommodate all users by pursuing the bicycle and pedestrian facilities identified in the proposed Bicycle and Pedestrian Master Plan, continue coordination with MCTS to expand services and plan

for the future transit initiatives. It is recommended to plan for transportation improvements to accommodate the future redevelopments in the City of West Allis.

Figure 6-9

