

# Chapter 3:

# Transportation

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The comprehensive planning legislation requires this element to include a compilation of goals, objectives, maps and recommendations to guide the future development and maintenance of various modes of transportation in and immediately around the City of Muskego. The chapter also reviews the state and regional transportation plans and programs as required by Wisconsin States Chapter 66.1001.

This Comprehensive Plan and Transportation Element recommends several improvements in Muskego in order to provide for safe and accessible interconnected roadways and related transportation facilities. The information contained in this element below details the existing transportation facilities and the observations that led to the recommendations found herein.

The goal of this Transportation Element is as follows below. The objectives and recommendations are found in the Chapter 10 of this *Plan*.

**Transportation Goal:** Provide an accessible interconnected network of highways, streets, and trails within the community in order to present a safe, affordable, and efficient transportation system that meets the needs of multiple users; Assure mobility of the transportation network within Muskego and the surrounding region while minimizing the impacts a transportation system can bear.

## **Existing Transportation Facilities**

### **Street Network & Classification System**

Muskego maintains a fully accessible series of streets to ensure circulation throughout the community and adjoining region. Classification of streets within the City consist of three distinct types by ordinance: Arterial, Collector, and Minor. Table 3.1 displays how streets within the municipality are categorized. Standards for each street classification mainly mimic those standards used by the Wisconsin Department of Transportation and the Southeastern Wisconsin Regional Planning Commission's published *Regional Transportation Plan for Southeastern Wisconsin: 2035*.

#### *Arterial Streets*

An arterial street is a street used or intended to be used, primarily for fast or heavy through traffic. An arterial street in Muskego includes freeways and expressways as well as standard arterial streets, highway and parkways. Arterial streets should be arranged so as to provide ready access to centers of employment, centers of governmental activity, community shopping areas, community recreation and points beyond the boundaries of the community. Arterial streets should also be properly integrated with and related to the existing and proposed area-wide system of arterial streets and highways and should be, insofar as practicable, continuous and in alignment with existing or planned streets with which they are to connect.

Arterial Streets are to have an ultimate or dedicated width of 100 feet or more. Many of the restricted access highways in the City have 120-foot ultimate widths or larger as well.

#### *Collector Streets*

A collector street is a street used or intended to be used, to carry traffic from minor streets to the major system of arterial streets including the principal entrance streets to residential developments. Collector streets should be arranged so as to provide ready collection of traffic from residential areas and

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conveyance of this traffic to the arterial street and highway system and should be properly related to the mass transportation system, to special traffic generators such as schools, churches and shopping centers and other concentrations of population and to the arterial streets into which they connect.

Collector Streets generally have an ultimate or dedicated width of 80 feet or more.

**Table 3.1 Functional Street Classification**

Street Classification	Description	Muskego Streets
<b>Arterial</b>	A street used or intended to be used, primarily for fast or heavy through traffic. Arterial street should include freeways and expressways as well as standard arterial streets, highway and parkways.	Interstate 43 (I-43) State Highway 36 US Highway 45 County Highways Woods Road Durham Drive Martin Drive Moorland Road Lannon Drive Pioneer Drive Tess Corners Drive Kelsey Drive Muskeg Dam (portion)
<b>Collector</b>	A street used or intended to be used, to carry traffic from minor streets to the major system of arterial streets including the principal entrance streets to residential developments.	Field Drive Crowbar Drive Henneberry Drive Parker Drive Kelsey Drive Loomis Road Boxhorn Drive Ryan Road McShane Drive Parkland Drive Bay Lane Drive Hillendale Drive
<b>Minor</b>	A street used, or intended to be used, primarily for access to abutting properties.	All Remaining City Streets

### *Minor Streets*

Minor streets are simply streets used, or intended to be used, primarily for access to abutting properties. A minor street should be arranged to conform to the topography, discourage use by through traffic, permit the design of efficient storm and sanitary sewerage systems and require the minimum street area necessary to provide safe and convenient access to abutting property.

Minor Streets generally have an ultimate or dedicated width of 60 feet.

### **City Street Arrangement**

In any new subdivision, the street, block and lot layouts should conform to the arrangement, width and location indicated on the City official map, County jurisdictional highway system plan, comprehensive plan or plan component or neighborhood development plan, if any, of the City, town or county and should be so designated as to: be within the capability of the land and water resources; least disturb the existing terrain, flora, fauna and water regimen; and meet all the use, site, sanitary, floodland and shoreland regulations contained in the City Zoning Code and the Waukesha County Community Health

Code. In areas for which such plans have not been completed, the street layout should recognize the functional classification of the various types of streets and should be developed and located in proper relation to existing and proposed streets, to the topography, to such natural features as streams and tree growth, to public convenience and safety, to the proposed use of the land to be served by such streets and to the most advantageous development of adjoining areas.

### **City Street Improvements**

City street improvements are completed by Council action from year to year based on reports by the City Engineer and Public Works Committee. The City maintains a yearly road program and utilizes capital budget monies for improvements and/or new construction of City roadways. State and County highways are improved and maintained yearly as dictated by those bodies. The City maintains an excellent working relationship with the State and County for the maintenance and construction of roadways and it is a main recommendation of this plan to ensure this relationship.

### **Highways**

Muskego enjoys primary access to the rest of the southeast Wisconsin region via two major State highways and a variety of County highways. Map 3.1 displays the main highways within the City and region. Situating the proper and appropriate future land uses around these highways will be a key element to Muskego's future for both residential enjoyment and commercial /industrial growth.

#### *Interstate 43*

Interstate 43 is an interstate highway located entirely within the state of Wisconsin. Its southern terminus is at an intersection with Interstate 39, Interstate 90 and Wisconsin Highway 81 in Beloit, Wisconsin; its northern terminus is in Green Bay, Wisconsin, at an intersection with U.S. Highway 41. Two interchanges, one at Racine Avenue and the other at Moorland Road in New Berlin, are conveniently situated for easy access to Muskego. The Racine Avenue interchange is located a few hundred feet from the City's northwest border while the Moorland Road interchange is located approximately one mile from the City's northeast border. Both interchanges will be fully redeveloped by 2010 with roundabouts and new bridge structures making traffic flow even easier. I-43's four-lanes or greater directly connects to all major interstates running out of Milwaukee to Chicago, Green Bay, Madison, and the Fox Valley. I-43 between Interstate 894 and the southern terminus is historically known as the "Rock Freeway," representing the freeway's link between Milwaukee and Rock County.

#### *State Highway 36*

STH 36 bisects Muskego's south side and offers travelers and commuters an easy route into Milwaukee's south side. The highway is a four-lane divided access-restricted highway with a speed limit of 55 mph. It runs in a diagonal northeast-southwest direction across southeastern Wisconsin from Milwaukee to Springfield which is north of Lake Geneva.

#### *United States Highway 45*

A small mile and half portion of US Highway 45 is found along Muskego's southeast border. US 45 traverses the entire United States from north to south from Lake Superior to the Gulf of Mexico. In Wisconsin, U.S. 45 enters the state in the southeast and runs concurrent with Interstate 894 and U.S. Route 41 through the west side of metro Milwaukee to form a major artery through the metropolitan area.

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### *Waukesha County Highways*

Muskego has six Waukesha County highways traversing through the City. All these highways are governed by the County regarding access and maintenance. The table found herein displays what City street equates to each County highway and Map 3.2 shows the locations. The City and County routinely work to maintain a consistent level of safety on all the roadways. Ensuring the public works relationship is a must for the City as development increases and added pressures are put on the highway system.

### County Highways in Muskego

CTH	City Street Name
Y	Racine Avenue
L	Janesville Road
HH	College Avenue
O	Moorland Road
OO	North Cape Road
G	Loomis Road

### Public Transit

The City of Muskego has no public transit facilities, however, the Waukesha County Department of Aging provides specialized transit service throughout the county for elderly and disabled individuals. The City is looking to establish a local senior transit program in the near future.

### Rail Service

Amtrak serves the area through its station in Downtown Milwaukee. Eight trains a day leave for Chicago, where connections can be made to any destination in the country.

### Airports

Three airports of various types are located in close proximity to the City of Muskego. Waukesha County Crites Field is located 15 miles from Muskego. Two paved runways (5,850 ft.) make this airport suitable for twin-engine propeller planes and corporate jets. Timmerman Field, located in northwest Milwaukee, serves as the region's primary aviation airport, with charter, corporate and private air service. The airport features two paved runways (4100 ft.) and 3 grass runways (3200 ft.). Milwaukee's General Mitchell International Airport, located 12 miles east of the City, offers convenient passenger and cargo service to a variety of destinations. Nearly 5.6 million passengers used the airport in 2002, which is served by all major national airlines. For other international flights, convenient and frequent shuttle service is available to Chicago's O'Hare International Airport, located 78 miles to the south. This airport, the world's busiest, is used by over 40 million people annually, and offers direct flights to most major cities around the world.

### Pedestrian Systems and Bicycle Transportation

Recreation trails are extensions of the transportation system of the City that are intended for the use of non-motorized transportation. Most recreation trail facilities are located within existing or planned rights-of-way while others traverse other public land holdings or are located within land easements from private owners. These facilities serve to link the City of Muskego together with a system of safe and functional off-street recreation trail connections to facilitate such activities as walking, running, biking, cross-country skiing, in-line skating, hiking, and nature observation.

There are approximately 31 miles of recreation trails within the City of Muskego (See Map 3.4; Note: the Map incorporates the future trail recommendations as well as per the City adopted Parks and Conservation Plan. These future trail recommendations are discussed further below in this element). These trails facilitate non-motorized modes of travel including cycling and pedestrian use. The 17 miles of these trails that have a paved surface can also accommodate the use of wheel chairs, strollers, and in-line skates. The trail network connects several parks and areas of environmentally significant lands.

The City of Muskego utilizes approximately ten miles of electrical line rights-of-way for trail purposes. A portion leased from the American Transmission Company (ATC) extends east-west five miles between North Cape Road and the intersection of Janesville and Woods Roads and is constructed of crushed limestone. The remaining 1.5 miles of this trail extending westward into Big Bend has an unimproved surface and may be used for horseback riding. There is also a 3.5-mile section of crushed limestone trail

within a WE Energies electrical line right-of-way extending west along STH 36 from North Cape Road to Muskego Dam Road. Plans are underway to extend this trail along the south side of STH 36 from Muskego Dam Road to the City limits where it will link with an existing Wind Lake trail.

There are also approximately twelve miles of paved recreation trails within the City. Footpaths, woodchip trails, or mowed trails suitable for hiking are available at the Engel Conservation Area and within Muskego County Park. Veterans Park has a boardwalk trail that connects with a crushed limestone trail extending through Old Muskego Settlement Centre and Horn Field before linking to the ATC trail.

The City maintains an adopted Park and Conservation Plan that is updated every five years. The plan inventories and assesses the park and conservation lands in the City. Further, the trail recommendations found in the plan require developers to install future trails if the property in relation to the recommendations is developed. Goals and objectives for the future of recreation trails in the City of Muskego are included below.







**Trucking**

There are over 200 trucking and warehousing establishments located in Waukesha County. The City's location near Interstate 43 makes truck transportation fast and convenient. The City is located just 13 miles from the Port of Milwaukee, one of the most modern ports on the Great Lakes. The port is open year-round and offers service to 350 cities in 31 states. Over 2 million tons of cargo passes through the port annually. Channel depth is 27.5 feet.

**Water Transportation**

No public water transportation is found on the recreational lakes in Muskego, however a Lake Express is found just across the County border in Milwaukee along Lake Michigan. The Lake Express links the states of Wisconsin and Michigan with terminals in Milwaukee and Muskegon. The high-speed Lake Michigan crossing takes just two and one-half hours, saving passengers a lengthy drive through heavily congested Chicago. Lake Express is capable of holding 46 vehicles + 12 motorcycles for each passage across the lake. It also provides passengers with the option of traveling without their vehicle. Lake Express has full-service car rental at both terminals to handle your daily or weekly transportation needs. Ground transportation through taxis and shuttle service is also available.

**Commute to Work**

One variable of transportation in Muskego is the commute to work for the area residents. Table 3.2 displays the modes of transportation used when commuting to work for the City and the County. As in most communities, the majority of workers drive alone in their personal vehicles. County and City modes of commuting don't vary too much with the exception of the public transportation category. The City of Muskego relies heavily on County public transportation options and has limited access to these means. Improving public transportation options may prove to be a benefit of the community in the future. Lastly, another observational benefit that derives from the table below is the amount of individuals walking to work. There are a number of individuals willing to leave the car behind if the option existed. Muskego will need to look to expand the walk ability of the community for the workforce, overall leisure, and access to the primary amenities the community offers.



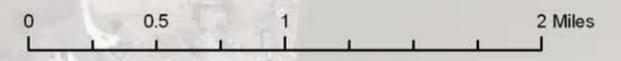
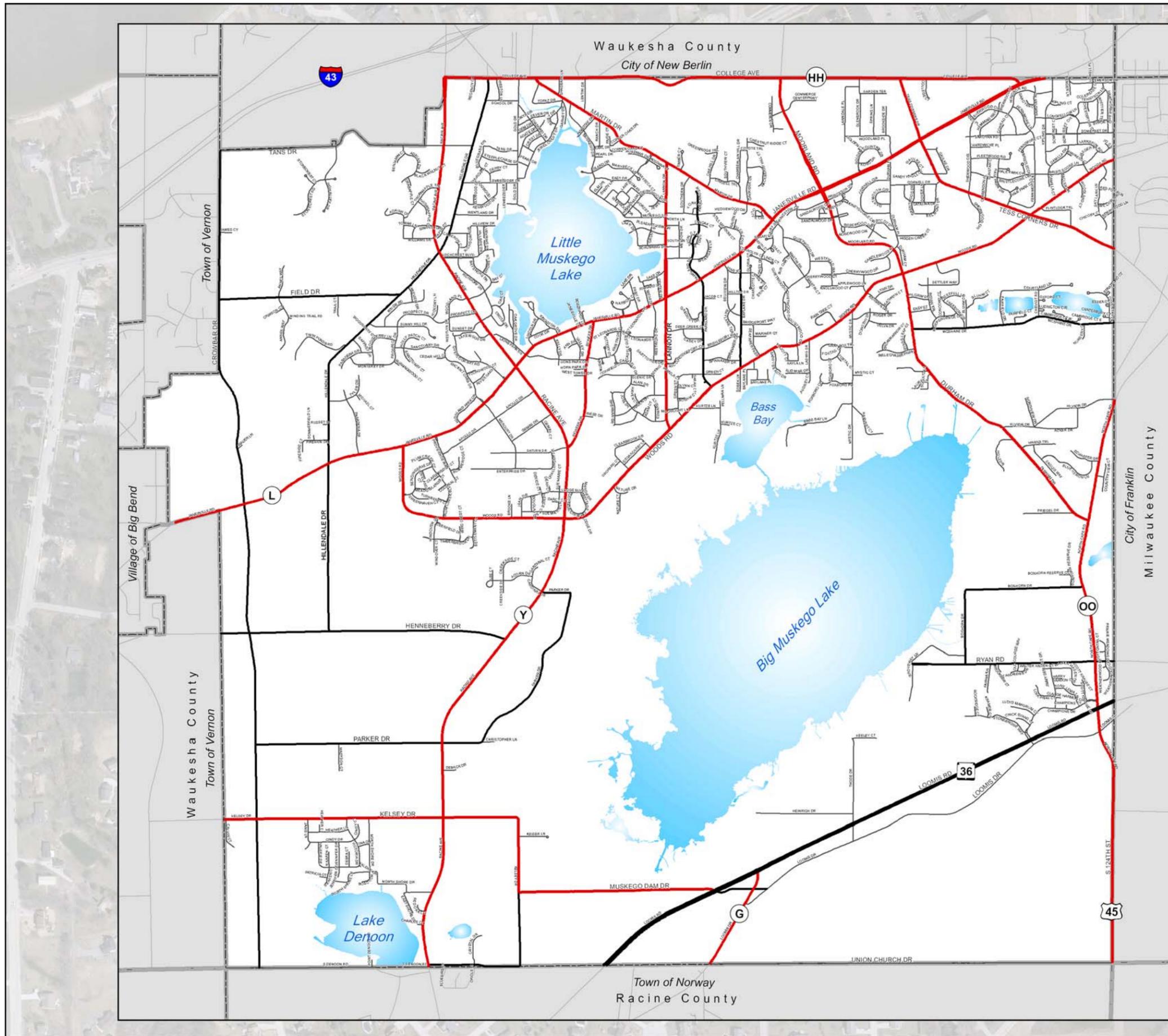
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Map 3.2

## Streets

### LEGEND

-  Highway
-  Arterial Street
-  Collector Street
-  Minor Street



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Planning Department





**Table 3.2 Modes of Commuting to Work - 2000**

	Muskego	% of Total	Waukesha County	% of Total
Total:	11,662		192,602	
Car, truck, or van:	11,112	95.3%	181,285	94.1%
Drove alone	10,442	89.5%	167,527	87.0%
Carpooled	670	5.7%	13,758	7.1%
Public transportation:	109	0.9%	1,306	0.7%
Bus or trolley bus	85	0.7%	1,169	0.6%
Subway or elevated	14	0.1%	20	0.0%
Railroad	0	0.0%	47	0.0%
Ferryboat	0	0.0%	17	0.0%
Taxicab	10	0.1%	53	0.0%
Motorcycle	0	0.0%	63	0.0%
Bicycle	7	0.1%	276	0.1%
Walked	131	1.1%	2,891	1.5%
Other means	40	0.3%	673	0.3%
Worked at home	263	2.3%	6,108	3.2%

Source: 2000 U.S. Census (workers 16 years and older)

**Table 3.3 Travel Time to Work - 2000**

	Muskego	% of Total	Waukesha County	% of Total
Total:	11,662		192,602	
Did not work at home:	11,399	97.7%	186,494	96.8%
Less than 5 minutes	327	2.8%	5,893	3.1%
5 to 9 minutes	887	7.6%	21,072	10.9%
10 to 14 minutes	1,084	9.3%	28,638	14.9%
15 to 19 minutes	1,319	11.3%	30,318	15.7%
20 to 24 minutes	2,281	19.6%	32,127	16.7%
25 to 29 minutes	1,416	12.1%	16,059	8.3%
30 to 34 minutes	2,270	19.5%	24,373	12.7%
35 to 39 minutes	531	4.6%	6,894	3.6%
40 to 44 minutes	403	3.5%	5,812	3.0%
45 to 59 minutes	486	4.2%	9,418	4.9%
60 to 89 minutes	144	1.2%	3,602	1.9%
90 or more minutes	251	2.2%	2,288	1.2%
Worked at home	263	2.3%	6,108	3.2%

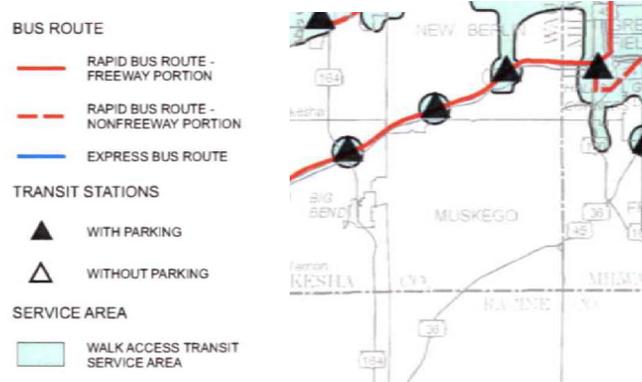
Source: 2000 U.S. Census (workers 16 years and older)

Table 3.3 details the travel times to work a resident commonly finds in Muskego and in Waukesha County. Many of the workers travel outside the community for employment with most going east towards Milwaukee. Travel times at over an hour also suggest individuals' work towards the Chicago area as well. Maintaining a certain level of highways to support the easy coming and going of traffic for both employment and other services is a direct need of a growing community. Focusing recommendations on the maintenance of the City's roadways is a must.

**State and Regional Transportation Plans**

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) adopted *A Regional Transportation Plan for Southeastern Wisconsin: 2035*. The purpose of the plan is to address intraregional travel, and the transportation system within southeastern Wisconsin, which serves intraregional travel. Intraregional travel is travel by people and freight, where both ends of the trip or travel is within the seven county Region. The plan also addresses personal and freight interregional travel over streets and highways. Interregional travel is travel where one or both ends of the travel or trip are located outside of southeastern Wisconsin. As related to Muskego, the regional plan identifies recommendations relating to public transit, bicycle paths, and functional improvements to the arterial street and highway system.

**Figure 3.1**



The recommendations relating to public transit are seen in Figure 3.1 above. The plan basically recommends that the region improve public transit in the future expanding a rapid bus route along Interstate 43 with transit stations found in Big Bend (HWY 164) and New Berlin (Moorland Road).

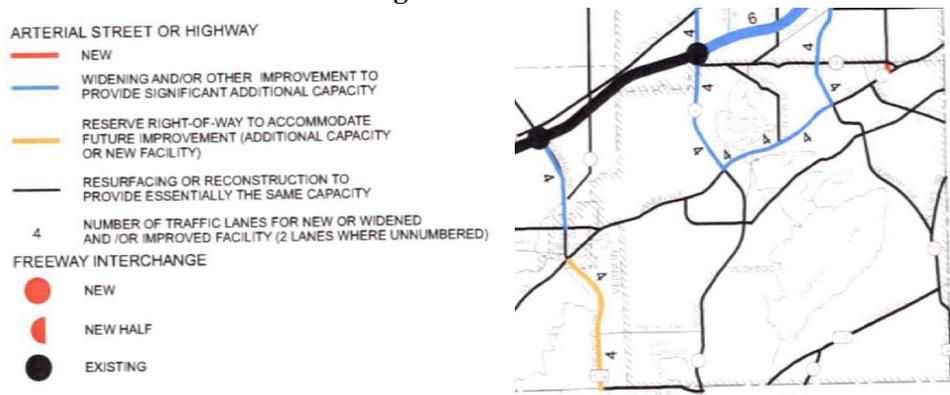
Figure 3.2 displays the recommended bicycle/path improvements for the region in relation to Muskego. The plan recommends that Muskego consider paths along all arterial roadways when they are to be resurfaced or reconstructed. Many of these path recommendations have been carried out already via the City’s Park and Conservation Plan. Recommendations regarding recreation paths are detailed below in the Recreational Trail Needs/Improvements area of this element.

**Figure 3.2**



Lastly, Figure 3.3 shows the recommended functional improvements to the arterial street and highway system in the City. The map shows that Racine Avenue (From College Avenue to Janesville Road), Janesville Road (from Racine Avenue to Moorland Road), and Moorland Road (from College avenue to Janesville Road) be widened to 4 lanes by 2035. The road widening for these roads have mostly taken place before the adoption of this 2020 Plan, however, the widening of Racine Avenue will have to be addressed in the foreseeable future.

Figure 3.3



### Existing Traffic Conditions

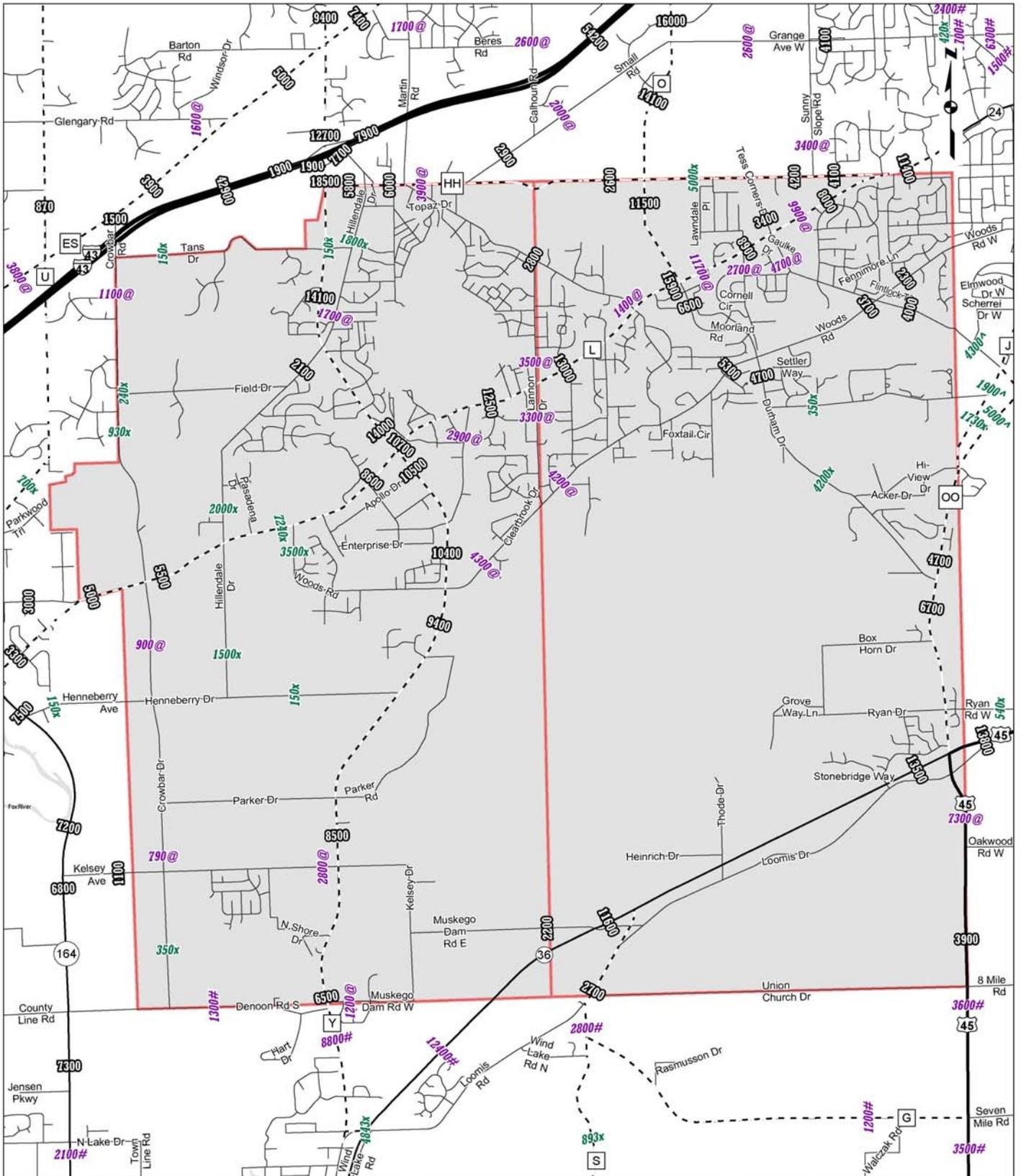
The 2006 traffic counts are found on Map 3.3 below as prepared by the Wisconsin Department of Transportation (WDOT).

Traffic volume reports can provide a general indicator regarding roadway function and use throughout a community. In comparison to previous years counts, the City of Muskego is experiencing increased traffic throughout the City. The arterials have seen the largest increases with Racine Avenue, Janesville Road, Woods Road, Moorland Road, and Highway 36 seeing the most growth. With the addition of Moorland Road in the early 2000s, the intersection of Janesville Road and Moorland Road now receives the highest traffic counts with an estimated daily average of 17,000+ cars in 2008. Many of the traffic counts directly reflect the reconstruction and maintenance procedures the City has already implemented, as many of the roadways experiencing increased traffic growth have or will be reconstructed shortly. The traffic counts also reflect the recommendations found in the SEWRPC's adopted *A Regional Transportation Plan for Southeastern Wisconsin: 2035* discussed above.

Constant maintenance and construction of the highly used roadways continues to be key in the future growth of Muskego in order to provide the community with the highest quality level of services. Concentrating service related and more intense land uses along roads of higher traffic counts needs to be incorporated when the land use recommendations are formulated in this *Plan*. Lastly, traffic counts should be considered when implementing the yearly road program.

Map 3.4 displays the current speed limits of the roadways in the community. Speed limits in the City of Muskego are regulated based on the jurisdiction of the roadway (City, County, State) and are dependent on a number of factors including traffic counts, surrounding land uses, and existing roadway construction (controlled/uncontrolled, two-lanes/four-lanes, lack of shoulders, medians/boulevards, etc.). Generally, when further speed limit controls are thought to be required for a roadway that is under a jurisdiction other than the City, the Public Work's Committee and Common Council will pose recommendations to that jurisdiction for changes. At the time of this *Plan*, the City's safety staff recommended no speed limit changes.

### Map 3.3



2006

City of Muskego  
WAUKESHA County

Annual Average Daily Traffic

9999 - AADT - 2006

9999# - AADT - 2005    9999^ - AADT - 2002  
 9999\* - AADT - 2004    9999~ - AADT - 2001  
 9999@ - AADT - 2003    9999x - AADT - 2000 or older  
 Character following AADT on map designates year

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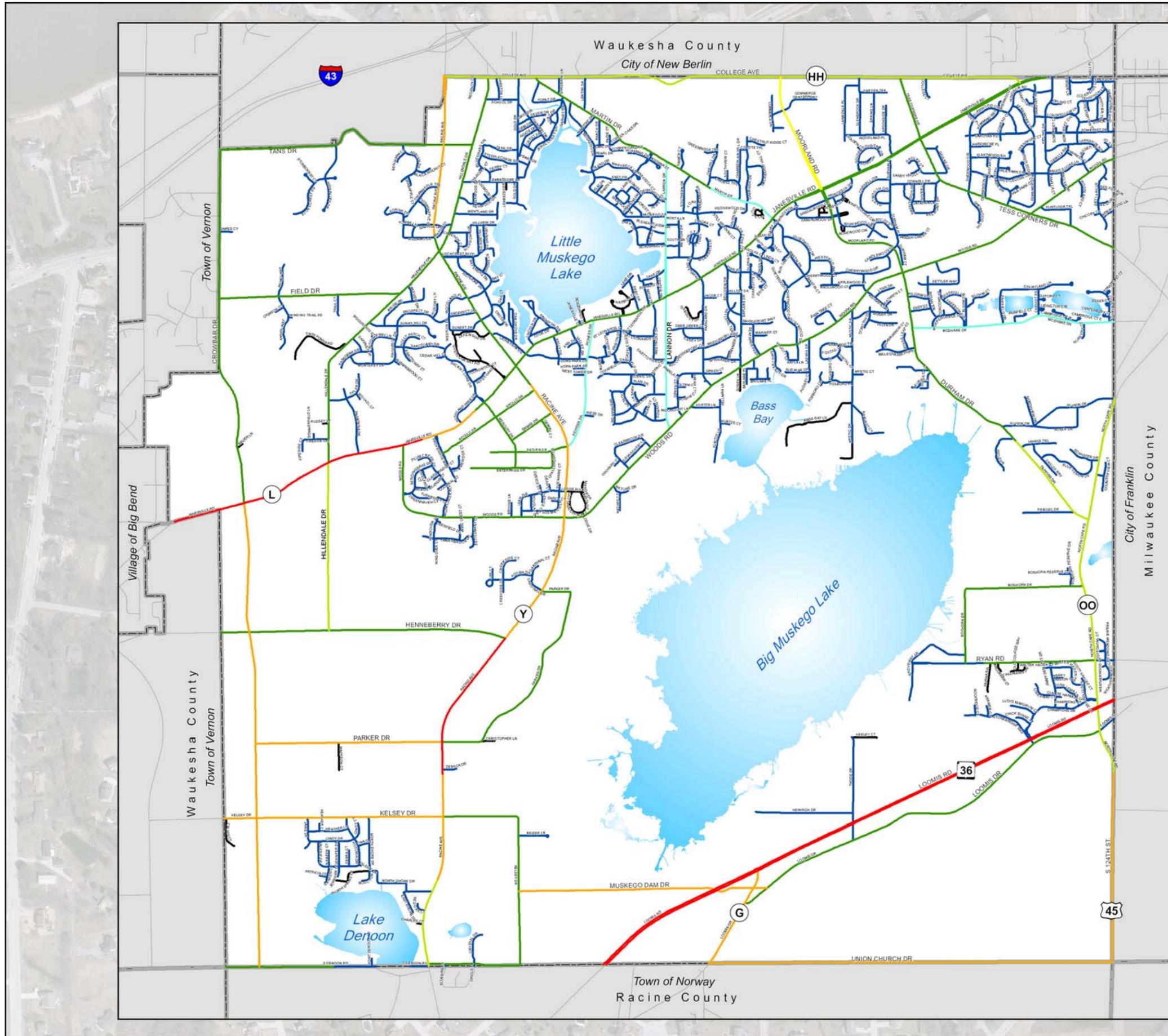
Map 3.4

## Speed Limits

### LEGEND

- PRIVATE ROAD
- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH
- 45 MPH
- 50 MPH
- 55 MPH

(As of April 2009)



0 0.5 1 2 Miles



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### **Roadway Maintenance and Deficiency**

The City of Muskego recognizes that roadways and the supporting infrastructure deteriorate over time. Thus, a consistent improvement/reconstruction program is addressed annually during the City's budget review. This review is known as the City of Muskego Road Program, which is a capital budget line item that dictates what roads will be reconstructed, resurfaced, or receives general maintenance from year to year. The road program in Muskego is currently addressed on a yearly basis, but this Plan recommends the program show improvements desired out thru a 5-year period (At least showing tentative improvements). Further, the details on when roads and trails received maintenance, were constructed or reconstructed, or were resurfaced should be maintained by the City via a table or GIS in order for proper future road program budgeting decisions to be made. Traffic counts should be considered when implementing the yearly road program as well.

The City has also seen many upgrades to the existing road system in the last ten years and does see more major upgrades occurring in the near future (outside of road program discussed above).

Major road system updates to occur in the past years are as follows:

- Moorland Road extended with four lanes from New Berlin down to Janesville Road opening up many economic development opportunities
- Janesville Road reconstruction to four lanes from College Avenue to Moorland Road
- I-43 interchange with Moorland Road improved with roundabouts to improve traffic flow to the region including directly to Muskego
- I-43 interchange with Racine Avenue improved with roundabouts to improve traffic flow to the region including directly to Muskego

Major road system updates slated to occur in the near future:

- Janesville Road reconstruction to four lanes from Moorland Road to Racine Avenue in 2011/2012
- Janesville Road reconstruction, within existing two lanes from McShane Drive to North Cape Road in 2010/2011

Muskego recognizes that street improvements are not limited solely to expand capacity and improve traffic flow. How a road is constructed and how it is visually presented within some areas of the City is also key. Thus, the overall character as a visual corridor is considered for the municipality's more traveled roadways and when new developments desiring new roads are implemented. Addressing the visual corridor issues provide traffic with a more enjoyable view of the City, provide safety, and shield the impacts that traffic produces. The City implements detailed landscape reviews for all new roadways desired in the municipality. Further, this plan presents future pedestrian path recommendations. All roadways (City, County, and State) should be evaluated during the road program implementation as to how the visual corridors of some may be enhanced. A good example of planning for the visual aspect of a roadway is found in the City securing streetscaping consultant services during the reconstruction of Janesville Road from Moorland Road to Racine Avenue. The consultant aided the design and implementation of the appropriate landscaping, signage, pavement treatments, etc. that best adapt to the surrounding land uses and sense of place the roadway brings with it.

### **Recreational Trail Needs/Improvements**

As discussed above, recreation trails should serve to link the City of Muskego together with a system of safe and functional off-street recreation trail connections to facilitate such activities as walking, running, biking, cross-country skiing, snowmobiling, in-line skating, hiking, and nature observation. The thirteen miles of existing recreation trails within the City of Muskego are well used. Horseback riders and cross-country skiers also utilize portions of these trails and consideration is being given for equestrian activity on unpaved recreation trails.

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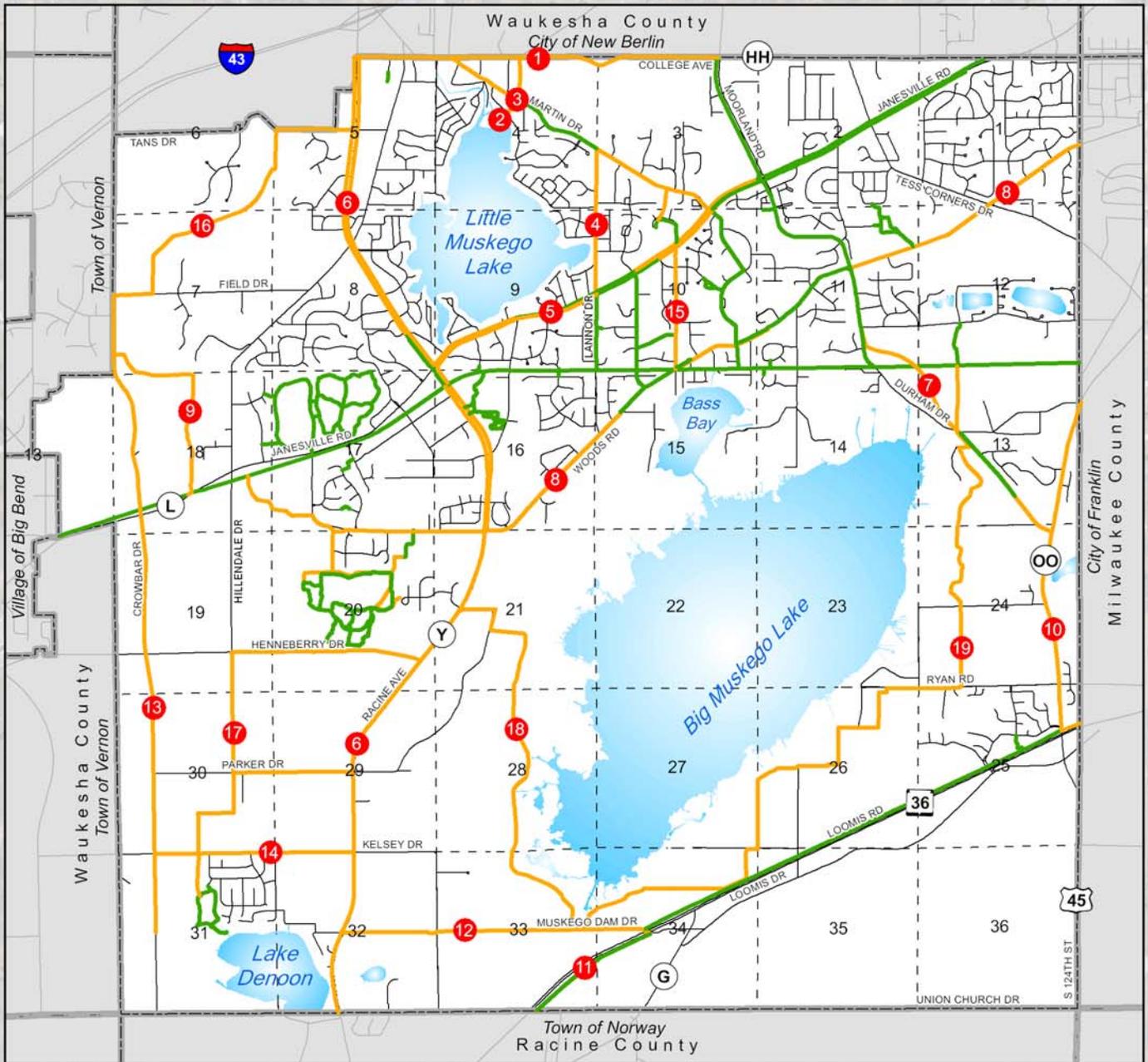
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The following recommendations/needs for recreational trails are a result of the annually updated Parks and Conservation Plan that is adopted as part of this Comprehensive Plan. The addition of 31 trail miles proposed in this plan would facilitate more users and produce a City-wide network of safe routes for non-motorized transportation which would link residential areas to parks and open spaces. These recommendations may be updated independently via the future updates to the Parks and Conservation Plan during the life of this Comprehensive Plan.

### **General Recreation Trail Recommendations**

- Recreation trails should follow utility corridors, road rights-of-way, and easements to facilitate travel across the City and connect to other trails in the region.
- A citywide system of supplementary local trails be developed to connect the existing and planned park and conservation sites in the community. All future land developments and subdivisions should be requested to make trail connections within reasonable distances to existing parks and other recreation trails.
- Paved trails should conform to adopted specifications found in the Park and Conservation Plan.
- Trails should be maintained and updated by the Parks and Conservation staff as required.
- Work with the Muskego Icetronauts Snowmobile Club in completing multi-use trails throughout the City. Both groups could benefit from attaining easements, acquisitions, and funding of the development of trails in the City.

Map 3.5



## LEGEND

### Recreation Trails

-  Existing
-  Future Recommendations
-  Trail numbers correspond to (Table 3.4)



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### Trail Addition Recommendations

Descriptions of proposed trail additions are presented below and summarized in Table 3.5. Locations of recommended trails are depicted on Map 3.5. Recommendations are described by each trail section individually, however, a few high priority trail recommendations are found below and in the main recommendation section of this element (Areas of the trail system that the City wishes to expedite).

1. Work to completely attach a system of trails around the City and Big Muskego Lake. Concentration on at least completing a full trail system along Janesville to Moorland/Durham to North Cape to Hwy 36 to Muskego Dam to Racine should be a priority. This will enable a true connected system around the City that would have many connector trails, which would include those to other neighboring City's.
2. Expedite the Durham to North Cape trail system and the gaps in the trail system along Janesville Road. The implementation of these segments will receive the most initial gain for the City since they already have many major connections to nearby neighborhoods and adjoining City's.

#### College Avenue

A paved recreation trail is proposed to be located within the right-of-way on the south side of College Avenue between Moorland Road on the east and Racine Avenue on the west. The trail (2.3 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

#### Martin Drive

A paved recreation trail is proposed to be located within the right-of-way on the south side of Martin Drive between Ranch Road and Hardtke Drive. The trail (0.1 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

#### Hardtke Drive

An on-street recreation trail is proposed to be located on Hardtke Drive between Martin Drive and Idle Isle Park (0.2 miles).

#### Lannon Drive

A paved recreation trail is proposed to be located within the right-of-way on the west side of Lannon Drive from Martin Drive to Janesville Road. The trail (0.9 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

#### Janesville Road

A paved recreation trail is proposed to be located within the right-of-way of both sides of Janesville Road from Moorland Road to Racine Avenue. Several segments of this trail currently exist on the north or south sides of Janesville Road. The trail connections (totaling approximately 3.6 miles) should be situated a minimum of three feet from the outside edge of the existing or proposed curb of this road.

#### Racine Avenue

A paved recreation trail should be located within the right-of-way on the west side of Racine Avenue extending from College Avenue on the north and link to the existing portion in front of the Muskego Centre on the south. This trail should also continue from the south end of the existing section at the ATC electrical transmission line trail intersection and extend southward to the City's south border. A trail should also be located on the east side of Racine Avenue from College Avenue to Woods Road. The trails (totaling 12.7 miles to cover both east and west sides) should be situated a minimum of three feet from the outside edge of the existing or proposed curb of this road in urban sections and a minimum of nine feet from the edge of the shoulder on rural sections.

### Durham Drive

A paved recreation trail is proposed to be located within the right-of-way on the west side of Durham Drive from McShane Road to North Cape Road. The trail (1.7 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

**Table 3.4 Proposed Trail Additions**

Number on Map 3.5	Proposed Trail	Trail Segment	Length (miles)	Planned Side of Roadway	Surface
1	College Avenue	Moorland Rd. to Racine Ave.	2.3	South	Asphalt
2	Hardtke Drive	Martin Dr. to Idle Isle Park	0.2	East	Asphalt
3	Martin Drive	Ranch Dr. to Hardtke Dr.	0.1	South	Asphalt
4	Lannon Drive	Martin Dr. to Janesville Rd.	0.9	East	Asphalt
5	Janesville Road	Moorland Rd. to Racine Ave.	3.6	Both	Asphalt
6	Racine Avenue	College Ave. to the Muskego Centre and ATC trail intersection to Muskego Dam Rd.	12.7	Both - College to Woods; West - Woods to Racine Co.	Asphalt
7	Durham Road	Woods Rd. to North Cape Rd.	1.7	West	Asphalt
8	Woods Road	Eastern City boundary to Racine Ave.	4.6	North	Asphalt
9	ATC ROW (Janesville Rd.)	Muskego Park to Western City boundary	1.7	--	Crushed Limestone
10	North Cape Rd.	Durham Dr. to Loomis Rd.	2.1	West	Asphalt
11	WE ROW (Loomis Rd.)	Muskego Dam Rd. to Racine Co.	1.0	--	Crushed Limestone
12	Muskego Dam	Loomis Rd. to Racine Ave.	2.0	North	Crushed Limestone
13	Crowbar Dr.	Janesville ATC trail to Kelsey Dr.	2.2	East	Crushed Limestone
14	Kelsey Dr.	Racine Ave. to Crowbar Dr.	1.2	North	Crushed Limestone
15	Bay Lane Dr.	Janesville Rd. to Woods Rd.	1.0	East	Asphalt
16	Northwest Rural Connection	Racine Ave & Tans Dr. to Waste Mgt. Landfill site	3.3	--	--
17	Southwest Rural Connection	Engel Conservation Area to Denoon Park	2.5	--	--
18	Big Muskego West Rural Connection	Racine Ave. & Parker Rd. to Muskego Dam Rd.	3.0	--	--
19	Big Muskego East Rural Connection	Muskego Dam to Holz Dr. & Durham Dr.	5.0	--	--
Total			51.1		

### Woods Road

A paved recreation trail is recommended within the Woods Road right-of-way on the north side of the road. This trail would extend from the City's eastern border westward to Racine Avenue. Portions of this trail have been completed. The proposed trail additions (4.3 miles total) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

### American Transmission Corporation (ATC) Right-of-way

A recreation trail extension of crushed limestone traffic bond is proposed within the ATC electrical transmission line right-of-way adjacent to Janesville Road on the City's west side. This trail (1.7 miles) would extend from the west end of the existing ATC trail near Muskego Park to the City's western boundary. This utility corridor currently has a dirt trail used by horseback riders.

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## Chapter 3: Transportation

### **North Cape Road**

A paved recreation trail is proposed to be located within the right-of-way on the west side of North Cape Road extending from Durham drive southward to Loomis Road. The trail (2.1 miles) should be situated a minimum of three feet from the outside edge of the existing or proposed curb of this road in urban sections and a minimum of nine feet from the edge of the shoulder on rural sections.

### **Loomis Road WE Energies Right-of-way**

A recreation trail extension constructed of crushed limestone traffic bond is proposed within the WE Energies electrical transmission line ROW adjacent to Loomis Road on the south side of the City. This trail (1.0 miles) would extend from the existing portion southwest to the City's southern boundary where it would link to the trail in Racine County. A bridge will be constructed to cross Muskego Canal.

### **Muskego Dam Road**

A recreation trail constructed of traffic bond is proposed to be located within the right-of-way on the north side of Muskego Dam Road from Loomis Road westward to Racine Avenue. This trail may either follow Muskego Dam Road entirely, or extend directly west from the intersection at Kelsey Drive to Racine Avenue. The trail (approximately 2 miles) should be separated from the outside edge of the shoulder of the rural roadway by a minimum of nine feet.

### **Crowbar Drive**

A recreation trail is proposed to be located within the right-of-way on the east side of Crowbar Drive from the intersection with the ATC electrical transmission line ROW trail southward to Kelsey Drive. This trail, constructed of crushed limestone traffic bond, is expected to be open to horseback riders. The trail (2.2 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

# 2020 COMPREHENSIVE PLAN

Map 3.6

## Future Transportation Facilities

### LEGEND

**Adopted Ultimate Right of Way Width**

=====	210' ULTIMATE	=====	60' PROPOSED
=====	120' ULTIMATE	-----	66' ULTIMATE
.....	100' PROPOSED	-----	60' ULTIMATE
=====	100' ULTIMATE	-----	Private
=====	80' ULTIMATE	☼	GATEWAY

### Future Facility Notes

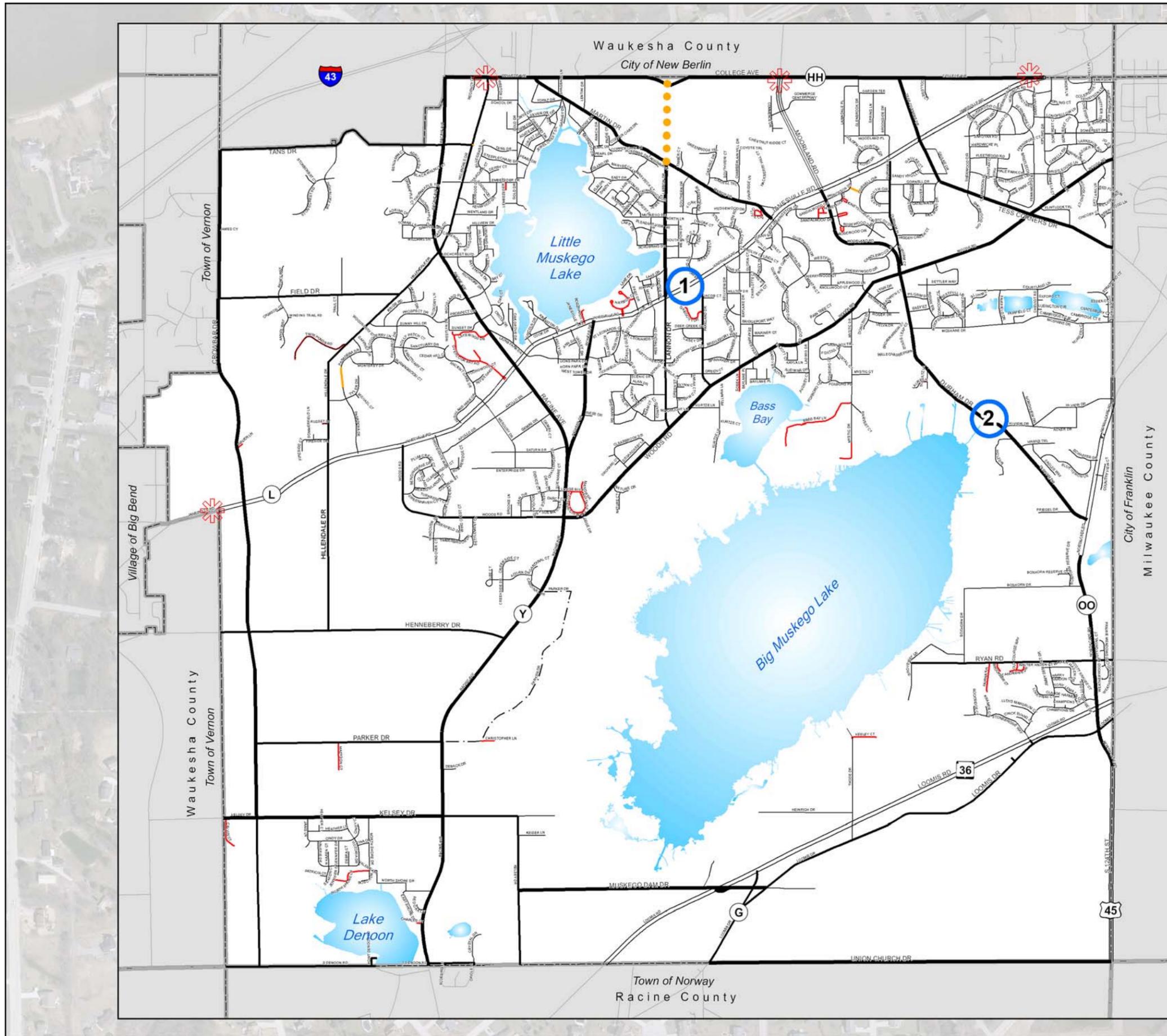
- 1** Waukesha County will reconstruct Janeville Road from Moorland Road to Racine Avenue to 4-lanes between 2011-2012.
- 2** The City of Muskego has budgeted to reconstruct Durham Drive from McShane Drive to North Cape Road (within the existing 2 lanes) between 2010-11.

### General Facility Notes

1. Maintain a road improvement program that utilizes capital budget monies for improvements and/or new construction of City roadways and trails. The road program can be changed yearly, but should show improvements desired out to a 5-year period (At least showing tentative improvements). Further, the details on when roads and trails received maintenance, were constructed or reconstructed, or were resurfaced should be maintained by the City via a table or GIS in order for proper future road program budgeting decisions to be made.
2. Budget, at the same time of the yearly road program, to enhance and continually maintain the main gateways to the City so that they are attractively designed (The main gateways of the City are Racine Avenue north, Janesville Road east and west, and Moorland Road north).



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Planning Department





### **Kelsey Drive**

A recreation trail is proposed to be located within the right-of-way on the north side of Kelsey Drive from Racine Avenue to Crowbar Drive. This trail, constructed of crushed limestone traffic bond, is also expected to be open to horseback riders. The trail (1.2 miles) should be separated from the outside edge of the right-of-way of this rural roadway by a minimum of three feet.

### **Bay Lane Drive**

A paved recreation trail is recommended within the right-of-way on Bay Lane Drive. This trail would extend from Janesville Road southward to Woods Road and facilitate pedestrian traffic to Bay Lane Middle School. The trail (1.0 miles) should be separated from the outside edge of the curb of this urban roadway by a minimum of three feet.

### **Northwest Rural Connections**

A 3.3-mile rural trail connection is recommended from Tans Drive and Racine Avenue to an area near Field Drive and Crowbar Road. The trail is proposed to then follow the Crowbar right-of-way south, and resume through the Waste Management site to Janesville Road. This rural connection and those described below may not necessarily follow the exact routes as depicted in Map 3.2.

#### *Southwest Rural Connection*

A 3.5-mile rural trail connection is recommended from the Engel Conservation Area to Denoon Park. A portion of this trail will follow Henneberry Drive and a spur will also connect eastward to Racine Avenue along Parker Road.

### **Big Muskego West Rural Connection**

A 3-mile rural trail connection is recommended from north intersection of Racine Avenue and Parker Road to Muskego Dam Road near the Big Muskego Lake outlet channel. This trail will run through portions of the Big Muskego Lake Wildlife Area.

### **Big Muskego East Rural Connection**

A five-mile rural trail connection is recommended from Muskego Dam Road near the Big Muskego Lake outlet channel extending counterclockwise around the lake to Durham Drive near Holz Drive.

## **2008 Survey**

A section in the 2008 Comprehensive Planning Survey was in relation to transportation issues. Recommendations for this element in relation to the 2020 Land Use Plan are based upon the main responses from the survey discussed below.

The survey directed questioning as to the public's thoughts on the interconnection and promotion of recreation trails and the perceived problem transportation areas in Muskego.

The survey returned that a majority (65%) of respondents desired that the City continue to interconnect corridors of bike and pedestrian paths throughout Muskego. Of those agreeing to interconnect path corridors, the most predominant responses stressed by respondents to construct sooner rather than later are found below.

- Durham Drive from McShane south
- Janesville Road from Racine Avenue east
- Along Janesville Road from County Park to Big Bend
- All along Janesville Road
- Around Big Muskego Lake

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## Chapter 3: Transportation

- Racine Avenue from Janesville Road north to I-43
- Racine Avenue from Janesville Road south to High School
- Racine Avenue from High School south to County border
- North Cape Road
- Field Drive
- Bay Lane Drive
- Connecting schools to neighborhoods
- Connect Denoon Middle School to Muskego High School
- Crowbar Road from Racine County line to Janesville (bike lane)
- All along Woods Road
- Around lakes in general
- Tess Corners Road from College to Woods
- Muskego Dam Drive
- Path connecting Candlewood/Quietwood subdivisions to Moorland Park/Moorland Road
- McShane Drive
- Lannon Drive
- Martin Drive
- Country Brook estates to Meadow Green West Subdivision

The questionnaire referred an inquiry to the community on perceived problem transportation areas within the City as well. The 2020 Committee is looking to formulate specific recommendations that might involve capital projects and knowing where vital traffic infrastructure improvements may be required was critical. The most common responses that were found are discussed below.

### Roads

- Upgrade Durham Road
- Sidewalk or bike path along Racine Avenue and Janesville Road
- Re-open Durham at Janesville Road
- Difficult leaving Muskego Elementary on Janesville Road
- Trails on roads around High School – To get Cross Country runners safe

### Intersections

- Signals at Janesville/Martin
- Signals at Janesville/Parkland
- Hwy 36/'OO' intersection needs turn arrows on signals
- Intersection upgrade Lannon/Janesville
- Intersection upgrade to Woods /Janesville
- Intersection upgrade to Racine /College
- Intersection upgrade to Field Drive / Hillendale Drive
- Intersection upgrade Racine /Saturn
- Intersection upgrade to Kelsey /Racine
- Signals at Woods/Moorland
- Intersection upgrade to Pioneer /Janesville
- Intersection upgrade to Tans /Racine

### Enforcement

- Crowbar Road in front of Lake Denoon Middle School speed enforcement
- Hi-View Drive speed enforcement due to people crossing from Durham to North Cape
- Hwy 36 and Muskego Dam Road speed enforcement

- Woods Road speed enforcement
- Ryan Road speed enforcement
- Mystic Drive speed enforcement
- Speed limit reduction on Janesville Road west of Muskego Industrial Park

General

- No roundabouts
- Encourage roundabout

### **2020 Transportation Map**

This Transportation element recommends several improvements in Muskego in order to provide for safe and accessible interconnected roadways and related transportation facilities. These future improvements consist of: 1. What future connecting roads may be needed to best support the system in the future; 2. What the adopted ultimate right-of-way widths are for the City; and, 3. What road construction improvements may be known that are needed before the 2020-planning year. The recommended future transportation facilities and needs, based on the facts/figures represented in this element above, are found in the attached 2020 Transportation Map (Map 3.5). Further details on these recommendations are found in the goals, objectives, and recommendations section below. Some main observations that came from the 2020 Planning regarding the transportation routes in the community are found herein:

1. There were concerns that certain roadways in the community may become too urbanized. The community wants to ensure that these roadways are reconstructed/maintained in a way that maintains the rural feel while preserving their safety, longevity, and quaintness. These concerns most immediately deal with 100-foot ultimate right-of-way width portions of Woods Road, Martin Drive, and Durham Drive. A key recommendation of this chapter is to investigate alternatives to maintaining a roadway's safety and longevity while ensuring the rural quaintness of Woods Road, Martin Drive, and Durham Drive if reconstruction to a 100-foot ultimate width should become a need in the 2020 planning period for these roads. The community understands that roadway reconstructions are required to support a City's growing population, but examining ways to maintain the City's rural to urban feel during any reconstruction or maintenance of a roadway is a must.

