

TRANSPORTATION

Section 66.1001 (2)(c) of the Wisconsin Statutes requires the Transportation Element to provide a compilation of goals, objectives, policies, maps, and programs that guide the future development of various transportation modes.

Furthermore, Section 16.965 of the Wisconsin Statutes sets forth goals related to the Transportation Element that must be addressed as part of the planning process. They are:

- Encourage neighborhood designs that support a range of transportation choices.
- Provide an integrated, efficient and economical transportation system that affords mobility, convenience, and safety that meets the needs of all citizens, including transit-dependent and disabled citizens.

The intent of this chapter is to address these issues and requirements set forth by the Wisconsin Statutes.

TRANSPORTATION IN THE REGION

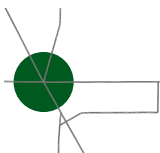
The current Regional Transportation Plan (A Regional Transportation System Plan for Southeastern Wisconsin: 2035) was adopted by SEWRPC in June of 2006. Ozaukee County adopted its comprehensive plan, including an inventory of transportation facilities, in January of 2006. Both reports identify current transportation conditions that relate directly to the Town of Cedarburg; the conditions are outlined throughout this chapter.

The Regional Transportation System Plan outlines several recommendations for transportation in southeastern Wisconsin. These recommendations are divided into the following categories: public transit, bicycle and pedestrian facilities, transportation systems management, travel demand management, and arterial streets and highways.

Public Transit

The regional plan recommends expansion of public transit in southeastern Wisconsin, including the development and improvement of rapid and express transit systems. Currently, the Milwaukee County Transit System operates Route 143 (the Ozaukee County Express), which falls into the category of rapid transit. The proposed rapid transit bus service for the Cedarburg area includes changes to the existing service hours and frequency of the Ozaukee County Express Bus System. Service would offer intermediate stops spaced approximately three to five miles apart, and would connect all urbanized areas in southeastern Wisconsin.

As of 2005, no express transit service existed in the region. The proposed express transit system would have fewer stops than rapid transit, mostly within Milwaukee County, and operate at higher speeds to connect major employment centers and destinations. The proposed express transit system does not include service to the Cedarburg area.



Both the rapid transit and express transit are slated for future upgrades from buses to other types of transit. Commuter rail would replace buses for rapid transit, and bus guideway or light rail would replace express transit buses.

The region is also served by Greyhound Bus Lines, Badger Coaches, Wisconsin Coach Lines, Lamers Bus Lines, and Amtrak Trains.

Bicycle and Pedestrian Facilities

In order to safely accommodate bicycle travel, the plan recommends improvements to all arterial streets in the region. These improvements would include extra-wide outside travel lanes, paved shoulders, bicycle lanes, or a separate bicycle path. Land access and collector streets (as later defined in the streets and highways subsection) can allow for bicycle travel with no special accommodations.

The plan also recommends a stronger system of off-street bicycle paths that connects all cities and villages in the region with a population of 5,000 or more. The proposed system includes 575 miles of off-street bicycle paths with 147 miles of surface arterial and 83 miles of nonarterial connectors. Currently, about 203 miles of the planned 575 miles already exist.

To enhance pedestrian facilities in the region, the plan recommends that local units of government follow recommended standards and guidelines for the responsible construction and maintenance of those facilities as outlined in the adopted pedestrian facilities policy (see the Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020). The plan also encourages the development of bicycle and pedestrian plans at the local level to supplement the regional plan.

Transportation Systems Management

Measures in the transportation systems management element include freeway traffic management, surface arterial street and highway traffic management, and major activity center parking management and guidance. The plan recommends cooperation and coordination between the transportation agencies and operators in the region, and a focus on regional intelligent transportation systems (ITS) architecture to ensure interoperability between the hardware and software components employed by transportation operators in the region.

Travel Demand Management

The measures included in the travel demand management element of the plan intend to reduce personal and vehicular travel or to shift such travel to alternative times and routes. Doing so would allow for more efficient use of existing transportation systems. The travel demand management element recommends preferential treatment for high-occupancy vehicles, an increase of park-ride lots in the region from 49 to 75, and an expansion of transit pass programs and vanpool programs (transit pricing). The element also recommends implementing programs related to personal vehicle pricing, and promoting travel demand management and transit through education and marketing. Local governments are encouraged to prepare and implement detailed site-specific neighborhood and major activity center land use plans to reduce automobile travel.

Arterial Streets and Highways

Within the Town of Cedarburg, all county and state trunk highways are slated for some level of improvement in the Regional Transportation Plan. The Town of Cedarburg encompasses two state arterials and five county arterials: State Trunk Highways 60 and 181, and County Trunk Highways C, I, NN, T and Y.

It is recommended that the right-of-way along State Trunk Highway 60 between the Town’s western boundary and the intersection with CTH NN be reserved to accommodate future improvement, additional capacity, or a new facility. Widening and/or other improvement is recommended for State Trunk Highway 60 between CTH NN and the Town’s eastern boundary to provide significant additional carrying capacity. Similar recommendations are provided for State Trunk Highway 181.

All county trunk highways in the Town have been recommended for resurfacing or reconstruction to provide essentially the same carrying capacity as currently handled. See Figure 1 for an illustration of recommended arterial improvements.

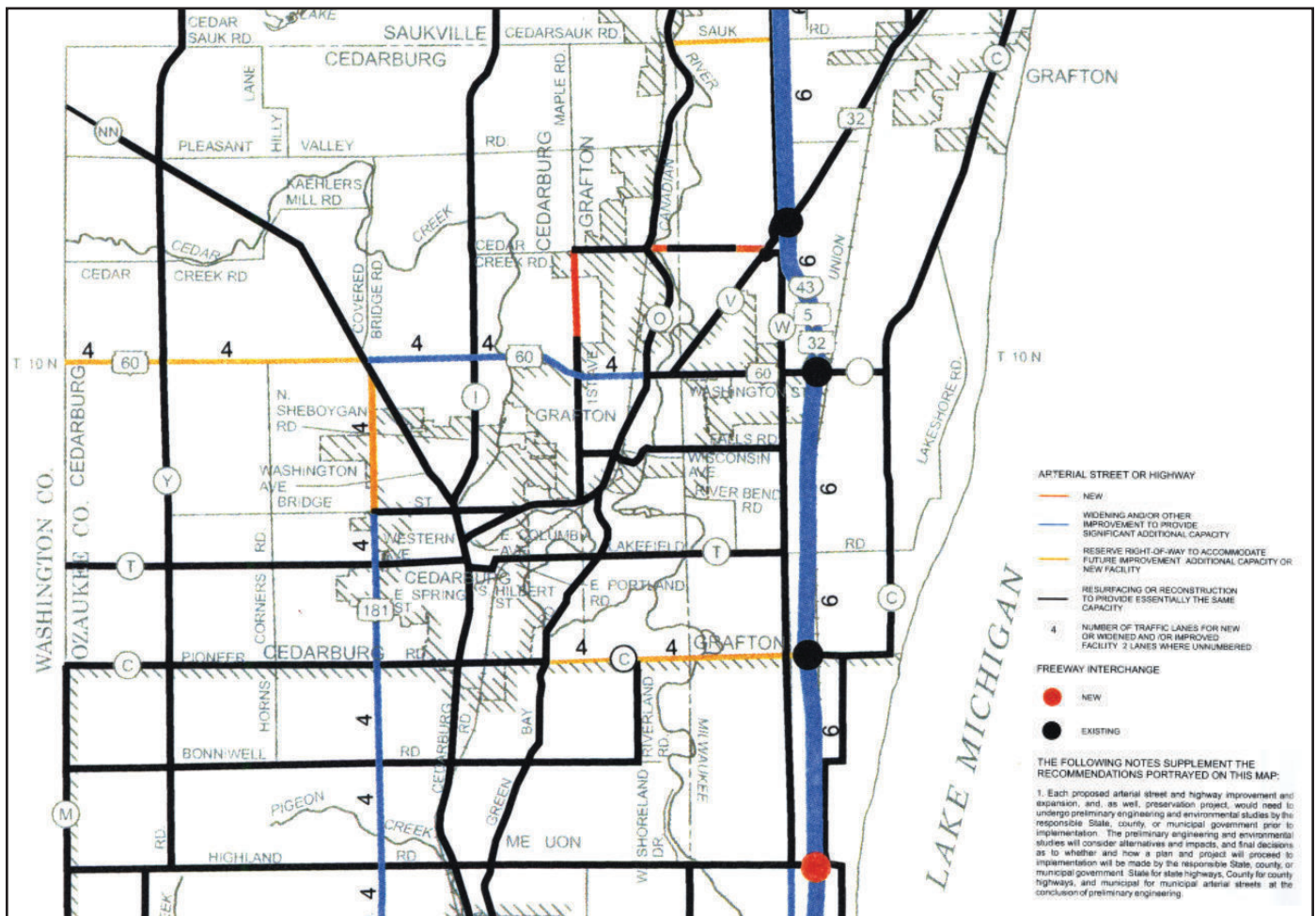


FIGURE 1. Functional Improvements to the Arterial Street and Highway System in Ozaukee County: 2035 Recommended Regional Transportation System Plan

Source: SEWRPC; Multi-Jurisdictional Comprehensive Plan for Ozaukee County: 2035



OTHER REGIONAL TRANSPORTATION INITIATIVES

SEWRPC also prepared an updated version of the Transportation Improvement Plan for Southeastern Wisconsin (TIP): 2007-2010. The TIP is a federally required listing of all arterial highway and public transit improvement projects proposed to be carried out by State and local governments over the next four years in the seven-county region. Projects for the Town of Cedarburg include:

- Reconstruction of STH 181 (Wauwatosa Road) From Bridge Street to CTH T (Western Avenue) in the City and Town of Cedarburg

Recommended improvements are supplemented with cost estimates and funding sources. For more information, the plan can be downloaded from www.sewrpc.org.

Wisconsin Bicycle Transportation Plan 2020

The Wisconsin Department of Transportation (WisDOT) recently published the Wisconsin Bicycle Transportation Plan 2020, WisDOT's statewide long-range bicycle plan. The plan makes several recommendations for government agencies to follow when making decisions regarding bicycle transportation. The roles and responsibilities for communities are as follows:

- Develop, revise, and update long-range bicycle plans and maps.
- Consider the needs of bicyclists in all street projects (especially collector and arterial streets), and build bicycle facilities accordingly.
- Promote and offer bicycle safety programs.
- Promote bicyclist-friendly development through plans, zoning and subdivision ordinances.
- Provide bike racks at public and commercial areas.
- Consider providing locker room facilities for employees.
- Consider bicycle racks on buses.
- Encourage business involvement as a means to increase bicycle commuting and other functional trips.
- Help promote bike-to-work/school days.

WisDOT works with the Wisconsin Department of Natural Resources (DNR) to preserve trail opportunities by passing on its first right of acquisition for abandoned, privately-owned rail lines to DNR. WisDOT also conveys to DNR/counties full or partial rights to lines that it owns after consideration has been given to using the abandoned lines for continued rail or other transportation.

State Trails Network Plan

The Department of Natural Resources completed a State Trails Network Plan in 2001 to provide a long-term vision for establishing a comprehensive trail network in the state. The plan focuses on the main arteries of Wisconsin's trail system, and proposes two new trail segments near to the Town of Cedarburg:

Segment 44: West Bend to Saukville
Corridor Type: Natural Resource

This segment would begin in West Bend, where it would connect with the Ice Age Trail and Segment 42. The trail route would follow the Milwaukee River eastward into Ozaukee County, and would meet the Green Bay to Illinois Trail (Segment 6) at Saukville.

Segment 6: Green Bay to Illinois
 Corridor Type: Natural Resource; Rail; Roadways; Utility

This trail would serve as a link to a potential Northeast Region corridor at the Manitowoc/Sheboygan county line. The proposed corridor would extend south through Sheboygan County into Ozaukee County where the county and local governments are developing an off-road segment on a WEPCO utility right-of-way south to the southern Ozaukee County border. A short on-road connector to Harrington Beach State Park and a connector segment to Milwaukee County's Oak Leaf Trail would also be pursued. Continuing southward, the trail would run along the Oak Leaf Trail to South Milwaukee. The county is currently pursuing continuation of the trail to the Milwaukee/Racine County line.

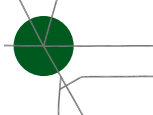
Midwest Regional Rail Initiative

Department of Transportation agencies in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin sponsored an effort entitled the Midwest Regional Rail Initiative to develop an improved and expanded passenger rail system in the Midwest. The plan outlines a general configuration for the system, but does not define the location of specific communities where stations would be located. The plan does, however, indicate that a feeder bus route for the system would run through Ozaukee County (Figure 2). This feeder bus would provide residents of the Cedarburg area with greater access to major cities throughout the Midwest.



FIGURE 2. Proposed Midwest Regional Rail System.

Source: Midwest Regional Rail Initiative.



TRANSPORTATION IN THE TOWN OF CEDARBURG

Streets and Highways

SEWRPC classifies streets and highways as one of three types: 1) arterial streets as mentioned in the previous section; 2) collector streets; and 3) land access streets. Table 1 shows the total mileage of these streets within Ozaukee County and subsequent changes in mileage over time.

TABLE 1: Distribution of Total Street and Highway Mileage Within Ozaukee County.

Year	Arterial	Collector and Land Access	Total ^a	Arterial Mileage as a Percent of Total Mileage
1963	264.9	366.9	631.8	41.9%
1972	253.5	466.7	720.2	35.2%
1991	250.7	610.3	861.0	29.1%
2001	250.7	643.7	894.4	28.0%

^a Total street and highway mileage does not include private streets and roads or roadways in public parks and on institutional lands.

Source: SEWRPC

Arterial streets provide a high degree of travel mobility and serve the movement of traffic between and through urban areas. Collector streets serve as connections between the arterial street system and the land access streets, which primarily provide access to abutting property. The total mileage of collector and land access streets has grown in the County over the past several decades. However, the total mileage of arterial streets has decreased; this may be attributed to the growth of residential areas throughout the County.

The 2007 household survey administered in the Town of Cedarburg revealed several streets and highways that residents felt needed improvement. Table 2 provides survey responses to the question “What is the ‘worst’ road or highway problem in the Town of Cedarburg?” The streets and highways are ranked based on the number of responses.

TABLE 2: Survey Responses to “What is the “worst” road or highway problem in the Town of Cedarburg?”

Location	Responses	Percent of Total	Comments
Highway 60	81	19.4%	High traffic volume; excessive speeding; streetlights needed
Hornes Corners Road	32	7.7%	Poor visibility; excessive speeding; needs maintenance and a bike path
Granville Road	30	7.2%	High traffic volume; excessive speeding; signal needed at Hwy 60
County Y	28	6.7%	Excessive speeding and truck traffic; signal needed at Hwy 60
Pioneer Road	28	6.7%	Needs maintenance; signal needed at Green Bay Road
Five Corners	23	5.5%	High traffic volume; needs widening; left turns difficult
County I	21	5.0%	High traffic volume
Cedar Creek Road	20	4.8%	Poor visibility; excessive speeding; needs maintenance
County NN	20	4.8%	Excessive speeding
Pleasant Valley Road	20	4.8%	Excessive speeding; needs maintenance
Covered Bridge Road	16	3.8%	Excessive speeding and litter; needs maintenance
Wauwatosa Road	16	3.8%	High traffic volume; congestion from school
Bridge Road	14	3.4%	Needs maintenance and bike paths
County C	12	2.9%	Needs maintenance and a signal at Green Bay Road
Green Bay Road	11	2.6%	Excessive speeding; signals needed at Pioneer Road and County C
Sherman Road	10	2.4%	Dips in road at Hornes Corners Road
Cedar Sauk Road	9	2.2%	Needs maintenance, balance truck traffic with bicycle traffic
Western Road	9	2.2%	High traffic volume; excessive speeding
Cedar Creek Pkwy	8	1.9%	Needs maintenance
76th Street	5	1.2%	High traffic volume; needs widening
Decker's Corners	4	1.0%	Poor visibility; frequent accidents
	417	100.0%	

WisDOT maintains a database entitled the Wisconsin Information System for Local Roads (WISLR), which holds county and local street information including pavement conditions. Pavement ratings must be submitted to WisDOT by each county and local government every other year. The PASER (pavement surface evaluation and rating) data for the Town of Cedarburg is available for viewing at the Town Hall.

As of July 2007, State Trunk Highway 60 was the only arterial in the Town that WisDOT designated as a long truck route. Long truck routes allow access for tractor-semitrailer combinations, double bottoms or an automobile haulways of any length. State Trunk Highway 181 was designated as a 75' restricted truck route, which allows for 53' trailers (43' king pin to rear axle) at maximum, and restricts double bottoms.

The State of Wisconsin implemented a Rustic Roads program in 1973 to preserve scenic roads within the state. There are currently no roads in the Town of Cedarburg that have been designated as a Rustic Road; however, the Town is in the process of applying for a rustic road containing sections of Horns Corners Road, Kaehlers Mill Road, Cedar Creek Road, and Covered Bridge Road.

As of August 2007, there were no planned jurisdictional transfers for roads within the Town of Cedarburg.

In September 2007, the Town adopted an ordinance permitting lots without street frontage (accessed by shared driveways) in the single-family residential (R-1, R-2, and R-3), estate (E-1), countryside residential (CR-A and CR-B), and transitional residential (TR and TR-2) zoning districts, and residential planned unit developments (PUDs). The purpose in adopting this ordinance is to allow for the development of land-locked or uniquely shaped parcels. This ordinance will also minimize the impact of future development on the Town's natural environment and rural character. Shared driveways must have the approval of the Town before they can be constructed, and can serve a maximum of four parcels.

Transit

The Town of Cedarburg is served by one express commuter bus route (Route 143, as mentioned in the previous section), and connecting shuttle service. Figure 3 shows the express bus route and areas with connecting shuttle service. The two nearest park and ride lots to the Town are located where Interstate 43 crosses County Trunk Highway V and County Trunk Highway C, both in Grafton. In addition, the Regional Transportation Plan recommends a new park and ride lot near Highway 60 in the Village of Grafton.

Ozaukee County provides several local transit services which are available to the Town of Cedarburg. The Ozaukee County Shared-Ride Taxi Service, a public transportation program, uses sedans, minivans, and wheelchair-equipped vans to carry passengers. Trips can be arranged in advance or on the day of travel, and passengers can access locations within Ozaukee County only.

In the Town survey, twenty percent of respondents selected "Ride Shared Service" in response to the following question: "If mass transit were to develop in the Town of Cedarburg, what type would you like to



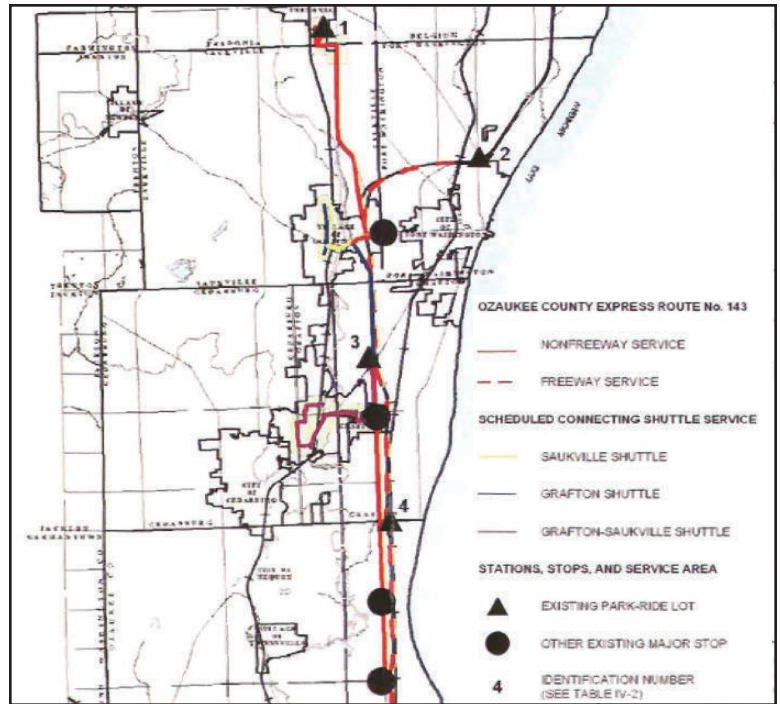


FIGURE 3: Fixed-Route Bus and Connecting Shuttle Service Provided by the Ozaukee County Express Bus System: January 2006
 Source: SEWRPC; Multi-Jurisdictional Comprehensive Plan for Ozaukee County: 2035

see?” To establish a stronger connection between Town residents and the Ozaukee County Shared-Ride Taxi Service, additional information about the service may need to be provided to the public.

The City of Cedarburg operates a senior center van service (for residents of the City age 55 or older) that provides travel of up to 15 miles beyond City limits. The Ozaukee County Aging Services Out of County Transportation service offers transportation for those in need of medical treatment not available within Ozaukee County. Riders must be non-ambulatory and should meet the eligibility requirements for the program.

In addition to these services, the Ozaukee County Veterans Services Department provides transportation services to the Veterans Administration Hospital (in Milwaukee County) for Ozaukee County Veterans.

Bicycle and Pedestrian Traffic

The Town completed a report in July of 1999, the Master Bicycle and Pedestrian Route Plan, to address existing bicycle and pedestrian amenities and determine where new facilities and routes should be located. The primary recommendation of the plan included one main north-south and two east-west bicycle/pedestrian corridors within the Town. At the time of the plan, the following routes were identified as needing improvement to accommodate bicycle and pedestrian traffic (Figure 4):

- Covered Bridge Road from Covered Bridge Park to Five Corners.*
- Covered Bridge Road south to Cedar Creek Road*, west on Cedar Creek to Horns Corners Road*, and south on Horns Corners to Town limits.



Pleasant Valley Nature Park Walking Path.
 Source: Town of Cedarburg.

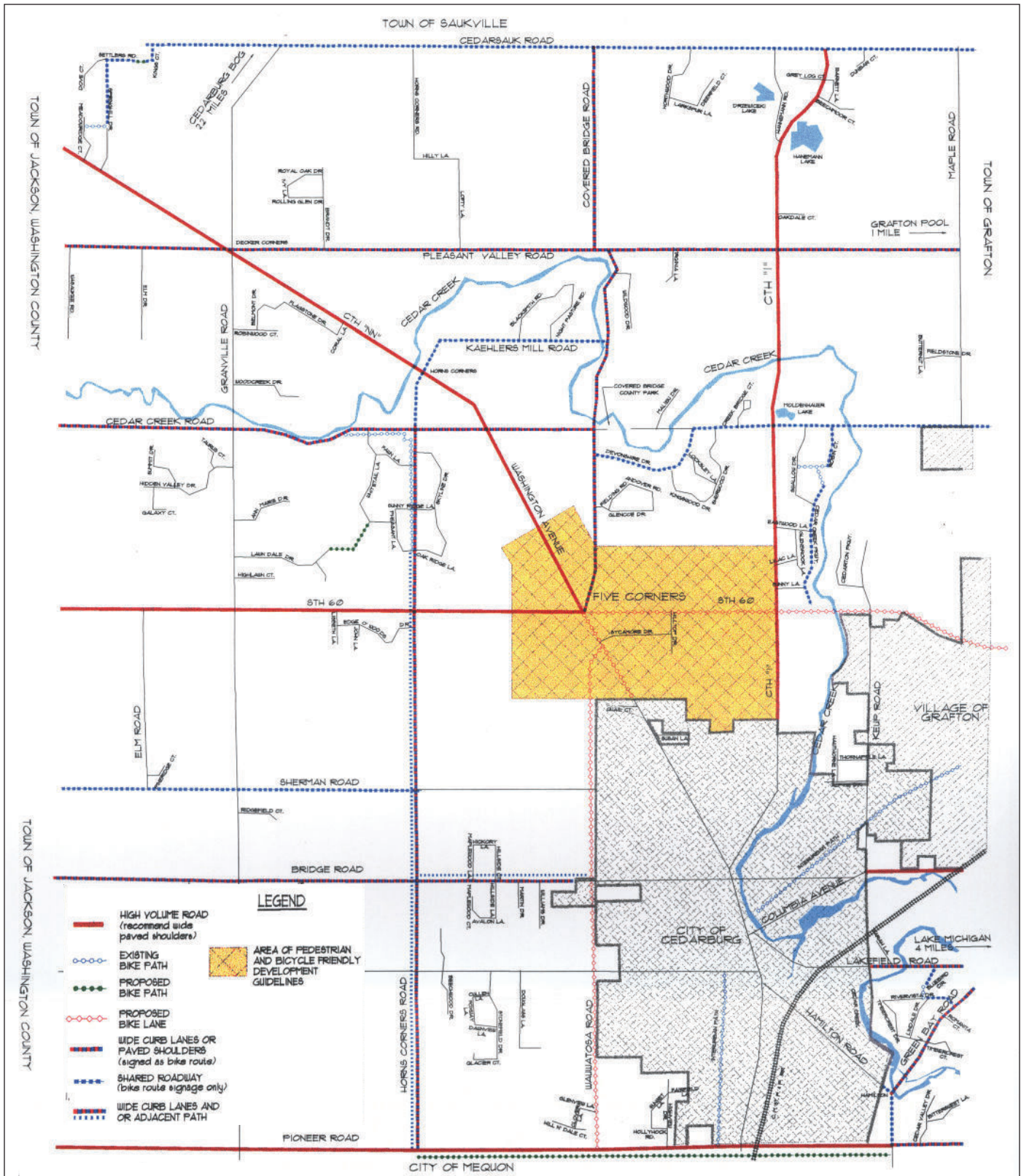
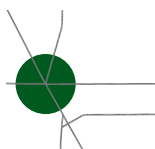


FIGURE 4: Town of Cedarburg Bicycle Route Master Plan, 1999.
 Source: Town of Cedarburg Master Bicycle and Pedestrian Route Plan.



- Cedar Creek Road west to Devonshire Drive to Covered Bridge Road, north to Cedar Creek Road*, and west to the Town limits.*
- Bridge Road from the western Town limits to the City of Cedarburg limits.
- Pleasant Valley Road from the western Town limits to the eastern Town limits.
- State Trunk Highway 60 from Five Corners to Horns Corners Road.*

The routes with an asterisk () have since been completed.*

In order to properly implement the plan, the Town was charged with several responsibilities:

- Integrate bicycling into the overall transportation and land use plans.
- Promote bicycling through special events.
- Improve facilities for bicyclists and integrate improvements into the Capital Improvement Plan for the Town.
- Provide mapping and signage that helps bicyclists get around the community safely.

Since 1999, some facilities for bicyclists have been enhanced as a result of road improvement projects. A Town Bike Trail Map has been created for residents and visitors, and is available for pickup at the Town Hall. In addition, the Town has installed some signage to help navigate bicyclists.

Although the plan does not provide specific design standards for paths and trails in the Town, it encourages compliance with the AASHTO Guidelines for Bicycle Facilities for all new roads and bridges. Further information on the plan is available at the Town Hall.

Currently, the parks in the Town of Cedarburg are not fully connected by paths and trails for bicycle and pedestrian traffic. The Town may wish to focus on completing the trail network between all parks within its boundaries.

Cedar Sauk Road carries both vehicular traffic and bicycle traffic, and is a preferred truck route. The road does not currently have a designated bike lane. The Town may also wish to address the concurrent truck and bicycle traffic to enhance safety within the corridor.

Trails for bicycle and pedestrian traffic were also addressed in the Town survey. Residents selected paths and trails (both off-road and along roadways) as major park needs that should be provided over the next five to ten years.

When asked about the importance of providing hiking and walking trails not along roads, 73.1% of respondents selected 'very important' or 'somewhat important.' Approximately 55.9% of respondents viewed hiking and walking trails along roads as very important or somewhat important. Conservancy and natural areas were marked as either 'very important' or 'somewhat important' for 80.8% of respondents, while 71.9% selected public parks as very or somewhat important. Bike paths adjacent to and away from Town and County roads were selected as very important or somewhat important for 74.8% and 66.3% of respondents, respectively.

Air Transportation

No public use airports exist in the Town of Cedarburg. The Town has one private airport, Covered Bridge Fields, within its boundaries. Chartered air service and air freight services are available in Washington County at the West Bend Municipal and Hartford Municipal airports, Lawrence Timmerman Field in Milwaukee County, and Sheboygan County Memorial Airport in Sheboygan County. The nearest commercial airline service is provided by General Mitchell International Airport in Milwaukee.

Railroads

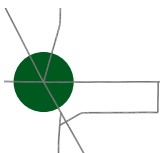
The Canadian National Railway, which provides freight services and carries Amtrak trains to and from Milwaukee, crosses through the southeast corner of the Town. However, the Town does not have a station that provides access to the trains. The nearest Amtrak station is located in downtown Milwaukee, approximately 18 miles from the Town of Cedarburg.

Water Transportation

There are no waterways used as transportation in the Town of Cedarburg. Cedar Creek is a navigable stream; however, Port Washington Marina is the nearest facility for boats. For freight transportation, the Port of Milwaukee is the closest facility to the Town.

Other Transportation

There are a few snowmobile trails within the Town of Cedarburg. Some are funded through the Association of Wisconsin Snowmobile Clubs (AWSC), while others are local club trails.



TRANSPORTATION

GOALS, OBJECTIVES, AND POLICIES

GOAL #1

Ensure that the Town has access to public transit that is well-connected to other areas in the region and the Midwest.

OBJECTIVE

Promote public transit options (e.g. bus, rail, taxi) that allow residents to easily access rail lines and major transportation facilities at all times.

POLICIES

Encourage the implementation of changes in service hours and frequency for the Ozaukee County Express Bus System to ensure that residents of the Town can access urban centers and major transportation facilities seven days a week.

Coordinate with WisDOT on the Midwest Regional Rail Initiative to establish a feeder bus route that adequately serves residents of the Town.

GOAL #2

Promote the expansion of alternative modes of transportation (i.e. bicycle, walking, mobile support for the elderly, etc.).

OBJECTIVE

Balance automobile usage with all methods of transportation to encourage healthy lifestyles and a high-quality living environment.

POLICIES

Provide new and enhanced bicycle and pedestrian routes in the Town that serve as linkages between commercial centers and residential neighborhoods.

Promote educational opportunities that incorporate elements of bicycle and pedestrian awareness.

Update the Master Bicycle and Pedestrian Route Plan to reflect existing conditions and opportunities.

Pursue grant funds to develop recommended trail and bicycle routes through the Town.

Support programs that provide transit services for the elderly, persons with disabilities, and other persons who cannot drive or who have difficulty in using private automobiles.

GOAL #3

Provide a transportation network for the Town that ensures the safety of its users.

OBJECTIVE

Ensure that all roadways and trails are properly maintained, and that intersections among them are frequent and well-defined.

POLICIES

Support the implementation of the State Trails Network Plan so trails in the Town of Cedarburg provide access to other areas in the region.

Consider adopting trail and path requirements for new residential subdivisions to provide both safe and convenient opportunities for walking, and connections to adjacent trail and path systems.

Utilize the PASER (pavement surface evaluation and rating) data and place emphasis on streets in the Town that need major improvement.

Ensure that all recommended improvements in the Master Bicycle and Pedestrian Route Plan are completed so bicycle and pedestrian routes are safely and properly aligned with vehicular traffic.

Explore the re-designation of speed limits in the Town, and work to implement traffic calming devices on major roadways where appropriate.

GOAL #4

Ensure adequate funding for transportation improvement projects.

OBJECTIVE

Diversify funding sources for the Town and utilize all avenues for acquiring monetary support.

POLICIES

Work with the County, State, and various federal entities to explore funding availability and secure monies for transportation programs and projects.

