COMPREHENSIVE PARK PLAN
Town of Cedarburg, Ozaukee County

Adopted July 1, 2009

TOWN of CEDARBURG
Preserving Yesterday's Heritage for Tomorrow.

COMPREHENSIVE PARK PLAN
Town of Cedarburg, Ozaukee County

TOWN BOARD OF SUPERVISORS

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Lawrence Lechner

David Salvaggio

Gary Wickert

TOWN PARK COMMITTEE

Lawrence Lechner, Committee Chairman

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Brad Chaney

John Katzka

James Lee

TOWN STAFF

Jim Culotta, Administrator

Eric Ryer, Management Assistant

Bob Eichner, Director of Public Works

Dawn Priddy, Clerk

Bonnie Erickson, Deputy Clerk

Adopted by the Town of Cedarburg Park Commission December 8, 1998
Adopted by Resolution by the Town of Cedarburg Board of Supervisors January 6, 1999
Revised Plan adopted by the Town of Cedarburg Park Commission January 13, 2004
Revised Plan adopted by the Town of Cedarburg Board of Supervisors February 4, 2004
Revised Plan adopted by the Town of Cedarburg Park Committee May 19, 2009
Revised Plan adopted by the Town of Cedarburg Plan Commission June 15, 2009
Revised Plan adopted by the Town of Cedarburg Board of Supervisors July1, 2009

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"A Resolution of the Park Committee Adopting the Town of Cedarburg Comprehensive Park Plan (2009-2013)"

WHEREAS, the Town of Cedarburg is a responsible steward of its natural resources, and endeavors to create opportunities for its residents and visitors to enjoy these unique community assets;

WHEREAS, the Town of Cedarburg Park Committee has worked closely with Town staff over the past year to update the Town's 2004 Comprehensive Park and Green Space Plan;

WHEREAS, the Park Committee has gone to great lengths to encourage public participation and input into the update of this plan;

WHEREAS, the State requires that the Town update its Comprehensive Outdoor Recreation Plan, or Comprehensive Park Plan, every five years to maintain eligibility for grant funding and to assure that park planning is kept up to date.

NOW, THEREFORE, BE IT RESOLVED, that the Park Committee of the Town of Cedarburg, Wisconsin does hereby adopt the Comprehensive Park Plan (2009-2013) and recommends the Town Board adopt said plan.

PASSED AND ADOPTED by the Park Committee of the Town of Cedarburg, Ozaukee County, Wisconsin on this 19th day of May, 2009.

_____
Larry Lechner,
Park Committee Chairman

Attest:

_____
Dawn Priddy, Town Clerk

Resolution #2009-13

"A Resolution of the Plan Commission Adopting the Town of Cedarburg Comprehensive Park Plan (2009-2013)"

WHEREAS, the Town of Cedarburg is a responsible steward of its natural resources, and endeavors to create opportunities for its residents and visitors to enjoy these unique community assets;

WHEREAS, the Town of Cedarburg Park Committee has worked closely with Town staff over the past year to update the Town's 2004 Comprehensive Park and Green Space Plan;

WHEREAS, the Park Committee has gone to great lengths to encourage public participation and input into the update of this plan;

WHEREAS, the Plan Commission has also considered the revised Comprehensive Park Plan and has encouraged public participation and input;

WHEREAS, the State requires that the Town update its Comprehensive Outdoor Recreation Plan, or Comprehensive Park Plan, every five years to maintain eligibility for grant funding and to assure that park planning is kept up to date.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission of the Town of Cedarburg, Wisconsin does hereby adopt the Comprehensive Park Plan (2009-2013) and recommends the Town Board adopt said plan.

PASSED AND ADOPTED by the Plan Commission of the Town of Cedarburg, Ozaukee County, Wisconsin on this 15th day of June, 2009.

_____
David Valentine,
Plan Commission Chairman

Attest:

_____
Dawn Priddy, Town Clerk

Resolution #2009-13

"A Resolution of the Town Board Adopting the Town of Cedarburg Comprehensive Park Plan (2009-2013)"

WHEREAS, the Town of Cedarburg is a responsible steward of its natural resources, and endeavors to create opportunities for its residents and visitors to enjoy these unique community assets;

WHEREAS, the Town of Cedarburg Park Committee has worked closely with Town staff over the past year to update the Town's 2004 Comprehensive Park and Green Space Plan;

WHEREAS, the Park Committee has gone to great lengths to encourage public participation and input into the update of this plan;

WHEREAS, the Plan Commission has also considered the revised Comprehensive Park Plan and has encouraged public participation and input;

WHEREAS, the State requires that the Town update its Comprehensive Outdoor Recreation Plan, or Comprehensive Park Plan, every five years to maintain eligibility for grant funding and to assure that park planning is kept up to date.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board of the Town of Cedarburg, Wisconsin does hereby adopt the Comprehensive Park Plan (2009-2013).

PASSED AND ADOPTED by the Town Board of Supervisors of the Town of Cedarburg, Ozaukee County, Wisconsin on this 1st day of July, 2009.

_____
David Valentine,
Town Board Chairman

Attest:

_____
Dawn Priddy, Town Clerk

PURPOSE

This Comprehensive Park Plan is to serve as the official park planning document for the Town of Cedarburg. The intent of this plan is to enable the Town of Cedarburg to successfully manage the park needs of the community. The plan will provide relevant background information, descriptions of park facilities, and outline the goals and objectives as set out by the Town Park Committee. This document will also include tables and maps providing information useful to park planning. For the purpose of this document, "park" is defined as an improved parcel or area that has been assigned a recreation purpose by the Town. "Recreation area", in this plan, is not the same as a park; a recreation area, in this plan, typically consists of unimproved parcels or areas that lack an assigned purpose.

When the Town created Section 16-6 of the Town of Cedarburg Code of Ordinances, the Park Committee was established. The Committee consists of five members; four Town residents and one Town Supervisor. The citizen members are appointed by the Town Chairman with the majority approval of the Town Board, and are appointed for three-year terms in April of each year.

The Park Committee had their initial meeting in May, 1997 and has been actively engaged in preparing plans for the Town Park system since that time. The Park Committee meets the third Tuesday of every month at 7p.m. Meetings are open to the public.

The Park Committee prepared this plan with support from Town staff. The maps are based on data from Ozaukee County and the Southeastern Wisconsin Regional Planning Commission.

Mission Statement

The mission for park planning in the Town of Cedarburg is to identify and provide active and passive facilities in an effort to preserve and enhance a high quality of life.

To further this mission, the vision of the Park Committee is to:

1. Develop a pro-active park plan including both passive and active facilities.
2. Meet the park needs of Town residents and property owners, including connectivity between residential developments and surrounding communities.
3. Seek financial resources to create an effective park program.
4. Efficiently and economically manage the park system, including but not limited to bike paths and athletic fields.

I. TOWN GEOGRAPHY

Location, History & Land Use

The Town of Cedarburg is located in southwest Ozaukee County. Situated near Lake Michigan, it is bounded on the north by the Town of Saukville, on the south by the Cities of Cedarburg and Mequon, on the west by Washington County, and on the east by the Village and Town of Grafton.

The Town of Cedarburg covers approximately 26 square miles. Significant development pressures are present in this and other surrounding townships. The community of Cedarburg was first settled in the early nineteenth century after the establishment of a military road between Green Bay and Milwaukee. Easy access to the cities of Milwaukee and Chicago, along with fertile farmland and abundant timber for construction, led to the community's growth.

Much of Cedarburg's growth was also attributable to its presence on Cedar Creek, which was utilized by various industries to power their operations. Agriculture was the most important source of wealth in Ozaukee County during this time. Since the end of World War II, the area has sustained significant growth. Its historic base and proximity to Milwaukee has kept the Town an attractive place to live.

The current land use patterns in the Town, as shown in Figure 1 on the following page, demonstrate a tightly clustered commercial and industrial center at Five Corners, with the remainder of the Town consisting of a mix of residential and agricultural uses. There are also smaller areas of commercial development along CTH NN, STH 60, Wauwatosa Road and Columbia Road.

A major factor contributing to the existing character of the Town is its rural landscape. The Town is committed to maintaining its rural character as evidenced by its recently completed Comprehensive Plan 2035, which stresses the preservation of open space (referred to as recreational areas in this Plan) and agricultural land use. The overwhelming visual dominance of open spaces aids in maintaining the rural character.

Topography, Soils, and Water Resources

The Town of Cedarburg has one major waterway, Cedar Creek, winding through its limits. The creek and its floodways provide wetlands that are the major portion of a Primary Environmental Corridor in the Town.

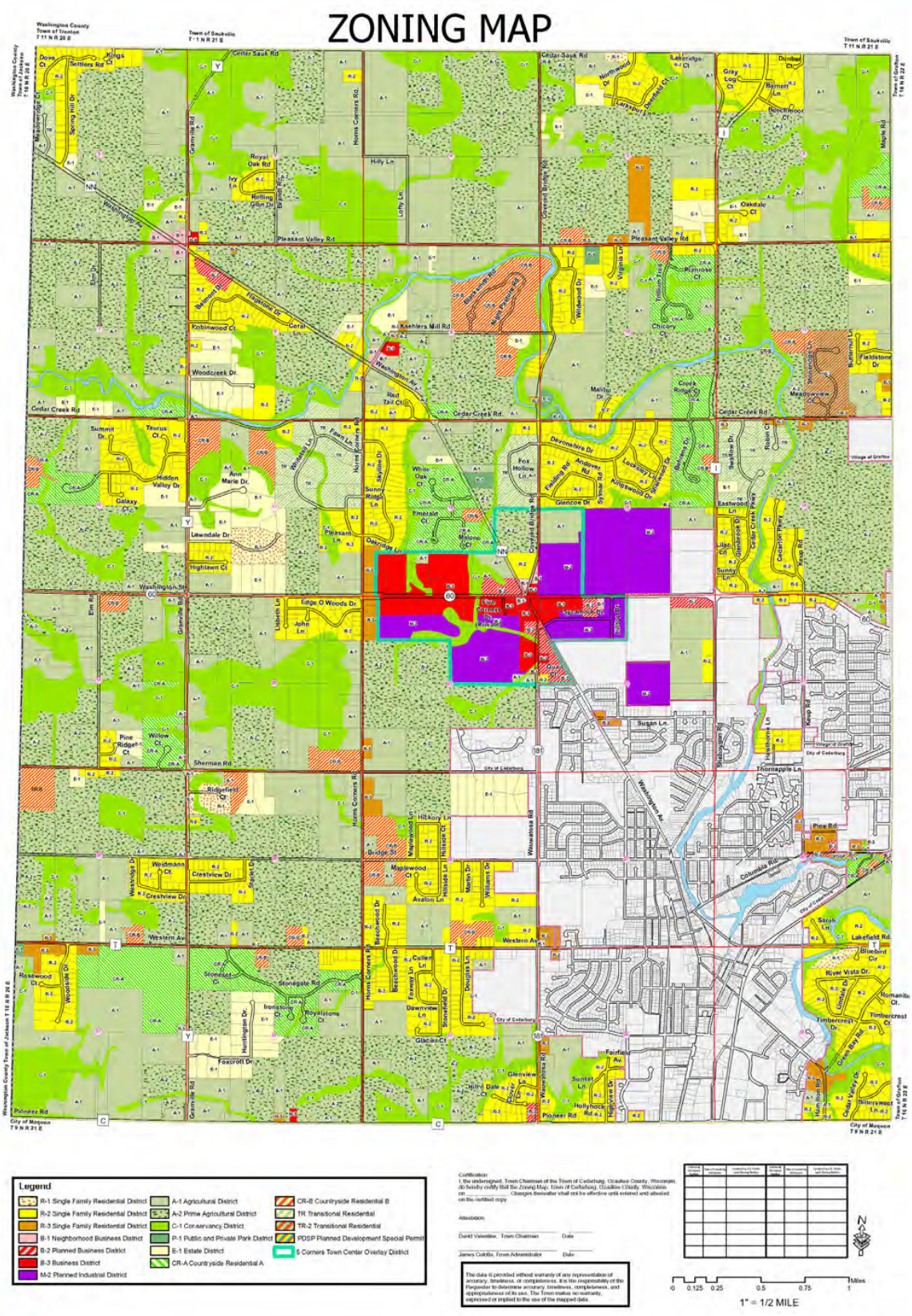


Figure 1: Town of Cedarburg Offical Zoning Map (2007)
Source: Town of Cedarburg

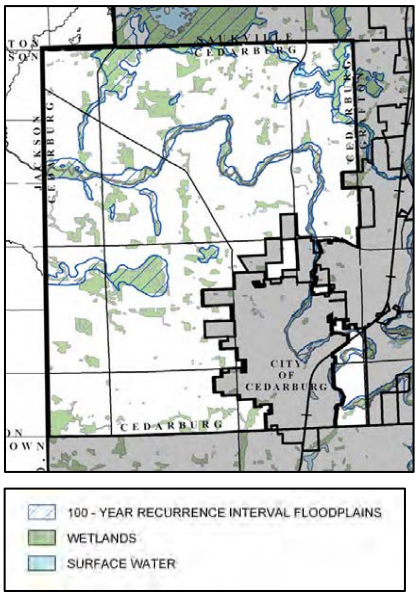


Figure 2: Surface Waters, Wetlands, and Floodplains in the Town of Cedarburg

Source: Ozaukee County & SEWRPC

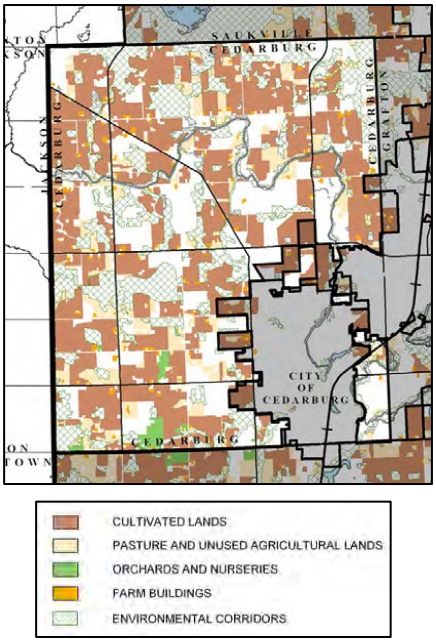


Figure 3: Existing Agricultural Lands in the Town of Cedarburg: 2000

Source: Ozaukee County & SEWRPC

In addition to the wetlands associated with Cedar Creek, other wetland areas are found scattered throughout the Town. These additional wetland areas are located mainly in the southwest area of the Town between Highway 60 and Bridge Street west of Horn's Corners Road, and North of Pleasant Valley Road between Granville Road and Horn's Corners Road.

As new developments along Cedar Creek are being presented to the Town Plan Commission and Board, a statutory authority to provide public creek access to WI-DNR specifications is being enforced. Being a navigable waterway, Cedar Creek is an asset to the region in regards to recreational usage. It can be canoed for most of the spring, and sections of it can be canoed seasonally. By providing access to this resource, avid canoe enthusiasts will come to use the creek, drawing from other areas of the region. WDNR legislation calls for access points at least every half mile along the creek. This leads to the need to develop access locations whenever possible.

There are also several lakes and ponds in the Town. These water bodies are privately owned with limited access; however there is public access to Moldenhauer Lake off of CTH I. These areas, along with woodlands and grasslands, provide natural habitat for wildlife and native plant species. The locations of wetlands, open surface water and the 100-year floodplain are shown in Figure 2. Generally speaking, the topography of the Town is flat to gently rolling with a few steep slopes located near Cedar Creek, which provides drainage for a major portion of the Town.

The soils in the area are basically well drained and have a silt or clay base. Most of the soils are from lake laid deposits. Given the Town's agricultural background, soils are suitable for grain crops and general agriculture. The good soil quality is telling of the high percentage of the Town's land still classified as agricultural lands. Figure 3 illustrates the location of agricultural land in the Town. Soil suitability for conventional septic and mound systems for residential development is another consideration when deciding the most appropriate use for land. Parcels lacking this ability have increased use as a park or other recreational area.

Potential areas for park development generally would consist of those areas which have significant natural features and which may not be likely to be converted into residential development. These areas could include those shown as woodlands (Figure 5) or wetlands (Figure 2), and which may have soils unsuitable for development.

Climate

Ozaukee County has a continental climate modified somewhat by Lake Michigan. Winters are long and cold, spring and fall are generally short. The effects of the lake are more noticeable in spring and early summer when the prevailing wind is off the lake. Streams and small lakes are generally frozen from late November until early April. The summers are warm and generally include several short periods where it is hot and humid.

Approximately 55% of the area's annual rainfall occurs during the months of April through June, and September. The driest part of the growing season is during July and August.

Vegetation

Forests originally covered about 94% of the land area of Ozaukee County with the remainder consisting of swamps and marshes (see Figure 4). The forest and marsh areas are now primarily in the Townships of Cedarburg, Fredonia and Saukville. Original forests consisted mainly of maple, beech, basswood, red oak, and hemlock with some walnut, and a few scattered pines.

Early logging removed nearly all of the loggable timber and less than 5% of the County is now wooded. The remaining wooded areas add to the aesthetic and recreational value of the County and provide critical shelter for wildlife. Areas that are currently classified as woodlands are limited to scattered sites in the Town as shown in Figure 5. These consist of upland woodlands as mapped by SEWRPC.

The vegetation of past wetlands was mainly black ash, elm, cedar, tamarack, and other species that can tolerate swampy conditions. Grasses, cattails, sedges, and similar plants grow in marsh openings.

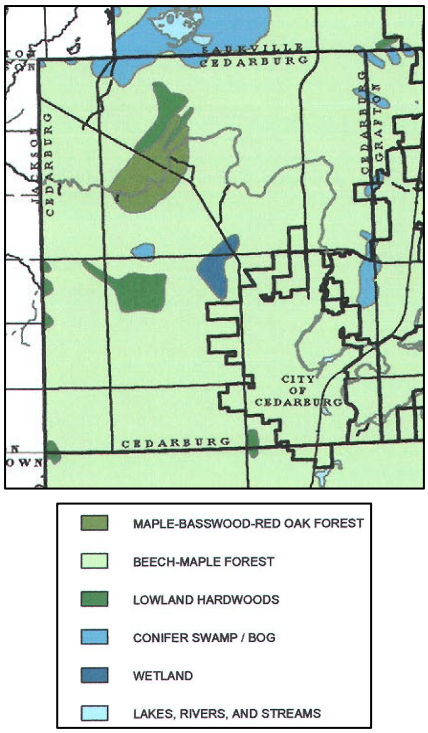


Figure 4: Pre-settlement Vegetation in the Town of Cedarburg: 1836

Source: Ozaukee County & SEWRPC

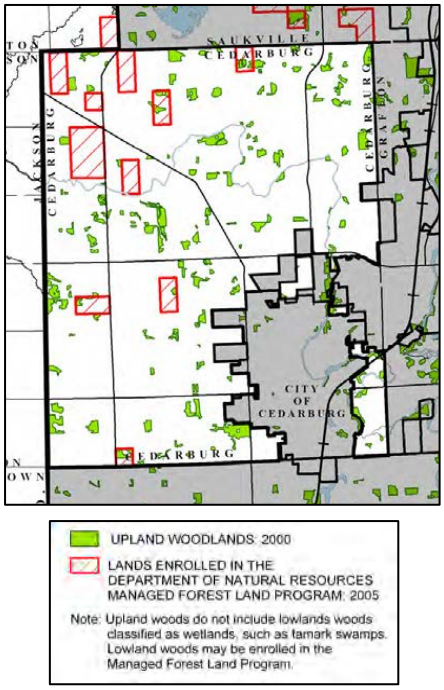


Figure 5: Woodlands and Managed Forest Lands in the Town of Cedarburg

Source: Ozaukee County & SEWRPC

II. SOCIAL CHARACTERISTICS

Population Trends and Projections

A major challenge to sound planning for the Town is not knowing how fast the Town will grow over the short and long-term. Metropolitan growth rates are unpredictable in terms of their timing, intensity and location when considering the number of municipalities in the Metro Milwaukee area competing for growth. Selecting a reasonable estimation of population projection for the Town is a critical component of the planning process when considering future public facility and land use needs including parks, schools, infrastructure, and land for various types of development.

In 2000, Ozaukee County's population was 82,317; the Town of Cedarburg 5,550. The Ozaukee County Comprehensive Plan 2035 estimates the County population to increase to 102,778 by 2035, while the U.S. Census Bureau and SEWRPC estimate the Town population to increase to 6,825 by 2035. Furthermore, according to projections by SEWRPC, the planning analysis areas comprising of the Town of Cedarburg, City of Cedarburg, and the Village of Grafton is expected to increase from a total population of 28,148 in 2000 to 36,043 in 2035. These numbers will help municipal officials plan for future park and recreational area demand.

The Comprehensive Plan adopted by the Town of Cedarburg in April 2008 set out several different scenarios for future residential development. Build-out by 2035 would result in 643 new housing units every five years for the next 35 years (3,862 total units). What actually occurs may be significantly different, as building permit records show an average of 26 new homes per year from 2000-2006. This would result in 805 additional housing units by 2035. At 2 residents per household, that equates to an additional 1,610 people, raising the Town population to 7,160.

Town of Cedarburg Age Statistics		
	Total	Percentage
0-9	737	13.3%
10-19	1,004	18.0%
20-34	523	9.4%
35-54	2,096	37.8%
55-64	677	12.2%
65-84	471	8.5%
85+	42	0.8%
Median Age	**41.1**	

Table 1: Town Age Statistics in the Town of Cedarburg: 2000
Source: U.S. Census Bureau

Age of Population

Per the 2000 census, the median age in the Town of Cedarburg is 41.1 years. Although the largest segment of the population is in the 35-54 age group, in 2000, 31.3% of Town residents were age 0-19. Of note is the age trend in Ozaukee County. The Ozaukee County Comprehensive Plan: 2035 breaks population into four age groups. Their population projections show all four groups increasing in the total number of people, but only the age group 65+ will increase in total percentage of the population; highlighting the significance of the post WWII generation. View Tables 1 & 2 at left for a further breakdown of the Town and County population age statistics.

Ozaukee County Age Statistics				
	2000	%	2035	%
0-19	24,004	29%	27,906	28%
20-44	26,600	32%	26,842	27%
45-64	21,356	26%	21,496	21%
65+	10,357	13%	24,877	25%

Table 2: Ozukee County Age Statistics 2000 & 2035
Source: Ozaukee County Comprehensive Plan:2035

TOWN PARK & RECREATION SPACE

An inventory of current parks and recreation area in the Town of Cedarburg is shown in Table 3. These areas total roughly 381.89 acres. According to the Ozaukee County Multi-jurisdictional Comprehensive Plan adopted in 2008, the Village of Grafton has an estimated 195 acres of public and private park and recreation sites. The City of Cedarburg has slightly less at roughly 143.7 acres, not including Pleasant Valley Nature Park; this increases to 231.7 acres when including Pleasant Valley Nature Park, which is jointly owned by the Town and City of Cedarburg (City of Cedarburg and the Ozaukee County Multi-jurisdictional Comprehensive Plan). For a listing of all facilities in the County, refer to Ozaukee County Multi-jurisdictional Comprehensive Plan at www.co.ozaukee.wi.us.

Public and Private Park and Recreation Sites in the Town of Cedarburg		
Site Name	**Size (acres)**	**Ownership**
Cedarburg Habitat Preservation	19	State / Federal
Cedarburg Environmental Study Area	40	Ozaukee Washington Land Trust (OWLT)
Mauer Cottage	1	OWLT
OWLT Easement	152	OWLT
Pleasant Valley Nature Park	88	Town / City of Cedarburg
Krohn Park Public Canoe Launch	11	Town of Cedarburg
Cedar Creek Farms Canoe Launch	~0.33	Town of Cedarburg
Hamilton Park	1	Town of Cedarburg
MLG Site	20	Town of Cedarburg
Creekside Park	0.56	Town of Cedarburg
School District Site	20	School District
Moldenhauer Lake Access	1	Ozaukee County
Airport Fields	16	Private
Covered Bridge Park	12	Ozaukee County
Total	**~381.89**	

Table 3: Public and Private Park and Recreation Sites in the Town of Cedarburg
Source: Ozaukee County Multi-jurisdicational Comprehensive Plan & Town of Cedarburg Comprehensive Plan 2035

In addition to the park and outdoor recreation facilities, there are also two historic sites and one historic district that are located on the National and State Register of Historic Places within the Town of Cedarburg. These include the Hamilton Historic District, the Covered Bridge, and Concordia Mill. These comprise an important element of the unique cultural heritage of Cedarburg (Town of Cedarburg, 2008).

I. PARK & RECREATION NATURAL RESOURCES

Developed and Undeveloped by Type

Before the plan moves into a summary of Town owned parks and recreation areas, it will define different natural resources available for park and recreation development.

Drainage paths - Several perennial drainage paths flow into Cedar Creek from all directions. Drainage paths are key contributors and conveyors of sedimentation and agricultural chemicals to creeks, wetlands, surface waters, and aquifer recharge areas.

Floodplains - Flood hazard areas are located along Cedar Creek. These have been identified and mapped by the Federal Emergency Management Agency (FEMA) National Flood Insurance Program for risk management purposes. The 100-year flood area, where the flooding probability is greater that 1% in any given year, has limitations placed upon it by zoning.

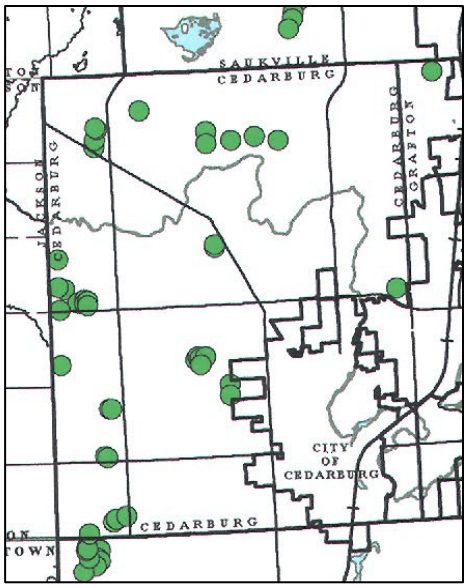


Figure 6: Wetland Restorations in the Town of Cedarburg: 2002

Source: Ozaukee County & SEWRPC

Hydrological Features - Cedar Creek, which meanders from the northwest to the southeast, is the predominant open water feature in the Town. Most of the creek's banks in the Town are natural and undisturbed. As such, efforts to preserve and enhance the quality of Cedar Creek should be a priority for the Town.

Ridgetops - Another key environmental feature, particularly noticeable in a few areas of the Town, are ridgetops. These serve to define the horizon, and large structures on top of them, including homes, tend to be visually prominent, especially if they do not blend with the character of the countryside.

Steep Slopes - Generally, the plateau on which the Town is located is comprised of gently rolling terrain with steep slopes (exceeding 12%) occurring very infrequently and only for very short runs. The vast majority of these areas are located directly adjacent to waterways.

Wetlands - Wetland areas are located along streams, drainage paths, and isolated low spots. These have been defined, identified and mapped by the Army Corps of Engineers and the Wisconsin Department of Natural Resources. These areas are important for aquifer recharge, groundwater and surface water quality improvement and wildlife habitat. According to the Ozaukee County Multi-jurisdictional Comprehensive Plan, the Town of Cedarburg is home to 38 wetland restoration sites, totaling 22.91 acres. Refer to Figure 6 at left to view these areas.

Woodlands - The Town has very few wooded areas due to a combination of rich soils, few steep slopes, small wetland and floodplain areas, and the vast majority cleared in preparation of agriculture in the past. As such, the remaining woodlands of the Town are valuable contributors to the area's character and beauty because they represent corridors for wildlife and restricted habitat for certain plant species. A map identifying these areas is shown at right.

Grasslands - Grasslands occupy abandoned farmlands that have not returned to forest cover and are dominated by grass, reed or sedge species. They contain many herbs and nitrogen fixing legumes along with scattered trees. Critical breeding and feeding habitat for amphibians, birds and small mammals are contained within such areas. Animals are attracted by the moisture in mulch, the lack of wind in the dense plant cover, and the plentiful supply of insect or seed food sources.

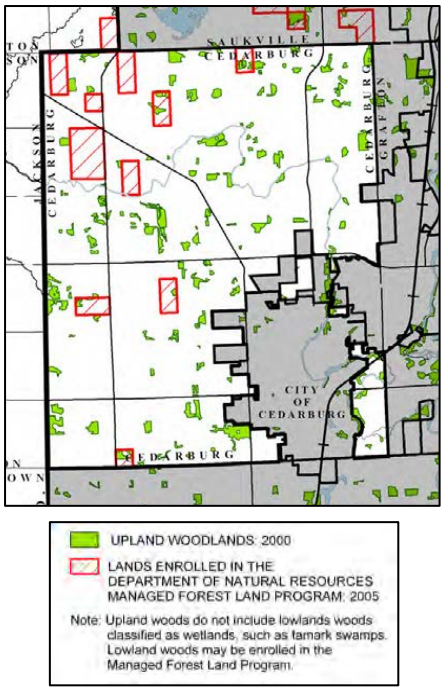


Figure 7: Woodlands and Managed Forest Lands in the Town of Cedarburg

Source: Ozaukee County & SEWRPC

Environmental Corridors and Isolated Natural Resource Areas

The Southeastern Wisconsin Regional Planning Commission has identified and delineated areas that contain concentrations of important natural resource elements. The preservation of these areas is essential to both the maintenance of the overall environmental quality of the region and to the continued provision of the amenities required to maintain a high quality of life for residents.

Seven types of natural resources are considered essential to the health of the ecological balance and subsequently the overall quality of life in the region, and serve as the basis for identifying environmental corridors.

These seven elements include:

- Lakes, rivers, streams, and associated shorelands and floodplains
- Wetlands
- Woodlands
- Prairies
- Wildlife habitat areas
- Wet, poorly drained, and organic soils
- Rugged terrain and high relief topography

Additional elements which are not part of the natural resource base but are important in identifying areas with scenic, recreational, ecological and educational value are:

- Existing outdoor recreational sites
- Potential outdoor recreation and related recreation sites
- Historic sites and structures
- Significant scenic areas and vistas

Primary Environmental Corridors

Primary environmental corridor areas consist primarily of wetlands, 100-year floodplains, woodlands, steep slopes (exceeding 12%), drainage ways, and related sensitive natural features. Primary environmental corridors consist of a variety of the most important natural resources and are at least 400 acres in size, two miles long, and 200 feet wide. Such corridors generally contain a wide variety of natural resource elements and are characterized by three or more elements in combination.

Secondary Environmental Corridors

Secondary environmental corridors occupy an area of at least 100 acres, are narrow, and have a minimum length of one mile. Such corridors also include a variety of natural resource elements (one or two), but generally are less diverse and smaller in size, length, and width than primary environmental corridors.

Isolated Natural Resource Areas

In addition to the environmental corridors, isolated natural resource areas are at least five acres in size. Such areas generally consist of natural resource base elements which have been separated physically from the environmental corridors by intensive urban or agricultural uses.

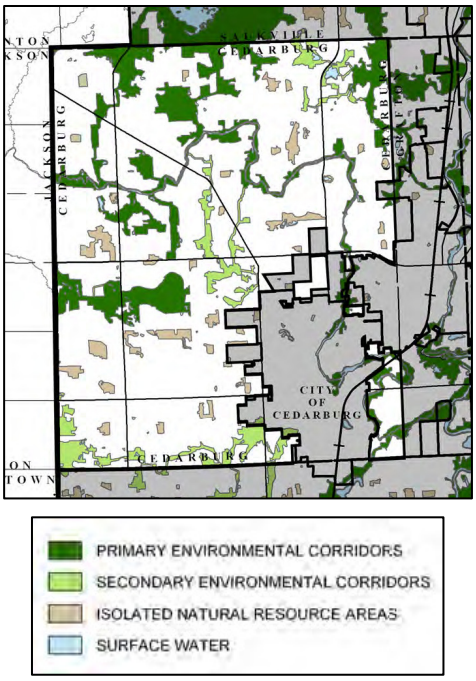


Figure 8: Environmental Corridors and Isolated Natural Resource Areas: 2000

Source: Ozaukee County & SEWRPC

The Ozaukee County Comprehensive Plan adopted in 2008 identifies the Town of Cedarburg having 3,015 acres of Primary Environmental Corridors, 793 acres of Secondary Environmental Corridors and 617 acres of Isolated Natural Resources. These areas are shown at left in Figure 8.

Regional Natural Areas and Critical Species Habitat

Natural Areas

Natural areas are expanses of land or water that contain intact native plant and animal communities suspected to be representative of the landscape pre-European sttlement. This condition is a result of little modification by human activity, or a significant recovery folowing such activity. Natural areas are classified into three separate categories:

- NA-1 (statewide or greater significance)
- NA-2 (countywide or regional significance)
- NA-3 (local significance)

Many factors are considered when classifying a piece of land as a natural area. These factors include diversity of plant and animal species and community type, structure and integrity of the native plant or animal community, uniqueness of natural features, and site size and educational value (Ozaukee County Multi-jurisdictional Comprehensive Plan, 2008). Figure 9 identifies natural areas of local significance (NA-3) in the Town of Cedarburg. The box below Figure 9 provides further detail. The natural areas include:

- #25 - Mole Creek Swamp (89 acres)
- #26 - Cedar-Sauk Low Woods (204 acres + 14 acres in Washington County)
- #28 - Sherman Road Woods (72 acres)
- #29 - Five Corners Swamp (173 acres)
- #30 - Cedar Creek Forest (23 acres)

In addition, Sherman Road Woods and Cedar Creek Forest are sites that support rare, threatened, or endangered animal or plant species as designated by WDNR. In total, these natural areas cover approximately 425 acres in the Town of Cedarburg.

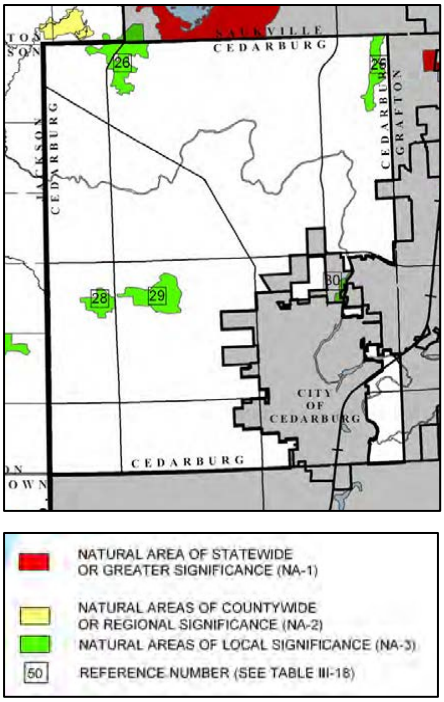


Figure 9: Natural Areas in the Town of Cedarburg

Source: Ozaukee County & SEWRPC

#25 - Mole Creek Swamp: a low, wooded area bordering Mole Creek dominated by green ash, alder, & red-osier dogwood.

#26 - Cedar-Sauk Low Woods: lowland hardwood forest of silver maple, green and black ash, American elm with evidence of past disturbance including grazing & power line right-of-way. Stream flows through from the Cedarburg bog.

#28 - Sherman Road Woods: lowland hardwood forest with second growth due to past grazing.

#29 - Five Corners Swamp: large lowland hardwood forest suffering from selective cutting and a series of wide trails. Dominant trees include red and silver maple and cottonwood.

#30 - Cedar Creek Forest: sugar maple and beech woods on the west bank of Cedar Creek; threatened by residential encroachment.

Critical Species Habitat & Aquatic Habitat

Critical species habitat consists of those areas outside of natural areas that are significant as they provide habitat to support rare, threatened, or endangered flora or fauna. There are seven of these sites in Ozaukee County, one of which is in the Town of Cedarburg; that being the four-acre Cedarburg Woods-West. This site includes habitat for the Goldenseal (Hydrastis Canadensis).

Ozaukee County also possesses thirty aquatic sites that support threatened or rare fish, reptile, or mussel species. Of the thirty, Cedar Creek in the Town of Cedarburg is identified as an aquatic river or stream of local significance. The creek supports a healthy, diverse fish and mussell population (Town of Cedarburg Comprehensive Plan 2035, 2008).

The following policies are recommended by the Park Committee for the protection of environmental corridors and state or federally identified habitat areas:

- Use public acquisition, dedication, or conservation easements.
- Use conservation development standards to preserve and restrict disruption to environmental corridors.

II. INVENTORY OF TOWN OWNED PARKS AND RECREATION AREAS

Pleasant Valley Nature Park

Pleasant Valley Nature Park is located in Section 2. The Town owns a 25% share, with the City of Cedarburg owning the remaining 75% share of the park. In 1999, the Town and City entered into a lease agreement whereby the City authorized the Town to proceed with the development of the site as a passive public park for Town and City resident enjoyment. Once used as a sanitary landfill, the park has continuing groundwater monitoring. The lease agreement between the Town and City will automatically renew for another 10 year term on March 31, 2009. Since 1999, the Town has completed the following:

- A shelter and restrooms (see picture to the left)
- Wood chip trails
- Elevated boardwalk paths
- A picnic area with picnic tables
- A parking area and landscaping
- A split rail fence
- An observation platform overlooking a kettle
- A trail and boardwalk extension
- A gravel access road

A parcel adjacent to the park includes a compost site used by the Town and City of Cedarburg.

Hamilton Park

This 1-acre park is located in the Hamilton Historic District in the southeast quarter of section 35 at the intersection of Green Bay and Hamilton Roads. The park offers a very limited amount of recreation space with a few picnic tables and historic markers. There is also a Town bulletin board used for posting public notices and meeting agendas. Although not considered a canoe launch since there is no frontage on Cedar Creek, the Creek is directly across Green Bay Road.

Creekside Park

Creekside Park is located in the southeast quarter of section 8 on Cedar Creek Road about ¼ mile west of Horns Corners Road. This 0.56-acre park acts mainly as one of the three canoe access points in the Town. The park has a gravel parking area, which also provides ready access to the Creek, to birdwatchers, and other residents looking to enjoy the natural surroundings.

Cedar Creek Farms Canoe Launch

The second of three canoe access points, Cedar Creek Farms Canoe Launch, is located in the northwest quarter of section 14 off of Robin Court. This approximately 0.33-acre park offers a paved parking lot as well as a wooden canoe launch platform for recreationalists. The launch functions best in spring when water levels in Cedar Creek are at their peak.

Krohn Park

Krohn Park is located in the northwest quarter of section 10 along Covered Bridge Road. The 11-acre park stretches from the intersection of Kaehlers Mill and Covered Bridge Road to the intersection of Pleasant Valley Road and Covered Bridge Road. The Park features a trailhead installed in 2007 as well as a historical landmark monument plaque speaking to the original Kaehlers Mill settlement. A canoe access point is located at the north end of the park along Pleasant Valley Road.

Park Aerials

Aerials of the five Town parks are found in Appendix A.

4.0 BICYCLE & PEDESTRIAN ROUTE PLAN

The Town of Cedarburg has an extensive and growing network of bicycle trails and pedestrian routes. In July 1999, the Town completed a plan titled, "*Master Bicycle and Pedestrian Route Plan*." Information from the bicycle and pedestrian route plan is being been incorporated into this comprehensive Park Plan in an effort to provide a one-stop document for park and recreational interests. This chapter addressing the bicycle and pedestrian route plan is a summary of the planning document and is not meant to take its place. The summary contained herein will mimic the plan by addressing the four "parts" of the bicycle and pedestrian route plan with four separate sections. The reader may have to refer to the bicycle and pedestrian route plan for specific tables and charts.

I. INTRODCUTION

The purpose of the bicycle and pedestrian route plan is to create a viable, safe and attractive non-motorized transportation system for the Town of Cedarburg and encourage increased levels of bicycling and walking. A collection of planning recommendations were set up to help guide Town policies and facility development from 1999-2015. Infrastructure improvements such as designated bikeways, bicycle parking, marked pedestrian cross walks and traffic control devices to assist pedestrians are among the type of facilities recommended to improve conditions for the non-motoring public. Recommendations to educate bicyclists and promote bicycling and walking as viable modes of transportation are also included.

The plan established a set of critical recommended routes for the Town. Since 1999, several of the recommendations have been translated into achievements. These are depicted in Table 4. Although strides have been made, there are still recommended routes that have not yet come to fruition since the original plan in 1999. Some of these facilities are presently suitable for bicycling and will require little or no improvement. Other corridors require facility improvements such as paved shoulders, wide curb lane, or bike paths to provide a safe and attractive infrastructure for bicyclists. It is further recommended that many of these on-street and off-street facilities, or bikeways, be formally designated by distinguishable signage.

The main recommendations of this plan focus on providing a main north/south and two primary east/west corridors through the Town.

The system includes both on-street and off-street facility recommendations. The table below provides descriptions of the main routes, recommended improvements, merits of each route and current status of the route. The projects are listed in order of priority.

Route Description	Route merits	Recommended Improvements	Status
Covered Bridge Road from Covered Bridge Park to Five Corners	Connects northern ½ of the Town to the Five Corners area and the City of Cedarburg	Covered Bridge Road – Wide curb lanes or paved shoulders, route should be signed as a bike route	Complete
Covered Bridge Road south to Cedar Creek Road, west on Cedar Creek to Horns Corners Road, south on Horns Corners to Town limits	Primary north to south route, traverses the entire Town, provides access to Covered Bridge Park and proposed bike path along Pioneer Road	Covered Bridge Road and Cedar Creek Road – wide curb lanes or paved shoulders, route should be signed a s a bike route Horns Corners – same as above, plus an adjacent path as neighboring properties are developed, a section of this path from Cedar Creek Road to Oak Ridge Lane currently in progress	Complete aside from the stretch of Horns Corners from Western to STH 60: this is not signed or marked
Cedar Creek Road west to Devonshire Drive to Covered Bridge Road, north to Cedar Creek Road, west to the Town limits	Provides a secondary east to west route through the Town, provides views of Cedar Creek and access to Covered Bridge Park. This route is secondary because it is less direct than Pleasant Valley Road	Cedar Creek Road, east Town limits to Devonshire Drive – shared roadway, bike route signage only Devonshire Drive – shared roadway, bike route signage only Cedar Creek Road west to Town limits – wide curb lanes or paved shoulders, signed as a bike route	Paved shoulders on Cedar Creek Road from CTH I to Sherwood Drive and from Covered Bridge Road to Horns Corners Road
Bridge Street from western Town limits to the City of Cedarburg	Primary east to west route serving the south ½ of the Town, provides access to the City of Cedarburg, public pool and library, downtown shopping district and schools	Bridge Street – wide curb lanes or paved shoulders, route should be signed as a bike route In addition, an adjacent path will connect Horns Corners Road to the City limits	Upcoming
Pleasant Valley Road from Town limits to Town limits	Primary east to west route serving the north ½ of the Town, provides route through Town for touring bicyclists, possible access to future park site in NW corner	Pleasant Valley Road – wide curb lanes or paved shoulders, route should be signed as a bike route	Upcoming

Table 4: Recommended Bicycle Route Projects
Source: Town of Cedarburg Master Bicycle & Pedestrian Route Plan: 1999

Some key objectives of the plan include providing a balance of transportation, recreation, and social opportunities for residents, better establishing policies that accommodate the rights of bicyclists, runners and pedestrians on all Town road rights-of-way, establishing new facilities in new subdivisions, all while doing so in a safe, fiscally realistic and responsible manner. The plan also works to be consistent with regional planning efforts and the Town of Cedarburg Comprehensive Plan.

In order to achieve these objectives, the Town must work with community interest groups and foster public participation. Efforts should be focused on facilities that provide access to major destinations such as schools, Five Corners, the City of Cedarburg, and other important linkages such as the Interurban Trail.

Importance of Pedestrian Routes

Before the 1900's, bicycling and walking were common modes of transportation in the United States. Many early American urban roads were originally paved to help bicyclists get around and compact communities allowed people to walk to most destinations. As the pace of the American lifestyle quickened and automobiles were made affordable to a large portion of the population, bicycling and walking gradually fell from favor as a mode of transportation. Since the late 1940's, motor vehicles have predominantly influenced transportation and land use patterns. The convenience and flexibility of the automobile are easily recognized. However, the automobile is not the most efficient mode of travel for certain types of trips. The benefits of alternative modes of travel such as bicycling and walking are particularly significant for short urban trips. The arguments for encouraging these modes of travel are both functional and philosophical:

- Bicycling and walking are among the most cost efficient modes of transportation with regard to operation, development and maintenance of facilities.
- Both bicycling and walking are among the best forms of physical exercise and therefore can effectively enhance the health of individuals and the community.
- Bicycling and walking do not contribute to noise or air pollution. Off-road facilities developed for bicycling and walking can protect and enhance natural resources.
- Walking and bicycling promote the social interaction of families and the community.

Our national, state and local units of government are increasingly acknowledging the benefits of bicycling and walking beyond their recreational values as viable, healthy, cost efficient and environmentally compatible means of travel.

Recognizing their efficiency for certain types of trips and the efficiency of many other modes of travel is the basis for multi-modal transportation planning. The premise behind multi-modalism is simple: to create a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options so that they are real choices that meet the needs of individuals and society as a whole. The importance of multi-modal transportation is identified in current federal transportation policy through SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users) set to expire in 2009. SAFETEA-LU makes available federal funding for multi-modal transportation planning and improvements.

The Wisconsin Department of Transportation promotes bicycling and walking through their "Wisconsin Bicycle Transportation Plan 2020." This plan establishes WisDOT's goals, objectives and policies related to bicycling accommodations with a focus on realistic implementation efforts (WisDOT, 2008). The plan can be viewed at:
http://www.dot.state.wi.us/projects/state/docs/bike2020-plan.pdf

While a growing number of Americans enjoy bicycling and all of us are pedestrians, a small fraction of trips in the United States are by walking and bicycling. Safety, distance, traffic conditions and convenience are reasons often cited for infrequent use of these travel modes. Studies have shown that a much larger percentage of people would walk or bicycle as a primary means of transportation if better facilities were available. In our fast-paced society, time and distance are perhaps the greatest impediments to non-motorized travel. Yet, nearly 40% of trips made in the U.S. are less than five miles. These short trips are very easily accomplished by average bicyclists and pedestrians, and when compared to driving, require little, if any, additional time.

Bicycling and walking are underutilized modes of transportation in the Town of Cedarburg. Generally, the existing transportation infrastructure in the Town does not provide sidewalk and/or bicycle/pedestrian friendly streets. The relatively small number of bicycling or walking trips can be attributed to impediments such as: travel time, distance, traffic conditions, safety concerns, transportation infrastructure and the availability of support facilities such as bicycle parking. Although only a small percentage of actual trips are by bicycle or foot, 73.1% of survey respondents felt hiking/walking trails are very or somewhat important and should be provided over the next five to ten years. This number increased to 74.8% when pertaining to the provision of bike paths along Town and County roads (Town of Cedarburg Comprehensive Plan: 2035, 2008). The "Master Bicycle and Pedestrian Route Plan" is designed to increase the non-motorized mobility of people by making recommendations to remove impediments to bicycling and walking.

II. PLANNING PROCESS

The Master Bicycle and Pedestrian Route planning process completed in 1999 was thorough and included inventories of conditions, review of historical data, field observations (conducted by bicycling most of the corridors), research of Town planning documents and meetings with government agency staff. Planning and design criteria derived from Wisconsin Bicycle and Pedestrian Planning Guidelines, AASHTO Guidelines for Developing Bicycle Facilities, and The National Pedestrian Safety Program were used as general analysis criteria. Following the analysis of planning considerations, the plan was reviewed by Town staff, the plan advisory committee and the public.

Inventory & Analysis

The inventory and analysis of factors affecting non-motorized transportation includes land-use and transportation patterns, existing bicycle and pedestrian facilities, destination identification, traffic and safety characteristics, roadways conditions, and cost of implementation and operations. Personal fitness, the aesthetics of corridors, and time constraints may also affect transportation decisions.

Transportation & Land Use Patterns

One of the Town of Cedarburg's greatest challenges to providing viable bicycle and pedestrian transportation lies in the policies that regulate new land use patterns in the Town. The road patterns, recreational area development and development densities regulated by land planning decisions will ultimately affect the number of people that will live within biking distance of daily services. The Town enjoys a rural character that consists of two primary land use and transportation patterns that provide a beautiful setting but do not allow most people to live within walking or bicycling distance of many daily destinations such as schools, neighborhood shopping facilities and local parks. The first is rural, agricultural land use with scattered single family residences all served by the Town road system. The second is the suburban subdivision land use pattern. These single-family home developments, suburban in character (averaging approximately one dwelling unit per two gross acres) are widely dispersed and served by internal road systems, usually ending in culs-de-sac with one road providing a connection to a Town road.

In addition, the developing business district located in the Five Corners area serves the local Town residents and is characterized by small commercial enterprises, many driveways and parking lots, and streets with high traffic volumes. Five Corners is unique because of its unusual configuration and the high volume of traffic it carries.

Existing Bicycle & Pedestrian Facilities

In general, the gently rolling topography of the Town is conducive to human-powered travel. Schools, neighborhood retail areas and parks are all within relatively easy bicycling distance, but many cyclists or parents of young cyclists feel the roads are not bicycle friendly. This is due, in part to the Town road system which provides narrow road widths and few paved shoulders. The roads with paved shoulders, (CTH Y, Western and STH 60), generally have high traffic volumes and speed limits of 45 miles per hour or higher.

The Town currently has nine bicycle trails (including the Ozaukee County Interurban Trail adjacent to the Town). These can be seen on the following page on the Bicycle Trails Map. The network has grown significiantly in recent years to include:

- Kaehlers Mill Trail
- Cedar Creek Trail
- Covered Bridge Trail
- Highway 60 Trail
- Behrens Trail
- Greystone Trail
- Pleasant Valley Preserve Trail
- Spring Hill Trail
- Ozaukee County Interurban Trail

The route of the Ozaukee Interurban Trail is based on the Interurban railway that connected Ozaukee County to the City of Milwaukee and Sheboygan. In 1922, the right-of-way was acquired by The Milwaukee Electric Railway and Light Company for development of an improved rapid transit service from Milwaukee to Sheboygan. This rapid transit was an electric railway system linking Milwaukee and many of the surrounding communities from its inception in 1905 to the end of all operations in 1951. Today, the Ozaukee Interurban Trail is a 30-mile paved trail that spans the entire length of Ozaukee County. The majority of the Trail is off-road and perfect for family enjoyment. The Trail connects the Ozaukee communities of Mequon, Thiensville, Cedarburg, Grafton, Port Washington and Belgium by using the existing right-of-way owned by WE Energies. The trail is intended for year round uses, such as biking, in-line skating, walking, running and cross-country skiing. Motorized vehicles including snowmobiles, and horses are not allowed on the trail (Ozaukee County, 2008).

Although the Interurban Trail does not traverse through the Town, it can be easily accessed by riding the Cedar Creek Trail south on Sheboygan Road or east on Bridge Street into the City of Cedarburg to the intersection of Bridge Street and Washington Avenue. From this point, travel a few blocks south to meet up with the Interurban Trail.

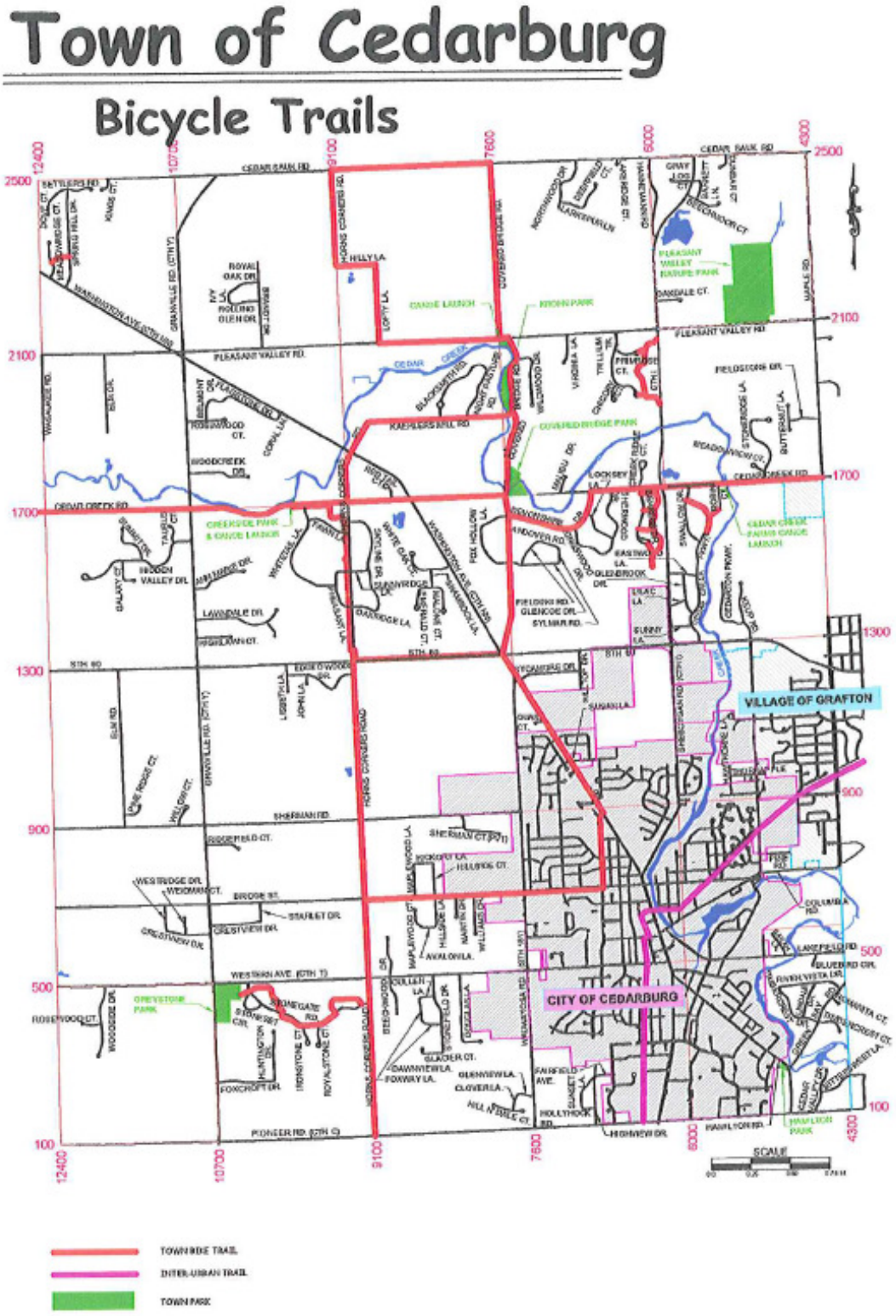


Figure 10: Bicycle Trails
Source: Town of Cedarburg

Destination Identification

Several planning considerations were used to select potential travel corridors for designation or facility improvements. Facility design considerations were used to evaluate corridors, select a system design and make recommendations for design treatments.

Bicyclists and pedestrians make use of all urban and rural streets and rights-of-way, with the possible exception of expressways and freeways. The bicycle plan outlines policy recommendations intended to improve the safety of the Town roads and rights-of-ways. Recommendations for designated facilities are limited to corridors that serve community destinations. The arterial and collector roads that effectively deliver many motorists also provide the direct and contiguous routes that serve many bicyclists. These systems, however, are not always designed for accommodating the special needs of the average bicyclist. When roadway conditions are unsuitable for bicyclists, infrastructure design treatments can improve the roadway, or an alternative corridor taken. The major through roads under Town jurisdiction are:

- Bridge Road Arterial
- Sherman Road Collector
- Cedar Creek Road Arterial
- Pleasant Valley Road Arterial
- Kaehlers Mill Road Collector
- Cedar Sauk Road Arterial
- Maple Road Collector
- Keup Road Collector
- Covered Bridge Road Arterial
- Lofty Lane Collector
- Hilly Lane Collector
- Horns Corners Road (Arterial) from Pioneer to CTH NN, (Collector) north of NN
- Elm Road Collector

Highways under state or county jurisdiction:

- State Trunk Highway 60
- State Trunk Highway 181 (Wauwatosa Road)
- County Trunk Highway NN (Washington Ave. north of Sycamore Drive)
- County Trunk Highway I
- County Trunk Highway Y (Granville Road)
- County Trunk Highway C (Pioneer Road)
- County Trunk Highway T (Western Avenue

As primary corridors to major community destinations, these roads were evaluated for accommodating bicyclists.

Route alternatives must be carefully considered, as bicyclists will choose the most direct route unless other favorable factors are present.

Potential use patterns are not always reflected by the existing transportation system, but can be estimated by locating trip generators (origins and destinations) and future land use patterns. Many of the area's major destinations include Covered Bridge County Park, Five Corners, the public pool, local schools and the City of Cedarburg.

The critical question is how far are people willing to bicycle or walk to these destinations? Naturally, the purpose of the trip, type of facilities, weather and other considerations may increase or decrease the average trip length. Generally speaking, people are less willing to commute to work by bicycling and walking if the travel time is more than 20 minutes. Directness of the route, condition of the bicyclist or pedestrian, the number of stops, and the availability and proximity of parking facilities will affect how far one is able to travel in 20 minutes. The average adult cyclist commonly travels 3 to 4 miles in 20 minutes. From a bicyclists standpoint this 3-4 mile trip defines the service area of each destination and helps to define use patterns.

Significant Findings and Planning Implications Derived from Use Patterns Information:

The parallel nature of the Town roads provide many alternatives for consideration when attempting to provide cross-town routes both east/west and north/south. The disconnected nature of the subdivision roads create an impediment to travel from subdivision to subdivision, especially for alternative modes of travel. It is therefore important to provide bike/pedestrian connectors between subdivisions as development occurs. These connectors may or may not be associated with environmental corridors mapped in the Town Comprehensive Plan. The three to four mile trip limitation places the City of Cedarburg well within the comfort level of most bicyclists within the Town.

Traffic & Safety

Historical data shows that the Town averages less than one bicycle and pedestrian accident per year; in fact, there were only 3 bicycle/pedestrian related accidents in the last eleven years. The number of accidents in the Town are too few to be useful in locating possible problems or determining historical patterns of use. National statistics show that the motorist often plays the primary role in the accident. The Town should work cooperatively with surrounding communities, local recreation departments and the school district to improve efforts to educate motorists and bicyclists as to the rights and responsibilities of each.

Town of Cedarburg Accident Statistics	
Year	Number of Accidents
1996	1
1997	1
1998	0
1999	0
2000	0
2001	0
2002	0
2003	0
2004	0
2005	1
2006	0
2007	0

Table 5: Town of Cedarburg Accident Statistics 1996-2007
Source: Ozaukee County Sheriff Department

Studies have also shown that problems and accident rates increase with motorized vehicles while bicyclists were involved in wrong way movement (against the flow of the traffic lane). This demonstrates the common problem with two-way paths directly adjacent to the street. Athough these situations pose a problem, pathways at street and driveway intersections are more hazardous. The education of child and adult cyclists may reduce these sorts of accidents and is a key objective of this plan.

The motor vehicle ADT (average daily traffic) speed and traffic mix affect the safety and suitability of corridors for bicycling and walking. The level of experience is also important. Cyclists are often lumped into one of three categories: the experienced adult cyclist, the avarage adult cyclist, and the child cyclist. This bicycle and pedestrian route plan, like the state and national guidelines, recommends facilities designed for the average adult cyclis and in some cases for the child cyclists.

Using data collected by the state on local roads and field checked during the inventory and analysis phase by Schreiber Anderson Associates in 1999, a Bicycle Compatibility Index (BCI) and Level of Service (LOS) were developed for each Town road. The Bicycle Compatibility Index (BCI) allows transportation planners to evaluate the compatibility of a variety of roadways to accommodate both motorists and bicyclists using geometric and operational characteristics such as lane widths, speed and volume. The Level of Service (LOS) gives bicyclists an idea of the level of service to expect for each road, provides transportation planners a means of determining which corridors are most suitable to be included in a local bikeway system, and identifies "weak links" in the bikeway system. The BCI model can be used to determine what types of improvements are needed to increase a specific road's compatibility. The BCI and LOS can be viewed as Appendix E.

Primary Findings and Design Implications of Safety and Traffic Conditions

The BCI for most Town roads is moderately high to moderately low indicating a level of service of C or D for most Town roads. The highest compatibility score was given to the Deckers Corners intersection. This is because the model relies heavily on pavement width and the pavement is very wide in this particular location. The only section of road to receive a Very High rating (LOS B) was Covered Bridge Road from Cedar Sauk Road to Cedar Creek Road. The low traffic volumes played a role here. No roads scored below a D.

The C and D ratings for most Town roads reflect the narrow road width (no paved shoulders for the most part, and the relatively high rate of speed, 45 MPH). The recommended north/south route through Town (Horns Corners, and most of Covered Bridge Road) provided a D level of service at the time of the first Bicycle Plan.

Bridge Road, which was recommended to provide the east/west corridor in the south half of the Town, is rated at a level of service of D. Pleasant Valley Road, the recommended northern, east/west corridor is currently rated at a D. The level of service rating for these roads can be improved to a B by paving the shoulders and reducing the speed limit to 35 MPH.

Roadway Conditions

Although the BCI and LOS modeling is a very helpful tool for corridor selection and testing how proposed roadway improvements may increase (or decrease) bicycle compatibility, there are site specific safety concerns that are best identified and analyzed by field checking the roads, in other words, taking a bike ride. Such site specific concerns include topographic relief, horizontal road alignments, hidden driveways and certain types of land use. Topographic relief, sharp turns, and hidden drives can produce line of sight problems that are not accounted for in the model. Certain land uses produce hazardous conditions in their immediate area such as a quarry operation or construction company leaving an unusual amount of gravel along the pavement edge and producing locally heavy truck traffic.

Intersection safety concerns were checked by bike in the field. Intersections with specific safety concerns include:

- Sherman Road and Wauwatosa Road - due to a steep hill and limited sight lines
- Intersections with STH 60 - due to heavy truck and automobile traffic
- The Five Corners area - due to complicated traffic pattern at intersections
- Washington Avenue and Wauwatosa Road - due to a wide radius right hand turn which allows vehicles to make a right turn (heading south on Wauwatosa Road) with out decreasing speed
- Intersections with Pioneer Road - due to heavy truck and automobile traffic.

Primary Findings and Design Implications of Site Specific Roadway Safety Considerations

From a transportation standpoint, the Five Corners commercial area is the greatest impediment to bicyclists and pedestrians traveling to businesses in the immediate area and traveling through to other destinations. High traffic volumes, narrow travel lanes, awkward intersections and a very limited number of alternate route streets leading to and through this commercial area creates a serious gap in the alternative transportation system. In order to help cyclists and pedestrians cross the intersection, bicyclists/pedestrian activated cross walk signs were installed.

Hilly Lane, Lofty Lane and Maple Road all have sight line problems due to topographic relief. Hilly Lane offers a nice view of the Town but is a rather steep climb for the average cyclist.

Implementation Costs

The cost of improving bicycle and pedestrian systems is an important factor in recommending facility improvements. Since the bicycle plan was written in 1999, costs have increased significantly for materials and labor. Should the Town take interest in expanding the trail network, new cost estimates could likely be obtained from WisDOT and local contractors. Each mile of trail or paved shoulder within the Town will have a different construction cost associated with it, depending upon the specific terrain it is passing through.

All too often bicycle facility planning is synonymous with planning separated bikeways. However, separated bike lanes and bike/pedestrian paths are the most costly of all facility improvements. Because of their direct costs and the amount of public rights-of-way needed to accommodate these systems, separated bikeways seldom form a complete bicycle and pedestrian system. It is efficient to instead make use of established transportation rights-of way. Signing, shared roadways, bicycle parking, a strong education system and policy improvements are perhaps the best, most cost effective means of improving conditions for bicycling and walking.

Types and availability of funding sources will influence the phasing and development of proposed facilities in the Town of Cedarburg. Potential funding sources are discussed at the conclusion of the Park Plan in Chapter 8.0: Implementation.

III. IMPLEMENTATION PLAN

The recommendations in the bicycle plan are intended to be implemented by the year 2015. This implementation plan outlines development of facilities and policies that will enhance bicycling opportunities throughout the Town. Elements of the implementation plan include:

- Bicycle facilities plan
- Pedestrian facility recommendations in the Five Corners area
- Priority projects
- Funding strategies
- Maintenance of facilities
- Educational and enforcement policy recommendations for bicycling and walking
- Land-use planning recommendations
- Action plan

Bicycle Facilities Plan

Recommendations to improve existing travel corridors for bicycling have been derived from planning and design considerations. Some facilities are presently suitable for bicycling and will require little or no improvement. Other corridors require facility improvements such as paved shoulders, wide curb lane, or bike paths to provide a safe and attractive infrastructure for bicyclists. It is further recommended that many of these on-street and off-street facilities, or bikeways, be formally designated by signing and/or mapping.

Bicycle Route Master Concept

The Bicycle Route Master concept reflects the objective of providing a main north/south and two primary east/west corridors through the Town. For planning purposes the Town was divided into east/west sections along Wauwatosa Road and Covered Bridge Road. State Trunk Highway 60 divides the Town in half north and south. The City of Cedarburg occupies almost the entire southeast quadrant of the Town. There are Town islands of significant size in the extreme southeast corner near Green Bay and Lakefield Roads. An important objective of this plan is to provide bikeways for all four quadrants of the Town. The system includes both on-street and off-street facility recommendations. Table 4 provides descriptions of the main routes, recommended improvements, merits of each route and the current status of the route. It is recommended the Park Committee work with the Town Board and staff to plan for bicycle improvements in the Capital Improvement Plan.

The Town currently has several bike path connections in between subdivisions (i.e. Spring Hill Trail, Beherns Trail & Greystone Trail); these are an excellent way to provide options for those not using cars to travel to adjacent subdivisions when they connect subdivisions. This plan strongly recommends that this policy exist as subdivision development occurs. Each new cul-de-sac proposed by a developer is a new opportunity to connect adjacent neighborhoods. If the new cul-de-sac is in an area without adjacent developments the connector path should be installed during the development of the subdivision, providing the connector for use at a later date and avoiding conflicts with property owners in the future. The bike path corridor will not be acquired by the purchase of private land, rather the corridors will be created through developer agreements as land development (commercial or residential) takes place. The bike paths should be at least 8 feet wide. A 10 foot wide path maybe necessary if heavy pedestrian and bicycle traffic is expected. This plan specifically recommends a connection between Lawndale Drive and Whitetail Lane. Without this connection bicyclists from this subdivision are forced out on to CTH Y. With the connection the subdivision will be directly connected to the heart of the bikeway system.

The Cedarburg Circle Tour

A bicycle tour of the Town/City currently exists. The tour begins by taking the Kaehlers Mill trail briefly south and then picks up the Cedar Creek Trail heading east on Devonshire Drive. The route stays on the Cedar Creek Trail trough the City of Cedarburg and out to the intersection of Sherman Road and Horns Cornser Road, where it picks up the Kaehlers Mill trail again and follows this trail all the way back to Covered Bridge Park.

Signing

Only suitable designated bikeways should be signed as "bike routes." Segments of the proposed system that require improvements should not be designated with signs or mapping until improvements are complete. It is recommended that all of the bikeways in the Town be mapped and signed. Signage should follow the Manual for Uniform Traffic Control Devices, 2003 (MUTCD). This can be found at: http://mutcd.fhwa.dot.gov/. Signing systems for bicycle transportation include basic "route" signs, and pavement markings. The design, placement, operation and maintenance of these systems should also be developed according to the Manual of Uniform Traffic Control Devices. Standard bicycle route markers should be used on all designated bikeways and designated shared facilities. On bikeways serving visitors, the signing systems should incorporate directional information such as direction, location and distance.

In addition to signing, the Town has made available a color bike trail map on the Town website at www.town.cedarburg.wi.us. The Bicycle Route Master Plan map may be revised and used for publication and mapping.

Pavement Markings

New pavement markings should be placed on bicycle lanes, bicycle paths (centerlines) and some paved shoulders. The pavement markings may give the motorists the feeling of a narrower traffic lane and may slow traffic speeds. Because these pavement markings indicate restricted and shared rights-of-way they must be consistent with all traffic patterns. In 2007, the Town installed pavement markings across the entrances of both car dealerships south of STH 60 on Washington Avenue. Refer to the following sources for designing specific pavement marking systems:

- Manual of Uniform Traffic Control Devises (MUTCD)
- Wisconsin DOT Facilities Development Manual (FDM)

Bicycle Road Hazard Identification Program

This plan recommends that the Town of Cedarburg consider implementing a Bicycle Road Hazard Identification Program. This program is designed to increase bicycle safety and enjoyment through the identification and repair of road conditions that are hazardous to bicyclists. Communities voluntarily implement the program as a benefit to their citizens. The program works by allowing bicyclists, employees involved with road work in some capacity, other state/county/local employees (such as police officers) or concerned citizens to report road conditions which are hazardous to bicyclists. The hazards are reported to participating municipalities for inclusion in the local maintenance program. The implementation of the bike hazard identification program does not mean that a municipality is responsible for fixing all hazards immediately. A plan to repair hazards can be developed into a capital improvement budget and/or maintenance budget.

Pedestrian Friendly Design Guidelines

Although this plan focuses on bicycle facility improvements, pedestrian design guidelines are provided to assist the Town when redevelopment opportunities occur in the Five Corners area. The importance of a safe and attractive pedestrian environment cannot be overstated. All trips begin and end as pedestrian trips. Pedestrians are shoppers, school children, recreationalists and businessmen. Pedestrians also exhibit different abilities. The pedestrian environment must be flexible and well designed to provide transportation options to all. The pedestrian environment is affected by several primary facilities, including:

- Sidewalks: Types of sidewalks, width, surface, location and design
- Street Crossings: Curb ramps, marked crosswalks, overpasses and signals
- Street Furnishings: Lighting, seating and resting areas.

Sidewalks

Pedestrians who walk on the side of a street are endangered by motorists, particularly at night. This situation is one of the ten leading causes of fatal pedestrian accidents nationally. Pedestrians are forced into this hazardous situation when sidewalks or wide shoulders are unavailable to them.

Uniform sidewalk design criteria for commercial areas should be established for the Town. Sidewalk width, curb ramp placement and surface materials should be consistent. Although five foot wide sidewalks are sufficient in many residential and industrial districts, additional widths should be considered near school zones, retail centers and recreational destinations.

Safety islands allow pedestrians to cross lanes independently by providing mid-street pedestrian islands. These facilities increase pedestrian safety by allowing several short crossings instead of a single crossing that would take more time. Bumpouts are another traffic slowing device that makes crossing easier. Although safety islands and bumpouts can complicate drainage and snow removal, they have been employed successfully and with little complications in communities such as Minneapolis, Duluth, Wausau and Kenosha.

Pedestrians have the right-of-way at all street crossings, whether marked or unmarked, and therefore all street crossings should have good visibility and should be located to provide adequate stopping distances for motor vehicles. The following criteria are useful for determining the appropriateness of marked crosswalks:

- At all intersections with pedestrian signals
- At school crossings
- At crossings with high pedestrian or motor vehicle volumes.

Traffic crosswalks and signals must conform to the Manual of Uniform Traffic Control Devices and the WisDOT Facility Development Manual. Marked crossings should provide visual and textural cues to denote crossing locations. Crosswalk markers with the greatest visibility such as parallel striped (ladder-type) or diagonal striped (zebra) crossings should be reserved for crossings with a high potential for pedestrian/motor vehicle conflicts. Crossings that serve many children, elderly or disabled people should also be designated with high contrast makings. These pedestrians are most at risk of being involved in street crossing accidents. Engineering techniques that will contribute to the safety of these pedestrians include:

- Use high contrast markers, textural clues and signs to alert motorists and bicyclists of pedestrian traffic
- Reduce crossing length with bump-out sidewalks or safety islands
- Change signals to increase crossing time: Typically, 12-14 seconds is sufficient to cross a two lane road (assuming an 40 foot road width and an average walking speed of 4 feet per second), however older adults and people with disabilities may require 16-18 seconds.

Street crossings are perhaps the most troublesome for pedestrians at intersections with free-flow, right turns and at intersections with large curb radii. A local example is Washington Avenue and Wauwatosa Road. These intersections are convenient for motorists because they allow no-stop turning movements. For the same reason the safety of crossing pedestrians is reduced because the motorists is permitted to turn through the intersection without stopping, and sometimes at relatively high speed.

Street Furnishings

Lighting, benches, trash receptacles, trees, information kiosks and other street furnishings can create environments that attract pedestrians by improving the security and convenience of walking.

Site furnishings should provide a sense of order and continuity to the travel corridor and should not interfere with pedestrian traffic. They should also be designed to reflect the context of the neighborhood or region and should be located away from intersections and other important sight lines.

While the Town does not currently have a commercial district that produces high pedestrian traffic volumes, this situation may present itself as re-development occurs in the Five Corners area or as intersections on the edge of the City of Cedarburg are developed. The Five Corners area and along STH 60 should be designed for good internal pedestrian circulation and interconnection between buildings. The Five Corners Master Plan provides examples of favorable designs for such areas. Some design issues to consider if redevelopment opportunities occur include:

- Consolidating utilities and signage to improve sight lines
- Provide canopy trees and other vegetative treatments between parking lots and sidewalks (to maintain good sight lines trees should not be placed in the terrace between the street and sidewalk near intersections)
- Provide strong pedestrian oriented corridors along streets parallel to the commercial buildings. Provide pedestrian connections perpendicular to the buildings, so one may approach the site from the rear or side on foot
- Limit auto entries by requiring shared entries & parking lots
- Develop occasional landscaped seating areas along sidewalks for the comfort of pedestrians
- Require sidewalks on all streets in commercial zones.

Plan Priorities

Implementation priorities were established for the Town of Cedarburg after considering the factors that affect bicycling safety and facility costs. The first priority was given to facilities that would mitigate existing safety problems, and facilities that would provide the most immediate benefit. In 1999, the Bicycle Route Steering Committee established the following general order of priorities:

1. Provide minor improvements and bikeway signing on roads that are currently considered suitable for bicycling.
2. Pave shoulders of the priority roads as funding permits. Signage improvements should be installed at the time of the paving improvements.

3. Build adjacent paths as indicated on the Master Bike Route map as subdivision development occurs.
4. Provide off-road connections between subdivisions as subdivision activity takes place.

Funding Strategies

The Town of Cedarburg should appropriate annual funds for bicycle improvements, just as it does for other roadway projects. In addition, projects mentioned in the Capital Improvement Program may be eligible for state or federal funding.

As part of the state and federal initiatives to enhance bicycle and pedestrian transportation modes several grants and funding sources are available to the Town of Cedarburg for planning, facility development and land acquisition. Although some grants may be available for improving on-street facilities, opportunities to fund off-street facilities (such as bicycle paths) are substantial particularly if the facility is intended to provide both utilitarian and recreational benefits Potential funding sources are discussed at the conclusion of the Park Plan in Chapter 8.0: Implementation.

In addition, impact fees provide a potential source of funding for bike paths within and connecting residential subdivisions. Current ordinances permit the use of impact fees for transportation improvements as well as for parks and recreational facilities. Bike paths serve both a transportation and a recreation function and therefore the fees are an appropriate source of funding.

Alternate funding strategies through private interests should also be considered. Local private interests will benefit from an improved transportation system that offers transportation choices. Private agencies that share Town of Cedarburg's vision for a bicycle system may be willing to invest in development or maintenance of facilities. These private partnerships should be explored to provide better bicycle and pedestrian facilities.

As part of the Town Capital Improvement Program, the Park Committee can recommend projects for the bicycle and pedestrian network. In terms of this network, the Town Capital Improvement Program serves as a planning tool to develop suitable facilities for the Town. The Town of Cedarburg Park Committee should annually review the availability of bicycle and pedestrian funding sources.

IV. OPERATIONAL RECOMMENDATIONS

The development of facilities as outlined in this plan is only one component of enhancing bicycling and walking. Operational procedures such as education, maintenance of facilities, enforcement of vehicle codes, land use planning and promotional activities are critical for elevating the level of safety and convenience of local bicyclists.

Education and Enforcement

Bicycle and pedestrian safety needs to be the highest multimodal transportation priority for the Town of Cedarburg. Although the improvement of facilities is one means toward this end, education and enforcement are perhaps the most effective safety measures. Appendix B outlines recommendations pertaining to educational efforts and procedures for children, highschool aged youth, adult cyclists and motorists as well as pedestrians.

Maintenance

Maintenance procedures are important for all forms of transportation. Poorly maintained facilities can increase the Town's liability by being unsafe or unsuitable for use. Periodic and consistent removal of debris, resurfacing, and patching of deteriorated pavement are important procedures for insuring that users are provided with safe and reliable transportation facilities.

Signs and pavement markings should be regularly inspected and maintained. The travel corridors should be kept clear of trees and other vegetation. Per-mile maintenance costs of several bicycle facilities differ and should be taken into account when putting together the annual budget and perhaps during Capital Improvement Planning. Some maintenance costs can be offset through cooperative agreements with private agencies. Also, Adopt-a-Bikeway programs and other similar programs can provide reliable routine clean up and repair activities.

Policy Issues

Town policies need to regulate the use and development of all infrastructure improvements that affect bicycling and walking. Although the facilities that have been proposed in this plan will accommodate many of the Town's bicycling and walking needs, these planned travel corridors are only part of the system that will ultimately be used. In fact, most all roads and sidewalks will be used on occasion for various kinds of human transportation. Designated facilities cannot be planned for all Town roads, but undesignated roads and corridors can help to connect individuals to the designated transportation system and often don't require special improvements.

The following policy approaches are recommended to improve the safety of all roads and travel corridors for bicyclists and pedestrians:

1. Require, by ordinance, that new town and subdivision roads and new bridges meet AASHTO Guidelines for Bicycle Facilities.
2. Future updates to local planning documents should incorporate recommendations for enhancing bicycling and walking.
3. All pedestrian facilities must be barrier free and in compliance with the Americans with Disabilities Act.
4. Establish a schedule and a capital improvement program to maintain paths and roads.
5. Incorporate some level of bicycle and pedestrian accommodations on all new transportation infrastructure projects.
6. Continually enforce vehicle operating rules and regulations for bicyclists and motorists.

Land-use and Site Planning

This plan is not intended to provide an in-depth analysis of the Town of Cedarburg's land-use policies, however, people's travel choices are often contingent upon transportation and land-use patterns and therefore analysis and recommendations to improve non-motorized travel within land planning activities is appropriate.

Two distinct transportation and site planning patterns are found in the Town:

1. The Town road grid system subdivides the Town into mile square pieces. There are exceptions to the one mile rule, with Bridge Road, Kaehlers Mill Road and Elm Road as three examples. The mile grid system offers such advantages as: the roads run parallel to one another offering many direct route choices to suit the preference of each user, there are few intersections with other main roads, and they are predictably spaced. The disadvantage of these roads are narrow pavement widths and speed limits of 45 MPH or greater.
2. The second road pattern found in the Town is the internal subdivision loop or cul-de-sac pattern. The advantages for bicyclists and pedestrians in this situation are low traffic volumes and reduced vehicle speed. The big disadvantage is that these roads are generally not connected to the bigger system of roads except by Town roads, which may not be bicycle friendly, especially for young cyclists.

While these patterns partially reflect commercial and residential property markets, the Town must balance economic land-use issues with social, aesthetic and environmental issues.

Ultimately, the land-use system should provide opportunities for people to safely and efficiently bike or walk to schools, or parks and the surrounding communities.

The Town of Cedarburg is currently expanding and has a Comprehensive Plan in place to guide this growth. The continued enhancement of multi-modal transportation activities will depend on thoughtful future land-use decisions. The transportation infrastructure planned into new subdivisions, commercial developments, industrial parks and planned unit developments must address the circulation of pedestrians and cyclists and provide viable transportation choices that supplement motor-vehicle travel. By allowing for all plats and Certified Survey Maps to be reviewed by the Plan Commission and Town Board, the Town is working to provide proper connections to planned bicycle and pedestrian circulation systems. Review of land developments should consider these factors that affect bicycle and pedestrian circulation:

1. If the development includes cul-de-sacs, does the sidewalk and road pattern prevent direct bicycle and pedestrian connections to local and regional destinations? Although culs-de-sac are often relatively safe for children's play they can also create awkward pedestrian circulation patterns. This plan recommends the connection of culs-de-sac with narrow walking and bicycling corridors as part of each subdivision or Certified Survey Map.
2. Are planned commercial developments accommodating to pedestrians and bicyclists? This plan recommends circulation patterns and facilities that accommodate human-powered transportation.

Summary

The intent of this plan is to improve bicycle and pedestrian trips such that the primary purpose of the trip is to travel safely and efficiently from origin to destination. The plan will also enhance recreation and economic development opportunities. Where natural area corridors are involved, bicycle and pedestrian systems raise adjoining property values; and when linked with a region's prime natural and cultural resources, they become highly desired tourist attractions.

The Town of Cedarburg "Master Bicycle and Pedestrian Route Plan" has seized many of the Town's greatest opportunities to enhance bicycling and walking including:

- Proposing safe bicycle routes traversing the Town in an east/west and a north/south direction to serve all quadrants of the community.
- Recommending on-road and off-road bicycle route improvements that are eligible for current funding sources administered by the WDNR and WisDOT.

- Recommending procedures to strengthen or add to existing education and enforcement activities.
- Involving the community in the planning process.

By capturing these and other opportunities, the Town of Cedarburg is in a position to develop the bicycle and pedestrian transportation system recommended in this plan as a means toward enhancing the quality of life and providing better mobility. The success of this plan, however, is largely dependent on the actions and support of local people. Table 6 below proposes a plan for how local interests can get involved to enhance bicycling and walking activities in Town of Cedarburg.

Local Interest	How to Improve Bicycling and Walking Opportunities
Individuals	• Increase the frequency of bicycling or walking trips per week and then encourage family members to do the same. • Wear a helmet when bicycling and respect the rules of the road. • Talk to employers about providing incentives and bicycle parking facilities.
Commercial Businesses	• Encourage employees to bicycle and walk to work by offering incentives and by providing needed facilities at the workplace such as bicycle parking and improved connections. • Sponsor bicycling promotional activities like "Bike Rodeos" and "Bike-to-Work Days" to show support.
Educational Institutions	• Offer bicycling and pedestrian educational curriculums. • Survey students to determine methods to increase bicycling activities.
Town	• Integrate bicycling into 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 signing that helps bicyclists get around the community.
Park Committee	• Act as a "clearinghouse" for bicycle related information. • Annually monitor the progress of projects and evaluate existing facilities, plan for new development and explore funding sources.
Ozaukee County	• Integrate bicycling into the overall county transportation, recreation and land use plans. • Maintain a committee that will act as a clearinghouse for bicycle information at the county level. • Provide bike facilities that will connect communities and regional destinations. • Provide mapping and signing that helps bicyclists find their way around the county.
State	• Respond to the needs of local bicyclists and pedestrians by providing appropriate accommodations on State Truck Highways. • Provide technical information to local units of government • Provide funding for local improvements

Table 6: How to Improve Bicycling & Walking Opportunities
Source: Town of Cedarburg Master Bicycle & Pedestrian Route Plan: 1999

5.0 PARK & RECREATION AREA NEEDS ANALYSIS

I. PUBLIC INPUT ASSESSMENT

An important component of any municipal park and recreation area plan is input from the public. The Town made a concentrated effort to gather this input. As part of the comprehensive planning efforts conducted by the Town ending in April of 2008, a Town-wide community survey was mailed on April 3, 2007 to 2,098 households, businesses, and property owners within the Town. Recipients of the survey were asked to complete the survey and return to the Town by April 30, 2007. The response rate was 32.5% (682 responses), which is a strong response rate for a mail survey.

A series of questions relating to "Community Facilities and Open Space" within the community survey provide up-to-date direct community input on resident feelings in regards to park and recreation area related issues. A summary of the survey results pertaining to park and green or open space (referred to as recreation areas in this Plan) is provided on the following pages.

In addition to the survey data, Town staff and members of the Park Committee worked with various groups to identify the specific needs of the recreational community. These groups include the Cedarburg Soccer Club, Cedarburg Youth Baseball, City of Cedarburg recreation staff, Buckskin Bowmen, Cedarburg School District, & the Monticello Snow-mobile Club.

Town Survey Data

There were several questions in the Comprehensive Plan survey addressing parks and green or open space (referred to as recreation area in this Plan). These included rating Pleasant Valley Nature Park, rating the importance of protecting natural features from development, identifying the major park needs in the Town over the next five to ten years, indicating the level of support for select recreational, natural and cultural resources, rating shared services, and asking survey respondents if they feel the Town should provide certain services such as a Senior Center, pool, and recreation programs independent of the City of Cedarburg. These results are provided in Table 7 on the following pages (only pertinent answers are shown):

How do you rate the following Town facilities?

	Very Good	Good	No Opinion	Poor	Very Poor
c) Pleasant Valley Nature Park	23.8%	23.7%	50.8%	1.5%	0.2%

What do you see as the major park needs that should be provided for in the Town over the next five to ten years?

Passive Parks	Very Important	Somewhat Important	No Opinion	Less Important	Not Important
a) Hiking/Walking Trails (not along roads)	38.3%	34.8%	9.7%	9.0%	8.2%
b) Hiking/Walking Trails (along roads)	21.6%	34.3%	16.2%	17.0%	10.8%
c) Conservancy /Natural Areas	46.9%	33.9%	7.5%	6.1%	5.6%
d) Public Parks (passive, natural landscape)	33.6%	38.3%	10.3%	10.3%	7.3%

Active Parks	Very Important	Somewhat Important	No Opinion	Less Important	Not Important
e) Bike Paths along Town and County roads	36.1%	38.7%	6.9%	11.0%	7.3%
f) Bike Paths off Town and County roads	30.3%	36.0%	9.9%	13.7%	10.1%
g) Cross Country Ski Trails	8.5%	28.5%	27.6%	18.1%	17.0%
h) Public Golf Course	8.9%	18.7%	18.9%	22.9%	30.0%
i) Access to Cedar Creek for canoeing, fishing, etc.	21.8%	42.7%	14.8%	11.6%	8.7%
j) Children's Playground	17.6%	36.8%	17.0%	14.5%	13.8%
k) Horse Trails	4.0%	13.3%	29.1%	21.6%	31.7%
l) Picnicking Areas	12.9%	41.1%	15.8%	15.5%	14.2%
m) Organized Athletic Fields for soccer, baseball, etc.	18.9%	33.7%	12.8%	16.9%	17.4%
n) Shelters /Restrooms	22.9%	38.2%	13.4%	11.7%	13.7%

Indicate your level of support for the following statements.

	Strongly Support	Somewhat Support	No Opinion	Somewhat Oppose	Strongly Oppose
a) The Town should set aside funds to establish programs (Federal, State, and County) that compensate farmers for maintaining their land in agricultural use rather than developing it for residential, commercial, or industrial use.	34.1%	25.8%	13.1%	10.7%	16.2%
b) Horses and other large animals should be allowed in areas designated for rural residential development on large lots (5 acres or larger).	33.1%	42.7%	13.2%	6.0%	4.6%
c) The Town should provide funds for more parks, playgrounds and recreational facilities to serve neighborhoods in the developed portion of the Town.	16.9%	34.5%	16.9%	18.7%	13.1%
d) The Town should establish regulations for the protection of woodlands, wetlands, and floodplains in the Town is important.	49.8%	28.7%	7.5%	7.7%	5.9%
e) The Town should enhance and fund further development of a recreational trail system throughout the Town.	25.8%	36.0%	15.9%	11.7%	10.6%
f) The Town should promote the preservation of significant agricultural buildings (barns, silos, and farmhouses) through the establishment of regulations.	25.6%	32.9%	18.6%	11.9%	11.0%
g) The Town should promote the preservation of significant historic buildings within the Town through the establishment of regulations.	35.2%	35.9%	12.6%	8.9%	7.4%
h) The overall landscape, views, and visual character of the Town of Cedarburg are important and should be preserved through the establishment of regulations.	47.4%	34.6%	6.0%	6.0%	6.0%

The Town has several shared service agreements with the City of Cedarburg, which include pool, senior center, recreation, library, and fire services. How do you rate the condition and adequacy of the following shared service facilities?

	Excellent	Good	No Opinion	Fair	Poor
a) Cedarburg Senior Center	11.0%	21.1%	65.0%	2.4%	0.5%
b) Cedarburg Pool	41.0%	31.7%	25.1%	1.8%	0.1%
c) Cedarburg Recreation Buildings	16.3%	36.5%	43.0%	3.8%	0.3%

How often do you or someone in your family use the following services?

	1-3 Times Per Week	1-3 Times Per Month	1-3 Times Per Season	Never
a) Cedarburg Senior Center	0.9%	2.7%	8.7%	87.7%
b) Cedarburg Pool	8.9%	11.7%	29.8%	49.3%
c) Cedarburg Recreation Programs	5.9%	10.9%	26.1%	57.0%

How do you rate the following services provided by:

	Excellent	Good	No Opinion	Fair	Poor
a) Cedarburg Senior Center	6.8%	13.2%	77.8%	1.7%	0.3%
b) Cedarburg Pool	27.3%	33.2%	37.3%	2.0%	0.2%
c) Cedarburg Recreation Buildings	14.4%	31.8%	49.4%	3.5%	0.9%

Rather than partner with the City for shared services, which of the following shared services should the Town provide on its own?

	Yes
a) Senior Center	7.0%
b) Pool	2.5%
c) Recreation Programs	6.1%

Table 7: Town Survey Responses
Source: Town of Cedarburg Comprehensive Plan: 2035

When considering Pleasant Valley Nature Park, 47.5% of respondents rate the park very good or good, with only 1.7% rating the park poor or very poor. Interestingly, 50.8% have no opinion, insinuating there is a large portion of Town residents that have not yet visited Pleasant Valley Nature Park.

Another survey question asked respondents to identify the major park needs of the Town over the next five to ten years by rating various types of facilities. These facilities were broken down into two categories: active and passive facilities.

Topping the list of passive park needs was conservancy/natural areas with 80.8% of respondents rating this category as very or somewhat important. Also, over 70% of respondents rated hiking/walking trails not along roads and public parks with natural landscape very or somewhat important. When considering active park facilities, bike paths along Town and County roads topped the list with 74.8% rating them as either very or somewhat important. Access to Cedar Creek and organized athletic fields were also among those favorably rated, with 64.5% and 52.6% rating them very or somewhat important, respectively. Adversely, the idea of a public golf course in the Town only garnered a 27.6% favorable rating. A 1997 Park Committee Survey had very similar results across the categories for this question.

A series of questions asking respondents to rate the condition, adequacy and services provided by the Cedarburg Senior Center, Cedarburg Pool and Cedarburg Recreation Programs and Buildings (shared services) showed very few of the respondents rating the three fair or poor; the highest was a 4.4% fair/poor rating for Recreation Buildings. It should be noted that all of these services had a significant rating of "No Opinion."

Another question asking periodicity of use showed the majority of respondents using all three shared services sparingly, or not at all. Finally, residents overwhelmingly opposed the idea of the Town providing any of these three services on its own, with a Town Senior Center gaining the most support at 7.0%.

Town Sports Complex Open House

Another element of public participation important to this plan update was an Open House on the proposed Town Sports Complex Concept Plan held on July 15th, 2008, at Town Hall. Over 100 people attended the event, which was held from 4:00 - 8:00 p.m. The Open House featured the presentation of several posters addressing key issues associated with the Concept Plan including: ratings for existing baseball and soccer facilities in the Town and City of Cedarburg; a poster detailing the landfill areas on the site (environmental experts and staff were available to answer questions); a poster illustrating examples of other landfills turned municipal parks; and, the actual Concept Plan for the new Town Sports Complex.

II. ANALYSIS OF TOWN PARK NEEDS

The National Recreation and Park Association (NRPA) standards once called for a supply of 10 acres of parkland per 1,000 residents. This was subsequently updated by the NRPA to state communities should supply between 6.25 to 10.5 acres of parkland per 1,000 residents. Even this standard, however, was not set in stone.

The NRPA listed a myriad of reasons for the more flexible standards, and decrease in recommeded acreage per 1,000 residents. Reasons included:

- decline of available government grants
- explosive growth in the suburbs
- increasing popularity of required land dedications and impact fees by growing communities
- growth of land trusts and other groups concerned with the preservation of natural areas with little or no improvements
- the increase of public/private partnerships, and,
- a shift toward increasing self-direction by communities to determine the acreage that best suits their needs.

Beginning in 2008, the NRPA no longer outlined park standards in terms of acres per 1,000 residents. Instead, in their book titled, "*Park, Recreation, Open Space and Greenway Guidelines,"* NRPA guides a community through creating a level of service standard based on park classification. Although the book includes a park and open space (referred to as recreational areas in this Plan) classification table developed by NRPA, they encourage communities to develop a classification table that is relevant to their community. The Town classification table includes classifications for types of park and recreation facilities already established in the Town as well as those expected to be constructed in the future. In order to help determine what types are expected to be constructed based on demand, and the types of improvements that will need to be made to exisitng parks, existing Town parks were rated as well as Cedarburg area baseball and soccer facilities.

Rating Town Parks
The "Scorecard Analysis"

During the plan update process, the members of the Park Committee were given scorecards that were used to rate each of the parks. The ratings can be seen below in Table 8.

Town of Cedarburg Park Rating Scorecard

Park Quality	Pleasant Valley Nature Park	Krohn Park*	Hamilton Park	Creekside Park	Cedar Creek Farms Park
Size	5.0	3.8	3.4	3.6	3.6
Drainage	4.4	3.3	4.0	4.0	4.0
Landscaping	4.2	3.0	3.2	4.2	3.4
Benches	4.8	4.3	4.0	4.3	N/A
Driveway	4.0	3.5	4.0	4.0	4.4
Parking Lot	4.2	4.3	3.6	4.2	4.6
Signage	4.6	3.4	4.6	4.2	3.2
Paths/Trails	4.0	3.2	N/A	4.0	2.8
Boardwalk	5.0	N/A	N/A	N/A	N/A
Canoe Launch	N/A	2.7	N/A	3.5	3.2
Shelters	5.0	N/A	N/A	N/A	N/A
Lighting	4.0	N/A	N/A	N/A	N/A
Restroom	3.6	N/A	N/A	N/A	N/A
AVERAGE RATING	**4.40**	**3.49**	**3.83**	**3.99**	**3.64**

Rating Criteria:

1. Not available but **is needed**
2. Unsafe, current condition requires immediate attention (repair/replace)
3. Below average, park component is useable but in need of significant upgrading
4. Average, condition of the park component is adequate
5. Above average, condition of park component is more than adequate

N/A - Not applicable or **not needed**

* Ratings occurred after heavy rainfall and no access to creek
A rating of poor was assigned a rating of 2; small was assigned a rating of three.

Table 8: Town of Cedarburg Park Rating Scorecard
Source: Town of Cedarburg Park Committee

Rating Cedarburg Baseball and Soccer Facilities

In addition to the Scorecard Analysis, the Town gathered ratings related to the baseball and soccer facilities located in the City and Town of Cedarburg as part of this park plan update. Ratings were gathered from Mark Schwantes of Cedarburg Soccer Club, and from Jeff Gylland of Cedarburg Baseball in May of 2008.

Soccer Field Rating of Existing Conditions

Rated by: Mark Schwantes, Cedarburg Soccer Club, on 5/12/08

	Airport Fields	Alliance Bible Church	ATACO Field	Centennial Park	CHS North	Georgetown Park	Immanuel Cemetery	Lasata Field	Maple Manor	Ozaukee Bank #1	Ozaukee Bank #2	Ozaukee Bank #3	Ozaukee Bank #4	Ozaukee Bank #5	Parkview	Thorson	Westlawn	Willowbrook Park
Ownership (C=City; O=Ozaukee County S=School District; P=Private)	P	P	P	C	S	C	P	O	C	P	P	P	P	P	S	S	S	C
Age Group Served (check all)																		
Under 6										x				x				
Under 8	x	x			x		x	x	x	x					x	x		
Under 10	x	x				x	x								x	x		
Under 12	x		x				x				x	x			x	x		
Under 14	x		x				x					x	x	x	x	x		
Field Type (check all)																		
Practice	x	x	x		x	x	x	x	x						x	x		
Game							x			x	x	x	x	x	x	x		
Field Quality (rate 1-6)																		
Size	4	3	2	1	1	2	2	2	2	4	4	4	4	4	2	3	1	1
Drainage	4	3	3		2	3	3	3	3	4	4	4	4	4	1.5	1.5		
Irrigation															2	2		
Goal Condition	4	3	3			3	3		2	4	4	4	4	4	3	3		
Overall Field Condition	4	3	3		1	2	2	3	2	4	4	4	4	4	1.5	1.5		
Quality Rating Average	**4**	**3**	**2.75**	**1**	**1.33**	**2.5**	**2.5**	**2.67**	**2.25**	**4**	**4**	**4**	**4**	**4**	**2**	**2.2**	**1**	**1**
Amenities (rate 1-6)																		
Restroom Facilities	2		3				2			2	2	2	2	2	2	2		
Concessions										3	3	3	3	3				
Parking	3	4	3				2	4	2	4	4	4	4	4	3	3		
Lighting																		
Bleachers / Benches																		
Amenity Rating Average	**2.5**	**4**	**3**				**2**	**4**	**2**	**3**	**3**	**3**	**3**	**3**	**2.5**	**2.5**		
AVERAGE FIELD RATING	3.25	3.5	2.88	1	1.33	2.5	2.25	3.33	2.13	3.5	3.5	3.5	3.5	3.5	2.25	2.35	1	1

Rating Criteria:

1. Unsafe, current condition requires immediate attention (repair/replace)
2. Below average, field is playable/amentity is useable but in need of significant upgrading
3. Average, condition of the field/amenity is adequate
4. Above average, condition of field/amenity is more than adequate
5. Not applicable or **not needed**
6. Not available but **is needed**

Table 9: Soccer Field Rating of Exisitng Conditions
Source: Mark Schwantes of Cedarburg Soccer Club

Cedarburg Soccer Club's average rating for City-owned fields was 1.65 (unsafe to below average and in need of significant upgrading), privately-owned fields was 3.26 (average to above average), and school district-owned fields was 1.75 (unsafe to below average and in need of significant upgrading). When considering the overall ratings done by Cedarburg Soccer, eight had average ratings between 3 & 4 (Airport fields, Alliance Bible Church, Lasata, Ozaukee Bank #1-5) demonstrating adequate conditions and facilities.

Six fields were rated between 2 & 3 (ATACO, Georgetown, Immanuel Cemetery, Maple Manor, Parkview & Thorson) demonstrating useable facilities that could use some significant upgrades. The remaining four fields had average ratings of between 1 & 2 (Centennial, CHS North, Westlawn and Willowbrook) indicating the fields need some immediate substantial improvements and or addition of amenities to increase safety and useability.

Cedarburg Baseball's average rating for City-owned fields was 2.24 (below average and in need of significant upgrading) and School-owned fields was 2.11 (below average and in need of significant upgrading). Two fields had average ratings between 3 & 4 (Behling and CHS Varsity field) demonstrating adequate facilities.

Baseball Field Rating of Existing Conditions

Rated By: Jeff Gylland, Cedarburg Select Baseball, on 5/12/08

	Adlai Horn	Adlai West	Behling	CHS J.V. Field	CHS Varsity Field	First Immanuel	Parkview	Police Station	Police Station West	Thorson	Webster East	Webster West	Westlawn	Willowbrooke	Zeunert South	Zeunert North
Ownership (C=City; S=School District; P=Private)	C	C	C	S	S	P	S	C	C	S	S	S	S	C	C	C
Age Group Served (check all)																
Basepath Size (ft.)	60	60	ALL	90	90	60	60	60	ALL	ALL	60	60		60	60	60
K4-1st Grade									NA	NA	X	X	NA			
2nd-3rd Grade						X		X							X	X
4th-8th Grade	X	X	X	X	X		X							X		
High School			X	X	X						X	X				
Adult			X													
Field Type (check all)																
Practice		X														
Game	X		X	X	X	X	X		X							
Field Quality (rate 1-6)																
Drainage	4	3	3	4	4	2	1	2		1	3	4	1	3	2	3
Irrigation	1	1	3	4	4	1	1	1		1	3	4	1	1	1	1
Backstop / Dugouts / Bleachers	3	1	3	3	4	1	1	4		1	4	4	1	2	2	3
Infield Condition	3	3	3	4	4	2	1	3		1	3	4	1	3	2	2
Outfield Condition	2	1	4	3	4	2	2	3		1	3	4	1	2	2	3
Quality Rating Average	2.6	1.8	3.2	3.6	4.0	1.6	1.2	2.6		1.0	3.2	4.0	1.0	2.2	1.8	2.4
Amenities (rate 1-6)																
Restroom Facilities	2	2	4	2	2	2	1	4		1	2	2	1	2	4	2
Concessions	3	5	4	2	3	1	1	1		1	1	1	1	1	1	1
Parking	3	3	2	4	4	3	3	3		1	2	2	1	1	2	1
Lighting	1	1	3	1	1	1	1	1		1	1	1	1	1	1	1
Amenity Rating Average	2.3	2.8	3.3	2.3	2.5	1.8	1.5	2.3		1.0	1.5	1.5	1.0	1.3	2.0	1.3
AVERAGE FIELD RATING	**2.4**	**2.3**	**3.2**	**2.9**	**3.3**	**1.7**	**1.4**	**2.4**		**1.0**	**2.4**	**2.8**	**1.0**	**1.7**	**1.9**	**1.8**

Rating Criteria:

1. Unsafe, current condition requires immediate attention (repair/replace)
2. Below average, field is playable/amentity is useable but in need of significant upgrading
3. Average, condition of the field/amenity is adequate
4. Above average, condition of field/amenity is more than adequate
5. Not applicable or **not needed**
6. Not available but **is needed**

Table 10: Baseball Field Rating of Existing Conditions
Source: Jeff Gylland of Cedarburg Select Baseball

Six fields were rated between 2 & 3 (Adlai Horn and West, CHS J.V. field, Police Station, Webster East and West) demonstrating useable faicilities that could use some significant upgrades. The remaining 7 fields had average ratings of between 1 & 2 (First Immanuel, Parkview, Thorson, Westlawn, Willowbrooke, Zeunert North and South) indicating the fields could use some substantial improvements and or addition of amenities to increase safety and useability.

III. LEVEL OF SERVICE

The National Park & Recreation Association, in their book titled *"Park, Recreation, Open Space and Greenway Guidelines,"* defines level of service as, "a quantification of the park and recreation delivery philosophy and policy of a community." The book further explains that level of serivice, "provides a way to accurately calculate the minimum amount of land required to provide all of the recreation activities and the requisite facilities to support the activiites by expressing this in the context of acres/population."

Level of Service: Park Classification

The Town Park Committee used the NRPA document titled, "*Park, Recreation, Open Space and Greenway Guidelines,"* as a guide to classify parks, identify needs, and calculate the current level of service for the community. The types of park facitilies included in the classification table are those that are either present in the Town, or are expected to be constructed within the Town over the life of this plan. These park facilities are shown in the Table on the following page and detailed below.

Mini Parks

The Town does not currently maintain any public mini parks. Some of the private subdivision developments have what might be considered mini parks built and maintained by the applicable homeowner's associations.

Neighborhood Parks

There are no neighborhood parks currently in the Town. Being a rural community, by nature, towns such as Cedarburg will generally not have neighborhood parks. Should the Town develop residential subdivisions dense enough to support a neighborhood park, the Town may consider establishing one at that time.

TABLE 11: Park & Pathway Classification

Classification	General Description	Location Criteria	Size Criteria	Park Facilities
Mini-Park	Provides access to limited, isolated or unique recreational needs.	Less than ¼ mile in residential setting.	Between 2,500 sq.ft. and 1 acre	None currently available
Neighborhood Park	The basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is on informal active and passive recreation.	¼ to ½ mile distance and uninterrupted by non-residential roads and other physical barriers.	5 acres minimum. 5 to 10 acres is optimal.	None currently available
Community Park	Serves broader purpose than neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and recreation areas.	Determined by the quality and suitability of the site. Usually serves two or more neighborhoods and ½ to 3 mile distance.	As needed to accommodate desired uses. Usually between 30 and 50 acres.	Pleasant Valley Nature Park
Natural Resource Areas	Lands set aside for preservation of significant natural resources, remnant landscapes, recreation areas, and visual aesthetics/buffering.	Resource availability and opportunity.	Variable	Krohn Park, Covered Bridge Park, Cedarburg Habitat Area, Cedarburg Env. Study Area, Oz. Washington Land Trust property
Sports Complex	Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites strategically located throughout the community.	Strategically located community-wide facilities.	Determined by projected demand. Usually a minimum of 25 acres, with 40 to 80 acres being optimal.	Town Sports Complex (planning under way)
Special Use	Covers a broad range of parks and recreation facilities oriented toward single-purpose use.	Variable-dependent on specific use.	Variable.	Creekside Park, Cedar Creek Farms, Hamilton Park, Moldenhauer Lake
Private Park / Recreation Facility	Parks and recreation facilities that are privately owned yet contribute to the public park and recreation system.	Variable-dependent on specific use.	Variable.	Aiport Fields
Pathway Classification				
Park Trail	Multipurpose trials located within recreation areas, parks, and natural resource areas. Focus is on recreational value and harmony with natural environment.	Type 1: Separate single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters. Type 2: Multi-purpose hard-surfaced trails for pedetrians and bicyclists/in-line skaters. Type 3: Nature trails for pedestrians. Hard or soft-surfaced.	N/A	Trails are located in Pleasant Valley Nature Park and Krohn Park
On-Street & Off-Street Bikeways	Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic.	Bike route: designated portions of the roadway for the preferential or exlcusive use of bicyclists. Bike lane: shared protions of the roadway that separate motor vehicles and bicyclists, such as paved shoulders. Off-street path: a path separate from the roadway.	N/A	See the Town Bicycle Trails Map on page 29
Cross-Country Ski Trail	Trails developed for traditional and skate-style cross-country skiing.	Loop trails usually located in larger parks and natural resource areas.	N/A	Trails at Pleasant Valley Nature Park
Equestrian Trail	Trails developed for horseback riding.	Loop trails usually located in larger parks and natural resource areas. Sometimes developed as multipurpose with hiking and all-terrain biking.	N/A	None currently available

Community Park

The Town provides an 88-acre community park in the northeast side of the Town. Pleasant Valley Nature Park features 1.5 miles of walking paths and boardwalks that wind through expansive natural prairie, forests and over creeks, as well as a scout camping area. This park provides an excellent opportunity for outdoor enthusiasts to view wildlife. Pleasant Valley Nature Park also features a state of the art park shelter. The development of another park of this size may be beyond the scope of this plan, especially with the construction of the Sports Complex. The Town may want to consider the addition of one or two additional community parks as more subdivisions populate the Town. These parks should be connected with paths and trails to maximize mobility.

Natural Resource Areas

There are several natural resource areas in the Town owned by different groups. Krohn Park is a Town owned property that provides trail and canoe launch opportunity. Covered Bridge Park is a County owned Park providing access to Cedar Creek. The Cedarburg Habitat Area, Cedarburg Environmental Study Area and the Ozaukee Washington Land Trust (former Parsons property) are also included in this classification. Together the three privately owned properties total approximatley 211 acres. The addition of more natural resource areas is a long-term goal of this plan. This will ensure the preservation of natural areas and work to create an interconnected network of facilities.

Sports Complex

In 2008, the Town Board endorsed the creation of a Town Sports Complex on a 95-acre parcel known as the former Prochnow landfill. Five acres of the property along STH 60 are to be sold off as commercial development in keeping with the goals of the Five Corners Master Plan. The remainder of the property will be developed into a balance of active and passive facilities. In order to best facilitate the planning of the Complex, the Town Board appointed a Sports Complex Subcommittee consisting of people with backgrounds knowledgeable in the various types of facilities that will populate the complex. With no active park facilities currently maintained by the Town, a facility such as this will work to address the greatest need faced by the Town.

Special Use

The Town has four parks that support a single-purpose use. The County owned Moldenhauer Lake property off of CTH I provides access to a lake. Hamilton Park provides a unique natural and historic area in the middle of a fairly dense residential neighborhood known as the Hamilton Historic District.

The other single-purpose parks act as canoe access points (Creekside Park and Cedar Creek Farms Canoe Launch). Krohn Park was formerly a single-purpose until a landmark and trail were added. Additional creek access points should be pursued.

Private Park / Recreation Facility

One private park/recreation facility that is especially significant to the Cedarburg youth is the Airport Fields soccer complex. The complex rests on 16 acres north of STH 60 and provides fields used primarily by the Cedarburg Soccer Club. The Town should work to ensure this facility remains or add other soccer fields.

Park Trails

Pleasant Valley Nature Park supports a 1.5 mile trail. Krohn Park also has a small trail that was constructed in 2008, and is planned to expand over time. New park trails should be considered as a component of any project.

On-Street & Off-Street Bikeways

The Town has a substantial bicycle trail network, including both on and off-street trails. To view this network, refer back to the Bicycle section of plan. Bicycle facilities should be clearly marked and maintained. Signage is critical to safety. Paved shoulders should be considered in high-traffic areas.

Cross Country Ski & Snowmobile Trails

Trails at Pleasant Valley Nature Park can be used for cross country skiing and snowmobiling in the winter. However, trials for skiing and snowmobiling should be separate to ensure safety. New park trails should be considered for multi-use as winter ski and snowmobile trails.

Equestrian Trail

Currently, there are no Town operated equestrian facilities. There are, however, many properties supporting horses in the Town. This may be a type of facility the Park Committee and Town Board would like to pursue in the future.

Passive vs. Active Park Facilities

In addition to developing the Park & Pathway Table, the Park Committee concentrated on answering two questions when determining a level of service: 1) what types of facilities does the Town already provide?; and, 2) what types of facilities should the Town concentrate on developing over the life of this plan?

The Park Committee concluded the Town currently makes available a fair amount of passive recreational facilities, and should focus more on the development of a mixture of passive and active recreational facilities such as baseball, soccer, football and other athletic fields in upcoming years. Currently, the Town does not make available any publicly owned active recreational facilities or playgrounds. The proposed Town Sports Complex would work to meet this need. The current draft plans to develop 90 acres of the former Prochnow landfill into a balance of active and passive recreational uses. Passive features will most likely include a pond and trail network. Active facilities will most likely include baseball, football and soccer fields, an archery range, playgrounds and a batting cage. The scale of this park will create a regional destination for enthusiasts of all kinds. When combining the 90 acres from the proposed Sports Complex with the existing 114 acres of existing facitilies, the total acreage figure jumps to 204 acres. Although active facilities are the highest priority at this time, passive parks that offer unique features and recreational opportunities should be considered for development and acquisition, including Covered Bridge Park.

Level of Service: Acreage Standards

If the Town were to consider a guideline of 6.25 to 10.5 acres of parkland per 1,000 residents, and the 2008 population of the Town provided by the U.S. Census Burea of 5,789, the Town should have between 36 and 60 acres of parkland.

When determining the acreage per thousand residents, this plan does not count all of the parks found within the Town of Cedarburg as identified in Table 3 on page 16. For the current level of service, this plan does count the five improved parks made available by the Town: Pleasant Valley Nature Park, Krohn Park, Cedar Creek Farms Canoe Launch, Creekside Park, and Hamilton Park, as well as the two County parks found within the Town; those being Covered Bridge Park and the property providing access to Moldenhauer Lake.

The five Town parks total just under 101 acres, while the County parks total an additional 13 acres, coming to a grand total of roughly 114 acres counting toward the current level of service for the Town. This total amounts to over 19 acres per thousand. Once the Sports Complex is completed, this total will increase to 204 acres. This results in over 35 acres per thousand residents, well over the former goal of 6.25 to 10.5 acres per thousand residents as established by NRPA.

An explanation is provided here clarifying why other parks listed in Table 3 are not counted toward this figure of 114 acres. The natural resource areas (Cedarburg Habitat Preservation area, Cedarburg Environmental Study Area, Ozaukee Washington Land Trust Easement) are not included in this total because their principle use is preservation and not recreation. As the *"Park, Recreation, Open Space and Greenway Guidelines"* state when referring to level of service, "it does not embrace passive recreational lands with high environmental, scenic, historical or archeological values," thus exluding these types of areas from the total level of service calculation.

The MLG and School District sites were not included because they are not currently developed and hold no real recreational value. The Mauer Cottage was excluded because the building has been demolished and there is no real use to the property. The Airport Fields were excluded because the area, although very valuable to the local soccer groups, is privately owned, and the use could change if the owner had other plans for the land. Lastly, the Sports Complex was not included because the property was yet to be acquired at the time of this update.

6.0 SPORTS COMPLEX RECOMMENDATION

I. HISTORY OF THE SPORTS COMPLEX

On July 2nd, 2008, the Town Board announced conceptual plans for a major sports and recreation complex for Town and City of Cedarburg residents. The concept plan brings to fruition an idea developed by members of the Town Board in 2005. The sports complex is planned to be built on the former Prochnow landfill property, which is located on about 95 acres south and west of the Five Corners intersection.The property consists of open farmland, wetlands, and woodlands.

The scope of the proposed Town sports complex would make it the second largest park of its kind in Ozaukee County and one of the ten largest of its kind in all of Southeastern Wisconsin. The sports complex will offer a wide-array of active and passive recreational amenities for the entire family. Athletic fields for soccer, baseball, softball, football, and other sports, such as archery, will be a focal point of the park. A park facility of this magnitude will be able to host tournaments for Cedarburg area youth sport leagues. Passive recreational opportunities will be abundant, including an internal path that links to the Town's existing bike trail system. Playgrounds, picnic areas, concession buildings and a pavillion are also envisioned for the complex.

Residential and commercial garbage was disposed of at the landfill between 1941 and 1972; the landfill has been closed for over 35 years. The actual landfill is only about 7 acres, a small fraction of the 95 acre property. The Town is eager to remediate the landfill. According to the WDNR, the park can be built prior to the clean up of the landfill areas. Redeveloping landfills into parks is a common and safe activity practiced throughout the United States. Lime Kiln Park in Grafton and Mee-Kwon Park & Golf Course in Mequon are local examples of successful efforts to develop parks on former landfills.

Title to the land on which the sports complex would sit is currently held in the Estate of Marvin Prochnow. Before Mr. Prochnow passed away, he agreed to allow the four Principal Responsible Party's (PRPs), or the City of Cedarburg, Town of Cedarburg, Emerson Electric Corporation, and Mercury Marine, to eventually transfer the property to a new owner. The four PRPs have been tasked by the WDNR with remediation/clean up of the 7 acre landfill portion of the site. In order for the Town to construct the sports complex, the Town must first obtain unanimous written consent of the other PRPs to officially transfer the property. The Town is working with the other PRP's to acquire the rights to the property.

A major factor contributing to the existing character of the Town is its rural landscape. The Town is committed to continuing its rural character in projects such as the Town sports complex. This goal will be accomplished through the preservation of recreational areas and locating new park facilities so they blend into the landscape.

Explanation of the Need

The need for additional athletic fields has been expressed anecdotally for years. The Town has strived to better understand and address this problem. The Town's Five Corners Master Plan, completed in April 2006, formally identified the former landfill property as a possible location for athletic fields. The sports complex will be the realization of these planning efforts. The provision of active athletic facilities (as well as passive) is also identified as a goal in the Town Comprehensive Plan: 2035 (Goal #2 of the Utilities & Community Facilities Chapter).

Public Support

Public sentiment has been overwhelmingly in favor of the proposed sports complex. Residents from all walks of life agree this complex will benefit the Town by providing a unique recreation destination. Support is evident through letters received from the 5 Corners Lion's Club, Cedarburg Area Subway, Proposed Ozaukee Sports Center, residents who signed a support petition at the Open House, and through those volunteering to serve on the Town Sports Complex Subcommittee charged with planning the park.

Open House

The Town held an Open House on the concept plan on July 15th, 2008 at Town Hall. Over 100 people attended the event. The Open House featured several stations with posters addressing key issues associated with the Concept Plan. The posters included:

- The Five Corners Master Plan Map adopted in 2006. The Plan highlighted athletic facilities in the proposed park area; this demonstrated the foresight and intention of Town officials and residents to include a park in this area several years ago.
- A poster with ratings for existing baseball and soccer facilities in the Town and City of Cedarburg, demonstrating the need for additional athletic facilities. Mark Schwantes from Cedarburg Soccer and Jeff Gylland and Brad Chaney from Cedarburg Baseball fielded questions at this station.
- A poster detailing the landfill areas on the site. Environmental experts and staff fielded environmental issue questions.
- A poster illustrating how common it is for landfills to be transformed into parks.
- The Concept Plan for the new Town Sports Complex.

Other Public Input

A Town survey of residents in 2007 reconfirmed the need for a sports complex when a majority of respondents indicated it is important to provide additional athletic and passive recreational facilities in the Town. In 2008, the Town's Park Committee invited representatives of the Cedarburg Soccer Club, Cedarburg Youth Baseball, and the City of Cedarburg to share their thoughts on current and future athletic field needs. All three representatives expressed that existing athletic fields are unable to meet even current demands, much less anticipated future demands. Representatives noted they have to turn away players from their programs because there aren't enough facilities to play games and hold practice, and many fields are not regulation size. They also indicated that the existing Cedarburg area soccer fields are heavily overused, sometimes to the point whereby they have a difficult time keeping grass on the fields. Some of the fields are to the point where they are not considered safe.

Town staff assembled park ratings completed by representatives from Cedarburg Soccer and Cedarburg Youth Baseball and compared these ratings to those completed by the City of Cedarburg. See Tables 9 and 10 on pages 52 and 53 to view these ratings. The result of the current situation is many kids are turned away from programs in which they would like to participate, and those that can play do not get adequate instruction and practice time.

II. SUBCOMMITTEE & MEMBERSHIP

Purpose of the Subcommittee

The Sports Complex Subcommittee was created by the Town Board at their August 6th, 2008 meeting. Founding members included Jeff Gylland of Cedarburg Baseball, Brad Chaney of the Town Park Committee, Steve Schuette of Buckskin Bowman, Christi Tamsen (Physical Education Department Chair at Cedarburg High School), Mark Schwantes from Cedarburg Soccer, Pete Pavalko (former Park Committee member), and Dick Larson, a member of the Monticello Sno-mobile Club. Other appointed members, such as Sharon and Bill Lamacchia (Town residents), will become involved at a later date when the financial planning efforts begin in earnest.

The purpose of the Subcommittee is to gather information and discuss the land use and facility related needs for the sports complex. The Subcommittee will develop the different elements of the park and concentrate their areas of expertise in generating a complex with a range of facilities and features.

The quantity, location, and type of facilities and features were also discussed but could change as the needs are further defined. The Subcommittee will generate discussion among the community with the goal of encouraging community participation. The final goal for the Subcommittee is a document detailing the recommendations for the sports complex, which the Town Board will utilize. The Subcommittee will also contribute input aiding with the formal design of the sports complex by professional engineers/architects.

III. SUBCOMMITTEE RECOMMENDATION

Deliberations

The Subcommittee met on numersous occassions to discuss the types of facilities that could become a part of the new sports complex. The list of possible facilities will most likely expand and contract as the planning process progresses.

Recommended Facility Types

The Subcommittee felt baseball and soccer fields should be located in the current agricultural area. Little League sized diamonds could also accommodate girl's softball, making the fields multi-use. The soccer fields could also be used for flag/youth football.

The Cross-Country team at Cedarburg High School could benefit from a network of unpaved trails within the Park, as well as a one-mile, paved trail making a large loop through the property. This would help keep students off the streets during training. Subcommittee member Christi Tamsen of the Cedarburg School District noted that the team would need two miles of trails if the sports complex were to be used to host meets.

An on-site pond could be useful for fishing opportunities. Cedarburg High School could hold fly fishing demonstrations for physical education class. The pond could also be used by local recreationalists. If interested, the Board could consider installing a small pier that could provide casting areas as well as create a unique environment that would draw people to the water on a summer night. It could also be used in winter as a skating pond.

Other possible recreational activities could include Frisbee/disc golf and an archery range. An archery range would allow the Buckskin Bowmen archery club to continue their traditional operations (which operate two and a half months out of the year) and provide a separate public range for new enthusiasts. Cedarburg High School, which currently offers an elective course on archery to juniors and seniors, could use the course for physical education classes as well. The Subcommittee expressed support for a range of about ten targets to accommodate the high school students.

Of course, the sports complex will serve as a hub for the Town's bicycle/trail system. The importance of a safe, convenient stop with resting amenities in the Five Corners location is essential in transitioning from an auto-centric community to one balancing the importance of the car and the pedestrian. A centralized pavilion located by the sports fields could serve as the official hub.

The Subcommittee discussed the trail currently used by the Monticello Sno-mobile Club and expressed support for incorporating a snowmobile trail so long as it is restricted to a marked trail for their use only during winter months.

Other hard surface sports such as basketball, roller hockey, tennis and skateboard areas are not currently in high demand but perhaps should be considered in the future. A confidence course was also discussed but requires a large financial investment and constant supervision. Finally, the Subcommittee recommended the consideration of playgrounds, a sledding hill, and non-motorized, multi-use trails for walking, running, hiking and biking,.

Overall, the Subcommittee felt the focus should be on creating a comprehensive park that featured a balance between passive and active recreational opportunities. It is important to position the park amenities into the natural terrain in order to maintain the natural beauty of the property. Wooded picnic areas and natural seating along the top of ridges should be considered (see right). Toward this end, the Subcommittee agreed a parking lot on top of the former landfill may be ideal as it would maximize the functionality of the most useable areas of the property. Finally, the Subcommittee noted that although there are many uses that are appropriate for the property, uses like the activities undertaken by the local "Midnight Mudders," an off-road 4x4 truck group, are not appropriate for the sports complex property.

Quantity of Facilities

One of the principal tasks of the Subcommittee was to inventory the property and consider the facility needs for each desired recreational activity. The Subcommittee was to estimate the number of participants for each activity and when these activities would occur. Based on these considerations, the Subcommittee was to recommend the quantity of facilities to be incorporated into the sports complex design.

Soccer

Mark Schwantes, representing Cedarburg Soccer, said the club has an immediate need for about twenty acres for soccer fields. The soccer season stretches from late March until November. He indicated that it would be ideal to have all games located at one facility.

Currently, Harris Bank Fields struggles to accommodate games, while the Airport Fields complex is for practice only and its long-term availability is in question. Approximately two acres are needed for each full-size soccer field and one acre is needed for an under ten field. The soccer club would also like one full-size field with lights in order to increase the amount of possible playing time. It may be worth investigating the possibility of using artificial turf instead of natural grass for this field as it could also be used for football.

Recommendation: The Subcommittee recommends the sports complex initially construct 4 full-size fields, which could be painted to meet the needs of smaller age groups and multiple uses. Expansion room for additional fields is recommended.

Baseball

Jeff Gylland of Cedarburg Baseball explained that youth baseball is played from April until the end of July. The club feels the most pressing need is a convertible, dirt practice diamond with base paths ranging between sixty and ninety feet. Lights and a fence on this diamond would be ideal. Once this need is met, Cedarburg Baseball would like to have two convertible, dirt Little League fields with sixty to seventy foot base paths. Fences on these two diamonds would be ideal. Little League sized baseball diamonds would accommodate girl's softball, making the fields multi-use.

Recommendation: The Subcommittee recommends the sports complex initially construct one convertible, dirt practice field with base paths ranging between sixty and ninety feet, one full-size game field, and two convertible, dirt Little League fields with sixty to seventy foot base paths. This quad-plex would make the complex a destination. Bleachers could be added later.

In addition to the baseball and soccer (football) fields, the Subcommittee recommends the construction of the following:

Other Facilities:

- An archery course, range and associated facilities;
- An enlarged pond for fishing (possible pier) and ice skating;
- Independent snowmobile trail; state law prohibits crosscountry skiing and snowmobile riders from using the same trail;
- A one-mile paved trail for walking, hiking, biking, and cross-country skiing;
- A five acre multi-use field/area to accommodate different activities and age groups;
- Interconnected network of shorter, non-paved trails;
- An open-air pavilion for picnicking during tournaments and shelter during rain; possibily being bicycle trail network hub.

- Concession stand near the baseball quad-plex and soccer/football fields, as well as picnic areas;
- One or two playgrounds for younger children;
- Equipment storage building, possibily connected to the concession stand;
- Frisbee/disc golf course;
- Possible future addition of hard surface sports.

In addition to the facilities above, parking is central to the sports complex. Based on discussion, the Subcommittee feels there must be at least 200 spaces to handle a soccer tournament. A general rule of thumb is twenty spaces per field. These parking facilities could be concentrated over the former landfill area; however, there should also be small lots located closer to the fields for accessibility, as well as a smaller lot on the north end of the property to provide easy access to any amenities that are located there (i.e. the pond). Should the archery range be located on the north end of the property, Steve Schuette said the Buckskin Bowman felt they would need approximately 80 parking spaces, with the current parking lot area being sufficient.

Prioritization of Facilities

The following is a rough outline for the prioritization of the different sports complex facilities as determined by the Sports Comples Subcommittee. Table 12 on the following page provides a guide to the Subcommittee recommendations.

High Priority

The Subcommittee has identified baseball and soccer facilities to be the top priority, as these pose the most pressing demand. These should be the first facilities developed on the site. Also to be developed during this initial stage are the roads and parking lots needed to serve the fields. While the earth moving equipment is present, the pond could be enlarged.

Medium Priority

Although the Subcommittee has determined the remaining facilities to be either medium or low priority, that does not necessarily mean they will ultimately be constructed in any particular order. Much of the development time table has to do with funding.

Medium priority facilities include the concession stand associated with the baseball and soccer fields. This could be constructed by Cedarburg Baseball and Cedarburg Soccer as funding becomes available (grants, funding drives or donations).

Sports Complex Subcommitttee Recommendations

Facility Type	Priority	Number Recommended	Funding	Maintenance
Baseball/Softball Diamonds		Four fields are needed. These include one full-size, and three convertible fields.	Club	Club
Soccer Fields		Four full-size fields with room for additional fields.	Club	Club
Pond / Pier		Enlarge the pond on the north end of the property; work to be included with initial earth moving activity. This pond could include a pier for fishing.	Public / Other	Town
Roads and Parking		These facilities will be installed at the initial stages of development.	Public / Other	Town
Bike/Running Trails		One mile of paved trails, plus additional unpaved trails.	Public / Other	Town
Pavillion		One pavillion that would be used for events and as the hub for the Town Bicycle trail network.	Public / Other	Town
Archery Range		Includes a private area for Buckskin Bowmen and separate public area.	Club	Club
Snowmobile Trail		Trail would be independent of other trails during winter.	Club	Club
Multi-use Field/Area		Five acres ideal to accommodate various uses	Public / Other	Town
Concessions & Picnic Areas		One concession stand with seating. Separate picnic areas throughout also needed.	Club / Public	Town / Club
Playground		One or two playgrounds could be located near the baseball/softball and soccer fields for use by younger children.	Public / Other	Town
Frisbee/Disc Golf		One course stretching throughout the park.	Public / Other	Town
Basketball Court		One or two courts to be grouped with the other hard surface sports.	Public / Other	Town
Skate Park		One area grouped with the other hard surface sports.	Public / Other	Town
Tennis Courts		At least two courts adjacent to the basketball court and skate park.	Public / Other	Town

High Priority
Medium Priority
Low Priority

Table 12: Sports Complex Subcommittee Recommendations
Source: Sports Complex Subcommittee

As you can see above, potential funding and maintenance responsibilities have been identified. The baseball, soccer, and archery clubs have offered to assist in funding, constructing and maintaining various elements of these facilities

Other medium priority athletic field accessory facilities can include bleachers and lights. Also of medium priority is the pavilion/bicycle trail hub, which could go in as funding is obtained. The archery range could be installed/expanded as Buckskin Bowmen obtains the necessary funds. The snow-mobile trail could be added in the first fall by the Monticello Sno-mobile club. Non-paved trails could be installed early on at a minimal cost since these trails requiring only marking and mowing. The paved trail could be installed as funding becomes available. The additional of playgrounds not only addresses an unmet need in the Town, but also offers an other recreational opportunity for the siblings of youth sport participants.

Low Priority

The Subcommittee has identified hard surface courts for sports such as basketball, tennis and a skate park are not currently in high demand but perhaps should be considered in the future. A Frisbee/disc golf course was also looked upon favorably by the Subcommittee. This amenity, however, would be secondary to the other core amenities such as baseball, soccer, archery, natural and paved trails and paths. Although enlargement of the pond is a high priority project, adding a pier to the pond could be installed at a later time when funding is available.

Funding of Facilities

Cedarburg Baseball has shown interest in constructing the baseball fields at their own cost. The group possesses the funding and know-how to accomplish the construction. Fencing, lighting, bleachers and dugout facilities would require additional fund raising efforts, which Cedarburg Baseball has indicated they would be able to meet. Cedarburg Baseball has estimated the costs at about $50,000 per field, and about $2,500 for a dirt infield alone. The group also indicated they would be willing to pay for a proposed batting cage. Other amenities directly related to the baseball and soccer fields such as concession stands would most likely be financed/constructed mainly by these groups.

Steve Schuette said the Buckskin Bowman would be interested in assisting with funding the public archery range, as well as completely funding their private archery course.

The Subcommittee noted that although the disc golf is not a priority, the course would only run approximately $5,500 for eighteen holes. This amenity could be added, space permitting.

A number of the facilities would be used mainly by the general public and would likely be financed by the Town or through other means, sponsorships, grants or donations.

Maintenance of Facilities

Many of the infrastructure facilities would require maintenance on a regular, annual basis, such as the concession stands and shelters. These facilities, utilized mainly by Cedarburg Baseball and Cedarburg Soccer, could be maintained by club members taking a day or two and performing any annual paint/roof/spring cleaning/winterizing. Town assistance would be needed for more complex maintenance issues.

Dick Larson of the Monticello Sno-mobile Club said the club would be happy to groom any trails on the property for no cost and Buckskin Bowmen would need to be contacted to see if they would be interested in maintaining the archery facilities.

Mark Schwantes of Cedarburg Soccer suggested the club would be willing to maintain the soccer fields at the sports complex using their own equipment. Mr. Schwantes felt only a small building or room within a larger building would be needed for all soccer related storage. Cedarburg Baseball echoed these sentiments, and would care for the baseball fields in the same manner.

Other amenities not directly associated with any particular group would most likely be left to Town staff to maintain. These facilities would include:

- Tables and benches
- Playgrounds, hard surface courts & Frisbee/disc golf course
- Pond (and pier)
- Mowing of natural trails and repair of the paved trails
- Maintain pavilion and shelters
- Maintain parking lots and access roads
- Multi-purpose field/area

IV. FUTURE OF THE SPORTS COMPLEX

The Town is currently undertaking acquisition and planning efforts. These include negotiating with the other PRP's to acquire the property and address remediation related issues. Once the Town obtains the property, fundraising and engineering efforts will begin in earnest. Depending upon a variety of factors, including fundraising, the park may be built in phases.

It is too early to set an estimated completion date for the park as there are many issues that must first be addressed, including the negotiated transfer of the property with the City of Cedarburg, Mercury Marine, and Emerson Electric. These three entities, along with the Town of Cedarburg, have the authority to direct the property to a new owner.

7.0 RECOMMENDATIONS

I. IMPROVING EXISTING PARKS & FACILITIES

Throughout the course of the plan update, the Committee has identified improvements for all existing parks and facilities. Some of these recommended improvements apply to all parks, including adequate signage to identify each park, park rules, and, where appropriate, the location of park boundaries. Waste recepticales should also be available at each park to help maintain park appearance and cleanliness. Paths to and throughout parks should be adequately maintained to provide safe access. Renewable energy projects, including but not limited to wind and solar, should also be considered if appropriate.

The Committee recommends improvements unique to each park as follows:

Cedar Creek Farms Canoe Launch

The Committee suggested moving the path to the north side of the tree line and adding more trees to screen the path from the adjacent property to the north. The addition of a step system could also improve access to the canoe launch.

Creekside Park

The Committee felt the addition of flagstones would help improve access to Cedar Creek.

Hamilton Park

The Committee suggested enhancing the sitting/picnic area by removing and replacing the railroad ties to provide better access and improve the aesthetics. New and improved signage was also recommended., including a new entrance sign and interpretive signs detailing the history of the Hamilton Historic District.

Krohn Park

The Committee suggested the installation of a split rail fence to help delineate the path, which could be widened at the canoe launch point. Other ideas included clearing a view of the creek and old mill races for visitors sitting at the stone bench along Covered Bridge Road, new path extensions and signage to identify the park for both east and west bound traffic.

Path improvements, including perhaps a foot bridge(s) would improve access.

Pleasant Valley Nature Park

The Committee suggested extending the gravel path to the restroom pavilion, combating invasive species, and consider other park trail improvements. Improving the Scouting Camp area by adding a restroom facility and consider building a shelter(s) was also recommended.

Multi-use Pathways

The Committee encourages the extension of pathways and the connection of existing pathways. Toward this end, the addition of on-street bike lanes should be considered when Town roads are widened or resurfaced. Bikeway and other paths system signs should be inventoried to ensure adequate signage. New path segments should be pursued to improve pedestrian and bicycle accessibility throughout the Town.

II. NEW FACILITIES

There are two new facilities envisioned for the Town of Cedarburg and are recommended by this new park plan. If appropriate, the use of renewable energy, including but not limited to wind and solar, should be considered for both facilities.

Town Sports Complex

As detailed in Chapter 6, the Town wishes to address a major deficiency in the number and quality of baseball and soccer fields in the Cedarburg area. The proposed sports complex would provide immediate relief for these needs and offer new active and passive recreation opportunities.

Covered Bridge Park

The Committee fully endorses the Town Board's effort to acquire Covered Bridge Park from Ozaukee County. The Covered Bridge, which is listed on the National Register of Historic Places, was originally constructed by the Town in 1876. The Town owned and maintained the Bridge for sixty-four years until Ozaukee County assumed control in 1940. Improvements to the park, if it were to be acquired by the Town, could include among other things additional landscaping, a new restroom facility, and signage.

8.0 IMPLEMENTATION

This section will lay out the goals and objectives, as well as possible funding sources to aid in the implementation of the recommendations outline in the previous chapter.

GOALS & OBJECTIVES

Goal 1: Encourage the protection and enhancement of the unique identity of the Town of Cedarburg through the preservation of natural resources and physical features which are assets to the Town including both environmentally sensitive and historically significant areas.

Objectives:

1. Identify and incorporate historical resources into the development of Town parks.
2. Preserve natural areas such as floodplains, wetlands, drainage ways, steep slopes, grasslands, and woodlands in Town parks.
3. Seek to maintain designated environmental corridors or isolated natural areas in their original state in Town parks.
4. Protect designated archeological, cultural, historic and scientific sites, such as the Covered Bridge, the Hamilton area, and Krohn Park.
5. Recommend to Town Board appropriate transitional buffers between residential, business, commercial properties and parkland or recreational areas.
6. Require site plan review of all bike pathways, horse trails, walking paths, and nature trails by the Plan Commission to ensure compatibility.

Goal 2: Plan and develop an appropriate balance of active and passive park land and recreational areas, and plan and provide for the facilities and maintenance of such park land and recreational areas to meet current and future needs.

Objectives:

1. Ensure public input on park planning needs in future surveys.
2. Promote the appropriate development of land for active recreation facilities.
3. Develop a plan for passive park use. Planning should be based on current and projected demand, and environmental significance as determined by Town conservancy zoning and/or environmental corridors.
4. Recommend areas to meet passive and active recreational needs in accordance with accepted standards.
5. Develop a site-specific master plan as soon as parkland is designated or acquired.
6. Recommend the development of park facilities in concert with the growth of the population located within the park service area.

Goal 3: Facilitate development, purchase efforts, and the use and maintenance of park and recreational areas with the City of Cedarburg, the Cedarburg School District, Ozaukee County, the WI-DNR, publicly oriented conservancy organizations or any other similar groups through which the Town's interests would be served.

Objective:

1. Interact with County, School, City, State (WI-DNR and WI-DOT), and publicly oriented clubs & organizations to improve and expand parkland opportunities and their associated economic benefits throughout the Town and adjacent communities in a cost-effective manner.

Goal 4: Recommend to the Plan Commission and Town Board additions to the multi-purpose trail systems that utilize environmental corridors, provide linkages between parks and other appropriate features, and provide potential alternative transportation facilities (i.e. bike paths).

Objectives:

1. Link local trails to regional trail systems.
2. Review site plans to ensure that Town development plans identify areas suitable for bikeways and pedestrian pathways.
3. Recommend connectors within and between adjoining developments.
4. Identify and map non-motorized routes in the Town.

Goal 5: Explore the potential for and pursuit of all funding sources for the development, maintenance, and improvement of parks and recreational areas in the Town.

Objectives:

1. Pursue state and federal funding programs which can assist in the acquisition or development of desired park system improvements, including those for renewable energy projects, including but not limited to wind and solar.
2. Solicit donations from public and private organizations to assist in park system and recreational area acquisition and development.
3. Maintain eligibility for federal, state and private grant funding.
4. Collect adequate impact fees to help fund park related expenses associated with providing recreational opportunities for new development.
5. Evaluate other alternative means of funding, donations or revenues available to promote the Town park system and recreational area needs of the community.

Goal 6: Recommend the adoption of an adequate park budget which will financially address existing park needs, allow for future park land acquisition and facility development and provide users with safe and reliable facilities in parks and recreational areas.

Objectives:

1. Park Committee should recommend a park budget to the Town Board for inclusion in the annual Town budget based on proposed projects.
2. Recommend possible funding sources for land acquisitions and improvements.
3. Replace unsafe, old and deteriorated facilities at Town parks.
4. Continually evaluate maintenance of existing facilities to ensure longevity and safety.
5. Comply with the requirements of the Americans with Disabilities Act.

Goal 7: Monitor, review and update the comprehensive park plan over time as the Town grows and park needs are met or needs change.

Objectives:

1. Continually monitor the parkland and recreational area needs of the community.
2. Update the Park Plan every five years, or sooner, to reflect changes in the communities needs and desires.
3. Solicit public input.

FUNDING SOURCES & PARK OPERATION

Current park revenues consist only of property tax revenue for park maintenance and operation. Additional income may be possible through user fees at existing facilities.

Expenses in the park budget are for grounds maintenance, grass and weed control, picnic table repair and replacement, and a token amount for electric service for area lighting.

A capital improvement schedule for operations and maintenance of the Town's parks would provide an opportunity for long range fiscal planning as the Town reviews the infrastructure improvements necessary to provide a desired level of parks for its residents. The possibility of grant funding is great with an accepted plan in place. Several organizations will provide grant money to acquire, develop, and maintain park facilities within the Town. Funding is available on a cost share basis through the Wisconsin Dept. of Transportation, Wisconsin Dept. of Natural Resources, and through private organizations such as the Ozaukee/Washington Land Trust. In addition, the impact fees collected on all newly created lots in the Town include components that are designated for park and transportation improvements such as bike pathways. These impact fees are imposed on developments to help pay capital costs that are necessary to accommodate land development. Possible funding sources are provided in the following table:

TABLE 13: FUNDING SOURCES						
Program	Purpose	Details	Deadlines	Notes	Agency	Contact
Wisconsin Stewardship Programs						
Acquisition of Development Rights	Acquire development rights for nature-based outdoor recreation areas and activities	$1.6 M available per year 50% local match	May 1	Funds available for areas where restrictions on residential, commercial & industrial development May include enhancements of outdoor recreation	WDNR	Tom Blotz, Southeast District 414-263-8610
Aids for the Acquisition and Development of Local Parks (ADLP)	Acquire or develop public, nature-based outdoor recreation areas and facilities	$4 M available per year 50% local match	May 1	A comprehensive outdoor recreation plan is required Priority for land acquisition Projects must comply with ADA	WDNR	Tom Blotz, Southeast District 414-263-8610
Urban Greenspace Program (UGP)	Acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features	$1.6 M available per year 50% local match	May 1	A comprehensive outdoor recreation plan is required Projects must comply with ADA	WDNR	Tom Blotz, Southeast District 414-263-8610
Urban Rivers Grant Program (URGP)	Acquire land, or rights in lands, adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities	$800,000 available per yer 50% local match	May 1	A comprehensive outdoor recreation plan is required Projects must comply with ADA	WDNR	Tom Blotz, Southeast District 414-263-8610
Federal Programs						
Land & Water Conservation Fund (LAWCON)	Acquire or develop public outdoor recreation areas and facilities	50% local match per project	May 1	A comprehensive outdoor recreation plan is required	WDNR with TEA-21 Funds	Tom Blotz, Southeast District 414-263-8610
Recreational Trails Act	Provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails	50% local match per project	May 1	Funds may only be used on trails identified in or that further a goal of a local, county or state plan Funds may be used on trails that are refernced in a statewide comprehensive outdoor recreation paln	WDNR with TEA-21 Funds	Tom Blotz, Southeast District 414-263-8610

Program	Purpose	Details	Deadlines	Notes	Agency	Contact
Statewide Multi-Modal Improvement Program (SMIP)						
Transportation Enhancements Program	Provide facitilites for pedestrians and bicyclists. Provides funding for rehabilitating and operating historic transportation buildings and structures as well as "Main Streets"	Funded with TEA-21 20% required match	February	Not a grant program. 80% of funds are reimbursed if all federal guidelines are met. Project must relate to surface transportation. Construction projects must be over $100,000 Non-construction projects must be over $25,000	WisDOT	Mary Frigge 262-548-8763
Surface Discretionary Grant Program (STP-D)	Provides flexible funds that can be spent on a wide variety of projects, including roadway, bridges, transit facilities, and bike and pedestrian facilities	Funded through TEA-21 20% match required	February	Any project that fosters alternatives to single-occupancy vehicle trips Facilities for pedestrians and bicyclists System-wide bicycle planning Construction projects must be over $100,000 Non-construction projects must be over $25,000	WisDOT	Mary Frigge 262-548-8763
Safe Routes to School Grant Program (SRTS)	Intended to combat childhood obesity and reestablish walking and biking to school	Funded through SAFETEA-LU	December	Funding for bicycle and pedestrian facilities Funding for pedestrian and bicycle safety and programs	WisDOT	Renee Callaway 608-266-3973
Federal Transit Administration Grants						
Section 5309 (old Section 3 discretionary funds)	Transit capital projects; inclused intermodal facilities such as bicycle racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself	20% local match per project	Early Spring	Funding for this program is allovated on a discretionary basis Congress reserves money each year Administration can pick the projects; however, the authorization bill contails a list of specfic criteria	WisDOT Bureau of Transit	Ron Morse 608-266-1650
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Funds projects that will reduce vehicle trips and miles; reduce emissions due to traffic congestion, or reduce the per mile rate of vehicle emissions	Funded through TEA-21 20% local match	In April of odd numbered years	Only available to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowc, Walworth, and Door Counties	US DOT	Mary Frigge 262-548-8763

Program	Purpose	Details	Deadlines	Notes	Agency	Contact
Section 402 Highway Safety Funds						
Community Programs Empowerment Program Enforcement Program	For bicycle and ped. safety education and training projects, including helmet promotion and purchases, sponsorship of rodeos, classes, and development of brochures	20% local match per project	October – December	Engineering and maintenance work not eligible for funding	WisDOT Bureau of Transportation Safety	Thomas Loeffler Southeast District 414-266-1097
Highway Safety Program (Section 403)	Available for bicycle/pedestrian education. May also be used to develop safety classes for bicycle/pedestrian offenders	20%-50% local match per project	February	For communities that can document bicycle crashes related to motor vehicle violations Funds new enforcement programs up to $1,000	WisDOT Bureau of Transportation Safety	Thomas Loeffler Southeast District 414-266-1097
Research Projects	Fund the research needed to substantiate unique local needs for additional safety funding	20% local match per project	February	A study of transit needs on public lands to assess the feasibility of alternative transportation modes (Section 3039)	WisDOT Bureau of Transportation Safety	Thomas Loeffler Southeast District 414-266-1097
Other Programs						
Wisconsin Main Street Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements	Wisc. Dept. of Commerce	No Date	General downtown program May benefit trail enhancements through streetscaping	National Main Street Center	Bureau of Downtown Develoment 608-266-7531
Surface Transportation Environment Cooperative Research Program	Evaluate transportation control measures. Improve understanding of transportation demand factors. Develop performance indicators that will facilitate the analysis of transportation alternatives	20% local match per project		Money available for: development of national bicycle safety education curriculum grants to a national not-for-profit organization engages in promoting bicycle and pedestrian safety study of the safety issues attendant to the transportation of children to and from school by various transportation modes	FHWA	US Dept. of Transportation 202-366-4000
Urban Forestry Grants	Assitance for tree maintenance, planting, and public awareness	$1,000 to $25,000 grants awarded with a 50% local match	October 1	Funding is prioritized for communitiies needing to develop an urban forestry plan, needing worker training, and needing to conduct a street tree inventory	WDNR Urban Forestry	Tracey Teodecki 608-267-3775
Home Depot Community Improvement (Environmental) Grants	Assistance for forestry and ecology projects, clean-up beautification projects, recycling programs				Home Depot Community Affairs	Local Home Depot Store Manager (Grafton)

CONCLUSION

This plan works to develop and manage a working system of park and recreational facilities for the Town of Cedarburg. It has been prepared to respond to expressed desires of the residents of the Town and to conform to the comprehensive plan of the Town and to accepted standards for provision of facilities. It provides the basic information and direction for future actions of the Town's Park Commission, Plan Commission, and Town Board. Much work remains to implement the plan. This requires a critical investigation of all proposals, acquisitions, and development to examine their consistency with the plan as the Town Board approves all acquisition of parklands, easements and trails, either by purchase or donations, must be approved by the Town Board.

APPENDIX A:

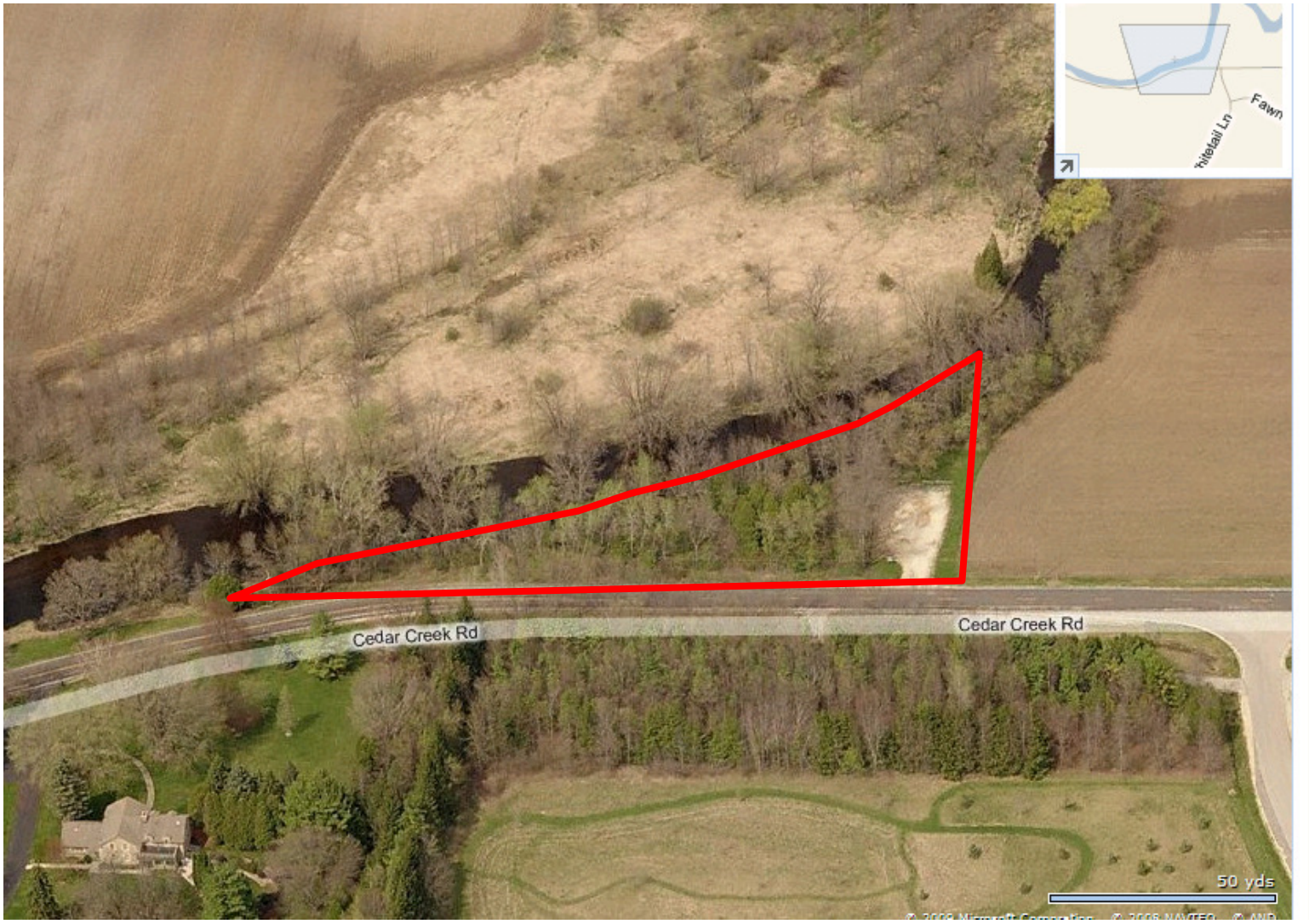
Park Aerials

Park System

Cedar Creek Farms Canoe Launch
1676 Robin Court
Size: 0.33 acres
Location: NW ¼ of Section 14

Park System

Creekside Park
9700 Cedar Creek Road
Size: 0.56 acres
Location: SE ¼ of Section 8

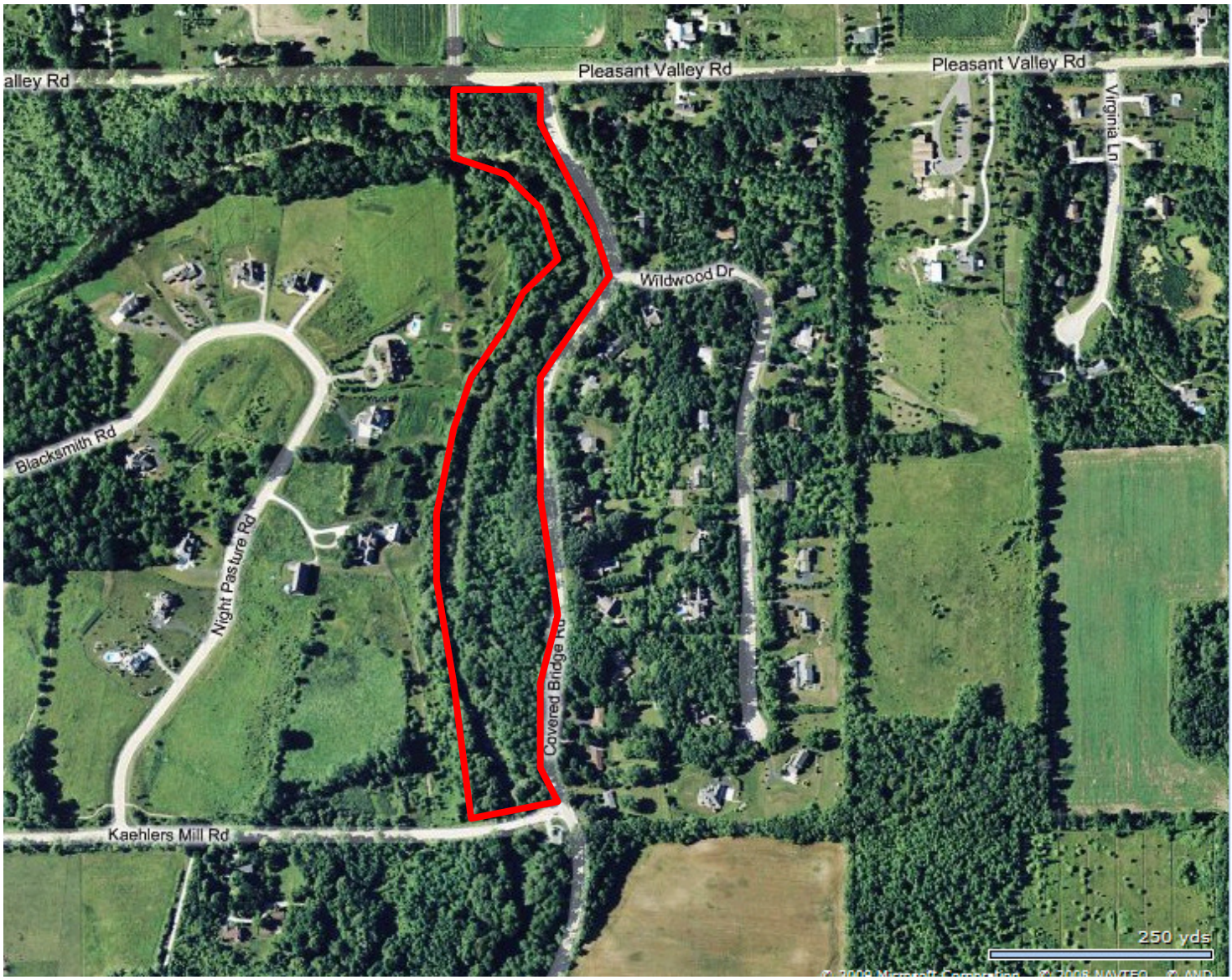


Park System

Hamilton Park
231 Hamilton Road
Size: 1 acre
Location: SE ¼ of Section 35

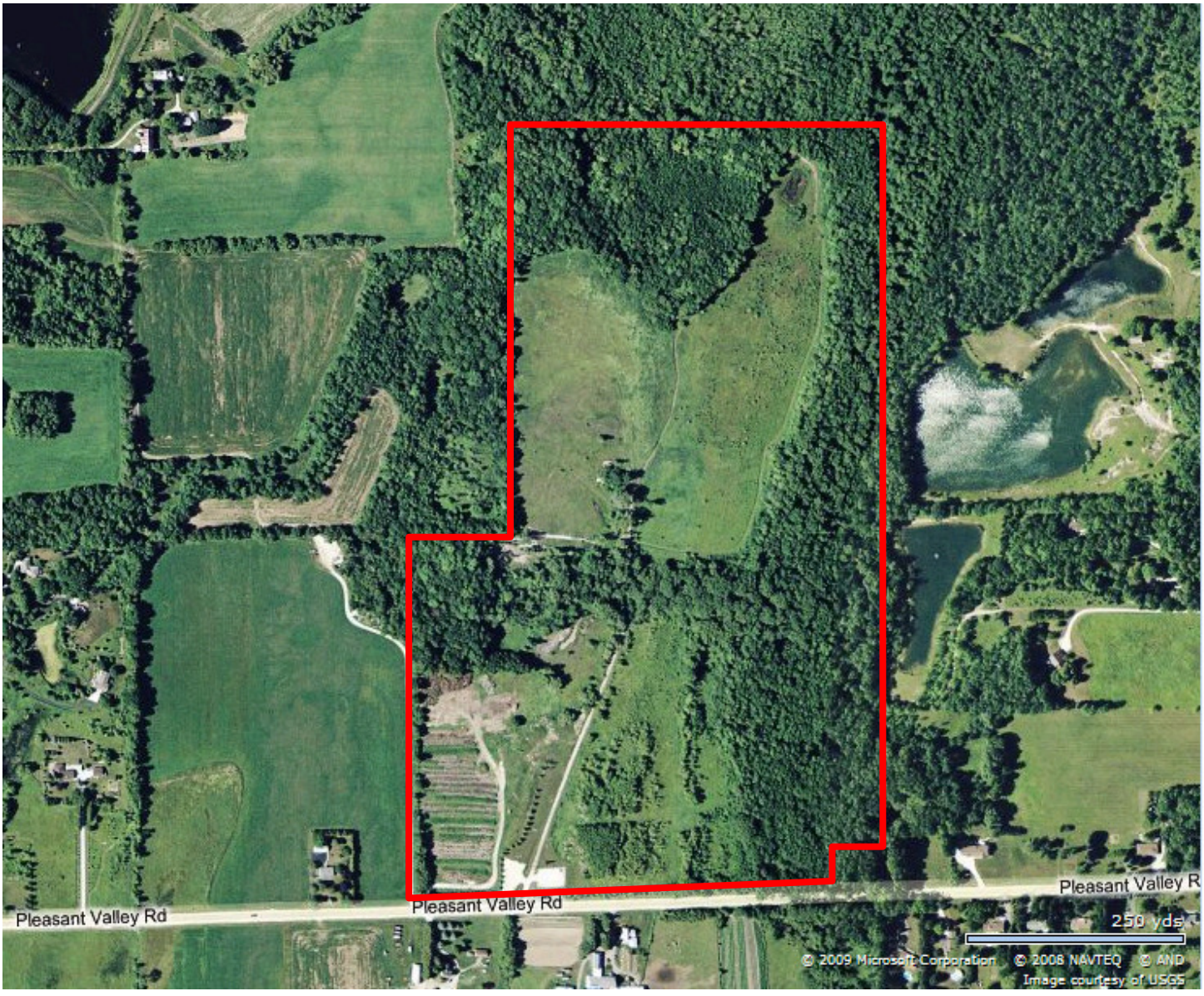
Park System

Krohn Park
7599 Pleasant Valley Road
Size: 11 acres
Location: NW ¼ of Section 10



Park System

Pleasant Valley Nature Park
5100 Pleasant Valley Road
Size: 88 acres
Location: SW & SE ¼ of Section 2



APPENDIX B:

Bicycle Safety

Bicycling Education and Enforcement of Vehicle Codes

Bicycles are unique and efficient vehicles that can be operated safely in a variety of conditions. An experienced bicyclist is capable of interacting safely with pedestrians, other bicycles and motor vehicles, both on arterial highways and over rough terrain. Developing the necessary skills for interacting with other bicycles, vehicles and pedestrians is assumed to be the responsibility of the rider. However, if bicycling is to be encouraged as a mode of transportation, the Town should take an active role in teaching effective bicycling methods. It is the recommendation of this plan that safety programs for Town of Cedarburg focus on the child bicyclist, average adult bicyclist and the motor vehicle operator.

Educating Child Bicyclists

Bicycling and walking are a primary means of travel for children. The child cyclist is most responsive to learning, but also has several unique characteristics that complicate education initiatives. For example, child cyclists do not typically know the rules of the road under which they need to operate. Furthermore, children under the age of ten have limited peripheral vision and ability to judge speeds and distances. Educational programs need to recognize these characteristics of the child bicyclist.

School based educational programs are perhaps the most effective means of increasing a child's cycling abilities. Hands-on training curriculums designed for elementary school students though avenues such as the Bicycle Federation of Wisconsin and the League of American Bicyclists offer possibilities. Community safety events such as safety fairs and bike rodeos are another means of educating young cyclist and promoting bicycling.

These can be organized by the local recreation department or school district. Furthermore, promotional activities such as "Bike-to-Work Days" can compliment these educational activities as well as other community bicycling events. Child educational curriculums and events are most effective when supplemented with enforcement and parental support.

Educating High School Aged Youth

Teenaged youth are often caught up in driving, or learning to drive motor vehicles and are typically less interested in learning how to bicycle effectively. Several programs may be utilized to capture the attention of this audience:

1. Include a bicycle safety component in current driver's education program. Available videos and instruction materials on bicycling should compliment motor vehicle instruction.

2. Create an Effective Bicycling program that includes techniques of off-road bicycling. Mountain biking is a popular activity among young adults and therefore a short course including mountain biking techniques may be more attractive to this audience.
3. Enforce vehicle codes. Enforcement programs are often effective means to educate adult vehicle operators. Bicyclists and pedestrians share rights and responsibilities with other transportation users. As vehicular operators, the bicyclists must also be held accountable for their actions.

Educating Adult Cyclists and Motorists

Enforcement of traffic laws, promotional information, and public relations campaigns are methods of educating adult bicyclists and motorists. A number of publications are available from the WisDOT that are designed to assist in the education of adults. The distribution of educational materials to parents and other adults may be made a part of existing school bicycling curriculums. Brochures and videos should also be made available through the local public libraries, the motor vehicle registration office and bike shops. "Community events announcements" in local newspapers and radio broadcasts may also help to promote safe bicycling and related events. The Wisconsin Bicycle/Pedestrian Safety Program Manager is a good source for information regarding education and enforcement activities. For more information go to: http://www.dot.wisconsin.gov/modes/bicycles.htm
A variety of bicycling safety information is available to individuals and communities. Sources include:

- Wisconsin Department of Transportation, Maps and Publications Sales
  3617 Pierstoff Street, P.O. Box 7713, Madison, WI 53707-7713
  (608) 246-3265
- Wisconsin AAA - Safety
  http://www.autoclubgroup.com/wisconsin/about_us/safetypage.asp
- National Safety Council
  1121 Spring Lake Drive, Itasca IL 60143-3201
  (630) 285-1121, Web site: www.nsc.org

Two web sites dedicated to bicycle safety are listed below:

- Bicycle Helmet Safety Institute
  www.helmet.org
  Provides bicycle helmet consumer information and research statistics.
- Youth Bicycle Education Network
  www.yben.org
  A source for hands-on materials for teaching of bicycle safety.

Pedestrian Safety

Effective pedestrian safety programs begin by making the public aware of the significance of pedestrian safety. On a national level, nearly one in every five traffic fatalities involves a pedestrian, and over half of these fatalities involved elderly and young people. Walking is an increasingly popular activity, more for exercise and enjoyment than transportation, and there are several actions that the community can take to enhance pedestrian safety, including:

1. Make pedestrian safety brochures and videos available at local schools, library, sports shops, and the Town Hall.
2. Teach pedestrian safety in conjunction with bicycle safety in the school curriculum.
3. Institute and evaluate pedestrian education programs such as Safe Route Home and Walk Alert, programs outlined by the National Pedestrian Safety Guide.
4. Evaluate pedestrian crash/accident data to determine accident locations and design countermeasures to prevent future occurrences.
5. Promote active enforcement of state vehicle codes, citing not only motorists in violation, but also pedestrians endangering themselves and others.
6. Promote better awareness of pedestrians within the curriculum of driver education courses.

APPENDIX C:

Plan Relationship to the Design Preferences Survey

Plan Relationship to the Design Preferences Survey

As part of the Town of Cedarburg Comprehensive Plan: 2035, a Design Preferences Survey was conducted to gather information about what type of development residents would like to see in the Town. Some of the questions are relative to this Park Plan update.

When referring to open space (referred to as recreational areas in this Plan) and landscape character, respondents noted they preferred bike paths in new developments (such as picture at left below). The the following pictures rated the highest:

When referring to open space and landscape character, the following pictures rated the lowest:

APPENDIX D:

Enlarged Plan Figures

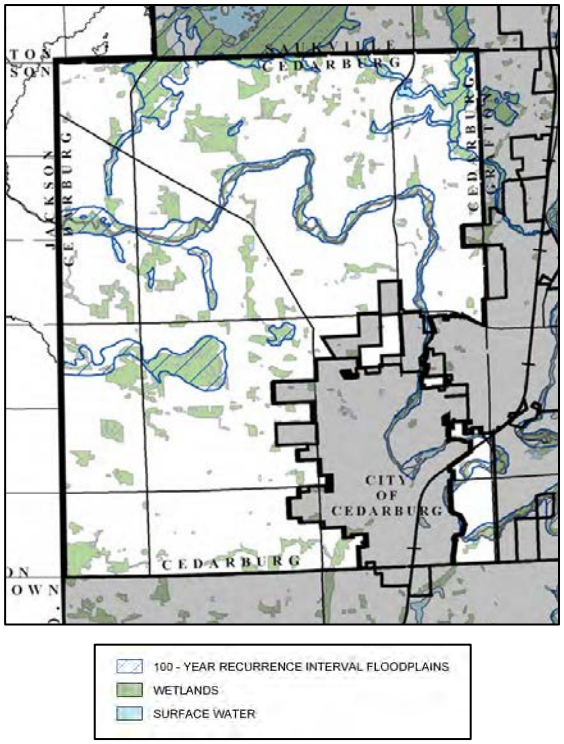


Figure 2: Surface Waters, Wetlands, and Floodplains in the Town of Cedarburg

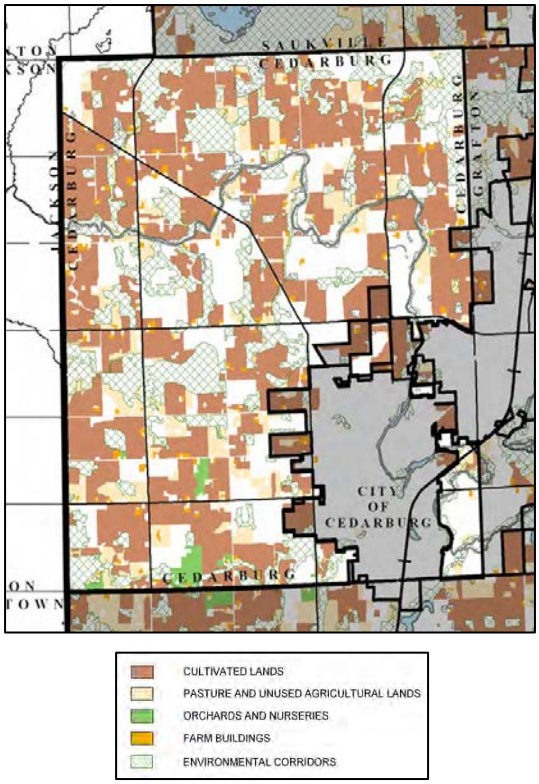


Figure 3: Existing Agricultural Lands in the Town of Cedarburg: 2000

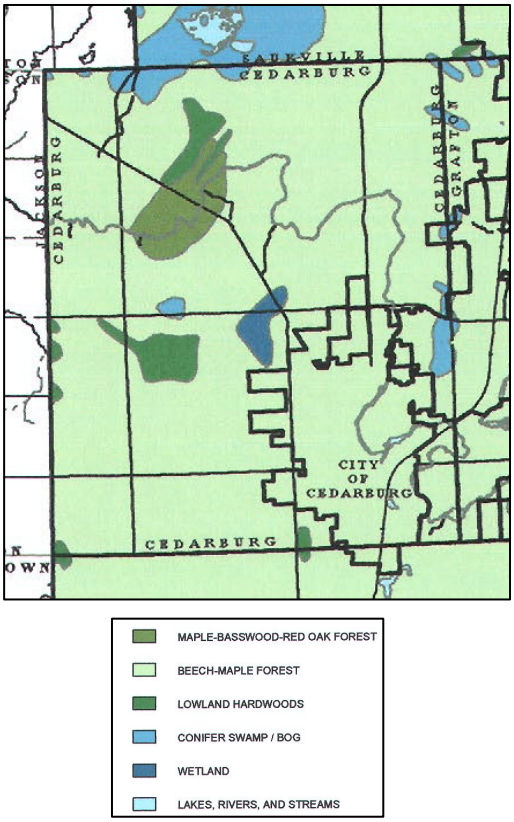


Figure 4: Pre-settlement Vegetation in the Town of Cedarburg: 1836

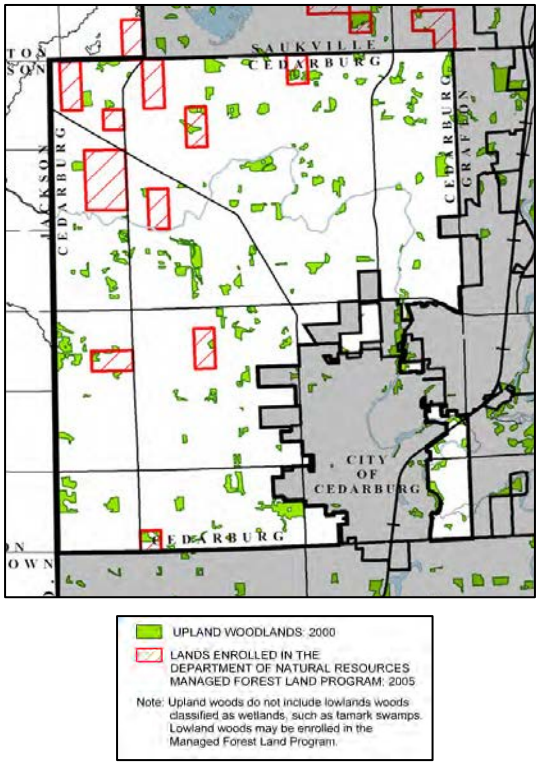


Figure 5 & 7: Woodlands and Managed Forest Lands in the Town of Cedarburg

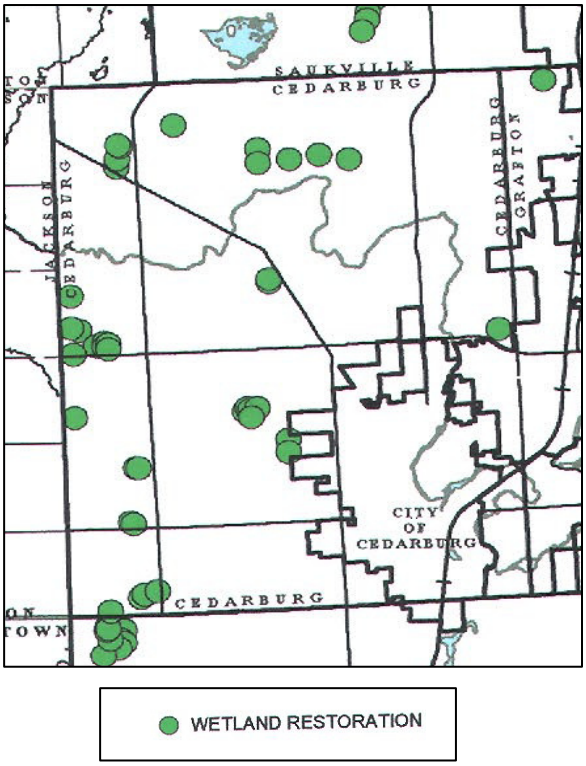


Figure 6: Wetland Restorations in the Town of Cedarburg: 2002

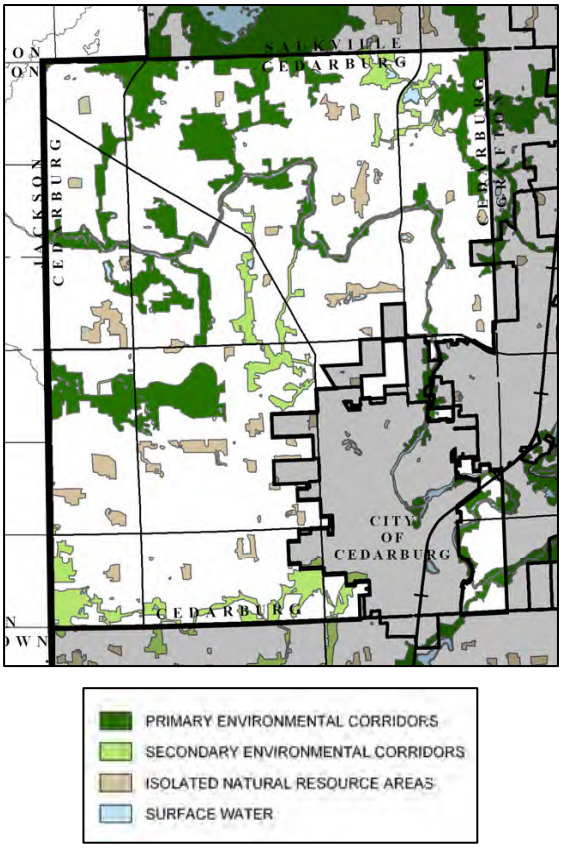


Figure 8: Environmental Corridors and Isolated Natural Resource Areas: 2000

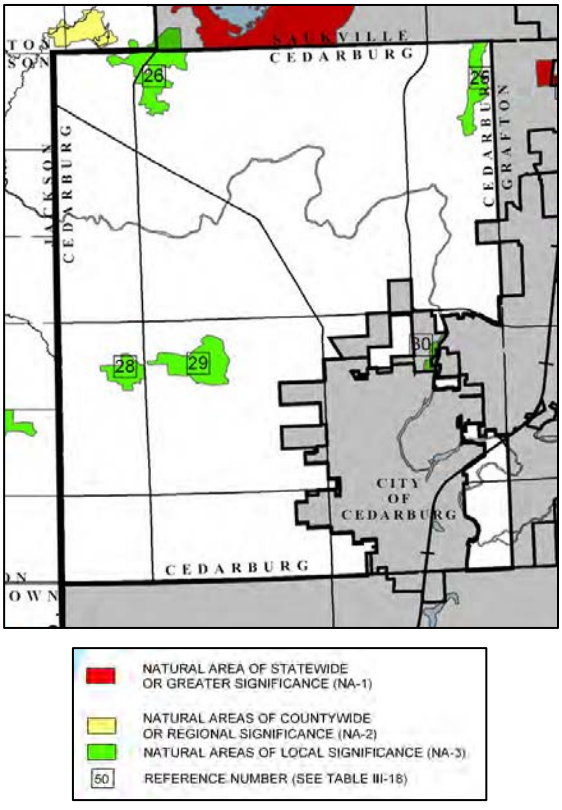


Figure 9: Natural Areas in the Town of Cedarburg

APPENDIX E:

Bicycle Compatibility Index (BCI) and Level of Service (LOS) for Town Roads

: Bicycle Compatibility Index Ranges Associated with Level of Service Designations and Compatibility Level Qualifiers

Level of Service (LOS)	BCI Range	Compatibility Level
A	< 1.50	Extremely High
B	1.51-2.30	Very High
C	2.31-3.40	Moderately High
D	3.41-4.40	Moderately Low
E	4.41-5.30	Very Low
F	> 5.30	Extremely Low

- *From the **Bicycle Compatibility Index: A Level of Service Concept, Implementation Manual, 1998.** Qualifiers for compatibility level pertain to the average adult bicyclist.*

Data Entry													
Location	Geometric & Roadside Data					Traffic Operation Data					Parking Data		
Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	No. of Lanes (one direction)	Curb Lane Width (m)	Bicycle Lane Width (m)	Paved Shoulder Width (m)	Residential Development (y/n)	Speed Limit (km/h)	85th %ile Speed (km/h)	AADT	Large Truck %[a] (HV)	Right Turn %[a] (R)	Parking Lane	Occupancy (%)[a]	Time Limit (minutes)
Sample: First Avenue - 5th/6th Streets	2	3.6	1.2		y	30	37	10,000	0.02	0.10	y	0.30	120
Bridge Street													
Town Limits to Granville	1	3.4	0.0	0.0	n	72		157					
Granville to Horns Corners	1	3.1	0.0	0.0	n	72		700					
Horns Corners to City Limits	1	3.1	0.0	0.0	y	72		700					
Cedar Creek Road													
Town Limits to Granville	1	3.4	0.0	0.0	y	72		47					
Granville to CTH "NN"	1	3.4	0.0	0.0	y	72		47					
CTH "NN" to Covered Bridge	1	3.4	0.0	0.0	y	72		47					
Covered Bridge to Park	1	2.7	0.0	0.0	n	72		80					
Cedar Creek to CTH "I"	1	3.4	0.0	0.0	y	56		20					
CTH "I" to Maple	1	3.4	0.0	0.0	y	72		247					
Maple to CTH "O"	1	3.1	0.0	0.0	y	72		247					
Cedarsauk Road													
dead end south to west end	1	3.1	0.0	0.0	n	72		40					
west end to Granville	1	3.4	0.0	0.0	y	72		87					
Granville to Maple	1	3.4	0.0	0.0	n	72		357					
Columbia Road													
Cedarburg to Grafton	1	3.4	0.0	0.0	y	40		14,260	0.15				
Covered Bridge Road													
Cedarsauk to Cedar Creek	1	3.4	0.0	0.0	n	56		87					
Cedar Creek to CTH "NN"	1	3.4	0.0	0.0	y	56		157					
CTH I													
Town Limits to Cedar Creek	1	3.4	0.0	0.9	n	89		2,129					
Cedar Creek to STH 60	1	3.4	0.0	0.9	y	89		2,129					
STH 60 to city limits	1	3.4	0.0	0.9	y	89		4,079					
CTH NN Washington													
Town Limits to Granville	1	3.2	0.0	0.6	n	72		3,910	0.70				
Granville to STH 60	1	3.7	0.0	0.6	n	72		3,910	0.70				
CHY Y Granville Rd													
Town Limits to CTH "NN"	1	3.4	0.0	0.0	n	72		1,502					
Decker Corner	1	5.2	0.0	3.1	y	72		1,502					
CTH "NN" to Cedar Creek	1	3.4	0.0	1.2	y	72		1,502					
Cedar Creek to STH 60	1	3.4	0.0	1.2	y	72		1,502					
STH 60 to Western	1	3.7	0.0	0.9	y	72		1,502					
Western to Pioneer	1	3.7	0.0	0.9	n	72		1,502					
Elm Road													
STH 60 to Sherman	1	3.4	0.0	0.0	y	72		57					
Green Bay Road													
Hamilton to Village of Grafton	1	3.4	0.0	0.0	y	56		2,669					
Hamilton to Pioneer	1	3.4	0.0	0.0	y	40		2,669					
Hamilton Road													
Cedarburg to Green Bay	1	4.6	0.0	0.0	y	40		2,729					

Data Entry													
Location	Geometric & Roadside Data					Traffic Operation Data					Parking Data		
Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	No. of Lanes (one direction)	Curb Lane Width (m)	Bicycle Lane Width (m)	Paved Shoulder Width (m)	Residential Development (y/n)	Speed Limit (km/h)	85th %tile Speed (km/h)	AADT	Large Truck %* (HV)	Right Turn %* (R)	Parking Lane	Occupancy (%)*	Time Limit (minutes)
Horns Corners Road													
Cedarsauk to Hilly Lane	1	3.1	0.0	0.0	n	72		87					
CTH"NN" to STH 60	1	3.1	0.0	0.5	n	72		87					
STH 60 to Sherman	1	3.4	0.0	0.0	y	72		158					
Sherman to Bridge	1	3.4	0.0	0.0	y	72		240					
Bridge to Western	1	3.4	0.0	0.0	y	72		240					
Western to Pioneer	1	3.4	0.0	0.0	y	72		247					
Kaehlers Mill Road													
CTH "NN" to Covered Bridge	1	3.4	0.0	0.0	y	72		87					
Keup Road													
STH 60 to CDS	1	3.4	0.0	0.0	y	56		83					
STH 60 to vil lts	1	3.4	0.0	0.0	y	56		5,292					
mid pt to vil lts	1	3.4	0.0	0.0	y	56		5,292					
vil lts to mid pt	1	3.4	0.0	0.0	y	56		5,292					
city lts to city lts	1	3.4	0.0	0.0	y	56		5,292					
mid pt to STH 57	1	4.9	0.0	0.0	y	56		5,292					
Lakefield Road													
Cedarburg to Town Limits	1	3.4	0.0	1.2	y	72		3,609					
Maple Road													
Cedarsauk to Pleasant Valley	1	3.1	0.0	0.0	y	56		157					
Pleasant Valley to Cedar Crk	1	3.4	0.0	0.0	y	56		157					
Pioneer Road													
Town Line to Green Bay	1	3.4	0.0	1.2	y	72		7,229					
Green Bay to Cedarburg	1	3.4	0.0	1.2	y	56		7,229					
Cedarburg to Town Limits	1	3.4	0.0	1.2	n	72		6,899					
Pleasant Valley Road													
Town Limits to CTH "NN"	1	0.0	0.0	0.0	n	0		87					
CTH "NN" to Granville	1	3.4	0.0	0.0	n	72		87					
Granville to Covered Bridge	1	3.4	0.0	0.0	n	72		157					
Covered Bridge to CTH "I"	1	3.4	0.0	0.0	n	72		157					
CTH "I" to Maple	1	3.4	0.0	0.0	n	72		247					
Sherman Road													
Town Limits to Elm	1	3.4	0.0	0.0	y	72		47					
Elm to Granville	1	3.4	0.0	0.0	n	72		47					
Granville to Horns Corners	1	3.4	0.0	0.0	n	72		87					
Horns Corners to City Limits	1	3.4	0.0	0.0	n	72		89					
State Hwy 60													
Town Limits to Five Corners	1	3.7	0.0	0.9	n	81		5,800	0.10				
Five Corners to Grafton	1	3.4	0.0	0.9	n	89		12,200	0.11				
Wauwatosa													
CTH "NN" to Cedarburg	1	3.7	0.0	0.0	n	72		3,910					
Western													
Town Line to Granville	1	3.4	0.0	0.9	n	72		2,572					
Granville to Horns Corners	1	3.4	0.0	1.2	y	72		2,572					
Horns Corners to Wauwatosa	1	3.4	0.0	1.2	y	72		2,572					
Wauwatosa to City Limits	1	3.4	0.0	1.2	n	56		1,842					

* Percentages shown as a decimal or proportion

Data Entry														
Location	Geometric & Roadside Data					Traffic Operation Data					Parking Data			
Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	No. of Lanes (one direction)	Curb Lane Width (m)	Bicycle Lane Width (m)	Paved Shoulder Width (m)	Residential Development (y/n)	Speed Limit (km/h)	85th %tile Speed (km/h)	AADT	Large Truck %[1] (HV)	Right Turn %[1] (R)	Parking Lane	Occupancy (%)[1]	Time Limit (minutes)
definitions:														
(m) = meters														
(y/n) = yes/no														
km/h = kilometers per hour. One kilometer is approximately six tenths of a mile.														
AADT = annual average daily traffic, all lanes, all directions for that particular stretch of road.														
Large Truck % = number of large trucks relative to the total amount of traffic														
Right turn % = potential number of right turns possible based on number of driveways														
Parking Lane = whether or not on street parking is provided														
Occupancy = average amount of the parking spaces in use at any one time														
time limit = time limit on parking spaces														

Intermediate Calculations												
Location	Peak-Hour Volume Calculations							Adjustment Factors				
Midblock Identifier (Route/intersecting Streets, Segment Number, Link Number, Etc.)	Peak-Hour Factor (K-factor)	Directional Split (D-factor)	Curb Lane %a	Curb Lane Truck %a(T-factor)	Peak Hour Volume	Peak Hour Curb Lane Volume	Peak Hour Other Lane(s) Volume	Peak Hour Curb Lane Truck Volume	Large Truck Adjustment Factor (Ft)	Peak Hour Right Turn Volume	Right Turn Adjustment Factor (Frt)	Parking Adjustment Factor (Fp)
Sample: First Avenue - 5th/6th Streets	0.10	0.55	0.5	0.8	550	275	275	9	0.5	55.0	0.1	0.3
Bridge Street												
Town Limits to Granville	0.10	0.55	1.0	1.0	9	9	0	0	0.0	0.0	0.0	0.0
Granville to Horns Corners	0.10	0.55	1.0	1.0	39	39	0	0	0.3	0.0	0.0	0.0
Horns Corners to City Limits	0.10	0.55	1.0	1.0	39	39	0	0	0.3	0.0	0.0	0.0
Cedar Creek Road												
Town Limits to Granville	0.10	0.55	1.0	1.0	3	3	0	0	0.0	0.0	0.0	0.0
Granville to CTH "NN"	0.10	0.55	1.0	1.0	3	3	0	0	0.0	0.0	0.0	0.0
CTH "NN" to Covered Bridge	0.10	0.55	1.0	1.0	4	4	0	0	0.0	0.0	0.0	0.0
Covered Bridge to Park	0.10	0.55	1.0	1.0	1	1	0	0	0.0	0.0	0.0	0.0
Cedar Creek to CTH "I"	0.10	0.55	1.0	1.0	14	14	0	0	0.1	0.0	0.0	0.0
CTH "I" to Maple	0.10	0.55	1.0	1.0	14	14	0	0	0.1	0.0	0.0	0.0
Maple to CTH "O"	0.10	0.55	1.0	1.0	14	14	0	0	0.1	0.0	0.0	0.0
Cedarsauk Road												
dead end south to west end	0.10	0.55	1.0	1.0	2	2	0	0	0.0	0.0	0.0	0.0
west end to Granville	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
Granville to Maple	0.10	0.55	1.0	1.0	20	20	0	0	0.2	0.0	0.0	0.0
Columbia Road												
Cedarburg to Grafton	0.10	0.55	1.0	1.0	784	784	0	118	0.5	0.0	0.1	0.0
Covered Bridge Road												
Cedarsauk to Cedar Creek	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
Cedar Creek to CTH "NN"	0.10	0.55	1.0	1.0	9	9	0	0	0.0	0.0	0.0	0.0
CTH I												
Town Limits to Cedar Creek	0.10	0.55	1.0	1.0	117	117	0	0	0.4	0.0	0.0	0.0
Cedar Creek to STH 60	0.10	0.55	1.0	1.0	117	117	0	0	0.4	0.0	0.0	0.0
STH 60 to city limits	0.10	0.55	1.0	1.0	224	224	0	0	0.5	0.0	0.0	0.0
CTH NN Washington												
Town Limits to Granville	0.10	0.55	1.0	1.0	215	215	0	151	0.5	0.0	0.0	0.0
Granville to STH 60	0.10	0.55	1.0	1.0	215	215	0	151	0.5	0.0	0.0	0.0
CHY Y Granville Rd												
Town Limits to CTH "NN"	0.10	0.55	1.0	1.0	83	83	0	0	0.4	0.0	0.0	0.0
Decker Corner	0.10	0.55	1.0	1.0	83	83	0	0	0.4	0.0	0.0	0.0
CTH "NN" to Cedar Creek	0.10	0.55	1.0	1.0	83	83	0	0	0.4	0.0	0.0	0.0
Cedar Creek to STH 60	0.10	0.55	1.0	1.0	83	83	0	0	0.4	0.0	0.0	0.0
STH 60 to Western	0.10	0.55	1.0	1.0	83	83	0	0	0.4	0.0	0.0	0.0
Western to Pioneer	0.10	0.55	1.0	1.0	83	83	0	0	0.4	0.0	0.0	0.0
Elm Road												
STH 60 to Sherman	0.10	0.55	1.0	1.0	3	3	0	0	0.0	0.0	0.0	0.0
Green Bay Road												
Hamilton to Village of Grafton	0.10	0.55	1.0	1.0	147	147	0	0	0.5	0.0	0.0	0.0
Hamilton to Pioneer	0.10	0.55	1.0	1.0	147	147	0	0	0.5	0.0	0.0	0.0
Hamilton Road												
Cedarburg to Green Bay	0.10	0.55	1.0	1.0	150	150	0	0	0.5	0.0	0.0	0.0

Intermediate Calculations												
Location	Peak-Hour Volume Calculations							Adjustment Factors				
Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	Peak-Hour Factor (K-factor)	Directional Split (D-factor)	Curb Lane %a	Curb Lane Truck %a(T-factor)	Peak Hour Volume	Peak Hour Curb Lane Volume	Peak Hour Other Lane(s) Volume	Peak Hour Curb Lane Truck Volume	Large Truck Adjustment Factor (Ft)	Peak Hour Right Turn Volume	Right Turn Adjustment Factor (Frt)	Parking Adjustment Factor (Fp)
Horns Corners Road												
Cedarsauk to Hilly Lane	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
CTH"NN" to STH 60	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
STH 60 to Sherman	0.10	0.55	1.0	1.0	9	9	0	0	0.0	0.0	0.0	0.0
Sherman to Bridge	0.10	0.55	1.0	1.0	13	13	0	0	0.1	0.0	0.0	0.0
Bridge to Western	0.10	0.55	1.0	1.0	13	13	0	0	0.1	0.0	0.0	0.0
Western to Pioneer	0.10	0.55	1.0	1.0	14	14	0	0	0.1	0.0	0.0	0.0
Kaehlers Mill Road												
CTH "NN" to Covered Bridge	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
Keup Road												
STH 60 to CDS	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
STH 60 to vil lts	0.10	0.55	1.0	1.0	291	291	0	0	0.5	0.0	0.1	0.0
mid pt to vil lts	0.10	0.55	1.0	1.0	291	291	0	0	0.5	0.0	0.1	0.0
vil lts to mid pt	0.10	0.55	1.0	1.0	291	291	0	0	0.5	0.0	0.1	0.0
city lts to city lts	0.10	0.55	1.0	1.0	291	291	0	0	0.5	0.0	0.1	0.0
mid pt to STH 57	0.10	0.55	1.0	1.0	291	291	0	0	0.5	0.0	0.1	0.0
Lakefield Road												
Cedarburg to Town Limits	0.10	0.55	1.0	1.0	198	198	0	0	0.5	0.0	0.0	0.0
Maple Road												
Cedarsauk to Pleasant Valley	0.10	0.55	1.0	1.0	9	9	0	0	0.0	0.0	0.0	0.0
Pleasant Valley to Cedar Crk	0.10	0.55	1.0	1.0	9	9	0	0	0.0	0.0	0.0	0.0
Pioneer Road												
Town Line to Green Bay	0.10	0.55	1.0	1.0	398	398	0	0	0.5	0.0	0.1	0.0
Green Bay to Cedarburg	0.10	0.55	1.0	1.0	398	398	0	0	0.5	0.0	0.1	0.0
Cedarburg to Town Limits	0.10	0.55	1.0	1.0	379	379	0	0	0.5	0.0	0.1	0.0
Pleasant Valley Road												
Town Limits to CTH "NN"	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
CTH "NN" to Granville	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
Granville to Covered Bridge	0.10	0.55	1.0	1.0	9	9	0	0	0.0	0.0	0.0	0.0
Covered Bridge to CTH "I"	0.10	0.55	1.0	1.0	9	9	0	0	0.0	0.0	0.0	0.0
CTH "I" to Maple	0.10	0.55	1.0	1.0	14	14	0	0	0.1	0.0	0.0	0.0
Sherman Road												
Town Limits to Elm	0.10	0.55	1.0	1.0	3	3	0	0	0.0	0.0	0.0	0.0
Elm to Granville	0.10	0.55	1.0	1.0	3	3	0	0	0.0	0.0	0.0	0.0
Granville to Horns Corners	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
Horns Corners to City Limits	0.10	0.55	1.0	1.0	5	5	0	0	0.0	0.0	0.0	0.0
State Hwy 60												
Town Limits to Five Corners	0.10	0.55	1.0	1.0	319	319	0	32	0.5	0.0	0.1	0.0
Five Corners to Grafton	0.10	0.55	1.0	1.0	671	671	0	74	0.5	0.0	0.1	0.0
Wauwatosa												
CTH "NN" to Cedarburg	0.10	0.55	1.0	1.0	215	215	0	0	0.5	0.0	0.0	0.0
Western												
Town Line to Granville	0.10	0.55	1.0	1.0	141	141	0	0	0.5	0.0	0.0	0.0
Granville to Horns Corners	0.10	0.55	1.0	1.0	141	141	0	0	0.5	0.0	0.0	0.0
Horns Corners to Wauwatosa	0.10	0.55	1.0	1.0	141	141	0	0	0.5	0.0	0.0	0.0
Wauwatosa to City Limits	0.10	0.55	1.0	1.0	101	101	0	0	0.4	0.0	0.0	0.0

Percentages shown as a decimal or proportion

Intermediate Calculations													
Location	Peak-Hour Volume Calculations							Adjustment Factors					
Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	Peak-Hour Factor (K-factor)	Directional Split (D-factor)	Curb Lane %a	Curb Lane Truck %a(T-factor)	Peak Hour Volume	Peak Hour Curb Lane Volume	Peak Hour Other Lane(s) Volume	Peak Hour Curb Lane Truck Volume	Large Truck Adjustment Factor (Ft)	Peak Hour Right Turn Volume	Right Turn Adjustment Factor (Frt)	Parking Adjustment Factor (Fp)
definitions:													

K factor = peak hour traffic volume adjustment factor, .10 means that it is assumed that traffic volumes are 10% higher during the peak traffic hour.
D-factor = divides the total daily volume of traffic in half to account for the split of traffic heading in both directions.
Curb Lane % = the amount of the split that is in the curb lane. On a four lane road, the curb lane would get half of the volume.
T-factor = the amount of large truck traffic in the curb lane.
Peak hour volume = total amount of traffic moving in one direction.
Peak hour Curb lane volume = total amount of traffic moving in one direction in the curb lane.
Peak hour Curb lane truck volume = total amount of truck traffic moving in one direction.
Large truck adjustment factor = percentage of large truck volume relative to total amount of traffic.
Peak hour right turn volume = number of observed right turns during rush hour.
Right turn adjustment factor (frt) = value given to number of observed right turns during rush hour.
Parking adjustment factor (Fp) = value given to amount of parking space turn-over.

Town of Cedarburg Bicycle Compatability Index and Level of Service Computations **18, May 1999**

Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	BCI Model Variables									Results		
	BL	BLW	CLW	CLV	OLV	SPD	PKG	AREA	AF	BCI	Level of Service	Bicycle Compatability Level
Sample: First Avenue - 5th/6th Streets	1.0	1.2	3.6	275	275	37	1	1	0.9	3.04	C	Moderately High
Bridge Street												
Town Limits to Granville	0.0	0.0	3.4	9	0	87	0	0	0.0	3.94	D	Moderately Low
Granville to Horns Corners	0.0	0.0	3.1	39	0	87	0	0	0.3	4.45	E	Very Low
Horns Corners to City Limits	0.0	0.0	3.1	39	0	87	0	1	0.3	4.19	D	Moderately Low
Cedar Creek Road												
Town Limits to Granville	0.0	0.0	3.4	3	0	87	0	1	0.0	3.66	D	Moderately Low
Granville to CTH "NN"	0.0	0.0	3.4	3	0	87	0	1	0.0	3.66	D	Moderately Low
CTH "NN" to Covered Bridge	0.0	0.0	3.4	4	0	87	0	0	0.0	3.93	D	Moderately Low
Covered Bridge to Park	0.0	0.0	2.7	1	0	87	0	0	0.0	4.23	D	Moderately Low
Cedar Creek to CTH "I"	0.0	0.0	3.4	14	0	71	0	1	0.1	3.43	D	Moderately Low
CTH "I" to Maple	0.0	0.0	3.4	14	0	87	0	1	0.1	3.79	D	Moderately Low
Maple to CTH "O"	0.0	0.0	3.1	14	0	87	0	1	0.1	3.94	D	Moderately Low
Cedarsauk Road												
dead end south to west end	0.0	0.0	3.1	2	0	87	0	0	0.0	4.08	D	Moderately Low
west end to Granville	0.0	0.0	3.4	5	0	87	0	1	0.0	3.67	D	Moderately Low
Granville to Maple	0.0	0.0	3.4	20	0	87	0	0	0.2	4.16	D	Moderately Low
Columbia Road												
Cedarburg to Grafton	0.0	0.0	3.4	784	0	55	0	1	0.6	5.12	E	Very Low
Covered Bridge Road												
Cedarsauk to Cedar Creek	0.0	0.0	3.4	5	0	71	0	0	0.0	3.58	D	Moderately Low
Cedar Creek to CTH "NN"	0.0	0.0	3.4	9	0	71	0	1	0.0	3.32	C	Moderately High
CTH I												
Town Limits to Cedar Creek	1.0	0.9	3.4	117	0	104	0	0	0.4	3.57	D	Moderately Low
Cedar Creek to STH 60	1.0	0.9	3.4	117	0	104	0	1	0.4	3.31	C	Moderately High
STH 60 to city limits	1.0	0.9	3.4	224	0	104	0	1	0.5	3.62	D	Moderately Low
CTH NN Washington												
Town Limits to Granville	0.0	0.6	3.2	215	0	87	0	0	0.5	4.68	E	Very Low
Granville to STH 60	0.0	0.6	3.7	215	0	87	0	0	0.5	4.45	E	Very Low
CHY Y Granville Rd												
Town Limits to CTH "NN"	0.0	0.0	3.4	83	0	87	0	0	0.4	4.49	E	Very Low
Decker Corner	1.0	3.1	5.2	83	0	87	0	1	0.4	1.10	A	Extremely High
CTH "NN" to Cedar Creek	1.0	1.2	3.4	83	0	87	0	1	0.4	2.76	C	Moderately High
Cedar Creek to STH 60	1.0	1.2	3.4	83	0	87	0	1	0.4	2.76	C	Moderately High
STH 60 to Western	1.0	0.9	3.7	83	0	87	0	1	0.4	2.73	C	Moderately High
Western to Pioneer	1.0	0.9	3.7	83	0	87	0	0	0.4	3.00	C	Moderately High
Elm Road												
STH 60 to Sherman	0.0	0.0	3.4	3	0	87	0	1	0.0	3.67	D	Moderately Low
Green Bay Road												
Hamilton to Village of Grafton	0.0	0.0	3.4	147	0	71	0	1	0.5	4.10	D	Moderately Low
Hamilton to Pioneer	0.0	0.0	3.4	147	0	55	0	1	0.5	3.74	D	Moderately Low
Hamilton Road												
Cedarburg to Green Bay	0.0	0.0	4.6	150	0	55	0	1	0.5	3.14	C	Moderately High

Town of Cedarburg Bicycle Compatability Index and Level of Service Computations **18, May 1999**

Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	BCI Model Variables								Results		
	BL	BLW	CLW	CLV	OLV	SPD	PKG	AREA	AF	BCI	Level of Service	Bicycle Compatability Level
Horns Corners Road												
Cedarsauk to Hilly Lane	0.0	0.0	3.1	5	0	87	0	0	0.0	4.08	D	Moderately Low
CTH "NN" to STH 60	0.0	0.5	3.1	5	0	87	0	0	0.0	3.90	D	Moderately Low
STH 60 to Sherman	0.0	0.0	3.4	9	0	87	0	1	0.0	3.68	D	Moderately Low
Sherman to Bridge	0.0	0.0	3.4	13	0	87	0	1	0.1	3.79	D	Moderately Low
Bridge to Weslern	0.0	0.0	3.4	13	0	87	0	1	0.1	3.79	D	Moderately Low
Western to Pioneer	0.0	0.0	3.4	14	0	87	0	1	0.1	3.79	D	Moderately Low
Kaehlers Mill Road												
CTH "NN" to Covered Bridge	0.0	0.0	3.4	5	0	87	0	1	0.0	3.67	D	Moderately Low
Keup Road												
STH 60 to CDS	0.0	0.0	3.4	5	0	71	0	1	0.0	3.31	C	Moderately High
STH 60 to vil lls	0.0	0.0	3.4	291	0	71	0	1	0.6	4.49	E	Very Low
mid pt to vil lls	0.0	0.0	3.4	291	0	71	0	1	0.6	4.49	E	Very Low
vil lls to mid pt	0.0	0.0	3.4	291	0	71	0	1	0.6	4.49	E	Very Low
city lls to city lls	0.0	0.0	3.4	291	0	71	0	1	0.6	4.49	E	Very Low
mid pt to STH 57	0.0	0.0	4.9	291	0	71	0	1	0.6	3.73	D	Moderately Low
Lakefield Road												
Cedarburg to Town Limits	1.0	1.2	3.4	198	0	87	0	1	0.5	3.09	C	Moderately High
Maple Road												
Cedarsauk to Pleasant Valley	0.0	0.0	3.1	9	0	71	0	1	0.0	3.47	D	Moderately Low
Pleasant Valley to Cedar Crk	0.0	0.0	3.4	9	0	71	0	1	0.0	3.32	C	Moderately High
Pioneer Road												
Cedarburg to Town Limits	1.0	1.2	3.4	379	0	87	0	0	0.6	3.82	D	Moderately Low
Pleasant Valley Road												
Town Limits to CTH "NN"	0.0	0.0	0.0	5	0	15	0	0	0.0	4.01	D	Moderately Low
CTH "NN" to Granville	0.0	0.0	3.4	5	0	87	0	0	0.0	3.93	D	Moderately Low
Granville to Covered Bridge	0.0	0.0	3.4	9	0	87	0	0	0.0	3.94	D	Moderately Low
Covered Bridge to CTH "I"	0.0	0.0	3.4	9	0	87	0	0	0.0	3.94	D	Moderately Low
CTH "I" to Maple	0.0	0.0	3.4	14	0	87	0	0	0.1	4.05	D	Moderately Low
Sherman Road												
Town Limits to Elm	0.0	0.0	3.4	3	0	87	0	1	0.0	3.66	D	Moderately Low
Elm to Granville	0.0	0.0	3.4	3	0	87	0	0	0.0	3.93	D	Moderately Low
Granville to Horns Corners	0.0	0.0	3.4	5	0	87	0	0	0.0	3.93	D	Moderately Low
Horns Corners to City Limits	0.0	0.0	3.4	5	0	87	0	0	0.0	3.93	D	Moderately Low
State Hwy 60												
Five Corners to Grafton	1.0	0.9	3.7	319	0	96	0	0	0.6	3.85	D	Moderately Low
Wauwatosa												
CTH "NN" to Cedarburg	0.0	0.0	0.0	0	0	16	0	0	0.0	4.00	D	Moderately Low
Western												
Town Line to Granville	1.0	0.9	3.4	141	0	87	0	0	0.5	3.36	C	Moderately High
Granville to Horns Corners	1.0	1.2	3.4	141	0	87	0	1	0.5	2.98	C	Moderately High
Horns Corners to Wauwatosa	1.0	1.2	3.4	141	0	87	0	1	0.5	2.98	C	Moderately High
Wauwatosa to City Limits	1.0	1.2	3.4	101	0	71	0	0	0.4	2.71	C	Moderately High

Town of Cedarburg Bicycle Compatability Index and Level of Service Computations **18, May 1999**

Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	BCI Model Variables									Results		
	BL	BLW	CLW	CLV	OLV	SPD	PKG	AREA	AF	BCI	Level of Service	Bicycle Compatability Level

definitions:
BL = bike lane, 1.0 means yes, 0.0 means no
BLW = width of bike lane
CLW = curb lane width - width of driving lane
CLV = curb lane volume - number of vehicles per 24 hour period
OLV = outside lane volume - number of vehicles in the lane closest to the centerline on four lane roads
SPD = posted speed limit in kph
PKG = on street parking 1.0 means yes, 0.0 means no
AREA = rural or residential area. 1.0 means residential, 0.0 means rural
AF = sum of the adjustment factors from the intermediate calculations. Adjustment factors are: level of truck traffic, number of right turns, and parking space turn-over levels
BCI = bicycle compatibility index expressed as a number of 0 to 5. 0 is excellent compatibility, 5 is poor compatibility.
Level of Service = bicycle compatibility index expressed as a letter grade of A to F. A is excellent compatibility, F is poor compatibility