

TRANSPORTATION

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

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

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

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

TRANSPORTATION IN THE REGION

The current Regional Transportation Plan (VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin) was adopted by SEWRPC in June of 2020. VISION 2050 identifies current transportation conditions that relate directly to the Town of Cedarburg; the conditions are outlined throughout this chapter.

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

Public Transit

The regional plan recommends expanding public transit in Southeastern Wisconsin, including developing and improving commuter and shared-ride taxi systems. Ozaukee County provides commuter transit service to downtown Milwaukee, which is operated by GoRiteway. This service includes stops in the Villages of Saukville and Grafton, the City of Cedarburg, and downtown Milwaukee. The Ozaukee County Express bus (Route 143) falls into the category of commuter transit. Ozaukee County also provides connecting shared-ride taxi services as an extension of their commuter bus route, serving trips to jobs, medical appointments, shopping, and social activities. The regional plan recommends that commuter bus service between Ozaukee County and downtown Milwaukee include service every 15 minutes during peak periods in both directions and every 30 to 60 minutes in both directions at other times, stops at six park-ride lots, and travel times that are competitive or better than cars over longer travel distances. The regional plan also recommends that the number of intercity bus services

be expanded and enhanced to connect communities within the Region with communities outside the Region and other parts of the State and Midwest, including a bus line along IH-43 in Ozaukee County.

In June 2023, Milwaukee County Transit System began operating the bus rapid transit route, CONNECT 1, serving a nine-mile corridor between the Milwaukee Regional Medical Center and downtown Milwaukee. The route provides some dedicated bus lanes, 32 stations, off-board fare collection, and raised platforms. Service is provided every 10-15 minutes during peak hours and midday, and every 20-30 minutes during other hours. Although this route does not directly serve the Cedarburg area, it is intended to enhance regional connectivity.

In early 2023, Ozaukee County sought input on Flex-Bus services that were proposed to operate along Cedarburg Road and Port Washington Road. These services were recommended in the *Ozaukee County Transit Development Plan: 2019-2023* and would provide service along a fixed route with an additional “flex-zone” where the vehicles could deviate from the route to pick up or drop off riders. This service would provide another opportunity for individuals to access jobs and services in Ozaukee County. Potential implementation will be determined by Ozaukee County, based on cost and interest from businesses and the community.

Commuter rail is not currently recommended for Ozaukee County in VISION 2050; however, should an entity have interest in its development, a commuter rail extension to the City of Sheboygan has been identified as a line that could be considered in future studies. The commuter rail corridor would pass through the City of Cedarburg and Village of Grafton over tracks owned by the Canadian National Railway providing service between Milwaukee and Sheboygan.

Demand-responsive rural public transit in the form of publicly operated shared-ride taxi service is also provided in Ozaukee County. Ozaukee County partners with Washington County to provide shared-ride taxi service on a Countywide basis throughout both Counties as part of the Washington Ozaukee Transit Connection. The two County taxi systems principally served travel in the small urban communities and rural areas in each County and between the rural areas and all communities.

The National Rail Passenger Corporation, or Amtrak, provides regional intercity public transit passenger service between Chicago, Milwaukee, and Minneapolis-St. Paul over Canadian Pacific Railway lines. Amtrak’s Empire Builder route provides one daily round trip between Chicago, Milwaukee, Minneapolis-St. Paul, and Seattle/Portland with intermediate stops in Wisconsin at La Crosse, Tomah, Wisconsin Dells, Portage, Columbus, and Milwaukee. Amtrak stops within the Region are at the Milwaukee Intermodal Station in downtown Milwaukee, Milwaukee Mitchell International Airport, and Village of Sturtevant.

The Region is also served by intercity bus service through Greyhound Bus Lines, Inc., Badger Coaches, Inc., Wisconsin Coach Lines, Indian Trails, Inc., Jefferson Lines, Inc., Lamers Bus Lines, Inc., and Megabus.

Bicycle and Pedestrian Facilities

To safely accommodate bicycle travel, VISION 2050 recommends bicycle accommodation be provided on the arterial street and highway system, except freeways, and expanding the off-street bicycle path system in the Region. Arterial street and highway system improvements could include widened outside travel lanes, paved shoulders, bicycle lanes, or enhanced bicycle facilities. Land access and collector streets (as later defined in the streets and highways subsection) can allow for bicycle travel with no special accommodations.

The plan also recommends the development of a well-connected bicycle and pedestrian network that improves access to activity centers, neighborhoods, and other destinations in the Region, including a system of off-street bicycle paths be provided between the Kenosha, Milwaukee, Racine, and West Bend urbanized areas and cities and villages within the Region with a population of 5,000 or more. The proposed system includes 731 miles of off-street bicycle paths, 2,997 miles of standard on-street bikeways, and 393 miles of enhanced bicycle facilities. Currently, about 311 miles of the planned 731 miles of off-street bike paths; about 107 miles of the planned 393 miles of enhanced bicycle facilities; and about 894 miles of the planned 2,997 miles of standard on-street bikeways already exist.

Relative to the Town of Cedarburg, VISION 2050 also recommends that STH 181 (Wauwatosa Road) be developed with enhanced bicycle facilities—a protected bike lane, a separate path within the road right-of-way, or buffered bike lane—from CTH C (Pioneer Road) to CTH T (Western Road). Ozaukee County has also applied for funding and intends on pursuing an extension of the Interurban Trail from the Village of Grafton west to the Five Corners intersection, and eventually west to the Ozaukee County line along STH 60. This is still in the planning phases at the time of the drafting of this plan update. Note: The Town has requested consideration of extending the improved path south at Five Corners to connect to the sidewalk at the City of Cedarburg limits along Washington Avenue; currently there is a narrow asphalt path in this location.

The plan recommends improving accessibility and connectivity and addressing pedestrian safety for pedestrian facilities in the Region. It is recommended that sidewalks be provided along streets and highways in areas of existing or planned urban development, that all pedestrian facilities be designed and constructed in accordance with the Federal Americans with Disabilities Act (ADA) and its implementing regulations, and developing walkable neighborhoods to improve health and vibrancy of communities. The plan also recommends the development of bicycle and pedestrian plans at the local level to supplement the regional plan.

Transportation Systems Management

Measures in the transportation systems management element include freeway traffic management, surface arterial street and highway traffic management, and major activity center parking management and guidance. The plan recommends cooperation and coordination between the transportation agencies and operators in the Region, and managing and operating existing transportation facilities to maximize their carrying capacity and travel efficiency.

Travel Demand Management

The measures included in the travel demand management element of the plan intend to reduce the total and peak period demand for roadway travel, allowing for more efficient use of the existing capacity of the transportation system, and to encourage the use of alternative methods or times of travel, with the goal of reducing traffic volume and congestion and vehicle emissions. The travel demand management element recommends preferential treatment for high-occupancy vehicles, expansion of the park-ride lot network in the Region, and implementing programs related to personal vehicle pricing and promoting travel demand management and transit through education and marketing. The element also recommends expanding programs and services that provide residents in Southeastern Wisconsin the opportunity to reduce personal vehicle ownership and vehicular travel, which include car sharing services and a live near your work program, and encouraging local governments to prepare and implement detailed site-specific neighborhood and major activity center land use plans to reduce automobile travel and facilitate transit, bicycle, and pedestrian movement.

In 2023, SEWRPC introduced a travel demand management program, CommuteWISE, that provides tools and resources on cost-effective and sustainable commute options for commuters and employers across the Region. Ozaukee County and Town of Cedarburg businesses can utilize CommuteWISE to identify and promote commute options to their workers to assist with employee satisfaction and retention. County and Town residents can use the trip-planning and carpool-matching platform to compare transportation options, find carpool partners, and track their environmental impact. SEWRPC partnered with WisDOT to offer this regionally specific program.

Arterial Streets and Highways

Within the Town of Cedarburg, all County and State trunk highways are slated for some level of improvement in VISION 2050. The Town of Cedarburg encompasses two State arterials, five County arterials, and three local arterials: State Trunk Highways (STH) 60 and 181; County Trunk Highways (CTH) C, I, NN, T and Y; and Cedar Creek Road, Columbia Road, and Green Bay Road.

It is recommended that the right-of-way along STH 60 between the Town's western boundary and the intersection with CTH NN be reserved to accommodate future improvement, additional lanes, or a new facility. Widening and/or other improvement is recommended for STH 60 between CTH NN and the Town's eastern boundary to provide significant additional carrying capacity. Similar recommendations are provided for STH 181 from CTH C northward to CTH NN and for CTH C from Green Bay Road eastward to IH-43. It is further recommended that a new segment of 1st Avenue be developed and extended from Rose Street northward to Cedar Creek Road.

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

OTHER REGIONAL TRANSPORTATION INITIATIVES

SEWRPC also prepared an updated version of the Transportation Improvement Plan for Southeastern Wisconsin (TIP): 2023-2026. The TIP is a Federally required listing of all arterial highway and public transit improvement projects proposed to be carried out by State and local governments over a four-year period in the seven-county Region. Projects for the Town of Cedarburg include:

- Resurfacing of STH 181 (Wauwatosa Road) from CTH C to STH 60 in the City and Town of Cedarburg
- Resurfacing STH 60 from STH 181 (Wauwatosa Road) to Eagle Drive in Washington County
- Implementing safety improvements along CTH NN from the Town's western boundary to STH 60
- Implementing intersection improvements, including reconstructing the intersection and installing traffic signals at CTH NN and CTH Y, and removing Pleasant Valley Road from CTH NN to CTH Y
- Replacing the Covered Bridge Road bridge over Cedar Creek

Notes: The Town also completed reconstruction of Columbia Road between the Village of Grafton and City of Cedarburg as part of Intergovernmental Cooperation efforts, and obtained a grant for the reconstruction of the bridge over Cedar Creek on Cedar Creek Road in upcoming years.

Since the completion of the previous Town comprehensive plan, the following projects listed above have been completed: resurfacing of STH 181 (Wauwatosa Road) from CTH C to STH 60 and STH 60 from STH 181 (Wauwatosa Road) to Eagle Drive; implementing safety improvements along CTH NN; and replacing the Covered Bridge Road bridge over Cedar Creek.

The Town will continue to support any Federally listed arterial highway and public transit improvement project planned for the Town, particularly projects that will enhance the overall well-being for the Town and its residents and will provide safe and efficient use for all modes of arterial highway and public transit transportation. The Town envisions that two intersections along STH 60 within the Town be identified for future highway improvements; potentially developing a roundabout along STH 60 at the Horns Corners Road and the Five Corners Area (Washington Avenue/CTH NN and Covered Bridge Road) intersections.

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

Wisconsin Bicycle Transportation Plan 2020

The Wisconsin Department of Transportation (WisDOT) published the Wisconsin Bicycle Transportation Plan 2020 in 1998, WisDOT's Statewide long-range bicycle plan. The plan makes several recommendations for government agencies to follow when making decisions regarding bicycle transportation. The roles and responsibilities for communities are as follows:

- Develop, revise, and update long-range bicycle plans and maps.

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

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

It should be noted that WisDOT is currently working on the Wisconsin Active Transportation Plan 2050 (ATP). This plan will be a cumulative update of two current State plans, the Wisconsin Bicycle Transportation Plan and the Wisconsin Pedestrian Policy Plan. The ATP is recommended to be a Statewide long-range plan focusing on human-powered modes of transportation, such as bicycling, walking, in-line skating, skateboarding, etc. The plan will also evaluate active transportation opportunities and needs that may result in policies and actions that will align with and enhance the Statewide long-range transportation plan, Connect 2050.

State Trails Network Plan

The Department of Natural Resources completed a revised State Trails Network Plan in 2003 to provide a long-term vision for establishing a comprehensive trail network in the state. The plan focuses on the main arteries of Wisconsin's trail system, and proposes two new trail segments near the Town of Cedarburg:

Segment 44: West Bend to Saukville

Corridor Type: Natural Resource

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

Segment 6: Green Bay to Illinois

Corridor Type: Natural Resource; Rail; Roadways; Utility

This trail would serve as a link to a potential Northeast Region corridor at the Manitowoc/Sheboygan County line. The corridor would extend south through Sheboygan County into Ozaukee County. Ozaukee County has developed a portion of the trail (the Ozaukee Interurban Trail) within a WEPCO utility right-of-way and a on former

railway right-of-way that traverses the entirety of Ozaukee County. The Ozaukee Interurban Trail connects with the Brown Deer Trail and the Oak Leaf Trail in Milwaukee County that extends the trail southward through Milwaukee County to the Milwaukee/Racine Countyline and also connects with the Sheboygan Interurban Trail that extends the trail northward to the Village of Oostburg. A short on-road connector to Harrington Beach State Park would also be pursued.

Midwest Regional Rail Initiative

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

Route of the Badger

The Route of the Badger (ROTB) is a Milwaukee-area trail system project designed to connect existing trail and on-street facilities with new trail and on-street facilities to create a 700-mile regional network. It is envisioned that the 700-miles-plus network stretch from the City of Milwaukee to the Village of Dousman and from Sheboygan County to Kenosha County, and will further link trails to Chicago, Madison, and Minneapolis. As part of the trail network, an off-street trail is proposed to be developed in the northern portion of the Town that would connect the existing Ozaukee Interurban Trail with the planned extension of the Eisenbahn State Trail in Washington County.

TRANSPORTATION IN THE TOWN OF CEDARBURG

Streets and Highways

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

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

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

responses. The Town has made strides in road capital improvements, completing reconstruction of the automobile bridge on Covered Bridge Road in 2022, and are expected to complete 10 miles of road reconstruction for the period 2022-2024 following a Capital financing program of \$5 million. The Town was also successful in seeking grants to leverage this financing, receiving \$2.5 million in grants for that same period for a total of \$7.5 million. The Town was also awarded an 80/20 grant for the bridge over Cedar Creek on Cedar Creek Road for an estimated cost of \$1.5 million for construction slated in upcoming years, bringing total grant funding to ~\$3.7 million.

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

As of August 2017, STH 60 was the only arterial in the Town that WisDOT designated as a long truck route. Long truck routes allow access for tractor-semitrailer combinations, double bottoms or an automobile haulways of any length.

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

As of June 2019, there were no planned jurisdictional transfers for roads within the Town of Cedarburg, however, it is recommended that a new segment of 1st Avenue be developed and extended from Rose Street northward to Cedar Creek Road and be the responsibility of the local trunk highway system.

In September 2007, the Town adopted an ordinance permitting lots without street frontage (accessed by shared driveways) in the single-family residential (R-1, R-2, and R-3), estate (E-1), countryside residential (CR-A and CR-B), and transitional residential (TR and TR-2) zoning districts, and residential planned unit developments (PUDs). The purpose in adopting this ordinance is to allow for the development of land-locked or uniquely shaped parcels. This ordinance will also minimize the impact of future development on the Town's natural environment and rural character. Shared driveways must have the approval of the Town before they can be constructed, and can serve a maximum of seven parcels. It is likely the Town will not only continue this practice, but expand its use and encourage implementation due to its success in preserving the rural feel of the Town, while minimizing the cost to the taxpayer by keeping the new shared driveways private facilities owned and maintained by the HOA.

Transit

The Town of Cedarburg is served by one express commuter bus route (Route 143, as mentioned in the previous section). Figure 3 shows the express bus route within Ozaukee County. The two nearest park and ride lots to the Town are located where Interstate 43 crosses County Trunk Highway V and County Trunk Highway C, both in

the Town of Grafton. In addition, VISION 2050 recommends a new park and ride lot be developed near IH 43 and STH 60 in the Village of Grafton.

Ozaukee County provides several local transit services that are available to the Town of Cedarburg. The Ozaukee County Shared-Ride Taxi Service, a public transportation program, uses sedans, minivans, and wheelchair-equipped vans to carry passengers. Trips can be arranged in advance or on the day of travel, and passengers can access locations within Ozaukee County only. Ozaukee County also partners with Washington County to provide shared-ride taxi service on a Countywide basis throughout both Counties as part of the Washington Ozaukee Transit Connection.

In the Town survey conducted at the time of the original plan composition, twenty percent of respondents selected “Ride Shared Service” in response to the following question: “If mass transit were to develop in the Town of Cedarburg, what type would you like to see?” To establish a stronger connection between Town residents and the Ozaukee County Shared-Ride Taxi Service, additional information about the service may need to be provided to the public.

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

In addition to these services, the Ozaukee County Veterans Services provides transportation services to the Veterans Administration Hospital (in Milwaukee County) for Ozaukee County Veterans. A directory of services listing common contacts and programs of interest to Ozaukee County elderly and disabled residents is located at www.co.ozaukee.wi.us/247/Directory-of-Services.

Bicycle and Pedestrian Traffic

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

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

- State Trunk Highway 60 from Five Corners intersection to Horns Corners Road.* The route continues north on Horns Corners to Cedar Creek Road.

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

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

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

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

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

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

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

Trails for bicycle and pedestrian traffic were also addressed in the original Town survey. Residents selected paths and trails (both off-road and along roadways) as major park needs that should be provided over the next five to 10 years.

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

Air Transportation

No public use airports are located in the Town of Cedarburg. Chartered air service and air freight services are available in Washington County at the West Bend Municipal and Hartford Municipal airports, Lawrence Timmerman Field in Milwaukee County, and Sheboygan County Memorial Airport in Sheboygan County. The nearest commercial airline service is provided by Milwaukee Mitchell International Airport in Milwaukee.

Railroads

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

Water Transportation

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

Other Transportation

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

TRANSPORTATION

GOALS, OBJECTIVES, AND POLICIES

GOAL #1

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

OBJECTIVE

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

POLICIES

Encourage the implementation of changes in service hours and frequency for the Ozaukee County Express Bus System to ensure that residents of the Town can access urban centers and major transportation facilities daily (Currently, the Ozaukee County Express Bus System provides service five days a week, Monday through Friday).

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

GOAL #2

Promote the expansion of alternative modes of transportation (i.e. bicycling, walking, mobility support that serves a range of people of age and abilities, etc.).

OBJECTIVE

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

POLICIES

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

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

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

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

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

GOAL #3

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

OBJECTIVE

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

POLICIES

Support the implementation of the Route of the Badger so trails in the Town of Cedarburg provide access to other areas in the Region.

Continue to consider developing trail and path facilities for new residential subdivisions, to provide safe and convenient opportunities for walking, and provide connections to adjacent local or subdivision trail and path systems to ensure a safe and contiguous use.

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

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

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

GOAL #4

Ensure adequate funding for transportation improvement projects.

OBJECTIVE

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

POLICIES

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

GOAL #5

Encourage the use of private shared driveways to build upon past success in new development.

OBJECTIVE

Preserve the rural character of the Town and minimize the impact to taxpayers by limiting the amount of new public roadway to construct and maintain.

POLICIES

Consider amending the Town Code to expand the use of private shared driveways in additional zoning districts.

Consider increasing the number of lots that can be served by a private shared driveway.

Study the appropriate construction standards for these private shared driveways to balance the cost of construction while considering potential future requests to accept the private driveways as public roads.

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

| Year | Arterial | Collector and Land Access | Total | Arterial Mileage as a Percent of Total Mileage |
|------|----------|---------------------------|-------|--|
| 1963 | 264.9 | 366.9 | 631.8 | 41.9% |
| 1972 | 253.5 | 466.7 | 720.2 | 35.2% |
| 1991 | 250.7 | 610.3 | 861.0 | 29.1% |
| 2001 | 250.7 | 643.7 | 894.4 | 28.0% |
| 2011 | 250.8 | 689.8 | 940.6 | 26.7% |
| 2021 | 250.8 | 698.2 | 949.0 | 26.4% |

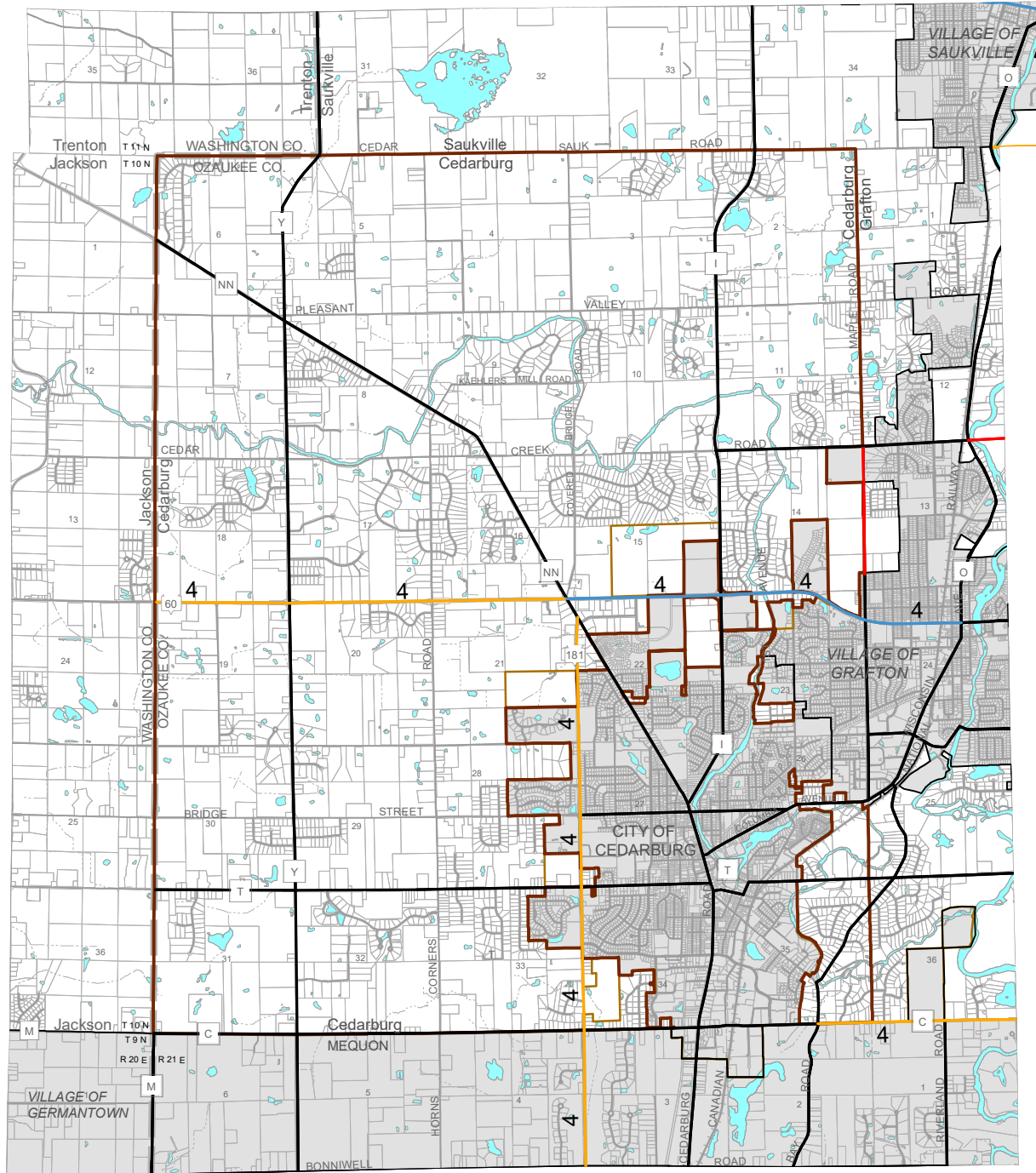
^a Total street and highway mileage does not include private streets and roads or roadways in public parks and on institutional lands.

Source: SEWRPC

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

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

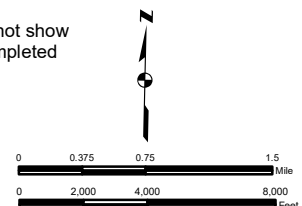
Figure 1
Functional Improvements to the Arterial Street and Highway
System in Ozaukee County: VISION 2050



ARTERIAL STREET OR HIGHWAY

- NEW
 - WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
 - RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
 - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
 - 4** NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)
 - TOWN OF CEDARBURG: 2023
 - INTERGOVERNMENTAL AGREEMENT BOUNDARY: 2021-2041
 - SURFACE WATER
- Note: This map has been updated to not show capacity expansion projects completed through the end of 2020.

PRELIMINARY DRAFT



Source: SEWRPC

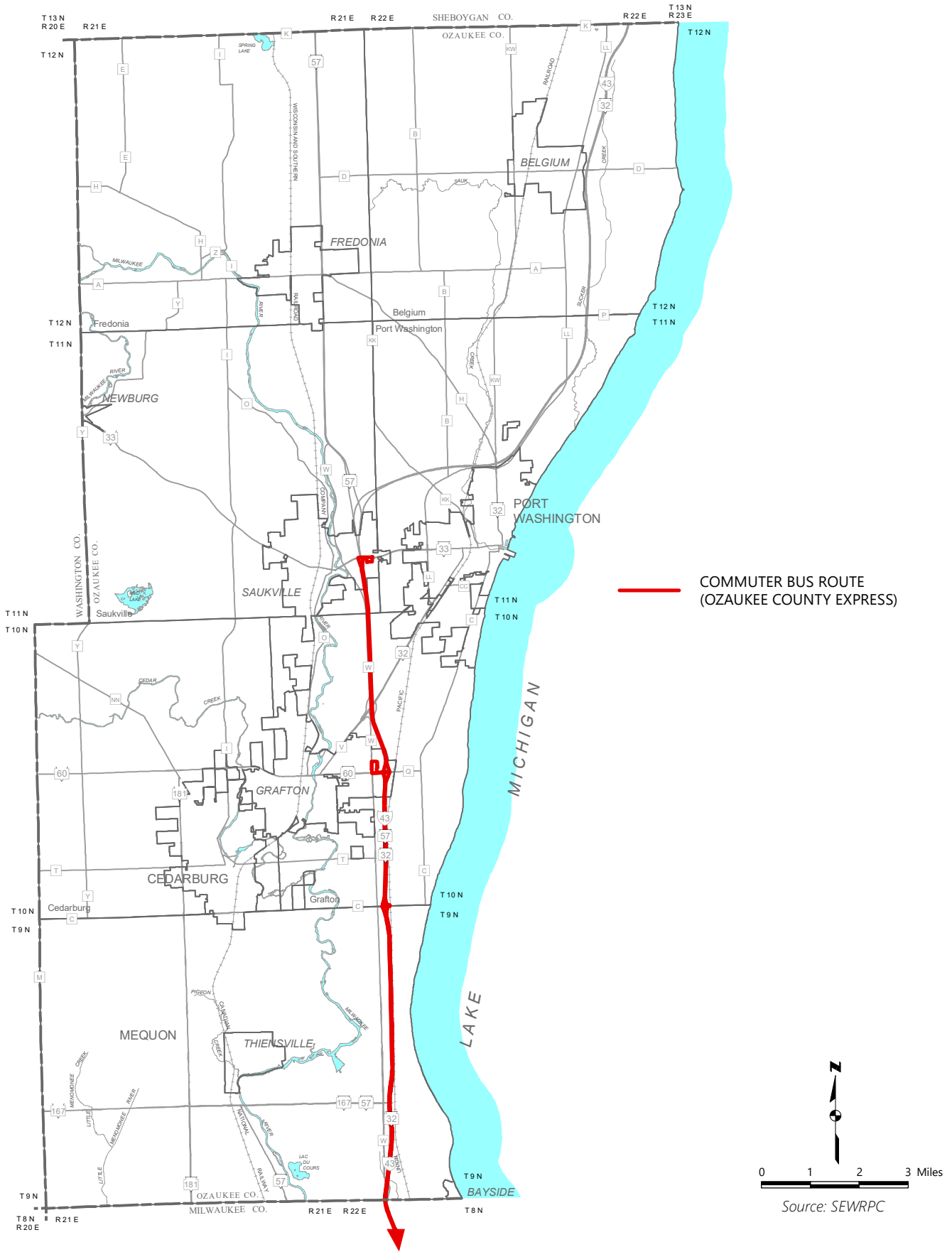
Proposed Midwest Regional Rail System



*Indiana DOT is evaluating additional passenger rail service to South Bend and to Louisville.

**In Missouri, current restrictions limit train speeds to 79 mph.

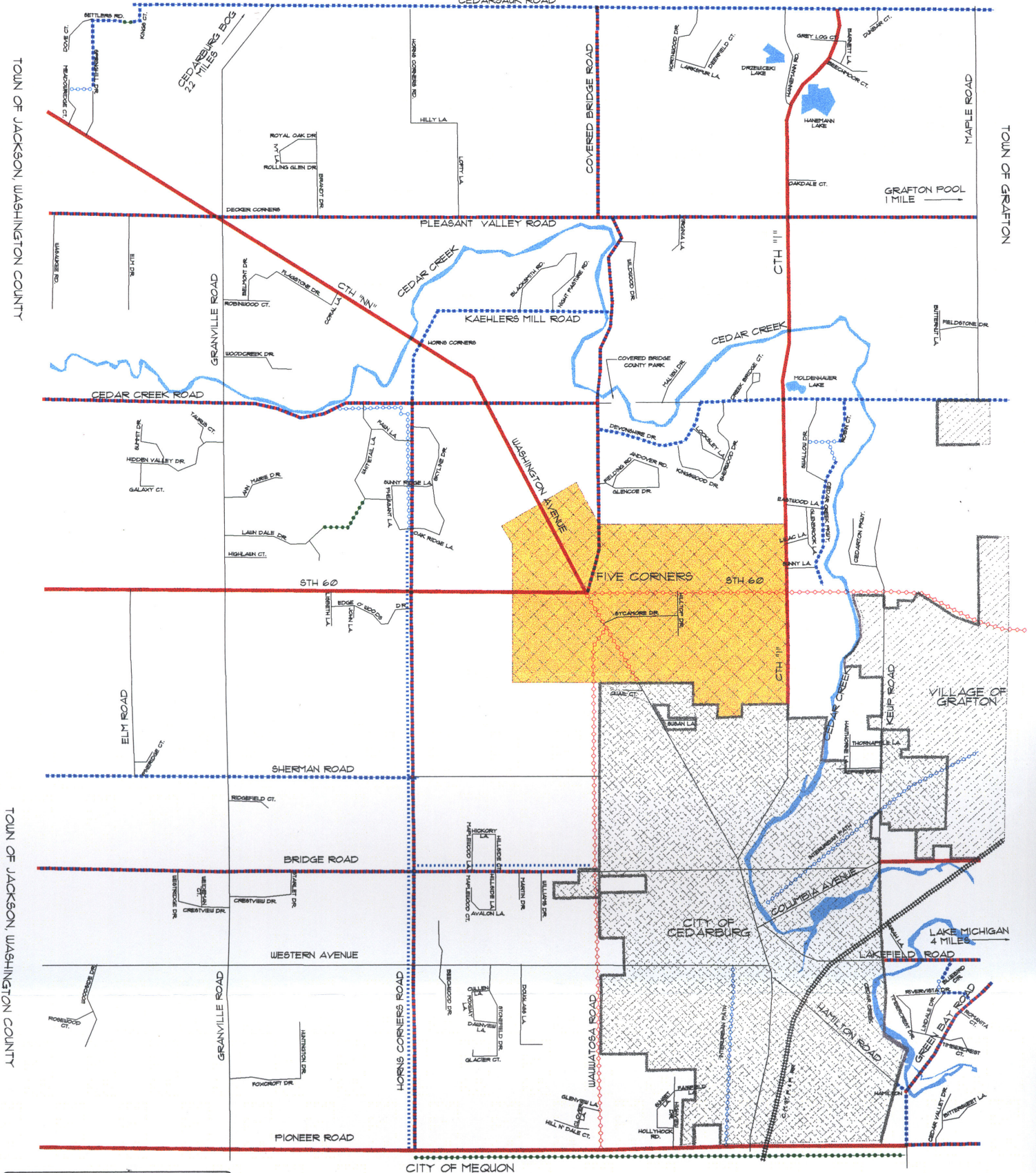
Figure 3
Local Fixed-Route Public Transit Service in Ozaukee County
Provided by the Ozaukee County Express Bus System: 2023



PRELIMINARY DRAFT

TOWN OF JACKSON, WASHINGTON COUNTY

TOWN OF GRAFTON



TOWN OF JACKSON, WASHINGTON COUNTY

LEGEND

- HIGH VOLUME ROAD (recovered side paved shoulders)
- EXISTING BIKE PATH
- PROPOSED BIKE PATH
- - - PROPOSED BIKE LANE
- - - WIDE CURB LANES OR PAVED SHOULDERS (signed as bike route)
- - - SHARED ROADWAY (bike route signage only)
- - - WIDE CURB LANES AND OR ADJACENT PATH
- AREA OF PEDESTRIAN AND BICYCLE FRIENDLY DEVELOPMENT GUIDELINES

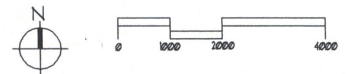
TOWN OF CEDARBURG

OZAUKEE COUNTY, WISCONSIN

BICYCLE ROUTE MASTER PLAN

NOTE: It is recommended that Granville and Western be augmented with "caution bicycle" signage, and that all other bicycle facilities follow the MUTCD guidelines for signage.

PRELIMINARY DRAFT



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