

A COMPREHENSIVE PLAN FOR THE CITY OF PORT WASHINGTON

Chapter X

TRANSPORTATION ELEMENT

INTRODUCTION

The transportation element is one of the nine elements of a comprehensive plan required by Section 66.1001 of the *Wisconsin Statutes*. Section 66.1001 (2) (e) of the *Statutes* requires this element to compile goals, objectives, policies, and programs to guide the future development of various modes of transportation in the *City*. Under the comprehensive planning law, the transportation element should incorporate State, regional and county transportation plans, and compare City goals, objectives, policies, and programs to State, regional and county transportation plans.

Modes of transportation addressed in this element include:

- Arterial streets and highways
- Collector and land access streets
- Public transit
- Transportation systems for persons with disabilities and the elderly
- Bicycle and pedestrian facilities
- Railroads
- Air transportation
- Trucking
- Water transportation

In addition, the following comprehensive planning goals related to the transportation element are set forth in Section 16.965 of the *Statutes* and were addressed as part of the planning process:¹

- Promotion of the redevelopment of land with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial, and industrial structures.
- Encouragement of neighborhood designs that support a range of transportation choices.
- Encouragement of land uses, densities and regulations that promote efficient development patterns and relatively low municipal, State government, and utility costs.
- Encouragement of coordination and cooperation among nearby units of government.
- Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.
- Providing an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependant and persons with disabilities.

TRANSPORTATION GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

This section sets forth transportation goals and objectives through the plan design year of 2035. Policies, which are steps or actions recommended to be taken to achieve transportation goals and objectives; and programs, which are projects or services intended to achieve transportation policies, are also identified. Goals and objectives were

¹ Chapter I lists all 14 of the comprehensive planning goals included in Section 16.965 of the *Statutes*.

developed using the transportation data inventoried in Chapter IV and the general planning issue statements and goals and objectives related to transportation identified in Chapter VI. Sources of public input outlined in the City and County Public Participation Plans; existing City plans; and applicable State, regional, and County transportation plans were also reviewed to identify the transportation issues to be addressed by the goals, objectives, policies, and programs set forth in this section.

Transportation Issues

Multi-Modal Transportation System Issue

Public input gathered during the Ozaukee County multi-jurisdictional planning process has strongly favored providing a variety of transportation choices to meet the needs of all income, age, and special needs groups in the County and the City. This input supports the objectives, set forth in Figure X-1, and vision of the regional transportation system plan, which is:

A multi-modal transportation system with high quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of Region residents and support and promote expansion of the Region’s economy by providing for convenient, efficient, and safe travel by each mode, while protecting the quality of the Region’s natural environment, minimizing disruption of both the natural and manmade environment, and serving to support implementation of the regional land use plan and minimizing the capital and annual operating costs to the transportation system.

The City of Port Washington comprehensive plan transportation element also supports public input through goals, objectives, policies, and programs recommended under a number of transportation issues to develop a multi-modal transportation system to meet the current and projected transportation needs of all County residents in an efficient and equitable manner and encourage implementation of the vision and objectives of the regional transportation system plan. The City Transportation Element further refines the recommendations set forth by the regional transportation system plan and City of Port Washington comprehensive plan to serve the anticipated land use development pattern recommended in the City Land Use Element and meet the current and projected transportation needs of all City residents in an efficient and equitable manner.

Streets and Highways Issue

Participants in the planning process have recognized the need to provide efficient street access as a vital element of the City quality of life. An efficient arterial street and highway system² is required to effectively move people and goods into and through the City and Ozaukee County to promote a strong economy. The concept of “complete streets” was also discussed during the multi-jurisdictional planning process. “Complete Streets” are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities (see www.completestreets.org for more information).

Compact land use development patterns are recommended in the Land Use Element (Chapter VIII) to allow access to abutting properties to be provided in an efficient and cost effective way. Major employment centers and major retail and service centers have been located adjacent to major arterial streets and highways to promote the efficient movement of people and goods to shopping and employment areas.

The objectives and accompanying principles and standards set forth in the regional transportation system plan encourage a street and highway system that supports the existing development pattern and promotes the implementation of the regional land use plan. Among other recommendations, the regional land use plan recommends centralized urban development within planned urban service areas, which can be more economically served by transportation facilities and services than low density development dispersed across the Region. This recommendation is generally reflected in the City Land Use Element.

² Existing arterial streets and highways within the County are identified on Map IV-4 in Chapter IV by jurisdiction. Existing roadway mileage by function is documented under the streets and highways section of Chapter IV.

Recommendations for the maintenance, improvement, and expansion of arterial streets and highways set forth in the regional transportation system plan have been incorporated into the City of Port Washington comprehensive plan and this Transportation Element to efficiently serve the anticipated land use development pattern recommended in the Land Use Element. The potential of more efficient land use and expanded public transit, systems management,³ and bicycle and pedestrian facilities were considered first by the regional transportation system plan as alternatives to alleviate traffic congestion. Arterial street and highway improvements were only considered after the alternatives listed above to address any residual traffic congestion. The regional transportation plan recommends a total of 311 miles, as measured along the centerline, of arterial streets and highways in Ozaukee County in 2035. Of this, 272 miles (87 percent) are recommended to be maintained with the existing number of lanes, 36 miles of existing arterial streets are recommended to be widened, and three miles of new arterial streets are recommended to be constructed. Recommended widenings would be made at the time the existing street or highway is scheduled to be reconstructed, and an analysis would be made at the time of reconstruction to determine if the widening is needed based on existing and anticipated traffic volumes. Recommended improvements for the County are shown on Map X-1 and include:

- Maintenance of 272 center-line miles of existing streets, which includes periodic resurfacing or reconstruction
- A new interchange at I-43 and Highland Road in the City of Mequon
- Two new bridges over the Milwaukee River, one at Cold Spring Road, which is recommended to be extended from County Trunk Highway (CTH) O to CTH W in the Town of Saukville, and one at Cedar Creek Road, which is recommended to be extended from CTH O to I-43 in the Town of Grafton
- The extension of 1st Avenue and Maple Road between Rose Street and Cedar Creek Road in the Village and Town of Grafton
- The extension of Walters Street from Grant Street to CTH LL in the City and Town of Port Washington
- Widening of portions of State Trunk Highways (STH) 167, 181, 60, and 33, CTH W, and Columbia/Washington Avenue from two to four lanes, and widening of I-43 from four to six lanes from the Milwaukee/Ozaukee County line to the STH 57 interchange

It should be noted that the issue of road widening and other changes in highway capacity may create conflicts between local, county, and regional transportation needs.⁴ While the regional transportation system plan recommends such additions, the City and County and State government agencies will analyze their community, environmental, and travel impacts cooperatively prior to construction or reconstruction to reach a consensus on how to proceed. The City will also work with these agencies to ensure that land use policies are consistent with the need to maintain balance between land use generated travel and roadway capacity.

Map X-2 shows the level of government recommended to have jurisdiction over arterial streets and highways in Ozaukee County by 2035. SEWRPC staff will be working with the County jurisdictional highway system planning committee during 2007 and 2008 to conduct a major review and reevaluation of the jurisdictional transfer recommendations in the 2035 regional transportation system plan. This will be an extensive effort that will involve the review and redefinition of the functional criteria used to determine which level of government should have jurisdiction over each arterial street, and the application of those criteria to arterial streets and highways in the County. This effort may change the jurisdictional recommendations of the regional plan, which will be amended to reflect the recommendations of the jurisdictional plan. The City will appoint a representative to the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Ozaukee County.

³ *Systems management includes ramp meters, crash investigation sites, and other measures to manage existing transportation facilities at their maximum efficiency.*

⁴ *Widening existing streets and highways was the lowest transportation priority among respondents to the countywide comprehensive planning public opinion survey of the choices listed; however, the option of widening existing streets was rated a medium priority by 31 percent of respondents and as a high priority by 15 percent of respondents.*

Transit Issue

Fixed-route urban public transportation in the City consists of the Ozaukee County Express Bus System, which includes one route that operates between downtown Milwaukee and Ozaukee County (see Map IV-5 in Chapter IV). Stops are made in Milwaukee County south of Capitol Drive, at four park-ride lots in Ozaukee County (two in Grafton and one each in Fredonia and Port Washington), and four additional stops in Ozaukee County (two in Mequon and one each in Grafton and Saukville). The City is also served by the Ozaukee County Shared-Ride Taxi Service and the Transport Shared-Ride Taxi Service in the City of Port Washington, as shown on Map IV-6. This service(s) provides shared-ride taxi coverage for the entire County. The Ozaukee County Shared-Ride Taxi Service includes a transfer point in the Village of Newburg to the Washington County Shared Ride Taxi Service. Both the Ozaukee County Express Bus System and the Ozaukee County Shared-Ride Taxi Service have experienced an increase in ridership since they began operation in 1996 and 1998, respectively, as shown on Tables IV-5 and IV-6 in Chapter IV.

A variety of transportation choices, including increased bus service, were identified as important to the quality of life and economy in the County through the public opinion survey and other forms of public input gathered during the multi-jurisdictional planning process. The City Land Use Element addresses this need, in part, through compact land use development patterns and development concepts, such as transit oriented developments (TOD), which are conducive to the use of public transit.⁵ The objectives and accompanying principles and standards set forth in the regional transportation system plan, which connect medium and high density areas of the Region to the Region's major activity centers, have been incorporated into the Transportation Element to efficiently serve the anticipated land use development pattern recommended in the Land Use Element. This element also incorporates the recommended transit service improvements set forth in the Ozaukee County transit system development plan, with the modifications made by the 2035 regional transportation system plan. The transit element of the regional transportation system plan is shown on Map X-3.

The public transit element of the Commission's adopted regional transportation system plan for the year 2035 recommends improved and expanded rapid transit connections from Ozaukee County to Milwaukee and through Milwaukee to the other urban centers of Southeastern Wisconsin, and improved and expanded local transit service to commercial and industrial development in the southern portion of the County. The recommendations set forth in the transit element will result in a doubling of transit service over the plan design period Region-wide and in Ozaukee County. This includes a 204 percent increase in rapid transit revenue vehicle-miles and a 214 percent increase in rapid transit revenue vehicle-hours Region-wide. This increase will produce enhanced transit service levels in Ozaukee County, including more attractive peak and non-peak service frequency levels. The long-range plan recommendations for Ozaukee County include the following:

- The provision of rapid transit service between Ozaukee County and the Milwaukee Central Business District (CBD). The plan envisions that new or restructured services would be provided over the area freeway system and major surface arterials by four rapid bus routes designed to provide bi-directional service to accommodate both traditional commuter travel by Ozaukee County residents to jobs in Milwaukee County, and reverse commute travel from Milwaukee County residents to jobs in Ozaukee County. Connections would also be available in Ozaukee County via local bus and taxicab services to major employment centers.
- Increasing the number of park-ride lots served by public transit from the existing five lots to seven lots. New publicly constructed park-ride lots would be developed in the City of Mequon at the Mequon Campus of the Milwaukee Area Technical College and in the Village of Grafton at Washington Street and 10th Avenue. The existing park-ride lot at the Saukville Wal-Mart store would be replaced with a new public park-ride lot at the I-43/STH 33 interchange.
- The improvement and expansion of the existing local bus service provided by Ozaukee County and local taxicab services provided by both the County and the City of Port Washington. Service improvements would include

⁵An urban area with a residential density of at least four dwelling units per acre is considered capable of supporting transit.

bus route extensions and new bus services directed at providing access from Milwaukee County to employment concentrations located primarily in the City of Mequon. Recommendations are also made regarding route adjustments and schedule changes to improve efficiency, and expanding transit system hours to provide service on weekday evenings and weekends.

- Consideration of upgrading the rapid bus service recommended for Ozaukee County to commuter rail service based on the findings of a special corridor study and a funding commitment from Ozaukee County and/or local governments to be served by the commuter line. Map X-3 displays the potential future commuter rail line in Ozaukee County identified in the 2035 regional transportation plan, which would be located on the Wisconsin and Southern Railroad (WISOR) line, which is owned by the State of Wisconsin and operated by WISOR, from Milwaukee to the Village of Saukville.

The Commission prepares a short-range transit plan for each transit operator, which refines the recommendations of the regional transportation system plan. Although the 2035 regional plan updated several recommendations of the 2002 – 2006 transit development plan (TDP) for Ozaukee County, the following TDP recommendations supplement those of the regional plan:

- The addition of up to two new shuttle routes to the commuter bus service, including one to provide connections with existing UBUS service provided by the Milwaukee County Transit System, and one to serve employers in the Belgium area if industrial parks in that area develop as envisioned and local officials determine the shuttle service is needed.
- Continuing to study the potential for creating a commuter center in the Villages of Grafton or Saukville along the express bus route. While the creation of a such commuter center was opposed by the Village of Grafton in 2002 when it turned back a federal grant that would have funded construction of such a facility at the intersection of STH 60 and CTH W, the Advisory Committee guiding the transit system development plan viewed creating a commuter center as important to attracting new riders to the bus system by providing conveniences that could be useful to bus passengers.
- Conduct a study by the Wisconsin Department of Transportation (WisDOT) of potential sites for a new park-ride lot in the vicinity of the IH 43-Mequon Road freeway interchange. Subsequent to the completion of the plan, the WisDOT indicated that it would not initiate any study for a Mequon Road park-ride lot until both Ozaukee County and the City of Mequon formally indicated their support for the construction of a park-ride lot at that interchange, and an agreement existed between the City, County, and WisDOT for the maintenance of the park-ride lot.

Non-fixed route transit options such as the County shared-ride taxi service and the City of Port Washington Transport Shared-Ride Taxi Service have also been identified as critical services, due in part to the aging of the County's population. Several comprehensive planning groups participating in the multi-jurisdictional planning process have identified the need to expand both fixed route (bus service) and non-fixed route public transportation options (such as shared-ride taxi service) in the County and to create greater connectivity to the Milwaukee County Transit System and the Washington County Shared-Ride Taxi Service. A need to potentially expand transit services to serve job sites in Sheboygan County near the Ozaukee-Sheboygan County border has also been identified.

Transportation Services for Persons with Disabilities and the Elderly Issue

The need for transportation options and connectivity between transportation services within the City and neighboring communities and counties will increase as the number of residents aged 65 and older increases and transportation options such as public transportation are relied on for access to destinations of necessity such as health care, and to reduce isolation and provide opportunities for education, recreation, entertainment, volunteering, and employment. Groups involved with the multi-jurisdictional planning process have also recognized that public transportation options will be relied upon by persons with disabilities and must be suited to meet their transportation needs in an efficient and equitable manner. Transportation services for persons with

disabilities and the elderly in the City are currently provided by the Ozaukee County Shared-Ride Taxi Service. Limited service is also provided by the Ozaukee County Aging and Disability Resources Center and Ozaukee County Veteran Services Department.

Service hours of non-fixed route public transportation options, such as the County shared-ride taxi service, may need to be increased as the age structure of the City increases to ensure efficient and equitable transportation choices are available to persons with disabilities and the elderly. Steps to increase connectivity between non-fixed route and fixed route public transportation, such as the Ozaukee County Express Bus System, should also be encouraged. Infrastructure design such as bus stop location and accessibility should be taken into consideration to increase access to the Ozaukee County Express Bus System for persons with disabilities and the elderly.

Bicycle and Pedestrian Facilities Issue

Additional bicycle lanes and paths and pedestrian access to open space have been identified as two of the chief transportation concerns affecting quality of life in the City among residents during the comprehensive planning process. The Transportation Element is intended to provide for safe accommodation of bicycle and pedestrian travel, encourage bicycle and pedestrian travel as an alternative to personal vehicle travel, and to provide a variety of transportation choices. The compact land use development pattern envisioned under the Land Use Element is conducive to bicycle and pedestrian facilities and connectivity, and encourages the addition of bicycle lanes and pedestrian facilities such as sidewalks. In addition, residential development concepts encouraged through the Land Use Element, such as conservation subdivisions, can be designed with pedestrian access to open space amenities that are preserved as part of the development. Figure X-2 shows an example of a conservation subdivision layout with pedestrian access to open space.

The bicycle and pedestrian elements of the regional transportation plan support the type of bicycle and pedestrian facilities and connectivity envisioned by the City. The bicycle and pedestrian facility element of the regional plan is intended to promote safe accommodation of bicycle and pedestrian travel, and to encourage bicycle and pedestrian travel as alternatives to personal vehicle travel. The regional plan recommends that bicycle accommodation be provided on all arterial streets, except freeways, as those streets are constructed or reconstructed. Bicycle accommodation could include marked bicycle lanes, widened outside travel lanes, widened shoulders, or separate bicycle paths. A system of off-street bicycle paths is also recommended to connect cities and villages with a population of 5,000 or more. The bicycle way system element of the 2035 regional transportation plan for the Ozaukee County planning area is shown on Map X-4. The regional plan recommends that the City prepare a bicycle system plan to supplement and refine the regional plan. Existing bikeways in the City are inventoried in Chapter IV.

The pedestrian facilities portion of the bicycle and pedestrian element is envisioned as a policy plan, rather than a system plan. It proposes that the City adopt and follow a series of recommended standards and guidelines with regard to the development of those facilities, particularly within urban neighborhoods. These standards, shown on Table X-1, include providing sidewalks in urban portions of the City.

Interregional Transportation Issue

Interregional transportation services and facilities such as air transportation, railroads, trucking, and water transportation provide public transportation service and commercial shipping service between the City and the rest of the Southeastern Wisconsin Region and other regions around the nation and world.

The City is served by interregional public transportation and shipping services primarily through bus, rail, air, and port facilities located in Milwaukee County, as documented in Chapter IV. These facilities meet the community's needs for interregional transportation services. I-43 is the primary interregional transportation facility serving Ozaukee County. I-43 serves as the primary trucking route for shipping goods into and from Ozaukee County businesses to other parts of the Southeastern Wisconsin Region and other regions around the nation and the world. The commercial and industrial land use development pattern set forth in the Land Use Element should be maintained to encourage easy truck access to the County's arterials and I-43 to maintain the flow of goods into and from Ozaukee County. Planning areas around I-43 interchanges should be identified and planned for to

maintain convenient truck access to businesses located in the City. Two freight railroad lines run through Ozaukee County, which provide access to businesses in the County that ship items not suited for trucking. The railroad lines should be maintained to provide continued service to these businesses.

Transportation Goals, Objectives, Policies, and Programs

This section includes a compilation of goals, objectives, policies, programs, and maps that will guide the future development of various modes of transportation in the *City* through the comprehensive plan design year 2035.

General Transportation Issue

Goal: Improve transportation infrastructure and land use design to support a range of transportation choices for all citizens.

- **Objective:** Expand and enhance alternative modes of transportation.
- **Objective:** Maintain and enhance existing transportation infrastructure consistent with the regional transportation system plan.
- **Objective:** Maintain and enhance existing transportation infrastructure consistent with the City of Port Washington comprehensive plan.
- **Objective:** Provide opportunities for walking and bicycling as part of everyday planning to provide an alternative to vehicle travel and to promote a healthy lifestyle.
- **Objective:** Encourage development patterns with transportation infrastructure that minimizes environmental impact.
- **Objective:** Encourage new transportation patterns that relieve congestion and reduce fuel consumption and air pollution.
- **Objective:** Be consistent with the regional and county transportation plans.

Multi-Modal Transportation System Issue

- **Goal:** Provide an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens.
- **Goal:** Meet the goals and objectives identified under each of the following Transportation Element Issues.
- **Goal:** Meet the goals and objectives identified under the City of Port Washington comprehensive plan Transportation Element.
- **Goal:** Meet the vision and objectives of the Regional Transportation System Plan for Southeastern Wisconsin: 2035.
 - **Objective:** Provide a variety of transportation choices to economically meet the needs of all income, age, and special needs groups.
 - **Policy:** Consider each transportation issue developed under the Transportation Element to be a significant element in systems level transportation planning. This will entail giving equal consideration to the collector and land access street system, travel management systems such as intersection controls and roadway access management/driveway ordinances, and bicycle and pedestrian facilities.
 - **Program:** Implement the policies and programs set forth under each transportation issue of the Transportation Element, subject to the availability of funding.
 - **Program:** Study the feasibility of a ferry between Port Washington and other Lake Michigan communities.
 - **Program:** Support implementation of the regional transportation system plan.
 - **Program:** Encourage the use of alternative transportation modes such as transit, bicycle, and pedestrian travel.
 - **Program:** Partner with Ozaukee County to sponsor community transportation workshops in coordination with SEWRPC to focus on possible solutions to specific transportation issues in the City of Port Washington.
 - **Program:** Share examples of successful solutions to land use/transportation issues within the *City* at workshops and/or LOGIN meetings.

- **Program:** Sponsor transportation-related events such as “Walking School Buses” and bike to work weeks to encourage residents to use alternative means of transportation.
- **Program:** Work with local school districts to increase the efficiency of school bus routes in the *City* and the safety of pedestrian and bike routes to schools through methods such as the Safe Routes to School program.
- **Program:** Partner with Ozaukee County provide technical assistance to employers interested in establishing programs to encourage commuting by transit, carpooling, biking, or walking, or by telecommuting from home.
- **Program:** Support Ozaukee County’s efforts to develop joint marketing strategies between the County and other transportation service providers, such as the Milwaukee County Transit System.
- **Program:** Support Ozaukee County’s efforts to develop methods to promote interconnection between all transportation modes and systems available within Port Washington, the County, and the Region.

Streets and Highways Issue

- **Goal:** Provide an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens.
- **Goal:** Maintain a street and highway system that efficiently serves the anticipated land use development pattern set forth on Map VIII-7, City Planned Land Use Map: 2035, in the Land Use Element (Chapter VIII).
 - **Objective:** Maintain and enhance existing transportation infrastructure consistent with the regional transportation system plan.
 - **Objective:** Encourage development patterns with transportation infrastructure that minimizes environmental impact.
 - **Objective:** Encourage new transportation patterns that relieve congestion and reduce fuel consumption, air pollution, noise pollution, and the need for expansion of roads, thereby maintaining the rural character of Ozaukee County.
 - **Objective:** Promote the efficient and safe movement of people and goods into and through the City.
 - **Objective:** Promote efficient and safe vehicular travel in the City.
 - **Policy:** Provide an efficient arterial street and highway system that can effectively move people and goods into and through the City to promote a strong economy within the City and the County.
 - **Policy:** Design and operate City streets and highways to provide safe use for all users, including bicyclists and pedestrians.
 - **Policy:** Promote efficient and safe vehicular access to land uses abutting street right-of-ways in the City, consistent with adopted access management plans and driveway ordinances.
 - **Policy:** Accommodate the street and highway system recommendations set forth in the regional transportation system plan for 2035.
 - **Policy:** Work to ensure consistency between City land use and transportation plans and regional and County land use and transportation plans to ensure the arterial street network is appropriately sized and located to serve City residents and land uses.
 - **Policy:** Integrate the regional transportation system plan and City of Port Washington comprehensive plan with the City Transportation Element and capital improvement program.
 - **Policy:** Minimize the disruption of land uses adjacent to streets and highways by reserving adequate rights-of-way in advance of construction.
 - **Policy:** Work to achieve consensus with County and State levels of government on issues such as street widenings and other improvements.
 - **Program:** Incorporate the arterial street and highway system recommendations, shown on Map X-1, of the Regional Transportation System Plan for Southeastern Wisconsin: 2035 into Map VIII-7.
 - **Program:** Work with Ozaukee County, WisDOT, and SEWRPC to update and implement the Ozaukee County jurisdictional highway system plan through representation on the Technical Coordinating and Advisory Committee.

- **Program:** Incorporate existing commercial and industrial land uses in the City, as shown on Map VIII-1 in the Land Use Element, into Map VIII-7.
- **Program:** Work with Ozaukee County and the State to implement the changes in highway system jurisdictional responsibility in the City recommended under the County jurisdictional highway system plan and subsequent updates.
- **Program:** Study the use of alternative paving materials for City facilities such as roads and parking lots.
- **Program:** Work to develop methods of cross access between existing and new commercial developments to provide more convenient and direct connections between such developments.
- **Program:** Develop methods to incorporate the policies set forth by State long-range transportation planning efforts, including Connections 2030.⁶
- **Program:** Develop methods to ensure that the needs of pedestrians, bicyclists, and transit users are considered, and appropriate facilities are provided, when City streets and highways are designed, constructed, or reconstructed.
- **Program:** Follow Federal guidelines for designing streets to meet the needs of seniors, such as longer merge lanes, larger street signs with bigger print, clearer lane markings, and extended walk times at signalized intersections.
- **Program:** Work with the Police Department to develop an inventory of hazardous intersections and street segments in the City, based on crash records, and to undertake improvements to eliminate hazardous conditions.
 - **Program:** Transportation system management measures recommended by the regional transportation system plan should be considered for implementation by the City to improve the operation and management of the City arterial street system and the overall County and regional arterial street and highway system.

Transit Issue

- **Goal:** Provide an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens.
 - **Policy:** Integrate the regional transportation system plan and City of Port Washington comprehensive plan with the City Transportation Element and applicable capital improvement programs.
 - **Policy:** Identify areas for Ozaukee County Express Bus System service expansion in the City.
 - **Policy:** Encourage Ozaukee County to increase connectivity between the Ozaukee County Express Bus System, Ozaukee County Shared-Ride Taxi Service, and the Milwaukee County Transit System (MCTS).
 - **Policy:** Ensure that all current and future transit stations in the City are readily accessible by bicyclists and pedestrians. Ensure all transit stops are served by sidewalks or walkways.
 - **Program:** Support Ozaukee County’s efforts to develop joint marketing strategies between the County and other transportation service providers, such as the Milwaukee County Transit System.
 - **Program:** Consider transit service for all major development projects in the City.
 - **Policy:** Support Ozaukee County programs to increase connectivity between the Ozaukee County Shared-Ride Taxi Service and fixed and non-fixed public transportation services provided in Milwaukee, Washington, and Sheboygan Counties.
 - **Program:** Continue operation of the Port Washington Transport Shared Ride-Taxi Service through the comprehensive plan design year 2035.
 - **Program:** Work with Ozaukee County to identify potential transfer points for the Ozaukee County Shared-Ride Taxi Service and other public transportation service providers to increase

⁶ *The Wisconsin Department of Transportation (WisDOT) is developing a long-range transportation plan for the State entitled Connections 2030. The plan will address all forms of transportation in the State over a 25 year planning period. The overall goal of the plan is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects. The plan is scheduled for adoption by WisDOT in early 2008.*

connectivity between the Ozaukee County and Milwaukee, Washington, and Sheboygan Counties.

Transportation Services for Persons with Disabilities and Elderly Issue

- **Goal:** Provide an integrated, efficient, and economical transportation system that affords mobility, convenience.
 - **Objective:** Work with Ozaukee County to ensure efficient and cost-effective public transportation options are available to all *City* residents, including persons with disabilities and elderly residents.
 - **Policy:** Support County efforts to provide para-transit service for persons with disabilities as a complement to the fixed- route bus and demand responsive public transit services provided within Ozaukee County in accordance with the requirements of the Americans with Disabilities Act of 1990.
 - **Policy:** Ensure all transit stations are readily accessible to persons with disabilities and the elderly.
 - **Program:** Work with Ozaukee County to design public transit stops that provide convenient access and safe access for persons with disabilities and elderly residents.
 - **Program:** Review materials provided by Ozaukee County regarding State and Federal grants and programs available to local governments to fund transportation services for persons with disabilities and elderly residents. If desired, work with the County to obtain funding.
 - **Program:** Support County programs designed to gain input regarding the transportation needs of persons with disabilities and the elderly and market County programs to possible participants in the *City*.
 - **Program:** Review and amend the *City* Zoning Ordinance to make buildings more accessible to persons using public transportation and pedestrians by locating parking behind or beside buildings.
 - **Program:** Identify and support organizations in the community that provide transportation services to persons with disabilities and the elderly.

Bicycle and Pedestrian Facilities Issue

- **Goal:** Provide for bicycle and pedestrian facilities in the *City* that efficiently serve the anticipated land use development pattern set forth on Map VIII-7 in the Land Use Element.
- **Goal:** Provide options for bicycle and pedestrian travel as an alternative to personal vehicle travel.
 - **Objective:** Expand and enhance alternative modes of transportation.
 - **Objective:** Provide opportunities for walking and bicycling as part of everyday planning to provide an alternative to vehicle travel and to promote a healthy lifestyle.
 - **Policy:** Provide bicycle and pedestrian facilities recommended in the regional transportation system plan for 2035.
 - **Program:** Accommodate bicycle travel on *City* arterial streets and highways through bicycle lanes, widened outside travel lanes, widened and paved shoulders, or separate bicycle paths, as recommended in the regional transportation system plan. Bicycle facilities should be added as the *City* arterial street and highway system is incrementally resurfaced, reconstructed, or constructed through the comprehensive plan design year 2035.
 - **Program:** Develop a *City* bicycle and pedestrian plan to supplement the recommendations made in the regional transportation system plan, *City* of Port Washington comprehensive plan, and *City* Transportation Element. The plan will provide for facilities to accommodate bicycle and pedestrian travel within neighborhoods, providing for convenient travel between residential areas and points of interest, such as shopping centers, schools, parks, and transit stations, within or adjacent to the neighborhood.
 - **Program:** Review and revise, if necessary, the *City* Zoning Ordinance to require bicycle parking at jobsites and at retail, service, and institutional centers.
 - **Program:** Support the continued the development, enhancement, and management of the Ozaukee Interurban Trail.
 - **Program:** Identify “missing links” or opportunities to provide additional links to connect *City* bikeways and activity centers to the Interurban Trail.

- **Program:** Allocate a mix of residential land use categories, including medium density urban residential and high density urban residential uses, to the residential Smart Growth Areas identified in the Opportunities for Redevelopment and Smart Growth Areas section of the Land Use Element on Map VIII-7 to develop a land use pattern that can be efficiently served by bicycle and pedestrian facilities.
- **Program:** Plow the parking lanes.
- **Program:** Work with Ozaukee County to identify and apply for State and Federal grants for development of bicycle and pedestrian facilities.
- **Program:** Accommodate the recommendations for provision of sidewalks in areas of existing or planned urban development set forth in Table X-1 on City arterial, collector, and land access streets. Sidewalks should be added as the street system is incrementally resurfaced, reconstructed, or constructed through the comprehensive plan design year 2035.
- **Program:** Study the use of traffic calming measures on City streets such as high visibility crosswalks and sidewalk “bumpouts” where appropriate to slow traffic and create a more pleasant walking environment.
- **Program:** Review the Ozaukee County model pedestrian access design standards for use in local land division ordinances requiring pedestrian access outlots or easements located between lots leading to points of interest such as schools, parks, shopping areas, and transit stops. Implement desired recommendations.
- **Program:** Work with Ozaukee County, school districts, and the State to develop a Safe Routes to School programs in the City.⁷
- **Program:** Develop methods to incorporate the policies set forth by State long-range transportation planning efforts, including Connections 2030.
- **Program:** Create a map of proposed bicycle and pedestrian routes.

Interregional Transportation Issue

- **Goal:** Promote region-and nation-wide transportation access to the City for passengers and freight.
 - **Objective:** Promote region-and nation-wide transportation access to effectively move people and goods into and through the City to promote a strong economy within the City and the County.
 - **Policy:** Promote the efficient and safe movement of people and goods into and through the City.
 - **Program:** Support the continued operation of Union Pacific Railway.
 - **Policy:** Promote interregional public transportation facilities and services available to City residents.
 - **Program:** Support Ozaukee County’s efforts to develop a program to promote interregional transportation services and facilities located in Milwaukee County, including Amtrak, interregional bus lines, and Mitchell International Airport, to Port Washington residents.

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⁷ *The Safe Routes to School program is a Federal-Aid program of the U.S. Department of Transportation’s Federal Highway Administration. The purpose of the program is to enable and encourage children, including those with disabilities, to walk and bicycle to school and to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle.*