

Transportation

Introduction

Transportation systems allow the safe and efficient movement of people and goods in a local, regional, national, and international context. The type, quality, and location of transportation facilities within these systems are important components in residents' quality of life and in developing and maintaining a sustainable economy.

There is a significant relationship between transportation and land use. Any changes in existing land uses directly affect the safety and functionality of roadways and the demand for additional transportation facilities. Alternately, improving or creating new transportation corridors can affect the type and timing of development within a community and/or a region. Thus, the Transportation and Land Use Elements should support and complement one another.

For the foreseeable future, the private automobile will continue to dominate other modes of transportation. However, it is important to recognize that people have different needs and capabilities and that a good transportation system should include a variety of options. For example, trail systems provide recreation opportunities for people and add to the livability and desirability of a community. Sidewalks provide residents access to parks, neighborhoods, and businesses.

The Transportation Element will inventory and evaluate local modes of transportation and identify future transportation needs in the Town of Saukville.

Basic Objectives of the Transportation Element

- Assess existing transportation facilities.
- Review statewide planning efforts.
- Develop a long-term plan for transportation facilities in the community.
- Develop goals and objectives that will accommodate the needs of current and future residents.

Citizen Opinion Survey Results

According to the Citizen Opinion survey results, the majority of respondents (73.1%) felt the roads were in moderate to good shape. Slightly more than one quarter of the respondents (26.9%) respondents felt the roads were in poor shape. Cold Springs Road, Center Road, and Cedar Sauk Road were the most mentioned when asked to provide locations of known issues. The majority of respondents (75.8%) would like to see additional off-street biking/hiking paths/trails and 33% would like to see additional on-street bike lanes. Nearly a fifth of respondents (18%) wanted to see the addition of electric charging stations. A number of comments suggested painting lines on the road and allowing ATV/UTVs on the roads.

Strengths pertaining to transportation (not in any type of priority order):

- Location and proximity to amenities
- Quiet
- Safe
- Low density



Improvements pertaining to housing (not in any type of priority order):

- Roads (fix and maintain)
- Paint lines on the road

General Comments:

- ATV/UTV access on roads
- Stay rural
- Keep what we have
- Limit development

SWOT Results pertaining to housing (In order of importance)

Strengths

- Public transportation system including the Ozaukee County Express Bus System and the Ozaukee County Shared Ride Taxi System
- Access to transportation and shipping through Mitchell International Airport and the Port of Milwaukee

Weaknesses

- High infrastructure costs in communities with large minimum lot sizes
- Lack of public transportation options

Opportunities

- Improved transportation choices and infrastructure as a positive opportunity for the future development of Ozaukee County.

Threats

- None identified

Modes of Transportation

The movement of people and goods is accomplished through a variety of transportation modes. These modes include cars, trucks, railroads, public transportation, ships, airplanes, bicycles, and walking. Generally, each mode fits a particular need.

- **Automobiles:** Function as the dominant mode for the movement of people.
- **Trucks:** Allow the rapid movement of goods and products over interstates and highways.
- **Airplanes:** Move people and lightweight products quickly over long distances.
- **Railroad:** Functions primarily for the movement of bulk commodities over long distances.
- **Ships:** Function primarily for the movement of bulk commodities nationally and globally.
- **Bicycles:** Typically move people over shorter distances within a community.
- **Walking:** Provides for the movement of people within a community.
- **ATV/UTV:** Provides movement of materials for farming operations and people for recreational opportunities.



Existing Transportation System

Streets and Highways

Saukville's main transportation infrastructure consists of streets and highways, including Interstate (I) 43; State Trunk Highways (WIS) 33 and 57; County Trunk Highways (CTH) Y, I, O, W, and KK; and several local streets. The Wisconsin Department of Transportation (WisDOT) has jurisdiction over the State trunk highway system, Ozaukee County has jurisdiction over the County trunk highway system, and each local government has jurisdiction over local streets within its boundaries.

These streets and highways are the primary means of reaching the Town's residential, commercial, institutional, and other destinations (see Map 6-1). To help plan for current and future traffic conditions, it is useful to categorize roads based on their primary function.

Functional Classification of Roads

A component of a street and highway system is the functional classification network. This network is based on traffic volumes, land uses, road spacing, and system continuity. Highways in Wisconsin are classified by the Wisconsin Department of Transportation (WisDOT) as principal arterials, minor arterials, major collectors, minor collectors, and local highways. The Transportation Map (Map 6-1) shows the various roads in the Town, traffic counts, and how they are classified according to WisDOT.

Arterials

Principal and minor arterials accommodate a high-volume of longer-distance vehicle trips between activity centers. Travel is largely uninterrupted and occurs at a high rate of speed.

- **Principal arterials** include interstates, freeways, and expressways. These controlled-access highways typically have multiple lanes and no at-grade intersections or driveway connections. Interstate 43 is an example of this type of arterial. Principal arterials may also include roadways that offer high-levels of mobility but provide at-grade access to side streets and adjacent land uses. Examples within the Town of Saukville include State Trunk Highways 33 and 57.
- **Minor arterials** connect and support principal arterials and generally accommodate trips of a more moderate length. According to WisDOT no minor arterials run through the Town of Saukville.

Collectors

Collectors link local streets with the arterial street system. These facilities collect traffic in local areas, act as local through routes, and directly serve abutting land uses.

- **Major collectors** carry traffic over longer distances than minor collectors and typically have fewer driveways, more travel lanes, and higher speeds. Major collectors in the Town of Saukville include County Trunk Highways Y (South of Newburg), I and W.
- **Minor collectors** serve much the same function as major collectors, but generally conduct a lower density of traffic over shorter distances at lower speeds. The minor



collectors in Saukville consist of County Trunk Highways Y (heading northeast out of Newburg), O and KK.

Local Streets

All other public roads in the Town (not classified by WisDOT) are considered local roads. These roads accommodate short trips, typically to homes and businesses within the community. Traffic volumes and speeds are relatively low.

Traffic Volume Trends

Annual average daily traffic (AADT) counts are reported as the number of vehicles expected to pass a given location on an average day of the year. AADT counts are presented in Map 6-1 for selected roadways in the Town of Saukville. These counts are calculated by multiplying raw hourly traffic counts by seasonal, day-of-week, and axle adjustment factors. The daily hourly values are then averaged by hour of the day and the values are summed to create the AADT count. The highest-traffic roads (>10,000 AADT) within the Town are Interstate 43 and State Highway 57. State Highway 33 is also heavily traveled, with an AADT of over 7,000.

Traffic Crashes

To further analyze the Town of Saukville's road system, the frequency of motor vehicle accidents is studied to identify problem areas. The frequency of motor vehicle accidents tends to correlate directly with traffic volumes. Each year, thousands of Wisconsin residents are injured and killed in traffic crashes. To better prevent these tragedies, the legislature has established a Traffic Safety Commission (TSC) in every county. These commissions are charged, per Wisconsin statute 83.013 (1), to maintain a map of traffic crashes within their county and to review those crashes on a quarterly basis for general awareness and to provide recommendations for corrective action, as appropriate.

Map 6-2 presents a review of reported crashes between January 2022 and December 2022 within the Town of Saukville. Of the 50 total accidents reported in the Town, 37 occurred without injury. While 13 injury-producing or possible injury-producing accidents took place, no fatalities occurred within Town limits during this period. As shown in Map 6-2, the highest concentration of accidents appear to occur on the Town's most heavily traveled roads, specifically Interstate 43, State Highways 33 and 57, and County Highway I.

Access Control

The existing freeway traffic management system in Southeastern Wisconsin consists of many elements which are often referred to as intelligent transportation systems. The elements of the freeway traffic management system include traffic detectors, ramp metering, high-occupancy vehicle bypass ramps, variable message signs, highway advisory radio, closed circuit television, service patrols, crash investigation sites, and enhanced reference markers. Ramp metering and variable message signs are present on southern portions of the Ozaukee County section of the freeway system.

In 2001, two on-ramps on the Ozaukee County portion of IH 43 were equipped with ramp meters and attendant traffic detectors. These include the southbound on-ramp at IH 43 and STH 167 (Mequon Road) and the southbound on-ramps at County Line Road on the Milwaukee –



Ozaukee County line. These locations are metered to control traffic merging onto portions of the freeway that experience traffic congestion during the morning and evening peak-traffic periods.

The various jurisdictions which own and maintain the roadways have regulations and ordinances in place to manage future access to these facilities. The placement and spacing of new driveways and new local road intersections is critical to the overall safety of the road system. The Town has access requirements identified in Section 09.02 of Zoning Code to govern ingress and egress to existing Town roads based on a speed limits and jurisdiction. As new development occurs within the Town, these access controls will become increasingly important, and the Town may need to work with the County and State in the future to ensure safe access to their road facilities.

Pavement Condition

The Wisconsin Department of Transportation (WisDOT) maintains a detailed database of county and local street information in the Wisconsin Information System for Local Roads (WISLR). The information in the database is provided by county and local governments and is intended to assist in reporting roadway pavement conditions. Pavement ratings can be used for planning maintenance and budgets for local roadways. Under Section 86.302 of the Wisconsin Statutes, pavement ratings must be submitted to WisDOT by each county and local government every other year. PASER (pavement surface evaluation and rating) is the most commonly used method in Wisconsin.

PASER rates roadways from Failed (needs total reconstruction) to Excellent (no visible stress). PASER allows for better allocation of resources, a better understanding of pavement conditions, and allows for long-term planning.

Recent data from 2022 are shown in Table 6.1. According to the rating, only 4.46 percent of the local road miles within the Town of Saukville do not need any type of maintenance at this time (rating 9 or 10).

Table 6.1: PASER Rating

| PASER Rating | Total Length by PASER | Percent by PASER | Condition | Treatment | PASER Groupings |
|---------------|-----------------------|------------------|-----------|---|-----------------|
| 1 | 2,640 | 1.26% | Failed | Reconstruction | 1.26% |
| 2 | - | 0.00% | | | |
| 3 | 9,716 | 4.64% | Poor | Partial or full depth patching or joint repairs | 24.40% |
| 4 | 41,388 | 19.76% | | | |
| 5 | 63,625 | 30.38% | Fair | Surface repairs, sealing | 53.96% |
| 6 | 49,385 | 23.58% | | | |
| 7 | 24,338 | 11.62% | Good | Crack sealing and minor patching | 15.91% |
| 8 | 8,979 | 4.29% | | | |
| 9 | 9,346 | 4.46% | Excellent | No maintenance required+ | 4.46% |
| 10 | - | 0.00% | | | |
| Totals | 209,417 | 100.00% | | | 100.00% |

Source: Cedar Corporation



Routine maintenance (rating 7 or 8) is needed on 15.91 percent of the road miles, while another 53.96 percent of the roads are in need of preservative treatments (rating 5 or 6). Nearly 24.40 percent of the roads are in poor condition (ratings 3 or 4). Just 1.26 percent of the roads are in failing condition (rating 1 or 2).

Map 6-3 also shows the roads that have a PASER rating of less than four, including portions of Meadowlark Road, Beech Lane, Cold Springs Lane, Forest Court, Forest Lane, Hawthorne Drive E, and Orchard Lane.

Truck Traffic

Trucking is an integral part of the Wisconsin economy and depends on a safe and efficient highway system as well as adequate local roads and streets. Infrastructure to support trucking is abundant in Saukville and the surrounding region.

Interstate 43 is the primary interregional transportation facility serving Ozaukee County. It is designated by WisDOT as both a Long Truck Route and Oversized / Overweight (OSOW) Truck Route. It serves as the main trucking route for shipping goods to and from Ozaukee County businesses, connecting them to the rest of the state and nation.

While I-43 is the primary truck route through Ozaukee County, State Trunk Highways (WIS) 33 and 57 are also designated Long Truck Routes. Like I-43, Highway 33 is also an OSOW Truck Route.

Rail Transportation

Ozaukee County contains two active freight railroad lines, both traversing the County from north to south. One line runs through the central portion of the County, traveling directly through the Town of Saukville. This line's principal user is the Wisconsin and Southern Railroad who utilizes the track to transport commodities, primarily forest products, fertilizers, grain (corn, soybeans, and wheat), plastics, consumer foods, paper, aggregates, chemicals, frac sand, ethanol, and liquid petroleum.

The Union Pacific Railroad provides freight service over an approximately 25-mile segment of railway in the eastern portion of the County, serving the urban service areas of Mequon-Thiensville, City of Port Washington, and Village of Belgium.

Passenger rail service is not provided within Ozaukee County; however, residents have the option of utilizing Amtrak services out of Milwaukee via two stations, including the Milwaukee Intermodal Station in downtown Milwaukee and the Milwaukee Airport Rail Station serving Milwaukee Mitchell International Airport.

Public Transit

Residents of Ozaukee County have access to two public transit options, the Ozaukee County Express Bus System and Shared-Ride Taxi System. These programs are offered through Ozaukee Transit, a public agency overseen by the Ozaukee County Board of Supervisors

Ozaukee County Express Bus System



The Ozaukee County Express (OCE) provides peak traditional and reverse commute service between Ozaukee County and downtown Milwaukee. Using 40-foot, accessible transit buses, the OCE offers three morning departures from Ozaukee County and four afternoon returns from downtown Milwaukee. The OCE follows I-43 and has free parking at three park-and-ride lots located at the Saukville Wal-Mart, Grafton Commons, and County Highway C / Pioneer Road near Cedarburg. The OCE stops at approximately 13 locations in downtown Milwaukee, along both Kilbourn Street and Wisconsin Avenue.

Ozaukee County Shared-Ride Taxi System

The Ozaukee County Shared-Ride Taxi System offers door-to-door, curb-to-curb, and lobby-to-lobby service countywide, including destinations throughout the Town of Saukville. Service is provided only during set operating hours, via a fleet of sedans, minivans, accessible minivans, and accessible minibuses. Taxis use an advanced reservation system and operate on a shared-ride basis, meaning passengers may share a vehicle for a portion of their trips.

Air Service

There are no public use airports, either publicly or privately owned, in Ozaukee County; however, air services are available in several neighboring counties. Located approximately eight miles west of the Town in Washington County, West Bend Municipal Airport is classified as a Large General Aviation Airport in the Wisconsin State Airport System Plan. Airports in this classification support all general aviation aircraft that include daily operations of all types of business jets. These airports generally serve as domestic transportation centers and may support international business activity. The City of West Bend is responsible for the planning, administration, and maintenance of the West Bend Municipal Airport, including its two runways and helipad. According to the current Airport Master Record, the airport recorded 46,000 aircraft operations and was home to 75 based aircraft for the 12 months ending on August 10, 2022.

Other nearby airports include Hartford Municipal Airport, located west of the Town in Washington County; Lawrence Timmerman Field located southwest of the Town in Milwaukee County; and Sheboygan County Memorial Airport, located north of the Town in Sheboygan County. These airports can accommodate most types of general aviation aircraft.

The Milwaukee Mitchell International Airport is the closest commercial service airport to the Town of Saukville. A commercial service airport supports regularly scheduled year-round commercial airline service, as well as the full range of general aviation activity to domestic and international destinations.

Located approximately 35 miles south of Saukville, Milwaukee Mitchell International Airport is owned by Milwaukee County and recorded 91,532 aircraft operations for the 12 months ending on December 31, 2021. In addition to cargo charter services, the airport provides passenger service through numerous airlines, including but not limited to American, Delta, Southwest, and United.

Water Transportation

There is one small boat harbor located in the Town of Saukville vicinity, the Port Washington Marina located on Lake Michigan adjacent to downtown Port Washington. The marina is open to the public and is owned and managed by the City of Port Washington. There are 275 deep water



slips and public restrooms. The marina operates seasonally from April 1 to November 1 of each year.

Water freight and transportation facilities and services are provided to the planning area by the Port of Milwaukee, which is located 12 miles south of the County in the City of Milwaukee.

Handicapped, Disabled, and Elderly Transportation

Handicapped, disabled, and elderly transportation is provided throughout Ozaukee County by the Ozaukee County Shared-Ride Taxi System. The service offers sedans, wheelchair-accessible vans, and wheelchair-accessible minibuses for transport. It offers door-to-door and lobby-to-lobby pick up and drop off services for individuals with disabilities.

Additionally, the Ozaukee County Express Bus System provides service to and from Milwaukee via accessible transit buses.

Pedestrian and Bicycle Facilities

Bicycle and Pedestrian infrastructure in both the Town of Saukville and Ozaukee County are presently limited. The longest bikeway in the County is the Ozaukee Interurban Trail, which spans over 30 miles across the entire length of Ozaukee County from north to south. The Interurban Trail is located primarily on the former route of the Interurban Electric Railway that once extended from the City of Milwaukee through Ozaukee County to Sheboygan. Conversion to a bike path officially began in 1975. In 1998, Ozaukee County and several local municipalities received State funding to lease the land from Wisconsin Electric and complete the trail. Today the Ozaukee Interurban Trail largely follows the former railroad right-of-way, with some on-street segments in the Village and Town of Grafton, the City of Cedarburg and the City and Town of Port Washington. The entire length of the trail is paved. The trail can be used for recreational purposes or for transportation-oriented purposes such as commuting to and from employment and commerce.

No off-road bike trails run through the Town of Saukville; however, as identified by the Southeastern Wisconsin Regional Planning Commission in its Vision 2050 plan, several roadways in the Town provide a wide shoulder that is suitable for bicycling. These roadways include Highways 57 and 33 and a portion of County Road KK.

A comprehensive inventory of pedestrian facilities, such as sidewalks, has not been completed for the Town of Saukville as the area is largely rural with limited infrastructure for pedestrians. The Town does not require sidewalks for new urban developments but leaves room to require such improvements in its Land Division Ordinance which states “Sidewalks may be required by the Plan Commission in Subdivisions, Certified Survey Maps, or Condominiums located in urban areas to accommodate safe and adequate pedestrian circulation.”

Existing Transportation Plans

Local Plans



The Town of Saukville utilizes a Capital Improvement Planning (CIP) process to prioritize transportation projects and necessary expenditures. These plans cover a five-to-ten-year period and serve as the primary transportation planning document for the community.

The Ozaukee County Transit Development Plan: 2019-2023 was prepared by the Southeastern Wisconsin Regional Planning Commission with the intention of identifying operating and service improvements and serving as a guide for the continued operation of the transit system. Ozaukee County also adopted the 2nd Edition of “A Jurisdictional Highway System Plan for Ozaukee County” in 2019.

Regional Plans

Ozaukee County is a member county of the Southeastern Wisconsin Regional Planning Commission (SEWRPC), which acts as both a regional planning commission and metropolitan planning organization (MPO). These organizations often coordinate and plan for transportation systems within a regional context.

SEWRPC regularly updates and maintains its VISION 2050 plan. This plan represents a long-range vision for land use and transportation in the seven-county Southeastern Wisconsin Region. It makes recommendations to local and State governments to shape and guide land use development and transportation improvement, including public transit, arterial streets and highways, freight, and bicycle and pedestrian facilities through the year 2050.

State Plans

The Wisconsin Department of Transportation maintains several plans with statewide policies, recommendations, and strategies regarding various aspects of transportation. These plans should be taken into consideration and utilized when transportation decisions or plans are made in Ozaukee County. The following are current statewide transportation planning documents pertaining to Ozaukee County (although many do not have specific recommendations for the Town of Saukville):

- Connect 2050
- Wisconsin Active Transportation Plan 2050 (in progress)
- Wisconsin Bicycle Transportation Plan 2020
- Wisconsin Pedestrian Policy Plan 2020
- Wisconsin State Airport System Plan 2030
- Five Year Airport Improvement Plan
- Wisconsin State Freight Plan 2018 (update in progress)
- Wisconsin State Rail Plan 2030 (2050 update in progress)
- Wisconsin State Highway Plan 2020
- Six-Year State Highway Improvement Program

Future Transportation System



5-Year Capital Improvement Plan

The Town of Saukville has developed a 5-year Capital Improvement Plan (2024-2028). The CIP is subject to modification and available funding, but this provides a snapshot of the planned improvements over the next five years. The CIP should continue to be updated on an annual basis and changes do not require an update to the Comprehensive Plan. The CIP projects are shown on Map 6-3. Planned improvements for the next five years include:

1. 2024: Cedar Sauk Road (Northwood Dr. to CTH I)
2. 2026: River Park Rd (St. Finbars to East 2000')
3. 2027: Center Road (Lakeland to CTH I)
4. 2028: Deerfield Rd
5. 2028: Design of Forest Lane and Forest Ct. (construction scheduled for 2029)

Pedestrian and Bicycle Facilities

In VISION 2050, the SEWRPC proposes an expanded network of bicycle facilities, including the addition of an off-street bicycle path running north / south through the Town of Saukville. A second off-street path is proposed which runs east / west through the Village of Newburg, ending near the Town's western border. The proposed paths are linked by a surface arterial street connection via County Highway Y.

Like the existing Ozaukee Interurban Trail, it is likely that the proposed bicycle paths described above would be intended for pedestrian use as well.

VISION 2050 recommends that local units of government prepare community bicycle and pedestrian plans. The local plans should provide for facilities to accommodate bicycle and pedestrian travel within neighborhoods, providing for convenient travel between residential areas and shopping centers, schools, parks, and transit stops.

Future Transit Service in Saukville

VISION 2050 recommends a significant improvement to and expansion of public transit in Southeastern Wisconsin, including four commuter rail lines, eight rapid transit lines, and expanded local bus, express bus, commuter bus, and shared-ride taxi services. While many of these proposed improvements do not reach Ozaukee County, an extension of the County's existing commuter bus route and park-ride service is proposed, providing access to and from Port Washington.

The Ozaukee County Transit Development Plan provides numerous recommendations for expansion of Ozaukee County's existing express bus system and shared-ride taxi service. Proposals include the following:

- Extending Shared-Ride Taxi Service hours from 10:00 p.m. to 11:30 p.m. on weekdays.
- Expanding marketing of transit options.
- Increasing service frequency and service hours on the Ozaukee County Express.



- Improving bus stops within Ozaukee County along Port Washington Road.
- Implementing reduced transfer fares of \$1.00 at the three MCTS bus stop connection points.

The Plan addresses additional transit services requiring further study, including:

- Implementing options for bus-on-shoulder operations along IH 43.
- Merging the Ozaukee County and Washington County Shared-Ride Taxi services.
- Implementing the new MCTS Route 68 to serve key employment and education destinations.
- Implementing flexible shuttles with deviations up to 0.75 miles.

In addition to the Ozaukee County Express, County officials are now considering adding a new bus service called Ozaukee Flex-Bus. The Flex-Bus would provide on-demand service between Ozaukee and Milwaukee counties, traveling along Port Washington Road from Mequon to Port Washington and on Cedarburg and Green Bay roads into Saukville. The bus would run on a regular schedule but be able to go off route if passengers make their requests in advance.

Specialized Transportation Services for the Elderly and Disabled

Specialized transportation services for the elderly and disabled are provided by Ozaukee Transit via the Express Bus and Shared-Ride Taxi Service. As such, the enhancements outlined in the previous section apply.

Private Ride-Share Vehicle Transportation

Ride-sharing companies (also known as a transportation network company, or ride-hailing services) provide private vehicle transportation services using websites and mobile apps. Ride-share companies such as Uber and Lyft have grown tremendously over the past ten years and do provide limited service to the Town of Saukville. The Town should ensure that safe drop-off and pick-up locations are designed into any future commercial facility that may accommodate such services.

Freight Rail

No expansions or updates are currently proposed for the freight railroads which run through the Town of Saukville.

Passenger Rail

While VISION 2050 recommends a significant improvement to and expansion of public transit in Southeastern Wisconsin, including four commuter rail lines, none of the lines are proposed to extend into Ozaukee County. Commuter rail services will continue to be unavailable in the Town of Saukville for the foreseeable future.

Intercity passenger rail via Amtrak is not currently available in the Town of Saukville and no future extensions or expanded services are proposed.



Air Transportation

Air Transportation is not currently available within the Town of Saukville, nor Ozaukee County. While this is not expected to change, minor improvements are proposed for the West Bend Municipal Airport, located in Washington County. A Master Plan study was recently conducted.

Truck Transportation

As new development occurs over time, transportation planning will become more critical so that people, goods, and services can move efficiently throughout the community. New industrial and commercial development, depending on location, may have needs for the utilization of local roads. The town will need to contemplate the creation of new truck route designations based on the planned future land uses and may consider implementing a Truck Traffic Ordinance to accommodate the new routes.

Water Transportation

Due to its inland location, water transportation is unavailable in the Town of Saukville. As such, no future improvements relating to water transportation are planned for or proposed.

ATVs, UTVs, and NEVs

Over the past decade, the use of Utility Terrain Vehicles (UTVs) and All-Terrain Vehicles (ATVs) has become increasingly commonplace on rural roads. Once solely associated with agricultural use, the popularity of UTVs/ATVs has grown substantially for recreational purposes. **To date, the Town of Saukville has not adopted an ordinance specific to allowing the use of these vehicles on Town roadways.** However, several nearby municipalities within Ozaukee County are now permitting the operation of UTVs/ATVs on select roadways within their jurisdictions, including the towns of Port Washington, Fredonia, Belgium and the Village of Belgium.

Neighborhood Electric Vehicles or NEVs are vehicles that are capable of traveling at speeds of around 25 mph and have an approximately 40-mile driving range between charges. They come with safety features like headlights, turn signals and seat belts. An NEV can be operated on roads where the posted speed limit is 35mph or less. As energy costs rise, more area governments are creating ordinances to allow and regulate the use of NEVs on roads. NEVs can be used for personal transportation and as a utility vehicle. To date, the Town of Saukville does not address NEVs in its municipal code.

Electric Vehicles and Charging Stations

Demands for Electric Vehicles (EV) and their associated charging facilities are ever increasing. As such, motorists will become more reliant on the availability of EV chargers. According to www.OpenChargeMap.org, there are no charging stations located within the Town of Saukville. However, the Village of Saukville offers one EV charging location.

Locating new EV chargers in the right spots to meet the demands of both local- and through-travelers will be critical. The Federal Government, as well as many state governments are beginning to lead discussions on how a network of chargers can be designed and deployed. WisDOT has a new Wisconsin Electrification Initiative which ties in with the National Electrical Vehicle Infrastructure (NEVI) Program.



Locally, the Town of Saukville should begin to research how it would fit within such a system. Additionally, a regulatory support structure should be developed locally which considers the location and design aspects of such facilities on private property from a land use and infrastructure standpoint. The Town could also evaluate opportunities for placing EV chargers on public lands. Locating such facilities, particularly multiple chargers, will require an assessment of the electricity load available. Design standards should be considered in terms of their placement, traffic flow, and physical design elements.

Micromobility Options

Micromobility refers to a range of small, lightweight vehicles operating at speeds typically below 20–25 mph and driven by users personally without the aid of combustion engines. Micromobility devices include bicycles, e-bikes, electric scooters, electric skateboards, shared bicycle fleets, and electric pedal assisted bicycles. While these options are available in larger communities, the Town of Saukville has not yet attracted the interest of private vendors for these services.

Parking Requirements

Parking is needed or required for most land uses. Often, the minimum parking requirements specified in a community’s code are more than enough to meet the daily needs of the land use.

Parking lots create large amounts of impervious surfaces that create runoff and require stormwater management through the construction of storm sewers, ditches, and ponds. By looking at ways of reducing parking lot areas, less infrastructure is needed, and water quality is improved. Listed below are several examples of tools the Town can utilize to reduce the number of parking spaces required in development.

1. Allow shared parking based on peak hours of existing and proposed businesses.
2. Higher building densities and sidewalks promote walking and reduce the need for parking.
3. Create trade-offs for reduced parking. For example, decrease the number of parking stalls in exchange for bicycle racks.
4. Consider centralized parking versus individual parking lots.
5. Construct a portion of the required parking, so long as the concept shows where parking can be expanded if needed.
6. Use the Town code as a maximum requirement.

Transportation Expenditure Planning

Funding to Help Develop the Town’s Transportation System

Due to their high cost, local roadway improvements are funded by the Town using a variety of methods and approaches. Typically, a blend of funding may be used in order to capitalize on interest rates or to leverage other funding that may be available. The following types of funding mechanisms and policies exist within the Town of Saukville to accomplish this:

Local Bridge Improvement Assistance

The Local Bridge Improvement Assistance program helps rehabilitate and replace, on a cost-shared basis, the most seriously deficient existing local bridges on Wisconsin’s local highway



systems. Counties, cities, villages, and towns are eligible for rehabilitation funding on bridges with sufficiency ratings less than 80, and replacement funding on bridges with sufficiency ratings less than 50. For further information on the program WisDOT should be contacted.

Local Roads Improvement Program (LRIP)

Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, village roads, and city and village streets. A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Three additional discretionary programs (CHIP-D, TRIP-D and MSIP-D) allow municipalities to apply for additional funds for high-cost road projects. For more information, contact WisDOT.

Adopt-A-Highway Program

The Adopt-A-Highway Program is administered by WisDOT. The program was initiated to allow groups to volunteer and support the state's anti-litter program in a more direct way. Each qualified group takes responsibility for litter control on approximately two-mile segment of state highway. The group picks up litter on a segment at least three times per year between April 1 and November 1. Groups do not work in dangerous areas like medians, bridges, or steep slopes. In addition, a sign announcing a group's litter control sponsorship can be installed. The state Adopt-A-Highway coordinator should be contacted for further information. Applications and forms are available through the WisDOT website.

Transportation Economic Assistance (TEA) Program

The Transportation Economic Assistance program provides 50 percent state grants to governing bodies, private businesses, and consortiums for road, rail, harbor and airport projects that help attract employers to Wisconsin or encourage business and industry to remain and expand in the state. Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. It must be scheduled to begin within three years, have the local government's endorsement, and benefit the public. For more information about this program contact WisDOT, Division of Transportation Investment Management.

Wisconsin Department of Transportation

The Wisconsin Department of Transportation was officially established in 1967 by combining formerly independent agencies and the Department of Motor Vehicles (which included the State Highway Commission, State Aeronautics Commission and State Patrol).

WisDOT supports all forms of transportation. The department is responsible for planning, building and maintaining Wisconsin's network of state and Interstate highways. The department shares the costs of building and operating county and local transportation systems - from highways to public transit and other modes. WisDOT plans, promotes and financially supports statewide air, rail and water transportation.

The department works closely with other state, federal and local agencies to meet changing and growing travel needs. Transportation impacts everyone and WisDOT is committed to providing



the safest, most efficient, and highest quality transportation services to best serve the needs of the state, its citizens and many visitors.

A number of statewide transportation planning efforts will affect the transportation facilities and services in the region. Please note that most of the plans referenced in this section are available through the WisDOT website (wisconsin.gov) under the “Projects and Studies” tab. Also, for future reference, Ozaukee County is in WisDOT’s Southeast (SE) Region. The following plans are statewide transportation plans developed and administered by the WisDOT:

State Six-Year Highway Improvement Plan

The Six-Year Highway Improvement Plan covers Wisconsin and has 115,543 miles of public roads, from Interstate freeways to city and village streets. This highway improvement program covers only the 11,745-mile state highway system which is administered and maintained by the Wisconsin Department of Transportation. The other 103,798 miles are improved and maintained by the cities, villages, counties and villages in which they are located.

Each wisely invested dollar returns benefits in terms of time savings, fewer accidents and decreased vehicle operating costs. Poor roads mean more accidents and deaths, higher insurance costs, more wear and tear on vehicles, more time on the road and less efficient and competitive commerce. Please visit the master contract schedule page, which identifies projects for the future and represents WisDOT's best estimate of when projects will be ready for letting.

Wisconsin's transportation budget is divided into two subprograms for implementing improvements to state highway facilities:

- Major Highway Development
- State Highway Rehabilitation (SHR)

Wisconsin State Freight Plan

Enhancing freight mobility is a top priority for the Wisconsin Department of Transportation. The State Freight Plan (SFP) provides a vision for multimodal freight transportation and positions the state to remain competitive in the global marketplace. The SFP was approved by the U.S. Department of Transportation on March 19, 2018 but is being updated in 2022.

Wisconsin State Airport System Plan 2030

Wisconsin State Airport System Plan 2030 and its accompanying System-Plan Environmental Evaluation (SEE) is the statewide long-range airport transportation plan. The 20-year plan builds off the policies and issues identified in Connections 2030, Wisconsin’s statewide long-range transportation plan adopted in October 2009.

Wisconsin’s State Airport System Plan identifies a system of 98 public-use airports adequate to meet different aviation needs in all parts of the state and is a guide for federal and state investment decisions. The identification of potential projects in this plan is not a commitment for federal or state project funding, nor does it provide project justification. Prior to project implementation all projects must be justified through the local master planning and environmental process and approved by the Wisconsin Department of Transportation and Federal Aviation Administration, when appropriate. The plan includes a statewide vision for



aviation, an overview and analysis of the state’s system of airports, a SEE, and an environmental justice analysis.

The Wisconsin Department of Transportation officially adopted Wisconsin State Airport System Plan 2030 on February 19, 2015. It includes nine chapters with supporting materials included as appendices.

Wisconsin Bicycle Transportation Plan – 2020

The Wisconsin Bicycle Transportation Plan – 2020 presents a blueprint for developing and integrating bicycling into the overall transportation system. In an effort to promote bicycling between communities, the plan analyzed the condition of all county trunk and state trunk highways in the state and included maps showing the suitability of these roads for bicycle traffic. Suitability criteria were based primarily on road width and traffic volumes with secondary consideration given to pavement condition, passing opportunities, and percent and volume of truck traffic.

Connect 2050

Wisconsin's Long-Range Statewide Transportation Plan, Connect 2050, focuses on addressing the state’s multimodal transportation needs through the year 2050. The plan was adopted in May 2022. Connect 2050 is a new plan for a new time; a streamlined, user-friendly document that utilizes innovative planning and data visualization techniques to guide Wisconsin’s transportation future. Associated technical reports, analysis, and modal-specific plans will exist alongside this plan, allowing Connect 2050 to stand alone as a visionary document that will guide overall transportation decision-making for Wisconsin.

Wisconsin Department of Natural Resources (WDNR)

The WDNR is probably the main source of funds for outdoor recreation transportation facilities. As a prerequisite to the following WDNR funding programs, applicants must first submit a comprehensive outdoor recreation plan or a master plan that has been approved by resolution by a local governing unit, or a plan of a higher unit of government. Applicants submitting qualifying comprehensive outdoor recreation plans (CORP’s) or master plans may receive eligibility to apply for funding for up to five years. Outdoor recreation plans and grant programs currently administered by the WDNR which are associated with forms of transportation include:

State Recreational Trails Network Plan

In 2001, the Wisconsin Department of Natural Resources adopted the State Trails Network Plan as an amendment to the Wisconsin State Trail Strategic Plan. This plan identifies a network of trail corridors throughout the state referred to as the “trail interstate system” that potentially could consist of more than 4,000 miles of trails. These potential trails may follow one or more of the following: highway corridors, utility corridors, rail corridors, and linear natural features (e.g. rivers and other topographic features).

All-Terrain Vehicle (ATV) Program

The ATV program provides funds to accommodate all-terrain vehicles through the acquisition, insurance, development, and maintenance of all-terrain vehicle trails and areas, including routes.



ATV Enforcement Patrol

The ATV Enforcement Patrol provides grants to county sheriffs for all-terrain vehicle patrols.

Recreational Boating Facilities Program

The Recreational Boating Facilities program provides funds to local units of government and qualified lake associations for the construction of capital improvements to provide safe recreational boating facilities. The program also provides financial assistance for feasibility studies related to the development of safe recreational boating facilities, and the purchase of aquatic weed harvesting equipment and trash skimming equipment.

Recreational Trails Program

The Recreation Trails Program provides funds for motorized and non-motorized recreation trail rehabilitation, trail maintenance, trail development, and trail acquisition.

Snowmobile Trail Aids

Snowmobile Trail Aids provide funds to maintain trail systems that provide passage through a county and connections with adjacent counties.

County Snowmobile Enforcement Patrols

County Snowmobile Enforcement Patrols provide funds for county snowmobile patrols functioning as a law enforcement unit for the enforcement of Ch. 350, Wis. Stats.

Goals, Objectives, Recommendations, and Policies

Goals and objectives identify what the plan should accomplish. Goals are statements that describe a desired future condition, often in general terms. Objectives are statements that describe a specific future condition to be attained, to reach the established goals.

Policies are a set of ideas for what to do in certain situations and that the Town agrees is the right approach. Recommendations and policies identify the action necessary to achieve goals and objectives. For this reason, recommendations should be actionable, attainable, and specific. Not all recommendations can be achieved in the short term, so they should be specific enough that any individual or group wishing to achieve a stated goal can take action.

The following goals, objectives, policies, and recommendations were jointly developed by the Town of Saukville Plan Commission and its consultants.

Goal 1: Improve bicycle and pedestrian transportation infrastructure and land use design to support a range of transportation choices for all citizens where financially feasible.

Objectives:

1. Consider expanding and enhancing alternative modes of transportation.
2. Consider incorporating opportunities for bicycle and pedestrian travel into everyday planning to provide an alternative to vehicle travel and to promote a healthy lifestyle.
3. Encourage development patterns with transportation infrastructure that minimizes environmental impact, relieves congestion, and reduces fuel consumption and air pollution.



Recommendations and Policies:

1. Encourage the implementation of multimodal transportation options when renovating existing transportation infrastructure where practical and financially feasible.
2. Design and operate Town streets and highways to provide safe access for all users, including bicyclists and pedestrians where practical and financially feasible.
3. Review and consider revising, if necessary, the Town Zoning Ordinance to require bicycle parking at jobsites and at retail, service, and institutional centers.
4. Utilize State and Federal road improvement grants to improve Town infrastructure, as well as adding bicycle and pedestrian facilities where applicable.

Goal 2: Provide an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependent persons, persons with disabilities, and the elderly where financially feasible.

Objectives:

1. Provide a variety of transportation choices to meet the needs of all income, age, and special needs groups in the Town.
2. Work with Ozaukee County to ensure efficient and cost-effective public transportation options are available to all Town residents, including persons with disabilities and elderly residents.

Recommendations and Policies:

1. Work with Ozaukee County's efforts to develop methods to promote interconnection between all transportation modes and systems available within the Town, County, and the Region where it is financially feasible.
2. Review the recommended transit service improvements set forth in the Ozaukee County Transit System Development Plan, to determine if the recommendations will meet the needs of Town residents.
3. Work with Ozaukee County to provide transportation services for elderly residents and persons with disabilities in the Town where it is financially feasible.
4. Work with the County on efforts to provide paratransit 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.
5. 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.
6. Consider developing methods to ensure that the needs of pedestrians, bicyclists, and transit users are considered, and appropriate facilities are provided, when Town streets and highways are designed, constructed, or reconstructed, where it is financially feasible.
7. Support efforts to find funding for needed street improvements in the Town.
8. Consider developing a functional road classification map and ensure proper land dedication for rights-of-way when land is subdivided.
9. Consider developing and utilizing an Official Map to identify the general location of future roads, the exact location of which will be determined when the Town decides to design and construct the road.



10. Consider working with other local governments to ‘package’ road projects under one bid to leverage cost savings.
11. Annually update the Five-Year Capital Improvement Plan (CIP) and implement recommended improvements where financially feasible.
12. Plan for, encourage, and regulate the installation of electric vehicle charging stations (EVCS) at new businesses, institutions, and multi-family residences.
13. Consider creating a new zoning ordinance provision to accommodate and regulate the location and installation of EV Charging Stations (EVCS).
14. Consider adding white pavement markings (fog lines) on the boundary lines of streets for safety where financially feasible.
15. Consider changes to regulations that reduce the costs of transportation infrastructure on new development and overall housing costs such as reductions in street widths and rights-of-way as appropriate within subdivisions with low traffic roads and reductions in parking requirements in order to reduce development costs and encourage other modes of transportation.

Goal 3: Maintain a street and highway system that efficiently serves the anticipated land use development pattern set forth on Future Land Use Map, in the Land Use Chapter where financially feasible.

Objectives:

1. Promote efficient and safe vehicular travel in the Town.
2. 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.

Recommendations and Policies:

1. Consider having Town representative attend countywide workshops for County and local officials and staff to promote the benefits of alternative forms of development, such as infill, mixed-use, traditional neighborhood, transit-oriented development, and conservation subdivision design.
2. Consider promoting efficient and safe vehicular access to land uses abutting street rights-of-way in the Town, consistent with adopted access management plans and driveway ordinances where financially feasible.
3. Minimize the disruption of land uses adjacent to streets and highways by reserving adequate rights-of-way in advance of construction based in guidance from the Town Engineer, Town ordinances, Ozaukee County, and WisDOT.
4. Continue to administer and enforce the highway access management ordinance/driveway ordinance. Review ordinance and recommend changes if necessary.
5. Work with WisDOT and the County Sheriff’s Department to develop an inventory of hazardous intersections and street segments in the Town, based on crash records, and to undertake improvements to eliminate hazardous conditions.

Goal 4: Promote region-, nation-, and world-wide transportation access to the Town for passengers and freight.

Objectives:

1. Promote region-, nation-, and world-wide transportation access to effectively move people and goods into and through the Town to promote a strong local economy.

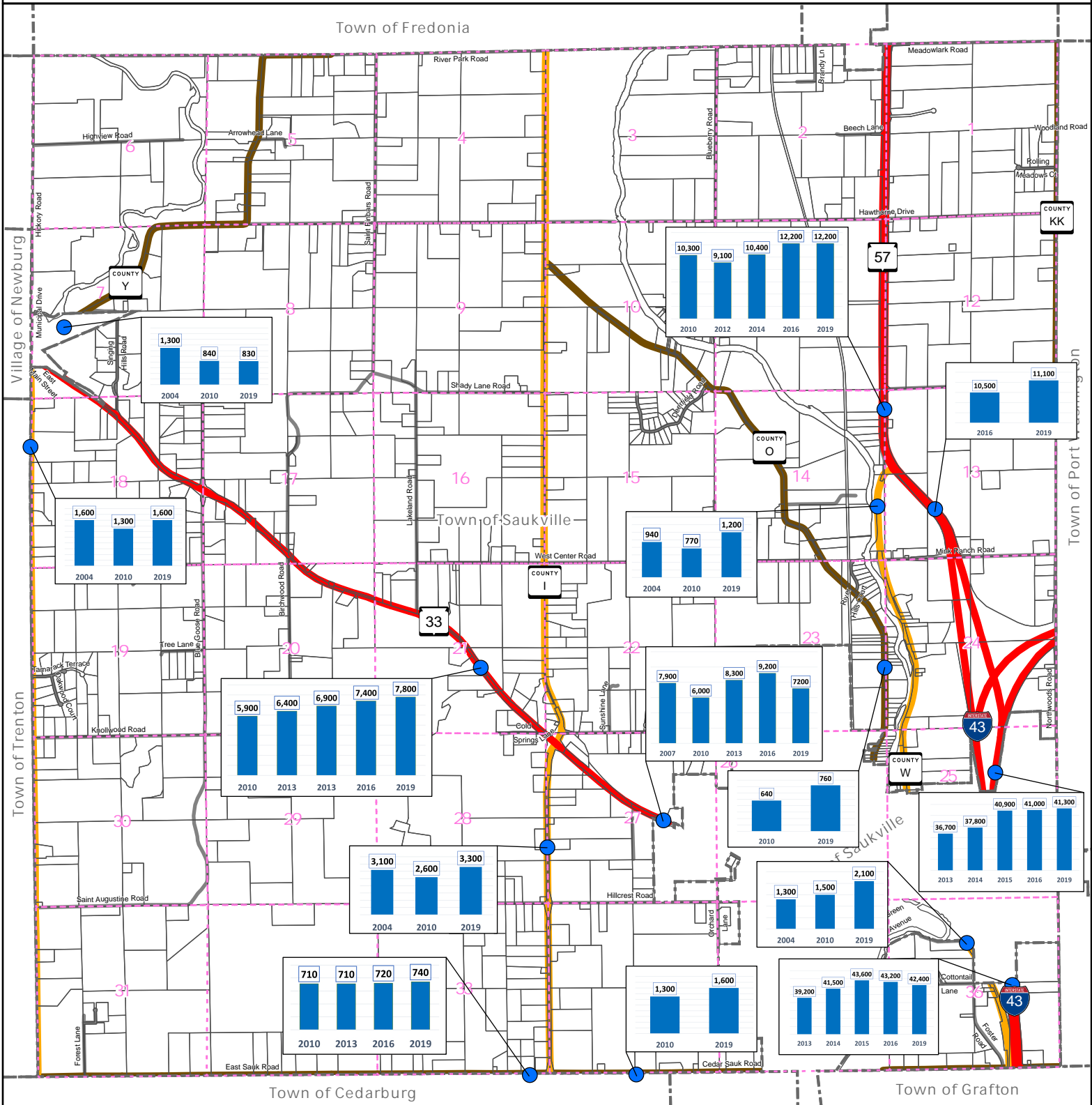
Recommendations and Policies:

1. Promote the efficient and safe movement of people and goods into and through the Town.
2. Promote interregional public transportation facilities and services available to Town residents where financially feasible.
3. Work to achieve consensus with County and State levels of government on issues such as funding, street widenings, and other improvements.
4. Work with Ozaukee County and the State to implement the changes in highway system jurisdictional responsibility in the Town that are recommended under the County Jurisdictional Highway System Plan and subsequent updates.
5. Consider implementation of transportation system management measures recommended by the Regional Transportation System Plan “A Jurisdictional Highway System Plan for Ozaukee County” by the Town to improve the operation and management of the Town arterial street system and the overall County and regional arterial street and highway system where financially feasible. Measures that should be taken into consideration include:
 - a. Coordinated traffic signal systems to provide for the efficient progression of traffic along arterial streets and highways, allowing motorists to travel through multiple signalized intersections along arterial routes at the speed limit with minimal stops.
 - b. Consideration and implementation of needed individual arterial street and highway intersection improvements, such as adding right- and/or left-turn lanes; improvements in the type of traffic control at the intersection, including two- or four-way stop control, roundabouts, or signalization; and improvements in signal timing at individual signalized intersections. Under the Regional Transportation System Plan it is proposed that the Town prepare a prioritized short-range (two to six year) program of arterial street and highway intersection improvements under Town jurisdiction.
 - c. Adoption of access management standards for arterial streets and highways under Town jurisdiction.
 - d. Use of traffic calming measures on streets under Town jurisdiction.



FUNCTIONAL ROAD CLASSIFICATIONS & TRAFFIC COUNTS

Map 6-1



Town of Saukville
Ozaukee County, Wisconsin

Cedar CORPORATION

Town of Saukville
Ozaukee County, WI

0 4,000 8,000 Feet

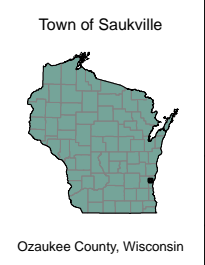
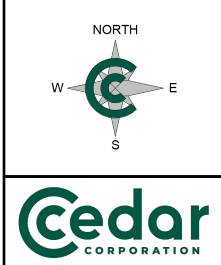
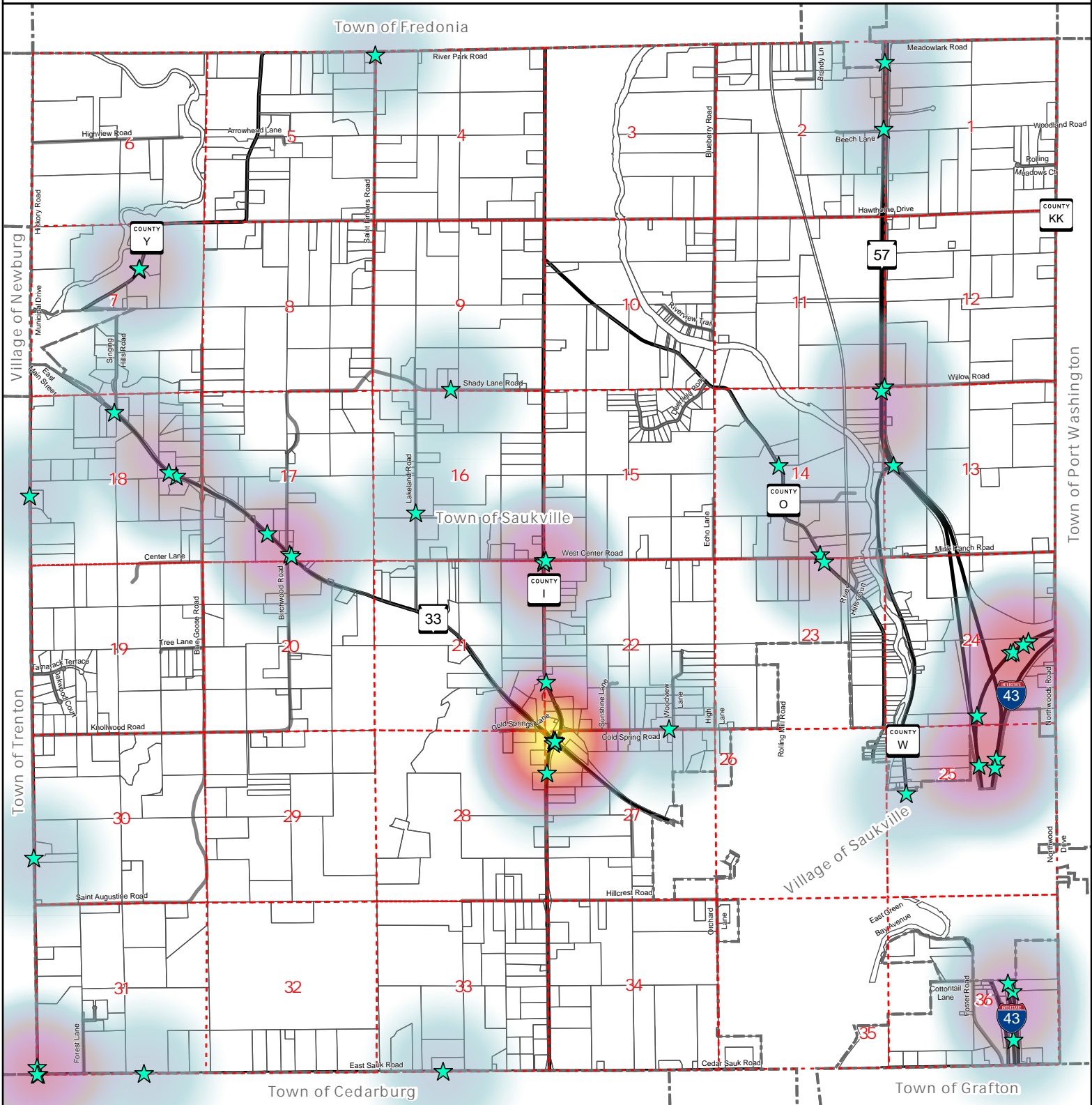
This base map was created with data from Ozaukee County Land Information Department who assumes no liability for the accuracy of this data and any use or misuse of its content is the responsibility of the user. Changes were made by Cedar Corporation under the direction of the Town of Saukville.

Legend

- Functional Road Classification**
 - Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
- Sections** (Dashed Pink Line)
- Cities, Towns, & Villages** (Dashed Black Line)
- Parcels** (Thin Grey Line)
- Annual Average Daily Traffic**
 - Traffic Count Locations (Blue Dot)

Map Updated: 5/24/2023

2022 CRASH INFORMATION



Town of Saukville

Ozaukee County, WI

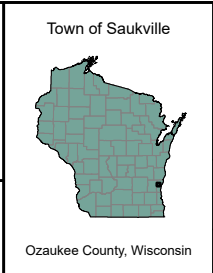
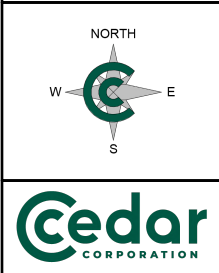
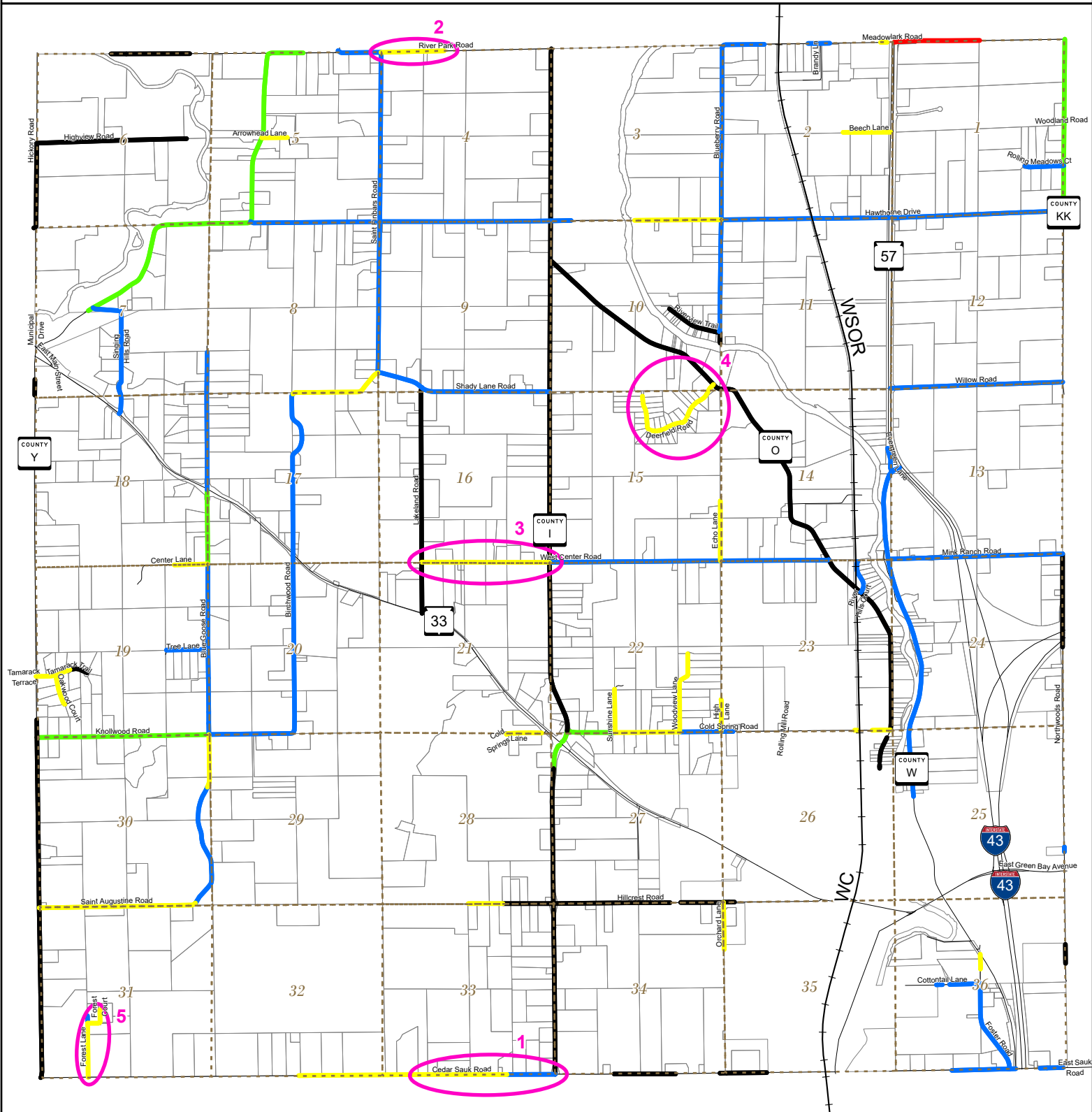
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This base map was created with data from Ozaukee County Land Information Department who assumes no liability for the accuracy of this data and any use or misuse of its content is the responsibility of the user. Changes were made by Cedar Corporation under the direction of the Town of Saukville.

Legend

- 2022 Crashes
- Sparse
- Dense
- Sections
- Cities, Towns, & Villages
- Parcels
- Major Roads
- Local Roads

2022 PASER RATING



Town of Saukville

Ozaukee County, WI

0 4,000 8,000 Feet

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Legend

PASER Ratings

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8
- 9 - 10

- Capital Improvement Program
- Sections
- Parcels
- Other Roads
- Railroads

Map Updated: 7/21/2023