

TRANSPORTATION

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

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

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

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

TRANSPORTATION IN THE REGION

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

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

Public Transit

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

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

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

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

Bicycle and Pedestrian Facilities

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

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

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

Transportation Systems Management

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

Travel Demand Management

The measures included in the travel demand management element of the plan intend to reduce personal and vehicular travel or to shift such travel to alternative times and routes. Doing so would allow for more efficient use of existing transportation systems. The travel demand management element recommends preferential treatment for high-occupancy vehicles, an increase of park-ride lots in the region from 49 to 75, and an expansion of transit pass programs and vanpool programs (transit pricing). The element

also recommends implementing programs related to personal vehicle pricing, and promoting travel demand management and transit through education and marketing. Local governments are encouraged to prepare and implement detailed site-specific neighborhood and major activity center land use plans to reduce automobile travel.

Arterial Streets and Highways

Within the Town of Grafton, all county and state trunk highways are slated for some level of improvement in the Regional Transportation Plan. The Town of Grafton encompasses three state arterials and six county arterials: Interstate 43 (I-43); State Trunk Highways (STH) 32 and 57; and County Trunk Highways (CTH) C, O, Q, T, V, and W.

It is recommended that the right-of-way along CTH C along the Town's southern boundary from the Town's western boundary to the I-43/STH 32/57 intersection be reserved to accommodate future improvement, additional capacity, or a new facility. Widening and/or other improvement is recommended for I-43/STH 32/57 through the length of the Town.

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

OTHER REGIONAL TRANSPORTATION INITIATIVES

Transportation Improvement Plan for Southeastern Wisconsin (TIP): 2007-2010

SEWRPC also prepared an updated version of the Transportation Improvement Plan for Southeastern Wisconsin (TIP): 2007-2010. The TIP is a federally required listing of all arterial highway and public transit improvement projects proposed to be carried

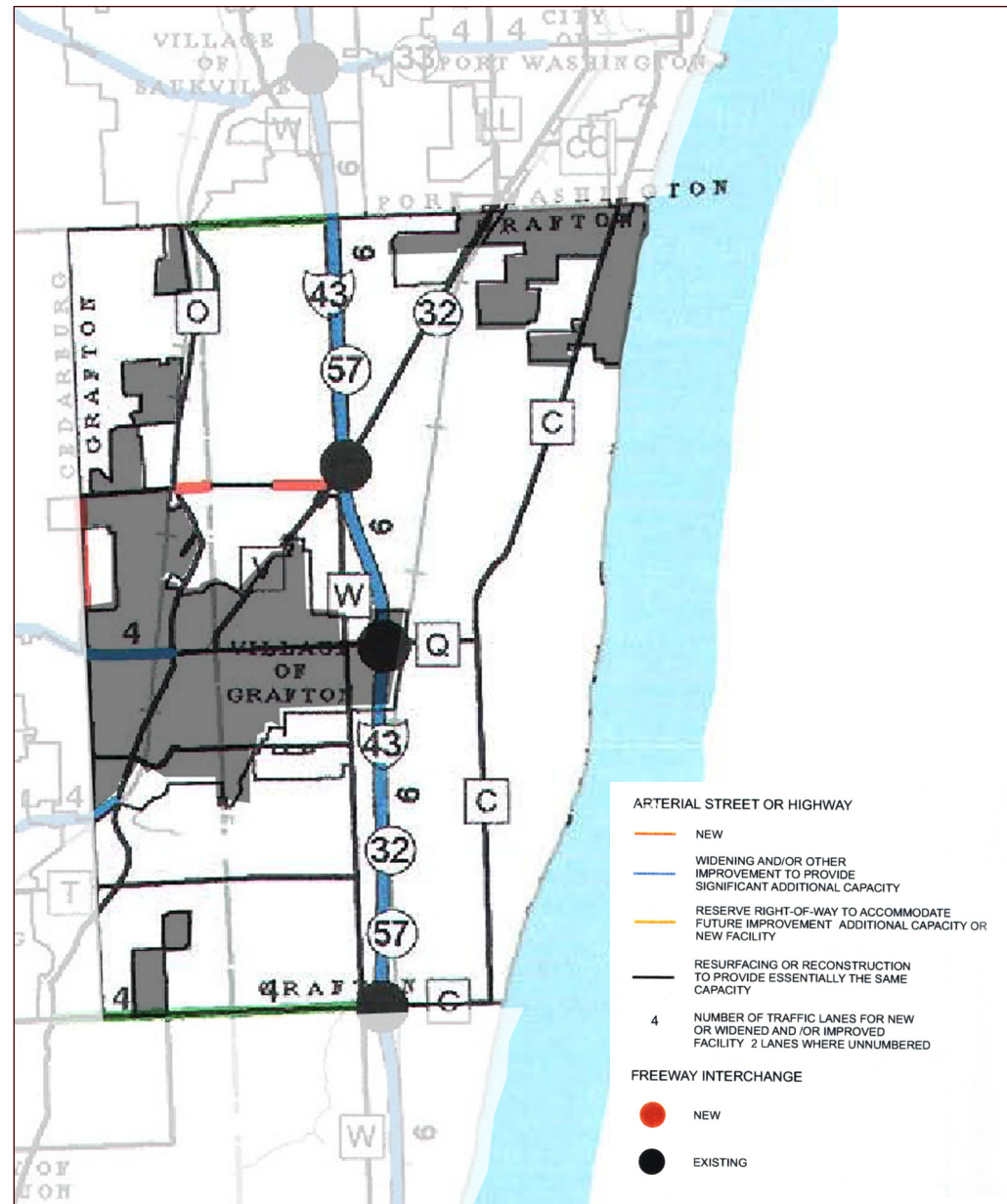


FIGURE 1: Functional Improvements to the Arterial Street and Highway System in Ozaukee County: 2035 Recommended Regional Transportation System Plan
Source: Multi-Jurisdictional Comprehensive Plan for Ozaukee County: 2035; SEWRPC

out by State and local governments over the next four years in the seven-county region. Projects for the Town of Grafton include:

- Reconditioning of I-43 from STH 32 to the North County Line in Ozaukee County
- Improvement of the Interurban Bicycle/Pedestrian Trail between Terminal Rd. and Ridgewood Rd. and bridge construction over I-43

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

Wisconsin Bicycle Transportation Plan 2020

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

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

WisDOT works with the Wisconsin Department of Natural Resources (DNR) to preserve trail

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

State Trails Network Plan

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

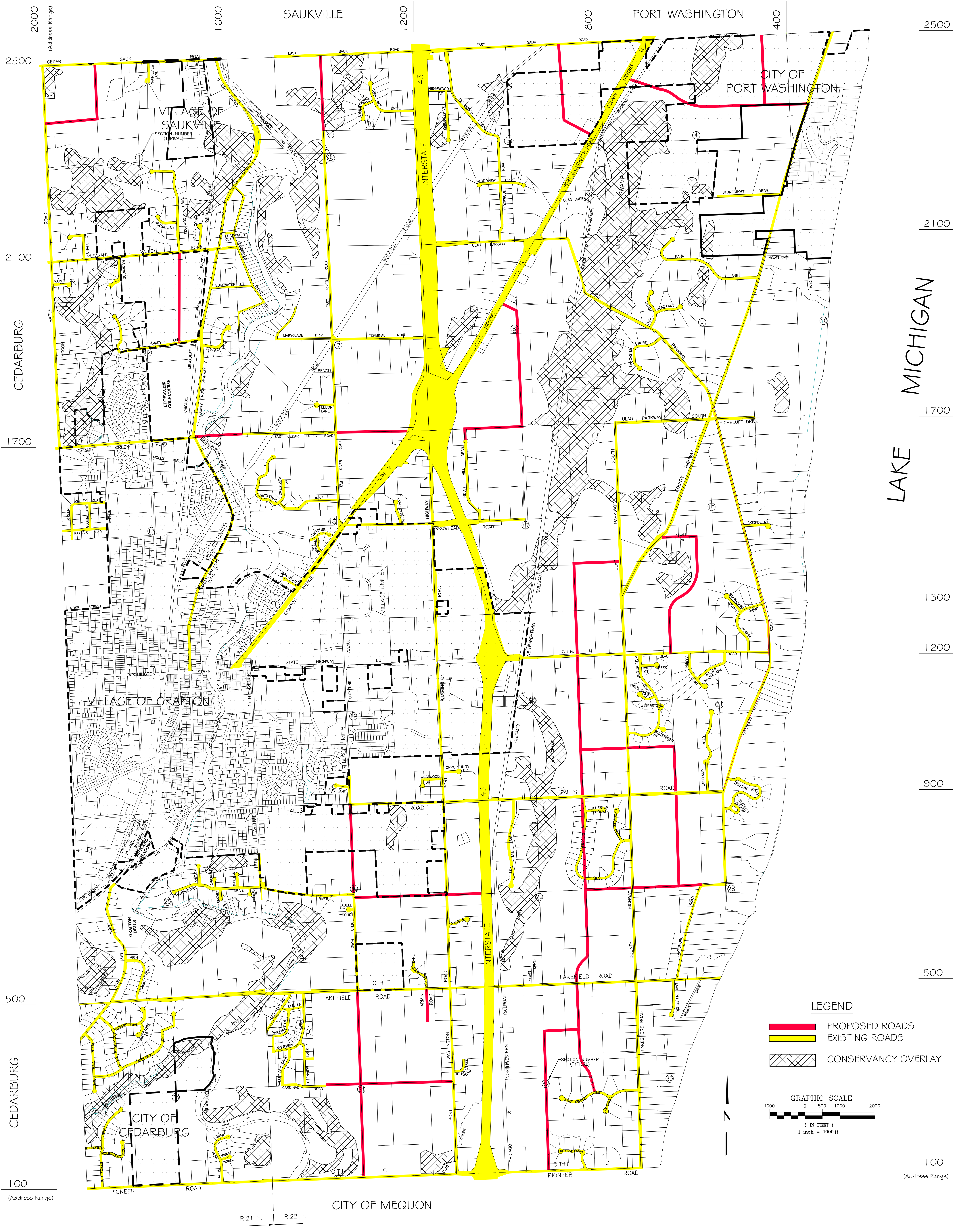
Segment 6: Green Bay to Illinois

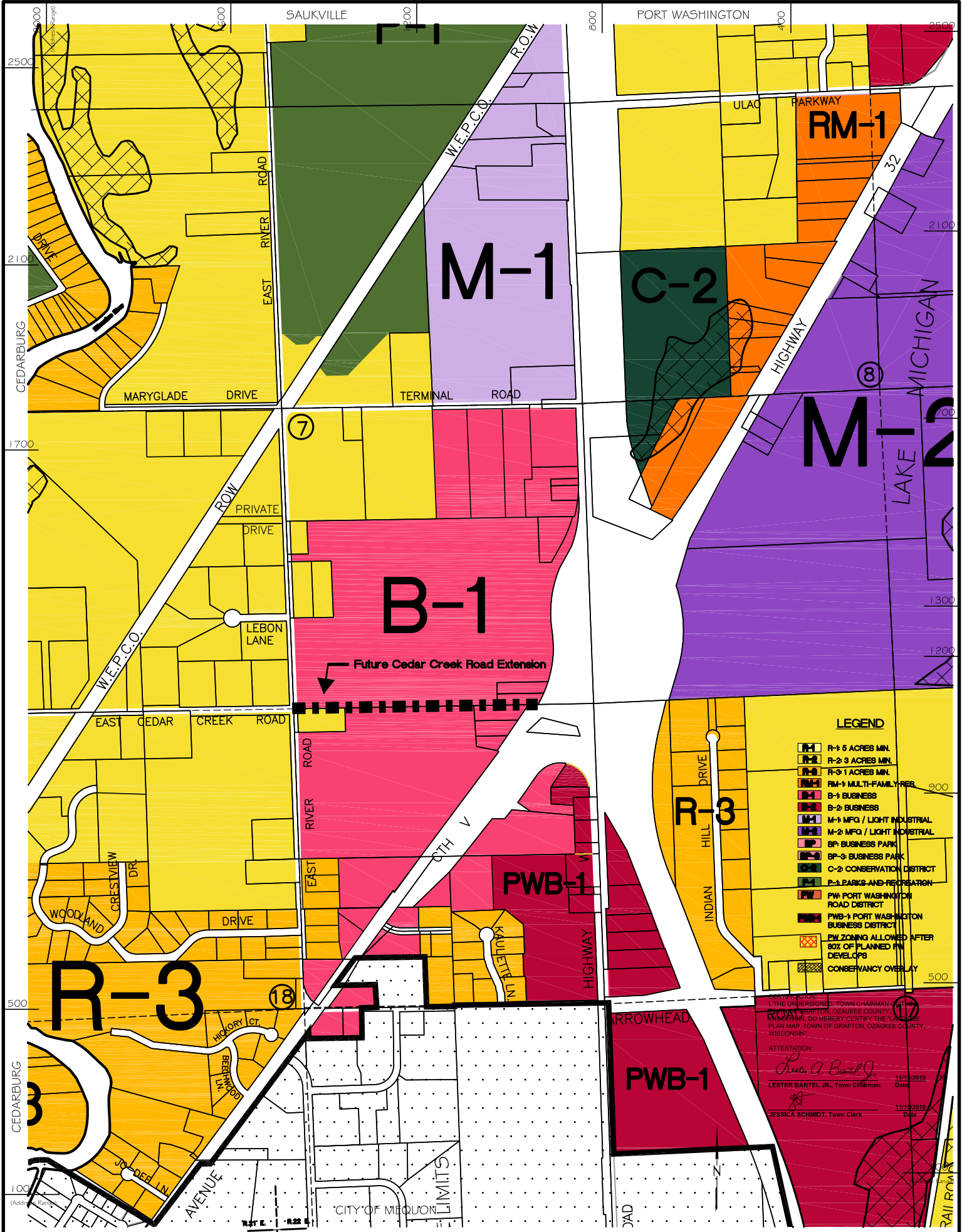
Corridor Type: Natural Resource; Rail; Roadways; Utility

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



FIGURE 2: Proposed Midwest Regional Rail System.
Source: Midwest Regional Rail Initiative.





LEGEND

- R-1 5 ACRES MIN.
- R-2 3 ACRES MIN.
- R-3 1 ACRES MIN.
- RM-1 MULTI-FAMILY RES.
- B-1 BUSINESS
- B-2 BUSINESS
- M-1 MFG / LIGHT INDUSTRIAL
- M-2 MFG / LIGHT INDUSTRIAL
- BP-1 BUSINESS PARK
- BP-2 BUSINESS PARK
- C-2 CONSERVATION DISTRICT
- P-1 PARKS AND RECREATION
- PW PORT WASHINGTON ROAD DISTRICT
- PWB-1 PORT WASHINGTON BUSINESS DISTRICT
- PW ZONING ALLOWED AFTER 80% OF PLANNED PW DEVELOPS
- CONSERVANCY OVERLAY

ATTESTATION:
Lester A. Bartel Jr.
LESTER BARTEL JR., Town Chairman
Date: 11/13/2019
Jessica Schmidt
JESSICA SCHMIDT, Town Clerk
Date: 11/13/2019

Midwest Regional Rail Initiative

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

TRANSPORTATION IN THE TOWN OF GRAFTON

Streets and Highways

SEWRPC classifies streets and highways as one of three types: 1) arterial streets as mentioned in the previous section; 2) collector streets; and 3) land access streets. Table 1 shows the total mileage of these streets within Ozaukee County and subsequent changes in mileage over time. The Town of Grafton also provides definitions for arterial, collector, and local collector roads in its Land Division Code.

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

WisDOT maintains a database entitled the Wisconsin Information System for Local Roads (WISLR), which holds county and local street information including pavement conditions. Pavement ratings must be

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

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

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

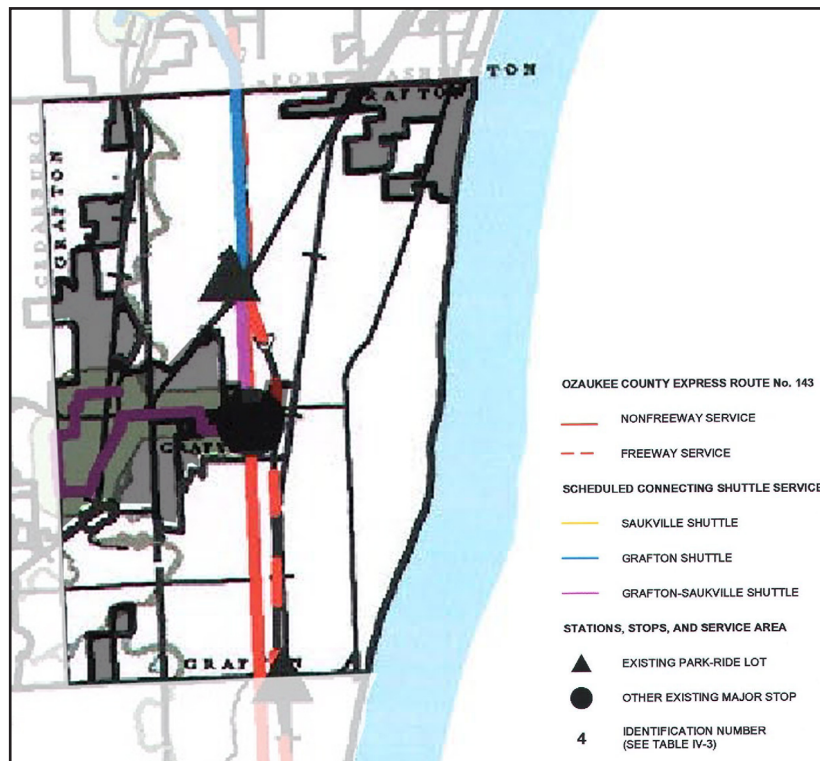


FIGURE 3: Fixed-Route Bus and Connecting Shuttle Service Provided by Ozaukee County Express Bus System: January 2006

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

submitted to WisDOT by each county and local government every other year. The PASER (pavement surface evaluation and rating) data has been compiled in the 2007 Pavement Management Program and is available on the Town's website: www.town.grafton.wi.us.

Additionally, the Town completed the "Town of Grafton Land Use and Transportation Plan" in June 2001, which outlines the visual character and traffic circulation patterns desired for various segments of the Town.

As of July 2007, I-43/STH 32/57 and STH 60 were only arterials in the Town that WisDOT designated as a long truck route. Long truck routes allow access for tractor-semitrailer combinations, double bottoms or an automobile haulways of any length. STH 32 between I-43 and STH 33 was designated as a 75' restricted truck route, which allows for 53' trailers (43' king pin to rear axle) at maximum, and restricts double bottoms. The Town continues to support these arterials as primary trucking routes.

The State of Wisconsin implemented a Rustic Roads program in 1973 to preserve scenic roads within the state. There are currently no roads in the Town of Grafton that have been designated as a Rustic Road.

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

Transit

The Town of Grafton is served by one express commuter bus route (Route 143, as mentioned in the previous section), and connecting shuttle service. Figure 3 shows the express bus route and areas with connecting shuttle service. The two nearest park and ride lots to the Town are located where I-43 crosses CTH V in the Town of Grafton and the intersection of I-43 and CTH C at the Town's southern border with Mequon. In addition, the Regional Transportation Plan recommends a new park and ride lot near Highway 60 in the Village of Grafton.

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

The Ozaukee County Aging Services Out of County Transportation service offers transportation for those in need of medical treatment not available within Ozaukee County. Riders must be non-ambulatory and should meet the eligibility requirements for the program.

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

Bicycle and Pedestrian Traffic

The Town of Grafton completed a Comprehensive Outdoor Recreation Plan in September 2007 to address existing and potential recreational amenities, including bicycle and pedestrian amenities. As part of the Ozaukee County Smart Growth planning process and program, a telephone survey was conducted in March 2005 that included questions relating to bicycle and pedestrian access. The results of the survey shows that the majority of the Town's resident's believe that they:

- Place a priority on constructing additional bike paths and lanes in the Town
- Have mixed feelings on constructing more pedestrian paths to access public open space
- Support the expansion of the Ozaukee County InterUrban Trail

There are currently several linear recreational facilities available in the Town of Grafton. Bicycle and pedestrian routes include:

- Bicycle lanes, shared use paths, and signed shared roadways are located along Green Bay Road, Lakeland Road, Lakeshore Road, Ulao Parkway, and Ridgewood Road.
- The Ozaukee County InterUrban Trail is a roughly 32 mile long non-motorized multi-use trail that travels through the cities, villages, and towns (listed from south to north) of Brown Deer, Mequon, Thiensville, Cedarburg, Grafton, Port Washington, Belgium, Holland, and Cedar Grove.
- The Hiking, Equestrian, and Cross Country Skiing Trail is a multi-use path for non-motorized travel by hikers, horseback riders, and cross country skiers. The trail connects a number of equestrian centers within the Town of Grafton.

In addition to existing trail systems and pathways, the Town proposed the following bicycle and pedestrian development projects:



FIGURE 4: Equestrian trails were identified as a proposed development project in the Town of Grafton Comprehensive Outdoor Recreation Plan.

Source: Comprehensive Outdoor Recreation Plan, Bonestroo

- A multi-use trail system, extending a total distance of 15.3 miles. The trail is designed to offer non-motorized recreational opportunities and connect a variety of equestrian centers located east of I-43.
- A paved pedestrian/bicycle trail system, extending a total distance of 10.4 miles. The trail will connect Lime Kiln Park, Lion's Den Gorge Nature Preserve, and the Ozaukee County InterUrban Trail along Green Bay Rd., Lakefield Rd. (CTH T), Lake Shore Rd., and Ulao Parkway.

As the Town begins to implement these projects, consideration should be given to how the paths connect. For example, the Town may want to consider an equestrian path along Lake Shore Rd, in addition to the proposed paved trail system, to allow for access into Lion's Den Gorge Nature Preserve. This would require coordination with the County on those segments of Lake Shore Rd that overlap with CTH C (refer to Figure 5).

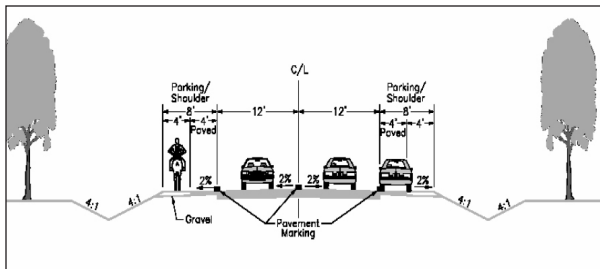


FIGURE 5: An example of a multi-modal trail system along a county-owned highway.

The Town has created an Outdoor Recreation Capital Improvement Schedule that prioritizes the plan recommendations. With regards to the proposed bicycle and pedestrian projects, the multi-use trail system is scheduled as a short term project to be completed before the year 2012. The paved pedestrian/bicycle trail is a mid-term improvement project, to be completed between the year 2012 and 2022.

Air Transportation

No public use or private airports exist in the Town of Grafton. Chartered air service and air freight services are available in Washington County at the West Bend Municipal and Hartford Municipal airports, Lawrence Timmerman Field in Milwaukee County, and Sheboygan County Memorial Airport in Sheboygan County. The nearest commercial airline service is provided by General Mitchell International Airport in Milwaukee. The Town supports the continued maintenance of these regional forms of air transportation.

Railroads

The Town of Grafton is traversed by two railroads. The Canadian National Railway, which provides freight services and carries Amtrak trains to and from Milwaukee, crosses through the western portion of the Town. However, the Town does not have a station that provides access to the trains. The nearest Amtrak station is located in downtown Milwaukee, approximately 22 miles from the Town of Grafton. The Union Pacific Railway also provides freight services and runs just east of I-43.

Water Transportation

There are no waterways used as transportation in the Town of Grafton. There are five major surface water bodies in the Town, including Lake Michigan, the Milwaukee River, Ulao Creek, Cedar Creek, and Mole Creek. While they provide a variety of recreational and scenic opportunities, the Port Washington Marina is the nearest small harbor for boats. For freight transportation, the Port of Milwaukee is the closest

facility to the Town. The Town supports access to water transportation at the regional level.

Other Transportation

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

Grafton also has a number of large equestrian centers, primarily located in the southern half of the Town. Currently the centers serve as a connecting piece between agriculture and the suburbanization of the Town. The Town of Grafton Comprehensive Outdoor Recreation Plan recommends the development of a 15.3 mile, non-motorized pedestrian and equestrian trail as a way of making the equestrian centers into origins and destination points for horseback riders.

TRANSPORTATION GOALS, OBJECTIVES, AND POLICIES

Goal

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

Objective

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

Policies

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

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

Goal

Promote the expansion of alternative modes of transportation (i.e. bicycle, walking, mobile support for the elderly, etc.), as identified in the Comprehensive Outdoor Recreation Plan.

Objective

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

Policies

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

Provide new equestrian trails in the Town that serve as linkages between several of the existing equestrian centers, existing subdivisions, and open spaces.

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

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

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

Goal

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

Objective

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

Policies

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

Consider adopting trail and path requirements for new residential subdivisions to provide both safe and convenient opportunities for walking. These trails should connect to adjacent trail and path systems, as well as existing subdivisions and open spaces.

Utilize the current "Pavement Maintenance Program" to place emphasis on streets in the Town that need major improvement.

Goal

Ensure adequate funding for transportation improvement projects.

Objective

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

Policies

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