

SEWRPC Community Assistance Planning Report No. 295  
A COMPREHENSIVE PLAN FOR THE TOWN OF POLK: 2035

## Chapter VIII

# 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)(c) 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 Town. Under the comprehensive planning law, the transportation element should incorporate State and Regional transportation plans, and compare Town goals, objectives, policies, and programs to those of State and Regional 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 and 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:<sup>1</sup>

- 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 an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependant citizens and persons with disabilities.

This chapter is divided into three parts; an inventory of existing transportation facilities in the Town and County; a description of the regional transportation system plan and the County jurisdictional highway system plan; and goals, objectives, policies, and programs for transportation facilities in the Town and County.

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

## **PART 1: TRANSPORTATION FACILITIES AND SERVICES**

This section presents inventories of the existing transportation system in Washington County and the Town of Polk. Much of the inventory information included in this section is drawn from the regional transportation system plan. The 2035 regional transportation plan includes four elements: public transportation, travel demand management, bicycle and pedestrian facilities, and arterial streets and highways. Inventory information relating to each of these elements is presented in this section. Information on rail, harbors, and airport services is also provided.

### **Streets and Highways**

The street and highway system serves several important functions, including the movement of through vehicular traffic; providing vehicular access to abutting land uses; providing for pedestrian and bicycle circulation; and serving as the location for utilities and stormwater drainage facilities. Two of these functions—traffic movement and land access—are basically incompatible. As a result, street and highway system design is based on a functional grouping or classification of streets and highways, based on the primary function served. The three functional classifications of streets and highways are: arterial streets, collector streets, and land access streets. In 2008, there were approximately 96 miles of streets and highways in the Town of Polk,<sup>2</sup> under the Town's Wisconsin Department of Transportation (WisDOT) certified mileage. Streets and highways in the Town are shown on Map VIII-1.

### ***Arterial Streets***

The arterial street and highway system is intended to provide a high degree of travel mobility, serving the through movement of traffic between and through urban areas. The regional transportation system plan<sup>3</sup> identifies the location, number of lanes, and the level of government recommended to have jurisdiction over each arterial street and highway. Recommendations for the location and number of lanes of arterial streets and highways are determined in part by travel simulation models, which are used to determine the existing and potential travel demand on proposed transportation networks, based on the development pattern recommended by the regional land use plan.

In addition to their functional classification, arterial streets and highways are also classified by the unit of government that has responsibility, or jurisdiction, over the facility. WisDOT has jurisdiction over the State trunk highway (STH) system, Washington County has jurisdiction over the County trunk highway (CTH) system, and each local government has jurisdiction over local arterial streets within the local government.

There were about 42.9 miles of arterial highways in the Town in 2008. About 23.8 miles were under the jurisdiction of WisDOT, including USH 41 and 45 and STH 60, 144, 145, 164, and 175. About 12.4 miles of arterial highways were under the jurisdiction of Washington County, CTH CC, E, K, NN, Z, P, PV, and that portion of CTH C west of the hamlet of Cedar Creek. There were 6.7 miles of arterial streets under Town jurisdiction, including Cedar Creek Road, Pleasant Valley Road, and Pioneer Road.

The State trunk highway system, which includes Interstate Highways, U.S.-numbered highways (USH), and State trunk highways, generally carry the highest traffic volumes, provide the highest traffic speeds, have the highest degree of access control, and serve land uses of statewide or regional significance. State trunk highways serve the longest trips, principally carrying traffic traveling through Washington County and between Washington County and other counties. County trunk highways form an integrated system, together with the State trunk highways, and principally serve traffic between communities in the County or in adjacent counties, and land uses of countywide importance. Local arterial streets and highways would serve the shortest trips, serve locally-oriented land uses,

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<sup>2</sup> *Total street and highway mileage does not include private streets.*

<sup>3</sup> *The most recent regional transportation system plan is documented in SEWRPC Planning Report No. 49, A Regional Transportation System Plan for Southeastern Wisconsin: 2035, June 2006.*

carry the lightest traffic volumes on the arterial system, provide lower traffic speeds, have the least access control, and principally serve traffic within a local government (typically in cities and villages).

### ***Collector and Land Access Streets***

The primary function of land access streets is to provide access to abutting property. Collector streets are intended to serve primarily as connections between the arterial street system and the land access streets. In addition to collecting and distributing traffic to and from the land access streets, collector streets usually perform a secondary function of providing access to abutting property. The right-of-way width and cross-section for collector and land access streets are uniform throughout the Town as specified in the land division ordinance,<sup>4</sup> compared to arterial streets whose widths and cross-sections vary based on anticipated traffic loads. In 2008, there were about 53.5 miles of collector and land access streets in the Town, including about 2.0 miles of non-arterial county highways (that portion of CTH C between CTH Z and CTH P), and about 51.5 miles under Town jurisdiction.

### **County and Local Street Inventory**

WisDOT maintains a detailed database of county and local street information in the “Wisconsin Information System for Local Roads” (WISLR). Physical attributes such as right-of-way and pavement width, number of traffic lanes, type of surface and pavement rating, the presence and type of shoulders or curbs, and the presence of sidewalks are available through a database that can be accessed through the WisDOT website by registered users. Administrative information, including the functional classification and owner of street, can also be obtained. The information in the database is provided by county and local governments, and is intended to assist in reporting roadway pavement conditions. Under Section 86.302 of the *Wisconsin Statutes*, pavement ratings must be submitted to WisDOT by each county and local government every other year. The PASER method (pavement surface evaluation and rating) is the most commonly used method in Wisconsin.

### **Travel Demand Management**

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, a crash investigation site, and a closed-circuit television camera are present on southeastern portions of the Washington County section of the freeway system. Ramp meters are installed on the southbound on-ramps to USH 41/45 at Lannon Road and at CTH Q (Washington – Waukesha County Line Road). A crash investigation site is located at the Lannon Road park-ride lot near the interchange of CTH Y and USH 41/45 in the Village of Germantown.

There is also a closed-circuit television camera at the Washington – Waukesha County line on USH 41/45, which provides real-time video for the identification and confirmation of congested areas and incident locations. Video is monitored at the WisDOT Traffic Operation Center in Milwaukee. Video is supplied to some emergency response agencies so that their dispatchers can provide personnel with incident locations and information. The WisDOT also provides some of its camera images to the media and to its website for viewing by the general public.

### **Public Transportation**

Public transportation is the transportation of people by publicly operated vehicles between trip origins and destinations, and may be divided into service provided for the general public and service provided to special population groups. Examples of special group public transportation include yellow school bus service operated or contracted by area school districts, and fixed-route bus and paratransit van service provided by counties or municipalities for the elderly and disabled. Public transportation service to the general public may further be divided into the following three categories:

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<sup>4</sup> *Minimum right-of-way and pavement width requirements for new town roads are specified in Section 82.50 of the Wisconsin Statutes.*

- Intercity or interregional public transportation, which provides service across regional boundaries, and includes Amtrak railway passenger service, interregional bus service, and commercial air travel.
- Urban public transportation commonly referred to as public transit, which is open to the general public and provides service within and between large urban areas. The fixed-route bus transit system (Washington County Commuter Express) operated by Washington County falls into this category.
- Rural and small urban community public transportation, which is open to the general public and provides service in and between small urban communities and rural areas, may also provide connections to urban areas. The nonfixed-route shared-ride taxi system currently operated by Washington County falls into this category.

Public transit is essential in any metropolitan area to meet the travel needs of persons unable to use personal automobile transportation; to provide an alternative mode of travel, particularly in heavily traveled corridors within and between urban areas and in densely developed urban communities and activity centers; to provide choice in transportation modes as an enhancement of quality of life; and to support and enhance the economy.

### ***Interregional Public Transportation***

Rail, bus, ferry, and airline carriers provide Town residents with public transportation service between the Southeastern Wisconsin Region and a number of cities and regions across the Country, as described in the following paragraphs.

#### ***Rail Service***

No intercity passenger train service is provided in Washington County, but County residents are served in nearby counties. Intercity passenger train service is provided by Amtrak over Canadian Pacific Railway lines, with stops in 2009 at the downtown Milwaukee Amtrak depot, General Mitchell International Airport, Sturtevant in Racine County, and Columbus in Columbia County. Amtrak operated six weekday trains in each direction between Milwaukee and Chicago and one weekday train in each direction between Chicago, Milwaukee, St. Paul – Minneapolis, and Seattle. Commuter rail service was provided between Kenosha and Chicago by Metra's Union Pacific North line with intermediate stops between Kenosha and downtown Chicago in northeastern Illinois' north shore suburbs. Studies are underway to develop a commuter line, referred to as the KRM, connecting downtown Milwaukee to the Metra line in Kenosha with stops in communities in Kenosha, Racine and Milwaukee counties.

#### ***Bus Service***

Scheduled intercity bus services were provided to the Region by four carriers; although none of the buses made stops in Washington County. Two of those carriers have routes through Washington County on USH 41; these include Greyhound and Lamers Bus Lines. Greyhound operates a route between Milwaukee and Green Bay with stops in Manitowoc and Oshkosh. Service provided by Greyhound in Southeastern Wisconsin is centered in Milwaukee, which the carrier uses as a regional hub at which passengers have the opportunity to transfer between buses. Daily service provided by Lamers Bus Lines included one bus trip in each direction between Milwaukee and Wausau with a stop in Appleton. The two additional intercity buses serving the Region were Badger Coaches and United Limo. Badger Coaches provides daily round trips between Madison and downtown Milwaukee, with stops in Memorial Union in Madison, Johnson Creek, Goerke's Corners, Oconomowoc, West Allis, the University of Wisconsin-Milwaukee, and General Mitchell International Airport. Weekday service provided by United Limo includes round-trips between Goerke's Corners in Waukesha County and Chicago O'Hare International Airport, with stops in downtown Milwaukee and at General Mitchell International Airport.

#### ***Ferry Service***

There is no Lake Michigan cross-lake ferry service directly to Washington County, but such services are available in nearby cities. In 2009, passenger and car cross-lake ferry services were available between Milwaukee and Muskegon, Michigan and between Manitowoc and Ludington, Michigan. Both ferry services operate in the months of May through October of each year.

### *Air Service*

There are no airports in Washington County providing public commercial air service. Passenger air service for County residents is provided by a number of air carriers at Milwaukee County's General Mitchell International Airport. In 2008, there were about 235 scheduled nonstop weekday flights between Mitchell International, with 90 cities served non-stop or direct, and connections available to any destination served by air.

### ***Urban Public Transportation***

#### *Park-Ride Facilities*

Park-ride facilities enable efficient travel within Southeastern Wisconsin through transfer between private vehicle and public transit, and between single occupant or solo driver private vehicles and carpools. Washington County has seven park-ride lots, including four park-ride lots served by transit and three park-ride lots not served by transit (these lots are not large enough to accommodate a bus). Park-ride lots served by the Washington County Commuter Express (WCCE) bus in 2009 include lots at the interchanges of USH 41/45 and CTH Y/Lannon Road in the Village of Germantown, USH 45 and Paradise Drive in the City of West Bend, USH 45 and Pleasant Valley Road at the Washington County Fair Park grounds, and at the former Highway View Elementary School on Pioneer Road in the Town of Polk. The three park-ride lots not served by transit are available for use by persons who meet to carpool, and are located at the intersections of CTH P and STH 60 in the Village of Jackson, and at two USH 41 interchanges located in the Town of Addison, the CTH K and STH 33 interchanges.

#### *Washington County Commuter Express Bus System*

The WCCE Bus System, which runs weekdays only (Monday through Friday), consists of two express commuter bus routes. The routes operate between three WCCE park-ride lots located along USH 45 in Washington County to Milwaukee County. The Downtown Milwaukee Express provides service between Washington County and Wisconsin Avenue in downtown Milwaukee. The Downtown Milwaukee Express completes seven trips each weekday morning, transporting persons from Washington County to downtown Milwaukee; and seven trips each weekday afternoon/evening, transporting persons from downtown Milwaukee to Washington County. The Froedtert, Mayfair, Marquette High, and Veteran Affairs Medical Center Express provides service between Washington County and the Milwaukee Regional Medical Center, Mayfair Mall, and Watertown Plank Road/STH 100. The Froedtert, Mayfair, Marquette High, and Veteran Affairs Medical Center Express completes four trips each weekday morning, transporting persons from Washington County to Milwaukee County; and five trips each weekday afternoon/evening, transporting persons from Milwaukee County to Washington County. WCCE ridership has increased annually since the transit service began in 2000. In 2000 the system had 13,701 riders. By 2008 this figure increased to 111,400 riders.

### ***Rural and Small Urban Community Public Transportation***

#### *Washington County Shared-Ride Taxi System*

The Washington County Shared-Ride Taxi System is provided by Washington County. The system is designed to serve any trip made within Washington County during its operating hours. The County shared-ride taxi system serves all areas of the County except trips where both the origin and destination are located within the City of West Bend or the City of Hartford. Each City operates its own shared-ride taxi service. Trips entirely within the Cities are served by the County taxi system only if they are outside the operating hours of the City taxi systems or are trips made by disabled persons who cannot physically use the City systems. The County system also operates to and from the Village of Menomonee Falls in Waukesha County. The County system also serves a transfer point in the Village of Newburg in coordination with the Ozaukee County shared-ride system.

The Washington County Shared-Ride Taxi System provides door-to-door service for the general public and the disabled. Service is provided on a shared-ride basis where passengers with different origins and destinations may share a vehicle for a portion of their trips. The hours of operation for the taxi service are as follows:

- Monday through Saturday, 6:00 a.m. to 10:00 p.m.
- Sunday, 9:00 a.m. to 4:00 p.m.

Service is provided on the day requested through an advance reservation system. County Shared-Ride Taxi ridership increased from 62,991 passengers in 2003 to 98,000 in 2008, or an increase of about 56 percent.

#### *City of Hartford Transport Taxi Service*

The Hartford Transport Taxi Service consists of two vehicles operated by the City of Hartford. Service is provided to City residents in specified locations, which include City limits and up to one mile outside City limits and out of town service to and from the City of Hartford to General Mitchell International Airport, Columbus Train Depot, the Milwaukee Downtown Bus Depot, the Aurora Health Center in Slinger, and up to 10 miles into Dodge County. The hours of operation for the taxi service are seasonal and are as follows:

- January through May and September through December
  - Weekdays, 6:00 a.m. to 9:00 p.m.
  - Saturdays, 8:00 a.m. to 8:00 p.m.
  - Sundays; 9:00 a.m. to 4:00 p.m.
- June through August
  - Weekdays, 6:00 a.m. to 8:00 p.m.
  - Saturdays, 8:00 a.m. to 8:00 p.m.
  - Sundays; 9:00 a.m. to 4:00 p.m.

The City of Hartford's shared-ride taxi ridership between 2003 and 2005 increased from 18,600 passengers in 2003 to 19,368 passengers in 2005, or about a 4 percent increase in ridership. However, this is about a 4 percent decrease in usage from 2004's total ridership of 20,202 passengers.

#### *City of West Bend Transport Taxi Service*

The West Bend Transport Taxi Service is operated by the City of West Bend and consists of 14 taxi vans. Service is provided within the City of West Bend as well as extended service for travel up to two miles beyond the City limits. Typical response time is 30 minutes. The hours of operation for the taxi service are as follows:

- Monday through Saturday, 6:00 a.m. to 10:00 p.m.
- Sundays and Holidays, 8:00 a.m. to 4:00 p.m.

The City of West Bend's shared-ride taxi ridership between 2003 and 2008 decreased from 131,200 passengers in 2003 to 119,400 passengers in 2008, or about a 9 percent decrease in ridership. In 2008, about 65 percent of all passengers were elderly and/or persons with disabilities.

#### *Medical Related Transportation Services*

Washington County has multiple free transportation services to assist County residents by providing transportation to and from medical facilities. They include:

- American Cancer Society Road to Recovery – Offering cancer patients free transportation to medical appointments. Operates weekdays from 8:00 a.m. to 4:30 p.m.
- American Red Cross, West Bend Chapter – Services include assistance to veterans and their families by providing transportation for ambulatory people to medical and dental appointments. Service is provided Monday through Friday. The West Bend Chapter serves West Bend, Jackson, Kewaskum, Slinger, Hartford, Barton, Farmington, Trenton, and Wayne only. Transportation is also provided for medical appointments outside Washington County.
- Life Star Medical Transport – Provides non-emergency specialized transportation.

### **Bicycle and Pedestrian Facilities**

#### *Bikeways*

A "bikeway" is a general term that includes any road, path, or way that may legally be used for bicycle travel. Types of bikeways include "bike paths," which are physically separated from motorized vehicles; "bike lanes," which are portions of roadways that are designated by striping, signing, and pavement markings for the exclusive or preferential use of bicycles; and "shared roadways," which are roadways that do not have designated bicycle lanes, but may be legally used for bicycle travel. Generally, all streets and highways except freeways may be used by

bicyclists. A "bike route" or "bike trail" is a bikeway designated with directional and information markers, and may consist of a combination of bike paths, bike lanes, and shared roadways. Bikeways are also classified as either "on-street" or "off-street" bikeways. On-street bikeways include bikeways located in a street right-of-way, which include bike lanes, shared roadways signed as bike routes, and bike paths separated from motor vehicle lanes but within the street right-of-way. "Off-street" bikeways are bike paths not located in a street right-of-way. Off-street bikeways are typically located in utility rights-of-way or along rivers or streams, or may serve as short connectors between residential areas and commercial or public facilities.

Bikeways in Washington County in 2008 totaled about 22 miles. The longest bikeway in the County is the Eisenbahn State Trail, which spans north and south for 24 miles within Fond du Lac and Washington Counties. Twelve miles of the trail are located in the northern half of the County, beginning at Rusco Road in the City of West Bend north through the City, Town of Barton, and Town and Village of Kewaskum to the north County line. Additional on-street and off-street bikeways are located in the City of West Bend, and between the City of Hartford and Pike Lake State Park.

## **Other Transportation Facilities and Services**

### **Rail Freight Services**

Railway freight service is provided within Washington County by two railway companies over approximately 48 miles of active mainline railway and a 15 mile spur railway line. The Canadian National (CN) Railway operates freight service over an approximately 25 mile segment of mainline railway traveling north through the western half of the County towards Duluth-Superior via Fond du Lac. The CN also provides freight service over an approximately 15 mile spur segment of railway in the central portion of the County from the southeastern corner of the County to the southern boundary of the City of West Bend. The Wisconsin & Southern Railroad Company (WSOR) provides freight service over an approximately 23 mile segment of railway in the southern portion of the County. The CN and WSOR run parallel to each other through the southern portion of the Town of Polk. The lines diverge in the Village of Slinger. The WSOR line continues west and the CN line turns north, and parallels USH 41 in the northwestern portion of the Town.

### **Ports and Harbors**

There are no ports<sup>5</sup> or boat harbors located in the County. Water freight and transportation facilities and services are provided to the County by the Port of Milwaukee, which is located in the City of Milwaukee.

### **Airports**

Chartered air service and air freight services are provided at two publicly-owned public-use airports in Washington County: West Bend Municipal Airport and Hartford Municipal Airport. In addition, privately-owned Hahn Sky Ranch in the Town of Wayne is available for public use, although use of the Hahn Sky Ranch is limited by unpaved runways and lack of lights. As described earlier in this chapter, commercial airline service is provided to residents of the County by General Mitchell International Airport, located in eastern Milwaukee County. Also, Lawrence Timmerman Field located in western Milwaukee County is capable of accommodating most types of general aviation aircraft.

There are two private-use airports in the County: Erin Aero in the Town of Erin and Willow Creek in the Village of Germantown. The airports provide turf runways and limited lighting, navigational aids, and other support facilities. Private heliports are located at St. Joseph's Community Hospital in the Town of Polk and Hartford Hospital in the City of Hartford. The Wisconsin National Guard operates a heliport at the West Bend Airport. These airports and heliports are restricted use facilities and are not open for use by the general public.

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<sup>4</sup>Ports are defined as facilities for the docking, loading, or unloading of ships, barges, or boats that primarily transport freight.

## **PART 2: REGIONAL TRANSPORTATION SYSTEM PLAN AND WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

The adopted Regional Transportation System Plan is set forth in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*. The plan is designed to serve the land use pattern developed as part of the regional land use plan for 2035. The Regional Transportation System Plan is multi-modal, and provides recommendations for a transportation system that integrates several modes, or means, of transportation. The plan's vision 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 Regional Transportation System Plan includes recommendations regarding five key transportation elements: public transit, bicycle and pedestrian facilities, transportation system management, travel demand management, and arterial streets and highways. The public transit element envisions significant improvement and expansion of public transit in southeastern Wisconsin, including development of both rapid transit and express transit systems, improvements of existing local bus service, and the integration of local bus service with the proposed rapid and express transit services. The bicycle and pedestrian facility element is intended to promote safe accommodation of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to motor vehicle travel. The transportation systems management element includes measures intended to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency. The travel demand management element includes measures intended to reduce personal and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. The arterial street and highway element recommends arterial street improvements needed to address the residual congestion not expected to be alleviated by implementation of the land use, transportation systems management, travel demand management, bicycle and pedestrian facilities, and public transit recommendations.

### ***Arterial Streets and Highways Element***

The Regional Transportation System Plan recommends 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. That recommendation is generally reflected in the Town land use element.

### ***Jurisdictional Highway System Plan***

Recommendations for the maintenance, improvement, and expansion of arterial streets and highways from the Regional Transportation System Plan were refined in 2007 and 2008 during the preparation of an updated Washington County Jurisdictional Highway System Plan for the year 2035.<sup>6</sup> The County Jurisdictional Highway System Plan includes a functional arterial street and highway system plan. This functional plan consists of recommendations concerning the general location, type, capacity, and service levels of arterial street and highway facilities required to serve the County to the year 2035. Recommended improvements to the arterial street and highway system in Washington County from the jurisdictional highway system plan are shown on Map VIII-2. Alternative alignments for the conceptual location of the proposed street and highway segments shown on Map VIII-2 will be evaluated during preliminary engineering, which will precede construction of proposed routes.

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<sup>6</sup> Documented in SEWRPC Planning Report No. 23, 2<sup>nd</sup> edition, *A Jurisdictional Highway System Plan for Washington County: 2035, July 2008*. The plan was adopted by the Washington County Board on December 9, 2008.

Recommended functional improvements in the Town include the planned construction of an east-west arterial route along Pioneer Road from the westerly Pioneer Road-Slinger Road intersection to East Waterford Road, widening STH 60 from two to four lanes from USH 41 to CTH P, widening STH 145 from two to four lanes from USH 41 to CTH P, reserving right-of-way for four lanes on STH 164 from Pioneer Road to STH 60, reserving right-of-way for six lanes on USH 41 from STH 145 to STH 60, and reserving right-of-way for six lanes on USH 45 from STH 145 to STH 60. The Town is concerned about the planned extension of Pioneer Road from Slinger Road to East Waterford Road in the southwestern portion of the Town, due to irresponsible environmental impacts on the wetlands located west of Slinger Road. The Town is also concerned about the potential future need to improve Pioneer Road near its intersection with STH 175, if Pioneer Road is extended and becomes more heavily traveled. The existing railroad crossing and the two cemeteries just west of the Pioneer Road/STH 175 intersection will limit options and likely increase the cost of improving the existing roadway. The Town would prefer that existing streets be used, rather than constructing a new street connection.

The Jurisdictional Highway System Plan also makes recommendations for arterial street and highway system jurisdictional responsibility; specifically, which unit of government (State, County, or local) should have jurisdiction over each arterial street and highway and be responsible for maintaining and improving the facility. Map VIII-3 shows the level of government recommended to have jurisdiction over arterial streets and highways in Washington County by 2035. Recommended jurisdictional changes in the Town include the transfer of STH 175 and STH 145 from State to County jurisdiction, the transfer of STH 144 from USH 41 to CTH K from State to County jurisdiction, the transfer of CTH CC from County to local (Town) jurisdiction, the transfer of Pleasant Valley Road from CTH Z to CTH P from local (Town) to County jurisdiction, and the transfer of Pioneer Road between STH 145 and STH 164 from local (Town) to County jurisdiction. The Town is opposed to the transfer of CTH CC from County to local jurisdiction and would prefer that Pioneer Road, from STH 164 west, remain under Town jurisdiction and not be extended. The Town, County, and State would have to agree to any transfer before it could occur.

### ***Transit Element***

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 Washington 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 Germantown, Hartford-Slinger, and West Bend areas. Implementation of the recommendations set forth in the transit element will result in a doubling of transit service over the plan design period Region-wide, including a 204 percent increase in rapid transit revenue vehicle-miles and a 214 percent increase in rapid transit revenue vehicle-hours. This increase will produce enhanced transit service levels in Washington County, including service on weekdays and weekends and more attractive peak and non-peak service frequency levels. The Regional Transportation System Plan recommendations for Washington County include the following:

- The provision of rapid transit service between Washington 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 two rapid bus routes designed to provide bi-directional service to accommodate both traditional commuter travel by Washington County residents to jobs in Milwaukee County, and reverse commute travel from Milwaukee County residents to jobs in Washington County. Connections would also be available in Washington County via shuttle bus and taxicab services to major employment centers, including Hartford, Slinger, Germantown, Jackson, and West Bend industrial parks and areas.
- Increasing the number of park-ride lots served by public transit to six lots. A new public park-ride lot is recommended to be developed at the USH 41/STH 60 interchange. A tentative site has been identified on the south side of STH 60 west of USH 41 in the Town. A new, permanent park-ride lot would also be constructed at the USH 41/USH 45/Pioneer Road interchange to replace the temporary lot at the former Highway View elementary school on Pioneer Road. A tentative site has been identified in the industrial park in the Village of Richfield. A new park-ride lot would be provided at the USH 45/STH 60 interchange to

replace the park-ride lot at the County Fair Park, which is unavailable when the county fair is open. The lot is proposed to be located in the Village of Jackson in the northeast quadrant of the interchange. A new public park-ride lot is also recommended to be developed at the USH 45/CTH D interchange. The existing park-ride lots at USH 45 and Paradise Drive, which opened in 2007, and the lot at the USH 41/USH 45/Lannon Road interchange would be maintained. The Lannon Road park-ride lot is typically over-crowded and may need to be expanded, or an additional lot provided, to help alleviate over-crowding.

- Local transit service improvements, including new shuttle bus routes connecting with the rapid transit routes to take workers to and from commercial and industrial development in the Germantown, Hartford-Slinger, and West Bend areas. The existing shared-ride taxi services provided by the County and the Cities of Hartford and West Bend would also be maintained.
- Consideration of upgrading the recommended rapid bus service to commuter rail service, based on the findings of a special corridor study to be conducted at the request of Washington County.

### ***Bicycle and Pedestrian Facilities Element***

This Transportation Element is intended to provide for safe accommodation of bicycle and pedestrian travel, encourage bicycle and pedestrian travel as an alternative to motor vehicle travel, and to provide a variety of transportation choices.

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. The type of bicycle facility to be provided should be determined during the preliminary engineering phase of a street improvement project. A system of off-street bicycle paths is also recommended to connect cities and villages with a population of 5,000 or more. The County comprehensive plan includes the regional bikeway system, and recommends an extension of the Eisenbahn Trail to the south County line within the Canadian National Railroad corridor. The bikeway system recommended by the County comprehensive plan is shown on Map VIII-4. The map includes the recommendation from the Washington County park and open space plan for an off-street trail between CTH E and Sherman Road at the Heritage Trails County Park, which would connect to on-street bikeways providing a bike route parallel to the Ice Age Trail<sup>7</sup>.

The regional transportation plan recommends that county and local governments prepare bicycle system plans for their jurisdictions that would supplement and refine the regional plan; and ideally identify locations for local trails that would connect to the regional trail system.

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 various units and agencies of government responsible for the construction and maintenance of pedestrian facilities adopt and follow a series of recommended standards and guidelines with regard to the development of those facilities, particularly within residential areas with average densities of one or more homes per 20,000 square feet. Since most development in the Town is rural in nature, sidewalks are generally not required. The Town may require sidewalks in limited areas on a case-by-case basis for commercial or institutional development, or for development in the “Mixed Use” areas shown on the land use plan map (Map VI-4).

### ***Airport Element***

Air transportation is a valuable transportation mode for moving both people and cargo. Convenient access to an airport allows businesses to efficiently move goods and personnel from location to location, saving valuable time and increasing productivity. Local airports such as the West Bend Municipal Airport and the Hartford Municipal Airport play a crucial role in fostering business growth and economic development in Washington County. These airports also provide facilities for emergency medical flights, law enforcement, agricultural spraying, pilot

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<sup>7</sup> *The Ice Age Trail is available for foot travel only.*

training, and other community services. General Mitchell International Airport in Milwaukee County provides commercial airline service to residents of the Town.

The Wisconsin Department of Transportation, Bureau of Aeronautics in conjunction with the Bureau of Planning has developed the 2020 Wisconsin Airport System Plan.<sup>8</sup> Most airports included in the State plan are eligible for State and Federal improvement grants, including the publicly-owned Hartford and West Bend airports. The State plan identifies four general classifications of airports based on the type of service each airport provides: air carrier/cargo, transport/corporate, general utility, and basic utility. The Hartford Municipal Airport is classified as a general utility airport, and the West Bend Municipal Airport is classified as a transport/corporate airport. The West Bend Municipal Airport provides chartered air service. Both airports provide air freight service. In addition, the privately-owned Hahn Sky Ranch in the Town of Wayne is open to the public, but use at the site is limited to recreational uses and flight lessons. There is no paved runway.

#### ***Interregional Transportation Element***

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

Washington County is served by interregional public transportation and shipping services primarily through bus, rail, air, and port facilities located in Milwaukee County. These facilities meet the County's needs for interregional transportation services. USH 41 and USH 45 are the primary interregional highway facilities serving Washington County.

Three freight railroad lines run through Washington County, which provide access to businesses in the County that ship items better suited for transport by rail. Major rail customers include Quad Graphics, which is located in the City of Hartford just across the County line in Dodge County, and Cedar Lakes Sand and Gravel in the Towns of Addison and Hartford. Rail service should be continued to provide service to businesses in the County.

#### ***Transportation Systems Management Element***

The transportation systems management element of the 2035 Regional Transportation System Plan includes measures intended to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency. Recommended measures from the Regional Transportation System Plan include installing ramp-meters at freeway on-ramps in the County and Region; providing variable message signs on the freeway system, and on surface arterials leading to the most heavily used freeway system on-ramps; and expanding the closed-circuit television network, enhancing reference markers, and expansion of crash investigation sites to better serve the regional freeway system. Such improvements are recommended on the entire freeway system, except for those segments where future traffic volumes are expected to be less than the design capacity. These segments include USH 41 within the Town and the remainder of USH 41 north of STH 60, and USH 45 within the Town and the remainder of USH 45 north of Pioneer Road. Other highway segments where systems management improvements are not recommended to be installed include IH 43 north of STH 57 in Ozaukee County and IH 43 and USH 12 in Walworth County.

### **PART 3: TRANSPORTATION GOALS, OBJECTIVES, POLICIES, AND PROGRAMS**

#### **Goals:**

- Maintain a safe and efficient transportation system in the Town.
- Continue to maintain and improve Town roads in a timely and well-planned manner.
- Manage congestion on Town roads.

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<sup>8</sup> A Regional Airport System Plan was prepared by SEWRPC and adopted by the Regional Planning Commission in 1996. The plan, which has a design year of 2010, has not been updated to a design year of 2035.

**Objectives:**

- Preserve and protect the capacity and safety of the transportation system within the Town.
- Rely on services provided by private companies to meet the needs of Town residents and businesses for airport, rail, and water transportation and freight services.
- Work with Washington County to provide efficient and cost-effective public transportation options to Town residents, including transit-dependent residents.
- Continue cooperative transportation planning efforts with Washington County, SEWRPC, and the State of Wisconsin.
- Build and maintain quality roads.
- Seek to provide a system of inter-connected streets.

**Policies:**

- Provide and maintain a street and highway system that efficiently serves the anticipated land use development pattern shown on Map VI-4 in the Land Use Element (Chapter VI).
- Design, reconstruct, and operate streets and highways under Town jurisdiction to provide safe access for all users, including bicyclists, pedestrians, and vehicles, including trucks and farm equipment.
- Consider the needs of farm equipment when designing streets and highways under Town jurisdiction, particularly when designing intersections and when determining the width and surfacing of shoulders.
- Promote efficient and safe access to land uses abutting street rights-of-way.
- Minimize the disruption of land uses adjacent to streets and highways by reserving adequate rights-of-way in advance of construction, ideally when preliminary plats and certified survey maps are reviewed.
- Encourage through streets with more than one access to connecting streets, rather than cul-de-sac streets.
- Continue to rely on freight and private airline services provided at the West Bend and Hartford Municipal Airports and airports in adjacent counties.
- Continue to rely on commercial airline service provided at General Mitchell Airport in Milwaukee County.
- Support Washington County efforts to encourage the use of rail transportation to move more freight traffic along existing rail lines.
- Continue to rely on port services provided by the Port of Milwaukee.
- Continue to rely on private companies in nearby counties to provide ferry services across Lake Michigan.
- Support continued operation of the Washington County Shared Ride-Taxi Service.
- Consider including facilities for walking and bicycling during the review and approval of all development projects, including street and highway improvements, to provide an alternative to motor vehicle travel and to promote a healthy lifestyle.

**Programs:**

- Notify Washington County when a certified survey map (CSM) is submitted for a land division adjacent to a County highway, and request County input regarding the appropriate right-of-way for and access to the highway.
- Consider connections to existing or future development on adjacent parcels when reviewing site plans, preliminary plats, and certified survey maps.
- Work with Washington County and private service providers, where appropriate, to improve public transportation for persons with disabilities to increase access to jobs and community activities.

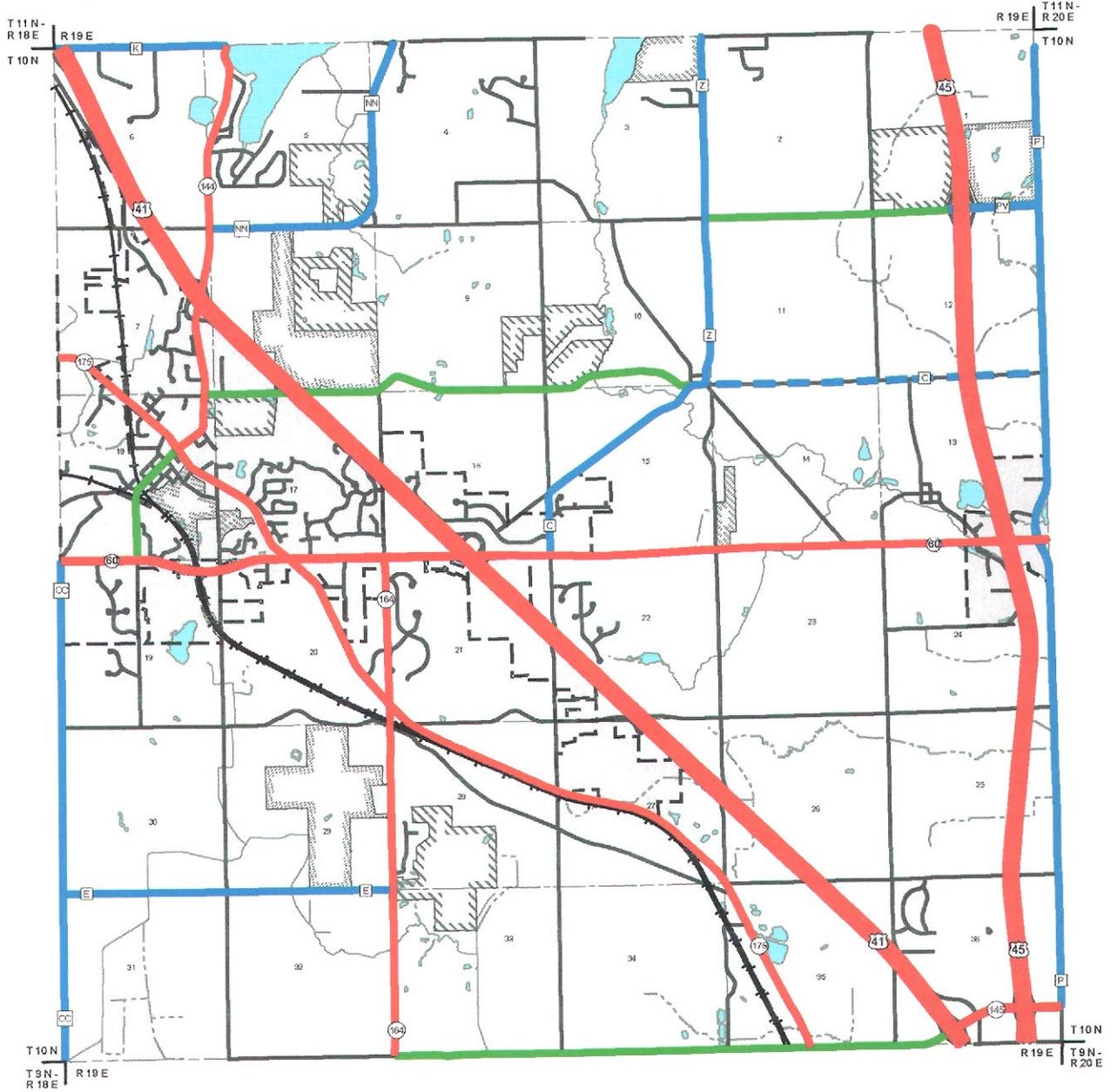
- Consider incorporating desired policies from State long-range transportation planning efforts, including *Connections 2030*,<sup>9</sup> into Town of Polk plans.
- As required by State law, continue to use the Wisconsin Information System for Local Roads (WISLR) and continue to update road ratings.
- Continue to participate in the annual bridge inspection program conducted by Washington County.
- Continue to work with Washington County and SEWRPC to implement desired recommendations from the Washington County Jurisdictional Highway System Plan (Maps VIII-2 and VIII-3) and the Transportation Improvement Program.
- Conform to existing topography, if possible, when constructing new streets.
- Lay out streets so that all vehicles, especially emergency vehicles, can travel in a safe and efficient manner.

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<sup>9</sup>*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, including highways, local streets, air, water, rail, bicycle, pedestrian, and transit. The overall goal of the plan is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects. A draft plan was released in November 2008.*

# Map VIII-1

## EXISTING STREETS AND HIGHWAYS IN THE TOWN OF POLK AND ENVIRONS: 2008



- STATE ARTERIAL (FREEWAY)
- STATE ARTERIAL (NON-FREEWAY)
- COUNTY ARTERIAL
- COUNTY HIGHWAYS NOT CLASSIFIED AS ARTERIAL HIGHWAYS
- LOCAL ARTERIAL
- COLLECTOR AND LAND ACCESS STREETS

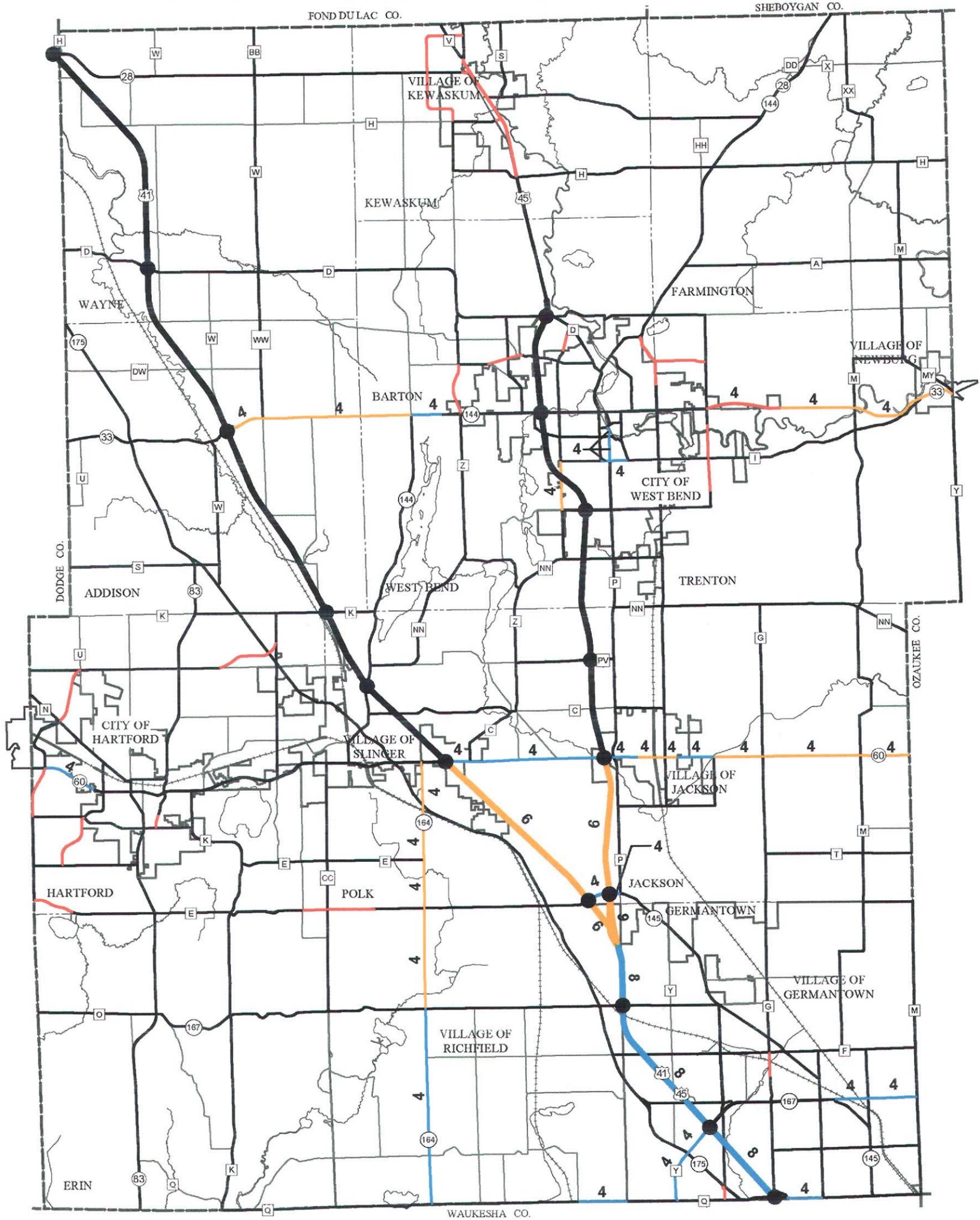
SOURCE: WISCONSIN DEPARTMENT OF TRANSPORTATION AND SEWRPC.



0 0.25 0.5 1 MILE

VIII - 14

# MAP VIII-2 CAPACITY IMPROVEMENTS IN THE YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



**ARTERIAL STREET OR HIGHWAY**

- NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
- WIDENING AND/OR OTHER IMPROVEMENTS TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4** NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

**FREEWAY INTERCHANGE**

- INTERCHANGE

SOURCE: SEWRPC.

**RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE**

DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE  
 FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28  
 OZAUKEE COUNTY: CTH Y FROM CEDAR SAUK DRIVE TO KNOLLWOOD ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.  
 WAUKESHA COUNTY: CTH Q FROM CTH K TO 500 FEET WEST OF ST. AUGUSTINE ROAD AND CTH Q FROM STH 175 TO COLGATE ROAD.  
 WASHINGTON COUNTY FOR ALL OTHERS.

**LOCAL GOVERNMENT CONCERNS REGARDING PLAN**

THE TOWN OF BARTON EXPRESSED OPPOSITION REGARDING THE PLANNED EXTENSION OF N. RIVER ROAD ON NEW ALIGNMENT AND TO THE PLANNED EXTENSION OF 18TH AVENUE, SCHUSTER DRIVE, AND KETTLE VIEW DRIVE IN THE TOWN OF BARTON.

THE TOWNS OF BARTON AND TRENTON EXPRESSED OPPOSITION TO THE PLANNED EAST - WEST ARTERIAL BETWEEN TRENTON ROAD AND N. RIVER ROAD ON AN ENTIRELY NEW ALIGNMENT.

THE TOWNS OF ADDISON AND HARTFORD EXPRESSED OPPOSITION REGARDING THE PLANNED EAST - WEST ARTERIAL ROUTE LOCATED NORTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD AND TOWN OF ERIN EXPRESSED OPPOSITION REGARDING THE PLANNED EAST - WEST ARTERIAL ROUTE LOCATED SOUTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD EXPRESSED OPPOSITION REGARDING THE PLANNED WIDENING OF STH 164 BETWEEN CTH Q AND STH 167, AND TO THE POTENTIAL FUTURE WIDENING OF STH 164 NORTH OF STH 167 TO PIONEER ROAD.

THE VILLAGE OF GERMANTOWN EXPRESSED OPPOSITION TO DIVISION ROAD BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN CTH Q AND STH 145 RATHER THAN AS A COUNTY ARTERIAL FACILITY AND TO ANY OTHER PLANNED JURISDICTIONAL RESPONSIBILITY THAT DIFFERS FROM THEIR COMPREHENSIVE PLAN.

THE ALIGNMENT FOR THE PLANNED NORTH - SOUTH EXTENSION OF KETTLE VIEW DRIVE BETWEEN CTH H AND STH 28 IS CONCEPTUAL. THE ACTUAL ALIGNMENT MAY BE EXPECTED TO DIFFER FROM THE ALIGNMENT SHOWN ON THIS MAP AND WILL BE DETERMINED COOPERATIVELY BY THE VILLAGE AND TOWN OF KEWASKUM AND WASHINGTON COUNTY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION TO CTH H BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN KETTLE VIEW DRIVE AND USH 45 RATHER THAN AS A COUNTY ARTERIAL FACILITY.

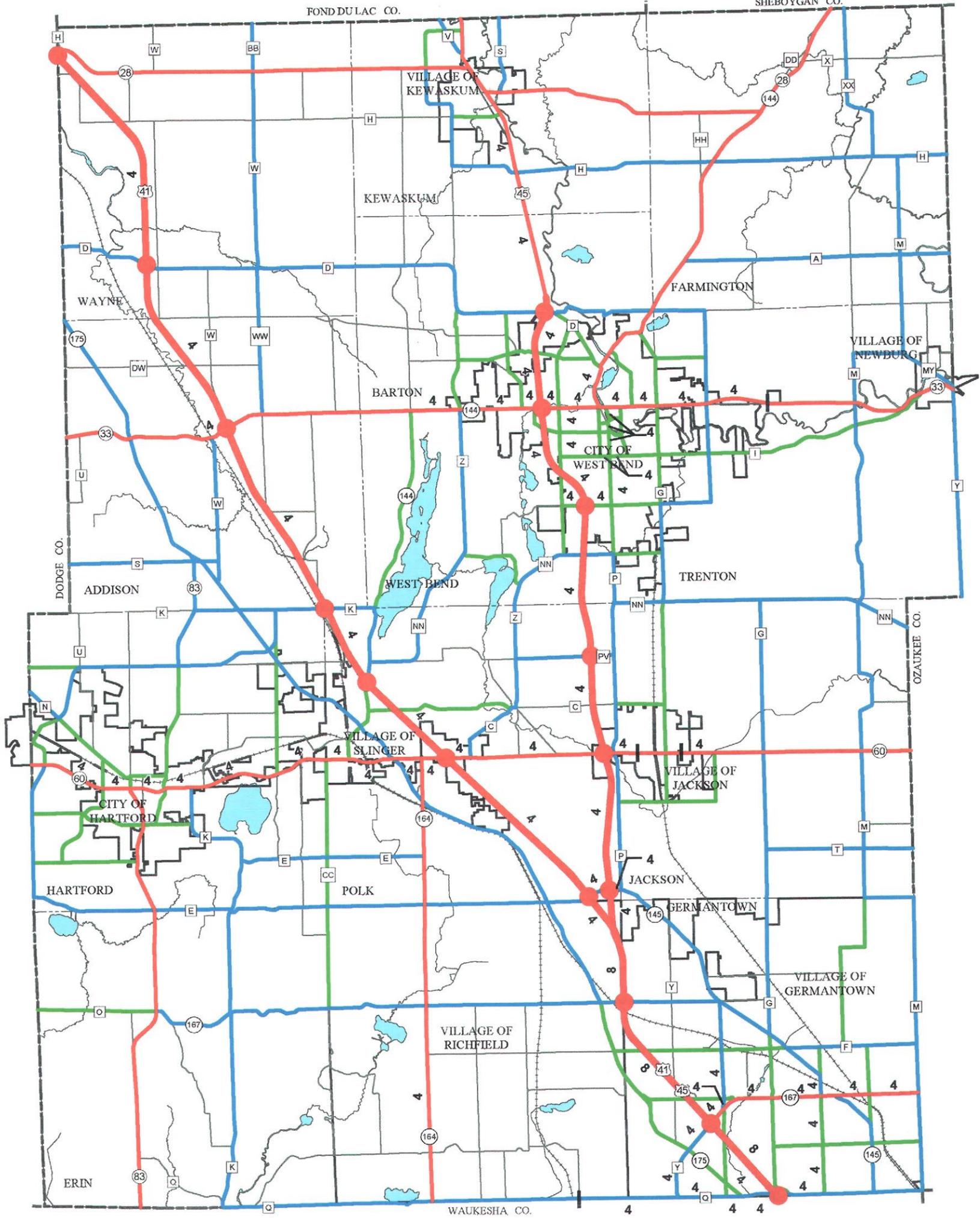
THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION REGARDING THE PLANNED ALTERNATIVE ROUTE OF USH 45 WITHIN THE FORMER RAILWAY RIGHT-OF-WAY IN THE VILLAGE.

THE TOWN OF ERIN EXPRESSED OPPOSITION TO CTH Q BEING PROPOSED AS A LOCAL NONARTERIAL FACILITY BETWEEN CTH K AND STH 83 RATHER THAN A COUNTY NONARTERIAL FACILITY. CTH O BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 83 AND THE DODGE COUNTY LINE RATHER THAN A COUNTY ARTERIAL FACILITY, AND CTH CC BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 167 AND STH 60 RATHER THAN A COUNTY ARTERIAL FACILITY.



MAP VIII-3

YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE

DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE  
 FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28  
 OZAUKEE COUNTY: CTH Y FROM CEDAR SAUK DRIVE TO KNOLLWOOD ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.  
 WAUKESHA COUNTY: CTH Q FROM CTH K TO 500 FEET WEST OF ST. AUGUSTINE ROAD AND CTH Q FROM STH 175 TO COLGATE ROAD.  
 WASHINGTON COUNTY FOR ALL OTHERS.

LOCAL GOVERNMENT CONCERNS REGARDING PLAN

THE TOWN OF BARTON EXPRESSED OPPOSITION REGARDING THE PLANNED EXTENSION OF N. RIVER ROAD ON NEW ALIGNMENT AND TO THE PLANNED EXTENSION OF 19TH AVENUE, SCHUSTER DRIVE, AND KETTLE VIEW DRIVE IN THE TOWN OF BARTON.

THE TOWNS OF BARTON AND TRENTON EXPRESSED OPPOSITION TO THE PLANNED EAST - WEST ARTERIAL BETWEEN TRENTON ROAD AND N. RIVER ROAD ON AN ENTIRELY NEW ALIGNMENT.

THE TOWNS OF ADDISON AND HARTFORD EXPRESSED OPPOSITION REGARDING THE PLANNED EAST - WEST ARTERIAL ROUTE LOCATED NORTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD AND TOWN OF ERIN EXPRESSED OPPOSITION REGARDING THE PLANNED EAST - WEST ARTERIAL ROUTE LOCATED SOUTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD EXPRESSED OPPOSITION REGARDING THE PLANNED WIDENING OF STH 164 BETWEEN CTH Q AND STH 167, AND TO THE POTENTIAL FUTURE WIDENING OF STH 164 NORTH OF STH 167 TO PIONEER ROAD.

THE VILLAGE OF GERMANTOWN EXPRESSED OPPOSITION TO DIVISION ROAD BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN CTH Q AND STH 145 RATHER THAN AS A COUNTY ARTERIAL FACILITY AND TO ANY OTHER PLANNED JURISDICTIONAL RESPONSIBILITY THAT DIFFERS FROM THEIR COMPREHENSIVE PLAN.

THE ALIGNMENT FOR THE PLANNED NORTH - SOUTH EXTENSION OF KETTLE VIEW DRIVE BETWEEN CTH H AND STH 28 IS CONCEPTUAL. THE ACTUAL ALIGNMENT MAY BE EXPECTED TO DIFFER FROM THE ALIGNMENT SHOWN ON THIS MAP AND WILL BE DETERMINED COOPERATIVELY BY THE VILLAGE AND TOWN OF KEWASKUM AND WASHINGTON COUNTY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION TO CTH H BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN KETTLE VIEW DRIVE AND USH 45 RATHER THAN AS A COUNTY ARTERIAL FACILITY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION REGARDING THE PLANNED ALTERNATIVE ROUTE OF USH 45 WITHIN THE FORMER RAILWAY RIGHT-OF-WAY IN THE VILLAGE.

THE TOWN OF ERIN EXPRESSED OPPOSITION TO CTH Q BEING PROPOSED AS A LOCAL NONARTERIAL FACILITY BETWEEN CTH K AND STH 83 RATHER THAN A COUNTY NONARTERIAL FACILITY, CTH Q BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 83 AND THE DODGE COUNTY LINE RATHER THAN A COUNTY ARTERIAL FACILITY, AND CTH CC BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 167 AND STH 60 RATHER THAN A COUNTY ARTERIAL FACILITY.

FREEWAY

STATE TRUNK

INTERCHANGE

ARTERIAL STREETS OR HIGHWAY

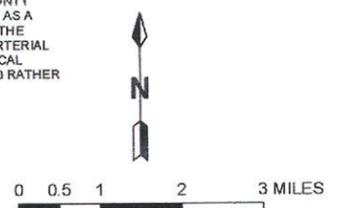
STATE TRUNK

COUNTY TRUNK

LOCAL TRUNK

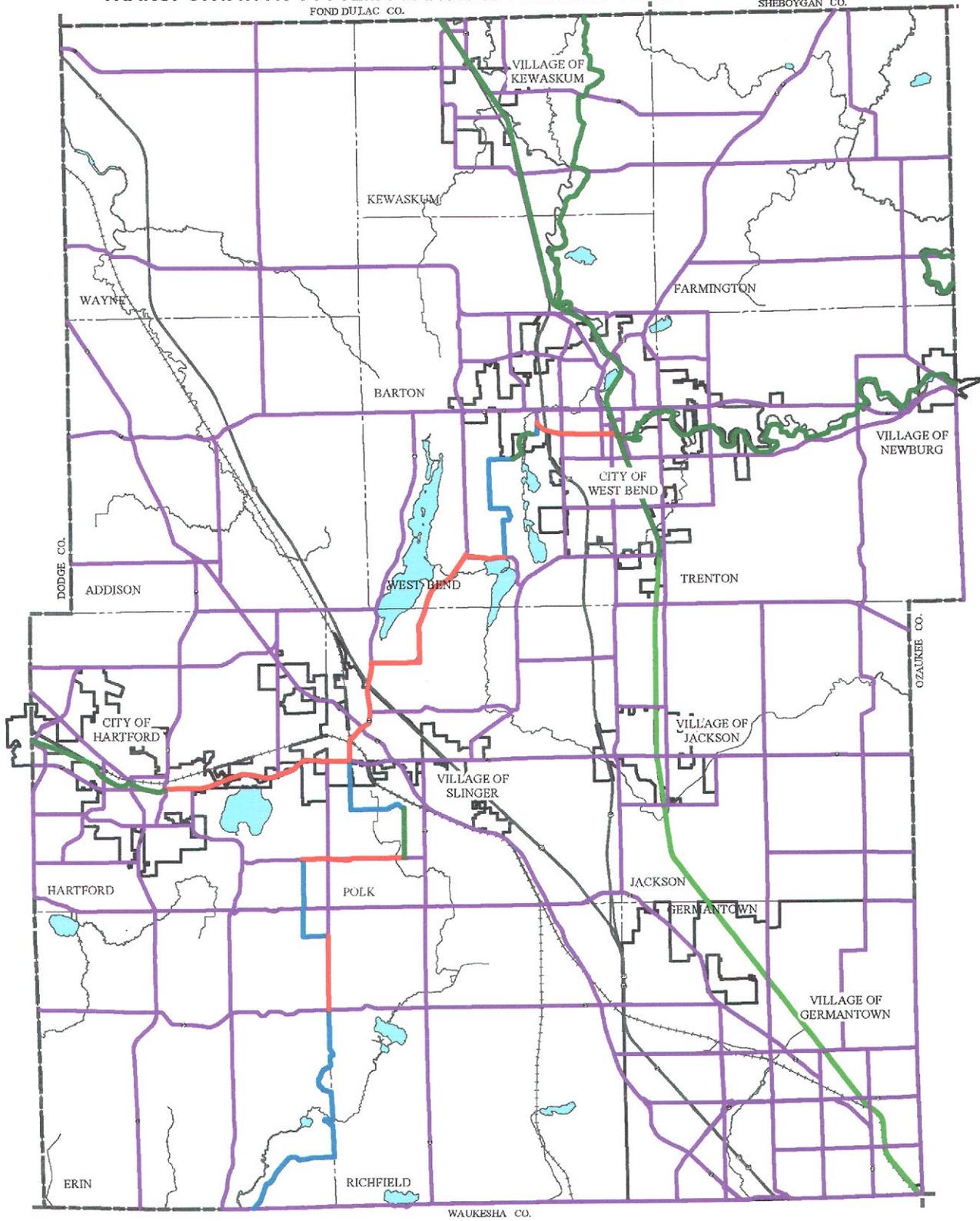
4 NUMBER OF LANES (2 WHERE UNNUMBERED)

SOURCE: WASHINGTON COUNTY AND SEWRPC.



Map VIII-4

OFF-STREET BICYCLE PATHS AND SURFACE ARTERIAL STREET AND HIGHWAY SYSTEM BICYCLE ACCOMMODATION UNDER THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN AS IT PERTAINS TO WASHINGTON COUNTY



- OFF-STREET BICYCLE WAY IN UTILITY OR NATURAL RESOURCE CORRIDOR
- ADDITION TO REGIONAL OFF-STREET BICYCLE NETWORK RECOMMENDED BY WASHINGTON COUNTY
- SURFACE ARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE WAY SYSTEM
- SURFACE ARTERIAL STREETS AND HIGHWAYS WHERE BICYCLE ACCOMMODATIONS SHOULD BE CONSIDERED WHEN FACILITIES ARE RESURFACED OR RECONSTRUCTED
- NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE WAY SYSTEM

SOURCE: SEWRPC.

