

A COMPREHENSIVE PLAN FOR THE CITY OF PORT WASHINGTON: 2035

Chapter IV

INVENTORY OF EXISTING LAND USES, TRANSPORTATION FACILITIES AND SERVICES, AND UTILITIES AND COMMUNITY FACILITIES

INTRODUCTION

The previous chapter presented the results of an inventory of natural resources and resource-related elements in the City of Port Washington. This chapter presents an inventory of the built environment. The chapter is divided into three parts: an inventory of historical and existing land uses, an inventory of existing transportation facilities and services, and an inventory of existing utilities and community facilities. The planning recommendations set forth in the land use, transportation, and utilities and community facilities element chapters of this report are directly related to the inventory information presented in this chapter.

PART I: LAND USE

The Commission relies on two types of inventories and analyses in order to monitor urban growth and development in the Region, an urban growth ring analysis and a land use inventory. The urban growth ring analysis delineates the outer limits of concentrations of urban development and depicts the urbanization of the Region over the past 150 years. When related to urban population levels, the urban growth ring analysis provides a good basis for calculating urban population and household densities. The Commission land use inventory is a more detailed inventory that places all land and water areas in the Region into one of the 66 land use categories, providing a basis for analyzing specific urban and non-urban land uses. Both the urban growth ring analysis and the land use inventory for the Region have been updated to the year 2000 under the continuing regional planning program.

Urban Growth Ring Analysis and Historical Urban Growth

The urban growth analysis shows the historical pattern of urban settlement, growth, and development of the Ozaukee County planning area since 1850 for selected points in time. Areas identified as urban under this time series analysis include portions of the County planning area where residential structures or other buildings were constructed in relatively compact areas, thereby indicating a concentration of residential, commercial, industrial, governmental, institutional, or other urban uses. These areas must be at least five acres in size. In the case of residential uses, such areas must include at least 10 homes over a maximum distance of one-half mile along a linear feature such as a street or lakeshore, or at least 10 homes located in a relatively compact group within a residential subdivision. Urban land uses which do not meet these criteria because they lack the concentration of buildings or structures, such as cemeteries, airports, public parks, and golf courses, are identified as urban where such uses are surrounded on at least three sides by urban land uses that do meet the above criteria.

Historical urban growth in the Ozaukee County planning area between 1850 and 2000 is shown on Map IV-1. Urban growth for the years prior to 1940 was identified using a variety of sources, including the records of local historical societies, subdivision plat records, farm plat maps, U.S. Geological Survey maps, and Wisconsin Geological and Natural History survey records. Urban growth for the years 1950, 1963, 1975, 1985, 1995, and 2000 was identified using aerial photographs.

Small portions of the Port Washington, Cedarburg, Grafton, and Thiensville areas were developed prior to 1850. In 1900, urban development was still largely confined to the Port Washington, Cedarburg, Grafton, and Thiensville areas with additional development in the now incorporated areas of Saukville, Fredonia, Belgium, and Newburg. The period from 1900 to 1950 saw expansion around these areas of urban development. The pace of urban development accelerated after 1950. The period from 1950 to 2000 has seen significant urban growth in the southern portion of the County planning area in the Village of Grafton, City of Cedarburg, and the City of Mequon in an outward expansion of the Milwaukee metropolitan area. Moderate development in and around the City of Port Washington and the other established urban centers in the northern portion of the County planning area has also occurred during this period. In addition, there has been a proliferation of scattered enclaves in many portions of the County planning area removed from historic urban centers, particularly since 1963. In 2000, urban development encompassed about 42 square miles, or about 16 percent of the County planning area.

Urban Service Areas

Urban service areas are identified in the regional land use plan based on the sanitary sewer service areas delineated in the regional water quality management plan. Urban service areas are currently served, or have the capacity to be served, by a public sanitary sewer system and public sewage treatment plant. These services allow for relatively dense residential, commercial, and industrial uses, which characterize urban areas. Urban service areas are also generally served by a municipal water utility or, in some cases, a private water supply system, local parks, local schools, and shopping areas. The City of Port Washington is an urban service area. Urban service areas in the Ozaukee County planning area are shown on Map II-3 in Chapter II.

Existing Land Uses

Existing land uses in the City of Port Washington in 2000 are shown on Map IV-2. The existing land uses for the City of Port Washington are summarized in Table IV-1.

The existing land use map is based on the SEWRPC land use inventory conducted in 2000. The land use inventory is intended to serve as a relatively precise record of land use for the entire Region. The land use classification system used in the inventory consists of 66 categories and is detailed enough to provide a basis for developing future land use plans. (Appendix K identifies each land use category, and indicates how the various categories were grouped to produce Map IV-2 and Table IV-1.) Aerial photographs serve as the primary basis for identifying existing land uses, augmented by field surveys as appropriate. The most recent land use inventory was carried out based on aerial photography taking the spring of 2000. A later section of this chapter identifies major development projects that occurred between 2000 and 2006 in the City of Port Washington in an effort to obtain the most current information available prior to beginning work on the land use element of this plan.

Urban Land Uses

Urban land uses consist of residential; commercial; industrial; governmental and institutional; and transportation, communication, and utility uses. As indicated in Table IV-1 and on Map IV-2, urban land uses encompassed about 1,840 acres, or 53.4 percent, of the City of Port Washington. Figure IV-1 illustrates a comparison of these uses.

Residential

Residential land comprised the largest urban land use category in the City of Port Washington, encompassing 854 acres, or about 46.4 percent of all urban land and about 24.8 percent of the City in 2000. The land use inventory identifies single-family, two-family, and multi-family structures. Single-family homes occupied 716 acres, or about 20.8 percent, of the City in 2000. Of the land developed for residential uses, about 84 percent consisted of single-family homes, about 7 percent consisted of two-family dwellings, and about 9 percent consisted of multi-family dwellings (three or more dwellings in a building).

Commercial

Commercial land encompassed about 79 acres or about 4.3 percent of all urban land and about 2.3 percent of the City in 2000. Commercial development is concentrated in the urban service areas. The City of Port Washington

has a central business district that has concentrations of commercial development ranging from retail and service establishments to offices.

Industrial

Industrial land encompassed about 149 acres or about 8.1 percent of all urban land and about 4.3 percent of the City in 2000. The City of Port Washington contains contiguous industrial land uses and individual industrial sites, including Phases I, I, and III of the Port Washington Industrial Park and the Bywater Business Center.

Transportation, Communications, and Utilities

Land used for transportation, utilities, and communications facilities comprised the second largest urban land use category in the City of Port Washington in 2000. These uses encompassed about 507 acres, or about 27.6 percent of all urban land and about 14.7 percent of the City. Streets and highways encompassed about 437 acres, or about 12.7 percent of the City, and railroad right-of-ways encompassed about 14 acres, or less than one percent of the City. A description of highway and street classification and rail service in the City is provided in the Transportation Facilities and Services section of this chapter. In 2000, land used for communication facilities and utilities encompassed about 56 acres, or about 1.6 percent of the City of Port Washington.

Governmental and Institutional

Land used for government and institutional uses encompassed about 176 acres, or about 9.5 percent of all urban land and about 5.1 percent of the City in 2000. Governmental and institutional lands in the City of Port Washington include the City Hall and other City facilities, a post office, 4 public and 2 private schools, 2 special medical centers, and 4 cemeteries.

Recreational

Intensively used recreational land encompassed about 75 acres, or about 4.1 percent of all urban land and about 2.2 percent of the City of Port Washington in 2000. Intensive recreational land only includes parks or portions of parks that have been developed with facilities such as playgrounds, major trails, tennis courts, baseball diamonds, soccer fields, and other playfields. A complete inventory of park and open space sites in the City is included in Chapter III of this report.

Nonurban Land Uses

Nonurban land uses consist of agricultural lands; natural resource areas, including surface waters, wetlands, and woodlands; and open land. As indicated in Table IV-1 and on Map IV-2, nonurban land uses encompassed about 1,606 acres, or about 46.6 percent of the City of Port Washington in 2000. Figure IV-1 illustrates a comparison of these uses.

Agricultural Lands

Agricultural land was the predominant land use in the City of Port Washington in 2000. It encompassed 911 acres, or about 56.7 percent of nonurban land uses and 26.4 percent of the City. Agricultural lands include all croplands, pasture lands, orchards, nurseries, and nonresidential farm buildings. A more detailed inventory of agricultural land in the City of Port Washington is included in Chapter III of this report. Although agricultural land encompassed a large area of the City in 2000, it is expected much of this land will be converted to an urban land use by the comprehensive plan design year 2035.

Natural Resource Areas

Natural resource areas consisting of surface water, wetlands, and woodlands combined to encompass 243 acres, or about 15.1 percent of nonurban land uses and about 7.1 percent of the City in 2000. A complete inventory of natural resource areas is included in Chapter III.

Open Land

Open lands encompassed about 441 acres, or about 27.5 percent of nonurban land and about 12.8 percent of the City of Port Washington in 2000. Open lands include lands in rural areas that are not being farmed, and other

lands that have not been developed. Examples of lands in the latter category include undeveloped portions of park sites, excess transportation rights-of-way, lots that have been platted but not yet developed, subdivision outlots, and undeveloped portions of commercial and industrial lots. Some of this land may converted to an urban land use by 2035.

Recent Development (2000 to 2006)

The Ozaukee County comprehensive plan and comprehensive plan for the City of Port Washington must look ahead at least twenty years to ensure adequate supplies of land for urban and nonurban land uses. To ensure that future planning reflects land use development that has occurred to date, the 2000 land use inventory was supplemented by identifying major development projects that occurred between 2000 and 2006, based on the 2005 aerial photographs produced by SEWRPC, field checks, and consultation with local and county officials and staff.

Recent Residential Development

Map IV-3 shows the locations of residential development activity in the Ozaukee County planning area from 2000 through 2006. Map IV-3 includes lands that were developed or subdivided for residential development, including subdivision plats that were recorded as of December 31, 2005. The location of recent multi-family developments and developments of three or more lots created by certified survey map are also shown. Table IV-2 lists residential subdivision plats recorded from 2000 through 2006. There were 101 subdivisions platted or developed in this time period, encompassing about 3,750 acres. Seven of these subdivisions, encompassing about 230 acres, were located in the City of Port Washington.

Other Recent Development

Between 2000 and 2006 there were several major development projects, in addition to the subdivisions described above, that occurred within Ozaukee County, including the following in the City of Port Washington:

- Infill and redevelopment residential units in the downtown area including a mixed-use development
- Two multi-family residential developments located on the north side of the City
- A condominium development located on the south side of the City adjacent to STH 32

PART II: TRANSPORTATION FACILITIES AND SERVICES

This section presents inventories of the existing transportation system in Ozaukee County and the City of Port Washington. Much of the inventory information included in this section is drawn from the regional transportation system plan, which was being updated to a design year of 2035 at the time this chapter was prepared. The 2035 regional transportation plan, and the preceding plan for the year 2020, includes four elements: public transportation, systems 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. Information on County transit service is based on the Ozaukee County transit system development plan adopted in 2002.¹

Streets and Highways

The street and highway system serves several important functions, including providing for the movement of through vehicular traffic; providing for access of vehicular traffic to abutting land uses; providing for the movement of pedestrian and bicycle traffic; 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: 1) arterial

¹ Documented in SEWRPC Community Assistance Planning Report No. 265, Ozaukee County Transit System Development Plan: 2002-2006, October 2002.

streets; 2) collector streets; and 3) land access streets. In 2005, there were approximately 55.09 miles of streets and highways in the City of Port Washington, measured along the centerline of each street or highway.

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 plan² 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. Map V-5 in Chapter V shows the arterial street and highway system recommended by the regional transportation system 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. 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 arterial streets within the local government. Arterial streets and highways in Ozaukee County and the City of Port Washington in 2001, categorized by jurisdiction, are shown on Map IV-4.

The State trunk highway system, which includes Interstate Highways, U.S.-numbered highways, and State 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 (STH) serve the longest trips, principally carrying traffic traveling through Ozaukee County and between Ozaukee County and other counties. County trunk highways (CTH) should form an integrated system together with the state trunk highways and principally serve traffic between communities in the County and land uses of countywide importance. Local arterial streets and highways would serve the shortest trips, serve locally-oriented land uses in the City, carry the lightest traffic volumes on the arterial system, provide lower traffic speeds, have the least access control, and principally serve traffic within the City.

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 from and to 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 generally uniform throughout a community as specified in the community's land division ordinance or street specification policy,³ compared to arterial streets whose widths and cross-sections vary based on anticipated traffic loads.

County and Local Street Inventory

² The most recent regional transportation system plan is documented in SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, December 1997. A plan update to the design year 2035 is expected to be completed in spring 2006.

³ *Minimum right-of-way and pavement width requirements for new town roads are specified in Section 82.50 of the Wisconsin Statutes.*

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.

Systems 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 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.

There is also a variable message sign at the Milwaukee – Ozaukee County line, which provides travelers with real-time information about freeway traffic conditions. WisDOT uses the variable message sign to display current travel times to selected areas and to display information about lane and ramp closures as well as where travel delays begin and end.

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 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:

- 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 operated by Ozaukee County falls in 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, and may provide connections to urban areas. The nonfixed-route shared-ride taxi systems operated by Ozaukee and Washington Counties and the City of Port Washington fall into this category.

Public transit is essential 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

In 2001, rail, bus, ferry, and airline carriers provided City residents with public transportation service between the Southeastern Wisconsin Region and a number of cities and regions across the Country.

Rail Service

Scheduled intercity passenger train service serving City residents is provided by Amtrak over Canadian Pacific Railway trackage, with stops in the Region at the Milwaukee Intermodal Station in downtown Milwaukee, the Milwaukee Airport Rail Station serving General Mitchell International Airport, and at Sturtevant. Amtrak operates seven weekday trains in each direction between Milwaukee and Chicago and one weekday train in each direction between Chicago, Milwaukee, Minneapolis-St. Paul, and Seattle. Commuter rail service is provided between Kenosha and Chicago by Metra's Union Pacific North line with intermediate stops along Chicago's north shore suburbs. Planning work is underway to provide commuter rail service between Kenosha, Racine, and Milwaukee that would be coordinated with the Metra service. A feasibility study for such service in the Kenosha-Racine-Milwaukee (KRM) corridor was completed in 1998, followed by a corridor study in 2003. Subsequent to this, a detailed alternatives analysis and Draft Environmental Impact Statement was initiated and was being completed in 2007. The next step for KRM project development will be to undertake preliminary engineering.

Bus Service

Intercity bus service serving City residents is provided by five carriers that stop in nearby downtown Milwaukee. Four of these -- Greyhound, Lamers, Coach USA, and Indian Trails -- stop at the Milwaukee Intermodal Station and provide almost 30 departures daily. One of these -- Badger Coaches -- stops at the Milwaukee Badger Bus Depot and provides at least 6 departures daily. None of these carriers make local stops within Ozaukee County. These carriers provide direct scheduled intercity service to a variety of Wisconsin locations including Appleton, Eau Claire, Fond du Lac, General Mitchell International Airport, Green Bay, Madison, Kenosha, Racine, Waukesha County, and Wausau; to Chicago including O'Hare International and Midway Airports, to Minneapolis-St. Paul, and to Calumet, Michigan.

Ferry Service

Cross-lake ferry service is available in nearby cities. Ferry services for passengers and visitor vehicles are available between Milwaukee and Muskegon, Michigan and between Manitowoc and Ludington, Michigan. Both ferry services operate seasonally in the months of May through October of each year.

Air Service

Scheduled air carrier service for City residents is provided by a number of air carriers at Milwaukee County's General Mitchell International Airport. There are over 450 scheduled nonstop weekday flights between Mitchell International and 90 other cities and metropolitan areas, with connections available to any destination served by air.

Urban Public Transportation

Ozaukee County Express Bus System

The Ozaukee County Express Bus System consists of one express commuter bus route, Route No. 143, and connecting shuttle service, as shown on Map IV-5. The buses used are owned by Ozaukee County; however, the route is operated by the Milwaukee County Transit System (MCTS). The route operates between four park-ride lots and other stops in Ozaukee County and stops in downtown Milwaukee. Table IV-3 sets forth the location of the four park-ride lots in Ozaukee County. Three of the park-ride lots are public facilities located along IH 43 including the Cedarburg, Grafton, and Port Washington park-ride lots. A fourth public park-ride lot is located in Fredonia along STH 57. The majority of the scheduled bus trips serve the Cedarburg and Grafton park-ride lots and bus stops along N. Port Washington Road (CTH W). The bus stops are located near the intersection of Mequon Road (STH 167) and Port Washington Road, Columbia-St. Mary's Hospital in Mequon, and the Grafton Target Store. Selected bus trips are extended via IH 43 and STH 57 to serve the Port Washington and Fredonia

park-ride lots, the bus stop located in the Wal-Mart parking lot near the IH 43 and STH 33 interchange, and nearby employers. A limited number of bus trips also operate exclusively on IH 43 in the southern portion to the County to provide faster service for commuters between the park-ride lots and downtown Milwaukee.

In Milwaukee County the route operates nonstop along IH 43 north of Capitol Drive. The route makes frequent stops on streets paralleling IH 43 on Milwaukee's north side en-route to the central business district and the southern terminus of the route, 6th Street and Mitchell Boulevard. Stops in Milwaukee County are located at major trip generators or transfer points with MCTS routes.

The Ozaukee County Express also provides fixed-route shuttle services between the Grafton Target Store park-ride lot, Grafton park-ride lot, and Saukville Wal-Mart store bus stop and the business parks in Grafton and Saukville. As of 2006, the shuttle service was operated by the Ozaukee County Shared-Ride Taxi System on three routes originating from the above Express stops throughout the day to connect with various Express bus trips, as shown on Map IV-5. Route No. 143 directly serves the business park in Fredonia in place of a former shuttle route. In addition to scheduled shuttle routes, advance reservation shuttle service is available through the Ozaukee County taxi system to provide connecting service to and from any bus stop and bus trip not served by a scheduled shuttle during the regular taxi system operation schedule.

Express bus and shuttle bus route service levels as of 2006 are summarized in Table IV-4. Routes are designed to serve Milwaukee County residents commuting to first, second, and third shift jobs in Ozaukee County and Ozaukee County residents commuting to jobs in downtown Milwaukee. Service is provided primarily on weekdays with southbound buses operating from Monday morning through Friday evening and northbound buses operating from Sunday evening through Friday evening. Special service is also provided in the summer months to festivals and special events held on the Milwaukee lakefront. Express bus system ridership between 1996 and 2005 is set forth in Table IV-5. Ridership has increased from 80,308 passengers to 100,981 passengers, or almost 26 percent between the first full year of service in 1997 and 2005.

Rural and Small Urban Community Public Transportation

Ozaukee County Shared-Ride Taxi System

The Ozaukee County Shared-Ride Taxi System is provided and operated by Ozaukee County. The system is designed to serve any trip made within Ozaukee County during its operating hours. Service areas for the County shared-ride taxi system as of 2006 are shown on Map IV-6. All areas of the County are served except for trips with both trip ends located within the City of Port Washington Transport Taxi service area as shown on Map IV-6. These trips are only served by the County shared-ride taxi system if they are outside the operating hours of the City taxi system, or are trips made by disabled persons who cannot be served by the City taxi system. The County system also serves a transfer point in coordination with the Washington County Shared-Ride Taxi System in the Village of Newburg.

The Ozaukee 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 Thursday, 6:00 a.m. to 6:00 p.m.
- Friday, 6:00 a.m. to 9:00 p.m.
- Saturday, 8:30 a.m. to 6:00 p.m.
- Sunday, 8:00 to 12:00 p.m.

Service is provided on the day requested through an advance reservation system. The maximum response time is 45 minutes. County shared-ride taxi ridership between 1998 and 2005 is summarized in Table IV-6. Ridership

has increased from 23,991 passengers to 69,108 passengers, or 188 percent, between the first full year of service in 1998 and 2005.

City of Port Washington Transport Taxi Service

The Port Washington Transport Taxi Service is operated by the City of Port Washington. Service is provided within the City of Port Washington as well as extended service for travel up to two miles beyond the City limits, as shown on Map IV-6. The hours of operation are the same as the Ozaukee County Taxi System.

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 the Ozaukee County planning area in 2005 are shown on Map IV-7, and totaled about 138 miles. The longest bikeway in the County is the Ozaukee Interurban Trail, which spans 29.5 miles across the entire length of Ozaukee County from north to south. The Interurban Trail route is located primarily on the former right-of-way of an interurban electric railway that extended from the City of Milwaukee through Ozaukee County to Sheboygan from 1905 to 1951. Today the Ozaukee Interurban Trail largely follows an existing We Energies 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.⁴ 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. Horses and motorized vehicles are not allowed on the trail.

Additional on-street and off-street bikeways are located in the City of Mequon and the Town of Cedarburg with a few on-street miles in the City of Cedarburg, including a total of about 21 miles of off-street bikeways and about 87 miles of on-street bikeways. There is also an off-street bikeway in the Village of Fredonia, which is less than one mile in length.

Pedestrian Facilities

A comprehensive inventory of pedestrian facilities, such as sidewalks, has not been completed for City of Mequon. However, the Commission has developed a pedestrian facilities policy, which applies to facilities in the City, as documented in the Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020. It recommends that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in the Region adopt and follow certain recommended policies and guidelines with regard to the development of those facilities. These policies and guidelines are

⁴ An on-street section of the trail near IH 43 will be relocated off-street following construction of a trail bridge over IH 43 in 2006. An additional section of on-street trail in the City of Port Washington will be relocated off-street following the construction of a railroad underpass in 2007.

designed to facilitate safe and efficient pedestrian travel within the Region and are documented in Appendix A of the amendment to the regional bicycle and pedestrian facilities system plan. Recommendations for provisions of sidewalks in areas of existing or planned urban development are summarized in Table IV-7. Each local government in the planning area with the exceptions of the Towns of Belgium, Fredonia, Port Washington, and Saukville require sidewalks for new urban developments.

Other Transportation Facilities and Services

Rail Freight Services

As shown on Map IV-8, railway freight service was provided within Ozaukee County by three railway companies over approximately 54 miles of active mainline railway lines as of December 2005. The Union Pacific Railroad provided freight service over an approximately 25 mile segment of railway in the eastern portion of the County. This railway traversed the County from south to north serving the urban service areas of Mequon-Thiensville, City of Port Washington, and Village of Belgium. The Canadian National Railway provided freight service over an approximately 17 mile segment of railway in the central portion of the County from the southern boundary of the County to the northern boundary of the Village of Saukville. Between this point and the northern boundary of the County, the approximately 11 mile segment of railway is owned by the Wisconsin and Southern Railroad Company. There were 3.22 miles of railroad tracks located in the City of Port Washington in 2005.

Ports and Harbors

There is one small boat harbor located in Ozaukee County, 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 220 deep water slips and seasonal public restrooms. The marina operates seasonally from April 1 to November 1 of each year. As of 2005, there were plans to construct a floating dock north of the main marina that would include 24 additional slips.

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

Airports

There are no public use airports, either publicly or privately owned, in the City or the County; however, air services are available within a reasonable distance. As described earlier in this chapter, commercial airline service is provided to residents of the planning area by General Mitchell International Airport, located south of the City in Milwaukee County. Chartered air service and air freight services are also provided at the following publicly owned airports in the vicinity of the City: West Bend Municipal Airport and Hartford Municipal Airport, located west of the City in Washington County; Lawrence Timmerman Field located southwest of the City in Milwaukee County; and Sheboygan County Memorial Airport, located north of the City in Sheboygan County. These airports are capable of accommodating most types of general aviation aircraft.

There are six private-use airports and two private-use heliports in Ozaukee County as shown on Map IV-9. Airports include Covered Bridge Fields, Ashenfelter Aerodrome, Eagles Wing Airport, Flying School Ranch, Ozaukee Airport, and Didier Farm. Private heliports are located at Columbia-St. Mary's Hospital and Hoffman Properties Inc. These airports and heliports are restricted use facilities and are not open for use by the general public. The airports include a turf runway and few other facilities or lighting and navigational aids.

PART III: UTILITIES AND COMMUNITY FACILITIES AND SERVICES

Urban development in the City of Port Washington is dependant on public utilities which provide residents with electric power, natural gas, communication, water, and sewage and solid waste management facilities and services, and community facilities which provide residents with educational, recreational, administrative, and other services. This section inventories sanitary sewer service, water supply, stormwater management facilities,

private utilities, solid waste management facilities, health care facilities, government and public institutional centers, police service, fire protection and service areas, EMS service areas, public and private schools, childcare facilities, nursing homes, and cemeteries.

Sanitary Sewer Service

SEWRPC is the designated water quality management agency for the Southeastern Wisconsin Region. An areawide water quality management plan for the Region was adopted in 1979, aimed at achieving clean surface waters in the seven county Region.⁵ The plan has five basic elements. One of these elements is a point source pollution abatement element with recommendations concerning the location and extent of sanitary sewer service areas; the location, type, capacity of, and level of treatment to be provided at, sewage treatment facilities; the location and configuration of intercommunity trunk sewers; and the abatement of pollution from sewer system overflows and from industrial wastewater discharges.

The plan was formally endorsed by the Wisconsin Natural Resources Board on July 25, 1979. Such endorsement is particularly important because under State law and administrative rules, certain actions by the Wisconsin Department of Natural Resources (WDNR) must be in accordance with the adopted plan. These actions include approval of waste discharge permits, approval of State and Federal grants for the construction of wastewater treatment and conveyance facilities, and approval of locally proposed sanitary sewer extensions.

Virtually all of the 85 generalized sewer service areas identified in the 1979 regional water quality management plan (WQMP) have been refined and detailed through the preparation by SEWRPC of a sewer service area plan for each sewage treatment plant recommended in the WQMP.

Table IV-8 summarizes existing conditions and the design capacity of the City public sewage treatment plant, as documented for the regional RWQMP update. Lands in each sanitary sewer service area and lands served with sanitary sewers in Ozaukee County are also shown on Map IV-10. About 29 square miles, or about 12 percent of the County, were served by public sanitary sewers in 2000. An estimated 64,500 residents, or about 78 percent of Ozaukee County residents, were served by public sewer.

Private On-Site Wastewater Treatment

Ozaukee County regulates private on-site wastewater treatment systems (POWTS) for any development that is not served by sanitary sewer in the County. Development in this case applies to residential uses and commercial and industrial uses that have employees. The authority to regulate POWTS comes from the Wisconsin Administrative Code, specifically Chapters Comm 5, Comm 16, Comm 82 through 87, and Comm 91. Chapter IX, "Sanitation and Health," of the Ozaukee County Code of Ordinances sets forth the regulations for POWTS in both incorporated and unincorporated portions of the County. When a public sanitary sewer system becomes available to a parcel, the POWTS must be disconnected and abandoned. Connection to the public sanitary sewer system must occur within 12 months of availability. Local governments make the determination whether public sanitary sewer service is available to a parcel.

There are several different types of POWTS including conventional systems, in-ground pressure systems, mound systems, at-grade systems, holding tank systems, and other experimental systems. All wastewater must discharge into a public sewerage system or a POWTS. The ability of soil to accept wastewater from a development differs depending on the type of soil. For this reason, all development proposed to be served by a POWTS requires a field inspection to determine if the soils present in a specific location are suitable for the proposed development and what method of on-site wastewater treatment is most suitable. In 2005, there were a total of 7,750 POWTS in Ozaukee County. The number and type of POWTS in each U.S. Public Land Survey township are set forth in Table IV-9. Most of the POWTS listed in Table IV-9 are located in civil towns and the City of Mequon.

⁵ *An update to the Regional Water Quality Management Plan will be completed in 2007.*

Water Supply

Map IV-11 shows portions of Ozaukee County served by public water utilities and private water supply systems,⁶ and those areas where development depends on the use of private wells. The City of Port Washington maintains a public water utility that that supplies water from Lake Michigan.

Stormwater Management Facilities

The dispersal of urban land uses over greater amounts of the planning area increases stormwater runoff which must be accommodated by the stream network or by engineered storm sewer systems to which new urban development is adjacent. Stormwater management facilities should be adequate to serve proposed development. Such facilities may include: curbs and gutters, catch basins and inlets, storm sewers, and stormwater storage facilities for quantity and quality control such as detention and retention ponds. Detention and retention ponds are not generally designed to alter or accommodate flood storage that would change the 100-year floodplain, but rather serve to moderate peak runoff following rainstorms. The City of Port Washington regulates stormwater management facilities through stormwater management and erosion control ordinances or regulations, which are inventoried in Chapter V. The WDNR has notified Ozaukee County through a notice of intent (NOI), under the US EPA Phase II stormwater management regulations and Chapter NR 216 of the *Wisconsin Administrative Code*, that the County will need to prepare a stormwater management and construction site erosion control ordinance for the portion of the County not already under US EPA Phase I regulations. The Phase I regulations apply in the more urban portions of the County, including the City of Port Washington.

Street improvements in areas with urban density development should employ curb and gutter and storm sewer facilities to carry the amount of stormwater runoff that can be generated in such an area (urban areas tend to have a greater percentage of impervious surfaces which produce increased stormwater runoff), although roadside ditches and swales may be appropriate for some lower density residential development. To collect the increased stormwater runoff produced by some urban developments, stormwater storage and infiltration facilities may need to be constructed. These facilities consist of dry ponds, wet ponds, and infiltration basins. They serve to store excessive stormwater until drainage facilities have open capacity. Street improvements in areas with rural density development (and less impervious surfaces) tend to employ roadside ditches and swales, culverts, and overland flow paths to carry stormwater runoff. The City of Port Washington has curb and gutter storm sewer systems to collect stormwater and runoff.

Private Utilities

Electric Power Service

The City of Port Washington is provided with electric power service by We Energies. Electric power service is available on demand throughout the City, and does not constitute a constraint on the location or intensity of urban development in the City. A We Energies electric power generation facility is located in the City of Port Washington along Lake Michigan, south of downtown.

Natural Gas Service

The City of Port Washington is provided with natural gas by We Energies. A major natural gas pipeline has been constructed through Ozaukee County, which is shown on Map IV-12. The pipeline follows an east to west route entering the County in the northwest corner of the Town of Cedarburg and extends to the We Energies power plant in the City of Port Washington.

⁶ *Private water supply systems typically provide infrastructure to serve multiple residences in a single family residential or multi-family residential development or a large institutional development. Water serving these developments does not come from a municipal source.*

Telecommunications Service

Although there are many telecommunication service providers, there are only a few basic types of communication services. These are: 1) Voice Transmission Services; including: “Plain Old Telephone Service” (POTS); cellular wireless; satellite wireless; packet-based telephone networks (ATM-Frame Relay); and Internet voice services; 2) Data Transmission Services, including: the Internet; ATM-Frame Relay, and third generation (3G) cellular wireless networks; 3) Multimedia Services, including: video, imaging, streaming video, data, and voice; and 4) Broadcast Services, including: AM/FM terrestrial radio, satellite radio and television, terrestrial television, and cable television.

Wireless antennas providing wireless cell phone service were inventoried in 2006 as part of the regional telecommunications plan. Providers with wireless antennas in the County planning area included Cingular, Nextel, Sprint, T-Mobile, U.S. Cellular, and Verizon. The location of wireless antennas in the City and the County are shown on Map IV-13 and listed on Table IV-10.

Solid Waste Management Facilities

Veolia is contracted to provide solid waste management services to the City of Port Washington. Waste from the City is landfilled at the Glacier Ridge Landfill located in Horicon. Former solid waste sites in the Ozaukee County planning area are shown on Map IV-14.

Another method of disposal of solid waste in the City is recycling. Section 159.09 of the *Wisconsin Statutes*, a component of Wisconsin’s recycling law, provides for designation of responsible units of government for implementing recycling programs across the State. These units of government may be County governments or municipal governments. The duties of responsible units include: development of a recycling or other program to manage the solid waste generated within its jurisdiction, preparing a report setting forth the manner in which the responsible unit intends to implement its program, and providing information to the WDNR describing the implementation status of the program. The City of Port Washington is the “responsible unit of government” for implementing a recycling program within the City.

Additional solid waste programs administered by Ozaukee County as of 2005 included a household hazardous waste (HHW) drop-off program and a countywide used tire collection day. In 2005, City residents could drop off HHW items at the Veolia/Superior Services waste facility located in the City of Port Washington. This program was eliminated in 2006; however, Veolia may still be contacted for HHW disposal information. A countywide used tire collection day was held by Ozaukee County at the Ozaukee County Fairgrounds in 2005. City residents were able to dispose of used car tires, light truck tires, heavy truck tires, and rear tires for tractors and combines.

COMMUNITY FACILITIES IN THE CITY OF PORT WASHINGTON

Health Care Facilities

Health care facilities in the City of Port Washington and Ozaukee County in 2005 are shown on Map IV-15 and Table IV-11. The City of Port Washington houses two special medical centers. These include the Aurora Health Care Clinic at 1475 W. Grand Avenue and the Advanced Healthcare-Port Washington Clinic at 1777 W. Grand Avenue. The City of Port Washington is also served by the full-service community medical center Columbia-St. Mary’s Hospital-Ozaukee Campus, which is located at 13111 N. Port Washington Rd. in the City of Mequon.

City Hall, Post Office, and Library

Government and public institutional centers in the City of Port Washington are shown on Map IV-16 and Table IV-12. The Port Washington City Hall is located at 100 W. Grand Avenue and the U.S. Post Office is located at 104 E. Main Street. The Neiderkorn Public Library is located at 316 W. Grand Avenue.

Police, Fire Protection, and Emergency Rescue Services

Law enforcement stations and service areas in Ozaukee County in 2005 are shown on Map IV-17 and Table IV-13. In 2005, police protection in the City of Port Washington was provided by the City of Port Washington Police Department, which employs 19 full time officers and 16 part time officers. Fire stations and service areas in the County in 2005 are shown on Map IV-18 and Table IV-14. Fire protection was provided primarily by the Port Washington Fire Department. The Port Washington Fire Department employs one paid fire department employee and 57 paid on call firefighters. The Port Washington Fire Department has a service zone area of 14,405 acres, which includes the entire Town of Port Washington. The southern third of the City of Port Washington received fire protection from the Grafton Fire Department. Emergency medical service zones in the County in 2005 are shown on Map IV-19 and on Table IV-15. In 2005, Port Washington Rescue and Ambulance provided the majority of the City with emergency rescue services and has a service zone of 14,405 acres, which includes the entire Town of Port Washington. The southern third of the City of Port Washington received EMS from Grafton Rescue.

Dispatch Centers

There are five dispatch centers in Ozaukee County taking emergency calls 24 hours a day, which are operated by the Ozaukee County Sheriff's Department and the Mequon, Cedarburg, Grafton, and Port Washington Police Departments. In addition, there is a dispatch center operated by the Saukville Police Department from 8:00 a.m. to 10:00 p.m. and a dispatch center operated by the Thiensville Police Department from 8:00 a.m. to 4:00 p.m. Emergency calls placed to these dispatch centers outside operating hours are diverted to the Ozaukee County Sheriff's Department. Dispatch centers Ozaukee County are shown on Map IV-20.

Schools

Public and private schools and public school districts in the County in 2005 are shown on Map IV-21 and Table IV-16. The City of Port Washington lies within the Port Washington-Saukville School District. The district operates four schools within the City, Port Washington High School, Thomas Jefferson Middle School, Lincoln Elementary School, and Dunwiddie Elementary School, with a total combined enrollment of 2,334 students. Two private schools, Port Catholic Elementary and Middle Schools, are also located within the City and have a combined total enrollment of 260 students.

In addition to primary and secondary schools, there were three institutions of higher learning the County. These were the Milwaukee Area Technical College Mequon Campus, Concordia University, and Wisconsin Lutheran Seminary, all located in the City of Mequon. The University of Wisconsin-Milwaukee (UWM) also maintains a field station with research facilities located at the Cedarburg Bog Natural Area in the Town of Saukville.

Cemeteries

Cemeteries in the City of Port Washington are shown on Map IV-2 and Table IV-17. There are 4 cemeteries in the City of Port Washington: Union Cemetery, Webster Street Cemetery, Norwegian/Holden East Cemetery, and St. Mary's Cemetery. Together, the cemeteries encompass about 22.4 acres.

Childcare Facilities

Childcare facilities in Ozaukee County in 2004 are shown on Map IV-22 and Table IV-18. Childcare facilities are regulated by the Bureau of Regulation and Licensing (BRL) in the Wisconsin Department of Health and Family Services. There are two types of childcare facilities regulated by the BRL, family childcare centers and group childcare centers. Family childcare centers are facilities which provide care for four to eight children. These programs are generally operated in a provider's home and are licensed by the BRL under *Wisconsin Administrative Code* Chapter HFS 45. Group childcare centers are facilities which provide care for nine or more

children. These programs are generally operated outside of the provider's home and are licensed by the BRL under *Wisconsin Administrative Code* Chapter HFS 46. In 2005, there were seven total childcare facilities in the City of Port Washington with a total capacity of 428 children. The one licensed family childcare center had a capacity of 8, while the six licensed group childcare centers had a total capacity of 420 children.

Nursing Homes

Nursing homes and retirement communities in Ozaukee County in 2005 are shown on Map IV-23 and Table IV-19. There were five nursing homes in Ozaukee County offering skilled nursing facilities in 2005. One of these nursing homes, the Heritage Nursing and Rehabilitation Center, was located in the City of Port Washington.

Assisted Living Facilities

Assisted living facilities in Ozaukee County in 2006 are shown on Map IV-24 and Table IV-20. Assisted living facilities include community based residential facilities (CBRF's) and adult family homes. Assisted living facilities located in the County as of 2006 are listed on Table IV-20 and shown on Map IV-26. CBRF's are facilities for persons of advanced age and developmentally and physically disabled persons that offer room and board, supervision, support services, and no more than three hours of nursing care per week. CBRF's are licensed by the Wisconsin Department of Health and Family Services and can serve five or more people. In 2006, there were 20 CBRF's located in the County with a combined capacity to serve 335 people. Six of these community based residential facilities (CBRF's) were located in the City of Port Washington. Adult family homes provide community residential services for one or two people in county-certified homes and three to four people in State-certified homes. Residents receive care, treatment, or services that are above the level of room and board and up to seven hours of nursing care per week. There were eight State-certified homes with a combined capacity to serve 30 people, and no county-certified homes located in Ozaukee County in 2006. Three of these adult family homes were located in the City of Port Washington.

SUMMARY

This chapter provides inventory information on existing land uses in the City of Port Washington and transportation facilities and services and utilities and community facilities serving the City of Port Washington. The planning recommendations set forth in the land use, transportation, and utilities and community facilities element chapters of this report are directly related to the inventory information presented in this chapter. The following is a summary of the information in this Chapter:

- Urban land uses consist of residential; commercial; industrial; governmental and institutional; and transportation, communication, and utility uses. Urban land uses encompassed about 1,840 acres, or about 53.4 percent of the City of Port Washington, in 2000. Residential land comprised the largest urban land use category in the City of Port Washington, encompassing 854 acres, or about 46.4 percent of all urban land and about 24.8 percent of the City in 2000. Commercial land encompassed about 79 acres or about 4.3 percent of all urban land and about 2.3 percent of the City in 2000. Industrial land encompassed about 149 acres or about 8.1 percent of all urban land and about 4.3 percent of the City of Port Washington in 2000. Land used for transportation, utilities, and communications facilities comprised the second largest urban land use category in the City of Port Washington in 2000. Land used for government and institutional uses encompassed about 176 acres, or about 9.5 percent of all urban land and about 5.1 percent of the City in 2000. Intensively used recreational land encompassed about 75 acres, or about 4.1 percent of all urban land and about 2.2 percent of the City in 2000.
- Nonurban land uses consist of agricultural lands; natural resource areas, including surface waters, wetlands, and woodlands; quarries and landfills; and unused land. Nonurban land uses encompassed about 1,606 acres, or about 46.6 percent of the City of Port Washington in 2000. Agricultural land encompassed 911 acres, or about 56.7 percent of nonurban land uses and 26.4 percent of the City. Natural resource areas consisting of

surface water, wetlands, and woodlands combined to encompass 243 acres, or about 15.1 percent of nonurban land uses and about 7.1 percent of the City in 2000. Open lands encompassed about 441 acres, or about 27.5 percent of nonurban land and about 12.8 percent of the total City in 2000.

- To ensure that future planning reflects land use development that has occurred to date, the 2000 land use inventory was supplemented by identifying major development projects that occurred between 2000 and 2006, based on the 2005 aerial photographs produced by SEWRPC, field checks, and consultation with City staff.
- Much of the transportation facilities and services inventory information in Part II is drawn from the regional transportation system plan, which was recently updated to a design year of 2035. The 2035 regional transportation plan, and the preceding plan for the year 2020, includes four elements: public transportation, systems management, bicycle and pedestrian facilities, and arterial streets and highways. Information on rail, harbors, airport services, and freight services is also provided. Information on County transit service in the City is based on the Ozaukee County transit system development plan adopted in 2002.
- The street and highway system serves several important functions, including providing for the movement of through vehicular traffic; providing for access of vehicular traffic to abutting land uses; providing for the movement of pedestrian and bicycle traffic; and serving as the location for utilities and stormwater drainage facilities. In 2005, there were approximately 55.09 miles of streets and highways in the City of Port Washington, measured along the centerline of each street or highway. 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 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. WisDOT maintains a detailed database of county and local street information in the “Wisconsin Information System for Local Roads” (WISLR).
- Public transportation service to the general public may be divided into the following three categories:
 - Intercity or interregional public transportation that provides service across regional boundaries includes Amtrak railway passenger service, interregional bus service, and commercial air travel.
 - Urban public transportation, commonly referred to as public transit, is open to the general public and provides service within and between large urban areas. The Ozaukee County Express Bus System 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. The nonfixed-route shared-ride taxi systems operated by Ozaukee and Washington Counties and the City of Port Washington fall into this category.
- In 2001, rail, bus, ferry, and airline carriers provided City residents with public transportation service between the Southeastern Wisconsin Region and a number of cities and regions across the Country.
- The Ozaukee County Express Bus System consists of one express commuter bus route, Route No. 143. The buses are owned by Ozaukee County; however, the route is operated by the Milwaukee County Transit System (MCTS). The route operates between five park-ride lots and other stops in Ozaukee County and stops in downtown Milwaukee. Ozaukee County operates connecting shuttle buses.
- An Ozaukee County Shared-Ride Taxi System is provided and operated by Ozaukee County. The system is designed to serve any trip made within Ozaukee County during its operating hours. The major exception is for trips with both trip ends located in the City of Port Washington Transport Taxi service area. These trips are only served by the County taxi system if they are outside the operating hours of the City taxi system, or

are trips made by disabled persons who cannot be served by the City taxi system. The County system also operates one mile west of the Ozaukee County line and serves all of the Village of Newburg. The County has a reciprocal agreement with the Washington County Taxi System for such trips.

- Bikeways are 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. The longest bikeway in the County is the Ozaukee Interurban Trail, which spans 29.5 miles across the entire length of Ozaukee County from north to south. The Interurban Trail largely follows an existing We Energies 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. Additional on-street and off-street bikeways are located in the City of Mequon and the Town of Cedarburg with a few on-street miles in the City of Cedarburg, including a total of about 21 miles of off-street bikeways and about 87 miles of on-street bikeways. There is also an off-street bikeway in the Village of Fredonia which is less than one mile in length.
- There are no public use airports, either publicly or privately owned, in the City or the County; however, air services are available within a reasonable distance. Commercial airline service is provided to residents of the City by General Mitchell International Airport, located south of the City in Milwaukee County. Airports open to the public, but without scheduled flights open to the general public, are located in Hartford, Sheboygan, West Bend, and at Timmerman Field in Milwaukee.
- The City of Port Washington has a curb and gutter system to handle stormwater collection.
- Solid waste collection in the City of Port Washington was provided by Veolia Environmental Services in 2005. Solid waste is landfilled at the Glacier Ridge Landfill in Dodge County. There are no landfills in the City currently accepting municipal waste. The City of Port Washington has implemented a recycling program.
- The City of Port Washington houses two special medical centers. These include the Aurora Health Care Clinic at 1475 W. Grand Avenue and the Advanced Healthcare-Port Washington Clinic at 1777 W. Grand Avenue.
- Government and institutional centers in the City of Port Washington included the Port Washington City Hall, a U.S. Post Office, and Neiderkorn Public Library.
- The City of Port Washington operates and receives police protection from the Port Washington Police Department.
- The City of Port Washington receives fire protection from the Port Washington Fire Department and the Grafton Fire Department. The City receives emergency services from Port Washington Rescue and Ambulance and Grafton Rescue.
- There were four public schools located in the City operated by the Port Washington-Saukville School District and two private schools located in the City of Port Washington in 2005.
- There were 4 cemeteries in the City of Port Washington encompassing 22.4 acres in 2005.
- In 2005, there were 6 licensed group child care centers and one licensed family child care center in the City of Port Washington.

- In 2005, there was one nursing home and retirement community offering independent and assisted living facilities located in the City of Port Washington.
- There were 6 community based residential facilities and 3 adult family homes located in the City of Port Washington in 2006.