

## Chapter XII

# TRANSPORTATION ELEMENT

### INTRODUCTION

Recognizing that transportation facilities cross community and county boundaries, a well planned transportation system requires the cooperation of all units and agencies of government concerned to coordinate and implement. A safe, efficient, cost-effective, and accessible transportation system is important to the traveling public, as well as to the social and economic well-being of Racine County. A transportation system should focus on providing transportation choices that will most efficiently serve existing and planned land uses and the needs of the County and its communities and should provide mobility to citizens of all ages, physical abilities, and economic status; allow for maximum productivity, with participation in work and educational opportunities; and enable social, business, and recreational interaction that is necessary to maintain a high quality of life.

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 County. Under the comprehensive planning law, the transportation element should incorporate state and regional transportation plans, and compare County goals, objectives, policies, and programs to 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>

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

- 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.
- Building of community identity by revitalizing main streets and enforcing design standards.
- Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.
- Providing an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependant and persons with disabilities.

### **Element Format**

This chapter is organized into the following four sections:

- Background Information on Transportation in Racine County;
- Regional Transportation System Plan;
- Public Input—Transportation Issues; and
- Transportation Goals, Objectives, Policies, and Programs.

## **BACKGROUND INFORMATION ON TRANSPORTATION IN RACINE COUNTY**

This section presents a summary of key background information that was considered in developing the goals, objectives, policies, and programs of the transportation element. Specifically, this section presents a summary description of the existing transportation facilities and services in Racine County.

### **Existing Transportation Facilities and Services**

A detailed description of existing transportation facilities and services in Racine County is presented in Chapter IV of this report. A summary of the key features of the existing transportation system follows:

- There was a total of 1,305 linear miles of public streets and highways in Racine County in 2005. Of this, 421 miles were arterials, including 159 miles of State trunk highways, 139 miles of County trunk highways, and 123 miles of local trunk highways (see Map IV-5 in Chapter IV).
- Passenger rail service is provided within Racine County by Amtrak, with service between Milwaukee and Chicago (see Map IV-7 in Chapter IV). In Racine County, the Amtrak station is located in the Village of Sturtevant.
- Fixed-route express transit bus service within Racine County is offered by the Kenosha-Racine-Milwaukee Commuter Bus, operated by Wisconsin Coach Lines/Coach USA. There are two alignment routes—along STH 32 and over IH 94 (see Map IV-7 in Chapter IV).
- Local public transit service is provided by the Belle Urban System in the City of Racine and surrounding area. Service is provided over nine fixed routes (see Map IV-7 in Chapter IV).
- Specialized transportation services are available to elderly or disabled individuals through programs administered by the Racine County Human Services Department and through three private specialized transportation providers: Lakeshore Counties Chapter of the American Red Cross, K & S Medical Transport, and Laidlaw Transit, Inc. Service.
- Freight rail service is provided through portions of the County by the Union Pacific Railroad, the Canadian Pacific Rail System, and the Canadian National Railway (see Map IV-8 in Chapter IV).

- Bikeways in Racine County include both on-street and off-street bicycle paths (see Map IV-6 in Chapter IV). Racine County has developed four off-street bicycle paths within former railway rights-of-way: the Burlington Trail, the Milwaukee-Racine-Kenosha Trail, the North Shore Trail, and the Waterford-Wind Lake Trail.
- There are six public-use airports in Racine County (see Map IV-8 in Chapter IV). One of these—Burlington Municipal is publicly owned. The other five—John H. Batten, Cindy Guntly Memorial, Fox River, Sylvania, and Valhalla—are privately owned. None of these provide scheduled air carrier passenger service. Within the Southeastern Wisconsin Region, Milwaukee County's General Mitchell International Airport provides such service.
- There are no freight ports located in Racine County. Major water freight facilities and services are provided to the County by the Port of Milwaukee, which is located in the City of Milwaukee.

## REGIONAL TRANSPORTATION SYSTEM PLAN

The regional transportation system plan for Southeastern Wisconsin provides a long-range guide for transportation in the seven-county Southeastern Wisconsin Region. Under the State comprehensive planning law, county and community comprehensive plans must incorporate the recommendations of the regional transportation plan. The SEWRPC year 2035 regional transportation system plan and regional airport system plan are described below.

### Year 2035 Regional Transportation System Plan

The year 2035 regional transportation system plan was designed to accommodate travel demands that may be expected under the companion year 2035 regional land use plan. The regional land use plan, which served as a basis for the regional transportation plan, emphasizes compact urban development within planned urban service areas—a pattern reflected in the land use element of the County comprehensive plan. The year 2035 regional land use and transportation plans were adopted by the Regional Planning Commission in June 2006.<sup>2</sup>

The year 2035 regional transportation system plan consists of five elements: arterial streets and highways, public transit, bicycle and pedestrian facilities, travel demand management, and transportation systems management. The process of preparing the regional transportation plan first considered the potential for more efficient land use, expanded public transit, transportation systems management measures, bicycle and pedestrian facilities, and demand management measures to alleviate traffic congestion. Highway improvements were only then considered to address any residual congestion.

- **Arterial Street and Highway Element**

The regional transportation system plan recommends a system of arterial streets and highways<sup>3</sup> that would support the pattern of land uses envisioned under the year 2035 regional land use plan. The recommended arterial street and highway element of the regional transportation system plan for Racine County is shown on Map XII-1. It includes recommendations for functional improvements to the arterial street and highway system as well as recommendations regarding which unit of government should have jurisdiction over each arterial street and highway, with responsibility for maintaining and improving the facility.

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<sup>2</sup>These plans are documented in two planning reports: *SEWRPC Planning Report No. 48, A Regional Land Use Plan for Southeastern Wisconsin: 2035*; and *SEWRPC Planning Report No. 49, A Regional Transportation System Plan for Southeastern Wisconsin: 2035*.

<sup>3</sup>Public streets and highways are classified as arterial streets and highways and local collector and land access streets. Arterial streets and highways are intended to serve the movement of traffic between and through urban areas. Local land access streets provide access to abutting property. Collector streets are primarily intended to serve as connections between arterial streets and land access streets, although they usually perform the secondary function of providing access to abutting property.

– ***Functional Recommendations***

Capacity improvements recommended in the regional plan are of three types: system expansion, or the construction of new arterial facilities; system improvement, or the widening of facilities with additional traffic lanes; and system preservation, or the resurfacing or reconstruction necessary to properly maintain and modernize existing arterial facilities. Proposals for the construction of new arterial facilities or widening of existing facilities with additional travel lanes would need to undergo preliminary engineering and environmental studies by the responsible State, County, or municipal government prior to implementation. Such studies would consider alternative alignments and impacts, including a no-build option, and final decisions as to whether and how to implement a planned project would be made by the concerned unit of government at the conclusion of preliminary engineering.

The recommended capacity improvements to the arterial highway system in Racine County are shown on Map XII-2 and listed in Table XII-1. The regional plan recommends an arterial street and highway system of approximately 448 miles in Racine County by the year 2035. The plan recommends construction of approximately 22 miles of new facilities within the County and widening to provide additional through traffic lanes on approximately 32 miles of existing arterial facilities. The plan calls for pavement resurfacing and reconstruction, as necessary, to maintain approximately 394 miles of existing arterial facilities. In addition to the formally recommended highway improvements, the plan identifies facilities where rights-of-way should be preserved to accommodate potential improvements which may be required beyond the design year of the plan, 2035. In Racine County, this includes the widening of existing arterial streets to accommodate additional lanes. The plan recommends that action be taken by the concerned local governments to preserve the potential necessary rights-of-way to assure that the ultimate improvement of these arterial facilities is not precluded. As discussed later in this chapter, the accommodation of bike lanes or separate bicycle paths should be considered as these capacity improvements are made.

– ***Jurisdictional Recommendations***

The jurisdictional recommendations of the regional transportation plan indicate which level of government—State, County, or local—has or should have responsibility for the design, construction, maintenance, and operation of each segment of the proposed arterial street and highway system. The jurisdictional recommendations for Racine County are shown on Map XII-1. The changes in jurisdiction recommended under the regional plan are highlighted on Map XII-3.

The Regional Planning Commission is currently working with Racine County on an update and extension of the Racine County jurisdictional highway system plan.<sup>4</sup> The primary focus of this effort is to review, re-evaluate, update, and extend to the year 2035 the jurisdictional responsibility recommendations for the arterial street and highway system in the County. Certain functional highway issues may also be addressed. This effort—which will be documented in a second-edition jurisdictional highway plan report for Racine County—may propose changes to the jurisdictional and functional recommendations set forth in the year 2035 regional plan. Upon completion of the new County jurisdictional highway system plan, the regional transportation system plan would be amended accordingly.

One specific issue that the regional transportation plan recommends being addressed in the Racine County jurisdictional highway system plan relates to congestion problems during peak travel times on Main Street in the Village of Waterford. Congestion along Main Street is a result of the road being the only crossing of the Fox River in the Village. The nearest crossings are 1.5 miles to the south on CTH D in the Village of Rochester and 4.5 miles to the north on Bridge Drive in the Town of Waterford. While much of the roadway consists of four lanes, two lanes are used for parking. Analyses of potential alternatives

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<sup>4</sup>The initial Racine County jurisdictional highway system plan was prepared in 1975 and has been amended several times since. The most recent amendment is documented in a SEWRPC report entitled Amendment to the Racine County Jurisdictional Highway System Plan—2000, dated December 1990.

to address these existing and potential future congestion problems will be conducted as part of the County jurisdictional highway system plan. Alternatives considered may be expected to include restricting parking to provide four traffic lanes, constructing a bypass, constructing additional Fox River bridge crossings, and traffic engineering improvements.

- ***Public 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 eastern Racine County to Milwaukee and through Milwaukee to the other urban centers of Southeastern Wisconsin, and improved and expanded local transit service in Racine County, focusing on the City of Racine. Implementation of the recommendations set forth in the transit element will result in a doubling of transit service Region-wide over the plan design period, including a 200 percent increase in rapid transit revenue vehicle-miles, a 59 percent increase in local transit revenue vehicle-miles, and the institution of new express transit services. These increases will provide for enhanced transit service levels on the City of Racine Belle Urban System (BUS), including more attractive peak and non-peak service frequency levels and faster connections to employment centers located along IH 94 in Racine County and in both Kenosha and Milwaukee Counties. The plan also recommends the implementation of the Kenosha-Racine-Milwaukee commuter rail line, connecting to existing Metra service to Chicago, and extending from Kenosha through eastern Racine County to downtown Milwaukee. The public transit element of the regional transportation system plan is shown on Map XII-4. The specific long-range plan recommendations for Racine County include the following:

- The provision of rapid transit service between eastern Racine County and the Milwaukee Central Business District (CBD). The plan envisions that new or restructured services would be provided by two rapid transit routes: a commuter rail line (Kenosha-Racine-Milwaukee or KRM commuter rail) passing through eastern Racine County over tracks owned by the Union Pacific Railroad and providing service between Kenosha and downtown Milwaukee and connecting at Kenosha to existing Metra commuter rail service to Chicago; and a rapid bus route which would provide service over the area freeway system and major surface arterials between the park-ride lot located at IH 94 and STH 20 to downtown Milwaukee. The commuter rail and bus rapid transit routes would be designed to provide bi-directional service to accommodate travel by Racine County residents to jobs in Milwaukee County or Kenosha County, as well as travel by residents of Milwaukee and Kenosha Counties to jobs in Racine County. The commuter rail would also connect Racine County residents to jobs in Chicago and its north shore suburbs, and connect residents of Chicago and its north shore suburbs to jobs in Racine County.
- Increasing the number of park-ride lots served by public transit from the one lot existing in 2008 to three lots. New publicly constructed park-ride lots would be developed in the City of Racine at State Street and Memorial Drive adjacent to the proposed downtown Racine commuter rail station at the existing Racine Metro Transit Center and in the Village of Caledonia at the proposed commuter rail station on Four Mile Road.
- The provision of express bus service between the commercial and industrial development at IH 94 and STH 20 and downtown Racine. The route would directly serve various industrial, office, and commercial developments along STH 20 between Green Bay Road (STH 31) and IH 94 including the Renaissance Business Park in the Village of Sturtevant and the Grandview Industrial Park in the Town of Yorkville, as well as the Amtrak station in the Village of Sturtevant.
- Improvements to the City of Racine local transit service system. Improvements include the expansion of the transit service area and increase in the frequency of local service on weekdays to between 15 and 30 minutes during peak periods and to 30 minutes during the middle of the day, and on Saturdays to between 30 and 60 minutes. Existing local City bus routes would be extended and new shuttle bus routes created to connect with the rapid transit routes to take passengers to and from commercial and industrial areas in the Villages of Caledonia, Mount Pleasant, and Sturtevant, and industrial developments along IH 94 at STH 20 and CTH K. Service could be further extended into western Racine County, and also service provided connecting western Racine County with Milwaukee County and Kenosha County.

The Commission prepares a short-range transit plan for each transit operator which refines the recommendations of the regional transportation system plan and provides recommendations to be considered for implementation over a five-year period. The 1998-2002 transit development plan (TDP) for the City of Racine transit system is the most recent TDP for the Racine area, and is in the process of being updated by the Commission and the City. The updated TDP is anticipated to be completed in 2010.

- ***Bicycle and Pedestrian Facility Element***

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 automobile travel.

The bicycle facility recommendations of the regional plan include the accommodation of bicycling along arterial streets and highways and along an off-street system of bicycle paths. Other existing and proposed County or local trails or bikeways which are intended to accommodate local bicycle and pedestrian travel or connections to the regional system are addressed in the utilities and community facilities element of the comprehensive plan.

- ***Bicycle Accommodation on Arterial Streets and Highways***

The regional plan recommends that the accommodation of bicycling be considered and implemented, if feasible on surface arterial streets, as those streets are resurfaced or reconstructed in the years ahead. Accommodation of bicycling on arterial streets may be accomplished through marked bicycle lanes, widened outside travel lanes, widened and paved shoulders, or separate bicycle paths.

- ***Off-street Bicycle Paths***

The regional plan also recommends a system of off-street bicycle paths connecting the urban areas in Racine County. The proposed system is similar to the system of recreation trails recommended in the County park and open space plan. The off-street paths would, for the most part, be located in natural resource and utility corridors, including former railroad corridors. The proposed off-street bicycle system for Racine County is shown on Map XII-5. As shown on Map XII-5, some on-street segments would provide connections to the off-street paths or provide linkages within the proposed system. The off-street segments of the proposed system include about 87 miles of bicycle trails in Racine County.

The pedestrian facilities portion of this plan element is a policy, rather than a system, plan. It recommends that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in Southeastern Wisconsin adopt and follow a set of recommended standards and guidelines with regard to the development of those facilities, particularly within urban neighborhoods. The standards are set forth in Appendix B of SEWRPC Planning Report No. 49.

- ***Travel Demand Management Element***

The travel demand management element includes recommendations for measures intended to reduce personal and vehicular travel or to shift travel to alternative times and routes, allowing for more efficient use of the existing capacity. Examples of such measures that have potential application in Racine County include high-occupancy vehicle preferential treatment (e.g., bypass lanes on freeway ramps), the provision of park-ride lots, neighborhood designs that emphasize biking and walking as an alternative to automobile travel, implementation of programs to increase the use of public transit, and transit-oriented developments to maximize access to a transit stop located within or adjacent to the development.

- ***Transportation Systems Management Element***

The transportation systems management element includes recommendations for a variety of measures intended to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency. Examples of such measures that have potential application in Racine County include coordination of traffic signals to allow for the efficient progression of traffic along arterial streets and highways, restriction of curb-lane parking during peak traffic periods and improved IH 94 freeway traffic management including incident management, advisory information, and operations management.

## **Regional Airport System Plan**

The regional airport system plan adopted by the Regional Planning Commission in 1996 recommends a coordinated set of airport facilities and service improvements to serve the air transportation needs of the Southeastern Wisconsin Region.<sup>5</sup> It recommends a system of 11 public-use airports to meet the commercial, business, personal, and military aviation needs of the Region. In Racine County, the system includes the John H. Batten Airport, Burlington Municipal Airport, and Sylvania Airport.

The regional airport system plan recommends that the John H. Batten Airport serve as a transport-corporate airport.<sup>6</sup> The plan recommends the acquisition of approximately 23 acres of land to accommodate the relocation of N. Green Bay Road, the removal of obstructions from runway safety areas and approaches, and future hangar development. The regional plan recommends that the Burlington Municipal Airport serve as a general utility airport.<sup>7</sup> The plan recommended the extension of the primary runway by 3,600 feet, to 4,300 feet—which has now been completed—and certain other airport facility improvements.<sup>8</sup> The regional plan recommends that the Sylvania Airport serve as a basic utility airport.<sup>9</sup> The plan recommends the relocation and extension of the primary runway from 2,300 to 2,800 feet, the construction of a new crosswind runway, the relocation and expansion of the terminal and hangar facilities, and land and easement acquisition to enable the needed airfield expansion. With these improvements, the airport would be able to serve larger twin-engine aircraft and would also allow the airport to function as a reliever airport for the other larger airports in the County and Region.

## **Trucking**

While the regional transportation plan does not contain a “trucking/freight” element, the plan does recognize that truck traffic has a significant impact on transportation facilities in Racine County and the Region. In Racine County, IH 94 and the State trunk highways serve as the primary trucking routes for shipping goods into and from Racine County businesses to other parts of the Southeastern Wisconsin Region and other regions around the nation. The commercial and industrial land use development pattern set forth in the Land Use Element should be maintained to encourage easy truck access to the County’s arterial street and highway system to maintain the flow of goods into and from Racine County.

## **State Transportation Planning**

The Wisconsin Department of Transportation has prepared a number of statewide transportation plans. In Southeastern Wisconsin, where the Regional Planning Commission is the official metropolitan planning organization for transportation planning, the State transportation planning relies heavily upon Commission-adopted transportation plans.

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<sup>5</sup>*Documented in SEWRPC Planning Report No. 38 (2<sup>nd</sup> Edition), A Regional Airport System Plan for Southeastern Wisconsin: 2010, dated November 1996, and in SEWRPC Memorandum Report No. 133, Review and Update of Regional Airport System Plan Forecasts, dated August 2004.*

<sup>6</sup>*Transport-corporate airports are intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston and turboprop) used in commuter air service. These aircraft generally have a gross takeoff weight of less than 60,000 pounds.*

<sup>7</sup>*General utility airports are intended to serve virtually all small general aviation single and twin-engine aircraft, both piston and turboprop, with a maximum takeoff weight of 12,500 pounds. These aircraft are typically used for business, charter, and personal flying.*

<sup>8</sup>*A detailed layout plan for the Burlington Municipal Airport prepared in 2000 calls for a further extension to the west of the primary runway from 4,300 feet to 4,900 feet and the acquisition of approximately 15 acres of land along Bieneman Road to accommodate future hangar development.*

<sup>9</sup>*Basic utility airports are intended to serve all small single-engine and many of the smaller twin-engine aircraft with a gross takeoff of 12,500 pounds or less. These aircraft typically seat from two to six people and are used for a variety of activities, including recreational and sport flying, training, agricultural purposes, and some business and charter flying.*

The Wisconsin Department of Transportation is currently preparing a long-range transportation plan, entitled Connections 2030, addressing streets and highways, bicycle, pedestrian, transit, and other forms of transportation on a corridor-by-corridor basis throughout the State. It is expected that this State plan will reflect pertinent features of the regional transportation system plan.

Within Racine County, the Wisconsin Department of Transportation (WisDOT) is currently conducting a preliminary engineering study of the STH 38 corridor between CTH K in Racine County and Oakwood Road in Milwaukee County. The purpose of the study is to evaluate long-term improvements to traffic flow and safety. Major improvements being considered in the study include the widening and realignment of STH 38. It should be noted that the year 2035 regional transportation system plan recommends the widening to four lanes of STH 38 between the Milwaukee County line and Six Mile Road and the realignment and widening of this facility from Six Mile Road to CTH K. The current WisDOT study of STH 38 is an example of the type of detailed preliminary engineering that must take place prior to implementation of the highway improvement recommendations set forth in the regional plan.

## **PUBLIC INPUT—TRANSPORTATION ISSUES**

The plan should address key transportation issues based upon the transportation-related information and public input gathered during the comprehensive planning process. The countywide public opinion survey, and strengths, weaknesses, opportunities, and threats (SWOT) analyses—both completed in 2007—resulted in the identification of a number of transportation related issues to be addressed in this element. These issues include:

- The plan should capitalize on the advantages of having an interstate highway, IH 94, serving the County.
- The plan should address existing and future traffic congestion.
- The plan should accommodate the development of commuter rail (KRM) in the eastern portion of the County.
- The plan should strive for a balanced transportation system, including the expansion of the pedestrian and bicycle-friendly transportation system.
- The plan should strive to improve transit services and accessibility and provide more multi-modal transportation options.
- The plan should recommend the creation of transit services in the western portion of the County and the expansion of services between eastern and western Racine County.
- The plan should recognize the link between land use and transportation decisions.
- The plan should recognize the need to develop convenient and economical connections between the location of jobs and the labor force.

These issues are all addressed in the regional transportation system plan described earlier in this chapter and through the goals, objectives, policies, and programs identified in the next section of this chapter.

## **TRANSPORTATION GOALS, OBJECTIVES, POLICIES, AND PROGRAMS**

The transportation element goals and objectives, along with the implementing policies and programs were developed based upon the consideration of the recommendations of the regional transportation system plan, the transportation data inventoried in Chapter IV, and the results of the public participation process including input from the advisory committee, public opinion survey and SWOT analyses.

The following County transportation related goals were developed under the comprehensive planning program and previously presented in Chapter VIII.



## **Racine County Transportation Goals**

- Goal XII-1:** Provide a multi-modal transportation system that provides appropriate types of transportation needed by all residents of the County at an adequate level of service, provides choices among transportation modes, and provides inter-modal connectivity.
- Goal XII-2:** Promote the coordination between land use and housing design that supports a range of transportation choices.
- Goal XII-3:** Encourage development patterns that promote efficient and sustainable use of land, that can be readily linked by transportation systems, and utilize existing public utilities and services.

## **Racine County Transportation Objectives**

- Implementation of the recommendations of the regional transportation system plan that pertain to Racine County—including recommendations pertaining to arterial streets and highways, public transit service, accommodation of bicycle and pedestrian facilities, transportation system management, and travel demand management.
- A multi-modal transportation system which, through its location, capacity, and design will effectively serve the existing land use pattern and promote the implementation of County and local land use plans, meeting and managing the anticipated travel demand generated by the existing and proposed land uses.
- A multi-modal transportation system which is economical and efficient and best meets all other objectives while minimizing public and private costs.
- A multi-modal transportation system which provides appropriate types of transportation needed by all residents of the County at an adequate level of service; provides choices among transportation modes; and provides inter-modal connectivity.
- A multi-modal transportation system which minimizes disruption of existing neighborhood and community development, including adverse effects upon the property tax base.
- A multi-modal transportation system which serves to protect the overall quality of the natural environment and preserve scenic and aesthetic features in the rural areas of the County.
- A multi-modal transportation system which facilitates the convenient and efficient movement of people and goods between component parts of the County, Region, State, and Nation.
- A multi-modal transportation system which reduces accident exposure and provides for increased travel safety.
- A multi-modal transportation system which minimizes the amount of energy consumed, especially non-renewable energy sources such as fossil fuels.
- The layout and design of local street systems properly related to the planned arterial street and highway system.
- Provision of opportunities for bicycling and walking, or other non-motorized forms of transportation to promote a healthy lifestyle.
- Provision of efficient and cost-effective public transportation options that are available to all residents of Racine County, including persons of all income levels and age groups, and persons with disabilities and elderly residents.
- Provision of a county-wide private on-demand door-to-door transit service that is available to all residents of Racine County, including persons of all income levels and age groups, and persons with disabilities and elderly residents.
- Maintain and enhance existing transportation infrastructure consistent with the regional transportation system plan.

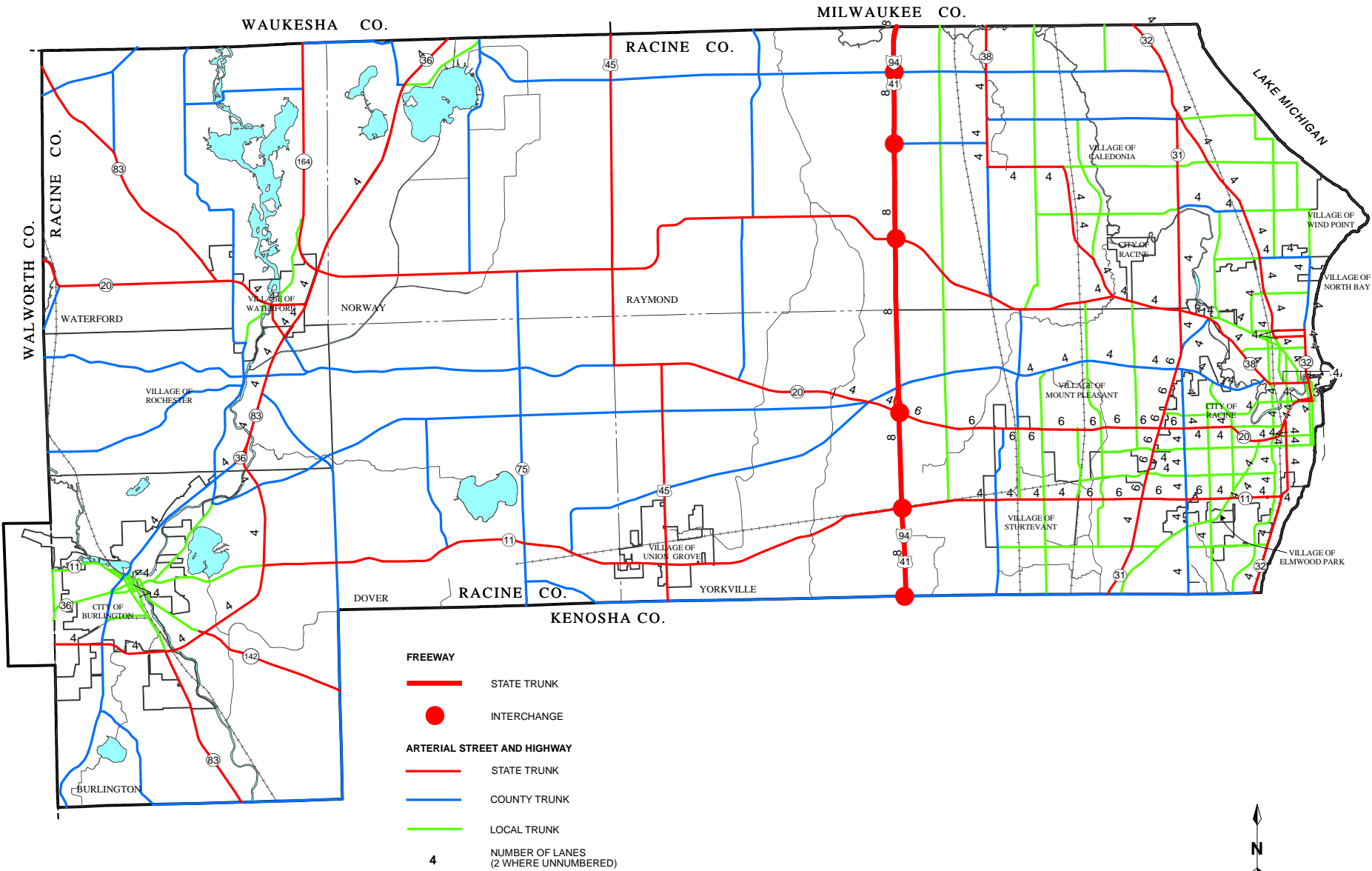
## **Racine County Transportation Policies and Programs**

- Endorse the recommended regional transportation system plan as that plan affects Racine County and each respective civil division.
- Work with the Regional Planning Commission in the major review, reevaluation, and update of the Racine County jurisdictional highway system plan.
- Work cooperatively with the Wisconsin Department of Transportation in effecting recommended changes in jurisdictional responsibility for portions of the arterial street and highway system as recommended in the jurisdictional highway system plan.
- Act to consider the recommended expansion, improvement, and maintenance of the arterial street and highway facilities designated in the plan for County or local jurisdiction, including undertaking, as may be appropriate, detailed planning, preliminary engineering, environmental studies, and official mapping efforts.
- Cooperate with the Wisconsin Department of Transportation, the Regional Planning Commission, and adjoining counties as necessary to conduct the corridor studies attendant to rapid transit commuter rail and express transit bus facilities identified in the plan, and carry out, as appropriate, detailed county-wide and local transit planning programs to refine and detail the transit element of the regional transportation system plan.
- Provide public transit services in accordance with the recommendations set forth in the transit element of the plan.
- Promote the expansion or establishment of public and private on-demand door-to-door transit services for residents throughout Racine County.
- Work cooperatively with appropriate government agencies in the development of the Kenosha-Racine-Milwaukee commuter rail system as recommended in the regional transportation system plan, as funding becomes available.
- As appropriate, encourage the use of transit-oriented developments to maximize access to transit facilities.
- As appropriate, coordinate the maintenance and development of transportation facilities with respect to the development or redevelopment of “main street” areas of the County.
- Improve accommodations for safe bicycle travel on the arterial street and highway system as that system is resurfaced and restructured on a segment-by-segment basis.
- Provide a system of off-street bicycle paths located primarily within natural resource and utility corridors to provide reasonably direct connections between the urban areas of Racine County as set forth in the plan.
- Consider the adoption of a plan which contains recommendations for local bicycle and pedestrian facilities which are consistent with the regional transportation system plan.
- As appropriate, prepare detailed neighborhood plans or mixed-use development plans that identify alignments for arterial, collector, and access streets, as well as recommendations for sidewalks, trails, and bicycle routes, to facilitate safe and efficient travel in neighborhood and community areas.
- Continue to operate, enhance, and expand traffic management systems so as to achieve the highest possible level of service on the arterial system.
- As appropriate, integrate transit- and pedestrian-friendly land use development concepts into the local planning and development practices and ordinances.
- Promote accessibility between residential developments to facilitate emergency access, local circulation of motorized and non-motorized traffic and potential neighborhood bus service.

- As appropriate, develop or update local official mapping ordinances to reflect the recommendations of the regional transportation system plan with respect to planned arterial street and highway rights-of-way and off-street bicycle paths within Racine County.
- Racine County should consider the development of a County official right-of-way map to show proposed widening of existing streets and highways and to show the location and width of proposed future streets and highways as identified in the regional transportation system plan as it relates to Racine County.
- Monitor changes in travel patterns, traffic volumes, and the implementation of recommended transportation facilities and services for the purpose of evaluating progress towards the attainment of transportation goals and objectives.
- Work cooperatively with Racine County public school districts, private schools, area colleges and technical schools, and other units of government to establish programs that encourage bicycling, walking, carpooling, and the use of transit as modes of travel to and from school.
- Promote public participation in the detailed planning and implementation of all transportation related projects.
- Work cooperatively with the Wisconsin Department of Transportation to identify State and Federal grants and programs that are available to fund the implementation of the regional transportation system plan as it relates to Racine County and apply for such funds as appropriate.
- Work cooperatively with the Wisconsin Department of Natural Resources to identify State and Federal grants and programs that are available to fund the implementation of the bicycle and pedestrian facility element of the regional transportation system plan as it relates to Racine County and apply for such funds as appropriate.
- As appropriate, Racine County, local units of government, private organizations, and the Wisconsin Department of Natural Resources should consider entering into cooperative partnerships to facilitate the planning, acquisition, and development of bicycle and pedestrian facilities identified in the regional transportation plan as it relates to Racine County.

Map XII-1

**JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR RACINE COUNTY  
RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN**



NOTE: THE JURISDICTIONAL CLASSIFICATION RECOMMENDATIONS  
IN THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN  
ARE BASED ON THE YEAR 2020 JURISDICTIONAL HIGHWAY  
SYSTEM PLAN FOR RACINE COUNTY.

Source: SEWRPC.

# Map XII-2

## FUNCTIONAL IMPROVEMENTS IN RACINE COUNTY RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

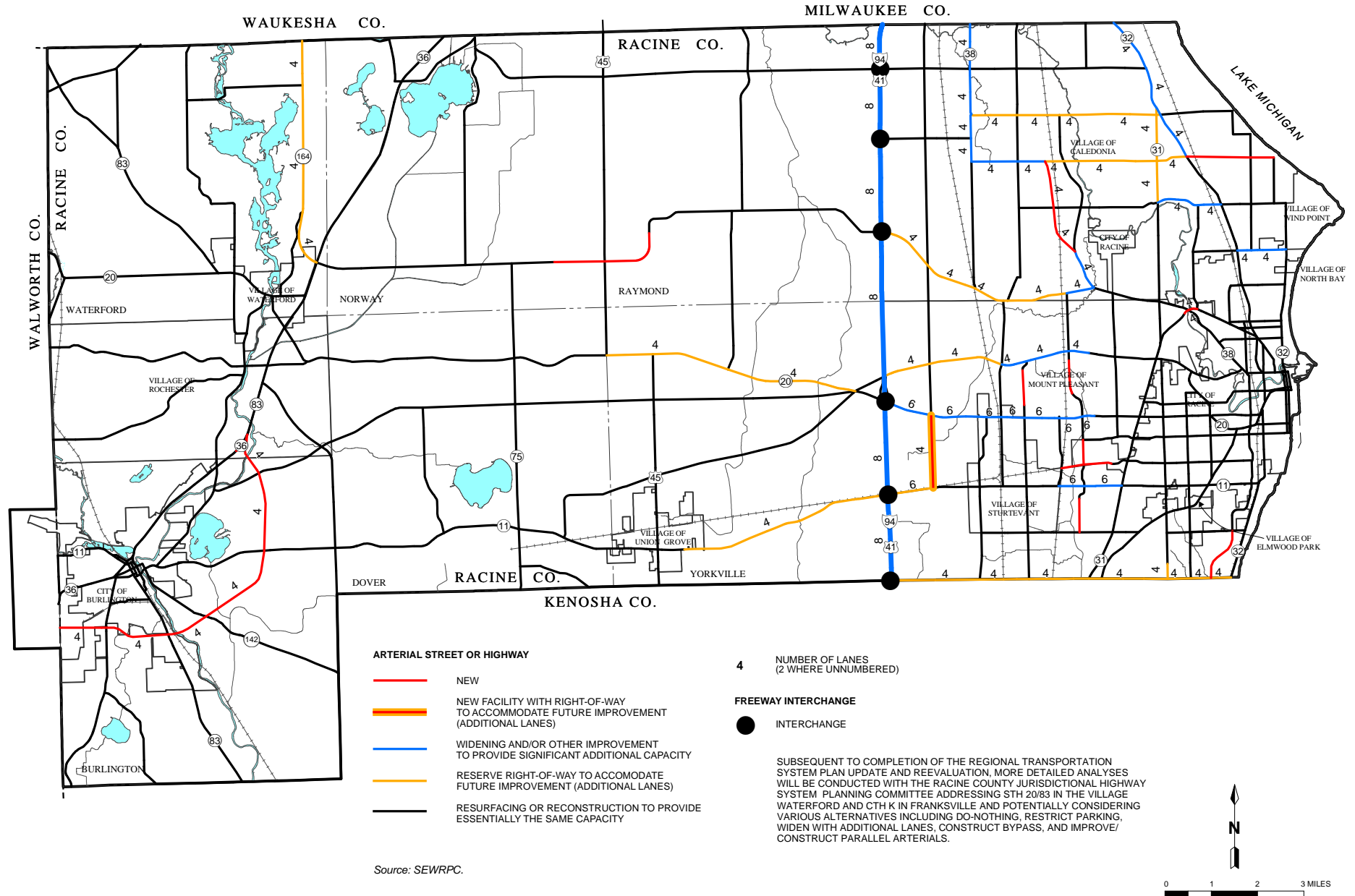


Table XII-1

**CAPACITY IMPROVEMENTS IN RACINE COUNTY  
RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN**

Recommended Jurisdiction <sup>a</sup>	Improvement Type	Facility	Termini	Improvement Description
State	Widening	IH 94	CTH KR to Milwaukee County line	Widen from six to eight traffic lanes
		STH 11 (Durand Avenue)	Stuart Road to STH 31 (Green Bay Road)	Widen from four to six traffic lanes
		STH 20 (Washington Avenue)	IH 94 to Warwick Way	Widen from four to six traffic lanes
		STH 32 (Douglas Avenue)	Five Mile Road to Milwaukee County line	Widen from two to four traffic lanes
		STH 38	Six Mile Road to Milwaukee County line	Widen from two to four traffic lanes
		STH 38	STH 38 extension to CTH K	Widen from two to four traffic lanes
		CTH H (Howell Road)	Five Mile Road to Six Mile Road	Widen from two to four traffic lanes
		CTH K (Northwestern Avenue)	Airline Road to STH 38	Widen from two to four traffic lanes
		Five Mile Road	CTH H to STH 38 extension	Widen from two to four traffic lanes
	Expansion	STH 38 extension	Current STH 38 to Five Mile Road	Construct four lanes on new alignment
		CTH K extension	108 <sup>th</sup> Street to Britton Street	Construct two lanes on new alignment
		Burlington Bypass	STH 11 to STH 36	Construct four lanes on new alignment
County	Widening	CTH C (Spring Street)	CTH H to Summerset Drive	Widen from two to four traffic lanes
		Four Mile Road	STH 31 (Davidson Street) to STH 32 (Douglas Avenue)	Widen from two to four traffic lanes
		Three Mile Road	STH 32 (Douglas Avenue) to CTH G	Widen from two to four traffic lanes
	Expansion	CTH MM (Green Bay Road)	Rivershore Drive to STH 38	Construct four lanes on new alignment
Local	Expansion	CTH V	STH 11 (Durand Avenue) to STH 20 (Washington Avenue)	Construct two lanes on new alignment
		21 <sup>st</sup> Street	Loni Lane to Willow Road	Construct two lanes on new alignment
		90 <sup>th</sup> Street	0.3 Miles North of STH 20 (Washington Avenue) to Old Spring Road	Construct two lanes on new alignment
		Five Mile Road	STH 32 (Douglas Avenue) to Erie Street	Construct two lanes on new alignment
		Memorial Drive	CTH KR (Town Line Road) to Chicory Road	Construct two lanes on new alignment
		Oakes Road	Braun Road to 0.3 Miles South of STH 11 (Durand Avenue)	Construct two lanes on new alignment
		Oakes Road	Canadian Pacific Railroad to 16 <sup>th</sup> Street	Construct two lanes on new alignment
		Oakes Road	0.6 Miles North of STH 20 (Washington Avenue) to Old Spring Road	Construct two lanes on new alignment
		Rapids Drive	STH 38 to Green Bay Road	Construct four lanes on new alignment

<sup>a</sup>The jurisdictional responsibility recommendations in the year 2035 regional transportation plan are based on the year 2020 jurisdictional highway system plan for Racine County.

Source: SEWRPC

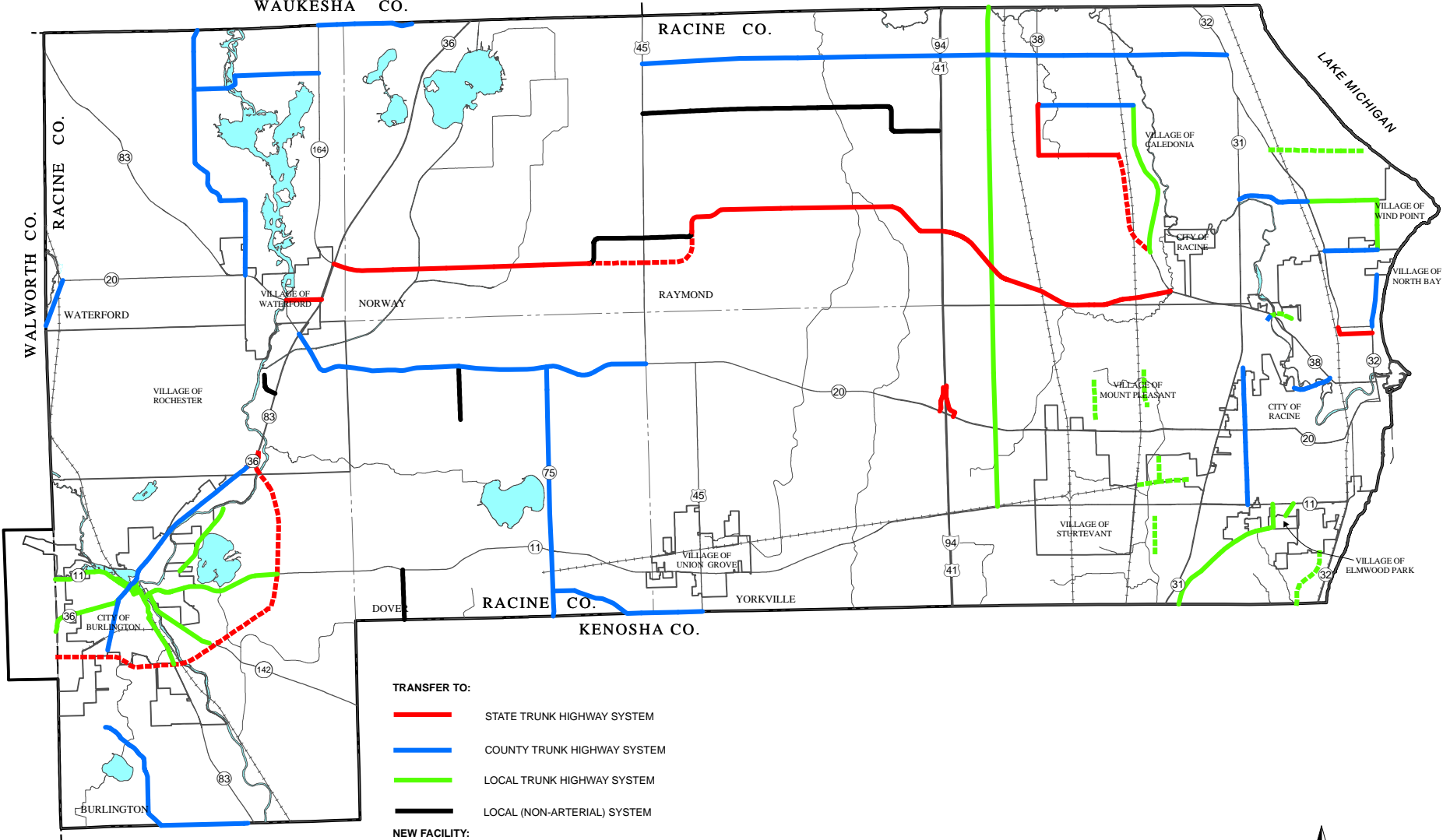
Map XII-3

CHANGES IN PLANNED JURISDICTIONAL RESPONSIBILITY FOR RACINE COUNTY  
RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

MILWAUKEE CO.

WAUKESHA CO.

RACINE CO.



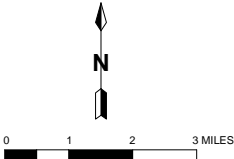
TRANSFER TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NON-ARTERIAL) SYSTEM

NEW FACILITY:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM

Source: SEWRPC.



Map XII-4

**PUBLIC TRANSIT ELEMENT OF THE  
REGIONAL TRANSPORTATION SYSTEM PLAN: 2035**

**RAPID/EXPRESS ROUTE**

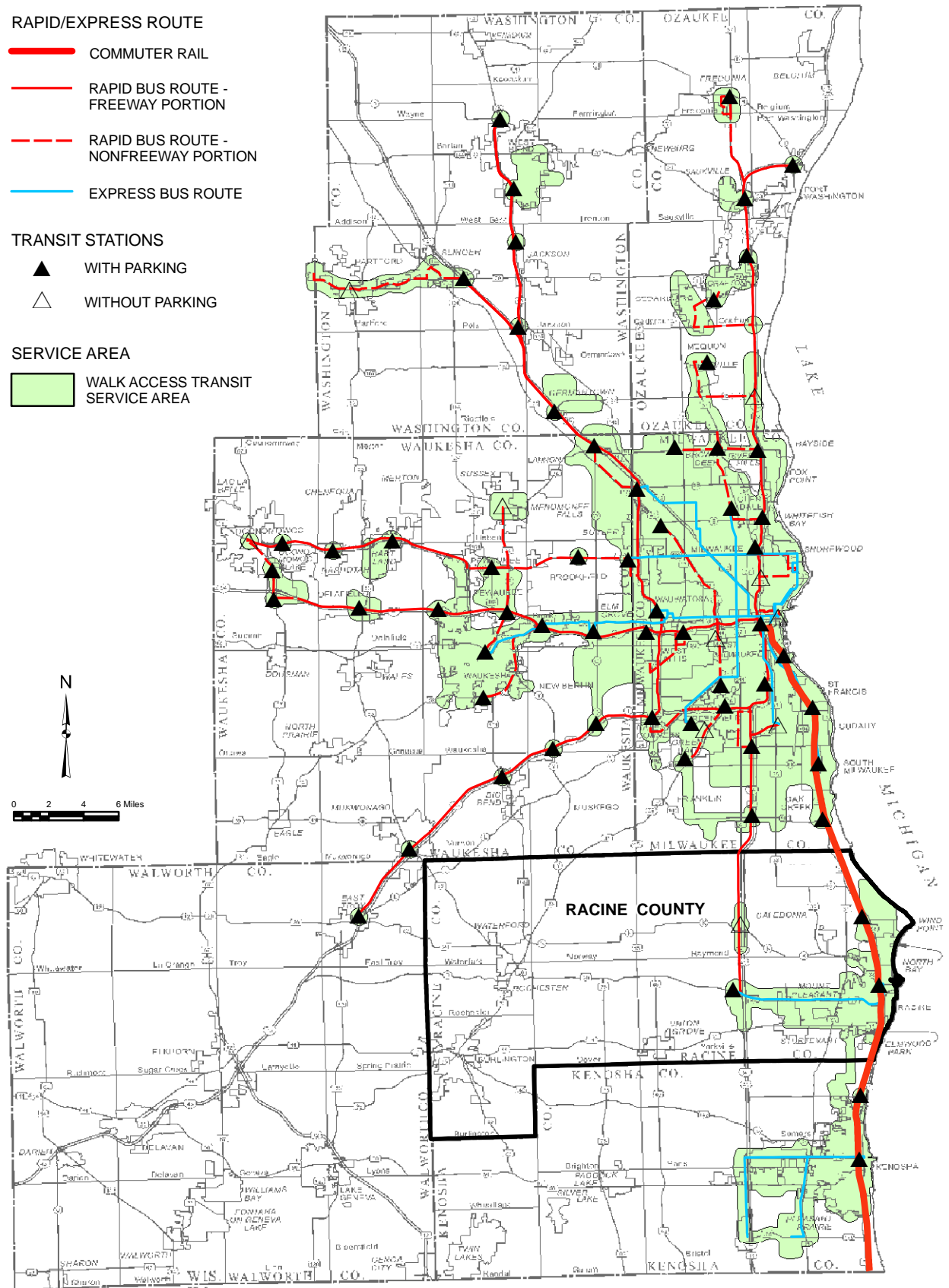
- COMMUTER RAIL
- RAPID BUS ROUTE - FREEWAY PORTION
- RAPID BUS ROUTE - NONFREEWAY PORTION
- EXPRESS BUS ROUTE

**TRANSIT STATIONS**

- ▲ WITH PARKING
- △ WITHOUT PARKING

**SERVICE AREA**

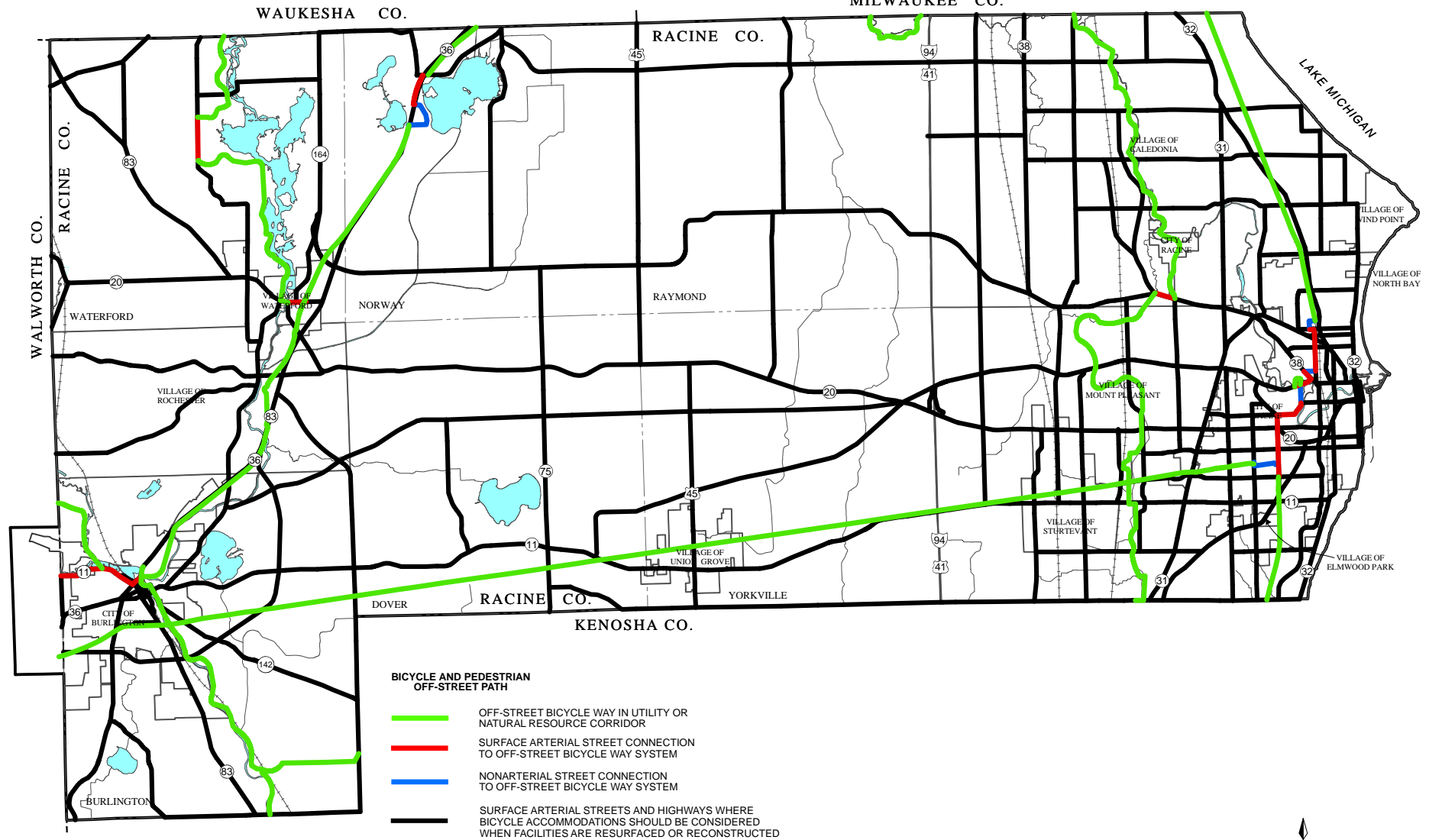
- WALK ACCESS TRANSIT SERVICE AREA





Map XII-5

**OFF-STREET BICYCLE PATHS AND SURFACE ARTERIAL STREET AND HIGHWAY SYSTEM BICYCLE  
ACCOMMODATION FOR RACINE COUNTY RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN**



Source: SEWRPC.

