

Chapter IV

INVENTORY OF EXISTING LAND USES AND TRANSPORTATION FACILITIES AND SERVICES

INTRODUCTION

This chapter presents an inventory of two key factors of the built environment—land use and transportation facilities and services. The first part of the chapter provides an overview of the historical development of the County and describes the pattern of existing land use. The second part describes the various components of the existing transportation system facilities and services within the County.

LAND USE

Historic Urban Growth

The Regional Planning Commission's historic urban growth inventory provides insight into the spatial pattern of urban development in the County over time. This inventory delineates the outer limits of concentrations of urban development at selected points in time beginning in 1850. Areas identified as urban include locations where residential structures and other buildings have been constructed in relatively compact groups, representing concentrations of residential, commercial, industrial, and other urban land uses. In addition, the identified urban areas encompass certain open space lands such as parks and other small permanent open space areas within the urbanized areas.¹

The historical growth and development of Racine County is depicted on Map IV-1. As shown on that map, urban development in the County was largely confined to the Racine area along Lake Michigan before 1850. Over the next 50 years, from 1850 to 1900, as the modern amenities of public water and sewer systems, electricity, telephone, and gas used for cooking and heating became available, growth continued in the City of Racine area. Additional growth also occurred away from the historic downtown center of Racine with an emergence of small

¹As part of the urban growth ring analysis, urban areas are defined as concentrations of residential, commercial, industrial, governmental, or institutional buildings or structures, along with their associated yards, parking, and service areas, having a combined area of five acres or more. In the case of residential uses, such areas must include at least 10 structures—over a maximum distance of one-half mile—located along a linear feature, such as a roadway or lakeshore, or at least 10 structures 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, golf courses—are identified as urban where such uses are surrounded on at least three sides by urban land uses that do meet the afore-referenced criteria.

urban, or merchandise, centers in the City of Burlington and the Villages of Rochester, Union Grove, and Waterford. Between 1900 and 1950, urban development continued to expand outward from the Cities of Racine and Burlington as well as around several inland lakes. The period between 1950 and 1963 experienced significant growth adjacent to existing urban areas and in scattered enclaves throughout the County. In the decade after 1963, scattered urban development continued to occur throughout the County, particularly in the central portions of the County. Presently, that change toward scattered urban development outside of established urban centers has continued in many areas of the County.

Existing Land Use

The Regional Planning Commission's land use inventory delineates and quantifies the area devoted to various urban and nonurban land uses throughout the Southeastern Wisconsin Region. The initial regional land use inventory was completed in 1963, while the most recent inventory was completed in 2000. Existing land uses in the County in 2000 are shown on Map IV-2 and are quantitatively summarized in Table IV-1.²

Urban Land Use

Urban land uses consist of residential, commercial, industrial, transportation, communication, and utility uses, governmental and institutional, recreational and unused urban land.³ As indicated in Table IV-1 and on Map IV-2, urban land uses encompassed 50,345 acres (78.7 square miles), or about 23 percent of the total County planning area in 2000. This compares to urban land uses comprising 28 percent of the total area of the Southeastern Wisconsin Region in 2000.

As indicated in Table IV-1, residential land comprised the largest urban land use category in 2000, encompassing about 23,450 acres (36.6 square miles), or 46 percent of all urban land in the County. Commercial land encompassed about 1,930 acres (3.0 square miles), or 4 percent of all urban land. Industrial land encompassed about 2,430 acres (3.8 square miles), or 5 percent of all urban land. Land used for governmental and institutional purposes encompassed 2,280 acres (3.6 square miles), or 4 percent of all urban land. Land devoted for intensive recreational uses encompassed about 3,000 acres (4.7 square miles), or 6 percent of all urban land.⁴ Lands devoted to transportation, communication, and utilities uses encompassed about 13,350 acres (20.9 square miles), or 27 percent of all urban lands; street and highway rights-of-way accounted for 11,400 acres, or 85 percent of the transportation, communication, and utilities category. Unused urban land accounted for about 3,900 acres (6.1 square miles), or 8 percent of all urban land. Corresponding land use acreage information for cities, villages, and towns is presented in Table IV-2.

²As part of the year 2000 regional land use inventory, the delineation of existing land was referenced to real property boundary information not available for prior inventories. This change increases the precision of the land use inventory, however, year 2000 land use inventory data are not strictly comparable with data from the 1990 and prior inventories. At the county level, the most significant effect of the change is to increase the transportation, communication, and utilities category—the result of the use of actual street and highway rights-of-way as part of the 2000 land use inventory. This treatment of streets and highways generally diminishes the area of adjacent land uses traversed by those streets and highways in the 2000 land use inventory relative to prior inventories.

³Unused urban lands consist of open lands within urban areas. Such lands were not in any particular use at the time of the inventory. In some cases, they were previously developed or cleared before the inventory or development was underway but not yet complete. Unused urban lands do not contain any wetlands or woodlands; those areas have their own category under the land use inventory.

⁴Intensive recreational land includes only 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; it excludes wetlands, woodlands, surface waters, and open lands having no developed facilities within existing park and open space sites.

As indicated in Table IV-1, between 1963 and 2000, urban land uses in the County increased by about 20,800 acres (32.4 square miles), or 70 percent. This includes increases of 10,000 acres between 1963 and 1980, and 10,800 acres between 1980 and 2000. Between 1963 and 2000, residential lands increased by 90 percent; commercial lands increased by 167 percent; industrial lands increased by 205 percent; transportation, communication, and utility land increased by 29 percent; governmental and institutional land increased by 70 percent; and recreational land increased by 81 percent.

As indicated in Table IV-3, between 1963 and 2000, there were 13 municipalities with more than a 75 percent increase, or conversion to urban land. Overall, the County experienced a 71 percent increase in urban land between 1963 and 2000. Of the 13 municipalities, four had experienced an increase in urban land of more than 100 percent.

Residential Development (2000 to 2006)

Since 2000, the base date of the last regional land use inventory, Racine County has continued to grow and develop. Between 2000 and 2006, a total of 115 residential subdivision and condominium plats were recorded in the County, as shown on Map IV-3 and Table IV-4. In combination, these subdivision plats created a total of 4,019 residential lots on a total of 3,603 gross acres.

Industrial/Business Park Development

Industrial and business park land is a major contributor to economic development patterns within Racine County. As shown on Map IV-4 and in Table IV-5, in 2005 there were a total of 19 industrial and business parks encompassing 2,100 gross acres.⁵ Among the 19 industrial and business parks, 15 had available sanitary sewer service.

Nonurban Land Use

Areas considered as nonurban land uses under the land use inventory include agricultural lands, wetlands, woodlands, surface water, extractive and landfill sites, and unused rural lands.⁶ As indicated in Table IV-1 and on Map IV-2, nonurban lands encompassed about 167,700 acres (262.0 square miles), or 77 percent of the total County planning area in 2000. Agricultural land constituted the largest nonurban land use category, encompassing about 125,200 acres (195.6 square miles) or 75 percent of all nonurban land, and 58 percent of the total County planning area. Natural resource areas, consisting of surface water, wetlands, and woodlands, combined to encompass about 33,800 acres (52.8 square miles), or 20 percent of all nonurban lands in 2000. All other nonurban lands—including extractive, landfill, and unused rural lands—comprised about 8,700 acres (13.7 square miles), or 5 percent of all nonurban lands.

Nonurban lands in the County planning area decreased by about 20,800 acres (32.4 miles), or 11 percent, between 1963 and 2000. Much of this decrease may be attributed to the conversion of agricultural land to urban uses such as residential development. As indicated in Table IV-1, the total wetland acreage in the County decreased by about 360 acres between 1963 and 1980, followed by a fairly significant increase of 800 acres, between 1980 and 2000. The total woodland acreage decreased moderately, by about 1,000 acres, between 1963 and 2000. It should be noted that the change in wetland and woodland areas indicated in Table IV-1 represents the net change within the County. As a result, the change in the wetland area reported between two inventory periods is the net result of decreases in certain areas—due, for example, to drainage or filling activities, while increases may be due to the abandonment of drainage systems or planned wetland restoration efforts. Similarly, the change in woodland area between two inventory periods reflects the net effect of clearing of woodlands in certain areas and/or reforestation efforts in other areas.

⁵As identified in SEWRPC Memorandum Report No. 136, 2nd Edition, Racine County Industrial Park Land Absorption Study, December 2005.

⁶Unused rural lands consist of open lands, other than wetlands and woodlands, which are located within rural areas but which were not in agricultural, pasture, or related use at the time of the land use inventory.

TRANSPORTATION FACILITIES AND SERVICES

Historic Transportation Facilities

Prior to the 20th Century, the construction, expansion, and improvement of road and railroad facilities in Racine County led to increased urbanization not only in the City of Racine, but in the outlying areas of the County as well. Between 1850 and 1900, the first railroad was constructed between the Cities of Racine and Burlington, which facilitated the growth of merchandising centers for their surrounding areas. In addition, street railway operations, or streetcars, were initiated in the City of Racine. Public transit service in the Racine area was provided exclusively by streetcars until 1928, when the first feeder-bus route became operational. An extensive street paving program was undertaken by the City during the 1930s, and a decision was made then to convert the transit system to buses rather than replacing track where the repaving program affected streetcar routes. Until 1963, three private railroads also competed for interregional passenger traffic between Milwaukee and Chicago and for interurban service between the Cities of Milwaukee, Racine, and Kenosha. By the 1970s, however, virtually all commuter rail operations in the Chicago region and the rest of the United States had been transferred from private ownership and operation to public ownership and operation. All service was then provided either directly by a public operator or under contract between a public authority and private operator.

Recognizing the relationship between land use and transportation is vital in better understanding the characteristics of the built environment. As Federal commitment to road building in the post-World War II era reconfigured the landscape of the United States, this impact was not as evident in the County. However, as outward migration from major urban centers occurred with the expansion and improvement of the street and highway system, there was a shift towards a higher dependency on automobiles for local transportation use. As evident in Table IV-6, between 1963 and 2005, the distribution of total streets and highways mileage increased by about 320 miles.

Public Streets and Highways

The street and highway system serves several important functions, including the movement of through vehicular traffic; providing vehicular access to abutting land uses; providing for pedestrian and bicycle circulation; and serving as the location for utilities and stormwater drainage facilities. Two of these functions—traffic movement and land access—are interdependent but often conflicting. The following section describes the three functional classifications of arterial, collector, and land access streets within Racine County.

Arterial Streets

Arterial streets are defined as public streets and highways which are principally intended to provide a high degree of travel mobility, serving the movement between and through urban areas. As shown on Map IV-5, the existing arterial streets and highways form an integrated travel system of state, county, and local trunk arterials with connections between civil divisions and adjacent counties. In 2005, there was a total of 421 miles of arterials and highways in Racine County. Of this total, 159 miles consisted of State trunk highways, 139 miles consisted of County trunk highways, and 123 miles consisted of local trunk highways.

In addition to their functional classification, the arterial street system may be described in a number of different ways. Streets and highways may be 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, Racine County has jurisdiction over the County trunk highway system, and each local government has jurisdiction over local arterial streets within their respective community. Furthermore, traffic speed, volume, and trip lengths of the arterial street system are grouped into logical subsystems. The State trunk highway system, which includes Interstate Highways (IH), U.S.-numbered highways (USH), and State trunk highways (STH), 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. Interstate and State trunk highways serve the longest trips, principally carrying traffic traveling through and between Racine County and other counties or states. County trunk highways (CTH) form an integrated system with State 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, carry the lightest

traffic volumes on the arterial system, provide lower traffic speeds, have the least access control, and principally serve traffic within a local government unit. Plan recommendations regarding the jurisdiction, location, and number of lanes of arterial streets and highways in Racine County are included in the 2035 regional transportation system plan, which is described later in this report.

Collector and Land Access Streets

Collector and land access streets form a street system that serve connections between arterials as well as link the residential areas of a community. Collector streets are defined as streets and highways primarily intended to serve as connections between the arterial street system and land access streets. In addition to collecting and distributing traffic to and from land access streets, collector streets usually perform a secondary function of providing access to abutting property. Local land access streets provide access to abutting property.

Wisconsin Information System for Local Roads

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. By statute, pavement ratings must be submitted to WisDOT by each county and local government every other year.

Freeway System 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. Traffic detectors, a variable message sign, closed-circuit television cameras, a crash investigation site, and freeway service patrol sites are present throughout portions the freeway system in Racine County.

Traffic detectors measure the speed, volume, and density of freeway traffic. Traffic detector data collection is monitored at WisDOT’s Traffic Operation Center in Milwaukee for disruptions in traffic flow as well as to control traffic merging onto portions of the freeway that experience traffic congestion during the morning and evening peak-traffic periods. In 2006, none of IH 94 on-ramps were equipped with ramp meters and attendant traffic detectors in Racine County.

Variable message signs provide real-time information to travelers about downstream freeway traffic conditions. WisDOT uses variable message signs 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. In the event of child abduction, the variable message signs are also used to display an amber alert. There is one variable message sign in Racine County, located along the northbound lane of IH 94 at CTH G.

There are also six closed-circuit television cameras along IH 94 in Racine County, which provide real-time video for the identification and confirmation of congested areas and incident locations. Video is monitored at the WisDOT Traffic Operation Center in Milwaukee. Video is supplied to some emergency response agencies so that their dispatchers can provide personnel with incident locations and information. WisDOT also provides some of its camera images to the media and to its website for viewing by the general public.

Crash investigation sites are designated safe zones for distressed motorists to relocate to if they are involved in a crash or an incident on the freeway. There are three crash investigation sites along IH 94 in Racine County. These sites are intended for use by motorists involved in an incident to exchange insurance information or to make emergency repairs to their vehicle following a minor collision or breakdown. These sites are also used by the freeway service patrols to relocate the distressed motorists they assist.

Freeway service patrols assist disabled motorists with specially equipped vehicles. When freeway service patrols encounter severe incidents, they have communication equipment to ensure that the appropriate personnel and equipment may be dispatched to the scene, prior to arrival by a first responder. In Racine County, the IH 94 freeway service patrol, between the Kenosha County and Milwaukee County lines, is known as the Gateway Patrol and is under contract with the Wisconsin Department of Transportation.

Bicycle Facilities

For inventory purposes, the term bicycle way is defined as any roadway, pathway, or other way that is specifically designated for bicycle travel, including facilities that are designated for exclusive or preferential bicycle travel and facilities that are shared with other travel modes. Existing bicycle ways are grouped as the following four facility types: bicycle paths located outside street rights-of-way; bicycle paths located within street rights-of-way; bicycle routes; and bicycle lanes. Bicycle facilities other than bicycle ways include signs and other traffic control devices intended to assist bicyclists, bicycle parking and storage devices, and racks and other devices to transport bicycles on transit vehicles. It is important to note that the inventory of bicycle facilities presented in this section is limited to existing off-street bicycle paths.

Bicycle accommodation on surface arterial streets and highways is provided by various levels and units of government. WisDOT is the principal agency responsible for bicycle facilities within the right-of-way of State trunk highways and connecting streets; county highway and transportation departments are responsible for bicycle facilities located within the right-of-way of country trunk highways; and the various cities, villages, and towns are responsible for bicycle facilities located within the right-of-way of streets and highways under their jurisdiction.

Off-Street Bicycle Paths

Off-street bicycle paths are located outside a street right-of-way in natural resource and utility corridors in order to maintain a separation from motor vehicles. They are intended to provide reasonably direct connections between the region's urbanized and small urban areas on safe and aesthetically attractive routes. In addition, the off-street paths may act as a system of paths between local communities and adjacent counties. They are designed to accommodate a variety of uses, including bicycling, hiking, and cross-country skiing, and—on paved-trails—roller-skating and roller-blading. As shown on Map IV-6, Racine County has developed four off-street bicycle paths within former electric interurban railway rights-of-way: the Burlington Trail, the Milwaukee-Racine-Kenosha (MRK) Trail, the North Shore Trail, and the Waterford-Wind Lake Trail.

Bicycle Paths Located within Street Rights-of-Way

Bicycle paths located within street rights-of-way are separated from the motor vehicle travel by a planting strip. Although signed as bicycle ways, such facilities generally serve pedestrians as well as bicyclists in a system of paths between and through urbanized areas as well as connect segments of the this system to off-street paths. Bicycle paths are located where high levels of recreational use are anticipated, or where motor vehicle speeds and volumes on the adjacent street are considered too high for bicycles to safely share the roadway with other motor vehicles.

On-Street Bicycle Routes and Lanes

On-street bicycle routes and lanes are also designed to generally serve bicyclists in a system of paths between and through urbanized areas. A bicycle route is a bicycle way designated with directional and informational markers, and may consist of a combination of bicycle paths, bicycle lanes, and shared roadways signed for bicycle use. Bicycle route signs are commonly installed to provide a connection between bicycle lanes or bicycle paths, or to mark a route recommended for bicycle travel based on more favorable roadway conditions. For a more preferential or exclusive use of bicyclists, a bicycle lane is a portion of the roadway designated by striping, signing, and pavement markings.

Pedestrian Facilities

Walking is one of the most common forms of transportation used in a variety of trip-making modes. For inventory purposes, pedestrian facilities include sidewalks along roadways, walkways located outside a street right-of-way, crosswalks, pedestrian islands and medians, overpasses and underpasses, and signs and other traffic control

devices intended to assist pedestrians. While a comprehensive inventory of pedestrian facilities has not been completed for Racine County, safe pedestrian facilities are essential in the development of commuting, recreational, and leisurely activities in both urbanized and nonurbanized areas. In addition, pedestrian facilities are important in properly accommodating pedestrians with special needs such as the elderly, persons with disabilities, and school-age children.

Interregional Public Transportation

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

Passenger Rail Service

Amtrak provides intercity passenger service across regional boundaries. As shown on Map IV-7, Amtrak trains operate on the historic Chicago, Milwaukee, St. Paul and Pacific Railroad Company alignment, now owned by the Canadian Pacific Railway, with two services, the Hiawatha and the Empire Builder. In Racine County, the Amtrak Station is located in the Village of Sturtevant; there are no service stops within the City of Racine Central Business District (CBD). The Hiawatha route provides seven weekday round trips between Milwaukee and Chicago as well as six round trips on weekends. Amtrak's Empire Builder route provides one daily round trip between Chicago, Milwaukee, Minneapolis-St. Paul, and Seattle. Since the Empire Builder is a long distance service, only passengers with reserved seats and destinations outside the Milwaukee-Chicago corridor are permitted to board the train.

Bus Service

The Kenosha-Racine-Milwaukee Commuter Bus, operated by Wisconsin Coach Lines (WCL)/Coach USA, offers fixed-route express transit service between the Cities of Milwaukee, Racine, and Kenosha. As shown on Map IV-7, there are two alignment routes—through the City of Racine with a stop at the downtown Racine Transit Center and over IH 94 with a stop at the intersection of STH 20. The service along the north-south length of STH 32 is oriented principally towards serving Racine and Kenosha passengers commuting to and from the Milwaukee area. Intermediate stops include major rural and urban locations at local transit system hubs, and at major rural locations upon passenger request. The Airport Express route provides service over IH 94 between downtown Milwaukee and Chicago's O'Hare International and Midway Airports, including a stop at Milwaukee's General Mitchell International Airport. WCL passengers requiring Americans with Disability Act (ADA) accessible vehicles must provide 24-hour advanced notice.

Feasibility Study for Passenger Rail Commuter Transit Services

A fixed-guideway transit corridor alternatives analysis study was completed in 2003 for the Milwaukee to Kenosha corridor. The study called for the Northeastern Illinois Metra commuter rail service, which now operates from Chicago to Kenosha, to be extended to Racine and Milwaukee. The service would operate as a single through route over the existing Union Pacific freight railroad trackage between Milwaukee and Chicago, permitting travel throughout the day in both directions. The Counties and Cities of Kenosha, Milwaukee, and Racine together with the Wisconsin Department of Transportation are currently attempting to initiate the preliminary engineering of the commuter rail extension, which is described later in this report.

Scheduled Air Carrier Service

Within the Southeastern Wisconsin Region, scheduled air carrier passenger service is provided at Milwaukee County's General Mitchell International Airport. Scheduled service at Mitchell International is provided by 13 airlines and includes over 450 scheduled daily flights between Milwaukee and 90 other cities and metropolitan areas, with connections available to all other destinations served by air. Mitchell International is classified as a medium-hub airport and is the largest airport in Wisconsin.

There are no airports in Racine County providing scheduled air carrier service. In addition to Mitchell International, County residents may also use Chicago's O'Hare International Airport and Midway International Airport for such service.

Ferry Service

In 2007, passenger and car ferry services were provided across Lake Michigan, between Milwaukee and Muskegon, Michigan, by Lake Express, LLC. Service includes three round trips daily throughout the spring and summer, and two round trips daily in the fall.

Local Public Transportation

Local Transit: Fixed-Route

Public transit serves intraregional travel demand and is open to the general public. In 2007, local public transit was provided by the Belle Urban System (BUS) in the City of Racine and surrounding area. The City of Racine owns and operates the BUS local service over nine fixed routes, including seven regular routes operating largely within the City of Racine. As shown on Map IV-7, seven regular fixed routes are radial in design, emanating from a central transit center in downtown Racine, and provide service to all portions of the City and immediate environs. Two of the regular routes extend outside the City—one is limited service serving a shopping center in the Village of Caledonia. It is also important to note that an additional limited service bus extends outside the City principally for Racine Unified School District students morning and afternoon trips. The transit system also includes two routes that serve major employment centers in the Villages of Mt. Pleasant and Sturtevant and the Town of Yorkville; this route also serves the Amtrak Station in the Village of Sturtevant. The system provides service from 5:30 AM to midnight on weekdays, from 7:00 AM to 10:30 PM on Saturdays, and from 9:30 AM to 7:00 PM on Sundays. Headways on the bus routes are 30 and 60 minutes during weekday morning and afternoon peak periods and 60 minutes at all other times. Currently, the BUS charges adult cash fares of \$1.50 per trip for local bus service.

Trolley Service

The BUS also provides a “trolley” (a bus designed to resemble a trolley) in the downtown area between Memorial Day and Labor Day. The trolley provides transportation for residents, downtown workers, visitors and marina residents to restaurants, pubs, the art district, the library, museums and other downtown attractions. Trolley service runs from Tuesday through Sunday from 10:00 AM to 4:00 PM and from 4:00 PM to midnight on Friday and Saturday at a fare of \$0.25 per trip.

Paratransit Service

The City of Racine provides paratransit service to serve the transit needs of disabled residents whom are unable to use the BUS fixed-route system. The Racine County Human Services Department administers the paratransit program, which is an advanced reservation door-to-door public transportation service with the same service hours as the BUS fixed-route bus service. The service is provided on a private contract basis and charges a fare of \$3.00 per trip. Because the paratransit service is actually part of the Countywide paratransit program of the Racine County Human Services Department, disabled individuals who live within the BUS fixed route service area can also utilize the service to travel anywhere within Racine County.

Other Specialized Transportation Services

Specialized transportation services are also provided by a number of public and private nonprofit agencies and organizations, as well as by private for-profit transportation companies. In general, most of the available specialized transportation services were provided on demand, rather than on a fixed schedule, with eligibility for service usually limited to clientele of the sponsoring agency or organization, principally elderly or disabled individuals.

The Racine County Human Services Department administers two major programs that provide public door-to-door service within Racine County. The first program provides advanced reservation services to elderly and disabled persons throughout Racine County for general travel. The second program provides fixed-route, fixed-schedule transportation services to developmentally disabled individuals in Racine County participating in the training and employment programs offered by Careers Industries of Racine, Inc., and the Racine County Opportunity Center in the City of Racine.

The private non-profit Lakeshore Counties Chapter of the American Red Cross provides specialized transportation in eastern Racine County. The door-to-door service is provided on an advance reservation basis for medical-purpose trips to destinations inside and outside the County, using volunteer drivers.

Two private for-profit specialized transportation providers also serve medical-purpose trips to destinations inside and outside the County: K & S Medical Transport and Laidlaw Transit, Inc. Service was provided on an advance reservation door-to-door basis.

Park-Ride Facilities

Park-ride facilities enable more efficient travel through a various modes of transportation. Specifically, park-ride facilities allow for the transfer of mode between:

- private vehicle and public transit;
- single occupant or solo driver private vehicles and carpools; and
- bicycle to transit and carpools.

In 2007, there were three public park-ride facilities in Racine County. These include public lots at USH 20, west of IH 94 in Ives Grove (76 spaces), at USH 11, east of IH 94 (60 spaces), and at the Village of Sturtevant Amtrak Station.

Rail Freight Facilities

As shown on Map IV-8, three railway companies provided active mainline rail freight service within Racine County in 2006. The Union Pacific (UP) Railroad provided freight service over two parallel segments emanating from Chicago, and traversing the eastern tier of communities in a north-south direction. The Canadian Pacific (CP) Rail System, formerly known as the Soo Line, also provided freight service over a line emanating from Chicago and traversing the entire County east of IH 94 in a north-south direction. In addition, a short spur line served industries east of the main CP Rail line, and branch line connections to the west served customers in the Village of Union Grove. The Canadian National (CN) Railway, formerly the Wisconsin Central, Ltd., provided freight service over a north-south main line, traversing the western edge of the County.

Airports and Heliports

In 2006, there were a total of 15 airports/heliports of all types in Racine County, all of which served general aviation needs. Six of these are public-use and include John H. Batten, Burlington Municipal, Cindy Guntly Memorial, Fox River, Sylvania, and Valhalla. Burlington Municipal is publicly owned by the City of Burlington. The other five public-use airports are privately owned. Three of these airports—John H. Batten, Burlington Municipal, and Sylvania—are included in the Regional Airport System Plan for southeastern Wisconsin. This system plan recommends a basic coordinated system of airports essential to serving the current and future aviation needs of the seven-county Southeastern Wisconsin Region including Racine County. In addition to the six public-use airports, there are four private-use airports and five heliports in the County. The five heliports are also private-use. General Mitchell International Airport is the closest scheduled air carrier airport and is located seven miles north of Racine County. Public and private airports as well as heliports are shown on Map IV-8 and listed in Table IV-7.

Marinas, Harbors, and Ports

In 2006, there were a total of seven privately-owned marinas in Racine County. Six of the seven marinas are located in the City of Racine, while one marina is located on Lake Tichigan and the Fox River in the Village of Waterford. These private marinas offer a variety of services that may include permanent slips, storage, dock boxes, water, electricity, dockside fuel, and sanitary pump out services.

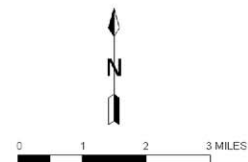
There are no freight ports located in the County. Major water freight facilities and services are provided to the County by the Port of Milwaukee, which is located in the City of Milwaukee.

WAUKESHA CO.

MILWAUKEE CO.

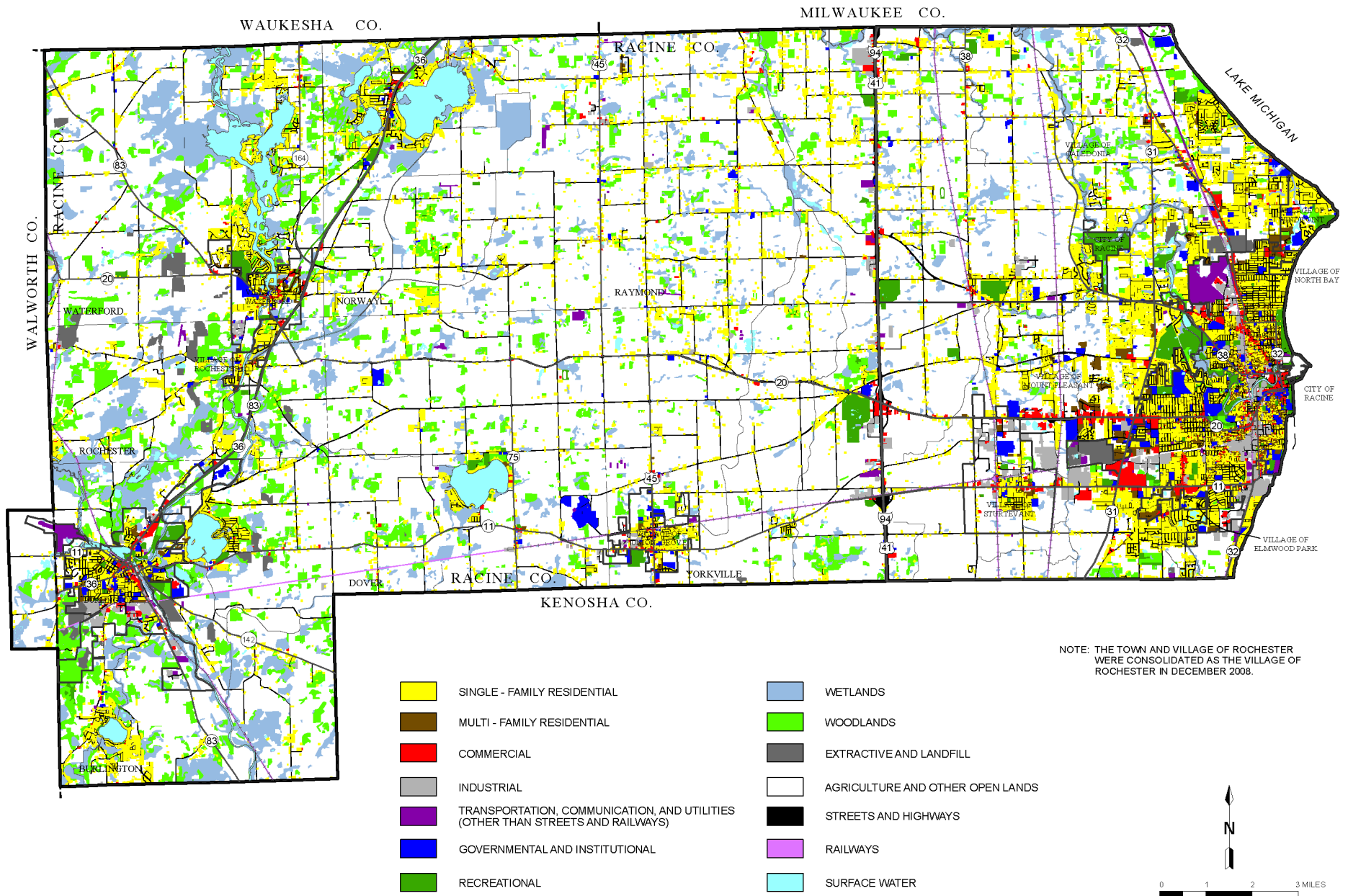


Source: SEWRPC.



Map IV-2

EXISTING LAND USE IN THE RACINE COUNTY PLANNING AREA: 2000



Source: SEWRPC.

Table IV-1

EXISTING LAND USE IN THE RACINE COUNTY PLANNING AREA: 1963, 1980, AND 2000

Land Use Category ^a	1963			1980			2000			Change					
	Acres	Percent of Urban/ Nonurban	Percent of Total	Acres	Percent of Urban/ Nonurban	Percent of Total	Acres	Percent of Urban/ Nonurban	Percent of Total	1963-1980		1980-2000		1963-2000	
										Acres	Percent	Acres	Percent	Acres	Percent
Urban															
Residential															
Single-Family	11,796	39.9	5.4	17,128	43.3	7.9	21,900	43.5	10.0	5,332	45.2	4,772	27.9	10,104	85.7
Multi-Family	577	2.0	0.3	1,055	2.7	0.5	1,547	3.1	0.7	478	82.8	492	46.6	970	168.1
Subtotal	12,373	41.9	5.7	18,183	46.0	8.3	23,447	46.6	10.7	5,810	47.0	5,264	29.0	11,074	89.5
Commercial	722	2.4	0.3	1,220	3.1	0.6	1,929	3.8	0.9	498	69.0	709	58.1	1,207	167.2
Industrial	797	2.7	0.4	1,642	4.1	0.8	2,429	4.8	1.1	845	106.0	787	47.9	1,632	204.8
Transportation, Communication, and Utilities															
Streets and Highways	8,399	28.4	3.9	9,726	24.6	4.5	11,399	22.7	5.2	1,327	15.8	1,673	17.2	3,000	35.7
Railroads	1,272	4.3	0.6	1,024	2.6	0.5	866	1.7	0.4	-248	-19.5	-158	-15.4	-406	-31.9
Other	651	2.2	0.3	899	2.3	0.4	1,088	2.2	0.5	248	38.1	189	21.0	437	67.1
Subtotal	10,322	34.9	4.8	11,649	29.5	5.4	13,353	26.6	6.1	1,327	12.9	1,704	14.6	3,031	29.4
Governmental and Institutional	1,340	4.5	0.6	2,025	5.1	0.9	2,278	4.5	1.0	685	51.1	253	12.5	938	70.0
Recreational	1,659	5.6	0.8	2,429	6.1	1.1	3,008	6.0	1.4	770	46.4	579	23.8	1,349	81.3
Unused Urban	2,365	8.0	1.1	2,434	6.0	1.1	3,901	7.7	1.8	69	2.9	1,467	60.3	1,536	64.9
Urban Subtotal	29,578	100.0	13.7	39,582	99.9	18.2	50,345	100.0	23.0	10,004	33.8	10,763	27.2	20,767	70.2
Nonurban															
Natural Areas															
Surface Water	4,772	2.5	2.2	5,173	2.9	2.4	5,201	3.1	2.4	401	8.4	28	0.5	429	9.0
Wetlands	15,443	8.2	7.1	15,085	8.5	6.9	15,885	9.5	7.3	-358	-2.3	800	5.3	442	2.9
Woodlands	13,699	7.3	6.3	12,953	7.3	5.9	12,679	7.6	5.8	-746	-5.4	-274	-2.1	-1,020	-7.4
Subtotal	33,914	18.0	15.6	33,211	18.7	15.2	33,765	20.2	15.5	-703	-2.1	554	1.7	-149	-0.4
Extractive and Landfill	1,195	0.6	0.5	1,093	0.6	0.5	1,619	1.0	0.7	-102	-8.5	526	48.1	424	35.5
Agricultural	148,800	79.0	68.1	138,321	77.5	63.4	125,185	74.5	57.5	-10,479	-7.0	-13,136	-9.5	-23,615	-15.9
Unused Rural	4,550	2.4	2.1	5,786	3.2	2.7	7,136	4.3	3.3	1,236	27.2	1,350	23.3	2,586	56.8
Nonurban Subtotal	188,459	100.0	86.3	178,411	100.0	81.8	167,705	100.0	77.0	-10,048	-5.3	-10,706	-6.0	-20,754	-11.0
Total ^b	218,037	--	100.0	217,993	--	100.1	218,050	--	100.0	-44	0.0	57	0.0	13	0.0

^aOff-street parking area is included with the associated land use.

^bTotal does not include the portions of the Towns of Lyons and Spring Prairie located in the planning area.

Source: SEWRPC.

Table IV-2

LAND USE ACREAGE IN THE RACINE COUNTY PLANNING AREA BY CIVIL DIVISION: 2000

Land Use Category ^a	Civil Division									
	City of Burlington	City of Racine	Village of Caledonia ^b	Village of Elmwood Park	Village of Mount Pleasant ^b	Village of North Bay	Village of Rochester ^c	Village of Sturtevant	Village of Union Grove	Village of Waterford
Urban										
Residential										
Single-Family.....	646	2,911	4,368	68	3,333	53	117	302	313	300
Multi-Family.....	115	710	118	0	288	0	11	43	39	83
Subtotal	761	3,621	4,486	68	3,621	53	128	345	352	383
Commercial	181	690	188	2	402	0	6	67	32	41
Industrial.....	268	604	184	0	605	0	1	188	39	42
Transportation, Communication, and Utilities										
Streets and Highways	454	1,857	1,671	20	1,558	10	51	223	144	190
Railroads.....	52	47	214	0	160	0	0	66	11	0
Other.....	197	455	97	0	56	0	0	8	17	11
Subtotal	703	2,359	1,982	20	1,774	10	51	297	172	201
Governmental and Institutional.....	224	651	333	5	261	0	4	105	78	92
Recreational	220	782	533	0	404	0	1	22	14	34
Unused Urban.....	284	617	599	3	1,037	5	32	437	110	86
Urban Subtotal	2,641	9,324	8,305	98	8,104	68	223	1,461	797	879
Nonurban										
Natural Areas										
Surface Water	151	116	280	1	142	0	26	3	0	71
Wetlands	329	115	1,745	0	461	0	24	48	14	86
Woodlands	452	140	1,218	0	372	0	9	15	31	46
Subtotal	932	371	3,243	1	975	0	59	66	45	203
Extractive and Landfill	97	264	234	0	10	0	0	0	0	0
Agricultural.....	731	25	15,727	0	12,043	0	49	1,131	371	352
Unused Rural.....	171	67	1,676	0	560	0	12	33	71	182
Nonurban Subtotal	1,931	727	20,880	1	13,588	0	120	1,230	487	737
Total	4,572	10,051	29,185	99	21,692	68	343	2,691	1,284	1,616

Table IV-2 (continued)

Land Use Category ^a	Civil Division								Racine County Planning Area Total ^d
	Village of Wind Point	Town of Burlington	Town of Dover	Town of Norway	Town of Raymond	Town of Rochester ^c	Town of Waterford	Town of Yorkville	
Urban									
Residential									
Single-Family.....	344	1,511	904	1,761	1,538	755	1,516	1,160	21,900
Multi-Family	30	19	15	41	25	2	4	4	1,547
Subtotal	374	1,530	919	1,802	1,563	757	1,520	1,164	23,447
Commercial	9	41	29	42	85	14	28	72	1,929
Industrial	0	39	36	40	198	17	30	138	2,429
Transportation, Communication, and Utilities									
Streets and Highways	99	699	661	842	851	428	704	937	11,399
Railroads.....	0	119	70	0	0	40	27	60	866
Other.....	0	9	51	46	68	24	0	49	1,088
Subtotal	99	827	782	888	919	492	731	1,046	13,353
Governmental and Institutional.....	64	23	238	36	53	19	20	72	2,278
Recreational	65	139	84	108	65	25	139	373	3,008
Unused Urban.....	107	174	29	170	15	89	87	20	3,901
Urban Subtotal	718	2,773	2,117	3,086	2,898	1,413	2,555	2,885	50,345
Nonurban									
Natural Areas									
Surface Water	22	879	572	1,254	118	129	1,310	127	5,201
Wetlands	19	3,214	1,333	2,283	1,241	1,488	2,965	520	15,885
Woodlands	32	2,633	1,288	1,301	1,024	1,518	1,815	785	12,679
Subtotal	73	6,726	3,193	4,838	2,383	3,135	6,090	1,432	33,765
Extractive and Landfill	0	358	3	2	0	375	266	10	1,619
Agricultural.....	11	11,381	17,500	14,267	16,876	5,707	12,127	16,887	125,185
Unused Rural.....	23	1,099	333	645	719	338	513	694	7,136
Nonurban Subtotal	107	19,564	21,029	19,752	19,978	9,555	18,996	19,023	167,705
Total	825	22,337	23,146	22,838	22,876	10,968	21,551	21,908	218,050

^aOff-street parking area is included with the associated land use.

^bCaledonia and Mt. Pleasant were incorporated as Villages in 2005 and 2003, respectively.

^cThe Town and Village of Rochester were consolidated as the Village of Rochester in December 2008.

^dTotal does not include the portions of the Towns of Lyons and Spring Prairie located in the planning area.

Source: SEWRPC.

Table IV-3

URBAN AND NONURBAN LAND IN THE RACINE COUNTY PLANNING AREA BY CIVIL DIVISION: 1963 AND 2000

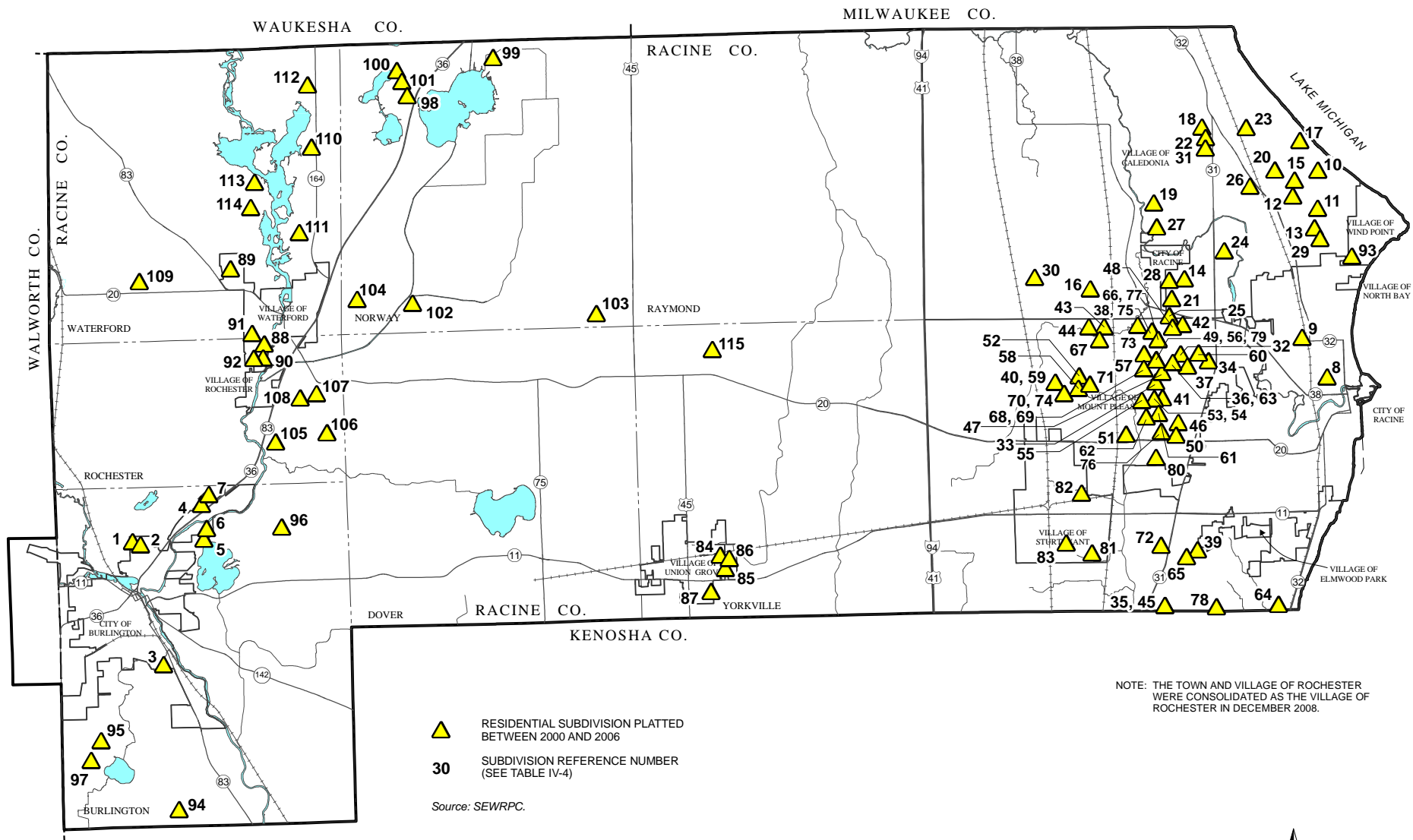
Civil Division	1963			2000			Change in Urban Land: 1963-2000	
	Urban Acres	Nonurban Acres	Total	Urban Acres	Nonurban Acres	Total	Acres	Percent
Cities								
Burlington	1,254	3,318	4,572	2,357	2,215	4,572	1,103	88.0
Racine	7,179	2,859	10,038	8,707	1,344	10,051	1,528	21.3
Villages								
Caledonia	4,145	25,040	29,185	7,706	21,479	29,185	3,561	85.9
Elmwood Park	66	33	99	95	4	99	29	43.9
Mt. Pleasant	3,859	17,833	21,692	7,067	14,625	21,692	3,208	83.1
North Bay	61	7	68	63	5	68	2	3.3
Rochester ^a	105	238	343	191	152	343	86	81.9
Sturtevant	473	2,218	2,691	1,024	1,667	2,691	551	116.5
Union Grove	350	934	1,284	687	597	1,284	337	96.3
Waterford	314	1,302	1,616	793	823	1,616	479	152.5
Wind Point	353	472	825	611	214	825	258	73.1
Towns								
Burlington	1,628	20,709	22,337	2,599	19,738	22,337	971	59.6
Dover	1,188	21,958	23,146	2,088	21,058	23,146	900	75.8
Norway	1,416	21,422	22,838	2,916	19,922	22,838	1,500	105.9
Raymond	1,546	21,330	22,876	2,883	19,993	22,876	1,337	86.5
Rochester ^a	559	10,409	10,968	1,324	9,644	10,968	765	136.9
Waterford	1,317	20,234	21,551	2,468	19,083	21,551	1,151	87.4
Yorkville	1,400	20,508	21,908	2,865	19,043	21,908	1,465	104.6
Total^b	27,213	190,824	218,037	46,444	171,606	218,050	19,231	70.7

^aThe Town and Village of Rochester were consolidated as the Village of Rochester in December 2008.


^bTotal does not include the portions of the Towns of Lyons and Spring Prairie located in the planning area.

Source: SEWRPC.

RESIDENTIAL SUBDIVISIONS PLATTED IN THE RACINE COUNTY PLANNING AREA: 2000 - 2006



NOTE: THE TOWN AND VILLAGE OF ROCHESTER
WERE CONSOLIDATED AS THE VILLAGE OF
ROCHESTER IN DECEMBER 2008.

 RESIDENTIAL SUBDIVISION PLATTED
BETWEEN 2000 AND 2006

30 SUBDIVISION REFERENCE NUMBER
(SEE TABLE IV-4)

Source: SEWRPC.

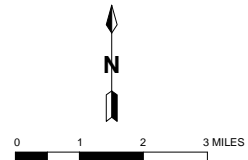


Table IV-4

RESIDENTIAL SUBDIVISIONS PLATTED IN RACINE COUNTY: 2000-2006

Number on Map IV-3	Location	Name of Subdivision	Number of Lots	Size (Gross Acres)	Year Platted
1	City of Burlington	Falcon Ridge Subdivision Phase 2	10	9.3	2000
2		The Replat of Falcon Ridge Subdivision Phase 3	33	30.8	2002
3		Spring Brook Landing, A Subdivision	51	29.0	2004
4		The Glen at Stonegate	31	16.3	2004
5		Fox River Landing At The Murphy Farm	23	13.5	2005
6		Fox River Landing At The Murphy Farm Addition No. 1	101	98.8	2006
7		The Glen At Stonegate Addition No. 1	32	20.7	2006
		Subtotal	281	218.4	--
8	City of Racine	Charlestown	6	0.9	2003
9		Blake Avenue Development	8	2.6	2005
		Subtotal	14	3.5	--
10	Village of Caledonia ^a	Arlington Heights No. 5	35	14.5	2000
11		Arlington Meadows III	44	15.4	2000
12		Park Meadow Estates	45	19.8	2000
13		St. Andrew Meadow Add'N. No. 2	17	5.5	2000
14		Eagle Point	51	28.8	2001
15		Newberry Glen Add'N No. 3	1	2.5	2001
16		Harbach Estates	5	4.4	2002
17		Lakeside Estates	38	20.7	2002
18		Majestic Manor West	15	8.4	2002
19		River Meadows Add'N No. 2	21	19.7	2002
20		Tornoe Estates	37	16.2	2002
21		Auburn Hills	113	85.5	2003
22		Wooded Valley Estates	32	33.8	2003
23		Bay Wood Estates Add'N No. 1	43	19.5	2004
24		Quarry Springs	22	75.9	2004
25		Rolling Fields Add'N. No. 2	12	8.4	2004
26		Woodview Subdivision	5	5.0	2004
27		Blue River Preserve	63	73.5	2005
28		Eagle Point Addition No. 1	20	16.5	2005
29		Maple Park	72	25.0	2005
30		Prairie Pathways	285	144.3	2006
31		Wooded Valley Estates South	27	9.7	2006
		Subtotal	1,003	653.0	--
32	Village of Mt. Pleasant ^a	Hampton Heights East	8	3.7	2000
33		Summit View Estates	46	28.8	2000
34		Coach Hills	14	5.6	2001
35		Deer Run At Campell Woods	26	25.8	2001
36		Hampton Heights East Addition No. One	7	3.0	2001
37		Hampton Heights East Addition No. Two	6	2.0	2001
38		Jamestown IV	48	22.7	2001
39		Regency Hills Addition No. 4	9	6.4	2001
40		Wooded Ridge	31	20.2	2001
41		Pheasant Creek Addition No. Seven	19	9.7	2002
42		Rolling Fields	40	22.1	2002
43		Deer Creek Estates	124	93.1	2003
44		Deer Creek Estates West	8	109.1	2003
45		Deer Run At Campbell Woods Addition Number 1	20	16.6	2003

Table IV-4 (continued)

Number on Map IV-3	Location	Name of Subdivision	Number of Lots	Size (Gross Acres)	Year Platted
46	Village of Mt. Pleasant ^a (continued)	Fox Run	23	12.9	2003
47		Pheasant Creek Addition No. Eight	8	3.2	2003
48		Rolling Fields Add'N No. 1	51	28.3	2003
49		Spring Meadows	44	18.4	2003
50		Christina Estates, A Subdivision	23	21.5	2004
51		Jackson Place	15	7.2	2004
52		Oak Hill	38	30.1	2004
53		Pheasant Creek Addition No. Nine	16	7.8	2004
54		Pheasant Creek West Merganser Addition	18	7.6	2004
55		Pheasant Creek West Subdivision	18	8.1	2004
56		Spring Meadows Addition No. One	22	9.8	2004
57		Spring Meadows-Cedarhedge Addition	6	1.6	2004
58		The Preserve	55	57.2	2004
59		Wooded Ridge Add'N. No. 1	32	14.9	2004
60		Coach Hills Add'N. No. One	34	17.3	2005
61		Pheasant Creek West Dove Addition	14	5.6	2005
62		Pheasant Creek West Kingsview Addition	22	8.6	2005
63		Potomac Point	8	3.0	2005
64		Providence Port, A Subdivision	56	46.4	2005
65		Regency Hills Addition No. 5	11	4.1	2005
66		Rosemary Meadow	18	7.7	2005
67		Settlement At Hoods Creek	70	61.6	2005
68		Spring Meadows-Bluegrass Addition	35	23.1	2005
69		Spring Meadows-Raintree Addition	18	9.3	2005
70		Tall Oak Woods	10	9.9	2005
71		The Meadows	28	22.9	2005
72		The Regent	90	39.3	2005
73		Altamount Acres	45	32.0	2006
74		Heartland Village	10	4.1	2006
75		Jamestown V	100	85.3	2006
76		Mariner Heights	19	8.6	2006
77		New England Estate West	13	6.7	2006
78		Shadow Wood Subdivision	24	18.0	2006
79		Spring Meadows-Larkhill Addition	15	7.0	2006
80		The Hills of Mount Pleasant	19	42.0	2006
		Subtotal	1,454	1,059.9	--
81	Village of Sturtevant	Majestic Hills III	251	119.1	2003
82		Pine Meadows	8	2.4	2004
83		Chicory Creek	103	46.6	2005
		Subtotal	362	168.1	--
84	Village of Union Grove	"The Groves" Add'N. No. 3	19	12.2	2000
85		Maple Grove	22	25.1	2002
86		Maple Grove Addition	7	3.3	2003
87		High Grove Estates	39	17.5	2005
		Subtotal	87	58.1	--
88	Village of Waterford	Waterford Landing on The Fox	39	44.3	2000
89		Fairview Estates North	127	69.2	2001
90		Waterford Landing on The Fox Addition No. 1	62	77.1	2003
91		Fox Glen	97	40.3	2005
92		Waterford Landing On The Fox Addition No. 2	12	10.1	2006
		Subtotal	337	241.0	--

Table IV-4 (continued)

Number on Map IV-3	Location	Name of Subdivision	Number of Lots	Size (Gross Acres)	Year Platted
93	Village of Wind Point	Prairie Meadow Homes of Wind Meadows Planned Community Development Subdivision	16	3.4	2004
		Subtotal	16	3.4	--
94	Town of Burlington	Schaal Ridge Estates	6	28.9	2002
95		Pine Ridge	16	13.4	2004
96		Stoney Hills Subdivision	6	40.9	2005
97		Walburg Estates Subdivision	16	3.4	2006
		Subtotal	44	86.6	--
98	Town of Norway	Lilac Meadows	12	7.6	2000
99		Twilight Heights	15	13.7	2001
100		Long Lake Estates	49	67.8	2002
101		Long Lake Estates First Addition	40	50.3	2003
102		Eagle View Ridge	24	78.3	2004
103		Britton Ridge Estates	19	118.2	2005
104		Norway Highlands	20	70.1	2005
		Subtotal	179	406.0	--
105	Town of Rochester ^b	Fox River Prairie Subdivision	71	55.0	2002
106		Rock Ridge Subdivision	13	82.2	2005
107		Rookery Land Estates East Parcel	15	80.2	2006
108		Rookery Land Estates West Parcel	11	55.3	2006
		Subtotal	110	272.7	--
109	Town of Waterford	Deer Run	19	38.5	2000
110		Stonegate Estates	26	21.7	2001
111		Fowlers Bay North	14	52.2	2003
112		Golden Meadows At Lake Tichigan Addition No. 3	12	14.3	2004
113		Rivers Turn	29	66.6	2005
114		Rivers Turn Addition No. 1	8	94.8	2005
		Subtotal	108	288.1	--
115	Town of Yorkville	Woodland Waters	24	144.2	2006
		Subtotal	24	144.2	--
Total			4,019	3,603.0	--

^aCaledonia and Mt. Pleasant were incorporated as Villages in 2005 and 2003, respectively.

^bThe Town and Village of Rochester were consolidated as the Village of Rochester in December 2008.

Source: SEWRPC.

Map IV-4

INDUSTRIAL / BUSINESS PARKS IN THE RACINE COUNTY PLANNING AREA: 2005

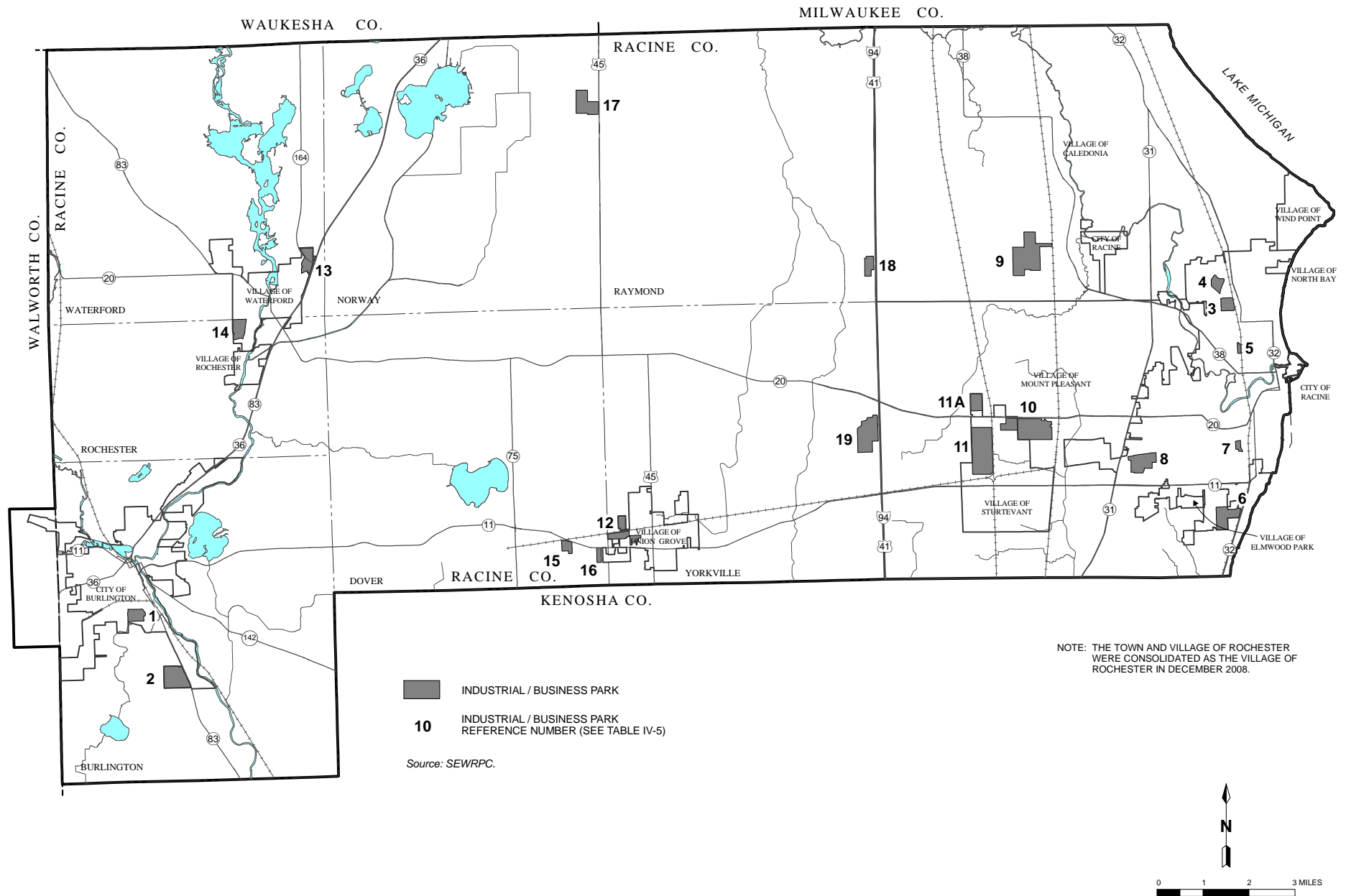


Table IV-5

INDUSTRIAL / BUSINESS PARKS IN THE RACINE COUNTY PLANNING AREA: 2005

Number on Map IV-4	Civil Division	Site Name	Sanitary Sewer Service Available	Gross Acres
1	City of Burlington	Burlington Industrial Complex	Yes	59.5
2		Burlington Manufacturing and Office Park	Yes	147.0
3	City of Racine	F.M. Young Industrial Park	Yes	50.0
4		Huck Industrial Park	Yes	43.7
5		Racine Steel Castings	Yes	10.7
6		S.F. Olsen Industrial Park	Yes	111.0
7		Southside Industrial Park	Yes	15.7
8		Wright – Wieczorek Industrial Park	Yes	122.0
9	Village of Caledonia	Caledonia Business Park	Yes	276.7
10	Village of Mt. Pleasant	Washington Avenue Industrial Complex ^a	Yes	262.0
11	Village of Sturtevant	The Renaissance	Yes	287.8
11a		The Renaissance North	Yes	60.3
12	Village of Union Grove	Union Grove Industrial Complex and Annex	Yes	93.7
13	Village of Waterford	Westerra Business Campus	Yes	78.7
14		Waterford Industrial Park	Yes	71.0
15	Town of Dover	Evergreen Commerce Park	No	33.7
16		Haag Industrial Park	No	19.4
17	Town of Norway	Norway Industrial Park	No	124.0
18	Town of Raymond	Blackhawk Industrial Park	No	48.8
19	Town of Yorkville	Grandview Industrial Park	Yes	182.5
Total		--	--	2,098.2

^aIncludes 52.5 acres located in the Village of Sturtevant.

Source: SEWRPC.

Table IV-6

**DISTRIBUTION OF TOTAL STREET AND HIGHWAY MILEAGE
WITHIN RACINE COUNTY: 1963, 1972, 1991, 2001, AND 2005**

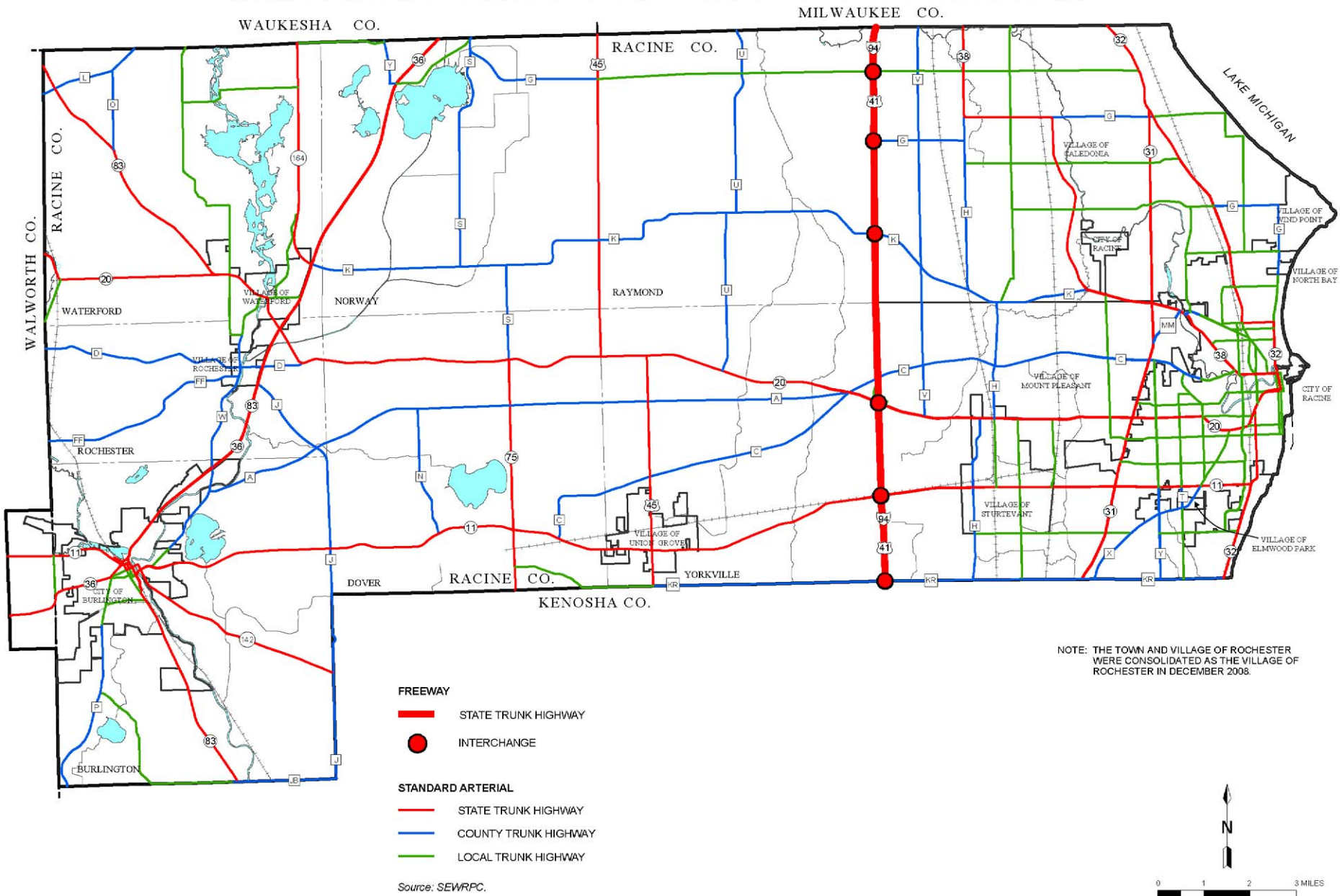
Year	Miles ^a
1963	983.7
1971	1,083.4
1991	1,164.3
2001	1,262.3
2005	1,305.1

^aTotal street and highway mileage does not include ramps, private streets, and roads or roadways in public parks and on institutional lands.

Source: SEWRPC.

Map IV-5

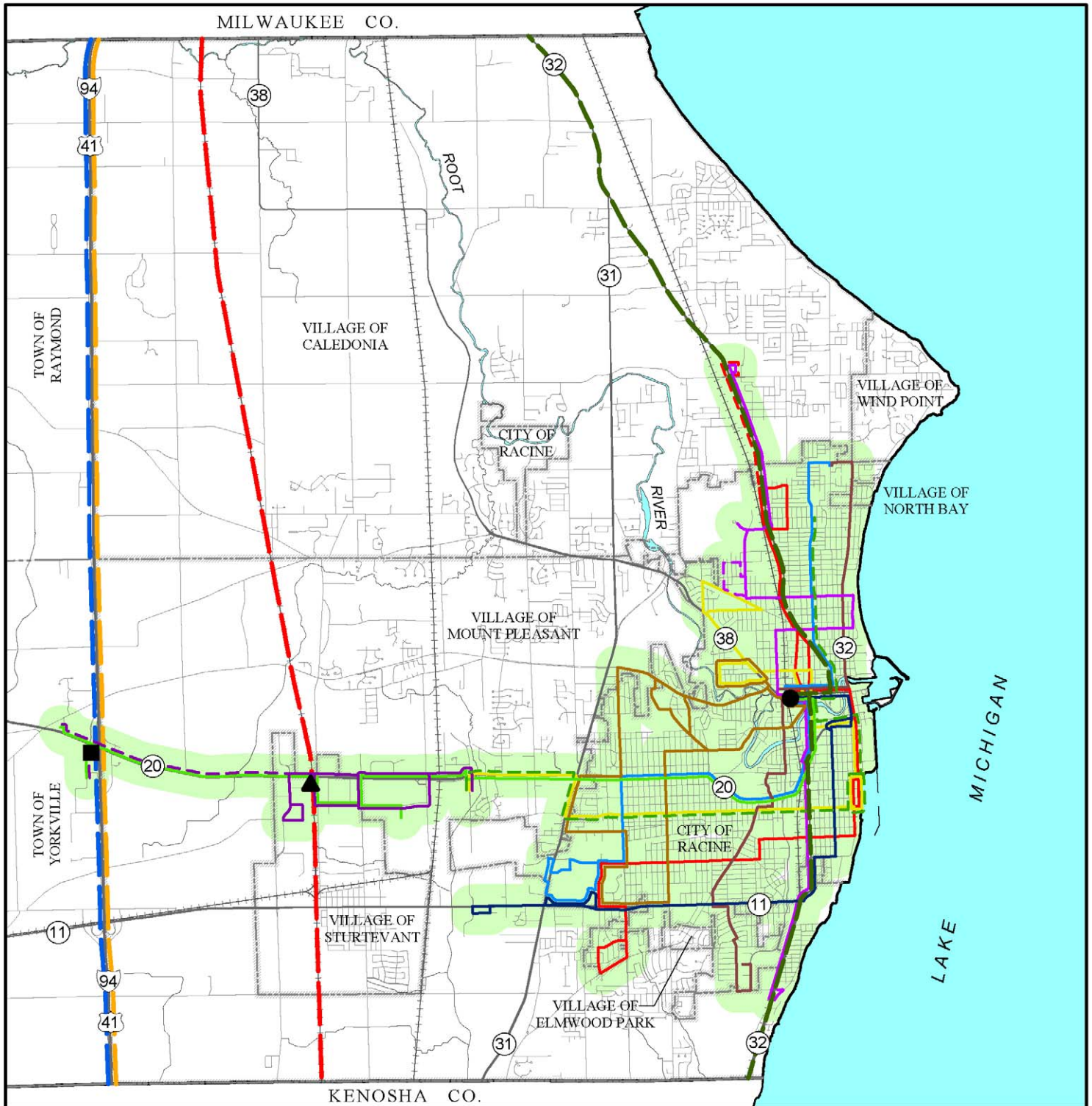
ARTERIAL STREET AND HIGHWAY SYSTEM IN THE RACINE COUNTY PLANNING AREA: 2005



DESIGNATED BIKEWAYS IN THE RACINE COUNTY PLANNING AREA: 2006



PUBLIC TRANSIT SERVICE IN THE RACINE COUNTY PLANNING AREA: 2006



RAIL ROUTE

- AMTRAK STATION
- AMTRAK INTERCITY RAIL SERVICE

TRANSIT SERVICE AREA

- ONE-QUARTER MILE WALK ACCESS AREA

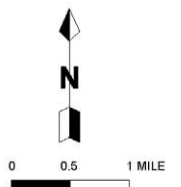
BUS ROUTES

- TRANSIT CENTER
- COACH USA TERMINAL
- WISCONSIN COACH LINE
- COACH USA
- MEGABUS / GREYHOUND (NON-STOP)

- | | |
|-------------------|--------------------|
| ROUTE 1 | ROUTE 7 |
| ROUTE 1 (LIMITED) | ROUTE 8 / 6 |
| ROUTE 2 | ROUTE 20 |
| ROUTE 3 | ROUTE 27 |
| ROUTE 4 | ROUTE 27 (LIMITED) |
| ROUTE 5 | ROUTE 30 (LIMITED) |
| ROUTE 5 (LIMITED) | |

Source: City of Racine Department of Transportation and SEWRPC.

NOTE: THERE IS NO EXISTING PUBLIC TRANSIT SERVICE IN THE WESTERN PART OF THE RACINE COUNTY PLANNING AREA.



RAILWAYS, AIRPORTS, AND HELIPORTS IN THE RACINE COUNTY PLANNING AREA: 2006

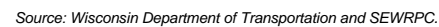


Table IV-7

PUBLIC AND PRIVATE AIRPORTS AND HELIPORTS IN THE RACINE COUNTY PLANNING AREA: 2006

Number on Map IV-8	Name of Airport/Heliport	Location (Local Government)	Type of Use	Type of Ownership
Public Use Airports				
1	John H. Batten Airport	City of Racine	Public	Private
2	Burlington Municipal	City of Burlington	Public	Public
3	Fox River	Town of Rochester	Public	Private
4	Cindy Guntly Memorial	Town of Norway	Public	Private
5	Sylvania Municipal Airport	Town of Yorkville	Public	Private
6	Valhalla	Town of Raymond	Public	Private
Private Use Airports				
7	Aero Estates	Town of Raymond	Private	Private
8	Crash-In International	Village of Caledonia, Franksville	Private	Private
9	Potts Field	Town of Raymond, North Cape	Private	Private
10	West End Produce	Town of Norway	Private	Private
Heliports				
11	Burlington Memorial Hospital	City of Burlington	Private	Private
12	Johnson Wax	City of Racine	Private	Private
13	Modine Manufacturing Company	City of Racine	Private	Private
14	Seven Mile Fair	Town of Raymond	Private	Private
15	St. Mary's Medical Center	City of Racine	Private	Private

Source: Wisconsin Department of Transportation and SEWRPC.