



RACINE COUNTY MULTI-JURISDICTIONAL COMPREHENSIVE PLAN SUMMARY SHEET

Transportation Element (Multi-Jurisdictional Comprehensive Plan Preliminary Draft Chapter XII)

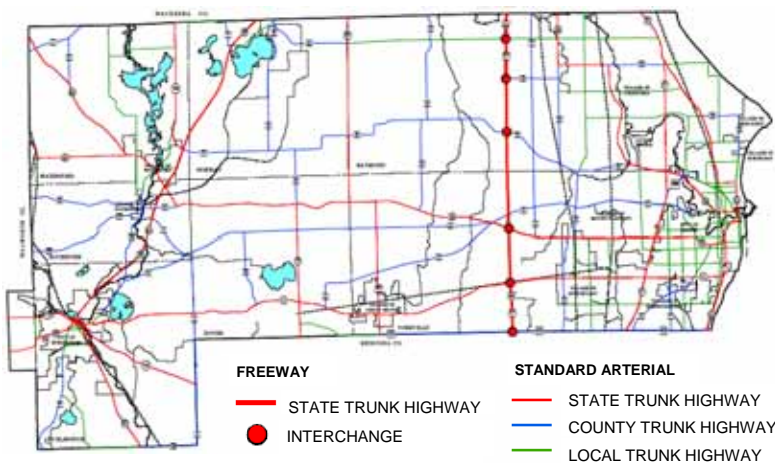
The transportation element is one of the nine elements of a comprehensive plan required by the State "Smart Growth" Law, and it must contain goals, objectives, policies and programs to guide the future development of various modes of transportation in the County.

Since transportation facilities cross community and county boundaries, Wisconsin law requires that the element incorporate State and regional transportation plans, as well as compare the County's goals, objectives and policies to those of state and regional plans.



BACKGROUND TRANSPORTATION INFORMATION

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



Source: SEWRPC

From Chapter IV, "Inventory of Existing Land Uses and Transportation Facilities and Services"

A detailed description of Racine County's current transportation facilities and services is presented in Chapter IV, "Inventory of Existing Land Uses and Transportation Facilities and Services."

Some key features include:

- In 2005, there were 1,305 linear miles of public streets and highways. Of these, 421 miles were arterials, including 159 miles of State trunk highways, 139 miles of County trunk highways, and 123 miles of local trunk highways. (Arterial streets and highways provide a high degree of mobility, serving through-movement of traffic between and through urban areas.)
- Local public transit service is provided in the City of Racine and surrounding areas through nine fixed bus routes. There is no public transit available in the western part of the County.
- There are 4 off-street bike paths in the County: the Burlington Trail, the Milwaukee-Racine-Kenosha Trail, the North Shore Trail, and the Waterford-Wind Lake Trail.
- There are 6 public-use airports in the County—one is publicly owned (Burlington Municipal), and the other five are privately owned. None provides scheduled air carrier passenger service.



REGIONAL TRANSPORTATION SYSTEM PLAN

The Southeastern Wisconsin 2035 regional transportation plan provides a long-range guide for transportation in the Counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. Adopted by the Regional Planning Commission in 2006, the plan is designed to accommodate travel demands that may be expected under the 2035 regional land use plan.

The regional transportation system plan consists of the following elements:

- **Arterial Street and Highway Element:** This element has recommendations for functional improvements of arterial streets and highways, and recommendations about which governmental unit should have jurisdiction over each arterial with responsibility for maintenance and improvements.

In Racine County, the regional plan calls for an arterial street and highway system of approximately 448 miles by the year 2035. This includes construction of about 22 miles of new streets/highways, and widening for additional lanes on about 32 miles of existing arterials.

- **Public Transit Element:** The recommendations of the regional transportation plan would result in a doubling of transit services Region-wide by 2035, including a 200% increase in rapid transit services, a 59% increase in local transit services, and the development of new express transit services.

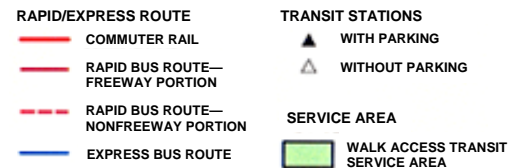
Specific recommendations for Racine County include: providing rapid transit service between eastern Racine County and the Milwaukee Central Business District; increasing the number of park-ride lots served by public transit; providing express bus service between business/industrial parks at I-94 and STH 20 and downtown Racine; and improving the City of Racine's local bus system to expand the area served and increase the frequency of services.

- **Bicycle and Pedestrian Facility Element:** This element promotes safe accommodation of bike and pedestrian travel, and encourages such options as an alternative to driving. The regional transportation plan recommends that bike travel accommodations (such as marked bike lanes, widened outside travel lanes, and widened and paved shoulders) be considered and implemented as arterial streets are resurfaced or reconstructed. The plan also recommends a system of off-street bike paths connecting the urban areas in Racine County; these would mostly be located in natural resource and utility corridors.

- **Travel Demand Management Element:** This element includes recommendations to reduce personal and motor vehicle travel, or to shift travel to alternative times and routes, allowing for more efficient use of the existing system. Some examples of measures that might be applicable in Racine County are: carpool lanes on freeway ramps, more park-ride lots, programs to increase use of public transit, and transit-oriented development (i.e., development that has a transit stop located within or adjacent to it).

- **Transportation Systems Management Element:** This element includes recommendations to manage existing transportation facilities to their maximum capacity and efficiency. Examples that have potential application in Racine County include: coordination of traffic signals to allow for efficient travel on arterials streets; restriction of curb-lane parking during peak traffic periods, and improved I-94 traffic management through advisory signs and expanded incident investigation sites.

PUBLIC TRANSIT ELEMENT OF THE REGIONAL TRANSPORTATION SYSTEM PLAN: 2035



Source: SEWRPC



BELLE URBAN SERVICE — CITY OF RACINE



ROUNDBOUT — VILLAGE OF CALEDONIA

In addition to the regional transportation system plan, the comprehensive plan also considers the following:

- *Regional Airport System Plan:* Air transportation is a valuable transportation mode for moving both people and cargo. Convenient access to an airport allows businesses to efficiently move goods and personnel, saving valuable time and increasing productivity. Adopted in 1996, the regional airport system plan recommends a system of 11 public-use airports to meet the commercial, business, personal and military air transportation needs of the Region. In Racine County, this includes the John H. Batten Airport, Burlington Municipal Airport, and Sylvania Airport.
- *State Transportation Planning:* The Wisconsin Department of Transportation (WisDOT) has prepared a number of statewide transportation plans, and is currently preparing Connections 2030, a long-range plan to address streets and highways, bicycle, pedestrian, transit and other forms of transportation on a corridor-by-corridor basis throughout the State.

PUBLIC INPUT

Some of the key transportation-related issues identified through public participation efforts included:

- Strive for a balanced transportation system, including the expansion of the pedestrian and bicycle-friendly transportation system.
- Strive to improve transit services and accessibility and providing more multi-modal transportation options.
- Recommend the creation of transit services in the western part of the County and the expansion of services between eastern and western Racine County.
- Accommodate the development of a commuter rail (KRM) in the eastern portion of the County.
- Capitalize on the advantages of having an interstate highway (IH 94) serving the County.
- Address existing and future traffic congestion.
- Recognize the link between land use and transportation.
- Develop convenient and economical connections between the location of jobs and the labor force.



GOALS, OBJECTIVES, POLICIES & PROGRAMS

- 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.

Objectives

The comprehensive plan's transportation objectives are designed to promote the development of a multi-modal transportation system which:

- Effectively services the existing land use pattern and promote the implementation of County and local land use plans, and meet the expected travel demand created by existing and proposed land uses.
- Is economical and efficient, and best meets all other objectives while minimizing public and private cost.
- Provides appropriate types of transportation for all residents in the County, including choices among transportation modes and inter-modal connectivity.
- Serves to protect the overall quality of the natural environment and preserve scenic and aesthetic features in the rural parts of the County.
- Minimizes the amount of energy consumed, especially nonrenewable energy sources.
- Provides opportunities for bicycling and walking, or other non-vehicular forms of travel, to promote a healthy lifestyle.

Additional objectives are outlined in the complete draft chapter.

Policies and Programs

Several policies and programs were developed for the comprehensive plan to help achieve the goals and objectives of the transportation element, including, but not limited to:

- Endorse the recommended regional transportation system plan as it affects Racine County and each local community.
- Work with SEWRPC in the major review, reevaluation, and update of the Racine County jurisdictional highway system plan.
- Work cooperatively with government agencies in the development of the Kenosha-Racine-Milwaukee commuter rail system recommended in the regional transportation system plan, as funding becomes available.
- When appropriate, encourage the use of transit-oriented developments to maximize access to transit facilities.
- Promote accessibility between housing developments to facilitate emergency access, local circulation of motorized and non-motorized traffic and potential neighborhood bus services.
- Work cooperatively with Racine County public school districts, private schools, area colleges and technical schools, and other government units to establish programs that encourage walking, biking, carpooling, and public transit as modes of travel to and from school.
- Work with WisDOT to identify State and Federal grants and programs that could potentially fund the implementation of the transportation system plan, and with the Department of Natural Resources (DNR) to find opportunities to implement the plan's bicycle and pedestrian facility element.
- Where feasible, consider the accommodation for bicycle travel on the arterial street and highway system as the 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.

Additional policies and programs can be found in the complete draft chapter.

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

