

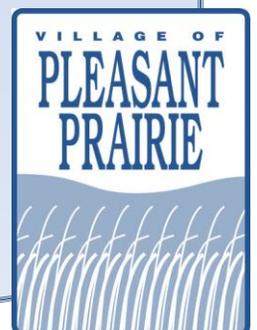
# VILLAGE OF PLEASANT PRAIRIE PARK AND OPEN SPACE PLAN

## 2013-2018

*Adopted by the Village Park Commission on May 7, 2013 by Resolution #13-01  
Adopted by the Village Plan Commission on May 13, 2013 by Resolution #13-06  
Adopted by the Village Board on May 20, 2013 by Ordinance #13-16*



*Lake Andrea Plaza in Prairie Springs Park*



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PARK AND OPEN SPACE PLAN-2013-2018  
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# CHAPTER 1

## INTRODUCTION

Park land, recreation trails and natural areas are key components of high quality living environments. Such open spaces provide a community with many benefits. These include helping to meet human needs for outdoor recreation, promoting and accommodating a healthy lifestyle for residents, enhancing the aesthetic quality of a community, increasing property values, attracting visitors and tourists, shaping development patterns, and protecting the natural environment.

Over the years, the Village of Pleasant Prairie has planned for and developed a park and recreation system that is designed to meet the needs of the people who live in the community. Along the way, the Village has not only accounted for its own park and open space needs, but has also maintained a regional perspective, taking measures to preserve critical ecosystems and watersheds, and providing parks and recreational facilities that serve the surrounding communities in Wisconsin and Illinois. This Park and Open Space Plan update was prepared to further this tradition of park and recreation planning in Pleasant Prairie.

The primary purpose of this Plan is to proactively plan for the Village's future park and recreation needs. Furthermore, the policy recommendations and programs presented in the Plan will guide the acquisition, preservation, and development of land for parks, recreation trails, and other open spaces in the Village to meet the needs of a growing and changing population, including those with special needs and handicapped. Such recommendations will also serve to protect and enhance the community's natural needs of the community (through the year 2035), it also focuses on policy recommendations and programs to be implemented over the next five-year period.

This Plan is also intended to incorporate and refine the previous findings and recommendations presented in the Village Park and Open Space Plan (2006-2011) and the Village of Pleasant Prairie, Wisconsin 2035 Comprehensive Plan.

This Plan was prepared in accordance with guidelines that will make it certifiable by the Wisconsin Department of Natural Resources (DNR) and qualify the Village for matching grant funds through the Federal Land and Water Conservation Fund (LAWCON) and the State of Wisconsin Stewardship Fund. The Plan must be updated every five years to ensure that it reflects the current needs of the community and retains its DNR certification. This Plan was also prepared as a component of the Village's 2035 Comprehensive Plan.



*Park path connection to Kenosha  
County Bike Trail from Rolling  
Meadows Park*

## CHAPTER 2 BACKGROUND INFORMATION

### GENERAL REGIONAL CONTEXT AND VILLAGE HISTORY

Pleasant Prairie is a growing community located in Southeastern Wisconsin's Kenosha County. Situated on the southwest coast of Lake Michigan, the Village is bordered by the City of Kenosha on the north and Lake County, Illinois on the south. Interstate Highway 94 is in proximity to the western jurisdictional boundary of the Village. The Village is approximately 40 miles south of Milwaukee and 70 miles north of downtown Chicago. Positioned between two Midwestern metropolises and located directly off of a major interstate, Pleasant Prairie has an opportunity to provide a unique park and recreation system that may draw visitors from all over the region.



The Village was incorporated in 1989 from the former Town of Pleasant Prairie. Prior to the Village's incorporation, development originated from nine separate settlement areas, many of which still exist today. Therefore, unlike more traditional urban development patterns that radiate outward from a central location, Pleasant Prairie does not have a distinguishable core, and development is dispersed throughout the Village. This characteristic has important implications for park and trail systems planning. As of January 1, 2012, the Village encompassed approximately 34 square miles of land area and had a Village-estimated population of 19,850 residents.

Following the Village's incorporation and the creation of the Tax Increment Finance District #1, WisPark Corporation began development of the 2,391-acre LakeView Corporate Park that is now situated in the central western portion of the Village. In addition to the development of LakeView Corporate Park east of I-94, in 2008 construction began on the first development within PrairieWood Corporate Park west of I-94. PrairieWood Corporate Park is a 270 acres business/office park designed to accommodate office, industrial and warehousing uses. When fully built out, PrairieWood Corporate Park could support approximately 600,000-square-feet of office development and 2 million square-feet of warehouse and/or manufacturing space with employment at full build-out estimated at 2,500 to 3,500 jobs.



*LakeView Corporate Park*

In 1996, approximately 221 acres was developed for commercial development within the Prairie Ridge development area generally located south of STH 50 (75<sup>th</sup> Street) between 88<sup>th</sup> and 104<sup>th</sup> Avenues. Today the Prairie Ridge Commercial Development contains a number of multi-tenant buildings including, Prairie Ridge Market Place, which includes three (3)

buildings; Prairie Ridge Commons which includes three (3) buildings; and the Shoppes at Prairie Ridge which includes eight (8) buildings. In addition, a number of standalone buildings and developments exist within the development including St Catherine’s Hospital and Medical Office building, a hospice facility, a nursing home, a hotel, a bank, a child care facility, a church and several restaurants.

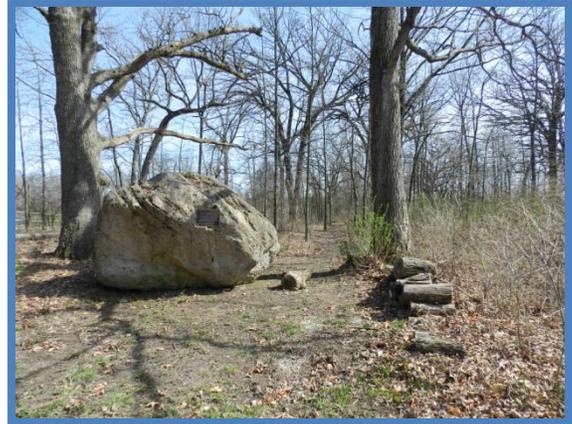


*Prairie Ridge Commercial Area*

Due in large part to the over 8,000 jobs created within the LakeView and PrairieWood Corporate Parks and the Prairie Ridge Commercial Development, the Village’s daytime population is estimated to be between 40 and 50% higher than its Census population. Moreover, industrial and residential land uses are separated from one another, suggesting a need for additional connections between job centers, residential neighborhoods, and Village park and recreational facilities.

## NATURAL AND CULTURAL RESOURCES

A survey of Pleasant Prairie’s natural and cultural resources provides an important framework for guiding the park and open space planning process. The term cultural resource encompasses historic buildings, structures and sites; archaeological sites; and museums. Cultural resources in Village have important recreational and educational value and help to provide the Village with a sense of heritage, identity, and civic pride. Resources such as historical and archaeological sites and historic districts can also provide economic opportunities through tourism. There are several unique natural and cultural characteristics of the Village that will direct the development of future park, open space and recreational facilities. These include:



*Jambeau Trail glacial boulder in Mompers Woods*

- 4-season recreational opportunities;
- Significant water resources, such as the Des Plaines River and Lake Michigan; and
- Concentrations of high quality wildlife and vegetative habitat in the Chiwaukee Prairie – Carol Beach area and Des Plaines River watershed.
- Prehistoric and historic archaeological sites such as the Barnes Creek, Chesrow, and Lucas, Scott, WisPark XXX1, Cabbage Patch, the Hasting Sites and the Jambeau Trail.

Detail description and discussion of the Natural and Cultural Resources in the Village can be found in Chapter 6 of the Village 2035 Comprehensive Plan.

**Climate:** Southeastern Wisconsin’s climate is characterized by four distinct seasons. Warm summers generally span the months of June through August. The winter months of December, January, and February are cold, with average temperatures below freezing. The region is characterized by temperate conditions in spring and autumn. Because of its proximity to Lake Michigan, the climate in Pleasant Prairie is slightly modified by winds coming off of the Lake. These lake effects are most pronounced in the spring and early summer when the prevailing winds are easterly.

**Soils:** The Village is within the glacial drift region of Wisconsin. Blanketed with over 100 feet of silts, sand, and clay, a large proportion of Village land (42%) is classified as National Prime Farmland. That is, the soil is well suited for the production of food and has the capacity to sustain high yields of crops when properly managed. Furthermore, 9% of land in the Village has been identified as Farmland of Statewide Importance. Currently, 24% of Village land is being farmed.

**Surface Water and Watersheds:** Situated on the coast of Lake Michigan, Pleasant Prairie is located within the Des Plaines River watershed and the Lake Michigan direct drainage watershed. Bisecting the Village from north to south is the sub continental divide, which separates the region into two major drainage areas. The Des Plaines watershed, encompassing the western two-thirds of the Village, drains to the south and southwest and is part of the Mississippi River drainage system. The Lake Michigan direct drainage watershed encompasses the eastern one-third of the Village.

The Des Plaines River flows from the northwestern portion of the Village south into Illinois, eventually contributing to the Illinois River. There are several small streams in the eastern portion of the Village that flow perpendicular to Lake Michigan. Barnes Creek and Tobin Creek are short perennial streams that have their origins in the Village and empty into Lake Michigan. There are three lakes in Pleasant Prairie. Lake Andrea is a 110-acre spring-fed



*Des Plaines River*



*Lake Michigan*

lake that was created from an old sand and gravel pit operation. The lake is located within Prairie Springs Park and is used primarily for recreation. Lake Russo is a privately-owned 21-acre lake located in the northwest corner of the Village in the River Oaks subdivision, and Paradise Lake is an approximately 39-acre lake located in the southeastern portion of the Village.



*Lake Andrea*

**Vegetation:** At the time of European settlement, much of southeastern Wisconsin was covered with prairie and oak savannah, oak woods, and lowlands. Since that time, most of the land has been converted to agricultural and urban uses. Currently, woodland areas mostly exist in isolated patches less than 40 acres in size. Most of the remaining prairie lands in the region are located in the Chiwaukee Prairie – Carol Beach area along the eastern-most portion of the Village and along Lake Michigan. Some native prairie habitat also still exists along the Des Plaines River.

**Wildlife Habitat:** Species of wildlife that are common to the southeastern Wisconsin region are rabbits, squirrels, woodchucks, raccoons, muskrats, and beavers. Larger mammals such as white-tailed deer, coyotes, and foxes also inhabit the region. Common bird species include: pheasants, cardinals, robins, wood thrushes, great blue herons, and killdeer. The most significant concentrations of high quality wildlife habitat are located in the Chiwaukee Prairie – Carol Beach area and surrounding the Des Plaines River.

**Wetlands:** Wetlands perform an important set of natural functions which include support of a wide variety of desirable, and sometimes unique, forms of plant and animal life; water quality protection; stabilization of lake levels and stream flows; reduction in stormwater runoff by providing areas for floodwater impoundment and storage; and protection of shorelines from erosion. Wetlands and their boundaries are continuously changing in response to changes in drainage patterns and climatic conditions. While wetland inventory maps provide a basis for area wide planning, detailed field investigations are necessary to precisely identify wetland boundaries on individual parcels. Field investigations are required at the time a parcel is proposed to be developed or subdivided.



*Chiwaukee Prairie area*

**Floodplains:** The natural floodplain of a river is a wide, flat-to-gently sloping area contiguous with, and usually lying on both sides of the river channel and the channel itself. The floodplain, which is normally bounded on its outer edges by higher topography, is gradually formed over a long period of time by the river during flood stage as that river meanders in the floodplain, continuously eroding material from concave banks of meandering loops while depositing it on the convex banks. The flow of a river onto its floodplain is a normal phenomenon and, in the absence of flood control works, can be expected to occur periodically. For planning and regulatory purposes, floodplains are defined as those areas subject to inundation by the 100-year recurrence interval flood event. This event has a 1% chance of being equaled or exceeded in any given year. Floodplains are generally not well suited for urban development because of the flood hazard, the presence of high water tables, and/or the presence of wet soils.



*Des Plaines River Floodplain area*

**Shorelands:** Shorelands are defined by the *Wisconsin Statutes* as lands within the following distances from the Ordinary High Water Mark (OHWM) of navigable waters: 1,000 feet from a lake, pond, or flowage; and 300 feet from a river or stream, or to the landward side of the floodplain, whichever distance is greater. In accordance with state requirements, the Village shoreland and floodplain zoning requirements restricts uses in wetlands located in the shorelands, and limits the uses allowed in the 100-year floodplain to prevent damage to structures and property and to protect floodwater conveyance areas and the storage capacity of floodplains.

**Woodlands:** With sound management, woodlands can serve a variety of beneficial functions. In addition to contributing to clean air and water and regulating surface water runoff, woodlands help maintain a diversity of plant and animal life. The destruction of woodlands, particularly on hillsides, can contribute to excessive stormwater runoff, siltation of lakes and streams, and loss of wildlife habitat. Woodlands are defined as upland areas of one acre or more in area, having 17 or more trees per acre, each deciduous tree measuring at least four inches in diameter 4.5 feet above the ground, and having canopy coverage of 50% or greater. Coniferous tree plantations and reforestation projects are also classified as woodlands.



*Primary Environmental Corridor in Prairie Springs Park*

**Natural Areas and Critical Species Habitat Sites:**

A comprehensive inventory of important plant and animal habitats was conducted by SEWRPC in 1994 as part of the regional natural areas and critical species habitat protection and management plan. The inventory systematically identified all remaining high-quality natural areas, critical species habitat, and sites having geological significance within the Region. Ownership of identified natural areas and critical species habitat sites and the size of each were reviewed and updated in 2006.

**Natural Areas:** Natural areas are tracts of land or water so little modified by human activity, or sufficiently recovered from the effects of such activity, that they contain intact native plant and animal communities believed to be representative of the landscape before European settlement. Natural areas are classified into one (1) of three (3) categories:

- NA-1: Natural areas of statewide or greater significance which includes over 400 acres within the Carol Beach and Chiwaukee Prairie State Natural Areas and the Kenosha Sand Dunes
- NA-2: Natural areas of countywide or regional significance which includes over 100 areas within Carol Beach Prairie areas and Tobin Road Prairie
- NA-3: Natural areas of local significance which includes over 400 acres within the Village, Lake Russo Prairie, Des Plaines River, Bain Station Railroad Prairie, Pleasant Prairie Railroad Prairie and Carol Beach Estates Prairie.



Specific details related to the above noted Natural Areas and Critical Habitat Sites in the Village can be found in Chapter 6 of the Village 2035 Comprehensive Plan.

The Chiwaukee Prairie-Carol Beach, which draws visitors from all over the Midwest, the Chiwaukee Prairie-Carol Beach area represents one of the Village’s significant natural resource areas. The Chiwaukee Prairie-Carol Beach area is located along the Lake Michigan coast and east of Sheridan Road in the Village. The land area is approximately 1,825 acres, or roughly 8% of the Village’s total acreage. The Chiwaukee Prairie-Carol



Beach lands are worth special mention because they comprise one of the outstanding natural resource areas in southeastern Wisconsin and in the upper Midwest. The land is characterized by a beach dune ridge and swale complex, high quality wetland and prairies, and two natural areas of statewide significance. Furthermore, Chiwaukee Prairie is classified as a National Natural Landmark and is recognized as one of the best remaining examples of Lake Michigan prairie land in the upper Midwest. Because of wet soils and other environmental limitations, development in the area is scattered, leaving much of this ecosystem preserved. The Village, County, State, and non-profit organizations such as The Nature Conservancy of Wisconsin and the Chiwaukee Prairie Preservation Fund have continued to extend their efforts to purchase and protect remaining private parcels of land on a willing seller-willing buyer basis. The DNR managed lands north of this area are fragmented by roads and homes.

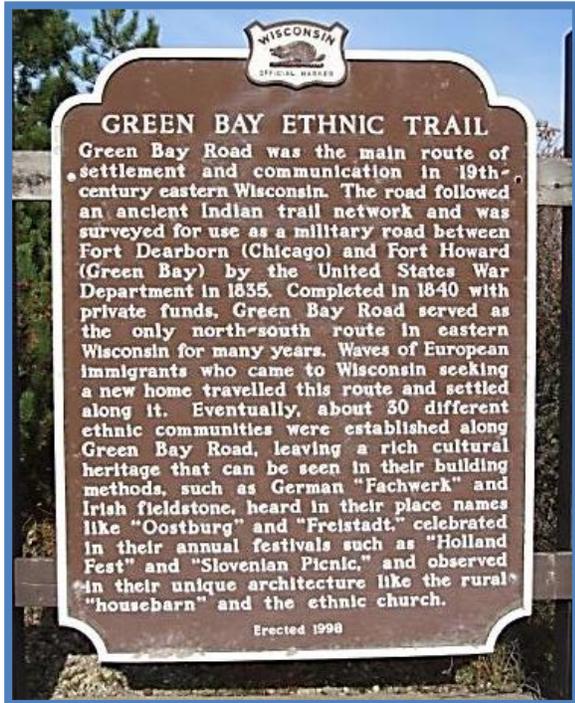
There are a number of conservation organizations active in the Village, including the Kenosha/Racine Land Trust, Des Plaines Wetlands Conservancy, The Nature Conservancy of Wisconsin, and other non-profit conservation organizations including the Chiwaukee Prairie Preservation Fund. These organizations acquire lands for resource protection purposes. The Des Plaines Wetlands Conservancy owns approximately 644 acres for resource protection purposes. The Nature Conservancy of Wisconsin owns two (2) sites in portions of Chiwaukee Prairie and Barnes Prairie, together encompassing 159 acres.

Several open space and environmentally sensitive sites in the Village are also protected under conservation easements. These easements are typically voluntary contracts between a private landowner and a land trust or governmental body that limit, or in some cases prohibit, future development of the parcel. With the establishment of a conservation easement, the property owner sells or donates the development rights for the property to a land trust or governmental agency, but retains ownership. The owner is not prohibited from selling the property, but future owners must also abide by the terms of the conservation easement. The purchaser of the easement is responsible for monitoring and enforcing the easement agreement for the property. Conservation easements do not require public access to the property, although public access is generally required if Wisconsin stewardship funds or other DNR grant funds are used to acquire the property. There are three conservation easements located in the Pleasant Prairie including an easement on 445 acres held by The Nature Conservancy of Wisconsin as part of Prairie Springs Park in the Village

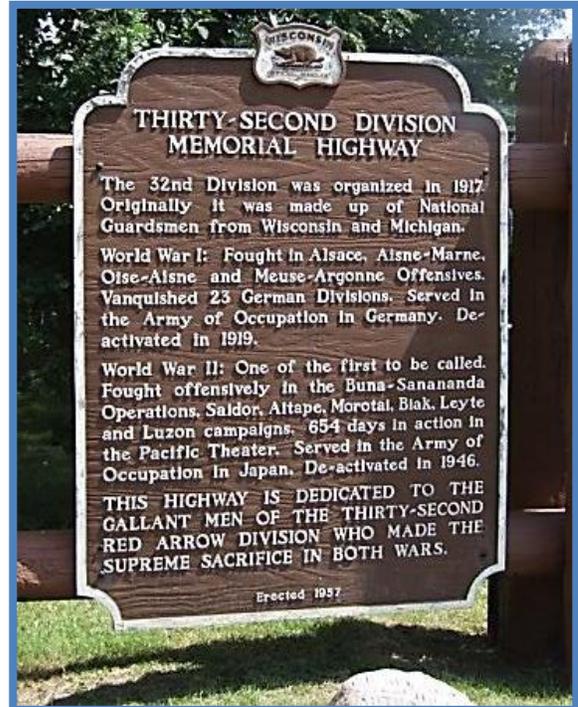


*U.S. ACOE easement south of CTH C and west of I-94*

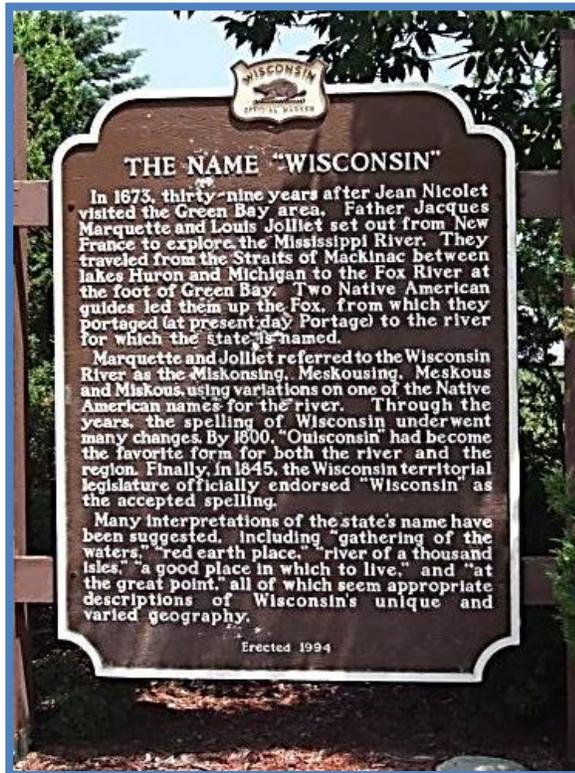
**Historical Resources:** In 2009 there were three (3) historic places and districts in the Village listed on the National Register of Historic Places. All three (3) historic places and districts in the Village are prehistoric archeological sites and include the Barnes Creek Site, the Chesrow Site, and the Lucas Site. The Village is also home to four (4) Wisconsin State Historical Markers through a program administered by the Wisconsin Historical Society's Division of Historic Preservation. These historical markers are intended to identify, commemorate, and honor the important people, places, and events that have contributed to the State's rich heritage. The program serves as a vital educational tool, informing people about the most significant aspects of Wisconsin's past.



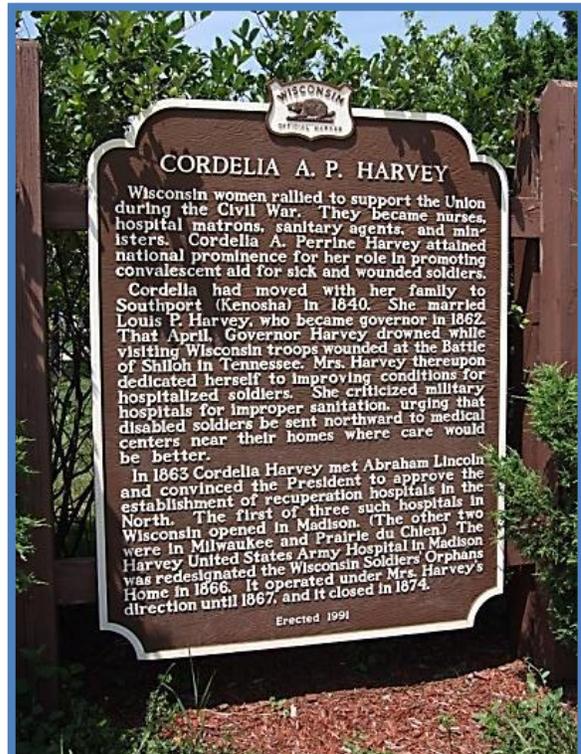
Green Bay Ethnic Trail Marker



32<sup>nd</sup> Division Memorial Highway Marker

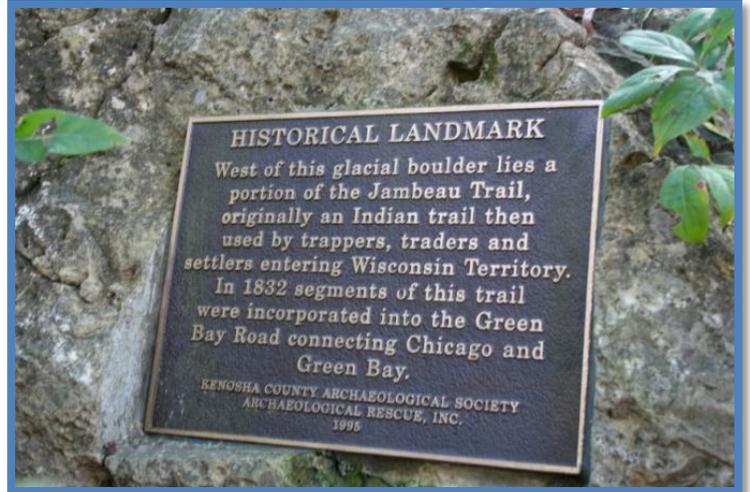


History of the Word "Wisconsin" Marker



Cordelia A.P. Harvey Marker

**Archeological Resources:** Preservation of archaeological resources is also important in preserving the cultural heritage of the Village. Like historical sites and districts, significant prehistoric and historic archaeological sites provide the Village with a sense of heritage and identity, which can provide for economic opportunities through tourism if properly identified and preserved. Archaeological sites fall under two categories: prehistoric sites and historic sites. Prehistoric sites are defined as those sites which date from before written history. Historic sites are sites established after history began to be recorded in written form (the State Historical Society of Wisconsin defines this date as A.D. 1650)



*Jambeau Trail glacial boulder historical landmark in Mompers Woods*

The Barnes Creek, Chesrow, and Lucas Sites as discussed above are prehistoric archaeological sites listed on the National Register of Historic Places in the Village. Other known archeological sites in the Village but not listed on the State or National Register include the Scott Site, WisPark XXX1 Site, Cabbage Patch Site, the Hasting Site and the Jambeau Trail.

## POPULATION AND DEMOGRAPHICS

Demographic characteristics help to determine the types of park and recreational facilities that the Village will use now and in the future. Important demographic trends for Pleasant Prairie are as follows:

- Park and recreational facilities will need to accommodate approximately 31% population growth over the next 15 years (2025);
- Over the next 10-20 years 30.6% of village local residents will be moving into the 65-and-older age bracket.

**Population:** The Village has experienced a significant increase in population in recent years as shown in Table 2.1. From 1990 to 2010, the Village’s population grew approximately 63.8% (34.1% between 1990 and 2000 and 22.2% between 2000 and 2010). This compares with a 30% increase in Kenosha County. The Village’s daytime population is estimated to be between 40% and 50% higher due to the large number of people that commute into the Village for jobs, shopping, recreational events, and schools.

**TABLE 2.1  
POPULATION TRENDS LEVELS: 1970-2010**

Year	Pleasant Prairie			Kenosha County		
	Population <sup>a</sup>	Change From Preceding Census		Population	Change From Preceding Census	
		Number	%		Number	%
1970	12,019	--	--	117,917	--	--
1980	12,703	684	5.7	123,137	5,220	4.4
1990	12,037	-666	-5.2	128,181	5,044	4.1
2000	16,136	4,099	34.1	149,577	21,396	16.7
2010	19,719	3,583	22.2	166,671	17,094	11.4

<sup>a</sup>

*In 1989 the entire Town of Pleasant Prairie was incorporated as the Village of Pleasant Prairie and the Town of Pleasant Prairie ceased to exist. In addition, the decrease in population is attributed to the 1,500 acres of land detached from Pleasant Prairie and added to the City of Kenosha and the Town of Somers as part of the Village’s incorporation. Figures for the period between 1970 and 1980 represent population in the former Town of Pleasant Prairie.*

Source: U. S. Bureau of the Census.

The 2035 Village population projection of 31,205 was prepared as part of the multi-jurisdictional plan with the 2010 population adjusted based on U.S. Census data. Estimated population for each five (5) year interval from 2005 to 2030 are based upon estimated projections from the DOA. (The methodology used by the Wisconsin Department of Administration are developed after a well-known cohort-component method using fertility, mortality, and migration rates of population change.)

As shown in Table 2.2, from 2000 until 2035 the Village’s population is expected to nearly double from 16,136 to 31,204 which represents approximately 9.9% growth every five years and slightly less than 2% growth per year.

**TABLE 2.2  
PLEASANT PRAIRIE POPULATION PROJECTIONS**

Year	Population <sup>a</sup>	Change From Preceding Five Years	
		Number	%
2000	16,136	--	--
2005	18,701	2,565	15.9%
2010	20,628	1,927	10.3%
2015	22,721	2,093	10.1%
2020	24,870	2,149	9.5%
2025	26,952	2,082	8.4%
2030	28,911	1,959	7.3%
2035	31,205	2,294	7.9%

<sup>a</sup> Population for year 2000 and 2010 is based on the U.S. Census. Population for the years 2005 through 2030 are estimates and projections from the Wisconsin Department of Administration and adjusted for Census 2010 data. The 2035 population projection was derived by the Village based on trend data and analysis completed by SEWRPC as part of the Multi-Jurisdictional Comprehensive Plan for Kenosha County as discussed in Appendix 2-3 of the Village 2035 Comprehensive Plan.

Source: U.S. Bureau of the Census, Wisconsin Department of Administration and Village of Pleasant Prairie.

**Age:** In 2010, the residents of Pleasant Prairie had a median age of 41 years, which is older than Kenosha County (36 years). According to the 2010 Census, as shown in Table 2.3, the Village had 5,480 residents under the age of 20, comprising 27.9% of the total population. This proportion of younger residents in the Village has been very consistent since 1990 and 2000, (28.3% and 29.5% respectively). In 2010, there were 2,185 residents age 65 or older, or 11.1% of the population. In 1990 and 2010 this proportion of older residents was only slightly less at 10.5% and 10.6%, respectively of the population. This data depicts that the Village has maintained a relatively stable proportion of younger and older residents over the last 20 years. While there are significantly more young residents than older residents in the Village, 30.6% of the population will be moving into the 65-and-older age bracket within the next 15-20 years as the “baby boom” generation will move into this age group.

**TABLE 2.3  
POPULATION BY AGE GROUP AND MEDIAN AGE: 1990 AND 2010**

Pleasant Prairie						
Age Group	1990 <sup>a</sup>		2000		2010	
	Number	%	Number	%	Number	%
<b>Under 5</b>	803	6.6	1,002	6.2	1,019	5.2
<b>5 through 9</b>	877	7.3	1,241	7.7	1,413	7.2
<b>10 through 14</b>	887	7.4	1,396	8.7	1,617	8.2
<b>15 through 19</b>	834	7.0	1,106	6.9	1,431	7.3
<b>20 through 44</b>	4,569	38.1	5,764	35.7	4773	20.2
<b>45 through 54</b>	1,642	13.7	2,457	15.2	3,545	18.0
<b>55 through 64</b>	1,132	9.4	1,455	9.0	2498	12.6
<b>65 and older</b>	1,254	10.5	1,715	10.6	2185	11.1
<b>Total</b>	11,998	100	16,136	100.0	19,719	100.0
<b>Median Age</b>			37		41	

Kenosha County						
Age Group	1990 <sup>a</sup>		2000		2010	
	Number	%	Number	%	Number	%
<b>Under 5</b>	10,124	7.9	10,367	6.9	10,995	6.6
<b>5 through 9</b>	9,785	7.6	11,640	7.8	11,850	7.1
<b>10 through 14</b>	9,172	7.2	11,826	7.9	12,310	7.4
<b>15 through 19</b>	9,260	3.9	11,106	7.4	13,029	7.8
<b>20 through 44</b>	49,955	38.8	56,444	37.7	55,387	33.3
<b>45 through 54</b>	13,087	10.2	19,257	12.9	26,161	15.7
<b>55 through 64</b>	10,605	8.3	11,768	7.9	18,014	10.9
<b>65 and older</b>	16,193	12.6	17,169	11.5	18,679	11.3
<b>Total</b>	128,181	100.0	149,577	100.0	166,671	100.0
<b>Median Age</b>			35		36	

<sup>a</sup> Population data by area from the 1990 Federal Census presented in this table are slightly different from the final 1990 population level of the Village presented in Table 2.2. The population levels presented in Table 2.2 represents final population counts from the 1990 Census. The Census Bureau is not expected to reconcile the data regarding population by area with the final total population counts.

Source: U.S. Bureau of the Census.

**Racial Distribution:** According to the U.S. Bureau of the Census, in 2010, Pleasant Prairie was characterized by a predominately “White” population (91.1%), as compared with 83.8% for Kenosha County as shown in Table 2.4. Furthermore, the proportion of “Black or African American” residents in Pleasant Prairie was considerably lower (2.5%) than the County (6.6%). The proportion of “Asian” residents was comparable to the rest of the County( 1.7% in the Village and 1.4% in the County). This data depicts a relatively homogeneous population.

**TABLE 2.4  
RACIAL COMPOSITION: 2010**

Race <sup>a</sup>	Pleasant Prairie		Kenosha County	
	Number	%	Number	%
<b>White Alone</b>	17,964	91.1	139,416	83.8
<b>Black or African American Alone</b>	488	2.5	11,052	6.6
<b>American Indian &amp; Alaska Native Alone</b>	75	0.4	814	0.5
<b>Asian Alone</b>	333	1.7	2,393	1.4
<b>Native Hawaiian &amp; Other Pacific Islander Alone</b>	12	0.1	89	0.1
<b>Some Other Race Alone</b>	469	2.4	7,880	4.7
<b>Two Or More Races</b>	378	1.9	4,782	2.9
<b>Total</b>	19,719	100	166,429	100.0

<sup>a</sup> The Federal government does not consider Hispanic origin to be a race, but rather an ethnic group.

Source: U.S. Bureau of the Census.

**Employment:** According to the U.S. Census Bureau, in 2010, 73.5 % of Pleasant Prairie’s population age 16 and older was in the labor force which has increase from 70.4% in 2000. Of the 73.5% in the labor force in 2010, 73.4% were employed in the civilian labor force and 0.1% were employed in the armed forces. As compared to 2000 wherein 69.8% were employed in the civilian labor force and 0.6% were employed in the armed forces. Table 2.5 shows the occupational distribution for the Village.

**TABLE 2.5  
Occupation Distribution: 2010**

Occupation Group	Percentage of Employed Labor Force	
	2000	2010
<b>Management or Professional</b>	33.6	36.9
<b>Service Occupations</b>	12.9	12.1
<b>Sales and Office</b>	26.2	27.6
<b>Farming, Fishing, Forestry<sup>a</sup></b>	0.0	0.0
<b>Construction, Extraction and Maintenance</b>	10.4	8.7
<b>Production, Transportation</b>	16.9	14.7

<sup>a</sup> Although there are active farmers currently living in the Village, the number is too small to represent as a percentage of population.

Source: U.S. Census Bureau.

## HOUSEHOLD CHARACTERISTICS

In 2010, the average household size in Pleasant Prairie was 2.68 persons per household, a decrease since the 1990 and 2000 Census count of 2.83 persons and 2.73 person, respectively. A household includes all persons who occupy a housing unit, which is defined by the Census Bureau as a house, apartment, mobile home, a group of rooms, or a single room that is occupied, or intended for occupancy, as separate living quarters. As shown in Table 2.6, the average household size in the Village was slightly higher than that of the County. A total of 83.6% of the households were owner-occupied in the Village in 2010 as compared to 68.0% in Kenosha County. While the number of households has increased steadily, the average number of persons per household has decreased in the Village since 1960 as shown in Table 2.6. This trend, which has occurred throughout Kenosha County, reflects the fact that family sizes (average number of children per family) have decreased and unmarried persons have increasingly tended to establish their own households rather than live with family.

**TABLE 2.6  
HISTORICAL NUMBER OF HOUSEHOLDS AND  
AVERAGE HOUSEHOLD SIZE**

Pleasant Prairie					
Year	Number of Households	Household Population <sup>a</sup>	Average Household Size	% Occupied	% owner Occupied <sup>a</sup>
1990	4,207	11,897	2.83		
2000	5,819	15,904	2.73	96.2	82.6
2010	7,272	19,493	2.68	93.8	83.6

Kenosha County					
Year	Number of Households	Household Population <sup>a</sup>	Average Household Size	% Occupied	% owner Occupied <sup>a</sup>
1990	47,029	125,577	2.67		
2000	56,057	145,553	2.60	93.4	69.1
2010	69,288	161,825	2.58	90.4	68.0

<sup>a</sup> Excludes persons living in group quarters.

Source: U.S. Bureau of the Census and Wisconsin Department of Administration.

The number of households projected for the Village of Pleasant Prairie in 2035 is 11,889, as estimated by the Village as part of the multi-jurisdictional plan as described in Appendix 2.3 of the Village 2035 Comprehensive Plan. It is anticipated that the average household size will decrease slightly to 2.52 persons in 2035 from the 2.68 persons per household in 2010. Table 2.7 provides estimated projections for the Village in five year intervals between 2000 and 2035 based on projections the Wisconsin Department of Administration (DOA) (The methodology used by the Wisconsin Department of Administration was developed after a well-known cohort-component method using fertility, mortality, and migration rates of population change.)

Between 2000 and 2035 the number of households in the Village is expected to more than double from 5,819 to 11,889 which represents approximately a 10.8% growth every five (5) years and approximately a 2.2% growth per year to accommodate for the increase in population from 16,136 in 2000 to a projected 31,205 persons in 2035.

**TABLE 2.7  
PLEASANT PRAIRIE HOUSEHOLD PROJECTIONS<sup>a</sup>**

Year	Total Population	Household Population <sup>b</sup>	Average Household size	Households		
				Number	Change From Preceding Five Years	
					Number	%
2000	16,136	15,904	2.73	5,819	--	--
2005	18,701	18,367	2.68	6,842	1,023	17.6
2010	19,719	19,493	2.68	7,272	490	6.3
2015	22,721	22,355	2.60	8,212	940	12.9
2020	24,870	24,495	2.56	9,252	1040	12.7
2025	26,952	26,535	2.54	10,231	979	10.6
2030	28,911	28,427	2.52	11,085	854	8.3
2035	31,205	29,901	2.52	11,889	804	7.3

<sup>a</sup> Data for the year 2000 is based on the U.S. Census. Data for the years 2005 through 2030 are estimates and projections from the Wisconsin Department of Administration and adjusted for Census 2010 data. 2035 data was derived by the Village based on trend data and analysis completed by SEWRPC as part of the Multi-Jurisdictional Comprehensive Plan for Kenosha County as discussed in Appendix 2-3.

<sup>b</sup> Excludes persons living in group quarters as defined by the U.S. Bureau of the Census, includes all people not living in households. Two general categories of people in group quarters are recognized: (1) the institutionalized population, which includes people under formally authorized, supervised care or custody in institutions at the time of enumeration (such as correctional institutions, nursing homes, and juvenile institutions), and (2) the non-institutionalized population, which includes all people who live in group quarters other than institutions (such as college dormitories, military quarters, and group homes).

Source: U.S. Bureau of the Census, Wisconsin Department of Administration and Village of Pleasant Prairie.

## REVIEW OF EXISTING PLANS

Another critical step in the park planning process is an examination of relevant planning efforts in the Village. A comprehensive understanding of how the Village has evolved over time and how it has been planning for the future establishes guidelines for the recommendations presented in this Plan. Moreover, a review of existing plans helps identify ways that this Plan should be adapted so that it is consistent with the Village's ongoing goals, objectives, and policies, and coordinated with regional planning efforts.

***A Park and Open Space Plan for the Kenosha Planning District (1980):*** In 1980, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) prepared the first Park and Open Space Plan for the City of Kenosha, the Town of Pleasant Prairie, and the Town of Somers. This Plan, which was subsequently updated in 1987, presented recommendations regarding the preservation, acquisition, and development of lands for parks and outdoor recreation. Based on community needs and projected population growth, SEWRPC recommended that the former Town of Pleasant Prairie:

- acquire and develop one regional park and seven community or neighborhood parks;
- provide additional facilities, such as baseball fields and playgrounds in three existing parks; and
- take additional measures to preserve important open space lands in the Town.

A 425-acre site along the Des Plaines River was identified as a potential location for the regional park. This site has since been acquired by Pleasant Prairie and is currently known as Prairie Springs Park. The sand and gravel pit operation that was formerly located on the site was transformed into the 110-acre spring-fed Lake Andrea and surrounding park land.

***A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie (1985):*** The Chiwaukee Prairie-Carol Beach area is located along the coast of Lake Michigan within the Village (formerly Town) of Pleasant Prairie. Home to a variety of ecosystems, including wetlands, beach dunes, and upland prairies, these lands have been characterized as one of the outstanding resource areas in southeastern Wisconsin. However, despite their ecological importance to the region, the future of these habitats has not always been clear. The land has faced substantial development pressures over the last several decades. Therefore, in the hopes of establishing a land use plan that would address the ongoing conflicts between development and preservation, SEWRPC completed a multi-year land use management plan under the direction of the Town of Pleasant Prairie and Kenosha County for the Chiwaukee Prairie-Carol Beach area.

This Plan proposed the following:

- The maintenance of a preservation corridor that connects the Kenosha Sand Dunes on the north end of the study area with Chiwaukee Prairie on the south end;
- The housing stock in the area should increase from 512 housing units in 1980 to about 1,460 units upon full development;
- The Town of Pleasant Prairie, Wisconsin Department of Natural Resources, and The Nature Conservancy should acquire platted, unimproved lots east of Sheridan Road for preservation under a willing seller-willing buyer basis;
- Appropriate land use and zoning controls should be implemented to preserve and protect lands that have been acquired in the public's interest.

***A Park and Open Space Plan for the Kenosha Planning District (1987):*** In 1987, SEWRPC updated the 1980 Kenosha County Park and Open Space Plan. This effort was initiated primarily to ensure that the County would maintain its eligibility for federal and state grant monies. Updated recommendations for this Plan included:

- Continue to acquire land along Lake Michigan as it becomes available, and provide improved access to the Lake for boating and other water-based activities;
- DNR and The Nature Conservancy should continue to acquire lands within identified environmental corridors and designated natural resource areas;
- Local units of government should plan for and provide park and open space sites located within their area of jurisdiction;
- The County should acquire about 1,273 acres of land along the Des Plaines River. This corridor should serve as the location for a variety of resource-oriented outdoor recreational facilities, including trails, picnic areas, river access points, and support facilities such as parking lots and restrooms.

***A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010 (1994):*** The Bicycle and Pedestrian Facilities Plan was completed in 1994 by SEWRPC. The intent of the Plan was to encourage the use of alternative modes of transportation by planning for the provision of facilities that accommodate bicycle and pedestrian travel. In cooperation with a Technical and Citizen Advisory Committee, SEWRPC proposed a total of approximately 113 miles of bicycle ways within Kenosha County. Roughly 27% of the proposed trails are located in off-street natural resource corridors. In addition, the bicycle ways are designed to link up major activity centers, including Pleasant Prairie parks.

***A Comprehensive Plan for the Kenosha Urban Planning District (1995):*** In 1996, the Village adopted the Comprehensive Plan for the Kenosha Urban Planning District, prepared by SEWRPC and the represented communities. The Plan includes a park and open space chapter, which served as an update to the 1987 Park and Open Space Plan for the Kenosha Planning District. The chapter is divided into two components: one for the area-wide planning of regional and multi-community parks, and a second for the local planning of community and neighborhood parks.

***Prospectus for the Preparation of a Multi-Use Trail System Plan for the Village of Pleasant Prairie (1995):*** Shortly after the completion of the Prairie Springs Park along the Des Plaines River, Pleasant Prairie citizens and officials recognized the need to begin to interconnect their Village park system by developing a long-range, multi-use trail system. In order to provide a framework for a future Multi-Use Trail Plan and a basis for park and recreational budgetary decision making, the Village established an advisory committee comprised of members of the Village Board, the Plan Commission, the Park Commission, SEWRPC, and other technical and professional individuals. The prospectus that resulted from the advisory committee's research addressed the need for, as well as the scope, content, organization, budget, and timeline of the work that would be necessary to prepare the Multi-Use Trail Plan.

The Village has since completed a preliminary bike trail system map for the purposes of conducting an impact fee assessment. Additional trail planning has been conducted as part of the 2006 Park and Open Space Plan and Village Pedestrian Trail Plan (2010).

***A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin (1997):*** Beginning in 1991, SEWRPC staff conducted a natural areas and critical species habitat protection and management study to guide the preservation of the most crucial remaining natural areas and critical species habitats in

Southeastern Wisconsin. The 1997 Plan that resulted from the study presented the locations of 12 natural area sites and four critical species habitat sites in the Village. None of the identified sites were under protective ownership at the time of the report. However, because these sites make significant contributions to the biodiversity, scenic beauty, and overall integrity of the region, it was recommended by SEWRPC that they be preserved, protected, and managed into the future (See Maps 1a and 1b).

***Kenosha County Park and Open Space Plan (1999):*** This 1999 amendment added one full paragraph to the 1987 Park and Open Space Plan, which recommended the development of an additional county park in the western portion of Kenosha County (outside Pleasant Prairie). The amendment also included an updated outdoor recreation map for the year 2020. The map depicts the location of a proposed trail within Pleasant Prairie running from the Wisconsin/Illinois border northward to Prairie Springs Park, around the eastern perimeter of the Park, and continuing north to meet up with the CTH C on-street bike route.

***A Comprehensive Plan for the Des Plaines River Watershed (2003):*** The purpose of the Des Plaines Watershed planning program and the resulting report was to help mitigate water resource-related problems by developing a plan that would guide water resource conservation and management into the future. Ultimately the Plan included four elements: a land use and park and open space element, a floodland and stormwater management plan element, a water quality management plan element, and a fisheries management plan element. The land use and park and open space element reflected the recommendations included in both the Comprehensive Plan for the Kenosha Urban Planning District and the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010.

The Plan positions the Village within the context of its larger bioregion (an area characterized by a particular ecological community and bounded by natural rather than artificial borders) and defines the connection between park and open space areas and the overall health of the Des Plaines watershed.

***A Land and Water Resource Management Plan for Kenosha County: 2000-2004:***

Directed by the Kenosha County Land and Water Conservation Committee, the Land and Water Resource Management Plan for Kenosha County was intended to guide future natural resource-related programs in the County, particularly with respect to nonpoint source water pollution. The Plan seeks to identify and prioritize land and water-resource related problems, establish goals and objectives to address the problems, develop an implementation plan to meet the goals and objectives, and design public informational and educational programs to incorporate County residents. The Plan presents recommendations and priority actions by watershed. Some of the recommendations and priority actions that may relate to this Park and Open Space Plan are as follows:

- Support implementation of the Land Use Management Plan for the Chiwaukee Prairie—Carol Beach Area and the Natural Areas and Critical Species Habitat Plan;
- Establish conservation buffers around riparian corridors, shorelands, and wetlands; and
- Track the level of protection for environmentally significant lands, such as those identified in the regional Natural Areas and Critical Species Habitat Plan.

***Park and Open Space Plan 2006-2011:*** Adopted in 2006 and in 2009 as a component of the Village Comprehensive Plan, this plan was used to proactively plan for the Village's future park and recreation needs and set forth specific goals, objective and recommendations to guide the acquisition, preservation, and development of land for parks, recreation trails, and other open spaces to meet the needs of a growing and changing population. Although, the Plan addresses the long-range park and open space needs of the

community it also focuses on recommendations for development over the five year time frame (2006 and 2011).

**Village of Pleasant Prairie, Wisconsin 2035 Comprehensive Plan:** The Village of Pleasant Prairie 2035 Comprehensive Plan approved in December of 2009 provides a long-range guide for the Village officials, staff, and citizens to effectively address future development and while protecting natural resource in the Village through the year 2035, and sets forth Village planning goals and objectives. The 2035 Comprehensive Plan is an update to the 2010 Comprehensive Plan completed in 1996. In preparing this Comprehensive Plan update, the Village reviewed the existing land use and related plans, updated those plans as necessary to comply with the comprehensive planning law to reflect changes that have occurred since the plans were adopted.

The 2035 Comprehensive Plan, which meets the requirements of the *Smart Growth* laws in the State of Wisconsin, serves as a master or comprehensive plan for the Village and will continue to be used to guide development decision making and projecting the direction of future growth in the Village. This Comprehensive Plan provides information related to existing and planned land uses, protecting and guiding the existing and proposed population and housing growth, protecting the natural resource base, planning for future residential, commercial, industrial uses, and transportation facilities, public parks, recreational facilities, and other community facilities and utilities, and protecting and guiding the economic viability of the Village. The Plan strives to continue to achieve a well-balanced, quality of life for the community while promoting the Village as a "Great Place to Live, Work and Play".

The Village Board and affected Commissions and Committees of the Village shall refer to the Comprehensive Plan as a matter of course in their deliberations on planning issues and give the Plan due weight when making decisions on such matters, particularly with regard to the Statutory requirements for consistency between the Village Comprehensive Plan and the Village Zoning and Land Division and Development Control Ordinances. In addition, the Comprehensive Plan is intended to provide general awareness and understanding of Village planning goals and objectives by residents, landowners, developers, business community, and other private interests, and among the many government departments with land use related responsibilities within the Village.

**Village of Pleasant Prairie 2010 Bicycle and Pedestrian Trails Plan:** The 2010 Bicycle and Pedestrian Trails plan was adopted on April 19, 2010 to guide the development of shared-use paths, demarcate on-street facilities, provide design guidelines and policies for facilities and highlight funding opportunities for the Village to pursue. The Plan builds on the past bicycle and pedestrian planning, including that in the Village's *2006 Park and Open Space Plan* and the Southeast Wisconsin Regional Planning Commission's (SEWRPC) *Regional Transportation Plan for Southeastern Wisconsin: 2035, A Regional Land Use Plan for Southeastern Wisconsin: 2035, and Amendment to the Regional Bicycle and Pedestrian System Plan for Southeastern Wisconsin: 2020*. The Plan adopted as a component of the Village 2035 Comprehensive Plan should be updated every five years to reflect the needs of the community and progress that has been made in implementing new facilities.

## CHAPTER 3

### GOALS, OBJECTIVES AND STANDARDS

#### INTRODUCTION

Planning is a rational process for formulating goals and objectives and through the preparation and implementation of plans, meeting those objectives. The formulation of objectives is an essential task which must be undertaken before a plan can be written. The Village, as part of its 2035 comprehensive planning program completed in 2009, prepared a comprehensive set of park and related open space preservation, acquisition and development objectives. Because the 2035 Comprehensive Plan provides an overview of the park and open space facilities as an integral part of a community-wide system and includes objectives and standards had also been prepared which address regional, community and neighborhood, as well as open space facilities in the Village. This chapter updates the set of goals, objectives, and standards that will serve as the basis for the recommendations in this Plan.



Lake Andrea

#### BASIC DEFINITIONS

The following basic definitions are being used to explain the Park planning process:

**Goals:** Goals are broad statements that express the Village's general park and open space priorities. Goals are formulated based on the identification of keys issues, opportunities, and problems that affect the park system.

**Objectives:** Objectives are more specific than goals and are usually attainable through strategic planning and implementation activities. Implementation of an objective contributes to the fulfillment of a goal.

**Standards:** Standards are the quantitative measurements of how well the community's existing facilities are meeting the needs of its residents and to plan for future facilities based on projected population growth.

The following list of goals, objectives, and standards is based on the information that has been presented in this Plan through the public participation plan process.

#### GOALS:

*Provide a sufficient number of parks, recreational facilities, and open space areas to enhance the health and welfare of all Village residents and visitors. Protect the many natural, historical, archeological sites and other archeological resources in the Village that contribute to the Village's history and its quality of life. Preserve and enhance the Village's natural resources, parks and open space sites. Provide a comprehensive system of parks and open spaces to enhance the quality of the environment and life and to allow residents with adequate opportunities to participate in resource and non-resource-oriented outdoor recreation activities.*



Jerome Creek

## OBJECTIVES:

1. Identify, acquire and provide land for quality public outdoor recreation sites and adequate open space in the Village.
2. Prepare marketing information and educate the community about the park and recreational opportunities and facilities available in the Village.
3. Preserve the Village's natural, cultural and archeological resources and amenities for the benefit of current and future community residents and businesses.
4. Provide off-street and on-street interconnected bike and walking trails and related public open space areas that will provide Village residents and community businesses with adequate opportunities to participate in a wide range of outdoor activities.
5. Continue to maintain and provide upgrades to the Village's existing park sites and park facilities.

## STANDARDS:

1. **Regional Parks:** Regional parks are large outdoor recreation sites that are able to accommodate visitors from multiple counties. Such sites contain both active recreational and passive natural resources. That is, they provide amenities for active recreational opportunities and nature-based recreational activities for area residents to enjoy in the natural environment.



*Prairie Springs Park*

**Service Area:** 10-mile service radius.

**Desirable Size:** 250 acres or more.

**Acres per 1,000 Population:** 5.3 acres (the minimum per capita acreage requirements apply to the total population of the region).

### **Basic Facilities and Activities:**

- Active recreational facilities such as areas for swimming and boating, biking/walking/skiing trails, playfields, and indoor recreational facilities;
- Passive recreational facilities such as walking/running trails/paths, picnic/sitting areas, and nature study areas;
- Service buildings for shelter, storage, and restrooms;
- Lighting for security at night; and
- Adequate off-street parking spaces.



*Donald H. Wruck Beach Pavilion at Prairie Springs Park*

2. **Community Parks:** Community parks are intermediate in size and are able to accommodate visitors from the surrounding community and multiple neighborhoods. These sites focus on both the developed aspects of the park, such as playfields and tennis courts, as well as the natural-resource amenities.

**Service Area:** 2.0 mile service radius.

**Desirable Size:** 25-99 acres.

**Acres per 1,000 Population:** 2.2 acres (For community and neighborhood parks, the minimum per capita acreage requirements apply to the population of the region residing in urban areas).

**Basic Facilities and Activities:**

- Active recreational facilities such as areas for swimming and boating, biking/walking/skiing trails, playfields, playgrounds, tennis courts, and basketball courts;
- Passive recreational facilities such as walking/running trails/paths, picnic/sitting areas, and nature study areas;
- Service buildings for shelter, storage, and restrooms;
- Lighting for security at night; and
- Adequate off-street parking spaces, where the size of the park and the neighborhood context allow.



*Village Green Park*



*Sledding Hill under construction in Ingram Park*



*Fishing Pond under construction in Ingram Park*

3. **Neighborhood Parks:** Neighborhood parks are small sites designed to accommodate the surrounding neighborhood. Like community parks, neighborhood parks may or may not contain natural resource elements. The parks provide playground equipment and playfields and can often be found in more densely populated areas.

**Service Area:** 0.5-1.0 mile service radius (A 0.5-mile service radius applies to high-density urban areas; a 0.75-mile service radius applies to medium-density urban areas; and a 1.0-mile service radius applies to low-density urban areas).

**Desirable Size:** Up to 25 acres.

**Acres per 1,000 Population:** 1.7 acres (For community and neighborhood parks, the minimum per capita acreage requirements apply to the population of the region residing in urban areas).

**Basic Facilities and Activities:**

- Active recreational facilities such as playfields, tennis courts, basketball courts, playgrounds, and ice-skating rinks;
- Passive recreational facilities such as picnic/sitting areas and nature study areas;
- Service buildings for shelter, storage, and restrooms;
- Lighting for security at night; and
- Adequate off-street parking spaces.



*Becker Park*



*Pleasant Prairie Park*

4. **School Parks:** School parks have many of the same characteristics as neighborhood or community parks, depending on their size. As such, school parks primarily serve as locations for active recreational facilities associated with school functions; however, these sites can and do benefit the surrounding community during off-school hours. These parks may be owned and maintained by the Village or the Kenosha Unified School District (KUSD), but are open to all neighborhood residents.

**Service Area:** 0.5-1.0 mile service radius.

**Desirable Size:** Up to 99 acres (School parks are typically the size of neighborhood parks (up to 25 acres), but are sometimes as large as a community park (25-99 acres).

**Acres per 1,000 Population:** 1.6 acres (For Community and Neighborhood Parks, the minimum per capita acreage requirements apply to the population of the region residing in urban areas).

**Basic Facilities and Activities:**

- Active recreational facilities such as playfields, tennis courts, basketball courts, playgrounds, and ice-skating rinks;
- Passive recreational facilities such as picnic/sitting areas and nature study areas;
- Service buildings for shelter and storage;
- Lighting for security at night; and
- Adequate off-street parking spaces.



*Pleasant Prairie School Park*



*Prairie Lane School Park*



*Whittier School Park*

5. **Special Open Space Areas:** Areas of open space that cannot be measured by a quantifiable standard because of their unique and diverse contributions to the community. Special Open Space Areas enhance an overall park and open space system by maintaining and improving the community's natural resource base, accommodating special activities that are not included in other parks, and providing interconnections between isolated parks and recreation areas.



*Lake Michigan*

Examples of Special Open Space Areas are varied but can include those lands that accommodate passive or special recreational activities, such as golf courses, sledding/skiing hills, marinas, beaches, display gardens, arboreta, and outdoor amphitheatres, areas of historical or archaeological significance, as well as lands that have been protected for their environmental significance or sensitivity and provide limited opportunity for recreational use. Examples of the latter may include water bodies, floodplains, wetlands, shorelands and shoreland setback areas, drainage ways, stormwater management basins, conveyance routes, environmental corridors or isolated natural areas, wildlife habitat, areas of rare or endangered plant or animal species, prairie remnants, and restoration areas.



*Des Plaines River*

**Service Area:** Variable—depends on function.

**Desirable Size:** Variable—depends on function.

**Acres per 1,000 Population:** Variable- most Special Open Space Areas are not included in the overall community calculation of park and recreation space per 1,000 persons.

**Basic Facilities and Activities:** Variable, but some may include:

- Active recreational facilities such as areas for swimming and boating, skiing hills, biking/walking/running/skiing trails and paths, skating rinks, and golf courses;
- Passive recreational facilities such as walking trails, picnic/sitting areas, and natural study areas;
- Service buildings for shelter, equipment storage/rental, concessions, and restrooms;
- Nature centers and educational facilities;
- Signage, trail markers, trash receptacles, information booths;
- Lighting for security at night; and
- Off-street parking spaces if appropriate to the area.

6. **Recreation Trails:** See the *Village of Pleasant Prairie 2010 Bicycle and Pedestrian Trails Plan* as adopted on April 19, 2010 by Ordinance #10-27 for information related to Recreational Trails.



*Prairie Farms Trail under construction*



*Prairie Farms Trail under construction*



*Lake Andrea Trail*



*Barnes Creek Bridge*



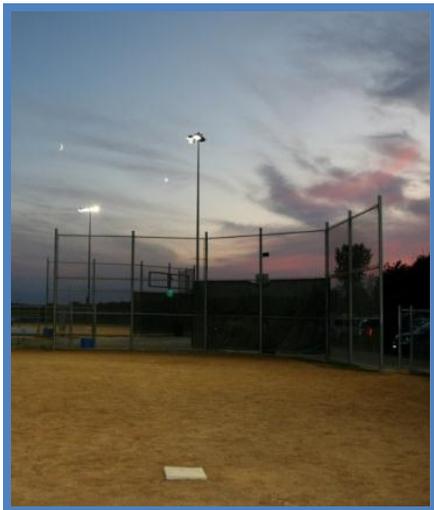
*Kenosha County Bike Trail*

7. **Outdoor Recreational Facilities:** The Southeastern Wisconsin Regional Planning Commission (SEWRPC) also developed, and this Plan endorses, standards for the provision of outdoor recreational facilities. Such standards are expressed as a ratio of the number of facilities recommended per 1,000 residents (Table 3.1).

**TABLE 3.1  
PER CAPITA REQUIREMENTS FOR  
OUTDOOR RECREATIONAL FACILITIES**

Facility	Facilities per 1,000 Residents
Baseball Diamonds	0.10
Basketball Goals	1.13
Ice-skating Rink	0.15
Playfield	0.50
Playgrounds	0.42
Softball Diamonds	0.60
Tennis Courts	0.60
Soccer Fields	0.86
Swimming Pool	0.15

Source: SEWRPC.



*Ball Field at Prairie Springs Park*



*Lake Andrea*

8. **Accessibility-Universal Design and ADA Compliance:** Park and recreational facilities must be designed to be barrier-free and accessible to all park users whenever possible to meet the guidelines of the Americans with Disabilities Act (ADA). Furthermore, universal design standards serve as guidelines for complying with federal ADA regulations, and are required for most grant-in-aid programs.

## CHAPTER 4

### EXISTING PARK AND RECREATIONAL FACILITIES

The following is a summary of the existing park and recreational facilities within the Village. These facilities are depicted on Maps 4.1 and 4.3 located at the end of this Chapter. A summary of the outdoor facilities within each Village Park is provided in Table 4.1 of this chapter.

#### REGIONAL PARKS

**Prairie Springs Park:** This 930-acre park is located in the western portion of the Village, along the Des Plaines River, north of 104th Street a/k/a State Trunk Highway (STH) 165 and west of 88th Avenue as shown on Map 4.1. Prairie Springs includes a 110-acre spring-fed lake, Lake Andrea, which features a beach with designated swimming areas. The Lake also accommodates fishing, wind surfing, sailing, canoeing, and kayaking. The park offers three (3) playgrounds, six (6) baseball/softball fields, nine (9) designated picnic areas, archery field, two (2) volleyball pits, two (2) miles of nature trails, an asphalt paved 2.3 mile path around the Lake and several parking lots providing 847 spaces. In addition, the park provides areas of open land that can be used as playfields or picnic areas. There are two (2) pavilions in the park. An open-air ballfields pavilion with a concession area and restrooms are located on the south side Lake Andrea. The Donald H. Wruck Pavilion is located on the west side of Lake Andrea and provides an indoor kitchen, wood fireplace, restrooms and seating accommodations for groups and gatherings up to 100 people. The Village-owned RecPlex recreational complex is located within Prairie Springs Park along the eastern shore of Lake Andrea, and will be discussed in more detail later in this chapter.



*Fishing at Lake Andrea*



*Donald H. Wruck Beach Pavilion*



*Nigh game at Ball Fields*



*Ball Fields Pavilion*

## COMMUNITY PARKS

**Anderson Park:** This 95-acre park is situated just north of the Village's jurisdictional northern boundary in the City of Kenosha (8730 22nd Avenue) as shown on Map 4.1. The park is adjacent to Tremper High School and Jane Vernon Elementary School and is equipped to accommodate a wide variety of recreational activities serving the Kenosha/Pleasant Prairie area. Amenities include an asphalt paved, multi-use walking trail that extends within and around the perimeter of the entire park, one baseball diamond, one fastpitch softball diamond (Tremper High School girls home field), 20 soccer fields (some of which are open for public use by permit), a concessions building/restroom/open air pavilion, a football/soccer stadium (Ameche Field which is available only by permit), a water park with a swimming pool/pool lockers/concessions, a skateboard park, a pond that can be used for fishing in the warmer months, parking areas and a playground. Although this park is located just outside of the Pleasant Prairie Village limits, its proximity as well as its capacity to accommodate visitors for a variety of recreational opportunities from the surrounding community and multiple neighborhoods, justifies its mention in this Plan.



**Ingram Park:** This 30.7-acre park is located at the 5700 block of 95<sup>th</sup> Street as shown on Map 4.1 on land that was donated to the Village in 2008 by residents John and Dorothy Ingram. A Conceptual Park Plan (See Conceptual Plan in Chapter 8) was prepared and approved for this park in 2010. Existing improvements completed in 2011 and 2012 included the park roadway, entrance monument sign, fishing pond, sledding hill and gravel parking lots. In addition, the park provides areas of open land that can be used as playfields or picnic areas. Additional improvements such as an accessible fishing dock, dog run/park, and other passive amenities are also proposed to be developed as the park funding become available.



**Pleasant Prairie Park:** This 22-acre park is located at the intersection of 104th Avenue and Bain Station Road on the western edge of the Village about three-fourths of a mile east of the Des Plaines River as shown on Map 4.1. Amenities include two (2) softball diamonds and spectator stands, a playground, restrooms and two (2) parking areas to accommodate 125 vehicles. In addition, the park provides areas of open land that can be used as playfields or picnic areas.



**Village Green Park:** This 29-acre park is located south of 97<sup>th</sup> Street and east of Cooper Road on land that was dedicated by the developers of the Meadowdale Estates, Village Green Heights and Devonshire Subdivisions as shown on Map 4.1. The park is directly northwest of the Village's planned mix-use commercial/retail area referred to as the Village Green Center. Proposed park improvements shown on the 2006 approved Conceptual Park Plan (See Conceptual Plan located in chapter 7) include basketball, volleyball and tennis courts, baseball field, soccer field, playground, shelter and adjacent trails. Served by future parking and centrally located in the Village, this park would provide an ideal location for a trailhead. It is intended that the far western and eastern portions of the park will remain passive, connected by a multi-use path that will run the entire length of the park. This path will continue to link the Village Green Park with

other parks in Pleasant Prairie. With the park grading completed, playground equipment and walking trail were installed by the Village in 2012. In addition, the park provides areas of open land that can be used as playfields or picnic areas. Additional park improvements are also proposed to be developed as the park funding becomes available.



## NEIGHBORHOOD PARKS

**Becker Park:** This small, 1.5-acre park is located at the intersection of 76th Street and 48th Avenue within the Mid-West Highlands Subdivision along the northern perimeter of Pleasant Prairie as shown on Map 4.1. Becker Park has one (1) youth softball field, a playground and open space for passive recreational activities.



**Carol Beach Park:** This 2.9-acre park is located at the intersection of 111th Street and 9th Avenue on the eastern side of Pleasant Prairie near the coast of Lake Michigan as shown on Map 4.1. Carol Beach Park offers a softball field, an open-air pavilion and adjacent picnic area, a basketball court, a playground and open space for passive recreational activities.



**Creekside Park (South):** This small 1.69-acre park is located on the west side of Creekside Circle just north of 93<sup>rd</sup> Street at 62<sup>nd</sup> Court in the Creekside Crossing Development as shown on Map 4.1. Recent improvements completed in 2012 by the Village in Creekside Park include the installation of playground equipment. In addition, the park provides areas of open land that can be used as playfields or picnic areas.



**Rolling Meadows Park:** This 3.5-acre park is located at the intersection of 100th Street and 32nd Avenue in the eastern portion of the Village as shown on Map 4.1. Rolling Meadows Park features a playground, a picnic area, an open space area for passive recreational activities and direct access to the paved Kenosha County bike/walking trail.



**Lake Michigan Park:** This 4.5-acre linear park site area is located on Lakeshore Drive along the coast of Lake Michigan between 102nd and 113th Streets as shown on Map 4.1. Lake Michigan Park has one designated picnic area, a total of 550 feet of beach along the water's edge, and public access to the Lake.



**Woodlawn (Harrison) Park:** This very small, 0.14-acre park is located within a residential neighborhood on the northern edge of the Village at the intersection of Harrison Road and 50th Avenue as shown on Map 4.1. Woodlawn Park includes a small picnic area and playground equipment.



**TABLE 4.1  
SUMMARY OF EXISTING OUTDOOR VILLAGE PARK AMENITIES**

Park*	Park Size (Acres)	Archery Ranges	Baseball Diamonds	Softball Diamonds	Flag Football Fields	Basketball Goals (Half-court)	Soccer Fields	Beach (Linear feet)	Fishing	Playground	Sledding Hill	Volleyball Courts
<b>REGIONAL PARKS</b>												
Prairie Springs Park**	930	5	6		8		10	775	Y	3		2
<b>COMMUNITY PARKS</b>												
Ingram Park	30.7								Y		Y	
Pleasant Prairie Park**	22			2			4			1		
Village Green Park	29									1		
<b>NEIGHBORHOOD PARKS</b>												
Becker Park	1.5			1						1		
Carol Beach Park	2.9			1		1				1		
Creekside Park (South)	1.7									1		
Rolling Meadows Park	3.5									1		
Lake Michigan Park	4.5							550				
Woodlawn (Harrison) Park	0.2									1		

\*All parks have open space areas for picnics and playfields.

\*\*Baseball diamonds and softball diamonds are also being used for soccer fields and flag football fields.

\*\*\*Indoor restrooms are open during games April through November, dawn to dusk.

**TABLE 4.1 (Cont.)  
SUMMARY OF EXISTING OUTDOOR VILLAGE PARK AMENITIES**

<b>Park*</b>	<b>Park Size (Acres)</b>	<b>Nature Trails (miles)</b>	<b>Parking Lots Paved (# of spaces)</b>	<b>Parking Lots-Gravel (# of spaces)</b>	<b>Paths-Paved (Miles)</b>	<b>Paths-Gravel (Linear Feet)</b>	<b>Pavilions (Open Air)</b>	<b>Pavilions (Enclosed)</b>	<b>Picnic Areas (Designated)</b>	<b>Restrooms</b>
<b>REGIONAL PARKS</b>										
Prairie Springs Park	930	2	577	270	2.3		1	1	9	***
<b>COMMUNITY PARKS</b>										
Ingram Park	30.7			30		2,061				
Pleasant Prairie Park	22			125		462				***
Village Green Park	29					1,000				
<b>NEIGHBORHOOD PARKS</b>										
Becker Park	1.5									
Carol Beach Park	2.9		13				1		1	
Creekside Park (South)	1.7									
Rolling Meadows Park	3.5					600			1	
Lake Michigan Park	4.5			25					1	
Woodlawn (Harrison) Park	0.2								1	

\*All parks have open space areas for picnics and playfields.

\*\*Baseball diamonds and softball diamonds are also being used for soccer fields and flag football fields.

\*\*\*Indoor restrooms are open during games April through November, dawn to dusk.

### **SPECIAL OPEN SPACE PASSIVE AREAS**

There are a number of special or unique private and publicly owned open space park lands that add to the park and recreational significance of the community as shown on Map 4.1. These natural, cultural and recreational resources contain natural areas; critical species habitats; environmental corridors; and woodland and water resources enhance the quality of the environment and the quality of life for the community and provide for a number of opportunities to participate in natural resource oriented outdoor recreation activities.

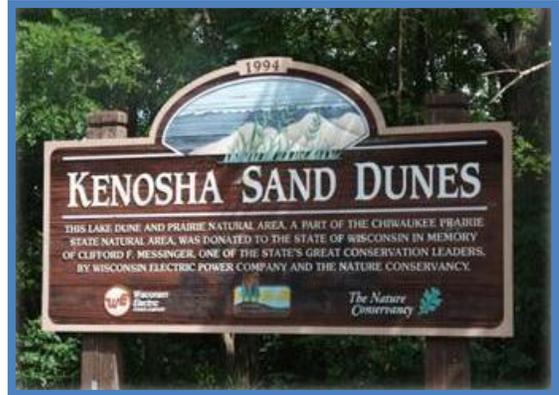
There are a total of about 622-acres of privately owned open space in the Village or 3% of the Village's total land area. This acreage includes approximately 159-acres of privately-owned, preserved and managed lands by The Nature Conservancy in the Barnes Prairie and Chiwaukee Prairie areas in Carol Beach-Chiwaukee Prairie.

Publicly-owned open spaces lands throughout the Village are owned by the Village, Kenosha County, or State of Wisconsin. Although the lands are not formal parks, they have remained undeveloped either because they are unsuitable for development, they encompass significant natural resources, and they serve as conservancy lands for hunt clubs or will serve another function such as stormwater management. The Village contains a total of approximately 447 acres of publicly-owned open spaces, or 2% of the Village's total land

area.

Opportunities exist for both passive recreational and educational activities for these areas. These activities could include such actions as walking, hiking, bird watching, and environmental education classes/workshops.

**Chiwaukee Prairie-Carol Beach Open Space and Preservation Areas.** There are 482-acres of preservation lands in the Chiwaukee Prairie and it is home to one of the largest prairie complexes in the State and the largest coastal wetlands in southeastern Wisconsin. This area is generally located in the southeastern portion of the Village and extends from approximately 85<sup>th</sup> Street on the north to the Wisconsin-Illinois State line on the south, from Lake Shore Drive on the east to the Union Pacific Railroad on the west. The southern portion of Chiwaukee Prairie south of 116<sup>th</sup> Street is currently managed by The Nature Conservancy, and the northern portion north of 116<sup>th</sup> Street is managed by the Wisconsin Department of Natural Resources, including the Kenosha Dunes, which contains open and stabilized sand dunes. The Chiwaukee Prairie is characterized by a beach dune ridge and swale complex. High quality wetlands and prairie area associated with the ridges and swales. Most of the area is identified by primary environmental corridor which contains the best remaining elements of the natural resource base—wetlands, prairies, natural and scientific conservancy areas. More than 400 vascular plant species and 75 grassland and wetland bird habitat areas are located in this area. The Wisconsin Scientific Areas Preservation Council has identified scientific and natural areas of statewide significance in this area. The Chiwaukee Prairie is recognized as a National Natural Landmark and is one of the best remaining examples of Lake Michigan shore low prairie in the upper Midwest.



*Kenosha Sand Dunes*



*Chiwaukee Prairie*

In addition, there are six (6) sites in Carol Beach that comprise over 60-acres owned by the Village. Although these sites are non-contiguous, they are critical to the continued preservation of prairie habitat, wetlands, and significant environmental sites. The locations of these six (6) open space sites are as follows:

- West of 7th Avenue and north of 85th Street;
- West of 3rd Avenue and south of 85th Street;
- East of 5th Avenue and north/south of 91st Street;
- southeast of 95th Street;
- East of the Union Pacific Railroad at approximately 101 Street; and
- East of Union Pacific Railroad at approximately 110th Street.

**Country Corner-Tobin Creek Open Space Land:** This 8.5-acre open space is located just north of the western portion of the Tobin Creek, east of 39th Avenue and north of 116th Street. The Tobin Creek and adjacent open space area lies within a secondary environmental corridor and also serves as a storm water collection basin for the adjacent Country Corner Subdivision.



**Des Plaines River Open Space Land:** This 750-acre open space area is generally located east of IH-94 generally between STH 50 (75<sup>th</sup> Street) and STH 165 (104<sup>th</sup> Street). This environmentally sensitive land is largely located within a primary environmental corridor and contains the Des Plaines River and water related resources including floodplains, shorelands, wetlands and wildlife habitat areas associated with the waterway.



**Momper's Woods:** This 26-acre site was donated to the Village in 2000 and is located in the central portion of the Village on the west of STH 31 just south of 108th Street. The area is primarily an oak woodland area and has been preserved for use as a future educational environmental resource center and park. Archaeological surveys completed by Great Lakes Archeological have confirmed that the site is historically significant, as it is home not only to preserved remnants of the Jambou Indian Trail, but also to several prehistoric Native American campsites that span 10,000 years or more of human history. Currently, this area is not open to the public. However, the Village has future plans to preserve the significant woodlands and develop an educational nature center with outdoor classroom space while maintaining the significant historical trails (See the Conceptual Plan in Chapter 7).



**Prairie Trails West Open Space Land:** This 8-acre area of open space is located within a secondary environmental corridor adjacent to a tributary of the Tobin Creek. The open space is east of 39th Avenue and north of 122nd Street and was dedicated to the Village during the platting of the Prairie Trails Subdivision.



**Sorensen Woods at Kildeer Farm:** This 6.56-acre conservancy land area is located at about the 11400 block on the west side of 47<sup>th</sup> Avenue. This future oak savanna park area was acquired in 2010 through a land donation from Village resident Jay Sorensen. The land was originally an open oak and hickory woodland and oak savanna in 1835. The site filled in considerably in the 20<sup>th</sup> century to a wooded closed-canopy forest condition. There is a narrow band of wetlands traversing through the western portion of the park property. The land is located within a secondary environmental corridor and is intended to be preserved, protected, enhanced and restored as a significant woodland area. Currently this area is not open to the public and no parking areas are identified.

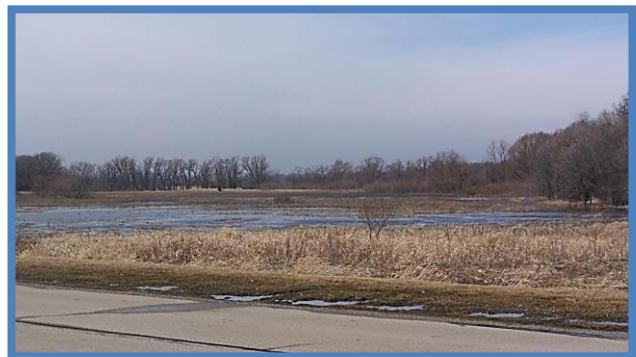


The site filled in considerably in the 20<sup>th</sup> century to a wooded closed-canopy forest condition. There is a narrow band of wetlands traversing through the western portion of the park property. The land is located within a secondary environmental corridor and is intended to be preserved, protected, enhanced and restored as a significant woodland area. Currently this area is not open to the public and no parking areas are identified.

**Other Significant Open Space Lands:**

**Primary Environmental Corridors:** These lands have been identified for protection in the Village’s Comprehensive Land Use Plan because they contain especially high value natural, scenic, historic, and recreational resources. Primary environmental corridors are, by definition, at least 400 acres in size, at least two (2) miles long and at least 200 feet wide. The Village’s 2010 land use inventory identified approximately 3,071 acres of primary environmental corridors, or 14% of the Village’s total land area as shown on Map 4.2.

**Secondary Environmental Corridors:** These lands are often remnants of primary environmental corridors that have been partially developed or converted to agricultural use. By definition, they are at least 100 acres in size and at



*Des Plaines River Floodplain part of the Primary Environmental Corridor*

least one (1) mile long, unless serving to link primary environmental corridors. The Village's 2010 land use inventory identified approximately 897 acres of secondary environmental corridors, or 4% of the Village's total land area as shown on Map 4.2.

**Isolated Natural Resource Areas:** These lands represent smaller concentrations of high-quality natural resources that are separated from environmental corridors. Such areas must be at least five (5) acres in size and at least 200 feet wide. The Village's 2010 land use inventory identified a total of approximately 702 acres of isolated natural resource areas, or 3% of the Village's total land area as shown on Map 4.2.

## SPECIAL OPEN SPACE ACTIVE AREAS

**Golf Courses/Driving Ranges:** There are two (2) privately-owned golf-related facilities located in Pleasant Prairie. The first facility is Big Oaks Golf Course, a 167.68-acre 27-hole course, driving range and club house is open to the public. Big Oaks is located just east of STH 31 along the Wisconsin/Illinois State line at 6117 123<sup>rd</sup> Place as shown on Map 4.1. The second facility is a 14-acre golf driving range known as the Transcendental Golf Driving Range, located in the southeastern portion of the Village just east of Sheridan Road at 1621 116<sup>th</sup> Street.

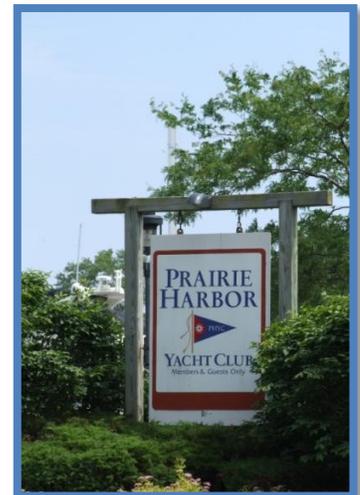


*Big Oaks Golf Course*

**Halter Wildlife, Inc.:** This 644-acre private hunting and fishing club and conservancy is privately-owned by the Des Plaines Wetlands Conservancy. Halter Wildlife is located at 9626 113<sup>th</sup> Street, just west of 88<sup>th</sup> Avenue (a/k/a CTH H) in the Village as shown on Map 4.1. Bird hunting at the club includes chucker, pheasant, quail and turkey. Hunters can bring their own dogs and dogs/guides are also available. The membership-only club provides the following amenities: a clubhouse, open air pavilions, a playground, a restaurant and fishing pond.



**Prairie Harbor Yacht Club:** This 151-slip yacht club facility is a privately-owned marina that has a "condominium style" of boat slip ownership as well as slips for rent. Prairie Harbor Yacht Club is located at 12800 Lake Shore Drive adjacent to the Chiwaukee Prairie Nature Preserve in the southeastern corner of the Village as shown on Map 4.1. The club house provides a gathering space, kitchen, laundry facilities and heated pool. Prairie Harbor contracts with Skipper Marine Development, a division of Skipper Bud's, to professionally manage the facility.



## RECREATIONAL TRAILS

**Chiwaukee Prairie Trails:** There are four (4) nature trails which meander through the Chiwaukee Prairie south of 116th Street and east of the Union Pacific Railway in the southeastern corner of the Village. Nature walkers can enjoy the trails however the picking of flowers, digging plants, or collecting seeds is prohibited. The trails follow the paths of the former Village roadways that were platted in the Chiwaukee Subdivision from the 1920's-1950's before conservancy efforts to preserve the prairie had started. The four (4) trails are named in honor of individuals who began efforts to preserve the Chiwaukee Prairie in the mid-1960s as shown on Map 4.3.



**The Gen Crema Trail:** A park bench built by a local Eagle Scout sits at the trailhead of the Gen Crema Trail. The tops of sawed-off telephone poles can be seen along the path. The poles were put up to block the vehicular traffic from entering on the trail. Plants have since grown over the tops of the poles. The footpath extends south and along the side are metal stakes with numbers that mark the various prairie plants. Maps are not available on-site, but the plants correspond to the numbers on a map key available on the Chiwaukee Prairie Preservation Fund, Inc. web site: [www.chiwaukee.org](http://www.chiwaukee.org)

**The Al Krampert Trail:** From the trailhead at 121st Street and Second Avenue, the Al Krampert Trail can be traveled by vehicle. The trail heads north and ends at the Phil Sander Trail. A kiosk with prairie information stands at the start of the Al Krampert Trail.

**The Jim Olson Trail:** The Jim Olson footpath trail was formerly a dirt road. The footpath begins at 122nd Street and Second Avenue and extends west to the Union Pacific Railroad.

**The Phil Sander Trail:** Once known as 117th Street, the Phil Sander Trail is now a footpath that runs from the north end of the Krampert Trail south to the Gen Crema Trail.

**Kenosha County Bike Trail:** The only inter-community bicycle trail in Pleasant Prairie is the Kenosha County Bike Trail which is located at approximately 30<sup>th</sup> Avenue in the Village as shown on Map 4.3. Recently paved by Kenosha County in 2012, this 10-foot wide trail runs from south of the Wisconsin/Illinois border and extends north through the Village into the City of Kenosha where it connects with the Pike Bike Trail and runs north to the Kenosha/Racine County Line.



**Prairie Farms Trail:** The existing eight (8) foot wide gravel trail constructed primarily in 2011, is approximately 1.75 miles long and serves a dual purpose for the Village—as a maintenance access to the sanitary sewer main and manholes for the recently installed sanitary sewer relay main and a pedestrian/walking trail for the community. The Prairie Farms Trail extends from Wilmot Road (CTH C) near Bain Station Road, south and east of the Des Plaines River and extends to the east terminating at 88<sup>th</sup> Avenue (CTH H) as shown on Map 4.3. The trail is not yet open to the public but is intended to be completed in 2013. Future plans including paving the trail and connecting it with trails in Prairie Springs Park.



**Prairie Springs Park Trails:** Prairie Springs Park currently has approximately two (2) miles of grass trails in the woodlands located just west of the Donald H. Wruck Pavilion and Lake Andrea as shown on Map 4.3. These trails are utilized for hiking and exploring nature. There is also a 2.3-mile eight-foot wide, paved multi-use walking/running and bicycle trail that encircles Lake Andrea also shown on Map 4.3. While this trail is a popular recreation facility in Prairie Springs Park, it is not currently connected with any larger network of pedestrian or bicycle facilities in the Village.



*Walking Trails in Prairie Springs Park*



*Multi-use Trail around Lake Andrea*

## **BICYCLE LANES**

**Kenosha County Bicycle Lanes:** In 2013, on-street, striped and paved bicycle lanes are being designed by Kenosha County for installation on both sides of 88<sup>th</sup> Avenue (CTH H) extending from STH 50 (75<sup>th</sup> Street) south to the Wisconsin-Illinois State line.

**Village Bicycle Lanes:** In 2012, on-street, striped and paved bicycle lanes were created on the roadways with the Prairie Ridge commercial development are located north of Prairie Ridge Boulevard between 88<sup>th</sup> and 104<sup>th</sup> Avenues. In 2010, bicycle lanes were delineated on both sides of 85<sup>th</sup> Street between 39<sup>th</sup> Avenue and STH 31.

## OTHER VILLAGE OWNED RECREATIONAL FACILITIES

**Village RecPlex:** The 302,000 square foot RecPlex facility is located at 9900 Terwall Terrace along the eastern shore of Lake Andrea within Prairie Springs Park as shown on Map 4.1. The recreational facility includes a 10 lane 50 meter Olympic size pool; two (2)



National Hockey League-size ice rinks; an 17,000 square foot indoor water park that include 4 lap lanes, a current channel, a play structure and slide; an 18,000 square foot fitness center, a 60,000 square foot field house which provides for indoor soccer fields, basketball courts, volleyball courts, and batting cages; a 1/6 mile suspend track; racquetball courts; a play zone for kids; two (2) concession areas; preschool and child care facilities; several multi-purpose rooms and massage therapy room. Table 4.2 below is a summary of the indoor facilities of the RecPlex



*Main entrance of the Rec Plex*



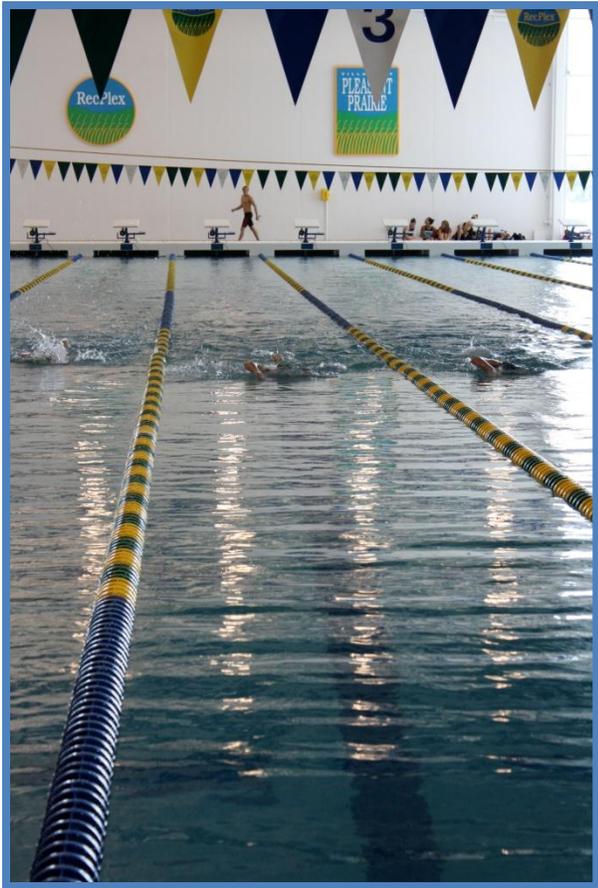
*Ice Arena in the Rec Plex*

**TABLE 4.2  
SUMMARY OF EXISTING INDOOR FACILITIES AT THE VILLAGE REC PLEX**

Type	Number
Basketball Goals*	40 goals
Volleyball	12 courts
Indoor Soccer*	4
Racquetball Courts	4
Ice Rinks (NHL)	2
Swimming Pool	1
Water Park	1

\*Various size courts can be accommodated within the 60,000-square foot field house.

The RecPlex is owned by the Village and managed by Pleasant Prairie's Recreation Department. The facilities are completely self-sustaining and are paid for through membership and usage fees. Recognized as one of the Village's most remarkable achievements by the League of Wisconsin Municipalities, RecPlex is the largest recreation facility in Southeastern Wisconsin and one of the largest municipally-owned recreational complexes in the country. Pleasant Prairie's Recreation Department and RecPlex staff coordinate all formal organized recreational activities in the Village. The Village hosts a variety of events including annual triathlons, swimming, wakeboarding and boating championship tournaments and many other events that bring thousands of athletes and spectators into the Village.



*Aqua Arena*



*Field House*



*Fitness Center*



*Water Park*

## PUBLIC SCHOOL PARKS

Public School Parks and park and open space included land owned and maintained by the Kenosha Unified School District #1 (KUSD). The parks are fully accessible by the public and with the recreational facilities; it functions as a neighborhood park. There are three (3) public school parks in the Village with recreational facilities as described below and illustrate in Table 4.3 and shown on Map 4.1

### ***Pleasant Prairie Elementary School Park***

**Land:** This 20-acre school park located on the south side of Pleasant Prairie Elementary School at 9208 Wilmot Road in the Village. Amenities include two (2) soccer fields, (a hard surface and a grass field); two (2) basketball goals where each goal is accompanied by a half court; a softball diamond, two (2) playgrounds, two (2) tetherball poles, a playfield, and a hard surface recreation area. The large amount of acreage (11-acres) for this school park facility was donated by VK Development as a part of the Prairie Ridge Plat. The Village has a Memorandum of Agreement with KUSD that these outdoor park facilities are intended to specifically serve the Prairie Ridge Neighborhood.



### ***Prairie Lane Elementary School Park***

**Land:** This 23-acre school park is located on the northeast side of the Prairie Lane Elementary School located at 10717 47<sup>th</sup> Avenue in the Village. It is accessible by the public and with the recreational facilities; it functions as a neighborhood park. Amenities include two (2) basketball goals where each goal is accompanied by a half court; a soccer field; a softball diamond; a volleyball court; a playground; and a playfield.



### ***Whittier Elementary School Park Land:***

This 7-acre school park located on the west and south sides of Whittier Elementary School located at 8542 Cooper Road in the Village. It has public access points from both Cooper Road and 85<sup>th</sup> Street. Amenities include three (3) basketball goals where each goal is accompanied by a half court; two (2) soccer fields, a softball diamond, a volleyball court, a playground, and a playfield.



**TABLE 4.3  
SUMMARY OF EXISTING OUTDOOR SCHOOL PARK FACILITIES**

<b>School Park*</b>	<b>School Park Size (Acres)</b>	<b>Softball Diamonds</b>	<b>Basketball Goals (Half-court)</b>	<b>Soccer Fields</b>	<b>Playground</b>	<b>Tetherball Poles</b>	<b>Volleyball Courts</b>
Pleasant Prairie Elementary School Park	20	1	2	2	2	2	0
Prairie Lane Elementary School Park	23	1	2	1	1		1
Whittier Elementary School Park	7	1	3	2	1		1

\*All parks have open space areas for picnics and playfields.

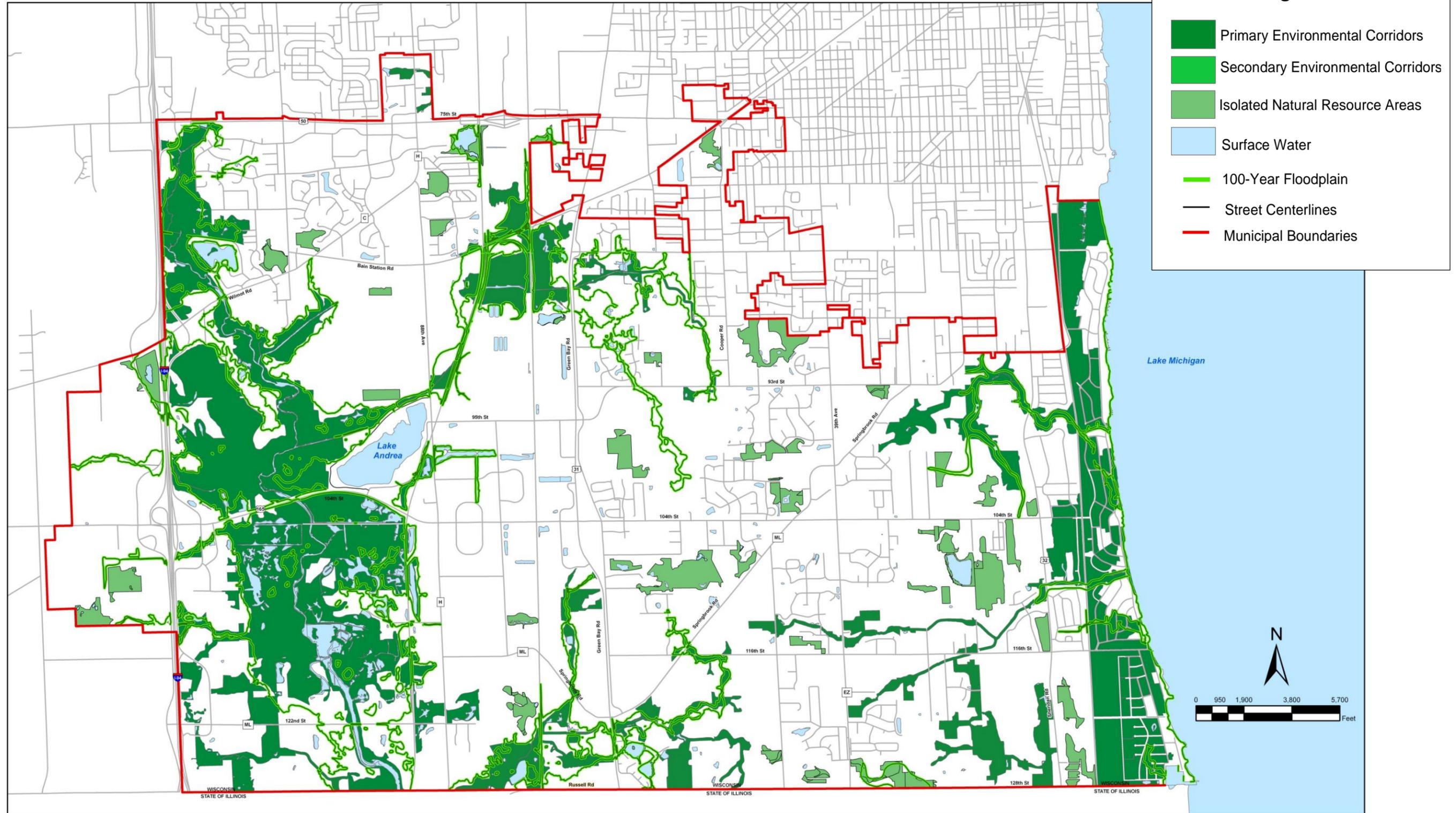
**ACCESSIBILITY-UNIVERSAL DESIGN AND ADA COMPLIANCE**

Park and recreational facilities must be designed to be barrier-free and accessible to all park users whenever possible to meet the compliance guidelines of the Americans with Disabilities Act (ADA). Furthermore, universal design standards serve as guidelines for complying with federal ADA regulations and are required for most grant-in-aid programs.

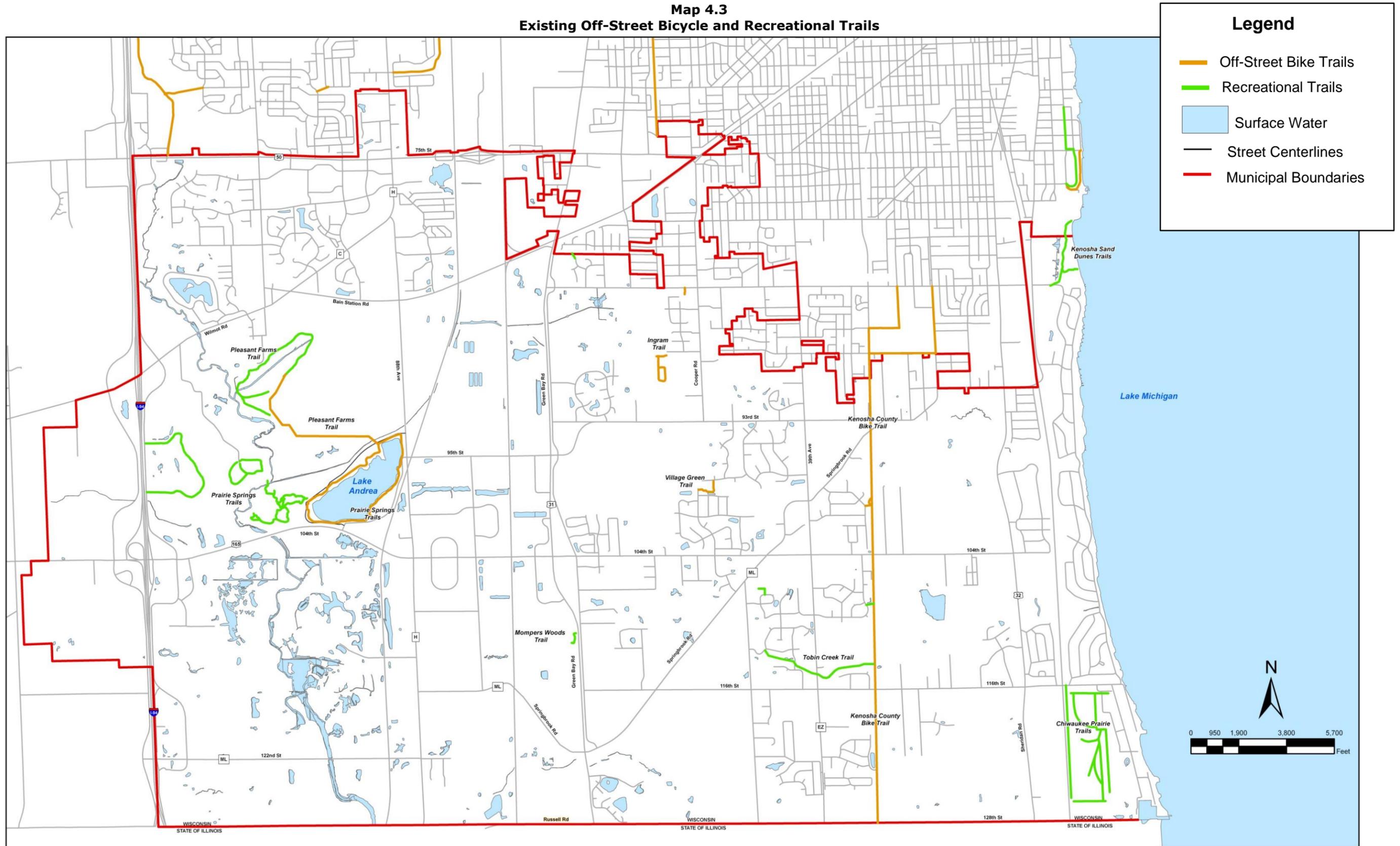
Currently, all facilities at Prairie Springs Park are ADA compliant, including the restrooms. However, the Village’s other existing park and recreational facilities to some extent, will require some upgrades to make them more barrier-free and accessible to people with disabilities.



**Map 4.2  
Environmental Corridors and Isolated Natural Areas**



**Map 4.3  
Existing Off-Street Bicycle and Recreational Trails**



## CHAPTER 5

### PUBLIC PARTICIPATION AND PLANNING PROCESS

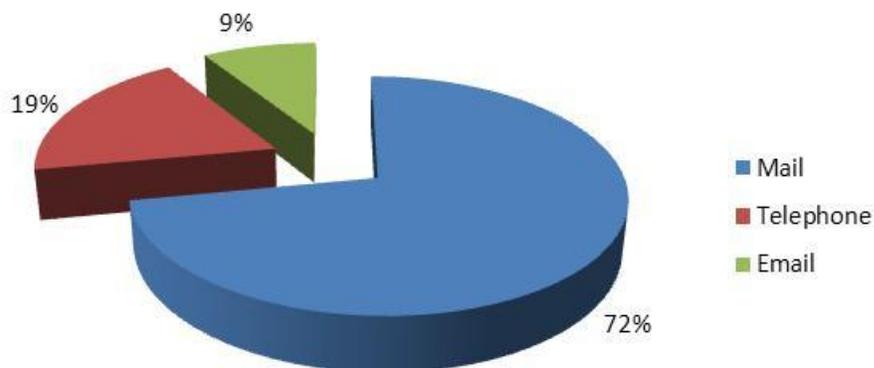
In the spring of 2011, as part of the planning process for this Park and Open Space Plan update, the Village's park planning consultant, Public Research Group along with their sub-consultant, Design Perspectives Inc. began gathering data to be used to assist the community in identifying the Village's future park and recreational needs. A series of open meetings, visioning sessions and survey opportunities were provided by the Public Research Group for the Village residents, RecPlex members, Village Board, Park and Recreation Commissions and Village staff to offer input and share information regarding the existing and future needs of the Village's park and recreational facilities. Each section below provides details regarding the public participation activities conducted and the responses provided by the participants regarding the Village's park and recreational system.

#### COMMUNITY-WIDE SURVEY

The public opinions of the park and recreational service information were gathered through the conduct of a community-wide survey as shown in Appendix A that was compiled through mail, telephone and email surveys administered by the Public Research Group in July and August of 2011. Since this survey was also used for gathering information for the RecPlex Recreation Master Plan, the community-wide survey also included some City of Kenosha residents who were RecPlex members that live just outside of the Village's corporate limits. The primary focus of the park and recreational survey was to obtain information related to: the Village's park and recreational services, the respondent's recommendations to improve the parks and beaches, the specific amenities that the community would like to see added to the parks and the park project priorities.

**Number of Responses by Survey Method:** The community-wide written survey was administered to a random sample of 1,500 mail-to addresses, from which 405 households responded. The telephone survey was administered to 200 land line households, from which 105 households responded. An email survey was sent to 300 email addresses provided through the RecPlex membership listing, from which 53 responded. See Figure 5.1 below.

**FIGURE 5.1  
NUMBER OF RESPONSES BY SURVEY METHOD**



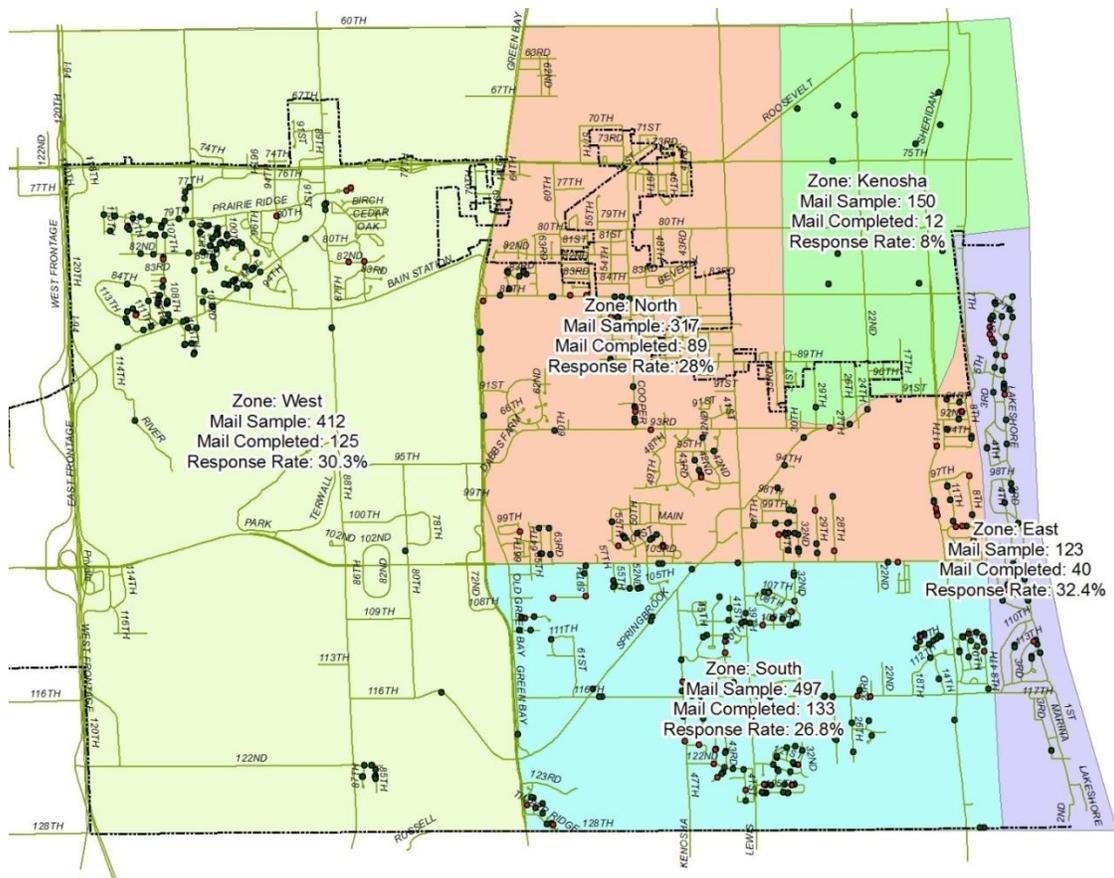
The 563 total responses suggest that the community-wide survey was a representative sampling of the park and recreational facility usage behaviors and attitudes of the community within a margin of error of 4% at a 95% confidence level. The questions that were analyzed in this chapter were highlighted in yellow in the survey results as shown in Appendix A.

**Methodology:** There are two (2) primary methods of analyzing survey responses: quantitative and qualitative methods. Quantitative methods are a statistical analysis of survey response where the response can be assigned numeric values and statistics applied. There are many complicated forms of statistical analysis, but in this Plan, the analysis applied uses frequency distributions, one-sample and independent-sample means testing.

Qualitative methods use non-statistical analysis of the responses where statistics cannot be applied. These are where questions require open-ended narratives by the respondents. In the qualitative analysis, similar themes or like ideas are used when there is a recurring message or concept being presented.

**Demographics of the Respondents:** In the community-wide survey, the samples were drawn from both the Village and a small area of the City of Kenosha located in proximity to the northeastern corner of the Village. The following Map 5.1 below identifies the generalized location where the mail and telephone survey respondents reside. The sample survey population is shown as black dots within each of the five (5) zones on the map. The zones were created in the sampling process to verify that each area of the community would be represented in the survey.

**MAP 5.1  
GENERALIZED LOCATIONS OF MAILED SURVEY RESPONSES RETURNED**



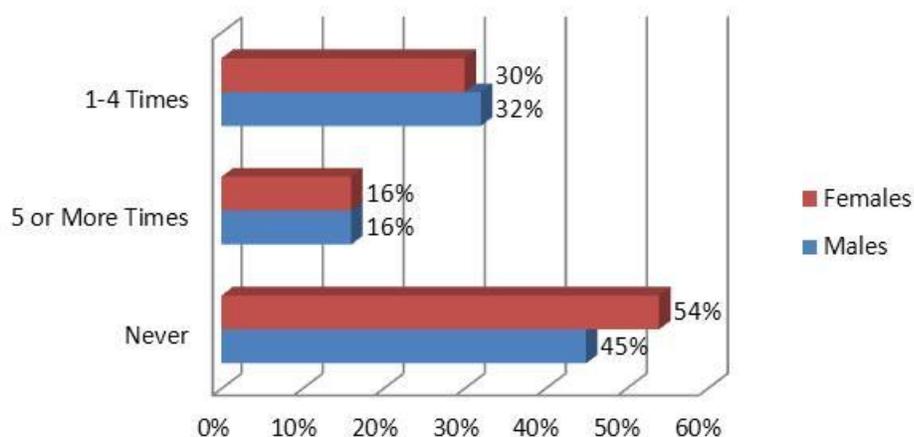
The survey respondents were asked demographic questions which included: the respondent's age, the age of the other persons in the household, the respondents gender, how long they had lived in the Village and how far they commuted to work. The following table shows the average responses received. Table 5.1 below indicates that about two-thirds of all mail, telephone and email respondents were females, the average age of the respondents was 54.06 years and that the respondents lived in the Village an average of 16.77 years.

**TABLE 5.1  
DEMOGRAPHIC QUESTIONS**

Demographic Questions	Percent Responding	Average
Respondent's Age	96%	54.06 years
Respondent's Gender	99%	66% Female 34% Male
How Long Have you Lived in Pleasant Prairie?	97%	16.77 years

Due to the popularity of Prairie Springs Park, one of the initial questions focused on Lake Andrea in the Park. The survey respondents were asked, "Whether anyone in the household used the beach at Lake Andrea?" Figure 5.2 below provides the responses. The findings show that 30% of females reported that someone in their household visited the Lake Andrea beach 1-4 times per year compared to only 32% of the males that reported the same 1-4 times per year. Responses to the use of the Lake Andrea beach 5 or more times a year were 16% for both females and males. A higher percentage or 54% of females compared to the 45% of males said no one in their household had ever visited the beach within the past year. One (1) percent of the respondents did not answer the question.

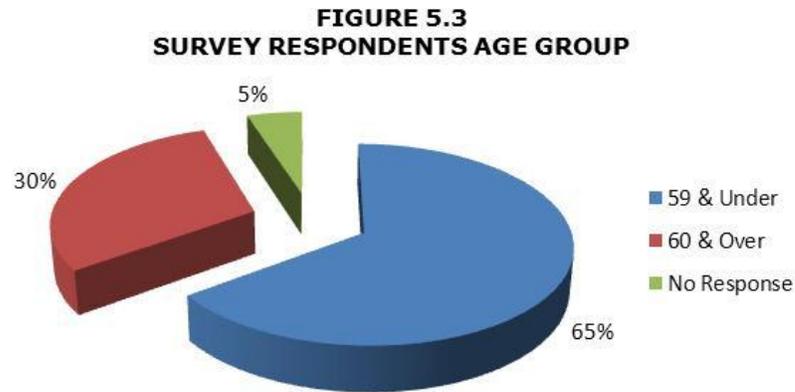
**FIGURE 5.2  
USE OF LAKE ANDREA AND BEACH BY GENDER**



Note: 7% of males did not respond to this question.

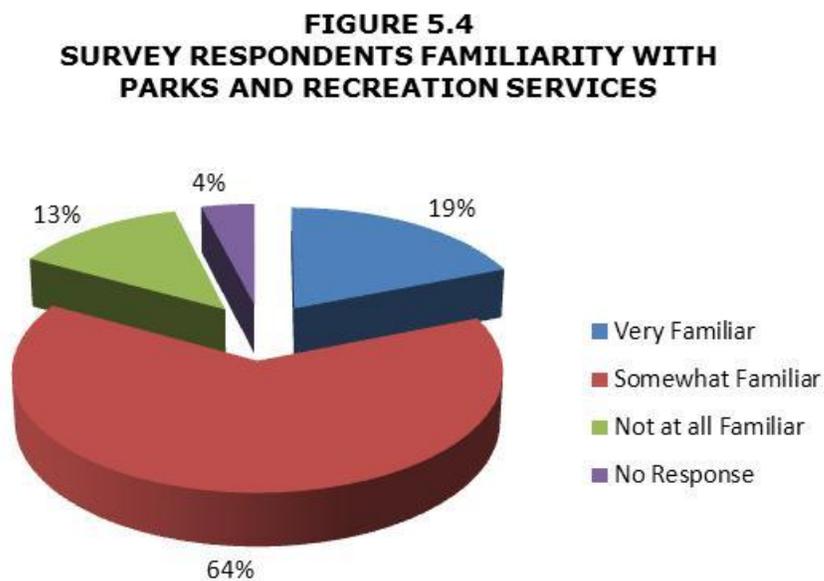
For survey analysis purposes, the age of the respondent does sometimes make a difference in behavior-type questions. Public Research Group has chosen the age 60 to be utilized and defined as the cut-off for an older respondent for survey analysis purposes. Further discussion will be provided in this chapter when comparisons are made between age groups.

Figure 5.3 below shows that the survey respondents age 59 and younger comprised 65% of the survey sample, while those survey respondents age 60 and over comprised 30% of the sample. A total of 5% of the sample did not respond to the question. The survey indicates that the survey is a good representative sampling of the age distribution in the community.



**Communication and Visibility:** Communication and visibility of the Village’s park and recreational system are important to the overall usage of the park system. If the community residents are unaware of the public amenities or opportunities that are available to them, it is likely that those facilities will be underutilized.

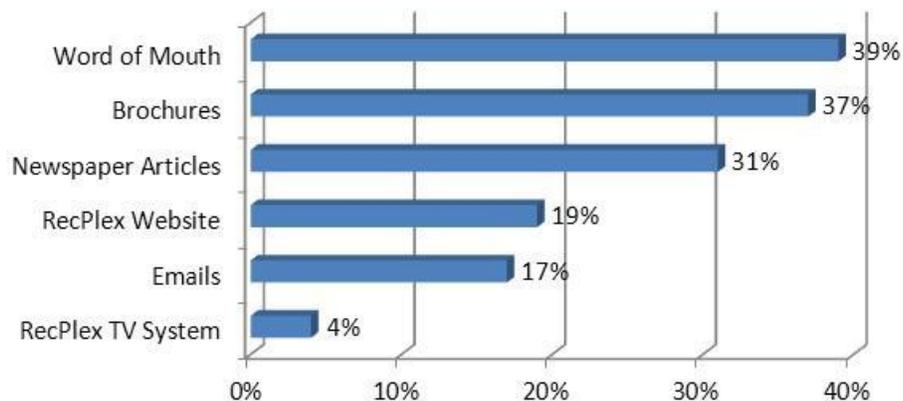
Question 1 of the community-wide survey asked respondents “If they were familiar with the parks and recreation services offered by the Village”. Figure 5.4 below indicates that 19% of mail, telephone and email respondents said they were very familiar compared to 64% of



the respondents who were somewhat familiar and 13% who were not at all familiar with the Village’s parks and recreation facilities. Four (4) percent did not respond to the question.

Question 2 of the survey asked, “How do the respondents or other members of their household hear about the Village’s parks and recreation services?” Figure 5.5 below shows that that the “word of mouth” response at 39% is the leading method for residents to hear about the Village’s parks and recreation services, followed by brochures at 37% and newspaper articles at 31%. The Village’s website and emails are used by the residents, but to a lesser extent. Based upon experiences learned by Public Research Group through other communities, marketing materials such as program brochures or the Village’s monthly newsletter which is direct-mailed to the resident households is often times the leading method for making residents aware of opportunities in their own community.

**FIGURE 5.5  
HOW DO RESPONDENTS HEAR ABOUT PARKS  
AND RECREATION SERVICES**



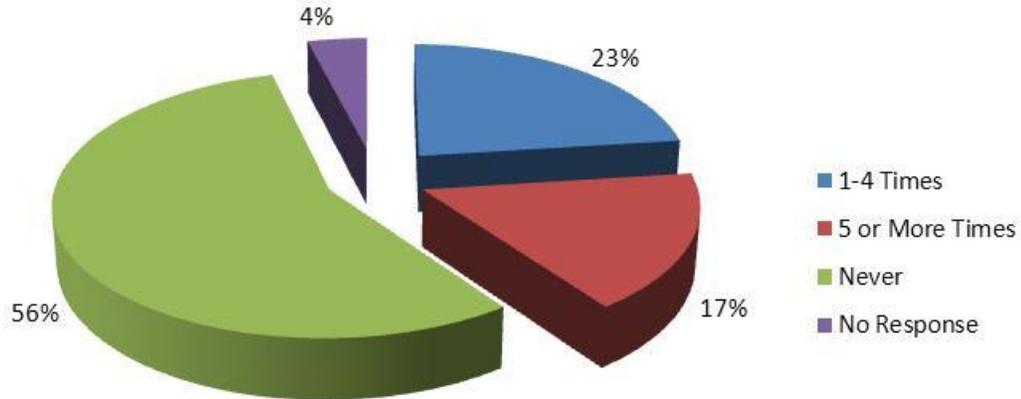
**Park Usage:** Question 11 of the survey asked, “How many times they would estimate that someone in their household used the Village’s parks and beaches?” The specific parks that were included in the community survey question were: Pleasant Prairie Park, Rolling Meadows Park, Becker Park, Carol Beach Park and Prairie Springs Park/Veterans Memorial Park. For those persons that responded to the question and indicated that they used the parks 1-4 times in the past 12 months are being defined in this survey as infrequent users. Those respondents that said they used the parks five (5) or more times are considered being defined in this survey as frequent users. Those respondents that said they never used the parks are considered non-users.



*Veterans Memorial at Prairie Springs Park*

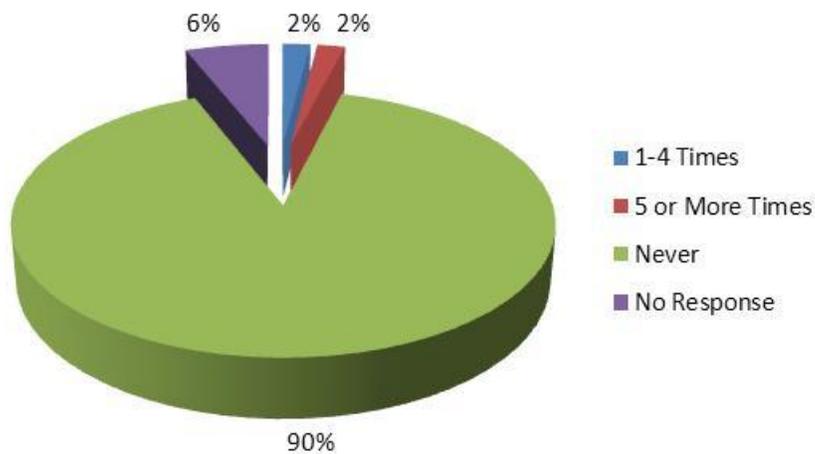
The pie chart in Figure 5.6 below shows that 40% of the respondents said they used Pleasant Prairie Park, located at the intersection of 104<sup>th</sup> Avenue and Bain Station Road, at least once during the past year, 23% use the park infrequently and 17% use the park frequently. Twenty persons did not respond to the question.

**FIGURE 5.6  
PLEASANT PRAIRIE PARK USAGE**

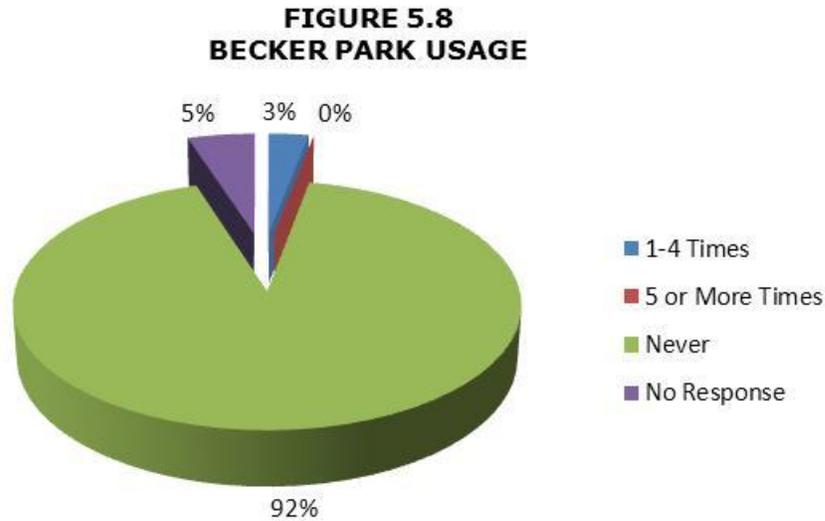


The pie chart in Figure 5.7 below shows that only 4% of the respondents said they used Rolling Meadows Park located at the intersection of 100<sup>th</sup> Street and 32<sup>nd</sup> Avenue at least once during the past year and 90% indicated they never used the park. A total of 6% did not respond to the question.

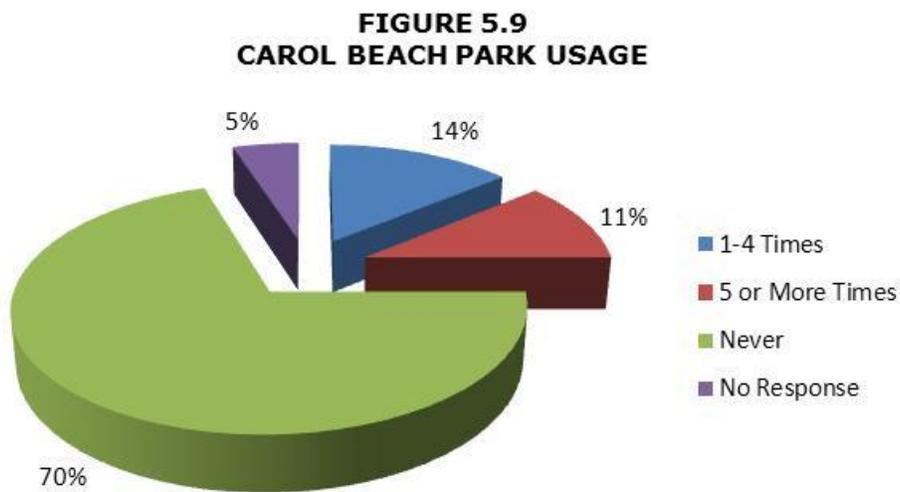
**FIGURE 5.7  
ROLLING MEADOWS PARK USAGE**



The pie chart in Figure 5.8 shows that only 3% of the respondents said they used Becker Park located at the intersection of 76<sup>th</sup> Street and 48<sup>th</sup> Avenue at least once during the past year and 92% indicated they never used the park. A total of 5% did not respond to the question.

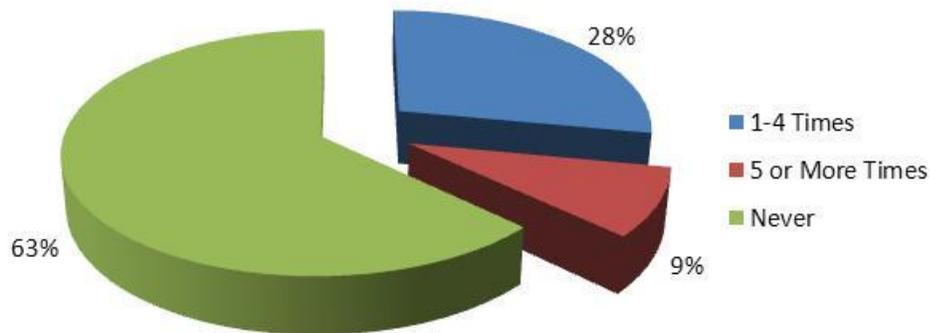


The pie chart in Figure 5.9 shows that 25% of the respondents said they used Carol Beach Park located at the intersection of 111<sup>th</sup> Street and 9<sup>th</sup> Avenue at least once during the past year, 14% use the park infrequently and 11% use the park frequently. A total of 5% did not respond to the question.



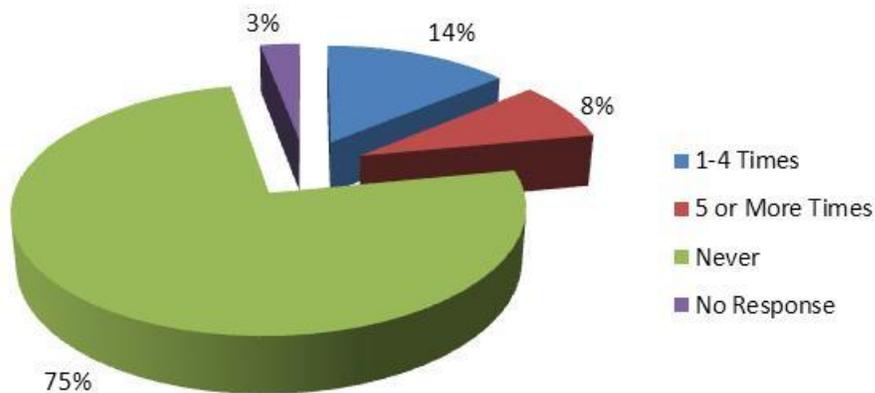
The pie chart in Figure 5.10 shows that 37% of the respondents said that they used Prairie Springs Park/Veteran’s Memorial located at the intersection of Terwall Terrace and 104<sup>th</sup> Street at least once during the past year, with 28% using the park infrequently and 9% using the park/memorial frequently. A total of 63% of the respondents indicated that they never have used the park, which is somewhat concerning due to the fact that this park/memorial is the largest and most visible community park in the Village and most of the organized recreational activities take place at this location.

**FIGURE 5.10  
PRAIRIE SPRINGS PARK/VETERAN'S MEMORIAL USAGE**



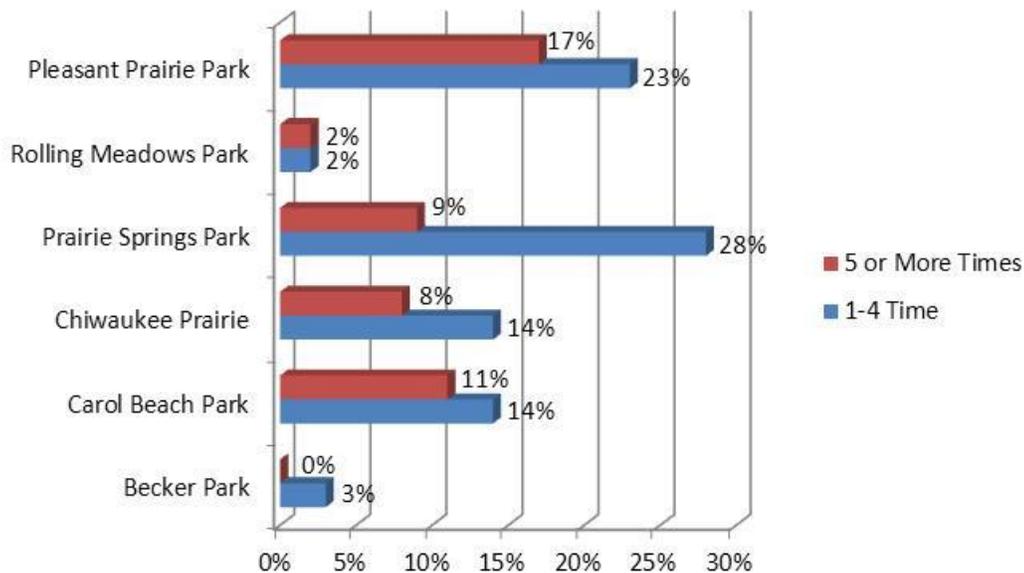
The pie chart in Figure 5.11 below indicates that 22% of the respondents said they used Chiwaukee Prairie State Natural Area located south of 116<sup>th</sup> Street and west of Lake Michigan at least once during the past year, 14% use the park infrequently and 8% use the park frequently. The Chiwaukee Prairie State Natural Area had lower usage than Prairie Springs Park and Pleasant Prairie Park. Again, it is interesting that 75% of the community never visited this environmentally impressive area of State and National significance in their own community. Three (3) percent of the respondents did not answer the question.

**FIGURE 5.11  
CHIWAUKEE PRAIRIE STATE NATURAL AREA**



In order to calculate the usage of parks on an annual basis, the percentages of infrequent and frequent users can be multiplied by the number of households in the Village to determine how many of the households used each park. Figure 5.12 below compiles this information by park. These estimates can provide an indication as to which parks are being utilized by its residents and may provide some direction in prioritizing the Village’s budgetary dollars when making expenditures on park capital improvements.

**FIGURE 5.12  
PLEASANT PRAIRIE HOUSEHOLDS USING EACH  
PARK DURING THE YEAR**



*Note: The lower usage in Prairie Springs Park may result from respondents not knowing the official name of the park this is the site of the RecPlex, Lake Andrea and many other outdoor amenities.*

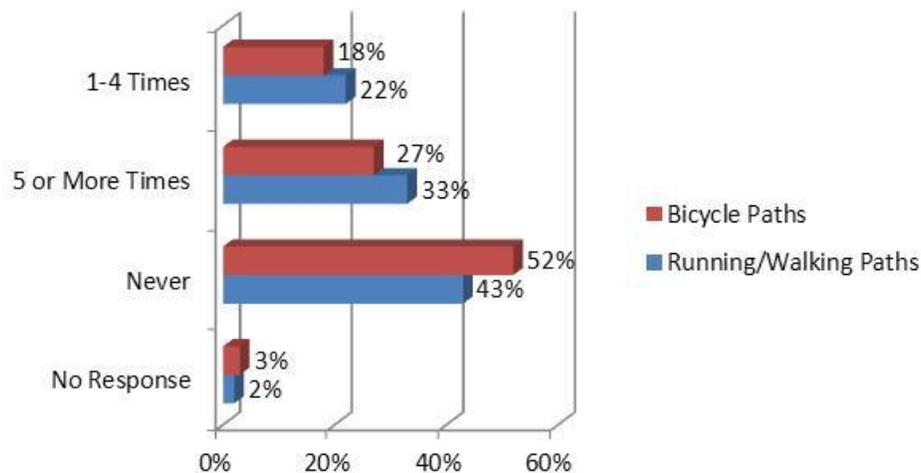
**Park Amenity Usage:** Park amenities are the physical, educational, and recreational improvements constructed in the parks, which draws the users to the parks. Certain park amenities as discussed in the community-survey questions include the pedestrian and bicycle paths, playgrounds, picnic shelters, ball diamonds, beaches and archery ranges. Question 12 of the survey asked respondents, “How frequently they used each amenity, either 1-4 times over the past year, 5 times or more, or never”.



*Lake Andrea at Prairie Springs Park*

For the purpose of this survey, bike and pedestrian (running/walking) paths are considered the same amenities but are used for different purposes. The following bar chart in Figure 5.13 below shows the usage of paths in the Village. The graph indicates that 18% of households have used the paths for bicycling 1-4 times during the past year or infrequent usage, compared to 27% of the respondents who were frequent users and 52% who were non-users. A greater percentage of runners/walkers or 55% used the paths over the bicyclists or 45% who used the paths.

**FIGURE 5.13  
TYPES OF PATHS USED BY RESPONDENTS**



To determine if the bicyclists are the same users as the runners/walkers, a correlational analysis was performed on the respondents who said they never bicycled on the paths or ran or walked on the paths. By using a bivariate analysis, one can determine what percentage of respondents would have answered no to both questions. That percentage represents the true non-users of the paths because some respondents may have used the paths for biking and others for running/walking and others for both. The respondents who answered no to both would be counted.



*Multi-use Trail around Lake Andrea*

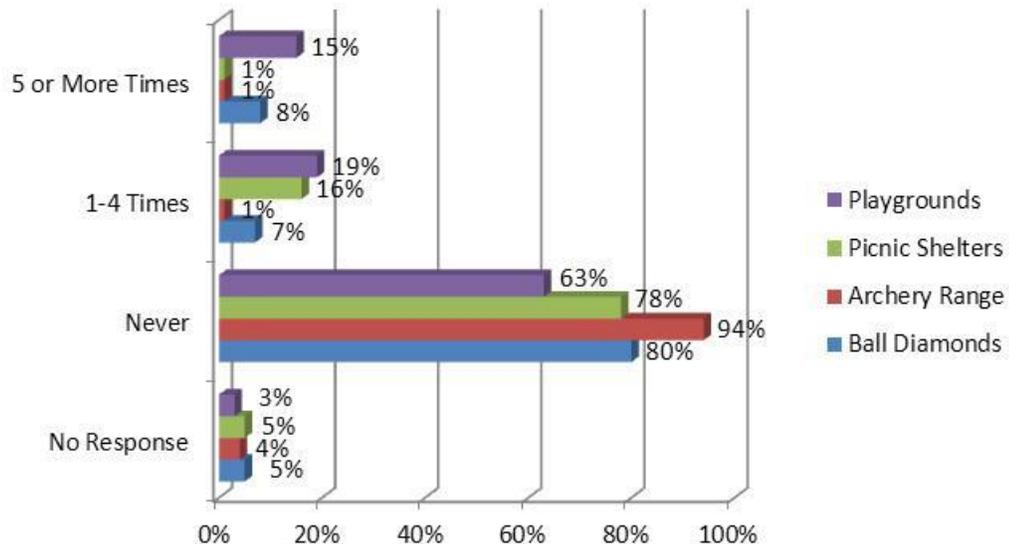
In this case, the Pearson Correlation Coefficient analysis completed by the Consultant was moderately strong at .452, suggesting that 45% of the respondents answered that they never used the paths for biking or running/walking. In other words, 55% of those who said they never ran or walked on the paths could have bicycled on them, and 55% who said they bicycled on the paths also ran or walked on them. Based upon the survey results, a conclusion can be drawn that the paths are a significant element to the community's park and recreational system for biking, running and walking.

Other amenities, such as playgrounds, picnic shelters, archery range and ball diamonds do not have nearly the same usage as the paths, but their significance to responders is shown in Figure 5.14. The graph shows that playgrounds at 34% and picnic shelters at 17% are the most frequently used park amenities after the paths. The highest usage of picnic shelters is in the 1-4 times a year category and playground usage is split between frequent usage (1-4 times a year) at 19% and infrequent usage (5 or more times a year) at 15%. Ball diamonds were reported to be used by 15% of the community-wide survey respondents at least one time a year. The archery range located in Prairie Springs Park was used by only 2% of respondents and 94% said they had never used the archery range.



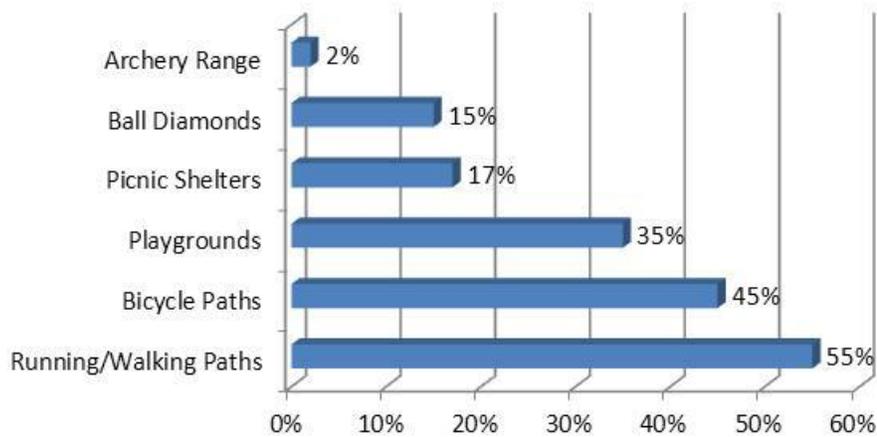
*Ball Fields Pavilion area during Prairie Family Days*

**FIGURE 5.14  
PLAYGROUNDS, PICNIC SHELTERS, ARCHER RANGE  
AND BALL DIAMOND USAGE**



The following bar graph shown in Figure 5.15 below compares the overall usage of the six (6) park amenities in survey Question 12 by totaling the frequent and infrequent usage of them. A total of 55% of the community-survey respondents indicated that they use the running/walking paths in the parks. Based upon the number of respondents answering this question, it appears that running/walking paths and bicycle paths should be a priority in both maintenance and upgrades in planning for improvements to park amenities in the Village's park and recreation system.

**FIGURE 5.15  
TOTAL PARK AMENITY USAGE**



*Picnic Area 1 at Prairie Springs Park*



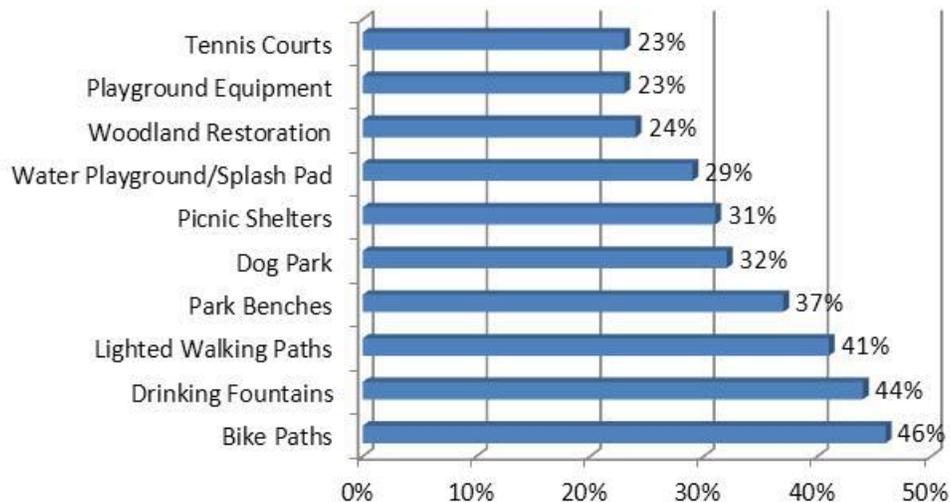
*Paved Path at Prairie Springs Park*



*Playground at Prairie Springs Park*

**Preferences for New Park Amenities:** Question 18 asked, “Which of the following amenities that the community-wide survey respondents would like to see added and/or renovated in the parks in the next five (5) years?” The list included a range of selections with the top ten identified in Figure 5.16 below. The graph shows that the top 10 answers provided by the respondents indicate that there is a strong interest in constructing more bike paths at 46%; drinking fountains at 44%; lighted walking paths at 41%; park benches at 37%; a dog park at 32%, picnic shelters at 31%; a water playground/splash pad at 29%; woodland restoration efforts at 24%; playground equipment at 23% and tennis courts at 23%. The additional responses are summarized below.

**FIGURE 5.16  
RESPONDENTS TOP TEN RECOMMENDED NEW PARK  
AMENITIES OVER THE NEXT FIVE YEARS**

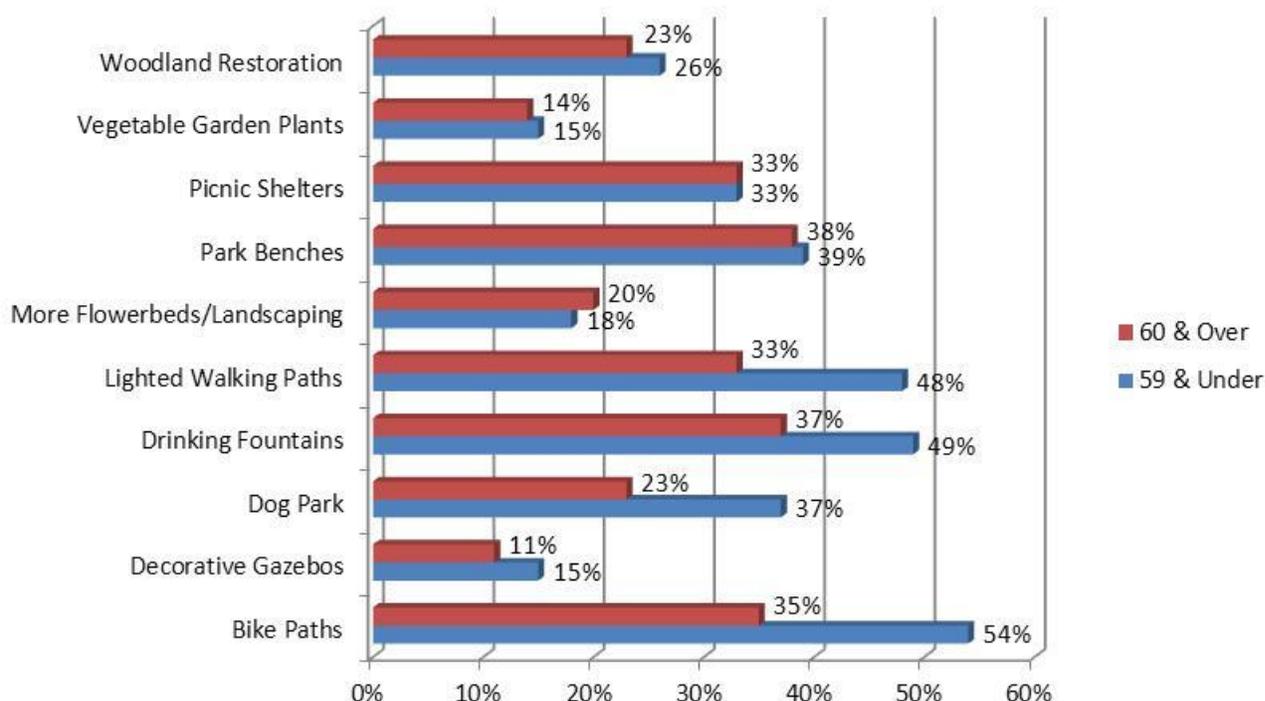


**OTHER COMMENTS/RESPONSES:**

- Bicycle Lanes and paths adjacent to main roadways.
- Campground with resident membership fees.
- Climbing wall.
- Concessions facilities at the baseball parks.
- Cross-country ski trails.
- Dog park and swim area.
- Fencing along the east walking path adjacent to Lake Andrea.
- Gun and trap shooting range.
- Horseback riding trails.
- Indoor soccer fields with turf.
- Lacrosse field.
- Nature trails.
- Outdoor pool.
- Park beautification features such as water features, sculptures, gardens.
- Performance pavilion.
- Ping pong tables.
- Plant additional shade trees along paths.
- Public golf course driving range and practice area.
- Restrooms in the parks near playgrounds and ball fields.

While the findings suggests that certain park facilities would have stronger support if they were built, the Village should examine and analyze a wide range of possibilities to accommodate many activities and interests in the park’s system. To test this statement, the passive recreation amenities were sorted by two (2) age categories--the respondents’ age being 59 and younger and those over 60 years of age. Figure 5.17 below indicates that while most park amenities had similar desires by both of the age groups, the bike paths, lighted walking paths, dog parks, and drinking fountains received slightly higher responses by the 59 and under age group. Certain answers that were nearly identical between the age groups were the more passive and cultural park amenities including picnic shelters, park benches, vegetable garden plots, more flower beds/landscaping and woodland restoration, indicating that all age groups desire a balance of both active and passive amenities and community beautification in the parks.

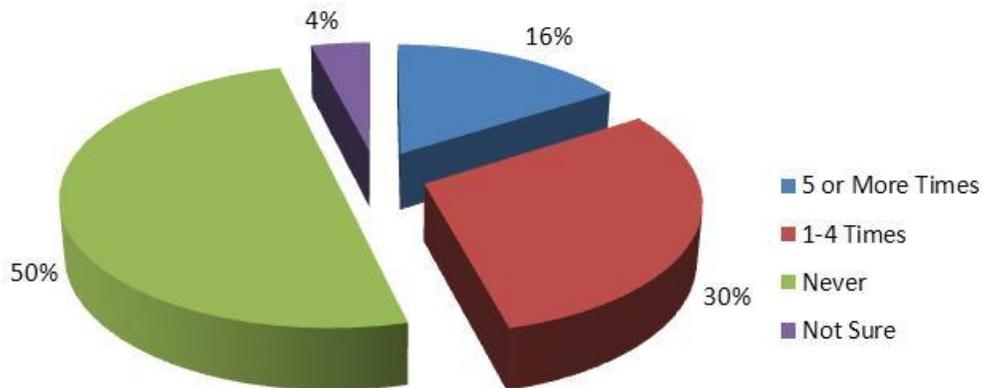
**FIGURE 5.17  
PASSIVE PARK AMENITIES USAGE BY AGE GROUP**



**Beach Usage:** Question 11 asked, “About how many times would the survey respondents estimate they or members of their family used the Lake Andrea beach and the Lake Michigan Park/beach?” These parks/facilities were selected because they are popular water features and associated beach areas in the community. While the Lake Andrea beach tracts attendance, it is difficult to track the park and beach attendance at Lake Michigan Park/beach, therefore, asking these beach usage questions provides an opportunity to project a calculated attendance by multiplying the percentages of respondent households multiplied by the number of households in the Village.

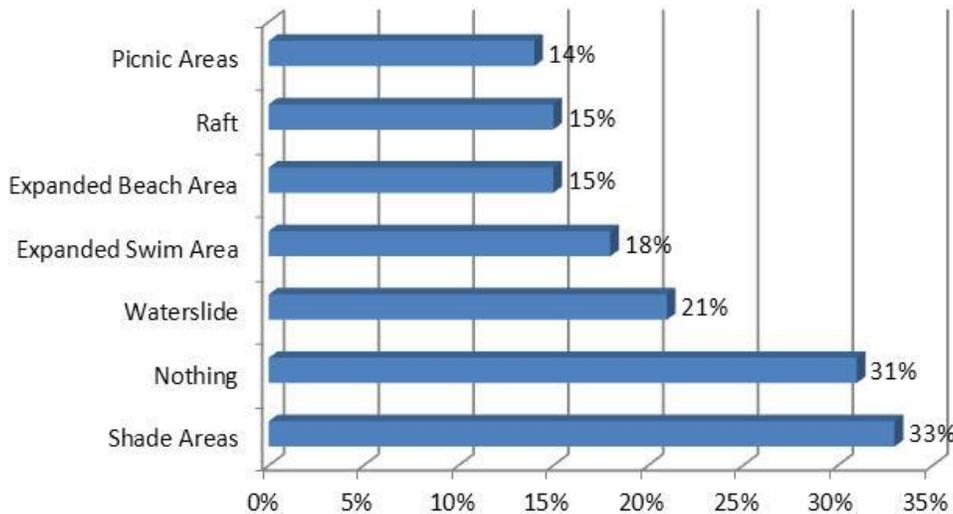
The pie chart in Figure 5.18 below shows the general public use of Lake Andrea to be 46%, of which 30% are frequent users (5 or more times per year) and 16% are infrequent users (1-4 times per year). This high percentage of Lake Andrea beach users could be attributed to the fact that a RecPlex Membership provides unlimited access to the Lake Andrea beach as a membership benefit without incurring additional entrance fees.

**FIGURE 5.18  
RESPONDENTS USAGE OF LAKE ANDREA BEACH**



Question 14 asked, "What amenities would survey respondents like to see added to the Lake Andrea beach that would cause them to use the beach more frequently?" Respondents responded to the following amenities list shown in Figure 5.19 below. The bar graph shows that a total of 33% of the respondents indicated shade areas, 31% indicated "nothing"; 21% indicated a waterslide; 18% indicated an expanded swim area; 15% indicated an expanded beach area; 15% indicated a raft-type pier; and 14% indicated picnic areas. The most significant of these responses appears to be that respondents want more shade areas

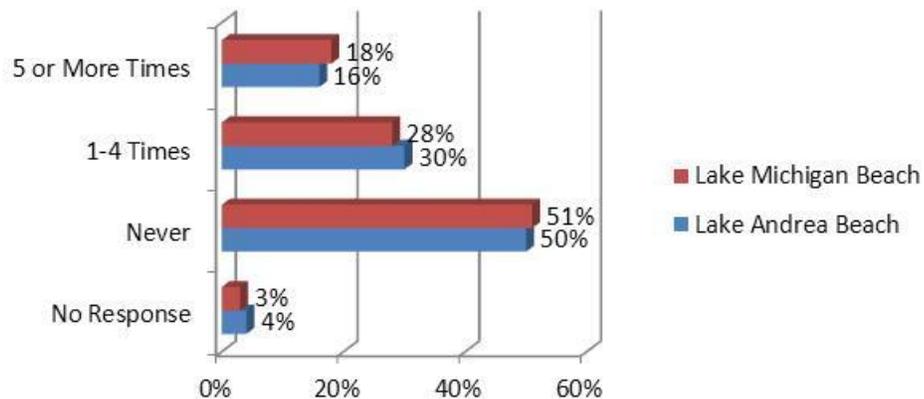
**Figure 5.19  
RESPONDENTS RECOMMENDATIONS FOR  
IMPROVEMENTS TO LAKE ANDREA BEACH**



at the beach. Currently there are really no opportunities to be at the beach in a shaded area unless beach umbrellas are brought. Also, about one-third of the respondents indicated that no new improvements would affect whether they increased beach usage.

Question 11 of the community wide survey asked, "How many times did the respondent or Members of their household use Lake Michigan Beach over the past 12 months?" The respondents were allowed to choose that they used it 1-4 times, they used it 5 or more times or they never used the beach. The following graph shown in Figure 5.20 compares the usage of Lake Michigan Beach to Lake Andrea Beach. The graph shows nearly comparable usage for the two (2) beaches among the respondents, suggesting that even though Lake Michigan beach has many fewer park amenities, it is a popular destination during the warm summer months. And the fact that there is no admission charge, it may attract many more general public attendees than Lake Andrea Beach where there is an admission charge for non-RecPlex members. If the Village were to make Lake Michigan Park/Beach improvements, they would likely benefit a larger segment of the population, especially non-RecPlex Members.

**FIGURE 5.20  
COMPARATIVE USAGE OF LAKE MICHIGAN AND  
LAKE ANDREA BEACHES**



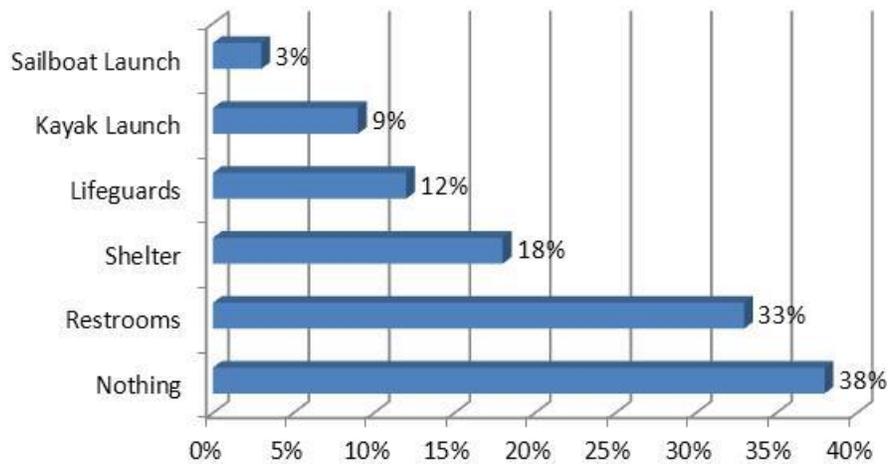
*Lake Andrea Beach Prairie Springs Park*



*Lake Michigan Beach*

Question 15 specifically asked about, "What type of Lake Michigan beach improvements would the respondents recommend to encourage them to use the Beach more frequently?" Figure 5.21 below shows that 38% of the respondents indicated that nothing or no improvements were recommended. Interestingly, lifeguards were only suggested by 12% of the respondents. Restrooms were the most popular response at 33% and a shelter was suggested by 18% of the respondents. If funding allowed for some park/beach amenities to be constructed, it is recommended that restrooms and a shelter be considered.

**FIGURE 5.21  
RESPONDENTS RECOMMENDATIONS FOR  
IMPROVEMENTS TO LAKE MICHIGAN BEACH**

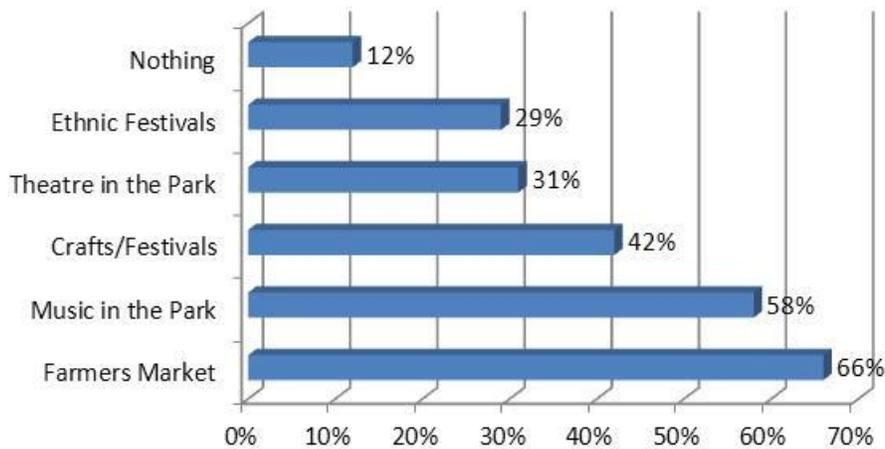


**Special Events in the Parks:** Question 16 of the community-wide survey asked the respondents, “What activities that they would like to see in the parks in the future?” The results as shown in Figure 5.22 indicate that 66% of the respondents would like to see farmers markets, 58% indicated music in the park; 42% indicated crafts/festivals; 31% indicated theater in the park; 29% indicated ethnic festivals and 12% indicated nothing.

These responses are very significant in that one-third to two-thirds of the respondents felt that the Village is missing out on different types of creative and more inclusive park and recreational opportunities to expand the usage of the parks beyond the active, organized sports activities coordinated by the Recreation Department.

Also, even though the Village has operated a community-wide festival for 16 years, it appears that either the annual festival needs to be reinvented or redefined, the community is seeking something new and different which is focused on a different target audience or the market is saturated with the same or similar type of summer events during the time period.

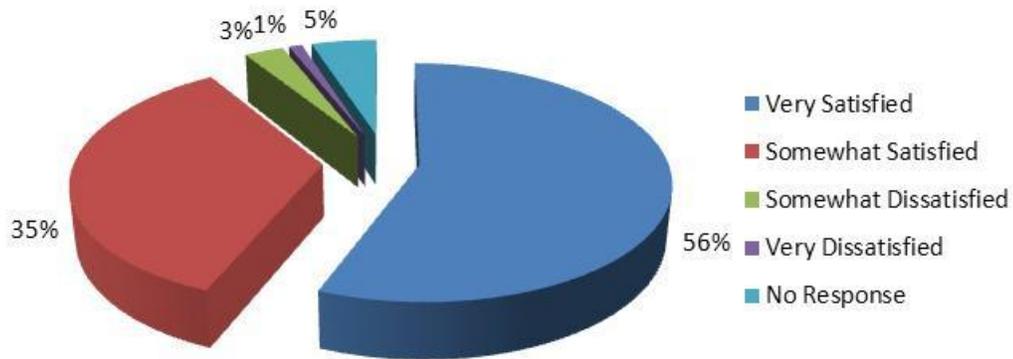
**FIGURE 5.22  
RESPONDENTS RECOMMENDATIONS FOR NEW  
ACTIVITIES IN THE PARKS**



**Areas of Improvement:** Question 21 asked the respondents to, “Discuss any unpleasant experiences that they had at the parks or recreational facilities in the past year.” These responses are compiled into general categories and listed in Appendix B of this Plan. Generally, the responses indicate that many of the concerns were about the RecPlex recreational facility and pertained to parking and children’s behaviors at the facility. Some of the more minor issues related to facility maintenance and clean-up.

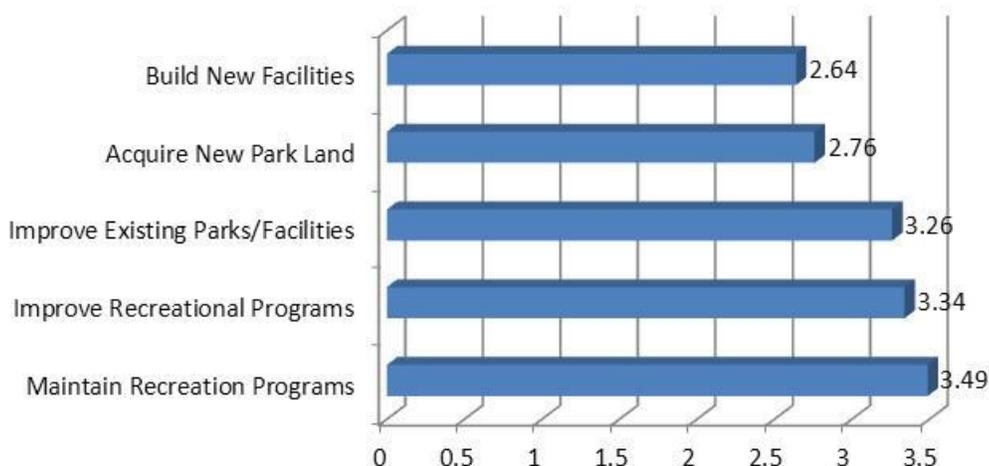
**Maintenance of the Parks and Recreational Facilities:** In Question 13, the respondents were asked, "How satisfied were the respondents with the condition and maintenance of the parks and recreational facilities?" Respondents were provided with the following possible answers: very satisfied, somewhat satisfied, somewhat dissatisfied, or very dissatisfied. The pie chart in Figure 5.23 below shows that 91% of those surveyed were either very satisfied or somewhat satisfied with park and recreational facilities maintenance. Only 4% were somewhat or very dissatisfied with the maintenance, indicating that the Village's Park Department is doing a very good work in keeping the Village's parks and recreational facilities maintained.

**FIGURE 5.23  
RESPONDENTS SATISFACTION WITH PARKS AND  
RECREATIONAL FACILITIES MAINTENANCE**



**Priorities for the Future:** Question 17 in the community-wide survey asked the respondents to, "Rate the importance of maintaining the existing recreation programs, improving the recreation programs, acquiring new park land, improving existing parks and facilities, and building new facilities on a scale of 1 to 5, where 5 was the most important. The following bar graph in Figure 5.24 compares the priorities. The graph shows the highest priorities are maintaining the existing recreation programs, improving the existing recreation programs and improving the existing parks and recreation facilities.

**Figure 5.24**  
**RESPONDENTS PRIORITIES FOR THE FUTURE**



While maintaining the existing park infrastructure was a priority, overall the respondents indicated that it was also important to plan for the future and examine the acquisition of new park land and build new facilities. It is likely that the respondents were somewhat reluctant or concerned with the costs associated with new parks and amenities during the current economic recession and the worries about frozen budget levy limits and placing any additional tax burdens on the residents for the parks and amenities. That being said, there are various opportunities open to the Village through donations, dedications, grants and other special programs that could assist the Village in acquiring and developing new park lands without placing an undue burden on the Village tax payers.

Also, there was support by the respondents in the community-wide survey to adding additional bicycle and walking/running paths and beach amenities at Lake Michigan and Lake Andrea beaches. The survey further supported some very specific recommendations including adding non-capital intensive passive amenities to the parks such as farmers markets, and theater and music in the park special events.

**Final Comments:** Additional open ended comments were provided by many of the respondents. Generally, the comments provided a great deal of good feedback regarding the Village's parks and recreational programs. Overall, the survey indicated that the Village residents are pleased with the Village parks and the direction that the Village is going in providing parks services. Many respondents identified specific concerns along with amenities, and services that they would like to see addressed in the Village's parks in the future. These responses are summarized in Appendix B.

## VISIONING SESSIONS

**Parks Department:** Public Research Group held a brainstorming visioning session with the Parks Department staff on July 12, 2011 to gather input on Village park maintenance and improvements matters. The four (4) most significant issues recommended by the Park's Department staff included:

- Develop a five-year capital improvements and maintenance plan which includes projects associated with specific maintenance projects for each park and improvements for new park developments.
- Prepare detailed park maintenance guidelines and standards for the Village's park and outdoor recreational facilities.
- Re-evaluate the Park's Department staffing levels based upon the existing and proposed acreages and facilities of the Village's park and outdoor recreational facilities.
- Identify and examine opportunities for education and training for the park and recreational facilities equipment and machinery.

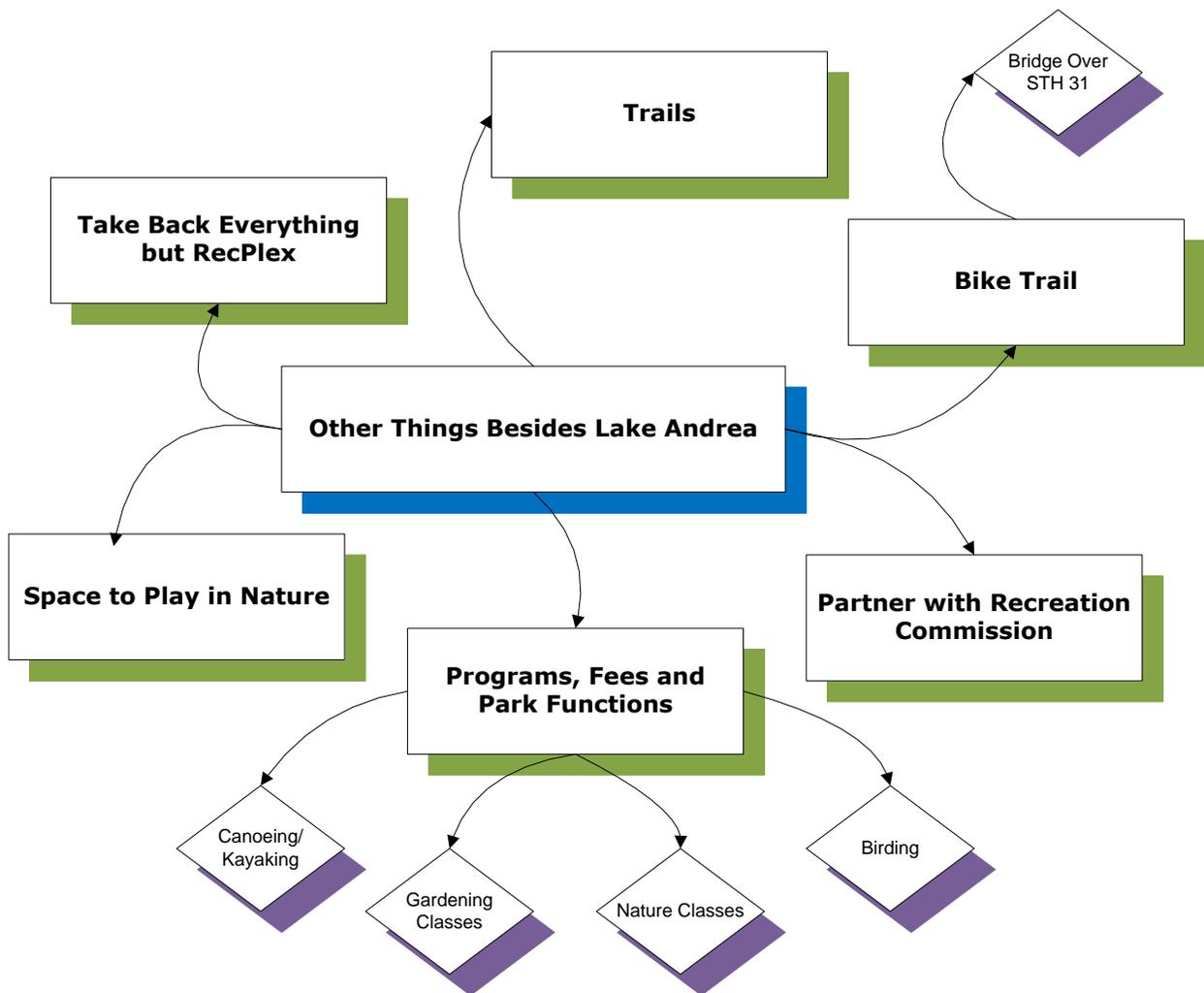
**Park Commission and Recreation Commission:** Public Research Group held the first Park Commission visioning session in June, 2011, wherein the potential community-wide survey questions were evaluated and discussed.

A second meeting was held in July, 2011 and focused on a visioning workshop session. The primary discussion points that were covered included:

- What methods should the Village utilize to attract residents to the Village parks?
- As the Village grows and becomes more diverse, actions need to be taken to understand the future demands for park and recreational services.
- Current economic conditions will require communities to be more creative in acquiring and maintaining their park and recreational systems.
- The Village needs to develop standards and guidelines for annual maintenance to the existing park and recreational facilities system.
- Park planning, especially community and neighborhood parks are essential to serve the needs of the growing Village community.
- Each park should establish its own unique identity and draw from the community.
- The Village parks and community centers need to be interconnected with a network of bicycle and walking/running paths.

At the meeting, the Research Group conducted a mind mapping exercise and had the group conceptualize ideas within the Village’s park system outside of the Prairie Springs Park/Lake Andrea regional park amenities. Figure 5.25 below sets for the activities discussed.

**FIGURE 5.25  
OTHER IDEAS OUTSIDE OF  
PRAIRIE SPRINGS PARK/LAKE ANDREA**



A final exercise conducted by the Research Group with the Park Commission focused on concerns expressed by the group. Generally, the Park Commission reiterated the same concerns as set forth at the last visioning event. The primary new additional issue that when funding allows, that the Park Commission should encourage and promote activities that enhance the park maintenance and development and exploring opportunities to adding new activities and special events within the Village's Park's system. In addition, the Park Members recommended that as a policy recommending body to the Village Board, that a Mission Statement be prepared to identify and share a common vision for the Village's Parks with the community. The Park Commission Mission Statement is provided below:

***"In partnership with our citizens, the function and duty of the Village of Pleasant Prairie Park Commission is to provide for an enhanced quality of life for all residents and members of the community by facilitating the acquisition, development, preservation, protection, maintenance, management and promotion of park lands, open space areas, recreational facilities and natural resources in an orderly and uniform process. The Commission, as stewards, shall provide long-term and short-term planning and supervision of park-related development projects and shall support the implementation of those plans. The Commission shall promote the wellness benefits of park lands in the best long-term interests and benefits of the Village and its residents of all ages, abilities and for those people with handicaps or disadvantages. The Commission will strive to enhance parks and open spaces to enrich the quality of life for present and future generations through the provision of safe and secure environments."***

A third and final meeting was held in September, 2011 and was a joint meeting with both the Park Commission and the Recreation Commission. The purpose of this meeting was to discuss the community-wide survey findings and proposed recommendations to be included in this Plan and presented in this Chapter.

## **PUBLIC INFORMATIONAL MEETINGS**

Public Information Meetings were held by the Village on July 20 and August 17, 2011 wherein members of the Park and Recreation Commissions were in attendance, along with the Village staff and members of the public. These meetings provided for the opportunities to have open discussions on the issues surrounding the future of parks and open spaces in the Village. An overview of the considerations and recommendations in preparing the Park and Open Space Plan Update is listed below. Interesting to note, many of these same concepts have been introduced through the previous park planning processes associated with this update:

- Evaluate the existing parks maintenance and develop guidelines for regular, ongoing maintenance activities.
- Interconnect the existing and future parks and community gathering spaces via a network of bicycle and pedestrian paths.
- Review the survey results to determine whether there are additional underserved park-related needs in the community.
- Work closely with new developments to coordinate the dedication and donation of future park and open space lands with the community.
- Re-examine the parks facilities for developing new special event programs and activities.

- Investigate various grant opportunities with the State and federal government and to obtain funding to further develop the Village parks and bicycle and pedestrian transportation network.
- Continue marketing efforts to identify and promote the Village's park and open spaces and recreational facilities and special events to the residents.
- Examine opportunities to create unique active (dog parks) and passive (community gardens) recreational opportunities in the Village parks. Not all parks need to have the same amenities.
- Create new opportunities for passive recreational opportunities to improve the existing features in existing Village parks such as community gardens, floral gardens, and woodland and wetland restoration projects.

The results of all of the public participation efforts completed and discussed in this Chapter contributed to the development of the goals, objectives and standards described in Chapter 2, the recommendations for the analysis of the existing park and recreational facilities in Chapter 6 and corresponding new Conceptual Plans developed in Chapter 7 of this Plan.

## **CHAPTER 6**

### **ANALYSIS OF EXISTING PARK AND RECREATIONAL FACILITIES**

This chapter presents an analysis of how well the Village's park, open space and recreational facilities satisfy the current needs of community based upon the goals, standards and objectives discussed in Chapter 3 and taking into account the public participation activities and community-wide survey results discussed in Chapter 5 of this Plan. The adequacy of the Villages existing park and open space and recreation system will be specifically evaluated by:

- Examining quantitative park, open space and facility service standards developed in Chapter 3 to the reliable population projections for the Village for the plan design year 2017 and to the comprehensive plan design year 2035;
- Analyzing the qualitative analysis of the Village's park system based upon the community-wide survey results, Park and Recreation Commission visioning events, Village Board and staff input and public informational meetings;
- Reviewing the geographic distribution and accessibility of the park and open space areas in the community; and
- Comparing it with the Wisconsin State Comprehensive Outdoor Recreation Plan.

The results of this analysis will serve as the basis for the recommendations presented in the next chapters of this Plan.

#### **QUANTITATIVE ANALYSIS**

The following charts present a comparison of Southeastern Wisconsin Regional Planning Commission's (SEWRPC's) park and recreation standards to the Village's existing facilities. In Figures 6.1 and 6.2, the standards per 1,000 persons were applied to the Village's current 2010 population estimate of 19,719. In Figures 6.3 and 6.4, that same standard was applied to the Village's 2035 population projection estimate of 31,205 under the intermediate population growth scenario. In the Figures, the regional population estimate used was 166,671 persons, which was based upon the 2011 Kenosha County population and the 2035 population projection estimate was 210,078.

In Figure 6.1, the Existing Acreage for Regional Parks was derived by applying the standard per 1,000 persons to an estimated regional population; however, the total existing acreage for regional parks only accounts for Prairie Springs Park and does not include any acreage located outside Village boundaries. Therefore, it is important to note that although the following figure indicates a deficiency in regional park acreage, there are several regional parks located in the communities that surround Pleasant Prairie in Kenosha County. When considered together, these parklands meet SEWRPC's regional park standard. Furthermore, although there is no quantitative standard, Figure 6.1 lists that there is 6,127 acres of Special Open Space Acreage in the Village.

The data presented in Figures 6.1 and 6.2 indicate that the Village needs to develop approximately 42 acres of community park land in order to satisfy SEWRPC's park standards. These figures identify whether the facility is located indoors or outdoors. A policy decision has been made to include a percentage of indoor courts and facilities in meeting the standards.

**FIGURE 6.1  
EXISTING PARK ACREAGE NEEDS IN THE VILLAGE FOR 2010**

<b>Park Type</b>	<b>Standard (acres per 1,000 persons)</b>	<b>Required Acreage</b>	<b>Total Existing Acreage</b>	<b>Park Acres Needed</b>
Neighborhood Parks	1.7	34	14.3	19.7
School Parks	1.6	32	50.0	0.0
Community Parks*	2.2	43	59.7	0.0
Regional Parks	5.3	883	930.0**	0.0
Special Open Space***	N/A	N/A	6,127.0	N/A***

\* Includes Ingram Park and Village Green Park recently acquired by the Village.

(Note: While Anderson Park as a community park benefits the Village residents through its many park amenities and programs, it is located in the City of Kenosha, so it is not included in the total acreage calculations).

\*\* This number only reflects the number of regional park acres located within the Village. Pleasant Prairie does not plan to develop any additional regional park acreage since there are other regional parks found within Kenosha County.

\*\*\*The Village will continue to acquire environmentally, scientifically, and archaeologically significant special open space lands as donations and grant funding becomes available.

**FIGURE 6.2  
EXISTING PARK FACILITY NEEDS IN THE VILLAGE FOR 2010**

<b>Park Type</b>	<b>Standard (# facilities per 1,000 persons)</b>	<b># Facilities Required (based on Std. per 1,000 persons)</b>	<b>Total # of Existing Outdoor Facilities****</b>	<b># of Existing Indoor Facilities</b>	<b># Facilities Needed*</b>
Baseball Diamond	0.10	2	6	0	0
Basketball Goal	1.13	22	8	40	0
Ice Skating Rink	0.15	3	0	2	1
Playfield*	0.50	10	13	0	0
Playground	0.42	8	14	0	0
Softball Field	0.60	12	3	0	9
Tennis Court	0.60	12	0	0	12
Soccer Field	0.86	17	19**	4	0
Swimming Pool	0.15	3	0**	2***	1

\* Playfields are considered open space areas in the parks that can be used for unorganized activities. Playfields are located within every Village Park and School Park.

\*\* There are 20 outdoor soccer fields and one (1) outdoor swimming pool located at Anderson Park in the City of Kenosha. These facilities help the Village to meet its recreational standards but the facilities are not controlled by or located within the community.

\*\*\* Includes the RecPlex aqua arena and waterpark/current channel and swim lanes.

\*\*\*\* Includes amenities at the school park facilities.

Figures 6.3 and 6.4 suggest that in the future the Village recently acquired two (2) community parks areas—Ingram Park and Village Green Park, however, construction of amenities has just recently started in these parks. As such, the Village needs to continue to identify and plan for additional neighborhood parks and school parks, and the development of the community parks to meet the needs of its growing population.

**FIGURE 6.3  
PARK ACREAGE NEEDS IN THE VILLAGE FOR 2035**

<b>Park Type</b>	<b>Standard (acres per 1,000 persons)</b>	<b>Required Acreage</b>	<b>Total Existing Acreage</b>	<b>Park Acres Needed</b>
Neighborhood Parks	1.7	53.1	14.3	38.8
School Parks	1.6	49.9	50.0	0.0
Community Parks*	2.2	68.7	59.7*	9.0
Regional Parks	5.3	1113.4	930.0**	N/A**
Special Open Space***	N/A	N/A	6,127.0	N/A***

\* Includes Ingram Park and Village Green Park recently acquired by the Village.

(Note: While Anderson Park as a community park benefits the Village residents through its many park amenities and programs, it is located in the City of Kenosha, so it is not included in the total acreage calculations).

\*\* This number only reflects the number of regional park acres located within the Village. Pleasant Prairie does not plan to develop any additional regional park acreage since there are other regional parks found within Kenosha County.

\*\*\*The Village will continue to acquire environmentally, scientifically, and archaeologically significant special open space lands as donations and grant funding becomes available.

**FIGURE 6.4  
PARK FACILITY NEEDS IN THE VILLAGE FOR 2035**

<b>Park Type</b>	<b>Standard (# facilities per 1,000 persons)</b>	<b># Facilities Required (based on Std. per 1,000 persons)</b>	<b>Total # of Existing Outdoor Facilities*</b>	<b># of Existing Indoor Facilities</b>	<b># Facilities Needed*</b>
Baseball Diamond	0.10	3	6	0	0
Basketball Goal	1.13	30	8	40	0
Ice Skating Rink	0.15	4	0	2	2
Playfield*	0.50	13	13	0	0
Playground	0.42	11	14	0	0
Softball Field	0.60	16	3	0	13
Tennis Court	0.60	16	0	0	16
Soccer Field	0.86	23	19**	4	0
Swimming Pools	0.15	4	0**	2***	2

\* Playfields are considered open space areas in the parks that can be used for a wide variety of active sporting activities. Playfields are located within every Village park.

\*\* There are 20 outdoor soccer fields and one (1) outdoor swimming pool located at Anderson Park in the City of Kenosha. These facilities help the Village to meet its recreational standards but the facilities are not controlled by or located within the community. Also, there are five (5) soccer fields which are used as practice fields at the local school parks.

\*\*\* Includes the RecPlex aqua arena and waterpark and channel lanes.

## QUALITATIVE ANALYSIS

Although the quantitative standards provided by SEWRPC provide a good basis for formulating the recommendations in this Plan, a thorough assessment of the Village's existing facilities must include a more subjective analysis that takes into consideration those characteristics that make Pleasant Prairie unique from other communities. Furthermore, the following qualitative analysis will identify park system deficiencies that are not captured by universal standards, and will ensure that future facilities meet the specific needs of the Village.

Important qualitative factors gathered from the community-wide survey results; Park and Recreation Commission visioning events; and public informational meeting input revealed the following information when analyzing park needs:

- There are three large corporate/industrial parks in the Village—LakeView Corporate Park East/West, PrairieWood Corporate Park and the future Abbott Campus. Currently over 80 businesses generate over 8,000 employees, many of which are looking for recreational opportunities for their workers.
- Pleasant Prairie occupies a large land area relative to its population, which increases the number of trails and bike paths miles needed to interconnect areas of existing and future development.
- The Village is uniquely located by Lake Michigan and Lake Andrea and should take advantage of constructing and promoting additional park and recreational amenities at the two (2) beaches.
- Segregated land uses (residential, commercial and industrial) need to be interconnected to each other and to the parks through a network of walking and running trails; bike lanes and paths; and recreation trails. These new trails should offer amenities such as trail markers, benches, garbage facilities and water fountains along the trails.
- Open space preservation, woodland restoration projects and educational opportunities offer the Village chances to partner with area conservancy groups and the local universities through land donations made to the Village—Momper's Woods and Sorensen Woods at Kildeer Farm.
- In addition to its formal park system, the Village has a significant amount of Special Open Space Areas that should be recognized as an important component of the overall park system. Although the existence of these lands does not reduce the need for parks, a consideration of these lands should not be left out of a comprehensive discussion and analysis of the Village's park, recreation, and open space system. Special Open Space Areas provide many benefits to a community and enhance ecological integrity and human health by maintaining natural processes. Public Special Open Space Areas should be considered specifically when planning trail networks, as these corridors can provide ideal locations for such facilities. In addition, these lands easily accommodate trailheads and can help establish a framework for a Village-wide trail system.
- Through careful planning, land use and zoning controls, Pleasant Prairie preserves concentrations of high-quality habitat and natural resources, particularly in the environmental corridors and isolated natural areas of the Chiwaukee Prairie-Carol Beach area and the Des Plaines River Watershed.

- The Village's park system needs to accommodate the influxes of athletes and spectators for triathlons, swimming events, volleyball and basketball tournaments, hockey and figure skating events, along with other Village-sponsored special events having region-wide impacts.
- The RecPlex and Prairie Springs Park provides for the majority of recreational opportunities in the Village. Although these facilities make a significant contribution to the Village's overall recreation system, it should be considered that they are primarily indoor facilities and are not open to the general public free of charge. In addition, the RecPlex concentrates all of these facilities in one location. Although most of the Village's recreational needs are currently being met as a result of the facilities provided at the RecPlex, efforts should be made to expand and enhance the number of outdoor recreational opportunities, particularly in the central (east of STH 31) and eastern portions of the Village.
- Two (2) recent community park land donations were made to the Village for Ingram and Village Green Parks. As donations, grant funding and budgetary conditions allow, park and recreational amenities should be added to these parks.
- With the parks being more defined and park land opportunities increasing for the Village, consideration should be given for expanding on the outdoor recreational programming which focuses on activities such as: farmers markets, community gardens, music and art in the park, and other programs.
- The Village completed an impact fee assessment in 2005, which identified the general locations of new parks, recreational facilities, and recreation trails. Because Pleasant Prairie's current impact fees are based on the assumption that these parks will be developed within the next 10-15 years and two new parks have been added, this Plan recommends that the impact fee assessment and recommendations be re-examined.
- Marketing efforts should be undertaken to make the residents and business community aware of the park and recreational services being offered in the Village.

## **GEOGRAPHIC ANALYSIS**

The location and distribution of parks and recreational facilities also provides a good indicator of how well the existing park system is meeting the needs of Village residents. To illustrate this distribution, Map 6.1 (found at the end of this Chapter) depicts the service areas of the Village's existing parks. These service areas are based on the SEWRPC's standards identified in Chapter 3 of this Plan.

An analysis of Map 6.1 suggests that the central and southeastern portions of the Village are not as well served with park improvements in terms of neighborhood parks or community parks. As mentioned previously that although Anderson Park serves the northeastern portion of the Village, the park is not located in the Village and is not entirely open for public use as special permits are needed to use the soccer, softball and football field facilities. Therefore, it important that these areas of the Village are supplemented with a sufficient number of neighborhood parks to meet residents' recreation and park needs. The southwestern and western portions of the Village are served by Prairie Springs Park and two (2) other neighborhood parks, which offer many of the amenities needed by the community.

## **PUBLIC INPUT**

The results of the visioning workshop and public informational meetings are discussed in Chapter 3 of this Plan. These discussions indicated that the Village's existing recreational facilities could use improvements or updates in the following areas:

- Walking/running and biking paths/lanes and recreation trails to interconnect the residential, recreational and commercial areas;
- Active outdoor recreational facilities in the Ingram and Village Green community parks;
- Passive outdoor recreational/educational facilities in the Momper's Woods and Sorensen Woods at Kildeer Farm special use parks;
- Public access and amenities for the Lake Michigan Park and Lake Andrea Beach, particularly with respect to beach/swimming areas, shade, concessions and restrooms;
- Handicapped accessibility for the playground and restroom facilities in the neighborhood and community parks.
- Focus should be placed on improving amenities in Village Parks, other than Prairie Springs Park.

## **REVIEW OF THE WISCONSIN STATEWIDE COMPREHENSIVE OUTDOOR RECREATION PLAN (SCORP)**

The last component of the needs assessment involves a review of the 2011-2016 Wisconsin Statewide Comprehensive Outdoor Recreation Plan (SCORP) which was prepared by the Wisconsin Department of Natural Resources (WI DNR). Every five (5) years, Wisconsin publishes the SCORP as required by the Federal Land and Water Conservation Fund (LWCF) Act of 1965. The document is used to help allocate federal funds equitably among local communities. The plan also presents information on the various levels of outdoor recreation and policies. At the national level, the SCORP recognizes the America's Great Outdoors (AGO) initiative based on the idea that the protection of the country's natural heritage is a non-partisan objective shared by all Americans. The AGO encourages state and local communities to develop local grassroots conservation and recreation initiatives.

This Plan shows how Pleasant Prairie is following the State's vision in preserving and improving recreational opportunities in the community and how that fits within the State's and national initiative of conservation and recreation. The SCORP describes and quantifies some of the most important benefits of recreation and established goals to improve outdoor recreation across Wisconsin. This Plan achieves those same objectives. The SCORP further targets assessments on several key relationships that include: 1) public health and wellness, 2) access to outdoor recreation and 3) public and private partnerships—all of which this Plan and previous Village planning efforts have focused on for years.

Public participation was an extensive component of the State's planning process. An External Review Panel comprised of nine members participated in several phases of the state's planning process. Members representing a broad range of recreational providers and experts contributed their expertise to initiatives such as identifying and prioritizing significant statewide outdoor recreation issues and determining possible solutions. In addition, seven (7) focus groups were held across the State that represented a broad spectrum of recreation and conservation interests.

Statewide recreation demand surveys conducted between the years 2005 and 2009 were designed to collect information regarding the types of recreational activities that people engaged in most frequently, as well as residents' level of satisfaction with the State's existing facilities. Refer to Appendix B of the 2011-2016 SCORP for a detailed discussion of the outdoor recreation demand survey methodology. The SCORP Appendix describes the methods and results of the 1994-2009 National Survey on Recreation and Environment (NSRE) which has been conducted on a continuing basis since 1994. The NSRE conducted the an-home survey to over 90,000 households across all ethnic groups throughout the United States, 3000 of which were from Wisconsin.

In Appendix C of the SCORP, the WI DNR categorized and evaluated recreation activity intensities, caloric expenditures by body weight, by appropriate location and by participation. The top or tier one activities had between a 50 and 90 percent participation rate. These activities primarily included walking for pleasure, visit nature centers, general gardening, view/photograph natural scenery, family gathering, view/photograph other wildlife, driving for pleasure, view/photograph wildflowers, and sightseeing. The middle or tier two activities had participation rates that are between 30 and 50 percent. These include general bicycling, picnicking, visit historic sites, yard games, gather mushrooms, berries, etc., golf, boating, swimming in lakes/streams, view/photograph birds, general hiking pool swimming, visit a wilderness, visit a farm, warm water fishing, attend outdoor concerts/plays, soccer, running/jogging, and mountain biking. The bottom or tier three activities have participation rates up to 30 percent. The primary tier 3 activities included sledding, view/photograph fish, camping, racquetball/handball, visiting a waterslide, football, off-highway vehicle driving, snowmobiling and visiting a waterslide.

The top 10 growing recreation activities in the State of Wisconsin between 1994 and 2009 were:

1. Outdoor soccer
2. View/photograph other wildlife
3. Golf
4. Handball or racquetball outdoors
5. Walk for pleasure
6. Attend outdoor sports events
7. Bicycling
8. Day hiking
9. Running/jogging
10. View/photograph birds



*2012 Softball Game during Prairie Family Days*

The SCORP noted that "walking" is by far the most popular outdoor activity in the State. The SCORP indicated that 40-50% of Kenosha County residents are within ½ mile walk of a public park. And, Kenosha County ranks fourth in the top ten counties in Wisconsin for pedestrian park and trail access opportunities.



*Soccer game at Pleasant Prairie Park*

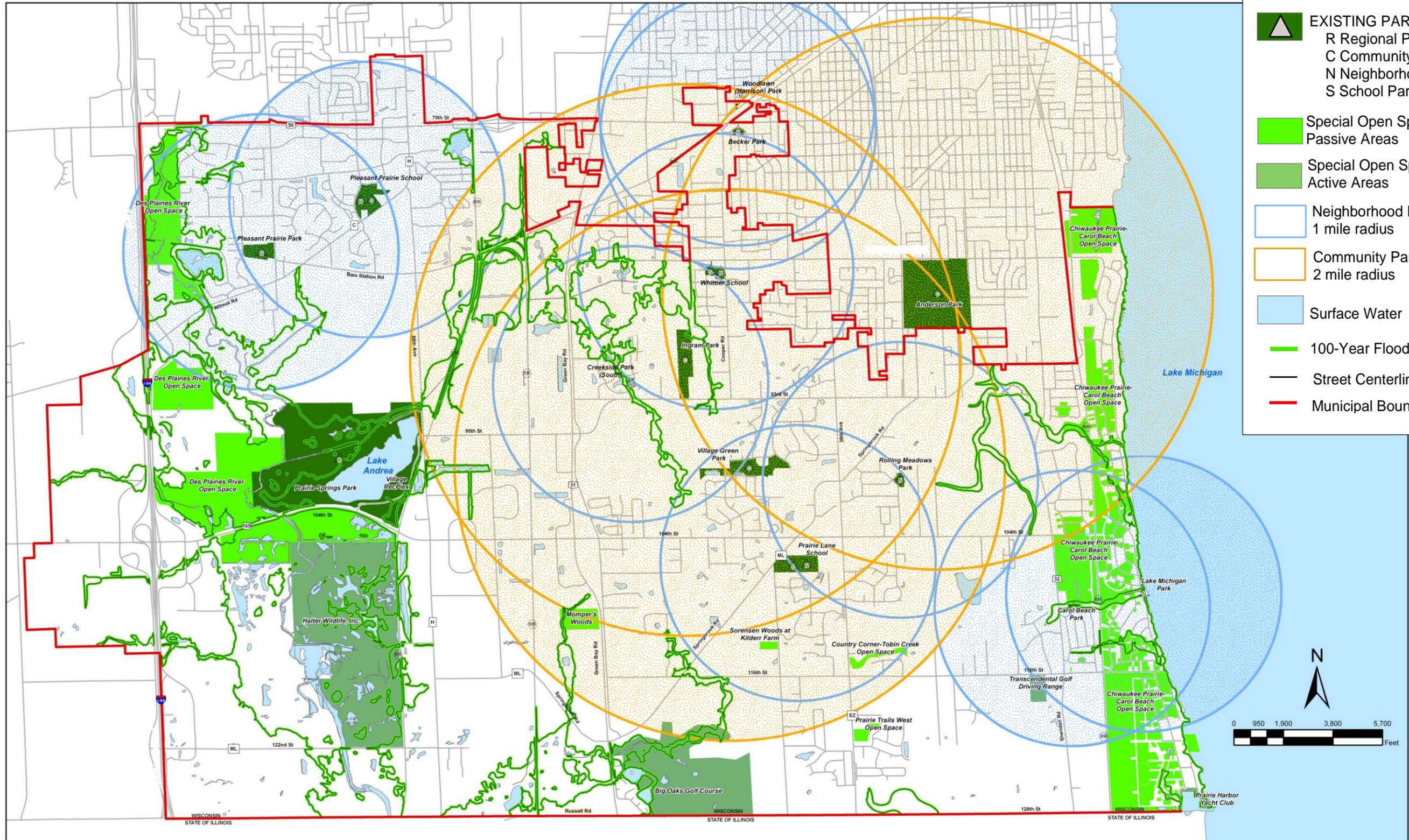
The SCORP also noted that gardening is a popular recreational activity which provides many benefits, including improved access to fresh produce, increased physical activity and community building. A recent State recreation survey indicated that almost 70% of Wisconsin adult's garden or landscape for pleasure. Gardening activities can be divided into two categories: backyard and community. The extent of backyard gardens is between 25-49 acres in Kenosha County.



*Community Garden at Prairie Springs Park*

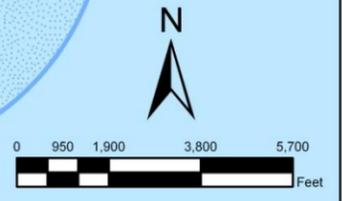
Recommendations and implementation strategies presented in the Village's Plan will generally reflect residents' needs for facilities that accommodate tier one and tier two activities as reflected in the Wisconsin SCORP.

**Map 6.1**  
**Service Areas for Existing Parks**



**Legend**

-  EXISTING PARKS
  - R Regional Park
  - C Community Park
  - N Neighborhood Park
  - S School Park
-  Special Open Space  
Passive Areas
-  Special Open Space  
Active Areas
-  Neighborhood Park Service Area  
1 mile radius
-  Community Park Service Area  
2 mile radius
-  Surface Water
-  100-Year Floodplain
-  Street Centerlines
-  Municipal Boundaries



## CHAPTER 7

### POLICY RECOMMENDATIONS AND PROGRAMS IMPLEMENTATION

#### INTRODUCTION

The following policy recommendations and programs were developed through the research, discussion and evaluation of the park and open space facilities by the Village Board, Village Park Commission, and Village staff as a part of the comprehensive and detailed park planning efforts. In addition, public input was gathered by the Public Research Consultant firm through the public participation park meetings and survey work process to help assist in determining perceived park needs and priorities in the Village.

The recommendations are based upon the recent demographic changes, growth projection rates and park system inventoried deficiencies within the Village. Using the 2035 population projections, these recommendations would satisfy the park and recreation standards for the community. The timing of park and open space land acquisitions and park facilities development should coincide with not only the actual demand for the recreational park and open space facilities, but also the current financial and budgetary limitations of the Village. As such, in order to accomplish the goals and objectives of the Park Plan, this chapter sets forth the policy recommendations and programs that will be used to implement the Plan over the next five years.

#### BASIC DEFINITIONS

The following basic definitions are being used to explain the park planning implementation process:

**Recommendations:** Recommendations are specific policies that establish the courses of action used to ensure plan implementation. Policies may often accomplish a number of objectives.

**Programs:** Programs are specific budgetary action items or programs to be implemented to carry out the Plan.

#### POLICY RECOMMENDATIONS AND PROGRAMS

1. **Objective:** Identify, acquire and provide land for quality public outdoor recreation sites and adequate open space in the Village.

##### **Policy Recommendations:**

- a. Continue Neighborhood Planning to identify future land uses, road and lot layouts, and appropriate locations for public parks, open space corridors, and trails systems. All new residential development should be within one (1) mile of a neighborhood, community or regional park.
- b. Continue to plan for a diversity of park sizes and park types based on the demographic characteristics and needs of the Village.
- c. Design future parks so that they are barrier-free and accessible to persons with disabilities.

- d. Locate new parks and open space areas that complement the existing and future surrounding land uses and natural resource features.
- e. Design parks to enhance community cohesion and to provide opportunities for community gathering places. All parks should have multiple access points from various transportation modes from the surrounding neighborhoods.
- f. Continue to acquire park and open space lands in advance of or in coordination with new development in order to provide for reasonable acquisition costs and to facilitate site planning. Park and open space areas in undeveloped areas should be acquired through land developer dedications, where feasible.
- g. Parks should be integrated into future neighborhood designs and linked by a network of sidewalks, pedestrian/walking/bicycle trails, and open space corridors.
- h. Support the WI Department of Natural Resources (WI DNR) and The Nature Conservancy's purchase of the remaining conservancy lots in Chiswaukee Prairie acquired on a willing seller-willing buyer basis as referenced in the Land Use Management Plan for the Chiswaukee Prairie-Carol Beach area of Pleasant Prairie.
- i. Accept land donations for the future expansion of Village Green Neighborhood Park.

**Programs:** (proposed to be implemented within next five (5) years as funding allows)

- a. Prepare an update to the Pleasant Farms Neighborhood Plan which presents revised lot and street layouts, park areas and the revised location of Prairie Farms Trail.
- b. As the opportunities arise and funding becomes available, acquire additional lots adjacent and abutting to Pleasant Prairie Park per the Comprehensive Plan.
- c. Accept land donations and acquire land as funding allows for specific properties within the Des Plaines River Watershed for the expansion for park/recreational opportunities and open space conservancy purposes.

2. **Objective:** Prepare marketing information and educate the community about park and recreational opportunities and facilities available in the Village.

**Policy Recommendations:**

- a. Continue to promote a Village-wide park system that addresses the needs and desires of the existing and future Village residents and businesses.
- b. Create public awareness of the Village's parks facilities and open space preservation areas by promoting them through maps, signage, and other paper and electronic media materials.
- c. Educate the public on the locations and benefits of unique park elements within Village parks and open space areas.
- d. Continue to provide and create new opportunities for park and open space areas for special events in the Village.
- e. Develop feedback methods to assess the existing and future park service needs of Village residents, schools and businesses.
- f. Identify handicapped accessible park and recreational facilities that can accommodate individuals and groups with special needs.

- g. Continue to evaluate and identify opportunities to share park and recreational facilities with public and private school needs where appropriate and feasible, by joint planning, maintenance and facility sharing agreements.
- h. Continue to work with the Kenosha Area Convention and Visitors Bureau in the creation of and promotion of new recreational activities and venues to promote tourism in the Village.
- i. Identify locations where public access is and can be provided to lakes, rivers and other water resources in the Village.

**Programs:** (proposed to be implemented within next five (5) years as funding allows)

- a. Promote park and open space areas of the community by providing maps, details and locations of outdoor, planned recreational events in the parks such as: "Music by the Lake", "Music in the Park", farmers markets, Prairie Family Days, etc. through various electronic media methods including special interviews on Channel 25, Village e-newsletter and web-site and via social media networking.
- b. Create electronic hyperlinks from the Village's web-site to the various non-profit private and public interest group web-sites that provide educational and informational details on the Chiwaukee Prairie, Chiwaukee Prairie Trails, Kenosha Sand Dunes and other environmentally significant areas of the Village.
- c. Prepare hard copy brochures, park maps and other quality of life marketing materials and promotional items to display on information racks in Village municipal buildings, Chamber of Commerce and for Village welcome packets.
- d. Create marketing materials targeting various age groups which explain the health benefits of the utilizing the Village parks and trail system.
- e. Work with non-profit, school and special interest groups to promote an "adopt a beach" clean-up program similar to "adopt a highway" program.
- f. Speak at the local grade schools to promote Earth Day activities at the parks.
- g. Develop new ways to advertise opportunities to solicit funding for the "Memorial Tree Program" in honor or in memory of a loved one in the Village Parks.
- h. Continue the tradition of promoting and hosting the annual Veterans Day tribute at the Veterans Memorial Ballfield area at Prairie Springs Park.
- i. Continue to market, promote and host the annual Village-wide Prairie Family Days event as to showcase the park and recreational activities in Prairie Springs Park.
- j. Encourage and work in cooperation with Village residents and businesses in the creation of a "Friends of Pleasant Prairie Parks" group or other non-profit organization or club that can:
  - Assist in identifying, promoting, raising funds and developing park facilities for community garden or farmers market projects.
  - Work to develop policies for Friends' volunteers.
  - Encourage businesses and their employees to support a Friends group.

3. **Objective:** Preserve the Village’s natural, cultural and archeological resources and amenities for the benefit of current and future community residents and businesses.

**Policy Recommendations:**

- a. Continue to evaluate and utilize alternative means of reserving lands required for open space to ensure that lands are obtained at the lowest cost to the public (e.g. non-profit organizations, conservation easements, purchase of developments rights).
- b. Consider applying for grants and other State and federal funding resources to preserve natural and scientific resource conservancy areas.
- c. Work with non-profit groups to encourage their Purchase of Development Rights (PDR) or Transfer of Development Rights (TDR) programs to protect environmental corridors, natural areas, and critical species habitat sites.
- d. Encourage the protection of high-quality open space lands through public and nonprofit conservation organization fee simple purchases and conservation easements.
- e. Continue to work with other public and private non-profit agencies to identify, preserve and protect archeological and historical resources.
- f. As new development advances in the Village, continue to encourage the preservation of primary environmental corridors, secondary environmental corridors, and isolated natural resource areas within parks and open spaces areas of the Village, where possible.
- g. Work with community businesses, non-profit groups and residents in the preparation and implementation of oak opening and savanna woodland restoration plans.

**Programs:** (proposed to be implemented within next five (5) years as funding allows)

- a. Prepare a conceptual development plan and feasibility study for the development a new Nature and Educational Center at Momper’s Woods.
- b. Work with the Kenosha/Racine Land Trust, Inc., to acquire land and prepare conservation easements for the protection of environmental corridors, natural areas, and critical species habitat sites in the Des Plaines River Watershed.
- c. Work with area residents and volunteers to establish partnerships in the development and implementation of an Oak Opening Woodland Restoration Plan for the Sorensen Woods at Kildeer Park.
- d. Work with area residents and volunteers to establish partnerships in the development and implementation of an Oak Opening Woodland Restoration Plan and Master Plan for the development of the Momper’s Wood’s Nature Center.
- e. Partner with the Natural Resource Conservation Service (NRCS), WI DNR, U.S. Fish and Wildlife Service (USFWS), and non-profit organizations such as Ducks Unlimited to create new wetlands, enhancements, and restorations within the Des Plaines River Watershed.
- f. Consider working with public State and federal agencies and non-profit agencies to apply for Kenosha County, State and federal grants to acquire properties in the 100-year floodplain along the Jerome Creek east of STH 31.

- g. Identify passive, low impact open space viewing opportunities within Prairie Springs Park that provide for an overlook or scenic viewing of the flora and fauna.
  - h. Evaluate the impacts of how new development projects may affect historic properties and archaeological sites that are eligible for listing on the National or State Registers of Historic Places.
  - i. Preserve archaeological sites inventoried in the Village's Comprehensive Plan or identified through various federal, State or local surveys, studies, and reports prepared for the Village or areas within the Village.
  - j. Encourage the development of educational facilities such as a museum, nature center or cultural center in or near the Village parks to promote the historical and archeological significance of the Village.
  - k. Have the Park Commission work in a cooperative effort with the Pleasant Prairie Historical Society in developing and distributing educational materials about historical or archeological areas of significance in the Village.
  - l. Install a historical marker for the Jambeau Trail that discusses the importance of the ethnic trail.
4. **Objective:** Provide off-street and on-street interconnected bike and walking trails and related public open space areas that will provide Village residents and community businesses with adequate opportunities to participate in a wide range of outdoor activities.

**Policy Recommendations:**

- a. Identify specific bike trail capital improvement projects as set forth in with the Village of Pleasant Prairie, 2010 Bicycle and Pedestrian Trails Plan (Appendix E).
- b. Design an internal trail system within parks and open space areas so that they are linked to the larger Village-wide trail network.
- c. Develop and execute agreements with other trail building and trail maintaining partners, that identify the sections that each group would build and the financial responsibilities of each party.
- d. Identify public and private funding sources for the trail system within the Village.
- e. Continue to apply for State and federal grants and work to assemble matching resources to fund construction of the specific trails.
- f. Provide an interconnecting system of trail-oriented facilities, such as bikeways, hiking trails, in the Village and where possible, to adjacent communities.
- g. Continue the development, enhancement, and management of recreational trail facilities to ensure connectivity of such facilities to Regional Park and open space areas.
- h. Provide for safe convenient and paved pedestrian bike connections between the Kenosha County Bike Trail, Prairie Springs Park, Lake Michigan Park and other park and open space facilities.
- i. Discuss the interconnection of the Pleasant Prairie's on-street trail network with on-street trails in the City of Kenosha and Lake County, Illinois.

**Programs:** (proposed to be implemented within next five (5) years as funding allows)

- a. Implement the grant award for the development of Prairie Farms Trail and the adjacent parking lot and landscaping.
- b. Obtain permits and complete the construction of the extension of Prairie Farms Trail over the backwater discharge of the Des Plaines River.
- c. Design and evaluate funding sources for the construction of the Des Plaines River Trail extending from State Trunk Highway (STH) 50 to STH 165.
- d. Construct a portion of the Village Green Trail located within the Village Green Neighborhood Park located east of future Cooper Road.
- e. Work with Kenosha County to construct, pave and/or stripe the on-street bike lanes located within River Road, CTH C (Wilmot Road), Prairie Farms Trail (the former Sewer D drive road) to the connection to the Des Plaines River Trail and to the paved off-street paths at CTH C and I-94.
- f. Develop plans for a bicycle/pedestrian bridge crossing over I-94 to facilitate employer-employee connections.

5. **Objective:** Continue to maintain and provide upgrades to the Village’s existing park sites and park facilities.

**Policy Recommendations:**

- a. Continue to implement measures to ensure that existing park facilities are upgraded to comply with ADA design guidelines.
- b. Evaluate the existing parks for the development of special recreational facilities such as dog parks, cross country ski trails, sledding hills, etc. through more detailed park planning and development efforts.
- c. Continue to collect and utilize park impact fees as set forth in the Village municipal code for the expansion and development of park capital improvements.
- d. Continue to utilize existing Public Works Department staff and/or volunteers to complete minor capital improvements in the parks to ensure a cost effective approach to construct and to complete projects.
- e. Continue to maintain and upgrade existing parks facilities for the safety and convenience of the age groups that use them.
- f. Continue to evaluate the costs associated with the development new parks with the need to upgrade and maintain existing park sites.
- g. Continue to utilize recycled material available to the Village for park construction activities.
- h. Incorporate green building technology into capital projects where feasible.
- i. Continue to apply for WI DNR Stewardship funds, Wisconsin Conservation Management Program (WCMP) grants, and other State and federal funding.
- j. Continue to review implementation mechanisms such as impact fees and subdivision dedication requirements for park and open spaces areas during the platting and development review process.

- k. Review the park development capital improvement projects each year as part of the Public Works budgetary process.
- l. Evaluate funding sources for the construction of soccer fields and associated parking facilities along the south side of the east-west segment of the Prairie Farms Trail.
- m. Prepare an annual Capital Improvements Program (CIP) to help identify major public park projects, including land acquisition, equipment acquisition, building maintenance and development, and other park projects; and the funding sources to implement desired projects. Implement capital improvement projects based on available resources as determined by the Village Board.
- n. As funding becomes available, implement the conceptual park development improvements as shown in this Plan for Prairie Springs Park, Ingram Park, Momper's Woods Nature and Educational Center, Carol Beach Park, Lake Michigan Park, North Creekside Park, Rolling Meadows Park, Village Green Park, Becker Park, and Woodlawn Park.

**Programs:** (proposed to be implemented within next five (5) years as funding allows)

- a. Review the Impact Fee Ordinance and recommend updates to the needs analysis to determine whether additional impact fees should be collected for capital improvement projects.
- b. Continue to support and implement the Kenosha County Gypsy Moth Suppression Programs and Emerald Ash Borer Programs.
- c. Continue to work with nonprofit conservation organizations to support implementation of methods to control the spread of invasive species (e.g. cutting, spraying and controlled burns), with a focus along major environmental corridors through the Village, such as the Des Plaines River watershed, Chiwaukee Prairie, Kenosha Sand Dunes, and Carol Beach natural areas.
- d. Complete the seeding and install handicapped accessible playground equipment in the Village Green Neighborhood Park.
- e. Install handicapped accessible playground equipment and create a playfield in Creekside Park within the Creekside Crossing Development.
- f. Plant trees, landscape monument sign and pave entrance; construct a dog park and construct a fishing pond; install new perimeter fencing and construct a sledding hill and cross country ski trails in Ingram Park.
- g. Construct a new restroom/concession building; grade and seed the park to create two full-sized soccer fields; install irrigation, fencing and soccer goals; and repair lighting for the redevelopment of Pleasant Prairie Park.
- h. Install irrigation system for south ballfields along STH 165 in Prairie Springs Park.
- i. Construct a parking lot expansion adjacent to the north ballfields in Prairie Springs Park.
- j. Construct a pavilion at Picnic Area 2 in Prairie Springs Park.
- k. Extend sanitary sewer and water to serve the new concessions building and pave the north ballfields parking lot in Prairie Springs Park.
- l. Install a park identification sign for Harrison Road Park (Woodlawn Park).

- m. Install curb and gutter, paving and landscaping within and adjacent to the existing south gravel parking lot in Prairie Springs Park.
- n. Begin constructing site improvements in the Momper's Woods Nature and Educational Center.
- o. Apply for grants/funding for the development of soccer fields on Village-owned land adjacent to Park Drive at the northwest corner of Prairie Springs Park.

### **IMPLEMENTATION OF PROGRAM RECOMMENDATIONS**

The implementation of the program recommendations shall be based upon the projected and anticipated available staff time, budgeted financial resources, community donations, and volunteer participation. In reality, the programs would be implemented in an incremental basis over the next several years. The Village Board, Commissions and the various Village Departments including—Parks, Public Works, Recreation (RecPlex), Administration, Community Development, Engineering, Information Technology, etc. should all be considered stakeholders involved in the Plan implementation, depending upon the specific activity or program event.

The final Chapter, Chapter 8, will specifically set forth the recommended park and open space acquisition areas; park, open space and trail conceptual plans; specific proposed improvements for several of the Village's park, open space and trail areas and the locations identified for future neighborhood parks, school-park neighborhood parks and community park land acquisitions.

## CHAPTER 8

### RECOMMENDED PARK, OPEN SPACE AND TRAIL CONCEPTUAL PLANS, PROPOSED IMPROVEMENTS AND FUTURE PARK AND OPEN SPACE AREAS

The following recommendations are based on the Village projected growth rates and distributional service area deficiencies identified in the preceding chapters of this Plan. In total, this Plan recommends adding 14 new parks throughout the Village and making improvements to 10 existing parks over the next approximate 25 years, which reflects the timing of the Village’s 2035 Comprehensive Plan. Maps 8.1 and 8.2 as reference in this Chapter on found at the end of this Chapter.

Future Parks are shown on Map 8.1 and Table 8.1 below. Based upon the 2035 population projections, these recommendations, which would likely occur incrementally over time, would satisfy SEWRPC’s and the Village’s park and recreation standards. The timing of park land acquisitions and park development should coincide with the actual demand for park and recreational facilities to address current needs and the needs for the newly developing areas of the community.

**TABLE 8.1  
PROPOSED NEW PARKS**

Future Park
<b>NEIGHBORHOOD PARKS</b>
Carol Beach Unit W Park
Creekside Park (North) Park
Pleasant Farms Park
Pleasant Homes Park
Sheridan Woods/Prairie Trails East Park
Sheridan Woods Park
Green Hill Farms Park
<b>NEIGHBORHOOD SCHOOL/PARKS</b>
Barnes Creek Neighborhood Elementary School
Pleasant Homes Neighborhood Elementary School
Village Green Neighborhood Elementary School
Tobin Road Neighborhood Elementary School
<b>COMMUNITY SCHOOL/PARKS</b>
Prairie Lane Neighborhood Elementary and Middle School
Highpoint Neighborhood Middle School

As reflected in the Village’s 2035 Comprehensive Land Use Plan, Map 8.2 in this chapter shows by means of concentric rings the planned park and recreational facilities service areas based upon the existing, recently acquired and proposed future Neighborhood Parks, Neighborhood Schools/Parks, Community parks and Regional Park areas in the Village. As new park areas are acquired by the Village through donations, dedications or land purchases, detailed Conceptual Plans are prepared for their eventual development.

## PROPOSED PARK CONCEPTUAL PLAN DEVELOPMENTS AND RECOMMENDATIONS

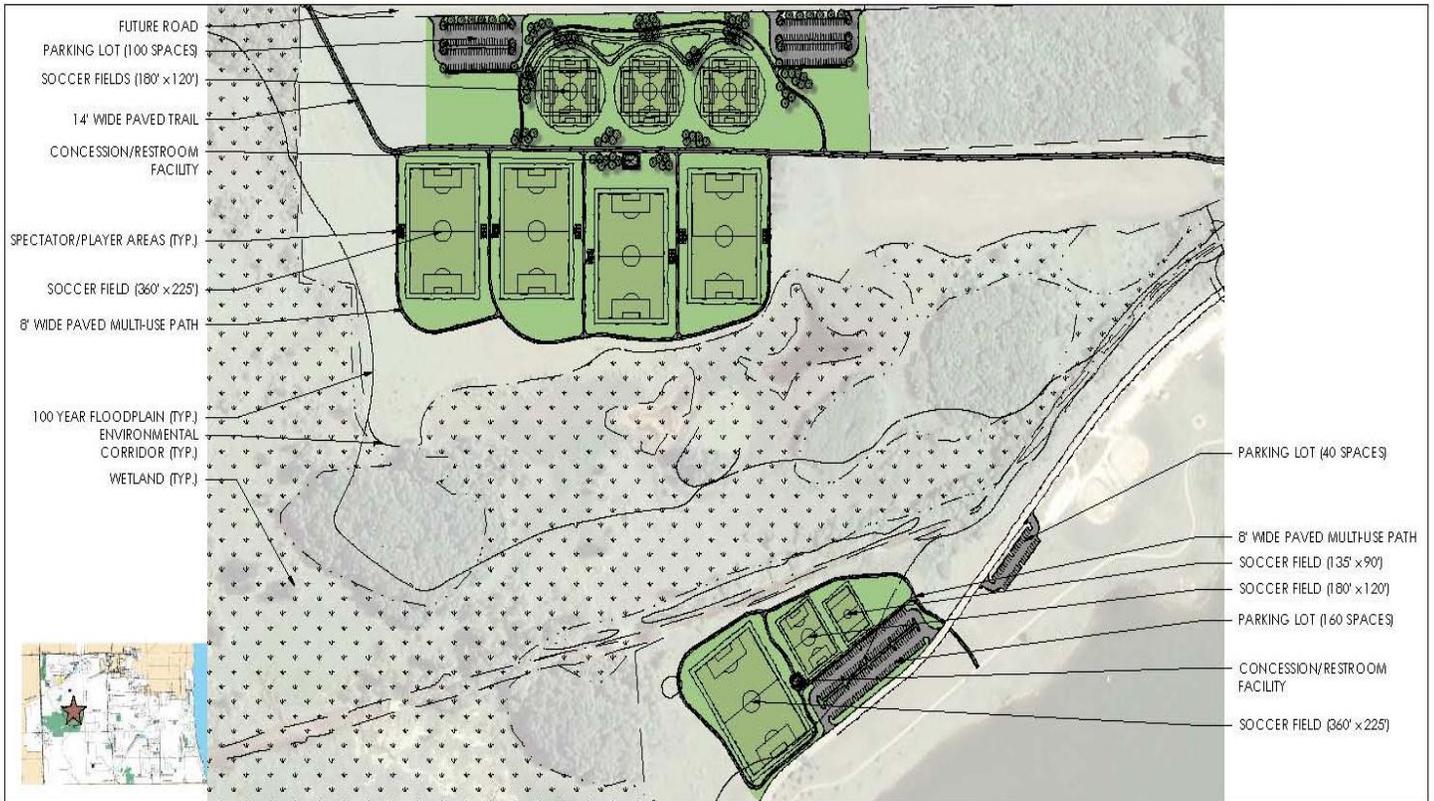
As a part of this and previous park planning processes, there have been numerous Park Conceptual Plans prepared to further guide the development and enhancement of the Village's park, recreation and trails system. The Conceptual Plans include an analysis of the capital improvements needed to construct improvements in the parks at the Regional, Community and Neighborhood levels. The implementation of these Conceptual Plans will be the Village's priority over the next five (5) years as the budgetary means will allow for their development. General descriptions of the park recommendations are listed below. In addition see Appendix D for larger Conceptual Plans described below.

**Existing Regional Park:** It is recommended that the Village work with other public agencies to expand recreational and parking facilities that would benefit not only the users of Prairie Springs Park but also the larger community. Both outdoor recreational improvements such as new soccer fields and the expansion of parking through a proposed Park and Ride parking lot across from the Village RecPlex would benefit the IH-94 traveling public, local commuters as well as the recreational users of the Park.

### Prairie Springs Park:

- Acquire and develop ten (10) new, outdoor soccer fields on the northwest corner of Prairie Springs Park west of 88<sup>th</sup> Avenue (CTH H) and north of Park Drive. One (1) soccer area would be adjacent to a future proposed public High School site that has been identified on the Village's and KUSD's Comprehensive Plans and one (1) soccer area adjacent to the existing Park Drive in Prairie Springs Park. A portion of the land is currently privately owned by a local land owner farmer, with a portion of the site located with the Village's existing regional park. The development would specifically include four (5) 360' x 225' soccer fields; (4) 128' x 120' soccer fields; and one (1) 135' x 90' soccer field; two (2) 100 space parking lots and one (1) 160 space parking lot; and two concession/restroom facilities; and a 14 foot wide paved walking trail which wraps around the soccer fields. The Conceptual Plan for the proposed soccer complex is shown in Figure 8.1.
- Work with the State and Kenosha County to construct a 300-car, paved Park and Ride commuter parking lot on the south side of Terwall Terrace, adjacent to STH 165 in Prairie Springs Park.
- Obtain grant funding to assess the condition of natural resources within the park and develop a natural resources/woodland restoration management plan for the Park.
- Extend the trail system within the park and create interpretive exhibits that highlight the natural resources.
- Create a monument signage tribute to Phil Sander at Park entrance.
- Design trails and firebreaks to accommodate 5K and 10K triathlons.

**Figure 8.1**  
**Conceptual Plan for additional improvements at Prairie Springs Park**



**Existing Community Parks:** It is recommended that the Village continue to develop or re-develop four (4) existing Village-owned community parks over the next 5-10 year time frame—Ingram Park, Village Green Park, Pleasant Prairie Park, and Mompers Woods. The land for both Ingram Park and Mompers Woods were recently donated to the Village in 2010 and 2000, respectively. Both the Highpoint and Stahl Community Parks are proposed to be developed in coordination with KUSD. These developments may occur over the next 10-20 years, depending upon community growth. These parks are generally located on Map 8.1.

**Ingram Park** – The Village just recently completed a pond, sledding hill and gravel parking lot for this park located in the 5700 block of 95<sup>th</sup> Street. (See Conceptual Plan Figure 8.2)

- Construct a handicapped accessible fishing ramp/dock.
- Design/develop a dog run/park.
- Add other passive amenities such as picnic and play areas.
- Pave the parking lot and entrance roadway.
- Connect walking path from west end of 89<sup>th</sup> Street into the park.

**Figure 8.2  
Ingram Park Conceptual Plan**

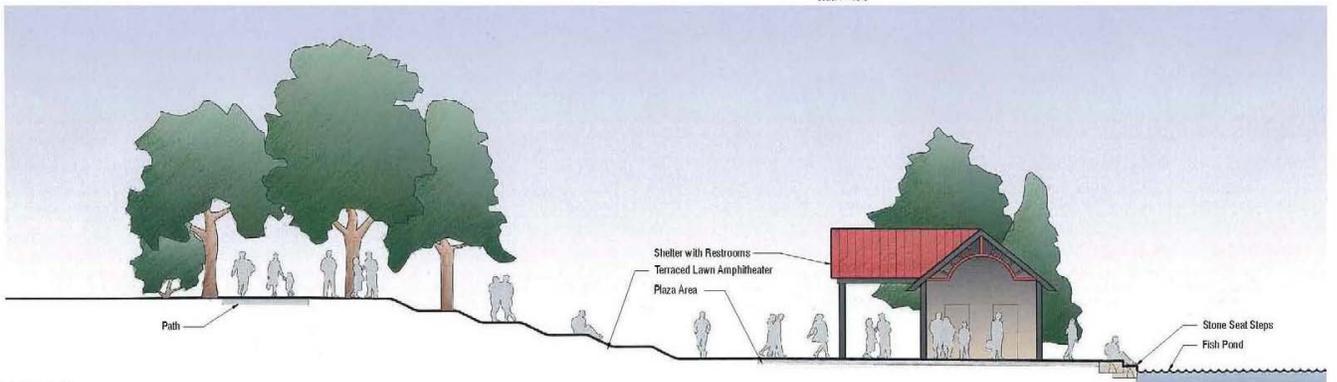


Enlargement Plan

Scale: 1"=40' 0"



Terraced Lawn Amphitheater



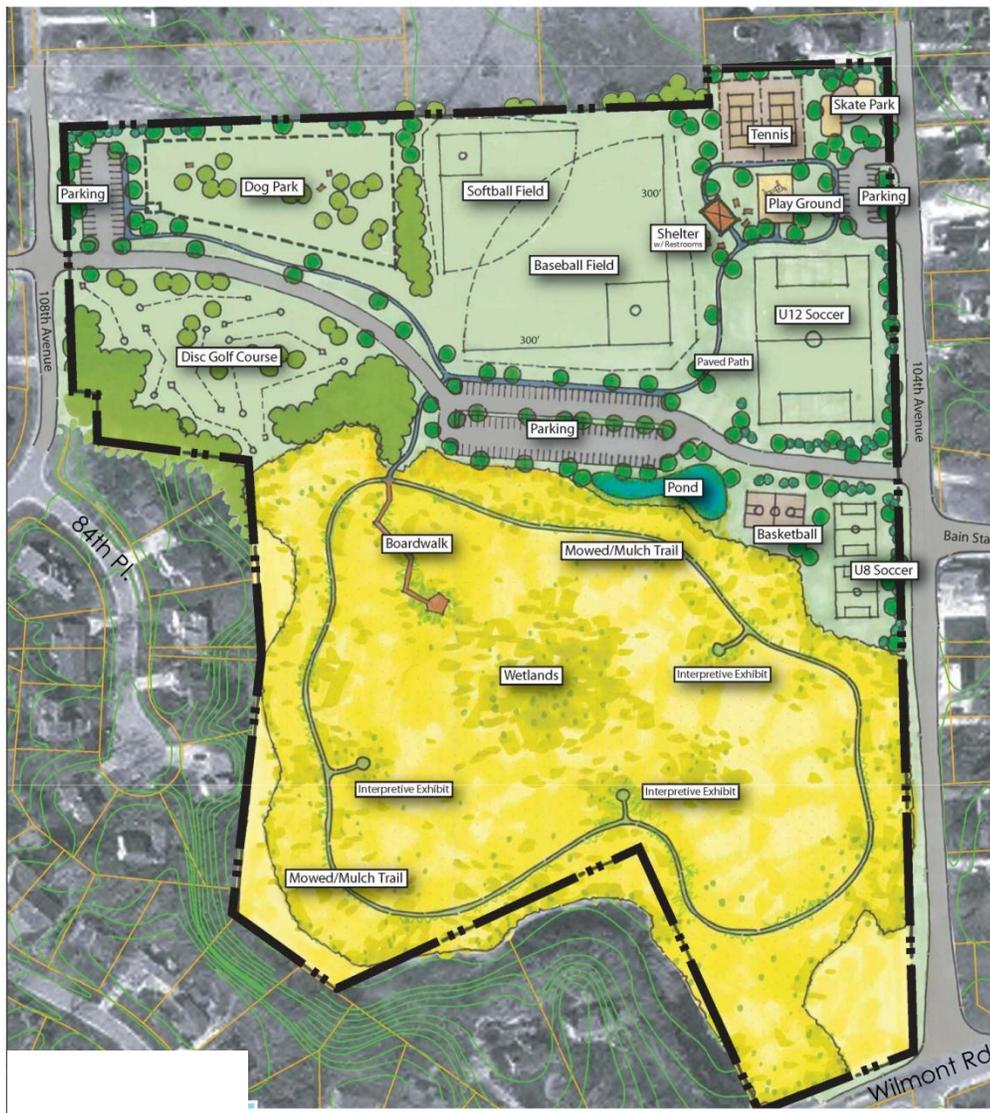
Section A-A'

Scale: 1"=10'-0"

Pleasant Prairie Park - This 22-acre park is located at the intersection of 104th Avenue and Bain Station Road on the western edge of the Village about three-fourths of a mile east of the Des Plaines River. (See Conceptual Plan Figure 8.3).

- Acquire additional parcels of land abutting 104<sup>th</sup> Avenue and abutting to 108<sup>th</sup> Avenue for park expansion purposes.
- Expand the existing activities recreational amenities by improving the baseball/softball facilities and add soccer fields and basketball court.
- Explore opportunities to develop more unique outdoor facilities such as a dog park, disc golf course and a skate park.
- Develop and incorporate a system of boardwalks and interpretive exhibits into the park's adjacent wetland areas. Interpretive displays could include information of the surrounding environment such as details of plant and wildlife that may be observed along a trail or within the park or the history of the land.

**Figure 8.3**  
**Concept Plan for Pleasant Prairie Park**



**Village Green Park** – This 29-acre park is located south of 97th Street and east of Cooper Road on land that was dedicated by the adjacent residential subdivisions. The park is directly northwest of the Village’s planned mix-use commercial/retail area referred to as the Village Green Center. (See Conceptual Plan Figure 8.4).

- Install basketball and tennis courts.
- Create a volleyball court.
- Develop a baseball field, soccer field,
- Design a shelter/restrooms facility.
- Connect existing park pedestrian/walking trails to adjacent trails and establish a trailhead.
- Construct a parking lot.
- Utilize open land areas for playfields or picnic areas.

**Figure 8.4**  
**Conceptual Plan for Village Green Park**



**Existing Neighborhood Parks:** It is recommended that the Village make modifications or improvements to the following Neighborhood Parks over the next five (5) year time frame. These parks are generally located on Map 4.1.

**Becker Park** - This small 1.5-acre park is located at the intersection of 76th Street and 48th Avenue within the Mid-West Highlands Subdivision along the northern perimeter of Pleasant Prairie. (See Conceptual Plan Figure 8.5).

- Re-grade the land to improve storm water drainage and to prevent collection of water in the middle of the park.
- Improve the condition of the softball field.

- Trim the trees on the perimeter of the park for traffic visibility.
- Upgrade the playground equipment to be handicapped accessible.

**Figure 8.5**  
**Conceptual Plan for Becker Park**



Carol Beach Park - This 2.9-acre park is located at the intersection of 111th Street and 9th Avenue on the eastern side of Pleasant Prairie near the coast of Lake Michigan. (See Conceptual Plan Figure 8.6).

- Replace the basketball goals.
- Upgrade the playground equipment to be handicapped accessible.
- Improve the condition of the softball field.
- Upgrade the pavilion.

**Figure 8.6**  
**Conceptual Plan for Carol Beach Park**



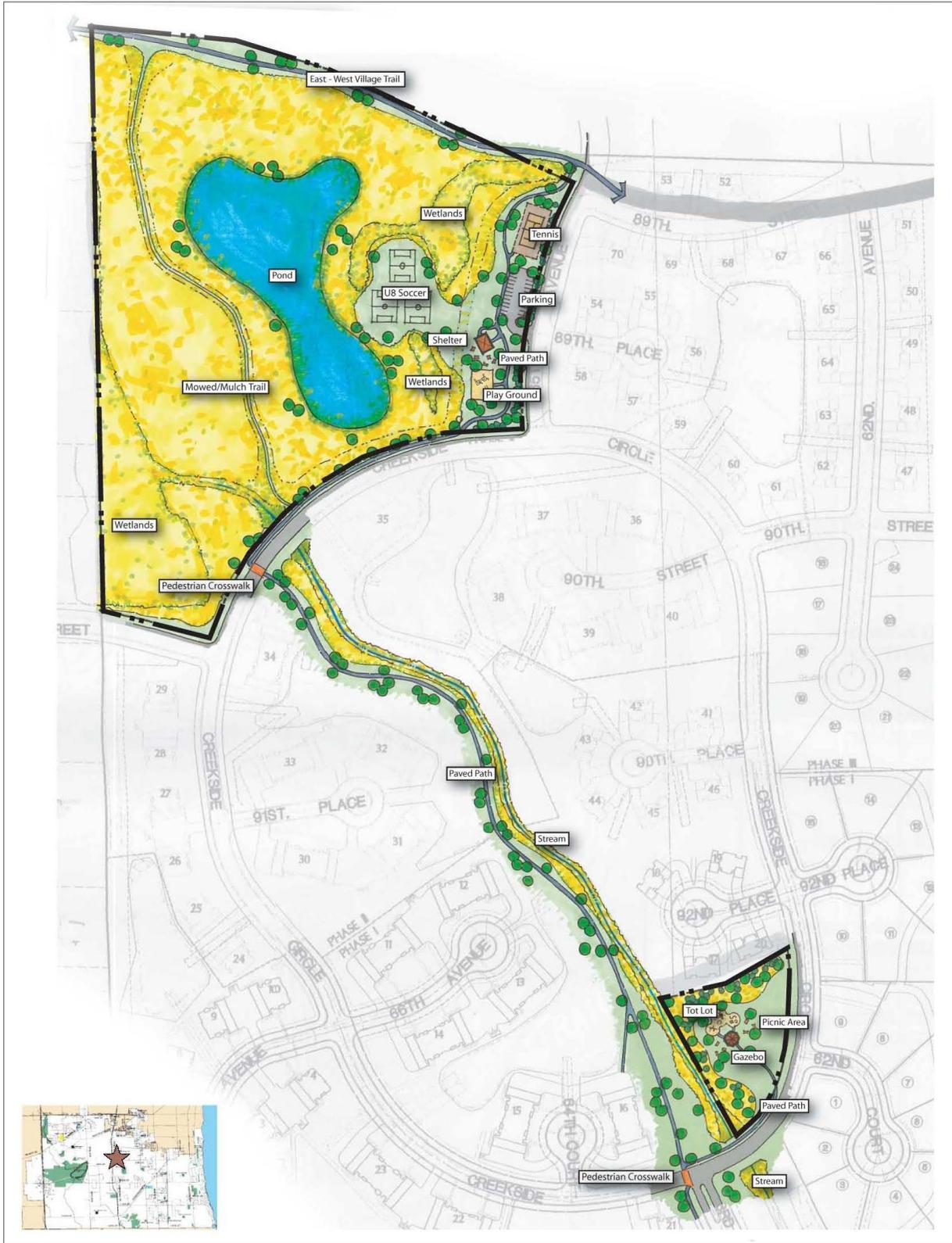
Creekside Park (South) - This small 1.69-acre Park is located on the west side of Creekside Circle just north of 93rd Street at 62nd Court in the Creekside Crossing Development. (See Conceptual Plan Figure 8.7).

- Acquire land for Creekside North Park a future park as shown in Figure 8.7 as discussed below
- Construct a walking/pedestrian trail that will link the northern and southern Creekside Parks.

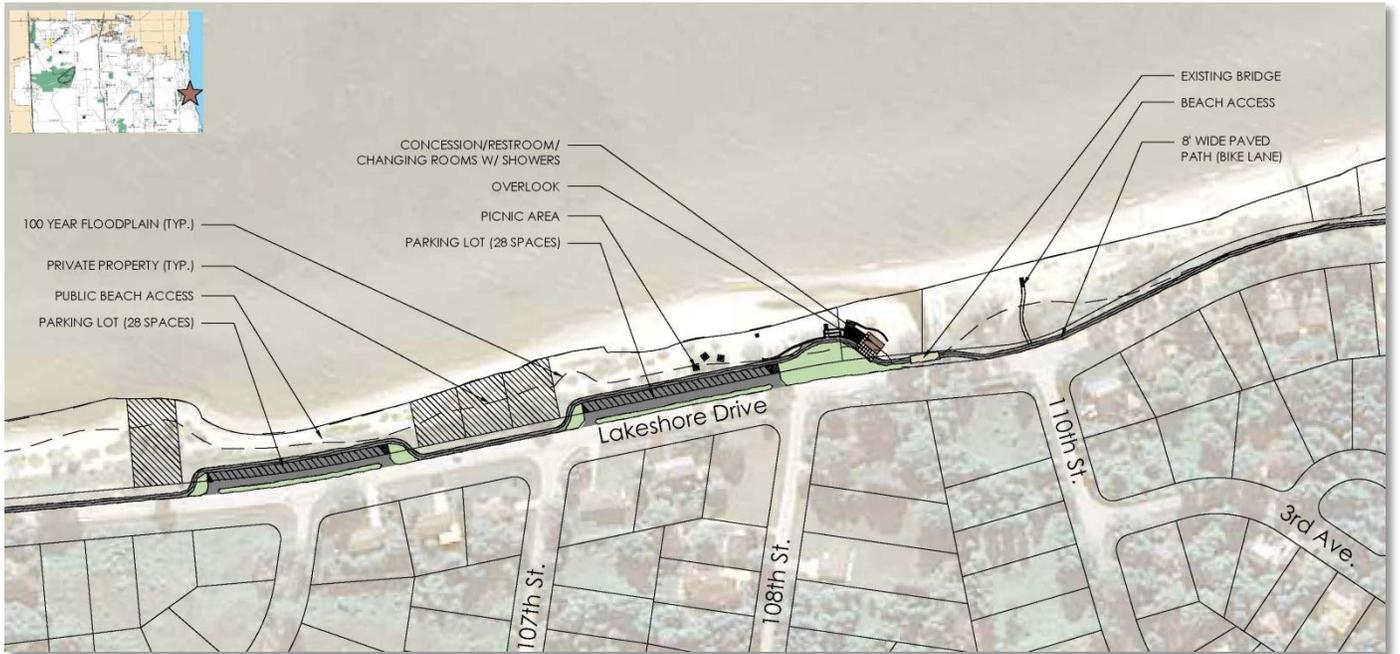
Lake Michigan Park - This 4.5-acre linear park site area is located on Lakeshore Drive along the coast of Lake Michigan between 102nd and 113th Streets. Lake Michigan Park has one designated picnic area, a total of 550 feet of beach along the water's edge, and public access to the Lake. (See Conceptual Plan Figure 8.8).

- Acquire additional land adjacent to the park.
- Explore alternatives for providing controlled and monitored swimming areas and restricting motor boat and jet-ski access through the park.
- Develop permanent restroom facilities.

**Figure 8.7**  
**Conceptual Plan for Creekside Park**



**Figure 8.8**  
**Conceptual Plan for Lake Michigan Park**



Rolling Meadows Park - This 3.5-acre Park is located at the intersection of 100th Street and 32nd Avenue in the eastern portion of the Village. (See Conceptual Plan Figure 8.9).

- Create a trailhead for the Kenosha County Bike Trail.

**Figure 8.9**  
**Conceptual Plan for Rolling Meadows Park**



Woodlawn (Harrison Road) Park - This very small, 0.14-acre Park is located within a residential neighborhood on the northern edge of the Village at the intersection of Harrison Road and 50th Avenue (See Conceptual Plan Figure 8.10).

- Modify park signage consistent with other Village parks.
- Upgrade the playground equipment to be handicapped accessible.

**Figure 8.10**  
**Conceptual Plan for Woodlawn Park**

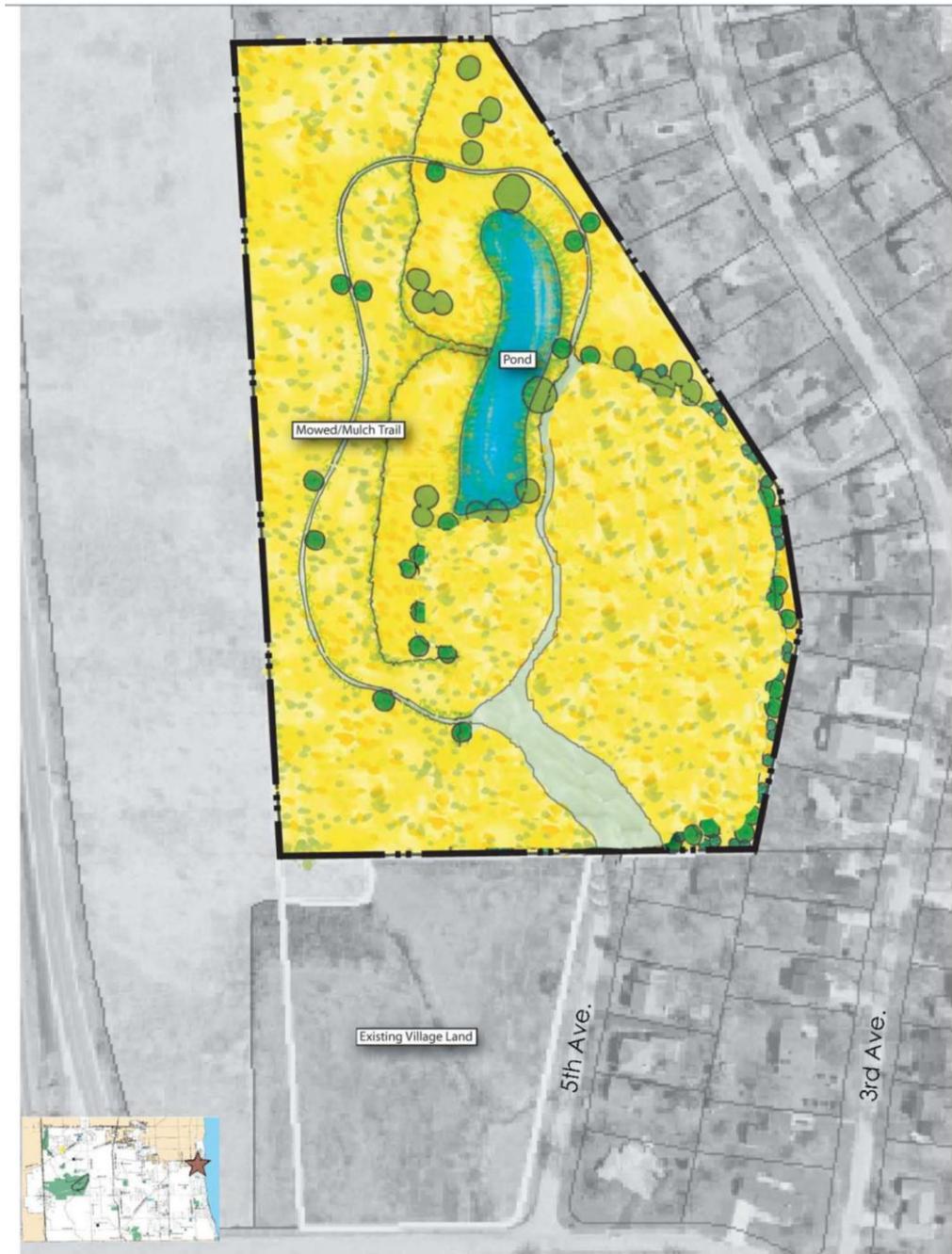


**Proposed Future Village Neighborhood Parks:** It is recommended that the Village develop five (5) proposed future neighborhood parks over the next 25-year time frame as referenced in the 2035 Comprehensive Land Use Plan as new areas are platted for residential land use development purposes. These parks are generally depicted on Map 8.2.

Carol Beach Unit W Neighborhood Park - As shown on the Village's 2035 Comprehensive Land Use Plan this proposed park is generally located north end of 5<sup>th</sup> Avenue just north of 90<sup>th</sup> Street in the Carol Beach Estates Unit W Subdivision. This is primarily a wooded area proposed for some active amenities. The future park land is currently under private ownership. (See Conceptual Plan Figure 8.11).

Creekside Park (North) - As shown on the Village's 2035 Comprehensive Land Use Plan this proposed park is located north of Creekside Circle in the 6400 block within the Creekside Crossing Development. The future park land is currently under private ownership however, shows the development of soccer fields, tennis courts, a playground and parking with the construction of a walking/pedestrian trail that will link the northern and southern Creekside Parks. (See Conceptual Plan Figure 8.7).

**Figure 8.11**  
**Conceptual Plan for Carol Beach Unit W Neighborhood Park**



Pleasant Farms Neighborhood Park – As shown on the Village’s 2035 Comprehensive Land Use Plan this proposed park is generally located south of Bain Station Road/east of 88<sup>th</sup> Avenue. This is primarily a wooded area proposed for some active amenities. The future park land is currently under private ownership and is anticipated that this land would be dedicated to the Village as the surrounding land develops for residential purposes.

Pleasant Homes Neighborhood Park – As shown on the Village’s 2035 Comprehensive Land Use Plan this proposed park is generally located west of 47<sup>th</sup> Avenue/south of 123<sup>rd</sup> Street. This is primarily a wooded area proposed for some active amenities. The future park land is currently under private ownership and is anticipated that this land would be dedicated to the Village as the surrounding land develops for residential purposes.

Sheridan Woods/Prairie Trails East Neighborhood Park – As shown on the Village’s 2035 Comprehensive Land Use Plan this his proposed park is generally located east of the County Bike Trail at the south end of existing 26<sup>th</sup> Avenue. This is primarily a wooded area that is proposed for more passive recreational amenities. The future park land is currently under private ownership and is anticipated that this land would be dedicated to the Village as the surrounding land develops for residential purposes.

Sheridan Woods Neighborhood Park - As shown on the Village’s 2035 Comprehensive Land Use Plan this proposed park is generally located east of the Tobin Woods Subdivision and south of 116<sup>th</sup> Street. This park area is proposed for both active and passive recreational amenities. The future park land is currently under private ownership and is anticipated that this land would be dedicated to the Village as the surrounding land develops for residential purposes.

Green Hill Farms Neighborhood Park. As shown on the Village’s 2035 Comprehensive Land Use Plan this proposed park is generally located east and north of Green Hill Farms Subdivision. This park area is proposed for both active and passive recreational amenities. The future park land is currently under private ownership and is anticipated that this land would be dedicated to the Village as the surrounding land develops for residential purposes.

***Proposed Future Neighborhood School/Parks:*** There are three existing Neighborhood School/Parks in the Village developed in cooperation with the community. These facilities include: Pleasant Prairie Elementary School, 9208 Wilmot Road; Prairie Lane Elementary School, 10717 47<sup>th</sup> Avenue and Whittier Elementary School, 8542 Cooper Road.

It is recommended that the Village continue to work with the KUSD in the development of future elementary schools and related parks to serve the growing community. A total of five (5) new Neighborhood School/Parks have been identified on the 2035 Comprehensive land Use Plan. These Neighborhood School/Parks would provide for a 15-acre minimum elementary school/neighborhood park. Each park would identify outdoor amenities to serve not only the school but the surrounding neighborhood. Amenities for the parks would include: basketball goals, baseball/softball and soccer fields, tetherball poles, playgrounds and picnic areas. The existing and proposed future neighborhood school/parks in the Village are shown on Map 8-2 include:

**Elementary School/Neighborhood Parks:**

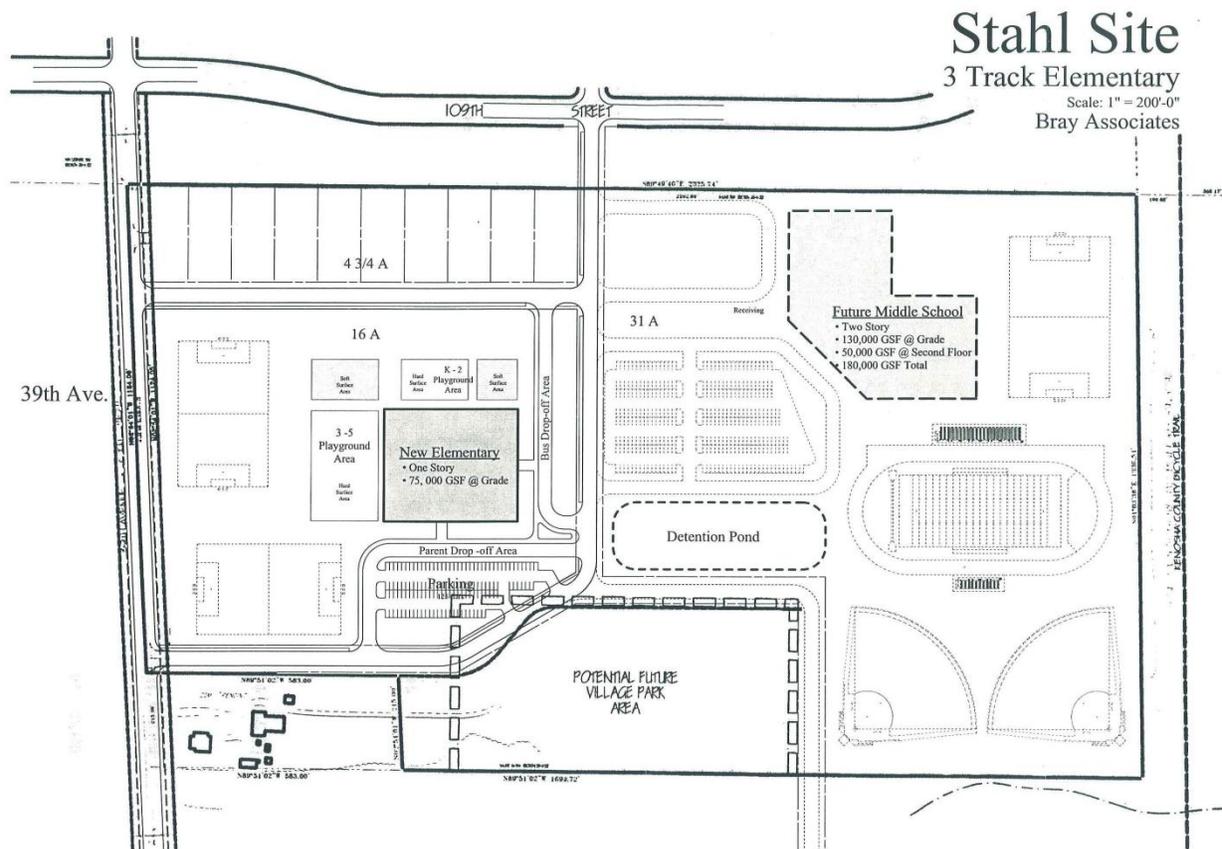
1. Barnes Creek Neighborhood Elementary School/Park to be located generally west of Sheridan Road, north of 104<sup>th</sup> Street.

2. Pleasant Homes Neighborhood Elementary School/Park to be located generally southeast of Springbrook Road and 116<sup>th</sup> Street.
3. Village Green Neighborhood East Elementary School/Park to be generally located east of 39<sup>th</sup> Avenue and south of 93<sup>rd</sup> Street.
4. Tobin Road Neighborhood Elementary School/Park to be generally located west of Sheridan Road and north of 116<sup>th</sup> Street.

**Middle School/Community Parks:**

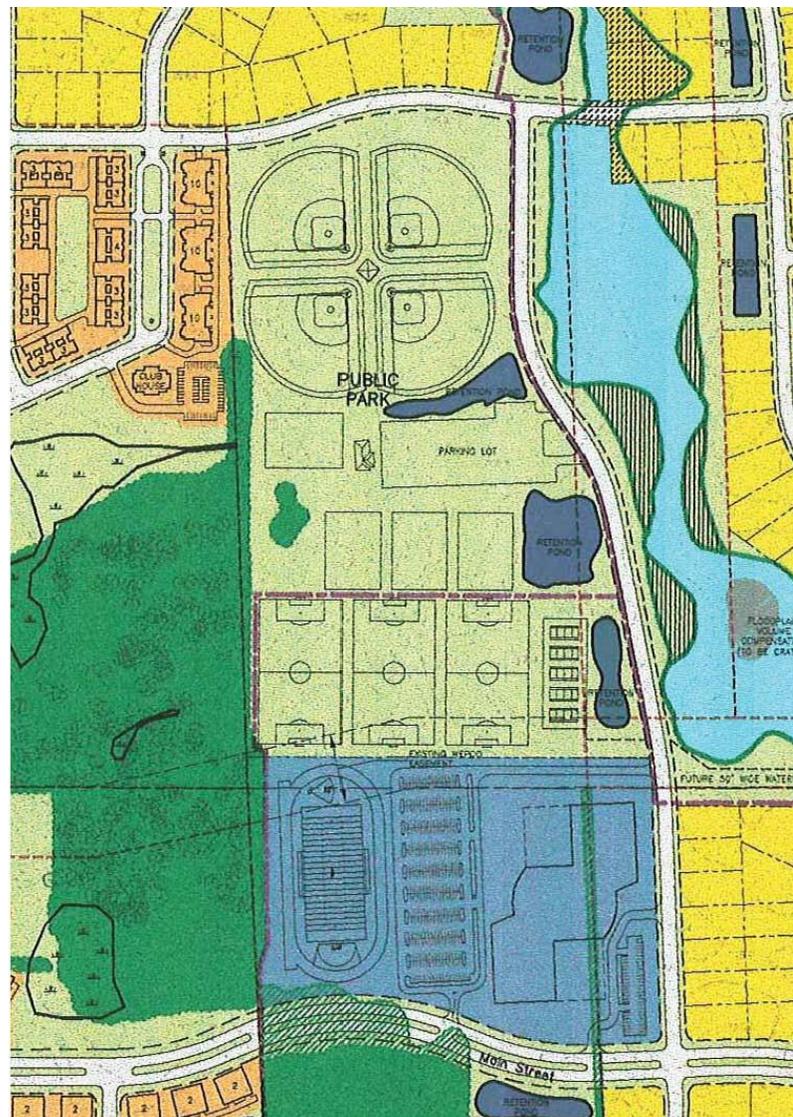
1. Prairie Lane Neighborhood School/Community Park – This proposed park would be located south of 110th Street and east of 39th Avenue (CTH EZ) and would be developed in coordination with the KUSD. This development may occur over the next 15-25 years with the development of a future public Elementary School and Middle School. The total size of the park is recommended to be approximately 10-acres of Village owned land. An additional approximately 47-acres of adjacent land would be owned and maintained by KUSD for school events and recreational purposes. Stahl Park is proposed to serve as one (1) of the Village’s primary outdoor active recreational facilities, potentially providing baseball/softball and soccer fields, basketball goals, tennis courts, and ample parking. (See Conceptual Plan Figure 8.12).

**Figure 8.12  
Conceptual Plan for Prairie Lane Neighborhood School/Community Park**



2. Highpoint Neighborhood School/Community Park – This proposed park would be located east of Old Green Bay Road mid-way between 95th and 104th Streets and would be developed in coordination with the KUSD. This development may occur over the next 15-25 years with the development of a future public Middle School. The total size of the park is recommended to be 65-acres of Village owned land. An additional 22.5 acres of adjacent land will be owned and maintained by KUSD for school events and recreational purposes. Highpoint Park is proposed to serve as one (1) of the Village’s primary outdoor active recreational facilities, potentially providing baseball/softball and soccer fields, basketball goals, tennis courts, and ample parking to accommodate large crowds of spectators and athletes. (See Conceptual Plan Figure 8.13).

**Figure 8.13**  
**Conceptual Plan for Highpoint Neighborhood School/Community Park**



**High School/Regional Park:**

1. Prairie Farms Neighborhood High School/Regional Park – This proposed park area would be located immediately north of Prairie Springs Park and west of 88<sup>th</sup> Avenue (CTH H). In a cooperative planning effort between the Village and the Kenosha Unified School District it is proposed that outdoor sports fields and other amenities would be available to the public through the development of a future 90-acre high school site located in the southern portion of the Prairie Farms Neighborhood. This site is immediately adjacent to proposed soccer fields shown on the conceptual plan for Prairie Springs Park. While this site has been identified in the long range planning reports for both the Village and KUSD, it is likely that this high school development will not occur for at least 15-20 years. (See Neighborhood Plan Figure 8.14).

**Figure 8.14  
Conceptual Plan for Prairie Farms Neighborhood High School/Regional Park**



## RECOMMENDATIONS FOR SPECIAL OPEN SPACE AREAS

In addition to developing community and neighborhood parks, the Village will continue to acquire environmentally, scientifically, historically and archeologically significant lands as donations and dedications are made and as funding becomes available. The Village will also support other federal, State, county, regional and non-profit agencies in such acquisitions. These acquisitions should focus, in particular, on the lands surrounding the Des Plaines River corridor and the Chiwaukee Prairie preservation areas. As such, the Village should work with other public, private and non-profit entities to develop a coordinated lands acquisition plan for the permanent preservation of the corridors adjacent to the Des Plaines and as may be needed with an amendment, expansion or modification of the Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area.

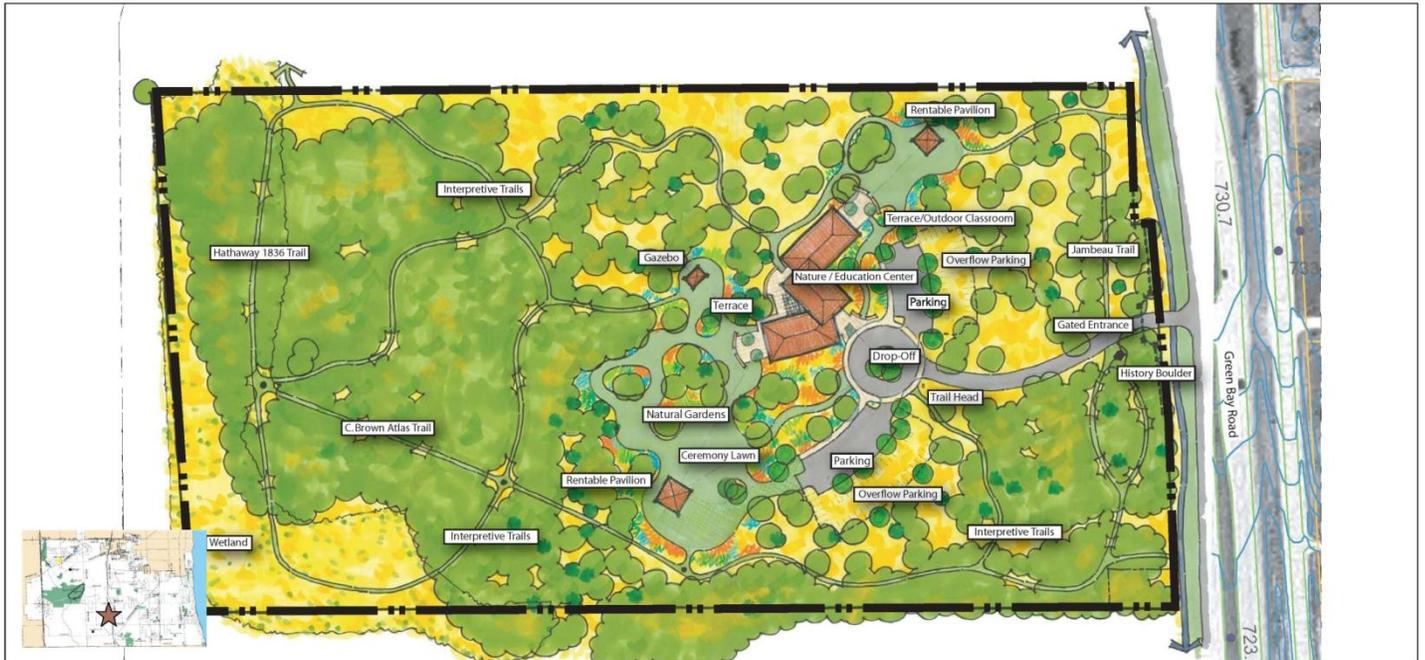
- Work collaboratively with The Nature Conservancy (TNC), Chiwaukee Prairie Preservation Fund, UW-Parkside, WI DNR, and the Lake County Forest Preserve to establish uniform interpretive signage and exhibits throughout the Chiwaukee Prairie-Carol Beach area, including the Kenosha Sand Dunes.
- Support The Nature Conservancy's efforts to transfer TNC-owned parcels within the Chiwaukee Prairie-Carol Beach Area to the WI DNR for long term preservation and management.
- Work collaboratively with The Nature Conservancy, Kenosha-Racine Land Trust and WI DNR and other non-profit groups to establish uniform interpretive signage, trails and exhibits throughout the Des Plaines River corridor.

In addition, two areas currently owned by the Village are proposed to be improved as discussed below.

Mompers Woods – The land for the 26-acre Mompers Woods was acquired by donation in 2000. This special open space, passive community park is located in the central portion of the Village on the west side of STH 31, just south of 108th Street. (See Conceptual Plan Figure 8.15).

- Add park signage that identifies Mompers Woods as a Village park.
- Remove decayed materials and preserve this park as a special open space area.
- Continue to solicit input from local environmentalists, historians and archeologists on how to appropriately manage the park site.
- Prepare more detailed development plans focusing on creating a trail system and establishing parking on the site.
- Create interpretive exhibits to begin the process of transforming the property into a working outdoor classroom and nature study area and showcase the historical significance of the site.
- Explore opportunities to construct a nature center or indoor classroom space on the tree-cleared space on the park site.
- Provide outdoor meeting and reception areas in the park.
- Examine funding opportunities to implement the Conceptual Plan.

**Figure 8.15**  
**Conceptual Plan for Mompers Woods**



Sorensen Woods at Kildeer Farms Park – This recently acquired 6.56-acre Park land is located west of 47th Avenue and north of 116th Street.

- Create a public-private partnership and work with the local university to create enthusiasm and possible funding source for the restoration of Sorensen’s Woods.
- Prepare and adopt woodland oak savanna restoration, preservation and trail plan.
- Establish a small, off-street parking area.
- Add park signage that identifies Sorensen’s Woods as a Village Park.
- Start management efforts to restore the woodlands.

One additional area that will function as a special open space area for the community is the future Village Green Center special space and park areas. The Village Green Center, which is proposed to be located north of STH 165 and east of 39<sup>th</sup> Avenue (CTH EZ), is the future downtown area of the community. Proposed special or green spaces will serve to compliment the planned mixed use commercial/retail and residential area proposed to be located in the Village Green Center. The green spaces will be interconnected by a series of walkways, paths and trails and the open areas will serve as civic gathering spaces for future Village-sponsored or other private-group sponsored events, performances and activities.

## **PROPOSED RECREATION TRAILS AND IMPROVEMENTS**

The Village should make use of the existing and future utility, railroad and conservation easements to accommodate future trails whenever possible. The trail system should follow the Village adopted "*Bicycle and Pedestrian Trails Plan*" adopted by the community in April, 2010 (See Appendix E). The trail system, as noted in the Bicycle and Pedestrian Trails Plan, was strategically developed so that the system of trails, provide a link between the existing and future parks and open space areas of the community. The trail system also provides proposed interconnections to the commercial and industrial areas of the Village.

## **IMPLEMENTATION**

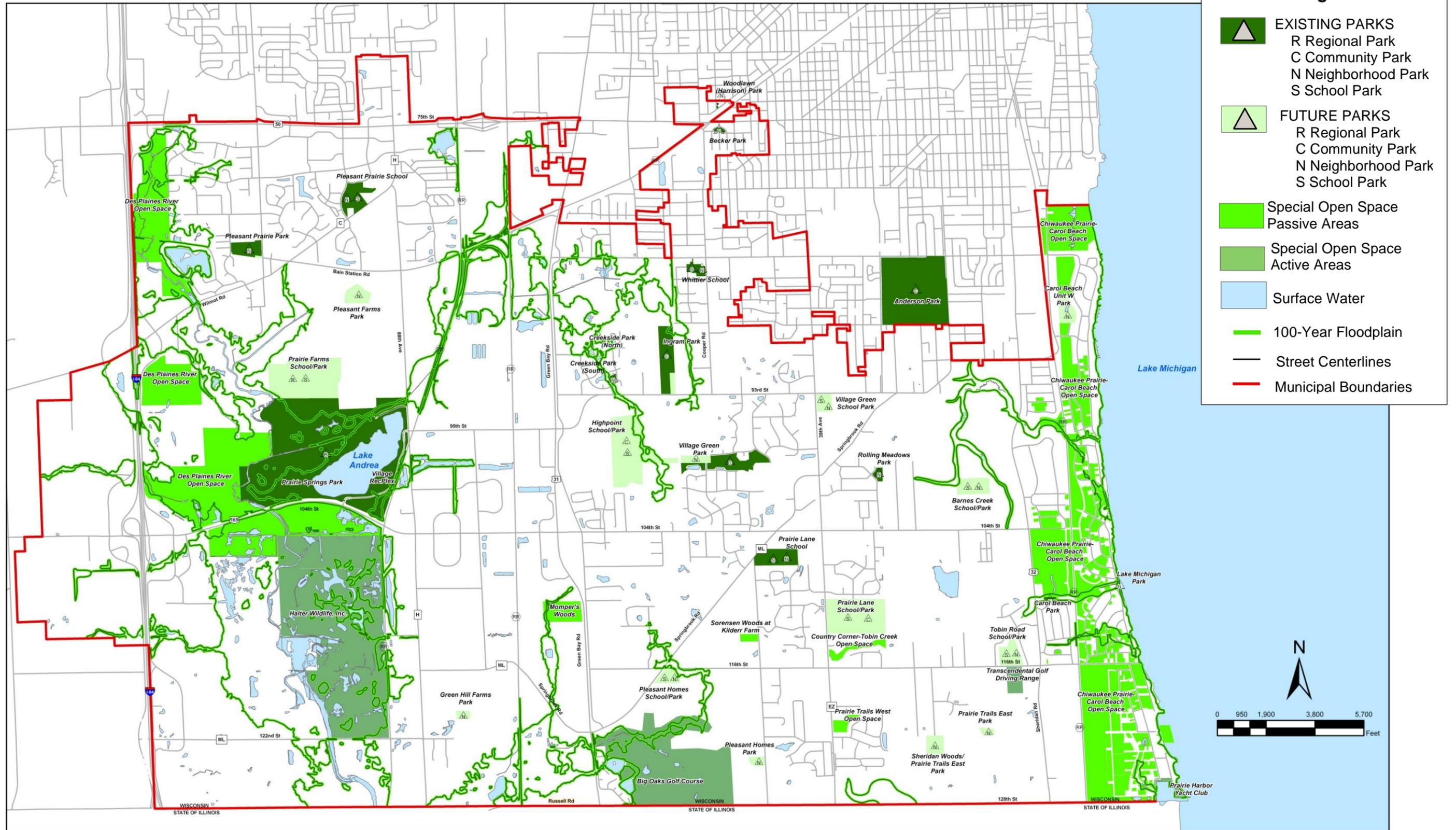
The recommendations presented in this Plan will be phased in over time. The phasing will be dictated by several factors, including private landowner decisions to develop their property for residential use, the availability of grants and donations, and by the availability Village budgetary resources to make the necessary acquisitions or improvements.

There are a number of potential funding sources available to help finance the implementation of the programs identified in this Plan. These funding sources include Village impact fees, donations and those sources listed in Appendix C. It should be noted that funds from many of these programs are subject to change due to fluctuations with current federal, State and local budgets. The park and open space improvements recommended in this Plan should be incorporated incrementally into the regular capital plans and programs of the Village as the budgets allow. This Plan must be updated every five (5) years to ensure that it reflects the evolving needs of the community and retains its WI DNR certification.

The Village should continue to see intergovernmental cooperation with the State, Kenosha County, KUSD, WI DNR, and other public agencies and private and non-profit agencies (The Nature Conservancy) to help fund and implement the recommendations presented in this Plan.

Pleasant Prairie should continue to utilize its existing planning framework and regulations to implement the recommendations in this Plan. In particular, the Village's Land Division and Development Control Ordinance and development review process, in particular, provide opportunities for the Village to secure parklands as new development occurs. The Village Board, Commissions and the various Village Departments should all be involved in the Plan implementation, depending upon the specific activity or program event.

**Map 8.1**  
**Existing and Future Park and Open Space Land**





**APPENDIX A**

**Pleasant Prairie Parks and Recreation Survey**

# Pleasant Prairie Parks and Recreation Survey

Thank you for taking time to complete this survey. Please consider all members of your household when completing this survey. Please respond as soon as you can and return this survey in the enclosed envelope by August 15, 2011. Please call us at 262-925-6730 if you have any questions.

**1. Are you familiar with the Parks and Recreation Services offered by the Village of Pleasant Prairie?**

Very Familiar                       Somewhat Familiar                       Not at all Familiar

**2. How do you or others in your household hear about Pleasant Prairie Park and Recreation Services?**

PPRP E-mails                       PPRP Program Brochures                       PPRP Website  
 Word of Mouth                       Newspaper Articles                       PPRP Television System  
 Other (Please Describe) \_\_\_\_\_

**3. Are you or is anyone in your household a member of the Pleasant Prairie RecPlex?**

Yes                       No                       I Don't Know

**4. How would you characterize your satisfaction with the programs the Pleasant Prairie RecPlex offers?**

Very Satisfied                       Moderately Satisfied                       Moderately Dissatisfied  
 Very Dissatisfied                       No Opinion

**5. How do you register for programs at the RecPlex?**

Online                       In Person                       Mail  
 Telephone                       I Don't

**6. Regardless of if you are a member of the RecPlex or not, how often do you think you or someone in your household use the **fitness center** in the RecPlex each month?**

Never                       2-5 Times                       6-10 Times  
 More than 10 Times                       I'm Not Sure

**7. Which of the following special events do you or members of your household participate? (Please check as a participant or spectator or both)**

	<i>Participant</i>	<i>Spectator</i>		<i>Participant</i>	<i>Spectator</i>
Pleasant Prairie Triathlon	_____	_____	Trek Triathlon	_____	_____
Danskin Triathlon	_____	_____	Kids Triathlon	_____	_____
Kids Expo	_____	_____	Halloween Fest	_____	_____
Volleyball Tournaments	_____	_____	Swim Meets	_____	_____
Basketball Tournaments	_____	_____	Ice Shows	_____	_____
Hockey Tournaments	_____	_____	Prairie Family Days	_____	_____
			Other (Please Specify)	_____	_____
			_____		

**8. Do you or anyone in your family participate in the following recreation programs offered at the Pleasant Prairie RecPlex or anywhere else? (Please check all that apply)**

*RecPlex*      *Elsewhere*
*RecPlex*      *Elsewhere*

General Fitness Center Usage	_____	_____	Group Fitness Classes	_____	_____
Fitness Programs for Kids	_____	_____	Indoor Triathlons	_____	_____
Massage Therapy	_____	_____	Swimming Lessons	_____	_____
General Pool Usage	_____	_____	Lap Swimming-Waterpark	_____	_____
Lap Swimming-Aqua Arena	_____	_____	Preschool Programs	_____	_____
Children's Day Care	_____	_____	Before & After School Care	_____	_____
Adult Day Care	_____	_____	Therapeutic Recreation	_____	_____
Special Needs Care	_____	_____	Adult Basketball	_____	_____
Youth Basketball	_____	_____	Men's Softball	_____	_____
Youth Baseball	_____	_____	Co-Ed Softball	_____	_____
Youth Soccer	_____	_____	Co-Ed Soccer	_____	_____
Adult Volleyball	_____	_____	Ice Skating Camp	_____	_____
Summer Camp	_____	_____	Adult Hockey	_____	_____
Programs for the Arts	_____	_____	Crafts Programs	_____	_____
Youth Hockey	_____	_____	Other (Please Specify)	_____	_____
Personal Trainers	_____	_____		_____	_____

9. Why do you go elsewhere for recreation services?

- |       |                                |       |                        |
|-------|--------------------------------|-------|------------------------|
| _____ | The RecPlex doesn't offer them | _____ | Better service         |
| _____ | Prices are cheaper             | _____ | Convenience            |
| _____ | Our friends go there           | _____ | Other (Please Specify) |

10. What could we do to get you to enroll in more of our recreation programs?

- |       |   |       |                                   |
|-------|---|-------|-----------------------------------|
| _____ | Nothing, I don't have the time            | _____ | Offer programs at cheaper prices  |
| _____ | Offer them at convenient times            | _____ | Offer them at different locations |
| _____ | Offer different programs (Please Specify) | _____ |                                   |
| _____ | Other (Please let us know how)            | _____ |                                   |

11. About how many times would you estimate you or other family members used each of the following facilities over the past 12 months? (Please check the box to the left of the correct answer)

**Lake Andrea Beach**

- 1-4 times
- 5 or more times
- Never

**Pleasant Prairie Park**

- 1-4 times
- 5 or more times
- Never

**Rolling Meadows Park**

- 1-4 times
- 5 or more times
- Never

**Chiwaukee Prairie State Natural Area**

- 1-4 times
- 5 or more times
- Never

**Lake Michigan Park/Beach**

- 1-4 times
- 5 or more times
- Never

**Becker Park**

- 1-4 times
- 5 or more times
- Never

**Carol Beach Park**

- 1-4 times
- 5 or more times
- Never

**Prairie Springs/Veterans Memorial Park**

- 1-4 times
- 5 or more times
- Never

12. About how many times have you or other family members used the following park facilities or activity areas in Pleasant Prairie over the past 12 months? (Please check the box of the correct answers)

**Bicycle Paths**

- 1-4 times
- 5 or more times
- Never

**Running/Walking Paths**

- 1-4 times
- 5 or more times
- Never

**Playgrounds**

- 1-4 times
- 5 or more times
- Never

**Picnic Shelters**

- 1-4 times
- 5 or more times
- Never

**Archery Range**

- 1-4 times
- 5 or more times
- Never

**Ball Diamonds**

- 1-4 times
- 5 or more times
- Never

**Marina**

- 1-4 times
- 5 or more times
- Never

**Beaches**

- 1-4 times
- 5 or more times
- Never

13. How satisfied are you with the condition and maintenance of the parks and facilities?

\_\_\_\_\_ Very Satisfied      \_\_\_\_\_ Somewhat Satisfied      \_\_\_\_\_ Somewhat Dissatisfied      \_\_\_\_\_ Very Dissatisfied

14. What amenities would make you or members of your household use the lake Andrea Beach more frequently?

- |                           |                               |
|---------------------------|-------------------------------|
| _____ Expanded Beach Area | _____ More Shade Areas        |
| _____ Expanded Swim Area  | _____ More Picnic Areas       |
| _____ A Waterslide        | _____ Nothing, I don't use it |
| _____ A Raft              | _____ Other (Please Specify)  |
- 

15. What amenities would make you or members of your household use the Lake Michigan Beach more frequently?

- |                              |                               |
|------------------------------|-------------------------------|
| _____ Lifeguards             | _____ Restrooms               |
| _____ Kayak Launch           | _____ Sailboat Launch         |
| _____ Beachfront Shelter     | _____ Nothing, I don't use it |
| _____ Other (Please Specify) | _____                         |
- 

16. Which of the following activities would you like to see in the parks?

- |                           |                              |
|---------------------------|------------------------------|
| _____ Ethnic Festivals    | _____ Craft Festivals        |
| _____ Theatre in the Park | _____ Nothing, it's fine now |
| _____ Music in the Park   | _____ Other (Please Specify) |
- 

17. Please rate each of the following Pleasant Prairie priorities in terms of how important it would be to you and your family.

(5 – Very Important, 4 – Somewhat Important, 3 – Somewhat Unimportant, 2 – Very Unimportant, 1 – Not Sure)

1. Maintaining Existing Recreation Programs	5	4	3	2	1
2. Improving Existing Recreation Programs	5	4	3	2	1
3. Acquiring New Park Land	5	4	3	2	1
4. Improving Existing Park/Facilities	5	4	3	2	1
5. Building New Facilities	5	4	3	2	1

**18. Which of the following amenities would you like to see added and/or renovated in the parks in the next 5 years?**

(Please check all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> Bike Paths                                     | <input type="checkbox"/> Ice Skating                 |
| <input type="checkbox"/> Skate Park                                     | <input type="checkbox"/> Playground Equipment        |
| <input type="checkbox"/> Lighted Walking Paths                          | <input type="checkbox"/> Basketball Court            |
| <input type="checkbox"/> Outdoor Fitness Stations                       | <input type="checkbox"/> Water Playground/Splashpad  |
| <input type="checkbox"/> Softball/Baseball Fields with Natural Grass    | <input type="checkbox"/> Picnic Shelters             |
| <input type="checkbox"/> Soccer Fields with Natural Grass               | <input type="checkbox"/> Decorative Gazebos          |
| <input type="checkbox"/> Football Fields with Natural Grass             | <input type="checkbox"/> Dog Park                    |
| <input type="checkbox"/> Softball/Baseball Fields with Artificial Grass | <input type="checkbox"/> Vegetable Garden Plots      |
| <input type="checkbox"/> Soccer Fields with Artificial Turf             | <input type="checkbox"/> More Flowerbeds/Landscaping |
| <input type="checkbox"/> Football Fields with Artificial Turf           | <input type="checkbox"/> Woodland Restoration        |
| <input type="checkbox"/> Athletic Field Lighting                        | <input type="checkbox"/> Tennis Courts               |
| <input type="checkbox"/> Frisbee Golf Course                            | <input type="checkbox"/> Drinking Fountains          |
| <input type="checkbox"/> Park Benches                                   | <input type="checkbox"/> Other (Please Specify)      |

**19. How long have you lived in Pleasant Prairie or your current residence? \_\_\_\_\_ years**

**20. How long does it take you to commute from your home to work? \_\_\_\_\_ minutes**

**21. Please tell us about any unpleasant experiences you've had at Pleasant Prairie parks or facilities in the past year?**

\_\_\_\_\_

**22. What amenities would you like to see added to the RecPlex in the next few years?**

\_\_\_\_\_

**23. Are you a female or male?**

Female       Male

**24. Beginning with yourself, what are the ages of those in your household?**

\_\_\_\_\_

**25. Please add any comments that you or your family members would like to share with the Pleasant Prairie Parks and Recreation Departments.**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Thank you for your time and effort in completing this survey. Your help has been very valuable to us to serve you better.**

**APPENDIX B**

**Open Ended Responses to Community Survey  
Questions 21 and 25**

## **Open Ended Responses to Community Survey Questions 21 and 25**

**Question 21:** "Please tell us about any unpleasant experiences you've had at Pleasant Prairie parks or facilities in the past year."\*

**Question 25:** "Please add any comments that you or your family would like to share with the Pleasant Prairie parks and Recreation Departments."\*

### **Comments Related to Parks and Outdoor Parks Facilities**

#### Positive Comments:

- Appreciate being asked for input on community services.
- Enjoy walking on the paths at Prairie Springs Park.
- Every event at Prairie Family Days is fun.
- Excellent job with parks.
- Great parks and recreation services. Everything is kept clean and new looking.
- Residents love living in the Village.
- Parks staff is friendly, courteous and responsive.
- Thanks to all of those you make Pleasant Prairie so pleasant.
- The current parks are beautiful-keep it up.
- Village is doing a good/great job.

#### Experiences, Recommendations and Comments:

- Add benches in parks to watch softball practices.
- Baseball fields need irrigation and lighting.
- Basketball courts are needed in parks.
- Beach needs clean-up, noise and other rules enforced at Lake Michigan Beach.
- Bicycle paths are needed off-street throughout Village for safety.
- Bicycle speed needs to be enforced at Prairie Springs Park.
- Boating is restricted on Lake Andrea, yet several special events use motor boats.
- Bow hunting areas are needed in the Village.
- Bring in more special events – especially with music.
- Commercial services are needed in Prairie Springs Park (near the former Common Grounds) such as restaurants and other services.
- Conflicts with walkers and bicyclists on paved paths.
- Construct more walking paths to Prairie Springs Park and RecPlex.
- Dog leash and clean-up laws need to be enforced in parks and on paths.
- Fireworks and laser show desired at Prairie Family Days.
- Focus resources on the other parks other than Prairie Springs Park/RecPlex.
- Garbage cans are needed in more areas and garbage must be picked up more often in the Lake Michigan and Carol Beach Parks.
- Ice skating outdoors should be provided at a Village park.
- Inadequate parking areas at Prairie Springs Park during RecPlex special events.
- More park amenities – playgrounds should be added to other parks, not just Prairie Springs Park.
- Lake Andrea beach area needs to be enlarged.

- Lake Andrea being closed to public windsurfing during the many special events is a problem.
- Lake Andrea should be stocked with fish.
- Lake Andrea is too small for electric trolling motors.
- Lake Andrea parking stickers should not be required.
- Lake Andrea shade is needed at the beach.
- Lake Michigan Beach is overcrowded with out-of-state users, charge out-of-state residents.
- Lake Andrea lifeguards are easily distracted at the beach.
- Lights are needed in the parks – Carol Beach and Rolling Meadows Parks.
- Marketing materials/brochures about the Village’s parks and recreational facilities are needed and should be sent out to residents.
- Maintenance of Village roads would improve accessibility to Prairie Springs Park.
- Outdoor pool is needed, along with a lazy river.
- Parents need to supervise their children more closely at the playgrounds.
- Park rental fees should be reduced for Village residents.
- Park users should not be parking vehicles in the 104<sup>th</sup> Avenue travel lanes.
- Paths and sidewalks need to be accessible in the winter months.
- Prairie Family Days is a great event and should continue in some form for residents.
- Property taxes should not increase to make park improvements.
- Provide dog stations with bags in the parks, especially along trails.
- Regular Lake Michigan beach clean-up needed.
- Restrooms in parks should be cleaner and open in the spring.
- Scheduling and traveling issues experienced during summer triathlons.
- Scoreboard is not working at the ballfields.
- Special events, especially triathlons impose on park, facility and Village roadways.
- Special event variety is needed other than exercise related – e.g. free music festivals free car shows, 4<sup>th</sup> of July celebration, sail boat regatta.
- Spray for mosquitoes in the parks, especially Prairie Springs Parks.
- Tennis courts are needed outside.
- Triathlons should look for other routes-stop closing roads so often.
- Vandalism in the public parks and beach areas, including portable toilets being knocked over.
- Village residents should be provided with free passes to the Lake Andrea Beach.
- Violation of park curfew hours and inappropriate late night activities is a problem, especially in Carol Beach and Lake Michigan Parks.
- Walking trails should be extended throughout the community, especially in residential areas.
- Watch the spending and budget for growth and changes.
- Water fountains/stations are needed in parks and around Lake Andrea path.

\*The open ended answers were summarized. The responses are listed alphabetically and not in priority order.

## **Comments Related to RecPlex Facilities**

### Positive Comments:

- Appreciates special needs programs and adult day care.
- Day care services are wonderful.
- Drop-in day care offers a very good service.
- Great facility, love using the facility.
- Great foundation in the Village.
- Keep up the good work.
- Members enjoy using the facility.
- RecPlex and Lake Andrea are great places.
- RecPlex is doing a great job.
- RecPlex is a first class facility.
- The facility is awesome.
- The volunteers are great and very organized.

### Experiences, Recommendations and Comments:

- Adult day care facilities are wonderful for special needs persons.
- Brochures and other printed information should be provided about the RecPlex and Prairie Springs Park.
- Charging of tournament fees even with family membership to RecPlex is a problem.
- Children's inappropriate behaviors/language in the locker rooms needs to be monitored.
- Clarify that the RecPlex facility is not being funded by the Village property tax payers.
- Class sign up on line and refund problems for dropped classes.
- Classes such as group fitness should be free if a membership is purchased.
- Concerns regarding summer camp program planning, events and staff.
- Consider adding facilities and teams for competitive travel soccer.
- Front desk staff needs to be more focused and less staff conversation.
- Healthy cooking classes and snack bar healthy foods is desired.
- Hockey Programs should be expanded to include AAA, bantam, peewee and squirt levels
- Increase spacing between stationary weight machines.
- Inside walking track is blocked with gawkers, walkers and users stretching on track.
- Items stolen from the locker room.
- Limitations on field house to members/users due to outside organized sporting events.
- Lockers in women's locker room are getting old and are difficult to open and shut.
- Locker rooms need updating.
- More focus is needed on customer service.
- Notices are sent out late for cancelled organized sports.
- Offer greater business/corporate discounts for employees to benefit.
- Organize baseball teams fairly.

- Parking fees at the RecPlex parking lot is causing RecPlex users to park on adjacent street.
- Parking is inadequate and difficult to maneuver because of gating at the RecPlex.
- Parking needs to be expanded at RecPlex.
- Pool temperature is cold.
- RecPlex facility is overcrowded during open gym.
- RecPlex Members should not have to pay for parking in the lot.
- RecPlex Membership and facility costs inhibit resident users during tough economic times.
- RecPlex Memberships should be more affordable and offered for: one (1) to six (6) months, summer memberships, senior citizens and college memberships.
- RecPlex Memberships are cancelled due to high class program fees. Free classes should be offered.
- RecPlex revised/reduced membership pricing structure should be considered.
- Requests for information, telephone calls, and personal trainer requests were unanswered.
- Routine maintenance is needed on all fitness equipment.
- Senior citizen programs and discounts should be provided.
- Silver Sneakers program should be added to the RecPlex.
- Sound system is needed for aqua classes.
- Swimming lesson problems need to be addressed.
- Towel service should be provided.
- Ventilation is inadequate in the aquatic center, reduce pool chemicals.
- Waiting times for fitness equipment is sometimes a problem.

\*The open ended answers were summarized. The responses are listed alphabetically and not in priority order.

**APPENDIX C**

**POTENTIAL FUNDING SOURCES FOR PARK AND  
OPEN SPACE FACILITIES**

## POTENTIAL FUNDING SOURCES FOR PARK AND OPEN SPACE FACILITIES

Program	Purpose	Funding Details	Deadline	Notes	Administrative Agency	Contact
<b>Wisconsin Stewardship Programs</b>						
Aids for the Acquisition and Development of Local Parks (ADLP)	To acquire or develop public, nature-based outdoor recreation areas and facilities	\$4 million avail. Per yr. 50% local match per project	May 1	<ul style="list-style-type: none"> <li>. A comprehensive outdoor recreation plan is required.</li> <li>. Priority for land acquisition</li> <li>. Projects must comply with ADA</li> </ul>	WDNR	Jim Ritchie, Southeast Region 414-263-8610
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features	\$1.6 million avail. Per yr. 50% local match per project	May 1	<ul style="list-style-type: none"> <li>. A comprehensive outdoor recreation plan is required</li> <li>. Projects must comply with ADA</li> </ul>	WDNR	Jim Ritchie, Southeast Region 414-263-8610
Acquisition of Development Rights	To acquire development rights for nature-based outdoor recreation areas and facilities	\$800,000 avail. Per yr. 50% local match per project	May 1	<ul style="list-style-type: none"> <li>. Funds available to acquire development rights in areas where restrictions on residential, industrial or commercial developments are in place.</li> <li>. May include enhancements of outdoor recreation.</li> </ul>	WDNR	Jim Ritchie, Southeast Region 414-263-8610
Urban Rivers Grant Program (URGP)	To acquire lands, or rights in lands, adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities.	\$1.6 million avail. Per yr. 50% local match per project	May 1	<ul style="list-style-type: none"> <li>. A comprehensive outdoor recreation plan is required</li> <li>. Projects must comply with ADA</li> </ul>	WDNR	Jim Ritchie, Southeast Region 414-263-8610
<b>Federal Programs</b>						
Land and Water Conservation Fund (LAWCON)	To acquire or develop public, nature-based outdoor recreation areas and facilities	50% local match per project	May 1	<ul style="list-style-type: none"> <li>. A comprehensive outdoor recreation plan is required</li> </ul>	WDNR with TEA-21 Funds	Jim Ritchie, Southeast Region 414-263-8610

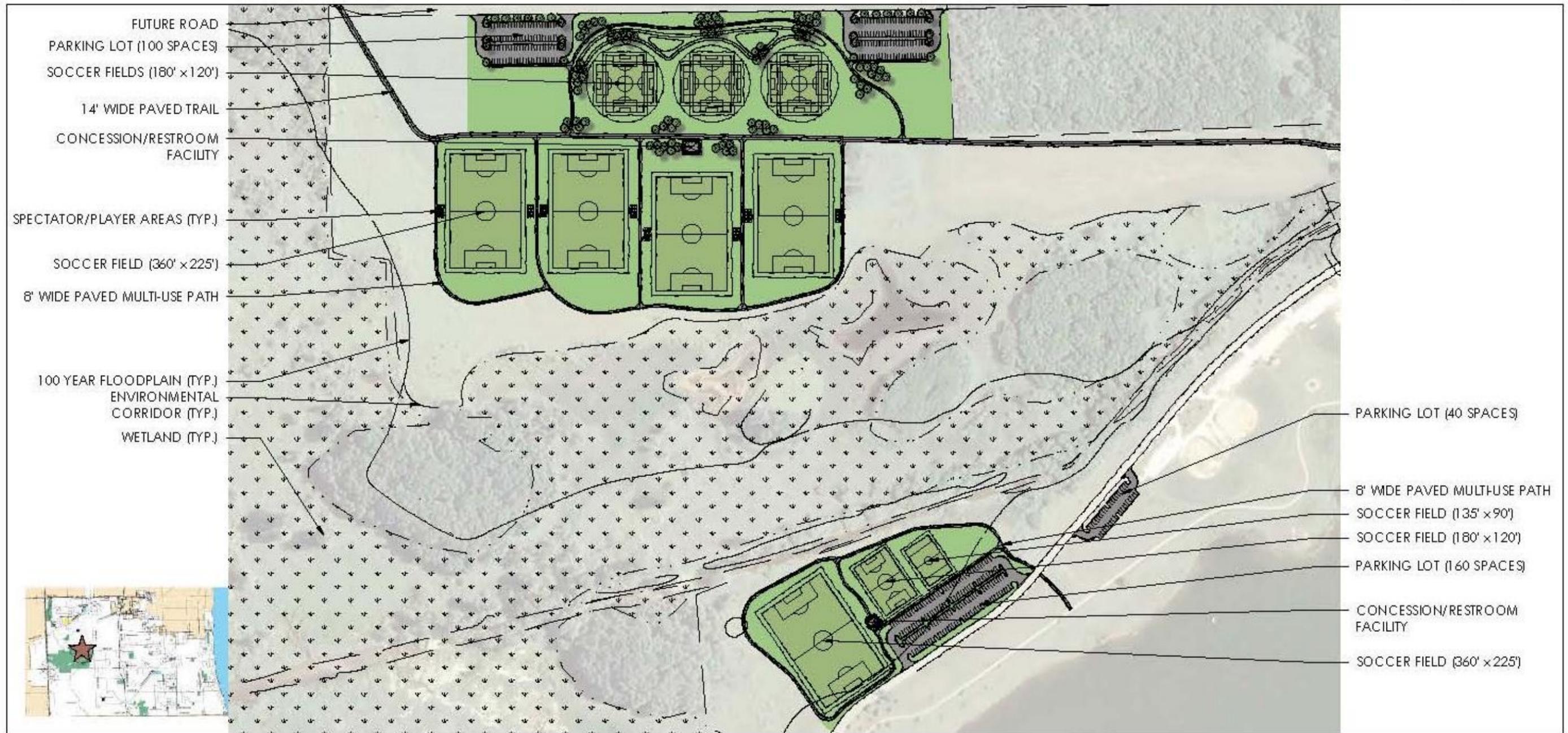
<b>Program</b>	<b>Purpose</b>	<b>Funding Details</b>	<b>Deadline</b>	<b>Notes</b>	<b>Administrative Agency</b>	<b>Contact</b>
Recreational Trails Act	To provide funds for maintenance, development, rehabilitation and acquisition of land for motorized, non-motorized and diversified trails.	50% local match per project	May 1	<ul style="list-style-type: none"> <li>. Funds may only be used on trails which have been identified in, or which further a specific goal of a local, county, or state trail plan.</li> <li>. Funds may be used on trails that are referenced in a statewide comprehensive outdoor recreation plan</li> </ul>	WDNR with TEA-21 Funds	Jim Richie, Southeast Region 414-263-8610
<b>Statewide Multi-Modal Improvement Program (SMIP)</b>						
Transportation Enhancements Program	Providing facilities for pedestrians and bicyclists. This program provides funding for rehabilitating and operating historic transportation buildings and structures, restoring railway depots, as well as streetscaping "Main Streets" and landscaping near transportation facilities.	<ul style="list-style-type: none"> <li>. Funded through TEA-21</li> <li>. 20% required match</li> </ul>	February	<ul style="list-style-type: none"> <li>. Not a grant program. 80% of funds are reimbursed if all federal guidelines are met.</li> <li>. Project must relate to surface transportation.</li> <li>. Construction projects must be over \$100,000.</li> <li>. Non-construction projects must be over \$25,000.</li> </ul>	WisDOT	Mary Frigge, District 262-548-8763
Surface Discretionary Grant Program (STP-D)	Provides flexible funds, which can be spent on a wide variety of projects, including roadway projects through the Federal-aid highway system, bridges, transit facilities, and bicycle and pedestrian facilities.	<ul style="list-style-type: none"> <li>. Funded through TEA-21</li> <li>. 20% required match</li> </ul>	February	<ul style="list-style-type: none"> <li>. Any project that fosters alternatives to single-occupancy vehicle trips.</li> <li>. Facilities for pedestrians and bicyclists.</li> <li>. System-wide bicycle planning.</li> <li>. Construction projects must be over \$100,000.</li> <li>. Non-construction projects must be over \$25,000.</li> </ul>	WisDOT	Mary Frigge, District 262-548-8763

Program	Purpose	Funding Details	Deadline	Notes	Administrative Agency	Contact
<b>Federal Transit Administration Grants</b>						
Section 5309 (old Section 3 discretionary funds)	Transit capital projects; includes intermodal facilities such as bicycle racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself.	. 20% local match per project	Early Spring	. Finding for this program is allocated on a discretionary basis. . Congress/ . Administration can pick the projects; however, the authorization bill contains a list of specific criteria.	WisDOT Bureau of Transit	Ron Morse 608-266-1650
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Funds projects that will reduce vehicle trips and miles; reduce emissions due to traffic congestion, or reduce the per mile rate of vehicle emissions.	. Funded through TEA-21 . 20% local match	In April of odd numbered years	. Only available to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth, and Door Counties.	USDOT	Mary Frigge, District 262-548-8763
<b>Section 402-Highway Safety Funds</b>						
Community Programs Empowerment Program Enforcement Program	For bicycle and pedestrian safety education and training projects, including helmet promotion and purchases, sponsorship of rodeos, classes and development of brochures.	. 20% local match per project	October-December	. Engineering and maintenance work not eligible for funding.	WisDOT Bureau of Transportation Safety	Thomas Loeffler Southeast District 414-266-1097
Highway Safety Program (Section 403)	Available for bicycle/pedestrian education. May also be used to develop safety classes for bicycle/pedestrian offenders.	. 20%- %50 local match per project	February	. For communities that can document bicycle crashes related to motor vehicle violations. . Funds new enforcement programs up to \$1000.	WisDOT Bureau of Transportation Safety	Thomas Loeffler Southeast District 414-266-1097
Research Projects	Funds the research needed to substantiate unique local needs for additional safety funding.	. 20% local match per project	February	. A study of transit needs on public lands to assess the feasibility of alternative transportation modes (Section 3039)	WisDOT Bureau of Transportation Safety	Thomas Loeffler Southeast District 414-266-1097

Program	Purpose	Funding Details	Deadline	Notes	Administrative Agency	Contact
<b>Other Programs</b>						
Wisconsin Main Street Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements.		No Date	. General downtown program . May benefit trail enhancements through streetscaping	National Main Street Center	Wisconsin Dept. of Commerce, Bureau of Downtown Development 608-266-7531
Surface Transportation-Environment Cooperative Research Program	Evaluate transportation control measures. Improve understanding of transportation demand factors. Develop performance indicators that will facilitate the analysis of transportation alternatives.	. 20% local match per project	No Date	. \$ available for the development of national bicycle safety education curriculum. . \$ available for grants to a national not-for-profit organization engaged in promoting bicycle and pedestrian safety. . \$ available for a study of the safety issues attendant to the transportation of school children to and from school and school-related activities by various transportation modes	FHWA	U.S. Dept. of Transportation 202-366-4000
Urban Forestry Grants	Assistance for tree maintenance, planting and public awareness.	\$1,000 to \$25,000 grants awarded with a 50% local match.	October 1	. Funding is prioritized for communities needing to develop an urban forestry plan, needing worker training, and needing to conduct a street tree inventory.	WDNR Urban Forestry	Tracey Teodecki 608-267-3775
Home Depot Community Improvement (Environmental) Grants	Assistance for forestry and ecology projects, clean-up beautification projects, recycling programs.		No Date		Home Depot Community Affairs	Local Home Depot Store Manager

**APPENDIX D**  
**Enlarged Conceptual Plans**  
**(Figures 8.1 to 8.15)**

**Figure 8.1**  
**Conceptual Plan for additional improvements at Prairie Springs Park**



**Figure 8.2**  
**Ingram Park Conceptual**



**Figure 8.3**  
**Concept Plan for Pleasant Prairie Park**



**Figure 8.4**  
**Conceptual Plan for Village Green Park**



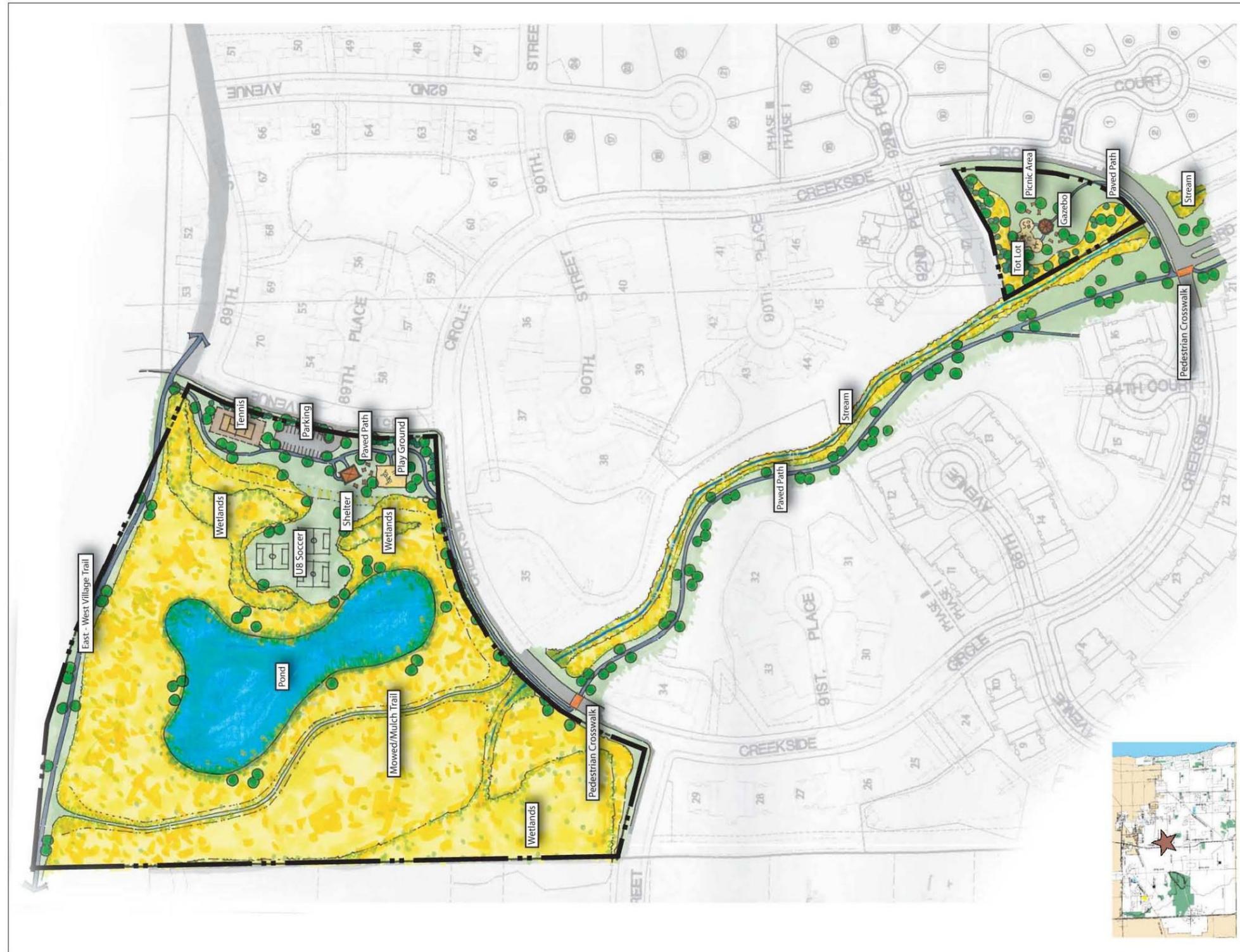
**Figure 8.5**  
**Conceptual Plan for Becker Park**



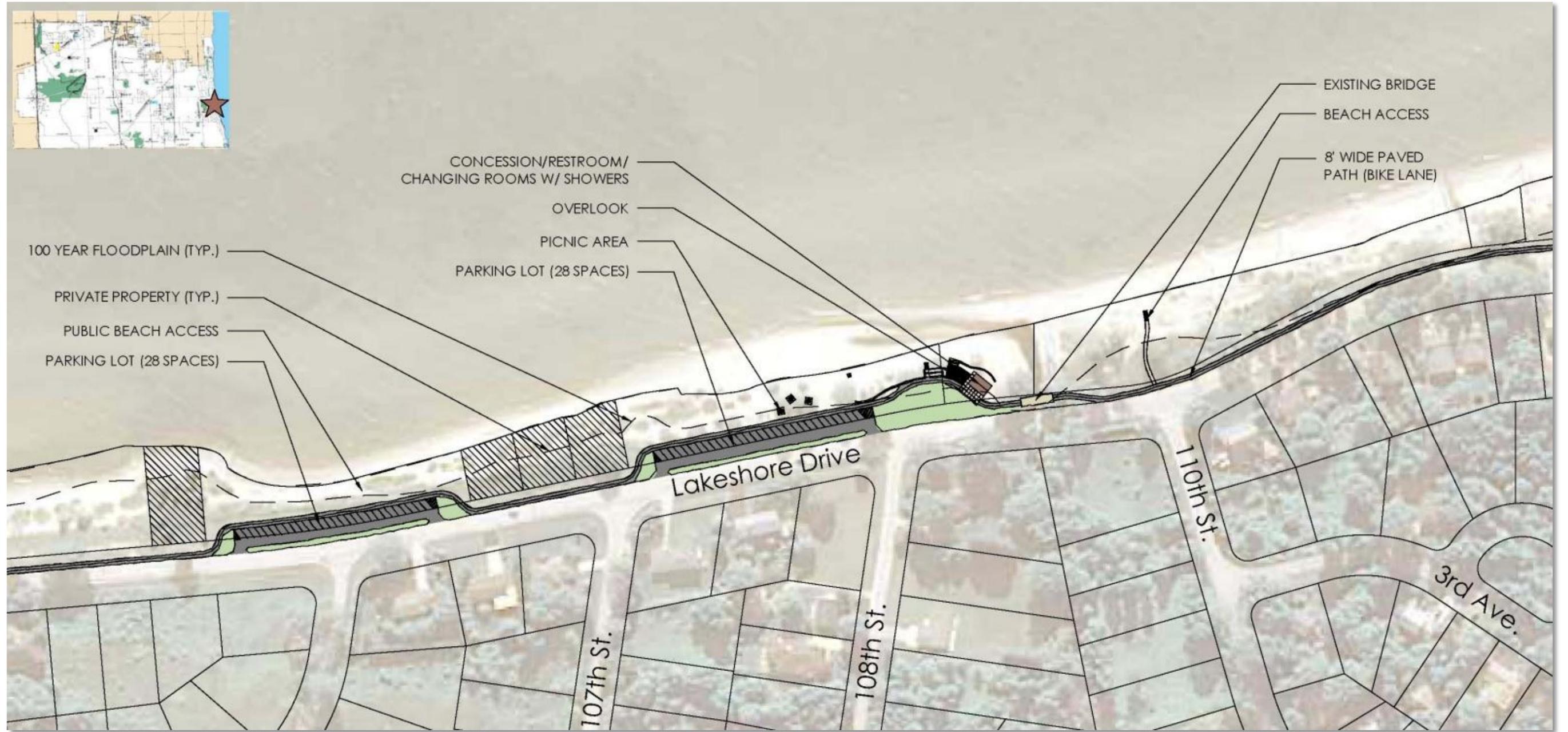
**Figure 8.6**  
**Conceptual Plan for Carol Beach Park**



**Figure 8.7**  
**Conceptual Plan for Creekside Park**



**Figure 8.8**  
**Conceptual Plan for Lake Michigan Park**



**Figure 8.9**  
**Conceptual Plan for Rolling Meadows Park**



**Figure 8.10**  
**Conceptual Plan for Woodlawn Park**



**Figure 8.11**  
**Conceptual Plan for Carol Beach Unit W Neighborhood Park**







Figure 8.14  
Conceptual Plan for Prairie Farms Neighborhood High School/Regional Park

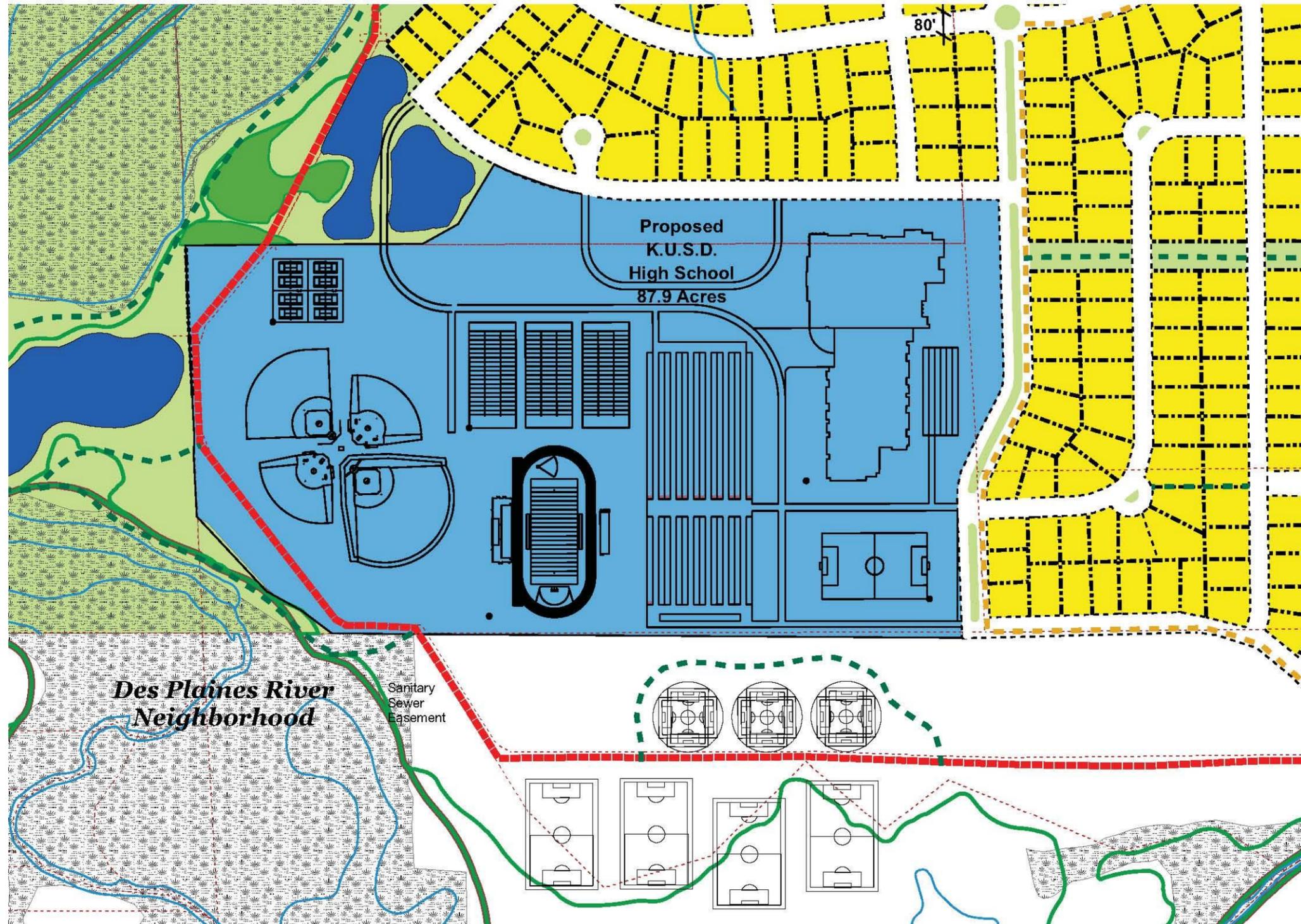
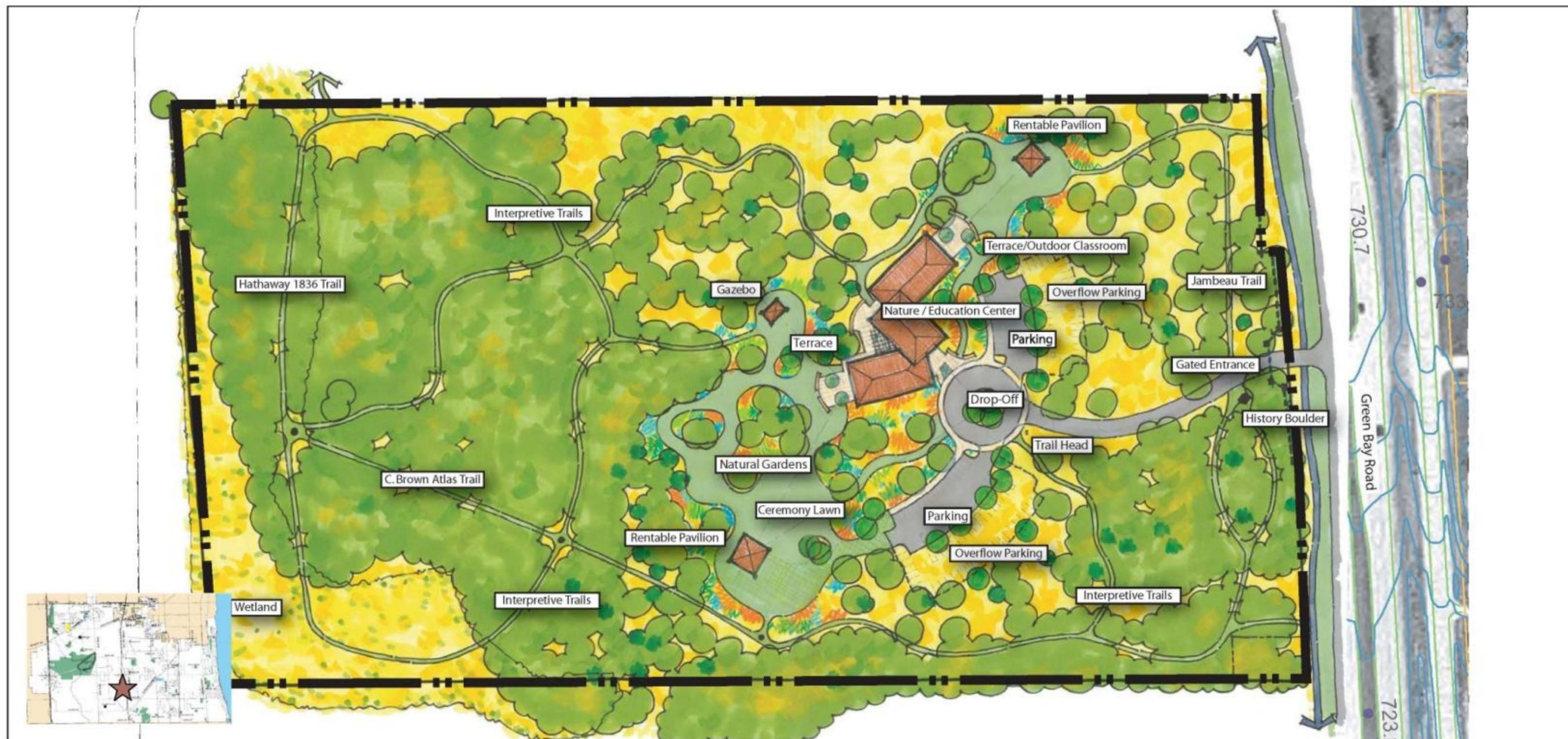


Figure 8.15  
Conceptual Plan for Mompers Woods



**APPENDIX E**

**Village of Pleasant Prairie**

**2010 Bicycle and Pedestrian Trails Plan**

# Village of Pleasant Prairie 2010 Bicycle and Pedestrian Trails Plan

Adopted by Ord. #10-27 on April 19, 2010





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## Acknowledgements

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### Prepared by



The Bicycle Federation of Wisconsin is a statewide nonprofit bicycle education and advocacy organization. The Bicycle Federation of Wisconsin's mission is to make Wisconsin a better place to bicycle. Bicycling is a viable, healthy, and environmentally sustainable means of transportation, recreation, and sport. The Bicycle Federation of Wisconsin provides bicyclists of all ages with information on recreational rides, safety tips, and commuting skills while educating decision makers about the importance of bicycling to our communities.

Learn more at <http://www.bfw.org>.

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## Executive Summary



Bicycling and walking are inexpensive, non-polluting forms of transportation and recreation that are accessible to nearly everyone. Children, many elderly and those without access to motor vehicles can rely on cycling and walking as an autonomous form of transportation. Other residents may rely on cycling for transportation due to its low cost, sustainability, or simply the joy of being on a bike. In addition to transportation, residents of all ages and abilities commonly participate in cycling, walking and running activities as a form of recreation and exercise.

For cycling and walking to be viable forms of transportation and recreation, there must be facilities that allow residents to safely and comfortably participate in these activities and reach their destinations. The Village of Pleasant Prairie recognizes the importance of providing these options for its citizens. Focused on bicycling and walking, the *2010 Bicycle and Pedestrian Trails Plan* demonstrates the Village's commitment to providing facilities for walking and cycling. Based on current development as well as future development outlined in the *2035 Village of Pleasant Prairie Comprehensive Plan*, this plan proposes a ten-fold increase in facilities designated for bicycle and pedestrian use. The plan also details encouragement, education, enforcement and evaluation programs and recommendations to boost bicycle ridership and walking within the Village.



The primary goal of this plan is to:

*Establish and maintain a safe, comprehensive and integrated bicycle and pedestrian trail network that encourages the use of bicycles and walking for commuting, recreation and other trips.*

A series of eight specific objectives and 27 policies are recommended in Chapter 6 to achieve this goal. Primary among these recommendations is the development of a robust and well-connected system of on-street bicycle lanes and off-street shared-use paths that tie together current and future Village neighborhoods, recreation areas, commercial areas and employment centers. The development of this network will allow residents to quickly and safely travel around the Village on bike or foot, no matter what their destination or the reason for their trip.



By proactively planning for bicycle and pedestrian facilities and programs and policies that encourage cycling and walking, Pleasant Prairie is demonstrating a commitment to offering Village residents and visitors accessible, environmentally friendly and inexpensive transportation and recreation options.



# 1. Introduction

Communities across the nation are recognizing that facilities for bicycling and walking are an important part of their infrastructure. These facilities, including shared-use paths, sidewalks and on-street bicycle lanes, offer transportation choices that are available to all ages and socioeconomic groups. Bicycle and pedestrian networks increase travel and recreational opportunities for residents. At the same time, a robust bicycle and pedestrian network can boost the local economy. Urban bicycle greenways have a positive impact on home values. Studies have shown that people walking or cycling to local businesses spend more than those who drive. Bicycle tourism can also draw increased traffic to local businesses.

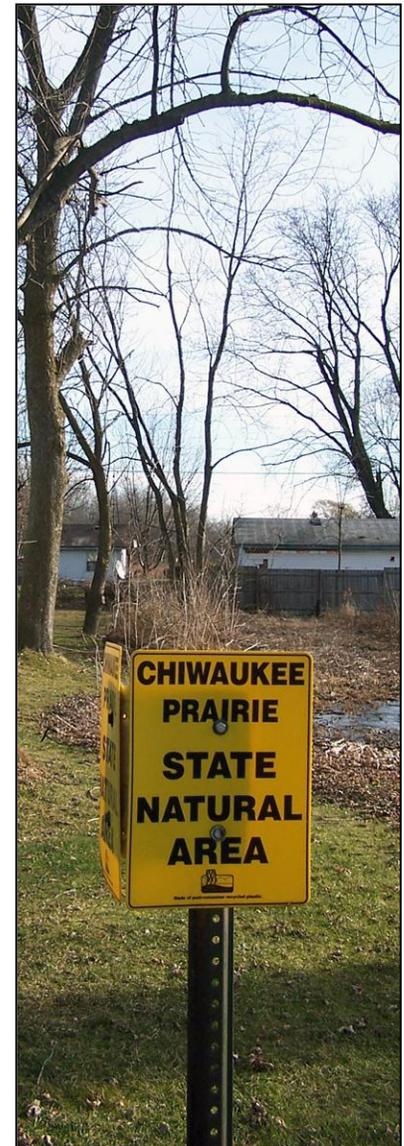
Bicycling and walking are important modes of transportation. Bicycling in particular is a convenient and efficient form of transportation, and for some people, bicycling is their main mode of transportation. Like the automobile, but unlike public transit, a bicycle provides its user with autonomy and flexibility regarding travel schedules and destinations. Bicycling is also a form of transportation that is accessible to many people who cannot drive: the young, some elderly and those who do not own a motor vehicle. A complete transportation system serves motorists, cyclists and pedestrians in a safe and efficient manner.



## 1.1 Purpose

Prior to incorporation as a village, Pleasant Prairie developed in a way that was not conducive to bicycling or walking: development was dispersed throughout the area and was linked by narrow, sometimes busy streets with no sidewalks or paved shoulders. Since incorporation the Village has grown rapidly. Residents and staff have worked to ensure that this growth and development better serves all forms of transportation while also being environmentally sensitive. This *Bicycle and Pedestrian Trails Plan* will complement that development by designating a system of bicycle and pedestrian facilities that connect all parts of the Village as well as surrounding communities. This plan will guide the development of shared-use paths, demarcate on-street facilities, provide design guidelines and policies for facilities and highlight funding opportunities for the Village to pursue.

The Plan will build on past bicycle and pedestrian planning, including that in the Village's *2006 Park and Open Space Plan* and the Southeast Wisconsin Regional Planning Commission's (SEWRPC) *Regional Transportation Plan for Southeastern Wisconsin: 2035, A Regional Land Use Plan for Southeastern Wisconsin: 2035, and Amendment to the Regional Bicycle and Pedestrian System Plan for Southeastern Wisconsin: 2020*. The Plan should be updated every five years to reflect the needs of the community and progress that has been made in implementing new facilities.



## 1.2 Scope

*The Village of Pleasant Prairie Bicycle and Pedestrian Trails Plan* focuses on bicycling for transportation. For bicycle transportation, trip origins, destinations and trip purpose are of utmost importance (e.g. commuting to work or school, shopping, attending a social event, etc.), and the bicycle is simply the means to the end. Conversely, recreational bicycling trips are made expressly for the enjoyment of bicycling, and the destination, if there is one at all, is of minor importance. Most trips, and most facilities, serve both functions, but the bicycle facility network must be complete in order to serve the needs of transportation bicyclists while also serving recreational bicyclists and pedestrians.

Bicycle projects must be primarily for transportation purposes to be eligible for funding under most Federal aid programs, although the Recreational Trails Program is an exception. Federal guidelines generally consider any bicycle path other than a closed loop as being principally for transportation and eligible for federal funding.



The *Plan* is a comprehensive approach to bicycle transportation planning that encompasses the “four E’s:”

- Engineering: facility creation and improvement
- Education: increasing cyclist and motorist awareness of the rules of the road
- Encouragement: programs to increase cycling
- Enforcement: applying the rules of the road to all users: motorists, bicyclists, and pedestrians

When combined with facility improvements, education and encouragement can dramatically increase the levels of bicycling and walking. Educating bicyclists and motorists on how to share the road safely is important. Education of elected officials, planners, engineers and others involved in land use development will help ensure that bicyclists’ needs are included when planning new neighborhoods and roadways. Educating law enforcement officers about the illegal behaviors that are the most common factors in crashes can allow them to better target these behaviors.

The plan identifies existing facilities and recommends new programs, policies and facility projects including off-street paths, on-street facilities, signed routes and support facilities, such as bicycle parking. Implementation of the plan will encourage the use of this practical, non-polluting, affordable mode of transportation. The bicycle and pedestrian facility recommendations are necessary for safety, mobility and access to destinations such as schools, employment centers, commercial areas, public and institutional land uses and recreational areas. Recommendations are prioritized to augment the existing bicycle and pedestrian transportation network in the Village and its connections to other municipalities.

### 1.3 Summary of Public Input

An effective planning effort requires the participation of the public. Public input during the planning process was solicited via a survey administered online by the Village of Pleasant Prairie and through a public information meeting. Both the survey and the meeting provided the public with opportunities to voice their concerns over bicycle and pedestrian issues as well as offer opinions on the direction of the planning effort and what they would like to see as the end product.

#### Public Informational Meeting

An informational meeting for the public was held on Thursday, May 28, 2009, from 5:00pm – 7:00pm at the IcePlex in Pleasant Prairie. Notice of the meeting was provided through the Village newsletter that was sent to each Pleasant Prairie household, as well as on the Pleasant Prairie official webpage. A total of 34 people attended the meeting including members of the Bicycle and Pedestrian Trails Plan Steering Committee and the general public. After a brief introduction to the planning process and a description of a map of proposed bicycle and pedestrian trails drawn from the *2006 Park and Open Space Plan*, the meeting was opened up for public comment. Comments were wide-ranging, but specific themes emerged repeatedly:

- **Connections:** The plan should identify a network of on- and off-street routes that connect throughout Pleasant Prairie as well as into the City of Kenosha, the State of Illinois and other recreational areas.
- **Signage:** Provide a signage system that clearly indicates where users are within the trail system, how to get to popular destinations and times and distances to locations.
- **Secure parking:** Provide secure bicycle parking facilities at employment centers, retail destinations, parks and other locations.
- **Maintenance:** Ensure that the bicycle and pedestrian system, both on- and off-street, is well maintained so as to be safe and efficient for all users.
- **Funding:** The plan should identify funding sources for bicycle and pedestrian trails and maintenance.
- **Trail amenities:** Provide off-street bicycle and pedestrian path and trail amenities including trash and recycling receptacles, drinking fountains, restrooms, picnic tables, signage and lighting.
- **Multimodal options:** The plan should identify and tap into opportunities to expand multimodal travel options, particularly rail and bus.



Attendees at the public meeting as well as written comments that were received at the meeting are listed in Appendix A.

### **Bicycle and Pedestrian Trails Plan Steering Committee**

A Steering Committee was established at the beginning of the planning process to oversee development of the plan and to provide input from different areas of the community. The Steering Committee included representatives of the Parks Commission, the Kenosha Unified School District, the Recreation Commission, the Village Public Works, Engineering, Police, and Community Development Departments, and local recreation facilities. The Steering Committee met monthly during the planning process to review progress and provide input on the plan.



Pleasant Prairie hosts numerous triathlons throughout the year drawing thousands of athletes to the Village.

### **Survey of Public Opinion**

A public survey was administered online to Village residents and others interested in bicycling and walking in the Village. Notice of the survey was placed on the Village website as well as in the Village newsletter that was mailed to each household in the Village. A total of 82 people participated in the survey, with the majority of those people residing within the Village. Results of the survey helped guide the planning process and the full survey results are presented in Appendix B.

## 2. The Importance of Bicycling and Walking

Bicycling and walking are both important forms of transportation and recreation that provide numerous benefits to individuals and communities as a whole.

Bicycling and walking are good forms of exercise and are nonpolluting forms of transportation that are accessible to all. By encouraging bicycling and walking participation, particularly for transportation, Pleasant Prairie can provide social, health and environmental benefits to its residents.

### 2.1 Social and Health Benefits

Bicycling offers low cost mobility. For those who do not use or have access to an automobile, such as school-age children, bicycling and walking are particularly important. While bicycling and walking may not replace all trips by motor vehicle, they can be a practical mode for many trips and part of multi-modal trips as well (such as a trip to a park-and-ride carpool facility or transit stop).

Increased bicycling levels along with increased quality and quantity of bicycle facilities can benefit the community by providing those unable to drive or without access to a car with more independence; reducing the need for parents to chauffeur their children to school, social and recreational activities; allowing households to meet their transportation needs with fewer cars; and increasing recreational opportunities and, by extension, improving public health.

A total of 76% of respondents to the survey conducted for this plan reported that they regularly walk or jog for exercise while 65% reported bicycling regularly for exercise. Clearly walking and bicycling are important forms of exercise for local residents. Improving bicycle facilities for transportation purposes benefits those who bicycle for recreation and fitness as well. Recreational bicycle rides can begin at home and be combined with other, often utilitarian, trip purposes. When linked with a larger bikeway system, off-street paths can provide important transportation linkages, and a complete bikeway network benefits everyone, regardless of how they use the road.



A sign near the RecPlex reminds motorists of pedestrian rights.

## 2.2 Environmental and Transportation Benefits

Bicycling is a convenient and efficient form of transportation, and for some, their primary mode of transportation. Bicycling is a popular mode of transportation because a bicycle provides its user with autonomy and flexibility regarding travel schedules and destinations, including multiple destinations. Bicycling is the most energy efficient form of transportation and is often faster than driving for short trips. Bicycling is an important element of a transportation system. Multi-modal trips allow commuters to use their bicycles to reach a bus stop or to ride to their final destination from a convenient parking area. Bicycling levels are much higher during the warmer months, and the development of inexpensive, more versatile bicycles and clothing have increased both the appeal and the practice of bicycling in wetter and colder weather.



Kenosha Transit buses accommodate up to two bikes on front racks.  
*Credit: Kenosha Transit*

While travel within southeastern Wisconsin is predominantly by personal motor vehicle, walking and bicycle travel represent the next largest percentage of internal weekday travel by resident households of the region.

Although the Kenosha Transit bus system provides limited service to the LakeView Corporate Park and small portions of the north side of Pleasant Prairie, most of the residential areas in Pleasant Prairie are not served by transit. However, for the areas that are served, Kenosha Transit's buses have bicycle racks on them which encourage multimodal trips by users.

Increasing bicycle opportunities improves the efficiency of the transportation system and increases environmental benefits. It improves neighborhood livability by reducing motor vehicle traffic and its associated pollution and congestion, reducing the need for motor vehicle parking and reducing motor vehicle crashes, injuries and property damage.

When compared to a motor vehicle, bicyclists take up very little roadway space. In most urban traffic conditions, bicyclists do not significantly limit traffic flow. Providing adequate roadway width for all users, including bicyclists, will increase roadway capacity, reduce congestion and decrease trip times for everyone.

## 2.3 Economic Opportunities

Improving the bicycling environment can provide non-transportation related benefits as well. The community benefits from bicycle riders who purchase food and other needs locally. The tourism industry benefits as more bicyclists are attracted from outside the community. Most importantly, the quality of life of the community is enhanced by the presence of bicyclists and pedestrians when social interactions occur spontaneously and when people feel safer being outdoors.

Bicycle facilities have been shown to have a positive effect on nearby property values<sup>1</sup> and an increase in business reported by owners of businesses near bicycle facilities.<sup>2</sup> A study by North Carolina's Department of Transportation of bicycle facilities in the Outer Banks reveals an annual economic impact from the facilities that is six times greater than the one-time capital costs.<sup>3</sup> A Wisconsin study showed 39% of responding businesses indicated increased business as a result of users of the Fox River Trail. The same study showed that a bicycle facility had positive effects on real estate values and therefore property tax revenues. Lots adjacent to the Mountain Bay Trail in Brown County, Wisconsin, sold faster and for an average of 9% more than similar property not located next to the trail. The study also suggests that by providing workers an alternative to driving to work, the trail became an inexpensive alternative to increasing road capacity.<sup>4</sup> The conclusion that trail facilities generate increased revenue through higher property values is corroborated by the Consumer's Survey on Smart Choices for Home Buyers. In that survey, trails ranked the second most important amenity out of a list of 18 choices.<sup>5</sup>



Buffered bicycle lanes add additional separation between travel lanes and the bicycle lane which increases cyclists' comfort level.

<sup>1</sup> National Association of Realtors and National Association of Builders, *Consumer's Survey on Smart Choices for Home Buyers*, April 2002.

<sup>2</sup> Runge, Cole. *Fox River Trail Study*, Prepared for the Brown County Planning Commission, December 2002.

<sup>3</sup> Lawrie, Judson, John Guenther, Thomas Cook, and Mary Paul Meletiou. *The Economic Impact of Investments in Bicycle Facilities: A Case Study of the North Carolina Outer Banks*, summary report, April 2004.

<sup>4</sup> Runge, Cole. *Fox River Trail Study*, Prepared for the Brown County (WI) Planning Commission, December 2001.

<sup>5</sup> National Association of Realtors and National Association of Home Builders, *Consumer's Survey on Smart Choices for Home Buyers*, April 2002

### 3. Existing Conditions

This chapter focuses on the existing conditions in the Village of Pleasant Prairie. The chapter provides an overview of the region, demographic information, the parks system, bicycle and pedestrian facilities and plans and policies currently in effect that impact bicycle and pedestrian planning and facilities. It should be noted that much of the demographic information is drawn from the 2000 Census, and the 2010 Census will provide a more accurate picture of current conditions in Pleasant Prairie when the data is released in 2011.

#### 3.1 Regional Context

The Village of Pleasant Prairie is a rapidly growing community in Kenosha County in the far southeastern corner of Wisconsin. The Village is bordered by Illinois on the south, Lake Michigan on the east, the unincorporated Town of Bristol on the west and the City of Kenosha on the north. The Village is approximately 40 miles south of Milwaukee and 70 miles north of downtown Chicago.

The Village was incorporated in 1989 from the former Town of Pleasant Prairie. Because it incorporated from a Town with no central core, development is largely dispersed throughout the Village. Since incorporation Pleasant Prairie has grown rapidly: the population increased 63% while the number of housing units in the Village grew by 76%. Employment within the Village has increased rapidly as well, particularly with the industrial development of LakeView Corporate Park and commercial sites along 75<sup>th</sup> Street (State Highway 50) and near the I-94 corridor.

This rapid growth created a need for better bicycle and pedestrian planning and facilities. Many streets that were relatively quiet and safe for bicycling or walking 20 years ago are now busy and uncomfortable for cyclists and pedestrians. Additionally, while bicycle and pedestrian use may be safe and easy within many of the new office parks, industrial sites and residential developments, there are few good links or connections between these developments. Adequate links to popular destinations including Lake Michigan, schools, the RecPlex and IcePlex, and employment centers are also lacking.



It is important to provide bicycle parking at destinations throughout the Village.

### 3.2 Population and Demographics

Demographic characteristics help determine the amount of bicycle and pedestrian trails that the Village now requires and will need in the future. As part of the transportation network, it is important that trail facilities link not only current housing, employment, and recreation centers, but future ones as well.

Since incorporation, the Village of Pleasant Prairie has experienced a significant population increase. From 1990 to 2009, the population increased from 12,037 to 19,570. This increase of 63% is a far greater growth rate than Kenosha County (27%) and the State (16%). Additionally, the Village's work-day population is significantly higher than this number due to the large number of people who commute to the Village for employment or other opportunities. Pleasant Prairie's population is projected to continue growing rapidly over the next 20 years, although at a slightly lower rate than it has over the last 20 years. The Village's projected population in 2030 is 28,911, a 48% increase over the 2009 estimated population. This growth rate is again significantly higher than the rate for Kenosha County and the State.

The average age of residents of Pleasant Prairie slightly higher than their counterparts in Kenosha County or Wisconsin as a whole: in 2000, the residents of Pleasant Prairie had a median age of 37.0 years, while Kenosha County had a median of 34.8 years and the State of Wisconsin had a median of 36.0 years. In 2000, 34% of the Village's population was under the age of 25, while 11% of the population was 65 or older.

In 2000, the average household size in Pleasant Prairie was 2.73 persons per household, a decrease since the 1990 Census count of 2.83 persons. This average household size was slightly higher than that of the County and State.

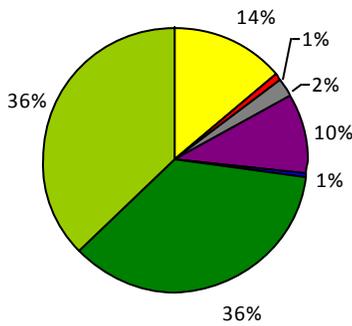
Although the size of the average household is decreasing, the statistical trends indicate that Pleasant Prairie has a growing population with many families. Providing a bicycle and pedestrian network that is comfortable and easy to use by users of all ages and skill levels will increase the quality of life of Village residents.



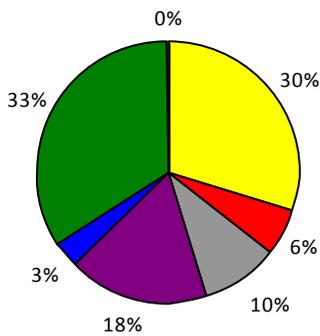
### 3.3 Land Use

Current and future land use is important for bicycle and pedestrian planning as the location of housing, employment centers, retail areas and recreational areas dictates where people will begin and end many of their trips. A well connected bicycle and pedestrian network should connect all of these areas so that residents can safely and conveniently travel from one location to another.

Village Land Use, 2000



Village Land Use, 2035



#### Current and Future Land Use

As mentioned in section 3.1, Pleasant Prairie incorporated in 1989. With this step, the new village gained the authority to zone land for specific uses including residential, industrial, commercial and other uses. This authority allows the Village to steer its growth and development in a desirable manner. The *Village of Pleasant Prairie, Wisconsin 2035 Comprehensive Plan* provides a detailed description of existing land uses in the Village, as well as the planned growth over the next 25 years.

Reflecting its recent incorporation, the majority of Pleasant Prairie is comprised of agricultural land, natural open space, and natural resource areas such as woodlands, wetlands, and surface water. These land uses cover approximately 76% of Village land. The remaining land is more developed and is comprised primarily of residential land uses, although commercial, industrial, governmental, transportation, and recreational land uses also cover significant areas of the Village. The *2035 Comprehensive Plan* envisions significant growth in residential, mixed-use, and commercial areas, with additional growth in industrial, governmental and transportation land uses. This growth will occur primarily on land that is currently agricultural and in non-environmentally sensitive open space areas.

#### Land Use Impacts on Walking and Cycling

Development in Pleasant Prairie is relatively dispersed today, although much of it is clustered at the northern end of the Village, close to Kenosha. Because development is dispersed, it is often difficult for residents to rely on walking or cycling as transportation, as destinations may be too far away or they may not feel safe using the existing streets for walking or cycling. As the Village continues to develop, it should become easier for residents to walk or cycle to destinations as urban street sections with bicycle facilities, sidewalks, and multi-use paths are installed in areas not currently developed. These connections will make it easier for residents to reach destinations and will allow residents to more reliably use walking and cycling as transportation and recreation.

### 3.4 Parks and Open Space

The 2006 Village of Pleasant Prairie Park and Open Space Plan inventoried existing parks, open space and recreation facilities within the Village. These spaces offer residents the opportunity to participate in organized recreational activities, exercise in areas away from motor vehicles or simply enjoy nature. Residents should be able to safely and easily access these spaces on bicycle or foot.

#### Regional Park

Three large community parks exist in Pleasant Prairie. The largest of these parks is Prairie Springs Park. This 930-acre park is located in the western portion of the Village, north of 104th Street and west of 88th Avenue. The park offers numerous sporting and recreation activities in addition to playgrounds, softball fields, volleyball pits, and picnic areas. The park also contains some of the Village's only paved bicycle and pedestrian trails. Although Prairie Springs Park contains pedestrian and bicycle trails and other recreational opportunities, many residents noted that it is difficult to access on foot or bicycle.

#### Community Parks

Anderson Park is a large existing park just north of the Village in the City of Kenosha. The 95-acre park offers City and Village residents amenities including two baseball diamonds, 20 soccer fields, a swimming pool with water slides and picnicking and other opportunities. Village Green Park and Ingram Park are planned for future development in the Village. All of these parks provide or will provide numerous benefits and amenities to Pleasant Prairie residents and should be readily accessible by bicycle or on foot.

#### Neighborhood and School Parks

The Park and Open Space Plan identified six existing neighborhood parks distributed throughout the Village: Carol Beach Park, Becker Park, Woodlawn Park, Pleasant Prairie Park, Rolling Meadows Park and Lake Michigan Park. These parks range in size from 0.14 acres to 22 acres and offer residents recreational opportunities and open space near their homes. Park space also exists at three Kenosha Unified School District elementary school sites in the Village, with two additional sites planned for future schools. These smaller park spaces provide recreation and open space that is dispersed throughout Pleasant Prairie.



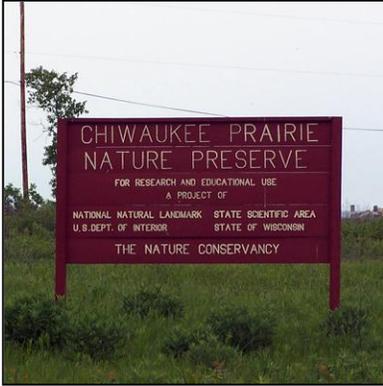
Prairie Springs Park is a large regional park located in the western portion of the Village. The park contains a popular shared-use path around Lake Andrea.



Carol Beach Park is one of six neighborhood parks dispersed throughout the Village.

## Open Space and Natural Areas

Numerous other open spaces and recreation areas exist throughout the Village. These areas include recreation areas such as two private driving ranges and a golf course, a private marina and a significant amount of preserved open space and natural areas.



The Chiwaukee Prairie Nature Preserve is a popular destination for cyclists.

The open spaces and natural areas throughout the Village are very popular with local residents as well as visitors to the area. These lands preserve critical plant and animal habitats and environmental corridors. They also allow residents and others to experience outdoor environments that are more natural and less controlled than what they experience in formal park space. Bicycling and walking can be an ideal match for these areas as they are quite, nonpolluting forms of transportation and recreation that require minimal impact in the way of trails and other facilities.

The largest of these areas is the Chiwaukee Prairie State Natural Area which is home to one of the largest prairie complexes in the State and the largest coastal wetland in southeastern Wisconsin. The southern portion of the area is managed by The Nature Conservancy, and the northern parcels are managed by the Wisconsin Department of Natural Resources, including the Kenosha Dunes, which contains open and stabilized sand dunes. Chiwaukee Prairie is recognized as a National Natural Landmark and a State Natural Area.

Other large open spaces and natural areas include the Carol Beach Natural Area Open Space, the Des Plaines River Natural Area Open Space and Momper's Woods. These areas cover over 250 acres throughout the Village and combine with approximately 200 acres of privately held land to form a significant natural presence within the Village. These areas are popular destinations for cyclists and offer opportunities for hiking and other recreational activities.



The Des Plaines River Open Space includes over 750 acres of preserved environmentally sensitive land.

### 3.5 Bicycle and Pedestrian Facilities

Currently, the only major bicycle trail in Pleasant Prairie is the Kenosha County Bike Trail. This north-south trail runs from the Illinois border through the Village and the City of Kenosha and north to the Kenosha/Racine County line. The trail is built in a former railway corridor and lies at approximately 30<sup>th</sup> Avenue. The gravel trail is unpaved and is not maintained during the winter months. Although a popular facility, residents voiced concerns over maintenance issues with the trail and problems with crushed gravel from the trail spreading onto connecting roadways and creating hazards.

Prairie Springs Park contains an eight foot wide paved trail that forms a loop around Lake Andrea and other portions of the park. While this trail is a popular recreation facility, it is not connected with any larger network of bicycle or pedestrian facilities and is not useful as a transportation facility.

There are approximately five miles of bike lanes in Pleasant Prairie, primarily in the far northern section of the Village. Residential streets in Pleasant Prairie with low traffic volumes are safe and recommended for bicycling with no additional facilities. Arterial streets that have higher traffic volumes and speeds are in need of better facilities which may include bike lanes, wide curb lanes or paved shoulders to accommodate bicycles. In these cases, critical corridors connecting neighborhoods and destinations are recommended for either bicycle routes or lanes. Some arterial streets are wide enough to accommodate bike lanes without any additional pavement. In areas where there is not enough roadway width to add a full bike lane, bicycle routes may be recommended. Bicycle parking at key destinations is also needed.

Most streets in Pleasant Prairie developed prior to 1989 have a rural cross-section with no curb and gutter or sidewalk. On low-traffic minor residential streets the roadway may be able to safely serve as a pedestrian facility. However, pedestrian accommodations are needed on arterial and connector streets and intersections. A total of 44% of survey respondents reported that they do not feel Pleasant Prairie is pedestrian friendly because of personal safety concerns, and 61% thought the lack of sidewalks made Pleasant Prairie unfriendly for pedestrians. At the same time, 62% of respondents cited automobile traffic as a reason for Pleasant Prairie's pedestrian unfriendliness, a reason that is closely linked with the lack of sidewalks.

A map at the back of this plan depicts the existing as well as proposed bicycle and pedestrian facilities.



Many residential streets with very low traffic volumes are safe and recommended for bicycling in their current condition.

### 3.6 Existing Plans and Policies

Numerous plans exist at the federal, state, regional and local levels that impact bicycling and walking in Pleasant Prairie. This section provides a brief summary of the most relevant of those plans. Additionally, Section 6.1 details federal and state guidance on the development of bicycle and pedestrian facilities.

#### Federal Plans and Policies

Congress firmly established the principle that the safe accommodation of bicycling and walking is the responsibility of state and local transportation agencies. This responsibility extends to the planning, design, operation, maintenance and management of the transportation system in federal transportation law, including the *Intermodal Surface Transportation Efficiency Act (ISTEA)*, and its reauthorizations, the *Transportation Equity Act for the 21st Century (TEA-21)* and the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*.

[http://www.americabikes.org/resources\\_policy\\_bicyclefriendly.asp](http://www.americabikes.org/resources_policy_bicyclefriendly.asp)

The Federal Highway Administration Program guidance on the federal transportation bills states that “In the planning, design, and operation of transportation facilities bicyclists and pedestrians should be included as a matter of routine and the decision not to accommodate them should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.”

<http://www.fhwa.dot.gov/environment/bikeped/Design.htm>

#### Wisconsin Plans and Policies

The *Wisconsin Bicycle Transportation Plan 2020* (WisDOT September 1998) is intended “to establish bicycling as a viable, convenient, and safe transportation choice throughout Wisconsin.” The role of the state plan is “ensuring an interconnected transportation system across government boundaries and highway jurisdictions that can work safely for bicyclists....” The two primary goals of the state plan are doubling the number of bicycle trips by 2010 and reducing crashes involving bicyclists and motor vehicles by 10% or more by 2010.

<http://www.dot.state.wi.us/projects/state/bike2020.htm>

The *Wisconsin Pedestrian Policy Plan 2020* outlines statewide and local measures to promote pedestrian comfort and safety. The plan lays out a policy framework to better integrate pedestrians into the transportation network by 2020 and describes WisDOT’s role in meeting pedestrian needs.

<http://www.dot.wisconsin.gov/projects/state/ped2020.htm>

#### Regional Plans and Policies

The *Regional [I-94] Freeway System Reconstruction Plan for SE WI* (SEWRPC) includes plans to reconstruct the I-94 interchange at County Highway C in Pleasant Prairie. The interchange reconstruction includes a redesign of portions of East Frontage Road and West Frontage Road that will separate the frontage roads from the highway interchange ramps. This should be safer for bicycles and still accommodate motor vehicle traffic. A separate paved shared-use path and wide



shoulders on the West Frontage Road are included as part of this reconstruction. Construction was completed in November 2009.

<http://www.sewrpc.org/freewaystudy>

The *Regional Transportation System Plan for Southeastern Wisconsin: 2035* (SEWRPC Planning Report No. 49) includes SEWRPC's vision for transportation in the region: "A multimodal system with high quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of Region residents and support and promote expansion of the Region's economy, by providing for convenient, efficient, and safe travel by each mode...."

<http://www.sewrpc.org/regionalplans/regionaltransysplan.shtm>

The *Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020* (SEWRPC) "seeks to remove existing impediments to bicycle travel related to the lack of bicycle paths, the lack of safe accommodation on streets and highways, and the lack of support facilities such as bicycle parking and storage lockers. The plan recommends that improvements such as extra-wide outside travel lanes or paved shoulders be considered to be provided whenever an arterial street or highway is constructed or reconstructed to better accommodate shared roadway use by bicycles and motor vehicles."

<http://www.sewrpc.org/transportation/amendmentbikeped.asp>

SEWRPC has identified several roads in and around the Village for expansion and/or extension. These projects will have significant impacts on bicyclists' ability to move safely and conveniently around the region. If the goals of the state and SEWRPC's own plans regarding bicyclists are to be realized, it is imperative that the bicyclists be accommodated as an integral part of every project.

While SEWRPC has proposed many projects in and around Pleasant Prairie in the future, the following projects are specifically identified in the 2009 – 2012 Transportation Improvement Program (TIP):

- Project 510 (2009): Resurfacing of State Highway 50 (75<sup>th</sup> Street) from I-94 to State Highway 31
- Project 513 (2009): Reconstruct State Highway 165 (104<sup>th</sup> Street) intersections with County Highway ML and County Highway EZ
- Project 516 (2009): Install flashing lights and gates at the 113<sup>th</sup> Street at-grade crossing of the Canadian Pacific railroad tracks
- Project 523 (2010) Preliminary engineering for reconstruction with additional lanes of County Highway C from County Highway U to West Frontage Road

It is critical that these projects properly accommodate pedestrians and bicycles, particularly since many of these are high-volume roads that are often difficult for cyclists and pedestrians to negotiate.

[http://www.sewrpc.org/publications/tip/TIP\\_2009-2012.pdf](http://www.sewrpc.org/publications/tip/TIP_2009-2012.pdf)



Local Eagle Scouts constructed boardwalks through environmentally sensitive areas to allow bicycle and pedestrian access.

### Local Policies and Plans

The Village of Pleasant Prairie 2035 Comprehensive Plan will guide development in the Village for the next 25 years. The plan includes numerous chapters that will impact bicycling and pedestrian facilities in the Village, including the Transportation; Utilities and Community Facilities; Agricultural, Natural, and Cultural Resources; and Land Use chapters. The Comprehensive Plan is Pleasant Prairie's definitive guiding document regarding land use, transportation and other planning and the Transportation chapter has the following goal:

*Provide an accessible interconnected network of highways, streets, and bicycle and pedestrian trails within the Village in order to present a safe, affordable, and efficient transportation system that meets the needs of multiple users; and to assure the functionality of the transportation network within Pleasant Prairie and the surrounding region while minimizing the impacts upon the transportation system.*



Appropriate signage can draw attention to locations where shared-use paths intersect local streets.

The Village of Pleasant Prairie 2006 Parks and Open Space Plan serves as the planning document guiding park and open space development in the Village. The plan includes a number of policies and recommendations regarding bicycle facilities. The top priority to emerge from public participation in the planning process was the development of a multi-use trail system. Accordingly, the plan includes a map of existing and future bicycle trails and facilities. Additionally, a number of objectives and policies in the plan recommend or support the development of a robust bicycle and pedestrian trail network. No additional bicycle or pedestrian trails have been developed since the adoption of the plan.

It is important for the Village of Pleasant Prairie to work with surrounding jurisdictions to ensure that connections between the various jurisdictions are created concurrently with any new development or redevelopment. Additionally, Pleasant Prairie should encourage the other municipalities to begin creating bicycle plans of their own to incorporate into their long range transportation and land use plans.

## 4. Education, Encouragement, and Enforcement

There is a common perception that bicycling on streets and crossing streets as a pedestrian is dangerous, when in fact it is not. This concern keeps people from bicycling and walking more or at all. *Education, encouragement, and enforcement* can all be used to effectively counter the perception that bicycling or walking is unsafe. When including *engineering* (facilities discussed in Chapter 6), the “four Es” are popular and effective components to achieving the goals of increasing the number of trips by foot or bicycle and improving the safety and convenience of the bicycling and walking environment.

### 4.1 Education

Educating motorists and bicyclists to share the road will establish safer, more inviting streets for bicycling. Educating motorists and pedestrians about proper yielding and crossing procedures will establish a more encouraging and safe environment for pedestrians. Bike Rodeos, Bike Ed and Safe Routes to School initiatives are three examples of established bicycle education programs.

#### Safe Routes to School

The Federal Safe Routes to School (SRTS) program addresses the decline in children walking and bicycling to school. In 1969, about half of all students walked or biked to school. Today, fewer than 15% of all school trips are made by walking or bicycling, while over half of all children arrive at school in private automobiles. This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes and cardiovascular disease. Safety issues are a concern for parents who cite traffic danger as a reason why their children are unable to bicycle or walk to school. The SRTS program empowers communities to make walking and bicycling to school a safe and routine activity once again. The program funds a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. A Safe Routes to School toolkit is available from WisDOT at:

<http://www.dot.wisconsin.gov/localgov/aid/saferoutes-toolkit.htm>

#### Bicycle and Pedestrian Education Efforts

Bike Rodeos can be effective tools for teaching children safe bicycling basics, but only when those running the rodeos know what the most common kinds of child bicycle crashes are and the skills needed to avoid them. Teaching Safe Bicycling is a free course coordinated by WisDOT’s Bureau of Transportation Safety that provides instructors with this critical knowledge. For more information contact the WisDOT Bicycle and Pedestrian Safety Program Manager at 608-267-3154 or view course information at:

<http://www.dot.wisconsin.gov/safety/vehicle/bicycle/docs/tsb-brochure.pdf>

Bike Ed is a group of courses developed by the League of American Bicyclists (LAB) to suit the needs of any cyclist. LAB certifies, insures and equips League Cycling



Bicycles and walking should be safe and convenient ways for all students to travel to school.

Instructors (LCIs) to teach anything from basic skills to college level courses. LCIs are the experts in bicycle education and safety. Courses offered include: Road I, Road II, Commuting, Motorist Ed, Kids I and Kids II. LCI's can also offer modified versions of these courses, design bike rodeos and provide general safety consulting. Residents can take these classes on their own or community centers, senior centers, schools and employers can coordinate and host group classes.

### Road I

Gives cyclists the confidence they need to ride safely and legally in traffic or on the trail. The course covers bicycle safety checks, fixing a flat, on-bike skills and crash avoidance techniques and includes a student manual. Recommended for adults and children above age 14, this fast-paced, nine-hour course prepares cyclists for a full understanding of vehicular cycling.



Participants gather in the rain for a Road I course teaching safe bicycling skills.

### Road II

For more advanced students with an understanding of vehicular cycling principles, this 12 hour course includes fitness and physiology, training for longer rides, advanced mechanics, paceline skills, advanced traffic negotiation, foul weather riding and night riding. Student manuals are included with each class.

### Commuting

For adult cyclists who wish to explore the possibility of commuting to work or school by bike. This three hour follow-up to Road I covers route selection, bicycle choice, dealing with cargo and clothing, bike parking, lighting, reflection and foul weather riding. Included with the class are handouts and student materials.

### Motorist Education

A 3-hour classroom session, this course can be easily added to a driver's education curriculum, such as diversion training for reckless drivers or a course designed for local bus drivers. Directed towards motorists in general, topics covered include roadway positioning of cyclists, traffic and hand signals, principles of right-of-way and left and right turn problems. Materials include Share the Road literature for bicyclists and motorists as well as other fact sheets.

### Kids I

Designed for parents, instructors explain how to teach a child to ride a bike. Topics covered include how to perform a bicycle safety check, helmet fitting and bike sizing. The course includes the 10-minute "Kids Eye View" video and a brochure for parents.

### Kids II

This 7-hour class for 5th and 6th graders covers the same topics as Road I, including on-bike skills as well as choosing safe routes for riding.

The Bicycle Federation of Wisconsin has trained dozens of people in Wisconsin to teach the League of American Bicyclist courses and the Bike Fed can connect those interested in taking Bike Ed with the closest LCI. For more information on Bike Ed in Wisconsin, visit the Bike Fed's website:

<http://www.bfw.org>

To find the nearest LCI, visit the League of American Bicyclists website:

<http://www.bikeleague.org/cogs/resources/findit>

## 4.2 Encouragement

Publicizing bicycling and walking is both education and encouragement. By producing and distributing bicycle and walking education material, the Village can provide bicyclists, pedestrians and potential bicyclists with the information they need to bicycle safely and comfortably. WisDOT provides a range of safety materials for free to anyone requesting them by their publication number.

Bicycle and pedestrian related safety materials provided by WisDOT include:

- Wisconsin Bicycle Laws card (HS 221)
- Bicycle Safety-What Every Parent Should Know (HS 239)
- From A to Z by Bike (HS 214, for ages 11-adult)
- Bicycle Safety: A 'Wheely' Good Idea (HS 213, handbook for ages 8-11)
- Bicycles & Traffic-Get Over Your Fear (brochure HS 238)
- Two-Wheeled Survival (brochure HS 227)
- Sharing The Road: Survival of the Smallest (brochure HS 228)
- Street Smarts (updated brochure HS 207)
- Share the Road with Bicycles (bumper sticker HS 237)
- I Stop for Pedestrians (bumper sticker HS 233)

Request materials from WisDOT by publication number using the form found at:

<http://www.dot.wisconsin.gov/forms/docs/dt1265.doc>

Partnering with other agencies and organizations will help deliver bicycle information more effectively. For example, bicycle education should be integrated into school curricula and park programs so that many more children learn to bicycle more safely and frequently. Partnering with media outlets and the private sector will further increase the reach of education campaigns. The Village could also make use of the website [www.StreetShare.org](http://www.StreetShare.org) to promote bicycling and walking, and to educate citizens about bicycling and walking in the community.

<http://www.StreetShare.org>.

### Bike to Work Week

Bike to Work Week (BTWW) is a promotional campaign that has succeeded in increasing the numbers and safety of individuals who bike to work, shop, school or wherever they need to go in the communities where it has taken place. A recent BTWW campaign in Sheboygan County resulted in a 7% gain in bicycling mode share. The Bicycle Federation of Wisconsin produces a toolkit for concerned citizens to encourage bicycling in their community through Bike to Work promotions:

<http://www.bfw.org/>

### Bicycle Map

Producing and distributing a Village map for bicyclists can go a long way towards encouraging and educating citizens. A total of 92% of respondents to the survey

indicated that a bicycle map of the area would positively (54% “strongly,” 38% “moderately”) affect their decision to bicycle more. Such a map could educate citizens about the best routes for bicycling and help teach them to safely share the road with motor vehicle traffic by using safety tips and illustrations on the reverse of the map itself.

In creating a bicycle map it is important to gather information from the public regarding the map content. From previous bicycle mapping projects completed by the Bike Fed, map users have expressed that it is important to include the following items:



Quiet rural roads offer excellent cycling opportunities just outside the Village. A map showing bicycle routes within the Village as well as links to areas outside the Village would be appreciated by cyclists.

- All bicycle facilities, including signed routes, bike lanes, and bike trails.
- Public amenities, such as restrooms, parks, and emergency services.
- Private amenities, such as bike shops.
- A map scale that is appropriate for users to easily determine travel distance, with as many roads as feasible labeled.
- A digital version of the map should be available on-line.

Often some of the funds for a bicycle map can be procured from advertising fees from local businesses wanting representation on the map. It might also be possible to partner with the local tourism board or chamber of commerce for support. A bicycle map is more likely to be an effective educational strategy if it is available for free.

### **Other Public Education Opportunities**

In addition to a bicycle map and education programs described above, there are other ways to get the word out that bicycling is a viable means of transportation and recreation. The Village could work with the Kenosha Area Chamber of Commerce, the Kenosha Area Convention and Visitors Bureau and the Wisconsin Department of Tourism to publicize bicycling. Television and/or radio Public Service Announcements about safe bicycling and motorists safely sharing the road with bicycles could be produced and aired, particularly on Chanel 25 WLIP. Advertising in newspapers, on billboards and on buses can gain bicycling exposure.

Bicycle facility openings and other events also provide opportunities for education and outreach. “Earned media,” e.g. a press release in conjunction with a ribbon cutting ceremony, is a great way to get publicity and to generate interest in expanding the bikeway network.

### 4.3 Enforcement

For enforcement to be effective, law enforcement officers need to know which illegal behaviors are the most common factors in crashes. Wisconsin's Pedestrian and Bicycle Law Enforcement training course, available through the Wisconsin Department of Transportation (WisDOT) Bureau of Transportation Safety, provides education for law enforcement officers. The course qualifies towards the training hours required of most law enforcement agencies. For more information, contact the WisDOT Bicycle and Pedestrian Safety Program Manager at 608-267-3154.

The rules for riding bicycles on the road (and rules for motorists sharing the road safely with bicycles) are available online:

<http://www.dot.state.wi.us/safety/vehicle/bicycle/rules.htm>.

WisDOT also distributes free printed safety materials such as a Summary of Wisconsin Bicycle Laws (HS226), and Bicycle (HS221) and Pedestrian (HS244) Law Cards that fit in a wallet. These materials may be requested using form DT1265:

<http://www.dot.wisconsin.gov/forms/docs/dt1265.doc>

WisDOT's Division of Motor Vehicles Motorist Handbook includes nearly 10 pages of information on bicycling safely and on motorists sharing the road safely with bicyclists.

In addition to training police in law enforcement for bicycle safety, training drivers of commercial vehicles to model behavior can bolster enforcement by police officers. The Cities of Madison and Milwaukee educate all drivers of city vehicles about the regulations that require drivers to yield to pedestrians in crosswalks and to give all vehicles (including cyclists) three feet of clearance when passing. By training Village staff and partnering with Kenosha County or City agencies that operate in Pleasant Prairie, the Village can increase compliance with traffic laws on its streets.

## 5. Goals, Objectives and Policies

In order to produce an implementable plan, it is necessary to have an overarching set of goals that are supported by specific objectives and policies. These goals, objectives and policies help guide the overall recommendations of the plan and emerged from the planning process including public input.

### 5.1 Goals

Goals are broad statements that express general public priorities. Goals are formulated based on the identification of key issues, opportunities and problems that impact bicycling and pedestrian issues in the Village.

- Establish and maintain a safe, comprehensive and integrated bicycle and pedestrian trail network that encourages the use of bicycles and walking for commuting, recreation and other trips.

### 5.2 Objectives

Objectives are more specific than goals and are usually attainable through strategic planning and implementation activities. Implementation of an objective contributes to the fulfillment of a goal.



1. Provide a network of facilities that meets the transportation and recreation needs of users and links neighborhoods, schools, parks, employment centers and other key destinations.
2. Provide robust support facilities including bicycle parking, route signage and lighting that encourage commuter and recreational usage.
3. Provide a safe and easy to use bicycle and pedestrian network.
4. Maintain bicycle and pedestrian trails and support facilities to a level that provides safe, comfortable and convenient usage for users.
5. Increase enforcement of traffic violations by street users so as to reduce the number and severity of motor vehicle, bicycle and pedestrian crashes.
6. Provide safe bicycling and walking education to local children, teens and adults.
7. Conduct encouragement activities such as Bike to Work Week throughout the year to increase participation in bicycle commuting and recreation.
8. Ensure that relevant Village policies encourage and support bicycling and walking.

## 5.3 Policies

Policies are rules and courses of action used to ensure plan implementation. Policies often accomplish a number of objectives.

### Facilities, Operations, and Maintenance

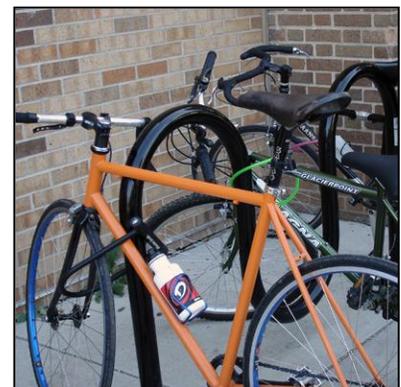
1. In the planning, design and operation of transportation facilities, bicyclists and pedestrians should be included as a part of the public participation process.
2. New and reconstructed arterial streets shall include bike lanes, wide curb lanes or paved shoulders, whenever possible.
3. New and reconstructed collector streets shall include bike lanes, although bike routes may be substituted in specific instances after consideration of traffic speeds and volumes, route continuity, nearby bicycle facilities and adjoining land uses, whenever possible.
4. As bicycles are legal users of the road, off-street bicycle facilities (paths or trails) should be provided as a *supplement* to on-street facilities.
5. Sidewalks should be included in all new development or redevelopment projects and new and reconstructed streets that have an urban cross section, when appropriate.
6. Include pedestrian actuation signals and count-down timers at all signalized street crossings with pedestrian facilities, including shared-use paths, at either side of the street.
7. Provide bicycle signal detectors per State standards at all new signalized intersections with bike lanes and, if feasible, when modifying existing signalized intersections with bike lanes.
8. Meet or exceed standard design guidelines on all new bicycle and pedestrian facilities; bring existing facilities that do not meet those standards up to standard as funding allows. The primary resources for these design guidelines are the Wisconsin Bicycle Facility Design Handbook, the WisDOT Facilities Development Manual (FDM), the Manual of Uniform Traffic Control Devices (MUTCD) and the AASHTO Greenbook.
9. Maintain Village bicycle and pedestrian facilities to a safe and comfortable level. Maintenance should include frequent sweeping to remove hazards, immediate plowing after snowfall and prompt attention to potholes and other hazards as funding allows.
10. Develop guidelines for routine and long-term maintenance of off-street bicycle and pedestrian paths.
11. Replace sewer or other drainage grates that are not safe for bicycle operation as funding allows.

### Support Facilities

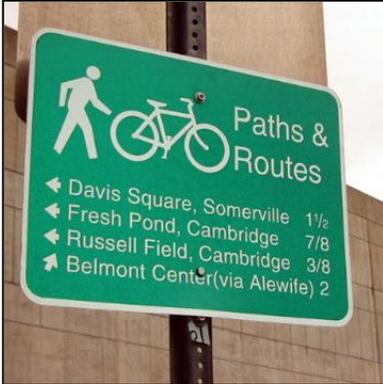
12. Provide short-term bicycle parking (racks) at destination locations throughout the Village including retail and recreation areas, parks, schools, and employment centers.
13. Promote bicycle parking in all new commercial, industrial and multi-unit housing developments.
14. Include support facilities along bicycle and pedestrian paths. Such facilities may include trailhead parking lots, route map displays, rest areas/benches, drinking water, bike racks, restrooms and lighting where deemed necessary for safety.



Wide paved shoulders provide space for pedestrians and cyclists on rural roads.



Providing or requiring short-term bicycle parking at destination locations can encourage bicycle use for transportation.



Directional signage, like this in the Boston area, can aid cyclists in finding destinations.

15. Consistently sign on-street and off-street bicycle and pedestrian facilities to provide users with directional and distance information; on-street signage should comply with the Wisconsin Bicycle Facility Design Handbook and the Manual of Uniform Traffic Control Devices.
16. Work with adjoining communities to ensure that the bicycle and pedestrian network connects to facilities in those communities.
17. Work with Kenosha County and WisDOT to include and implement bicycle facilities on all projects within the Village that fall under County or State jurisdiction.
18. Conduct regular bicycle and pedestrian counts around the Village. Require bicycle and pedestrian counts in all manual traffic counts conducted for specific projects.

### Education and Encouragement

19. Include at least one piece of bicycle or pedestrian education at least quarterly in the Village newsletter.
20. Provide bicycle and pedestrian safety and education materials on the Village webpage.
21. Form a Safe Routes to School (SRTS) Committee to develop and implement a SRTS plan and apply for federal, State-administered funding.
22. Provide bicycle and pedestrian education to all students enrolled in public and private schools located in the Village through a Safe Routes to School program.
23. Provide Village police officers with educational materials on bike issues by offering Wisconsin Pedestrian & Bicycle Law Enforcement Training Course on a biennial basis.
24. Adopt Bike to Work Week as a Village-sponsored event, helping with promotion and encouragement of biking.

### Enforcement

25. Request that the Village Police Department allocate more time to enforcement of traffic violations, particularly failure to stop/yield violations, speeding and safe passing distance violations.

### Funding

26. Pursue funding for bicycle and pedestrian facilities and resources from federal, State and local sources.
27. Apply for federal funding for Safe Routes to School and other bicycle education programs targeted at students.

## 6. Design Standards

All bicycle and pedestrian facilities in the Village must meet State and federal design standards for such facilities. These standards help ensure that facilities are safe and meet guidance that has been vetted by professionals in the field. Additionally, meeting proper design standards may help lessen or remove the Village's liability should a crash or accident occur on one of the facilities.

The design standards presented on the following pages are intended as an informational guide and should not be used as engineering documents. All facilities should meet the standards presented in the federal and State guidance noted below, particularly the *Wisconsin Bicycle Facility Design Handbook* and the *Manual on Uniform Traffic Control Devices (MUTCD)*.

### 6.1 Federal and State Design Guidance

The *Guide for the Development of Bicycle Facilities* by the American Association of State Highway and Transportation Officials (AASHTO) is commonly accepted as the "best practices" for building bicycle facilities.

[http://www.sccrtc.org/bikes/AASHTO\\_1999\\_BikeBook.pdf](http://www.sccrtc.org/bikes/AASHTO_1999_BikeBook.pdf)

The *Manual on Uniform Traffic Control Devices (MUTCD)* by the United States Federal Highway Administration (FHWA) contains currently acceptable signage for use on bicycle facilities as well as experimental signs.

<http://mutcd.fhwa.dot.gov/>

The Wisconsin Department of Transportation *Facilities Development Manual (FDM)* details bicycle facility design (Chapter 11, Section 45, Subject 10). The manual provides definitive guidance from the State on all facility design standards.

<http://roadwaystandards.dot.wi.gov/standards/fdm/index.htm>

The *Wisconsin Bicycle Facility Design Handbook* expands on the *FDM* and meets or exceeds AASHTO guidelines. The *Handbook* uses information from the AASHTO *Guide for the Development of Bicycle Facilities* and is tailored to meet Wisconsin's needs and conditions.

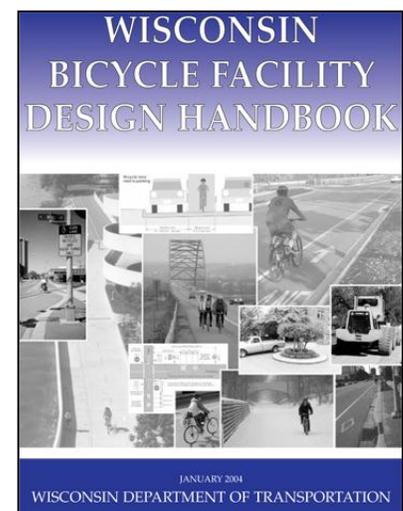
<http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>

Although intended for larger communities, the *Wisconsin Bicycle Planning Guidance: Guidelines for MPOs & Communities in Planning Bicycle Facilities* contains useful information about the importance of planning a complete bikeway network.

<http://www.dot.state.wi.us/projects/bikes.htm>

In addition to this guidance, all bicycle and pedestrian facilities shall meet the requirements of the Americans with Disabilities Act (ADA) Accessibility Guidelines.

<http://www.access-board.gov/adaag/html/adaag.htm>



The *Wisconsin Bicycle Facility Handbook* provides definitive guidance on bikeway design for all Wisconsin municipalities.

## 6.2 On-Street Facilities

Under Wisconsin law bicyclists are legal users of the roadway and are entitled to all of the rights and responsibilities of motor vehicles. All streets other than limited access highways are an important part of the bicycle transportation network regardless of if they are specifically designated for bicycle use. However, there are specific on-street facilities that can make streets safer, more comfortable and more convenient for bicycles to use. These facilities are detailed below.



### Bike Lanes

A bicycle lane is a portion of the roadway designated for exclusive or preferential use by bicyclists. Bicycle lanes are always one-way facilities and are identified with pavement markings and signing. On two-way streets, a one-way bicycle lane should be provided on each side. Bicycle lanes are the preferred bicycle facility on higher volume urban and suburban roadways (i.e., collector and arterial streets) but are seldom justified on residential streets. Bike lanes provide a significant benefit to safe and efficient bicycle circulation by providing separate identifiable areas on the street for bikes and autos. Bicycle lanes can be used on streets with and without on-street parking. For more information and frequently asked questions regarding bike lanes, see the Pedestrian and Bicycle Information Center:

<http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm>



### Bike Routes

Signed bike routes are on-street routes intended to provide connectivity and continuity to the bikeway system. Bike routes are usually established along through routes not served by bike routes or as an alternative to bicycling on busy streets. Bike routes are designated by signs or permanent pavement markings and are shared by motorists. Bike routes should provide direct travel from one destination to another or connect discontinuous segments of shared use paths, bike lanes, or bike routes. Efforts should be made, if necessary, to adjust traffic control devices to give greater priority to bicyclists on the route as opposed to other parallel streets. For more information and frequently asked questions regarding bike routes, see the Pedestrian and Bicycle Information Center:

<http://www.bicyclinginfo.org/engineering/facilities-roadways.cfm>



### Wide Shoulders

On rural highways smoothly paved shoulders can serve as a bicycle facility. Shoulders provide clearance between bicyclists and high-speed motor vehicle traffic and they reduce the “wind blast” effect of passing trucks. In addition to benefiting bicyclists, wide paved shoulders provide an area for vehicles to pull onto during emergencies and maintenance benefits due to elimination of rutting adjacent to the edge of travel lane, improved drainage, and lateral support for the roadway base. For more information and frequently asked questions regarding wide shoulders, see the Pedestrian and Bicycle Information Center:

<http://www.bicyclinginfo.org/engineering/facilities-shoulders.cfm>

## Roundabouts

Although not specific bicycle facilities, roundabouts deserve a special mention due to their recent approval for construction on State Highway 165 in Pleasant Prairie and design issues that can be problematic for bicycles. In general, single-lane roundabouts are excellent facilities for bicycles due to the relatively low speed of traffic and the ability of bicyclists to “take the lane” as they proceed through the roundabout. Double-lane roundabouts must be approached with greater caution due to higher motor vehicle speeds and lane changing within the roundabout.

Bicycle lanes should end before the roundabout with signage indicating that bicycle traffic may use the full travel lane. Additionally, a shared-use path should be provided around the circumference of the roundabout with bicycle entrance and exit ramps from the street; this allows bicyclists who are not comfortable moving into the travel lane through the roundabout to use the path instead. Signage on the path should indicate that it is a one-way facility for bicycles and the path should provide adequate width for pedestrians and bicyclists. It should be noted that WisDOT will fund 100% of construction costs for roundabout shared-use paths on projects the State is responsible for as long as the local municipality assumes maintenance for the facility. For detailed information on design see the WisDOT Roundabout Guide, found in Chapters 11, Sections 25 and 26 of the Facilities Development Manual:

<http://www.dot.state.wi.us/safety/motorist/roaddesign/roundabout-design.htm>

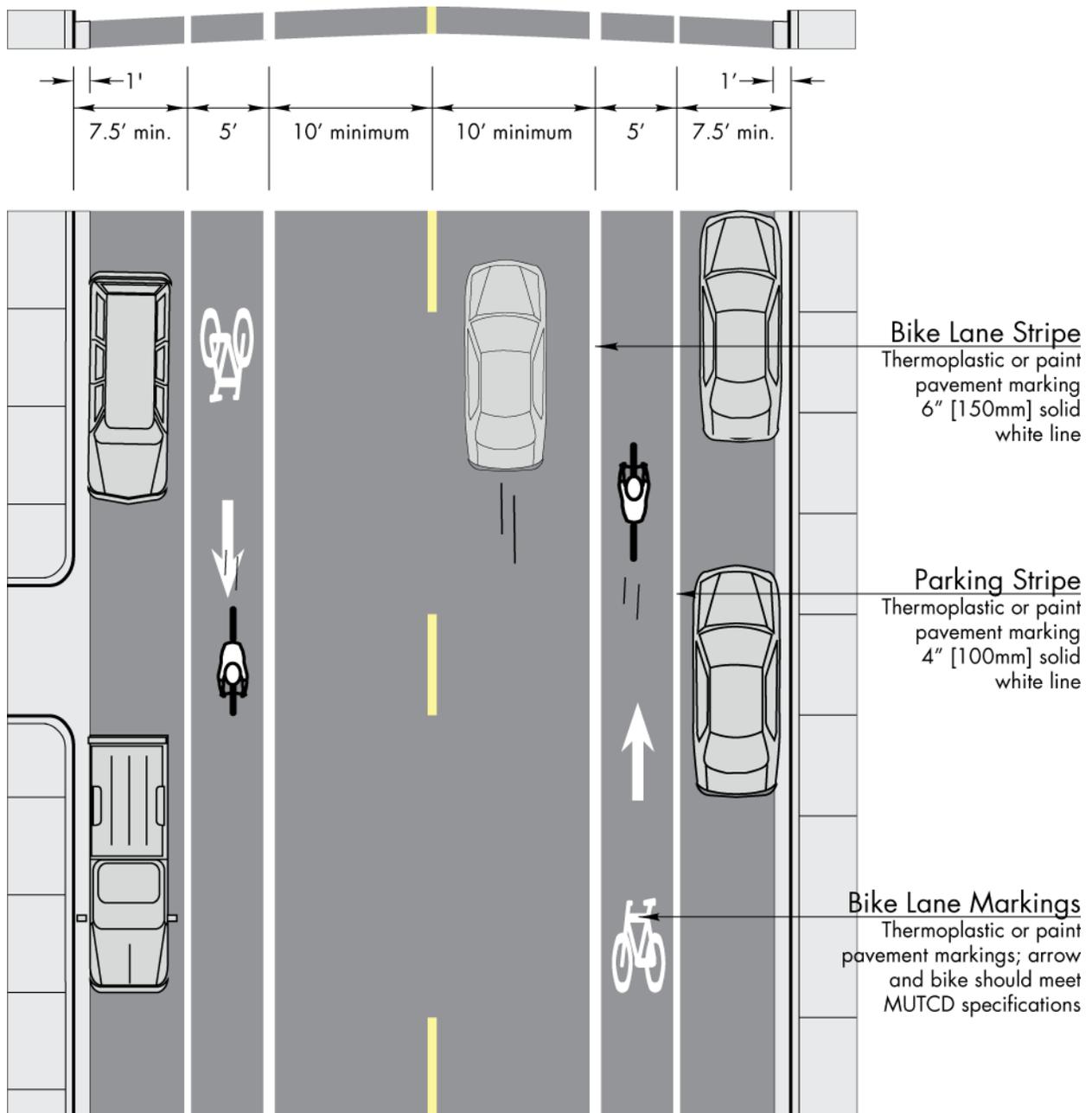


## General Urban Street Cross Section with Bike Lanes

This generalized cross section provides *minimum* dimensions for an urbanized street with bicycle lanes. It provides:

- One traffic lane in each direction
- One bicycle lane in each direction
- May include parking lanes on one or both sides of the street

Refer to the *Wisconsin Bicycle Facilities Design Handbook*, *Wisconsin Facilities Design Manual (FDM)* and *2009 Manual on Uniform Traffic Control Devices (MUTCD)* for full guidance and engineering specifications. Diagram is for informational purposes only and is not to scale.

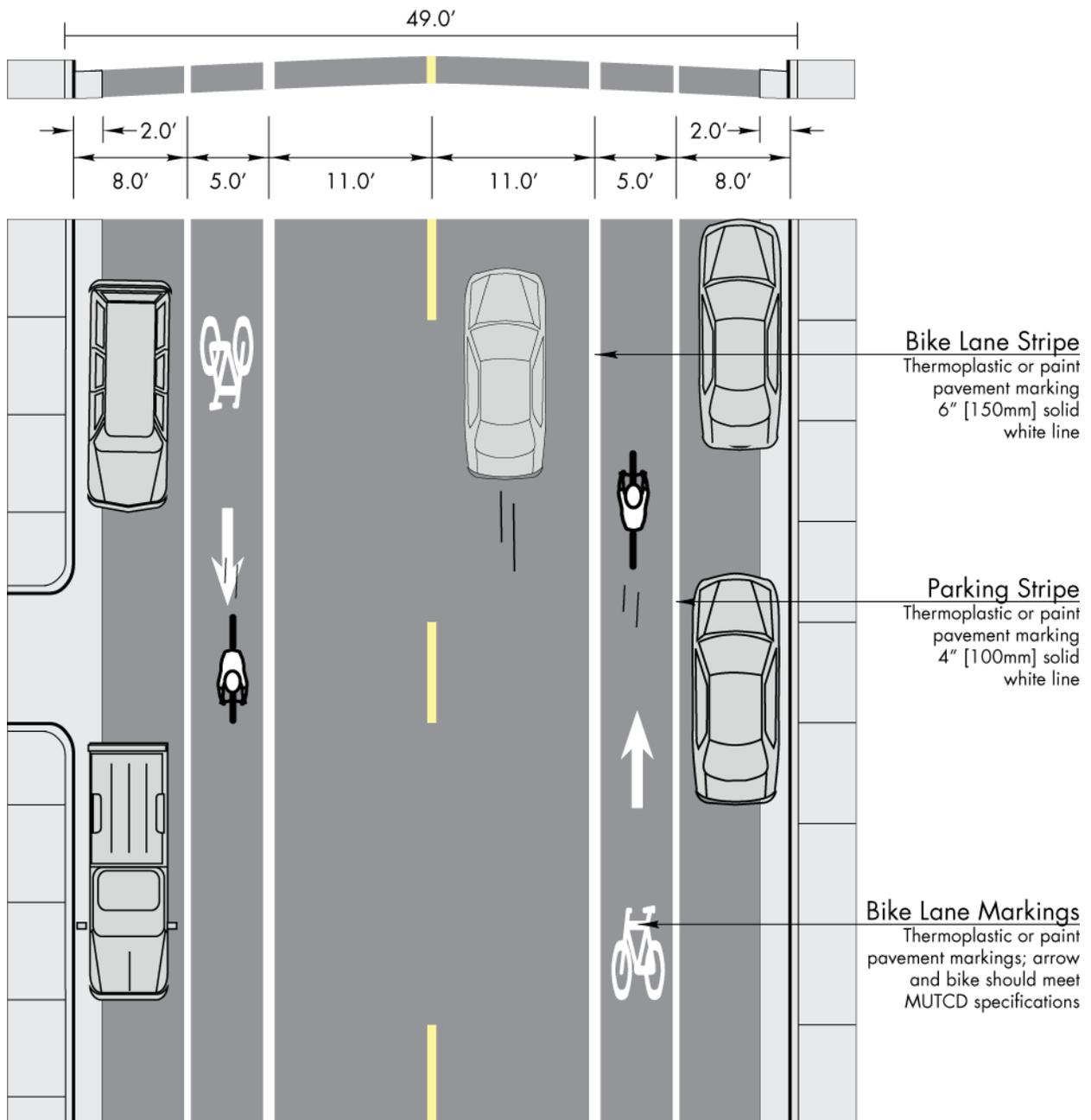


## R-2 49' Cross Section

This cross section provides dimensions for Pleasant Prairie’s R-2 Residential Collector. It provides:

- One traffic lane in each direction
- One bicycle lane in each direction
- Parking lanes on both sides of the street

Refer to the *Wisconsin Bicycle Facilities Design Handbook* and *Wisconsin FDM* for full guidance and engineering specifications. Diagram is for informational purposes only and is not to scale.

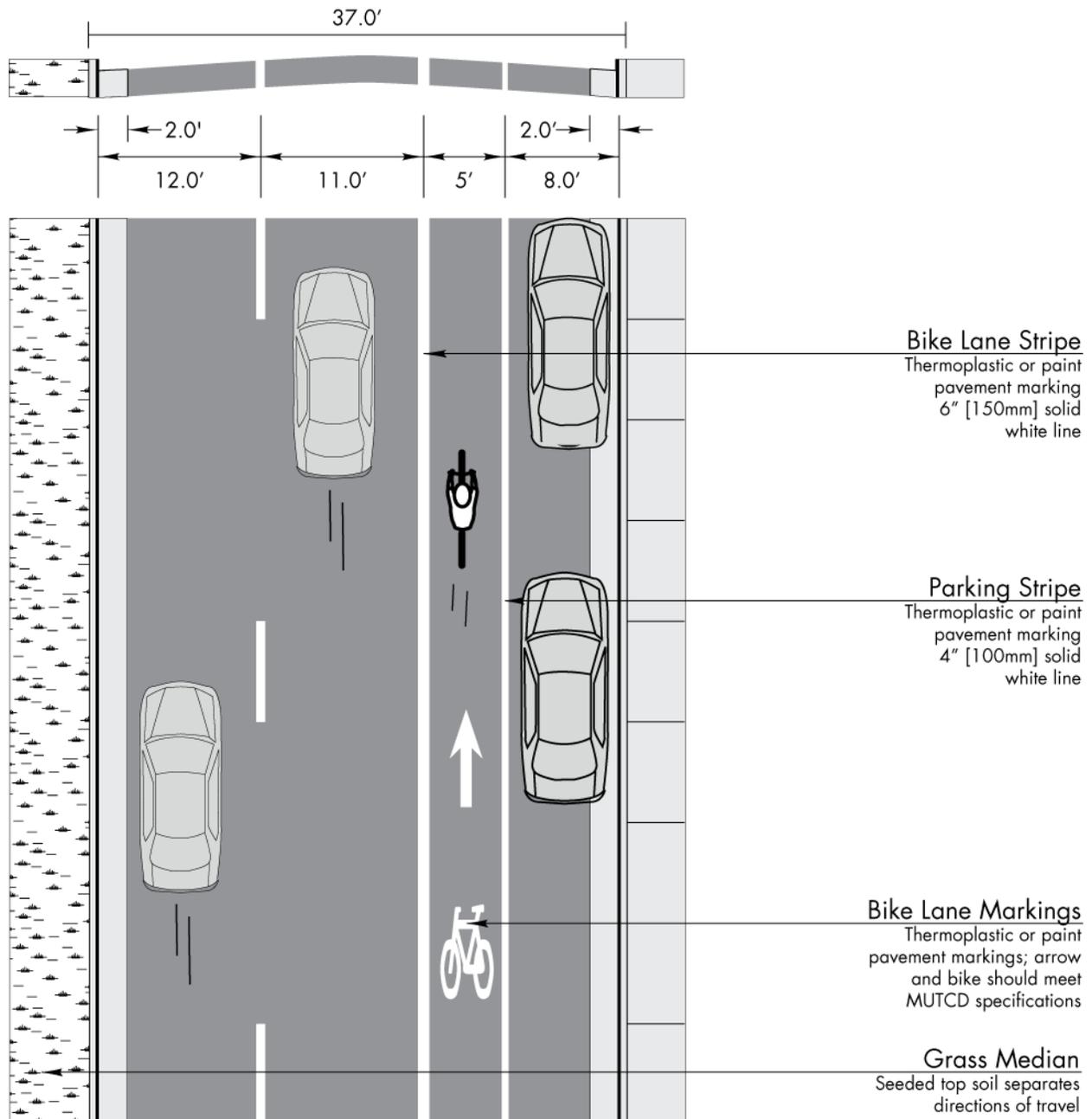


## R-5 37' Cross Section

This cross section provides dimensions for one side of Pleasant Prairie’s divided R-5 Arterial. It provides:

- Two traffic lanes in each direction (divided by a median)
- One bicycle lane/wide curb lane in each direction
- Parking lanes on both sides of the street (divided by a median)

Refer to the *Wisconsin Bicycle Facilities Design Handbook* and *Wisconsin FDM* for full guidance and engineering specifications. Diagram is for informational purposes only and is not to scale.

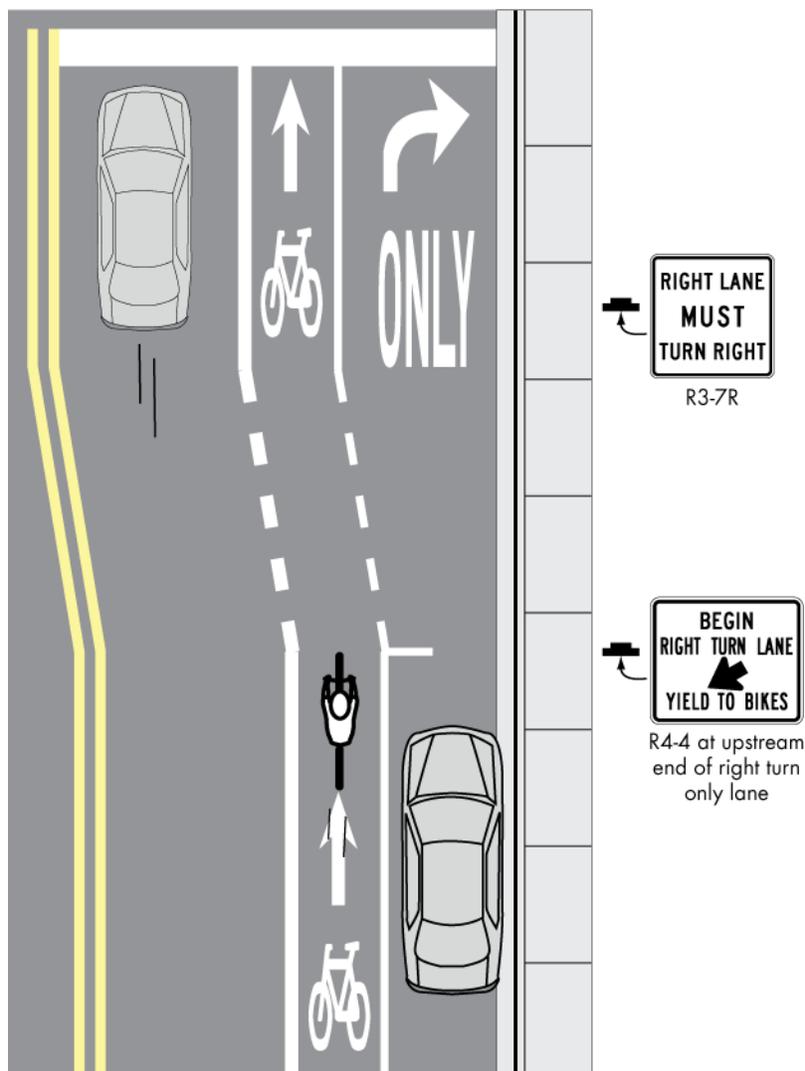


## Generalized Intersection with Bike and Parking Lanes

This is a generalized intersection approach for an urban street with one travel lane, one bike lane and one parking lane. Specific Pleasant Prairie intersection engineering documents are provided on pages 34 through 37.

- The parking lane should drop in advance of the intersection
- The right turn only lane should be added in place of the parking lane
- The travel and bicycle lanes may need to shift away from the curb to provide adequate width for the turn lane
- The bicycle lane should be dashed across the area where cars merge into the turn lane
- Signage should indicate that cars merging to the turn lane must yield to bikes

Refer to the *Wisconsin Bicycle Facilities Design Handbook*, *Wisconsin Facilities Design Manual (FDM)* and *2009 Manual on Uniform Traffic Control Devices (MUTCD)* for full guidance and engineering specifications. Diagram is for informational purposes only and is not to scale.

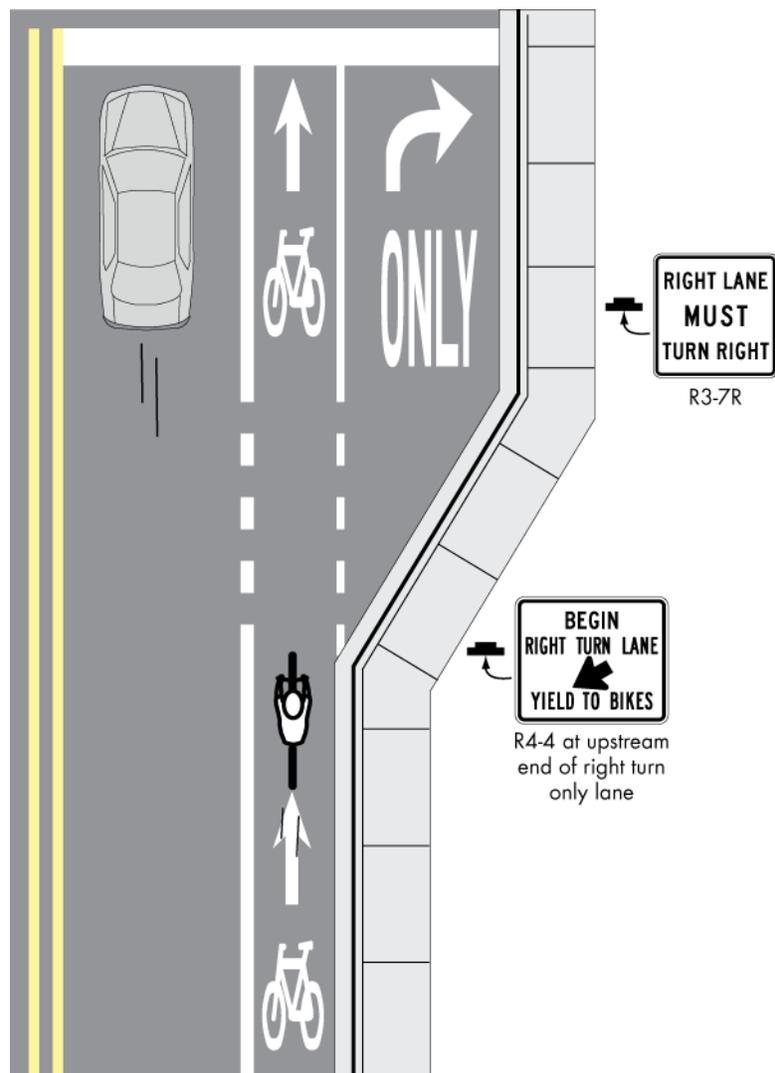


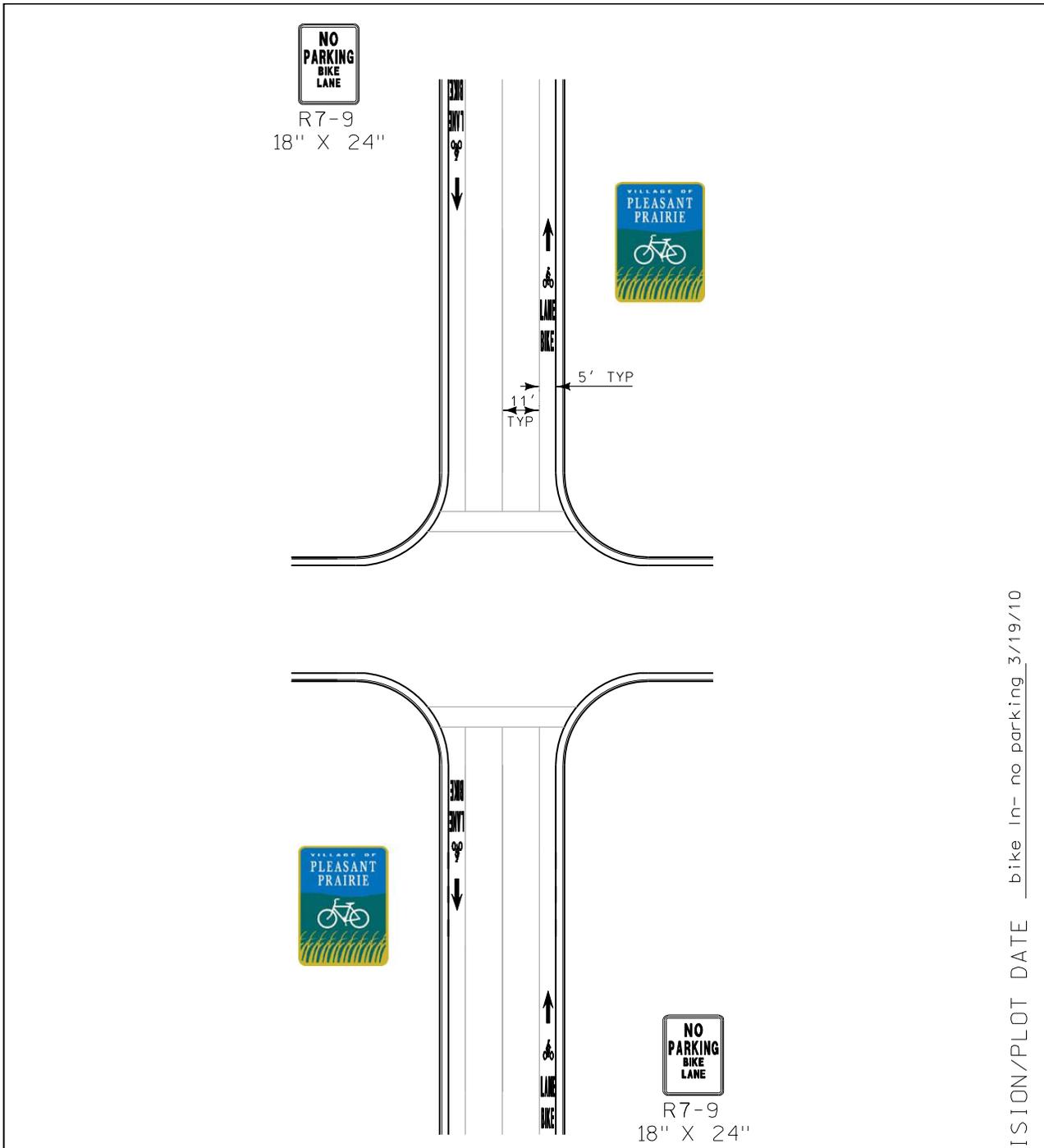
## Generalized Intersection with Bike and Turn Lanes

This is a generalized intersection approach for an urban street with one travel lane, one bike lane and an added turn lane.

- The right turn only lane should be added to the right of the bike lane
- The bicycle lane should be dashed across the area where cars merge into the turn lane
- Signage should indicate that cars merging to the turn lane must yield to bikes

Refer to the *Wisconsin Bicycle Facilities Design Handbook*, *Wisconsin Facilities Design Manual (FDM)* and *2009 Manual on Uniform Traffic Control Devices (MUTCD)* for full guidance and engineering specifications. Diagram is for informational purposes only and is not to scale.

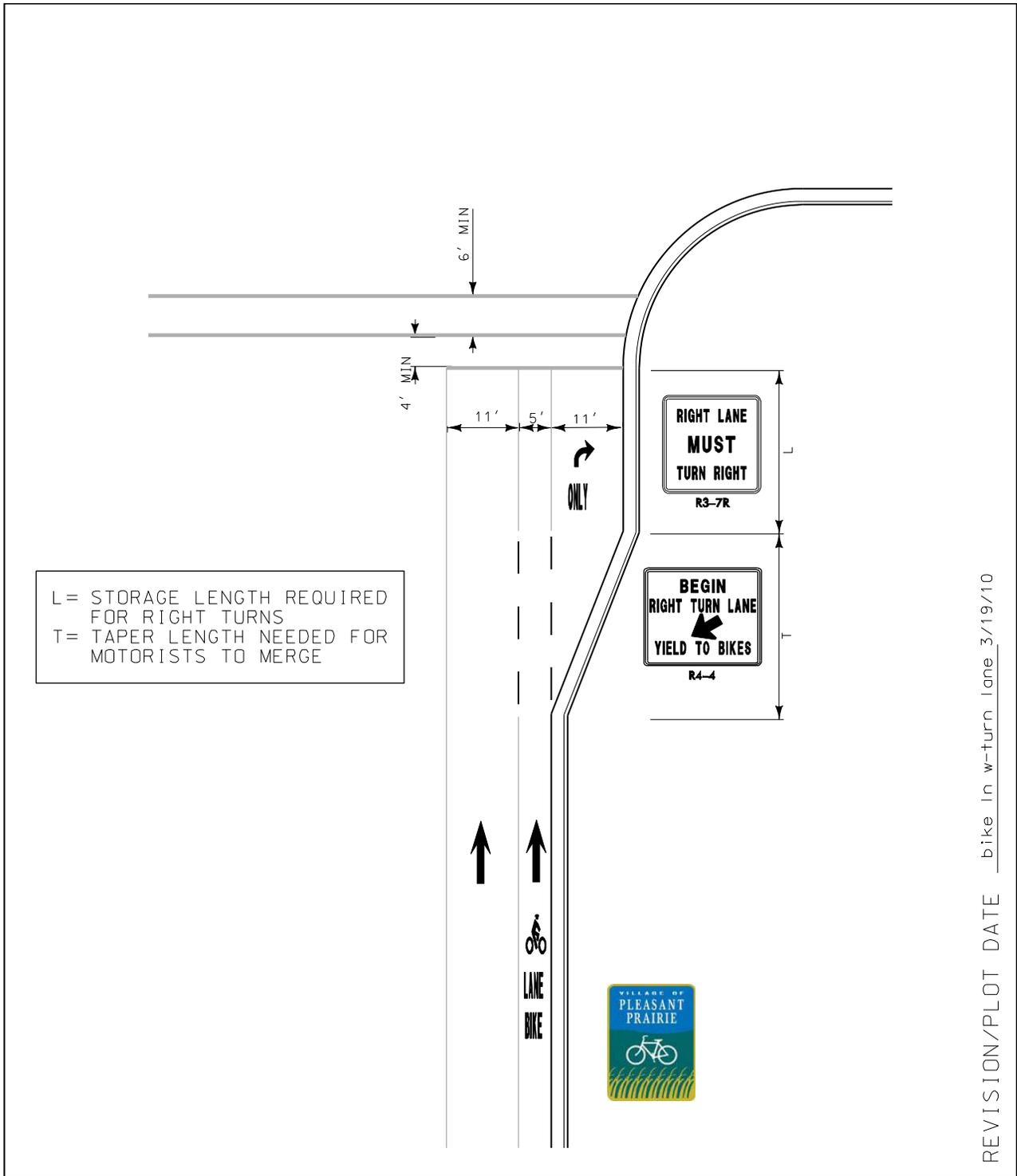




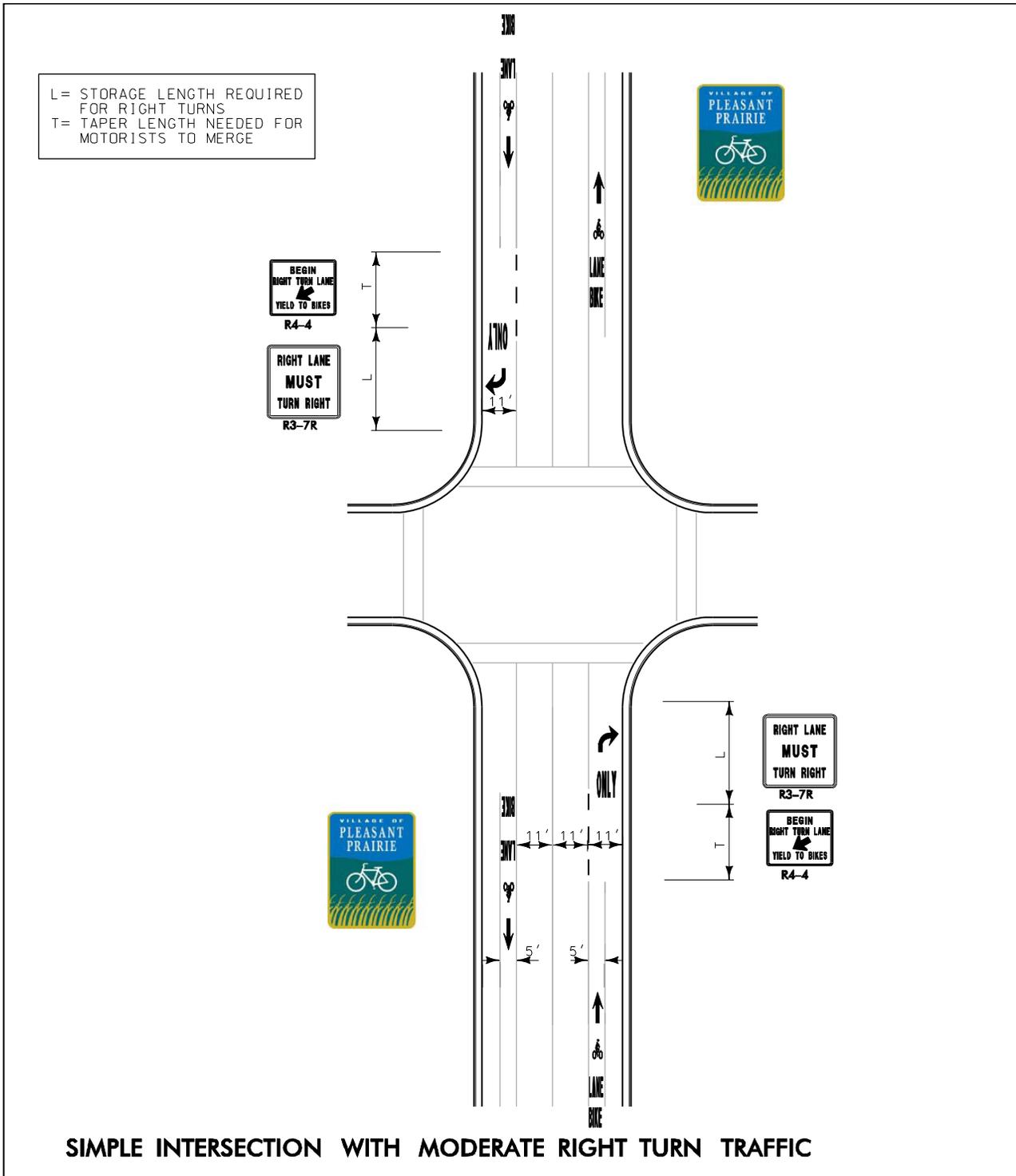
REVISION/PLOT DATE bike ln- no parking 3/19/10

**SIMPLE INTERSECTION WITH FEW RIGHT TURNS**

<b>SOLID BIKE LANE STRIPE WITH NO PARKING</b>		<b>R10-0007-020</b>
 <b>CRISPELL-SNYDER, INC.</b> PROFESSIONAL CONSULTANTS <small>Lake Geneva (262)348-5600 Madison (608)244-6277 Milwaukee Regional (262)250-8000                  Racine (262)554-8530 Fox Valley (715)752-4620</small>	LOCATION: <b>VILLAGE OF PLEASANT PRAIRIE</b>	
	KENOSHA COUNTY, WI	
	SCALE: <b>1" = 40'</b>	DATE: <b>MARCH, 2010</b>
	DRAWN BY: <b>T. HENNEY</b>	



<b>BIKE LANE WITH TURN LANE</b>		<b>R10-0007-020</b>
 <b>CRISPELL-SNYDER, INC.</b> PROFESSIONAL CONSULTANTS <small>Lake Geneva (262)348-5600 Madison (608)244-6277 Milwaukee Regional (262)250-8000                  Racine (262)554-8530 Fox Valley (715)752-4620</small>	LOCATION: <b>VILLAGE OF PLEASANT PRAIRIE</b>	
	KENOSHA COUNTY, WI	
	SCALE: <b>1" = 20'</b>	DATE: <b>MARCH, 2010</b>
	DRAWN BY: <b>T. HENNEY</b>	



**SOLID BIKE LANE STRIPE WITH PARKING** **R10-0007-020**

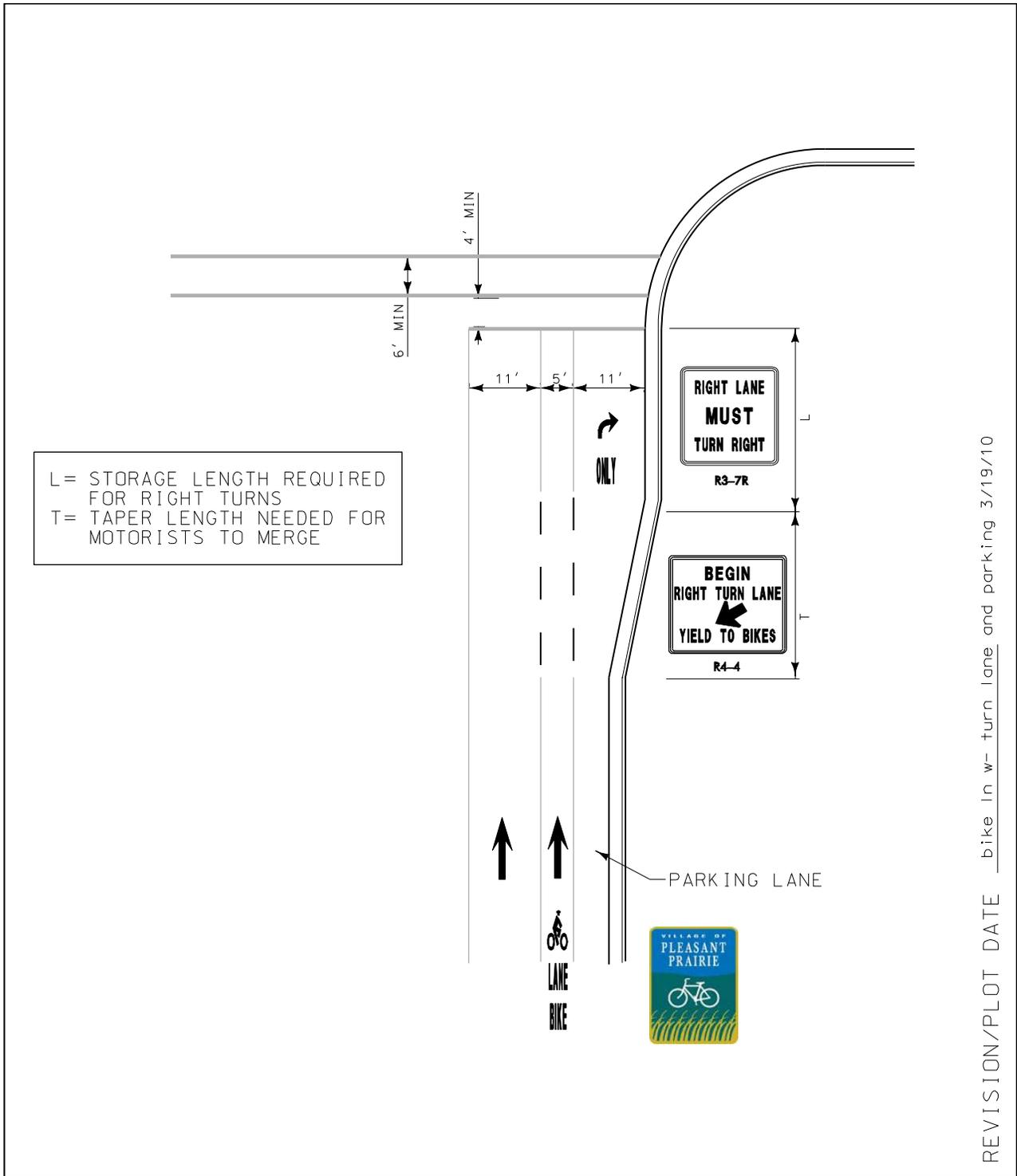


LOCATION: **VILLAGE OF PLEASANT PRAIRIE**

**KENOSHA COUNTY, WI**

SCALE: **1" = 40'**      DATE: **MARCH, 2010**

DRAWN BY: **T. HENNEY**



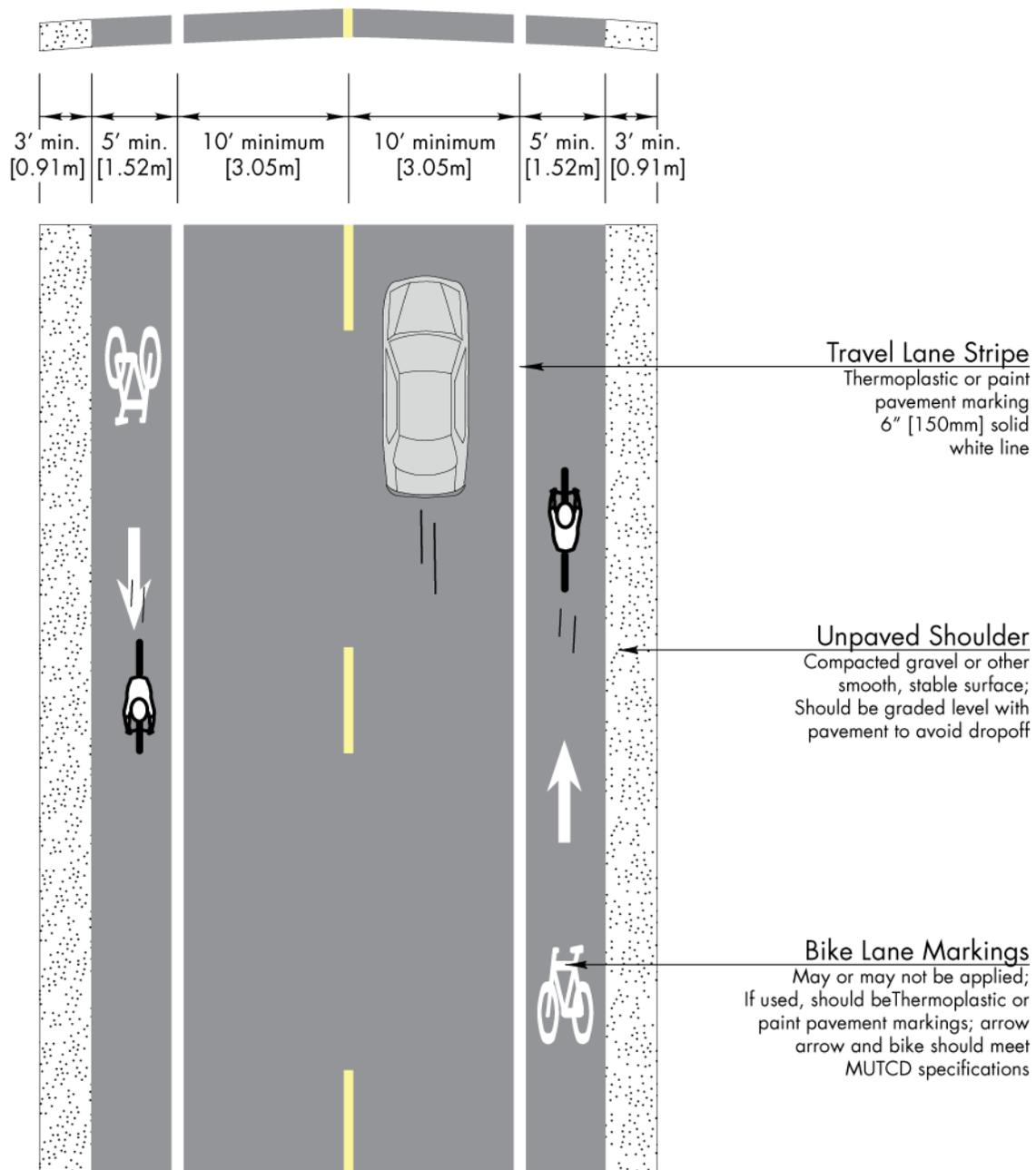
<b>BIKE LANE WITH TURN LANE AND PARKING LANE</b>		<b>R10-0007-020</b>
 <b>CRISPELL-SNYDER, INC.</b> PROFESSIONAL CONSULTANTS <small>Lake Geneva (262)348-5600 Madison (608)244-6277 Milwaukee Regional (262)250-8000                  Racine (262)554-8530 Fox Valley (715)752-4620</small>	LOCATION: <b>VILLAGE OF PLEASANT PRAIRIE</b>	
	KENOSHA COUNTY, WI	
	SCALE: <b>1" = 20'</b>	DATE: <b>MARCH, 2010</b>
	DRAWN BY: <b>T. HENNEY</b>	

## Rural Collector/Arterial Cross Section

This cross section provides dimensions for a rural collector or arterial street with wide paved shoulders. It provides:

- One traffic lane in each direction
- One bicycle lane/paved shoulder in each direction
- May include parking lanes on one or both sides of the street

Refer to the *Wisconsin Bicycle Facilities Design Handbook* and *Wisconsin FDM* for full guidance and engineering specifications. Diagram is for informational purposes only and is not to scale.



## Signed Bicycle Routes

Signed bicycle routes are typically designated on low traffic streets and do not feature any special on-street marking for bicycles. Signs for bicycle routes should be placed before and after every turn, at every signalized intersection, every ¼ mile in urbanized areas and every ½ mile in rural areas.

Bicycle route signage should be combined with directional signage that allows users to easily determine the distance to specific destinations. Common destinations include parks, schools, cultural centers, retail areas, and other popular locations.

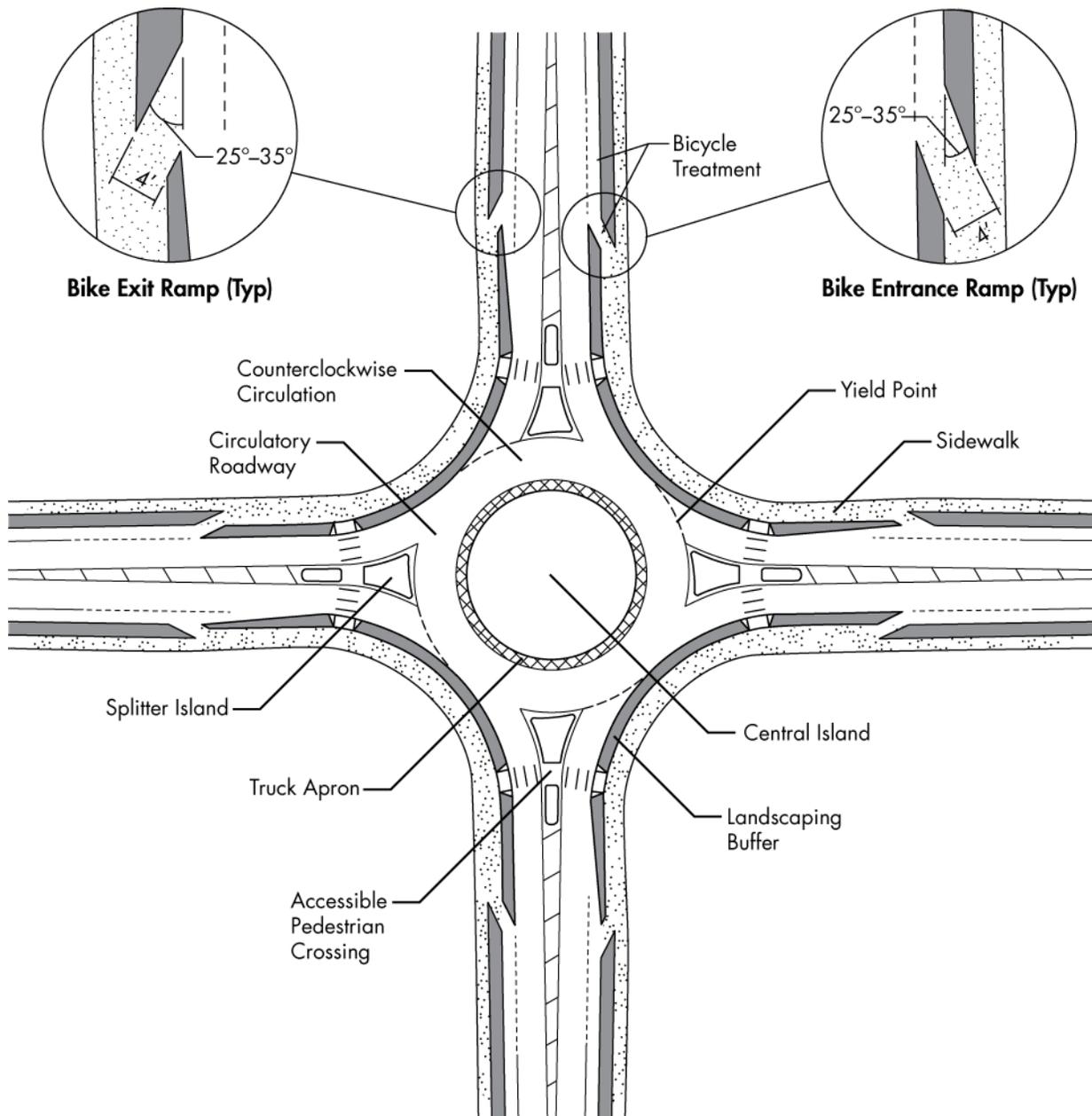
Refer to the *Wisconsin Bicycle Facilities Design Handbook*, the *MUTCD* and *Wisconsin FDM* for full guidance and engineering specifications.



## Roundabouts

Roundabouts are increasingly replacing intersections of collector and arterial streets. These facilities provide numerous benefits, but can be challenging for bicyclists to navigate. When approaching a single-lane roundabout, bicyclists should be given the option to “take the lane” and proceed through the roundabout as a motor vehicle would or to use a shared-use path around the exterior of the roundabout.

Refer to the *Wisconsin Department of Transportation Roundabout Guide* and *Wisconsin FDM* for full guidance and engineering specifications.



Source: Wisconsin Department of Transportation Roundabout Guide

### 6.3 Off-Street Facilities

Off-street facilities are a critical part of the bicycle and pedestrian network. For bicyclists, off-street facilities provide a supplement to on-street facilities and can provide more direct access to specific destinations than on-street facilities do. For pedestrians, off-street facilities can also provide more direct access to destinations. Both sets of users can benefit from facilities that are designed for their specific use without the use of motor vehicles. It should be stressed that as a part of the bicycle network, off-street facilities are a complement to, and not a replacement for, on-street facilities.



#### Shared-Use Paths

Shared-use paths are paved facilities located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles. Off-street bike paths are typically located within open space corridors along creeks, high voltage power line corridors and community/city-wide parks. They may also be located within greenways, which are landscaped areas created for the purpose of providing important bicycle and pedestrian linkages between uses. Shared-use paths offer important bicycle commuting opportunities, but on their own are not sufficient to fully support bicycle commuting because of limited connections to destinations. Shared-use paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, roller blades and other non-motorized forms of travel.

Shared-use paths are paved facilities that should be wide enough to offer a wide range of users a comfortable and safe experience. They are also often located and designed to provide service vehicle access to utility corridors and emergency vehicle access to open space, including police and fire vehicles.



#### Recreational Trails

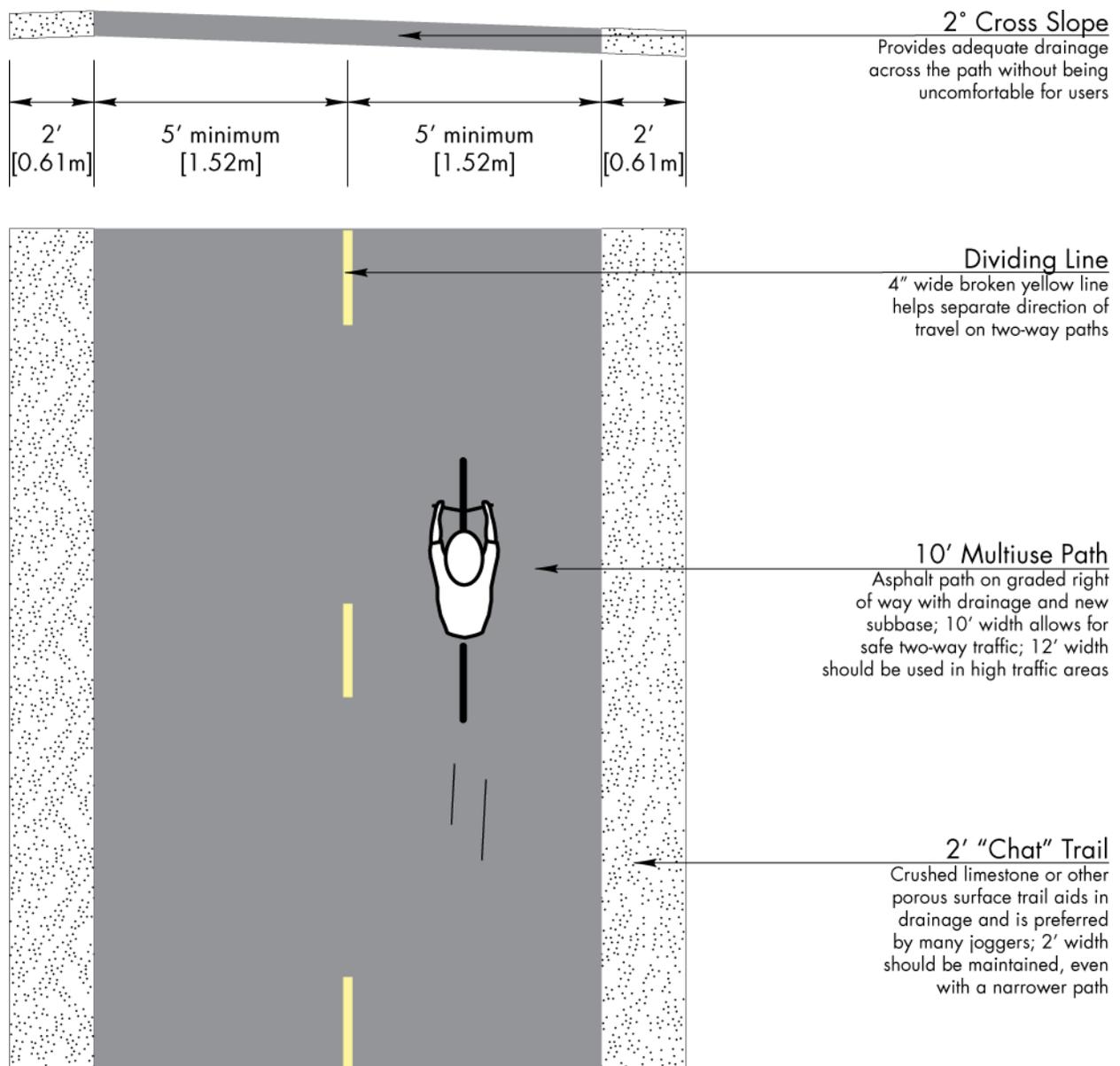
Recreational trails are typically non-paved, narrower trails designed specifically for pedestrian use. Such trails are appropriate in sensitive ecological areas or areas where high levels of bicycle and pedestrian traffic are not desired. Recreational trails are designed primarily for recreational and not transportation purposes, although some may use them for transportation. These trails should be provided as a supplement to the off-street shared-use path network and the on-street bicycle facility network.

## Shared-use Paths

Shared-use paths are off-street bicycle facilities that serve two-way bicycle and pedestrian traffic. Because shared-use paths are intended for pedestrian use, the design must conform to Americans with Disabilities (ADA) guidance.

Shared-use paths should be considered a supplement to, and not a replacement for, on-street bicycle facilities.

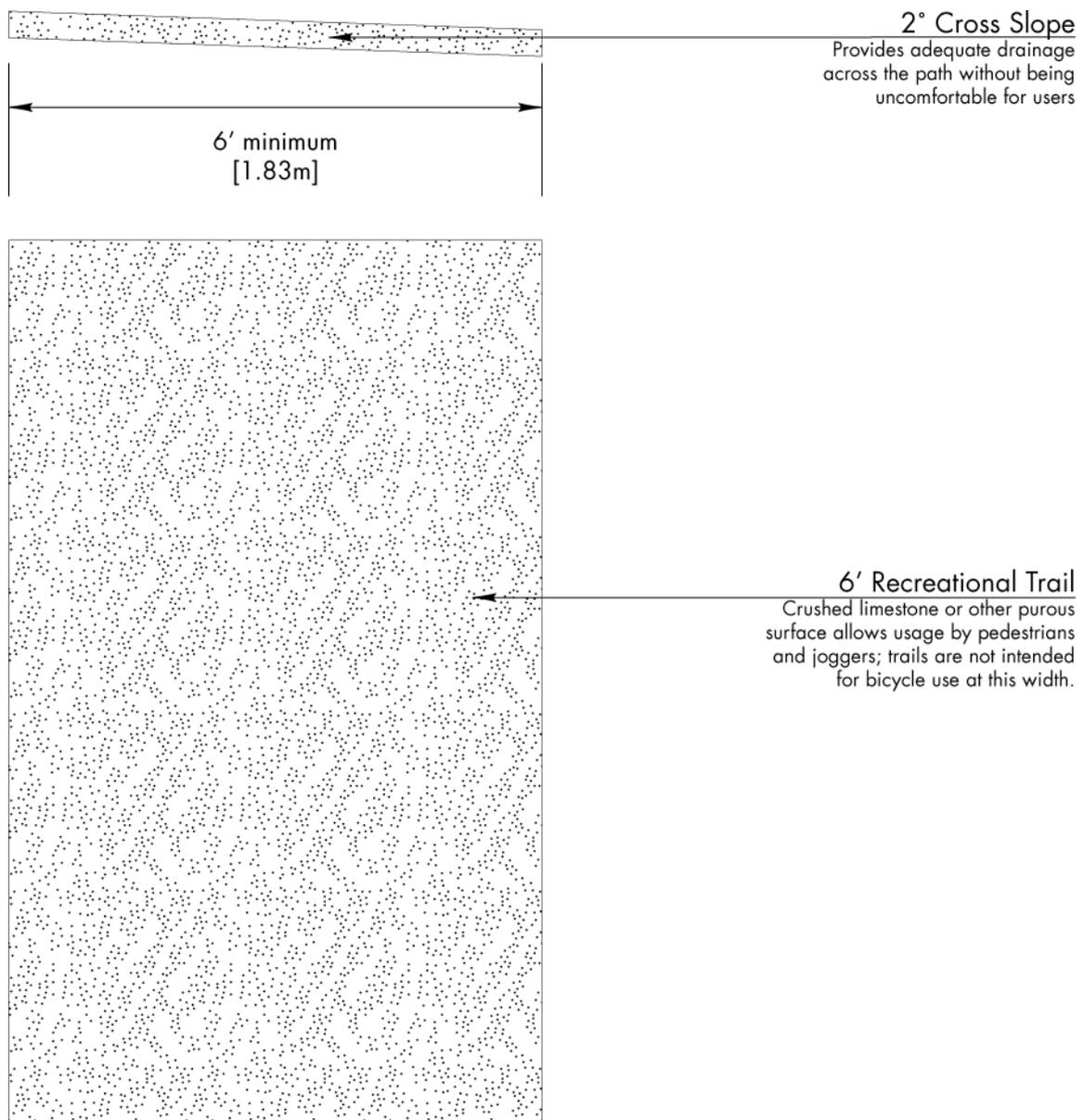
Refer to the *Wisconsin Bicycle Facilities Design Handbook* and *Wisconsin FDM* for full guidance and engineering specifications. Diagram is for informational purposes only and is not to scale.



## Recreational Trails

Recreational trails are dirt or gravel trails intended for pedestrian only use. These trails are appropriate in environmentally sensitive areas.

Refer to the *Wisconsin Bicycle Facilities Design Handbook* and *Wisconsin FDM* for full guidance and engineering specifications. Diagram is for informational purposes only and is not to scale.



## 6.4 Support Facilities

With the provision of bicycle and pedestrian facilities it is critical that the Village or private sponsors offer support facilities and services to ensure that paths and roadways are safe and comfortable to use. These facilities and services include high-level maintenance and the provision of signage throughout the bicycle and pedestrian network. Additionally, trailheads, lighting, and parking areas can be appropriate in specific locations to ease access to the network and increase safety.

### General Maintenance

Good maintenance is critical for the safe operation of bicycle and pedestrian facilities. Debris in bicycle lanes or on paths presents a hazard to users as bicyclists can easily fall or be pushed into traffic while pedestrians also risk falls.

On-street bicycle facilities should be maintained as part of regular street maintenance. However, due to the susceptibility of bicycles to damage and danger risks from debris or pavement damage, priority should be given to sweeping bicycle lanes and repairing potholes or other damage more frequently than standard travel lanes. Frequent sweeping of priority bicycle lanes and routes is particularly important because cars in adjoining lanes push rocks and other debris into the less traveled bicycle lanes.

Off-street bicycle and pedestrian facilities, including sidewalks, should also receive frequent regular maintenance. Off-street facilities should be swept as needed, with particular attention paid to areas adjoining gravel paths where gravel may spread onto the pavement and present a slip hazard. Sweeping should also be conducted more frequently during the fall and spring seasons when leaves may present a hazard on trails and paths. The appearance of potholes or cracks is less common on off-street facilities, but those that do appear should be promptly patched and sealed. Regular inspection of sidewalks should check for cracking or lifting due to pressure from tree roots. Vegetation adjoining sidewalks and paths must be pruned to maintain visibility along the facility.

Appendices A.3 and A.4 of the *Wisconsin Bicycle Facilities Design Manual* provide additional details on maintenance of on- and off-street facilities



Bicycle lanes and access should be maintained through street construction or projects that impede into the bike lane.



Shared-use paths should be plowed immediately after a snow fall.

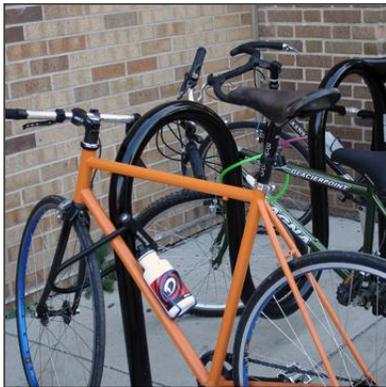
### Snow Plowing

For bicycle and pedestrian facilities to serve as true transportation alternatives they must be accessible and usable year round. Snow should promptly be cleared from all priority portions of the network. On-street facilities should be plowed when the street is cleared. It is critical that travel lanes are not plowed into the bike lane therefore forcing bicyclists into the regular travel lane, particularly on high-speed arterials. Sidewalks should be cleared of snow in a timely manner especially in key corridors and areas around schools.

Priority off-street paths should be plowed at the same time as major arterials and collectors. These priority routes should be those that parallel major roadways, serve as cross-Village links, or provide access to major destinations including employment centers, schools, and recreation facilities. Assigning snow clearance duties to the Public Works Department allows path plowing concurrent to the plowing of streets. Plowing of minor off-street paths can occur after major paths and streets have been cleared, but should be cleared in a timely manner after each snowfall.

### Bicycle Parking

Bicyclists must have a reasonable expectation that there will be a safe location to lock their bike at their destination for bicycling to serve as a practical form of transportation. The Village should ensure that adequate bicycle parking exists both at recreational sites such as parks, the RecPlex and trailheads, as well as commercial, industrial and employment sites. This can be accomplished by direct installation of racks by the Village, offering a cost sharing program for rack installation with interested businesses, and through changes in the local ordinance that require minimum amounts of bicycle parking at employment and commercial buildings, as is currently done for motor vehicles.



Ample bicycle parking should be provided at popular destinations.

It is important that racks adequately support bicycles and are securely fastened to the ground. The City of Madison has produced a one-page handout that describes racks that do and do not meet the City's standards for bicycle parking. The document also describes minimum dimensions for the installation of bicycle racks. <http://www.cityofmadison.com/trafficEngineering/documents/MadisonBikeParking.pdf>

Bicycle racks should be prominently located so that cyclists can easily find them when arriving at destinations. Cyclists should not have to search around a building for a rack or lock their bike to objects such as street signs or railings because racks are not available. Studies have shown that patrons arriving by bike or on foot typically spend more money at local restaurants and shops than those arriving in motor vehicles. Additionally, employees who regularly commute by bike tend to be healthier and have lower medical costs than those who do not commute by bike. It may be useful to highlight these facts to business owners when requesting or requiring that they install bicycle parking.

## Signage and Markings

Adequate signage is essential throughout the bicycle and pedestrian network. This signage provides regulatory, warning and directional information to users on both on-road and off-road facilities.

Regulatory signage and marking should provide users with a clear indication of how they should behave. Common markings and signage indicates proper direction of travel, speed limits and establishing right of way for users.

Warning devices alert users to potential hazards. These devices often warn of hazardous conditions including steep grades, sharp curves or changes in path conditions. Signage can also alert users to approaching intersections or railroad crossings. When used on off-street facilities, warning signage should be the same as MUTCD-approved on-road signage, although it is often scaled down slightly in recognition of the lower speeds of path users compared to street users.

Users often consider informational signage the most important signage on a path or street. This signage commonly points users to popular destinations, orients users within the larger network and provides travel distances and approximate times to specific locations. Informational signage should generally follow MUTCD guidance, although there is more freedom to use custom colors or designs with this signage, particularly on off-street paths.

All signage and markings should comply with the *Wisconsin Bicycle Facilities Design Manual*, which details signage and marking requirements throughout the manual. Section 4.14 of the Manual presents guidance specific to off-street paths, although much of the signage detailed there is also relevant to on-street facilities.

## Lighting

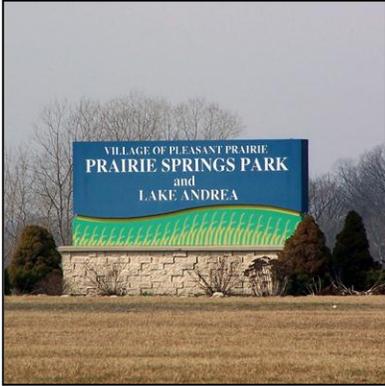
Bicyclists in the State of Wisconsin are required to use a front headlight when traveling between dusk and dawn. Despite this requirement, fixed-source lighting should be considered to improve visibility and safety along paths and at intersections with streets. Lighting allows bicyclists to better see their surroundings and observe potential hazards, while also providing pedestrians who may not have a light the same advantages. Lighting should be strongly considered where night use of paths is expected; paths to and from the RecPlex are a good example in Pleasant Prairie. Regardless if lighting is provided along paths, lighting should always be provided at intersections between paths and streets or other paths. Additionally, lighting should be strongly considered through underpasses or tunnels, on overpasses and in areas where personal safety may be a concern, even if lighting is not provided on other portions of the path.

All path lighting should comply with the guidance provided in the *Wisconsin Bicycle Facility Design Manual*, section 4.13. Additionally, lighting should be provided at a scale that is appropriate for bicycles and pedestrians. Tall street lamps intended for lighting streets or parking lots are not appropriate for path or sidewalk lighting, although they may be used where paths intersect streets.

## Trailheads



Pedestrian scale lighting should be closely spaced. These lights in Madison are solar powered.



Trailheads located at a number of locations throughout the Village can provide an important amenity to path and trail users. Trailheads should be located at heavily used path and street intersections. At a minimum, these locations should provide a small parking lot, bicycle racks, a large map of the bicycle and pedestrian network and benches for resting. Additional amenities can include drinking fountains, public restrooms and lighting. The trailheads should provide a safe and welcoming environment for path users whether they are beginning and ending their trip there, or using the area for a rest during their commute or workout. The Village should consider integrating trailheads and with existing and planned parks, this allows shared use of facilities with park visitors.



Trailheads can be provided at popular destinations such as parks where parking and other facilities can be shared.

## 7. Recommended Bike and Pedestrian Network

This section describes the recommended bicycle and pedestrian trail network in the Village. The network was developed through the public participation process, future development plans and plats, an assessment of local roadways and current transportation plans. The network was designed to provide coverage throughout the community, including access to schools, parks, and other popular destinations, and connectivity into surrounding municipalities.

### 7.1 Proposed Network

A map of the proposed bicycle and pedestrian network is presented on the following page. As shown in Table 1, the proposed network expands the bicycle and pedestrian facilities in the Village from approximately 10 miles to 98 miles. Slightly more than half of the total network is comprised of on-street bicycle lanes, while the remainder is primarily composed of paved shared-use paths. These facilities, combined with installation of sidewalks in new developments and along rebuilt roadways, will result in a robust network for pedestrians and bicyclists.



A newly striped street providing one travel lane, one bike lane and one parking lane in each direction.

**Table 1: Existing and Planned Bicycle and Pedestrian Facilities (miles)**

	Existing	Proposed	Total
<b>Bicycle Lanes</b>	2.29	50.98	53.27
<b>Shared-use Path (Paved)</b>	3.74	27.18	30.92
<b>Shared-use Path (Gravel)</b>	3.53	2.24	5.77
<b>Recreational Trails</b>	0.80	7.52	8.32
<b>Total</b>	<b>10.36</b>	<b>87.92</b>	<b>98.28</b>

The proposed facilities will need to be individually evaluated for feasibility and environmental constraints before implementation, particularly the shared-use paths and proposed future streets.

A full map of existing and proposed bicycle and pedestrian facilities is located at the back of this plan. Small maps on the following pages divide Pleasant Prairie into thirds and detail the proposed facilities within those areas.

## 7.2 Facility Recommendations and Conceptual Costs

This section provides more detailed information on the proposed bicycle and pedestrian facilities, including segment lengths and conceptual costs. Costs for bicycle projects vary widely across the state and the country and the figures provided should be treated only as very rough planning figures.

### Cost Calculator

A detailed project cost calculator is provided Pedestrian and Bicycle Information Center. This tool provides regional averages for construction, planning, administrative and other costs while also allowing users to specify known costs.

<http://www.bicyclinginfo.org/bikecost/>

### Bicycle Lanes

The cost assumptions for bicycle lanes are for pavement markings and signage only. It is assumed that streets with proposed bicycle lanes either have adequate width to add lanes or that space for lanes will be added when the street is next reconstructed. *Construction costs are not included in the cost estimates for bicycle lanes.* Based on costs provided by WisDOT and from recent City of Milwaukee projects, an estimate of \$5,000/mile is used for painted bike lanes.

### Shared-Use Paths

Cost estimates vary widely for paved shared-use paths depending on the topography, soil and water features, drainage issues and other environmental constraints. Common figures for a 10' paved shared-use path vary from \$240,000/mile (Florida Department of Transportation) to over \$1.3 million/mile (Roseville, CA Bike Plan) for basic paths. Road crossings, environmental constraints, drainage issues, and path amenities can rapidly escalate these costs. For the purposes of this plan, an estimated cost of \$500,000/mile is used.



A divided shared-use path in Madison provides separate space for bicyclists and pedestrians.

The proposed gravel multiuse paths are estimated to cost \$25,000/mile. Pricing for recreational trails is not provided as costs can vary widely given ground conditions.

### Budgeting

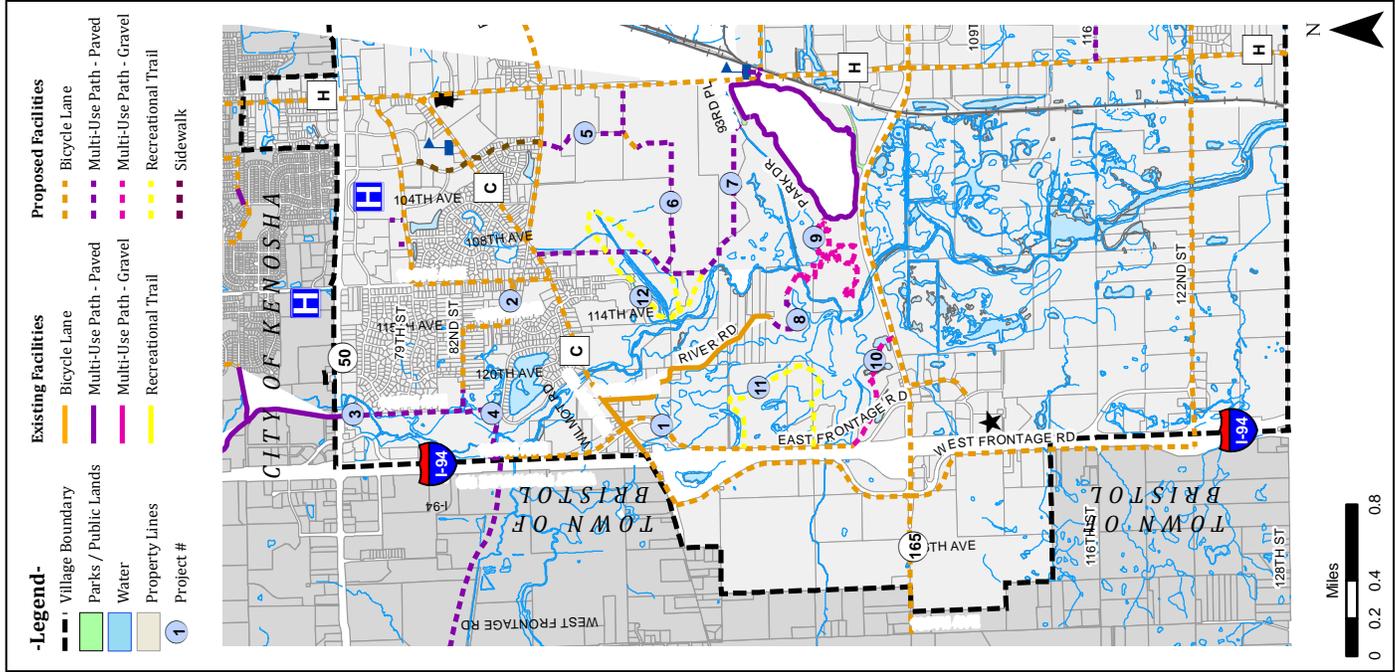
The Village should budget for engineering costs, including a contingency for cost overruns. Federal and State funding is awarded for a fixed amount, and will not cover cost overruns, so budgets should be made carefully. A common figure to budget for engineering and contingencies is 20% of the total project cost.

**Table 2: Proposed Bicycle Network Conceptual Costs**

	Length	Cost per mile	Total
<b>Bicycle Lanes</b>	50.98	\$5,000	\$254,900
<b>Shared-use Path (Paved)</b>	27.18	\$500,000	\$13,590,000
<b>Shared-use Path (Gravel)</b>	2.24	\$25,000	\$56,000
<b>Recreational Trails</b>	7.52	N/A	N/A
<b>Total</b>	<b>80.40</b>		<b>\$13,900,900</b>

# Existing and Proposed Facilities West Section West Village Border – 88<sup>th</sup> Ave

Name	#	From	To	Miles	Estimated Cost
<b>Proposed Bike Lanes (On Street)</b>					
Prairie Ridge Blvd		104th Ave	88th Ave	1.03	\$5,163
82nd St		E of 111 Ave	108th Ave	0.33	\$1,652
Bain Station Rd		104th Ave	88th Ave	1.02	\$5,114
City Hwy C		West Frontage Rd	88th Ave	2.50	\$12,516
104th St		W Village Border	88th Ave	3.00	\$14,984
122nd St		West Frontage Rd	88th Ave	2.09	\$10,431
West Frontage Rd		South of City Hwy C	122nd St	3.02	\$15,109
East Frontage Rd		104th St	S of City Hwy C	1.22	\$6,105
114th Ave		104th St	116th Ave	0.36	\$1,775
River Rd		City Hwy C	End	1.11	\$5,567
108th Ave		82nd St	84th St	0.24	\$1,218
104th Ave		Prairie Ridge Blvd	Bain Station Rd	0.73	\$3,668
88th Ave		S Village Border	N Village Border	5.54	\$27,698
<b>Proposed Bike Lanes (Future Streets)</b>					
East Frontage Rd	1	South of City Hwy C	North of City Hwy C	1.15	\$5,735
	2	108th Ave	104th Ave	0.26	\$1,304
<b>Proposed Multiuse Paths - Paved</b>					
Path 3		3 N Village Border	84th St	1.00	\$498,382
Path 4		4 W Village Border	84th St	0.33	\$163,584
Path 5		5 Bain Station Rd	Path 6	0.48	\$240,655
Path 6		6 Path 7	88th Ave	1.24	\$621,644
Path 7		7 City Hwy C	Lake Andrea Path	1.84	\$918,920
Path 8		8 River Rd	Jerome Creek	0.50	\$248,863
<b>Proposed Multiuse Paths - Gravel</b>					
Path 9		9 Jerome Creek	Lake Andrea Path	1.57	\$39,182
Path 10		10 East Frontage Rd	104th St	0.67	\$16,869
<b>Proposed Recreational Trails - Gravel</b>					
Trail 11		11 East Frontage Rd	East Frontage Rd	1.22	No estimate

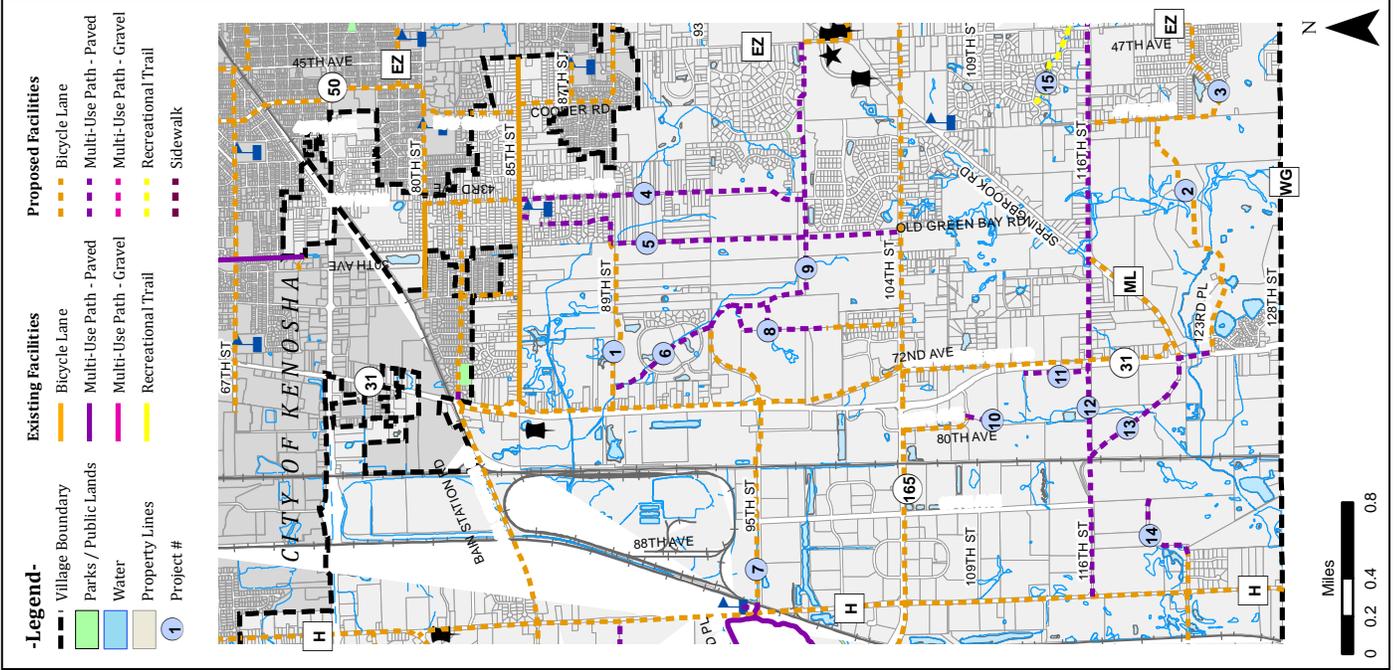


# Existing and Proposed Facilities

## Central Section

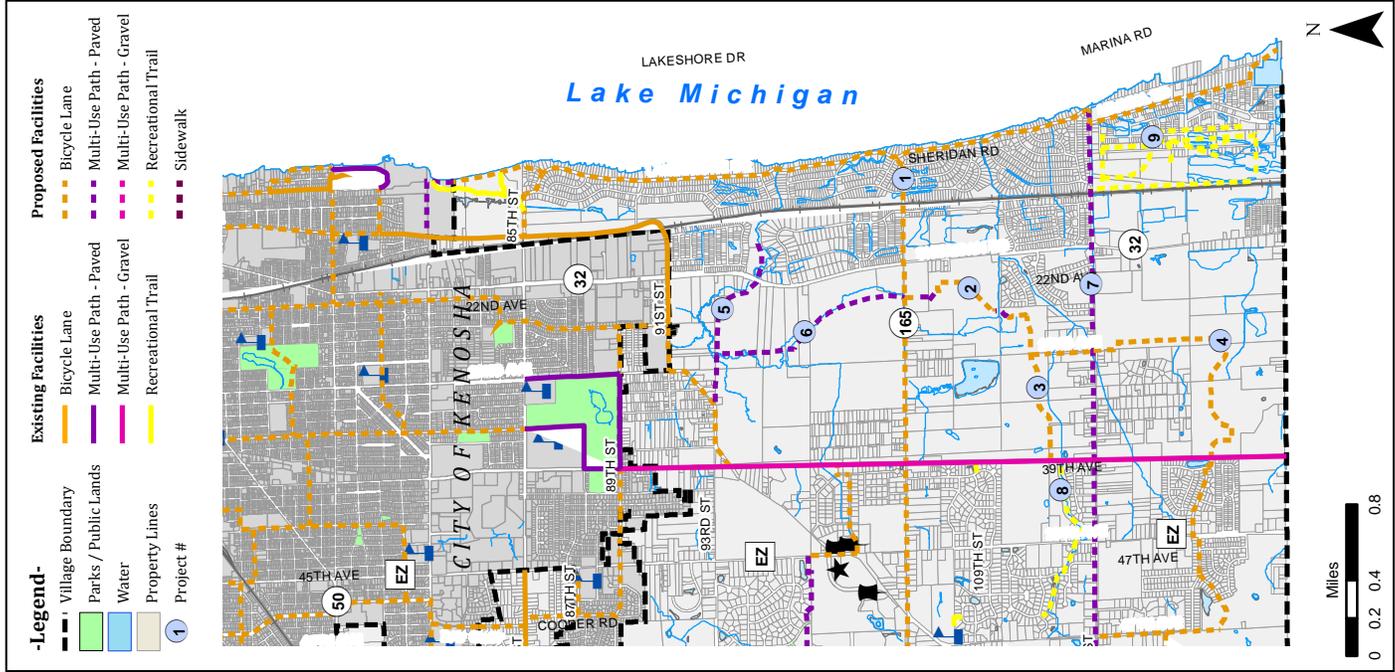
### 88<sup>th</sup> Ave – 39<sup>th</sup> Ave

Name	#	From	To	Miles	Estimated Cost
<b>Proposed Bike Lanes (On Street)</b>					
Bain Station Rd		88th Ave	Green Bay Rd	1.23	\$6,127
80th St		60th Ave	Village Border	0.55	\$2,730
82nd St		60th Ave	Cooper Rd	0.50	\$2,479
85th St		Green Bay Rd	39th Ave	1.89	\$9,472
86th Pl		43rd Ave	39th Ave	0.25	\$1,250
104th St		88th Ave	39th Ave	2.99	\$14,937
122nd St		88th Ave	End	0.22	\$1,096
123rd Pl		Green Bay Rd	End	0.45	\$2,242
122nd St		43rd Ave	39th Ave	0.19	\$962
123rd St		End	122nd St	0.15	\$754
Green Bay Rd		Bain Station Rd	85th St	0.30	\$1,519
Old Green Bay Rd		Bain Station Rd	Springbrook Rd	3.81	\$19,075
Cooper Rd		80th St	85th St	0.50	\$2,515
Springbrook Rd		Green Bay Rd	39th Ave	2.64	\$13,213
39th Ave		Path 8	100th St	0.26	\$1,290
43rd Ave		Village Border	85th St	0.25	\$1,251
43rd Ave		85th St	86th Pl	0.22	\$1,089
47th Ave		116th St	123rd St (Future)	0.65	\$3,257
72nd Ave		104th St	108th St	0.35	\$1,739
64th Ave		104th St	100th St	0.29	\$1,444
<b>Proposed Bike Lanes (Future Streets)</b>					
89th St (Future)		1 Green Bay Rd	89th St (Existing)	0.90	\$4,523
123rd Pl Extension		2 123rd Pl (Existing)	47th Ave	1.01	\$5,049
123rd St Extension		3 47th Ave	123rd St (Existing)	0.20	\$1,003
64th Ave Extension		64th Ave		0.11	\$558
<b>Proposed Multiuse Paths - Paved</b>					
Cooper Road Path		4 85th St	Cooper Rd (S Section)	1.54	\$768,462
Path 5		5 1#1	104th St	1.54	\$768,877
Path 6		6 89th St (Future)	93rd St	0.64	\$318,033
95th St Path		7 88th Ave	Old Green Bay Rd	1.06	\$530,980
Path 8		8 64th Ave Extension	Path 9	0.72	\$361,901
Path 9		9 Old Green Bay Rd	39th Ave	2.47	\$1,237,366
72nd Ave Extension		10 72nd Ave	Park	0.17	\$85,915
Green Bay Rd Path		11 116th St	Park	0.35	\$172,609
116th St Path		12 88th Ave	39th Ave	2.98	\$1,492,488
Springbrook Rd Path		13 116th St	Green Bay Rd	0.63	\$313,406
122nd St Extension		14 122nd St		0.46	\$230,977
54th Ave Path		Park	89th St	0.37	\$186,785
89th St Path		54th Ave	End	0.12	\$60,220
Green Bay Rd Path		Springbrook Rd	123rd Pl	0.19	\$92,782
<b>Proposed Recreational Trails - Gravel</b>					
Trail 15		15 113th St	39th Ave	0.46	No estimate



# Existing and Proposed Facilities: East Section 39<sup>th</sup> Ave – Lake Michigan

Name	#	From	To	Miles	Estimated Cost
<b>Proposed Bike Lanes (On Street)</b>					
Springbrook Rd		39th Ave	91st St	1.38	\$6,922
89th St		Village Border	Village Border	0.17	\$832
89th St		22nd Ave	17th Ave	0.25	\$1,248
85th Ave		7th Ave	3rd Ave	0.22	\$1,121
3rd Ave		85th Ave	86th Pl	0.06	\$309
86th Pl		3rd Ave	1st Ave	0.10	\$516
100th St		39th Ave	32nd Ave	0.43	\$2,143
32nd Ave		39th Ave	Park	0.06	\$310
104th St		39th Ave	8th Ave	1.80	\$8,990
22nd Ave		166th St	End	0.25	\$1,259
122nd St		39th Ave	32nd Ave	0.37	\$1,837
32nd Ave		122nd St	Kenosha County Path	0.06	\$321
Marina Rd		116th St	End	0.87	\$4,363
Lakeshore Dr		116th St	86th Pl	2.98	\$14,876
<b>Proposed Bike Lanes (Future Streets)</b>					
104th St Extension	1	1104th St (Existing)	2nd Ave	0.30	\$1,490
	2			0.45	\$2,271
	3	Kenosha County Path		0.80	\$4,000
	4	Kenosha County Path	166th St	1.51	\$7,529
Marina Rd Extension		Marina Rd	Lake Michigan	0.24	\$1,188
22nd Ave Extension		22nd Ave	#3	0.09	\$452
<b>Proposed Multiuse Paths - Paved</b>					
Path 5	5	Springbrook Rd	Park	0.95	\$476,582
Path 6	6	104th St	Path 5	1.10	\$548,105
116th St Path	7	39th Ave	Lakeshore Dr	2.28	\$1,139,666
			Kenosha County Path	0.05	\$22,997
<b>Proposed Recreational Trails - Gravel</b>					
Trail 8	8	39th Ave	Kenosha County Path	0.45	No estimate
Trail 9	9	S of 116th St	E of RR Corridor	3.70	No estimate



## 7.3 Funding Opportunities

Many different funding sources are available for accommodating bicycles and pedestrians through on-street or off-street facilities. In order to be eligible for funding under most federal aid programs, bicycle projects must be primarily for transportation purposes. In general, federal guidelines consider any bicycle path or trail other than a closed loop trail as being principally for transportation and eligible for federal funding. State funding for the construction of on-street and off-street bicycle facilities is available through programs administered by the Wisconsin Department of Transportation (WisDOT), and includes funds provided directly by the state and “pass-through” funds provided by the Federal government as part of the Federal-aid Highway, Transit, and Highway Safety Programs.

### Transportation-Based Funding Sources

The following is a summary of potential transportation-based funding sources for accommodating bicycles from WisDOT:

#### Local Transportation Enhancement (TE) Program Bicycle and Pedestrian Facilities Program (BFPF)

The Transportation Enhancement Program funds projects that increase shared-modal transportation alternatives and enhance communities and the environment. Federal funds administered through this program provide up to 80% of costs for a wide variety of projects such as bicycle or pedestrian facilities, landscaping, streetscaping and the preservation of historic transportation structures. Examples of bicycle projects include shared-use trails, paved shoulders, bike lanes, bicycle route signage, bicycle parking, overpasses/underpasses/bridges and sidewalks.

The Bicycle and Pedestrian Facilities Program (BFPF) was merged with the TE program beginning with the 2008 application cycle. As the name implies, BFPF funds bicycle and bicycle/pedestrian facilities. Per state statute, BFPF cannot fund exclusive pedestrian projects or streetscaping projects even if they include some bicycle and pedestrian elements. Because the TE program also extensively funds bicycle and pedestrian facilities, the two programs share the same application, review and selection process.

- Central Office Program Manager: 608-264-8723
- SE Region Program Manager: 262-548-8789



Shared-use paths should contain traffic control and directional signs where they intersect streets.

#### Congestion Mitigation and Air Quality Program (CMAQ)

The primary purpose of the Congestion Mitigation and Air Quality (CMAQ) Improvement Program is to fund projects and programs that reduce travel and/or emissions in areas that have failed to meet air quality standards for ozone, carbon monoxide (CO), and small particulate matter. Bicycle and pedestrian projects are eligible for CMAQ if they reduce the number of vehicle trips and miles traveled. Approved projects are reimbursable at 80% of the cost, and a local match of 20% is required. Almost all bicycle projects eligible for Transportation Enhancements are likely to be eligible, but a higher burden of proof that the project will reduce air pollution will be required for CMAQ funding. CMAQ is not a statewide program; only bicycle projects in Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, and Door Counties are eligible.

### **Hazard Safety Improvement Program**

Bicycle and pedestrian projects are eligible for this program that focuses on projects intended for locations that have a documented history of previous crashes.

- Contact WisDOT SE Region Traffic Safety Engineer, 262-548-5958, for more details before contacting the statewide coordinator at 608-266-3341.

### **Surface Transportation Program - Urban**

Metropolitan areas receive an allocation of funds annually. These funds can be used on a variety of improvement projects including bicycle and pedestrian projects. Most of the Metropolitan Planning Organizations (MPOs) that administer this program have been using these funds to integrate bicycle and pedestrian projects as larger street reconstruction projects are taken on. SEWRPC is the MPO for Southeast Wisconsin.

- Contact SEWRPC, 262-547-6722

### **Recreation-Based Funding Sources**

The following information for potential recreation-based funding sources was culled from the Wisconsin Department of Transportation website.

Funding for the Recreational Trails Program (RTP) is provided through federal gas excise taxes paid on fuel used by off-highway vehicles. Towns, villages, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies and incorporated organizations are eligible to receive reimbursement for development and maintenance of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses. Eligible sponsors may be reimbursed for up to 50% of the total project costs.

Eligible projects include:

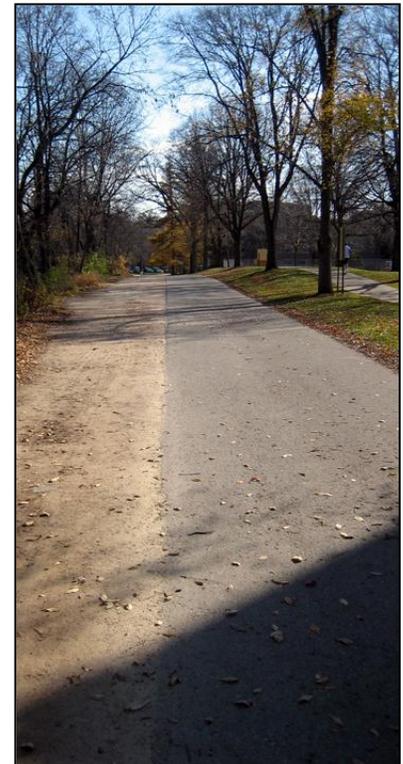
- Maintenance and restoration of existing trails
- Development and rehabilitation of trailside and trailhead facilities and trail linkages
- Construction of new trails (with certain restrictions on Federal lands)
- Acquisition of easement or property for trails

Wisconsin Department of Natural Resources (DNR) regional staff review and rank eligible projects. Projects are then ranked in a statewide priority listing. The highest ranking projects will be funded to the extent that funds are available.

Following you will find general program information for programs that provide up to 50% funding assistance to acquire land or conservation easements and develop facilities for outdoor recreation purposes – the Stewardship Local Assistance Grant Programs, the Federal Land & Water Conservation Fund Program, and the Federal Recreation Trails Program. Any project application submitted will be considered for each of the following programs that it is eligible for.

Under the Knowles-Nelson Stewardship Local Assistance Grant Program, the following programs provide 50% funding assistance to acquire land and easements and develop trails, facilities, etc. for nature-based outdoor recreation purposes.

### **Aids for the Acquisition and Development of Local Parks (ADLP)**



ADLP helps to buy land or easements and develop or renovate local park and recreation area facilities (e.g. trails, fishing access, and park support facilities). Applicants compete for funds on a regional basis.

#### **Urban Green Space Grants (UGS)**

UGS helps to buy land or easements in urban or urbanizing areas to preserve the scenic and ecological values of natural open spaces for outdoor recreation, including non-commercial gardening. Applicants compete for funds on a statewide basis.

#### **Acquisition of Development Rights Grants (ADR)**

ADR helps to buy development rights (easements) for the protection of natural, agricultural, or forestry values, that would enhance outdoor recreation. Applicants compete for funds on a statewide basis.

#### **Land and Water Conservation Fund (LWCF)**

LWCF provides 50% funding assistance for the acquisition and development of public outdoor recreation areas and facilities. Similar to the Stewardship ADLP program above except that active outdoor recreation facilities are eligible for grant assistance and school districts may be eligible project sponsors. Applicants compete for funds on a statewide basis.

#### **Recreational Trails Act (RTA)**

RTA provides 50% funding assistance for the development and maintenance of recreational trails and trail related facilities for both motorized and non-motorized recreational trail uses. Applicants compete for funds on a statewide basis.

These programs are administered by the Wisconsin Department of Natural Resources. The Stewardship Advisory Council, with representatives from local units of government and nonprofit conservation organizations (NCOs), advises the department on matters relating to the Stewardship program. Similarly the State Trails Council advises the department on matters relating to the Recreational Trails Program. The National Park Service plays the major role in working with the Department on the Land & Water Conservation Fund Program and the Department of Transportation plays a role with the Recreational Trails Program. Key components of the programs are cooperation and partnership between the Wisconsin Department of Natural Resources, the federal government, local units of government and NCOs. The programs recognize the important role each partner plays in meeting the conservation and recreation needs of Wisconsin residents and is designed to assist groups in meeting those needs. The application deadline for all of the programs is May 1 each year and complete applications should be submitted to the regional Community Services Specialist (CSS).

### **Pedestrian Specific Funding**

#### **Traffic Signing and Marking Enhancement Grants Program**

The Traffic Signing and Marking Enhancement Grants Program provides funds to local units of government for the installation of traffic signing and roadway



marking enhancements, with the goal of improving visibility to assist elderly drivers and pedestrians. The program distributed approximately \$3.8 million in state funding in 2005 and 2006. Funding for the TSMEGP was eliminated in the 2007-2009 State Biennial Budget, but continues by Wisconsin State Statute 85.027 through June 30, 2009.

### **Other potential funding sources**

#### **Impact Fees and Dedications**

Many of the paths and trails proposed in this plan are on land that has yet to be developed. Whenever possible, as new development is proposed, impact fees, easements, or dedications should be required to provide paths through the development and connecting to the larger network.

#### **Additional federal, state and county programs**

In addition to the funds administered by the state, funding for public bicycle and pedestrian projects can come from federal highway traffic safety programs, federal traffic safety (section 402) funds, the County (Kenosha County Department of Public Works), impact fees required of new development or redevelopment, public/private partnerships or wholly from the private sector. Additionally, TIF funding and Block Grants can be leveraged as local matching funding for state and federal grants.

Properly designated crosswalks and warning signs can alert motorists to the potential presence of pedestrians.

## 8. Conclusion

Bicycling and walking are inexpensive, non-polluting forms of transportation and recreation that are accessible to nearly everyone. The Village of Pleasant Prairie is proactively planning for these activities to ensure that residents and visitors can safely and efficiently travel throughout the village on foot or bike.

The *2010 Bicycle and Pedestrian Trails Plan* calls for a ten-fold increase in the amount of bicycle lanes, shared-use paths and recreational trails in the Pleasant Prairie. When fully implemented, these facilities will create a robust network throughout the Village and will allow users to safely bicycle and walk to specific destinations or simply for exercise or personal enjoyment.

The *2010 Bicycle and Pedestrian Trails Plan* will serve as the guiding document for bicycle and pedestrian facilities as well as encouragement, education and enforcement programs in the years to come. By actively planning for bicycling and walking, the Village demonstrates the importance of these activities. Providing the facilities proposed in this plan will offer low-cost and environmentally friendly transportation and recreation options that are accessible to all residents.

## Appendix A: Public Meeting

### Attendees at May 28, 2009, Public Meeting

<u>First</u>	<u>Last</u>	<u>City/Village</u>
Clyde R	Allen	
Karen	Armstrong	Pleasant Prairie
Stan	Armstrong	Pleasant Prairie
Jim	Bandura	Pleasant Prairie
Dennis	Bell	Pleasant Prairie
Brian & Carol	Boehm	Pleasant Prairie
Dale	Brandes	
Mildred M.	Carlson	Kenosha
Sally	Fennema-Jansen	
Cliff	Folkers	Pleasant Prairie
Kate & Tom	Fuller	
Jim	Hart	Pleasant Prairie
Carolyn	Henry	
Peggy	Herrick	Pleasant Prairie
Troy	Holm	Pleasant Prairie
Richard & Carol	Hunt	Pleasant Prairie
Kim	Jensen	Pleasant Prairie
Carla	Knickrehm	Pleasant Prairie
Karen	Kostizke	
Jeff & Dorene	Martin	
Don	Moldenhaner	Kenosha
Mike	Pollocoff	Pleasant Prairie
John	Roscioli	Pleasant Prairie
Greg	Scheppler	Pleasant Prairie
Mike	Schmitz	
Mike	Spence	Pleasant Prairie
John	Steinbrink, Jr.	Pleasant Prairie
Dave	Steck	Pleasant Prairie
Brian	Wagner	Pleasant Prairie
Jean & Jessie	Werbie	Pleasant Prairie

### Public Comments from May 28, 2009, Public Meeting

The following written comments were submitted at the meeting:

- I am interested in putting in bike friendly trails going east-west from Kenosha.
- Please recommend that all major and minor roads, when widened, be widened to the max. Wilmat Road (Hwy C) – many children in the area by Pleasant Prairie School, eventually this road is going to be widened, please create a separate lane like on University Ave in Madison. Cars drive on this road way fast now and will probably be faster once widened.
- A good map that can be carried and passed out would be ideal – similar to Racine map.

## Appendix B: Public Survey Results

An online survey was available for public input from mid-May 2009 through the end of September 2009 to gauge public opinion on bicycle and pedestrian facilities and usage. The survey was advertised in the Village of Pleasant Prairie *The Village* newsletter that is mailed to all Pleasant Prairie households. Additionally, a link to the survey was posted on the official Village website. Because the survey was available online, it was open to anyone who wanted to participate, regardless of if they were a Pleasant Prairie or not.

The survey had a total of 82 participants. The results of the survey are printed below, as are verbatim responses to open-ended questions, although personal information has been removed. Although there were 82 total participants, the number of responses to each question may not sum to 82 as some participants skipped some questions and some questions allowed participants to enter more than one response if appropriate.

### Question 1: How important do you think it is to include bicycle issues in the Village's transportation planning process?

Very Important	Somewhat Important	Somewhat Unimportant	Very Unimportant	No Opinion	Did Not Answer
58	16	0	8	0	0
70.73%	19.51%	0.00%	9.76%	0.00%	0.00%

### Question 2: Where do you live?

Village of Pleasant Prairie	Kenosha County, Outside VPP	Outside of Kenosha County	Other	Did Not Answer
64	17	1	0	0
78.05%	20.73%	1.22%	0.00%	0.00%

### Question 3: If you are employed, how far do you live from your primary job?

Less than 1 mile	1-2 miles	2-5 miles	5-10 miles	10+ Miles	I am not employed	Did Not Answer
6	5	11	11	32	16	1
7.32%	6.10%	13.41%	13.41%	39.02%	19.51%	1.22%

**Question 4: Do you walk or jog regularly?**

Yes	No	Did Not Answer
74	8	0
90.24%	9.76%	0.00%

**If yes, do you primarily walk/jog (check all that apply)**

For Exercise	Personal Enjoyment	Means of Transportation	Year-Round	Did Not Answer
63	53	9	29	2
76.83%	64.63%	10.98%	35.37%	2.44%

**Question 5: Do you have access to a bicycle?**

Yes	No	Did Not Answer
80	2	0
97.56%	2.44%	0.00%

**If yes, do you (check all that apply)**

Ride Regularly	Personal enjoyment	Exercise	Means of Transportation	Ride Year-Round	Did Not Answer
39	63	53	23	10	2
47.56%	76.83%	64.63%	28.05%	12.20%	2.44%

**Question 6: What's the longest distance you would consider riding a bicycle?**

0-1 Mile	1-5 Miles	5-10 Miles	10+ Miles	Did Not Answer
1	9	16	53	1
1.25%	11.25%	20.00%	66.25%	1.25%

**Question 7: If you have school-age children in your household, do they regularly walk or bike to school?**

Yes	No	Not Applicable	Did Not Answer
4	35	39	0
5.13%	44.87%	50.00%	0.00%

**If you answered no, why not?**

1. Not allowed; have to ride bus or be driven
2. KUSD schools are too far away
3. Rural
4. Prairie Lane Elementary discourages it because there are no sidewalks

5. School won't allow it
6. They attend Prairie Lane; it is not allowed as there is not access
7. Teen
8. I don't want them riding their bikes on Sheridan Rd
9. No safe route to school
10. No sidewalks, cars drive too fast down Cooper Rd
11. Too far away, unsafe roads to ride
12. Speeders on 7th Ave. Potholes on 91st St. Dangerous cross at Sheridan/91ST
13. Because it is too far and roads don't have sidewalks!
14. not safe
15. No sidewalks, dangerous road to walk 85th Street
16. 7 miles and 25 miles from home; no safe route either
17. Too far away, busy roads
18. We drive them
19. Crossing Springbrook Road
20. Too far
21. Roadway to school is dangerous even though bike route (91 St into 7 Ave)

**Question 8: Do you feel that Pleasant Prairie is pedestrian friendly?**

Yes	No	Did Not Answer
7	70	3
8.75%	87.50%	3.75%

**If no, why?**

Personal Safety Concerns	Bad Weather	Automobile Traffic	Bad Driver Behaviors	Destinations are too far away	No Sidewalks	Unsafe Intersections
35	4	50	24	25	49	27
43.75%	5.00%	62.50%	30.00%	31.25%	61.25%	33.75%

**Other Responses (12):**

1. No shoulder on the road
2. Rural Community
3. No shoulder to walk on
4. Roadways unsafe
5. Need sidewalk - Carol Beach
6. No shoulders to walk on
7. No police enforcement
8. Poor roads, no bike lanes
9. No accommodations
10. Narrow roads - no bike lanes
11. RecPlex is only destination
12. Other walking paths to lake

**Question 9: Do you feel that Pleasant Prairie is bicycle-friendly?**

Yes	No	Did Not Answer
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11	69	0
13.75%	86.25%	0.00%

**If no, why?**

Personal Safety Concerns	Bad Weather	Automobile Traffic	Bad Driver Behaviors	Destinations are too far away	No Bike Lanes	Unsafe Intersections
38	4	46	26	11	60	26
47.50%	5.00%	57.50%	32.50%	13.75%	75.00%	32.50%

**Other Responses (11);**

1. Rural Community
2. Poor road conditions 116th St.
3. Road condition - 93rd, 116th
4. Rough roads
5. No police enforcement
6. Some areas are good
7. Little or no shoulder
8. Only on bike trail
9. It depends on which part of Pleasant Prairie you are talking about. For instance 85th Street between Cooper Road and 39th Avenue is great because it provides a large paved shoulder on each side. This is great to encourage non-motorized travel. Then there is the stretch of 7th Avenue between 75th Street and 91st Street, with its narrow bike lane to be shared by both north and southbound travelers. While I do like striped bike lanes on roadways as a way to bring bicycles on the road into the mind of car drivers, this stretch is not only unsafe, it perpetuates a myth that it is best to ride a bicycle against traffic. I will save space by not listing the many reasons why riding a bicycle against traffic is not safe since you are working with the Bike Fed they can educate the Village on the many reasons why bicycling against traffic is unsafe. This stretch of striped bike lane is also unsafe because it is not wide enough to accommodate two bicycles traveling in opposite directions, put two cars driving in opposite directions at the same time and you have a recipe for disaster.
10. No shoulders on Cooper, 85th, 92nd, etc
11. Narrow bike lanes

**Question 10: What places in Pleasant Prairie would you like to be able to reach by bike or foot?**

Parks/ Recreation Trails	Shopping Areas/ Supermarket	Schools	Downtown Kenosha	Work	Doctor's Offices/ Hospitals	Did Not Answer
79	43	20	46	13	16	1
96.34%	52.44%	24.39%	56.10%	15.85%	19.51%	1.22%

**Other Responses (10):**

1. Restaurants
2. RecPlex
3. Bike trails, RecPlex
4. Restaurant/café
5. Carol Beach area
6. North Point Marina
7. I-94 and west
8. Lake County, Des Plaines River trail
9. Lakefront
10. Lakefront

**Question 11: How would the factors below affect your decision to bicycle or walk?**

**More on-street bicycle facilities (bike lanes, paved shoulders, wide travel lanes, etc.)**

No Affect	Moderately Affect	Strongly Affect
4	13	60
5.19%	16.88%	77.92%

**More sidewalks**

No Affect	Moderately Affect	Strongly Affect
17	26	31
22.97%	35.14%	41.89%

**More greenway trails**

No Affect	Moderately Affect	Strongly Affect
1	29	47
1.30%	37.66%	61.04%

**More bicycle parking**

No Affect	Moderately Affect	Strongly Affect
18	39	20
23.38%	50.65%	25.97%

**Increased enforcement of laws applying to motorists and bicyclists**

No Affect	Moderately Affect	Strongly Affect
12	35	30
15.58%	45.45%	38.96%

**Education programs for bicycle safety**

No Affect	Moderately Affect	Strongly Affect
27	32	19
34.62%	41.03%	24.36%

**A map of bicycle facilities for planning routes**

No Affect	Moderately Affect	Strongly Affect
6	29	41
7.89%	38.16%	53.95%

**Question 12: Where do you feel comfortable bicycling?**

**Streets containing bike lanes**

Yes	No
66	12
84.62%	15.38%

**Streets signed as designated bike routes**

Yes	No
51	27
65.38%	34.62%

**Low traffic neighborhood streets**

Yes	No
78	1
98.73%	1.27%

**Main Village thoroughfares**

Yes	No
14	63
18.18%	81.82%

**Rural thoroughfares**

Yes	No
41	36
53.25%	46.75%

**Greenway trails**

Yes	No
71	8
89.87%	10.13%

**Question 13: Whenever possible, the Village will seek grants for development of bike routes and trails. Would you be willing to support this endeavor using tax dollars?**

Yes	No	Did Not Answer
72	6	2
90.00%	7.50%	2.50%

**Question 14: Any additional concerns or comments?**

1. Huge savings and pollution abatement if kids had a safe way to ride or walk to schools
2. The trails in the park areas should be routed to keep the hiker/biker in natural surroundings. They should not be near any houses or manmade structures where possible without a natural barrier between them
3. The Des Plaines River trail is great but we need to utilize biking/walking to replacing "driving" everywhere we need to go.
4. I feel this is an awesome idea. I feel that Cooper Rd. is especially a horrible place for walking or riding bikes and you see many adults and children walking and riding to school every morning down this road. I would love to see this issue addressed. I would most definitely vote yes to spend tax dollars on this endeavor!!
5. It would be terrific if Pleasant Prairie could connect with the Des Plaines River trail that ends just across the border in Illinois. Good luck.
6. It is unsafe to ride on Village Streets and I will never allow my children to ride on Village Streets either. Want to make an impact on the Village? Build a train station.
7. I would love to see a bike lane or trail on 116th Street. I use that street quite often to bike from Carol Beach out to the industrial park and it is very bumpy and very narrow without shoulders.
8. Thanks for fixing 93rd Street... however 116th Street is a major E/W street that crosses the bike path and the road is horrific to bike due to cracks and bumps especially going east from Old Green Bay Road.
9. Poorly maintained roads (especially along the triathlon route) make training more difficult.
10. Pleasant Prairie has a great chance to change the roads and make the bike path more reachable for families to travel to safely.
11. That would be great to have bike lanes, sidewalks and more trails.
12. Some street conditions are rough. Particularly 116th Street. 116th is a main road I would like to use to get to the current trails, however it is just too rough so I end up driving my car and unloading out bikes to avoid 116th Street
13. I regularly bike the triathlon route and 93rd Street is in extremely poor condition for bikes between Cooper and Green Bay Rd. It is dangerous the road is in such poor condition.
14. 116th Street and especially 93rd Street are bad roads for biking. Need road improvement and bike lanes! Thanks!
15. Streets containing bike lanes that I've seen have only one lane - so all traffic going in both directions use this lane - it does not seem safe and the lane is narrow. Also - in Pleasant Prairie where I live, you have to use Sheridan to access any other roads/trails in the community. Sheridan is very busy, drivers travel very fast and intersections are difficult/unsafe for turning. It is tough turning onto our road (101st) in a car, let alone a bike. I believe adding bike lanes and making the roads safe for bikers and pedestrians would greatly enhance the appeal of living in Pleasant Prairie. Thanks for this opportunity.
16. I frequently ride 10-15 miles per day, 4-5 days per week and I frequently ride on the bike trail from 89th Street south to the IL border and further south. It is not in as good a condition as in IL. There are spots where ruts are deep and gravel is loose. I also do not feel it is safe to ride alone on the bike trail,

especially after dark. If you have more questions please feel free to contact me: [omitted].

17. The Village has always held an "edge" in exercise/fitness needs for individuals and families. This project would continue that tradition and support the "green" needs of the future.
18. Present bike trails need to be maintained, large gravel or stone should not be used especially at street crossings and access to street crossing should not be inclined.
19. I currently bike at times when traffic is low to minimize safety issues. I would like to bike to work, but traffic is worst during commuting hours. Please consider providing more bike trails such as the Kenosha Bike trail and Des Plaines River trail. These trails eliminate most of the encounters between bikes and cars, providing a much safer route for commuting.
20. Having a bike trail from Prairie Ridge subdivision to RecPlex center instead of hwy H
21. One of the most popular and scenic areas of our town is Lakeshore Drive. Many people walk, jog, bicycle and push baby strollers down this road. It is dangerous to do these activities on this road regardless of automobile speeds because there is just not enough room for both autos and pedestrians to safely use this road. Dedicated paths are needed along Lakeshore Drive and the surrounding Chiwaukee Prairie areas in order for the citizens to more fully utilize and to safely access these areas.
22. I live on Cooper Road, not far from Whittier School. I would love to see sidewalks or something that my child could use when she goes to middle school next year at Lance. Currently, I would not allow her to ride her bike or walk to school. Even though the speed limit is 30 all the way down Cooper, drivers constantly exceed the speed limit. I'd love to see the road widened, bike lanes and /or sidewalks put in, but that could also encourage drivers to go even faster. I think enforcement of the speed limits in the Village would help a great deal.
23. I do enjoy the Kenosha bike trail and the path from Southport Park through Kenosha. There are some great bike paths available. I would like to see more so that we are encouraged to bike and walk to destinations.
24. The current location of the winter snowmobile trails on Hwy 165 would be an excellent place for a paved bike trail with connections to Prairie Springs Park and to the gravel trail east of 39th Avenue.
25. A paved trail would be nice to have. My 5-year old child slipped on the gravel on the Kenosha County bike trail last fall and was injured. The dirt trail is not compatible with road bikes and makes bikes and riders very dirty. Lack of neighborhood sidewalks for safe walking is also a concern. We often take evening walks between Springbrook Meadows and Village Green subdivisions. The busier streets (like Cooper Rd) are not safe for strollers and small kids on bikes and scooters. Finally, a paved trail linking Lake Andrea to residential neighborhoods to the East of Green Bay Road would be used heavily. Currently, riding on Hwy 165 is the only option, clearly not safe for children. A trail from the Kenosha County Bike trail to the Lake Andrea trail would provide access to the lake for users of this widely used trail.
26. I'd focus less on public safety/law enforcement issues as it relates to cycling/walking. The number of cyclists I see pass in front of my house tells me that the problem isn't one of unsafe conditions or safety but, rather, the need to

better connect Village parks, transit areas, etc. with potential pathways. Don't focus on nanny-state politics, just look at how you can make efficient use of our tax dollars to make this a more navigable village.

27. As a Carol Beach resident I am strongly interested in sidewalks for walking alone and with my children. With the many bicycles we get in the area in addition to automobile traffic it has become very unsafe to walk with children or with strollers. Vehicles also drive VERY fast especially down Lakeshore Dr. They take the curves at high speeds and you cannot react once you see the car coming at a high speed. I have not taken my children for many walks in the neighborhood because of the vehicle and bike traffic. Sidewalk would be a fantastic addition for the residents here and would significantly improve the safety of the area. [Name and address omitted].
28. There is no police presence on Lakeshore Drive. It's a drag way for speeders from 90th Street to the south. Everyone is driving way too fast on this street: residents, school buses, UPS, Fed Ex, Pat's Sanitation all drive at dangerous speeds.
29. Pleasant Prairie needs to connect better to Kenosha especially with Main Street (39th) via a well marked bike lane. The bike path is not safe for female individuals biking alone.
30. We'd like to see more paved or fine gravel trails in natural settings, similar to the abandoned railroad trails in the state (Elroy-Sparta trail, Red Cedar trail etc) A trail in the northwest corner of Pleasant Prairie would be great!
31. Let's Do It!
32. Both "Main" and "Rural" thoroughfares should be marked No. Is it possible to have bike lanes marked on Hwy C from 50 to I94. Traffic is getting heavy and the new interchanges worry me. Also, I stay off of H during much of the day due to traffic from the industrial park, especially between 50 and 165. I really miss not going past John Steinbrink's house as much as I used to. Bain Station Road could also use shoulders, especially between H and C. Thanks for the opportunity to voice my opinion.
33. Let's get bike friendly!
34. It's obvious that the time for more bike/walking is upon us. For the environment and economy.
35. Good Idea. Keep putting 3' paved shoulder on all new roads and resurface roads.
36. I commend you for taking the initiative to look into improving our community
37. Paint crossing lines on the roads where the bike trails cross. The openings are not clearly marked and hard to judge the distance in a car.
38. I would most like to see the 7th Avenue stretch corrected. What bothers me most about it is the way it is telling people that it is safe to ride a bicycle against traffic when this is wrong and very dangerous. I believe what the Village of Pleasant Prairie is doing by asking for input and more importantly working with the bicycle federation of Wisconsin is fantastic. I am very optimistic that these steps are going to go a long way to help the Village of Pleasant Prairie become a great place to live, work and visit.
39. The village needs a safe East-West bicycle corridor to connect RecPlex with the lakefront. 93rd St sees a lot of bicycle traffic, but is EXTREMELY unsafe (narrow, bumpy road, no shoulders, dangerous intersection at CR ML
40. We live in Prairie Village condos and would like to be able to get to Lake Andrea, but 93rd Street is just too narrow with most traffic seeming to go faster than the

posted speed limit. When I'm driving my car through there at 35-40 mph, I often have a car or truck running up behind me. Then too, to go east over to the bike trail on 93rd Street from 39th Ave, it'll rattle the fillings out of your teeth on a bike or car.

41. Carol Beach Lake Shore Drive has a bike trail that would that could use a little more widening. Its very appealing to everyone who has walked or biked along the lakeshore.

## Appendix C: Rules for Bicycling on the Road

The following information is drawn from the Wisconsin Department of Transportation Safety and Consumer Protection webpage.

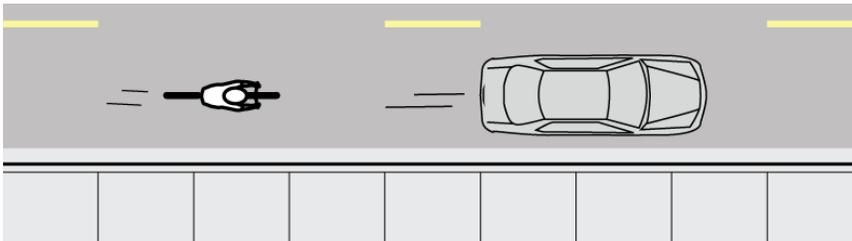
<http://www.dot.state.wi.us/safety/vehicle/bicycle/rules.htm>

### General rules

- Bicycles are vehicles. They belong on the road.
- Ride at least three feet from the curb or parked vehicles.
- Ride in a straight line. Don't swerve in and out around parked vehicles.
- Always ride in the same direction as traffic.
- Sidewalk riding for bicyclists past the learning stage can be more dangerous than on the road, obeying traffic laws. It is also illegal in most communities.
- Obey all traffic laws.
- Be predictable! Let other users know where you intend to go and maintain an understood course.

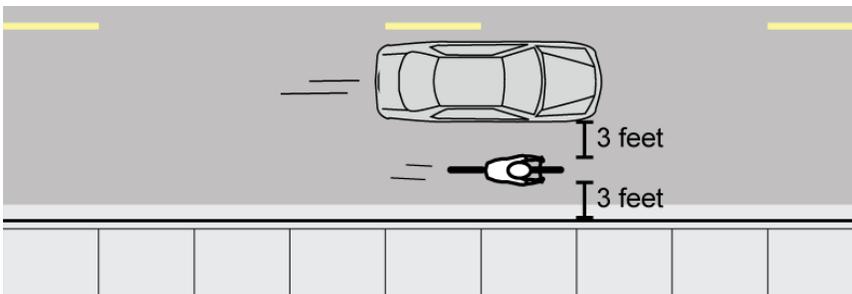
### Narrow lanes

- Ride in the center of the lane.
- Keep at least three feet between yourself and passing or parked traffic.



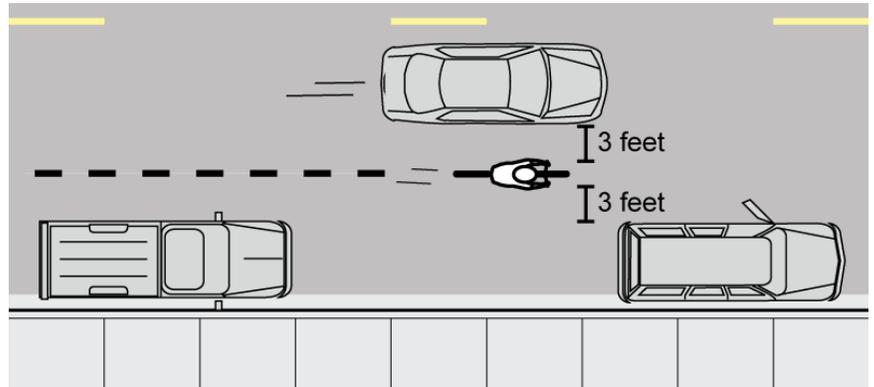
### Wide lanes

- Ride just to the right of the actual traffic line, not alongside the curb.
- Keep at least three feet between yourself and the curb or parked vehicles.
- Motorists should be passing you with at least 3 feet of clearance.

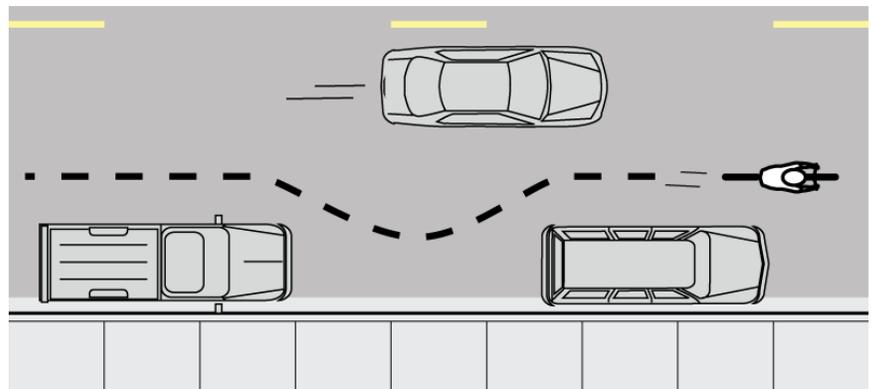


### Don't get doored!

- Ride in a straight line three feet out from parked cars. You'll avoid car doors that open in front of you and you'll be more visible to other drivers.



- Don't pull into the space between parked cars. Ride just to the right of the actual traffic line, not alongside the curb.



### Take the lane

You will fare better with other road users if you function like a legal vehicle operator, which you are.

- Right turning motorists can be a problem, but taking the lane or more of the right portion of the wide curb lane can prevent this. Take an adult bicycling course to learn skills and develop confidence in traffic.
- Left turning motorists are the cause of most adult bicyclists' crashes. Motorists claim not to see the cyclist who is traveling in a straight path in the opposite direction.

Bicyclists, when making your own left turn look over your left shoulder for traffic, signal your left turn and change lanes smoothly, so you are to the left side or center of the through lane by the time you reach the intersection. If a left turn lane is present, make a lane change to center of that lane. Do not move to left of that lane as left-turning motorists may cut you off.

- Do not wait until you reach the crosswalk, then stop and try to ride from a stop across other traffic. If you need to cross as a pedestrian, leave the

travel lanes, then get into the crosswalk, walking or riding your bicycle like a pedestrian travels, not fast, and with pedestrian signals.

Lane positioning can be especially important in approaching a downhill intersection. Moving to the center makes you more visible to intersecting and left turning motorists in opposing lanes.

- Going downhill, your speed is likely to be closer to traffic speeds or posted speed limits. Hugging the curb when there are visual barriers increases your chances of being struck by a bigger vehicle, or of hitting a pedestrian or sidewalk riding bicyclist.
- Take the lane, be seen and see other traffic better if you are close to traffic speeds

### **How to ride**

Wear bright colors during the day and retro-reflective items at night along with headlight and taillight to increase your visibility to other road users.

- Wear a bicycle helmet on every ride to reduce your chance of head injury in event of a fall or crash. Most serious injuries from a fall or crash are to the head and most frequently, the forehead, so wear helmet level with the ground, just above the eyebrows.

Be aware of changing road surfaces, new construction or unusual barriers on the roadway, distracters for both you and other vehicle operators.

- Leaves can be slippery in the early morning and are a hazard even when slightly damp. Distractions such as dogs, wild animals and even humans can draw attention from the roadway and lead to a crash. Expect them.

### **Motorist reminders**

- Bicycles are vehicles. They belong on the road.
- Cyclists need room to get around potholes, sewer grates and other obstructions.
- Leave at least three feet when passing bicycles, more room at higher speeds.
- Change lanes to pass any bicycle traveling in a narrow lane.
- Train yourself to scan for fast moving (it's hard to tell speed) bicycles and motorcycles in the opposing lane to you when turning left, and scan sidewalks and crosswalks for pedestrians and bicyclists using the sidewalk and crosswalk as a pedestrian. Always scan to your right side sidewalk before you leave a stop light or stop sign. And to the left and right side sidewalks when on a one-way street.

## Appendix D: Wisconsin State Bicycle Laws

The information below is a summary of current Wisconsin State Laws relating to bicycling. The numbers in brackets refer to the specific state statute; for the complete statutes, consult the Wisconsin Department of Transportation Summary of Wisconsin Bicycle Laws.

<http://www.dot.state.wi.us/safety/vehicle/bicycle/docs/bikelaws.pdf>

### A. Vehicular Status

- The bicycle is defined as a vehicle. [340.01(5)]
- The operator of a vehicle is granted the same rights and subject to the same duties as the driver of any other vehicle. [346.02(4)(a)]

### B. Lane Positioning

- Always ride on the right, in the same direction as other traffic. [346.80(2)(a)]
- Ride as far to the right as is practicable (not as far right as possible). [346.80(2)(a)]
- Practicable generally means safe and reasonable. 346.80(2)(a) lists a few situations when it is not practicable to ride far to the right:
- When overtaking and passing another vehicle traveling in the same direction;
- When preparing for a left turn at an inter-section or driveway;
- When reasonably necessary to avoid unsafe conditions, including fixed or moving objects, parked or moving vehicles, pedestrians, animals, surface hazards or substandard width lanes [defined as a lane that is too narrow for a bicycle and a motor vehicle to travel safely side by side within the lane].

### C. One Way Streets

- Bicycles on a one-way street with 2 or more lanes of traffic may ride as near the left or right-hand edge or curb of the roadway as practicable (in the same direction as other traffic). [346.80(2)(b)]

### D. Use of Shoulders

- Bicycles may be ridden on the shoulder of a highway unless prohibited by local authorities. [386.04(1m)]

### E. Riding 2-Abreast

- Riding 2 abreast is permitted on any street as long as other traffic is not impeded. When riding 2 abreast on a 2 or more lane roadway, you both have to ride within a single lane. [346.80(3)(a)]

### F. Hand Signals

- Bicyclists are required to use the same hand signals as motorists [346.35].
- Hand signals are required within 50 feet of your turn. It is not required continuously if you need both hands to control the bicycle [346.34(1)(b)]

### G. Passing

- A motorist passing a bicyclist in the same lane is required to give the bicyclist at least 3 feet of clearance, and to maintain that clearance until safely past. [346.075]
- A bicyclist passing a stopped or moving vehicle is also required to give at least 3 feet of clearance when passing. [346.80(2)(c)]

#### **H. Use of Sidewalks**

- State Statutes allow local units of government to permit vehicles on sidewalks through local ordinances. [346.94(1)]
- When bicycles are allowed to be operated on sidewalks, bicyclists must yield to pedestrians and give an audible warning when passing pedestrians traveling in the same direction. [346.804]
- At intersections and other sidewalk crossings (alleys, driveways), a bicyclist on the sidewalk has the same rights and duties as pedestrians. [346.23, 24, 25, 37, 38]

#### **I. Bicycling at Night**

- Bicycling at night requires at least a white front headlight and a red rear reflector. The white front light must be visible to others 500 feet away. The red rear reflector must be visible to others between 50 and 500 feet away. A red or amber steady or flashing rear light may be used in addition to the required reflector. These are required no matter where you ride--street, path or sidewalk. [347.489(1)]

#### **J. Duty to report accident**

- The operator of a vehicle involved in an accident resulting in injury to or death of any person, or total damage to property owned by any one person of \$1,000 or more shall immediately give notice of such accident to the police. [346.70]
- "Injury" means injury to a person of a physical nature resulting in death or the need of first aid or attention by a physician or surgeon, whether or not first aid or medical or surgical treatment was actually received;
- "Total damage to property owned by one person" means the sum total cost of putting the property damaged in the condition it was before the accident, or the sum total cost of replacing such property.
- This section does not apply to accidents involving only vehicles propelled by human power.