

CHAPTER 4 TRANSPORTATION ELEMENT

The comprehensive planning legislation requires this element to include a compilation of goals, objectives, maps and recommendations to guide the future development and maintenance of various modes of transportation in and immediately around the Village of Pleasant Prairie including highways, transit, transportation systems for persons with disabilities, bicycles, pedestrians, railroads, air transportation, trucking and water transportation.

The element shall compare the Village's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the Village by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the Village.

This chapter presents inventories of the existing transportation system in Village and other facilities in proximity to the Village that provide transportation services to the Village. Much of the inventory information included in this section is drawn from the regional transportation system plan. An update of the plan to a design year of 2035 was adopted by the Southeastern Regional Planning Commission in June 2006. The 2035 regional transportation plan, and the preceding plan for the year 2020, includes five (5) elements: public transit, transportation systems management, travel demand management, bicycle and pedestrian facilities, and arterial streets and highways. Inventory information relating to these elements is presented in this Chapter. Information on railways, harbors, and airport services is also provided. Appendix 4-1 provides a brief description of transportation funding programs currently available to Kenosha County and the Village, which can facilitate the provision of various modes of transportation within the Village. Transportation objectives and recommendations to meet the primary transportation goal of the Village are provided at the end of this Chapter.

Transportation 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.



I-94 at Wisconsin Illinois stateline

STREETS AND HIGHWAYS

The street and highway system serves several important functions, including the movement of through vehicular traffic; providing vehicular access to abutting land uses; providing for pedestrian and bicycle circulation, and serving as the location for utilities and stormwater drainage facilities. Two (2) of these functions—traffic movement and land access—are basically incompatible. As a result, street and highway system design is based on a functional grouping or classification of streets and highways, based on the primary function served. The three (3) functional classifications of streets and highways are arterial streets, collector streets, and local streets.

Arterial Streets

The arterial street and highway system is intended to provide a high degree of travel mobility, serving the through movement of traffic between and through urban areas. The regional transportation system plan¹ identifies the location, number of lanes, and the level of government recommended to have jurisdiction over each arterial street and highway. Recommendations for the location and number of lanes of arterial streets and highways are determined in part by travel simulation models, which are used to determine the existing and potential travel demand on proposed transportation networks, based on the development pattern recommended by the regional land use plan. Map 4.1 shows the arterial street and highway system recommended by the regional transportation system plan.



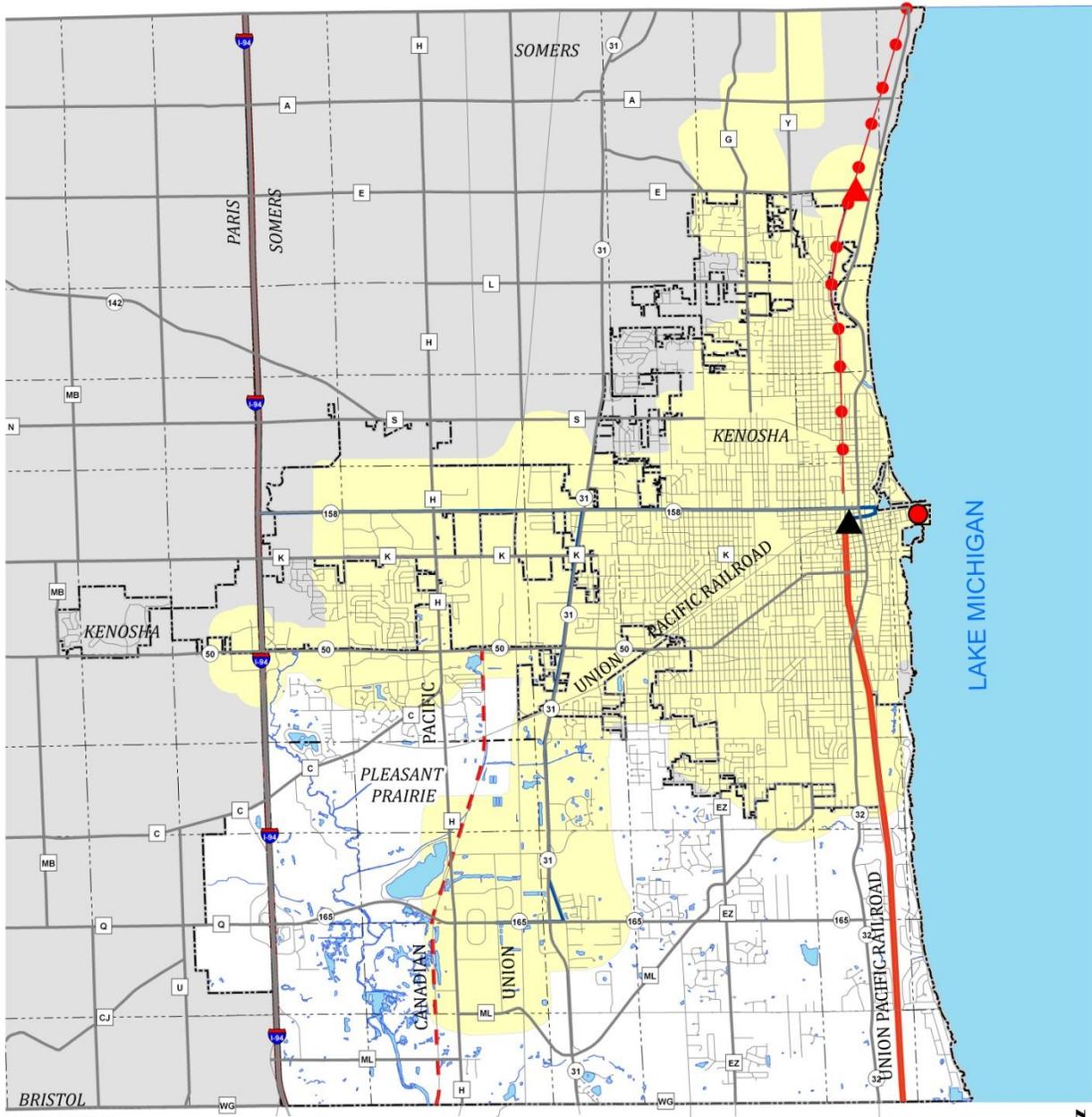
2009 reconstruction of 85th Street west of Cooper Rd.

In addition to their functional classification, arterial streets and highways are also classified by the unit of government that has responsibility, or jurisdiction, over the facility. The Wisconsin Department of Transportation (WisDOT) has jurisdiction over the State Trunk Highway system and I-94, Kenosha County has jurisdiction over the County Trunk Highway system, and the Village has jurisdiction over local arterial streets within the Village. Arterial streets and highways in the Village in 2009, categorized by jurisdiction, are shown on Map 4.2.

The State Trunk Highway system, which includes Interstate Highways (I), U.S.-numbered Highways (USH), and State Trunk highways (STH), generally carry the highest traffic volumes, provide the highest traffic speeds, have the highest degree of access control, and serve land uses of statewide or regional significance. Interstate and State trunk highways serve the longest trips, principally carrying traffic traveling through Pleasant Prairie and between Pleasant Prairie and other cities or states. County Trunk Highways (CTH) should form an integrated system with State highways and principally serve traffic between communities in Kenosha County and land uses of countywide importance. Local arterial streets and highways would serve the shortest trips, serve locally-oriented land uses, carry the lightest traffic volumes on the arterial system, provide lower traffic speeds, have the least access control, and principally serve traffic within the Village.

¹ The most recent regional transportation system plan is documented in SEWRPC Planning Report No. 49, A Regional Transportation System Plan for Southeastern Wisconsin: 2035, June 2006.

MAP 4.1 PUBLIC TRANSIT ELEMENT OF THE 2035 REGIONAL TRANSPORTATION SYSTEM PLAN



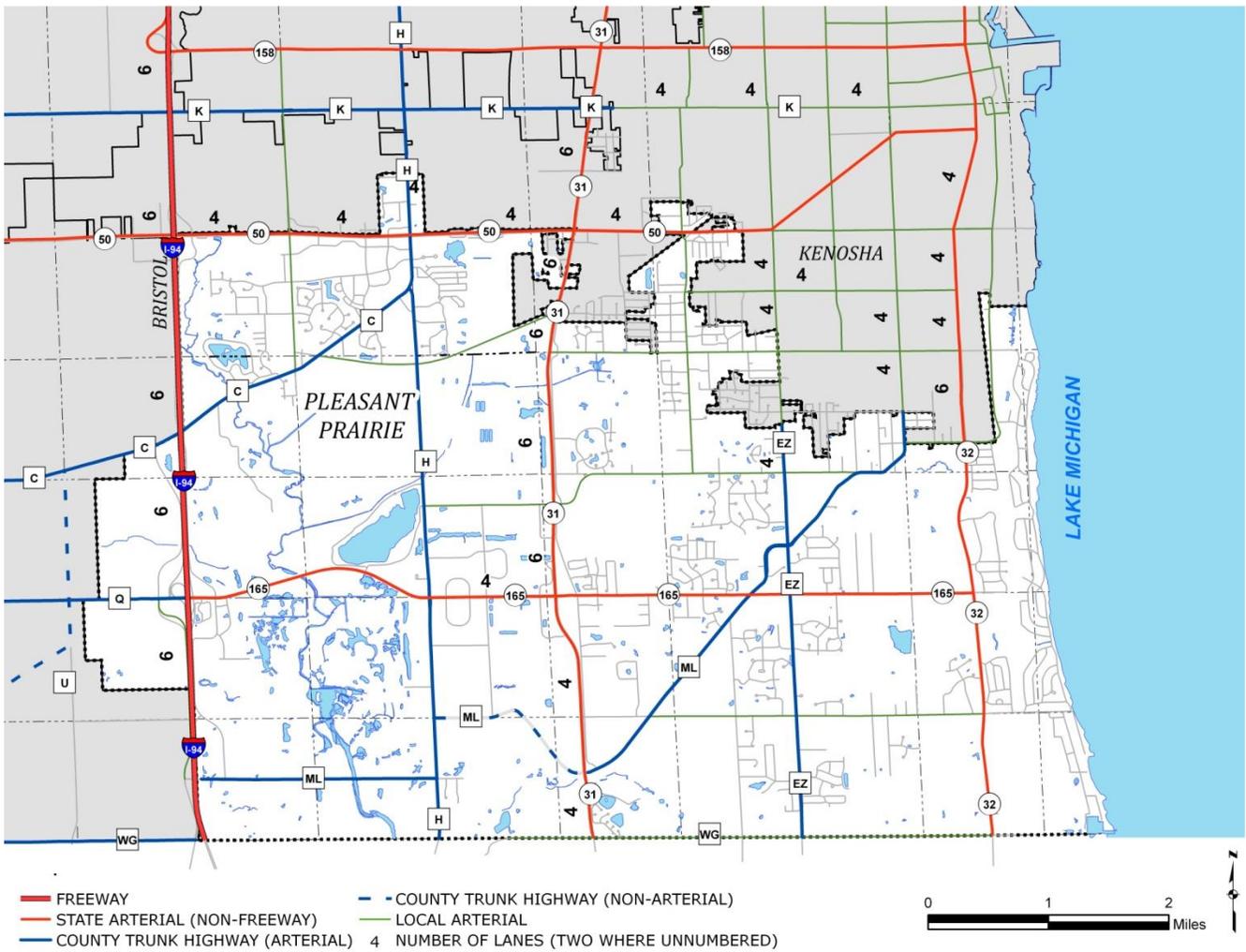
- BUS ROUTE**
 - EXPRESS BUS ROUTE
 - COMMUTER RAIL**
 - EXISTING COMMUTER RAIL
 - RECOMMENDED KENOSHA-RACINE-MILWAUKEE (KRM) COMMUTER RAIL
 - - POTENTIAL COMMUTER RAIL TO BE CONSIDERED IN CORRIDOR STUDIES
 - TRANSIT STATIONS (WITH PARKING)**
 - ▲ EXISTING
 - ▲ RECOMMENDED
- ^a A CORRIDOR FEASIBILITY STUDY WAS COMPLETED FOR THE CHICAGO-BASED COMMUTER RAIL EXTENSION TO THE CITY OF BURLINGTON. THE STUDY CONCLUDED THAT IT WAS NOT FEASIBLE OR COST EFFECTIVE AT THIS TIME, BUT COULD BE CONSIDERED AGAIN IN THE FUTURE.

- SERVICE AREA**
- WALK AREA SERVED BY KENOSHA TRANSIT SYSTEM
- ^b IN SEPTEMBER 2007, THE KENOSHA COUNTY DEPARTMENT OF HUMAN SERVICES INITIATED THE OPERATION OF PUBLIC TRANSIT SERVICES IN WESTERN KENOSHA COUNTY INCLUDING FIXED-ROUTE BUS SERVICES FOR THE TWIN LAKES, SILVER LAKE, AND PADDOCK LAKE AREAS AND ADVANCE-RESERVATION DOOR TO DOOR SERVICE FOR THE REMAINING PORTIONS OF WESTERN KENOSHA COUNTY. THE PLAN ENCOURAGES THE DEVELOPMENT, OPERATION AND EXPANSION OF SUCH PUBLIC TRANSIT SERVICES.
- AREA SERVED BY KENOSHA TRANSIT SYSTEM STREET CARS

Source: SEWRPC.



**MAP 4.2
ARTERIAL STREETS AND HIGHWAYS: 2009**



Source: SEWRPC and Village of Pleasant Prairie.



Collector and Local Streets

The primary function of local streets is to provide access to abutting property. Collector streets are intended to serve primarily as connections between the arterial street system and land access streets. In addition to collecting and distributing traffic to and from local streets, collector streets usually perform a secondary function of providing access to abutting property. The right-of-way width and cross-section for collector and local streets are generally uniform throughout the Village as specified in the Municipal Code compared to arterial streets whose widths and cross-sections vary based on anticipated traffic loads.



Pepsi truck traveling on STH 165

The Village has established truck routes within the Village for heavy equipment and vehicles, except motor buses, which are not equipped with pneumatic tires or have a combined vehicle load weight exceeding 6,000 pounds, on any highway that has not been designated as a heavy truck route. The truck routes limit truck traffic to the roads in LakeView Corporate Park on STH 165, STH 31, STH 32, STH 50 and CTH ML between Green Bay Road and 88th Avenue as shown on Map 4.3. Trucks are permitted on other Village roads for the purpose of pick-up or delivery for the residents of the Village; however other roads may not be used as through routes or short-cuts for the truck traffic.

Truck Routes

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COUNTY AND LOCAL STREET INVENTORY

WisDOT maintains a detailed database of county and local street information in the "Wisconsin Information System for Local Roads" (WISLR). Physical attributes such as right-of-way and pavement width, number of traffic lanes, type of surface and pavement rating, the presence and type of shoulders or curbs, and the presence of sidewalks are available through a database that can be accessed through the WisDOT website by registered users. Administrative information, including the functional classification and owner of street, can also be obtained. The information in the database is provided by county and local governments, and is intended to assist in reporting roadway pavement conditions. Under Section 86.302 of the *Wisconsin Statutes*, pavement ratings must be submitted to WisDOT by each county and local government every other year. The PASER method (pavement and surface evaluation and rating) is the most commonly used method in Wisconsin and is the method used on the Village.



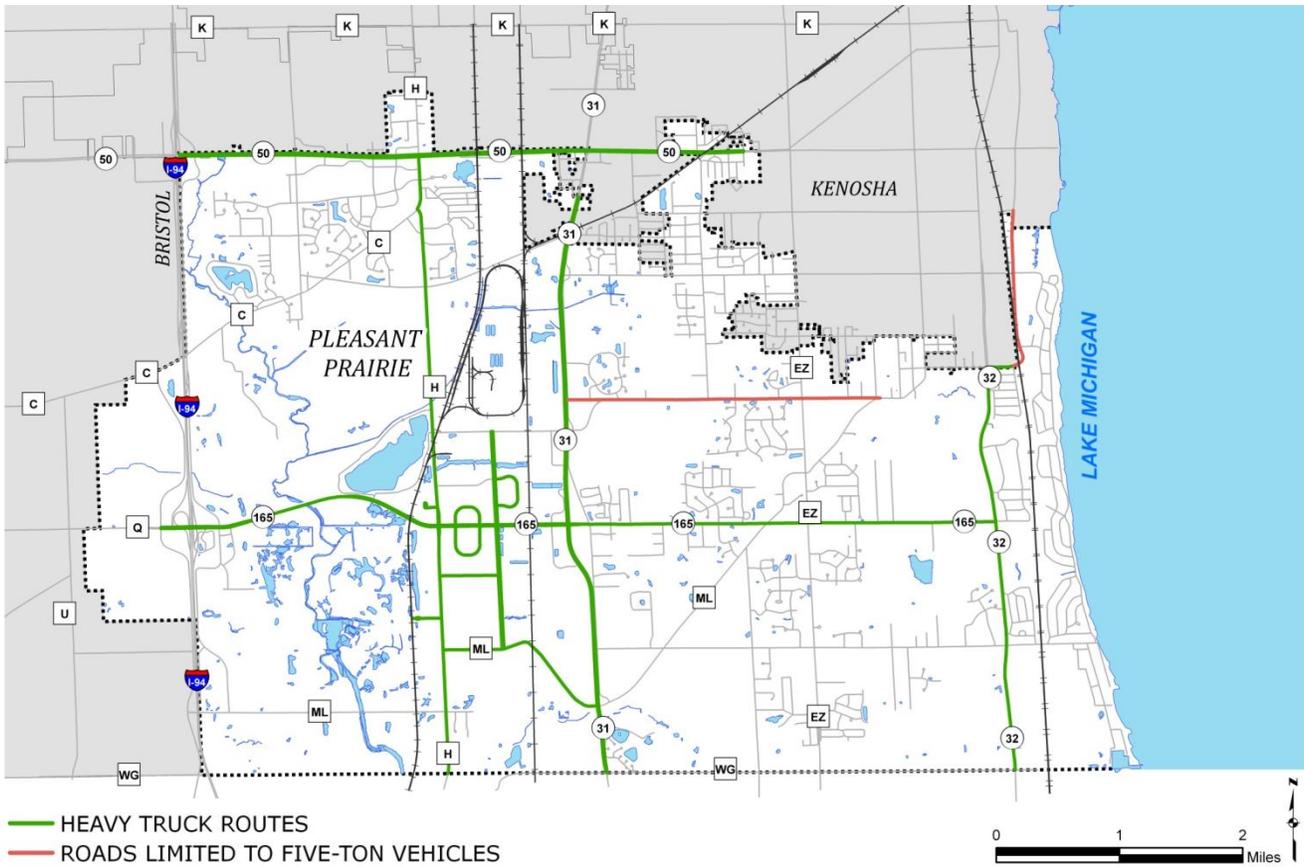
Bain Station Rd.

SYSTEMS MANAGEMENT

The existing freeway traffic management system in Southeastern Wisconsin consists of many elements which are often referred to as intelligent transportation systems. The elements of the freeway traffic management system include: traffic detectors, ramp metering, high-occupancy vehicle bypass ramps, variable message signs, highway advisory radio, closed-circuit television, service patrols, crash investigation sites, and enhanced reference markers. Traffic detectors, a variable message sign, a crash investigation site, a freeway service patrol, and closed-circuit television cameras are present on portions of the freeway system.

Traffic detectors measure the speed, volume, and density of freeway traffic. This data is monitored at the Wisconsin Department of Transportation's Traffic Operation Center in Milwaukee for disruptions in traffic flow and for use in determining the operation of the ramp meter system in southeastern Wisconsin. Traffic detectors are located at one to two mile intervals along I-94 within the entire County.

**MAP 4.3
TRUCK ROUTES IN THE VILLAGE OF PLEASANT PRAIRIE**



Source: Village of Pleasant Prairie.

Variable message signs provide real-time information to travelers about downstream freeway traffic conditions. WisDOT uses variable message signs to display current travel times to selected areas and to display information about lane and ramp closures as well as where travel delays begin and end. In the event of child abduction, the variable message signs are also used to display an Amber Alert. There is one variable message sign in the Village, located along the northbound lane of I-94 at CTH C.



I-94 at CTH C

Freeway service patrols assist disabled motorists with specially equipped vehicles. When freeway service patrols encounter severe incidents, they have the appropriate communication equipment to ensure that the appropriate personnel and equipment may be dispatched to the scene. In the Village and through Kenosha County, the freeway service patrol is known as the Gateway Patrol. Gateway Patrol involves four (4) vehicles under contract with WisDOT. The Gateway Patrol Vehicles are tow vehicles which have been painted bright lime green for better visibility at night and during inclement weather.

Crash investigation sites are designated safe zones for distressed motorists to relocate to if they are involved in a crash or an incident on the freeway. There is a crash investigation site, the Wisconsin Tourism Information Center south of STH 165, on I-94 in the Village. This site is intended for use by motorists involved in an incident to exchange insurance information or to make emergency repairs to their vehicle following a minor collision or breakdown. These sites are also used by the freeway service patrols to relocate the distressed motorists they assist.



Crash Investigation Site at STH 165

There are also two (2) closed-circuit television cameras along I-94 in the Village at STH 165 and at STH 50, which provide real-time video for the identification and confirmation of congested areas and incident locations. Video is monitored at the WisDOT Traffic Operation Center in Milwaukee. Video is supplied to some emergency response agencies so that their dispatchers can provide personnel with incident locations and information. WisDOT also provides some of its camera images to the media and to its website for viewing by the general public.



Wisconsin Department of Transportation Weigh Station

In addition, a WisDOT weigh station is located in the Village on the east side of I-94 and south of CTH ML about one-quarter mile north of the Wisconsin-Illinois State line.

IMPROVEMENTS TO I-94



WisDOT is proceeding with a safety reconstruction plan for the I-94 North-South corridor in southeast Wisconsin. The project runs from the Illinois state line to the Mitchell Interchange, and includes the WIS 119 Airport Spur to General Mitchell International Airport in Milwaukee. Construction began in

2009 and will continue through 2016.

The project will improve safety, help ease congestion and modernize this 35-mile transportation artery, including:

- constructing an additional lane in each direction, for a total of eight (8) lanes
- replacing deteriorating pavement and structures with new designs
- moving ramp exits to the right side of the freeway providing aesthetic treatments for those who live adjacent to the freeway



I-94 bridge over CTH C re-construction

In addition to the work on I-94, the project includes reconstruction of the frontage roads and the three (3) interchanges, STH 165, CTH C and STH 50 within the Village.



I-94 reconstruction project-2009

PUBLIC TRANSPORTATION

Public transportation is the transportation of people by publicly operated vehicles between trip origins and destinations, and may be divided into service provided for the general public and service provided to special population groups. Examples of special group public transportation include yellow school bus service operated by area school districts, and fixed-route bus and paratransit van service provided by counties or municipalities for the elderly and disabled. Public transportation service to the general public may further be divided into the following three (3) categories:

- Interregional Public Transportation, which provides service across regional boundaries, and includes Amtrak railway passenger service, interregional bus service, and commercial air travel.
- Urban Public Transportation, commonly referred to as public transit, is open to the general public and provides service within and between large urban areas. Urban public transit serves intraregional travel demand, is open to the general public, and operates with and between large urban areas. Kenosha County has express transit service and local levels of service. The fixed-route Kenosha Area Transit and fixed-route Kenosha-Racine-Milwaukee commuter bus fall into this category.
- Specialized Transportation, or special group public transportation, provide demand-responsive service to individuals who are elderly, disabled, or assessed as unable to use other transportation services.

Public transit is essential in any metropolitan area to meet the travel needs of persons unable to use personal automobile transportation; to provide an alternative mode of travel, particularly in heavily traveled corridors within and between urban areas and in densely developed urban communities and activity centers; to provide choice in transportation modes as an enhancement of quality of life; and to support and enhance the economy. Map 4.4 shows existing public transit services provided in Kenosha County in 2006.

Interregional Public Transportation

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

Rail Service

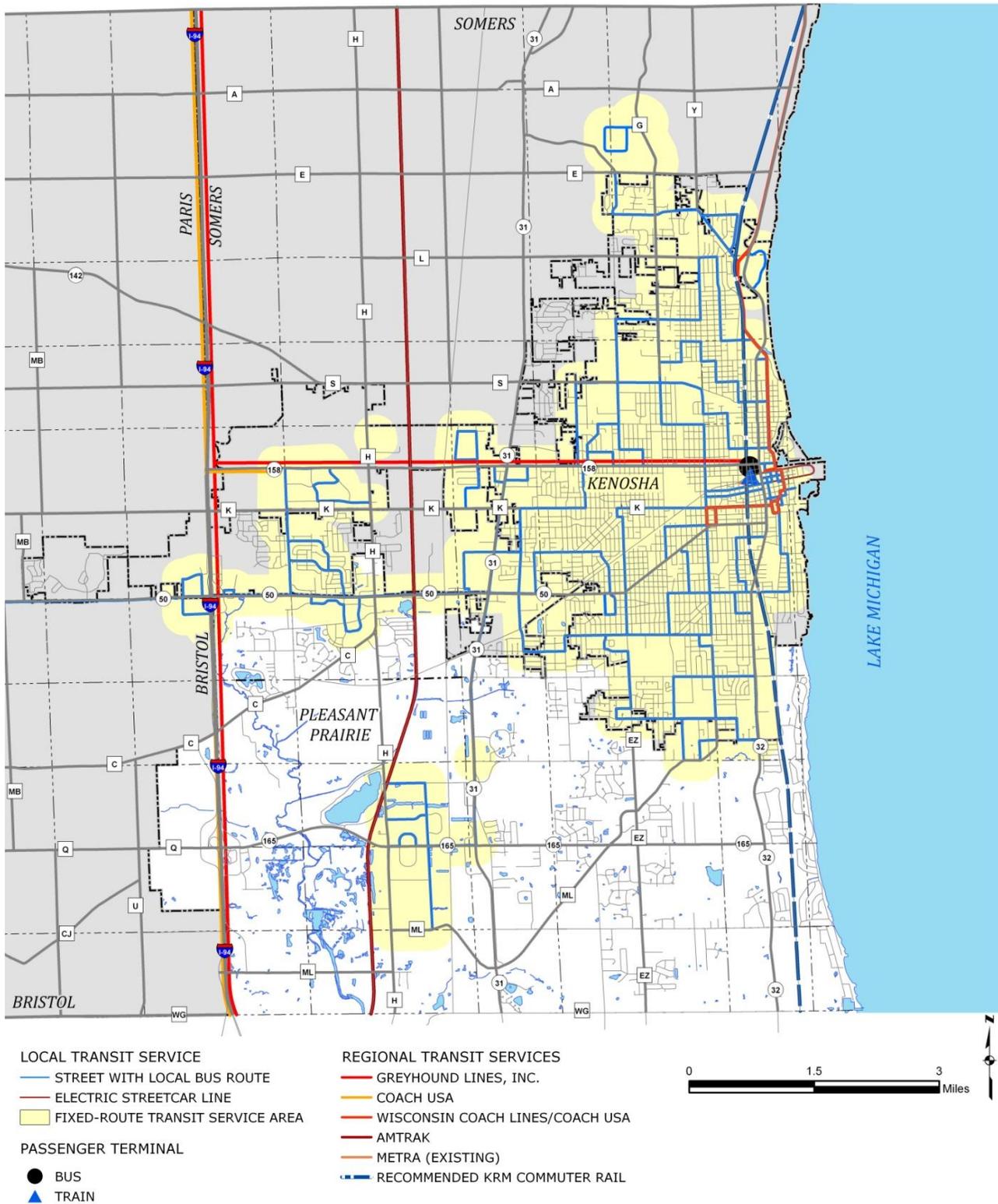
Commuter rail service is provided between the City of Kenosha and Chicago by Metra's Union Pacific North line with intermediate stops between Kenosha and downtown Chicago. The railway station at 54th Street and 13th Avenue in Kenosha is the northern terminus of this service.

On weekdays in 2006, this service consisted of nine (9) commuter trains in each direction between Kenosha and Chicago. On Saturdays, five (5) southbound trains and seven (7) northbound trains operate throughout the day. On Sundays and holidays three (3) trains operate in each direction.



Metra Train at City of Kenosha Station

MAP 4.4 PUBLIC TRANSIT SERVICES: 2006



Source: SEWRPC.



Ridership information specific to the Kenosha station is available for selected years from surveys conducted every two (2) to three (3) years by Metra. While passenger boarding and exiting at any Metra station will vary from day to day, the counts resulting from the surveys are considered to be representative of weekday passenger activity at individual stations. In 2002, the most recent survey data available, there were on average 341 southbound passengers boarding at Kenosha and 348 northbound passengers exiting. These figures represent an increase from the previous survey conducted in 1999, in which there were 301 southbound passengers boarding at Kenosha and 300 northbound passengers exiting. Studies are underway to potentially extend commuter rail service coordinated with the Metra service from Chicago/Kenosha to Milwaukee.

The National Rail Passenger Corporation, or Amtrak, provides intercity passenger service between Chicago, Milwaukee, and Minneapolis-St. Paul over Canadian Pacific Railway lines. Amtrak's Empire Builder route provides one (1) daily round trip between Chicago, Milwaukee, Minneapolis-St. Paul, and Seattle. In addition, the Hiawatha route provides seven (7) daily Milwaukee-Chicago round trips scheduled throughout the day, with the first early morning trip in each direction and not operating on Sundays or holidays. Currently, there are no stops within the Kenosha County; the nearest stop is located in the Village of Sturtevant in Racine County, which is served by all Milwaukee-Chicago Amtrak trains.



Amtrak Train crossing at Bain Station Road

Bus Service

Intercity bus service in Kenosha County is provided by Coach USA and Greyhound Lines. Coach USA operates two (2) intercity bus routes serving the Village and the County.

The Airport Express route provides service over I-94 between downtown Milwaukee and Chicago's O'Hare International and Midway Airports, including a stop at Milwaukee's General Mitchell International Airport. Service over the route consists of 14 daily round trips, which includes a stop in Kenosha at the intersection of I-94 and STH 50. Coach USA also operates a Dairyland Greyhound Park route between Milwaukee and Dairyland Greyhound Park at 5522 104th Avenue in the City of Kenosha. Service over that route consists of two (2) round trips on Wednesdays and Saturdays, and one (1) round trip on Thursdays, Fridays, and Sundays.

Service provided by Greyhound in Southeastern Wisconsin is centered in Milwaukee, which the carrier uses as a regional hub at which passengers have the opportunity to transfer between buses. Greyhound operates between nine (9) and 11 daily round trips between Milwaukee and Chicago, two (2) of which include stops in downtown Kenosha at the Metra passenger terminal. The company's Milwaukee-Chicago service is strongly oriented towards providing connections for Milwaukee area passengers with other long-distance buses at its Chicago hub, as well as accommodating Milwaukee-Chicago trips.

Ferry Service

There is no Lake Michigan cross-lake ferry service directly to Kenosha County, but a passenger and car cross-lake ferry service known as Lake Express, is available between Milwaukee and Muskegon, Michigan. The high speed ferry service operates from May through October annually.



Lake Express

Commercial Air Service

There are no airports in Kenosha County providing public commercial (passenger) air service. Local airports, including the Kenosha Regional Airport discussed later in this chapter, play a crucial role, however, in fostering business growth and providing certain public services such as facilities for emergency medical flights, law enforcement, pilot training, and other community services. Passenger air service for Village residents is provided by a number of air carriers at Milwaukee County's General Mitchell International Airport, located 40 miles to the north. In 2005, there were over 450 scheduled nonstop weekday flights between Mitchell International and 50 other cities and metropolitan areas, with connections available to any destination served by air. Chicago's O'Hare and Midway International Airports, offering public commercial air service to destinations throughout the world and are located 40 and 60 miles, respectively, to the south.



Kenosha Regional Airport

The Wisconsin Department of Transportation, Bureau of Aeronautics in conjunction with the Bureau of Planning has developed the 2020 Wisconsin Airport System Plan.² Most airports included in the State plan are eligible for State and Federal improvement grants, including publicly- and eligible privately-owned facilities. The State plan identifies four general classifications of publicly owned airports based on the type of service each airport provides: air carrier/cargo, transport/corporate, general utility, and basic utility. The Kenosha Regional Airport is classified as a transport/corporate airport.

The City of Kenosha adopted an Airport Land Use Plan in 1985. That plan was updated by an Airport Layout Plan in 2005, which recommended the eventual extension of the primary runway by 1,100 feet, to an ultimate length of 6,600 feet, to enable aircraft that already use the airport to take off safely with full payloads under most weather conditions. This improvement would not change the airport's classification nor the type of aircraft intended to be accommodated and would, with the exception of about one acre, be on land already occupied by the airport.

Urban Public Transportation

Express Transit

The Kenosha-Racine-Milwaukee Commuter Bus, operated by Wisconsin Coach Lines/Coach USA, offers fixed-route express transit service between the Cities of Kenosha, Racine, and Milwaukee. Service over this express route consists of eight (8) round trips on weekdays and four (4) round trips on weekends and holidays. This route includes five (5) regular stops in Kenosha County, including the intersection of 63rd Street and 22nd Avenue; the Kenosha Transit

² A Regional Airport System Plan was prepared by SEWRPC and adopted by the Regional Planning Commission in 1996. The plan, which has a design year of 2010, has not been updated to a design year of 2035.

Center/Metra Train Station, the intersection of Sheridan Road and Washington Road, and Carthage College.

Local Transit: Fixed-Route

Local transit in the area is provided by the City of Kenosha and operated using public employees under the direct supervision of the City of Kenosha Department of Transportation. The service area for the Kenosha Area Transit System is shown on Map 4.4.

The transit system includes seven (7) regular, numbered bus routes, radial in design and emanating from downtown Kenosha, with direct, nontransfer service from the downtown area to all portions of the City and its immediate environs, including the University of Wisconsin-Parkside.



Kenosha Area Transit Bus

Three (3) other bus routes provide local transit service to major commercial, recreational, and employment centers which have developed west of Green Bay Road (STH 31) outside the regular Kenosha local transit service area. These routes provide service to Southport Plaza, and Indian Trail Academy and various City of Kenosha industrial parks in the City of Kenosha; and LakeView Corporate Park and The Shoppes at Prairie Ridge in the Village.

The system also includes peak-hour tripper routes designed to serve Kenosha secondary schools, including 20 routes operating between 6:30 and 8:15 a.m. and 10 routes between 2:30 and 4:30 p.m. on school days. In 2007, the adult cash fare charged for fixed-route bus service is \$1.00 per trip. In 2007, the system provided service on most routes from 6:00 a.m. to 7:30 p.m. Monday through Saturday, with 30- to 60-minute headways during weekday peak-periods and 60-minute headways during weekday off-peak periods and on Saturday.

Kenosha Area Transit ridership levels between 2002 and 2006 are set forth in Table 4.1. Ridership numbers dropped from about 1.57 million revenue passengers in 2002 to about 1.47 million revenue passengers in 2005, representing a decrease of about 6%. This decrease can be attributed to a restructuring of bus routes and reduction in vehicle miles of service, and a change in the way ridership numbers on peak-hour school tripper routes was counted. Between 2005 and 2006, the number of riders increased by 1.4%.

**TABLE 4.1
KENOSHA TRANSIT SYSTEM RIDERSHIP: 2002-2006**

Year	Annual Revenue Passengers	Number Change From Previous Year	Percent Change From Previous Year
2002	1,565,800		
2003	1,512,600	-53,200	-3.4
2004	1,502,100	-10,500	-0.7
2005	1,468,600	-33,500	-2.2
2006	1,488,600	20,000	1.4

Source: City of Kenosha and SEWRPC.

Specialized Transportation Services

Specialized transportation services, or special group public transportation, provide demand-responsive service to individuals who are elderly, disabled, or assessed as unable to use other transportation services.

Kenosha Care-A-Van Program

The Kenosha Care-A-Van Program provides transportation services for elderly or disabled residents of Kenosha County who are unable to use the City's bus system or who do not have access to public transportation. This door-to-door service operates from 6:00 a.m. to 6:00 p.m. Monday through Saturday and requires 24 hours advance reservation. All vehicles are wheelchair accessible. The Kenosha Care-A-Van program is provided through the Kenosha County Department of Human Services-Division of Aging Services, and service is provided to the program by the Kenosha Achievement Center.

Volunteer Escort Service

The Volunteer Escort Service is provided to ambulatory elderly and disabled individuals by volunteer drivers through the Kenosha County Department of Human Service-Division of Aging Services. The program serves Kenosha County and surrounding counties and operates seven days a week depending upon volunteer availability. This service requires 48 hours advance notice and provides rides for medical appointments, shopping, and personal business.

Discovery Bus Program

The Village of Pleasant Prairie received funding in 2008 through the New Freedom program to initiate bus service to the Village of Pleasant Prairie LakeView RecPlex for the elderly and persons with disabilities. The bus service which began in 2009 includes service along fixed routes and door-to-door service on request. The bus, referred to as the "Discovery Bus," will serve the Villages of Pleasant Prairie, Paddock Lake, and Silver Lake and the Towns of Bristol, Paris, and Somers.



Discovery Bus

Private-for-Profit Providers

There are several private for profit companies that provide transportation services to and from medical facilities in the Pleasant Prairie-Kenosha area including:

- Bucko Ambulatory Transport – Provides advance reservation, door-to-door service and discounted rates for clients qualifying for medical assistance as set forth in Title XIX of the Social Security Act. Service is provided throughout Kenosha County Monday through Friday from 5:00 a.m. to 5:00 p.m.
- CMB Taxi – Provides advance reservation, door-through-door service and discounted rates for clients qualifying for medical assistance as set forth in Title XIX of the Social Security Act. Service is provided throughout Kenosha County 24-hours a day, seven (7) days a week.
- KAS Transportation – Provides advance reservation, door-through-door service and discounted rates for Kenosha Human Development Service clients, Community Options Program participants, and clients qualifying for medical assistance as set forth in Title XIX of the Social Security Act. Service is provided throughout Kenosha County 24-hours a day, seven days a week

- Southport Transportation – Provides advance reservation, door-through-door service and discounted rates for clients qualifying for medical assistance as set forth in Title XIX of the Social Security Act. Service is provided throughout Kenosha County seven days a week from 5:00 a.m. to 10:00 p.m.

The need for specialized transportation options and connectivity between transportation services within the Village and neighboring communities will increase as the number of residents aged 65 and older increases and transportation options such as public transportation are relied on for access to destinations of necessity such as health care, and to reduce isolation and provide opportunities for education, recreation, entertainment, volunteering, and employment. Public transportation options will be relied upon by persons with disabilities, as well as other transit-dependent users such as low-income households, and must be suited to meet their transportation needs in an efficient and equitable manner.

In accordance with the requirements of the Americans with Disabilities Act of 1990, para-transit service for persons with disabilities should be available to complement the fixed- route bus and demand responsive public transit services provided within Kenosha County. In addition to the major public transportation systems that are equipped to transport the disabled, the service hours and frequency of para-transit services for persons with disabilities and the elderly that are currently provided may need to be increased as the elderly population of the Village and Kenosha County increases over time to ensure efficient and equitable transportation choices are available to persons with disabilities and the elderly.

BICYCLE AND PEDESTRIAN FACILITIES

A "bikeway" is a general term that includes any street, path, or way that may legally be used for bicycle travel. Types of bikeways include "bike paths," which are physically separated from motorized vehicles; "bike lanes," which are portions of roadways that are designated by striping, signing, and pavement markings for the exclusive or preferential use of bicycles; and "shared roadways," which are roadways that do not have designated bicycle lanes, but may be legally used for bicycle travel. Generally, all streets and highways, except freeways, may be used by bicyclists. A "bike route" or "bike trail" is a bikeway designated with directional and information markers, and may consist of a combination of bike paths, bike lanes, and shared roadways. Bikeways are also classified as either "on-street" or "off-street" bikeways. On-street bikeways include bikeways located in a street right-of-way, which include bike lanes, shared roadways signed as bike routes, and bike paths separated from motor vehicle lanes but within the street right-of-way. "Off-street" bikeways are bike paths not located in a street right-of-way. Off-street bikeways are typically located in utility right-of-ways, public parks, along rivers or streams, or may serve as short connectors between residential areas and commercial or public facilities.

Existing bikeways in the Village and east of I-94 within Kenosha County are shown on Map 4.5.

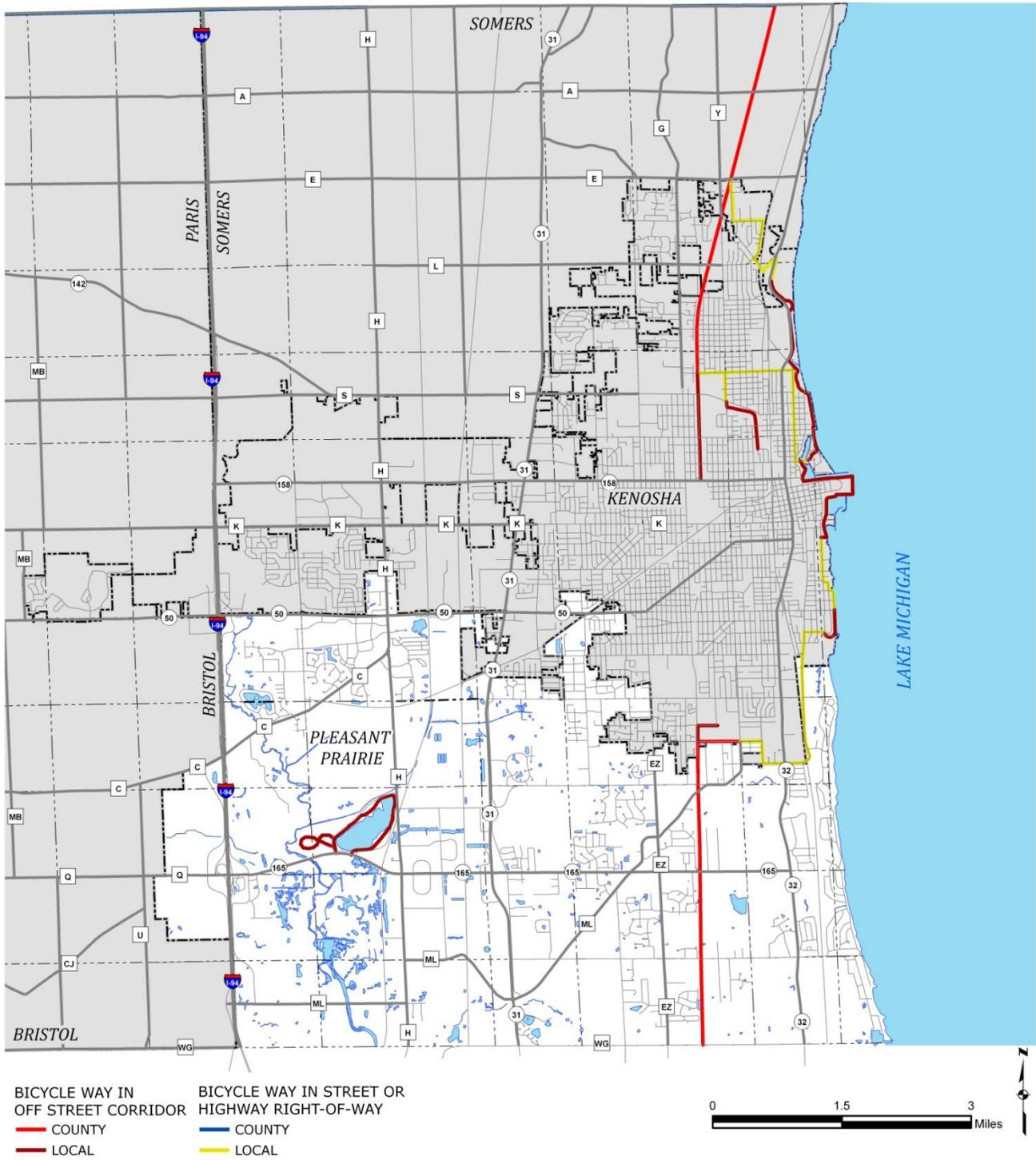
The longest bikeway is the Kenosha County Bicycle Trail, which extends eight (8) miles north to south through the Village, City of Kenosha and the Town of Somers. The Kenosha County Bicycle Trail is located on the former Chicago, North Shore & Milwaukee Railway Company right-of-way and is an off-street bikeway consisting of two segments.

The three (3) mile southern segment extends from 89th Street in the City of Kenosha through the Village to the Illinois-Wisconsin State line. The southern segment connects to the North Shore Path in Lake County, Illinois; the North Shore Path extends south to the Cities of Zion and Waukegan in Lake County.



Kenosha County Bike Trail

MAP 4.5 EXISTING BICYCLE WAYS: 2006



Source: SEWRPC.



The northern segment, now a We Energies powerline right-of-way, is about five (5) miles long, extending from 35th Street in the City of Kenosha through the Town of Somers to the Kenosha-Racine County line. The northern segment connects to the Milwaukee-Racine-Kenosha (MRK) Trail in Racine County; the MRK Trail extends northward to the City of Racine and Milwaukee County.

An additional off-street bikeway in the Village is located within Prairie Springs Park. This bikeway, provides 3.1 miles of a paved multi-use trail that encircles Lake Andrea as shown on Map 4.5.

The Village Ordinances require the installation of concrete public sidewalks wherein it has been determined that the amount of pedestrian traffic and the risks to pedestrian safety justify the installation of sidewalks. Sidewalks have been required in commercial development and other area linking residential subdivisions to commercial developments.

The *Village of Pleasant Prairie Park and Open Space Plan: 2006-2011* identifies proposed locations for future recreational trails, which includes both on-street and off-street bikeways. In 2009 the Parks Division of the Village Public Works Department began preparing a detailed bicycle and pedestrian plan that will be completed in early 2010.



Prairie Springs Park Trail

OTHER TRANSPORTATION FACILITIES AND SERVICES

Rail Freight Services

As shown on Map 4.6, railway freight service is provided over three (3) routes that traverse through the Village. The Union Pacific Railroad provides freight service over two (2) north-south routes in the Village and the Canadian Pacific (CP) provides freight service over one (1) north-south route in the Village.

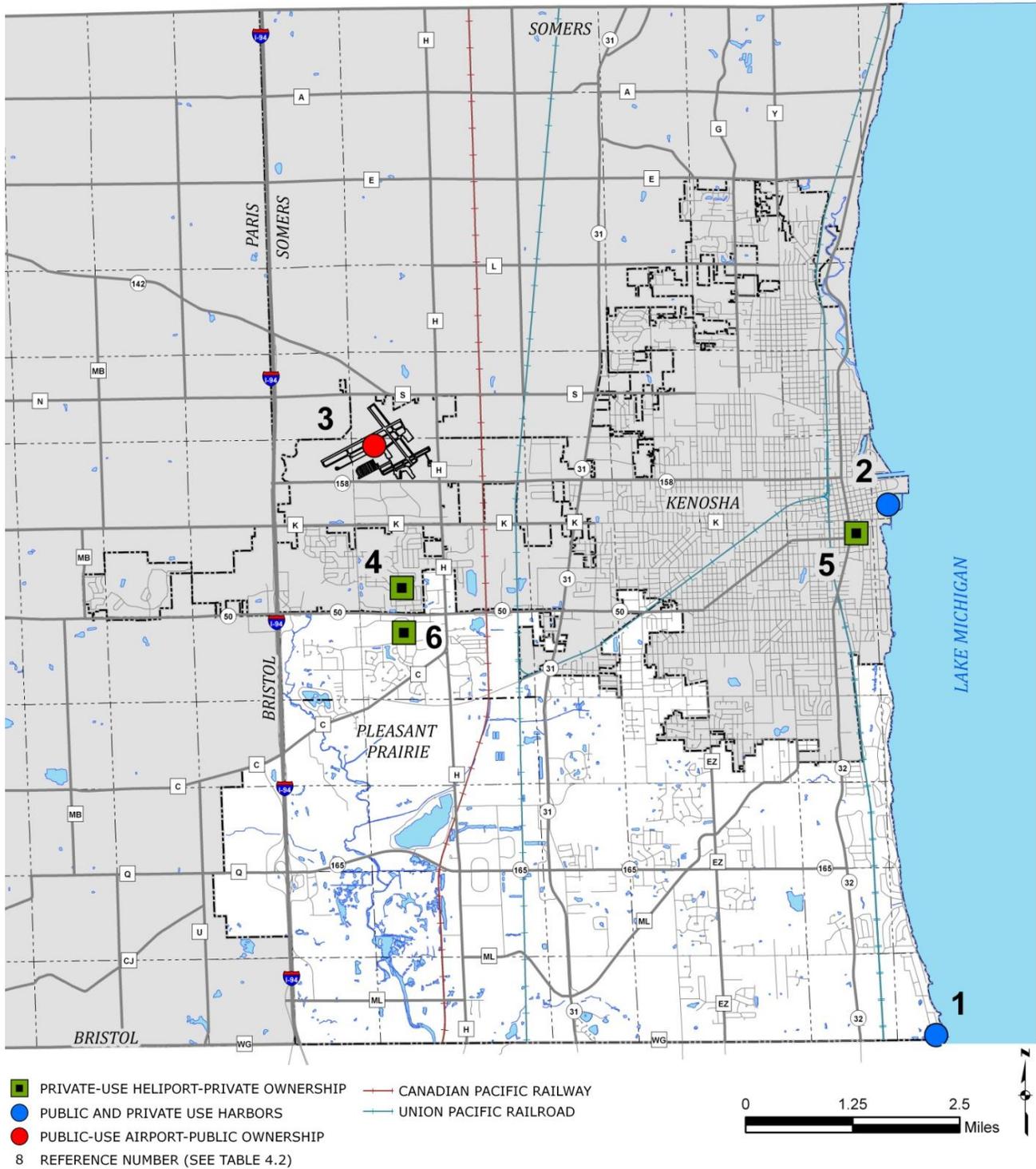
These main lines in the Village are important transportation corridors connecting the Village with the Milwaukee and Chicago metropolitan areas. In addition the railways provide delivery/shipment services to selected companies within LakeView Corporate Park.



Canadian Pacific Railway through LakeView Corporate Park

As already noted, passenger train service is provided over two (2) of these railway lines within the Village: the Metra commuter-rail service between Kenosha and Chicago, which utilizes the Union Pacific Railroad tracks on the east side of the Village and the City of Kenosha, and the Amtrak Milwaukee-Chicago intercity service, which utilizes the CP Railway tracks on the west side of the Village.

**MAP 4.6
RAILWAYS, HARBORS, AIRPORTS AND HELIPORTS: 2006**



Source: SEWRPC and Village of Pleasant Prairie.

Ports and Harbors

There two (2) harbors located along Lake Michigan: Prairie Harbor located just north of the Wisconsin-Illinois State line in the Village and the Kenosha Harbor located in the City of Kenosha as shown on Map 4.6 and listed on Table 4.2.

Prairie Harbor includes the Prairie Harbor Yacht Club, which is a private marina offering 151 full-service slips that include dock boxes, water, electricity, clubhouse, rental slips, and dockside pump out.



Prairie Harbor Yacht Club

Kenosha Harbor includes Simmons Island Marina, located on Lake Michigan adjacent to downtown Kenosha. Simmons Island Marina is open to the public and owned and managed by the City of Kenosha. Kenosha Harbor also includes U.S. Coast Guard Station Kenosha, which is co-located with the U.S. Coast Guard Aids to Navigation Team Kenosha. Southport Marina, located at the southern end of the Kenosha Harbor and adjacent to downtown, is open to the public and owned and managed by Southport Marina Development.

There are no ports³ located in the Village or within Kenosha County. Water freight facilities and services are provided to the County by the Port of Milwaukee, which is located approximately 32 miles north in the City of Milwaukee.

**TABLE 4.2
HARBORS, AIRPORTS AND HELIPOINTS: 2006**

Number on Map 4.6	Name	Municipality	Type of Use	Type of Ownership
Harbors				
1	Prairie Harbor ^a	Pleasant Prairie	Private	Private
2	Kenosha Harbor	Kenosha	Public	Public
Airports				
3	Kenosha Regional Airport	Kenosha	Public	Public
Heliports				
4	Aurora Medical Center	Kenosha	Private	Private
5	Kenosha Hospital and Medical Center	Kenosha	Private	Private
6	St. Catherine's Hospital	Pleasant Prairie	Private	Private

^a *Prairie Harbor Yacht Club has 16 public boats slips.*

Source: Federal Aviation Administration and SEWRPC.

⁶ *Ports are defined as facilities for the docking, loading, or unloading of ships, barges, or boats that primarily transport freight.*

Airports

Kenosha Regional Airport, located north of STH 158 and east of I-94 in the City of Kenosha is the only publicly-owned public-use general aviation airport in Kenosha County offering chartered air service and air freight services as shown on Map 4.6 as listed on Table 4.2. The airport is owned, operated, and maintained by the City of Kenosha. The airport serves as a General Utility-Stage II airport. This class of airports is intended to serve all single-engine aircraft, virtually all twin-engine piston and turboprop aircraft, and most business and corporate jets.



Kenosha Regional Airport

As described earlier in this chapter, commercial airline service is provided to Village residents by General Mitchell International Airport, located in eastern Milwaukee County, and the O'Hare and Midway International Airports in Chicago, Illinois.

There are three (3) privately-owned airports available for public use in Kenosha County west of I-94 including the Westosha and Vincent Airports in the Town of Randall and Camp Lake Airport in the Town of Salem. Westosha offers a paved runway while both Camp Lake and Vincent Airports provide turf runways.

There are eight (8) privately-owned, private-use airports in Kenosha County west of I-94 including: Olson's and Flaglor in the Town of Brighton; Chilcott Farms, Dutch Gap Airstrip, Thompson Strawberry Farm, and Winfield all located in the Town of Bristol; and Foxewood in the Town of Wheatland. These airports provide turf runways with few other facilities, such as lighting or navigational aids. Many of these airports serve agricultural-related uses.

Heliports

Three (3) private heliports are also located east of I-94 as shown on Map 4.6 as listed on Table 4.2 include: St. Catherine's Hospital in the Village and the Aurora Medical Center and Kenosha Hospital and Medical Center in the City of Kenosha. In addition, there are three (3) additional private heliports located in Kenosha County west of I-94 including: Westosha Emergency Center in the Village of Silver Lake; Leach Farms in the Town of Brighton; and Kenosha County in the Town of Bristol.



Heliport at St. Catherine's Hospital

TRANSPORTATION RECOMMENDATIONS

This section sets forth the Village's Transportation Goal along with objectives and recommendations, including policies or programs recommended to be taken to achieve the overall transportation goal. This chapter along with the other chapters in the Plan assisted in preparing the Village of Pleasant Prairie 2035 Land Use Plan Map provided in the Land Use Element (Chapter 9)

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.

Objectives

- Promote a multi-modal transportation system with high quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of the Village residents.
- Promote expansion of the economy by providing for convenient, efficient, and safe travel by each mode, while protecting the quality of the natural environment, minimizing disruption of both the natural and manmade environment.
- Promote transportation facilities needed to support implementation of the Village 2035 Land Use Plan Map.
- Promote an efficient and cost-effective public transportation options to Village residents that can effectively move people to promote a strong economy in the Village.
- Provide transportation facilities to meet the current and projected transportation needs of Village residents in an efficient and equitable manner.
- Promote an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependent residents, persons with disabilities, and the elderly.
- Improve transportation infrastructure and land use design to support a range of transportation choices for all citizens.
- Encourage the expansion and enhancement of alternative modes of transportation, including public transit services, to meet the needs of transit-dependent elderly citizens and persons with disabilities.
- Promote opportunities for walking and bicycling to provide an alternative to motor vehicle travel and to promote a healthy lifestyle.
- Promote a public transportation system in the Village that efficiently serves Village residents and businesses and the anticipated land use development pattern set forth on the Village 2035 Land Use Plan Map, where economically feasible.
- Encourage the expansion and enhancement of public transportation serving the Village residents and businesses.
- Encourage land use development patterns that can be efficiently served by public transportation.
- Support continued operation of the Kenosha Area Transit and the Metra commuter rail system.

- Support improved public transportation for persons with disabilities and the elderly to increase access to jobs and community activities.
- Promote the location and design of public transit stops to minimize walking distance to and from major trip generators, to provide protection from inclement weather, and to promote convenient access to feeder bus service where appropriate.
- Support the development of joint marketing strategies between the Kenosha Area Transit and other transportation service providers in the area.
- Ensure all transit stations serving the Village are readily and conveniently accessible to persons with disabilities and the elderly.
- Encourage upgrades to the Kenosha Area Transit buses including purchasing new buses with bike racks and providing bike parking and/or lockers at park-ride lots.
- Encourage the Kenosha County Division of Aging and Disability Services to improve transportation access and resources for persons with disabilities.
- Promote safe accommodation of bicycle and pedestrian travel, encourage bicycle and pedestrian travel as an alternative to personal vehicle travel, and to provide a variety of transportation choices.
- Encourage development patterns with transportation infrastructure that minimizes environmental impact, relieves congestion, and reduces fuel consumption and air pollution.
- Bicycle and pedestrian facilities shall be developed to increase transportation choices and connectivity within the Village, promote the health of residents and promote a healthy and safe environment.
- Support the development and continued improvements of the Kenosha Regional Airport to keep pace with new technology and to meet the air transportation needs of County residents and businesses.
- Encourage the maintenance of railroad lines to provide continued service to businesses and for their use as passenger or potential commuter rail.
- Encourage all at grade railroad crossings in the Village to be provided with proper crossing markings and encourage the railroad to bridge appropriate railroad crossings.
- Provide region-, nation-, and world-wide transportation access to for passengers and freight.
- Provide region-, nation-, and world-wide transportation access effectively move people and goods into and through the Village and the Region to promote a strong economy.
- Promote the efficient and safe movement of people and goods into and through the Village.
- Discourage traffic congestion on I-94 and I-94 interchange areas.
- Support the transportation systems management recommendations set forth in the regional transportation system plan that are beneficial to the Village.
- Promote interregional public transportation facilities and services available to Village residents within Kenosha County and expanded services in the Village when deemed appropriate.
- Promote and provide efficient street access and an efficient arterial street and highway system that can safely and effectively move people and goods into and through the Village to promote a strong economy.

- Support major employment centers and major retail and service centers located adjacent to major arterial streets and highways to promote the efficient movement of people and goods to shopping and employment areas.
- Encourage transportation infrastructure that minimizes environmental and aesthetic impacts.
- Promote efficient and safe vehicular access to land uses abutting street right-of-ways.
- Encourage consistency between regional, County, and local land use and transportation plans so that the arterial street network is appropriately sized and located to serve Village residents and land uses.
- Continue to encourage cross access easements between existing and new commercial developments to provide more convenient and direct connections between such developments.
- Encourage the use of the design concept called "Complete Streets."⁴

Recommendations

- Consider preparing a Village-wide transportation plan which may include an access management plan for all arterial streets and highways under the Village's jurisdiction.
- Consider preparing an Official Map Ordinance for the Village pursuant to Section 62.23 of the *Wisconsin Statutes*.
- The commercial and industrial land use development pattern set forth in the Land Use Element (Chapter 9) should encourage easy truck access to the arterials streets and I-94 to maintain the flow of goods into and from the Village.
- Examine and amend Village Ordinances if appropriate, related to requiring Traffic Impact Analysis (TIA) be prepared by developers prior to development to determine street and highway improvements that would be needed to accommodate the proposed level of development which may result an adjustment to the planned land uses in cases where transportation modeling or forecasts predict undesirable traffic levels. The State of Wisconsin may request a TIA where State Trunk Highways and Interstate I-94 interchanges would be impacted and Kenosha County may request such a TIA where County Trunk Highways would be impacted.
- Continue to examine ways to minimize the capital and annual operating costs to the transportation system in the Village while providing the transportation needs of the Village.
- Examine ways to provide a comprehensive, multi-modal, balanced, high-quality transportation system in the Village.
- Continue to cooperate with other County, Regional, State, and Federal agencies when planning and designing transportation improvements under County or State jurisdiction.
- Work to ensure consistency between State, Regional, County, and Village land use and transportation plans so that the transit services, bicycle and pedestrian facilities, and the arterial street and highway network are appropriately sized and located to serve Village residents.
- Examine alternative forms of development, such as mixed-use, traditional neighborhood, transit-oriented development and other compact forms of development that can more

⁴ "Complete Streets" are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. See www.completestreets.org for more information.

readily be served by transit, bicycle, and pedestrian travel than conventional development can.

- Continue to promote and require cross-access easements and connections between developments to lessen the amount of traffic on roadways.
- Examine alternatives to focus on possible solutions to specific transportation issues in the Village.
- Work with the Kenosha Unified School District to facilitate and encourage walking and biking to schools through methods such as the Safe Routes to School program⁵.
- Examine methods to promote interconnection between all transportation modes and systems available.
- Consider incorporating desired policies from State long-range transportation planning efforts, including the forthcoming *Connections 2030*,⁶ into plans in order to improve highway, transit, and bicycle connections within the Village, Kenosha County, to other areas of the State, and to Illinois.
- Continue to prepare and implement neighborhood plans, special district plans, and bicycle and pedestrian plans to provide a coordinated system of bicycle and pedestrian trails, collector streets, and local streets.
- Continue to work with the City of Kenosha to extend local transit service to the Village Center, the RecPlex, LakeView and PrairieWood Corporate Parks, the planned Abbott campus, and the Prairie Ridge Shopping Center.
- Review the recommended transit service improvements set forth in the forthcoming Kenosha Area Transit System Development Plan 2009-2013 and subsequent updates and implement desired recommendations.
- Encourage express bus service to serve various industrial, office, and commercial developments in the Village.
- Encourage improved transit service in the Village on the City of Kenosha transit system, including extending service throughout Village urbanized area; increasing the frequency of local service on during peak periods; and extending service periods.
- Examine new transportation options that relieve congestion and reduce fuel consumption.
- Consider each transportation issue developed in the Transportation Element to be an important element when programming and budgeting for transportation improvements.
- Work with appropriate agencies to determine the need for additional Kenosha Area Transit routes, transit stations with parking, and bus stops.
- Continue to support an amendment to the Regional Transportation Plan to include new transit stations with parking at the Bain Station Road and the planned Abbott campus.

⁵ *The Safe Routes to School program is a Federal-Aid program of the U.S. Department of Transportation's Federal Highway Administration. The purpose of the program is to enable and encourage children, including those with disabilities, to walk and bicycle to school and to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle. The City of Kenosha received a Safe Routes to School grant in 2007-2008.*

⁶ *WisDOT is developing a long-range transportation plan for the State entitled Connections 2030. The plan will address all forms of transportation in the State over a 25-year planning period, including highways, local streets, air, water, rail, bicycle, pedestrian, and transit. The overall goal of the plan is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects. A draft plan was released by WisDOT in November 2008.*

- Work to place a new Metra Station in the Village within the Chiwaukee Transit Center.
- Work with the Regional Transit Authority established by the Wisconsin Legislature in 2005 in Kenosha, Milwaukee, and Racine Counties to identify and recommend funding sources for commuter rail and public transit.
- Allocate an appropriate mix of commercial and industrial land uses in designated locations as recommended in the Economic Element (Chapter 8) that can be efficiently served by public transit.
- Include a mixed use land use category on the Village 2035 Land Use Plan to allow for future Transit Oriented Developments (TOD) in the Village.
- Consider transit service and accessibility for all major development projects in the Village.
- Review the recommended transit service improvements set forth in the Kenosha Area Transit System Development Plan 1998 – 2002 and the forthcoming Kenosha Area Transit System Development Plan 2009 – 2013 update, as well as recommendations from the 2035 regional transportation system plan, and implement desired recommendations.
- Consider amendments to the Village Ordinances, where appropriate, to make buildings more accessible to transit users (and other pedestrians) by locating parking behind or beside a building.
- Review transportation services currently provided by the County and the services recommended in the current and forthcoming Kenosha County Transit Development Plan (TDP). Periodically review and determine if these services will fulfill the public transportation needs of the Village through 2035. Identify additional services that may be needed in the Village and work with Kenosha County or service provider to implement the desired recommendations.
- Assess the need to operate additional public transportation services and identify and support organizations within the community that provide transportation services to the public. A Countywide transit plan and/or funding of the Regional Transportation Authority (RTA) would provide an opportunity to fully coordinate transit services throughout the County.
- Support transportation services in the County for persons with disabilities, the elderly, and other transit dependant users.
- Support the continued operation of transportation services for persons with disabilities and elderly residents through operation of the Care-A-Van, Volunteer Escort, Discovery Bus, and similar programs through the Comprehensive Plan design year 2035.
- Review updates to the Kenosha County Public Transit and Human Service Transportation Coordination Plan that provide transportation services to persons with disabilities in the County to ensure the County remain eligible for Federal Transit Administration (FTA) programs that require coordination plans (the Elderly Individuals and Individuals with Disabilities Program (Section 5310), Job Access and Reverse Commute Program (JARC), and New Freedom Program).
- Review the services currently provided by the County and other agencies to determine if these services will fulfill the public transportation needs of the elderly and persons with disabilities in the Village through 2035.
- Identify additional services that may be needed in the Village and work with the County and SEWRPC to develop and implement the recommendations in the forthcoming Kenosha County Public Transit and Human Service Transportation Coordination Plan.

- Assess the need to operate additional transportation services and identify and support public and private organizations within the community that provide transportation services to the elderly, persons with disabilities, and other transit-dependent users.
- Examine options and provide opportunities for walking and bicycling as part of everyday planning to provide an alternative to vehicle travel and to promote a healthy lifestyle.
- Complete and implement the Village's Bike and Pedestrian Plan.
- Study and identify funding sources to expand the existing bicycle/pedestrian path network to provide connections between residential and commercial/industrial centers and significant natural features and park and open space amenities, such as Prairie Springs Park, Chiwaukee Prairie, Lake Michigan, and other Village parks.
- Provide sidewalks in areas of existing or planned commercial and high density residential areas.
- Work with non-governmental organizations (NGOs) to raise public awareness of bicycle and pedestrian transportation facilities related issues such as safety concerns, increased public health benefits, and the environmental impacts of increased bicycle and pedestrian travel.
- Evaluate and amend Village Ordinances, as appropriate to include facilities for walking and bicycling during the review and approval of all development projects, including street and highway improvements, to provide an alternative to motor vehicle travel and to promote a healthy lifestyle and requiring bicycle parking at jobsites and at retail, service, and institutional centers.
- Consider traffic calming measures, such as roundabouts, raised crosswalks, and sidewalk "bumpouts" in the Village Center and other areas with significant pedestrian use to slow traffic and create a more pleasant walking environment.
- Participate in the development of future updates to the Regional Airport System Plan for Southeastern Wisconsin.
- Review and comment on the Five-Year Airport Improvement Program, which is prepared and updated annually by the WisDOT Bureau of Aeronautics. The program is the primary mechanism for implementing the statewide and regional airport system plans.
- Continue to consider potential airport noise issues, height limitations, and other safety issues when reviewing proposed developments in the Village near the Kenosha Regional Airport.
- Review and comment on updates of the Airport Master Plan for Kenosha Regional Airport.
- Review neighborhood and other local land use plans and consider conducting a traffic impact analysis in areas where it appears that the type or amount of proposed urban development could negatively impact the capacity of arterial streets and highways.
- Evaluate the progress of the Midwest Regional Rail System and coordinate feeder bus routes to connect with train service if the system is developed.
- Continue working with Kenosha County, SEWRPC and WisDOT to continue regional planning efforts and to develop methods to promote interconnection between all transportation modes and systems available within the Village, Kenosha County and the Region.
- Review and consider recommended improvements to arterial streets and highways in the Village as recommended by the Regional Transportation System plan as shown on Map 2-1e in Appendix 2-1. The Village has already requested functional improvements in addition to those shown on Map 2-1e in Appendix 2-1, including the widening of 85th Street between Cooper Road and 65th Avenue from two to four lanes (under construction in 2009); the

realignment of 88th Avenue at CTH C; the widening of 93rd Street between 39th Avenue and 63rd Avenue; and the widening of 116th Street from Green Bay Road (STH 31) to Sheridan Road (STH 32).

- Review and consider the recommended arterial street and highway system jurisdictional responsibility as recommended by the Regional Transportation Plan. Map 2-1f in Appendix 2-1 shows the level of government recommended to have jurisdiction over arterial streets and highways in Kenosha County by 2035.
- Maintain and enhance a transportation system that efficiently serves the anticipated land use development pattern set forth on the Village 2035 Land Use Plan Map in the Land Use Element (Chapter 9).
- Support creation of a Regional Transit Authority (RTA) and provision of dedicated funding for public transit services, only upon approval of a referendum of the taxpayers.
- Support the enhancement of metra services that benefit the Village.
- Design, reconstruct and operate Village streets to provide safe access for all users, including bicyclists and pedestrians.
- Provide the street and highway system improvements for arterial highways under Village jurisdiction set forth in the regional transportation system plan and jurisdictional highway system plan, as funding becomes available.
- Minimize the disruption of land uses adjacent to streets and highways by reserving adequate right-of-ways in advance of construction, when Plats and Certified Survey Maps are considered.
- Review current cross-sections and improvements for collector and local access streets in the Village and amend ordinances as appropriate to provide more convenient and direct connections between such developments.
- Continue to work with WisDOT, SEWRPC, Kenosha County and other local governments to update and implement the forthcoming Kenosha County jurisdictional highway system plan.
- Study the use of alternative durable paving materials for Village facilities such as roads and parking lots and amend any ordinance as appropriate.
- Continue to examine the need for street connectivity when preparing neighborhood plans as discussed in the Land Use Element (Chapter 9).
- Develop methods to ensure that the needs of pedestrians, bicyclists, transit users, and vehicles, including school buses, trucks, and farm equipment, are considered, and appropriate facilities are provided, when Village, County and State highways are designed, constructed, or reconstructed.
- Follow Federal guidelines for designing streets to meet the needs of seniors, such as longer merge lanes, larger street signs with bigger print, clearer lane markings, and extended walk times at signalized intersections.
- Continue the annual bridge inspection program and replace or rehabilitate bridges as necessary to ensure highway safety.
- Consider fish and watercraft passage issues and other environmental effects when designing highway bridges and culverts. Limit the number of culverts, bridges, drop structures, and channelized stream segments and incorporate design measures to allow for passage of aquatic life.

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- Continue to work with WisDOT to develop an inventory of hazardous intersections and street segments, based on crash records, and to undertake improvements to eliminate hazardous conditions.
 - Educate the public on the proper use of roundabouts.
 - Provide adequate warnings in hazardous areas, such as railroad crossings, wildlife crossings and in areas with limited sight distance.
 - Continue to maintain Village roadways, including resurfacing, reconstruction, and patching; snow clearing; sign maintenance; and mowing, trash removal, and tree trimming within road right-of-ways.
 - Prepare an official map ordinance and maps to ensure an adequate amount of land is reserved for arterial street right-of-ways.
 - Consider transportation system management measures recommended by the regional transportation system plan to improve the operation and management of the local arterial street system. Measures that should be taken into consideration include:
 - Coordinated traffic signal systems to provide for the efficient progression of traffic along arterial streets and highways, allowing motorists to travel through multiple signalized intersections along arterial routes at the speed limit with minimal stops.
 - Consideration and implementation of needed individual arterial street and highway intersection improvements, such as adding right- and/or left-turn lanes; improvements in the type of traffic control at the intersection, including two- or four-way stop control, roundabouts, or signalization; or improvements in signal timing at individual signalized intersections. Under the regional transportation system plan it is proposed that State, County, and local governments prepare a prioritized short-range (two to six year) program of arterial street and highway intersection improvements under their jurisdiction.
 - Adoption of access management standards for arterial streets and highways under local jurisdiction.
 - Use of traffic calming measures on local streets under local jurisdiction.