

A Vision for Bicycling in Kenosha County, Wisconsin

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The Bicycle Federation of Wisconsin is a nonprofit membership-based statewide bicycle education and advocacy organization. The Bike Fed'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 Bike Fed 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>

Introduction

Communities across the nation are recognizing that bicycling facilities are an important part of their infrastructure. These facilities, including shared-use paths and on-street bicycle lanes, offer transportation and recreation choices that are available to all ages and socioeconomic groups. At the same time, a robust bicycle network can boost the local economy: urban shared-use paths have a positive impact on home values, studies have shown that people bicycling to local businesses spend more than those who drive, and bicycle tourism can draw increased traffic to local businesses.

Bicycling is a convenient and efficient form of transportation, and for some people, their main mode of transportation. Like the automobile, a bicycle provides its user with autonomy and flexibility regarding travel schedules and destinations. At the same time, bicycling is accessible to many people who cannot drive: the young, some elderly and those who do not own a car. A complete transportation system serves not only motorists, but also cyclists and pedestrians in a safe and efficient manner.

Kenosha County provides many bicycling opportunities: the Kenosha County Bike Trail links communities in the eastern part of the county; local streets in Kenosha provide accessibility throughout the city; roads in the northwest portion of the county provide recreational riding opportunities; and trails in the Bong Recreation Area are a regional attraction. Despite this, bicycling in much of Kenosha County is difficult and unpleasant due to high traffic volumes and speeds on many streets and roads. Additionally, some municipalities in the county have done more planning for bicycles than others, resulting in disconnected networks and differing goals.

To address this fragmentation, County Executive Jim Kreuser convened a committee with representatives from all Kenosha County municipalities as well as local planning staff, representatives of local bike clubs, and other members of the public. The committee worked with the Bicycle Federation of Wisconsin to form a vision for bicycling and prioritize projects to improve bicycling conditions in Kenosha County. This document is the culmination of that effort.

Existing Conditions

Kenosha County is the most southeastern county in Wisconsin. The county is bordered by Illinois to the south, Lake Michigan to the east, Racine County to the north, and Walworth County to the west. The 2000 Census reported that the county population was 149,255 and the estimated 2008 population was 162,094. The majority of this population is concentrated in the City of Kenosha and the Village of Pleasant Prairie, both of which are east of the I-94 corridor. The county west of I-94 is largely rural in character, with small villages throughout the southern half of the county.

The road network outside of the urban areas is primarily comprised of county highways. These roads form a good network throughout the county for motor vehicles, but are often too busy for comfortable bicycle use. County highways in the eastern and southern portions of the county are particularly busy and many do not have paved shoulders to accommodate bicyclists.

Bicycle planning has occurred in Kenosha County for a number of years at the state, regional and local level. This planning effort has resulted in a network of 15.5 miles of on-street bicycle facilities and 27.5 miles of off-street facilities. The plans have also proposed 189.1 miles of on-street facilities and 108.3 miles of off-street facilities.



Members of the Kenosha County Bicycle Facilities Planning and Development Committee discuss aspects of bicycling in Kenosha County.

Despite the existing plans and the large amount of proposed facilities, existing facilities are scattered and disconnected. Additionally, existing efforts have largely been concentrated within specific municipalities without an eye toward regional integration and connectivity.

This section summarizes existing plans and policies that impact bicycling throughout Kenosha County as well as existing bicycle facilities and road conditions.

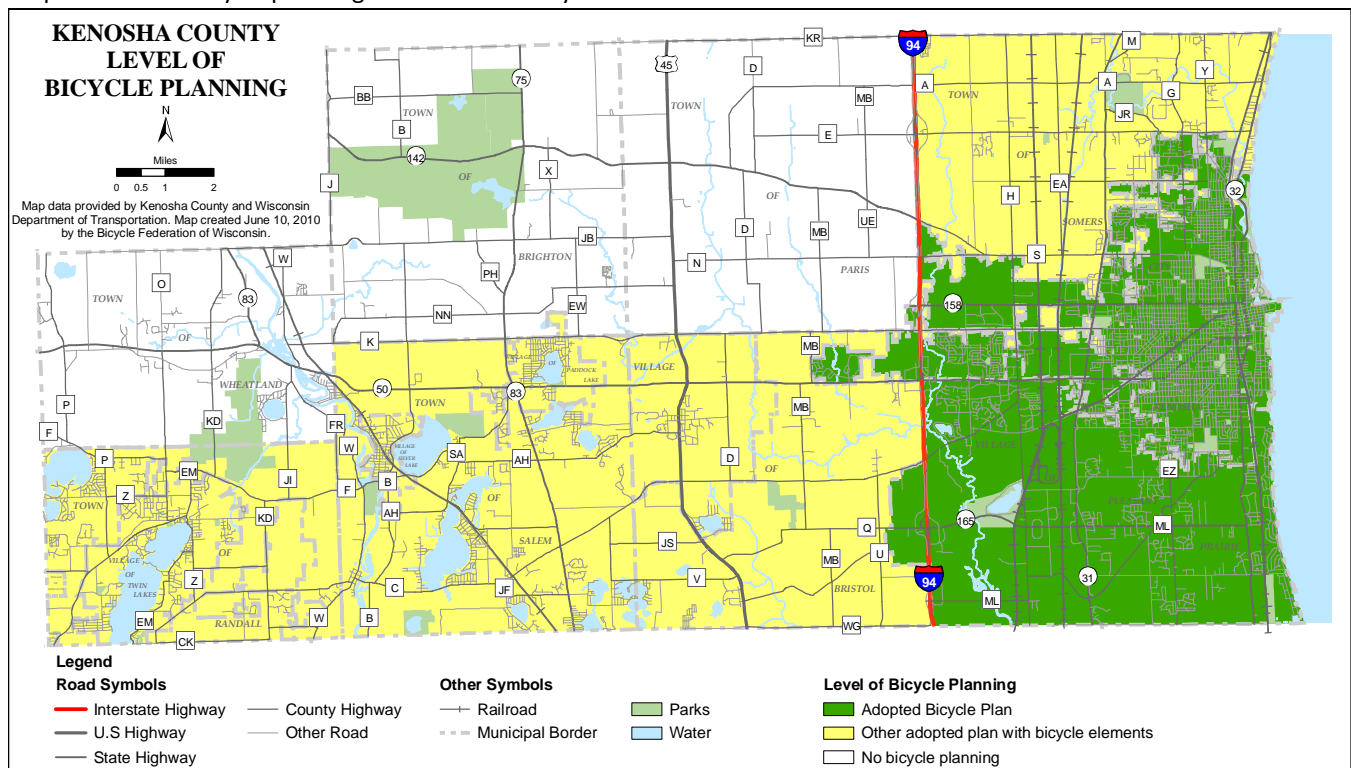
Bicycle Plans and Policies

The City of Kenosha and the Village of Pleasant Prairie have both adopted some form of comprehensive bicycle plan. The City of Kenosha Bicycle and Pedestrian Facilities Implementation Plan was adopted in February 2007 and identifies eight primary routes as well as numerous connector routes to link the primary routes and provide better connectivity throughout the city. The Village of Pleasant Prairie Bicycle and Pedestrian Trails Plan was adopted in February 2010. Although focused on facilities, the plan also includes recommendations for education, encouragement, enforcement and evaluation activities that will help increase cycling within the Village.

The villages of Bristol, Paddock Lake, Silver Lake and Twin Lakes and the towns of Bristol, Randall, Salem and Somers have adopted plans that reference bicycle planning in some capacity. The majority of these plans are comprehensive plans or park and open space plans in which cycling is not the primary focus. These plans correspond to the most heavily populated areas of Kenosha County: the area east of I-94 and the area south of County Highway K. Map 1 displays the portions of the county with some level of bicycle planning

In addition to these plans, a number of regional and state plans and policies address bicycling in Kenosha County. Existing plans by the Southeastern Wisconsin Regional Planning Commission (SEWRPC), the Wisconsin Department of Natural Resources (DNR) and the Department of Transportation (DOT) propose bicycle facilities throughout the county. Additionally, in 2009, the state passed “Complete Streets” legislation which mandates the accommodation of pedestrians and cyclists on all new and reconstructed roads in Wisconsin that receive any state or federal funding.

Map 1: Levels of bicycle planning in Kenosha County

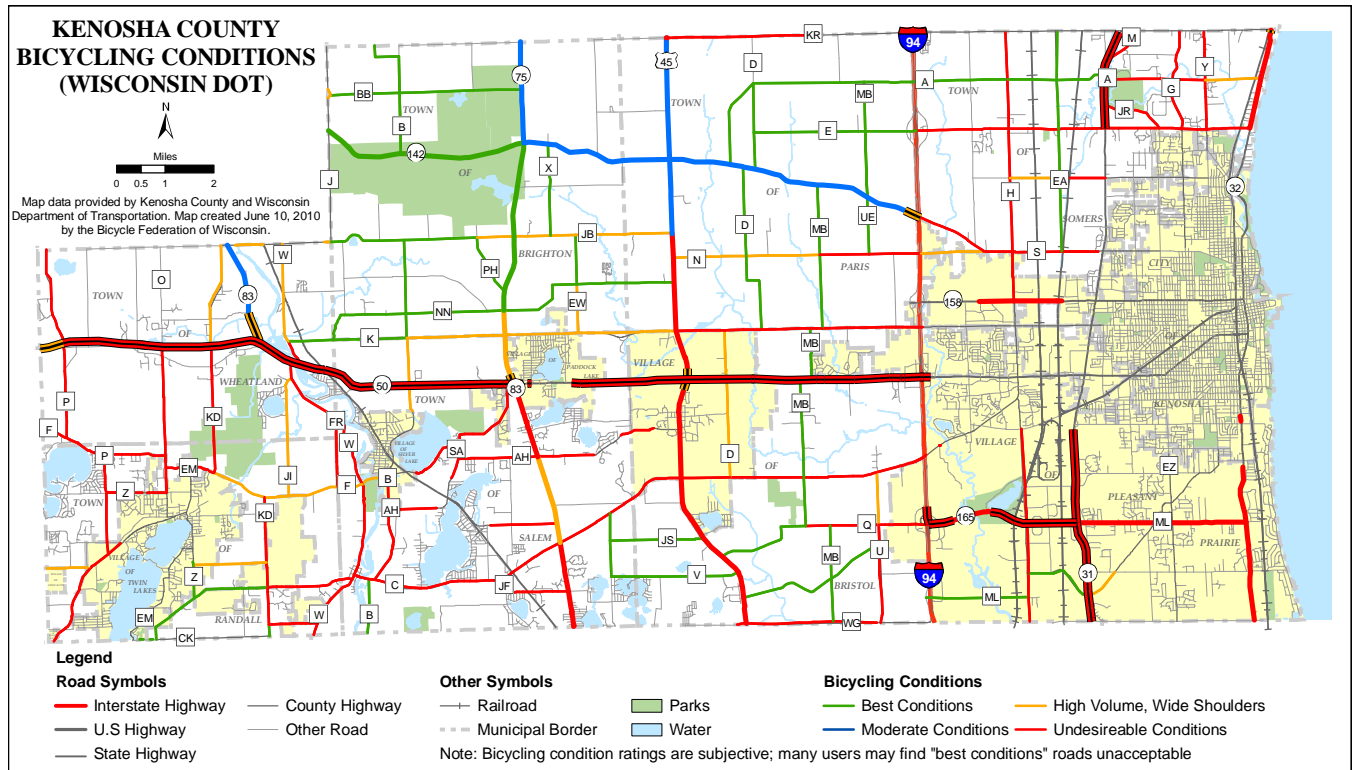


Bicycle Suitability of Roads

The Wisconsin Department of Transportation (WisDOT) maintains a map of the suitability of roads statewide for bicycle use. The map rates county, state and U.S. highways from the “best conditions” for bicycling to “undesirable conditions” for cycling. WisDOT’s ratings generally do not include roads within incorporated areas. The ratings are based on traffic counts, speed limits and the width of specific roads. WisDOT’s ratings are informative, but it should be kept in mind that many, if not most, cyclists will find even the “best” roads uncomfortable to cycle on due to traffic speeds or volumes. Map 2 displays WisDOT’s bicycle suitability ratings for Kenosha County.

The majority of roads south of Highway 50 and east of I-94 that are rated by WisDOT are rated as undesirable for bicycling. This is primarily due to high traffic volumes combined with a lack of adequate paved shoulders on roads in these areas. These areas are also where most of Kenosha County’s population is concentrated. Combined, these factors mean that it is difficult for most Kenosha County residents to comfortably bicycle on the roadways near their homes.

Map 2: Bicycle suitability of roads in Kenosha County

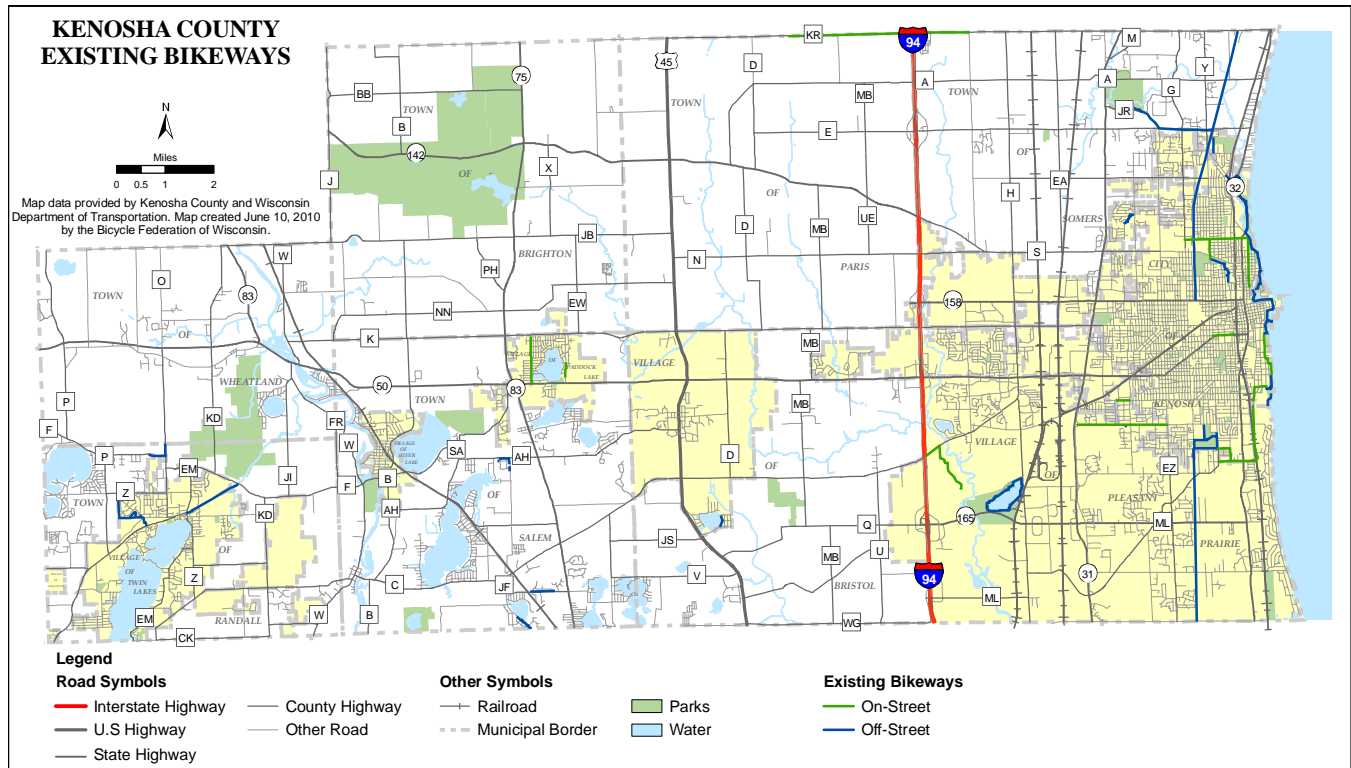


Existing Bicycle Facilities

Currently, 15.5 miles of on-street bicycle facilities and 27.5 miles of off-street facilities exist in Kenosha County. These facilities are concentrated in The Village of Pleasant Prairie and the City of Kenosha, although small segments of on- and off-street facilities also exist in the Village of Twin Lakes, the Village of Paddock Lake, and at a few sites scattered around the county.

The existing facilities within the county are largely disconnected and do not form a continuous network, even within Pleasant Prairie and Kenosha where the majority of the facilities exist. Map 3 displays the existing bicycle facilities within the county.

Map 3: Existing bicycle facilities in Kenosha County



Proposed Bicycle Facilities

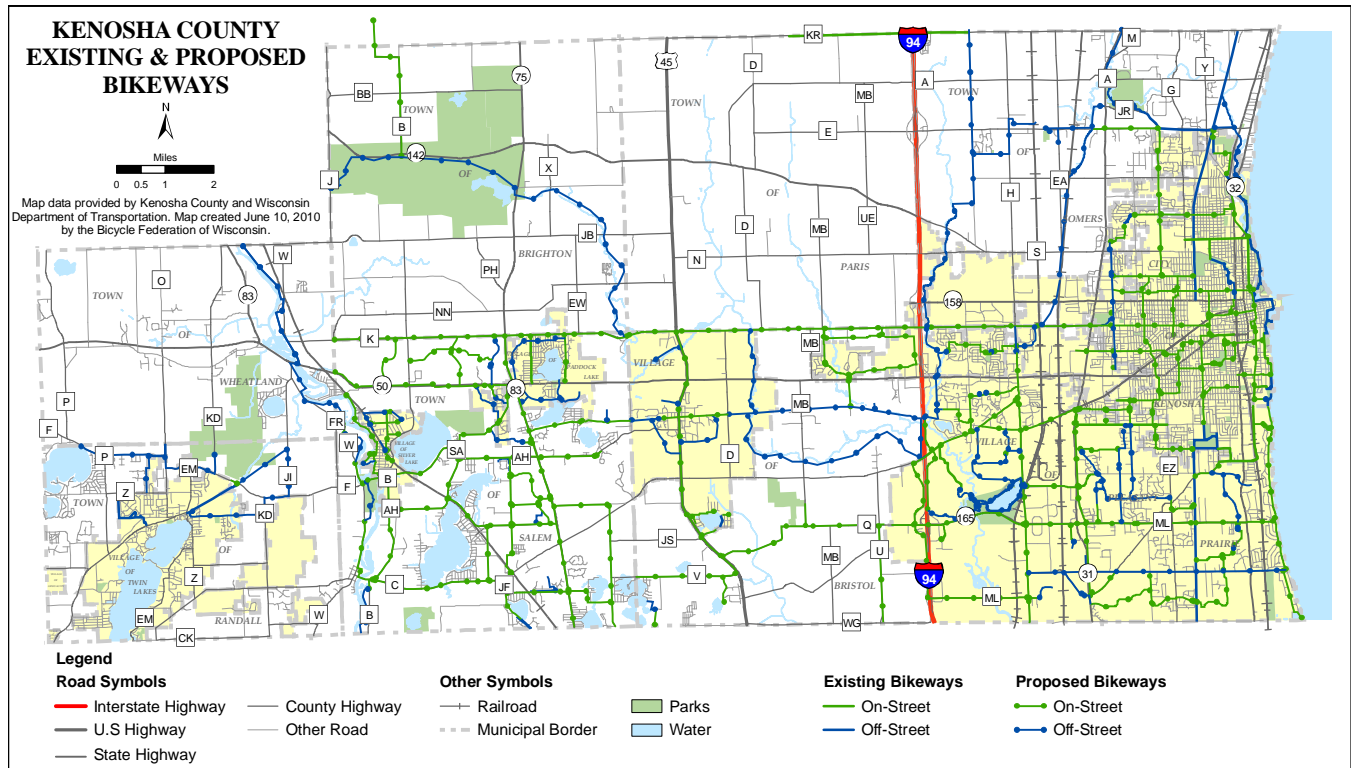
Although there are few existing bicycle facilities in Kenosha County, many miles of new facilities have been proposed. The plans summarized above propose a network of 189.1 miles of on-street facilities and 108.3 miles of off-street facilities. Nearly all of these facilities are concentrated in the City of Kenosha, the Village of Pleasant Prairie, and areas south of County Highway K; this corresponds to the areas of the county with at least some level of bicycle planning. The existing and proposed bicycle facilities are displayed in Map 4.

The City of Kenosha's bicycle plan proposed adding 47 miles of on-street bicycle facilities and 14 miles of off-street facilities to the existing facilities within the city. Although the plan was adopted three years ago, little progress has been made in implementing the proposed projects. The Village of Pleasant Prairie's bicycle plan proposes adding 51 miles of on-street facilities and 29 miles of off-street facilities. The Village is currently working to implement some of the facilities recommended in the plan, although many of the facilities, particularly off-street ones, will not be implemented until currently undeveloped areas of the Village are developed.

Two lengthy state trails are proposed in Kenosha County: one through the Fox River corridor from the Illinois border north to Racine County (and on to Burlington), and one beginning in Racine, running south through Kenosha and into Pleasant Prairie, and then west through the Bong Recreation area. When complete, these trails will provide important north to south and east to west corridors for transportation and recreation in Kenosha County. However, as of May 2010, there is no timeline for construction of these trails.

Implementation of many of the proposed facilities will not occur for quite some time. Expansion of roadways to include bike lanes or wide shoulders will not occur until the road is scheduled to be resurfaced or rebuilt while other facilities will not be implemented until areas of the county that are rural in character develop to a more urban or suburban character. As this development occurs, a strong plan should be in place to ensure that on-street and off-street facilities are included with new development.

Map 4: Existing and proposed bicycle facilities in Kenosha County



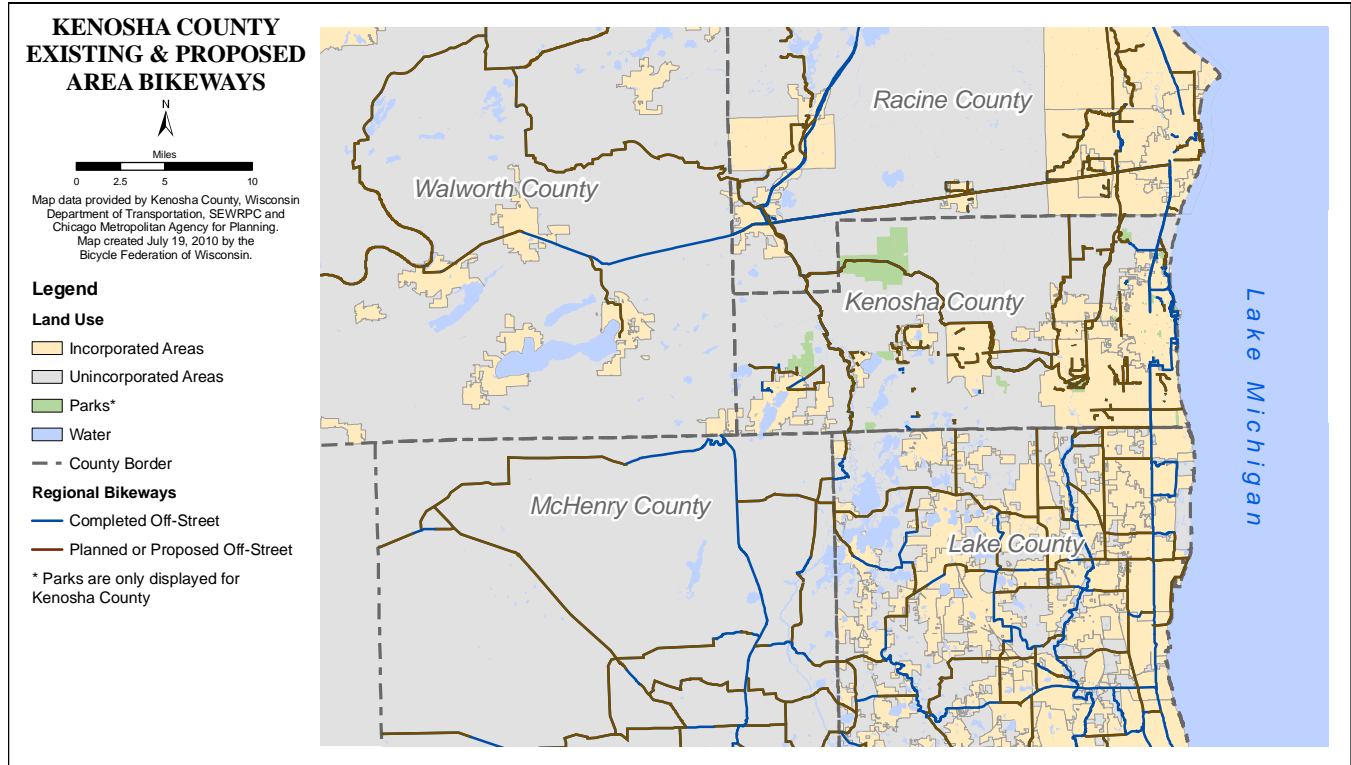
Surrounding Facilities

To be successful, bicycle facilities should form a complete network that does not end at political borders. The areas surrounding Kenosha County include a number of important off-street bicycle facilities as well as streets that provide bicycle accommodations. Map 5 displays existing and proposed trails adjoining Kenosha County.

Numerous trails and future trail extensions exist south of Kenosha County in Illinois. While much of the trail network in Illinois is still in the planning stages, many lengthy trail segments have been completed. The existing Kenosha County Bike Path connects to the Robert McClory Bike Path in Illinois. Just south of Pleasant Prairie and east of I-94, the Des Plaines River Trail runs south for over 25 miles, with many more miles in the planning stages. This trail and the McClory Bike Path provide important linkages throughout the greater Chicago metropolitan region and provide access to numerous communities and destinations. Additional paths and trails are planned in Illinois that will connect to Kenosha County near County Highways U and B and near Benet Lake. A lengthy path network also exists less than a mile from the southwest corner of Kenosha County in Illinois.

In Wisconsin, Walworth and Racine Counties also contain trails to the west and north of Kenosha County. While much of the trail network in these counties is in the planning stages or has merely been proposed, a few segments of trail have been built. Just northwest of Kenosha County, the White River State Trail and Burlington trails intersect in Burlington. These trails run west to Elkhorn and north to the Oak Leaf Trail network in Milwaukee County. Additional trails are planned in both counties.

Map 5: Existing and proposed trails adjoining Kenosha County



Vision

In the future, bicycling in Kenosha County will be an accessible, safe, healthy, practical and viable form of transportation and recreation. The bicycle network will provide convenient connections between communities, places of employment, parks, schools, recreation areas, retail establishments and other popular destinations.

Priorities

The Bicycle Federation worked with the Kenosha County Committee on Bicycle Facilities Planning and Development to develop priorities for bicycling in the county. The priorities are categorized according to the “Five E’s” of bicycle planning: education, encouragement, enforcement and evaluation and engineering (facilities).

Education

Priority: Introduce school districts to the Safe Routes to School program.

Discussion: As recently as the late 1960s over half of all students walked or biked to school; fewer than 15 percent of students walk or bike to school today. Safe Routes to School (SRTS) is a federal program that empowers communities to make walking and bicycling to school a safe and routine activity once again. The program makes funding available for 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.

Priority: Produce literature about safe cycling and driving and distribute to county residents.

Discussion: Very few Americans receive any formal training about safe cycling. Similarly, most Americans experience only a few hours of formal driving education, typically when they are in their teens. Everyone using the roads, whether on bicycles or in cars, could use occasional reminders of safe use of the road, how traffic laws apply to them, and how to safely share the road with other users. Printed materials that can be regularly distributed with utility bills or displayed as public service announcements (PSAs) or advertisements can remind road users of their rights and responsibilities.

Encouragement

Priority: Sponsor organized community bike rides.

Discussion: Organized events can encourage people who are not regular cyclists to get back on their bikes. Events may include social biking events for families, charity bike rides, Bike to Work Week activities or other events. Events should be designed to highlight the ease of using bikes for transportation and recreation.

Priority: Implement a direct marketing campaign to encourage residents to bike more.

Discussion: Many people do not cycle for transportation or recreation because they are unaware of how easy many trips are by bicycle, or because they have specific concerns about cycling. Targeting marketing materials at specific groups of people (ie. families within one mile of a school; working age adults in urban areas...) can make them aware of more bicycling opportunities while also alleviating concerns they may have about bicycling.

Priority: Encourage local businesses to pursue the designation of “Bicycle Friendly Business” from the League of American Bicyclists.

Discussion: The League of American Bicyclists’ Bicycle Friendly Business (BFB) program recognizes employers’ efforts to encourage a more bicycle friendly atmosphere for employees and customers. The program honors innovative bike-friendly efforts and provides technical assistance and information to help companies and organizations become even better for bicyclists. Information about the program and the benefits of promoting bicycling should be provided to the Kenosha Area Business Association and local chambers of commerce.

Enforcement

Priority: Encourage local police officers to participate in the Wisconsin Pedestrian & Bicycle Law Enforcement Training offered by the Wisconsin Department of Transportation (WisDOT).

Discussion: For enforcement to be effective, law enforcement officers need to know which illegal behaviors are the most common factors in bicycle crashes. Wisconsin’s Pedestrian and Bicycle Law Enforcement training course, available through the WisDOT Bureau of Transportation Safety, provides education for law enforcement officers. The course qualifies towards the training hours required of most law enforcement agencies.

Priority: Encourage all county police departments to enforce those activities that pose the greatest risks to cyclists.

Discussion: Regardless of who is at fault, bicyclists always come out on the losing end of car-bike crashes. While many actions increase the risk of these crashes, specific actions are particularly hazardous including failure to yield, speeding and close passing. Law enforcement officials should work to enforce violations of the law by motorists and bicyclists that particularly put bicycle users at risk.

Priority: Offer education opportunities in lieu of fines to people on bicycles who violate traffic regulations.

Discussion: The City of Madison offers a bicycle rules of the road education course in lieu of a fine for first time bicycle offenders. The four hour course focuses on the rules of the road as well as safe operation of a bicycle on a roadway. First time offenders of minor traffic violations who are cited by Madison police may opt to take the course rather than pay the fine associated with their traffic offence.

Evaluation

Priority: Produce a comprehensive Kenosha County Bicycle Plan.

Discussion: To create a viable bicycle network throughout Kenosha County, the county needs a comprehensive bicycle plan. This plan will describe the priorities for cycling in the county and specific facility improvements, recommend funding strategies, and serve as a blueprint for cycling improvements over the next decade.

Priority: Conduct regular bicycle counts at strategic locations around the county to determine ridership levels.

Discussion: it is important to count the number of bicyclists using county roads and trails in order gauge demand for bicycle facilities. Counts should occur at strategic locations that cyclists are known to use and should be repeated on an annual or semi-annual basis to determine changes in ridership levels.

Engineering

- Priority:** Provide at least two east-west corridors that provide safe and convenient links across the county.
- Discussion:** Kenosha County is missing critical east-west corridors that are safe and convenient for bicyclists. These links are important for people trying to reach the lakefront or to escape the urban areas east of I-94 for more rural areas to the west of the interstate.
- Priority:** Sign a network of bicycle routes that links the primary population centers of the county as well as major recreation sites, parks, schools, and employment areas.
- Discussion:** To be easily usable by cyclists, a bike route network must be highly visible. Signage should clearly delineate the route network and should include signage directing users to specific destinations and providing distance and time information to those destinations. This signage is particularly important for newer cyclists and for visitors to the region who may not be familiar with the area.
- Priority:** Provide a continuous lakefront bicycle corridor from Illinois to the Racine County border.
- Discussion:** The Lake Michigan shoreline is an incredible amenity for Kenosha County. As a popular recreation destination, the shoreline should be easily accessible by bicycle. An off-street path currently exists along much of the shoreline in the City of Kenosha. This path should be extended into a signed network of on- and off-street facilities that run the length of the shoreline from the Illinois border to Racine County.
- Priority:** Reach an agreement with We-Energies/ATC to build bikeways in power line corridors.
- Discussion:** Numerous high-voltage power line corridors run through Kenosha County. These corridors present an opportunity to construct off-street shared-use paths for bicycling, walking and other recreational activities. Because the power line corridors are already cleared of trees, are on relatively flat grades, and present a clear right-of-way, path construction in these corridors will be relatively straight forward and less expensive than other potential trail corridors. A formal agreement should be reached with We-Energies and American Transmission Company to allow easements for paved shared-use paths in these corridors.
- Priority:** Provide safe and convenient crossings of the I-94 corridor.
- Discussion:** I-94 presents a major obstacle to bicycling in Kenosha County. Running north to south, the interstate divides the more urbanized eastern portion of the county from the more rural western portion. While a number of roadways cross I-94, these crossings are typically uncomfortable and hazardous for bicyclists due to high traffic volumes and speeds. Efforts should be made to provide off-street crossings of I-94 and to improve the on-street crossings to be more comfortable for cyclists whenever possible.
- Priority:** Work with surrounding municipalities to create connections to bikeways outside Kenosha County.
- Discussion:** Bicycle rides do not end at the county's borders, and neither should bicycle routes and paths. An extensive trail network exists in Illinois, just south of Kenosha County and additional trails pass through Walworth and Racine Counties. An effort should be made to connect routes and paths in Kenosha County to those in adjoining municipalities. Additionally, regular communication should occur with adjoining municipalities to coordinate the placement of future routes and paths.
- Priority:** Encourage local municipalities to adhere to state and federal guidance for the design and construction of all bicycle facilities.
- Discussion:** The state and federal government both provide explicit standards for the construction of bicycle facilities. The Wisconsin Bicycle Facility Design Handbook meets or exceeds federal guidelines and those provided by the American Association of State Highway and Transportation Officials (AASHTO) guidelines. The Handbook uses information from the AASHTO Guide for the Development of Bicycle Facilities and is tailored to Wisconsin's needs. The Handbook is available at <http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>.

Funding Opportunities

In addition to local funding sources, a number of state and federal grants are available to fund bicycle projects.

The local Transportation Enhancements (TE) program funds projects that increase multi-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 or streetscaping and the preservation of historic transportation structures.

The Bicycle and Pedestrian Facilities Program (BPFP) funds bicycle and bicycle/pedestrian facilities. According to state statute, BPFP cannot fund exclusively 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.

The TE/BPFP application cycle for fiscal years 2011 – 2014 funding is now open. Applications must be received by August 2, 2010. Information on both programs, including grant applications, can be found at <http://www.dot.wisconsin.gov/localgov/aid/te.htm>.

The Congestion Mitigation and Air Quality Improvement program (CMAQ) encourages transportation alternatives that improve air quality. It includes efforts to enhance public transit, bicycle/pedestrian facilities, ridesharing programs and facilities, and technologies that improve traffic flow and vehicle emissions. Kenosha County currently qualifies for CMAQ program funds. The next application window for CMAQ funds will not occur until 2012.

Next Steps

Although all of the bicycling priorities above are important, certain projects are more feasible in the near term than others. These projects are listed below and include discussion on why these specific projects were chosen, the next steps in moving these projects forward, estimated costs for each project, and potential funding sources. The projects are listed in priority order as ranked by the Kenosha County Bicycle Committee. The cost estimates that are provided are based on similar projects in Wisconsin, but are only estimates; more precise cost figures should be determined when budgeting specific projects.

1. Produce a county-wide bike plan

- Project:** Apply for TE funding from the Wisconsin Department of Transportation to produce a county-wide comprehensive bicycle plan.
- Discussion:** This document provides a short list of priorities and projects to improve bicycling in Kenosha County. However, to create a safe bicycle network that is accessible throughout the county, a comprehensive bicycle plan is needed. Such a plan would detail education, encouragement, enforcement, evaluation and engineering projects to increase cycling in the region. System-wide planning activities, including county bike plans, qualify for TE funding; projects must be for a minimum of \$50,000. A local government sponsor must apply for these funds. Applications for planning purposes were treated very favorably during the last TE funding cycle with four out of five applications approved.
- Next Steps:** Apply for a TE grant to produce a comprehensive, county-wide bicycle plan. The application period for Fiscal Year 2011 – 2014 TE funds is currently open; all applications must be submitted by August 2, 2010. Application guidelines and forms are available from WisDOT at <http://www.dot.wisconsin.gov/localgov/aid/te.htm>.
- Budget:** \$125,000 (Anticipated \$100,000 Federal Grant + \$25,000 Local Match)
- Funding:** TE grant; Local sources
- Agency:** County Planning Department; County Highway Department

2. Construct a shared-use path along Highway K

- Project:** Provide a shared use path along the north side of County Highway K between Interstate 94 and County Highway H.
- Discussion:** County Highway K/60th Street presents an opportunity for an on-street bicycle facility that runs across most of the county. Beginning at the lakefront in Kenosha, K/60th passes through the City of Kenosha, across I-94, through Paddock Lake, and west to 328th Avenue. This project includes a shared use path on the north side of the street from the Interstate east to County Highway H. In the long term, this route should include bike lanes in urbanized areas and wide paved shoulders (5'+) in rural areas, but these changes may have to wait for the roadway to be reconstructed.
- Next Steps:** Determine project scope and accurate cost estimate. Apply for TE/BPFP funds to implement the project. In order to be successful, the TE application must heavily stress the immediate bicycle transportation benefits of the project, particularly the connections to different municipalities, destinations, housing and schools.
- Budget:** \$572,000 (Anticipated \$457,600 Federal Grant + \$114,400 Local Match)
- Funding:** TE grant; Local sources
- Agency:** County Highway Department; City of Kenosha



The approximate route of the Highway K shared use path is highlighted in orange. The path is a key component in providing a continuous east-west corridor across the county along Highway K.

3. Add bike lanes to County Highway H

- Project:** Provide bike lanes on County Highway H from State Highway 50 south to the Illinois boarder.
- Discussion:** County Highway H/88th Avenue presents an opportunity for an on-street bicycle facility that runs north to south across the entire county. Beginning at the border with Racine County, this street runs through unincorporated Kenosha County, through the City of Kenosha and the Village of Pleasant Prairie to the Illinois boarder. This project will provide bike lanes on the southern half of Highway H that passes near major employment areas in Kenosha and Pleasant Prairie as well as near popular recreation areas including Prairie Springs Park. In the long term, this route should add bike lanes or wide paved shoulders (5'+) on the portion of the highway north of Highway 50.
- Next Steps:** Determine project scope and accurate cost estimate. Apply for TE/BPFP funds to implement project. In order to be successful, the TE application must heavily stress the bicycle transportation aspect of the project, particularly the connections to different municipalities, destinations, housing and schools; the application should also explain why this project is not being completed with local highway funds.
- Budget:** \$1,290,000 (Anticipated \$1,032,000 Federal Grant + \$258,000 Local Match)
- Funding:** TE grant; Local sources
- Agency:** County Highway Department; City of Kenosha; Village of Pleasant Prairie



The portion of County Highway H/88th Avenue proposed to add bike lanes to is highlighted in orange. This project will provide a good north-south bicycle route through Kenosha County.

4. Provide bicycle route and directional signage

- Project:** Provide a signed bicycle route network throughout county.
- Discussion:** Kenosha County already has an existing network of roads that can provide bicyclists access throughout the county. However, it is often unclear to bicyclists what roads are the most bicycle-friendly and provide the best route from one point to another. A signed network of bicycle routes
- Next Steps:** Convene a working group to determine the best routes for the signed network; this work may be done as part of developing a county bike plan. Ensure that regular transportation and recreational cyclists of varying abilities are involved in determining the routes. Place conspicuous signage on bicycle routes that clearly shows cyclists where the route is.
- Budget:** \$50,000
- Funding:** Local sources
- Agency:** County Highway Department; County Parks Department



Bicycle Route signage should include the direction, distance and approximate time to nearby destinations.
Source: www.pedbikeimages.org / Brad Crawford

5. Pursue agreements to build paths in utility corridors

- Project:** Pursue agreements with We-Energies and ATC allowing construction of shared-use paths in power line corridors as projects arise.
- Discussion:** Utility corridors can provide an excellent route for shared-use paths as they generally provide a clear right of way. We-Energies and ATC own a network of power lines in Kenosha County that could provide routes for shared-use paths. As projects arise, the County should pursue agreements with We-Energies and ATC allowing paths in these corridors. While additional easements with individual landowners may also be necessary to construct such paths, agreements with the utility companies will aid the process.
- Next Steps:** Meet with representatives of We-Energies and ATC to discuss a formal agreement for routing paths through power line right-of-ways. Communications with ATC and We-Energies suggest that both businesses are amenable to such an agreement, although it was noted that additional easements may be required from individual property owners whose property the power line crosses. Both companies also stressed that projects will be evaluated on a case-by-case basis.
- Budget:** \$0 (staff time)
- Funding:** N/A
- Agency:** County Parks Department



6. Begin preliminary work on a southern shared-use path

Project: Investigate construction of a shared-use path in the southern power line corridor.

Discussion: This seven mile path will run primarily through a We-Energies/ATC power line corridor in the southern portion of Kenosha County. The route begins at the western end of County Highway ML, goes west for approximately 2.8 miles, then angles northwest to the intersection of County Highway C and State Highway 45. The path should connect to signed on-street bicycle facilities on either end: County Highway ML east into Pleasant Prairie, and County Highways AH and F west to Silver Lake and Twin Lakes. Combined with these on-street facilities, this path will provide a critical east-west corridor across southern Kenosha County, will connect four villages and three towns, and will pass within a half mile of three planned paths in Illinois. Although the route runs through a power line right of way, individual easements may need to be negotiated with individual landowners.



The approximate route of the proposed off-street trail is highlighted in orange. The trail would connect to County Highway ML near I-94 and run northwest to the intersection of County Highway C and State Highway 45.

Next Steps: Reach a legal agreement with We-Energies/ATC allowing construction of the path in the power line right of way. Begin negotiations with individual landowners for easements for the trail. Once land or easements have been acquired, fund construction of the path with grant money or local funds. The path should meet all standards described in the Wisconsin Bicycle Facilities Handbook. Ensure that safe road crossings are provided as the path is constructed and that signed routes exist on either end of the path to ensure a continuous corridor. On-street portions of this corridor should be upgraded to include 5' wide paved shoulders in rural areas and bike lanes in urban areas.

Budget: \$1,050,000

Funding: TE grant; Local sources

Agency: County Parks Department

Notes: Because this path may require new easements from multiple property owners, application for TE funds for this project should wait for the next application term. In the meantime, all land negotiations should occur to ensure that land or easements are assembled prior to the next application cycle. Budget is based on a construction cost of \$150,000/mile for a 10' wide paved path, a baseline cost derived from recent shared-use path projects in the Milwaukee area. It is assumed that there will be no land acquisition costs.

Document Review

This document should be reviewed prior to each TE grant cycle unless it is superseded by a comprehensive bicycle plan, in which case that document should be reviewed every five years. The relevant contents of this document should be integrated into any future comprehensive bicycle plan and local bicycle planning documents.

Conclusion

By forming this committee and developing this document, Kenosha County has taken an important step in becoming more bicycle friendly. The municipalities throughout the county now have an understanding of what their neighbors are doing to better accommodate bicycles. More importantly, this committee coalesced around a shared vision for bicycling and priorities for improving bicycling conditions. This shared vision will allow the county and individual municipalities to move forward with projects that will make bicycling safer and more accessible throughout Kenosha County.