



DRAFT

Bicycle & Pedestrian Evaluation

**ID 2390-12-00
WIS 31, WIS 11 to WIS 20
Racine County**

March 17, 2021

Introduction

The project is located on WIS 31 from WIS 11 to WIS 20 in the Village of Mount Pleasant and City of Racine, Racine County, a 1.5-mile stretch. WIS 31 is a six lane, urban principal arterial with a posted speed limit of 35 mph and carries approximately 31,100 to 38,100 vehicles per day. The roadway is on the National Highway System (NHS), is a State Designated Long Truck Route, and is a Federal Long Truck Route. A Project Overview Map is shown below and is also attached in Exhibit A – Project Overview.

The purpose of the project is to address known pavement condition, drainage, operational, safety, and bicycle and pedestrian issues within this section of WIS 31. The need for the project is based on roadway deficiencies (pavement condition and drainage), intersection traffic operations, safety, and multimodal transportation.

The project would reconstruct WIS 31, and construction is currently anticipated in 2025 or later.



Bike and Pedestrian Accommodations

The existing WIS 31 facility generally does not have pedestrian facilities or bicycle accommodations. See Exhibit B – Existing Typical Sections. Two short sections of sidewalk are located along the west side of WIS 31 from WIS 11 to Timber Drive (500 feet of total sidewalk length) and along the east side of WIS 31 from 370 feet south of WIS 20 to 700 feet south of WIS 20 (330 feet of total sidewalk length). The Racine-Sturtevant Trail intersects the study area just north of 21st Street on the west side of WIS 31, then continues along the east side of WIS 31 to the north for 400 feet and then continues to the east.

The project is scoped as a reconstruct project, and the proposed design would include sidewalks throughout the project limits and provide bicycle accommodations via paved shoulders. See Exhibit C – Proposed Typical Sections.

The inclusion of pedestrian and bicycle accommodations is supported by the following:

- There are Racine RYDE transit stops along the corridor without ped/bike accommodations connecting to them. Per coordination with Racine RYDE, the transit stops are planned to remain in place, except for one stop which will be moved approximately 50' to avoid conflicts with vehicular traffic at a commercial entrance.
- There are desire paths ("cow paths", or ruts in the grass) along the corridor indicating current pedestrian usage.
- Ped/bike accommodations would be consistent with the adjacent land use along the corridor, which is commercial, residential, and governmental and institutional.
- The ped/bike accommodations would connect to existing sidewalk at the south and north ends of the project at WIS 11 and WIS 20.
- The accommodations would provide connectivity to the Racine-Sturtevant Trail which crosses WIS 31 at 21st Street.
- The 5.5' shoulder with integral curb & gutter provides a vehicular safety benefit, due to the added presence of a shoulder. The greater offset to fixed objects also provides a minor vehicular safety benefit. The shoulder also provides bike accommodations.
- Bicyclists have been observed riding on-street, in the wrong direction on WIS 31, due to lack of accommodations.

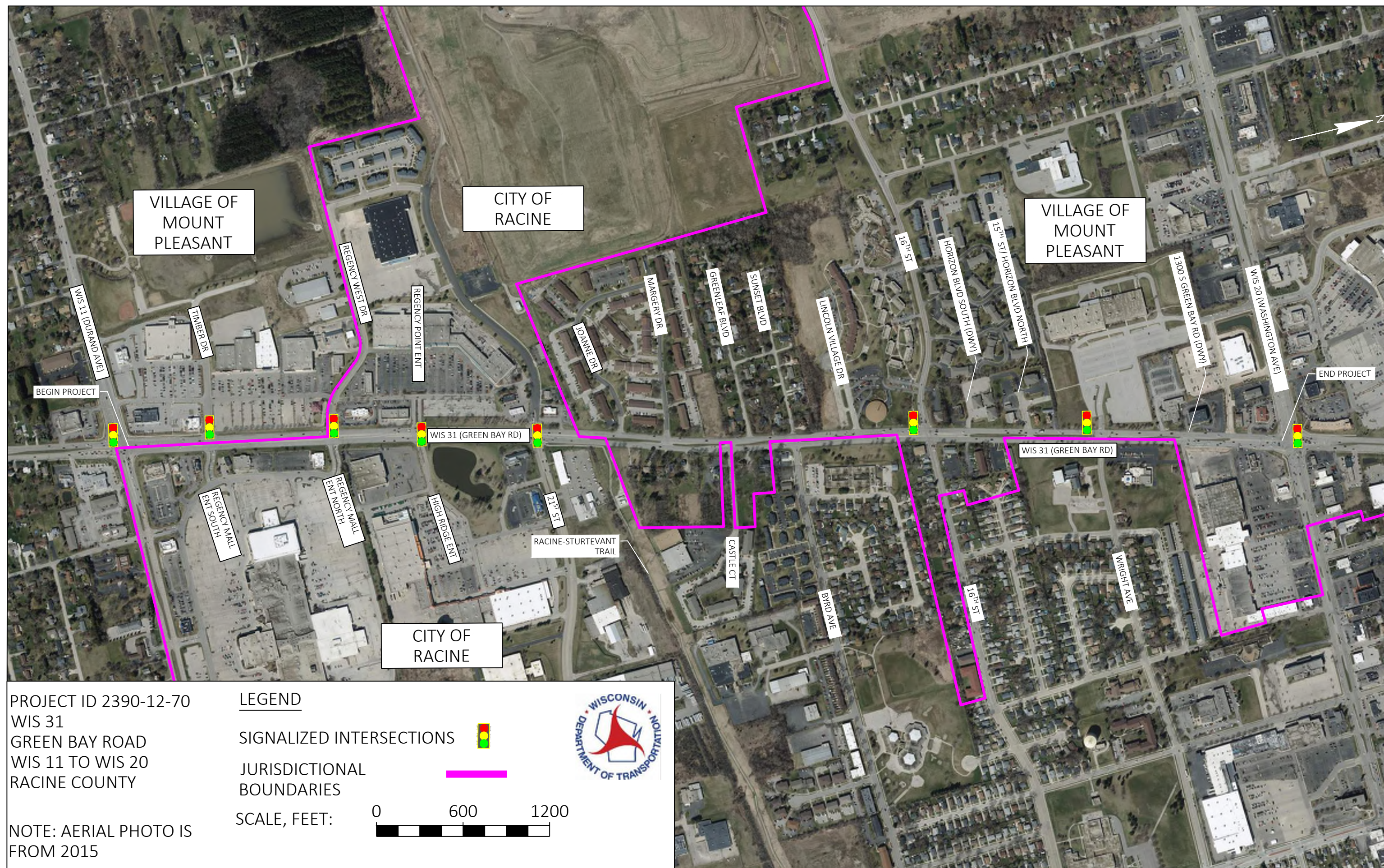
- The Village of Mount Pleasant and City of Racine are in support of adding sidewalks as long as the construction cost is included in the project (no local cost share). The Village/City are also supportive of bike accommodations.
- Input received at Public Involvement Meeting (PIM) #1 supported adding sidewalks. A PIM attendee noted they have observed a person traveling in the street via wheelchair.
- The curb line would already be moved due to the reconstruct scope (wider median and outside lanes), so adding ped/bike accommodations would not change whether the curb line is moved. Adding ped/bike accommodations moves the curb line a little further and requires a little more real estate acquisition, but does not change which properties are impacted. No relocations are required.

Local Bicycle and Pedestrian Plans

The SEWRPC Comprehensive Plan for Racine County, the Racine County Bicycle Map, and the City of Racine and Village of Mount Pleasant Bicycle Maps do not show planned bicycle routes along STH 31. The maps do show the Racine-Sturtevant Trail which crosses the project area. See Exhibit D – Bicycle Maps.

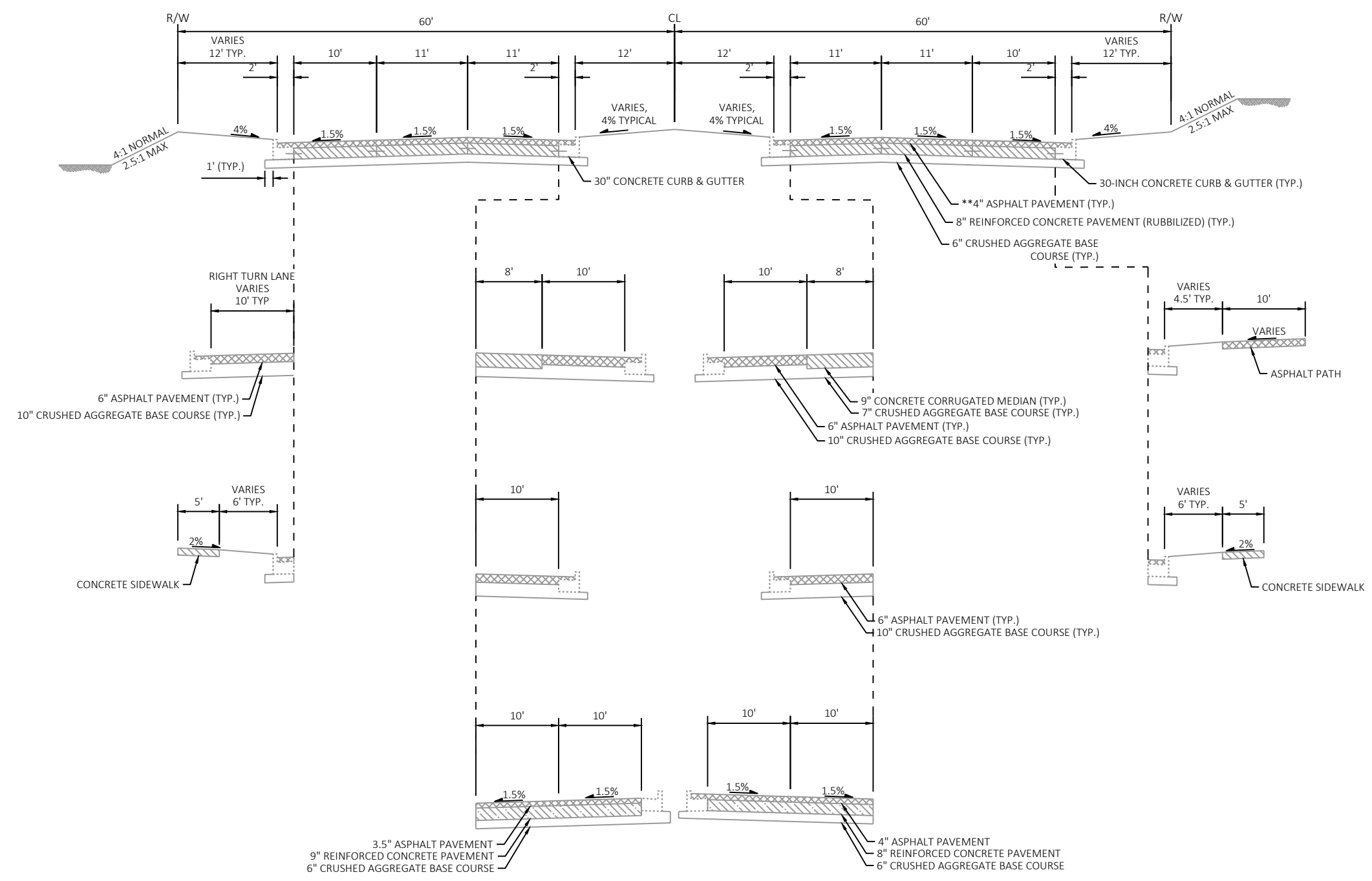
Local Land Use Plans

The SEWRPC Comprehensive Plan for Racine County 2035 land use map, and the City of Racine and Village of Mount Pleasant land use maps, show the recommended land use along the project area to be commercial, residential, and governmental and institutional. See Exhibit E – Land Use Maps.



2

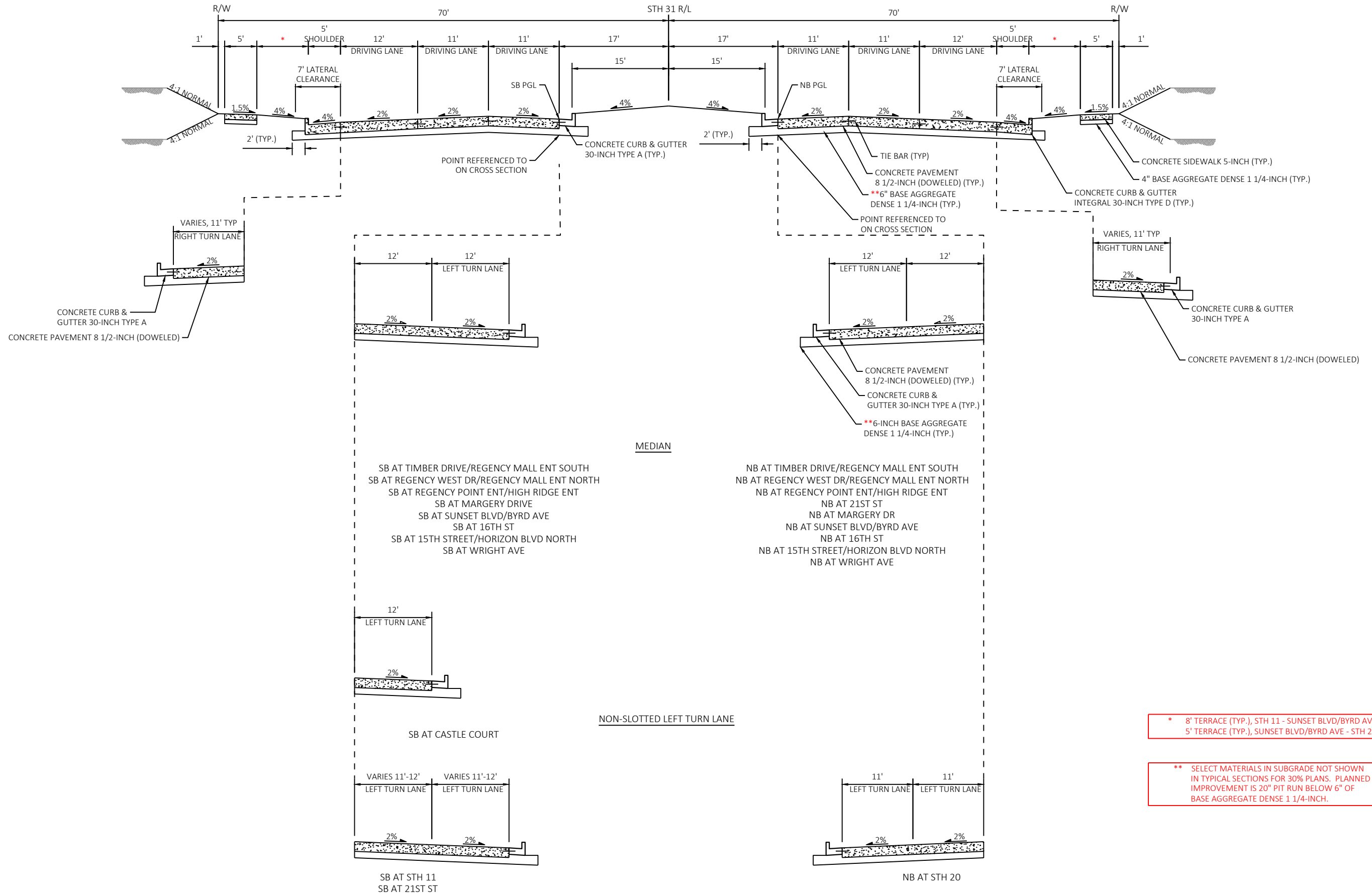
2



STH 31 EXISTING TYPICAL SECTION

2

2



STH 31 PROPOSED TYPICAL SECTION

PROJECT NO: 2390-12-70

HWY: STH 31

COUNTY: RACINE

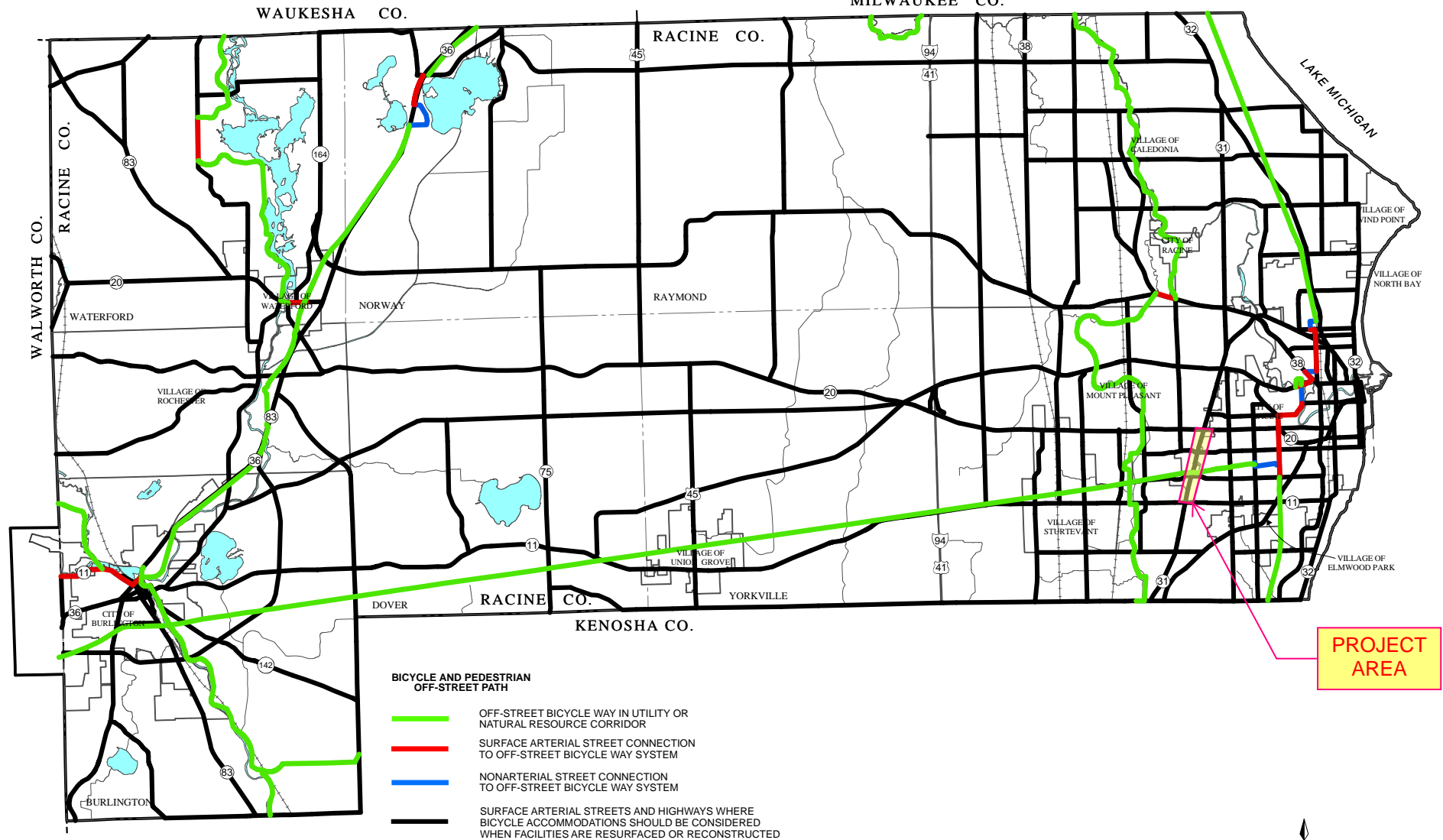
TYPICAL SECTIONS - PROPOSED

SHEET

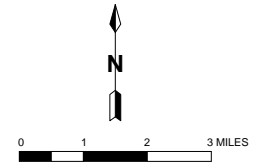
E

Map XII-5

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

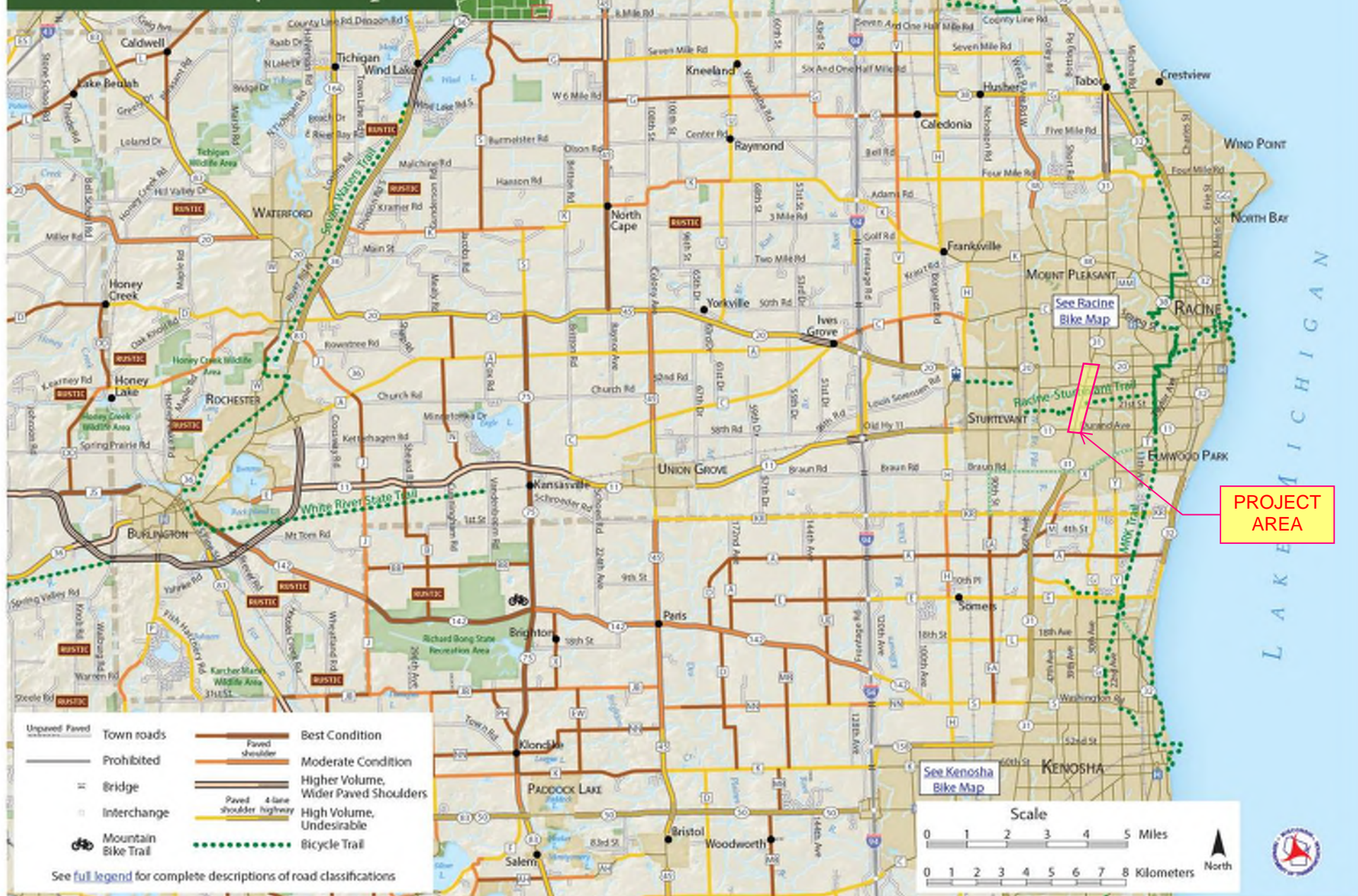


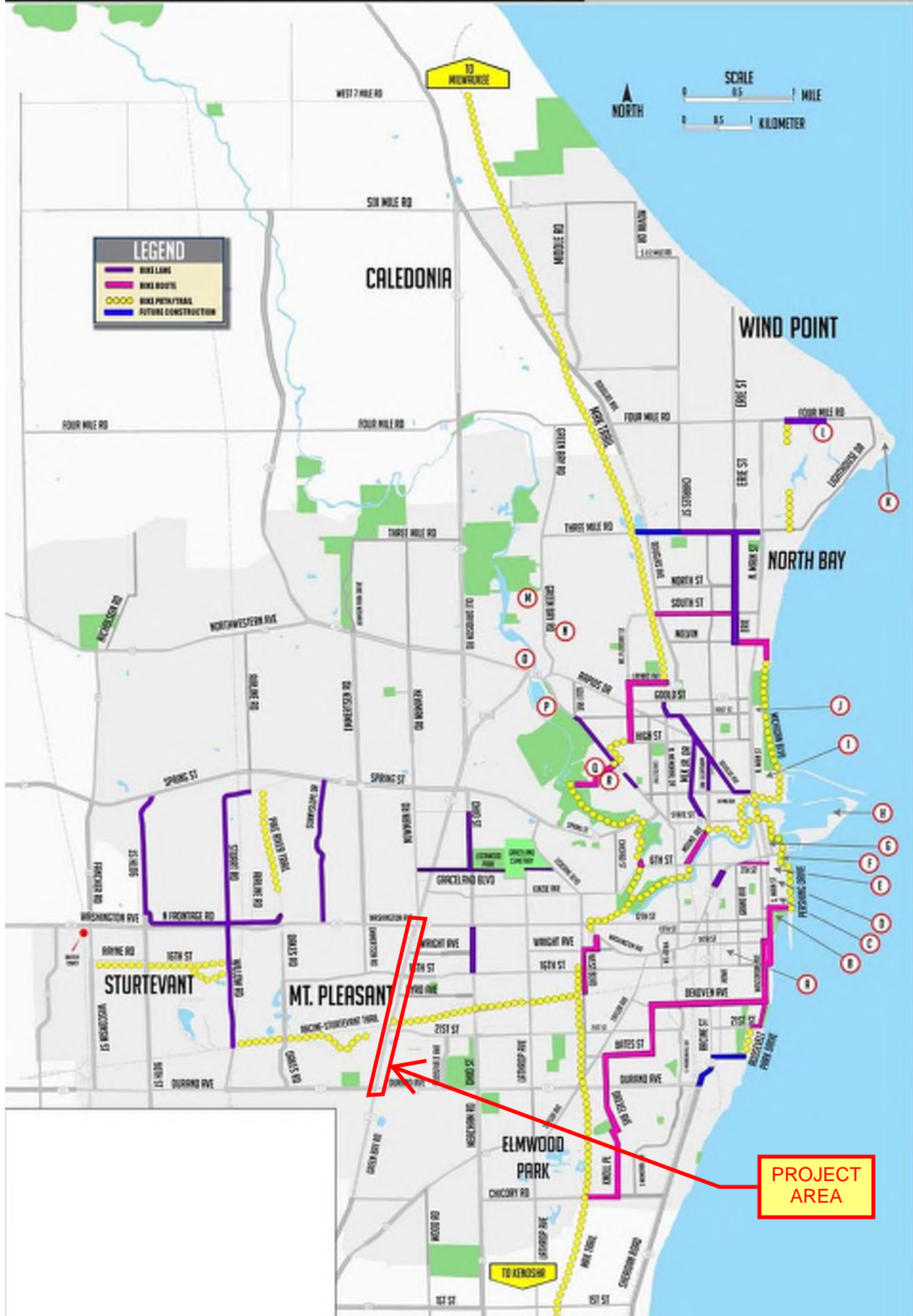
**PROJECT
AREA**



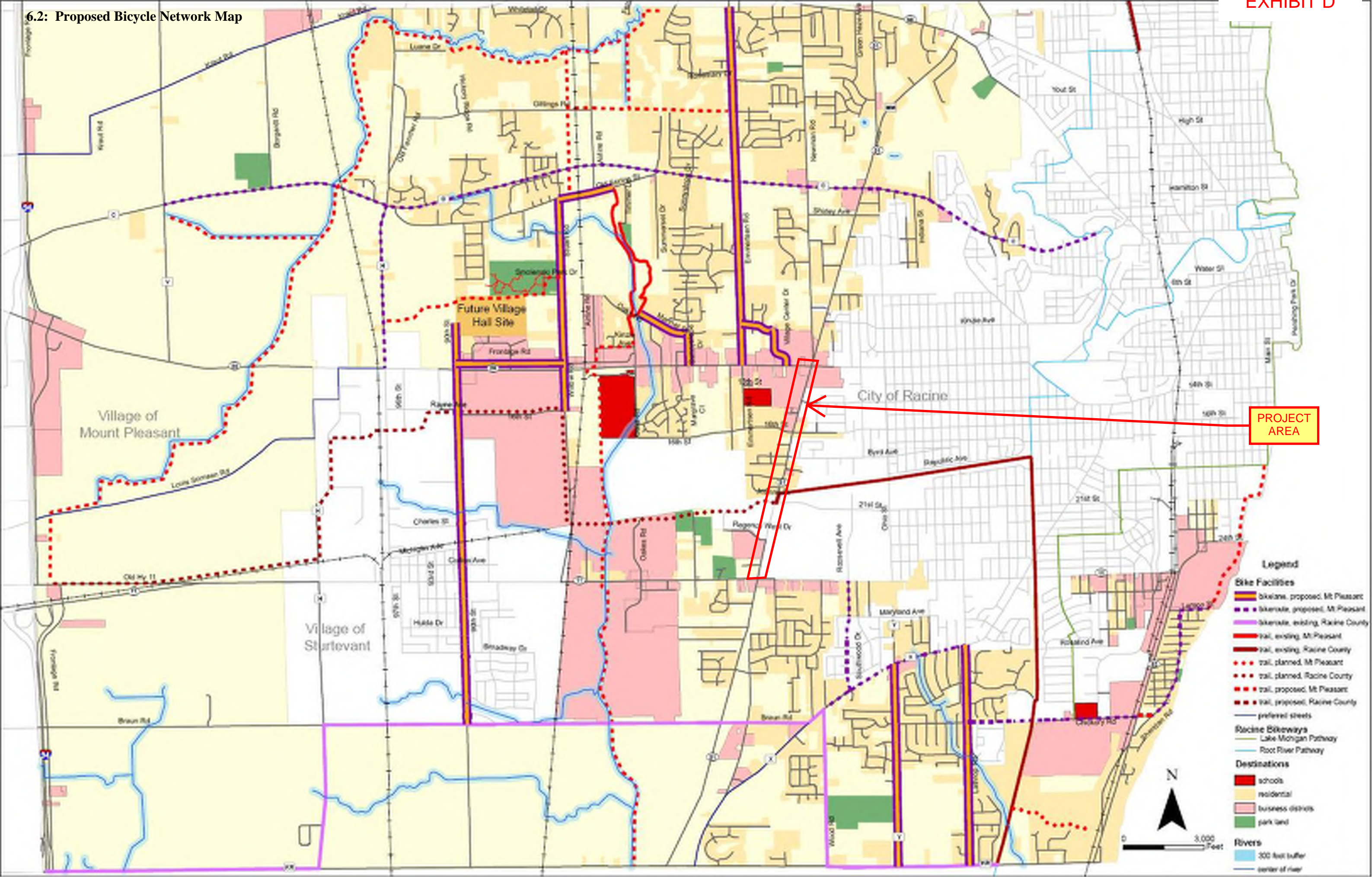
Racine County

Wisconsin Bicycle Map



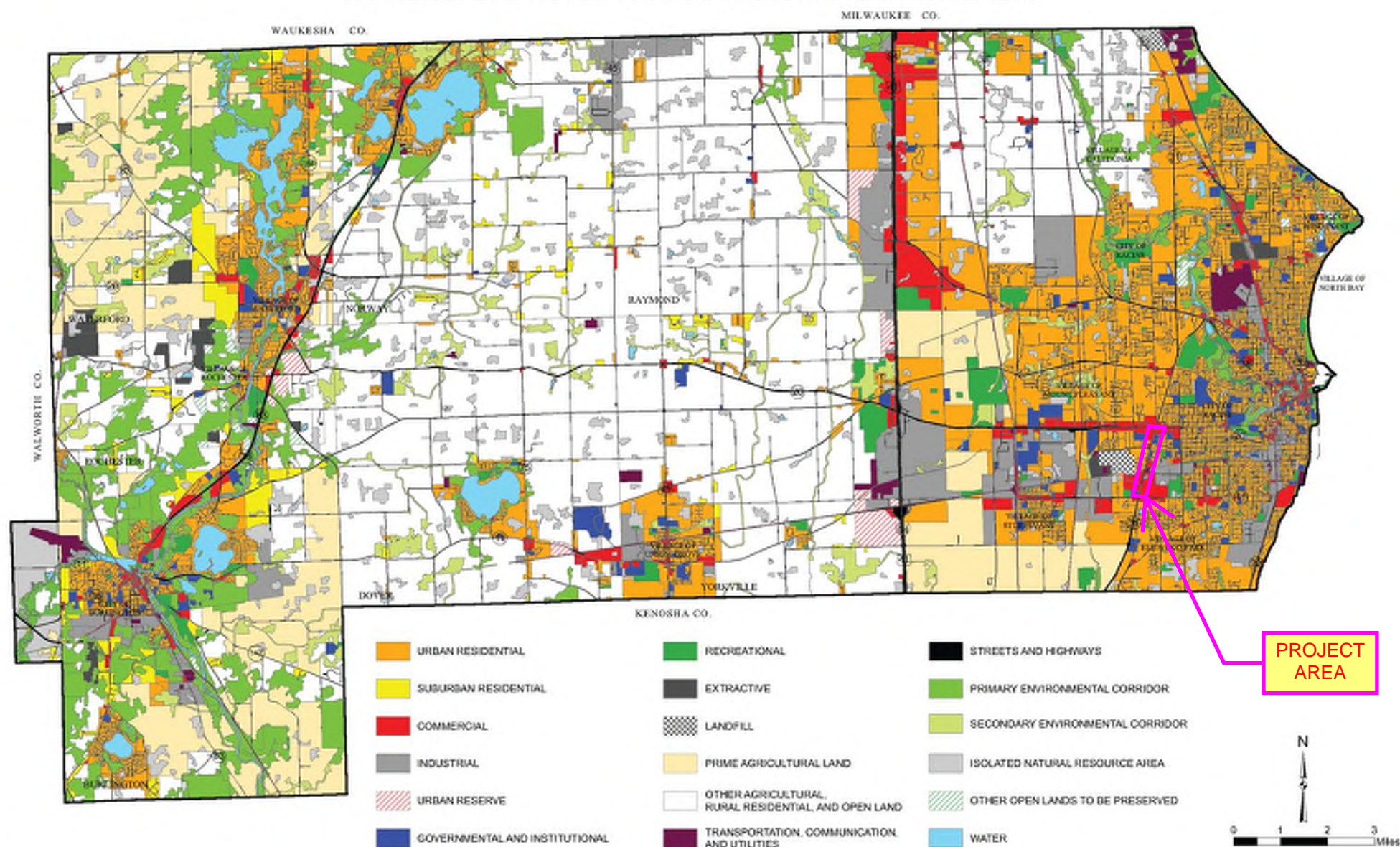


6.2: Proposed Bicycle Network Map



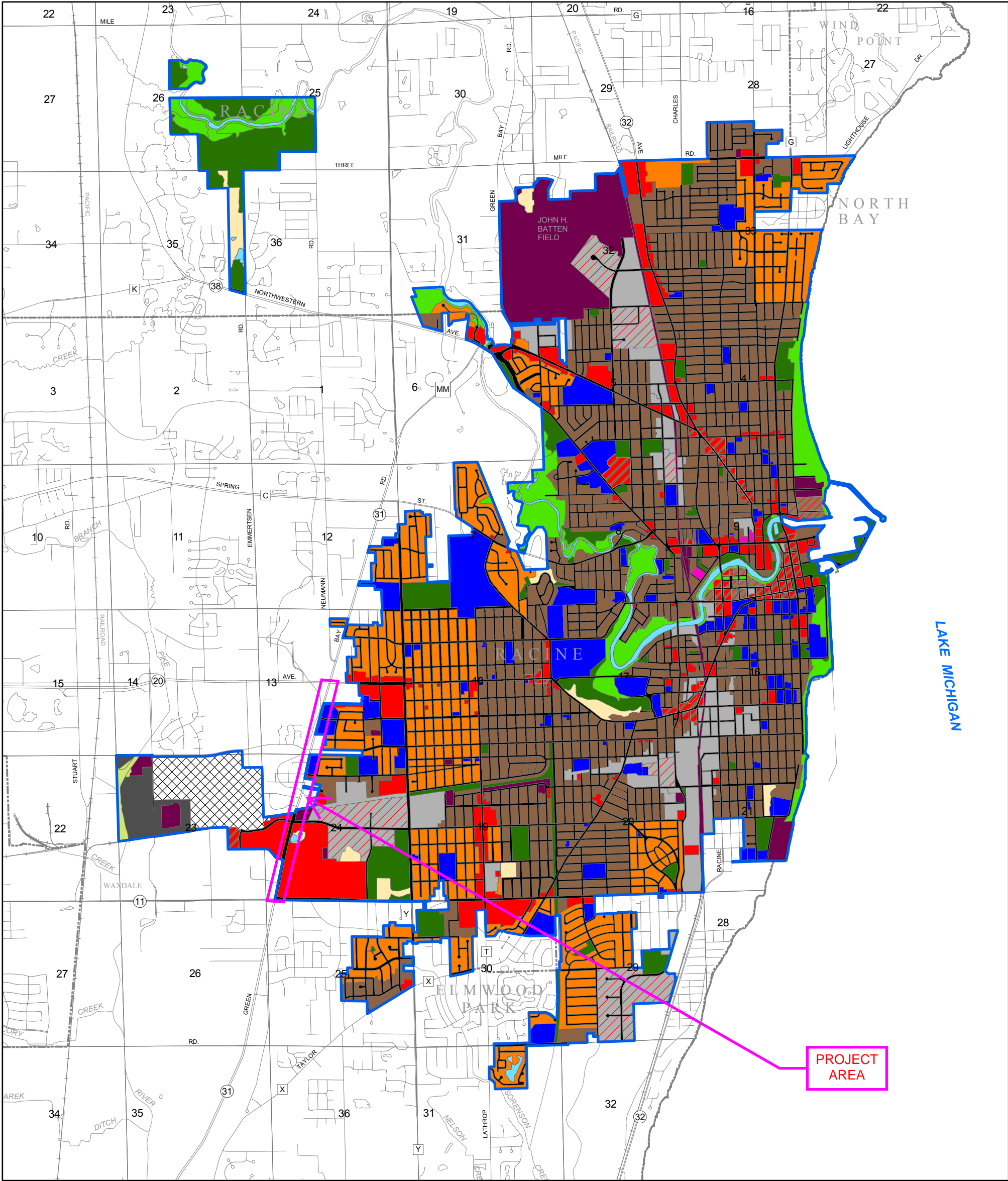
Map IX-1

RECOMMENDED LAND USE PLAN FOR THE RACINE COUNTY PLANNING AREA: 2035

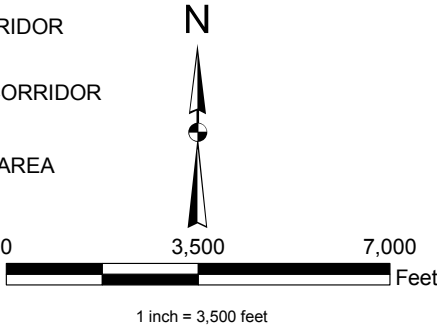


Appendix D
Map 2

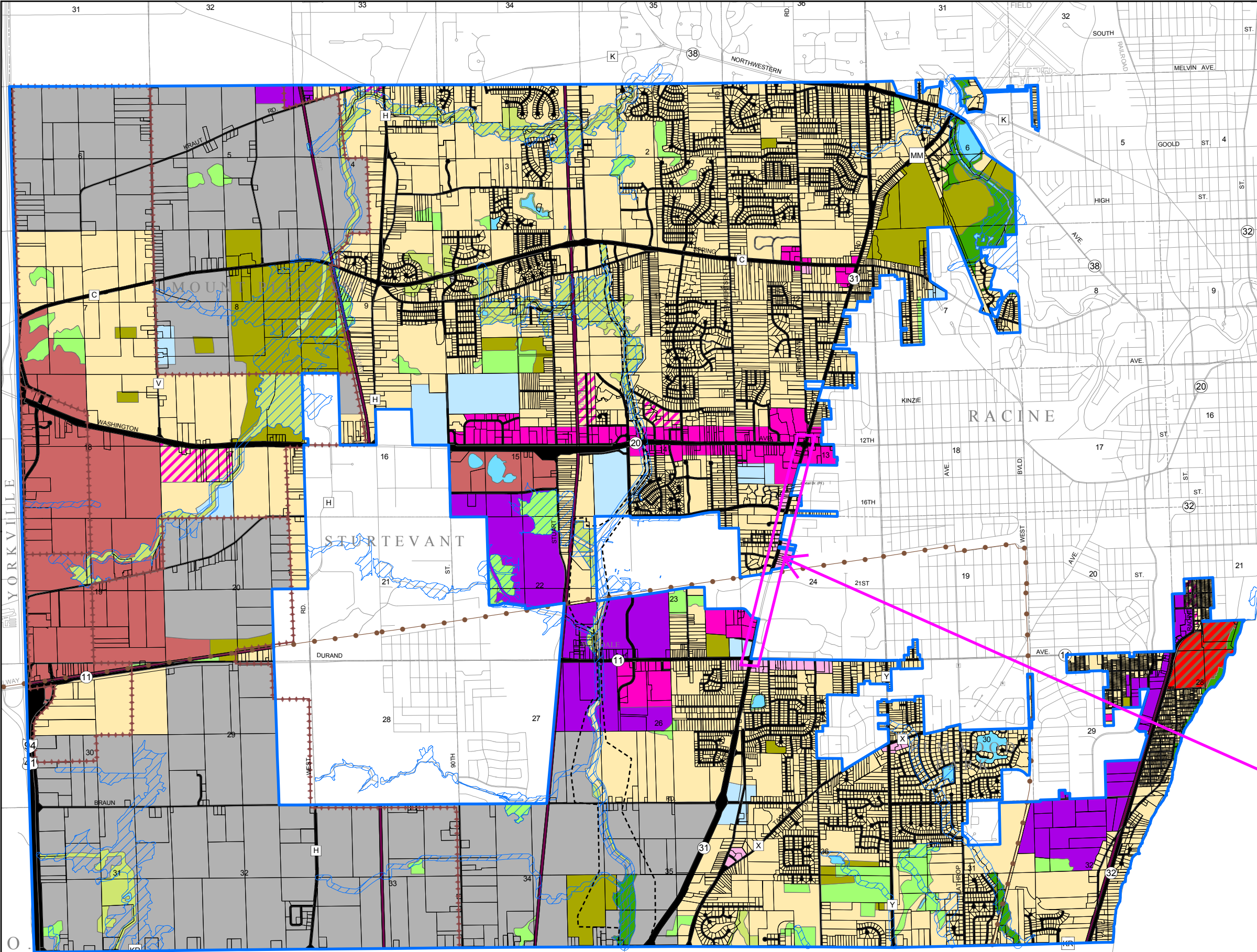
RECOMMENDED LAND USE PLAN FOR THE CITY OF RACINE: 2035



- | | | |
|--|--|----------------------------------|
| MEDIUM DENSITY RESIDENTIAL (6,200 OR MORE SQUARE FEET PER DWELLING UNIT) | INDUSTRIAL/BUSINESS PARK | LANDFILL |
| HIGH DENSITY RESIDENTIAL (LESS THAN 6,200 SQUARE FEET PER DWELLING UNIT) | TRANSPORTATION, COMMUNICATION, AND UTILITIES | PRIMARY ENVIRONMENTAL CORRIDOR |
| MIXED USE - RESIDENTIAL EMPHASIS | STREETS AND HIGHWAYS | SECONDARY ENVIRONMENTAL CORRIDOR |
| COMMERCIAL | GOVERNMENTAL AND INSTITUTIONAL | ISOLATED NATURAL RESOURCE AREA |
| OFFICE PARK | RECREATIONAL | SURFACE WATER |
| MIXED USE-COMMERCIAL AND RESIDENTIAL (COMMERCIAL EMPHASIS) | EXTRACTIVE | CITY BOUNDARY |
| INDUSTRIAL | | |



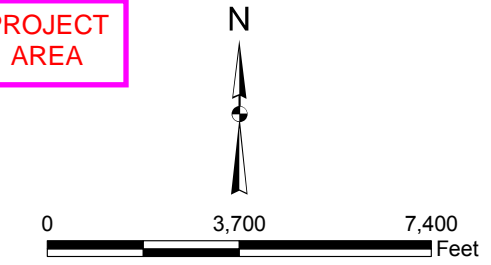
VILLAGE OF MOUNT
PLEASANT LAND USE
PLAN: 2035



- RESIDENTIAL AREAS INCLUDE CHURCHES, MULTI - FAMILY
- PARK, RECREATION, NATURAL AREAS
- INDUSTRIAL
- INSTITUTIONAL, SCHOOL, GOVERNMENT
- BUSINESS PARK
- LIMITED COMMERCIAL & SERVICES
- COMMERCIAL
- MIXED USE - COMMERCIAL AND RESIDENTIAL
- RESIDENTIAL - MIXED/ALT. COLOR SHOWN
- AGRICULTURE, FUTURE USE PER COLOR BOUNDARY SHOWN
- TRANSPORTATION, COMMUNICATION AND UTILITIES
- STREETS AND HIGHWAYS
- FLOODPLAINS *
- PONDS, LAKES, STORM WATER DETENTION

- SEWRPC AREAS**
Southeastern Wisconsin Regional Planning Commission, Waukesha, WI.
- | | |
|----------------------------------|-----------------------------------|
| Primary Environmental Corridor | Prime Agricultural Area |
| Secondary Environmental Corridor | Urban Sewer Service Area Boundary |
| Isolated Natural Area | Parcel Line |

PROJECT
AREA



MAPPING ASSISTANCE AND DATA BY:
S.E.W.R.P.C., Waukesha, WI
RACINE COUNTY LIO, Racine, WI
Michael Silich, Land Information Officer
CRISPELL-SNYDER, INC., Lake Geneva, WI
Nedd Niedermeyer - GIS Manager

* Note: The Pike River floodplain has been modified to show expected levels upon completion of the Pike River Restoration Project. This is not the current floodplain extent nor is it the FEMA boundary.