



CHAPTER 4

INVENTORY OF EXISTING LAND USES AND TRANSPORTATION FACILITIES AND SERVICES

INTRODUCTION

This chapter presents an inventory of the built environment and is divided into two (2) parts: an inventory of historical and existing land uses and an inventory of existing transportation facilities and services. The planning recommendations set forth in the Land Use and Transportation Elements in Chapters 9 and 11, respectively, are directly related to the inventory information presented in this chapter.

PART 1: LAND USE

An Urban Growth Ring Analysis and a Land Use Inventory were used to inventory and monitor urban growth and development in the City of Kenosha. The Urban Growth Ring Analysis delineates the outer limits of concentrations of urban development and depicts the urbanization over the past 150 years. The Land Use Inventory is a more detailed inventory that places all land and water areas in the City of Kenosha into one of 66 land use categories, providing a basis for analyzing specific urban and non-urban land uses. Both the Urban Growth Ring Analysis and the Land Use Inventory for the City of Kenosha have been updated to the year 2000 under the continuing regional planning program. Changes in land use between 2000 and 2007 were also identified and mapped as part of this comprehensive planning process.

Urban Growth Ring Analysis and Historical Urban Growth

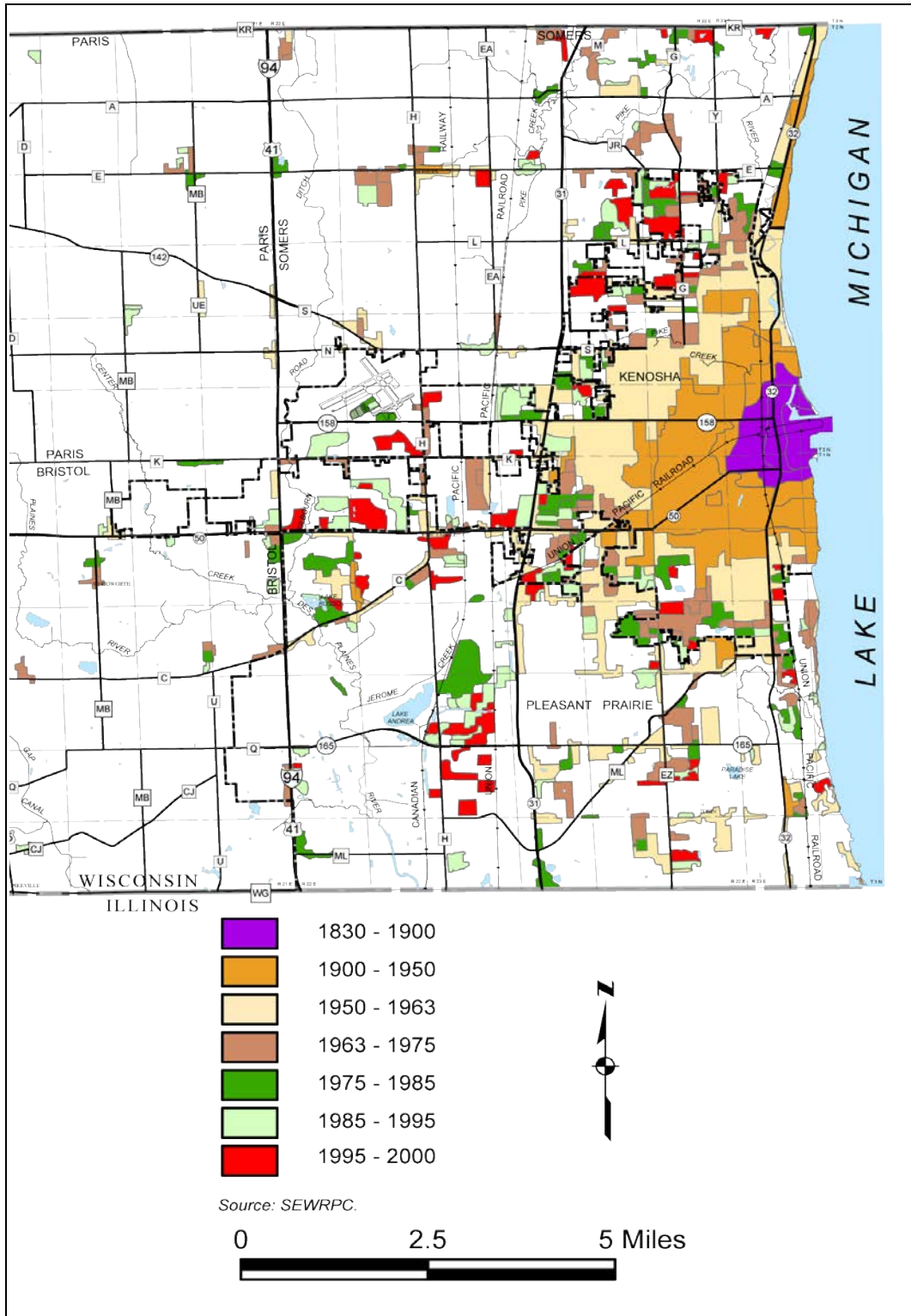
The Urban Growth Ring Analysis shows the historical pattern of urban settlement, growth, and development of the City of Kenosha since 1830 for selected points in time. Areas identified as urban under this time series analysis include portions where residential structures or other buildings were constructed in relatively compact areas, thereby indicating a concentration of residential, commercial, industrial, governmental, institutional, or other urban uses. These areas must be at least five (5) acres in size. In the case of residential uses, such areas must include at least 10 homes over a maximum distance of one-half mile along a linear feature such as a street or lakeshore, or at least 10 homes located in a relatively compact group within a residential subdivision. Uses such as cemeteries, airports, public parks, and golf courses do not meet the criteria as urban land uses because they lack the concentration of buildings or structures required. However, these land uses are identified as urban uses if they are surrounded on at least three (3) sides by urban land uses that do meet the above criteria.

Historical urban growth in the City of Kenosha between 1830 and 2000 is shown on Map 4-1, page 2. Urban growth for the years prior to 1940 was identified using a variety of sources, including the records of local historical societies, subdivision plat records, farm plat maps, U.S. Geological Survey maps, and Wisconsin Geological and Natural History Survey records. Urban growth for the years 1950, 1963, 1975, 1985, 1995, and 2000 was identified using aerial photographs.

The City of Kenosha was originally incorporated as the Village of Southport in 1841, and was incorporated as a City in 1850. The City continued to grow between 1900 and 1950. The period between 1950 through today saw significant growth outward from existing urban areas.

MAP 4-1

HISTORICAL URBAN GROWTH IN THE CITY OF KENOSHA: 1830 – 2000



Source: SEWRPC

Land Use Trends

The number of acres in various land use categories in the City of Kenosha for selected years from 1980 to 2000 is shown on Table 4-1, page 4. Between 1980 and 2000, the amount of land used for urban uses in the City of Kenosha, including residential, commercial, industrial, and transportation uses, increased by about 2,800 acres, from about 8,000 acres to about 11,000 acres, or about 35 percent.

The percentage of land classified as “non-urban” more than doubled between 1980 and 2000. Some of the land developed for urban uses between 1980 and 2000 was converted from agricultural to urban use. The amount of land used for agriculture increased by about 940 acres through annexations. The number of acres in the “open lands” category, that is, lands that are vacant and apparently unused, increased by about 1,100 acres during the same period. Much of the increase in the “open lands” category is likely due to land being taken out of agriculture or annexed, but not converted to another use. The acreage of wetlands, surface waters, and woodland all increased slightly.

Urban Service Areas

Urban service areas are identified in the Regional Land Use Plan based on the sanitary sewer service areas delineated in the Regional Water Quality Management Plan. Urban service areas are currently served, or have the capacity and are eventually planned to be served, by a public sanitary sewer system and public sewage treatment plant. These services allow for relatively dense residential, commercial, and industrial uses, which characterize urban areas. Urban service areas are also typically served by public parks, middle and high schools, and shopping areas. All urban service areas have portions of their areas that do not provide sewer and water services; however, sewer services are planned to be provided to all areas within a sewer service area within a maximum 20-year period. The Greater Kenosha sewer service area includes a small portion of the Town of Paris. Sewer service areas are shown on Map 5-1 in Chapter 5. The City of Kenosha and portions of the Village of Pleasant Prairie and Towns of Bristol and Somers sewer service areas are served by public water supply systems. Remaining areas rely on private water supply systems or private wells as their water source.

Existing Land Uses – Kenosha County

Land uses in 2000 are shown on Map 4-2, page 5, and quantitatively summarized in Table 4-1, page 4. Figure 4-1, page 6, illustrates a comparison of the percentage of land uses in each category. Map 4-2, page 5, reflects the actual use of land in 2000, rather than zoning or future planned land use. Planned land uses are shown in Chapter 9 (Land Use Element). The total acreage in each community reflects 2000 corporate limits, although Map 4-2, page 5, shows 2006 corporate limits.

The existing land use map is based on the SEWRPC Land Use Inventory conducted in 2000. The Land Use Inventory is intended to serve as a relatively precise record of land use for the entire Region. The Land Use Classification System used in the inventory consists of 66 categories and is detailed enough to provide a basis for developing future land use plans. (Appendix 4-1, at the end of this Chapter, identifies each land use category, and indicates how the various categories were grouped to produce Map 4-2, page 5, and Table 4-1, page 4.) Aerial photographs serve as the primary basis for identifying existing land uses, augmented by field surveys as appropriate. The most recent Land Use Inventory was based on aerial photography taken in the spring of 2000. A later section of this chapter identifies major development projects that occurred between 2000 and 2007, in an effort to obtain the most current information available prior to beginning work on the Land Use Element of this plan.

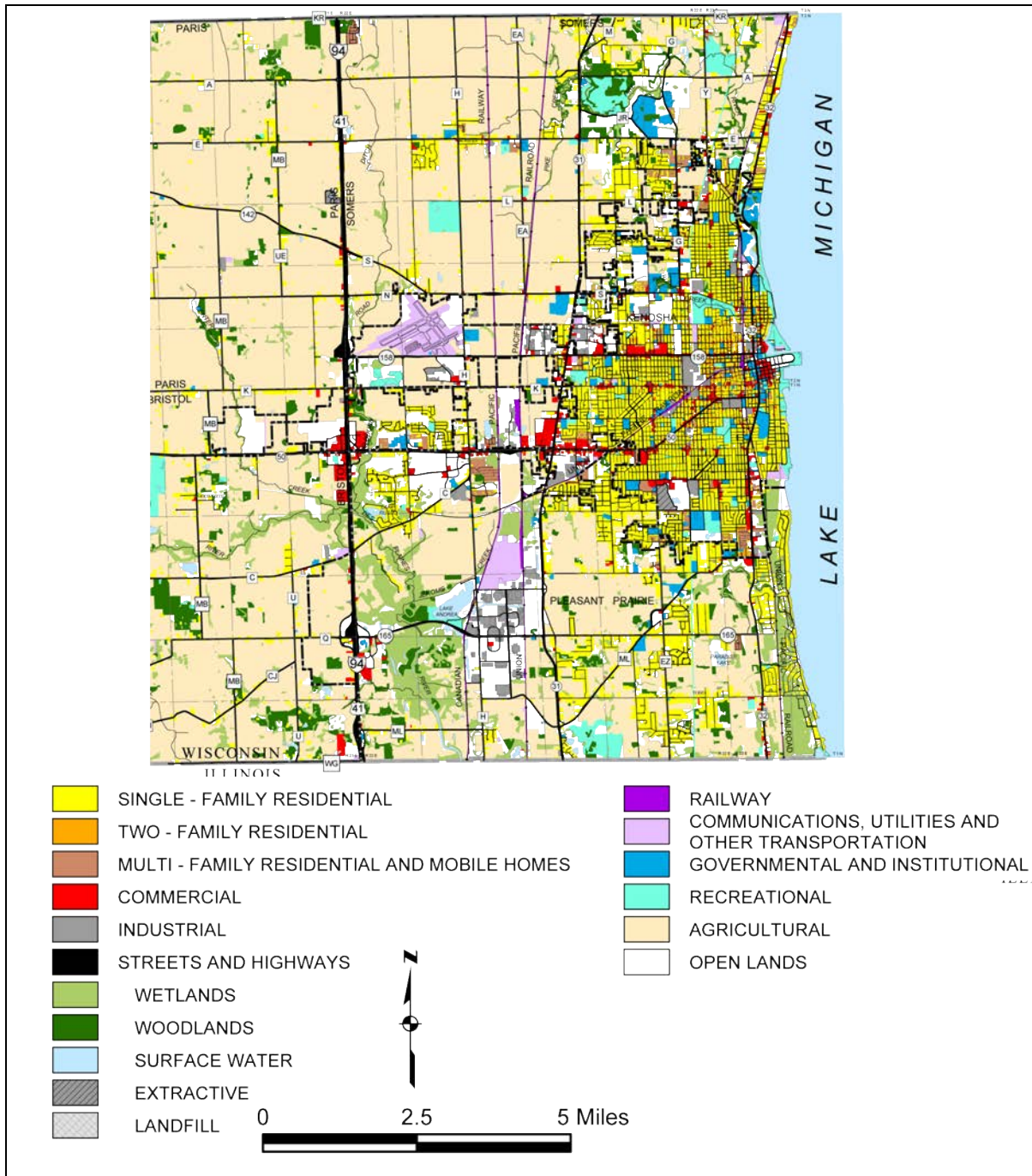
TABLE 4-1
LAND USE TRENDS IN THE CITY OF KENOSHA: 1980 – 2000

Land Use Category	Area (acres)			Change in Area					
	1980	1990	2000a	1980-1990		1990-2000		1980-2000	
				Acres	Percent Change	Acres	Percent Change	Acres	Percent Change
Urban									
Residential									
Single-Family	3,320	3,583	3,973	263	7.9	390	10.9	653	19.7
Two-Family	278	292	304	14	5.0	12	4.1	26	9.4
Multi-Family	218	325	504	107	49.1	179	55.1	286	131.2
Mobile Homes	23	26	52	3	13.0	26	100.0	29	126.1
SUBTOTAL	3,839	4,226	4,833	387	10.1	607	14.4	994	25.9
Commercial	423	543	776	120	28.4	233	42.9	353	83.5
Industrial	621	518	673	-103	-16.6	155	29.9	52	8.4
Transportation, Communications, and Utilities									
Arterial Street Rights-of-Way	395	459	606	64	16.2	147	32.0	211	53.4
Non-arterial Street Rights-of-Way	1,326	1,437	1,765	111	8.4	328	22.8	439	33.1
Railroad Rights-of-Way	79	161	151	82	103.8	-10	-6.2	72	91.1
Communications, Utilities, and Other Transportation	257	580	624	323	125.7	44	7.6	367	142.8
SUBTOTAL	2,057	2,637	3,146	580	28.2	509	19.3	1,089	52.9
Governmental and Institutional	669	696	803	27	4.0	107	15.4	134	20.0
Recreational	462	484	683	22	4.8	199	41.1	221	47.8
URBAN SUBTOTAL	8,071	9,104	10,914	1,033	12.8	1,810	19.9	2,843	35.2
Non-Urban									
Natural Resource Areas									
Woodlands	59	125	118	66	111.9	-7	-5.6	59	100.0
Wetlands	57	201	268	144	252.6	67	33.3	211	370.2
Surface Water	84	84	109	0	0.0	25	29.8	25	29.8
SUBTOTAL	200	410	495	210	105.0	85	20.7	295	147.5
Agricultural	690	2,279	1,633	1,589	230.3	-646	-28.3	943	136.7
Extractive	0	60	59	60	---	-1	-1.7	59	---
Landfills	0	0	0	0	---	0	---	0	---
Open Lands	1,001	1,934	2,089	933	93.2	155	8.0	1,088	108.7
NON-URBAN SUBTOTAL	1,891	4,683	4,276	2,792	147.6	-407	-8.7	2,385	126.1
TOTAL	9,962	13,787	15,190	3,825	38.4	1,403	10.2	5,228	52.5

a As part of the Regional Land Use Inventory for the year 2000, the delineation of existing land use was referenced to real property boundary information not available for prior inventories. This change increases the precision of the Land Use Inventory and makes it more usable to public agencies and private interests throughout the Region. As a result of the change, however, year 2000 Land Use Inventory data are not strictly comparable with data from the prior inventories. At the county level, the most significant effect of the change is to increase the transportation, communication, and utilities category due to the use of actual street and highway rights-of-way as part of the 2000 Land Use Inventory, as opposed to the use of narrower estimated rights-of-way in prior inventories. This treatment of streets and highways generally diminishes the area of adjacent land uses traversed by those streets and highways in the 2000 Land Use Inventory relative to prior inventories.

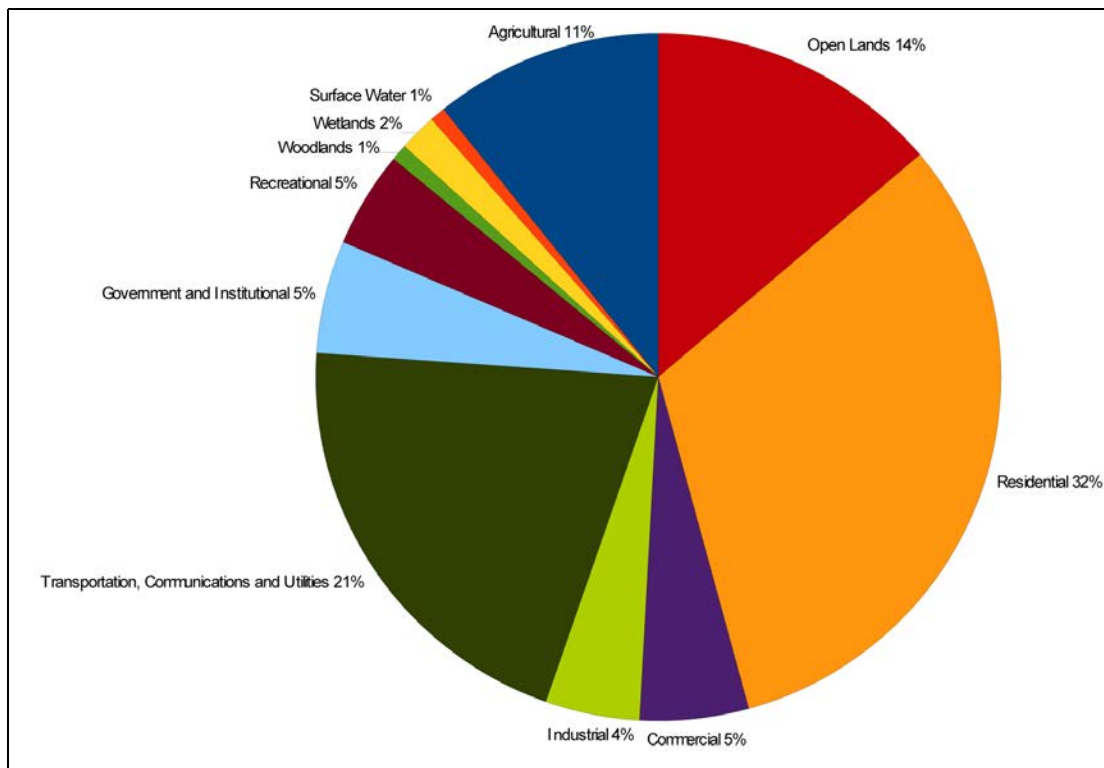
Source: SEWRPC

MAP 4-2
 LAND USES IN KENOSHA COUNTY: 2000



Source: SEWRPC 2000 Land Use Inventory

**FIGURE 4-1
LAND USES IN CITY OF KENOSHA**



Urban Land Uses

Urban land uses consist of residential; commercial; industrial; governmental and institutional; and transportation, communication, and utility uses. As indicated in Table 4-2, page 7, and on Map 4-2, page 5, urban land uses encompassed about 10,914 acres, or about 72 percent of the City of Kenosha in 2000.

Residential

Residential land comprised the largest urban land use category, encompassing 4,833 acres, or about 44 percent of all urban land and about 32 percent of the total City in 2000. The Land Use Inventory identifies single-family, two-family, and multi-family structures and mobile homes. Single-family homes occupied 3,973 acres or about 26 percent of the City of Kenosha in 2000. Of the land developed for residential uses, about 82 percent consisted of single-family homes, about six (6) percent consisted of two-family dwellings, and about 10 percent consisted of multi-family dwellings (three (3) or more dwellings in a building). Mobile homes occupied about 52 acres, or less than one (1) percent of the City of Kenosha.

TABLE 4-2
LAND USES IN THE CITY OF KENOSHA: 2000

Land Use Category ^a	Acres	Percent of Subtotal (Urban or Non-urban)	Percent of Total
Urban			
Residential			
Single-Family ^b	3,973	36.4	26.2
Two-Family	304	2.8	2.0
Multi-Family	504	4.6	3.3
Mobile Homes	52	0.5	0.3
SUBTOTAL	4,833	44.3	31.8
Commercial	776	7.1	5.1
Industrial	673	6.2	4.4
Transportation, Communications, and Utilities			
Arterial Street Rights-of-Way	606	5.5	4.0
Non-arterial Street Rights-of-Way	1,765	16.2	11.6
Railroad Rights-of-Way	151	1.4	1.0
Communications, Utilities, and Other Transportations ^c	624	5.7	4.1
SUBTOTAL	3,146	28.8	20.7
Governmental and Institutional ^d	803	7.4	5.3
Recreational ^e	683	6.2	4.5
URBAN SUBTOTAL	10,914	100.0	71.8
Non-urban			
Natural Resource Areas			
Woodlands	118	2.8	0.8
Wetlands	268	6.3	1.8
Surface Water	109	2.5	0.7
SUBTOTAL	495	11.6	3.3
Agricultural	1,633	38.2	10.7
Extractive	59	1.4	0.4
Open Lands ^f	2,089	48.8	13.8
NON-URBAN SUBTOTAL	4,276	100.0	28.2
TOTAL	15,190	----	100.0

a Parking included in associated use.

b Includes farm residences and land under development for single-family residential uses. Other farm buildings are included in the agricultural land use category.

c "Other Transportation" includes bus depots, airports, truck terminals, and transportation facilities not classified as street or railroad rights-of-way.

d Includes public and private schools, government offices, police and fire stations, libraries, cemeteries, religious institutions, hospitals, nursing homes, and similar facilities.

e Includes only that land which is intensively used for recreational purposes.

f Open lands includes lands in rural areas that are not being farmed; land under development, except for single-family residential uses; and other lands that have not been developed including residual lands or outlots attendant to existing urban development that are not expected to be developed.

Source: SEWRPC 2000 Land Use Inventory.

Commercial

Commercial land encompassed about 776 acres or about seven (7) percent of all urban land and about five (5) percent of the total City of Kenosha in 2000. Commercial development is concentrated in the urban service areas. The City of Kenosha has a central business district with concentrations of commercial development ranging from retail and service establishments to offices. Commercial development, including retail and service establishments and offices, are also located along highways and arterial streets in the City of Kenosha.

Industrial

Industrial land encompassed about 673 acres, or about six (6) percent of all urban land and about four (4) percent of the total City of Kenosha in 2000. Much of the industrial land in the City of Kenosha is concentrated in business and industrial parks. Business and industrial parks and other areas with concentrations of industrial land are located adjacent to arterial streets and highways to allow for good trucking and freight access. Large industrial parks in the City of Kenosha (100 acres or larger) include the Business Park of Kenosha and Kenosha Industrial Park. A complete inventory of industrial parks is included in the Economic Development Element (Chapter 13).

Transportation, Communication, and Utilities

Land used for transportation, utilities, and communications facilities comprised the second largest urban land use category in 2000. These uses encompassed about 3,146 acres, or about 29 percent of all urban land and about 21 percent of the total City of Kenosha. Streets and highways encompassed about 2,371 acres, or about 16 percent of the City of Kenosha, and railroad right-of-ways encompassed about 151 acres, or about one (1) percent of the City of Kenosha. A description of highway and street classifications is provided in Part 2 of this chapter on page 12. Part 2 also includes a description of bus, airport, rail, and other transportation facilities and services.

In 2000, land used for communication facilities and utilities encompassed about 624 acres, or less than one (1) percent of the total City of Kenosha. There are three (3) power plants near the City of Kenosha, one (1) located in the Village of Pleasant Prairie and two (2) in the Town of Paris. The Pleasant Prairie Power Plant is owned by WE Energies and uses coal as its source of fuel. The Paris Generating Station, also owned by WE Energies, uses natural gas as its source of fuel. The Pheasant Run Recycling and Disposal Facility in the Town of Paris also includes a power plant, which converts landfill gas into energy. A complete inventory of utility services is provided in Chapter 5.

Governmental and Institutional

Land used for government and institutional uses encompassed about 803 acres, or about seven (7) percent of all urban land and less than five (5) percent of the City of Kenosha in 2000. Governmental and institutional lands in the City of Kenosha generally accommodate the County Courthouse, County Administration Building, and Municipal Office Building; post offices; public and private schools; libraries; colleges; hospitals and other special medical centers; and cemeteries. Information about these community facilities is presented in Chapter 5.

Recreational

Intensively used recreational land encompassed about 683 acres, or about six (6) percent of all urban land and about four (4) percent of the total City of Kenosha in 2000. Intensive recreational land includes only parks or portions of parks that have been developed with facilities such as playgrounds, major trails, tennis courts, baseball diamonds, soccer fields, and other playfields. A complete inventory of park and open space sites, including name and total acres in each site, is included in Chapter 3.

Non-Urban Land Uses

Non-urban land uses consist of agricultural lands; natural resource areas, including surface waters, wetlands, and woodlands; extractive sites; landfills; and unused land. As indicated in Table 4-2, page 7, and on Map 4-2, page 5, non-urban land uses encompassed about 4,276 acres, or about 28 percent of the City of Kenosha in 2000. Figure 4-1, page 6, illustrates a comparison of these uses.

Agricultural Lands

Agricultural land encompassed 1,633 acres, or about 38 percent of non-urban land uses and 11 percent of the total City of Kenosha. Much of the existing agricultural land is outside the urban service areas. Agricultural lands include all croplands, pasture lands, orchards, nurseries, and nonresidential farm buildings. A more detailed inventory of agricultural land in the City of Kenosha is included in Chapter 3.

Natural Resource Areas

Natural resource areas, consisting of surface water, wetlands, and woodlands, combined to encompass 495 acres, or about 12 percent of non-urban land uses and about three (3) percent of the total City of Kenosha in 2000. A complete inventory of natural resource areas is included in Chapter 3.

Extractive Sites and Landfills

Extractive sites¹ encompassed about 59 acres, or one (1) percent of non-urban land uses and less than one (1) percent of the total City of Kenosha in 2000. There is one (1) landfill site located near the City of Kenosha in 2000. The largest of these is the Pheasant Run Recycling and Disposal Facility in the Town of Paris, owned and operated by Waste Management. More detailed information about solid waste management facilities is presented in Chapter 5. Information on former landfills is provided in Chapter 9, and data on contaminated sites is provided in Chapter 13.

Open Lands

Open lands encompassed about 2,089 acres, or about 49 percent of non-urban land and about 14 percent of the total City of Kenosha in 2000. Open lands include lands in rural areas that are not being farmed, and other lands that have not been developed. Examples of lands in the latter category include undeveloped portions of park sites, excess transportation rights-of-way, lots that have been platted but not yet developed, subdivision outlots, and undeveloped portions of commercial and industrial lots.

Recent Development (2000 to 2007)

The City of Kenosha Comprehensive Plan must look ahead at least twenty years to ensure adequate supplies of land for urban and non-urban land uses. To ensure that future planning reflects land use development that has occurred to date, the 2000 Land Use Inventory was supplemented by identifying major development projects that occurred between 2000 and 2007, based on the 2005 aerial photographs produced by SEWRPC, field checks, and consultation with local officials and staff. Subdivision and condo plats and certified survey maps recorded with the County between 2000 and 2007 were also used to update existing land use information.

Recent Residential Development

Map 4-3, page 10, shows the locations of residential development activity in the City of Kenosha between 2000 and 2007. The map shows areas that have been developed or subdivided for residential development, including subdivision plats that were recorded with the Kenosha County Register of Deeds from 2000 through 2007. The locations of recent multi-family developments are also shown. Table 4-3, page 11, lists residential subdivisions recorded with the County from 2000 through 2007.

Other Recent Development

Between 2000 and 2007 there were several major non-residential development projects that occurred within the City of Kenosha, including the following projects:

- Continued development of the Harbor Park project in Downtown Kenosha, including completion of the Kenosha Public Museum, and elements of Pike Creek Plaza.
- The Mahone Middle School located at 6900 60th Street.
- The YMCA Callahan Family Branch at 7101 53rd Street.

¹ For purposes of the Regional Land Use Inventory, an extractive site is defined as an open pit from which stone, sand, gravel, or fill is extracted. Such areas are also referred to as non-metallic mining sites.

- New manufacturing and industrial developments in the Business Park of Kenosha just south of the Kenosha Regional Airport.
- New commercial developments at the intersection of IH 94 and STH 50.
- Strawberry Creek Golf Course located along 75th Street west of IH 94.
- Kenosha Area Transit garage and maintenance facility located at 4303 39th Avenue.

MAP 4-3

MAJOR RESIDENTIAL DEVELOPMENT IN KENOSHA COUNTY: 2000 – 2007

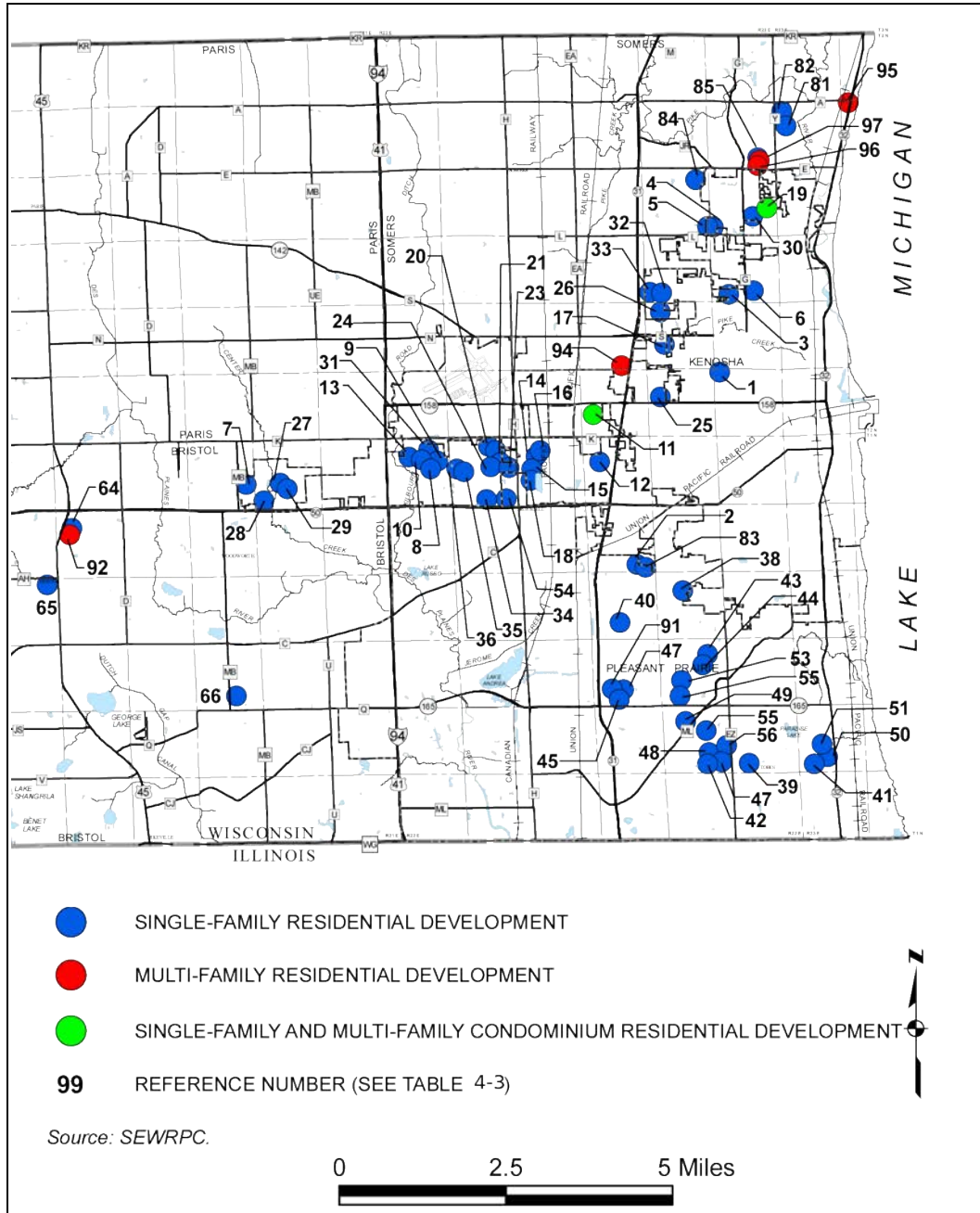


TABLE 4-3
RESIDENTIAL SUBDIVISIONS IN THE CITY OF KENOSHA: 2000 – 2007

No. on Map 4-3	Name of Single-Family Subdivision	No. of Lots	Size (Gross Acres)	Density ^a
1	45 th Street Station Estates	20	3.7	5.46
2	Bradford Estates	62	24.6	2.52
3	Cavanagh Court Subdivision	27	13.8	1.96
4	Cavanagh Court West	17	8.9	1.90
5	Fireside Estates	18	6.6	2.71
6	Forest Meadow Subdivision	15	4.9	3.06
7	Heritage Heights	101	39.9	2.53
8	Horizons at Whitecaps – Phase 1	59	43.8	1.35
9	Horizons at Whitecaps – Phase 2	75	23.6	3.18
10	Horizons at Whitecaps – Phase 3	53	16.0	3.31
11	Indian Trail Estates ^b	70	30.9	2.27
12	Indian Trail Plaza	6	66.1	0.09
13	Kilbourn Woods	98	71.4	1.37
14	Leona's Rolling Meadows	88	76.1	1.16
15	Leona's Rolling Meadows – Addition No. 1	27	10.0	2.71
16	Leona's Rolling Meadows – Addition No. 2	76	26.9	2.83
17	Meadows Height Subdivision	27	8.4	3.21
18	Neuvillage	49	16.4	3.00
19	North Pointe Subdivision ^c	68	22.3	3.05
20	Parkview Heights	38	15.2	2.50
21	Peterson's Golden Meadows	86	31.0	2.78
22	Peterson's Golden Meadows – Addition No. 1	70	21.0	3.33
23	Peterson's Golden Meadows South	65	24.9	2.61
24	Peterson's Golden Meadows South – Addition Number 1	11	4.9	2.26
25	Peterson's Golden Meadows South – Addition Number 2	105	30.4	3.46
26	Stone Creek Subdivision	112	68.8	1.63
27	Strawberry Creek	16	320.9	0.05
28	Strawberry Creek – Addition 1	120	36.2	3.31
29	Strawberry Creek – Addition 2	62	25.9	2.40
30	The Meadows at Hunter's Ridge	51	23.7	2.15
31	Tyler's Ridge	154	57.6	2.67
32	Walnut Grove – Addition No. 1	36	13.6	2.65
33	Walnut Grove – Addition No. 2	28	15.0	1.86
34	Whitecaps Unit 10	50	12.0	4.18
35	Whitecaps Unit 11	65	17.2	3.78
36	Whitecaps Unit 12	49	11.6	4.24
TOTAL = 36 Single-Family Subdivisions		2,074	1,244.2	1.67

No. on Map 4-3	Name of Multi-Family Subdivision/Condominium Plat	No. of Lots	Size (Gross Acres)	Density ^d
11	Indian Trail Estates ^b	112	13.5	8.3
19	North Pointe Subdivision ^c	85	7.6	11.18
TOTAL = 2 Multi-Family Subdivisions/Condominiums		197	21.1	9.34

Note: Includes subdivisions recorded by plat between 2000 and 2007.

^a Homes per gross acre.

b Indian Trail Estates includes 70 single-family lots encompassing 30.9 acres and two (2) lots containing condominiums encompassing an additional 13.5 acres.

c North Pointe Subdivision includes 68 single-family lots encompassing 22.3 acres, two (2) outlots containing condominiums encompassing an additional 7.6 acres, and a third outlot encompassing 9.0 acres occupied by a church.

d Units per gross acre.

Source: City of Kenosha and SEWRPC.

PART 2: TRANSPORTATION FACILITIES AND SERVICES

This section presents inventories of the existing transportation system in the City of Kenosha. 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 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 section. Information on rail, harbors, and airport services is also provided.

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 land access 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 Plan² 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 11-6 in Chapter 11 shows the arterial street and highway system recommended by the Regional Transportation System Plan.

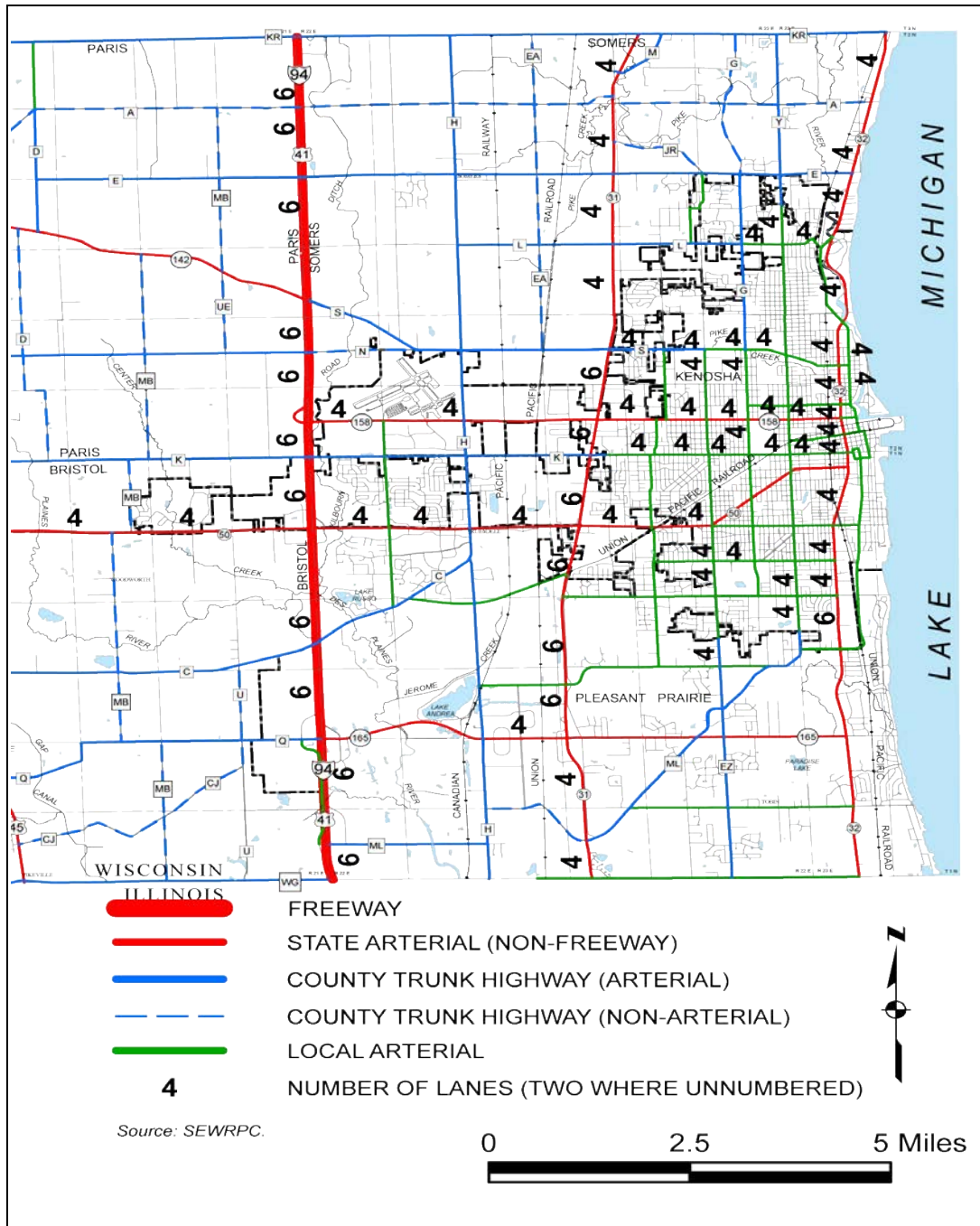
In addition to their functional classification, arterial streets and highways are also classified by the unit of government that has responsibility, or jurisdiction, over the facility. The Wisconsin Department of Transportation (WisDOT) has jurisdiction over the State trunk highway system, Kenosha County has jurisdiction over the County trunk highway system, and the City of Kenosha has jurisdiction over local arterial streets within the City. Arterial streets and highways in the City of Kenosha in 2006, categorized by jurisdiction, are shown on Map 4-4, page 13.

The State trunk highway system, which includes Interstate Highways, 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 Kenosha County and between Kenosha County and other counties or states. County trunk highways (CTH) should form an integrated system with State highways and principally serve traffic between communities in the County and land uses of countywide

² 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 .

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 City of Kenosha.

MAP 4-4
ARTERIAL STREETS AND HIGHWAYS IN KENOSHA COUNTY: 2006



Collector and Land Access Streets

The primary function of land access 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 land access 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 land access streets are generally uniform throughout the City of Kenosha compared to arterial streets whose widths and cross-sections vary based on anticipated traffic loads.

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 surface evaluation and rating) is the most commonly used method in Wisconsin.

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 Kenosha County section 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 (1) to two (2) mile intervals along IH 94 in Kenosha County.

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 (1) variable message sign in Kenosha County, located along the northbound lane of IH 94 at CTH C in the Village of Pleasant Prairie.

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, prior to arrival by a first responder. In Kenosha County, the freeway service patrol is known as the Gateway Patrol. Gateway Patrol involves four (4) vehicles under contract with the Wisconsin Department of Transportation. The Gateway Patrol Vehicles are tow vehicles which have been painted bright lime green for better visibility at night and during inclement weather. The Gateway Patrol operates on IH 94 in Kenosha County.

There are also four (4) closed-circuit television cameras along IH 94 in Kenosha County, 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.

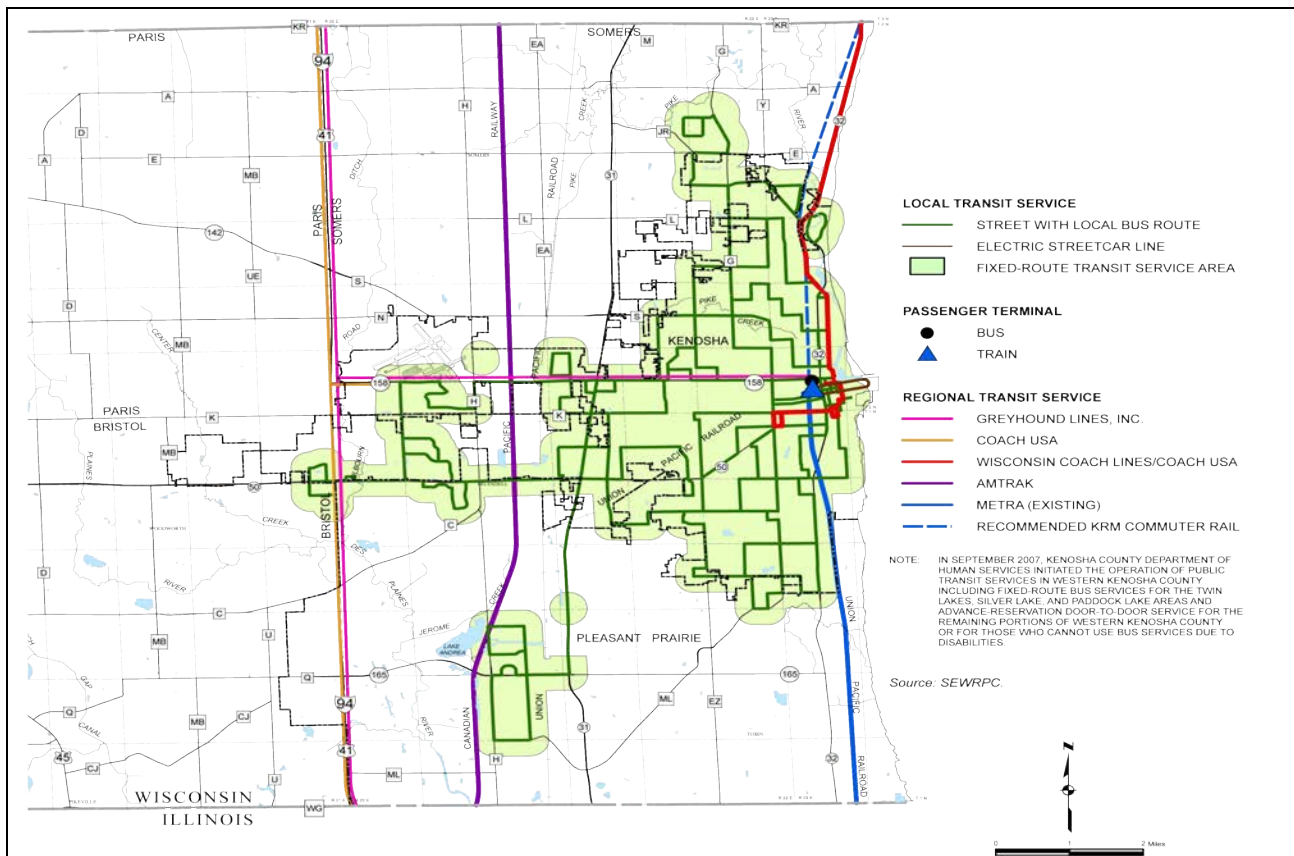
Public Transportation

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 two (2) categories:

- Intercity or 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 within and between large urban areas. The City of Kenosha 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.

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 4-5 shows existing public transit services provided in the City of Kenosha in 2006.

**MAP 4-5
PUBLIC TRANSIT SERVICE IN KENOSHA COUNTY: 2006**



Interregional Public Transportation

Rail, bus, ferry, and airline carriers provide the City of Kenosha 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 in the north shore suburbs of northeastern Illinois. 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. 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 boardings and alighting 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 alighting. 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 alighting. 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 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 not operating on Sundays or holidays. Currently, there are no stops within the County; the nearest stop is located in the Village of Sturtevant in Racine County, which is served by all Milwaukee-Chicago Amtrak trains.

Bus Service

Intercity bus service in the City of Kenosha is provided by Coach USA and Greyhound Lines. Coach USA operates two (2) intercity bus routes serving the City of Kenosha. The Airport Express route provides service over IH 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 IH 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 Kenosha (at the METRA passenger terminal in downtown Kenosha). 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 is available between Milwaukee and Muskegon, Michigan. The ferry service operates in the months of May through October of each year.

Commercial Air Service

There are no airports in the City of Kenosha providing public commercial (passenger) air service. 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 City of Kenosha 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.

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

Local Transit: Fixed-Route

Local transit in the Kenosha 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 4-5, page 15. The transit system includes seven (7) regular, numbered bus routes, radial in design and emanating from downtown Kenosha, with direct, non-transfer service from the downtown area to all portions of the City and its immediate environs, including the University of Wisconsin-Parkside. 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 the Factory Outlet Center in the Town of Bristol, LakeView Corporate Park and the Shoppes of Prairie Ridge in the Village of Pleasant Prairie, and Indian Trail Academy and various City of Kenosha industrial parks. 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 ten (10) routes between 2:30 and 4:30 p.m. on schooldays. 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.

Since 2000, Kenosha Area Transit has also operated a 1.7-mile streetcar loop in the downtown central business district. The electric streetcar line connects the central transfer terminal for the bus routes, the METRA commuter rail station, the Kenosha central business district, and the HarborPark residential development. The fare is \$0.50 per trip for all passengers. The Kenosha streetcar, which includes five (5) historic streetcars originally built in 1951 and re-manufactured and re-bodied in 1991, has become one (1) of the area's top tourist attractions.

Kenosha Area Transit ridership levels between 2002 and 2006 are set forth in Table 4-4, page 18. 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 six (6) percent. 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. The number of riders increased by 1.4 percent between 2005 and 2006.

TABLE 4-4
CITY OF KENOSHA TRANSIT SYSTEM RIDERSHIP: 2002 – 2006

Year	Annual Revenue Passengers	No. 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 the City of Kenosha 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 (7) days a week depending upon volunteer availability. This service requires 48 hours advance notice and provides rides for medical appointments, shopping, and personal business.

Private-for-Profit Providers

There are several private for profit companies that provide transportation services to and from medical facilities. They include:

- *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 (7) 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 (7) days a week from 5:00 a.m. to 10:00 p.m.

Bicycle and Pedestrian Facilities

Bikeways

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 rights-of-way, public parks, along rivers or streams, or may serve as short connectors between residential areas and commercial or public facilities.

Bikeways in the City of Kenosha and surrounding area east of I-94, shown on Map 4-6, page 20, totaled about 16.5 miles. The longest bikeway providing access to the City of Kenosha in the County is the Kenosha County Bicycle Trail, which extends eight (8) miles north to south through the Village of Pleasant Prairie 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 (2) segments. The northern segment, now a WE Energies power line 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. The three-mile southern segment, owned by Kenosha County, extends from 89th Street in the City of Kenosha through the Village of Pleasant Prairie 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.

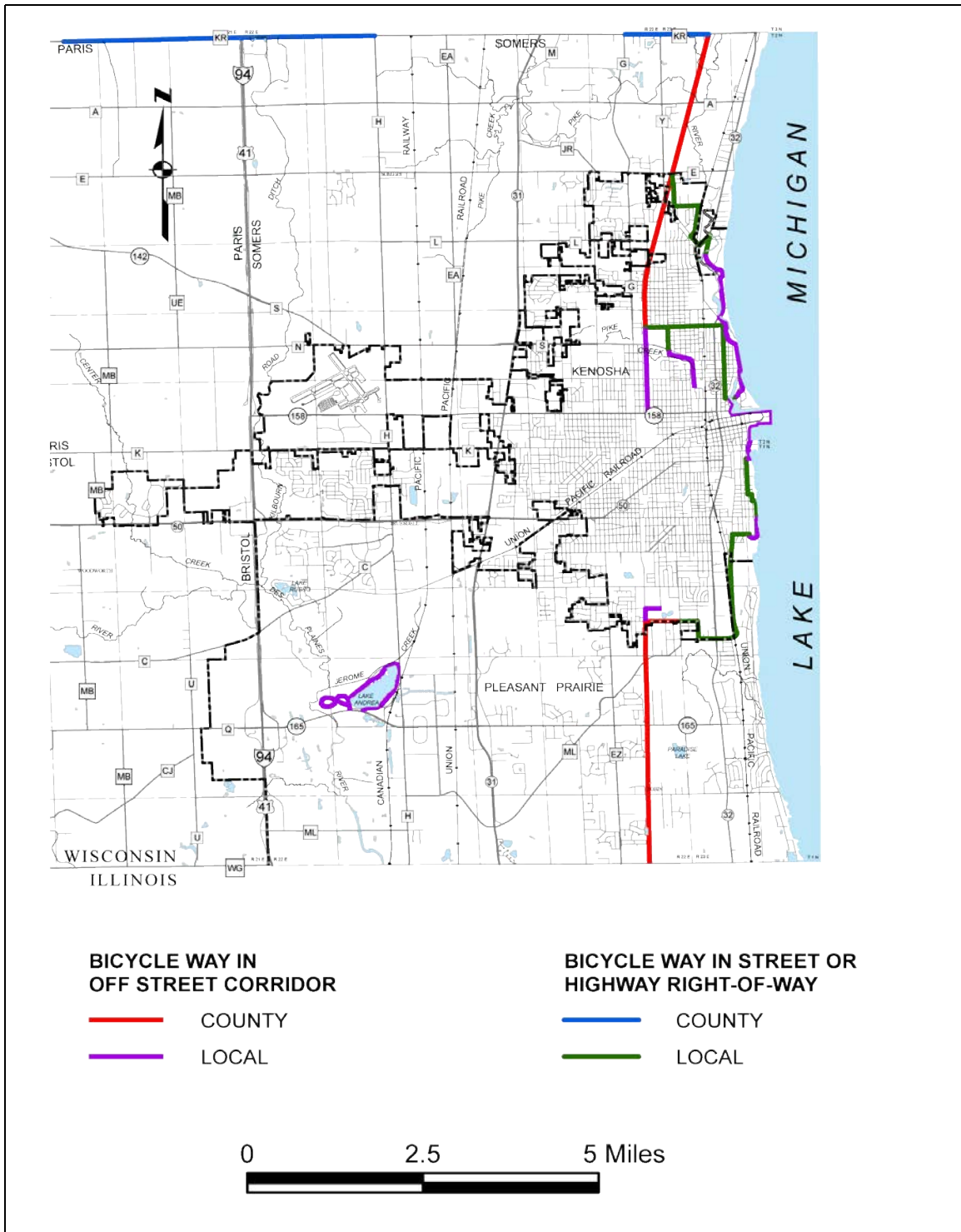
Additional on-street and off-street bikeways are located in the City of Kenosha, including a total of about 8.5 miles of on-street routes and about seven (7) miles of off-street trails. The on-street routes consist of a 3.2 mile segment with a striped "bicycle only" lane and 5.3 miles of on-street routes without designated lanes. The off-street trails are asphalt-paved and, for the most part, 10 feet wide. The Pike Trail, which connects the northern and southern segments of the Kenosha County Bicycle Trail, is located partially on City streets and sidewalks and partially on paths and trails in City parks along the Lake Michigan shoreline. The Pike Trail connects many of the outdoor recreational and historic sites in the eastern portion of the City, including Washington Park, Penoyer Park, Kennedy Park, Simmons Island Park and Marina, HarborPark, Library Park Historic District, Civic Center Historic District, Wolfenbuttel Park, Eichelman Park, Third Avenue Historic District, Southport Park, and Anderson Park. The City of Kenosha plans to expand and improve upon the existing system of bicycle routes, as documented in the *City of Kenosha Bicycle and Pedestrian Facilities Plan* from 2005.

Pedestrian Facilities

A comprehensive inventory of pedestrian facilities, such as sidewalks, has not been completed for the City of Kenosha. However, the Commission has developed a pedestrian facilities policy, which applies to facilities in the entire County. It recommends that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in the Region adopt and follow certain recommended policies and guidelines with regard to the development of those facilities. These policies and guidelines are designed to facilitate safe and efficient pedestrian travel within the Region and are documented in Appendix B of the 2035 Regional Transportation System Plan. The regional standards recommend providing sidewalks on both sides of streets in commercial and industrial areas, and in residential areas with densities consisting of one (1) dwelling unit per 19,999 square feet or less in area. Sidewalks are recommended on at least one (1) side of the street in

residential areas with densities of 20,000 square feet to 1.5 acres per dwelling unit. Sidewalks along streets may be replaced by perimeter and/or internal pathway systems.

**MAP 4-6
BICYCLE WAYS IN KENOSHA COUNTY: 2006**



Source: SEWRPC.

Other Transportation Facilities and Services

Rail Freight Services

As shown on Map 4-7, page 22, railway freight service was provided over three (3) routes through the City of Kenosha by two (2) railway companies over approximately 40 miles of active mainline railway in 2006. The Union Pacific Railroad provided freight service over two north-south routes in the County: the New Line Subdivision line and the Kenosha Subdivision line, both of which are approximately 12 miles in length and pass through portions of the City of Kenosha, Village of Pleasant Prairie, and Town of Somers. These main lines are connected by a 4-mile northeasterly-southwesterly local branch line through the City of Kenosha and the Village of Pleasant Prairie. The Canadian Pacific (CP) Railway provided freight rail service over a 12 mile north-south main line which also passes through portions of the City of Kenosha, Village of Pleasant Prairie, and Town of Somers.

Ports and Harbors

There is one (1) harbor located in the City of Kenosha: the Kenosha Harbor. 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. The marina offers 142 slips with boater restrooms, showers and laundry facilities, fuel and pump-out stations, and a fish cleaning station. Simmons Island Marina operates seasonally between April 15 and October 31 of each year. 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. Southport Marina offers approximately 385 full-service boat slips, 50 limited service slips, boater restrooms, shower and laundry facilities, fuel and putout stations, as well as winter storage and boat repair facilities. Southport Marina operates seasonally between April 15 and October 15 of each year.

The City of Kenosha no longer operates a shipping port. Water freight facilities and services are provided to the City of Kenosha by the Port of Milwaukee, which is located approximately 23 miles north in the City of Milwaukee.

Airports and Heliports

Kenosha Regional Airport, located north of STH 158 and east of IH 94, is the only publicly-owned public-use general aviation airport in the City of Kenosha offering chartered air service and air freight services. 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.

Three (3) private heliports are also located in the City of Kenosha or adjacent to the City of Kenosha: Aurora Medical Center and Kenosha Hospital and Medical Center in the City of Kenosha; and St. Catherine's Hospital in the Village of Pleasant Prairie. Public airports and heliports are listed in Table 4-5, and shown on Map 4-7, page 22.

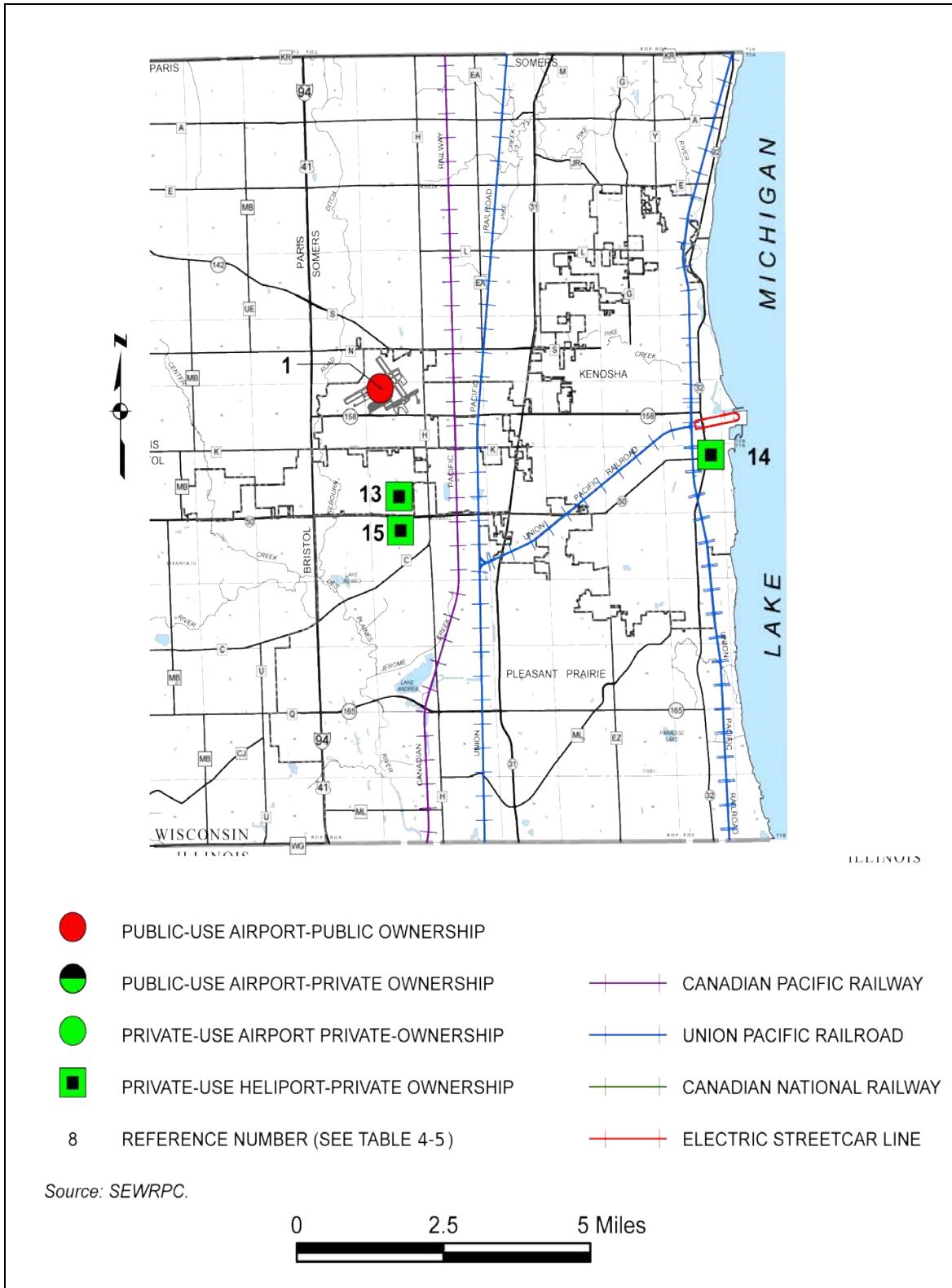
**TABLE 4-5
PUBLIC AIRPORTS AND HELIPORTS IN THE CITY OF KENOSHA AND SURROUNDING AREA: 2006**

No. on Map 4-7	Name of Airport/Heliport	Location (Local Government)	Type of Use	Type of Ownership
Airports				
1	Kenosha Regional Airport	City of Kenosha	Public	Public
Heliports				
13	Aurora Medical Center	City of Kenosha	Private	Private
14	Kenosha Hospital and Medical Center	City of Kenosha	Private	Private
15	St. Catherine's Hospital	Village of Pleasant Prairie	Private	Private

Source: Federal Aviation Administration and SEWRPC.

MAP 4-7

RAILWAYS AND PUBLIC AIRPORTS AND HELIPOINTS IN KENOSHA COUNTY: 2006



SUMMARY

This chapter provides inventory information on existing land uses and transportation facilities and services in the City of Kenosha and information on regional transportation facilities and services that serve residents. The planning recommendations set forth in the Land Use and Transportation Element chapters of this report are directly related to the inventory information presented in this chapter. The following is a summary of the information in this chapter:

- SEWRPC utilizes an Urban Growth Ring Analysis and a Land Use Inventory to inventory and monitor urban growth and development in the Region. The Urban Growth Ring Analysis delineates the outer limits of concentrations of urban development and depicts the urbanization of the Region over the past 150 years. The Commission Land Use Inventory is a more detailed inventory that places all land and water areas in the Region into one (1) of 66 land use categories, providing a basis for analyzing specific urban and non-urban land uses. The inventory results, as they apply to the City of Kenosha, are summarized in Part 1, page 1.
- A small portion of the City of Kenosha was developed prior to 1850. The period from 1900 to 1950 saw continued expansion of the City of Kenosha in rings further from Lake Michigan. The period between 1950 and 1963 saw significant growth outward from existing urban areas. The period from 1963 on saw significant urban growth in scattered locations.
- Urban service areas are identified in the Regional Land Use Plan based on the sanitary sewer service areas delineated in the Regional Water Quality Management Plan. The Greater Kenosha planned sewer service area includes a small portion of the Town of Paris. Urban service areas are typically currently served by, or planned to be served by local parks, middle and high schools, shopping areas, and public sanitary sewers within a 20-year period. Portions of the sewer service areas in the City of Kenosha and portions of the Village of Pleasant Prairie and Towns of Bristol and Somers are also served by public water, or planned to be served by public water within 20 years.
- Urban land uses consist of residential; commercial; industrial; governmental and institutional; and transportation, communication, and utility uses. Urban land uses encompassed about 10,914 acres, or about 72 percent of the City of Kenosha in 2000. Residential land comprised the largest urban land use category in the City of Kenosha, encompassing 4,833 acres, or about 44 percent of all urban land and about 32 percent of the total City. Commercial land encompassed about 776 acres or about seven (7) percent of all urban land and about five (5) percent of the total City of Kenosha. Industrial land encompassed about 673 acres or about six (6) percent of all urban land and about four (4) percent of the total City. Land used for transportation, utilities, and communications facilities encompassed about 3,146 acres, or about 29 percent of all urban land and about 21 percent of the total City. Land used for government and institutional uses encompassed about 803 acres, or about seven (7) percent of all urban land and five (5) percent of the total City. Intensively used recreational land encompassed about 683 acres, or about six (6) percent of all urban land and about four (4) percent of the total City of Kenosha.
- Non-urban land uses consist of agricultural lands; natural resource areas, including surface waters, wetlands, and woodlands; extractive sites and landfills; and unused land. Non-urban land uses encompassed about 4,276 acres, or about 28 percent of the City of Kenosha in 2000. Agricultural land encompassed 1,633 acres, or about 38 percent of non-urban land uses and 11 percent of the total City. Natural resource areas consisting of surface water, wetlands, and woodlands combined to encompass 495 acres, or about 12 percent of non-urban land uses and about three (3) percent of the total City. Extractive uses encompass about 59 acres, or one (1) percent of non-urban land uses. Open lands encompassed about 2,089 acres, or about 49 percent of non-urban land and about 14 percent of the total City.

- To ensure that future planning reflects land use development that has occurred to date, the 2000 Land Use Inventory was supplemented by identifying major development projects that occurred between 2000 and 2007, based on the 2005 aerial photographs produced by SEWRPC, field checks, and consultation with local and County officials and staff.
- Much of the transportation facilities and services inventory information in Part 2, page 12, is drawn from the 2035 Regional Transportation System Plan. The Regional Transportation System Plan includes five (5) elements: public transit, transportation systems management, travel demand management, bicycle and pedestrian facilities, and arterial streets and highways. Information on rail, airport, and freight services is also provided.
- The street and highway system serves several important functions, including providing for the movement of through vehicular traffic; providing for access of vehicular traffic to abutting land uses; providing for the movement of pedestrian and bicycle traffic; and serving as the location for utilities and stormwater drainage facilities. 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 primary function of land access streets is to provide access to abutting property. Collector streets are intended to serve primarily as connections between the arterial street system and the land access streets. WisDOT maintains a detailed database of county and local street information in the “Wisconsin Information System for Local Roads” (WISLR).
- Public transportation service to the general public may be divided into the following two (2) categories:
 - Intercity or interregional public transportation that provides service across regional boundaries includes Amtrak railway passenger service, METRA commuter rail service, interregional bus service, and commercial air travel.
 - Urban public transportation is commonly referred to as public transit that is open to the general public and provides service within and between large urban areas. The Kenosha Area Transit System and the Kenosha-Racine-Milwaukee Commuter Bus fall into this category.
- Rail, bus, ferry, and airline carriers provided Kenosha County residents with public transportation service between the Southeastern Wisconsin Region and a number of cities and regions across the Country.
- 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. On weekdays in 2006, service to the Kenosha station consisted of nine (9) commuter trains operating in each direction between Kenosha and Chicago. On Saturdays, five (5) southbound trains and seven (7) northbound trains operate, and on Sundays and holidays, three (3) trains operate in each direction. Studies are underway to potentially extend commuter rail service coordinated with the METRA service from Chicago/Kenosha to Milwaukee.
- Kenosha Area Transit provides seven (7) regular, numbered bus routes serving all portions of the City of Kenosha and its immediate environs. Three (3) additional routes serve major commercial, recreational, and employment centers, including limited stops in the Village of Pleasant Prairie and the Town of Bristol and Somers. The transit system also operates peak-hour tripper routes designed to serve Kenosha secondary schools, including 20 morning routes and ten afternoon routes. Lastly, Kenosha Area Transit operates a 1.7-mile streetcar loop in the downtown central business district, which also connects the METRA commuter rail station and the HarborPark residential development. 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. This service consists of eight (8) round trips on weekdays and four (4) round trips on weekends and holidays.

- Specialized transportation services provide demand-responsive service to individuals who are elderly, disabled, or assessed as unable to use other transportation services. The Kenosha Care-A-Van Program, provided by the Kenosha County Department of Human Services-Division of Aging Services and the Kenosha Achievement Center, provide door-to-door service for elderly or disabled residents of Kenosha County. The Volunteer Escort Service, also provided by the Kenosha County Department of Human Services-Division of Aging Services, coordinates volunteer door-to-door service for elderly or disabled residents. Free or discounted transportation service to and from medical facilities is also offered to qualifying residents through Bucko Ambulatory Transport, CMB Taxi, KAS Transportation, and Southport Transportation.

- Bikeways are 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. The longest bikeway in the County is the Kenosha County Bicycle Trail, which spans north and south eight (8) miles through the Village of Pleasant Prairie and the Town of Somers. The northern and southern segments of the Kenosha County Bicycle Trail are connected in the City of Kenosha by the Pike Trail. Additional on-street and off-street bikeways are located in the City of Kenosha with about 8.5 miles on-street miles and seven (7) miles of off-street bikeway.

- Chartered air service and air freight services are provided at the publicly-owned Kenosha Regional Airport. Commercial (passenger) airline service is provided to residents of the County by General Mitchell International Airport, located in Milwaukee County, and Chicago’s O’Hare and Midway International Airports. There are also three (3) privately-owned, private-use heliports in the City of Kenosha or adjacent to the City of Kenosha.

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