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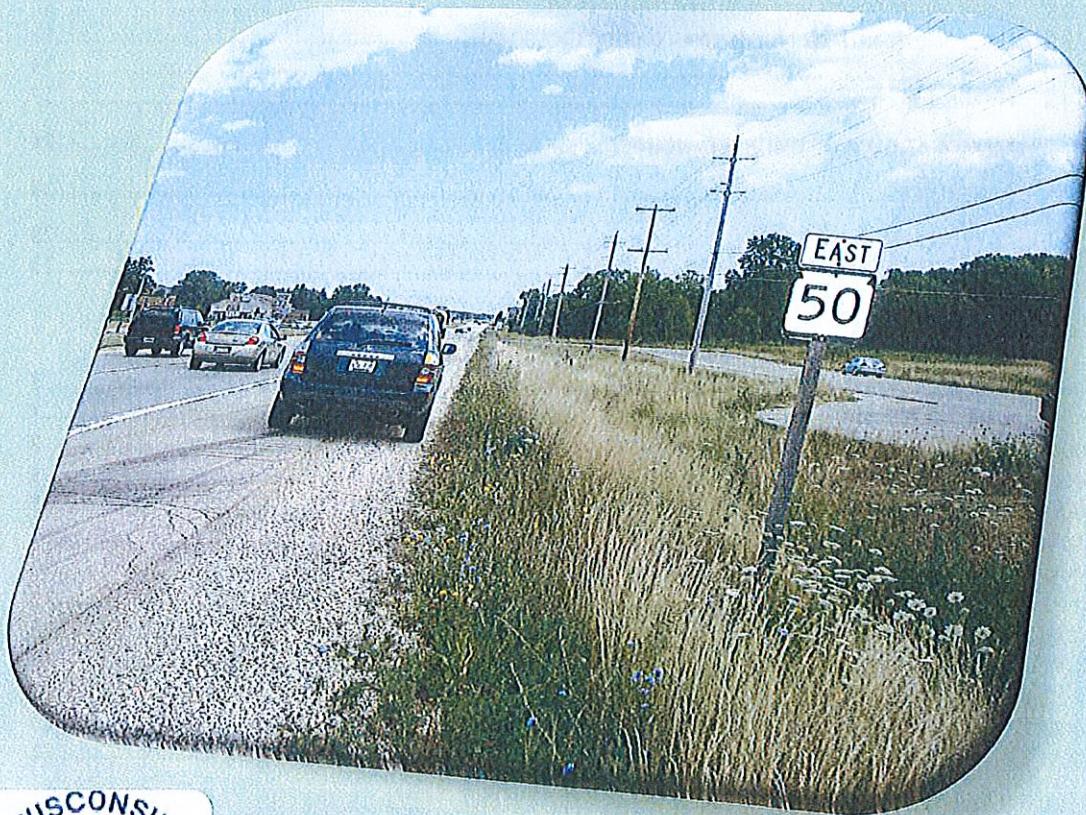
# *Wisconsin Highway 50 Access Management Vision*

*I-94 to 43rd Avenue*

*Kenosha County*

*January 2012*

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VILLAGE OF  
PLEASANT PRAIRIE



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# **WIS 50 Access Management Vision**

**I-94 to 43<sup>rd</sup> Avenue  
Kenosha County**

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## **1.0 Introduction**

In 1987, officials from the then Town of Pleasant Prairie, the City and County of Kenosha, and the Wisconsin Department of Transportation (WisDOT) jointly developed the “Highway Access and Development Plan” for WIS 50 between I-94 and 60th Avenue.

The purpose of the WIS 50 Access Management Vision is to provide the Wisconsin Department of Transportation (WisDOT) and local units of government a shared, long-range access management vision of the corridor. The Vision will be used as a comprehensive and collaborative tool to evaluate future access requests as development and redevelopment occurs adjacent to WIS 50. The Vision will also provide a guide for local officials to determine the optimum location for developments of differing type, scale and traffic generation.

Transportation systems must balance the needs of preserving mobility and providing access to local land uses. Access management techniques have been used increasingly across the nation and Wisconsin by both state and local units of government in an effort to preserve and prolong safe and efficient traffic operations on the highway system.

WisDOT initiated an update to the 1987 access plan because of the WIS 50 transportation improvement effort and increased interest in changing land use along the corridor. Anticipated pressures for future development and higher projected traffic volumes for WIS 50 drive the need for this project.

The Vision’s development was a result of a collaborative effort, developed with the participation of the local communities and Kenosha County. The overall goal of the Vision is to provide recommendations that will address long-term access and traffic needs along the corridor. It is anticipated that continued, long-term implementation of the Vision would meet the demands of future traffic and sustain an economically attractive area long into the future.

This report serves to update the access plan that was completed in 1987 for this corridor. The update will address changes in the corridor since 1987 relating to

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land use, growth trends and future traffic volumes. The main changes in the corridor since the 1987 plan are as follows:

- Higher than anticipated levels of development in the western part of the corridor
- Changes in anticipated land use
- Higher than anticipated traffic volumes
- Update changes to highway since 1987 that includes new and proposed signal locations, median openings and access locations
- Update of access management techniques
- Expanded corridor limits from 60<sup>th</sup> Street to 43<sup>rd</sup> Avenue

The update to the access was done concurrently with the WIS 50 corridor expansion study, which resulted in an Environmental Assessment, functional plans and Design Study Report (DSR).

This update has been renamed to be the Wisconsin Highway 50 Access Management Vision. This report and attached maps represent the Vision in its entirety.

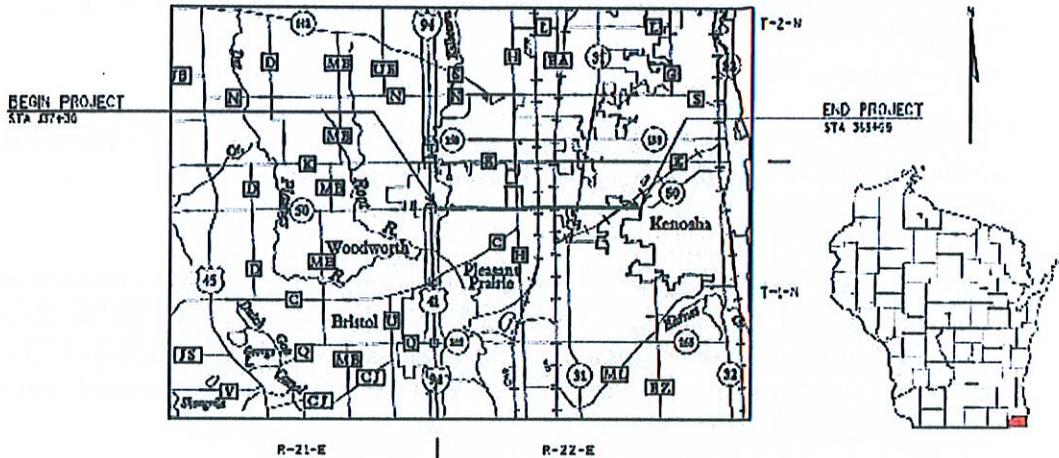
## **1.1 Project Overview**

### **Project Limits**

The vision limits are from I-94 to 43<sup>rd</sup> Avenue in Kenosha County, a distance of approximately five (5) miles.

The Vision's influence area extends ½ mile north and south of the proposed new alignment of WIS 50 for a total corridor width of approximately one mile. Existing properties, driveways, local roads, known developments and long-range land use plans have been considered in the development of this Vision.

Figure 1 - Vision Location



### Current Jurisdiction

WIS 50 is under WisDOT jurisdiction. The project corridor lies within the City of Kenosha and the Village of Pleasant Prairie.

### Existing Land Use

Much of the corridor is urbanized. Land use along the corridor consists mostly of residential and business development. A brief summary of land use development since 1987 is provided in the following paragraphs.

#### *Kilbourn Road Ditch to 104<sup>th</sup> Avenue*

On the north side of WIS 50, the Riverwood residential complex, the Aurora Health Care complex and the First Assembly of God Church/school have been constructed.

#### *104<sup>th</sup> Avenue to 88<sup>th</sup> Avenue*

The Cornerstone Parkway Offices and Condominiums and the Whitecaps subdivision residential development are located on the north side of WIS 50. On the south side of WIS 50, VK Development has constructed Prairie Ridge, a large scale, mixed land use development. The 400-acre site bounded by WIS 50, 88th Avenue, CTH C and 104th Avenue represents the largest single development in the corridor. The site is projected to generate an additional 15,000 vehicles per day on WIS 50. The TIA prepared as part of VK Development's plans recommended installation of a new traffic signal at 94<sup>th</sup> Avenue which is now installed.

#### *88<sup>th</sup> Avenue to the railroad overpass (approximately STA 248+00)*

This area has developed primarily with commercial uses as was anticipated in the 1987 plan.

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***Railroad overpass (approximately STA 248+00) to WIS 31***

The expansion of commercial development (Southport Plaza) has occurred as planned.

***WIS 31 to 60<sup>th</sup> Avenue***

The majority of the land use has been developed as commercial as anticipated. Plans for select new developments have been identified.

***60<sup>th</sup> Avenue to 43<sup>rd</sup> Avenue***

The existing land use in this area is mainly small to mid-size commercial development with two exceptions being a Pick 'n Save grocery store on the north side of WIS 50 and Palmen Motors to the south. Between 45th Avenue and 43rd Avenue, abutting lands are residential with single family homes to the north and a mobile home park to the south.

**Access Approval Process**

New access or changes in type of access on WIS 50 are considered by WisDOT on a case-by-case basis and follow a permitting process. Under the permitting process, construction of new driveways and/or a change in the status of driveways along WIS 50 requires WisDOT approval. At this time, approvals are made on per request (per parcel) basis.

**1.2 Project Stakeholders**

The Department of Transportation began the WIS 50 Access Management Vision effort in collaboration with Kenosha County and local municipalities.

**Kenosha County**

Andy Buehler

Division of Planning Operations Director

Gary Sipsma

Division of Highways Director

**City of Kenosha**

Rich Schroeder

Assistant City Planner

Michael Lemens

Director/City Engineer

Jeff Labahn

City Development Director

**Village of Pleasant Prairie**

Jean Werbie-Harris

Community Development Director

Michael Spence

Village Engineer

Michael Pollocoff

Village Administrator

**WisDOT**

Robert Elkin

Project Supervisor

Vida Shaffer

Project Manager

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The vision development process consisted of comprehensive data collection, local official involvement and the application of access management principles. The project stakeholders concluded their work on the Vision with the culmination of this document released **January 2012**.

### **1.3 Project Input Process**

Public involvement has been an important part of the study process. Several meetings with local residents and business owners were scheduled throughout the course of the study to obtain comments and input. The primary comment periods were encouraged at the public informational meetings which were held on the following dates:

*PIM #1* – September 23, 1998

*PIM #2* – February 25, 1999

*PIM #3* – June 30, 2005

*PIM #4* – August 29, 2006

## **2.0 Purpose and Need**

The WIS 50 Access Management Vision was undertaken to develop a collaborative long-range vision for the corridor. It provides for a safe and efficient transportation system and balances the increasing access needs with the future mobility of WIS 50. Specifically, the Vision will address the following issues:

- Corridor growth and development pressures
- Increasing traffic, safety, and operational issues
- Improved intergovernmental cooperation
- Common long-range corridor vision

To address the needs, the Access Management Vision's purpose includes strategies and recommendations to:

- Manage existing access.
- Manage new access due to new or redeveloped land use changes.
- Manage traffic safely and efficiently as growth occurs.
- Plan a supportive local road network.
- Improve coordination between WisDOT and local units of government.

As the Southeast region's official metropolitan planning organization, SEWRPC prepares an advisory plan to guide transportation planning decisions. This plan, completed in 2006, and updated in 2010, makes the following recommendation for WIS 50 in Kenosha County:

- 
- Widening and/or other improvement to provide significant additional capacity for (or expansion of) WIS 50 from four to six lanes for the entire limits of the corridor.

## **2.1 Corridor Growth and Development Pressures**

Several new developments that occurred since 1987 have been identified in the “Existing Land Use” discussion in Section 1.1 of this report.

### **Future Land Use (see Appendix 5.1 for future land use maps)**

#### ***Kilbourn Road Ditch to 104<sup>th</sup> Avenue***

On the south side of WIS 50, the existing residential parcels abutting the highway are anticipated to redevelop into a mixed use development in combination with the currently large, vacant tract of land immediately south of the existing row of residential properties. Conceptual plans have been developed for the area, but no firm development commitments have been identified to date.

#### ***104<sup>th</sup> Avenue to 88<sup>th</sup> Avenue***

Numerous currently vacant lots of the VK Development are expected to develop into commercial uses, including a large tract of land in the southeast quadrant of 94<sup>th</sup> Avenue and WIS 50.

#### ***88<sup>th</sup> Avenue to the railroad overpass (approximately STA 248+00)***

Existing wetlands south of STH 50 limit the potential for expansion in this area. There is limited potential for redevelopment of remaining land which is currently predominantly commercial.

#### ***Railroad overpass (approximately STA 248+00) to WIS 31***

The existing residential area south of WIS 50 is expected to convert to commercial use. This is consistent with the 1987 plan which called for the land use conversion once Southport Plaza experienced further growth.

#### ***WIS 31 to 60<sup>th</sup> Avenue***

Larger land tracts south of 76th Street and east of WIS 31 are expected to accommodate large-scale commercial/industrial development.

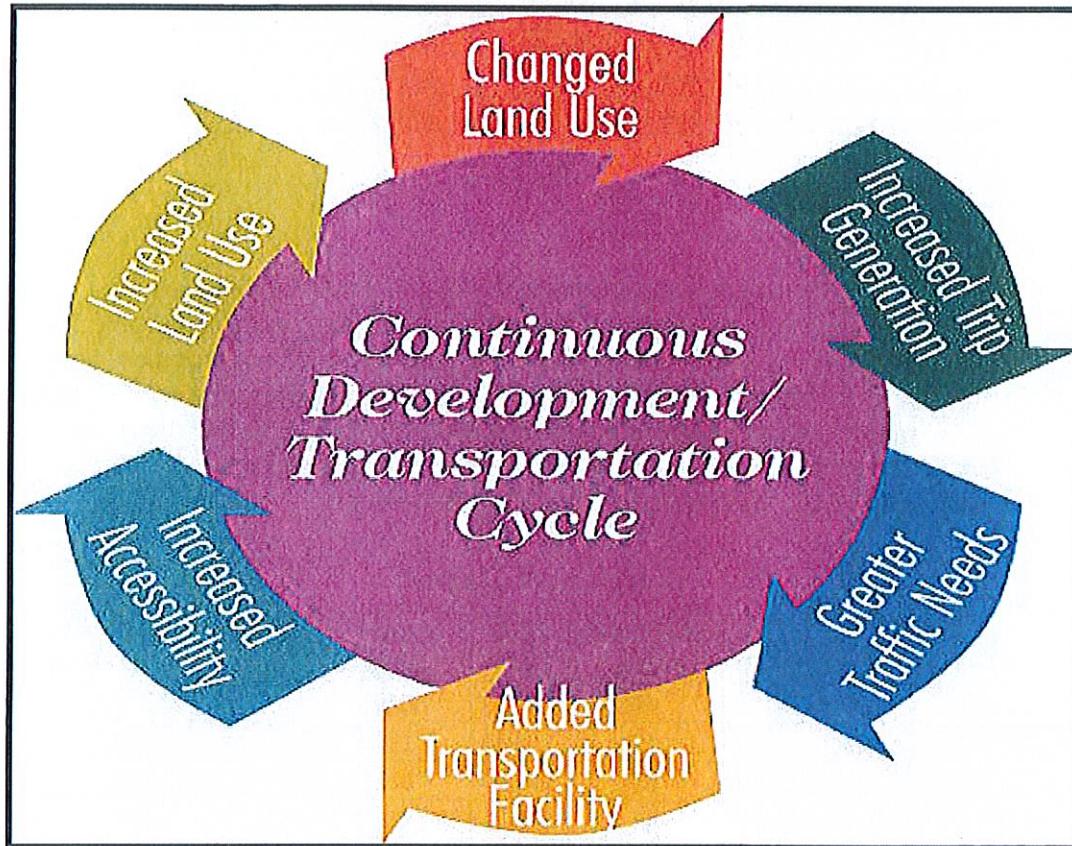
#### ***60<sup>th</sup> Avenue to 43<sup>rd</sup> Avenue***

Adjacent land is currently developed as small to mid-size commercial. There is limited potential for redevelopment. From 45<sup>th</sup> Avenue to 43<sup>rd</sup> Avenue, it is anticipated to remain the same land use as today.

These future developments will compete with existing land uses for the same transportation facilities and demand access, safety and mobility for their users. Some types of facilities, more specifically residential and large employment centers, generate significant peak hour traffic and can influence neighboring land

uses and transportation characteristics. The site selections of these types of facilities require careful consideration of the future traffic signal placement and traffic progression along WIS 50. Figure 2 shows the continuous cause and effect relationship between land use and transportation.

Figure 2 - Land Use & Transportation Relationship



## 2.2 Increasing Traffic, Safety, and Operational Issues

### Increasing Traffic

2008 traffic volumes on WIS 50 range from 24,800 Average Annual Daily Traffic (AADT) to 32,600 AADT.

Forecasted average volumes are anticipated to increase to between 9,300 and 13,450 AADT by 2039 under present trends in development. This represents an anticipated average increase of over 39 percent over the next 30 years. Projected traffic growth percentages for specific corridor segments are shown in Table 1.

**Table 1 - Traffic Volumes**

Location	2008 AADT	2039 AADT	% Growth
I-94 - 120th Ave	28300	39100	38%
120th Ave - 104th Ave	26400	36600	39%
104th Ave - 94th Ave	24800	36300	46%
94th Ave - STH 31	31700	45150	42%
STH 31 - 60th Ave	32600	45100	38%
60th Ave - 45th Ave	29300	38600	32%
45th Ave - 43rd Ave	27000	37900	40%

## Safety

### Crash Rate

Tables 2 and 3 summarize the crash data by dividing the mainline into 7 segments. Crash data is displayed for both 2005 (Table 2) and 2008 (Table 3). The crash rates were computed for the years 2005 and 2008 because these years correspond to the same years that actual mainline traffic volumes were counted. Crash rates were then compared to the statewide average crash rate for "large urban divided highways." Several of the segment crash rates exceeded the statewide average crash rates for similar urban corridors.

**Table 2 – 2005 Crash Data**

Segment	Length (miles)	2005 Crash Total	2005 AADT	Segment Crash Rate	% Above Statewide Urban Crash Rate Average of 326
I-94 - 120th Ave	0.12	40	29400	3106	853%
120th Ave - 104th Ave	0.82	11	27500	134	Below
104th Ave - CTH H	1.00	21	27100	212	Below
CTH H - STH 31	1.37	68	31300	434	33%
STH 31 - 60th Ave	0.36	23	33000	530	63%
60th Ave - 51st Ave	0.61	49	29700	741	127%
51st Ave - 43rd Ave	0.43	9	24250	236	Below

**Table 3 – 2008 Crash Data**

Segment	Length (miles)	2008 Crash Total	2008 AADT	Segment Crash Rate	% Above Statewide Urban Crash Rate Average of 326
I-94 - 120th Ave	0.12	21	28300	1694	420%
120th Ave - 104th Ave	0.82	20	26400	253	Below
104th Ave - CTH H	1.00	25	24800	276	Below
CTH H - STH 31	1.37	55	31700	347	6%
STH 31 - 60th Ave	0.36	20	32600	467	43%
60th Ave - 51st Ave	0.61	31	29300	475	46%
51st Ave - 43rd Ave	0.43	6	27100	141	Below

### Access Points

Each access point creates potential conflicts between through traffic and traffic using that access. Each conflict is a potential crash. There is a relationship between the number of crashes and the number of access points according to a study conducted by the Federal Highway Administration (see Figure 3). According to the study, as the number of access locations increase along a highway, the rates of crashes also increase. Further, poorly located access either too close to intersections or inadequately spaced from other access points contributes to more crashes.

Figure 3 - Relationship between Access Points and Crash Rates

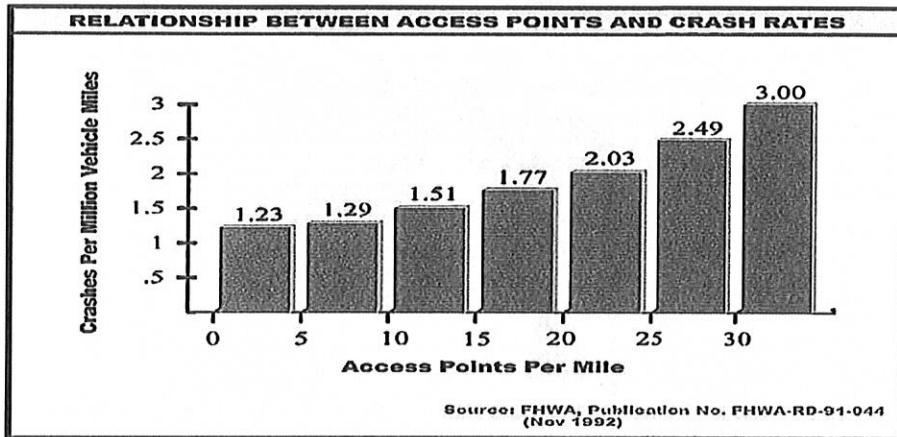


Figure 4 shows the introduction of 11 conflict points for every driveway introduced on a 4-lane roadway.

Figure 4 - Four Lane Roadway with One Driveway (11 conflict points)

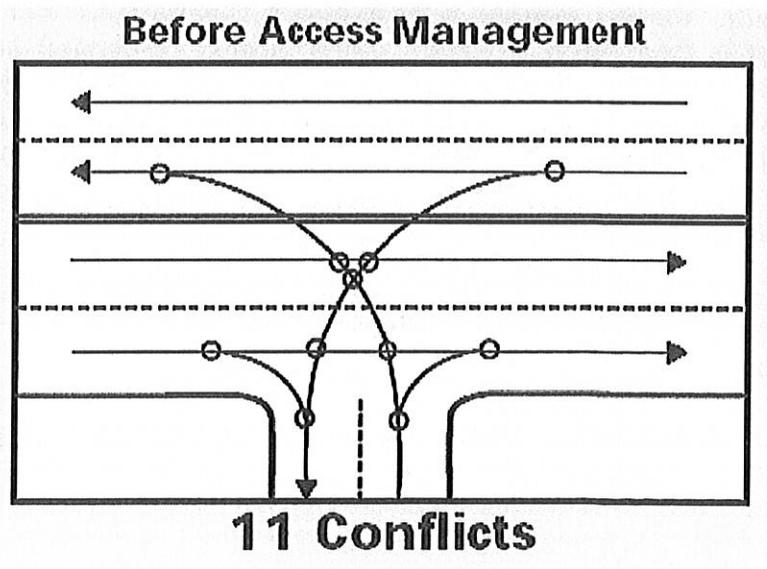
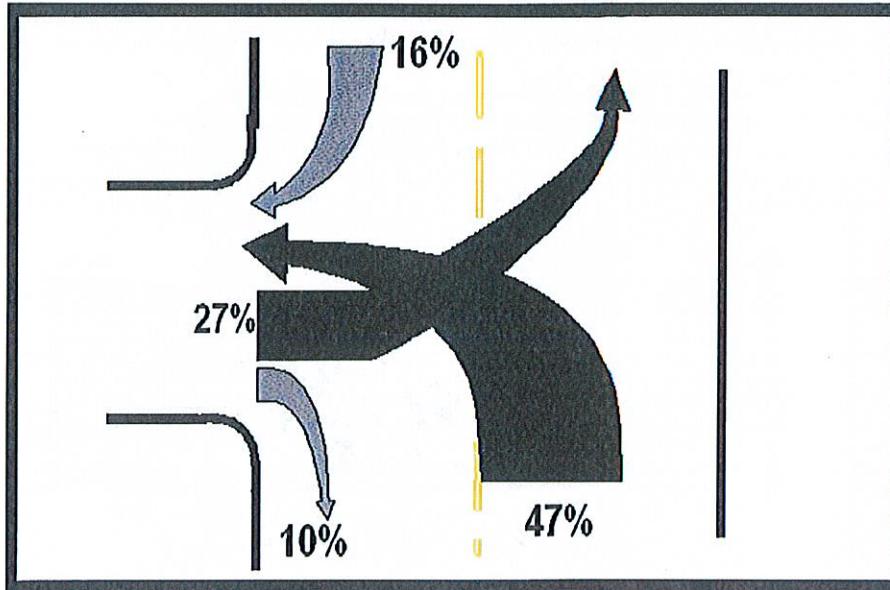


Figure 5 shows the percentage of driveway crashes per type of movement. Nearly half of all crashes occur when drivers attempt a left turn into the driveway if the mainline facility is undivided or has inadequate left turn storage. Over a quarter of the crashes occur maneuvering the left turn out of the driveway.

Figure 5 - Percent of Driveway Crashes by Movement



Eliminating the left-out maneuver from driveways requiring a right-out only and U-turn maneuver at the next available median opening has shown a 27% reduction in injury fatalities.

#### ***Operational Issues***

As traffic volumes increase without proper improvements to the highway, congestion (user delay) and safety issues (number of crashes) increase. As congestion increases, driver frustration and perception that the facility is “difficult to drive” also increases. Drivers will change their “destination” to seek more convenient, faster or safer routes to obtain the same services. In addition to longer commute times, higher fuel consumption and pollutant emissions result from congested roadways.

Congestion also affects the efficiency of most commercial businesses. Delay and inconvenience to customers and deliveries affect the direct profits and success of most businesses.

If traffic congestion on the transportation network is not managed properly, the economic vitality of the area will decline and not be attractive to new developments. Some existing businesses may choose to economically disinvest in the corridor and seek higher quality transportation facilities and communities.

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### **2.3 Improved Intergovernmental Coordination**

Successful implementation of this Access Management Vision is dependent upon intergovernmental commitment to the “common vision” and coordination.

By permit authority, WisDOT will have the ability to remove, relocate or adjust any access or median opening if deemed unsafe to the transportation facility.

The local communities have permit authority to review and approve planned land use, re-developments and new developments. By permit authority, local communities will also have the ability to require cross-access easements and shared driveways conditions.

Both, local communities who control land use and WisDOT who is responsible for WIS 50 need to work together to establish and maintain a safe, efficient and economically viable corridor long into the future.

The key to success is to review the vision in combination as each development request or access request is received and come to a mutual intergovernmental agreement for any vision changes.

### **2.4 Common Long-range Corridor Vision**

A function of the access management vision is to provide a “common vision” for this corridor. Since two communities lie within the corridor, having a common vision with the Department will insure a consistent application of access management principles that will provide regional mobility.

Regional mobility is important to the businesses adjacent to WIS 50 because their customers, deliveries and employees will be arriving from an array of regional origins, not any one particular community. A poorly planned congested area will impact upstream and downstream communities similar to a clog in a pipe.

Further, expectations and requirements of a developer should be consistent within a regional area, therefore making it important to the success of the vision that community decisions compliment the decisions made by other communities within the prevue of the “common vision.”

## **3.0 Access Management Techniques and Strategies**

It is anticipated that elements of the vision would be implemented in an incremental approach over time as land uses and access needs change or when improvements are made to WIS 50.

Coordinated implementation of the techniques and strategies is the key component to the overall success of the vision. For some recommendations, such

as providing alternate routes for circulation, or allowing temporary access to side roads may fall under multiple local jurisdictions.

There are four primary areas of focus for the strategies included within the vision:

- Location of existing and future signalized intersections for traffic progression
- Location of un-signalized intersections (future median opening locations)
- Private access to WIS 50
- Local Network for circulation

### 3.1 Signalized Intersections and Traffic Progression

The demand for additional traffic signals usually increases as traffic volumes increase. In order to preserve mobility, maintain traffic progression, and meet intersection control needs, the optimum spacing of traffic signals should be spaced one-half mile apart. This spacing may be adjusted due to speed during the detailed design stage and will allow future signals to be interconnected so travel through the system will occur with fewer stops and delay. Progression is difficult to obtain with greater distances and operate undesirably for closely spaced intersections. Table 4 shows general guidelines for intersection spacing.

**Table 4 - General Access Criteria**

<b>STH 50 Access Management Plan</b>				
<i>General Access Criteria For Retrofit Situations</i>				
Intersecting Facility Type	Signal	Median Condition		
		Full Access	Restricted Access	Closed Access
Single Use Private Driveway	No	No	No	Allowable
Shared Private Driveway/Cross-Access	No	No	Allowable	Allowable
Private Road	No	No	Allowable	Allowable
Public Street - Cul-de-Sac (no circulation)	No	No	Allowable	Allowable
Public Street - Local	No	Allowable	Allowable	Allowable
Public Street - Collector	Allowable	Allowable	Allowable	No
Public Street - Arterial	Allowable	Allowable	No	No
	<b>1/2 Mile</b>	<b>1/4 Mile</b>	<b>1/8 Mile</b>	<b>None</b>
<b>Generalized Spacing Criteria</b>				

*\*Minimum distance from the functional area of a median opening is 200 ft.*

*\*Minimum distance from the functional area of an intersection is 500 ft.*

### 3.2 Un-Signalized Intersections (median opening locations)

The optimum location for un-signalized intersections is one-quarter mile (when half-mile is used for signal spacing). This spacing allows for the proper development of the intersection influence area that includes the storage bays for each turning movement.

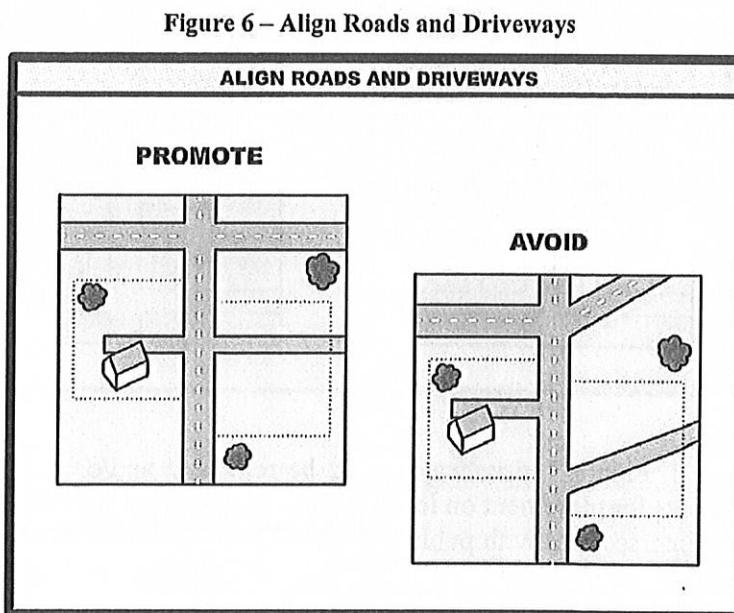
A four-leg intersection is desirable over offset T-type intersections because all movements onto local roads can be accommodated at one location more efficiently than at two closely spaced locations. As traffic increases, the offset T-type intersections experience a higher risk of crashes as the number of vehicles entering the intersection increases and close spacing restricts the proper length of turning storage bays. For this reason, as traffic increases on WIS 50 the only option available may be to limit one of the intersections to right-in/right-out movements if operational or safety problems arise.

Another consideration for intersection spacing is when the facility is expanded to a divided 4-lane facility. Proper intersection spacing will ensure proper median opening spacing and safe U-turn opportunities.

Strategies to address intersections with public streets include:

- Realign offset T-type intersections if possible.
- Relocate existing local road connections to optimum spacing guidelines where possible.
- Locate new local road connections at optimum spacing guidelines
- Require cross access easements for all properties between intersection locations

Figure 6 shows desired intersection and driveway alignment.



### 3.3 Private Access

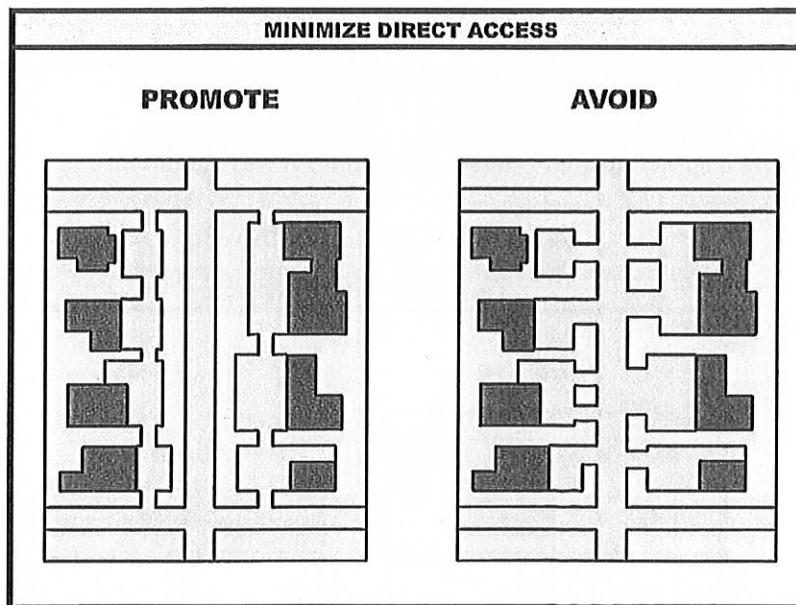
Direct access to WIS 50 should be minimized for the following reasons:

- Narrow lot sizes result in closely spaced driveways; large lot sizes often request multiple driveways.
- Median openings may not be allowed at driveways when facility is expanded.
- Left turn maneuvers into and out of driveways account for 75% of all crashes at a driveway.

Strategies to address numerous access points along WIS 50 include:

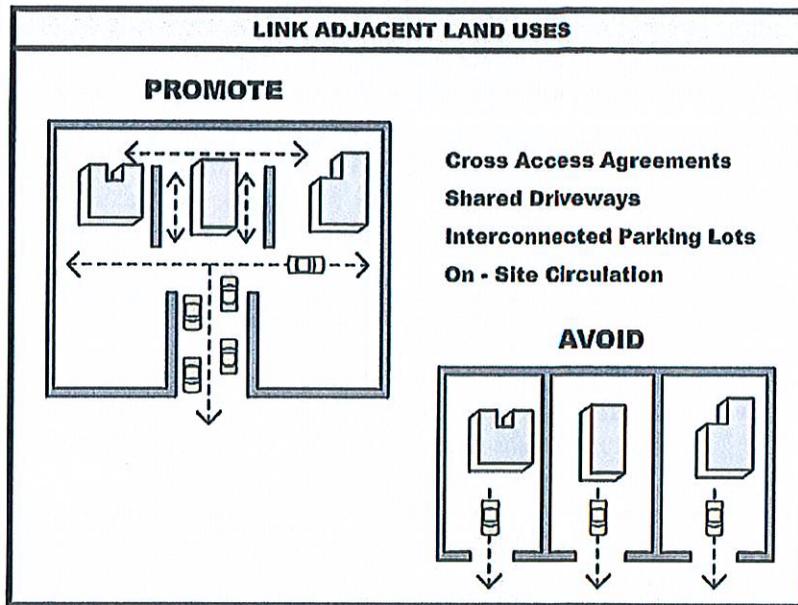
- Remove excess driveways for lots with multiple access points.
- Relocate driveways to increase spacing or to lower function roadways.
- Consolidate driveways for combined lots.
- Promote shared driveways between lots to consolidate large access points.
- Require cross access easements to enable multiple properties to use the same driveway.

Figure 7 - Minimize Direct Access



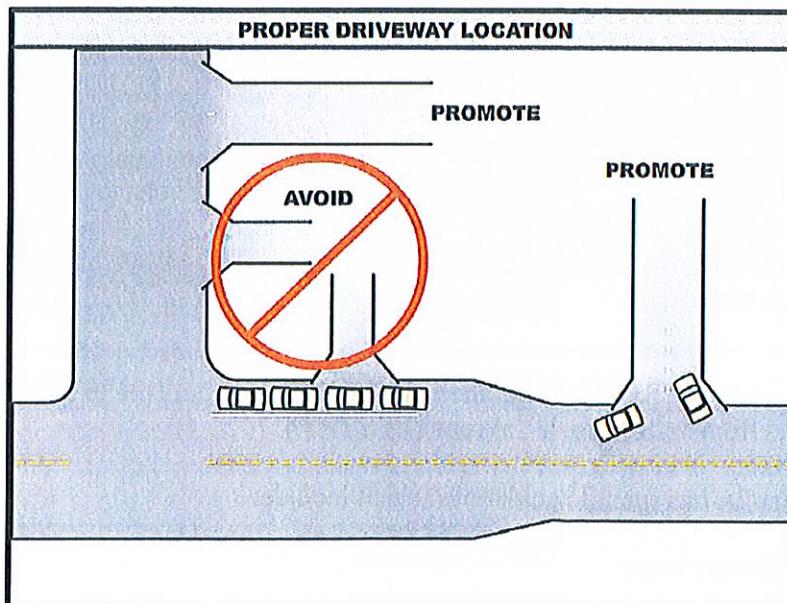
As shown in Figure 7, driveways could be relocated and/or promoted in future developments for placement on local roads. Access to the state highway would be limited to intersections with public streets. The reduction in the number of direct access points allows more efficient use of roadway and promotes greater separation of intersections.

Figure 8 - Link Adjacent Land Uses



In the case of shared-access or cross-access agreements, multiple parcels share a common access point. Access to each property is achieved through an interconnected parking lot system or other method of on-site circulation (see Figure 8). This solution reduces direct access driveways if the creation of new local roads is not possible. The movement of circulation off of the state highway and onto adjacent properties is achieved through local zoning and subdivision ordinances.

Figure 9 - Proper Driveway Location



Driveways located close to an intersection can pose safety and operational issues for the intersection (see Figure 9). These driveways should be relocated further from the intersection where possible to eliminate conflicts between vehicles entering the intersection and those using the driveway. These driveways can pose safety hazards from vehicles making left turns into the driveways too close to the intersection. In addition, it may be difficult for drivers to determine if a vehicle is entering the intersection to execute a turn, or if the vehicle is entering the driveway. For vehicles wishing to exit from a driveway that is too close to the intersection, they often must track several movements within the intersection to determine a safe opportunity to make a left-turn out of the driveway.

The state’s Access Management Plan (SAMP), categorizes the state trunk highways into five access tiers (1, 2A, 2B, 3, and 4). The SAMP provides guidelines of future access management goals for each state trunk highway.

The five access types are defined as ranging from a high degree of access control or a tier 1 (state trunk highways that maximize Interstate or statewide mobility goals, such as I-94) to state trunk highways with a balance between mobility and access on tier 4 routes (for example, WIS 32 from WIS 100 to the City of Milwaukee). Guidelines for access types are outlined on Table 5.

**Table 5 - SAMP Tier Guidelines**

Goal for Access and Traffic Movement	Type of New Access Allowed
<b>Tier 1</b> - maximizes Interstate/Statewide traffic movement	<ul style="list-style-type: none"> <li>• Interchanges</li> <li>• Locked/gated driveways for emergency vehicles</li> <li>• On an interim basis – isolated field entrances</li> </ul>
<b>Tier 2A</b> - maximizes Interregional traffic movement	<ul style="list-style-type: none"> <li>• At-grade public road intersections, with some interchanges possible at higher volume routes</li> <li>• Locked/gated driveways for emergency vehicles</li> <li>• On an interim basis – isolated entrances</li> </ul>
<b>Tier 2B</b> – maximizes Interregional traffic movement	<ul style="list-style-type: none"> <li>• At-grade public road intersections</li> <li>• Lower volume residential, commercial, and field</li> </ul>
<b>Tier 3</b> - maximizes Regional/Intra-urban traffic Movement	<ul style="list-style-type: none"> <li>• At-grade public road intersections</li> <li>• Higher volume residential, commercial, and field</li> </ul>
<b>Tier 4</b> - Balances traffic movement and property Access	<ul style="list-style-type: none"> <li>• All types, provided they meet safety standards</li> </ul>

The current SAMP shows the existing WIS 50 from I-94 to WIS 31 as a Tier 2A and from WIS 31 to 43<sup>rd</sup> Avenue as a Tier 4.

Tier 2A has specific guidelines which include:

*Existing Access:*

- 
- Access primarily by at-grade public intersections, with some interchanges possible at higher volume roads.
  - Existing widely spaced, extremely low volume (generally < 50 AADT) private, residential/field access or emergency service may be allowed, if no reasonable alternative or opportunity to obtain such exists, and a long-term plan is in place for removing existing access as opportunities arise.

*New Access:*

- Access primarily by at-grade public road intersections, with some interchanges possible at higher volume roads.
- No at-grade intersections within one mile of interchange entrance ramps.

Tier 4 has specific guidelines which include:

*Existing and New Access:*

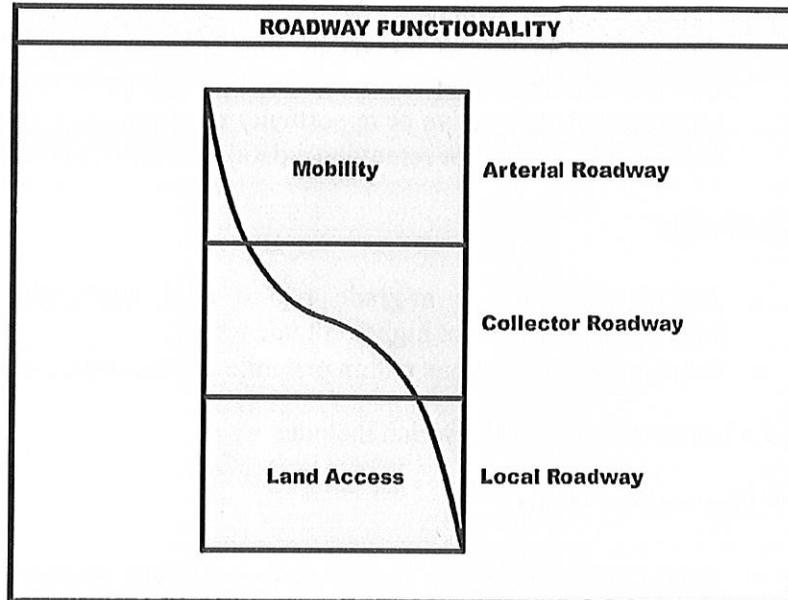
- Public and private access roads spaced for safe operation, and meeting departmental/operational standards for safety.

### **3.4 Local Circulation**

The transportation system is designed to accommodate the existing land use. As investments are made to change the land use, investments need to be made to expand the transportation infrastructure to support the new land use.

A local transportation system should be developed that is balanced according to the desired function of the roadway. There are three primary functions that roadways perform including providing mobility, providing access, or acting as a transition between roadways that provide access and those that provide mobility (see Figure 10).

**Figure 10 - Roadway Functionality**



Roadways that provide the function of mobility are classified as arterial roadways. These roadways have minimal direct access and operate at higher speeds for mobility (45 mph or greater).

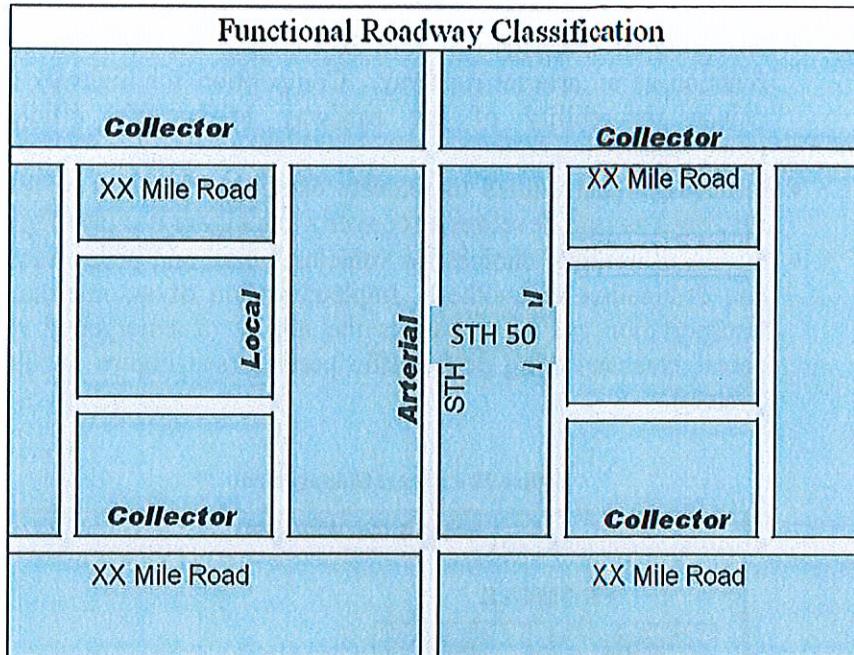
Roadways that provide the transitional function between land accessibility and mobility are classified as collector roadways. These roadways allow more access than arterials and operate at lower speeds than arterials (35 to 40 mph).

Roadways that provide the access function are classified as local roadways. These roadways allow access to adjacent properties and operate at low speeds (25 to 30 mph).

The most desired transportation network needs to satisfy both functions and thereby needs to have all three types of roadways for system that will operate efficiently and safety long into the future.

If all three types of roadways are not in a network, then the roadways do not operate as intended and degraded operations prevail. Examples of degraded facilities are plenty and if possible are costly to remedy. In most cases, the length of congested periods increase annually and safety and inconvenience issues expand.

**Figure 11 - Functional Roadway Classification**



As Figure 11 shows, WIS 50 should operate as an arterial roadway allowing minimal access and traffic operation at high speeds of 45 to 55 mph. Therefore, the consideration where possible to plan and develop a local road network will satisfy future land use changes and will compliment the collector and arterial system already in place in the corridor.

The local road system also provides alternative routes for greater accessibility to land use in the region. The recommendations pertaining to local circulation recognize that this issue lies outside of WisDOT jurisdiction and falls under local community jurisdiction.

The local circulation routes presented in this vision fall under one of two strategies:

- Local circulation routes shown on the vision are conceptual recommendations rather than location specific. For example, local circulation that provides parallel connectivity for short trips should be provided if possible. However, the exact method (cross-access agreement or new public road) and the exact location of those routes need to be determined by the respective local unit of government.
- Connections of proposed local circulation routes with WIS 50 and/or the existing local street system are location specific. These connections are shown in their recommended locations on the vision.

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The benefits of providing a local transportation system include:

- Providing an alternative to WIS 50 for local trips will enable WIS 50 to function as an arterial roadway. Competition for highway capacity will reduce the ability of the roadway to provide efficient regional transportation.
- Providing opportunities to relocate existing driveways to lower function roadways as land develops or converts to a higher use (see Figure 12).
- Providing multiple choices for vehicles, bikes, and pedestrians to get from one destination to another. Implementation of an interconnected local transportation system enhances the ability of emergency responders to access crashes during peak traffic periods (see Figure 13, Transportation System).

Figure 12 - Access Management

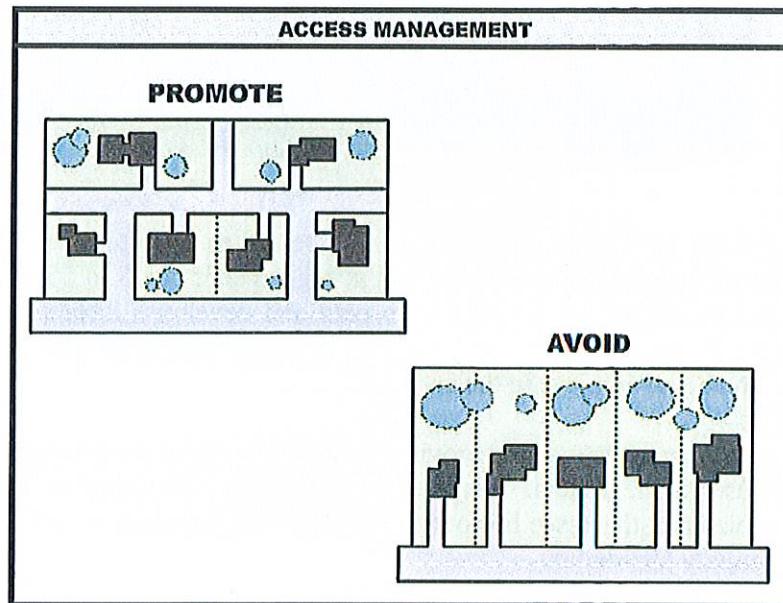
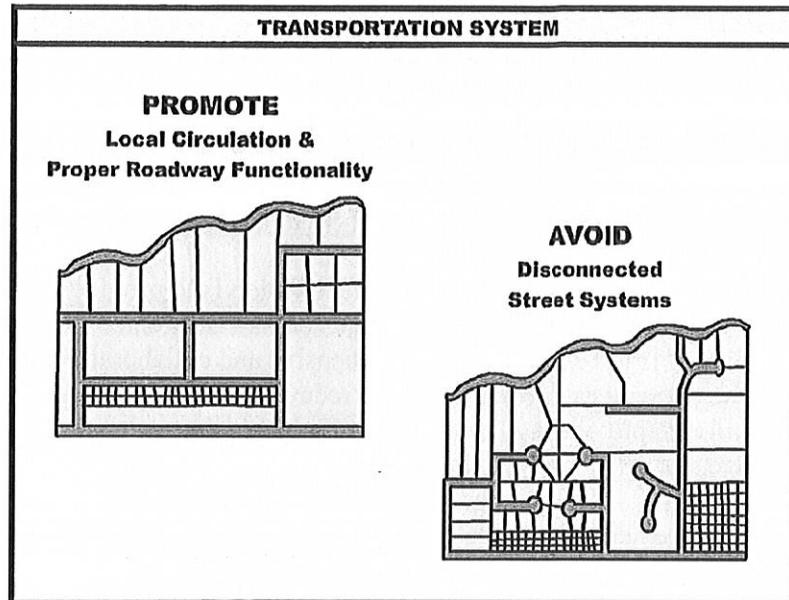


Figure 13 - Transportation System



In summary, minimizing the number of curb cuts, consolidating driveways, constructing landscaped medians (where appropriate), and coordinating internal site circulation and parking among several businesses results in a visually pleasing and more functional corridor. Using these techniques will protect the investment of existing businesses, the public investment in the roadway and can help attract new investment into the area.

#### 4.0 Memorandum of Understanding

The signing of the "Memorandum of Understanding" acknowledges the participation of all communities in the development of the plan and signifies a "good faith partnership" to work together as future land use, access and transportation decisions need to be made along WIS 50.



Division of Transportation  
 System Development  
 Southeast Regional Office  
 141 N.W. Barstow Street  
 P.O. Box 798  
 Waukesha, WI 53187-0798

Scott Walker, Governor  
 Mark Gottlieb, Secretary  
 Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

# Memorandum of Understanding

**RE: WIS 50 Access Management Vision (I-94 to 43<sup>rd</sup> Avenue)**

**January 2012**

The purpose of the WIS 50 Access Management Vision is to provide WisDOT and the local units of government a unified, long-range access management vision of the corridor. The Vision's intent is to be used as a comprehensive and collaborative tool for evaluation of future access requests as development and redevelopment occurs adjacent to WIS 50. The Vision will also provide a guide to local officials to determine the optimum location for developments of differing type, scale and traffic generation.

The Access Management Vision includes strategies and recommendations to:

- Managing existing access
- Managing new access due to new or changing land use
- Managing traffic safety and efficiently as traffic growth occurs
- Planning a supportive local road network
- Improving coordination and cooperation between WisDOT and local units of government

The Vision's development was a result of a collaborative effort with the local communities listed below:

Kenosha County      Village of Pleasant Prairie      City of Kenosha

By signing this document, your community is agreeing to partner with WisDOT and the other local units of government to implement this Vision whenever possible as future opportunities arise.

\_\_\_\_\_  
*Name*

\_\_\_\_\_  
*Title*

\_\_\_\_\_  
*Date*

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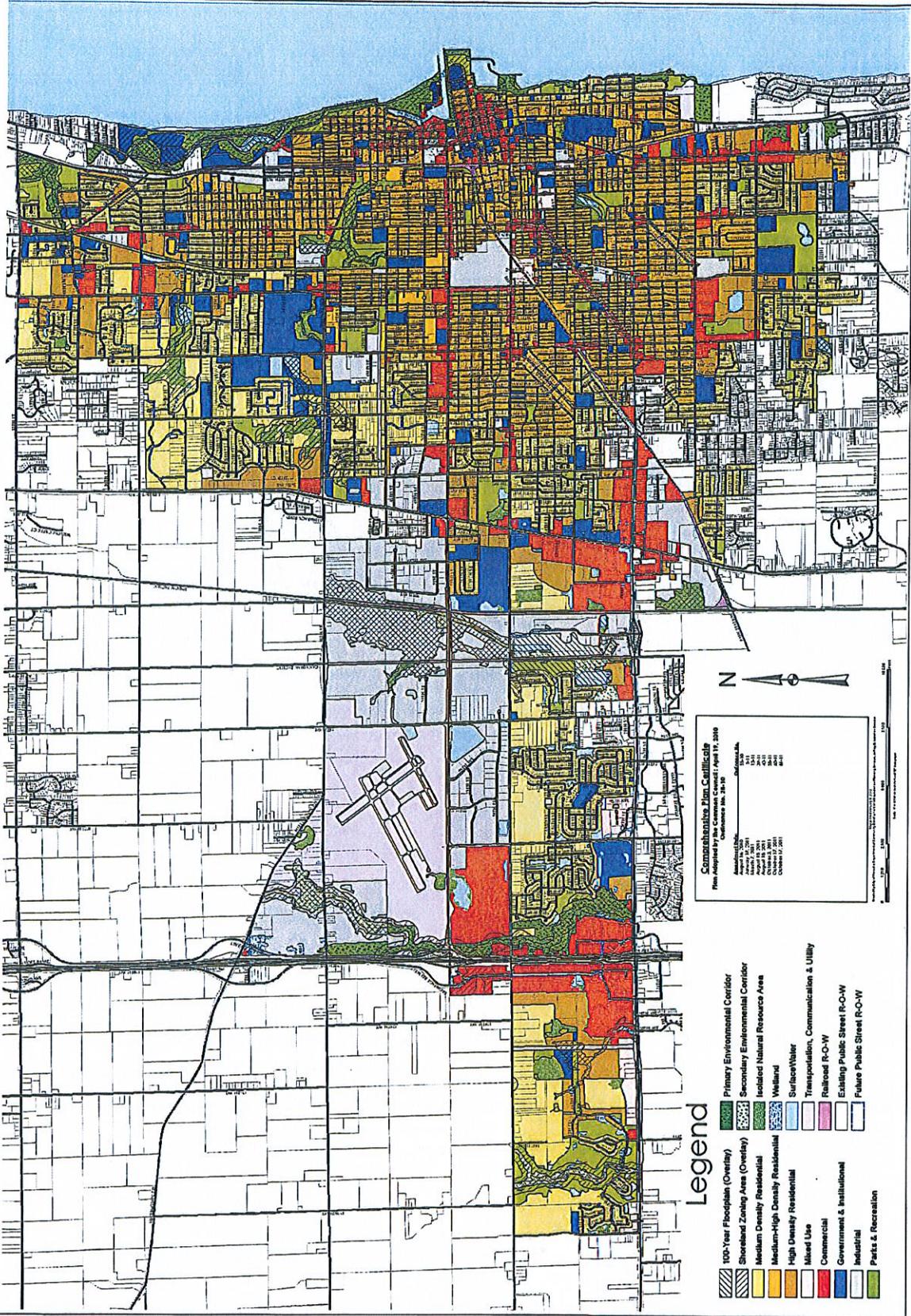
## **5.0 Appendices**

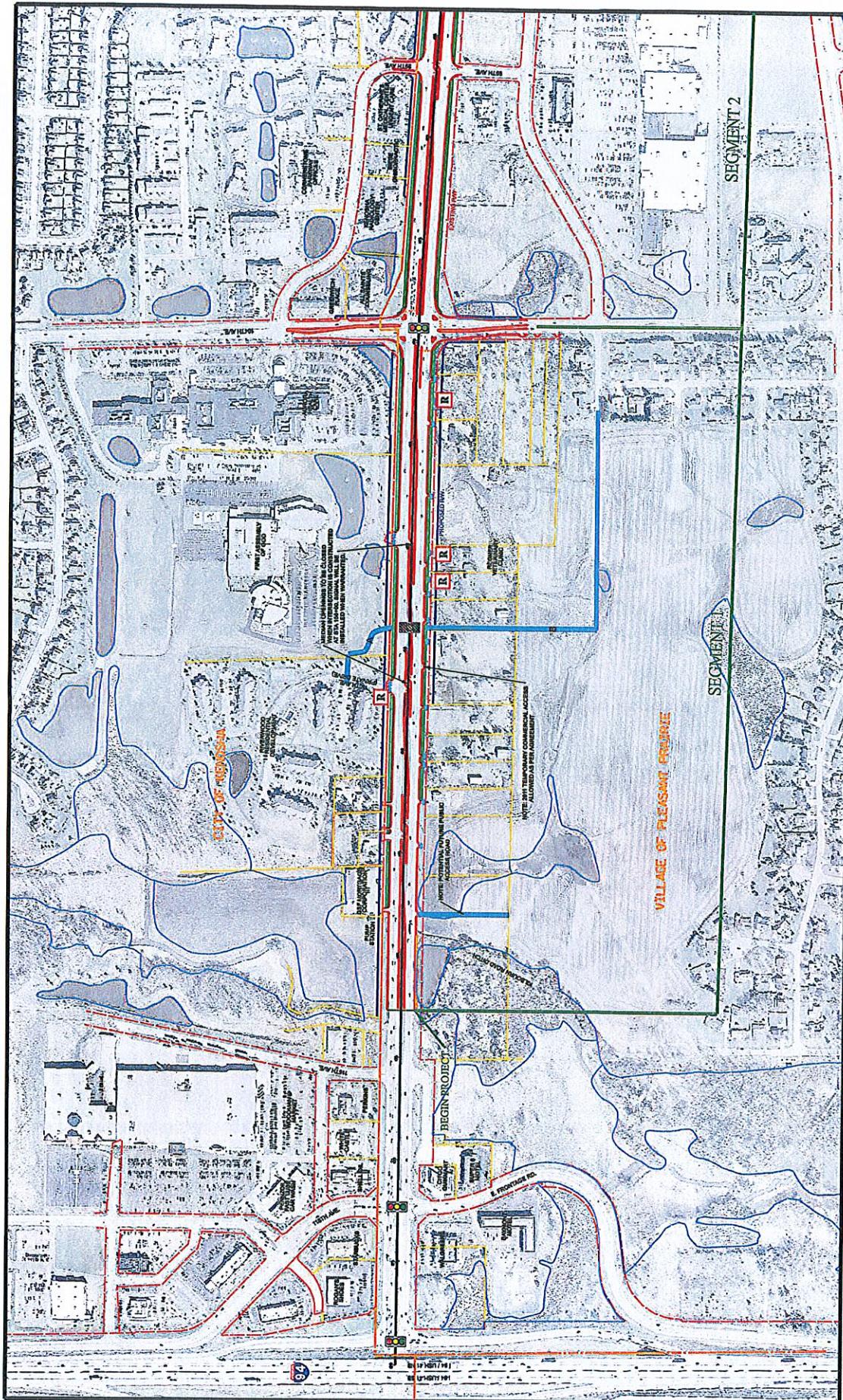
### **5.1 2035 Land Use Plan Maps**

### **5.2 Access Management Project Maps**



Map IX-6  
 Adopted Land Use Plan for the City of Kenosha Planning Area: 2035





**POTENTIAL FUTURE IMPROVEMENTS:**

- PROPOSED RECONSTRUCTION
- PROPOSED SIGNAGE
- POTENTIAL LOCAL ACCESS ROAD (PUBLIC OR PRIVATE)
- POTENTIAL FUTURE IMPROVEMENTS (NOT YET DETERMINED)
- POTENTIAL LOCAL ACCESS ROAD (PUBLIC OR PRIVATE)
- POTENTIAL FUTURE IMPROVEMENTS (NOT YET DETERMINED)
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- POTENTIAL FUTURE IMPROVEMENTS (NOT YET DETERMINED)

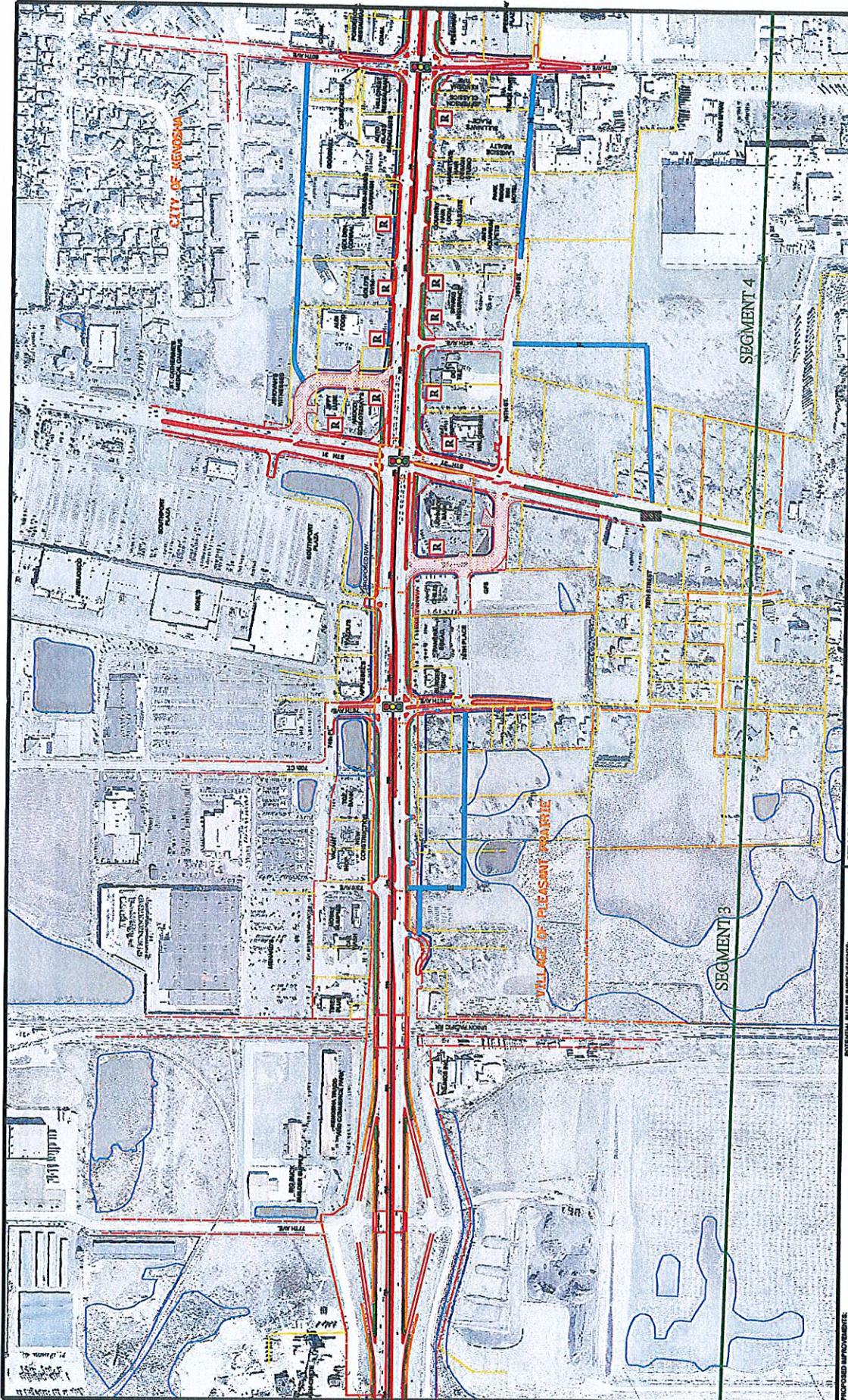
**STH 50 ACCESS MANAGEMENT VISION**

STH 50 (59TH STREET) CORRIDOR STUDY  
 549 TO 43RD AVENUE

HOUSTON COUNTY  
 PROJECT NO. 222-03-00

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 JAN 2012





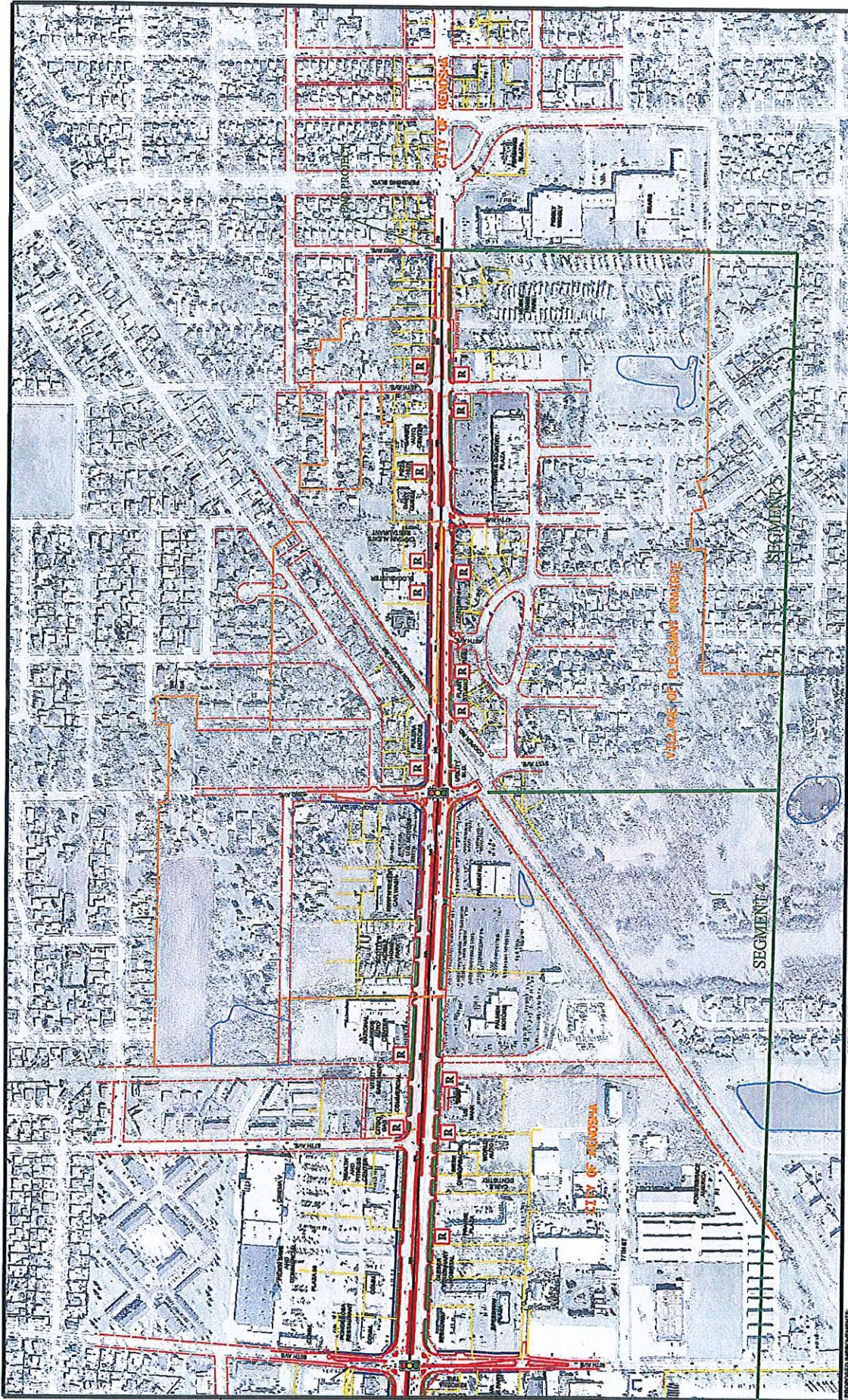
**PROPOSED IMPROVEMENTS:**

- PROPOSED RECONSTRUCTION
- PROPOSED IMPROVEMENTS
- POTENTIAL LOCAL ACCESS ROAD (PUBLIC OR PRIVATE)
- POTENTIAL FUTURE SIGNAL (POTENTIAL SIGNAL WARRANTS ARE MET)
- POTENTIAL FUTURE CORRIDOR STUDY (POTENTIAL FUTURE CORRIDOR STUDY)

**STH 50 ACCESS MANAGEMENT VISION**

STH 50 (WITH STREET CORRIDOR STUDY)    KEVOSHA COUNTY  
 141 TO 150 AVENUE    PROJECT NO. 2209 03 00

POSTAGE AND COMMERCE  
 PERMITS  
 77



**LEGEND**

- PROPOSED IMPROVEMENTS
- PROPOSED ADVANCEMENT
- CURRENTLY FINANCED UNDER STH 50 RECONSTRUCTION
- EXISTING SIGNAL
- POTENTIAL LOCAL ACCESS ROAD (PUBLIC OR PRIVATE)
- POTENTIAL FUTURE IMPROVEMENTS
- FUTURE CORRIDOR CLOSURE (POTENTIAL IMPROVEMENT ON LAND USE CHANGES)
- FUTURE CORRIDOR CLOSURE (POTENTIAL IMPROVEMENT ON LAND USE CHANGES)

**STH 50 ACCESS MANAGEMENT VISION**  
 8TH ST TO 14TH AVENUE  
 KENOSHA COUNTY  
 PROJECT NO. 2258-03-00

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 JAN 2012

