

Section 1: Introduction

Walking and bicycling are essential parts of a well-considered transportation network. Walking is the simplest form of human mobility and bicycling is among the most energy efficient.¹ Residents walk and bike to access jobs, enjoy recreational amenities, improve physical health, and participate in their communities.² These modes of “active transportation” provide important alternatives to automobility: for some users, walking and bicycling are their primary means of travel. They also reduce air pollution by decreasing motorized trips. The benefits of active transportation are layered, and when properly implemented can positively influence the environment, economy, and social equity. But to realize these benefits, infrastructure facilitating bicycle and pedestrian trips should be planned to provide convenient, safe paths to in-demand locations for people of all ages and backgrounds.

This bicycle and pedestrian plan update for the Village of Mount Pleasant is intended to improve bicycle and pedestrian conditions by recommending on-and off-street facilities within the Village for a well-connected bicycle and pedestrian network with connections to adjacent municipalities and regional communities in Kenosha, Milwaukee, and Walworth Counties. The plan includes a sidewalk inventory and the Village’s recently adopted sidewalk requirements that guide the location, design, and construction of sidewalks for new developments. As a result of these requirements, strategies will be developed that guide how the Village can retrofit existing facilities to implement sidewalks where they currently do not exist. These strategies will address proposed costs associated with the additional right-of-way needed for constructing sidewalks, maintenance costs relating to repairs, and clearing requirements (i.e., snow plowing, ice removal, and tree/shrub trimming). Bicyclists and pedestrians also need to feel safe regardless of what environment they are in. The plan addresses bicycle and pedestrian safety—both actual and perceived—through engineering, encouragement, enforcement, and education strategies. Other safety measures are recommended based on analysis of bicycle and pedestrian crash data.

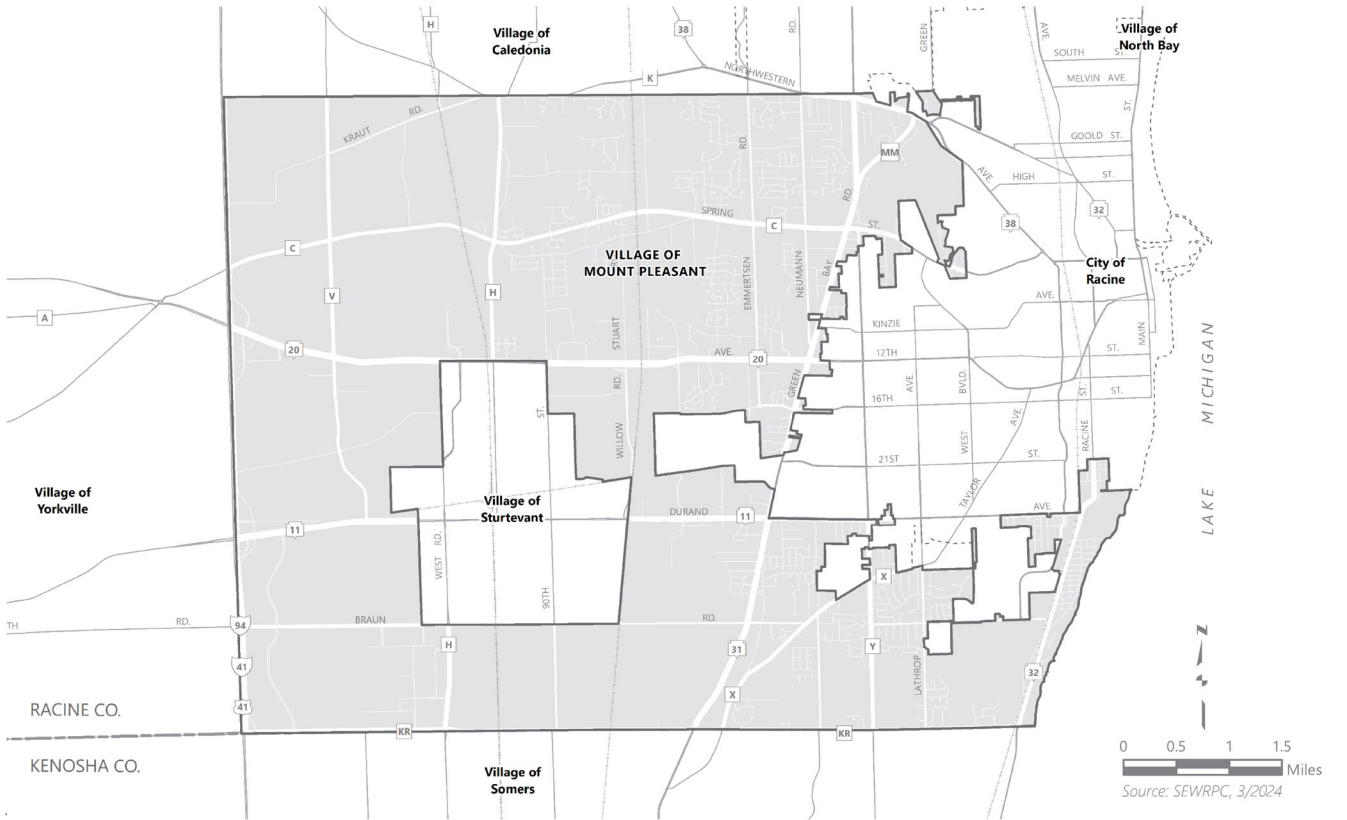
The plan update serves as a framework for the Village, adjacent municipalities, WisDOT, Racine County, the Commission, and other local agencies to coordinate on the planning, construction, and maintenance of the recommended bicycle and pedestrian facilities. Such coordination ensures that implementation of the goals, policies, and guidelines described in the plan will be achieved.

This plan is an update to the Village’s *Master Bicycle Plan 2030* that was prepared by the Wisconsin Bicycle Federation in 2007. It expands the scope of the 2030 plan by including a sidewalk and pedestrian component. Upon adoption, this update to the bicycle and pedestrian plan and its recommendations will be incorporated into the Village’s comprehensive plan.

¹ Schiller, P. and Kenworthy, J. (2018). *An Introduction to Sustainable Transportation: Policy, Planning, and Implementation*. Routledge, p. 112

² U.S. Department of Transportation (2015). “Active Transportation.” www.transportation.gov/mission/health/active-transportation

Map 1.1
Study Area: Village of Mount Pleasant, WI



1.1 BACKGROUND

The Village of Mount Pleasant engaged the Southeastern Wisconsin Regional Planning Commission (the Commission) in 2022 to update its existing bicycle master plan. Mount Pleasant is a village in southeastern Wisconsin located immediately west of the City of Racine (Map 1.1). Based on the 2020 U.S. Census, the Village’s population was 27,726, an approximate 6 percent increase from 2010.³ The updated plan has the following purposes: it improves bicycle and pedestrian conditions by recommending on-and off-street facilities for a well-connected network; it describes current bicycle and pedestrian safety conditions and identifies strategies that encourage an increase in walking and biking trips; and, it seeks to develop bicycle and pedestrian policies that will guide the development of complete streets and recommends standards for traffic calming measures and the locations of bicycle and pedestrian facilities.

1.2 ADVISORY COMMITTEE

The Village organized an advisory committee to provide guidance throughout the development of the plan. This committee reviewed the Commission’s project deliverables at key phases of the plan development and was tasked with assessing proposed goals, objectives, policies, design guidelines, and facility recommendations. A list of the advisory committee members and support staff is provided in Appendix A.

³ U.S. Bureau of the Census (2023). “Census QuickFacts: Village of Mount Pleasant, Wisconsin”. www.census.gov/quickfacts/fact/table/mountpleasantvillagewisconsin,US/PST040222#PST040222

1.3 PUBLIC PARTICIPATION

Public involvement and participation are critical for successful planning. As such, public meetings were held during key phases of this plan to gather public comment and feedback. Throughout the plan process, an interactive website was available to provide information and allow the public to submit feedback. In cooperation with the Commission, the Village conducted a public survey to gauge current bicycle and pedestrian usage and perceptions of safety, to understand where people travel to, and the factors that influence one's decision to walk or bike. The results of this survey are summarized in Section 6.

(placeholder for a summary of when public meetings were held, if/when the plan was presented to the Village Board or the planning commission, and how public notifications were published)

1.4 FRAMEWORK: HOW IS THIS PLAN STRUCTURED?

The remaining sections of this report summarize the existing on- and off-street bicycle and pedestrian infrastructure in the Village, identify relationships between these facilities and transit and land use/employment data, assess bicycle and pedestrian crash data, and assess gaps in the current bicycle and pedestrian network to determine where critical connections are needed. The plan analyzes bicycle and pedestrian crash data to recommend strategies for improvement by addressing engineering, education, enforcement, and encouragement. The plan develops goals to address bicycle and pedestrian issues related to lack of facilities, accessibility, connectivity, and safety, creates policies for improving walking and biking, and recommends design guidelines for constructing bicycle and pedestrian facilities and integrating them into street cross sections. Through evaluation and an alternatives analysis, the plan provides a list of recommended bicycle and pedestrian facilities to achieve the identified goals. The final sections of the plan identify final recommended bicycle and pedestrian facilities for the Village, summarize costs to construct and maintain these facilities, and identify appropriate levels of government responsible for implementing the recommendations and policies of this plan.

CTH/JMD/SAM/md

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