ORDINANCE NO. 5-15

BY: CITY PLAN COMMISSION

TO CREATE SUBSECTION 18.02 mm. OF THE ZONING ORDINANCE
TO AMEND THE CITY OF KENOSHA BICYCLE AND PEDESTRIAN
FACILITIES PLAN ADOPTED DECEMBER 8, 2005 AS REFERENCED
IN THE COMPREHENSIVE PLAN FOR THE CITY OF KENOSHA: 2035

The Common Council of the City of Kenosha, Wisconsin, do ordain as follows:

Section One: Subsection 18.02 mm. of the Zoning Ordinance for the City of
Kenosha, Wisconsin, is hereby created as follows:

18.02 The comprehensive plan adopted in subsection 18.01 is amended by the following:

mm. By City Plan Resolution on file with the Department of Community
Development and Inspections.

Section Two: This Ordinance shall become effective upon passage and
publication.

ATTEST: City Clerk

Debra L. Salas

APPROVED: Mayor

Keith G. Bosman

Passed: February 16, 2015

Published: February 20, 2015

Drafted By:
JONATHAN A. MULLIGAN
Assistant City Attorney
**Connector Routes**

The seven primary routes do not provide complete interconnectivity within the City, and therefore there are several routes that exist to provide a more complete and well-connected route network throughout the City. The following connector routes are generally short-distance and primarily commuter-oriented in nature.

**Blue-Orange Route**

There are three a number of Blue-Orange Connector Routes in the overall network. The first is on Sheridan Road between Birch Road and 24th Street. Portions of this segment are in the Town of Somers and once again provide an opportunity for intergovernmental cooperation. The current roadway configuration will only support the addition of color-coded signs, but any reconstruction of Sheridan Road in this area should make the addition of segregated lanes a priority. Where there is sufficient roadway width, segregated lanes should be installed.

![Diagram of Blue-Orange Route](image)

**Figure 29.** The first Blue-Orange Route connects Blue and Orange Routes along Sheridan Road.

The second Blue-Orange Route is along 45th Street (Figure 30). This segment should consist of segregated lanes. Color-coded signage should also be installed.
Figure 30. The second Blue-Orange Route follows 45th Street.

The final third Blue-Orange Route connects Blue and Orange Routes on 75th Street and 7th Avenue (Figure 31). It begins on 75th Street at 1st Avenue and proceeds west to 7th Avenue, then turns south on 7th Avenue to 78th Street. As a segment intended to primarily serve commuters, it should only receive color-coded signs.

Figure 31. Blue-Orange Route #3 will provide access for students at Southport Elementary School.

The fourth Blue-Orange Route takes advantage of recent improvements to the configuration of 30th Avenue and connects the southern Kenosha County Bicycle Trail to Pershing Boulevard via 30th Avenue and 80th Street. Due to the width of the existing roadway, these should receive separated lanes.