

**VILLAGE OF PLEASANT PRAIRIE  
PARK COMMISSION  
Village Hall Auditorium  
9915 39<sup>th</sup> Avenue  
Pleasant Prairie, Wisconsin 53158  
April 3, 2019  
6:00 p.m.**

A regular meeting of the Pleasant Prairie Park Commission was held on Wednesday, April 3, 2019, 6:00 p.m. Present were Present were Kris Keckler, Jim Bandura (Alternate #1), Brock Williamson, William Mills, Dave Klimisch, and Chris Bilik (Alternate #2). Michealene Day, Cindy Schwab and Dan Klemack were excused. Also present were Tom Shircel, Assistant Village Administrator; John Steinbrink, Jr., Public Works Director; and Lori Laas, Public Works Clerk. \_\_\_\_\_ citizens were present.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. MINUTES OF MEETINGS - NOVEMBER 7, 2018**

Brock Williamson:

Move approval.

Jim Bandura:

Second.

Kris Keckler:

We have a motion and a second. Any other discussion related? All those in favor say aye.

Voices:

Aye.

Kris Keckler:

Opposed? So carried.

- 4. CITIZEN COMMENTS**

Kris Keckler:

Did we have any signups? Anybody wishing to speak? Anybody wishing to speak? We'll close citizens' comments.

- 5. DIRECTOR OF PUBLIC WORKS REPORT**

John Steinbrink, Jr.:

Mr. Chair, the only thing I have to report is that the Plan Commission and the Village Board gave a favorable recommendation and passed through ordinance the Park and Open Space Plan. So I'd like to thank the Commission for all the work that they did over the course of almost a year in developing and revising and working with the public to get our plan approved and complete. And now we are eligible for DNR grants in the future.

Kris Keckler:

That's good. That was my only followup that everything's in order which I assumed it was. And we appreciate your department and the Village overall support in developing that plan.

John Steinbrink, Jr.:

Thank you. That's all I have to report.

## **6. NEW BUSINESS**

### **a) Consider and approve Pedestrian Ways in Prairie Highlands Corporate Park.**

John Steinbrink, Jr.:

Mr. Chair and members of the Park Commission, this evening I bring before you the proposed Pedestrian Ways within the Prairie Highlands Corporate Park generally located to the west of I-94 between 165 and Highway C which is also called Wilmot Road. It's a large corporate development that the Village has been working on for probably 15, 20 years now. So it's very exciting to see it starting to take shape. We do have some committed properties under development. Aurora Healthcare and the Haribo plant are both in there. The site is being graded for Haribo, and there's actually construction going on for Aurora at this time.

One of the things that I'd like to bring before you for any discussion or comment that you may have is this Pedestrian Ways. We're going to have a lot of people working in here, and we feel that it's very important to have some connectivity amongst internally but then also getting them into the park, into Lake Andrea, getting them to 165 and wherever else that they need to travel within the Village.

So just a quick overlay here or a quick review. Anything that's in red is a proposed ten foot asphalt path. That's something where if you're riding a bike, if you're doing special events, you can traverse on there. A little bit wider, a couple feet wider than what the path is at Prairie Springs Park. That's eight foot. Our standard right now is ten foot. Eight foot is a little bit narrow so we'll been making it ten. The blue area that we have, and the blue areas we're kind of having around a potential conference center, around the Aurora site on the west and kind of on the Haribo site gives it a little bit more professional look with the five foot sidewalk. So a combination of them where you can ride your bike, walk, wherever you have to traverse within the site.

If you look to the left hand side of the page or the screen if you're looking at it here, you'll see that there's a possible future pathway to Uline. Uline has a pathway that connects H1 and H2, and they're looking at connecting it over to Highway 165 or County Trunk Highway Q so that would complete that connection. If you look over to the right hand side or to the north, there's an existing shared use path that was constructed when the Highway C interchange was reconstructed as part of the I-94 project. So there's an existing shared use path ten foot wide that goes from about 128th all the way down to River Road.

Once you get to River Road now you have some connectivity through River Road to the Don Hackbarth Trail which gets you into Prairie Springs Park. You have the loop around Prairie Springs Park, and then there's a path on 165 that goes all the way up to Corporate Drive to where the Gateway Development is. That's where the Kwik Trip is going on where they just had that recent grading, and you'll see some construction going on around the back side over a sewer trench or a sewer path and then tying into the East Frontage Road. So East Frontage Road has a path already existing there.

One of my pipe dreams that I've been wanting for a long time is actually to get a bridge over I-94 to really complete that connectivity. The interchange itself at 165 is very congested. The overpass itself isn't made for bicycle or pedestrian. It just wasn't planned out that way at the time. There is like a small median, but there's so much traffic there, and there's so much congestion it's not really set up for it. Myself and a lot of people that I know train for a triathlon and other events ride that on a regular basis, and it's really dangerous. So it would be nice to keep them out of that intersections. There's just a lot going on there. And so that bridge would be very useful to get people from Haribo to the new Gateway to the conference center to all these locations moving forward. So we bring this before you because we're looking to have it as an addendum to our Bike and Pedestrian Plan which is an addendum to our Park and Open Space plan. So I guess at this time I can answer any questions that you may have on this.

Kris Keckler:

I see the rationale because you don't want the area so isolated. What are the conditions to get a type of bridge or pedestrian walkway or bike path over an interstate?

John Steinbrink, Jr.:

What are the conditions --

Kris Keckler:

What are the regulations, conditions. Obviously I've seen them --

John Steinbrink, Jr.:

You've just got to write a check big enough is what it ends up being. It probably costs a couple millions dollars to do it. Now, whether we can get some grant money, whether we can get some donations, that's still kind of up in the air how it happens. But you could really do a lot aesthetically. That's really in I-94 that's kind of the gateway coming into Pleasant Prairie. So you could really dress that up, make something nice, whether Haribo wants to do something. I

don't know, right now it's just conceptual. If it doesn't happen they can still get down to Highway C, take the frontage road, come back through the Gateway and around. I'm hoping one day with the combination of Village, with the grants and donations we can make this happen.

Kris Keckler:

I just didn't know the regulatory pieces, if there has to be certain spacing away from signs, visual objects that already exist on the interstate and/or easements as far as the launch or approach and how much goes into that. But the Department of Transportation just allows this as long as we're willing to [inaudible].

John Steinbrink, Jr.:

Yeah, it is allowed. It has been done in other areas of I-94 reconstruction. It would have been nice if we would have had the corporate park in already when they constructed I-94 because then I then we may have had a little better chance to get it in up front. But as you drive down the new areas of I-94 there's probably four or five of them within Wisconsin that have been recently constructed. The price tag isn't really horrible. I understand a million dollars it's still a lot of money. But once you start getting a large population of people working at Haribo, people working at Aurora and whatever else develops to the west there also, you have Uline and you have a conference center and everything else that develops, that connectivity I think really is important.

And the Village is really big in promoting health and bike and walking and trails at the RecPlex so I think it really is a perfect fit. Like I said up front it's my pipe dream. It's something that we're going to plan for, we're going to work hard for. It may happen, it may not, it's hard to tell at this time. But you can always dream big.

Kris Keckler:

I had some other questions but I didn't want to -- yes, Jim?

Jim Bandura:

John, just a quick one, you're talking about the east and west on Gold Bear Drive, correct?

John Steinbrink, Jr.:

Correct, yes. Yeah, so Gold Bear Drive. We're looking at the sidewalk along the Haribo site, it gives a little bit more of a professional look where the people are walking. But then if somebody wants to come in with a bike off of Highway C or off of Uline or off of Q you can ride your bike on that path, up Gold Bear on the south side, make a loop over the out lot, come back. And then potentially tie into the shared youth path at Bristol will be connecting, that will tie in with Highway U. And once you get off to the other side of the interstate there's on street trails or markings all the way out to Lake Geneva. It takes a while to get there by bike, but I mean it's all there and you can make some stops in some of the different areas.

Kris Keckler:

When would there be consideration for any type of protective structure even if it's just a covered area if somebody is half way?

John Steinbrink, Jr.:

We don't have any plans for that right now. And that's something that maybe in the future we could do something like by Gold Bear Drive by one of the out lots. And I would guess that either Aurora or Haribo would probably donate something or want to build something. Then they could kind of put their own theme on it whatever that may look like. I'm sure the Aurora theme would look a little bit different than the Haribo theme but whatever they can work out. It would be a great Eagle Scout project for a Eagle Scout. The kids are familiar with the structures that we have in Ingram Park, that we have in, where else would that be, on the Prairie Farms Trail. Probably have half a dozen of them in the Village, some nice structures.

So I think there's a lot of opportunity for that. It's just important to get that hard surface in now for the grading and the stone and the concrete and the asphalt during construction. And then some of these ancillary components it's easy to put in layers. But it's really important to get this all in now. I had a construction update meeting with the contractor. So once we started telling about where these paths and sidewalks are going to go it affects the utility construction because now the sewer and water stubs have to go another 10, 12 feet. Or the hydrant has to be bumped back a little bit when it gets put in so it's not in the middle of the sidewalk. So there's a lot of coordination. So we wanted to make sure we got this passed by the Commission as part of the plan so once they start finishing up some of the service laterals, hydrants, different stuff like that we can make sure that there's no conflict and everything gets put in as cost effectively as possible.

Dave Klimisch:

Is that similar thinking for any benches?

John Steinbrink, Jr.:

The benches would be the same thing, too. We wouldn't do the benches now, but it's easy to throw a bench in later whether it's part of a memorial program, whether Haribo wants to do it, whether Aurora wants to do it or a service group of some sort wants to do it.

Dave Klimisch:

And the red line, the asphalt shared use is the ten foot, the blue one is a --

John Steinbrink, Jr.:

Is a five foot sidewalk, yes.

Dave Klimisch:

Would they be allowed on the five foot path on 128th Ave.?

John Steinbrink, Jr.:

Would they be allowed?

Dave Klimisch:

Yeah, or is that more of a --

John Steinbrink, Jr.:

We're really not going to regulate it. It's made more so for walking like on your regular five foot sidewalk that you'd have in the city. Will people ride their bikes on it? Probably. But if given a path just to the other side of the street they'll probably choose to ride their bike on that path. You can walk on the path, I mean you could do either one either way. We tried to have a sidewalk path that abuts some of these developments but then loop in with all of our big trail system our multi-use asphalt paths.

Dave Klimisch:

A couple more thoughts --

John Steinbrink, Jr.:

And we went through a bunch of different iterations on what's going to be a path, what's going to be a sidewalk. And this is kind of what we came up with as staff that we thought fits the bill the best.

Dave Klimisch:

And I think we currently have -- the loop around Lake Andrea is about seven miles?

John Steinbrink, Jr.:

Well, it's 2.3 miles just around the lake. If you take the Prairie Farms Trail out to Highway C and back and the loop it's exactly six miles which is a 10K.

Dave Klimisch:

And then this adds -- if somebody were to loop this how much does this add to it?

John Steinbrink, Jr.:

I don't know exactly how much it is but it's more than I would want to run for sure especially getting all the way out there. But now we're getting to the point where you can almost have a half marathon or a marathon. We're getting in some of these distances. Kenosha County has been working for the last couple years, and actually the Commission passed a resolution supporting that Highway C multi-use path on the south side of Highway C. We're looking to

possibly have that constructed this year. So now you can go around Lake Andrea, Prairie Farms Trail through Highway C up to River Road and out, get on this new path, come around, go through the out lots, Q, over the new bridge hopefully, back through Gateway down the path, you'll be over 13 miles, over a half marathon. And so now that really opens up some opportunity where now you're really not even closing down any roads. I think we could really in the future have some great running events. I would want to talk to the Kenosha Running Club to see if they'd want to sponsor some of these paths or trails for maintenance or upkeep on that, or they could sponsor events and running events. Really just to promote a healthy lifestyle within Pleasant Prairie.

Dave Klimisch:

I see a possible dead end if you're on a bike on County Q and 128th. Going north would be on the blue five foot path. Would there be a way for a bike to go north on 128th off of Q?

John Steinbrink, Jr.:

Bike to go north on 128th, 128th really isn't made for a bike. I'll tell you the reason why we have the multi-use path there is eventually just to get them on 165 to get them all the way west past U. And so right now our project limits stop at 128th just past the intersection. But ultimately that red line is going to go west all the way up to Highway U. And once you get past Highway U it comes into a little bit more of a rural cross-section, not as many heavy trucks, not as much traffic at this point anyway to get you out to Paddock Lake, to Powers Lake, to Lake Geneva, wherever you want to ride. So the goal is to somehow get you ideally on the path on Highway Q on the West Frontage Road past the out lot to Gold Bear, over the bridge by the Gateway back to Prairie Springs Park. So you can meet your group at Prairie Springs Park, ride, get across this corporate park, Highway Q, and get past all of the semis and the heavy truck traffic. Once you get past there riding isn't quite as bad. But that's kind of the logic globally that we went with for this.

Dave Klimisch:

And how's the funding for this?

John Steinbrink, Jr.:

The funding for this will be part of the TID.

Kris Keckler:

Any other comments?

William Mills:

Just it really looks great. I've been on the Commission since 2005, and a lot of the things we're talking about that are reality now were the dreams back in 2005. So it's just really great how the Village has been able to execute on these dreams over the last 14 years.

Brock Williamson:

Yeah, to stay so far ahead. You guys are always years in advance to what's eventually going to be. And it's nice to see that planning is there to be ready when everything's built and it all ties together. And that's part of what we've been doing with that Village Green committee we've been doing is really trying to coordinate what's going on with the Village Green to eventually access on these other areas as well and tie it all together. And it's multiple subcommittees that have kind of all had that in the back of their minds.

John Steinbrink, Jr.:

Absolutely. Our Park and Open Space Trail one of the main east/west connectors that we're looking to have is the connection from Lake Andrea all the way down to the Kenosha County Bike Trail. But that comes getting down 95th when WisPark did all the development on that on 95th they never thought of an off street bike trail. It would have been great to have that down 95th because now it's a real challenge to get it. And then we've got to cross 31 to Dabbs Farm Drive to get to the Village Green Subdivision. But as part of the Park and Open Space Plan when we developed Village Green neighborhood we actually have part of that trail built in there already. So we have a ten foot path probably for half a mile in there. It doesn't go anywhere on either side right now, but eventually as land develops to the west at least to Dabbs Farm Drive and Highway 31 that connection will be there.

We'll have to figure out how to cross Highway 31. It may be just a great crossing, try to find a grant or some funding to get a path in off street on 95th to get to the park through Meadowdale and actually through the Village Green Center like you were talking about to make that connect to the Kenosha County Bike Trail. And ultimately make a connection from there all the way to Lake Michigan. So now the big picture you can go from Lake Michigan all the way to Bristol without traveling on the road with your bike which I think the day that happens that will be a great day for sure. It takes generations of planning to make that happen.

Brock Williamson:

Right. And I think that's key like you said is to try to limit on road bike ways. Because even though there's a lane there a lot of people don't pay attention to it. And it's nice to know you have a separate area dedicated just for cycling or pedestrian.

John Steinbrink, Jr.:

I can't tell you how many times when I train for events or I'm riding with friends I'll have a car that will come inches from my shoulder as I'm riding my bike. And then you look and they're texting or they're not paying attention, something like that. So it's scary. I mean people get hit all the time. So I think this just makes it safer, and it really promotes a healthy lifestyle.

Kris Keckler:

Any motion?

Chris Bilik:



I hear half marathon that will make my life happy. Madison and Chicago for all those half marathons and we could go right here. So it sounds good to me.

John Steinbrink, Jr.:

Excellent.

Dave Klimisch:

I move to approve the pedestrian ways in Prairie Highlands Corporate Park.

Brock Williamson:

I'll second.

Kris Keckler:

There's been a motion and a second. All those in favor say aye.

Voices:

Aye.

Kris Keckler:

All those opposed? So carried. Thank you for passing that.

## **7. PARK COMMISSION COMMENTS**

Kris Keckler:

Anybody have any comments?

Brock Williamson:

Just to follow up on, again, that downtown Village Green development. The fact like we talked about approving that study that a lot of those parks are already coming up again in that downtown vision which is nice, again, to have that so far ahead of the curve that we can already start to expand on that and tie some of these other areas together so it's pretty exciting.

John Steinbrink, Jr.:

I know that we don't meet often or monthly, but everything that we do meet on and everything that we produce really does have an impact in the community.

Kris Keckler:

Anything else?

**8. ADJOURNMENT**

Brock Williamson:

So moved.

William Mills:

Second.

Kris Keckler:

Motion and second. All those in favor?

Voices:

Aye.

Kris Keckler:

Any opposed? So carried. That makes us adjourned. Thank you so much for coming in everybody.