

# Southeastern Wisconsin Metropolitan Planning Area: Racine County



## Planning Area Overview

The Southeast Wisconsin Regional Planning Commission is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for southeastern Wisconsin.

The Southeastern Wisconsin Regional Planning Commission Planning Area consists of the urban and urbanized areas of Whitewater, Elkhorn, Delavan, Lake Geneva, Round Lake Beach, Burlington, Kenosha, Union Grove, Racine, Milwaukee, Mukwonago, Richfield, Hartford, West Bend and Port Washington.

Three multimodal corridors cross Racine County: the Glacial Plains Corridor, the Hiawatha Corridor and the Southern Tier Corridor. The Glacial Plains Corridor is defined by endpoints in Rock County and Milwaukee. The Hiawatha Corridor falls entirely within Milwaukee, Kenosha, Racine and Waukesha counties and is defined by endpoints in Milwaukee and Illinois. The Southern Tier Corridor is defined by endpoints in Rock County and Racine and Kenosha. Refer to the appropriate maps and tables for more information.

## Current Planning Area Characteristics

- Airports:
  - › Transport/corporate airport: John H Batten (Racine)
  - › General utility airport: Burlington Municipal
  - › Basic utility airport: Sylvania (Sturtevant)
- Highways:
  - › Primary state highways: I-94, US 45, WIS 11, WIS 20, WIS 32, WIS 36
  - › Corridors 2030 Backbone Route: I-94
  - › Corridors 2030 Connector Routes: WIS 11, WIS 36
  - › NHS intermodal terminals with local road connections: Amtrak Station (Sturtevant)
- Public Transit:
  - › Bus systems: Racine
  - › Shared-ride taxi: None in county
  - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail:
  - › Amtrak *Hiawatha Service* between Milwaukee and Chicago, IL, with a stop in Sturtevant
  - › Amtrak *Empire Builder* service between Seattle, WA/Portland, OR and Chicago, IL (no stop in Racine County; nearest stop in Milwaukee)
- Intercity Bus:
  - › Service between Minneapolis/St Paul, MN and Chicago, IL (no stop in Racine County; nearest stop in Milwaukee)
  - › Service between Green Bay and Chicago, IL (no stop in Racine County; nearest stop in Milwaukee)
  - › Service between Waukesha and Chicago, IL (O'Hare and Midway airports), with a stop in Racine
  - › Service between Milwaukee and Chicago, IL (no stop in Racine County; nearest stop in Kenosha)
  - › Service between Milwaukee and Kenosha, with a stop in Racine
- Ports and Harbors: None in county
- Ferry: None in county
- Bicycle/Pedestrian:
  - › Major trails: Seven Rivers Trail, Milwaukee-Racine-Kenosha Trail
  - › Accommodations, linkages and accessibility along and across some facilities

## Future Planning Area Vision

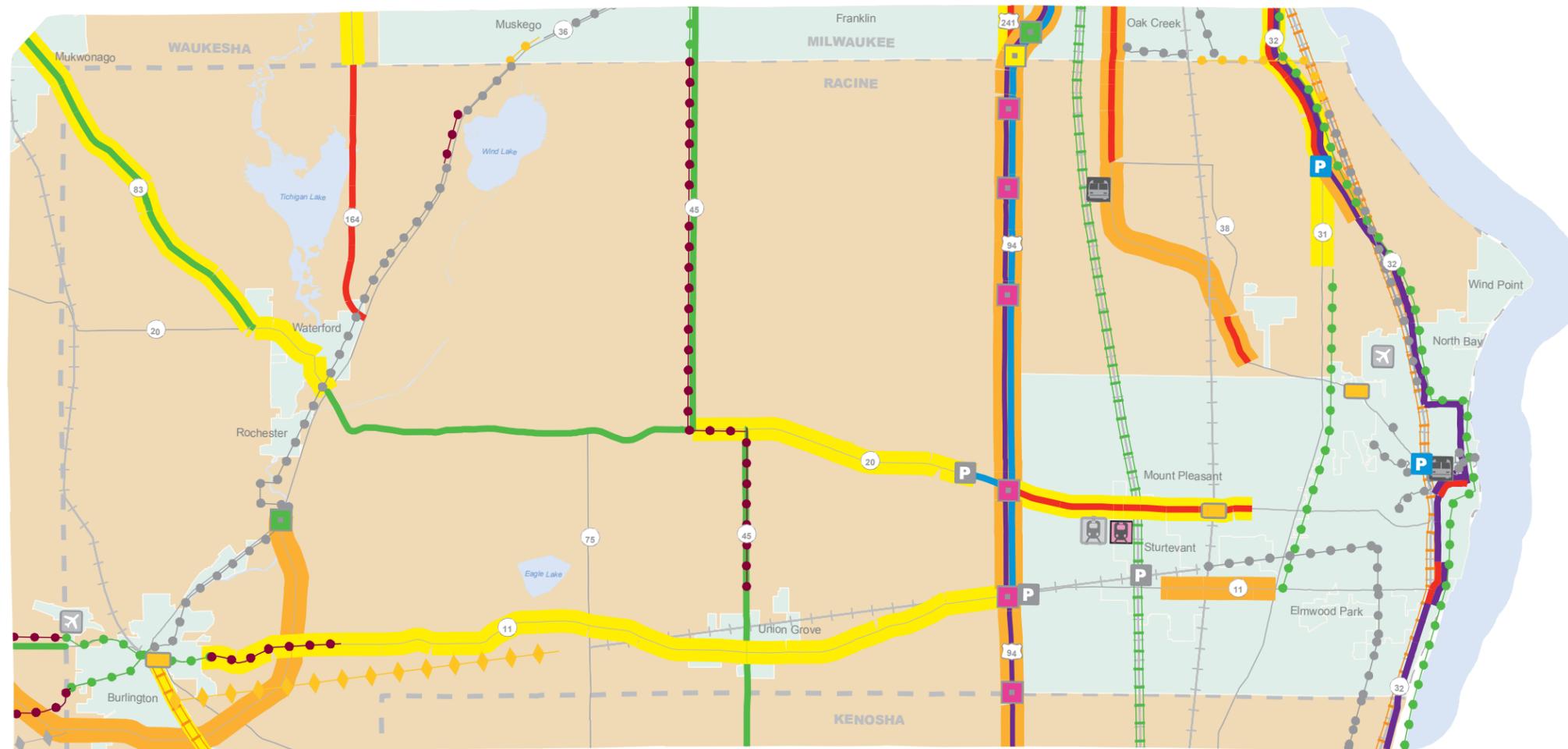
- Airports: Continued service, increased direct air service and more business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-94, US 45, WIS 11, WIS 20, WIS 32 and WIS 36 by implementing:
  - › The *State Access Management Plan* vision
    - Tier 1; I-94
    - Tier 2A; WIS 20 (I-94 to WIS 31), WIS 36
    - Tier 2B; US 45, WIS 11 (Burlington to I-94), WIS 20 (WIS 36 to I-94), WIS 32 (north of Racine's north municipal limits to Milwaukee/Racine county line)
    - Tier 3; WIS 11 (I-94 to Racine west municipal limits), WIS 20 (I-43 to Waterford west municipal limits)
  - › Candidate passing lane corridors (US 45, WIS 11, WIS 20)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: New service between Kenosha, Racine and Milwaukee (KRM commuter rail)
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail:
  - › Continued Amtrak *Empire Builder* service between Seattle, WA/Portland, OR and Chicago, IL with a stop in Milwaukee and Amtrak *Hiawatha Service* between Milwaukee and Chicago, IL
  - › New service:
    - New Madison – Milwaukee – Chicago, IL intercity passenger rail service
    - New Minneapolis/St. Paul, MN – Madison – Milwaukee – Chicago, IL intercity passenger rail service
    - New Green Bay – Milwaukee – Chicago, IL intercity passenger rail service
    - All new intercity passenger rail services will operate within existing corridors
- Intercity Bus: Continued existing service
- Ports and Harbors: None in county
- Ferry: None in county
- Bicycle/Pedestrian: Continued accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
<b>County populations</b>		
Racine	195,113	214,902
<b>Population age 65 and older</b>	23,233	40,290
<b>Intercity passenger rail ridership</b>		
Sturtevant station	62,400	186,000
<b>Average annual daily traffic along</b>		
I-94	76,100 – 86,900	83,800 – 116,000
US 45	2,600 – 3,600	9,200 – 37,800
WIS 11	4,800 – 27,500	6,900 – 38,600
WIS 31	7,100 – 35,300	9,600 – 23,500
WIS 32	4,400 – 17,400	3,500 – 8,900
<b>Truck volume along</b>		
I-94	High	High
US 45	Medium	Low
WIS 11	Low	Medium
WIS 31	Low	Medium
WIS 32	Low	Low

Refer to the "Corridor Map - Data Definitions and Sources" for more information.



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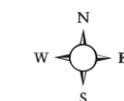


**Existing Facilities**

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Mississippi River lock and dam
- Ferry
- Bicycle/pedestrian trail
- Rail-to-trail
- Railroad – private ownership
- Railroad – public ownership
- State trunk network
- State/county boundary
- Waterway
- City/village
- Metropolitan Planning Area
- Native American land

**Priority Project Support Areas**

- Airport**
  - Airport project
- Intercity Bus**
  - Intercity bus route
  - Priority route
- Park and Ride**
  - Park and ride
- Port, Channel or Waterway**
  - Port, channel or waterway project
- Ferry**
  - Ferry project
- Bicycle and Pedestrian**
  - Trail connection or extension
  - Rail-to-trail
- Fixed Guideway**
  - Commuter, rapid or express bus route
  - Study future route
  - Commuter rail route
  - Commuter rail, proposed station



## About Multimodal Corridors and Planning Areas

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. These corridors collectively represent a starting point toward long-term implementation of *Connections 2030* and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers

- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes, such as rail, pedestrian, and transit, which influence the mobility, capacity, safety and other functional elements of the corridor.

## Priority Project Action Areas

**Interchange**

- Study and/or preserve right of way
- Study and construct new
- Reconstruct existing

**Bicycle and Pedestrian**

- Provide urban connection
- Provide rural connection

**Bridge**

- Reconstruct existing or construct new

**Intercity Passenger Rail**

- Proposed station
- Proposed station with intercity bus stop
- Study future route
- Priority route

**Highways**

- Construct capacity project
- Prepare corridor plan
- Reconstruct existing
- Construct passing lane
- Convert to Interstate standards
- Study bypass/new arterial

For more information, refer to the Corridor Map Legend Definitions document at [www.wiconnections2030.gov](http://www.wiconnections2030.gov).



# Southeastern Wisconsin Metropolitan Planning Area: Racine County

## Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WisDOT Region Office.

### Overlapping Corridors

Hiawatha	Southern Tier	Waukesha Conn.
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### Short-Term (2008 – 2013)

•		I-94	Construct additional lanes during reconstruction from Illinois/Wisconsin state line to WIS 11
•		I-94	Reconstruct interchanges at County Rd KR (Racine Co) and I-94; WIS 11 and I-94; WIS 20 and I-94; County Rd K (Racine Co) and I-94; County Rd G (Racine Co) and I-94; and Seven Mile Rd (Racine Co) and I-94
•		I-94	Study and construct new interchanges at Drexel Ave (Oak Creek) and I-94, and at Elm and I-94 (including the connector) if supported by environmental document
•		WIS 11	Construct additional lanes from 92nd St (Sturtevant) to WIS 31
•		WIS 32	Reconstruct from Larson St (Racine Co) to 21st Ave (Racine) and from Marquette St (Racine) to Main St (Racine)
•		WIS 32	Construct additional lanes during reconstruction from Five Mile Rd (Caledonia) to WIS 31
	•	WIS 164	Reconstruct from WIS 36 to Waukesha/Racine county line
•		WIS 241	Prepare corridor study from Milwaukee/Racine county line to County Rd ZZ (Milwaukee Co) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•	•	Fixed Guideway	Support environmental and engineering work for Kenosha-Racine-Milwaukee (KRM) commuter rail service between Kenosha and Milwaukee with stops in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy/St Francis and South Side Milwaukee
•	•	Intercity Passenger Rail	Implement intercity passenger rail service between Madison and Chicago, IL with stops in Watertown, Oconomowoc, Brookfield, Milwaukee Intermodal Station, General Mitchell International Airport and Sturtevant

### Mid-Term (2014 – 2019)

•		I-94	Construct additional lanes from WIS 11 to West College Ave (Milwaukee) if supported by environmental document
	•	WIS 11	Replace bridge in downtown Burlington if supported by environmental document
	•	WIS 11	Construct enumerated Major project from WIS 11 west to WIS 36 north, which may include bypassing Burlington, adding lanes and/or capacity, and constructing a new interchange at new bypass and WIS 36
	•	WIS 20	Replace railroad bridge in Mount Pleasant if supported by environmental document
	•	WIS 83	Prepare corridor study from WIS 36 to I-43
•	•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 36 from WIS 83 (Burlington) to the White River State Trail
•	•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 11 from Lyons Rd (Walworth Co) to Crossway Rd (Racine Co)
•		Bicycle/Pedestrian	Provide urban and rural accommodations along the entire stretch of WIS 32
•		Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 31 from Four Mile Rd to WIS 11
•	•	Bicycle/Pedestrian	Provide urban and rural accommodations along US 45 from 58th Rd (near Union Grove) to the Hank Aaron State Trail (Milwaukee Co)
•	•	Bicycle/Pedestrian	Support construction of a trail along the Rails-to-Trails corridor from WIS 83 (Burlington) to Vandenboom Rd (Racine Co), and a trail connecting the Milwaukee-Racine-Kenosha Trail to the Oak Leaf Trail

### Overlapping Corridors

Hiawatha	Southern Tier	Waukesha Conn.
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### Mid-Term (2014 – 2019), continued

•	•	•	Fixed Guideway	Support implementation of Kenosha-Racine-Milwaukee (KRM) commuter rail service between Kenosha and Milwaukee with stops in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy/St Francis and South Side Milwaukee if supported by environmental document
•	•	•	Intercity Passenger Rail	Implement intercity passenger rail service between St. Paul, MN and Chicago, IL with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee Intermodal Station, General Mitchell International Airport and Sturtevant if supported by environmental document

### Long-Term (2020 – 2030)

•		WIS 38	Reconstruct bridge over the Root River if supported by environmental document	
•	•	Bicycle/Pedestrian	Provide urban and rural bicycle accommodations (possibly as a trail) along WIS 36 to connect the gaps in the Seven Waters Trail	
•	•	•	Fixed Guideway	Support results of potential future Southeastern Wisconsin Regional Planning Commission studies of commuter rail service between Burlington and Chicago, IL
•	•	•	Intercity Passenger Rail	Implement intercity passenger rail service between Green Bay and Chicago, IL with stops in Appleton, Neenah, Oshkosh, Fond du Lac, West Bend, Granville (Northwest Milwaukee Co), Milwaukee Intermodal Station, General Mitchell International Airport and Sturtevant if supported by environmental document
•	•	Park & Ride	Support proposed park and ride construction, with transit stops near the intersection of State St (Racine) and Memorial Dr (Racine), and WIS 31 and Six Mile Rd if supported by environmental document	
•	•	•	Public Transit	Support rapid bus service between Racine and Milwaukee

### Entire Planning Period

•		I-94	Study interchange and/or preserve right-of-way at I-94 and WIS 241 if supported by environmental document
•	•	US 45	Construct candidate passing lanes from the Illinois/Wisconsin state line to WIS 20 and from WIS 20 to WIS 36 if supported by environmental document
	•	WIS 11	Prepare corridor study from Burlington municipal limits to Shumann Dr (Union Grove, Racine Co) and from Shumann Dr (Union Grove, Racine Co) to I-94 for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
	•	WIS 11	Construct candidate passing lanes from I-43 to Walworth/Racine county line if supported by environmental document
•	•	WIS 20	Prepare corridor study from I-94 to Sunnyslope Dr (Mt Pleasant) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•	•	WIS 20	Prepare corridor study from US 45 North to County Rd C (Racine Co) for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
•	•	WIS 20	Construct candidate passing lanes from WIS 36 to US 45 north if supported by environmental document



# Southeastern Wisconsin Metropolitan Planning Area: Racine County

**Current and Proposed Future Activities** These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WisDOT Region Office.

**Overlapping Corridors**

Hiawatha	Southern Tier	Waukesha Conn.
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**Entire Planning Period, continued**

•		WIS 31	Prepare corridor study from Four Mile Rd (Caledonia) to WIS 32 for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
•		WIS 32	Prepare corridor study from WIS 31 (Racine Co) to WIS 100 (Milwaukee Co) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•		WIS 38	Implement results of corridor plan from County Rd K (Racine Co) to Oakwood Rd (Milwaukee Co), which may include reconstructing, adding lanes and/or capacity, if supported by environmental document and Transportation Projects Commission, legislature, and governor
•	•	WIS 83	Construct candidate passing lanes from WIS 20 to I-43 if supported by environmental document
	•	WIS 164	Prepare corridor study from Racine/Waukesha county line to Forest Home Ave/Janesville Rd (Waukesha Co) for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
•		WIS 241	Construct additional lanes from Drexel (Franklin/Oak Creek) to Milwaukee/Racine county line if supported by environmental document
•	•	Airports	Support continued preservation, maintenance, and infrastructure projects at <i>State Airport System Plan</i> airports
•	•	Bicycle/Pedestrian	Add key linkages into metropolitan areas
•	•	Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
•	•	Fixed Guideway	Support studies and implementation of potential new commuter rail service from Rock, Walworth, Racine and Kenosha counties to Chicago, IL
•	•	Intercity Bus	Support continued intercity bus service between Minneapolis/St Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee; between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee; between Milwaukee and Chicago, IL; between Milwaukee and Chicago, IL with a stop in Kenosha; between Milwaukee and Kenosha with stops in Oak Creek and Racine; and between Waukesha and Chicago, IL (O'Hare and Midway airports) with stops in Milwaukee, General Mitchell International Airport, Racine and Kenosha
•	•	Intercity Passenger Rail	Support continued service and additional frequencies of Amtrak <i>Hiawatha Service</i> between Milwaukee and Chicago, IL with stops at General Mitchell International Airport and Sturtevant
•	•	Intercity Passenger Rail	Support continued Amtrak <i>Empire Builder</i> service between Seattle, WA/Portland, OR and Chicago, IL with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee
•	•	Intercity Passenger Rail	Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridor
•	•	Local Roads	Support continued preservation, maintenance and infrastructure projects
•	•	Park & Ride	Support continued preservation and maintenance
•	•	Park & Ride	Support expansion of existing park and ride facilities if needed and if supported by environmental document

**Overlapping Corridors**

Hiawatha	Southern Tier	Waukesha Conn.
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**Entire Planning Period, continued**

•	•	•	Public Transit	Support continued service and vehicle replacement for Belle Urban System (Racine)
•	•	•	Public Transit	Support regional service expansion for Belle Urban System (Racine)
•	•	•	Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
•	•	•	Rail Freight	Preserve existing freight services and corridors
•	•	•	Soo Locks	Support continued coordination, maintenance, and preservation
•	•	•	Specialized Transit	Support continued service and encourage improved service coordination
•	•	•	State Highways	Preserve and maintain infrastructure
•	•	•	State Highways	Construct grade separations at rail crossings if supported by environmental document
•	•	•	State Highways	Improve traffic movement with traffic operations infrastructure strategies
•	•	•	TDM	Support implementation of TDM in Southeast Wisconsin Regional Planning Commission counties
•	•	•	TSM	Support implementation of TSM in Southeast Wisconsin Regional Planning Commission counties

**Important Notes about What is Depicted**

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the planning area. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT's implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of *Connections 2030* recommendations. The map and table activities on the previous pages reflect actions identified in:

- *Connections 2030* policies
- WisDOT's Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations' (MPOs), regional planning commissions' (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or [www.dot.wisconsin.gov/projects/](http://www.dot.wisconsin.gov/projects/) for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.



# Planning Area Map – Data Definitions and Sources

## Data Definitions

### Corridors 2030

(See *Connections 2030 Chapter 5, Preserve and Maintain Wisconsin's Transportation System, for more information.*)

- Backbone system: Multilane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

### State Access Management Plan vision

(See *Connections 2030 Chapter 9, Promote Transportation Efficiencies, for more information.*)

- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

### State Airport System Plan classifications

- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less

### Truck Volume Descriptions

- Low (0 – 501 trucks per day), Medium (501 – 2,500 trucks per day),
- High (2,501 – 8,000 trucks per day), Very High (more than 8,000 trucks per day)

### Urban/urbanized areas

- Urban areas: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas with populations of 50,000 or more

## Data Sources

### Annual average daily traffic (AADT)

- Current data: WisDOT, *2005 Wisconsin Highway Traffic Volume Data*, December 2006
- Forecast data: WisDOT, August 2007

### Enplanements

- Current data: WisDOT, *2006 Wisconsin Aviation Activity*, April 2007
- Forecast data: Flight Transportation Associates, Inc., *Updated Wisconsin State Airport System Plan Aviation Activity Forecasts*, September 2005; Southeast Wisconsin Regional Planning Commissions, *Review and Update of Regional Airport System Plan Forecasts*, 2005

### National Highway System (NHS) intermodal terminals

- Federal Highway Administration, October 2007

### Passenger rail ridership

- Current data: WisDOT, 2007
- Forecast data:
  - › Transportation Economics & Management Systems, Inc., *Midwest Regional Rail Initiative Project Notebook*, 2004
  - › Forecast year 2020
  - › Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

### Population

- Current population: Wisconsin Department of Administration, *January 1, 2007 Preliminary Population Estimates for Wisconsin Counties*, August 10, 2007
- 2030 Population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004
- Current Age 65 and older population: 2000 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and older population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004

### Truck volume

- WisDOT, August 2007

### Public and specialized transit:

- WisDOT, January 2008

### Wisconsin Metropolitan Planning Organizations (MPOs)

- Chippewa – Eau Claire Metropolitan Planning Organization, *Long Range Transportation Plan 2005 – 2030*, October 2005
- Dubuque Metro Area Transportation Study, *2031 Long-Range Transportation Plan*
- Duluth – Superior Metropolitan Interstate Council, *Access and Mobility for People and Freight 2030*, September 2005

- Fond du Lac Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area*, October 2005
- Fox Cities Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area*, October 2005
- Green Bay Metropolitan Planning Organization, *Long Range Transportation Plan*, November 2005
- Janesville Metropolitan Planning Organization, *2005 – 2035 Long Range Transportation Plan*, December 2005
- La Crosse Area Planning Committee, *2030 La Crosse and La Crescent Metropolitan Area Transportation Plan*, August 2005
- Madison Area Transportation Planning Board, *Regional Transportation Plan 2030*, November 2005
- Oshkosh Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area*, October 2005
- Sheboygan Metropolitan Planning Organization, *Year 2035 Sheboygan Area Transportation Plan*, January 2006
- Southeastern Wisconsin Regional Planning Commission, *Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035*, March 2006
- Stateline Area Transportation Study, *2006 – 2035 Long-Range Transportation Plan*, December 2005
- Wausau Metropolitan Planning Commission, *Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035*, December 2005

### Wisconsin Tribal Transportation Plans

- Bad River Band of Lake Superior Tribe of Chippewa Indians, *Long Range Tribal Transportation Plan*, July 2006
- Forest County Potawatomi Community, *Long Range Transportation Plan*, March 2008
- Ho-Chunk Nation, *Ho-Chunk Nation Long Range Transportation Plan*, June 2005, amended March 2007
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, *2006 Transportation Plan*, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, *Long-Range Transportation Plan*, February 2007
- Menominee Nation, *Menominee Indian Reservation Long-Range Transportation Plan*, May 2007
- Oneida Tribe of Indians of Wisconsin, *Transportation Improvement Plan*, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, *Long Range Transportation Plan for the Red Cliff Reservation*, February 2006
- St. Croix Chippewa Indians of Wisconsin, *St. Croix Tribal Council 2007 Long Range Transportation Plan*, March 2007
- Sokaogon Chippewa Community, *Long Range Transportation Plan*, March 2007
- Stockbridge-Munsee Community Band of Mohican Indians, *2006 Tribal Long-Range Transportation Plan Update*, May 2007

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