The Green Bay Metropolitan Planning Organization is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for the Green Bay Metropolitan Planning Area.

The Green Bay Metropolitan Planning Area consists of the city of Green Bay and the Green Bay Urbanized Area, including all or portions of the 13 contiguous villages, cities and towns that are or are likely to become urbanized within a 20-year planning period. The planning area currently consists of:

- Cities of De Pere and Green Bay
- Villages of Allouez, Ashwaubenon, Bellevue, Hobart, Howard and Suamico
- Towns of Lawrence, Ledgeview, Pittsfield, Rockland and Scott
- Oneida Nation of Wisconsin

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
Green Bay Metropolitan Planning Area

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.

**Short-Term (2008 – 2013)**

- **I-43/I-94/US 41/US 45**
  - Prepare corridor plan for interstate conversion from I-43 and I-94 in Milwaukee (Mitchell Interchange) to I-43 and US 41 in Green Bay

- **US 41**
  - Construct enumerated Major project from Orange Lane (De Pere) to County Rd M (Gumcles, Brown Co) which may include adding lanes and/or capacity and reconstructing interchanges at US 41 and County Rd F (Brown Co); US 41 and County Rd G (Brown Co); I-94; US 41 and County Rd AAR (Brown Co) and WI 54; US 41 and County Rd VR (Brown Co) and US 41.

- **US 43**
  - Replace bridge over Duck Creek

- **US 141**
  - Reconstruct from Lincoln St (Green Bay) to US 41

- **WIS 29**
  - Construct interchange at Pacemaker Dr/County Rd E88 (Brown Co)

- **WIS 54**
  - Replace bridge over Duck Creek

- **WIS 57**
  - Prepare corridor plan from WIS 54/57 interchange to Dyckesville

- **WIS 57**
  - Reconstruct from Cass St to WIS 141 (Manor St)

- **Congestion Management**
  - Support developing a congestion management system for implementation after 2010

- **Eastern Arterial**
  - Support a study for developing an eastern arterial between WIS 57 and I-43, including the WIS 29/I-43 connection

- **Intercity Bus**
  - Support new intercity bus service between Madison and Green Bay with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, Neenah, Menasha, and Appleton; and between Minneapolis/St. Paul, MN and Green Bay with stops in Hudson, Menomonie, Eau Claire, Chippewa Falls, Wausau and Shawano

- **Port/Harbor**
  - Redevelop port, dredge slips and docks to seaway depth and purchase property for additional terminal facility at the Port of Green Bay

- **Southern Bridge Arterial**
  - Support an environmental study for Southern Bridge arterial

**Mid-Term (2014 – 2019), continued**

- **WIS 172**
  - Reconstruct airport entrance to accommodate projected traffic volumes if supported by environmental document

- **US 41**
  - Bicycle/Pedestrian
  - Support the connection of the East River Trail with the Fox River State Trail and the Fox River State Trail with US 141 (Green Bay)

- **US 41**
  - Bicycle/Pedestrian
  - Provide urban accommodations along WIS 54 from County Rd J (Brown Co) to County Rd E (Brown Co)

- **US 41**
  - Bicycle/Pedestrian
  - Provide urban accommodations along WIS 57 from Old Plank Rd (Brown Co) to US 141 (Green Bay)

- **Eastern Arterial**
  - Support implementation of study results if supported by environmental document

- **Intercity Passenger Rail**
  - Implement intercity passenger rail service between Green Bay and Chicago, IL with proposed stops in Appleton, Neenah, Oshkosh, Fond du Lac, West Bend, Green Bay (Northwest Milwaukee Co), Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

- **Southern Bridge Arterial**
  - Support implementation of study results if supported by environmental document

**Long-Term (2020 – 2030)**

- **I-43**
  - Study and reconstruct interchange at Webster Ave (Green Bay) if supported by environmental document

- **US 41**
  - Replace bridge over 9th St (Green Bay) if supported by environmental document

- **US 41**
  - Prepare corridor plan from Brucewood Ln (Neenah) to Orange Lane (De Pere)

- **US 41**
  - Study and reconstruct interchanges at WIS 172 and US 41; County Rd M (Brown Co)/Linville Rd and US 41; and County Rd B (Brown Co) and US 41 if supported by environmental document

- **WIS 29**
  - Convert to freeway from WIS 47 to US 41 if supported by environmental document

- **WIS 32**
  - Reconstruct existing interchange at WIS 54 and WIS 32 if supported by environmental document

- **WIS 57**
  - Convert from freeway from I-43 to County Rd P (Brown Co) if supported by environmental document

- **WIS 172**
  - Study and reconstruct existing interchange at WIS 57 and WIS 172 if supported by environmental document

- **WIS 172**
  - Reconstruct bridge over Fox River if supported by environmental document

- **Airports**
  - Support runway extension at Austin Straubel International Airport if supported by environmental document

- **Bicycle/Pedestrian**
  - Support urban accommodations along reconstructed WIS 172 bridge

- **Intercity Bus**
  - Support new intercity bus service between Green Bay and Gibbs Rock with stops in Sturgeon Bay and Egg Harbor
## Green Bay Metropolitan Planning Area

### 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.

### Long Term (2020 – 2030), continued

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intercity/Feeder Bus</td>
<td>Support new intercity bus service between Marinette and proposed Green Bay passenger rail station with stops in Oconto and Peshtigo, between proposed Green Bay passenger rail station and Sturgeon Bay, and between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with stops in Manitowoc, Sheboygan and Port Washington</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>Support proposed park and ride construction near the intersection of I-43 and County Rd MM (Brown Co) if supported by environmental document</td>
</tr>
</tbody>
</table>

### Entire Planning Period, continued

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-43/I-894/US 41/US 45</td>
<td>Convert to interstate from I-43 and I-94 in Milwaukee (Mitchell Interchange) to I-43 and US 41 in Green Bay</td>
</tr>
<tr>
<td>US 41</td>
<td>Study interchange and/or preserve right-of-way at proposed Southern Bridge and arterials and US 41 if supported by environmental document</td>
</tr>
<tr>
<td>WIS 29</td>
<td>Study interchange and/or preserve right-of-way at County Road W (Brown Co) and WIS 29, and at County Road FF (Brown Co) and WIS 29 if supported by environmental document</td>
</tr>
<tr>
<td>WIS 54</td>
<td>Construct candidate passing lanes from County Road T (Brown Co) to County Road C (Newaukee Co) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 172</td>
<td>Complete corridor plan from Packersland Dr/County Road EB (Village of Ashwaubenon) to I-43 and implement results, which may include widening and/or adding capacity from Packersland Dr/County Road EB (Village of Ashwaubenon) to I-43 if supported by environmental document</td>
</tr>
</tbody>
</table>

### Overlapping Corridors

- Door Peninsula
- Fox Valley
- Lumber Country
- Peshtigo Fire
- Titletown
- WI Heartland

### Airports

- Advocate increased direct air service at Austin Straubel International Airport
- Support continued preservation, maintenance, and infrastructure projects at State Airport System Plan airports
- Support projects that benefit airports with scheduled passenger service
- Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
- Support continued intercity bus service between Calumet, MI and Chicago, IL with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc, Sheboygan and Milwaukee; between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac, and Milwaukee; and between Green Bay and Milwaukee with a stop in Oshkosh
- Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of these studies
- Support continued intercity bus service between Marinette, MI and Chicago, IL with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc, Sheboygan and Milwaukee; between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac, and Milwaukee; and between Green Bay and Milwaukee with a stop in Oshkosh
- Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of these studies
- Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridor
- Study whether a freeway metering system would be beneficial to US 41 and the rest of the area’s freeway system
- Support continued service and vehicle replacement for Green Bay Transit and Oneida Tribal Transit
- Support continued preservation, maintenance and infrastructure projects
- Support continued preservation and maintenance
- Support expansion of existing park and ride facilities if needed and if supported by environmental document
- Support park and ride facilities if needed and if supported by environmental document
- Support channel preservation, maintenance and infrastructure projects at the Port of Green Bay
- Support continued service and vehicle replacement for Green Bay Transit and Oneida Tribal Transit
Green Bay Metropolitan Planning Area

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.

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, transit, etc., which influence the mobility, capacity, safety and other functional elements of the corridor.

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/ 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: Multiline, 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 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

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

National Highway System (NHS) intermodal terminals
- Federal Highway Administration, October 2007

Passenger rail ridership
- Current data: WisDOT, 2007
- Forecast data:
  - 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
- 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)
- 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
- 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
- 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
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007

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