Southeastern Wisconsin Metropolitan Planning Area: Kenosha County

Planning Area Overview
The Southeastern 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.

Two multimodal corridors cross Kenosha County: The Hiawatha Corridor and Southern Tier Corridor. 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 goes from Rock County to the Kenosha and Racine areas. Refer to the appropriate maps and tables for more information.

Planning Area Characteristics

- **Aircrafts:**
  - Transport/corporate airport: Kenosha Regional
- **Highways:**
  - Primary state highways: I-94, US 45, WIS 31, WIS 32, WIS 50
  - Corridors 2030 Backbone Route: I-94
  - Corridors 2030 Connector Route: WIS 50
  - NHS intermodal terminals with local road connections: Commuter Rail Station (Kenosha)
- **Public Transit:**
  - Bus systems: Kenosha
  - Shared-ride taxi: None in county
  - Specialized transit: Available in all counties; level of service depends on location
- **Fixed Guideway Transit:**
  - Commuter rail service between Kenosha and Chicago, IL
  - Streetcar service in Kenosha
- **Rail Freight:**
  - Freight rail service exists
- **Intercity Passenger Rail:**
  - Amtrak Hiawatha Service between Milwaukee and Chicago, IL (no stop in Kenosha County; nearest stop in Sturtevant)
  - Amtrak Empire Builder Service between Seattle, WA/Portland, OR and Chicago, IL (no stop in Kenosha County; nearest stop in Sturtevant)
- **Intercity Bus:**
  - Service between Minneapolis/St Paul, MN and Chicago, IL (no stop in Kenosha County; nearest stop in Milwaukee)
  - Service between Green Bay and Chicago, IL (no stop in Kenosha; nearest stop in Milwaukee)
  - Service between Waukesha and Chicago, IL (O'Hare and Midway airports), with a stop in Kenosha
  - Service between Milwaukee and Chicago, IL, with a stop in Kenosha
  - Service between Milwaukee and Kenosha
- **Ports and Harbors:**
  - Kenosha
- **Ferry:**
  - None in county
- **Bicycle/Pedestrian:**
  - Major Trails: Milwaukee-Racine-Kenosha Trail
  - Accommodations, linkages and accessibility along and across some facilities

Future Planning Area Vision

- **Aircrafts:**
  - Continued service, increased direct air service and more business airplane-capable airports
- **Highways:**
  - Maximizing preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-94, US 45, WIS 31, WIS 32, and WIS 50 by implementing:
    - The State Access Management Plan vision
      - Tier 1: I-94
      - Tier 2A: WIS 50, WIS 31, WIS 32 (Illinois/Wisconsin state line to Kenosha south municipal limit)
      - Tier 2B: US 45
      - Tier 3: WIS 32 (Kenosha north municipal limits to Racine/Kenosha county line)
      - Candidate passing lane corridor (US 45)
    - The State Access Management Plan vision
  - **Public Transit:**
    - Increased regional coordination and continued service
  - **Fixed Guideway Transit:**
    - Continued commuter rail service between Kenosha and Chicago, IL
    - Expanded streetcar service in Kenosha
    - 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 and Amtrak Hiawatha Service between Milwaukee and Chicago, IL
    - New service:
      - New Minneapolis/St. Paul – 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
    - New service:
      - Phase 2: Between Janesville and Kenosha
  - **Ports and Harbors:**
    - Continued service, preservation, maintenance and infrastructure improvements (Port of Kenosha)
    - Ferry: None in county
  - **Bicycle/Pedestrian:**
    - Continued accommodations, linkages and accessibility along and across facilities

**Planning Area Overview**

- **Year 2030**
  - 198,258
  - 31,089
  - 161,370
  - 17,169

**Population age 65 and older**

- Kenosha: 3,600 – 7,300
- Milwaukee: 9,300 – 15,300
- Waukesha: 3,600 – 7,300
- Racine: 3,600 – 7,300
- WIS 31: 12,000 – 31,800
- WIS 50: 10,800 – 29,700

**Average annual daily traffic along**

- I-94: 126,100 – 122,200
- US 45: 3,600 – 7,300
- WIS 31: 12,000 – 31,800
- WIS 52: 9,300 – 15,300
- WIS 50: 10,800 – 29,700

**Truck volume along**

- I-94: Medium
- US 45: Medium
- WIS 31: Low
- WIS 50: Medium

**Future Planning Area Vision**

- **Year 2020**
  - 198,258
  - 31,089
  - 161,370
  - 17,169

**Population age 65 and older**

- Kenosha: 3,600 – 7,300
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Refer to the "Corridor Map - Data Definitions and Sources" for more information.
Southeastern Wisconsin Metropolitan Planning Area: Kenosha County

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.

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
## Southeastern Wisconsin Metropolitan Planning Area: Kenosha 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

<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>I-94</strong></td>
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<td><strong>US 12</strong></td>
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<tr>
<td><strong>WS 50</strong></td>
<td><strong>WS 50</strong></td>
<td><strong>WS 50</strong></td>
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<tr>
<td><strong>WIS 158</strong></td>
<td><strong>WIS 165</strong></td>
<td><strong>WIS 105</strong></td>
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<tr>
<td><strong>Fixed Guideway</strong></td>
<td><strong>InterCity Passenger Rail</strong></td>
<td><strong>Fixed Guideway</strong></td>
</tr>
<tr>
<td><strong>Park &amp; Ride</strong></td>
<td><strong>Public Transit</strong></td>
<td><strong>Support implementation of Kenosha Racine-Milwaukee (KRM) commuter rail service between Kenosha and Milwaukee with stops in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cedarburg, St. Francis and South Side Milwaukee if supported by environmental document</strong></td>
</tr>
<tr>
<td><strong>Bike/Pedestrian</strong></td>
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<td><strong>Fixed Guideway</strong></td>
<td><strong>InterCity Passenger Rail</strong></td>
<td><strong>US 12</strong></td>
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<td><strong>Intercity Bus</strong></td>
<td><strong>Intercity Passenger Rail</strong></td>
<td><strong>US 12</strong></td>
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<td><strong>US 12</strong></td>
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<td><strong>Intercity Passenger Rail</strong></td>
<td><strong>Intercity Passenger Rail</strong></td>
<td><strong>WIS 11</strong></td>
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<tr>
<td><strong>Intercity Passenger Rail</strong></td>
<td><strong>Intercity Passenger Rail</strong></td>
<td><strong>WIS 32</strong></td>
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<td><strong>Intercity Passenger Rail</strong></td>
<td><strong>WIS 50</strong></td>
</tr>
</tbody>
</table>

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**Southeastern Wisconsin Metropolitan Planning Area: Kenosha 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.

<table>
<thead>
<tr>
<th>Overlapping Corridors</th>
<th>Proposed Future Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short-Term (2008 – 2013)</strong></td>
<td><strong>Mid-Term (2014 – 2019)</strong></td>
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<tr>
<td><strong>I-94</strong></td>
<td><strong>Bike/Pedestrian</strong></td>
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<tr>
<td><strong>WS 50</strong></td>
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<td><strong>WIS 158</strong></td>
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<td><strong>Intercity Passenger Rail</strong></td>
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<tr>
<td><strong>Park &amp; Ride</strong></td>
<td><strong>Bike/Pedestrian</strong></td>
</tr>
</tbody>
</table>

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**Conclusions 2030 Long-Range Multimodal Transportation Plan**

This document provides a long-range transportation plan for Southeastern Wisconsin, including Kenosha County, covering the years 2020 to 2030. It outlines various projects and initiatives aimed at improving transportation infrastructure and services within the region. The plan considers modal options such as fixed guideway, bicycle/pedestrian facilities, and public transit services, along with intercity bus and rail services. The document emphasizes the importance of considering budget constraints, changing conditions, and shifting priorities in the implementation of these projects.

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**Important Notes about What is Depicted**

This section provides additional information and clarifications about the depicted activities. It highlights the need to consider various factors such as budget availability, project feasibility, and community input in the implementation of the proposed future activities. The notes also encourage stakeholders to reach out for more information or to contact the WisDOT Region Office for further details.
Southeastern Wisconsin Metropolitan Planning Area: Kenosha 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

<table>
<thead>
<tr>
<th>Entire Planning Period, continued</th>
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<tbody>
<tr>
<td>• WIS 83</td>
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<td>• WIS 15B</td>
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<tr>
<td>• WIS 165</td>
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<tr>
<td>• Airports</td>
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<td>• Bicycle/Pedestrian</td>
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<td>• Bicycle/Pedestrian</td>
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<td>• Fixed Guideway</td>
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<td>• Fixed Guideway</td>
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<tr>
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<td>• Intercity Passenger Rail</td>
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<td>• Intercity Passenger Rail</td>
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<tr>
<td>• Intercity Passenger Rail</td>
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<tr>
<td>• Local Roads</td>
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<tr>
<td>• Park &amp; Ride</td>
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<tr>
<td>• Park &amp; Ride</td>
</tr>
<tr>
<td>• Park &amp; Ride</td>
</tr>
<tr>
<td>• Port/Harbor</td>
</tr>
</tbody>
</table>

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 9, Promote Transportation Efficiencies 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 or field 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.

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

Average annual daily traffic (AADT)
- 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 Grunville).

Population
- Current population: Wisconsin Department of Administration, January 1, 2007.

Truck volume
- WisDOT, August 2007.

Public and specialized transit:
- WisDOT, January 2008.

Wisconsin Metropolitan Planning Organizations (MPOs)
- Dubuque Metro Area Transportation Study, 2001 Long-Range Transportation Plan.
- Duluth – Superior Metropolitan Interstate Council, Access and Mobility for People and Freight 2030; September 2005.

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