Southwestern Wisconsin Metropolitan Planning Area: Milwaukee 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.

Five multimodal corridors cross Milwaukee County: Capitol, Glacial Plains, Hiawatha, Fox Valley and Titletown. The Capitol Corridor extends from Madison to the Milwaukee area. The Glacial Plains corridor runs from the Rock County area to the Milwaukee area. The Hiawatha Corridor falls entirely within Milwaukee, Kenosha, Racine and Waukesha counties and is defined by endpoints in Milwaukee and Illinois. In addition, both the Fox Valley Corridor (US 41) and the Titletown Corridor (I-43, WIS 172) are defined by endpoints in Green Bay and Milwaukee. Refer to the appropriate maps and tables for more information.

Current Planning Area Characteristics

- **Airports:**
  - Air carrier (passenger) airport: General Mitchell International (Milwaukee)
  - General utility airport: Lawrence J Timmerman (Milwaukee)
- **Highways:**
  - Corridors 2030 Connector Routes: WIS 36
- **Bicycle/Pedestrian:**
  - Major trails: Oak Leaf Trail, Milwaukee-Racine-Kenosha Trail, Hank Aaron Trail
  - Accommodations, linkages and accessibility along and across some facilities
- **Ferry:**
  - Lake Express (Milwaukee)
- **Intercity Bus:**
  - Service between Milwaukee and Kenosha, with stops at Gen. Mitchell Itnl Airport and Oak Creek
  - Service between Milwaukee and Chicago, IL, with a stop at Gen. Mitchell Itnl Airport
  - Service between Waukesha and Chicago, IL (O'Hare and Midway airports), with stops in Milwaukee and
  - Service between Green Bay and Chicago, IL (O'Hare and Midway airports), with stops in Milwaukee and
  - Service between Milwaukee and Chicago, IL
  - Service between Waukesha and Chicago, IL (O'Hare and Midway airports), with stops in Milwaukee and
  - Service between Milwaukee and Kenosha, with stops at Gen. Mitchell Itnl Airport and Oak Creek
- **Intercity Passenger Rail:**
  - New service: - New 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 rail corridors
- **Rail Freight:**
  - Continued freight rail service and corridor preservation
- **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-43, I-94, I-794, I-894, US 41, US 45, WIS 36, and WIS 190 by implementing:
    - Interstate conversion (US 41, US 45)
    - The State Access Management Plan vision
      - Tier 2A: WIS 36
    - Public Transit: Increased coordination/regionalism and continued service
    - Fixed Guideway Transit: New service between Kenosha, Racine and Milwaukee (KRM commuter rail)
    - New service in downtown Milwaukee (Milwaukee Connector)
    - 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
    - Amtrak Hiawatha Service between Milwaukee and Chicago, IL, with a stop at General Mitchell International Airport
  - Intercity Bus:
    - Service between Minneapolis/St. Paul, MN and Chicago, IL, with a stop in Milwaukee
    - Service between Madison and Milwaukee with stops at UW-Madison and Gen. Mitchell Intl Airport
    - Service between Waukesha and Milwaukee
    - Service between Green Bay and Chicago, IL, with a stop in Milwaukee
    - Service between Janesville and Milwaukee
    - Service between Waukesha and Chicago, IL (O'Hare and Midway airports), with stops in Milwaukee and
    - Service between Milwaukee and Kenosha, with stops at Gen. Mitchell Itnl Airport and Oak Creek
  - Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Port of Milwaukee)
  - Ferry: Continued service, preservation, maintenance and infrastructure improvements (Lake Express, Milwaukee)
  - Bicycle/Pedestrian: Continued accommodations, linkages and accessibility along and across facilities

Refer to the "Corridor Map - Data Definitions and Sources" for more information.
Southeastern Wisconsin Metropolitan Planning Area: Milwaukee 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.

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**Overlapping Corridors**

**Short-Term (2008 – 2013)**

- 43/94/US 41 (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

- 43/94/US 794
  - Complete reconstruction of existing interchange at I-43, I-94 and I-94 (Marquette Interchange)

- I-43/I-94/US 41 (Mitchell Interchange), including reconstituting existing interchange at South 27th St (Greenfield) and I-43/I-41/I-894

- 94
  - Reconstruct from I-43/I-94/I-41/US 41 (Mitchell Interchange) to Howard Ave (Milwaukee)

- 43/I-41/I-43/I-94
  - Construct additional lanes from College Ave (Milwaukee) to I-43/I-94/I-41/US 41 (Mitchell Interchange), including reconstituting existing intersections at Ryan Rd (Oak Creek) and I-94. College Ave (Milwaukee) and I-94. WS 190/General Mitchell International Airport Spur and I-94, and Rawson Ave (Milwaukee) and I-94

- 43/94/US 100
  - 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

- US 45/WS 100
  - Reconstart over Rawson Avenue (County Rd BB (Milwaukee Co)

- US 45/WS 100
  - Complete corridor plan from Puetz Rd (Franklin) to Layton Ave (Greenfield)

- US 45/WS 100
  - Construct additional lanes from College Ave (Hales Corners/Franklin) to Layton Ave (Greenfield)

- WS 24
  - Reconstart Kinnickinnic River bridge at Forest Home Avenue (Milwaukee)

- WS 38
  - Reconstart from East Howard Ave (Milwaukee) to Mke Ave (Milwaukee)

- WS 57
  - Reconstart from West St Paul Ave (Milwaukee) to Highland Blvd (Milwaukee), and from WS 100/Brown Deer Rd (Brown Deer, Milwaukee Co) to WS 167/Mepan Rd (Waukesha, Ozaukee Co); and reconstruct Brown Deer Interchange (Milwaukee Co)

- WS 119
  - Reconstart from I-94 to WS 38 (General Mitchell International Airport) if supported by environmental document

- WS 175
  - Reconstart from US 45 to Lily Rd (Menomonee Falls, Waukesha Co)

- WS 181
  - Reconstart from West Center St (Milwaukee) to Appleton Ave (Milwaukee)

- WS 190
  - Reconstart over Menomonee River and reconconstruct roadway from West Milwaukee municipal limits to 60th St (Milwaukee) if supported by environmental document

- WS 241
  - Prepare corridor study from Waukesha to 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

- Airports
  - Support runway extension at General Mitchell International Airport

- Bicycle/Pedestrian
  - Support 3.5 mile extension of the Hank Aaron State Trail along the Rails-to-Trails corridor from Miller Park to Milwaukee County line.

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**Overlapping Corridors**

**Mid-Term (2014 – 2019)**

- I-43
  - Reconstart bridge at W Weil Ave (Milwaukee) if supported by environmental document

- 94
  - Reconstart additional lanes from WIS 11 to West College Ave (Milwaukee) if supported by environmental document

- 794
  - Rehabilitate bridge and/or reconfigure Lake Interchange if supported by environmental document

- US 45/WS 100
  - Reconstart additional lanes from Puetz Rd (Franklin) to College Ave (Hales Corners/Franklin) if supported by environmental document

- WS 100
  - Reconstart additional lanes from 60th Ave (Franklin) to Puetz Rd (Franklin) if supported by environmental document

- WS 181
  - Reconstart bridge over railroad at V 76th St (Milwaukee) if supported by environmental document

- Bicycle/Pedestrian
  - Provide urban accommodations along entire length of WS 32

- Bicycle/Pedestrian
  - Provide urban accommodations along WS 100 from US 45 to College Ave (Milwaukee)

- Bicycle/Pedestrian
  - Provide urban accommodations along WS 30 from US 100 (Waukesha) to US 45

- Bicycle/Pedestrian
  - Provide urban accommodations along WS 100 from US 45 to I-94

- Bicycle/Pedestrian
  - Provide urban accommodations along US 10 (Brookfield) to I-43

- Bicycle/Pedestrian
  - Support implementation of Kenoza-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

- Bicycle/Pedestrian
  - Support implementation of Kenoza-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

- Bicycle/Pedestrian
  - Support implementation of the results of the Milwaukee Connector Study

- Bicycle/Pedestrian
  - Support new intercity bus service between Janesville and Milwaukee with stops in Whitewater and Waukesha

- Bicycle/Pedestrian
  - Support implementation of Intercity Passenger Rail service between Minneapolis/St Paul, MN and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant

- Bicycle/Pedestrian
  - Support implementation of Intercity Passenger Rail service between Minneapolis/St Paul, MN and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant

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**Overlapping Corridors**

**Short-Term (2008 – 2013), continued**

- Fixed Guideway
  - Support environmental and engineering work for Kenosha-Racine-Milwaukee (KRM) commuter rail service between Kenosha and Milwaukee

- Fixed Guideway
  - Implement intercity passenger rail service between Madison and Chicago, IL with stops in Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant

- Fixed Guideway
  - Support implementation of the results of environmental study

- Intercity Bus
  - Support implementation of 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

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*CONNECTIONS 2030 LONG-RANGE MULTIMODAL TRANSPORTATION PLAN*
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.

Prepare corridor study from Howard Ave (Milwaukee) to I-43/I-54/I-794 (Marquette interchange) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document.

Study interchange and/or preserve right-of-way at I-94 and WIS 241 if supported by environmental document.

Prepare corridor study from Howard Ave (Milwaukee) to I-43/I-54/I-794 (Marquette interchange) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document.

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 Madison and Milwaukee with stops in Janesville, Summit, Brookfield, UW-Milwaukee and General Mitchell International Airport, between Green Bay and Chicago, IL, with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee, between Racine and Milwaukee with stops in Racine, Racine County 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.

Support projects that benefit airports with scheduled passenger service.

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 Madison and Milwaukee with stops in Janesville, Summit, Brookfield, UW-Milwaukee and General Mitchell International Airport, between Green Bay and Chicago, IL, with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee, between Racine and Milwaukee with stops in Racine, Racine County 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.

Support Park & Ride construction and/or explore park and ride options.

Support continuing intercity bus service between Minneapolis/St. Paul, MN and Chicago, IL, with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee, between Madison and Milwaukee with stops in Janesville, Summit, Brookfield, UW-Milwaukee and General Mitchell International Airport, between Green Bay and Chicago, IL, with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee, between Racine and Milwaukee with stops in Racine, Racine County 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.
Southeastern Wisconsin Metropolitan Planning Area: Milwaukee 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.

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<tr>
<th>Overlapping Corridors</th>
<th>State Highways</th>
<th>Policies</th>
<th>Park &amp; Ride</th>
<th>Intercity Passenger Rail</th>
<th>Rail Freight</th>
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<td>Entire Planning Period, continued</td>
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<td>InterCity Passenger Rail</td>
<td>Study the potential for serving West Central, North Central, Central, and South Central Wisconsin and implement the results of the studies</td>
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<td>InterCity Passenger Rail</td>
<td>Support continued service and additional frequencies of Amtrak/Highball Service between Milwaukee and Chicago, Ill, with stops at General Mitchell International Airport and Oakbrook</td>
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<td>InterCity Passenger Rail</td>
<td>Support continued Amtrak/Highball service between Seattle, WA/Portland, OR and Chicago, Ill, with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee</td>
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<td>Intercity Passenger Rail</td>
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<td>State Highways</td>
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<td>State Highways</td>
<td>Improve traffic movement with traffic operations infrastructure strategies</td>
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<td>• • • •</td>
<td>State Highways</td>
<td>Construct grade separations with rail if supported by environmental document</td>
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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.

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 following page 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 see 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 about 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 Graveline)

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: 2010 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

Public and specialized transit
• WisDOT, January 2008

Truck volume
• WisDOT, August 2007

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

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, No-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

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 – 2035, 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
• Waupaca Metropolitan Planning Commission, Waupaca Area Metropolitan Long-Range Transportation Plan – 2035, December 2005

Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030
Current Age 65 and older population: 2000 US Census, Summary File 1, Variable P12: Sex by Age
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

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
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