

Southeastern 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 Tiletown. 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 Tiletown 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:**
 - › Primary state highways: I-43, I-94, I-794, I-894, US 41, US 45, WIS 36, WIS 190
 - › Corridors 2030 Backbone Routes: I-43, I-94, I-794, I-894, US 41, US 45
 - › Corridors 2030 Connector Route: WIS 36
 - › NHS intermodal terminals with local road connections: Badger/Greyhound Terminal (Milwaukee); Badger/Greyhound/Van Galder Terminal (Milwaukee); Amtrak Station (Milwaukee); Port of Milwaukee; General Mitchell International Airport (Milwaukee); Truck/Rail Facility (near Port of Milwaukee); College Ave and I-94 Park and Ride Facility (Milwaukee)
- **Public Transit:**
 - › Bus systems: Milwaukee County. Rapid bus between Waukesha County and Milwaukee; between Washington County and Milwaukee; and between Ozaukee County and Milwaukee
 - › Shared-ride taxi: None in county
 - › Specialized transit: Available in all counties; level of service depends on location
- **Fixed Guideway Transit:** None in county
- **Rail Freight:** Freight rail service exists
- **Intercity Passenger Rail:**
 - › Amtrak *Empire Builder* service between Seattle, WA/Portland, OR and Chicago, IL, with a stop in Milwaukee
 - › 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-Milwaukee and Gen. Mitchell Intl Airport
 - › Service between Wausau and Milwaukee
 - › Service between Green Bay and Chicago, IL, with a stop in Milwaukee
 - › Service between Calumet, MI and Milwaukee
 - › Service between Waukesha and Chicago, IL (O'Hare and Midway airports), with stops in Milwaukee and at Gen. Mitchell Intl Airport
 - › Service between Milwaukee and Chicago, IL
 - › Service between Milwaukee and Kenosha, with stops at Gen. Mitchell Intl Airport and Oak Creek
- **Ports and Harbors:** Milwaukee
- **Ferry:** Lake Express (Milwaukee)
- **Bicycle/Pedestrian:**
 - › Major trails: Oak Leaf Trail, Milwaukee-Racine-Kenosha Trail, Hank Aaron Trail
 - › Accommodations, linkages and accessibility along and across some facilities

Future Planning Area Vision

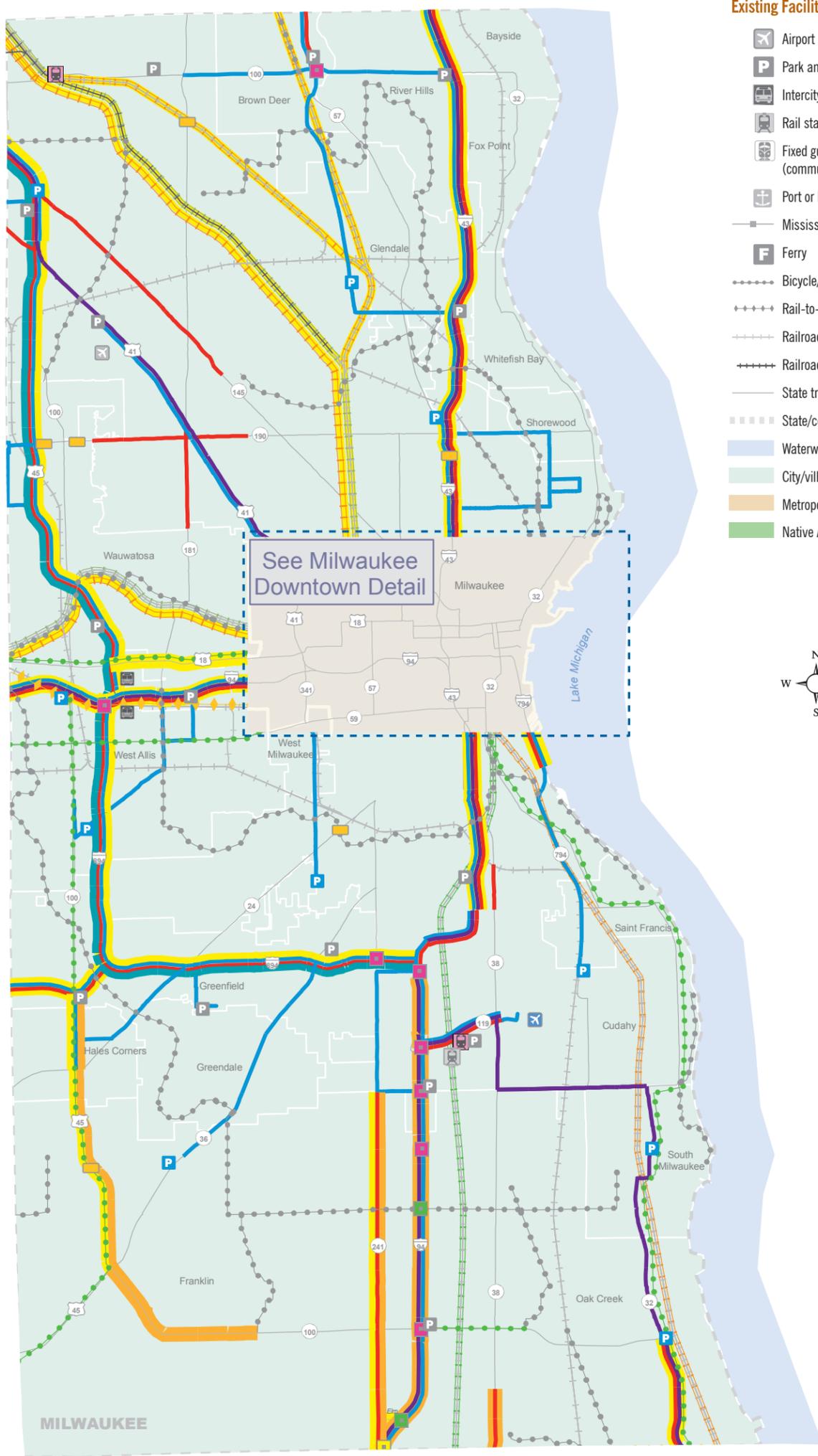
- **Airports:** Continued service, increased direct air service and more business airplane-capable airports
- **Highways:** Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-43, I-94, I-794, I-894, US 41, US 45, WIS 36, and WIS 190 by implementing:
 - › Interstate conversion (US 41, US 45)
 - › The *State Access Management Plan* vision
 - Tier 1; I-43, I-94, I-794, I-894, US 41, US 45, WIS 190
 - 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 and Amtrak *Hiawatha Service* between Milwaukee and Chicago, IL
 - › New service:
 - New Madison - Milwaukee - Chicago, IL intercity passenger rail service
 - New 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 rail corridors
- **Intercity Bus:**
 - › Continued existing service
 - › New service
 - Phase 2: Between proposed Green Bay passenger rail station and Milwaukee Intermodal Station and between Janesville and Milwaukee
- **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

	Year 2007	Year 2030
County populations		
Milwaukee	936,364	1,030,644
Population age 65 and older	121,685	188,272
Enplanements		
General Mitchell International Airport	3,641,503	8,000,000
Intercity passenger rail ridership		
Milwaukee station	472,447	1,232,000
General Mitchell International Airport station	107,466	
Average annual daily traffic along		
I-43	79,200 – 133,900	69,700 – 191,300
I-94	89,500 – 151,900	133,200 – 210,400
I-794	13,500 – 43,400	23,600 – 100,400
I-894	133,900 – 149,100	147,400 – 186,300
US 18	5,900 – 19,800	11,500 – 22,900
US 41	19,400 – 151,900	17,900 – 210,400
US 45	12,900 – 149,100	4,900 – 207,400
WIS 32	5,700 – 79,200	8,900 – 75,800
WIS 190	20,300 – 40,700	12,800 – 47,400
Truck volume along		
I-43	Medium	Medium
I-94	Medium	Medium
I-794	Low	Low
I-894	High	High
US 18	Low	Low
US 41	High	High
US 45	High	High
WIS 32	Low	Low
WIS 190	Low	Low

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



Southeastern Wisconsin Metropolitan Planning Area: Milwaukee County

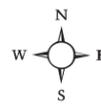


Existing Facilities

- 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

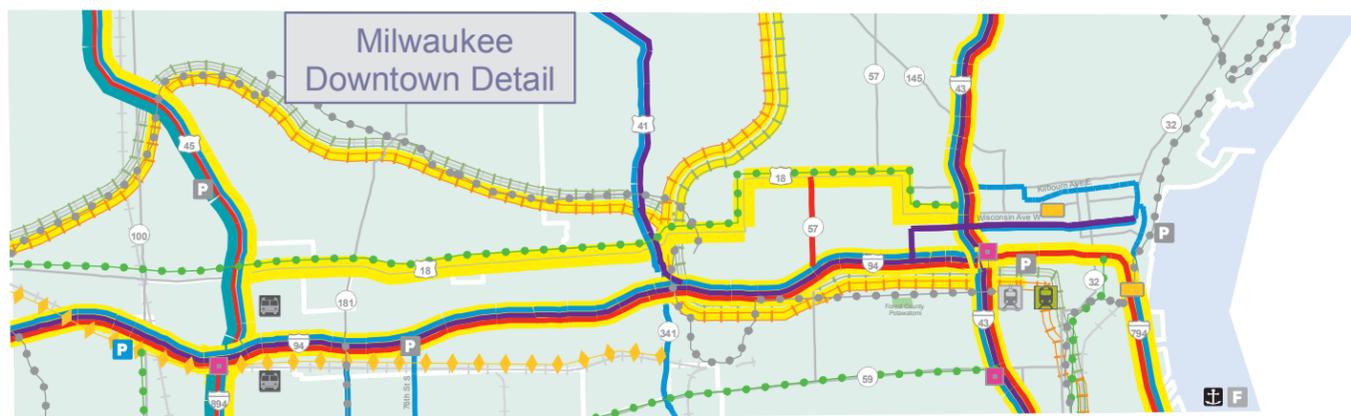
- Airport**
 - Airport project
- Intercity Bus**
 - Intercity bus stop
 - Priority route
- Park and Ride**
 - Park and ride
- Port, Channel or Waterway**
 - Port, channel or waterway project
- Ferry**
 - Ferry project
- Bicycle and Pedestrian**
 - Trail connection or extension
 - Rail-to-trail
- Fixed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



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.



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.

Overlapping Corridors

Capitol	Fox Valley	Glacial Plains	Hiawatha	Titletown
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Short-Term (2008 – 2013)

				I-43/I-894/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
				I-43/I-94/I-794	Complete reconstruction of existing interchange at I-43, I-94 and I-794 (Marquette Interchange)
				I-43/I-894	Reconstruct from South 35th St (Greenfield) to I-43/I-94/I-894/US 41 (Mitchell Interchange), including reconstructing existing interchange at South 27th St (Greenfield) and I-43/I-894
				I-94	Reconstruct from I-43/I-94/I-894/US 41 (Mitchell Interchange) to Howard Ave (Milwaukee)
				I-94	Construct additional lanes from College Ave (Milwaukee) to I-43/I-894/I-94/I-894/US 41 (Mitchell Interchange), including reconstruction of existing interchanges at Ryan Rd (Oak Creek) and I-94; College Ave (Milwaukee) and I-94; WIS 190/General Mitchell International Airport Spur and I-94; and Rawson Ave (Milwaukee) 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
				US 45/WIS 100	Reconstruct bridge over Rawson Avenue /County Rd BB (Milwaukee Co)
				US 45/WIS 100	Complete corridor plan from Puetz Rd (Franklin) to Layton Ave (Greenfield)
				US 45/WIS 100	Construct additional lanes from College Ave (Hales Corners/Franklin) to Layton Ave (Greenfield)
				WIS 24	Reconstruct Kinnickinnic River bridge at Forest Home Avenue (Milwaukee)
				WIS 38	Reconstruct from East Howard Ave (Milwaukee) to Ohio Ave (Milwaukee)
				WIS 57	Reconstruct from West St Paul Ave (Milwaukee) to Highland Blvd (Milwaukee); and from WIS 100/Brown Deer Rd (Brown Deer, Milwaukee Co) to WIS 167/Mequon Rd (Mequon, Ozaukee Co); and reconstruct Brown Deer Interchange (Milwaukee Co)
				WIS 119	Reconstruct from I-94 to WIS 38 (General Mitchell International Airport) if supported by environmental document
				WIS 175	Reconstruct from US 45 to Lily Rd (Menomonee Falls, Waukesha Co)
				WIS 181	Reconstruct from West Center St (Milwaukee) to Appleton Ave (Milwaukee)
				WIS 190	Reconstruct bridge over Menomonee River and reconstruct roadway from West Milwaukee municipal limits to 60th St (Milwaukee) if supported by environmental document
				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
				Airports	Support runway extension at General Mitchell International Airport
				Bicycle/Pedestrian	Support 5.5 mile extension of the Hank Aaron State Trail along the Rails-to-Trails corridor from Miller Park to Milwaukee County line

Overlapping Corridors

Capitol	Fox Valley	Glacial Plains	Hiawatha	Titletown
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Short-Term (2008 – 2013), continued

					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, General Mitchell International Airport and Sturtevant
					Port/Harbor	Support heavy lift dock improvements, and rail, road and drainage reconstruction at the Port of Milwaukee

Mid-Term (2014 – 2019)

					I-43	Reconstruct bridge at W Keefe Ave (Milwaukee) if supported by environmental document
					I-94	Construct additional lanes from WIS 11 to West College Ave (Milwaukee) if supported by environmental document
					I-794	Rehabilitate bridge and/or reconfigure Lake Interchange if supported by environmental document
					US 45/WIS 100	Construct additional lanes from Puetz Rd (Franklin) to College Ave (Hales Corners/Franklin) if supported by environmental document
					WIS 100	Construct additional lanes from 60th Ave (Franklin) to Puetz Rd (Franklin) if supported by environmental document
					WIS 181	Reconstruct bridge over railroad at N 76th St (Milwaukee) if supported by environmental document
					Bicycle/Pedestrian	Provide urban accommodations along entire length of WIS 32
					Bicycle/Pedestrian	Provide urban accommodations along US 45 from the Waukesha/Milwaukee county line to WIS 100
					Bicycle/Pedestrian	Provide urban accommodations along WIS 100 from US 45 to I-94
					Bicycle/Pedestrian	Provide urban accommodations along WIS 59 from WIS 164 (Waukesha) to I-43 (Milwaukee)
					Bicycle/Pedestrian	Provide urban accommodations along US 18 from Brookfield to I-43
					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
					Fixed Guideway	Support implementation of the results of the <i>Milwaukee Connector Study</i>
					Intercity Bus	Support new intercity bus service between Janesville and Milwaukee with stops in Whitewater and Waukesha
					Intercity Passenger Rail	Implement 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 and/or via La Crosse with proposed stops in La Crosse, Tomah, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study
					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, Granville (northwest Milwaukee Co), Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study



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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

Capitol	Fox Valley	Glacial Plains	Hiawatha	Tittletown
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Long-Term (2020 – 2030)

•	•	•	•	I-43	Reconstruct existing interchange at WIS 59/National Ave (Milwaukee) and I-43 if supported by environmental document
•			•	US 18	Reconstruct bridge at State St (Milwaukee) if supported by environmental document
•			•	US 18	Prepare corridor plan on US 18 from US 45 to I-43
	•			WIS 190	Reconstruct bridge at Menomonee River Parkway and WIS 190 if supported by environmental document
•	•	•	•	Fixed Guideway	Support results of potential future SEWRPC studies of commuter rail service between Oconomowoc and Milwaukee, between West Bend and Milwaukee and between Saukville and Milwaukee
•	•	•	•	Intercity/Feeder Bus	Support new intercity/feeder bus service between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with stops in Port Washington, Sheboygan and Manitowoc
•	•	•	•	Park & Ride	Support proposed park and ride construction and/or exploration of public – private partnerships to construct park and ride lots with transit stops at Teutonia and Florist Ave, I-43 and WIS 100, 43rd St and Morgan Ave, I-94 and WIS 100, WIS 32 and WIS 100, Layton Ave and Lake Pkwy, WIS 32 and Rawson Ave, 76th St and WIS 36, US 41/US 45 and WIS 145, and I-894 and National Ave, if supported by environmental document
•	•	•	•	Public Transit	Support transit stations with parking at Oak Creek, South Milwaukee, Cudahy, Shorewood, Bayside, River Hills, Brown Deer, Wauwatosa, West Allis, West Milwaukee, Hales Corners and Greendale
•	•	•	•	Public Transit	Support rapid bus service via I-43 between East Troy and downtown Milwaukee with stops in Mukwonago, Big Bend and New Berlin, via WIS 59; between Waukesha and downtown Milwaukee, via I-94; and via WIS 16/WIS 190/US 45 (through Wauwatosa) between Oconomowoc and Milwaukee; between Menomonee Falls and Waukesha; via US 45 between Barton and Milwaukee; between Hales Corners and Milwaukee, via WIS 36 between Franklin and Milwaukee; and between Kenosha and Milwaukee via Racine

Entire Planning Period

•	•	•	I-43/I-894/US 41/US 45	Convert to Interstate from I-43 and I-94 in Milwaukee (Mitchell Interchange) to I-43 and US 41 in Green Bay if supported by environmental document
•	•	•	I-43	Prepare corridor study from County Rd Y (Waukesha) to I-894/US 45 (Hale Interchange) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	•	I-43	Prepare corridor study from I-43/I-94/I-794 (Marquette Interchange) to WIS 57 for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•	•	•	I-94/I-894/US 45	Study existing interchange at I-94, I-894 and US 45 (Zoo Interchange) from I-894 and Union Pacific Railroad (south limits) to US 45 and Center St (Milwaukee) north limits, and from I-94 at 116th St (Milwaukee) west limits to I-94 at 76th St (Milwaukee) east limits for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document

Overlapping Corridors

Capitol	Fox Valley	Glacial Plains	Hiawatha	Tittletown
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Entire Planning Period, continued

•			I-94	Prepare corridor study from WIS 67 to 116th St (Milwaukee) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	•	I-94	Prepare corridor study from Howard Ave (Milwaukee) to I-43/I-94/I-794 (Marquette Interchange) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
		•	I-94	Study interchange and/or preserve right-of-way at I-94 and WIS 241 if supported by environmental document
•		•	I-794	Study and reconstruct from Carferry Dr (Milwaukee) to Water St (Milwaukee) if supported by an environmental document
	•	•	I-894	Prepare corridor study from South 35th St (Greenfield) west of the Mitchell Interchange to I-894 and Union Pacific Railroad south of the Zoo Interchange for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•		US 41/45	Prepare corridor study from Center St W (Milwaukee) to US 41/45 north junction for reconstruction, and implement results, which may include widening and/or adding capacity 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 reconstruction, and adding lanes and/or capacity, if supported by environmental document and Transportation Projects Commission, legislature and governor
•			WIS 145	Reconstruct from Hampton Ave (Milwaukee) to US 41 if supported by environmental document
	•	•	WIS 241	Construct additional lanes from County Rd ZZ (Milwaukee Co)/College Ave (Franklin/Oak Creek) to Drexel (Franklin/Oak Creek), and from Drexel (Franklin/Oak Creek) to Milwaukee/Racine County Line if supported by environmental documents
•	•	•	Airports	Advocate increased direct air service at General Mitchell International Airport
•	•	•	Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
•	•	•	Airports	Support projects that benefit airports with scheduled passenger service
•	•	•	Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
•	•	•	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 Madison and Milwaukee with stops in Johnson Creek, 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 Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac; between Calumet, MI and Milwaukee with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc and Sheboygan; 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



Southeastern Wisconsin Metropolitan Planning Area: Milwaukee County

Current and Proposed Future Activities

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Overlapping Corridors

Capitol	Fox Valley	Glacial Plains	Hiawatha	Tittletown
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Entire Planning Period, continued

•	•	•	•	•	Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central, and South Central Wisconsin and implement the results of the studies
•	•	•	•	•	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 park and ride construction at WIS 190 and 124th St if supported by environmental document
•	•	•	•	•	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
•	•	•	•	•	Port/Harbor	Support channel preservation, maintenance and infrastructure projects at the Port of Milwaukee
•	•	•	•	•	Public Transit	Support continued and new service and corridor studies for potential rapid and/or express bus routes to Milwaukee from communities outside of Milwaukee
•	•	•	•	•	Public Transit	Support regional service expansion for Milwaukee County Transit System
•	•	•	•	•	Public Transit	Support continued service and vehicle replacement for the Milwaukee County Transit System
•	•	•	•	•	Rail Freight	Support preservation of 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	Improve traffic movement with traffic operations infrastructure strategies
•	•	•	•	•	State Highways	Construct grade separations with rail if supported by environmental document
•	•	•	•	•	TDM	Support the implementation TDM in Southeast Wisconsin Regional Planning Commission counties
•	•	•	•	•	TSM	Support the implementation of TSM in Southeast Wisconsin Regional Planning Commission counties

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 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
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