

# Oshkosh Metropolitan Planning Area

## 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 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

## 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
- Trail on rail-to-trail

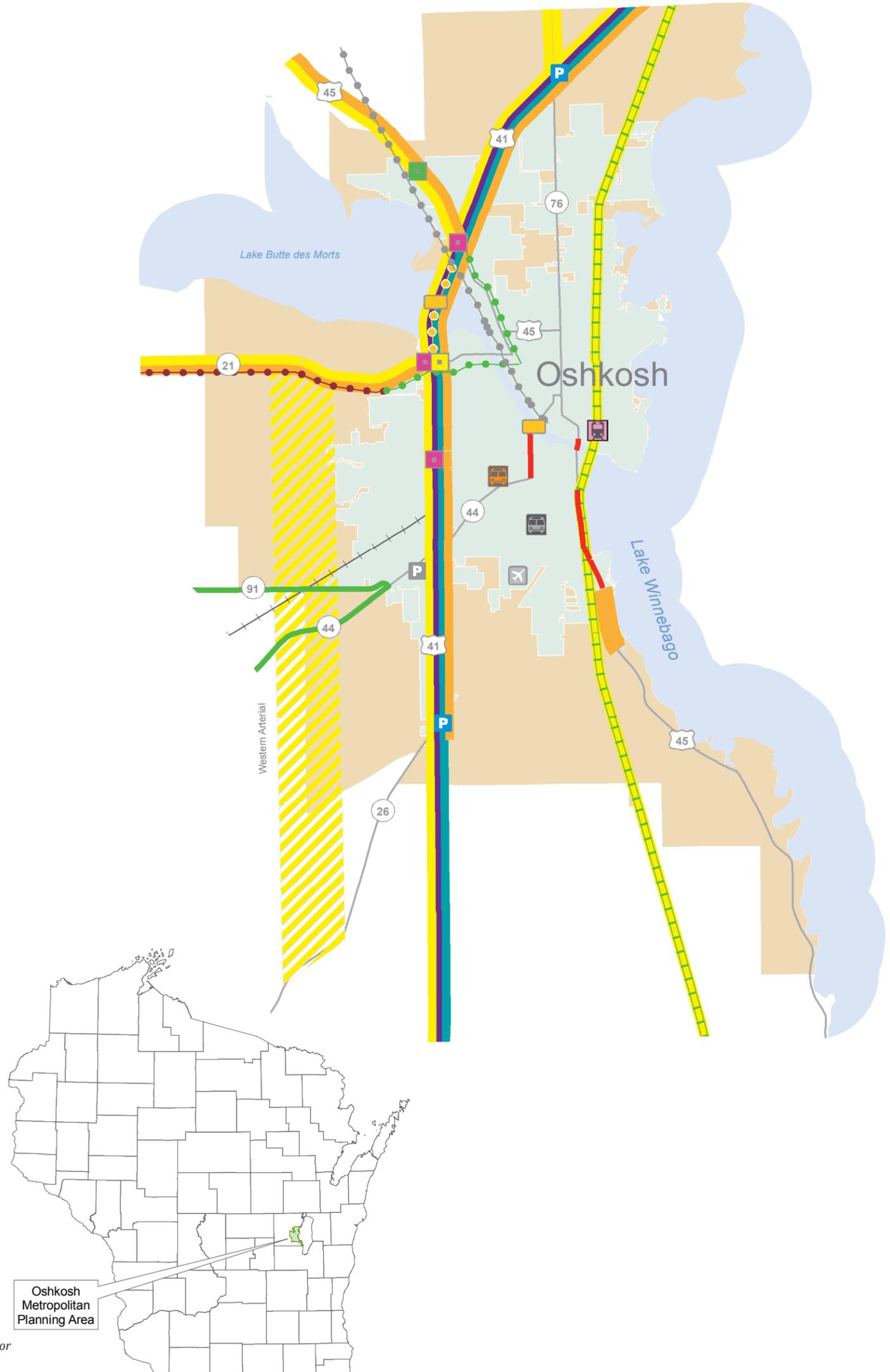
### Fixed Guideway

- Commuter, rapid or express bus route
- Study future route
- Commuter rail route
- Commuter rail, proposed station

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

The Oshkosh Metropolitan Planning Area consists of the City of Oshkosh and the Oshkosh Urbanized Area, including all or portions of the 6 contiguous cities and towns that are or are likely to become urbanized within a 20-year planning period. The planning area currently consists of:

- City of Oshkosh
- Towns of Algoma, Black Wolf, Nekimi, Oshkosh and Vinland
- Winnebago County



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



# Oshkosh 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.

**Overlapping Corridors**

Cranberry Country	Fox Valley	Northwoods Conn.	Rock River	Wolf/Waupaca Riv.
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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) and US 41 and I-43 in Green Bay
•				US 41	Replace Lake Butte des Morts bridge and expand to six lanes
•				US 41	Reconstruct existing interchange at US 41 and WIS 21
	•			US 45	Study and construct new interchange at County Rd T (Winnebago Co)
	•			US 45	Construct additional lanes from Ripple Ave to Waukau Ave (Oshkosh)
	•			US 45	Reconstruct from Waukau Ave to 6th Ave (Oshkosh) and the Fox River Bridge
•				WIS 21	Complete corridor plan from Rivermoor Rd (east of Omro) to US 41
•	•			WIS 44	Replace Wisconsin St Lift Bridge (Oshkosh)
•	•			WIS 44	Reconstruct from South Park Ave to Witzel Ave (Oshkosh)
•	•	•	•	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
•	•		•	Park & Ride	Support proposed park and ride construction near the intersection of WIS 76 and US 41, and near the intersection of US 41 and WIS 26

**Mid-Term (2014 – 2019)**

•				US 41	Construct enumerated Major project from WIS 26 to Breezewood Ln (Neenah), which may include adding lanes and/or capacity, and reconstructing interchanges at US 41 and 9th Ave (Oshkosh); US 41 and WIS 21; US 41 and US 45; and US 41 and Breezewood Ln (Neenah)
•	•		•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 21 from Poygan Ave (Winnebago Co) through Omro to US 45 (Oshkosh)
•	•		•	Bicycle/Pedestrian	Provide urban accommodations along WIS 45 from WIS 21 (Oshkosh) to US 41 (Oshkosh)
•	•	•	•	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

**Overlapping Corridors**

Cranberry Country	Fox Valley	Northwoods Conn.	Rock River	Wolf/Waupaca Riv.
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**Long-Term (2020 – 2030)**

•				WIS 21	Construct candidate expressway upgrades and/or convert to freeway from Waushara/Winnebago County line to US 41 if supported by environmental document
	•			WIS 76	Prepare corridor plan from US 41 to County Rd JJ (Outagamie Co)
•	•			Bicycle/Pedestrian	Support construction of a trail across Lake Butte des Morts along northbound US 41 from WIS 21 (Oshkosh) to the Wiouwash State Trail
•	•		•	Western Arterial	Study creating a western arterial between WIS 26 and WIS 21

**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
•				US 41	Study interchange and/or preserve right-of-way at WIS 21 and US 41 if supported by environmental document
		•		US 45	Prepare corridor plan from US 41 to US 10 and implement results of the study, which may include converting US 45 to freeway if supported by environmental document
			•	WIS 44	Construct candidate passing lanes from Douglas St (Ripon) to WIS 91 if supported by environmental document
			•	WIS 91	Construct candidate passing lanes from Quarry St (Berlin) to WIS 44 if supported by environmental document



# Oshkosh 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.

### Overlapping Corridors

Cranberry Country
Fox Valley
Northwoods Comm.
Rock River
Wolf/Waupaca Riv.

### Entire Planning Period, continued

• • • • •	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	Add key linkages into metropolitan areas
• • • • •	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 Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac; and between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee
• • • • •	Intercity Bus	Support a study to relocate the intercity bus stop near US 41 corridor with access provided by Oshkosh Transit
• • • • •	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	Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors
• • • • •	ITS	Implement recommendations from the ITS Strategic Deployment Plan
• • • • •	Local Roads	Support continued preservation, maintenance and infrastructure projects
• • • • •	Park & Ride	Support continued preservation and maintenance
• • • • •	Park & Ride	Support expansion of existing park and ride facilities if needed and if supported by environmental document
• • • • •	Public Transit	Support continued service and vehicle replacement for Oshkosh Transit
• • • • •	Public Transit	Support regional service expansion for Oshkosh Transit
• • • • •	Public Transit	Support a study to coordinate service between Oshkosh and Neenah
• • • • •	Public Transit	Support a study to form a regional transit authority
• • • • •	Rail Freight	Preserve existing freight services and corridors
• • • • •	Specialized Transit	Support continued service and encourage improved service coordination
• • • • •	State Highways	Preserve and maintain infrastructure
• • • • •	State Highways	Construct grade separations at rail crossings if supported by environmental document
• • • • •	State Highways	Improve traffic movement with traffic operations infrastructure strategies
• • • • •	TDM	Support implementation of TDM in urban areas

## 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 previous pages reflect actions identified in:

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

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



# Planning Area Map – Data Definitions and Sources

## Data Definitions

### Corridors 2030

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

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

### State Access Management Plan vision

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

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

### State Airport System Plan classifications

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

### Truck volume descriptions

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

### Urban/urbanized areas

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

## Data Sources

### Annual average daily traffic (AADT)

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

### Enplanements

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

### National Highway System (NHS) intermodal terminals

- Federal Highway Administration, October 2007

### Passenger rail ridership

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

### Population

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

### Public and specialized transit

- WisDOT, January 2008

### Truck volume

- WisDOT, August 2007

### Wisconsin Metropolitan Planning Organizations (MPOs)

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

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

### Wisconsin Tribal Transportation Plans

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

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