

# Southeastern Wisconsin Metropolitan Planning Area: Ozaukee 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.

Two multimodal corridors cross Ozaukee County: the 84th Division Railsplitters Corridor and the Tiletown Corridor. The 84th Division Railsplitters Corridor is defined by endpoints in Beaver Dam and Port Washington. The Tiletown Corridor is defined by endpoints in Milwaukee and Green Bay. Refer to the appropriate maps and tables for more information.

## Current Planning Area Characteristics

- Highways:
  - › Primary state highways: I-43, WIS 57, WIS 33
  - › Corridors 2030 Backbone Route: I-43
  - › Corridors 2030 Connector Route: WIS 33
- Public Transit:
  - › Bus systems: Rapid bus between Ozaukee County and Milwaukee
  - › Shared-ride taxi: Ozaukee County, Port Washington
  - › 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: None in county
- Intercity Bus: Service between Calumet, MI and Milwaukee (no stop in Ozaukee County; nearest stops in Sheboygan and Milwaukee)
- Ports and Harbors: Port Washington
- Ferry: None in county
- Bicycle/Pedestrian:
  - › Major trails: Ozaukee Interurban Trail
  - › Accommodations, linkages and accessibility along and across some facilities

## Future Planning Area Vision

- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-43, WIS 33 and WIS 57 by implementing:
  - › New Corridors 2030 Connector Route: WIS 57
  - › The *State Access Management Plan* vision
    - Tier 1; I-43
    - Tier 2A; WIS 33, WIS 57
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None in country
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail:
  - › New 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 proposed Green Bay passenger rail station and Milwaukee Intermodal Station with a stop in Port Washington
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Port Washington)
- Ferry: None in county
- Bicycle/Pedestrian: Continued accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
<b>County populations</b>		
Ozaukee	86,697	97,668
<b>Population age 65 and older</b>	10,357	22,263
<b>Average annual daily traffic along</b>		
I-43	25,100 – 47,200	32,000 – 75,800
WIS 33	3,600 – 13,200	9,400 – 14,000
<b>Truck volume along</b>		
I-43	Medium	Medium
WIS 33	Low	Medium

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



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## 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



## 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/](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.

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



# Southeastern Wisconsin Metropolitan Planning Area: Ozaukee 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

84th Division	Tidletown
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#### Short-Term (2008 – 2013)

	•	WIS 32	Reconstruct from Grand Ave (Port Washington) to I-43 north of Port Washington
	•	WIS 33	Construct additional lanes from Market St (Saukville) to South Tower Dr (Port Washington)
	•	WIS 57	Reconstruct from WIS 100/Brown Deer Rd (Brown Deer, Milwaukee Co) to WIS 167/Mequon Rd (Mequon, Ozaukee Co)
	•	WIS 181	Reconstruct from Western Rd (Cedarburg) to Bridge Rd (Cedarburg) to include signals and turn lanes

#### Mid-Term (2014 – 2019)

	•	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 Intermodal Station, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study
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#### Long-Term (2020 – 2030)

	•	Bicycle/Pedestrian	Support construction of a trail north of WIS 33 between West Bend and Saukville
	•	Bicycle/Pedestrian	Provide urban accommodations along WIS 33 through the Newburg city limits and the Saukville city limits
	•	Bicycle/Pedestrian	Provide urban accommodations along WIS 57 through the Saukville city limits
	•	Fixed Guideway	Support results of potential future Southeastern Wisconsin Regional Planning Commission study of commuter rail service between Saukville and Milwaukee and between West Bend 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 Manitowoc, Sheboygan and Port Washington
	•	Park & Ride	Support proposed park and ride construction, with transit stops near the intersection of Wisconsin Ave and Falls Rd (Grafton) and Highland Rd (Thiensville) if supported by environmental document

#### Entire Planning Period

	•	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; and study interchanges and/or preserve right-of-way at locations between WIS 57 and WIS 60 if supported by environmental document
	•	WIS 33	Prepare corridor study from Oak Rd (West Bend, Washington Co) to County Rd I (Ozaukee Co) for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
	•	WIS 33	Prepare corridor study from County Rd I (Ozaukee Co) and Main St (Saukville) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	WIS 60	Prepare corridor study from County Rd NN (Ozaukee Co) to County Rd O (Ozaukee Co) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	WIS 60	Prepare corridor study from Maple Rd (Washington Co) to County Rd NN (Ozaukee Co) for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document



### Overlapping Corridors

84th Division	Tidletown
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#### Entire Planning Period, continued

	•	WIS 145	Prepare corridor study from WIS 100 to Washington/Waukesha county line for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	WIS 167	Prepare corridor study from WIS 145 to WIS 181 for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	WIS 181	Prepare corridor study from WIS 167 to Western Rd (Cedarburg) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	WIS 181	Prepare corridor study from Bridge St (Cedarburg) to County Rd NN (Ozaukee Co) for reconstruction and preserve right-of-way if supported by environmental document
	•	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 service between Calumet, MI and Chicago, IL with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc, Sheboygan and Milwaukee
	•	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 corridor
	•	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
	•	Port/Harbor	Support channel preservation, maintenance and infrastructure projects at the Port of Port Washington
	•	Public Transit	Support continued shared-ride taxi service in Ozaukee County and Port Washington
	•	Public Transit	Support continued rapid bus service between Ozaukee County and Milwaukee
	•	Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
	•	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	Construct grade separations with rail if supported by environmental document
	•	State Highways	Improve traffic movement with traffic operations infrastructure strategies
	•	TDM	Support implementation of TDM in Southeastern Wisconsin Regional Planning Commission counties
	•	TSM	Support implementation of TSM in Southeastern Wisconsin Regional Planning Commission counties

# 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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