Southeastern Wisconsin Metropolitan Planning Area: Racine 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. Three multimodal corridors cross Racine County: the Glacial Plains Corridor, the Hiawatha Corridor and the Southern Tier Corridor. The Glacial Plains Corridor is defined by endpoints in Rock County and Milwaukee. The Hiawatha Corridor falls entirely within Milwaukee, Kenosha, Racine and Waukesha counties and is defined by endpoints in Milwaukee and Illinois. The Southern Tier Corridor is defined by endpoints in Rock County and Racine and Kenosha. Refer to the appropriate maps and tables for more information.

Current Planning Area Characteristics
- **Airports:**
  - Transport/corporate airport: John H Batten (Racine)
  - General utility airport: Burlington Municipal
  - Basic utility airport: Sylvania (Sturtevant)
- **Highways:**
  - Primary state highways: I-94, US 45, WIS 11, WIS 20, WIS 32, WIS 36
  - Corridors 2030 Backbone Route: I-94
  - Corridors 2030 Connector Routes: WIS 11, WIS 36
  - NHS intermodal terminals with local road connections: Amtrak Station (Sturtevant)
- **Public Transit:**
  - Bus systems: Racine
  - Shared-ride taxi: None in county
  - Specialized transit: Available in all counties; level of service depends on location
- **Fixed Guideway Transit:** None
- **Rail Freight:** Freight rail service exists
- **Intercity Passenger Rail:**
  - Amtrak Hiawatha Service between Milwaukee and Chicago, IL, with a stop in Sturtevant
  - Amtrak Empire Builder Service between Seattle, WA/Portland, OR and Chicago, IL (no stop in Racine County; nearest stop in Milwaukee)
- **Intercity Bus:**
  - Service between Minneapolis/St Paul, MN and Chicago, IL (no stop in Racine County; nearest stop in Milwaukee)
  - Service between Green Bay and Chicago, IL (no stop in Racine County; nearest stop in Milwaukee)
  - Service between Waukesha and Chicago, IL (O’Hare and Midway airports), with a stop in Racine
  - Service between Milwaukee and Chicago, IL (no stop in Racine County; nearest stop in Kenosha)
  - Service between Milwaukee and Kenosha, with a stop in Racine
- **Ports and Harbors:** None in county
- **Ferry:** None in county
- **Bicycle/Pedestrian:**
  - Major trails: Seven Rivers Trail, Milwaukee-Racine-Kenosha 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-94, US 45, WIS 11, WIS 20, WIS 32 and WIS 36 by implementing:
  - The State Access Management Plan vision
    - Tier 1: I-94
    - Tier 2A: WIS 20 (I-94 to WIS 36), WIS 32
    - Tier 2B: US 45, WIS 11 (Burlington to I-94), WIS 20 (WIS 36 to I-94), WIS 32 (north of Racine’s north municipal limits to Milwaukee/Racine county line)
  - Tier 3: WIS 11 (I-94 to Racine west municipal limits), WIS 20 (I-43 to Waterford west municipal limits)
  - Candidate passing lane corridors (US 45, WIS 11, WIS 20)
- **Public Transit:** Increased regional coordination and continued service
- **Fixed Guideway Transit:** New service between Kenosha, Racine and Milwaukee (KRM commuter rail)
- **Rail Freight:** Continued freight rail service and corridor preservation
- **Intercity Passenger Rail:**
  - Continued Amtrak Empire Builder service between Seattle, WA/Portland, OR and Chicago, IL, with a stop in Milwaukee and Amtrak Hiawatha Service between Milwaukee and Chicago, IL
  - New service:
    - New Madison – Milwaukee – Chicago, IL intercity passenger rail service
    - New Minneapolis/St. Paul – Madison – Milwaukee – Chicago, IL intercity passenger rail service
    - New Green Bay – Milwaukee – Chicago, IL intercity passenger rail service
  - All new intercity passenger rail services will operate within existing corridors
- **Intercity Bus:** Continued existing service
- **Ports and Harbors:** None in county
- **Ferry:** None in county
- **Bicycle/Pedestrian:** Continued accommodations, linkages and accessibility along and across facilities
Southeastern Wisconsin Metropolitan Planning Area: Racine County

About Multimodal Corridors and Planning Areas

The Connections 2030 planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. These corridors collectively represent a starting point toward long-term implementation of Connections 2030 and the corridor management process. These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes
- Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes, such as rail, pedestrian, and transit, which influence the mobility, capacity, safety and other functional elements of the corridor.

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

Short-Term (2008 – 2013)

- I-94
  - Construct additional lanes during reconstruction from Illinois/Wisconsin state line to WIS 11
- I-94
  - Reconstruct interchanges at County Rd K (Racine Co) and I-94; WIS 11 and I-94, WIS 20 and I-94, County Rd K (Racine Co) and I-94; County Rd U (Racine Co) and I-94, and Seven Mile Rd (Racine Co) 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
- WS 11
  - Construct additional lanes from 02nd St (Sturtevant) to WIS 31
- WS 32
  - Reconstruct from Larose St (Racine Co) to 21st Ave (Racine) and from Marquette St (Racine) to Main St (Racine)
- WS 32
  - Construct additional lanes during reconstruction from Five Mile Rd (Caledonia) to WIS 31
- WS 164
  - Construct from WIS 36 to Waukesha/Racine county line
- WS 241
  - Prepare corridor study from Milwaukee/Racine county line to County Rd Z2 (Mazomanie Co) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
- 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 Wauwatosa, Oconomowoc, Brookfield, Milwaukee Intermodal Station, General Mitchell International Airport and Sturtevant

Mid-Term (2014 – 2019)

- I-94
  - Construct additional lanes from WIS 11 to West College Ave (Milwaukee) if supported by environmental document
- WS 11
  - Replace bridge in downtown Burlington if supported by environmental document
- WS 11
  - Construct environmental Major project from WIS 11 west to WIS 36 north, which may include bypassing Burlington, adding lanes and/or capacity, and constructing a new interchange at new bypass and WIS 36
- WS 20
  - Replace railroad bridge in Mount Pleasant if supported by environmental document
- WS 83
  - Provide corridor study from WIS 36 to I-43
- Bicycle/Pedestrian
  - Provide urban and rural accommodations along WIS 36 from WIS 83 (Burlington) to the White River State Trail
  - Provide urban and rural accommodations along WIS 11 from Lyons Rd (Milwaukee Co) to Crossway Rd (Racine Co)
- Bicycle/Pedestrian
  - Provide urban and rural accommodations along the entire stretch of WIS 32
- Bicycle/Pedestrian
  - Provide urban and rural accommodations along WIS 34 from Four Mile Rd to WIS 11
- Bicycle/Pedestrian
  - Provide urban and rural accommodations along US 45 from 58th Rd (near Union Grove) to the Hank Aaron State Trail (Milwaukee Co)
- Bicycle/Pedestrian
  - Support construction of a trail along the Rails-to-Trails corridor from WIS 83 (Burlington) to Vanderboom Rd (Racine Co), and a trail connecting the Milwaukee-Racine-Kenosha Trail to the Oak Leaf Trail

Overlapping Corridors

Mid-Term (2014 – 2019), continued

- 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
- Intercity Passenger Rail
  - Implement intercity passenger rail service between Green Bay and Chicago, IL with stops in Appleton, Neenah, Oshkosh, Fond du Lac, West Bend, Greenville (Northwest Milwaukee Co), Milwaukee Intermodal Station, General Mitchell International Airport and Sturtevant if supported by environmental document
- Bike & Ride
  - Support proposed park and ride construction, with transit stops near the intersection of State St (Racine) and Memorial Dr (Racine), and WIS 11 and Six Mile Rd if supported by environmental document
- Public Transit
  - Support rapid bus service between Racine and Milwaukee

Long-Term (2020 – 2030)

- WIS 39
  - Reconstruct bridge over the Root River if supported by environmental document
- Bicycle/Pedestrian
  - Provide urban and rural bicycle accommodations (possibly as a trail) along WIS 36 to connect the gaps in the Seven Waters Trail
- Fixed Guideway
  - Support results of potential future Southeastern Wisconsin Regional Planning Commission studies of commuter rail service between Burlington and Chicago, IL
- Intercity Passenger Rail
  - Implement intercity passenger rail service between Green Bay and Chicago, IL, with stops in Appleton, Neenah, Oshkosh, Fond du Lac, West Bend, Greenville (Northwest Milwaukee Co), Milwaukee Intermodal Station, General Mitchell International Airport and Sturtevant if supported by environmental document

Entire Planning Period

- I-94
  - Study interchange and/or preserve right-of-way at I-94 and WIS 241 if supported by environmental document
- US 45
  - Construct candidate passing lanes from the Illinois/Wisconsin state line to WIS 20 and from WIS 20 to WIS 36 if supported by environmental document
- WIS 11
  - Prepare corridor study from Burlington municipal limits to Shuman Dr (Union Grove, Racine Co) and from Shuman Dr (Union Grove, Racine Co) to I-94 for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
- WIS 11
  - Construct candidate passing lanes from I-43 to Walworth/Racine county line if supported by environmental document
- WIS 20
  - Prepare corridor study from I-94 to Sunnyslope Dr (WI Pleasant) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
- WIS 20
  - Provide urban and rural accommodations along US 45 north to County Rd C (Racine Co) for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
- WIS 20
  - Construct candidate passing lanes from WIS 36 to US 45 north if supported by environmental document

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.
Southeastern Wisconsin Metropolitan Planning Area: Racine County

Current and Proposed Future Activities

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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.

Support continued service and vehicle replacement for Belle Urban System (Racine).

Support implementation of TDM in Southeast Wisconsin Regional Planning Commission counties.

Support continued preservation, maintenance, and infrastructure projects at Bicycle/Pedestrian, Intercity Passenger, State Highways, Park & Ride policies.

Prepare corridor study from WIS 20 to I-43 if supported by environmental document.

Support accommodations and linkages to create a connected network that provides accessibility along and across facilities.

Prepare corridor study from Four Mile Rd (Caledonia) to WIS 32 for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document.

Support expansion of existing park and ride facilities if needed and if supported by environmental document.

Support continued coordination, maintenance, and preservation of Intercity Passenger, TDM.

Support implementation of TSM in Southeast Wisconsin Regional Planning Commission counties.

Support studies and implementation of potential new commuter rail service from Rock, Walworth, Racine and Kenosha counties to Chicago, IL.

Support continued intercity bus service between Minneapolis/ST Paul, MN and Chicago, IL; with stops in Eau Claire, Tomah, Wisconsin Dells, Madison, Milwaukee, between Green Bay and Chicago, IL, with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee, between Milwaukee and Chicago, IL; between Milwaukee and Chicago, IL; between Milwaukee and Kenosha; and between Waukesha and Chicago, IL (O'Hare and Midway airports) with stops in Milwaukee, General Mitchell International Airport, Racine and Kenosha.

Support continued service and vehicle replacement for Belle Urban System (Racine).

Support regional service expansion for Belle Urban System (Racine).

Support continued service and encourage improved service coordination of Milwaukee Transit System.

Preserve existing freight services and corridors.

Support continued coordination, maintenance, and preservation of Airport System Plan airports.

Support continued preservation, maintenance, and infrastructure projects at Airports, State Airport System Plan.

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

State Access Management Plan vision
(See Connections 2030 Chapter 9, Promote Transportation Efficiencies, for more information.)
- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential or field 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
- Commuter: 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) used in commuter air service
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet
- Military transports
- All aircraft up to and, in some cases, including wide body jets and large military transports

Population
- Current population: Wisconsin Department of Administration, January 1, 2007
- 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
- Wisconsin Metropolitan Planning Organizations (MPOs)
- Dubuque Metro Area Transportation Study, 2031 Long-Range Transportation Plan
- Dubuque – Superior Metropolitan Interstate Council, Access and Mobility for People and Freight 2030, September 2005

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

National Highway System (NHS) intermodal terminals
- Federal Highway Administration, October 2007

Passenger rail ridership
- Current data: WisDOT, 2007
- Forecast data:
  - Forecast year 2020
  - Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

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)

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