Southeastern Wisconsin Metropolitan Planning Area: Washington 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 Washington County: the 84th Division Railspillers Corridor, the Fox Valley Corridor and the Waukesha Connection Corridor. The 84th Division Railspillers Corridor is defined by endpoints in Beaver Dam and Port Washington. The Fox Valley Corridor is defined by endpoints in Milwaukee and Green Bay. The Waukesha Connection Corridor falls entirely within Washington and Waukesha counties and is defined by endpoints in Hartford and Mukwonago. Refer to the appropriate maps and tables for more information.

Current Planning Area Characteristics
- **Airports:**
  - Transport/corporate airport: West Bend Municipal
  - General utility airport: Hartford Municipal
- **Highways:**
  - Primary state highways: US 41, US 45, WIS 33, WIS 60, WIS 83, WIS 164
  - Corridors 2030 Backbone Route: US 41
  - Corridors 2030 Connector Routes: US 45 (US 41 to WIS 33), WIS 33 (US 41 to I-43), WIS 60 (US 83 to US 45)
  - Completed Candidate Passing Lanes: WIS 33 (US 41 to West Bend)
- **Public Transit:**
  - Bus systems: Rapid bus between Washington County and Milwaukee
  - Shared-ride taxi: Washington County, Hartford, West Bend
  - 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
  - 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 services
  - New service: New Green Bay – Milwaukee – Chicago, IL intercity passenger rail service
  - All new intercity passenger rail services will operate within existing corridors
- **Ports and Harbors:**
  - None in county
- **Ferry:**
  - None in county
- **Bicycle/Pedestrian:**
  - Major trails: Ice Age Trail (pedestrian only), Eisenbahn State 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 US 41, US 45, WIS 33, WIS 60, WIS 83 and WIS 164 by implementing:
  - New Corridors 2030 Connector Route: WIS 33 (US 151 to US 41)
  - Interstate conversion (US 41)
  - The State Access Management Plan vision
  - Tier 1; US 41, US 45 (US 41 to West Bend north municipal limits)
  - Tier 2A; US 45 (West Bend north municipal limits to Kewaskum south municipal limits), WIS 33, WIS 60
  - Tier 2B; WIS 164
  - Tier 3; WIS 83 (Washington/Waukesha county line to Hartford south municipal limits)
  - Candidate passing lane corridors (WIS 33, WIS 83)
- **Public Transit:** Increased regional coordination and continued service
- **Fixed Guideway Transit:** None in county
- **Rail Freight:** Continued freight rail service and corridor preservation
- **Intercity Passenger Rail:**
  - New service: New Green Bay – Milwaukee – Chicago, IL intercity passenger rail service
- **Intercity Bus:** Continued existing services
- **Ports and Harbors:** None in county
- **Ferry:** None in county
- **Bicycle/Pedestrian:** Continued accommodations, linkages and accessibility along and across facilities

Refer to the “Corridor Map - Data Definitions and Sources” for more information.
Southeastern Wisconsin Metropolitan Planning Area: Washington County

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

#### Short-Term (2008-2013)

- **US 41**: Reconstruct existing interchange at US 41 and WIS 60 and at US 41 and WIS 144.
- **US 45**: Reconstruct existing interchange at WIS 145 and US 45.
- **WIS 60**: Construct additional lanes during reconstruction from US 41 to US 45.
- **WIS 83**: Reconstruc from S Main St (Hartford) to N Wilson (Hartford).
- **WIS 145**: Replace and widen bridge over US 41.
- **Airport**: Support runway extension at West Bend Municipal Airport.
- **Park & Ride**: Support proposed park and ride construction, with a transit stop near the intersection of US 45 & Paradise Dr.

#### Mid-Term (2014-2019)

- **Airports**: Support runway extension at the Hartford Municipal Airport if supported by environmental document.
- **Bicycle/Pedestrian**: Provide urban accommodations along WIS 60 between N. Wilson Ave (Hartford) and Bonnie Ln (Slinger).
- **Bicycle/Pedestrian**: Provide urban accommodations along WIS 144 between WIS 175 (Slinger) and County Rd NN (Washington Co).
- **Bicycle/Pedestrian**: Provide urban and rural accommodations along WIS 83 from Lee Rd (Hartford) to Clover Rd (Washington Co).
- **Intracity Passenger Rail**: Implement intracity 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.

#### Long-Term (2020–2030)

- **WIS 28**: Reconstruc bridge over the Milwaukee River (Kewaskum) if supported by environmental document.
- **WIS 164**: Construct additional lanes from Good Hope Rd (Sussex) to WIS 175 if supported by environmental document.
- **Bicycle/Pedestrian**: Support the construction of a trail north of WIS 33 between West Bend and Saukville.
- **Bicycle/Pedestrian**: Provide urban accommodations along WIS 33 through the Neuleng city limits and the West Bend city limits.
- **Fixed Guideway**: Support the results of potential future Southeastern Wisconsin Regional Planning Commission studies of commuter rail service between West Bend and Milwaukee.
- **Park & Ride**: Support proposed park and ride construction, with transit stops near the intersection of US 45 and County Rd D (Washington Co), US 45 and WIS 29, and US 41 and WIS 60 if supported by environmental document.

### Overlapping Corridors

<table>
<thead>
<tr>
<th>Phase/Region</th>
<th>Facility Type</th>
<th>Facility Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-43/I-894</td>
<td>US 41</td>
<td>Reconstruct existing interchange at US 41 and WIS 60 and at US 41 and WIS 144.</td>
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### Southeastern Wisconsin Metropolitan Planning Area: Washington County

**Overlapping Corridors**

<table>
<thead>
<tr>
<th>Corridor Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport</td>
<td>Support continued preservation, maintenance and infrastructure projects at State Airport System Plan airports</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>Support accommodations and linkages to create a connected network that provides accessibility along and across facilities</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>Add key linkages into metropolitan areas</td>
</tr>
<tr>
<td>Intercity Bus</td>
<td>Support continued intercity bus service between Wausau and Milwaukee with stops in Stevens Point, Appleton, Fond du Lac and Oshkosh, and between Green Bay and Chicago with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee</td>
</tr>
<tr>
<td>Intercity Passenger Rail</td>
<td>Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies</td>
</tr>
<tr>
<td>Intercity Passenger Rail</td>
<td>Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors</td>
</tr>
<tr>
<td>Local Roads</td>
<td>Support continued preservation, maintenance infrastructure projects</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>Support continued preservation and maintenance</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>Support expansion of existing park and ride facilities if needed and if supported by environmental document</td>
</tr>
<tr>
<td>Public Transit</td>
<td>Support continued rapid bus service between West Bend/Washington Co and Milwaukee</td>
</tr>
<tr>
<td>Public Transit</td>
<td>Support continued shared-ride taxi service in Hartford and West Bend</td>
</tr>
<tr>
<td>Rail Freight</td>
<td>Work with counties and transit service providers to coordinate and expand rural transit service</td>
</tr>
<tr>
<td>Rail Freight</td>
<td>Support the preservation of existing freight services and corridors</td>
</tr>
<tr>
<td>Specialized Transit</td>
<td>Support continued service and encourage improved service coordination</td>
</tr>
<tr>
<td>State Highways</td>
<td>Preserve and maintain infrastructure</td>
</tr>
<tr>
<td>State Highways</td>
<td>Construct grade separations with rail if supported by environmental document</td>
</tr>
<tr>
<td>State Highways</td>
<td>Improve traffic movement with traffic operations infrastructure strategies</td>
</tr>
<tr>
<td>TDM</td>
<td>Support implementation of TDM in Southeast Wisconsin-Regional Planning Commission counties</td>
</tr>
<tr>
<td>TSM</td>
<td>Support implementation of TSM in Southeast Wisconsin-Regional Planning Commission counties</td>
</tr>
</tbody>
</table>

#### 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 may 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/ 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: 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 transport aircraft

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) used 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 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

Truck volume
WisDOT, August 2007

Public and specialized transit:
WisDOT, January 2008

Wisconsin Metropolitan Planning Organizations (MPOs)
Dubuque Metro Area Transportation Study, 2001 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
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
Wisconsin Metropolitan Planning Commission, Wiscons Area Metropolitan 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 Potowatomi Community, Long Range Transportation Plan, March 2008
Ho-Chunk Nation, Ho-Chunks 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
Sokaugen Chippewa Community, Long Range Transportation Plan, March 2007

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