

# Green Bay Metropolitan Planning Area

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

The Green Bay Metropolitan Planning Area consists of the city of Green Bay and the Green Bay Urbanized Area, including all or portions of the 13 contiguous villages, cities and towns that are or are likely to become urbanized within a 20-year planning period. The planning area currently consists of:

- Cities of De Pere and Green Bay
- Villages of Allouez, Ashwaubenon, Bellevue, Hobart, Howard and Suamico
- Towns of Lawrence, Ledgeview, Pittsfield, Rockland and Scott
- Oneida Nation of Wisconsin



### 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

### 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

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



# Green Bay Metropolitan Planning Area

## Current and Proposed Future Activities

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### Overlapping Corridors

Door Peninsula	Fox Valley	Lumber Country	Peshigo Fire	Tittletown	WI Heartland
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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
	•	•	•		•	US 41	Construct enumerated Major project from Orange Lane (De Pere) to County Rd M (Suamico, Brown Co) which may include adding lanes and/or capacity and reconstructing interchanges at US 41 and County Rd F (Brown Co); US 41 and County Rd G (Brown Co)/WIS 32; US 41 and County Rd AAA (Brown Co)/Oneida; US 41 and County Rd VK (Brown Co)/Lombardi Ave; US 41 and WIS 54; US 41 and WIS 29; US 41 and US 141/Velp; and US 41 and I-43.
•	•	•	•			US 41	Replace bridge over Duck Creek
•	•	•				US 141	Reconstruct from Lincoln St (Green Bay) to US 41
					•	WIS 29	Construct interchange at Packerland Dr/ County Rd EB (Brown Co)
					•	WIS 54	Replace bridge over Duck Creek
•						WIS 57	Prepare corridor plan from WIS 54/57 interchange to Dyckesville
•	•					WIS 57	Reconstruct from Cass St to WIS 141 (Main St)
•	•	•	•	•	•	Congestion Management	Support developing a congestion management system for implementation after 2010
•					•	Eastern Arterial	Support a study for developing an eastern arterial between WIS 57 and I-43, including the WIS 29/I-43 connection
•	•	•	•	•	•	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; and between Minneapolis/St. Paul, MN and Green Bay with stops in Hudson, Menomonie, Eau Claire, Chippewa Falls, Wausau and Shawano
•	•	•	•	•	•	Port/Harbor	Redevelop port, dredge slips and docks to seaway depth and purchase property for additional terminal facility at the Port of Green Bay
•					•	Southern Bridge	Support an environmental study for Southern Bridge arterial

### Mid-Term (2014 – 2019)

					•	I-43	Replace bridges over County Rd NN (Brown Co) and Town Hall Rd (Town of New Denmark) if supported by environmental document
•						WIS 32/57	Prepare corridor plan from WIS 96 to Pershing Rd (De Pere)
•						WIS 54	Prepare corridor plan from WIS 55 (Seymour) to WIS 172
•						WIS 54	Prepare corridor plan from WIS 54/57 interchange to WIS 42 (Algoma)
•						WIS 172	Construct additional lanes at select locations and convert to freeway from WIS 54 to US 141 if supported by environmental document

### Overlapping Corridors

Door Peninsula	Fox Valley	Lumber Country	Peshigo Fire	Tittletown	WI Heartland
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### Mid-Term (2014 – 2019), continued

•						WIS 172	Reconstruct airport entrance to accommodate projected traffic volumes if supported by environmental document
•					•	Bicycle/Pedestrian	Support the connection of the East River Trail with the Fox River State Trail, and the Fox River State Trail with US 141 (Green Bay)
•					•	Bicycle/Pedestrian	Provide urban accommodations along WIS 54 from County Rd J (Brown Co) to County Rd E (Brown Co)
•						Bicycle/Pedestrian	Provide urban accommodations along WIS 57 from Old Plank Rd (Brown Co) to US 141 (Green Bay)
		•	•	•		Bicycle/Pedestrian	Provide urban accommodations along US 141 from US 41 (Howard) to I-43 (Brown Co)
•					•	Eastern Arterial	Support implementation of study results if supported by environmental document
•	•	•	•	•	•	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
•					•	Southern Bridge Arterial	Support implementation of study results if supported by environmental document

### Long-Term (2020 – 2030)

					•	I-43	Study and reconstruct interchange at Webster Ave (Green Bay) if supported by environmental document
•						US 41	Replace bridge over 9th St (Green Bay) if supported by environmental document
•						US 41	Prepare corridor plan from Breezewood Ln (Neenah) to Orange Lane (De Pere)
•	•	•				US 41	Study and reconstruct interchanges at WIS 172 and US 41; County Rd M (Brown Co)/Linville Rd and US 41; and County Rd B (Brown Co) and US 41 if supported by environmental document
					•	WIS 29	Convert to freeway from WIS 47 to US 41 if supported by environmental document
•						WIS 32	Reconstruct existing interchange at WIS 54 and WIS 32 if supported by environmental document
•						WIS 57	Convert to freeway from I-43 to County Rd P (Brown Co) if supported by environmental document
•						WIS 172	Study and reconstruct existing interchange at WIS 57 and WIS 172 if supported by environmental document
•						WIS 172	Reconstruct bridge over Fox River if supported by environmental document
•	•	•	•	•	•	Airports	Support runway extension at Austin Straubel International Airport if supported by environmental document
•						Bicycle/Pedestrian	Support urban accommodations along reconstructed WIS 172 bridge
•	•	•	•	•	•	Intercity Bus	Support new intercity bus service between Green Bay and Gills Rock with stops in Sturgeon Bay and Egg Harbor



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### Long Term (2020 – 2030), continued

•	•	•	•	•	•	Intercity/Feeder Bus	Support new intercity bus service between Marinette and proposed Green Bay passenger rail station with stops in Oconto and Peshtigo; between proposed Green Bay passenger rail station and Sturgeon Bay; and 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 near the intersection of I-43 and County Rd MM (Brown Co) if supported by environmental document

### 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 proposed Southern Bridge and arterials and US 41 if supported by environmental document
				•	WIS 29	Study interchange and/or preserve right-of-way at County Road W (Brown Co) and WIS 29; and at County Road FF (Brown Co) and WIS 29 if supported by environmental document
•					WIS 54	Construct candidate passing lanes from County Road T (Brown Co) to County Road C (Kewaunee Co) if supported by environmental document
•					WIS 172	Complete corridor plan from Packerland Dr/ County Road EB (Village of Ashwaubenon) to I-43 and implement results, which may include widening and/or adding capacity from Packerland Dr/ County Road EB (Village of Ashwaubenon) to I-43 if supported by environmental document

### Overlapping Corridors

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### Entire Planning Period, continued

•	•	•	•	•	•	Airports	Advocate increased direct air service at Austin Straubel 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	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 Calumet, MI and Chicago, IL with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc, Sheboygan and Milwaukee; between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac, and Milwaukee; and between Green Bay and Milwaukee with a stop in Oshkosh
•	•	•	•	•	•	Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of these 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
•	•	•	•	•	•	ITS	Study whether a freeway metering system would be beneficial to US 41 and the rest of the area's freeway system
•	•	•	•	•	•	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 Green Bay
•	•	•	•	•	•	Public Transit	Support continued service and vehicle replacement for Green Bay Transit and Oneida Tribal Transit



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### Overlapping Corridors

Door Peninsula	Fox Valley	Lumber Country	Peshigo Fire	Tiftown	WI Heartland
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### Entire Planning Period, continued

• • • • • •	Public Transit	Support regional service expansion for Green Bay Transit and Oneida Tribal Transit
• • • • • •	Rail Freight	Preserve 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 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, transit, etc., 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

### Truck volume

- WisDOT, August 2007

### Public and specialized transit:

- WisDOT, January 2008

### 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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