

2024

TRANSPORTATION SYSTEM PERFORMANCE INDICATORS

Sheboygan Metropolitan Planning Organization



January 2025

Prepared by:

Bay-Lake Regional Planning Commission

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2024 Update by:

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Key Findings of the Report

Positive Trends

- Decrease in percentage of population driving to work alone.
- Increase in usage of park and ride lots.
- Decrease in number of motorized fatalities.
- Steadiness in travel time reliability (100% reliability).
- Decrease in fixed-route and paratransit preventable crashes.
- Increase in annual ridership for both fixed-route and paratransit.
- Decrease in percentage of Shoreline Transit vehicles beyond their useful life.

Negative Trends

- Increase in number of motorized serious injuries.
- Increase in number of non-motorized fatalities and serious injuries.
- Overall decrease in travel time reliability on non-interstate roads.
- Overall increase in truck travel time reliability.

This report presents a set of system performance indicators and the base data relevant to the indicators. The purpose of the performance indicators is to provide some quantitative evaluation of the ability of the Sheboygan Metropolitan Planning Area to move toward the goals stated in the *Year 2050 Sheboygan Area Transportation Plan (SATP)*; (these goals can be found in Chapter 4 of the plan, Mission Statement, Goals and Objectives). At this time, the majority of the indicators are not tied to any specific performance goals, and are only intended as a planning tool. Over time, it will become possible and/or desirable to compile realistic performance goals; however, some experience and trend data will be necessary to develop such quantitative goals. Overall, this report has been prepared to assist the Sheboygan Metropolitan Planning Organization (MPO) with general transportation planning.

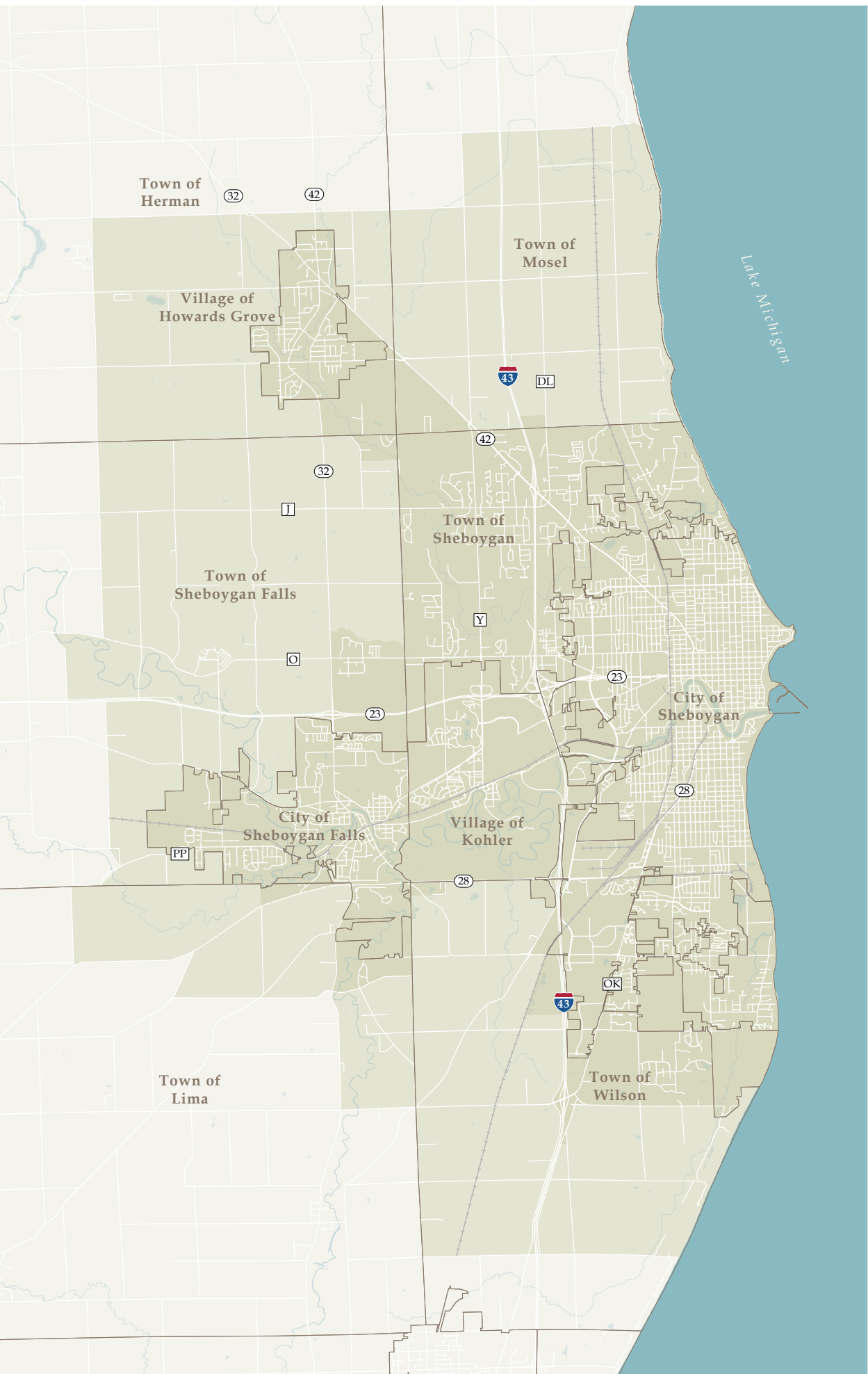
It should be noted that some of the performance indicators in this report were impacted by the COVID-19 pandemic, which started to seriously impact activities across Wisconsin in March 2020.

About the Sheboygan MPO

The Sheboygan Metropolitan Planning Organization (MPO) is the policy board created and designed to carry out the area's metropolitan transportation planning process in the Sheboygan Metropolitan Planning Area (MPA). MPA boundaries are the official jurisdiction of the MPOs. These boundaries define the extent of the expected growth for the metropolitan area during the next 20 years, and comprise the area within which the MPO will conduct transportation planning activities over the next 10 years — until the next decennial census. The MPA boundary must include the entire area within the Adjusted Urbanized Area (UZA) boundary. The UZA boundary are adjusted every 10 years, following the release of decennial census data.

The Sheboygan MPO consists of 10 communities: the Cities of Sheboygan and Sheboygan Falls; the Villages of Kohler and Howards Grove; and the Town of Sheboygan which are completely within the Sheboygan MPA boundary, whereas the towns of Herman, Lima, Mosel, Sheboygan Falls, and Wilson are only partially within the Sheboygan MPA boundary. Some of the information within this report contains data for the entire communities, not just the portions within the MPA.

Overview of Sheboygan MPA



Sheboygan Metropolitan Planning Area



Sheboygan County, Wisconsin

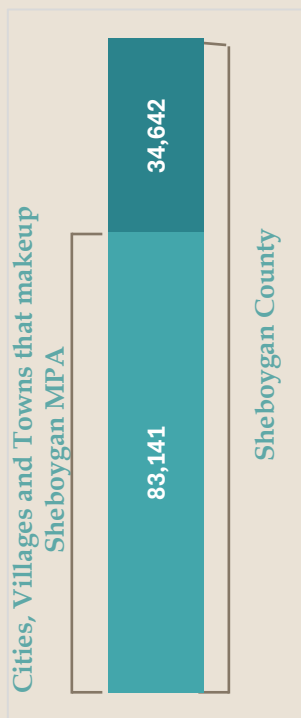
- Municipal Boundary
- Metropolitan Planning Area
- 2020 Sheboygan Urbanized Area



Sources: Bay-Lake RPC, 2024, 2025; Sheboygan County, 2024; Shoreline Metro, 2024; LTSB, 2024; UIW-TOPS Lab, 2024; WDNR, 2022; WisDOT, 2025.
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Overview of the Sheboygan MPO

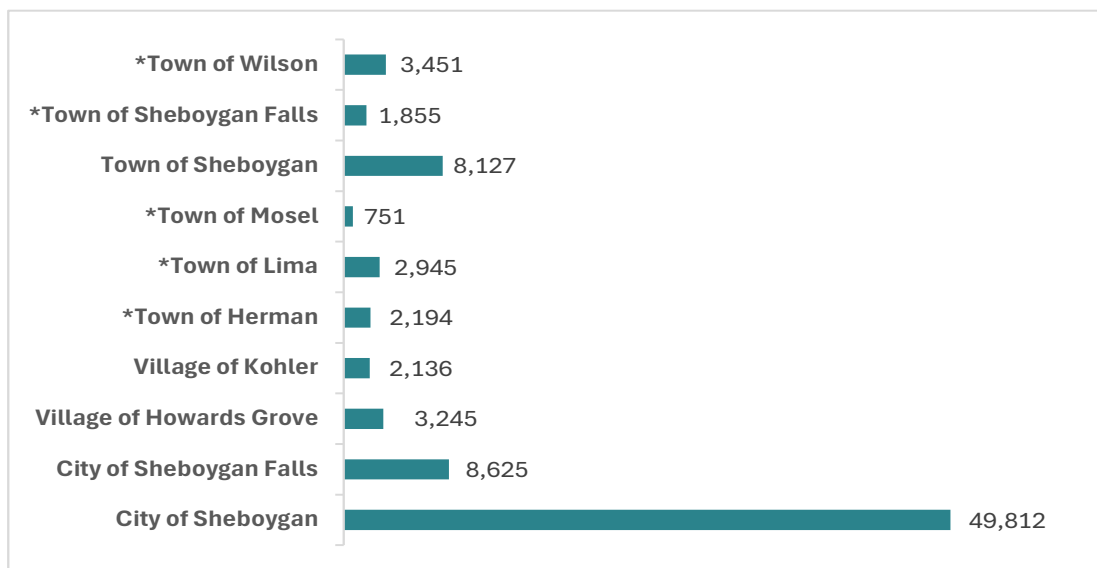
Population



Population

In 2023, the estimated population of Sheboygan County was 117,783. The Sheboygan Metropolitan Planning Area (MPA) consists of 31,162 acres and the population within the 10 communities of the MPA was 83,141.

Sheboygan Metropolitan Planning Area Municipalities Population Estimates, 2023



Source: US Census, American Community Survey (ACS) 2023 estimates

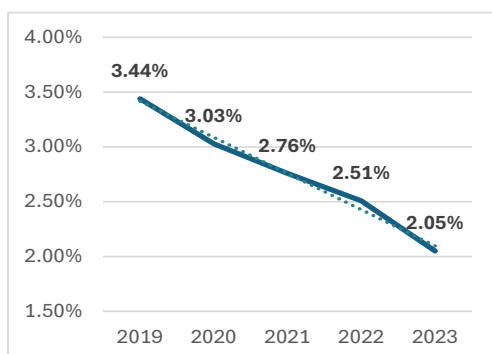
*Please note that the towns of Mosel, Lima, Sheboygan Falls, Herman and Wilson are only partially within the Sheboygan MPA boundary.

Employment

The 10 communities of the Sheboygan MPA had an average annual labor force of 44,183 in 2023. Of these, 43,407 were employed. The unemployment rate for the MPA in 2023 was 2.05% (905 persons).

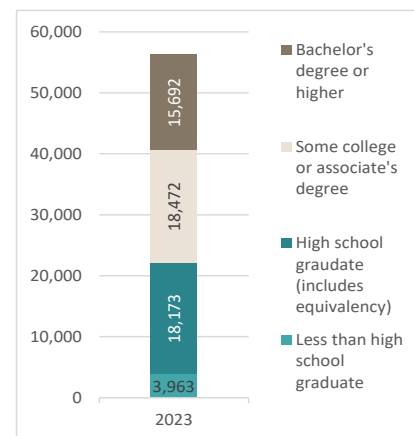


Unemployment Rate for the Sheboygan MPA by Year



Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics (Labor force and employment estimates by municipality, 2019-2023)

Education Attainment

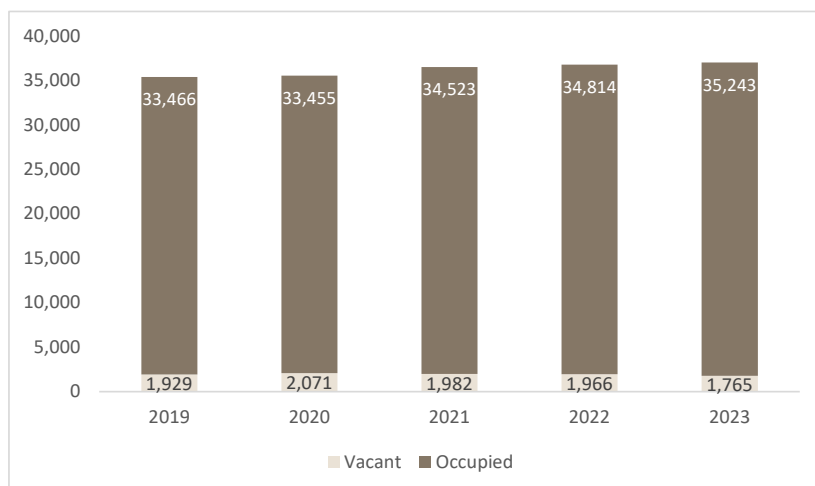


Source: US Census, American Community Survey (ACS), persons age 25+ (2023), Sheboygan County

Housing

The US Census estimated that there were 37,008 housing units in the 10 communities of the Sheboygan MPA in 2023, of which 35,243 units were occupied and 1,765 were vacant.

Sheboygan MPA Housing Units Estimates



Source: WDOA, Demographic Service Center, 2023

Sheboygan Metropolitan Planning Area Municipalities: Housing Unit Additions and Deletions: 2023

Jurisdiction	Added Housing Units	Deleted Housing Units	Net Change in Housing Units
City of Sheboygan	176	17	159
City of Sheboygan Falls	14	2	12
Village of Howards Grove	3	0	3
Village of Kohler	21	0	21
Town of Herman	2	0	2
Town of Lima	7	1	6
Town of Mosel	4	1	3
Town of Sheboygan	15	0	15
Town of Sheboygan Falls	7	0	7
Town of Wilson	0	0	0
Total	249	21	228

Source: WDOA, Demographic Services Center, Housing Unit Additions and Deletions for Wisconsin Minor Civil Divisions, 2023

Sheboygan MPA



Total Housing Units (2023)
37,008



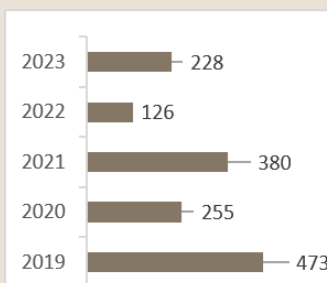
Occupied Housing Units (2023)
35,243
(95.23%)



Vacant Housing Units (2023)
1,765 (4.77%)

Source: US Census, 2019-2023
American Community Survey

Net Change in Housing Units by Year in Communities of the Sheboygan MPA (2023)

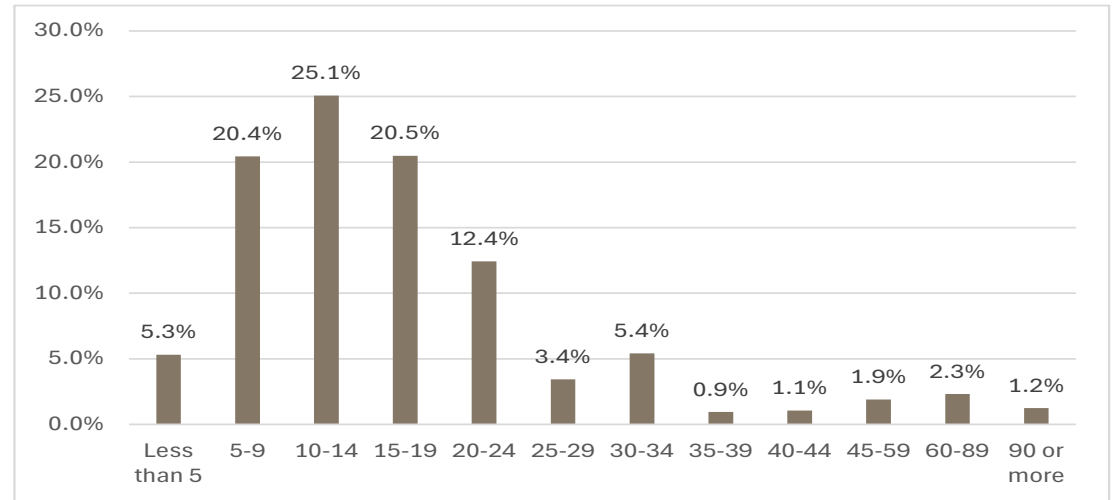


Impact of Transportation on the Environment

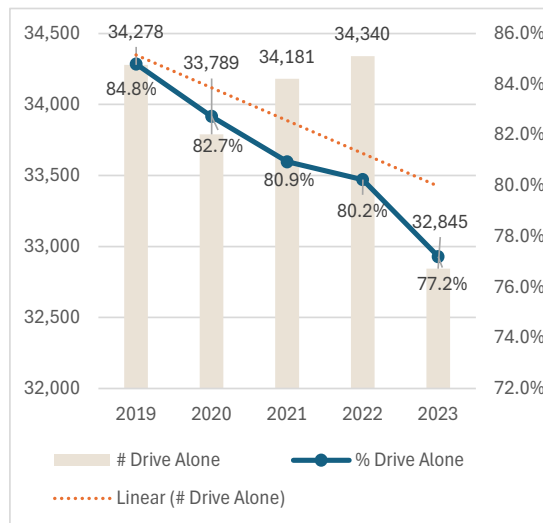
Modes of Transportation to work in Sheboygan County

A bit over 50% of the Sheboygan County's total population is over 16 years and considered workforce population. In 2023, 50.8% of the population commuted to work in less than 15 minutes and 36.3% commuted in 15-30 minutes.

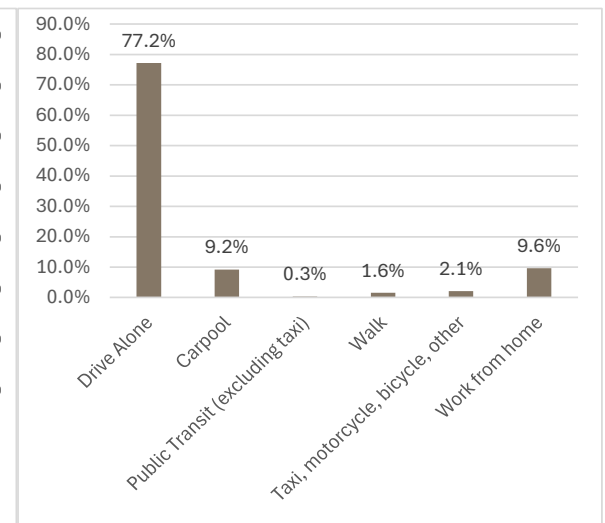
Time (in minutes) Traveling to Work (2023)



Persons Driving Alone to Work (2019-2023)



Means of Transportation to Work (2023)



The number of people driving alone saw a decrease between 2019 and 2023, additionally, the percentage of the workforce driving alone to work has decreased by about 7.6% during the same period. The second largest change has been people working from home, which went from 3.1% of the workforce in 2019 to 9.6% of the workforce in 2023. This change could likely be due to the COVID-19 Pandemic, which caused companies to embrace work from home environments.

Source: US Census, ACS, 5-Year estimates, 2019 - 2023

DESIRED TREND

Decrease in % of Population Driving to Work Alone

ACTUAL TREND 2019-2023

7.6% Decrease in % of Population Driving to Work Alone

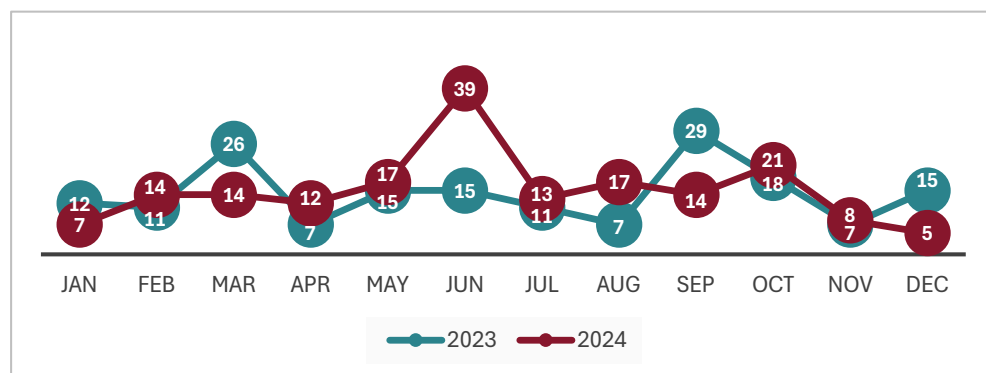
Park-and-Ride Lots

Park-and-ride lots are provided for people who want to carpool to work or any other places. Increased use of park-and-ride lots indicates more people are carpooling or opting for alternate mode of transport which in turn reduces the impact of transportation on the environment. There are total of three lots in Sheboygan County, of which two park-and-ride lots are located within the Sheboygan MPA. Average annual usage for the park-and-ride lots are in the table below and monthly use of the park-and-ride lots within the Sheboygan MPA is in the graphs below. Since 2020, usage of park and ride lots within Sheboygan County and MPA have increased.

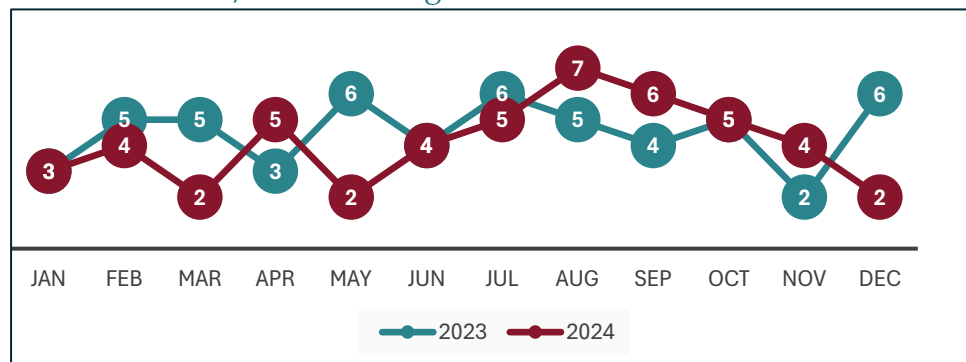
Average annual usage of park and ride lots in Sheboygan County

Park & Ride Lot	Capacity	Percent of Capacity				
		2020	2021	2022	2023	2024
Kohler I-43 & WIS-28	45	26.30%	20.40%	30.60%	32.00%	33.52%
I-43 & CTH V / West Frontage Rd	30	13.60%	13.10%	8.30%	15.00%	13.61%
Oostburg: I-43 & CTH-AA	30	16.40%	13.30%	13.90%	19.70%	16.67%

I-43 and STH 28



I-43 and CTH V/West Frontage Road



Source: WisDOT Northeast Region office – Park-and-ride capacity and use statistics for 2023 and 2024 (total spaces available per average weekday, spaces occupied per average weekday, and percent in use per average weekday)



Total MPA Park & Ride Annual Capacity (2024)

23.6 %

DESIRED TREND



Increase in Annual Usage

ACTUAL TREND 2020-2024



7.2% Increase in Annual Usage
I-43 and STH 28

ACTUAL TREND 2020-2024



0.1% Increase in Annual Usage
I-43 & CTH V

Safety and Security on Roadways (PM1)

Roadway Safety & Crashes

Sheboygan MPA



Roadway Miles (2023)
660.5



Motorist Fatalities (2023)
5



Motorist Serious Injuries (2023)
25

DESIRED TREND



Decrease in # of Crash Fatalities

ACTUAL TREND 2019-2023



Decrease in # of Crash Fatalities

DESIRED TREND



Decrease in Rate of Fatalities

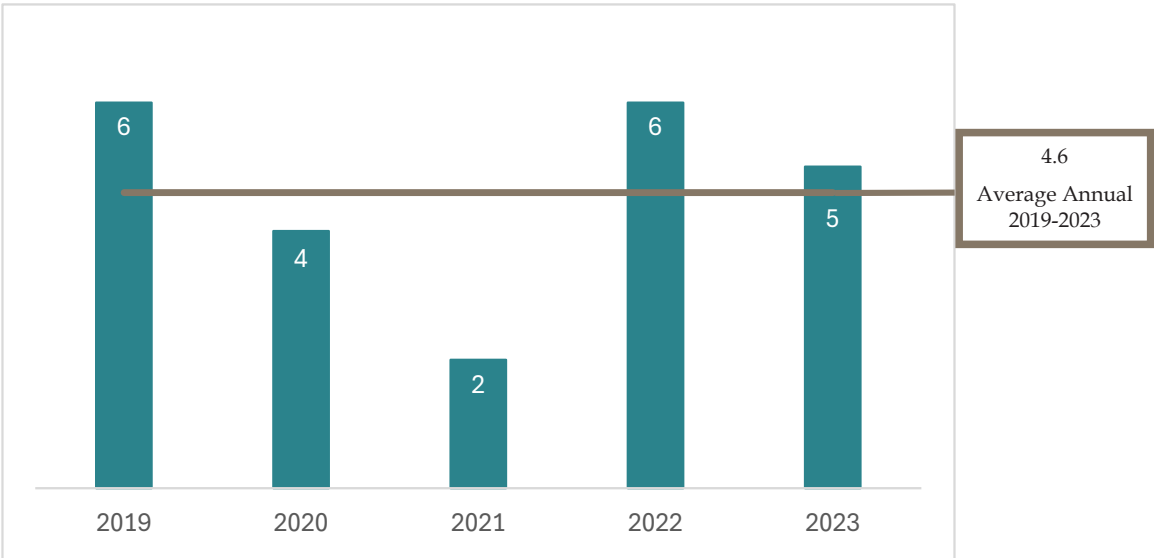
ACTUAL TREND 2019-2023



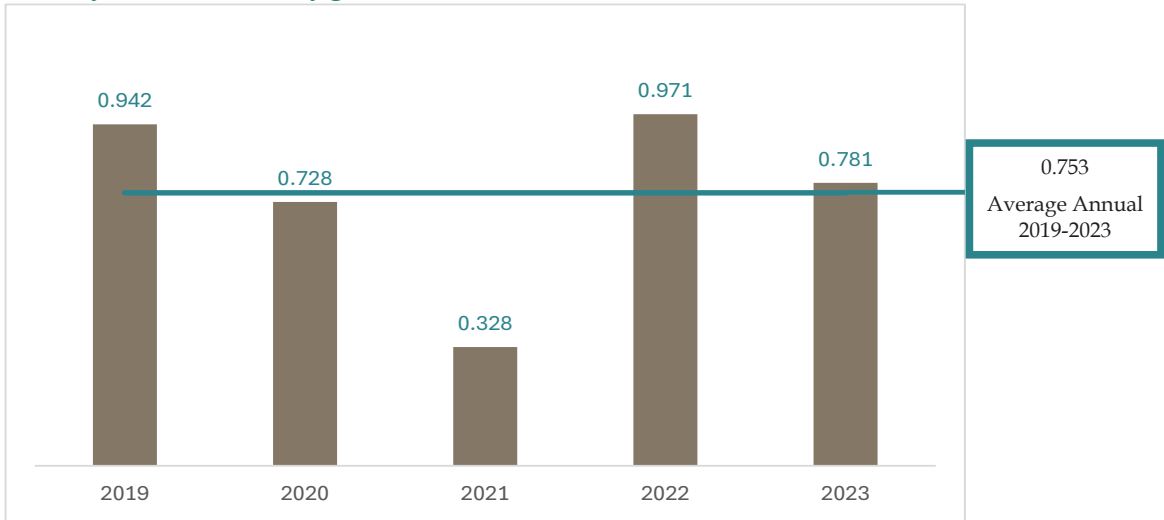
Decrease in Rate of Crash Fatalities

Motorized Fatalities, 2019 - 2023

Number of Fatalities in Sheboygan MPA



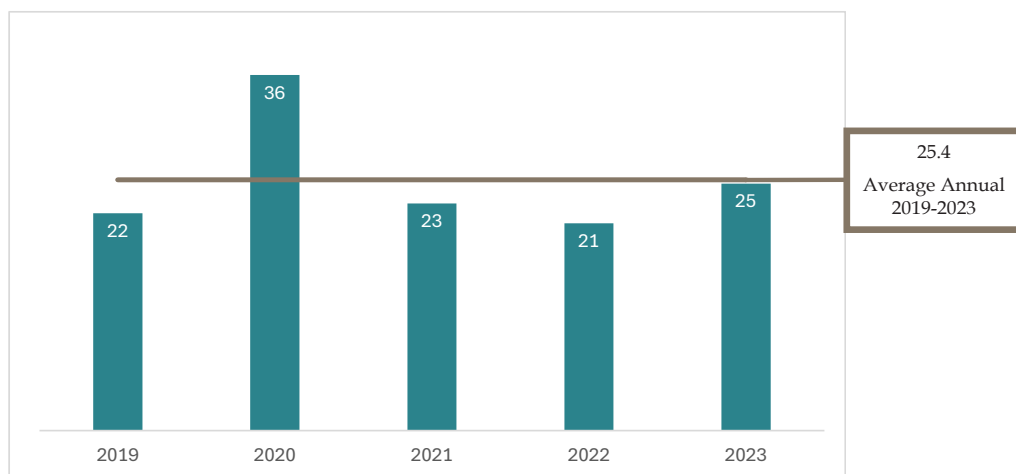
Fatality Rate in Sheboygan MPA



Source: Traffic Operations and Safety Laboratory, University of Wisconsin – Madison; and National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia

Motorized Serious Injuries, 2019 - 2023

Number of Serious Injuries in Sheboygan MPA



DESIRED TREND



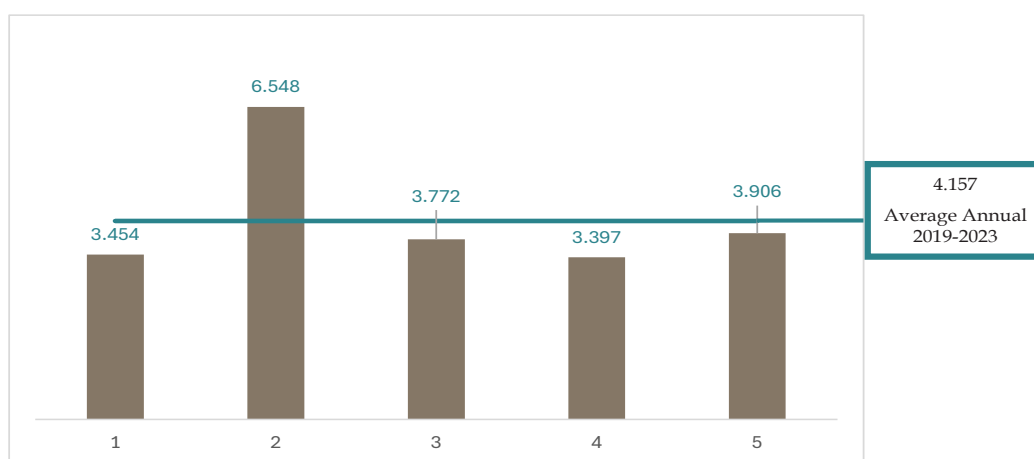
Decrease in # of Serious Injuries

ACTUAL TREND
2019-2023



Increase in # of Serious Injuries

Serious Injury Rate in Sheboygan MPA



DESIRED TREND



Decrease in Rate of Serious Injuries

ACTUAL TREND
2019-2023



Increase in Rate of Serious Injuries

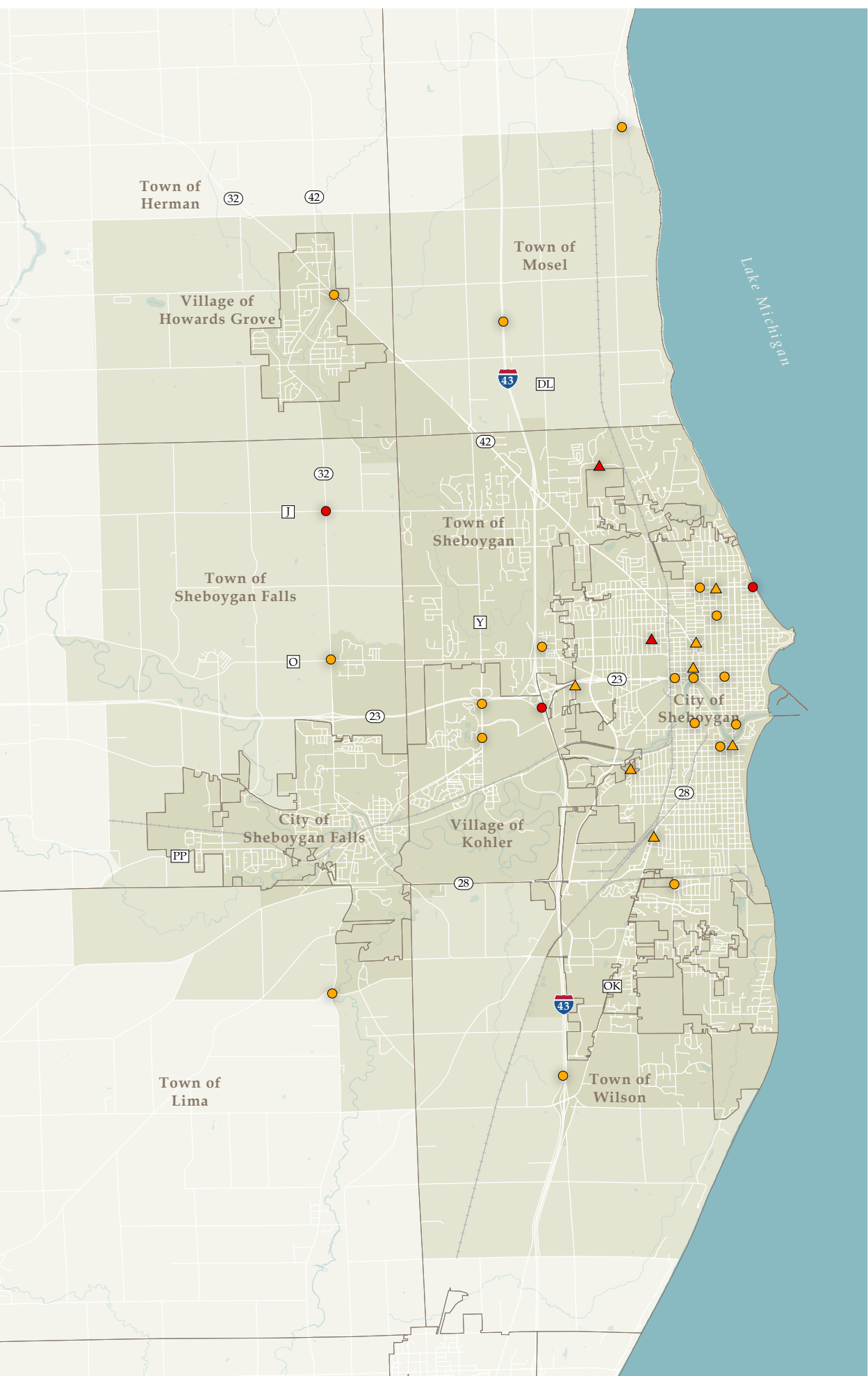
Crashes, 2019 - 2023

Reportable Crashes by Type in Sheboygan MPA

	2019	2020	2021	2022	2023
Total Crashes	1,277	1,540	1,634	1491	1800
Class A (Serious Injury)	19	36	23	21	25
Class B (Moderate Injury)	79	121	122	97	100
Class C (Minor Injury)	87	110	132	97	120
Class K (Fatality) Crashes	6	4	2	6	5
Property Damage Only Crashes	1,086	1,269	1,355	1270	1550

Source: Traffic Operations and Safety Laboratory, University of Wisconsin – Madison; and National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia

Sheboygan MPA 2023 Crashes



Motorized Crashes (2023)

- Serious Injury (18)
- Fatality (3)

Non-Motorized Crashes (2023)

- ▲ Serious Injury (7)
- ▲ Fatality (2)

— Municipal Boundary

Metropolitan Planning Area

2020 Sheboygan Urbanized Area

0 1 2 Miles

N

Sources: Bay-Lake RPC, 2024, 2025; Sheboygan County, 2024; Shoreline Metro, 2024; LTSB, 2024; UIW-TOPS Lab, 2024; WDNR, 2022; WisDOT, 2025.

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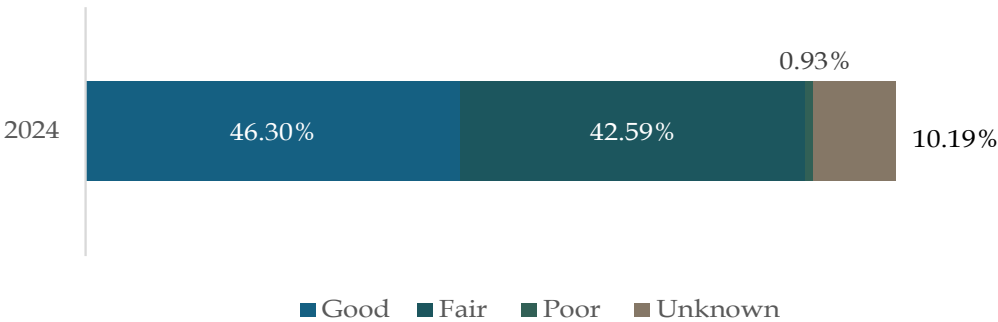
Bridge Conditions

In 2024, the Wisconsin Department of Transportation (WisDOT) began using the National Bridge Inventory (NBI) ratings to assess bridges. Bridges are evaluated based on the condition of their deck area, superstructure, substructure, and culverts, with ratings assigned on a scale from 1 to 9.

A bridge with a rating of 7 or higher is classified as “Good.”
A bridge with a score between 5 and 6 is classified as “Fair.”
A bridge with a score of 4 or lower is classified as “Poor.”

Bridges with a span over 20 feet have been rated in this report. When determining a bridge’s overall rating, WisDOT uses the rating assigned to the deck area. In total, the Sheboygan MPO had 108 bridges eligible for rating. Almost half (46.3%) of the bridges are classified as “good,” while 42.59% are rated as “fair,” 0.93% as “poor,” and 10.19% are classified as “unknown.”

Bridge Ratings



Source: WisDOT Bridge Conditions Survey

Pavement Conditions

International Roughness Index (IRI)

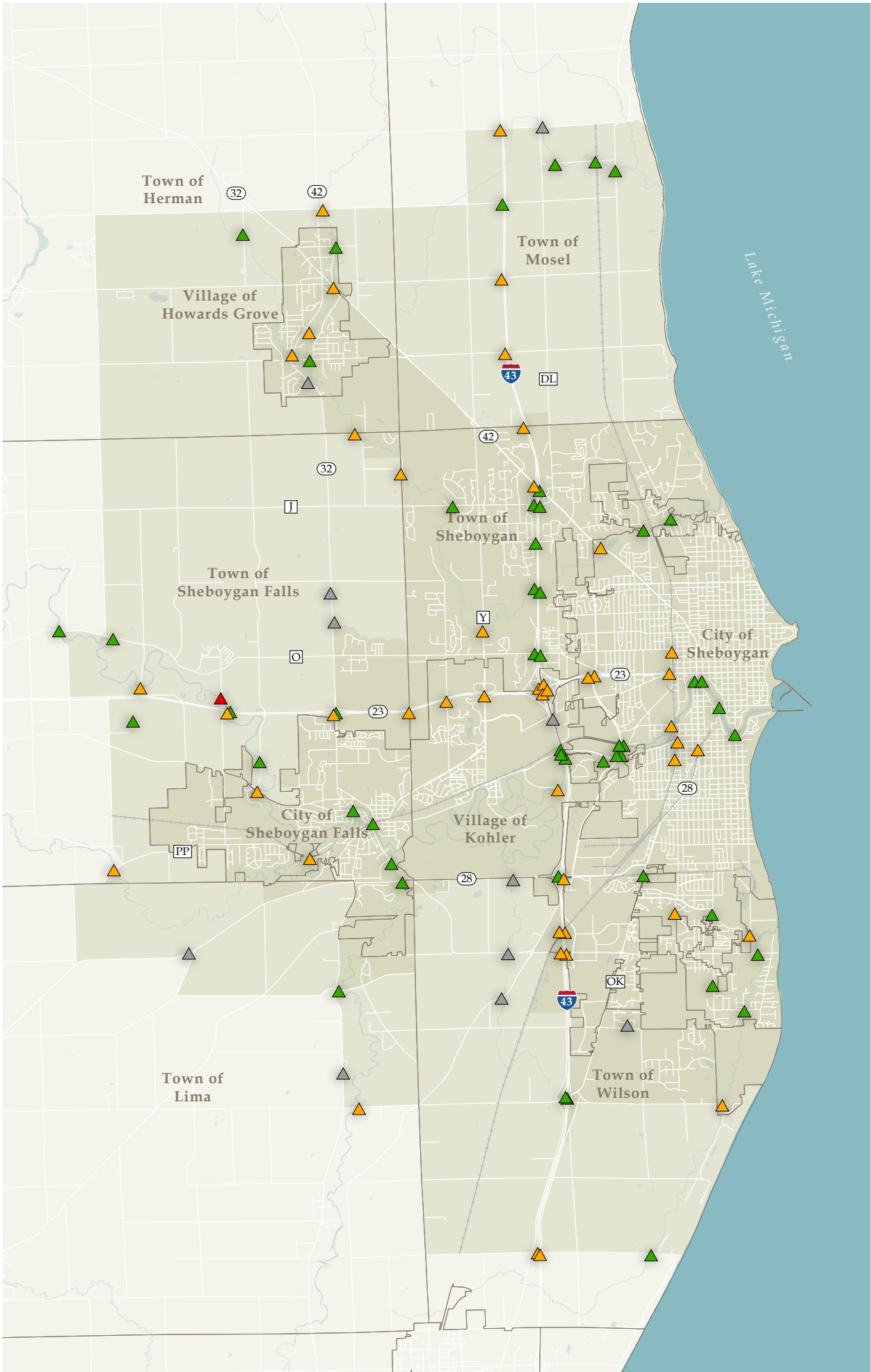
In 2024, WisDOT began using the International Roughness Index (IRI) to assess the condition of Interstate and Non-Interstate National Highway System (NHS) roadways. These pavement distress surveys follow guidance from the Highway Performance Monitoring System (HPMS). The IRI assigns ratings on a scale of Good, Fair, and Poor, with the following numerical ranges:

- Good = <95
- Fair = 95-170
- Poor = >170

Because WisDOT now bases pavement distress surveys on guidance from the HPMS field manual, and no longer Pavement Condition Index (PCI) surveys, a trend cannot be determined until the 2025 survey releases.



2024 Bridge Conditions



Sheboygan Metropolitan Planning Area



Sheboygan County, Wisconsin

Bridge Condition Rating

- ▲ Good (7 - 9)
- ▲ Fair (5 - 6)
- ▲ Poor (0 - 4)
- ▲ Unknown

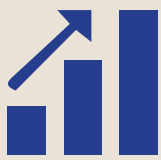
- Municipal Boundary
- Metropolitan Planning Area
- 2020 Sheboygan Urbanized Area



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DESIRED TREND



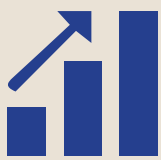
Increase in % of Good Condition

ACTUAL TREND 2024



Trend Cannot be Determined With New Rating System

DESIRED TREND



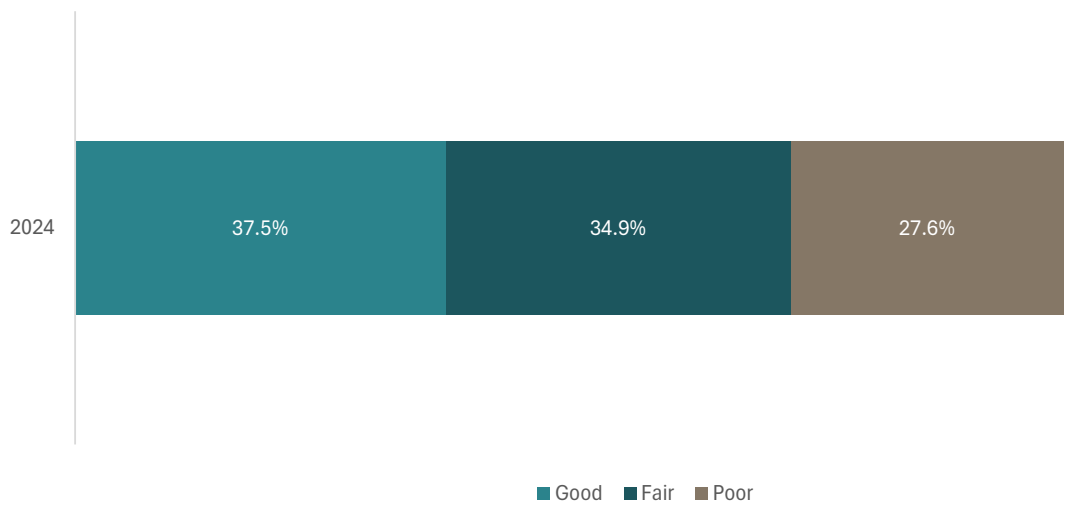
Increase in % of New and Good Condition

ACTUAL TREND 2024



Trend Cannot be Determined With New Rating System

Pavement Conditions of State Trunk Highways

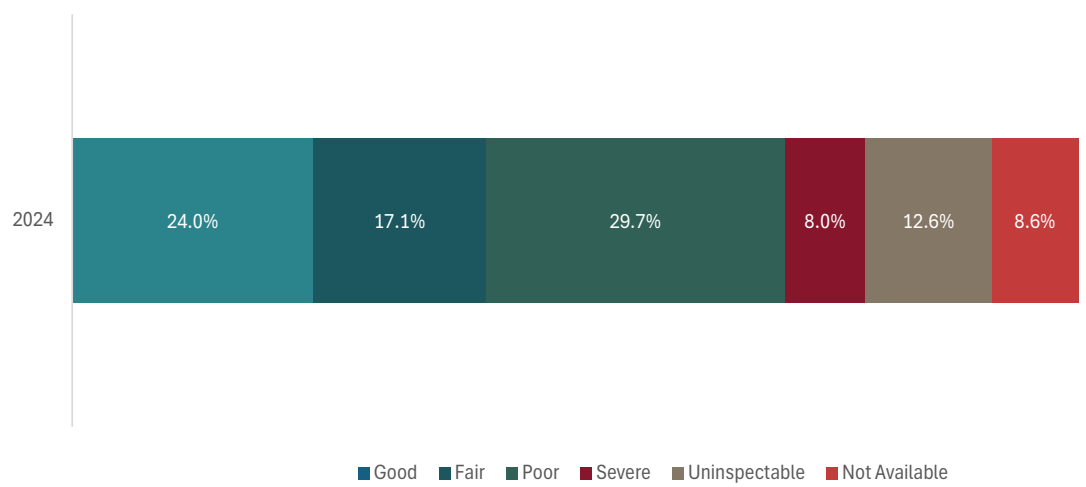


Source: WisDOT, 2024 Pavement Conditions Survey
Includes only those that fall within the MPA boundary or on the border of the MPA boundary

Culvert Condition

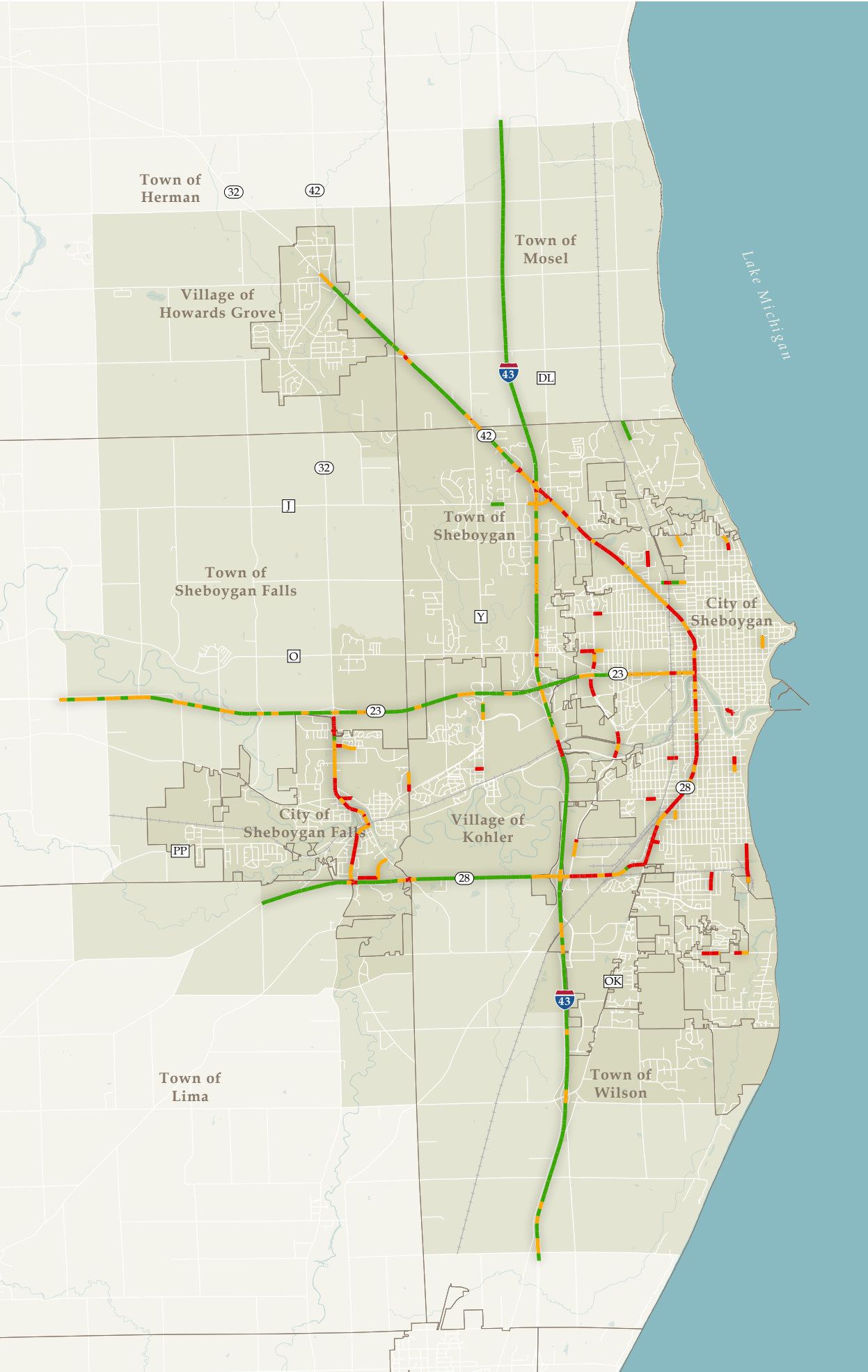
In 2024, WisDOT introduced a new rating system for culverts. Culverts are now rated on a scale from 1 to 6: a rating of 1 indicates the culvert is in good condition, while a rating of 4 indicates the culvert is in severe condition. Ratings of 5 or 6 denote culverts that are either uninspectable or unavailable, respectively.

Culvert Ratings



Source: WisDOT, 2024 Culvert Conditions Survey
Includes only those that fall within the MPA boundary or on the border of the MPA boundary.

2024 NHS Pavement IRI Ratings



Sheboygan Metropolitan Planning Area

Sheboygan County, Wisconsin

Pavement Condition IRI Rating

- Good
- Fair
- Poor
- Not Rated

— Municipal Boundary

Metropolitan Planning Area

2020 Sheboygan Urbanized Area

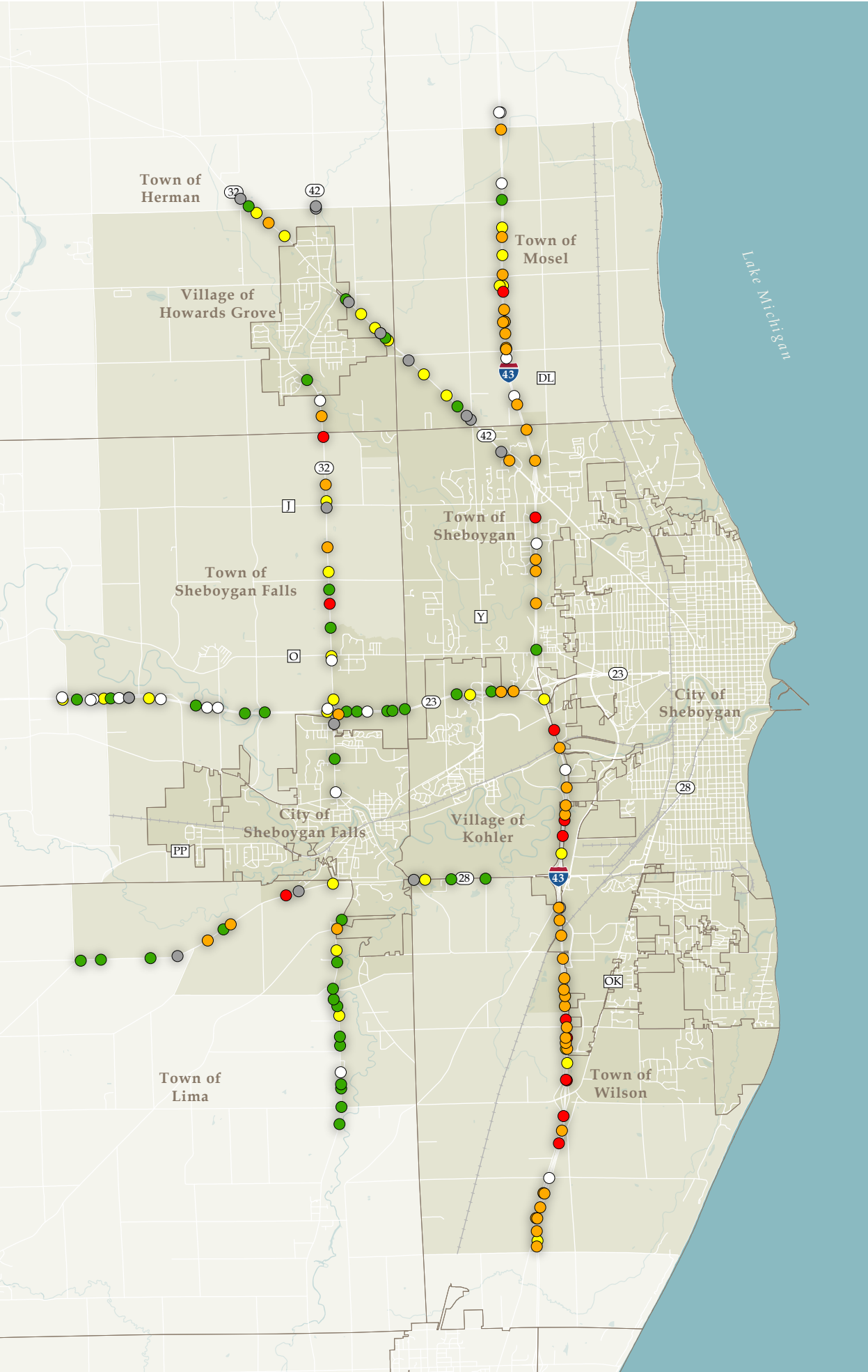
0 1 2 Miles

N

Sources: Bay-Lake RPC, 2024, 2025; Sheboygan County, 2024; Shoreline Metro, 2024; LTSB, 2024; UIW-TOPS Lab, 2024; WDNR, 2022; WisDOT, 2025.

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2024 Culvert Ratings



Sheboygan Metropolitan Planning Area

Sheboygan County, Wisconsin

Culvert Condition Rating

- 1 - Good
- 2 - Fair
- 3 - Poor
- 4 - Severe
- 5 - Uninspectable
- 6 - Not Available

— Municipal Boundary
Metropolitan Planning Area
2020 Sheboygan Urbanized Area

0 1 2
Miles

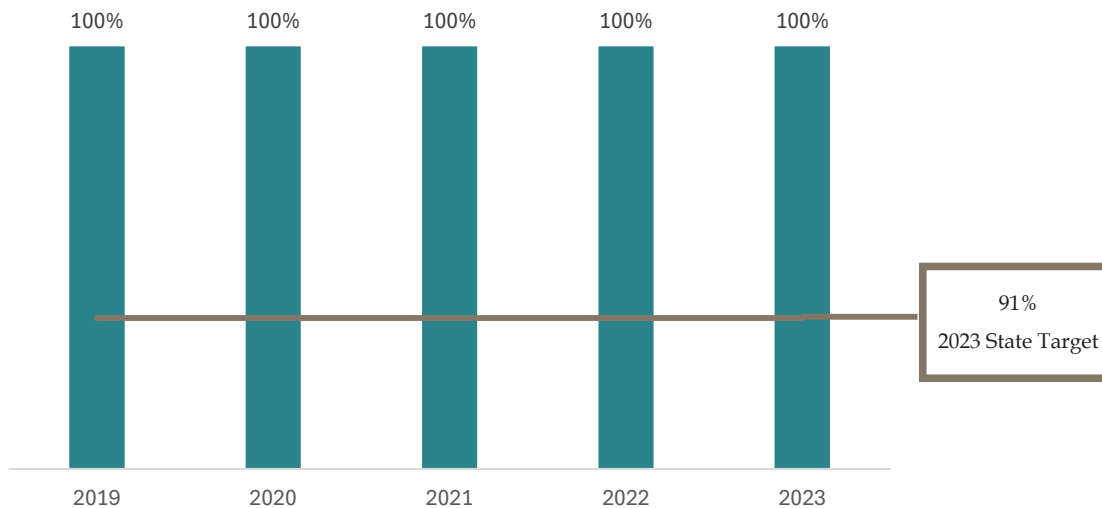
N

Sources: Bay-Lake RPC, 2024, 2025; Sheboygan County, 2024; Shoreline Metro, 2024; LTSB, 2024; UIW-TOPS Lab, 2024; WDNR, 2022; WisDOT, 2025.
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Transportation System Reliability (PM3)

The PM3 performance measures review the travel time reliability on roadways. The first 2 measures review travel time on Interstates and non-Interstate NHS roadways. The 3rd measure looks at truck travel time reliability. The bars show the reliability data for the Sheboygan MPA roadways, and the point shows the state target. The closer to 100%, the greater the reliability.

% of Person-Miles Traveled on the Interstate that are Reliable

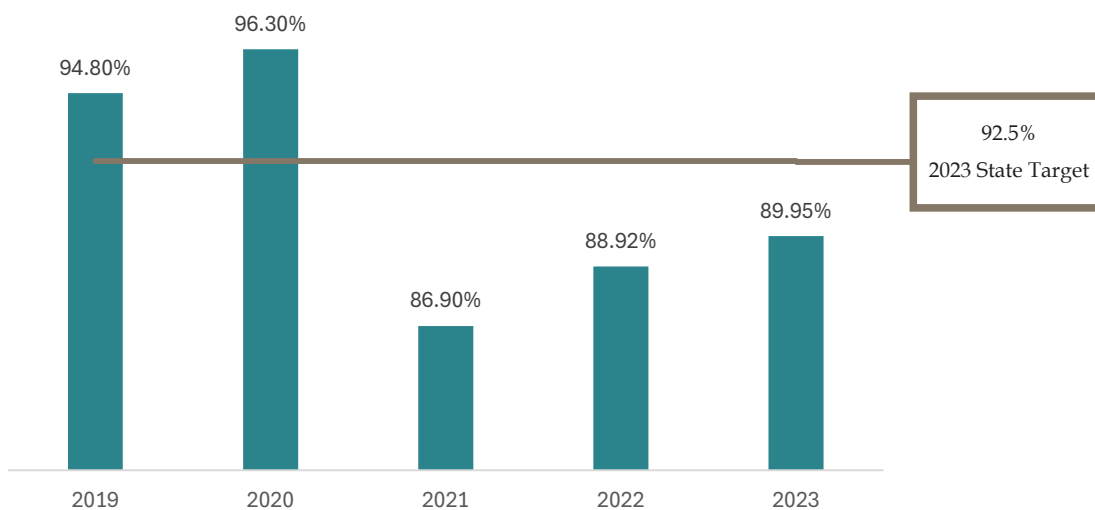


DESIRED TREND
Increasing Travel Time Reliability

ACTUAL TREND
2019-2023

Steadiness in Travel Time Reliability at 100% Reliability

% of Person-Miles Traveled on the non-Interstate NHS road that are Reliable



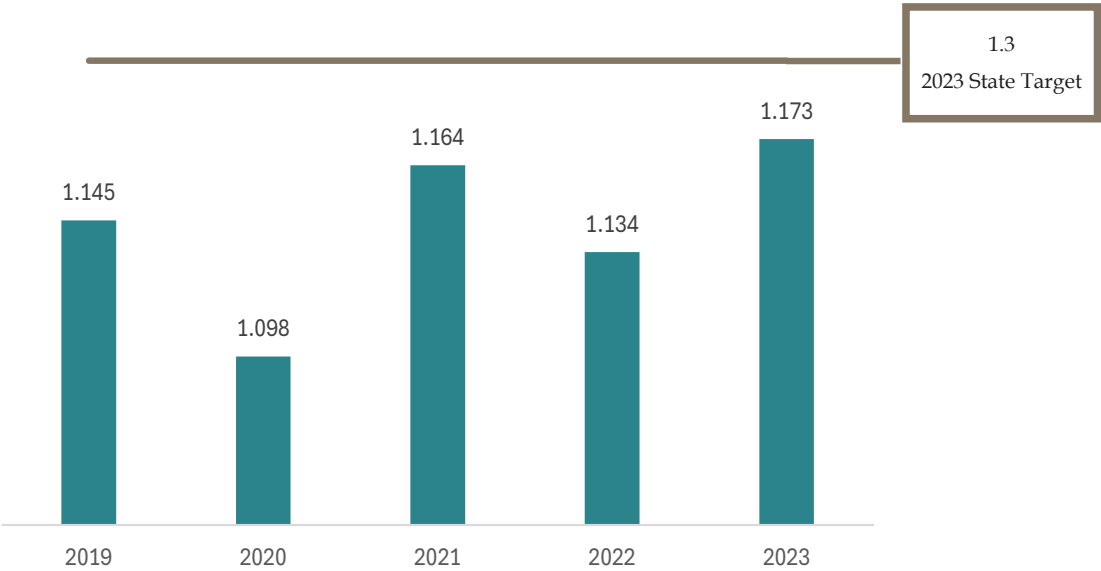
DESIRED TREND
Increasing Travel Time Reliability

ACTUAL TREND
2019-2023
Overall Decrease in Travel Time Reliability on Non-Interstate Roads

Source: University of Wisconsin Madison Traffic Operations and Safety Laboratory; MAP-21 Mobility Performance. Note: State reliability performance targets for NHS roads were not set prior to 2021.

FHWA defines Level of Truck Travel Time Reliability (LOTTTR) as the percent of truck-miles on the Interstate System that are reliable. An index of 1.0 would indicate a truck trip at peak volume hours would take the same amount of time that the trip would take at free-flow. If a trip at peak hours takes 27 minutes and the trip takes 20 minutes during free-flow times, the LOTTTR index would be 1.35. In the table below, the bars show the LOTTTR for the Sheboygan MPA from 2019 through 2023. The line identifies the goal set by WisDOT for the state of Wisconsin. The desired trend is to get the reliability index down as close as possible to a 1.0. The LOTTTR in Sheboygan has overall remained below the state target, however, in 2023 it increased to 1.173 from 1.134 in 2022.

Truck Travel Time Reliability Index



Source: University of Wisconsin Madison Traffic Operations and Safety Laboratory; MAP-21 Mobility Performance

DESIRED TREND

Decreasing Truck Travel Time Reliability

ACTUAL TREND 2019-2023

Overall Steadiness in Truck Travel Time Reliability

Fixed Route Transit Provider



Shoreline Metro provides transit service to Sheboygan Urbanized Area, with a safe, reliable, affordable and courteous alternative to transportation. For more information visit <https://shorelinemetro.com/>

Accessibility and Mobility



Miles of Fixed Transit Routes (2024)
120.88



Urbanized Area Covered by Transit
38.5%



Transit Service Area
19.84 Sq. Miles

The “transit service area” (0.25-mile buffer around Shoreline Metro fixed routes) is currently 19.84 square miles. The Sheboygan Urbanized Area is 49.47 square miles. Approximately 38.5% of the urbanized area is covered by fixed-route transit service.

Source: Shoreline Metro, Bay Lake Regional Planning Commission, 2024



Revenue Miles of Service
Fixed-Route 522,653
Paratransit 129,788

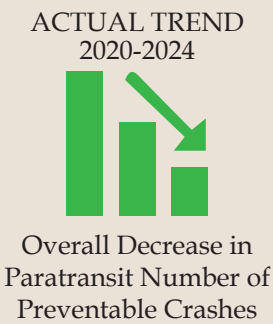


Revenue Hours of Service
Fixed-Route 36,939
Paratransit 10,777

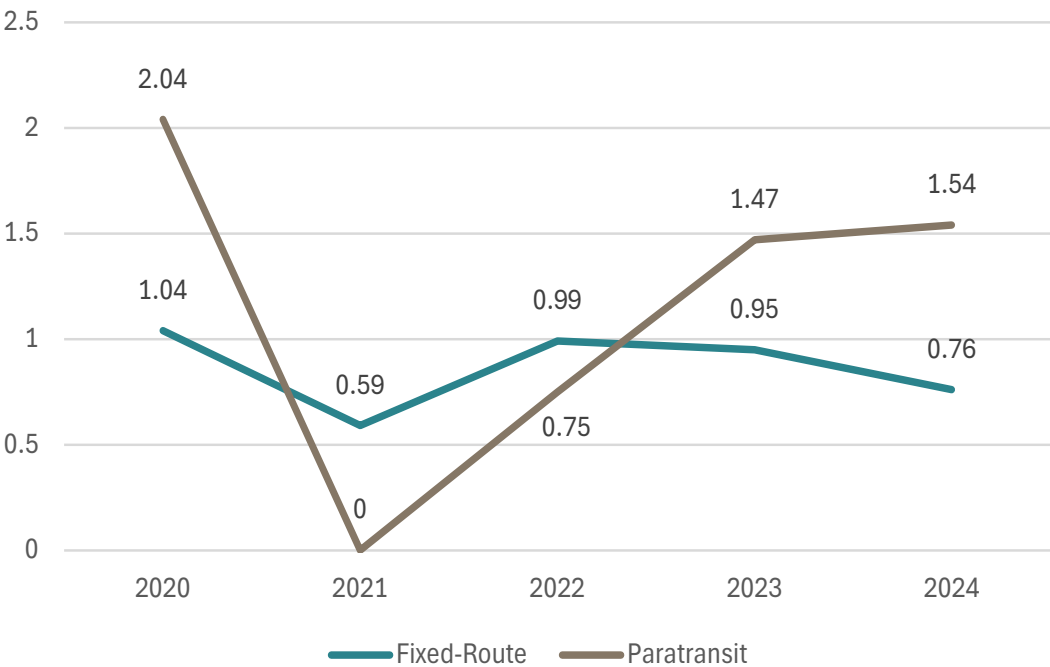
Source: Sheboygan County, Shoreline Metro, 2024

Transit Safety & Crashes

In 2024, Shoreline Metro had 4 preventable accidents on the fixed-route bus system. Metro Connection (Shoreline’s paratransit service) had 2 preventable crashes. The number of preventable crashes per 100,000 revenue vehicle miles traveled in 2024 was 0.76 crashes for fixed-route and 1.54 for paratransit.



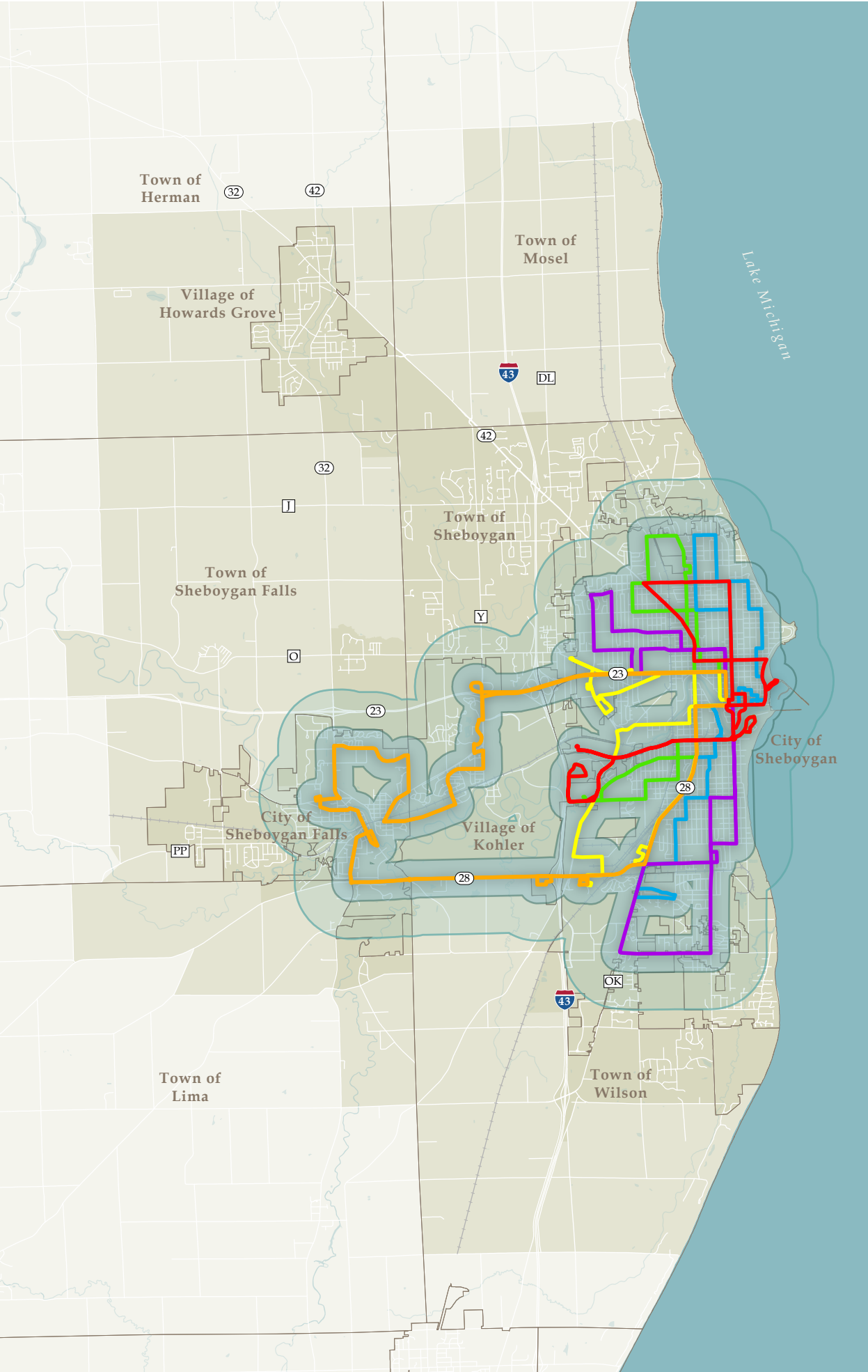
Preventable Transit Crashes per 100,000 Miles of Service



Source: Shoreline Metro, 2024

The number of preventable crashes dropped significantly during 2020 - 2021, which corresponds to the outbreak of COVID-19. Ridership was down significantly during this period, which can explain the drop in the number of crashes. Since 2021, as the ridership numbers have increased, so has the number of crashes. However, the number of preventable crashes remains lower than pre-COVID-19 numbers.

Transit Routes and Service Area



Transit Routes

- 3N/3S
- 5N/5S
- 7N/7S
- 10N/10S
- 20N/20S
- 40

Service Areas

- Transit Service Area
- Paratransit Service Area

Map Features

- Municipal Boundary
- Metropolitan Planning Area
- 2020 Sheboygan Urbanized Area

Scale and Orientation

0 1 2
Miles

N

Sources: Bay-Lake RPC, 2024, 2025; Sheboygan County, 2024; Shoreline Metro, 2024; LTSB, 2024; UIW-TOPS Lab, 2024; WDNR, 2022; WisDOT, 2025.

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Efficiency Management and Operations

DESIRED TREND



Increase in Annual Ridership

ACTUAL TREND
2020-2024



Increase in Annual Ridership

DESIRED TREND



Increase in Annual Ridership

ACTUAL TREND
2020-2024



Increase in Annual Ridership



Passenger per Revenue
Hour (2024)
Fixed-Route 15.72
Paratransit 2.58

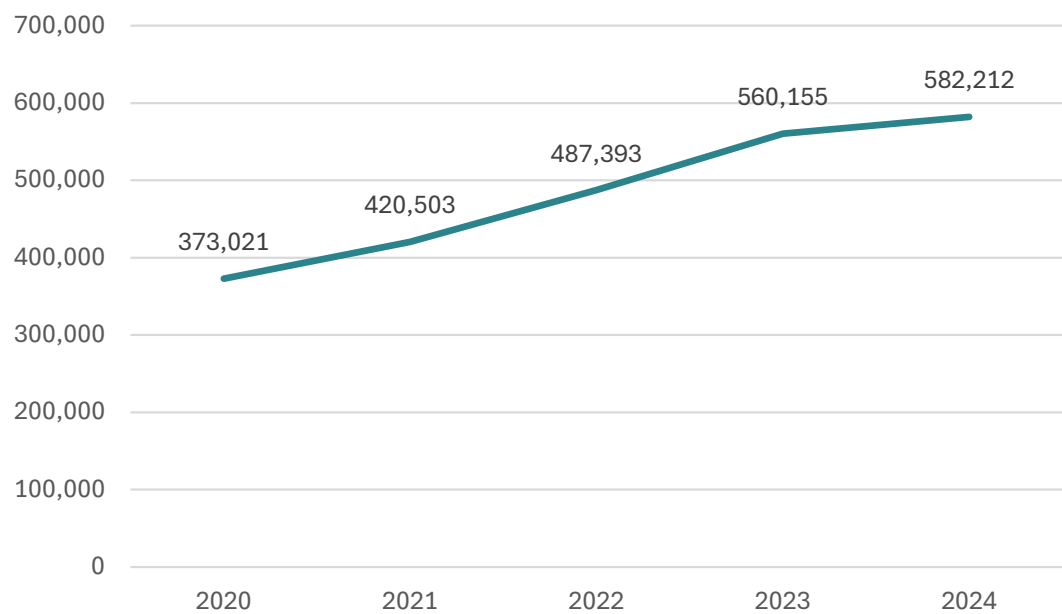


Passenger per Revenue
Mile (2024)
Fixed-Route 1.12
Paratransit 0.21

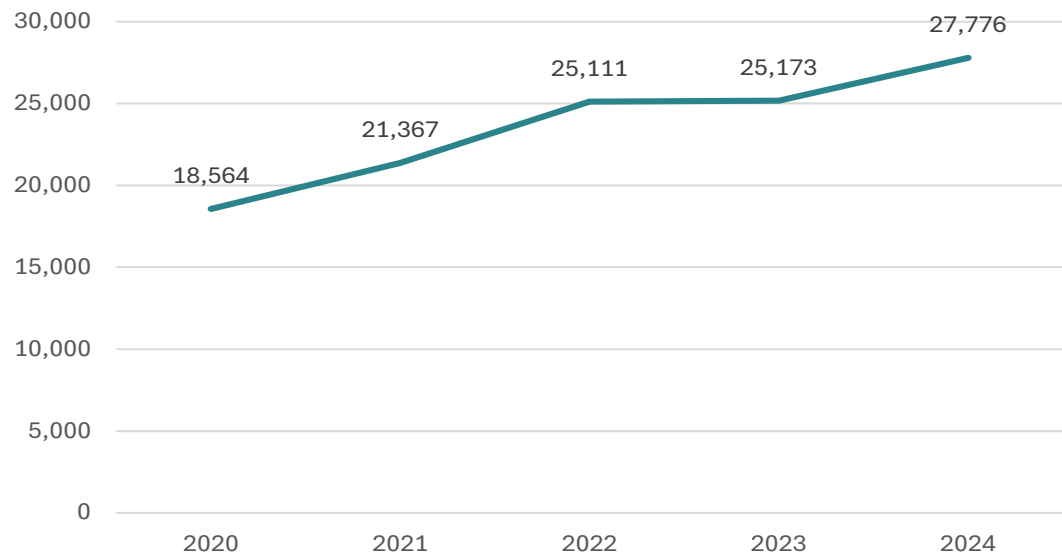


Annual Passenger Miles
Traveled (2024)
1,548,684

Annual Ridership of Shoreline Metro (Fixed-Route)



Annual Ridership Metro Connection (Paratransit)



Source: Shoreline Metro, 2023

Buses At or Past Replacement Age

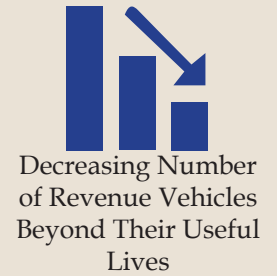
Shoreline Metro evaluated the inventory of its vehicle capital items and divided all vehicle types into three categories: heavy duty bus; medium duty bus (cutaways); and light duty vehicles (auto, pickup truck, minivan, van, SUV, etc.). Shoreline Metro then used the FTA's Useful Life Benchmark (ULB) set in FTA 5010.D, page IV-17, to determine if the vehicles were beyond their useful life, heavy duty buses' ULB is 12 years, medium duty buses' is 7 and light duty vehicles' ULB is 10 years. However, Shoreline Metro also uses a mileage ULB for Vehicles with higher ages but relatively low mileage; Heavy duty buses' is 50,000 miles, medium duty buses is ULB is 150,000 miles and light duty vehicles ULB is 100,000 miles. Shoreline Metro requires a vehicle to be above both number of years and mileage to be beyond its ULB.

Buses Beyond their Useful Life Benchmark (ULB) 2022-2024

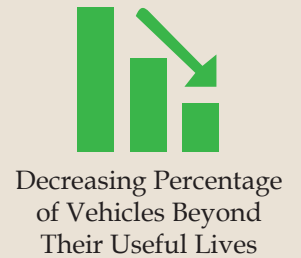
Type of Vehicle	% of Vehicles Beyond ULB		
	2022	2023	2024
Heavy Duty Buses	0%	9%	18%
Medium Duty Buses	40%	50%	0%
Light Duty Buses	0%	0%	0%

Source: Shoreline Metro, 2024

DESIRED TREND



ACTUAL TREND 2022-2024



System Safety and Reliability

Measure	Performance			
	Goal	2022	2023	2024
Number of Accidents Per Year	5	5	5	4
On Time Performance	95%	98%	98%	98%
Number of Vehicles Out of Service for 30+ Days	1	1	1	0

DESIRED TREND



ACTUAL TREND 2022-2024



Private Transportation Services

Company	Type of Service Provided	Address	Phone	Wheelchair Accessible
Custom Care and Transport Service, LLC	Accessible Transportation	N3803 Horace Mann Road Sheboygan Falls, WI 53085	(920) 254-1513	Yes
Lakeshore Transportation	Accessible Transportation	N5806 County Highway M Plymouth, WI 53073	(920) 980-2080	Yes
Transtar Medical Transport	Accessible Transportation	120 West Main Street PO Box 509 Campbellsport, WI 53010	(920) 533-3800 (800) 972-	Yes
Airport Connection and GO Rite way	Airport Limousine Service to and from Mitchell International Airport in Milwaukee and to and from Chicago's O'Hare and Midway Airports, and Service Connecting the City of Sheboygan to Lakeshore Technical College's Cleveland campus	6970 South 6th Street Milwaukee, WI 53154	(800) 236-5450	
Orange Cross Ambulance Service	Ambulance Service	1919 Ashland Ave Sheboygan, WI 53081	(920) 451-9111	
Sheboygan City Fire Department	Ambulance Service	1326 North 25th St Sheboygan, WI 53081	(920) 459-3327	
Lamers Bus Lines (Bought Otte Bus Service)	Charter bus service and school bus service in some locales (On-demand service only to Sheboygan)	2407 South Point Road Green Bay, WI 54313	(920) 496-3600	
Discovery Coach, Inc.	Charter, Tour and School Bus Services	1139 Pennsylvania Avenue Sheboygan, WI 53081	(800) 444-2960	
Indian Trails Bus Lines	Intercity Bus Service	828 Pennsylvania Ave Sheboygan, WI 53081	(989) 725-5105	Yes
Megabus / Coach USA (Wisconsin Coach Lines)	Intercity Bus Service	830 Pennsylvania Ave Sheboygan, WI		
Escort Limousine Service	Limousine Service	1296 Camber court, Suite 501 Hobart, WI 54304	(920) 918-5466	
Santana's Limousine	Limousine Service	1019 Erie Ave Sheboygan, WI 53081	(920) 912-6940	
Sheboygan Limo (Cheesehead Limousine)	Limousine Service	Sheboygan, WI 53081	(920) 487-4300	
Harms Transportation	School Bus Service	N7940 State Hwy 42 Howards Grove, WI 53083	(920) 565-2375	
Heidenreiter Bus Service, Inc.	School Bus Service	400 Cleveland St Sheboygan Falls, WI 53085	(920) 467-2651	
Johnson School Bus Service (and Specialized Transportation Service)	School Bus Service serving Plymouth, Elkhart Lake, Kohler, and Cedar Grove	808 Valley Rd Plymouth, WI 53073 and 220 North Commerce St Cedar Grove, WI 53013	(920) 833-5941	Yes
The Best Taxi (previously known as All Star Taxi)	Taxi Service	611 South 15th Street Sheboygan, WI 53081	(920) 287-9372 (920) 254-	
Sheboygan County Interfaith Organization	Transportation (using volunteer Drivers) in Sheboygan County for the elderly and disabled and for women with children, for medical and other trip purposes	1251 Geele Ave Sheboygan, WI 53081	(920) 457-7272	

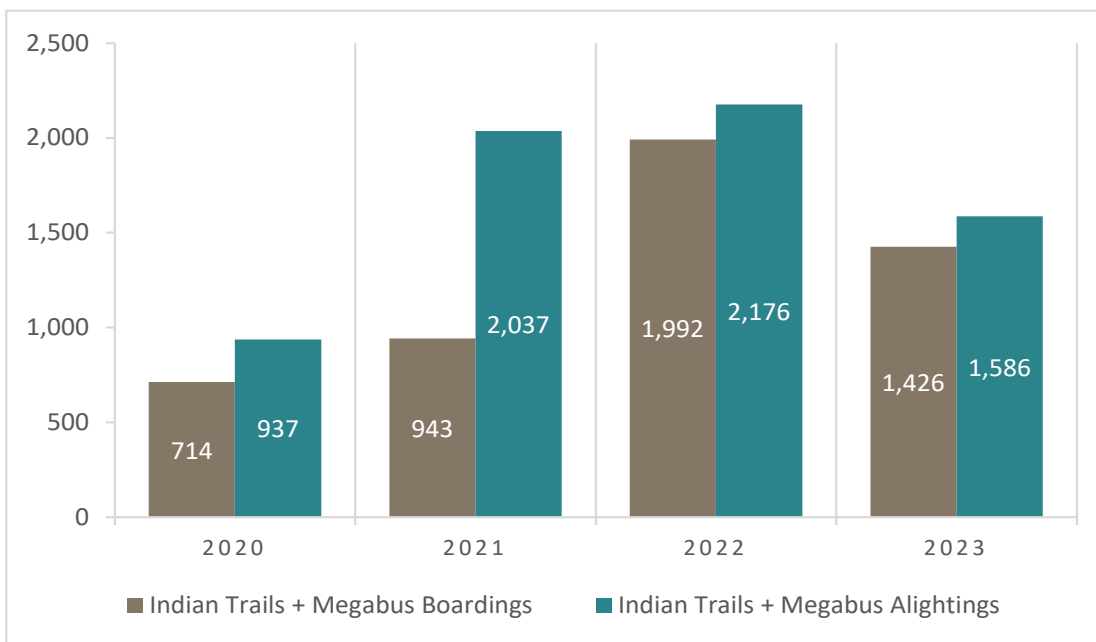
Intercity Bus Lines

Intercity Bus Line Schedules

Bus Line	Direction	Arrival	Departure	As of
Indian Trails Bus Line	To Milwaukee / From Escanaba	6:35 AM	6:35 AM	10/20/2023
	To Escanaba / From Milwaukee	8:45 PM	8:45 PM	
MegaBus / Wisconsin Coach Lines	To Minneapolis / From Milwaukee	10:35 AM	10:35 AM	1/17/2024
	To Milwaukee / From Minneapolis	4:20 PM	4:20 PM	

The Sheboygan bus stop for all routes is at the Sheboygan Transit Center, 830 Pennsylvania Ave. The Milwaukee bus stop for all routes is at the Milwaukee Intermodal Station, 433 St. Paul Ave. Megabus also serves the Milwaukee International Airport.

Intercity Bus Line Boarding and Alighting, 2020 - 2023



Source: WisDOT Bureau of Transit, Local Roads, Railroads and Harbors, Transit Section

DESIRED TREND



Increasing Intercity Bus Ridership to and from Sheboygan

ACTUAL TREND 2020-2023



The Overall Trend is Increasing Ridership to and from Sheboygan

Active Transportation

Safety/Crashes

DESIRED TREND



Decrease in # of Non-Motorized Fatalities and Serious Injuries

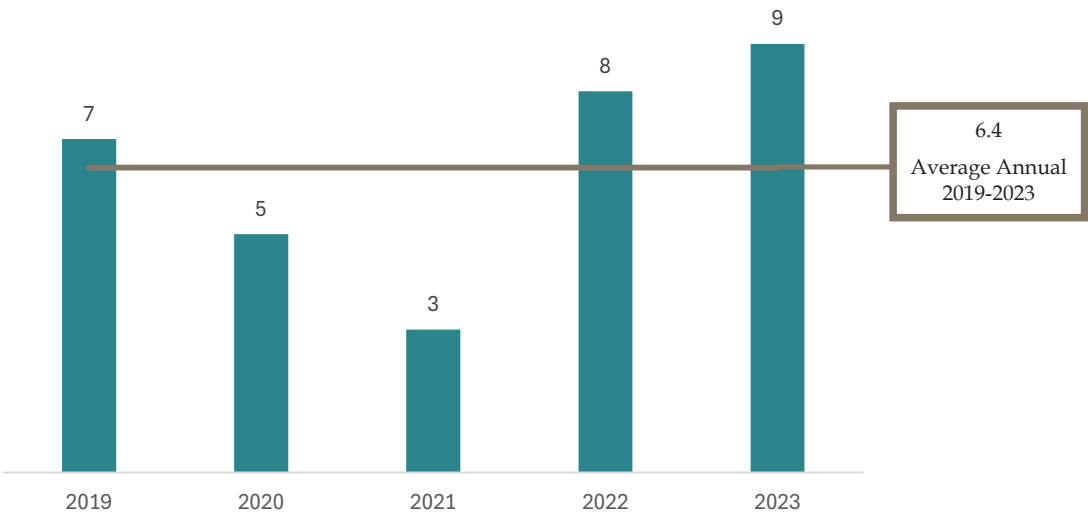
ACTUAL TREND 2019-2023



Increase in # of Non-Motorized Fatalities and Serious Injuries

Non-Motorized Fatalities & Serious Injuries, 2019-2023

	2019	2020	2021	2022	2023
Bicycle Fatalities	1	0	0	0	0
Bicycle Serious Injuries	0	0	2	2	4
Pedestrian Fatalities	2	0	0	3	2
Pedestrian Serious Injuries	4	5	1	3	3
Total	7	5	3	8	9



Source: Traffic Operations and Safety Laboratory, University of Wisconsin – Madison; and National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia

Accessibility and Mobility

Sheboygan MPA



Miles of Sidewalks
606.89



Miles of Paved Shoulders
42.38



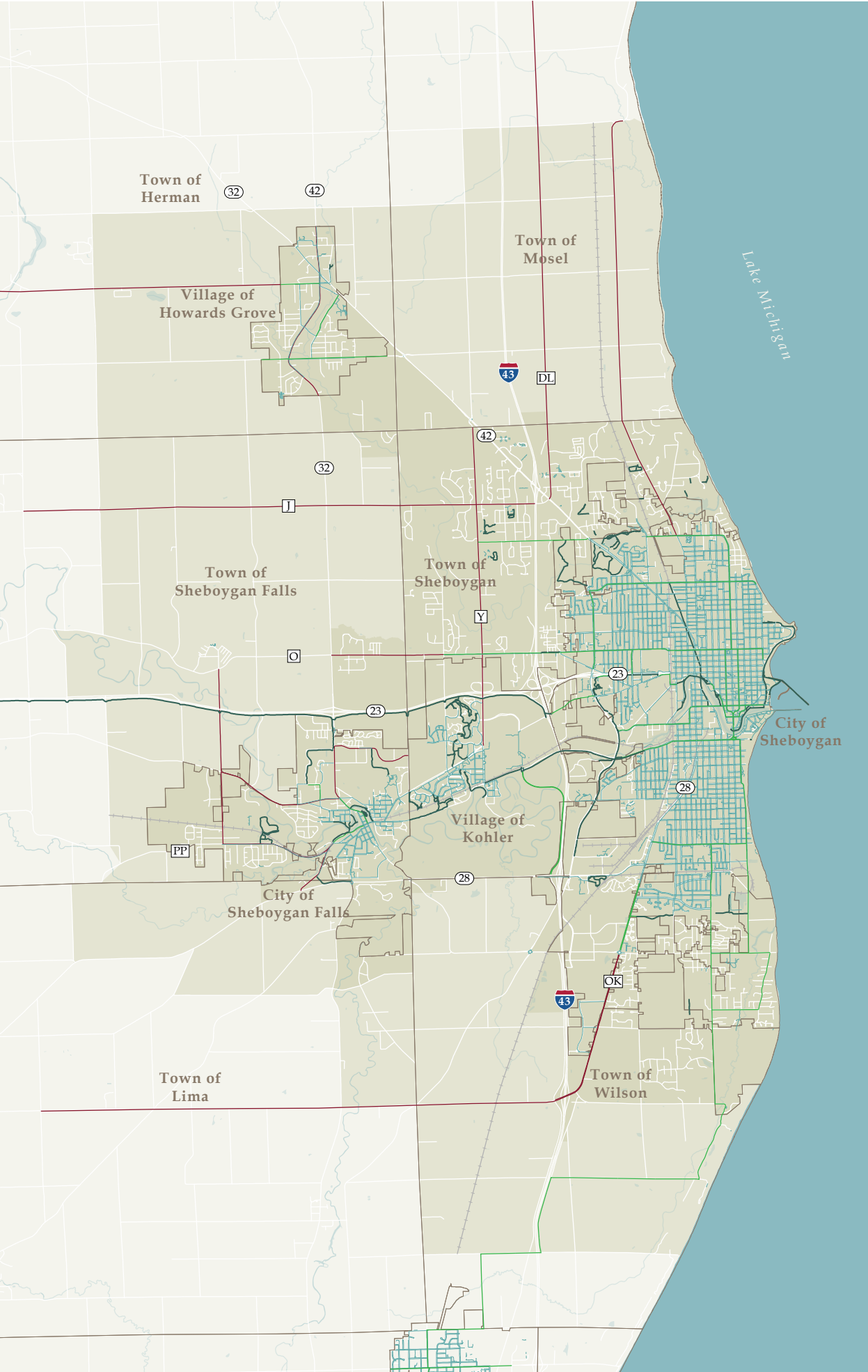
Miles of Bike Lanes/
Sharrows
44.49



Miles of Trails
30.02

Source: Bay Lake Regional Planning Commission GIS, 2023-2024

Bicycle and Pedestrian Facilities



Bicycle and Pedestrian Facilities

- Multi-Use Trail
- Sidewalk
- Bike Lane
- Paved Shoulder

— Municipal Boundary

Metropolitan Planning Area

2020 Sheboygan Urbanized Area

0 1 2 Miles

N

Sources: Bay-Lake RPC, 2024, 2025; Sheboygan County, 2024; Shoreline Metro, 2024; LTSB, 2024; UIW-TOPS Lab, 2024; WDNR, 2022; WisDOT, 2025.

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Air Traffic



Airport Acres
1,094

Sheboygan County Memorial International Airport is a county-owned public-use non-towered airport located in the Town of Sheboygan Falls, three nautical miles northwest of the City of Sheboygan, in Sheboygan County. The airport mainly serves as a corporate aviation base for several county businesses, including Kohler Company, Bemis Manufacturing Company, Plenco and Richardson Bros. A new Customs facility opened in April 2021. There were **27,500** total annual operations in calendar year 2024.

Annual Aircraft Operations by Type at Sheboygan County Memorial International Airport



Runways
Runway 1: 6,800 ft
Runway 2: 5,002 ft



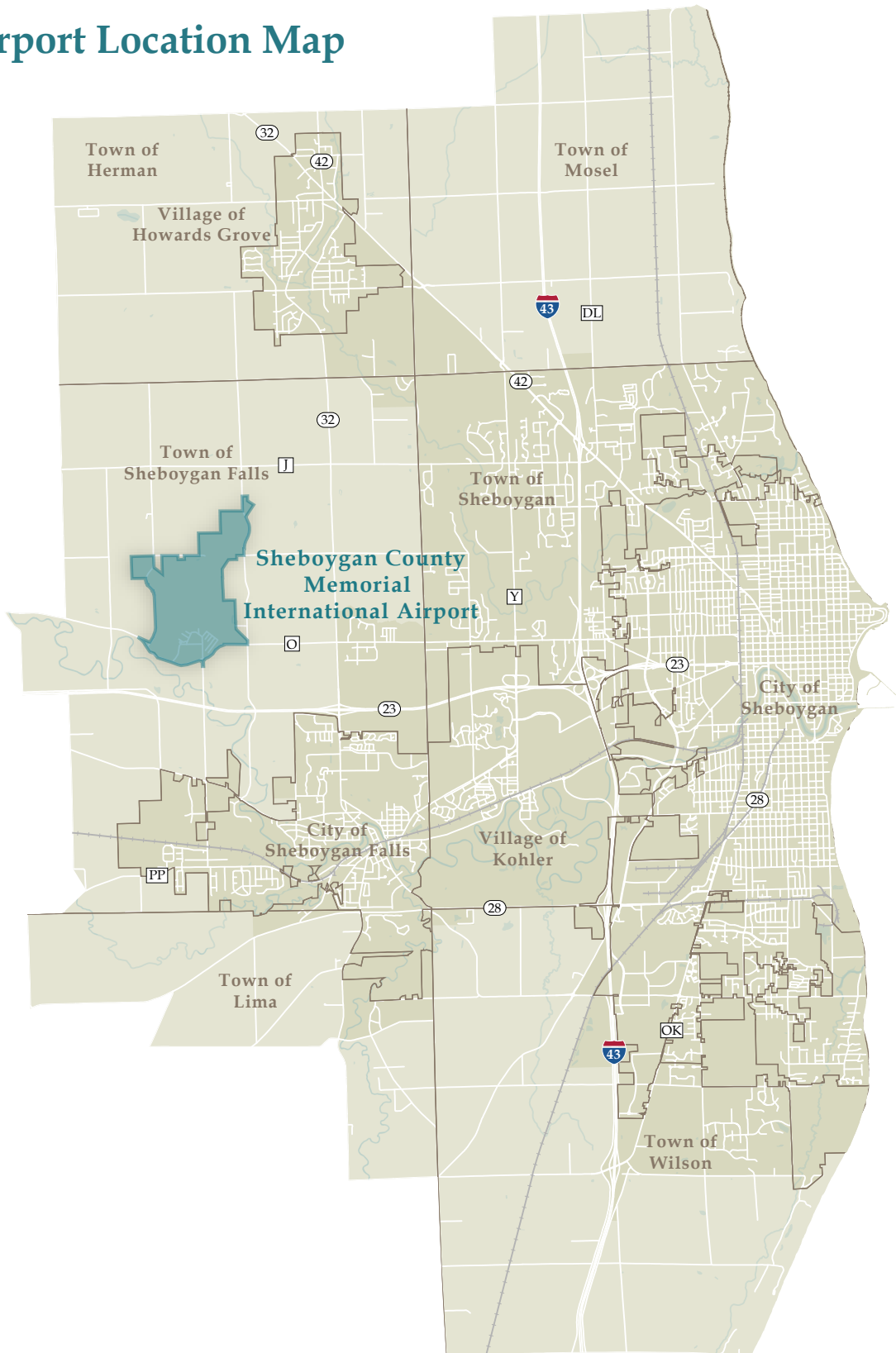
■ Itenerant General Aviation ■ Local General Aviation ■ Air Taxi ■ Military and Other

Source: Sheboygan County Memorial International Airport, 2024



Average Aircraft
Operations per day
(2024)
75

Airport Location Map



Freight

Sheboygan MPA



Miles of Truck Routes
150



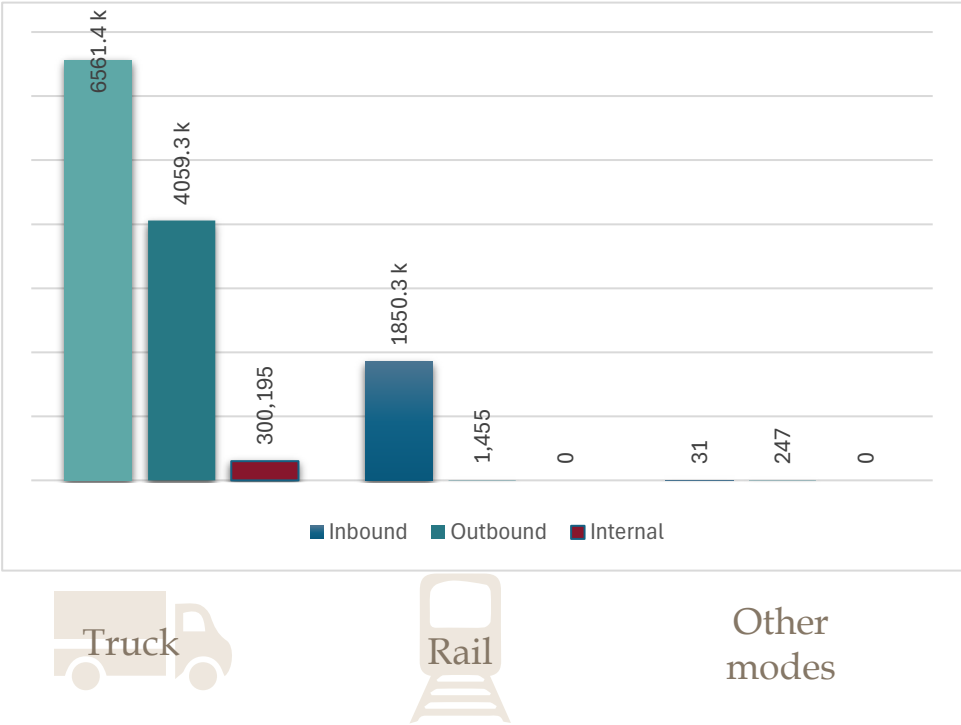
Number of Freight Terminals
55



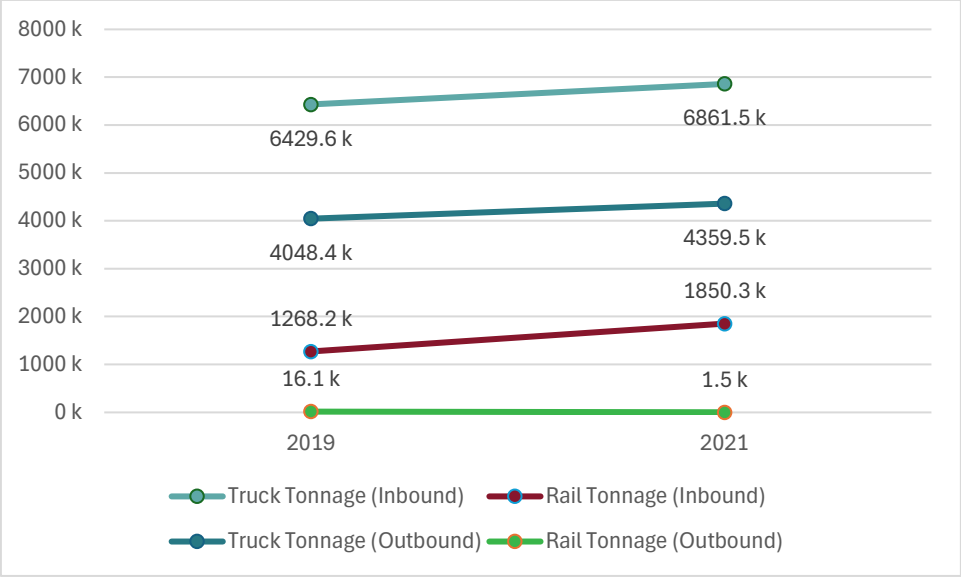
Miles of Railroads
35

The majority of the freight tonnage traveling through the Sheboygan MPA is carried by trucks along I-43, STH 23, 28, 32 and 42, and CTH OK and other county roads.

Shipment Weight by Mode (1,000 tons) For Sheboygan County



Sheboygan County Freight Tonnage (per 1,000 tons) by Mode and Direction



Source: Commodity Flow Survey, WisDOT (IHS TRANSEARCH, 2019 & 2021)

Top Sheboygan County Inbound Freight Tonnage (1,000 tons) by Commodity

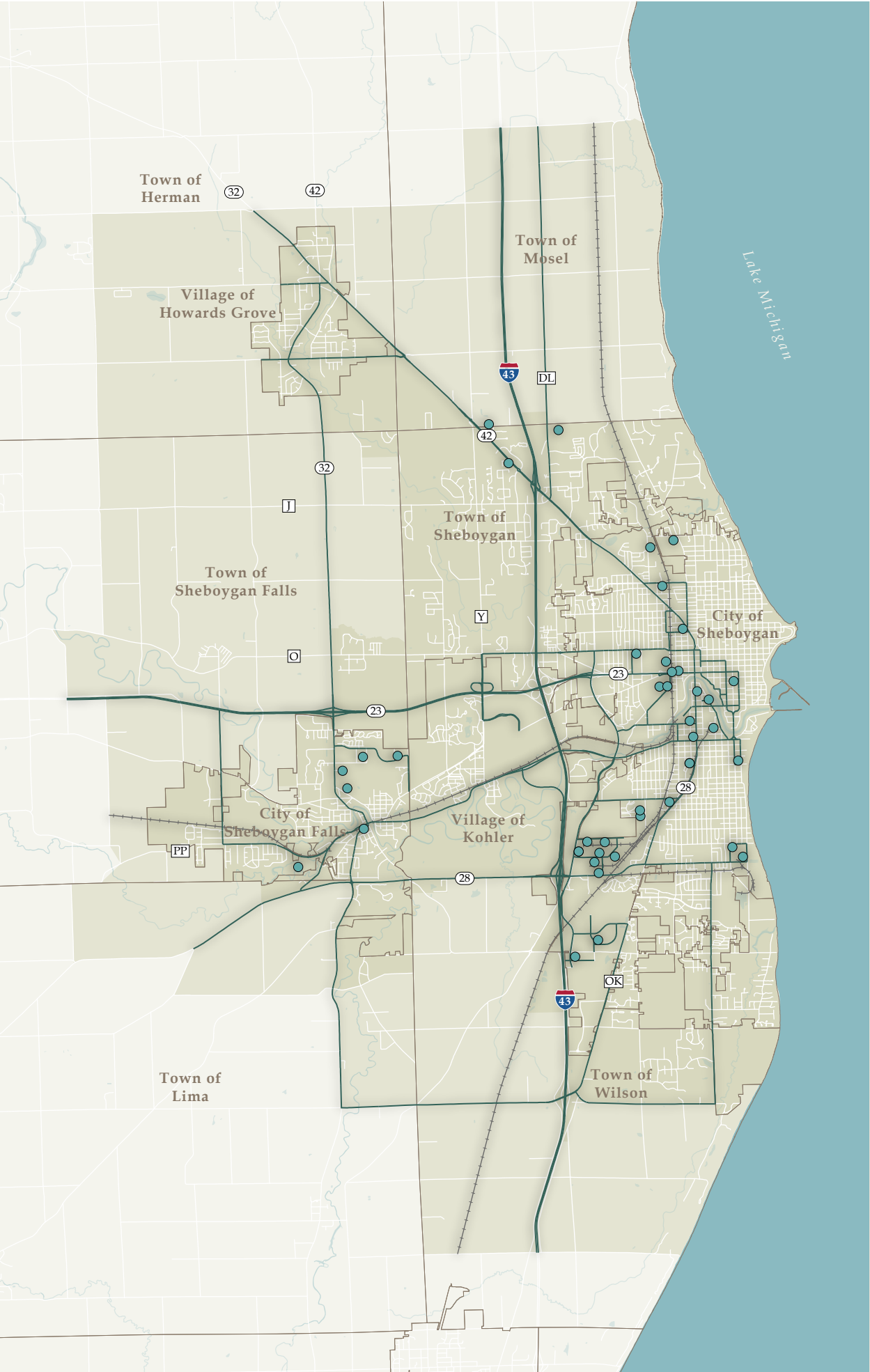
Commodity	2021 Truck Tons (per 1,000)	2021 Rail Tons (per 1,000)	2021 Total Tons (per 1,000)	% of Total
Dairy Farm Products	2144.7 k		2144.7 k	24.6%
Bituminous Coal		1507.3 k	1507.3 k	17.3%
Gravel or Sand	903.7 k		903.7 k	10.4%
Grain	460.1 k		460.1 k	5.3%
Broken Stone or Riprap	400.1 k		400.1 k	4.6%
Misc Industrial Organic Chemicals	329.7 k	51.2 k	380.8 k	4.4%
Warehouse & Distribution Center	251.9 k		251.9 k	2.9%
Cheese or Special Dairy Products	144.7 k	89.5 k	234.2 k	2.7%
Petroleum Refining Products	203.6 k	9.5 k	213.2 k	2.4%
Processed Milk	147.3 k		147.3 k	1.7%
Ready-mix Concrete, Wet	117.4 k		117.4 k	1.3%
Plastic Mater or Synth Fibres		64.4 k	64.4 k	0.7%
Fiber, Paper or Pulpboard		27.6 k	27.6 k	0.3%
Cyclic Intermediates or Dyes		26.4 k	26.4 k	0.3%
Liquefied Gases, Coal or Petroleum		22.0 k	22.0 k	0.3%
Lumber or Dimension Stock		15.5 k	15.5 k	0.2%
Potassium or Sodium Compound		12.0 k	12.0 k	0.1%
Other	1758.4 k	24.9 k	1783.3 k	20.5%

Top Sheboygan County Outbound Freight Tonnage (1,000 tons) by Commodity

Commodity	2021 Truck Tons (per 1,000)	2021 Rail Tons (per 1,000)	2021 Total Tons (per 1,000)	% of Total
Grain	555.5 k		555.5 k	12.74%
Warehouse & Distribution Center	455.1 k		455.1 k	10.44%
Broken Stone or Riprap	381.3 k		381.3 k	8.74%
Dairy Farm Products	328.9 k		328.9 k	7.54%
Cheese or Special Dairy Products	275.4 k		275.4 k	6.31%
Aluminum or Alloy Castings	257.3 k		257.3 k	5.90%
Misc Plastic Products	173.7 k		173.7 k	3.98%
Misc Waste or Scrap	151.0 k		151.0 k	3.46%
Sanitary Paper Products	141.5 k		141.5 k	3.24%
Ready-mix Concrete, Wet	108.6 k		108.6 k	2.49%
Misc Industrial Organic Chemicals		1.0 k	1.0 k	0.02%
Metal Scrap or Tailings		0.5 k	0.5 k	0.01%
Other	1531.3 k		1531.3 k	35.11%

Source: Commodity Flow Survey, WisDOT (IHS TRANSEARCH, 2019 & 2021)

Truck Routes and Freight Terminals



Sheboygan Metropolitan Planning Area



Sheboygan County, Wisconsin

- Truck Route
- Freight Terminal
- Railroad

- Municipal Boundary
- Metropolitan Planning Area
- 2020 Sheboygan Urbanized Area



Sources: Bay-Lake RPC, 2024, 2025; Sheboygan County, 2024; Shoreline Metro, 2024; LTSB, 2024; UIW-TOPS Lab, 2024; WDNR, 2022; WisDOT, 2025.
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