

2025

TRANSPORTATION SYSTEM PERFORMANCE INDICATORS

Sheboygan Metropolitan Planning Organization



January 2026

Prepared by:

Bay-Lake Regional Planning Commission

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The contents of this report reflect the views of the Bay-Lake Regional Planning Commission, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views and policies of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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Introduction and Purpose

Key Findings of the Report

Positive Trends

- Decrease in percentage of population driving to work alone.
- Decrease in number of motorized fatalities.
- Decrease in number of motorized serious injuries.
- Decrease in number of non-motorized fatalities and serious injuries.
- Steadiness in travel time reliability (100% reliability).
- Increase in annual ridership for both fixed-route and paratransit.
- Increase in usage of I-43 & STH 28 park and ride lot.
- Increase in percentage of pavement in good condition.

Negative Trends

- Overall increase in truck travel time reliability (going further away from 1.0).
- Decrease in usage of I-43 & CTH V/West Frontage Road park and ride lot.
- Increase in fixed-route and paratransit crashes.
- Increase in percentage of Shoreline Transit vehicles beyond their useful life.
- Decrease in percentage of bridges in good condition.
- Decrease in percentage of culverts in good condition.

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.

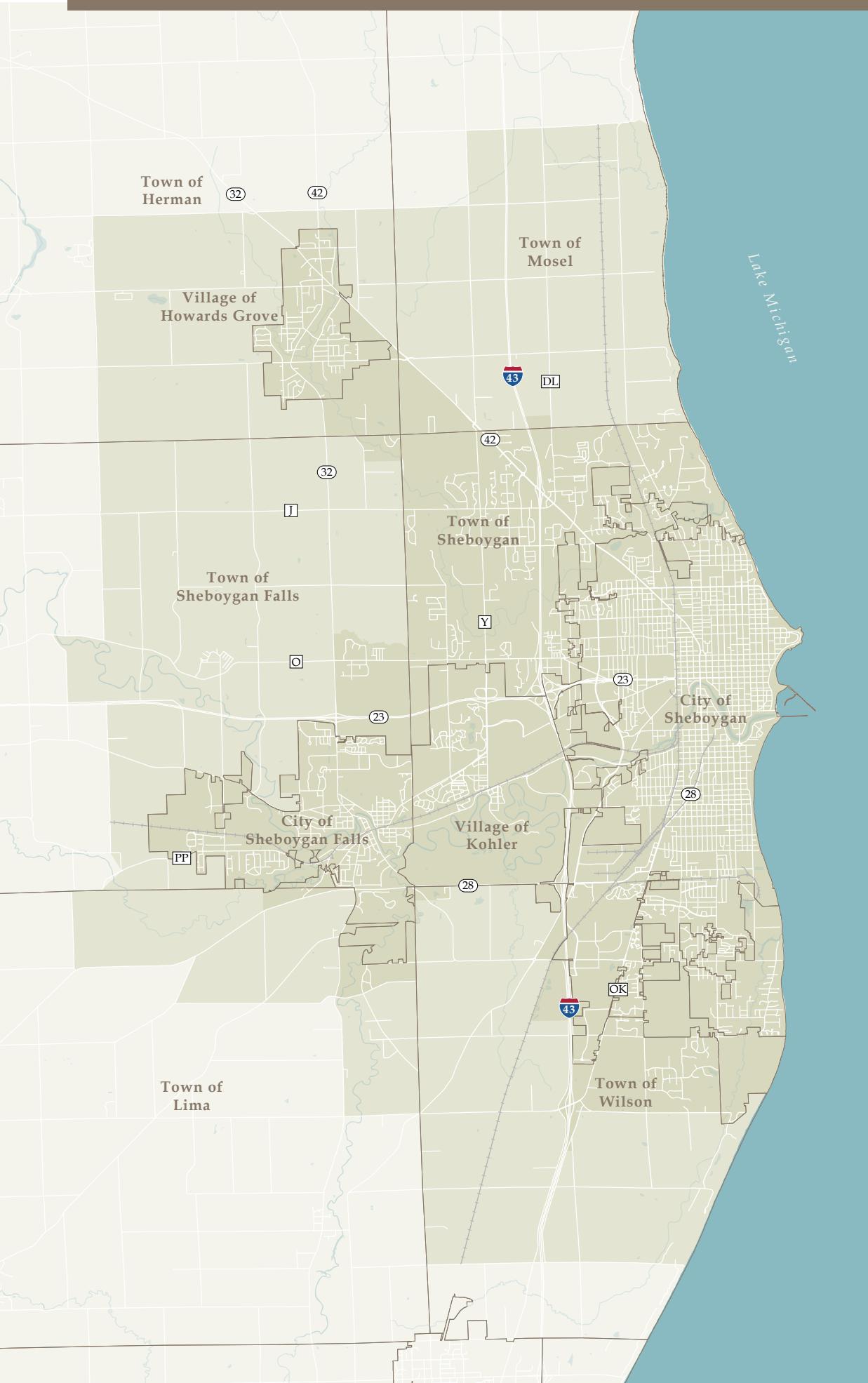
It should be noted that some of the performance indicators in this report were impacted by the COVID-19 pandemic, which started to seriously impact activities across Wisconsin in March 2020.

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.

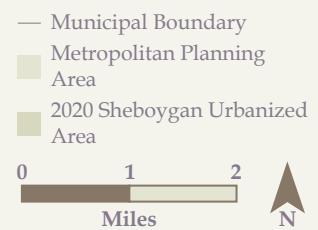
Overview of Sheboygan MPA



Sheboygan Metropolitan Planning Area



Sheboygan County, Wisconsin



Sources: Bay-Lake RPC, 2025, 2026; Sheboygan County, 2025; Shoreline Metro, 2025; LTSB, 2024; UW-TOPS Lab, 2025; WDNR, 2022; WisDOT, 2025.

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Overview of the Sheboygan MPO

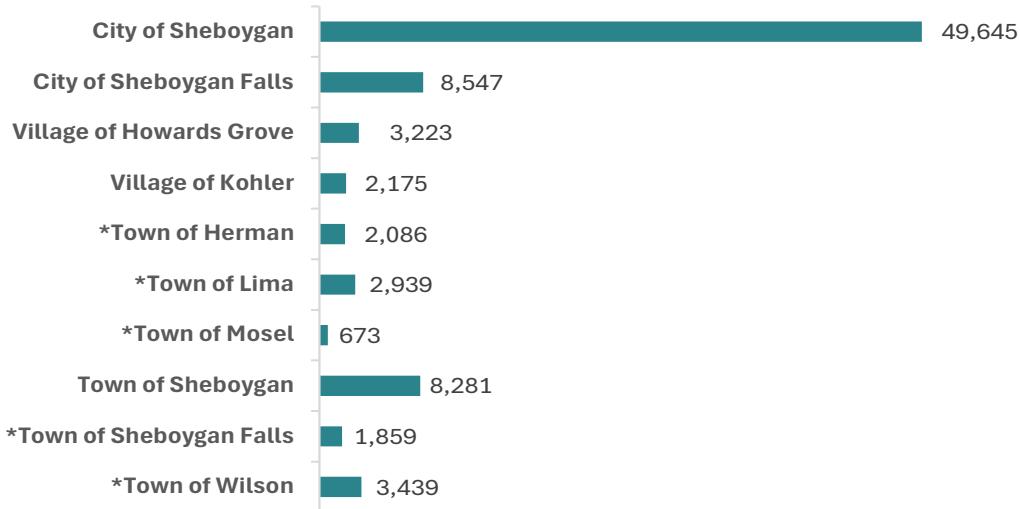
Population

Population



In 2024, the estimated population of Sheboygan County was 118,331. The Sheboygan Metropolitan Planning Area (MPA) consists of 31,162 acres and the population within the 10 communities of the MPA was 82,867.

Sheboygan Metropolitan Planning Area Municipalities Population Estimates, 2024



Source: US Census, American Community Survey (ACS) 2020-2024 estimates

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

Employment



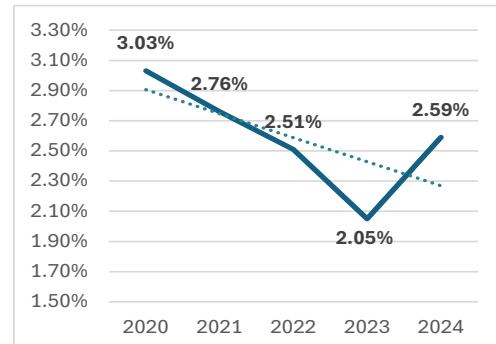
Unemployment Rate (2024)
2.59%



Labor Force Participation (2024)
44,373

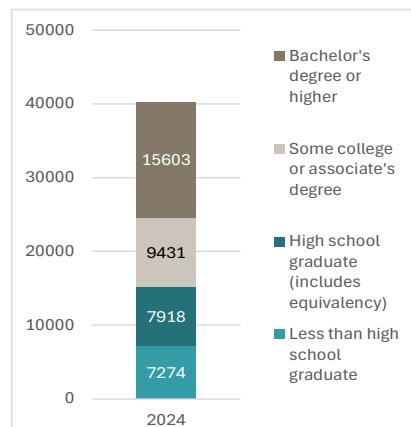
The 10 communities of the Sheboygan MPA had an average annual labor force of 44,373 in 2024. Of these, 43,225 were employed. The unemployment rate for the MPA in 2024 was 2.59% (1,148 persons).

Unemployment Rate for the Sheboygan MPA by Year



Source: U.S. Census, American Community Survey (ACS) 2020-2024 estimates

Education Attainment

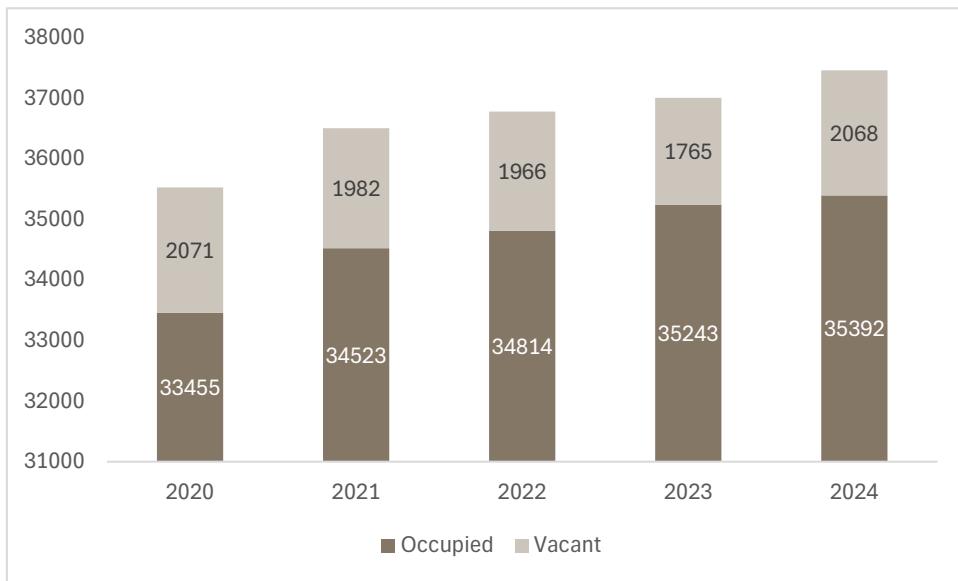


Source: US Census, American Community Survey (ACS), persons age 25+ 2020-2024 estimates

Housing

The US Census estimated that there were 37,315 housing units in the 10 communities of the Sheboygan MPA in 2024, of which 35,392 units were occupied and 2,068 were vacant.

Sheboygan MPA Housing Units Estimates



Source: US Census; American Community Survey (ACS) 2020-2024 estimates

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	69	10	59
City of Sheboygan Falls	48	4	44
Village of Howards Grove	2	2	0
Village of Kohler	7	0	7
Town of Herman	5	0	5
Town of Lima	4	0	4
Town of Mosel	1	0	1
Town of Sheboygan	189	1	188
Town of Sheboygan Falls	6	1	5
Town of Wilson	2	0	2
Total	333	18	315

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

Sheboygan MPA



Total Housing Units (2024)
37,315



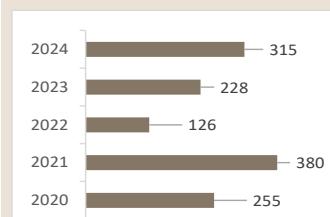
Occupied Housing Units (2024)
35,392
(94.8%)



Vacant Housing Units (2024)
2,068 **(5.5%)**

Source: US Census, 2020-2024 American Community Survey

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

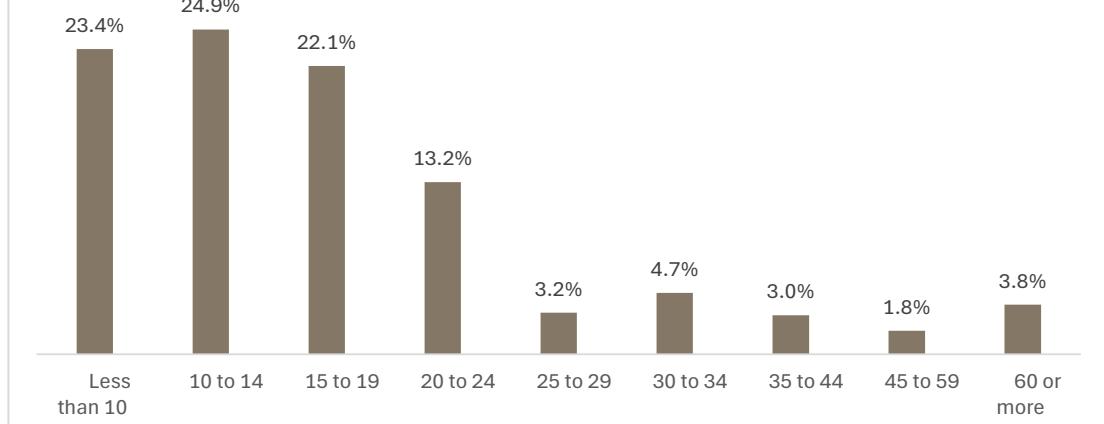


Impact of Transportation on the Environment

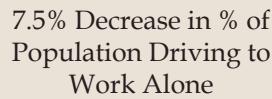
Modes of Transportation to work in Sheboygan County

A bit over 50% of the Sheboygan County's total population is over 16 years and considered workforce population. In 2024, 48.3% of the population commuted to work in less than 15 minutes and 38.5% commuted in 15-30 minutes.

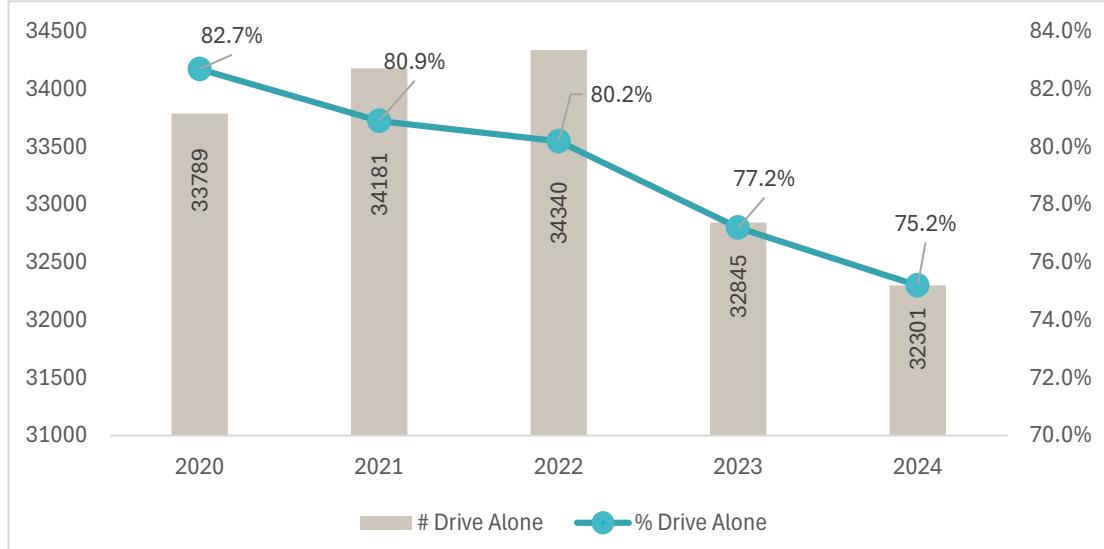
Time (in minutes) Traveling to Work (2024)



ACTUAL TREND 2020-2024



Persons Driving Alone to Work (2020-2024)



The number of people driving alone to work decreased between 2020 and 2024. During the same period, the share of the workforce commuting alone declined by approximately 7.5%. This shift is likely attributable to the COVID-19 pandemic, which prompted many employers to adopt remote work arrangements.

Source: US Census, ACS, 5-Year estimates, 2020 - 2024

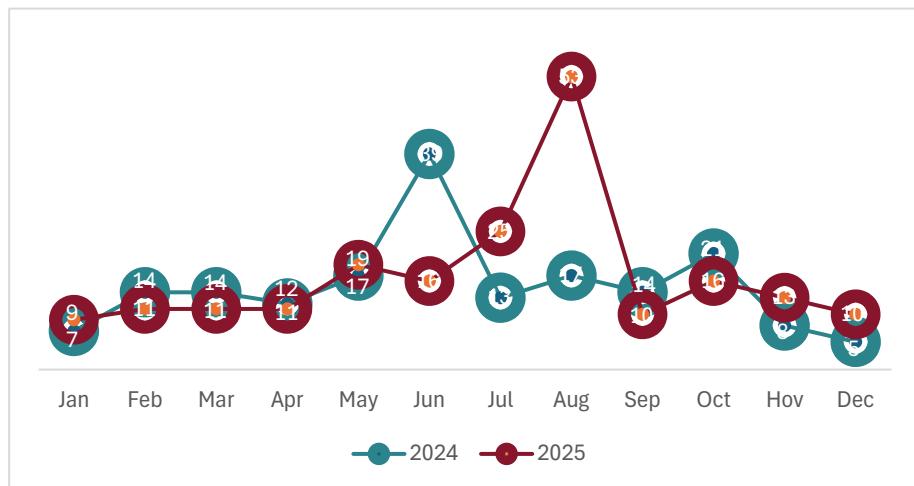
Park-and-Ride Lots

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 a total of three lots in Sheboygan County, of which, two lots are located within the Sheboygan MPA. Average annual usage for the park-and-ride lots are shown in the table below, and monthly use of the lots within the Sheboygan MPA is in the graphs below. Since 2021, usage at one park and ride lot within the MPA has increased, while usage at another has decreased.

Average Annual Usage of Park and Ride Lots (Sheboygan County)

Park & Ride Lot	Capacity	Percent of Capacity				
		2021	2022	2023	2024	2025
Kohler I-43 & WIS-28	45	20.40%	30.60%	32.00%	33.52%	37.78%
I-43 & CTH V / West Frontage Rd	30	13.10%	8.30%	15.00%	13.61%	6.67%
Oostburg: I-43 & CTH-AA	30	13.30%	13.90%	19.70%	16.67%	13.33%

I-43 and STH 28



Total MPA Park & Ride Annual Capacity (2025)

22.23%

DESIRED TREND



Increase in Annual Usage

I-43 and CTH V/West Frontage Road



ACTUAL TREND 2021-2025



17.38% Increase in Annual Usage
I-43 and STH 28

ACTUAL TREND 2021-2025



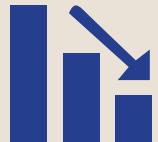
6.43% Decrease in Annual Usage
I-43 & CTH V

Source: WisDOT Northeast Region office – Park-and-ride capacity and use statistics for 2024 and 2025

Safety and Security on Roadways (PM1)

Roadway Safety & Crashes

DESIRED TREND



Decrease in # of Crash Fatalities

ACTUAL TREND
2020-2024



Decrease in # of Crash Fatalities

DESIRED TREND



Decrease in Rate of Fatalities

ACTUAL TREND
2020-2024



Decrease in Rate of Crash Fatalities

Sheboygan MPA



Roadway Miles (2025)
680.88



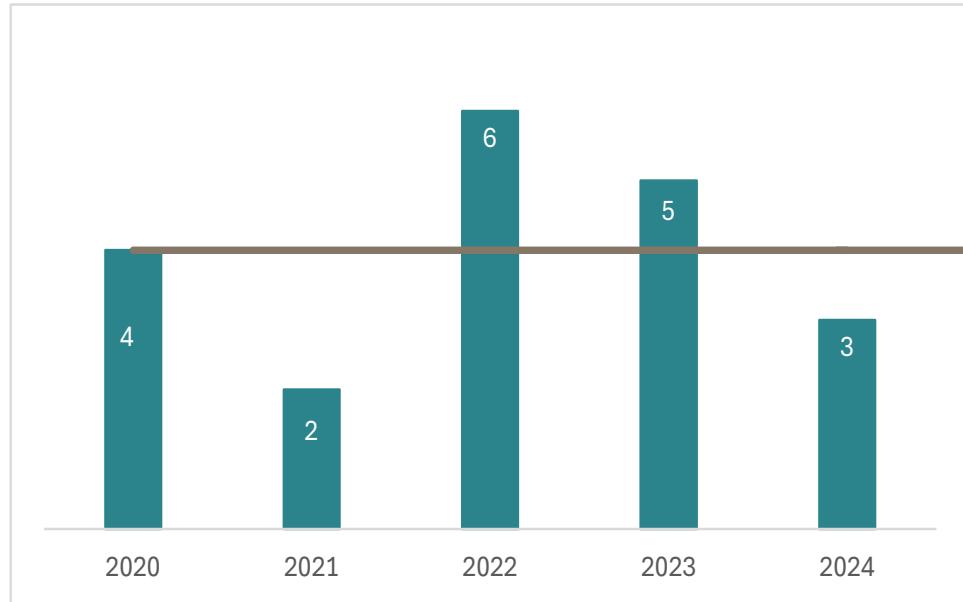
Motorist Fatalities
(2024)
3



Motorist Serious
Injuries (2024)
21

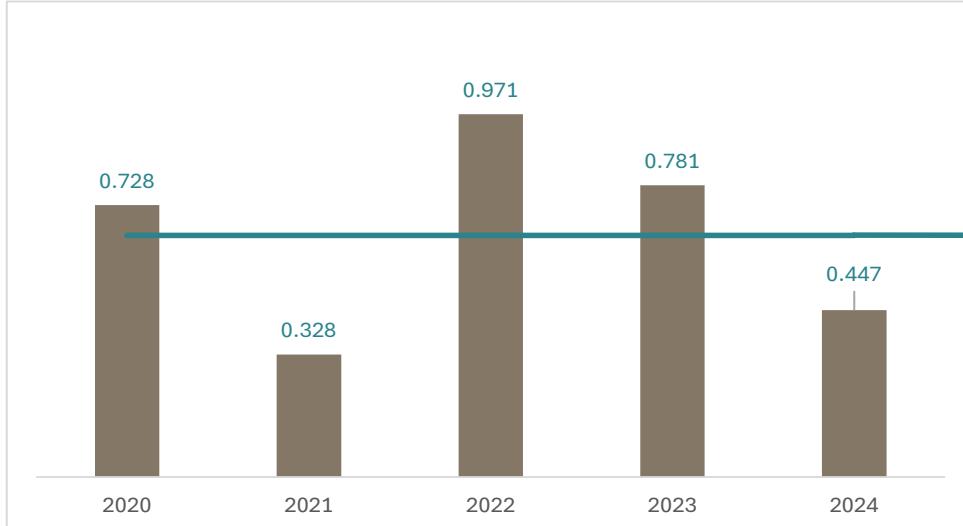
Motorized Fatalities, 2020 - 2024

Number of Fatalities in Sheboygan MPA



4
Average Annual
2019-2023

Fatality Rate in Sheboygan MPA (Per 100 Million VMT)

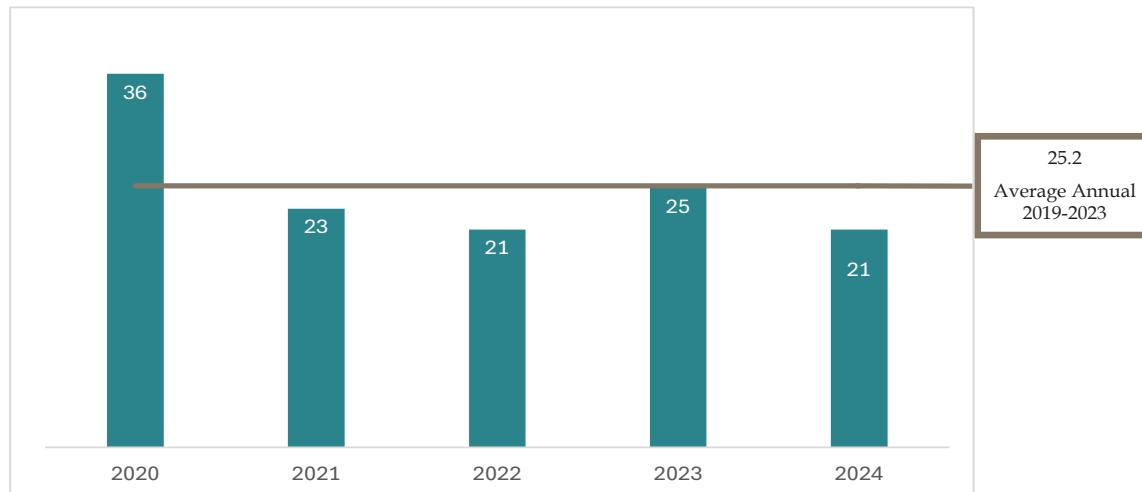


0.647
Average Annual
2019-2023

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, 2020- 2024

Number of Serious Injuries in Sheboygan MPA



DESIRED TREND



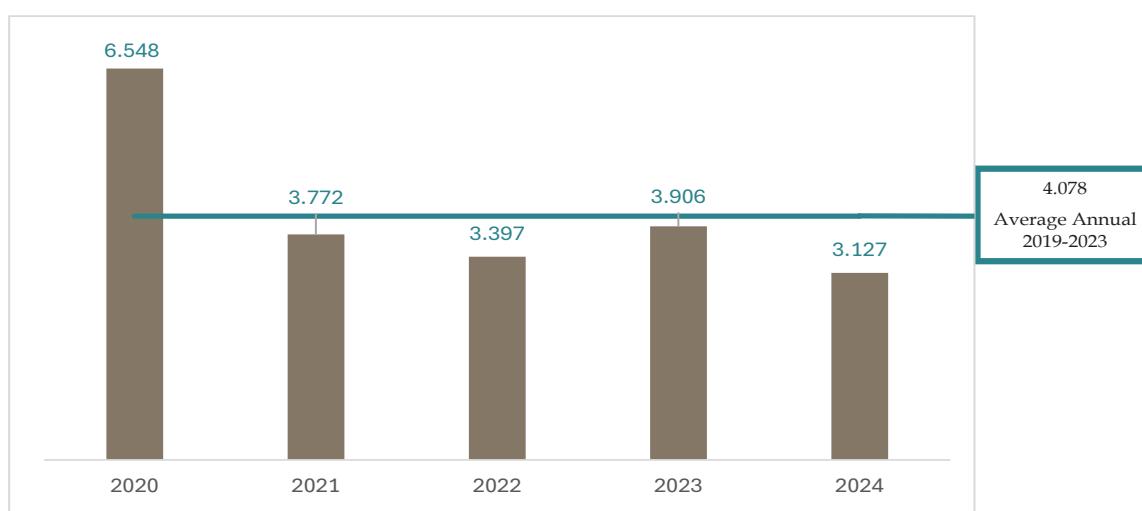
Decrease in # of
Serious Injuries

ACTUAL TREND
2020-2024

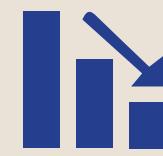


Decrease in # of
Serious Injuries

Serious Injury Rate in Sheboygan MPA (Per 100 Million VMT)



DESIRED TREND



Decrease in Rate of
Serious Injuries

Crashes, 2020 - 2024

Reportable Crashes by Type in Sheboygan MPA

	2020	2021	2022	2023	2024
Total Crashes	1540	1634	1491	1800	1355
Class A (Serious Injury)	36	23	21	25	21
Class B (Moderate Injury)	121	122	97	100	85
Class C (Minor Injury)	110	132	97	120	84
Class K (Fatality) Crashes	4	2	6	5	3
Property Damage Only Crashes	1269	1355	1270	1550	1162

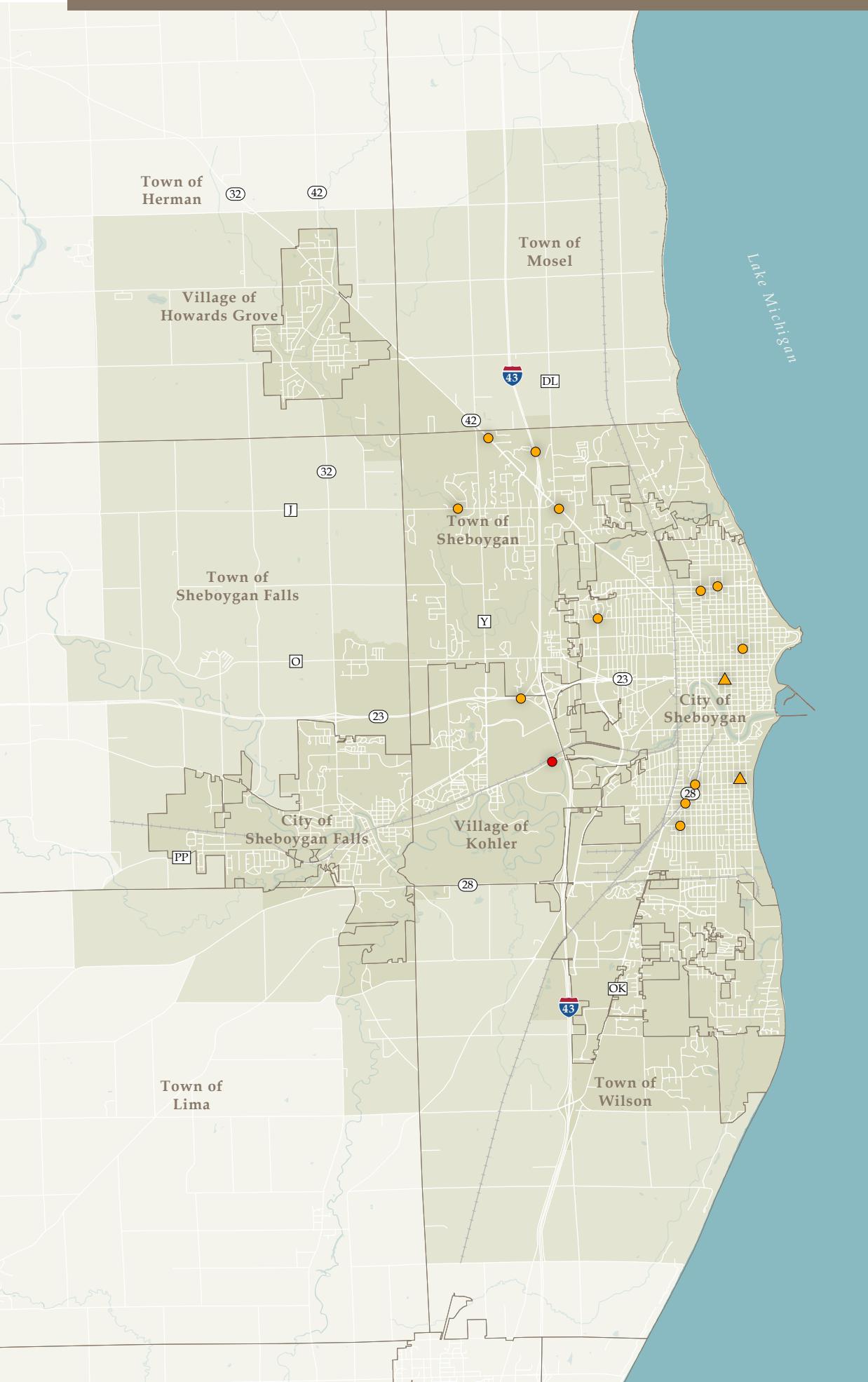
ACTUAL TREND
2020-2024



Decrease in Rate of
Serious Injuries

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

Sheboygan MPA 2024 Crashes



Sheboygan Metropolitan Planning Area



Sheboygan County, Wisconsin

Motorized Crashes (2024)

- Serious Injury (12)
- Fatality (1)

Non-Motorized Crashes (2024)

- ▲ Serious Injury (2)
- ▲ Fatality (0)

— Municipal Boundary

■ Metropolitan Planning Area

■ 2020 Sheboygan Urbanized Area

0 1 2 Miles



Sources: Bay-Lake RPC, 2025, 2026; Sheboygan County, 2024; Shoreline Metro, 2025; LTSB, 2024; UW-TOPS Lab, 2025; WDNR, 2022; WisDOT, 2025.

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Transportation System Preservation (PM2)

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.

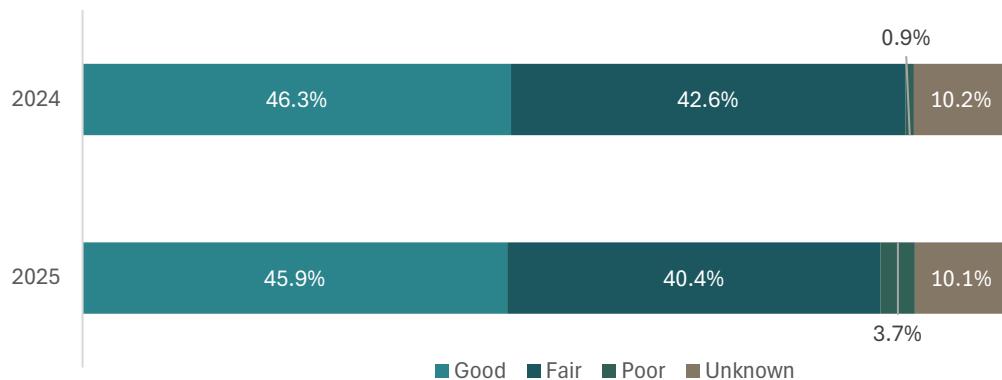
A bridge with a rating of 7 or higher is classified as "Good."

A bridge with a score between 5 and 6 is classified as "Fair."

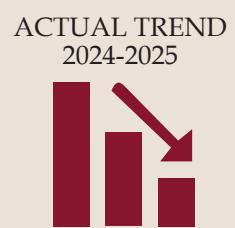
A bridge with a score of 4 or lower is classified as "Poor."

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 (45.9%) of the bridges are classified as "good," while 40.4% are rated as "fair," 3.7% as "poor," and 10.1% are classified as "unknown."

Bridge Ratings



Source: WisDOT Bridge Conditions Survey



Pavement Conditions

International Roughness Index (IRI)

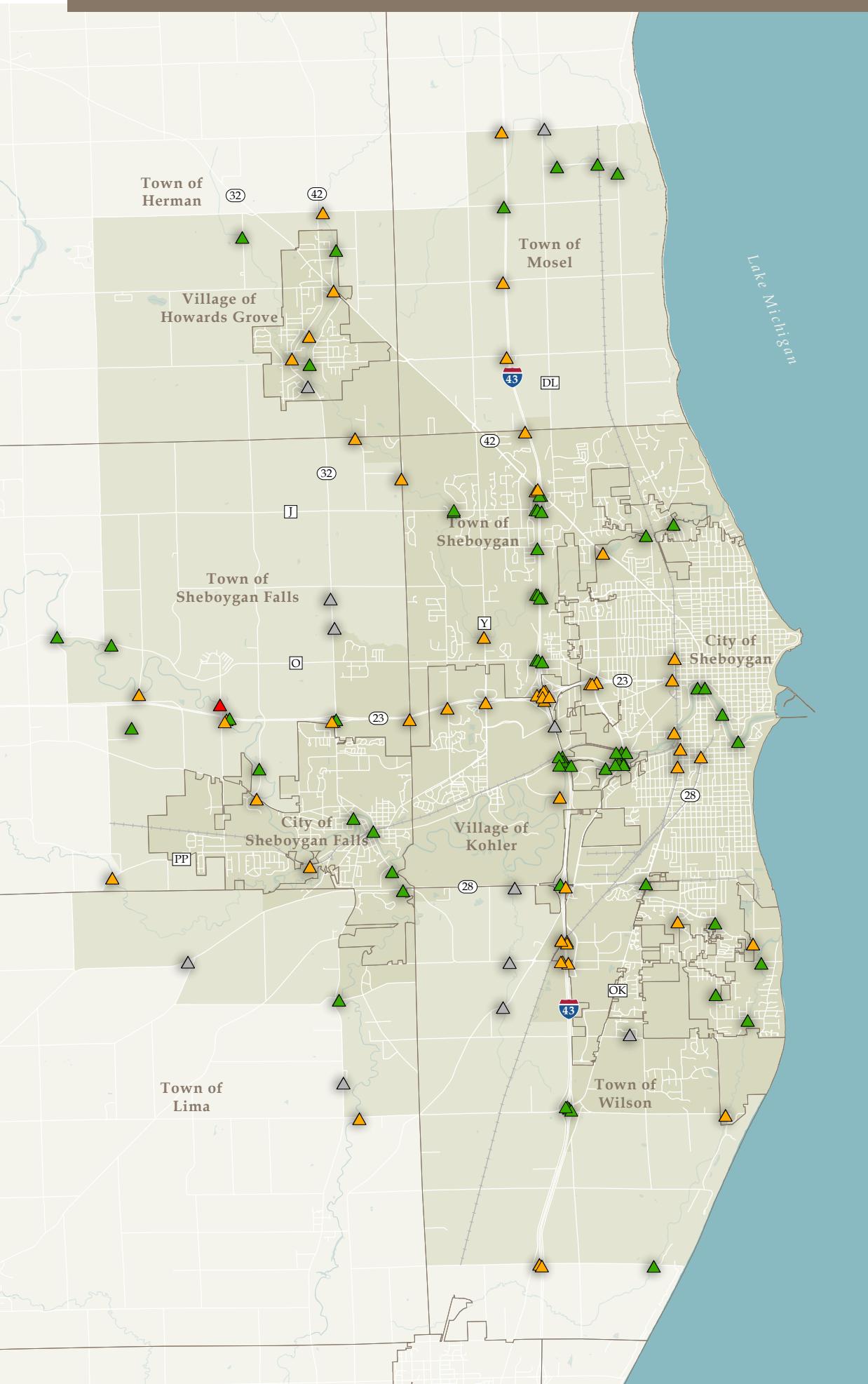
In 2024, WisDOT began using the International Roughness Index (IRI) to assess the condition of Interstate and Non-Interstate National Highway System (NHS) roadways. These pavement distress surveys follow guidance from the Highway Performance Monitoring System (HPMS). The IRI assigns ratings on a scale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

Good = <95

Fair = 95-170

Poor = >170

2025 Bridge Conditions



Sheboygan Metropolitan Planning Area



Sheboygan County, Wisconsin

Bridge Condition Rating

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

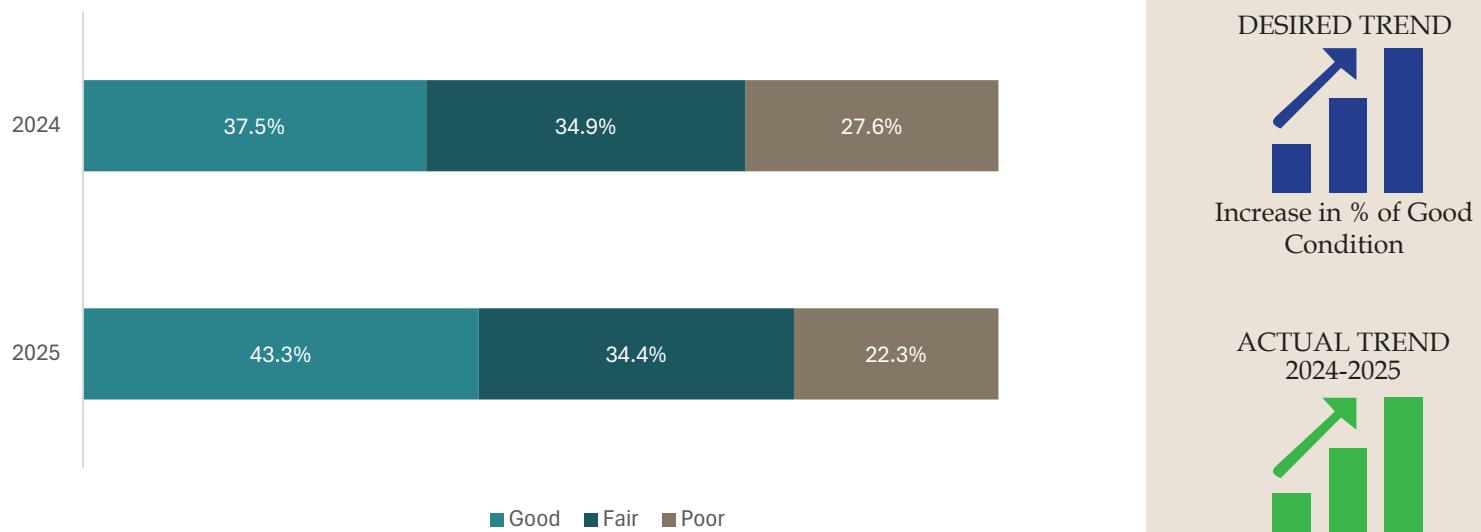
- Municipal Boundary
- Metropolitan Planning Area
- 2020 Sheboygan Urbanized Area

0 1 2 Miles N

Sources: Bay-Lake RPC, 2025, 2026; Sheboygan County, 2024; Shoreline Metro, 2025; LTSB, 2024; UW-TOPS Lab, 2025; WDNR, 2022; WisDOT, 2025.

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Pavement Conditions of State Trunk Highways



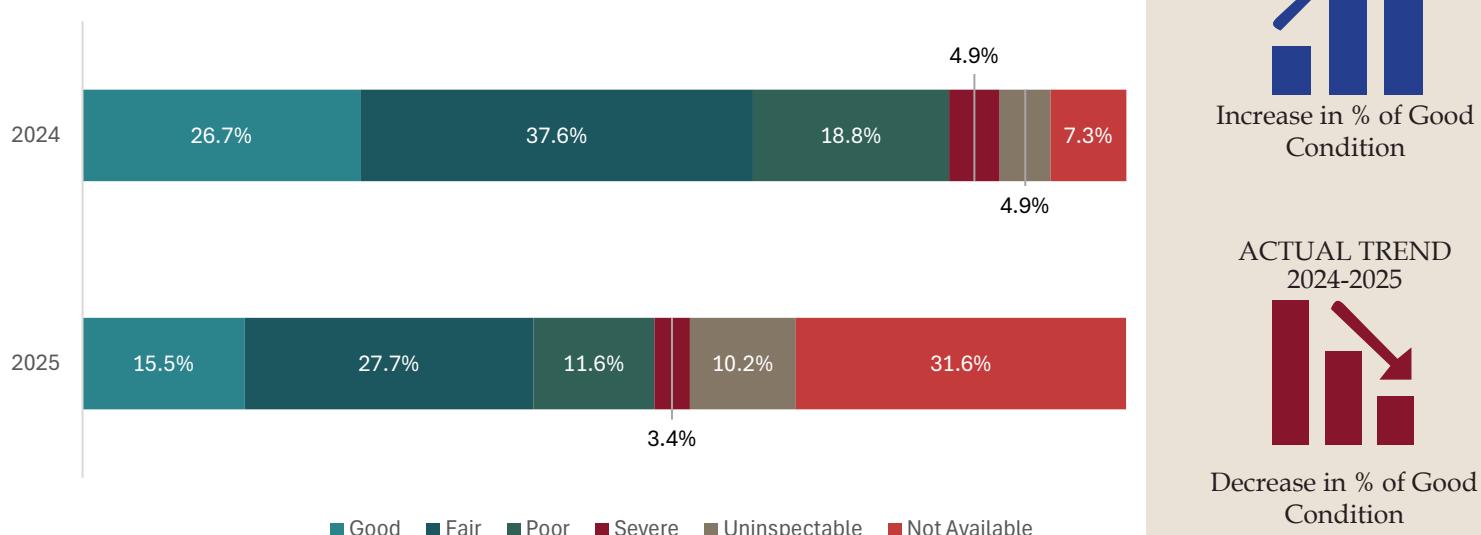
Source: WisDOT, 2024, 2025 Pavement Conditions Survey

Includes only those that fall within the MPA boundary or on the border of the MPA boundary

Culvert Conditions

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.

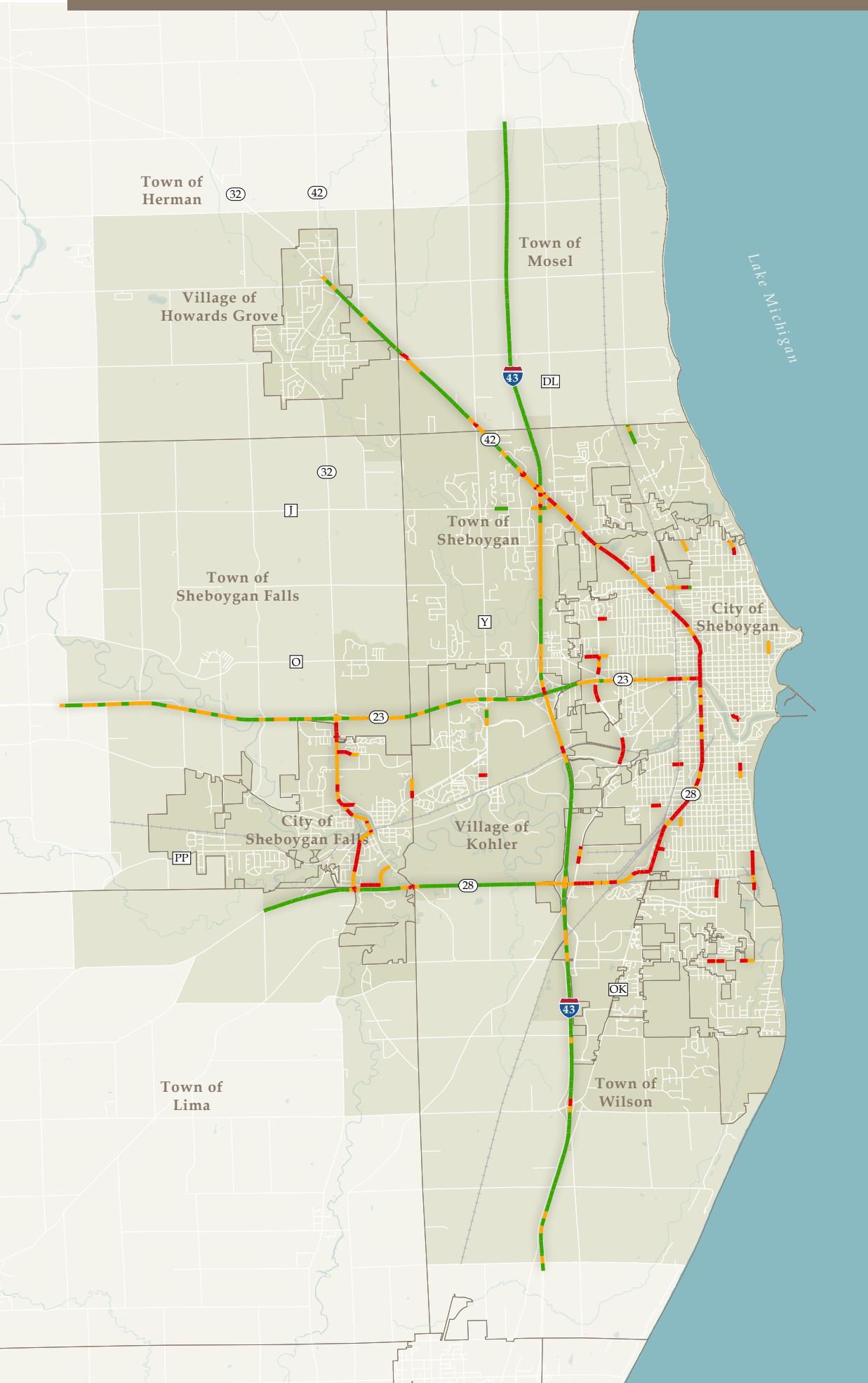
Culvert Ratings



Source: WisDOT, 2024, 2025 Culvert Conditions Survey

Includes only those that fall within the MPA boundary or on the border of the MPA boundary.

2025 NHS Pavement IRI Ratings



Sheboygan Metropolitan Planning Area



Sheboygan County, Wisconsin

Pavement Condition
IRI Rating

- Good
- Fair
- Poor
- Not Rated

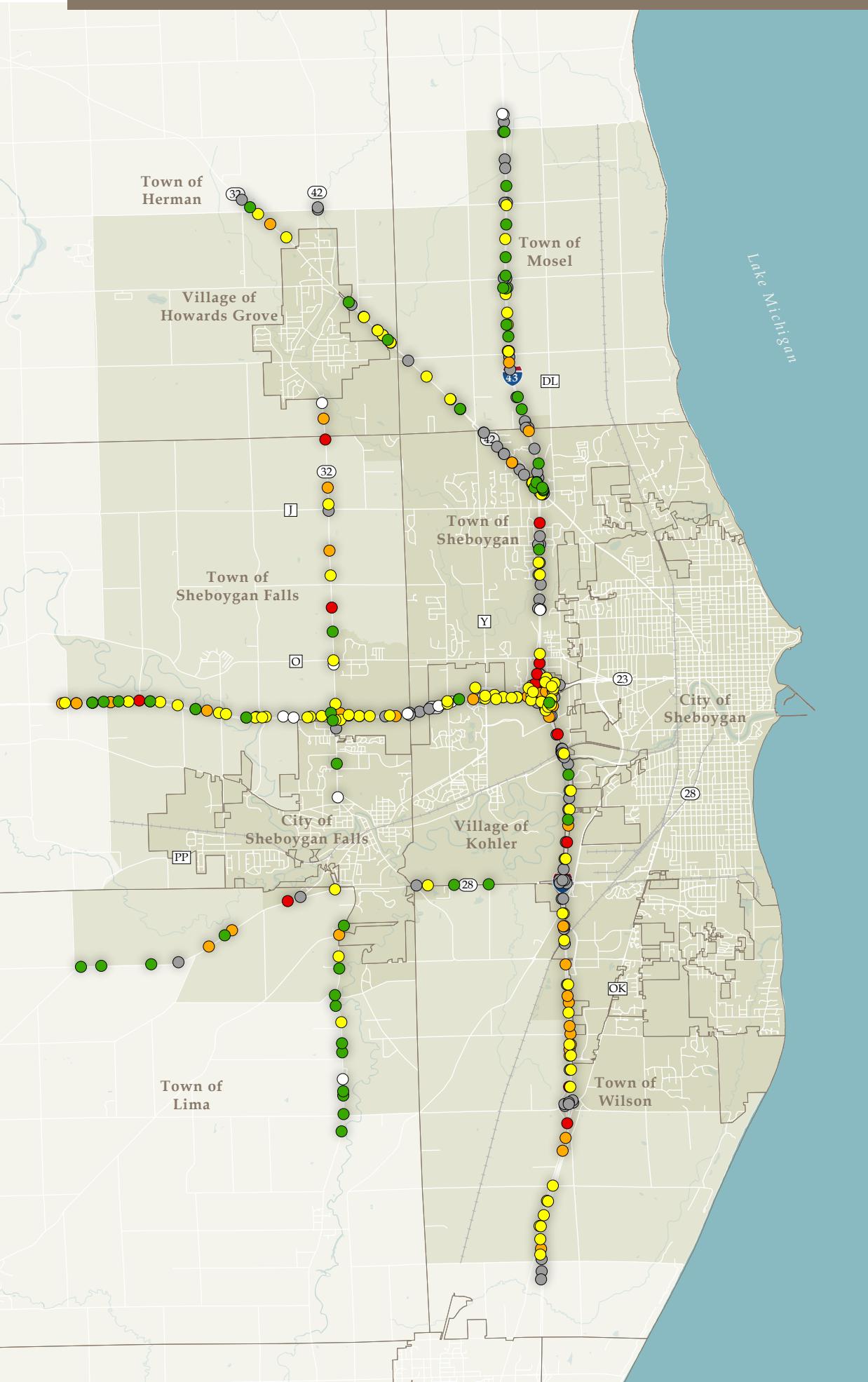
Municipal Boundary
Metropolitan Planning Area
2020 Sheboygan Urbanized Area

0 1 2
Miles
N

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

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2025 Culvert Ratings



Sheboygan Metropolitan Planning Area

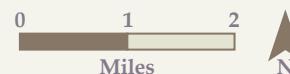


Sheboygan County, Wisconsin

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



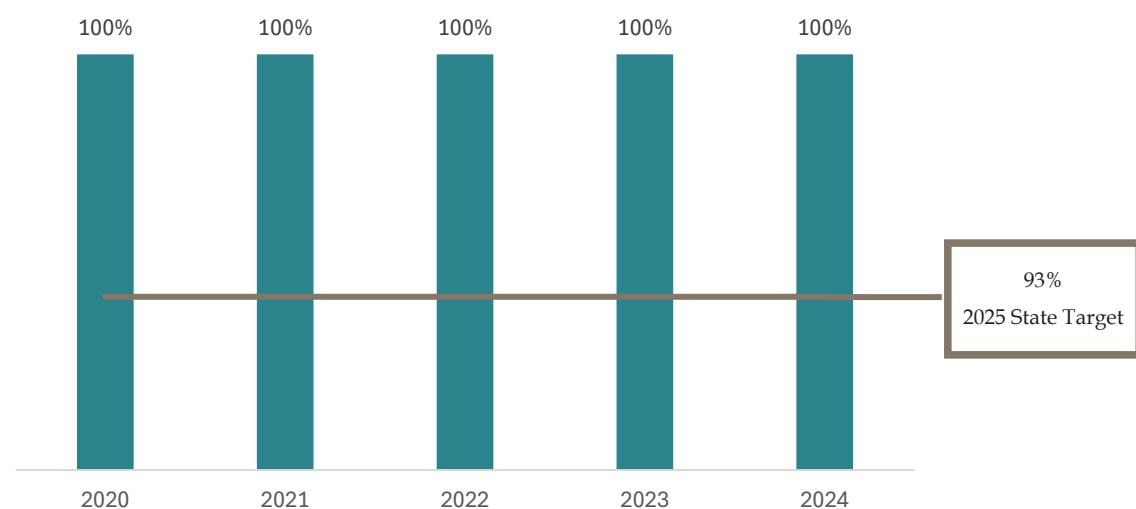
Sources: Bay-Lake RPC, 2024, 2025; Sheboygan County, 2024; Shoreline Metro, 2024; LTSB, 2024; UW-TOPS Lab, 2024; WDNR, 2022; WisDOT, 2025.

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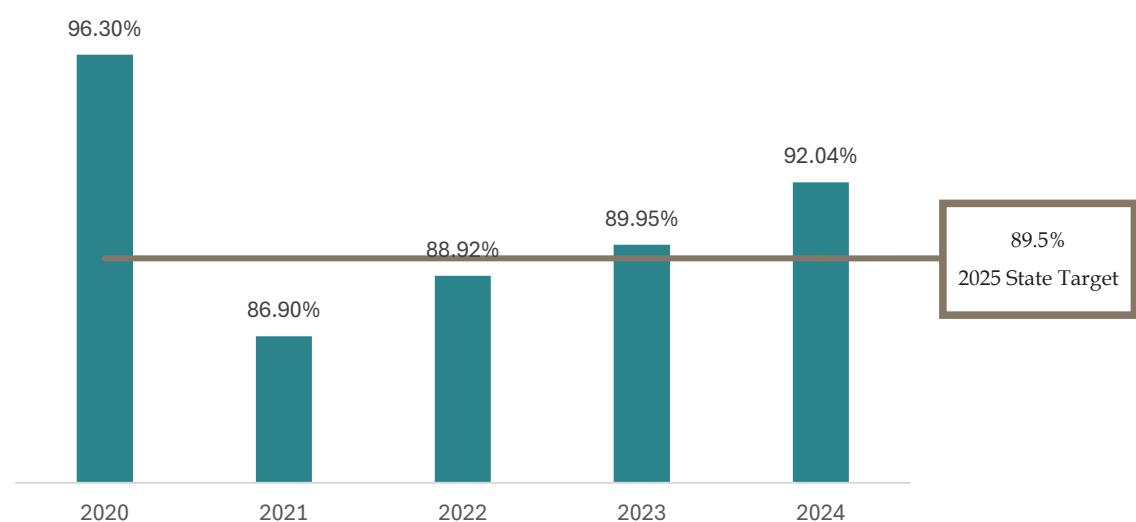
Transportation System Reliability (PM3)

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 line shows the state target. The closer to 100%, the greater the reliability.

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



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



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.



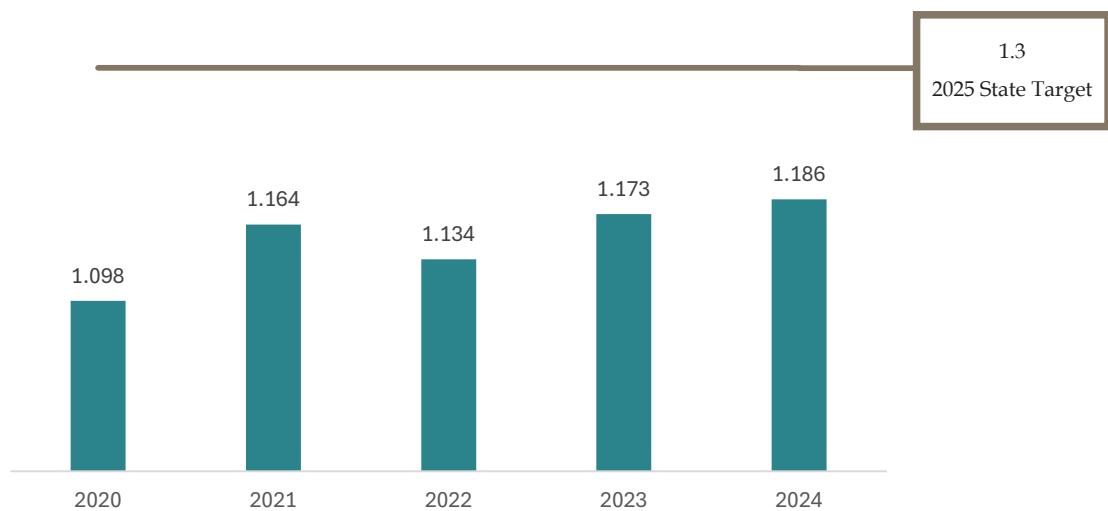
Steadiness in Travel Time Reliability at 100% Reliability



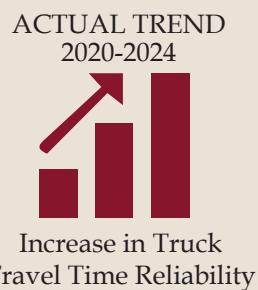
Increase in Travel Time Reliability on Non-Interstate Roads

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 2020 through 2024. 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 2024 it increased to 1.186 from 1.173 in 2023.

Truck Travel Time Reliability Index



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



Safety, Accessibility and Efficiency of Transit Service

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 (2025)
123.42



Urbanized Area
Covered by Transit
39.58%



Transit Service Area
20.42 Sq. Miles

Source: Shoreline Metro, Bay Lake Regional Planning Commission, 2025

The “transit service area” (0.25-mile buffer around Shoreline Metro fixed routes) is currently 20.42 square miles. The Sheboygan Urbanized Area is 49.47 square miles. Approximately 39.58% of the urbanized area is covered by fixed-route transit service.



Revenue Miles of Service
Fixed-Route 533,846
Paratransit 129,447



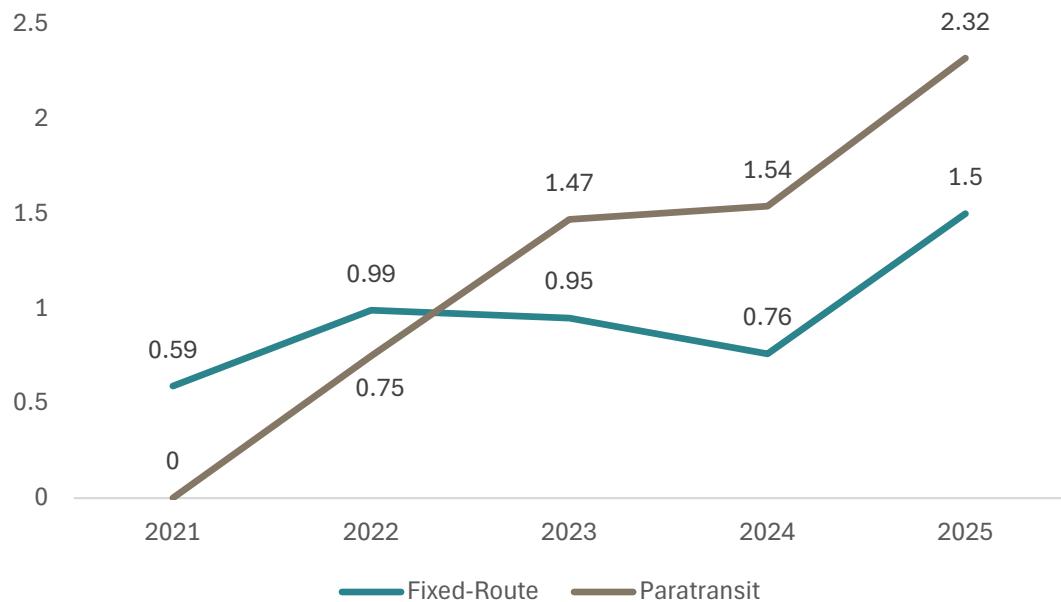
Revenue Hours of Service
Fixed-Route 37,833
Paratransit 10,348

Source: Sheboygan County, Shoreline Metro, 2025

Transit Safety & Crashes

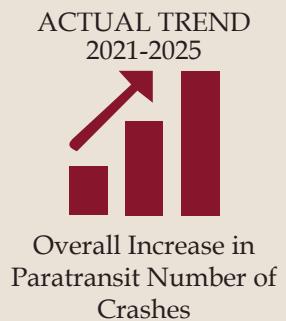
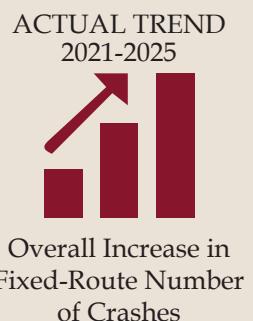
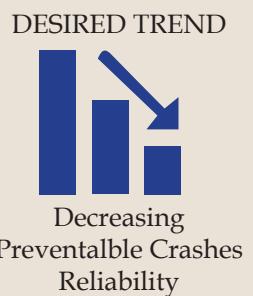
In 2025, Shoreline Metro had 8 accidents on the fixed-route bus system. Metro Connection (Shoreline's paratransit service) had 3 crashes. The number of crashes per 100,000 revenue vehicle miles traveled in 2025 was 1.5 crashes for fixed-route and 2.32 for paratransit.

Transit Crashes per 100,000 Miles of Service

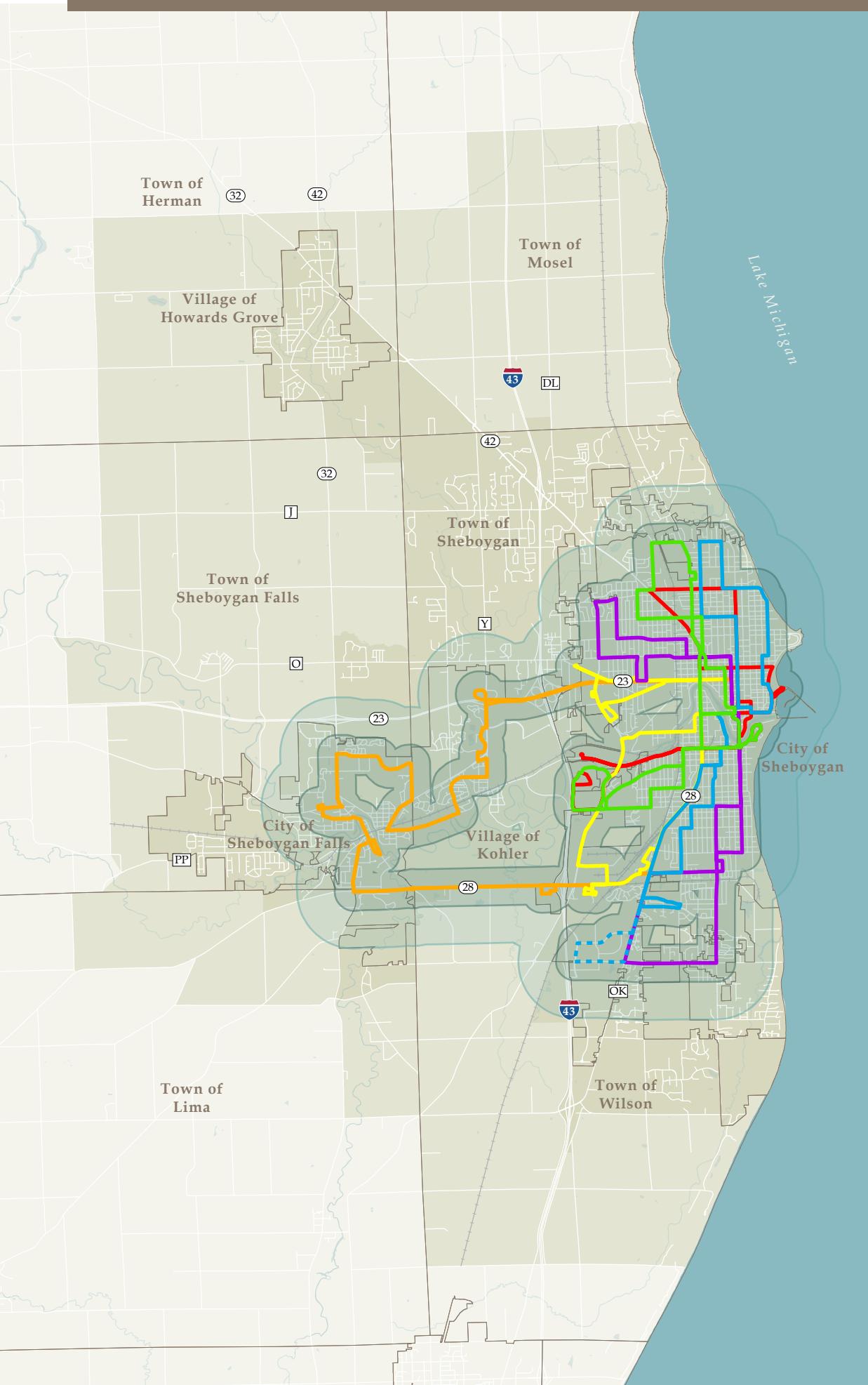


Source: Shoreline Metro, 2025

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 crashes remains lower than pre-COVID-19 numbers.



Transit Routes and Service Area



Sheboygan Metropolitan Planning Area



Sheboygan County, Wisconsin

Transit Routes

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

Transit Service Area
Paratransit Service Area

Municipal Boundary
Metropolitan Planning Area
2020 Sheboygan Urbanized Area

0 1 2 Miles N

Sources: Bay-Lake RPC, 2025, 2026; Sheboygan County, 2024; Shoreline Metro, 2025; LTSB, 2024; UW-TOPS Lab, 2025; WDNR, 2022; WisDOT, 2025.

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Efficiency Management and Operations



Passenger per Revenue Hour (2025)
Fixed-Route 14.15
Paratransit 2.64



Passenger per Revenue Mile (2025)
Fixed-Route 1.00
Paratransit 0.21



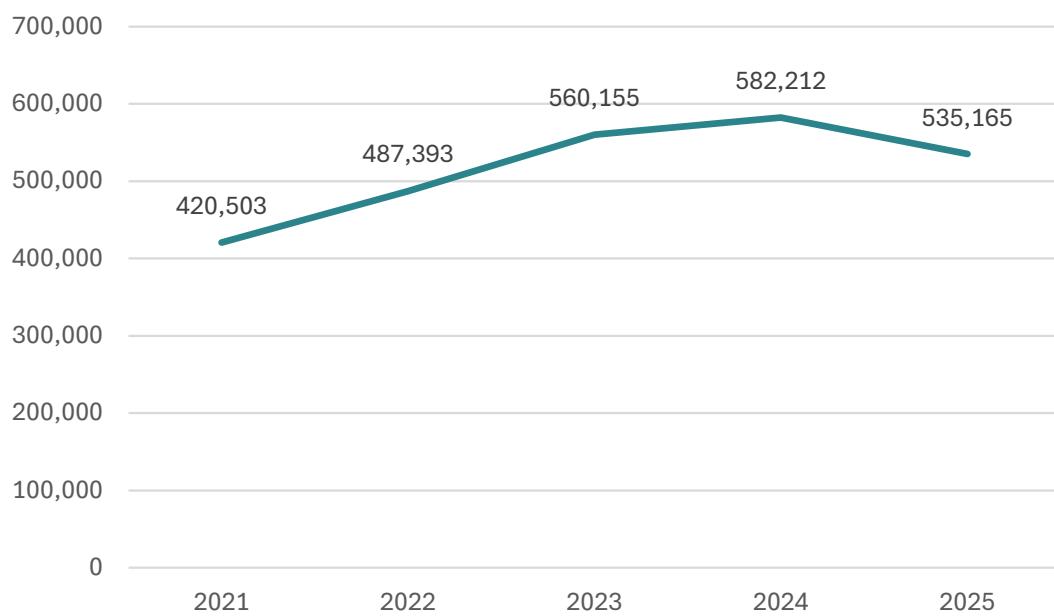
Annual Passenger Miles Traveled (2025)
1,423,539

DESIRED TREND

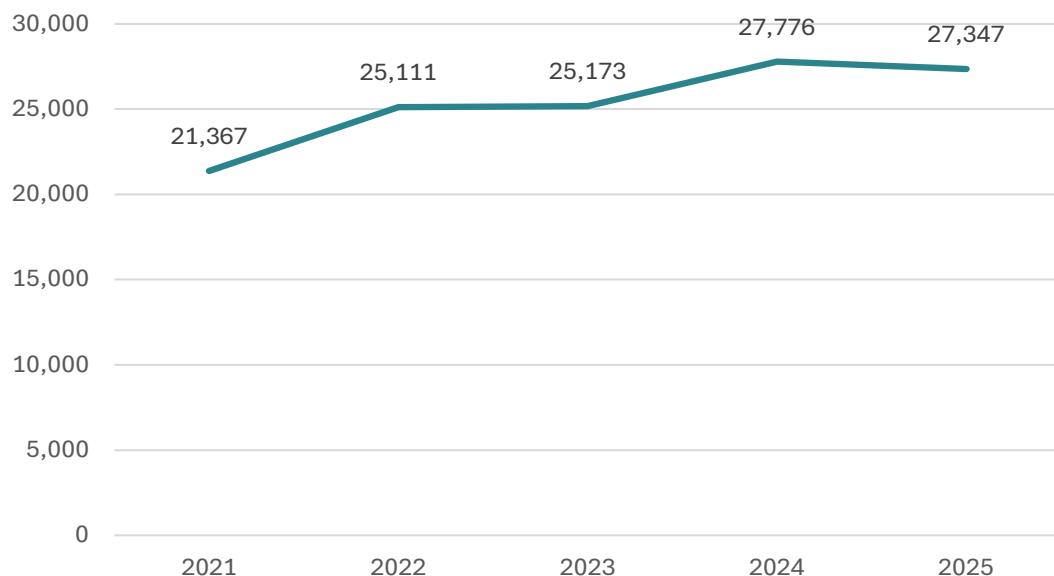


Increase in Annual Ridership

Annual Ridership of Shoreline Metro (Fixed-Route)



Annual Ridership Metro Connection (Paratransit)



Source: Shoreline Metro, 2025

DESIRED TREND



Decrease in Annual Ridership

ACTUAL TREND



Increase in Annual Ridership

Buses At or Past Replacement Age

DESIRED TREND



Decreasing Number of Revenue Vehicles Beyond Their Useful Lives

ACTUAL TREND 2023-2025



Increasing Percentage of Vehicles Beyond Their Useful Lives

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) 2023-2025

Type of Vehicle	% of Vehicles Beyond ULB		
	2023	2024	2025
Heavy Duty Buses	9%	18%	23%
Medium Duty Buses	50%	0%	0%
Light Duty Buses	0%	0%	55%

Source: Shoreline Metro, 2025

System Safety and Reliability

Measure	Performance			
	Goal	2023	2024	2025
Number of Accidents Per Year	5	5	4	8
On Time Performance	95%	98%	98%	90%
Number of Vehicles Out of Service for 30+ Days	1	1	0	2

DESIRED TREND



Steadiness in Safety and Reliability

ACTUAL TREND 2023-2025



Decrease in Safety and Reliability

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	(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) 972-8080	Yes
Airport Connection and GO Riteway	Airport Limousine Service to and from Mitchell International	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	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	(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 53081		
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	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	School Bus Service serving Plymouth, Elkhart Lake, Kohler, and	808 Valley Rd Plymouth, WI 53073	(920) 893-5941	Yes
The Best Taxi	Taxi Service	611 South 15th Street Sheboygan, WI 53081	(920) 287-9372 (920) 254-6303	
Sheboygan County Interfaith Organization	Transportation 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	

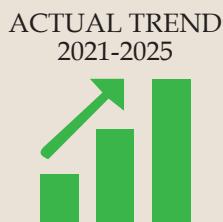
Intercity Bus Lines

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	



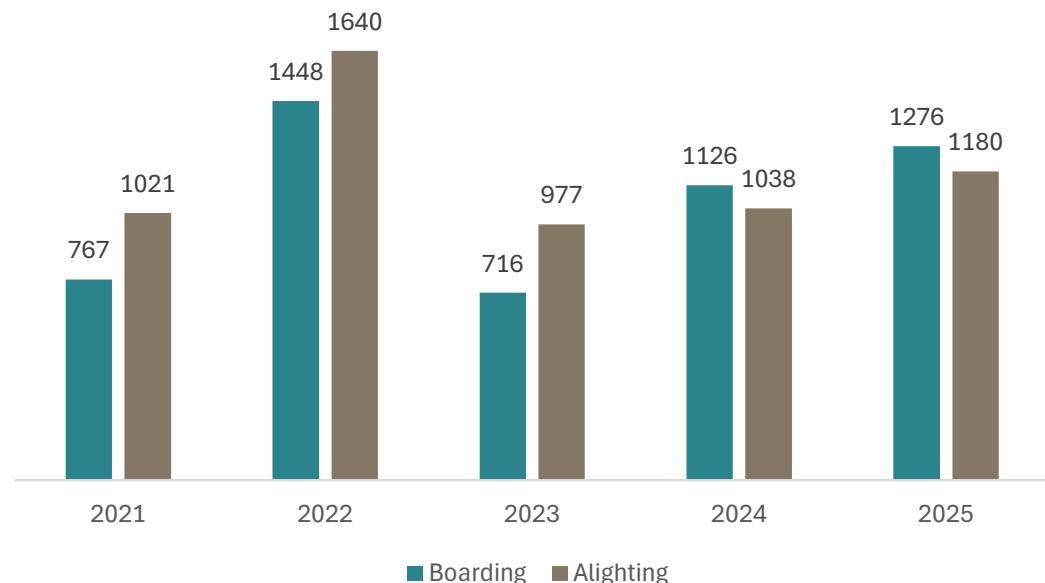
DESIRED TREND
Increasing Intercity Bus Ridership to and from Sheboygan



ACTUAL TREND
2021-2025
Increasing Ridership to and from Sheboygan

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, 2021 - 2025



Source: WisDOT Bureau of Transit, Local Roads, Railroads and Harbors, Transit Section, Indian Trails Bus Line

Active Transportation

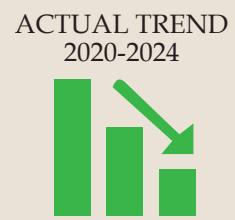
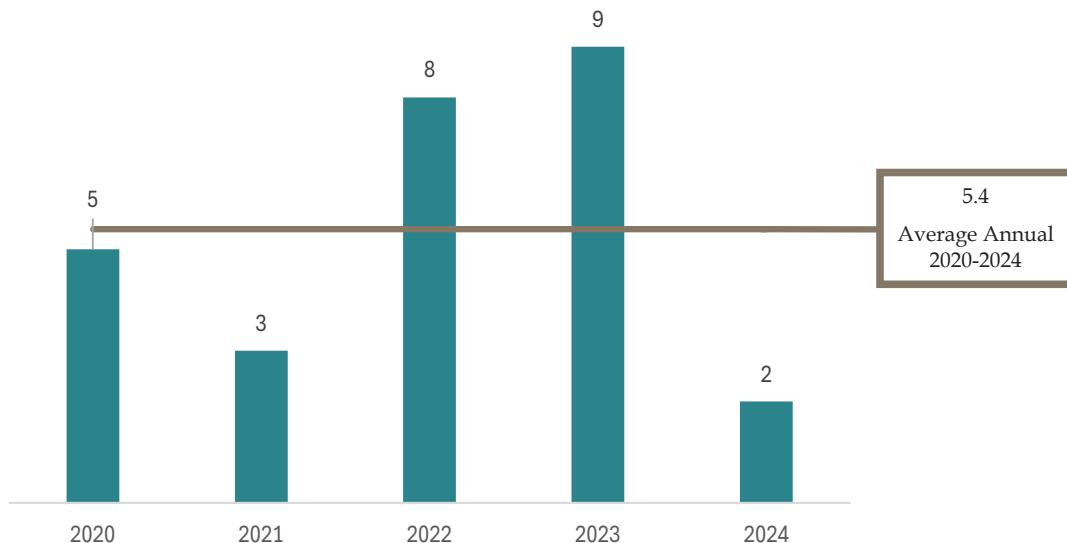
Safety/Crashes

Non-Motorized Fatalities & Serious Injuries, 2020-2024

	2020	2021	2022	2023	2024
Bicycle Fatalities	0	0	0	0	0
Bicycle Serious Injuries	0	2	2	4	2
Pedestrian Fatalities	0	0	3	2	0
Pedestrian Serious Injuries	5	1	3	3	0
Total	5	3	8	9	2



DESIRED TREND
Decrease in # of Non-Motorized Fatalities and Serious Injuries



ACTUAL TREND
2020-2024
Decrease in # of Non-Motorized Fatalities and Serious Injuries

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
359.87



Miles of Paved Shoulders
42.38



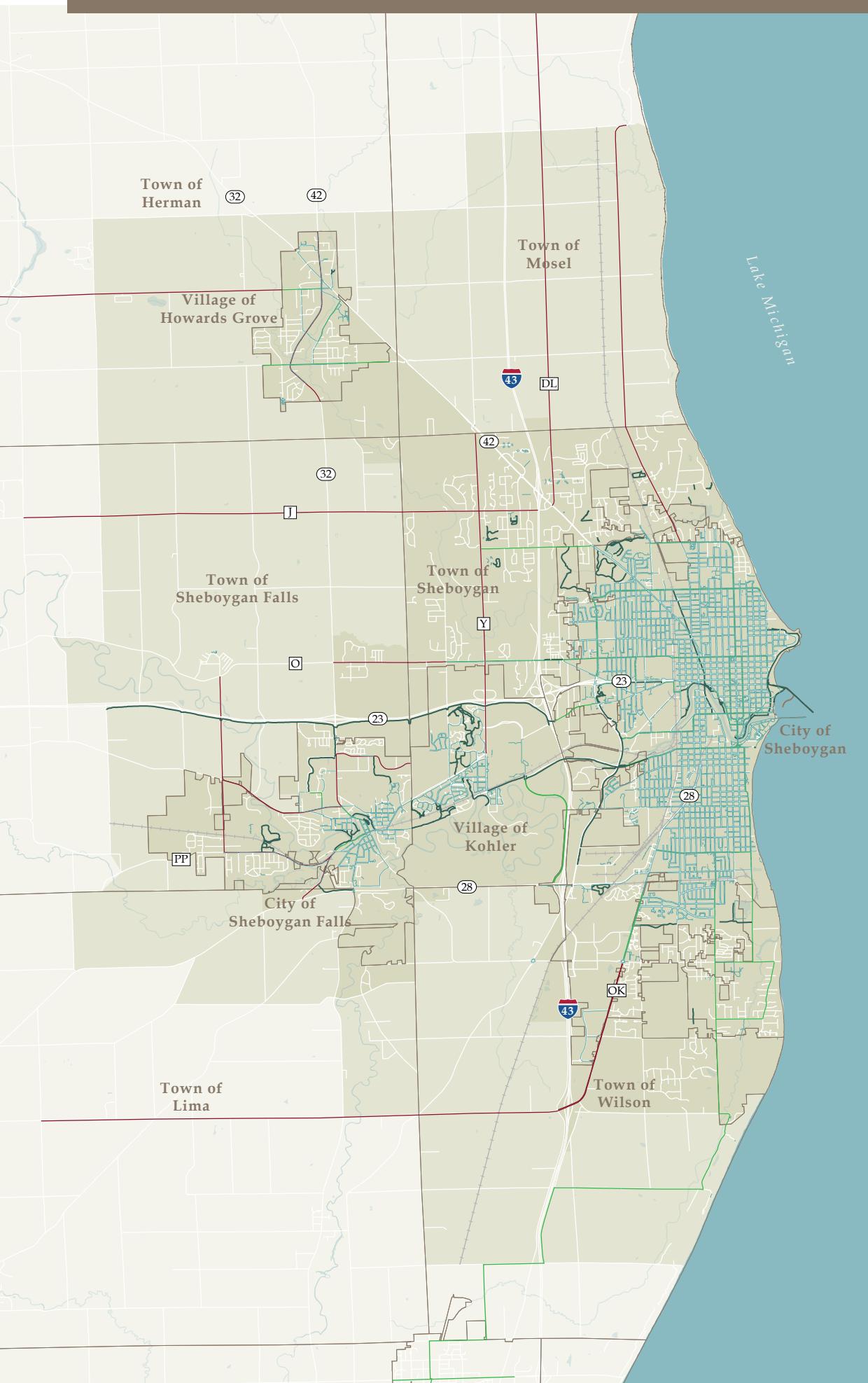
Miles of Bike Lanes/
Sharrows
44.49



Miles of Trails
40.45

Source: Bay Lake Regional Planning Commission GIS, 2026

Bicycle and Pedestrian Facilities



Sheboygan Metropolitan Planning Area



Sheboygan County, Wisconsin

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



Sources: Bay-Lake RPC, 2025, 2026; Sheboygan County, 2024; Shoreline Metro, 2025; LTSB, 2024; UW-TOPS Lab, 2025; WDNR, 2022; WisDOT, 2025.

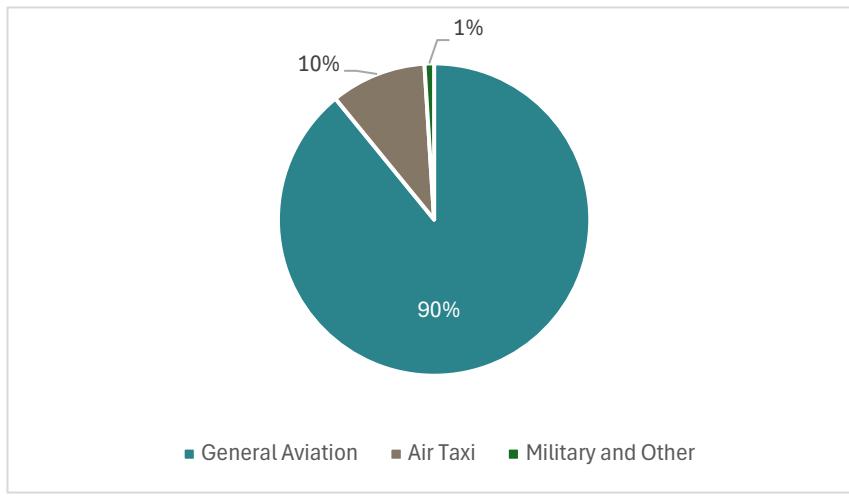
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Air Traffic

The 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, among others. A new Customs facility opened in April 2021. There were **28,391** total annual operations in calendar year 2025.

Annual Aircraft Operations by Type at Sheboygan County Memorial International Airport

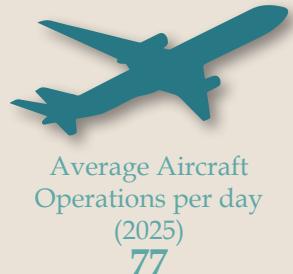
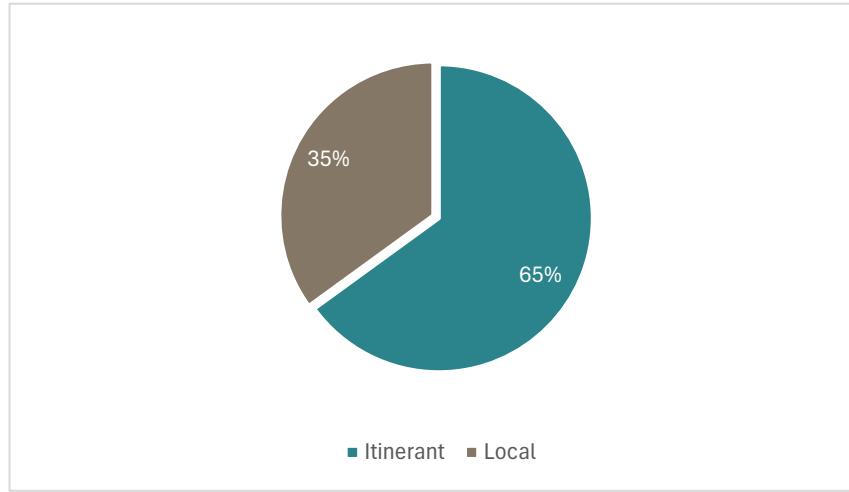


Airport Acres
1,094



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

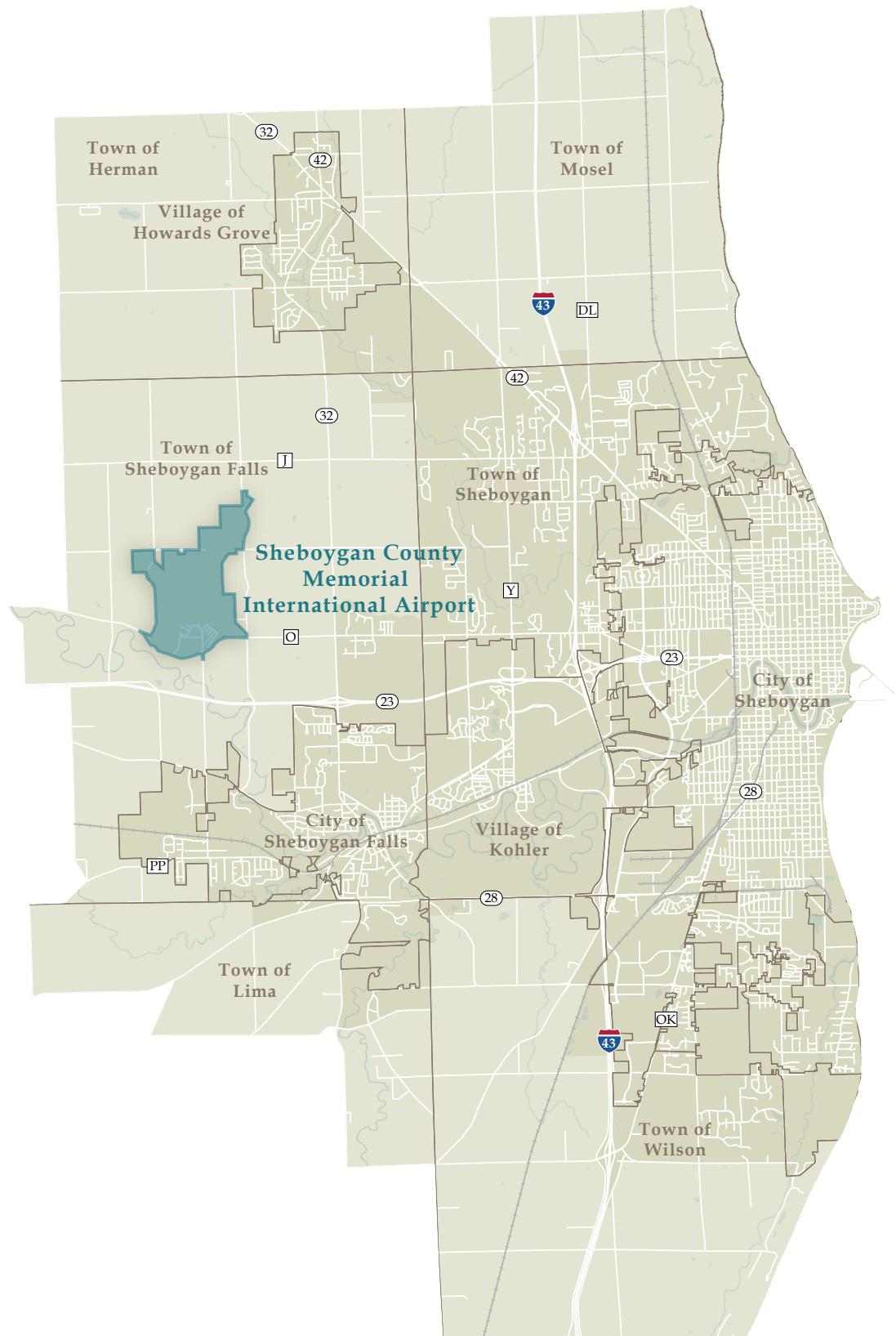
General Aviation Breakdown (Itinerant vs. Local)



Average Aircraft Operations per day (2025)
77

Source: Sheboygan County Memorial International Airport, 2025

Airport Location Map

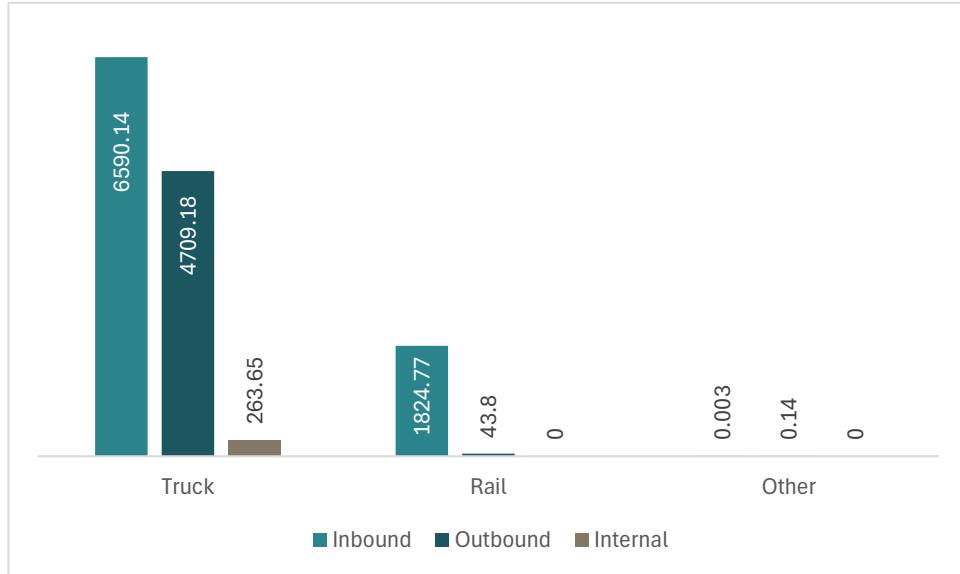


Freight

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.

Sheboygan MPA

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

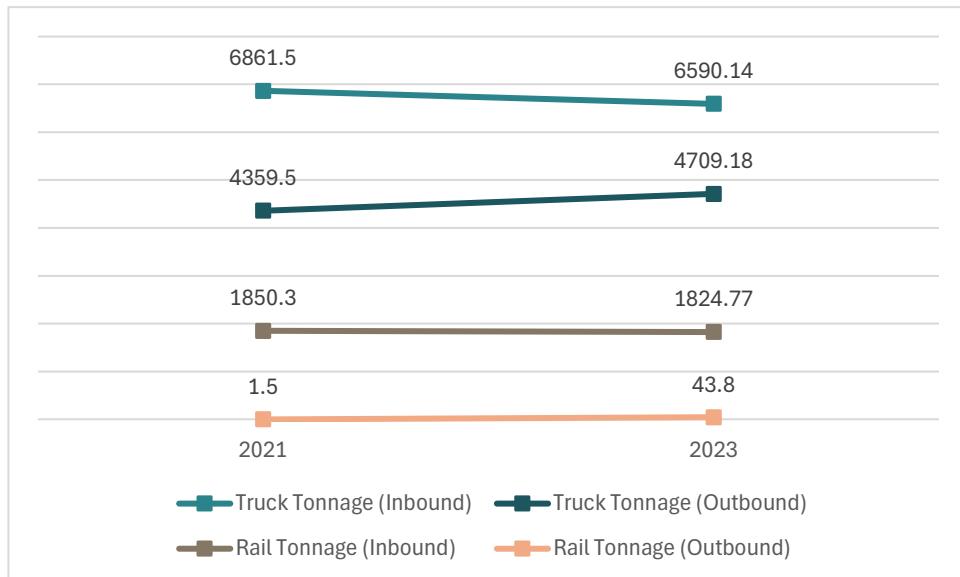


Miles of Truck Routes
150



Number of Freight
Terminals
55

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



Miles of Railroads
35

Source: Commodity Flow Survey, WisDOT (IHS TRANSEARCH, 2021 & 2023)

Terminating Shipments in Sheboygan County by Truck

Commodity	1000 Tons	Percent
Dairy Farm Products	2348.59	34.30%
Gravel or Sand	794.94	11.60%
Broken Stone or Riprap	380.87	5.60%
Misc Industrial Organic Chemicals	380.05	5.50%
Grain	349.57	5.10%
Warehouse & Distribution Center	292.48	4.30%
Petroleum Refining Products	198.19	2.90%
Cheese or Special Dairy Products	130.2	1.90%
Distilled or Blended Liquors	125.15	1.80%
Ready-mix Concrete, Wet	120.5	1.80%
Other	1733.26	25.30%

Originating Shipments in Sheboygan County by Truck

Commodity	1000 Tons	% of Total
Warehouse & Distribution Center	616.29	12.40%
Broken Stone or Riprap	431.92	8.70%
Grain	406.65	8.20%
Dairy Farm Products	366.87	7.40%
Cheese or Special Dairy Products	314.48	6.30%
Aluminum or Alloy Castings	290.23	5.80%
Misc Plastic Products	204.28	4.10%
Sanitary Paper Products	190.45	3.80%
Misc Waste or Scrap	171.82	3.50%
Plastic Mater or Synth Fibers	120.33	2.40%
Other	1859.5	37.40%

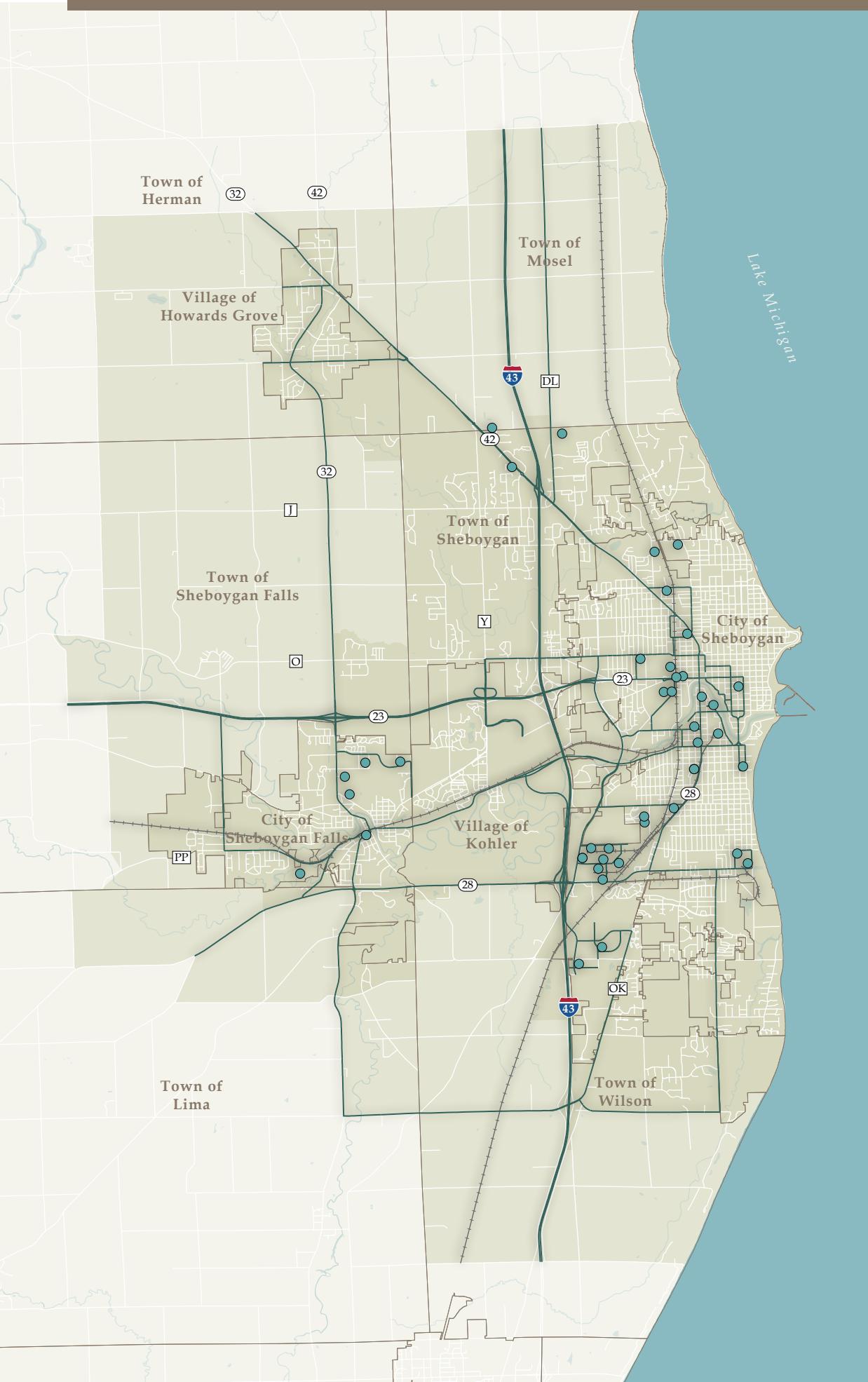
Terminating Shipments in Sheboygan County by Rail

Commodity	1000 Tons	Percent
Bituminous Coal	1483.36	81.30%
Plastic Mater or Synth Fibres	85.74	4.70%
Misc Industrial Organic Chemicals	56.93	3.10%
Cheese or Special Dairy Products	51.78	2.80%
Potassium or Sodium Compound	23.88	1.30%
Fiber, Paper or Pulpboard	20.6	1.10%
Cyclic Intermediates or Dyes	19.78	1.10%
Liquefied Gases, Coal or Petroleum	16.89	0.90%
Lumber or Dimension Stock	13.22	0.70%
Petroleum Refining Products	9.22	0.50%
Other	43.37	2.40%

Originating Shipments in Sheboygan County by Rail

Commodity	1000 Tons	% of Total
Malt	21.9	50.00%
Grain	10.24	23.40%
Oil Kernels, Nuts or Seeds	4.39	10%
Metal Scrap or Tailings	2.47	5.60%
Ashes	2.06	4.70%
Soybean Oil or By-products	0.94	2.10%
Plastic Mater or Synth Fibres	0.68	1.60%
Gravel or Sand	0.58	1.30%
Misc Industrial Organic Chemicals	0.47	1.10%
Cheese or Special Dairy Products	0.09	0.20%

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

0 1 2 Miles 

Sources: Bay-Lake RPC, 2025, 2026; Sheboygan County, 2024; Shoreline Metro, 2025; LTSB, 2024; UW-TOPS Lab, 2025; WDNR, 2022; WisDOT, 2025.

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