

**The following has been shared with
permission from
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Transportation and Health Tool: A New Tool to Drive Policy Decisions

Exploring the THT

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<http://www.transportation.gov/transportation-and-health-tool>

What is the Transportation Health Tool?

A set of transportation and public health **INDICATORS** to help show how an area compares on several transportation and health metrics

A **RESOURCE** to help understand the links between transportation and health

A set of **STRATEGIES** to improve public health through transportation programs and policies

<http://www.transportation.gov/transportation-and-health-tool>

How can you use the Tool?

- **View indicators**
- **Learn more about the indicators**
- **Identify strategies to improve transportation and health outcomes**
- **Explore information, resources, and research about the relationship between transportation and health**
- **Understand how the tool assigns scores**
- **Review how and why the tool was developed**

<http://www.transportation.gov/transportation-and-health-tool>

What are the 14 Indicators?

Transportation

- Commute Mode Share
- Person Miles Traveled by Mode
- Public Transportation Trips per Capita
- Vehicle Miles Traveled per Capita
- Housing & Transportation Affordability
- Land Use Mix
- Proximity to Major Roadways

Health

- Alcohol-Impaired Fatalities
- Road Traffic Fatalities by Mode
- Road Traffic Fatalities Exposure Rate by Mode
- Physical Activity from Transportation

Policy

- Seat Belt Use
- Complete Streets Policies
- Use of Federal Funds for Bicycle and Pedestrian Efforts

<http://www.transportation.gov/transportation-and-health-tool>

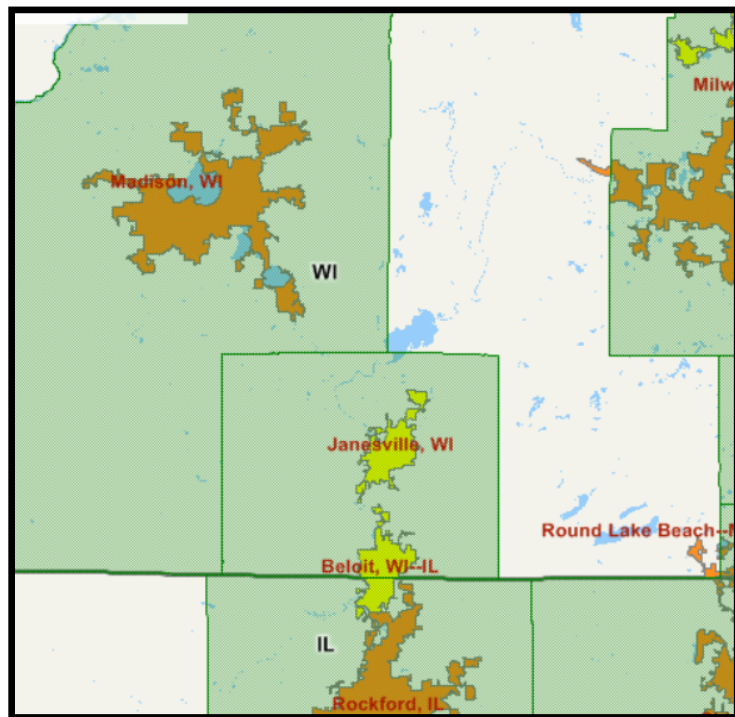
What is the Geography?

Metropolitan Statistical Areas

(MSA) - Groups of counties showing strong commuting ties with at least one US Census urbanized area.

Urbanized Areas (UZA) -

Densely settled areas of 50K or people comprised of census tracts.



Indicator	Geography		
	State	MSA	UZA
Commute Mode Share (Auto, Transit, Bike, Walk)	X	X	
Complete Streets	X	X	
DUI/DWI Fatalities	X	X	
Housing/Transportation Affordability		X	
Land Use Mix		X	
PMT (Auto, Walking)	X		
Physical Activity from Transportation	X		
Proximity to Major Roadways	X	X	
Road Traffic Fatalities (Auto, Bike, Ped)	X	X	
Seat Belt Use	X		
Traffic Fatalities Exposure Rate (Auto, Bike, Ped)	X	X	
Transit Trips per Capita	X		X
Use of Federal Funds for Bike/Ped	X		
VMT per Capita	X		X

The Front Page

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Transportation and Health Tool



Photo credit: www.pedbikeimages.org / Laura Sandt

What is the Transportation and Health Tool?

The Transportation and Health Tool (THT) was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems.

Contact Us

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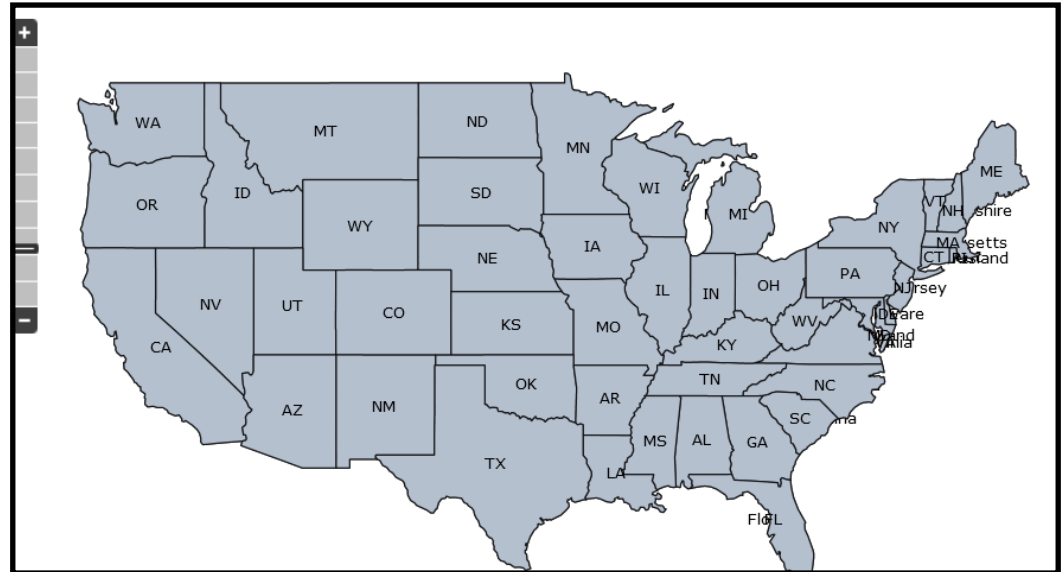
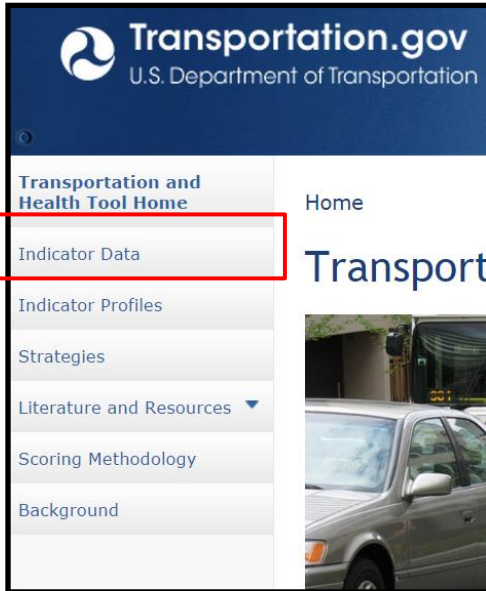
Share



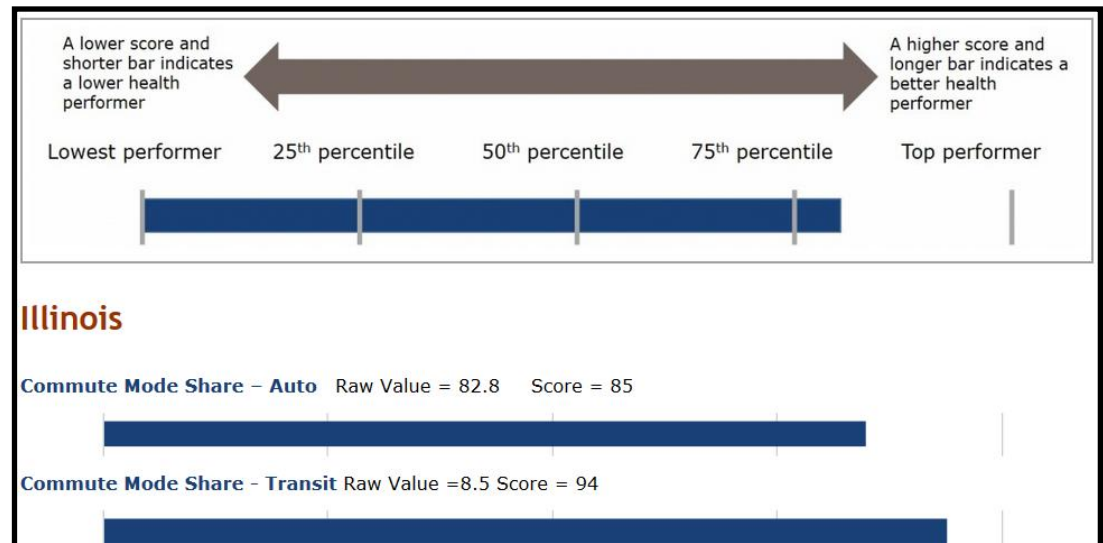
Submit Feed

<http://www.transportation.gov/transportation-and-health-tool>

The Indicator Data tab



This is where you drill down on geography and view the indicators (metrics)



Drilling down to the Indicators (metrics)

The screenshot shows the 'Transportation and Health Indicators' tool on the Transportation.gov website. The interface includes a top navigation bar with the DOT logo and search bar, and a left sidebar with a menu. The main content area features a descriptive paragraph about indicators, a tabbed interface for geographic scales, and a map of the United States. Red arrows point from a text box to the 'Indicator Data' menu item and the geographic scale tabs. A 'Submit Feed' button is visible in the bottom right corner of the map area.

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Transportation and Health Indicators

Indicators are data points that measure how the transportation environment affects health issues such as safety, active transportation, air quality, and connectivity to destinations. Different indicators are available for states, metropolitan areas, and urbanized areas. Select a geography tab below, and then click on the map to view results. For each indicator, the THT results show the raw value as well as a score from 0 to 100 that indicates what percentile the state, metropolitan area, or urbanized area is in. When viewing results, click on the name of each indicator for more information on what the indicator measures and where data come from. [Download a spreadsheet with the complete dataset.](#)

Select a tab to view indicators at the State level, Metropolitan Statistical Area (MSA) level, or Urbanized Area (UZA) level.

States **Urbanized Areas** **Metropolitan Statistical Areas**

Click on tabs to access indicator data at different geographic scales

WA MT ND MN WI OR ID SD ME NH VT

Submit Feed

Choose the geography and area

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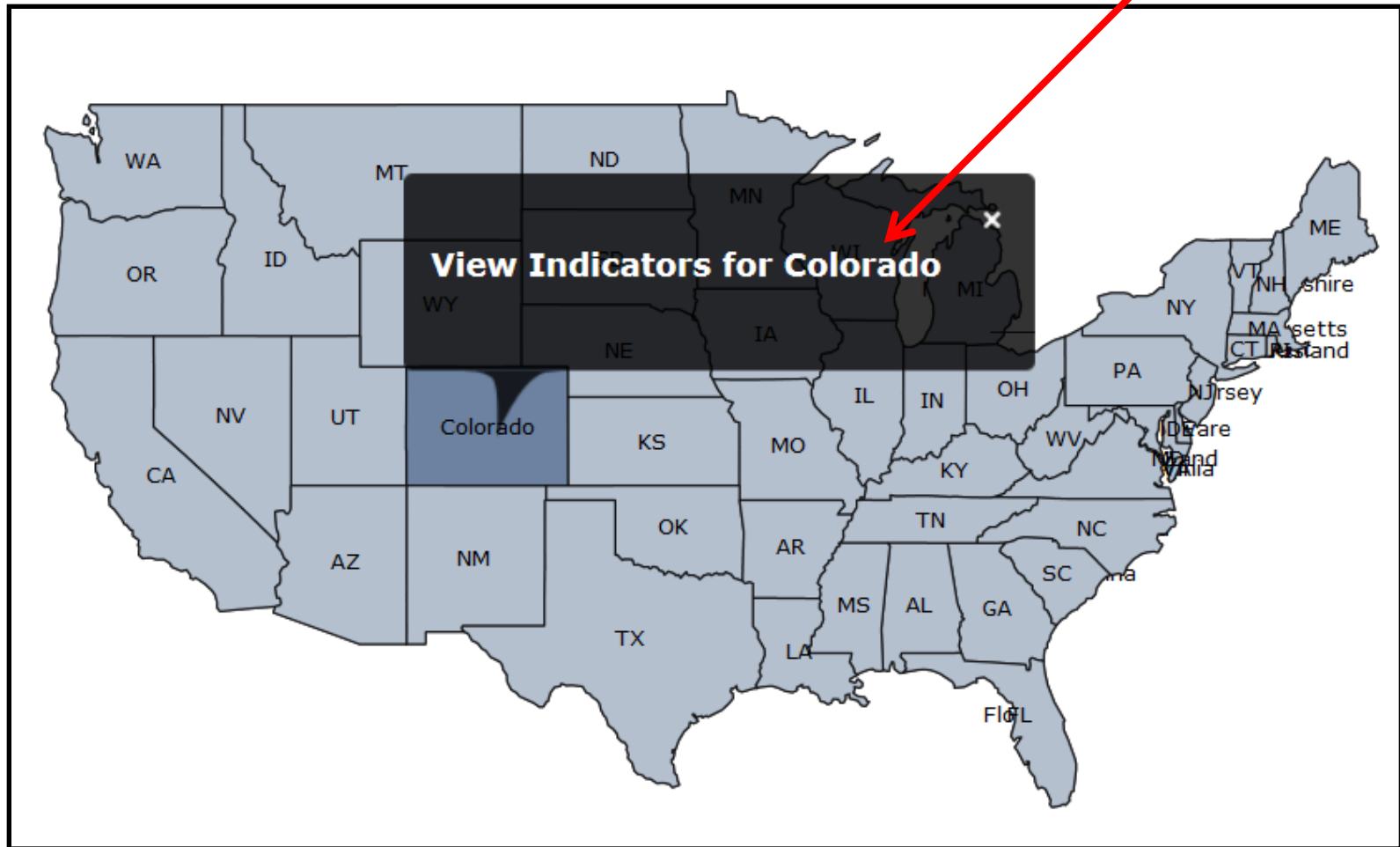
States Urbanized Areas Metropolitan Statistical Areas

Click on a state

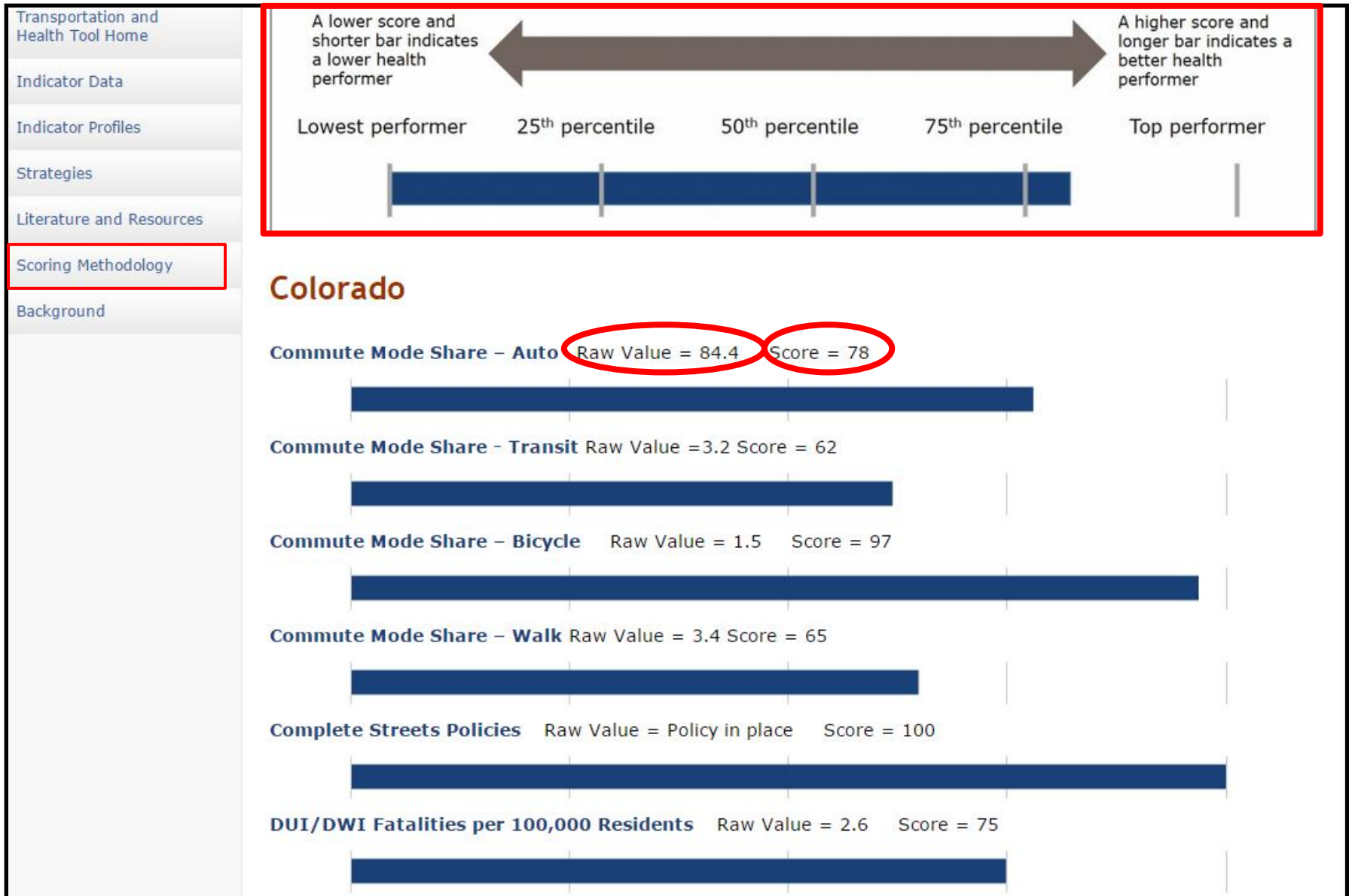
The image shows a screenshot of the Transportation.gov website. The main content area displays a map of the United States with state boundaries and abbreviations. Colorado is highlighted in a darker blue color. A red arrow points to Colorado with the text 'Click on a state'. The map is part of a tool that allows users to select geography and area for data analysis. The left sidebar contains navigation links for 'Transportation and Health Tool Home', 'Indicator Data', 'Indicator Profiles', 'Strategies', 'Literature and Resources', 'Scoring Methodology', and 'Background'. The top navigation bar includes 'About DOT', 'Our Activities', and 'Areas of Focus'. The map is titled 'States' and includes a legend for 'Urbanized Areas' and 'Metropolitan Statistical Areas'. A zoom control is visible on the left side of the map.

You get a confirmation box

Click it



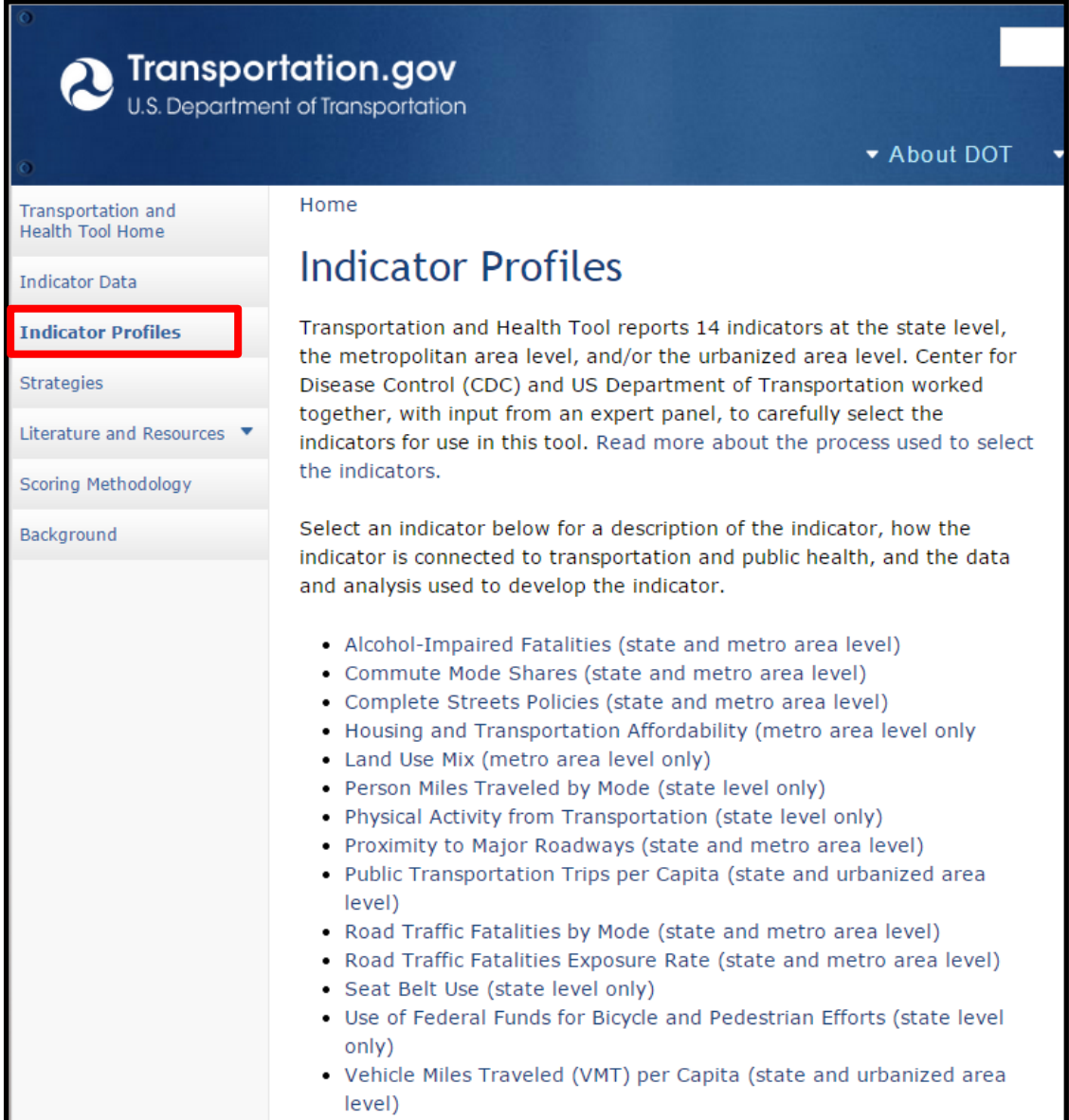
Presto!!! The Indicators (metrics) appear



The Indicator Profiles tab

Information Provided

- Indicator Description
- Transportation and Health Connection
- About the Data
- Moving Forward
- Related Strategies
- References



The screenshot shows the Transportation.gov website with the 'Indicator Profiles' tab highlighted in the left sidebar. The main content area displays the title 'Indicator Profiles' and a paragraph explaining that the Transportation and Health Tool reports 14 indicators at the state, metropolitan area, and urbanized area levels. It mentions the collaboration between the CDC and the U.S. Department of Transportation. Below this, there is a list of 14 indicators, each with its geographic scope (state, metro area, or urbanized area level).

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U.S. Department of Transportation

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Indicator Profiles

Transportation and Health Tool reports 14 indicators at the state level, the metropolitan area level, and/or the urbanized area level. Center for Disease Control (CDC) and US Department of Transportation worked together, with input from an expert panel, to carefully select the indicators for use in this tool. [Read more about the process used to select the indicators.](#)

Select an indicator below for a description of the indicator, how the indicator is connected to transportation and public health, and the data and analysis used to develop the indicator.

- Alcohol-Impaired Fatalities (state and metro area level)
- Commute Mode Shares (state and metro area level)
- Complete Streets Policies (state and metro area level)
- Housing and Transportation Affordability (metro area level only)
- Land Use Mix (metro area level only)
- Person Miles Traveled by Mode (state level only)
- Physical Activity from Transportation (state level only)
- Proximity to Major Roadways (state and metro area level)
- Public Transportation Trips per Capita (state and urbanized area level)
- Road Traffic Fatalities by Mode (state and metro area level)
- Road Traffic Fatalities Exposure Rate (state and metro area level)
- Seat Belt Use (state level only)
- Use of Federal Funds for Bicycle and Pedestrian Efforts (state level only)
- Vehicle Miles Traveled (VMT) per Capita (state and urbanized area level)

Drill down on Indicator Profiles tab

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Complete Streets Policies

Indicator Description

The Complete Streets Policies indicator provides information on whether or not a state or the metropolitan planning organization that serves the region or a given metro area has adopted a complete streets policy that requires or encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation. Data come from the National Complete Streets Coalition's list of complete streets policies. A score of either 0 (no policy) or 100 (policy in place) is provided for this indicator.

Transportation and Health Connection

Roadways traditionally have been designed primarily for motor vehicles. A personal vehicle-centric design approach

<http://www.transportation.gov/transportation-and-health-tool>

The Strategies tab

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Information Provided

- **Description**
- **Tie to indicators**
- **Health Benefits**
- **Resources-more Info**
- **Evidence Base**
- **Field Examples**

- Built environment strategies to deter crime
- Child Passenger Safety laws, child safety seat distribution programs, education and enhanced enforcement
- Clean freight
- Complete Streets
- Distracted driving
- Encourage and promote safe Bicycling and walking
- Expand bicycle and pedestrian infrastructure
- Expand public transportation
- Graduated driver licensing systems
- Health impact assessment (HIA)
- Health performance metrics
- High-occupancy vehicle lanes
- Impaired driving laws
- Improve roadway safety
- Improve vehicles and fuels
- Integrate health and transportation planning
- In-vehicle monitoring and feedback
- Multimodal access to public transportation
- Promote connectivity
- Ride sharing programs
- Rural public transportation systems
- Safe Routes to School programs
- Seat belt laws
- Strengthen helmet laws
- Traffic calming to slow vehicle speeds

<http://www.transportation.gov/transportation-and-health-tool>

Drilling down on a strategy

Information Provided

- Description
- Tie to indicators
- Health Benefits
- Resources-more Info
- Evidence Base
- Field Examples

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Promoting Connectivity

A well-connected transportation network reduces the distances traveled to reach destinations, increases the options for routes of travel, and can facilitate walking and bicycling. Well-connected, multimodal networks are characterized by seamless bicycle and pedestrian infrastructure, direct routing, accessibility, few dead-ends, and few physical barriers. Increased levels of connectivity are associated with higher levels of physical activity from transportation. Connectivity via transportation networks can also improve health by increasing access to health care, goods and services, etc. Strategies to improve pedestrian and bicycle connectivity include

- Short block lengths
- Implementation of a Complete Streets policy
- Bicycle/pedestrian outlets for cul-de-sacs and dead ends
- Prioritization of multimodal access to public transportation
- Safe and visible bicycle and pedestrian facilities (Oregon DOT 2010)

Related Transportation and Health Tool Indicators

- [Commute Mode Share](#)
- [Complete Streets Policies](#)
- [Land Use Mix](#)
- [Miles Traveled by Mode](#)
- [Physical Activity from Transportation](#)
- [Road Traffic Fatalities by Mode](#)
- [Road Traffic Fatalities Exposure Rate](#)
- [Public transportation Trips per Capita](#)
- [Use of Federal Funds for Bicycle and Pedestrian Efforts](#)
- [VMT per Capita](#)

How can this strategy result in health benefits?

- Address chronic disease (e.g., asthma, diabetes, heart disease)
- Improve access to health-supportive resources
- Improve equity
- Increase physical activity

Lets see how it works

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Photo credit: www.pedbikeimages.org / Laura Sandt

What is the Transportation and Health Tool?

The Transportation and Health Tool (THT) was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems.

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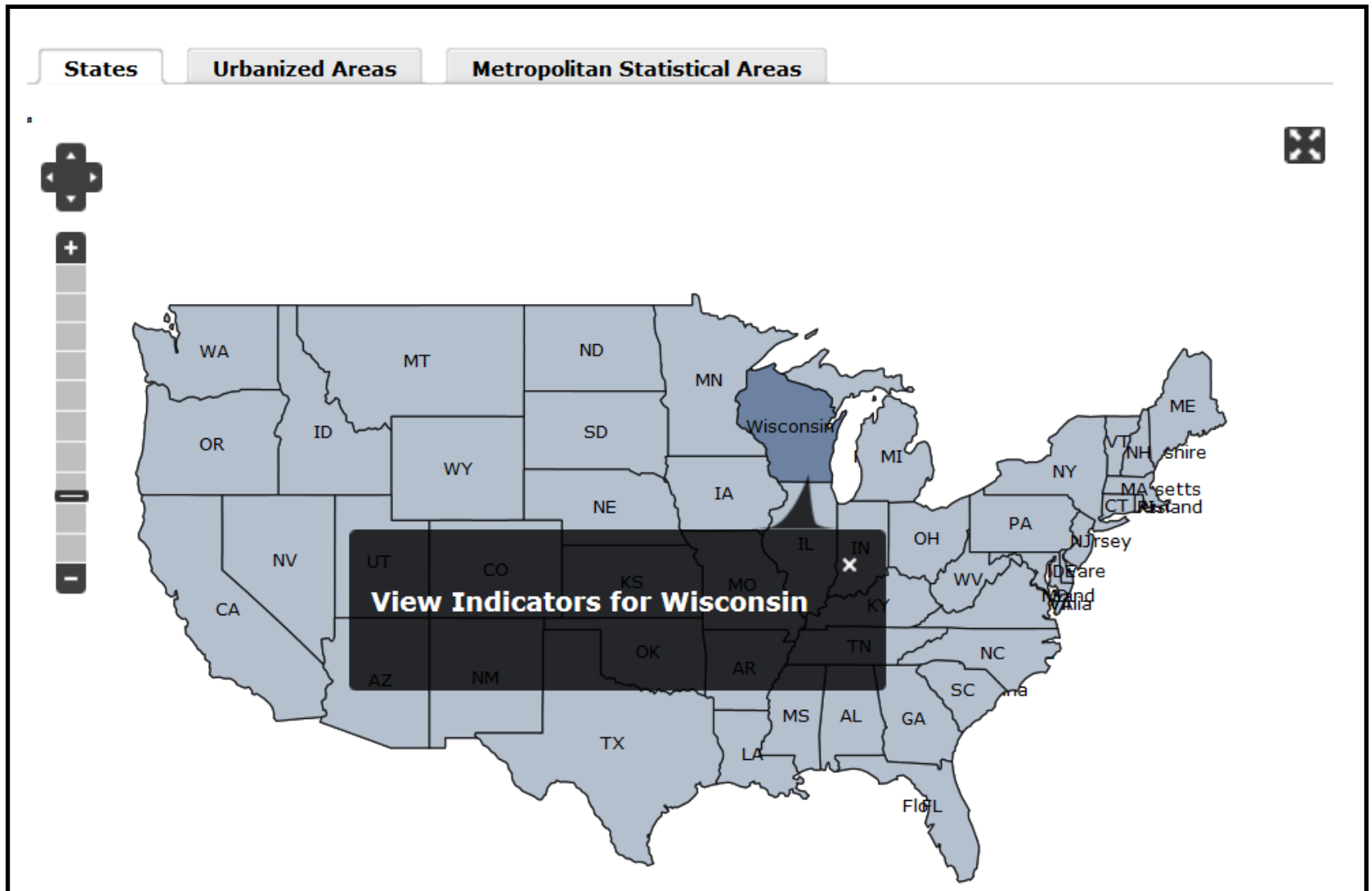
Share



Submit Feed

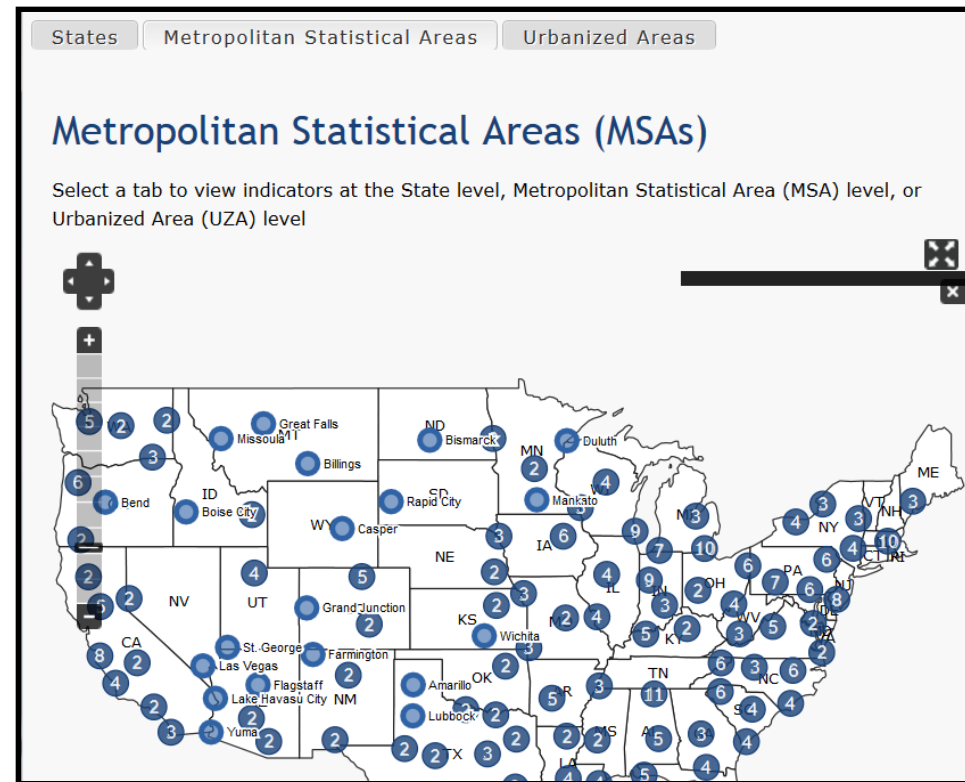
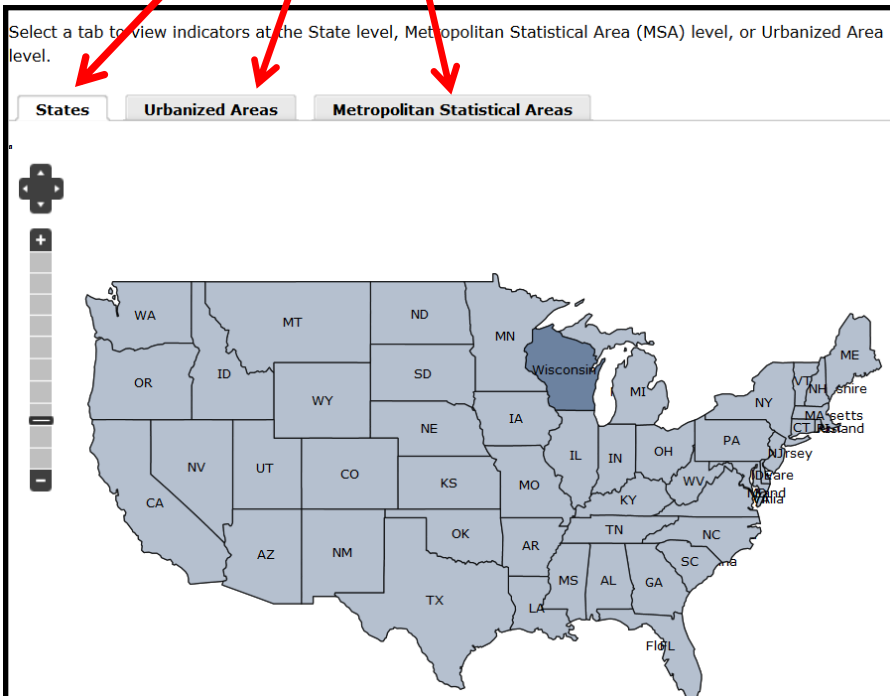
<http://www.transportation.gov/transportation-and-health-tool>

Selecting an area



What if you want an MSA or UZA?

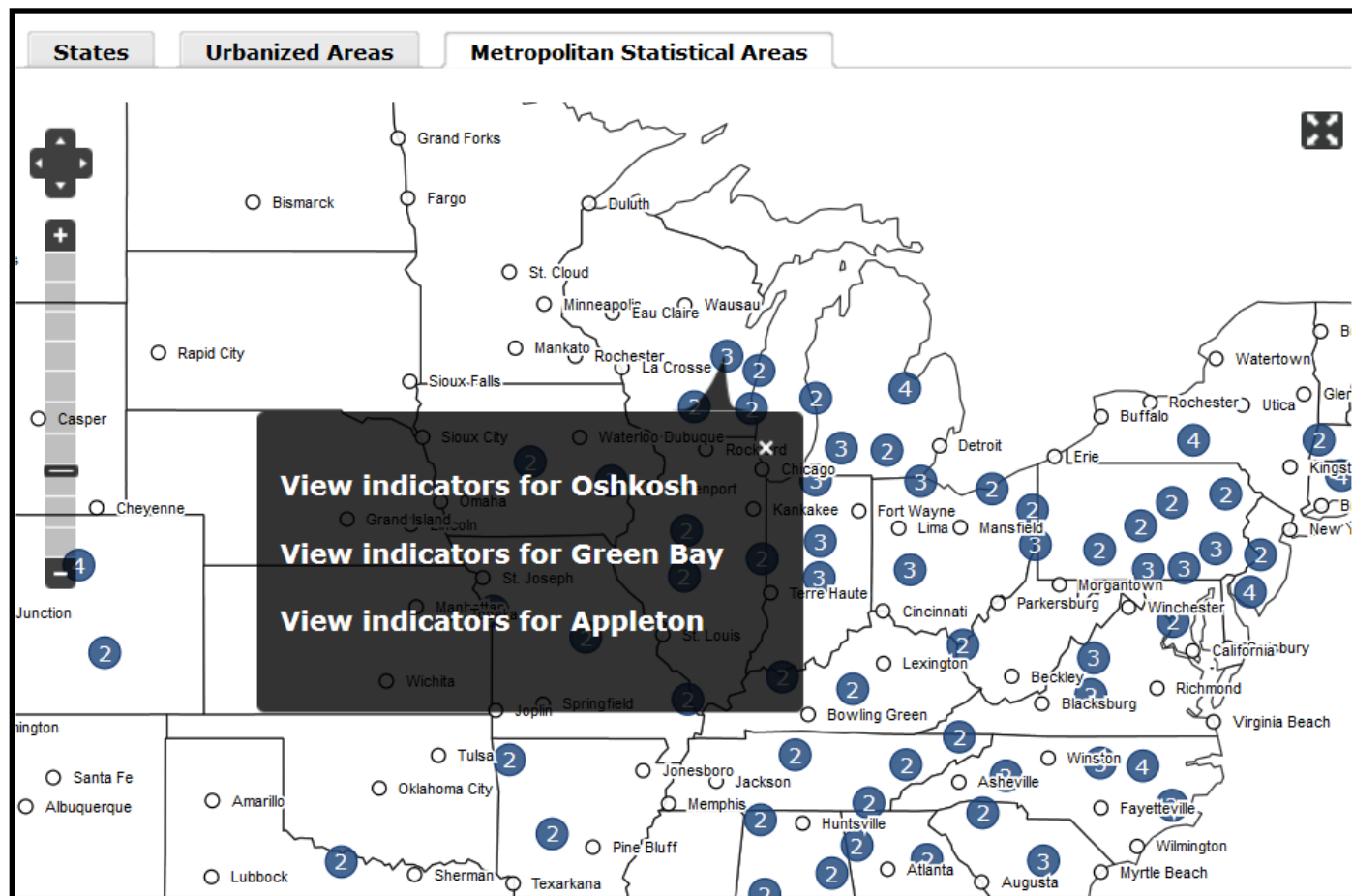
Click



**For the MSA and Urbanized Areas
you need to use the map zoom to
view the individual areas**

Or you get these dots

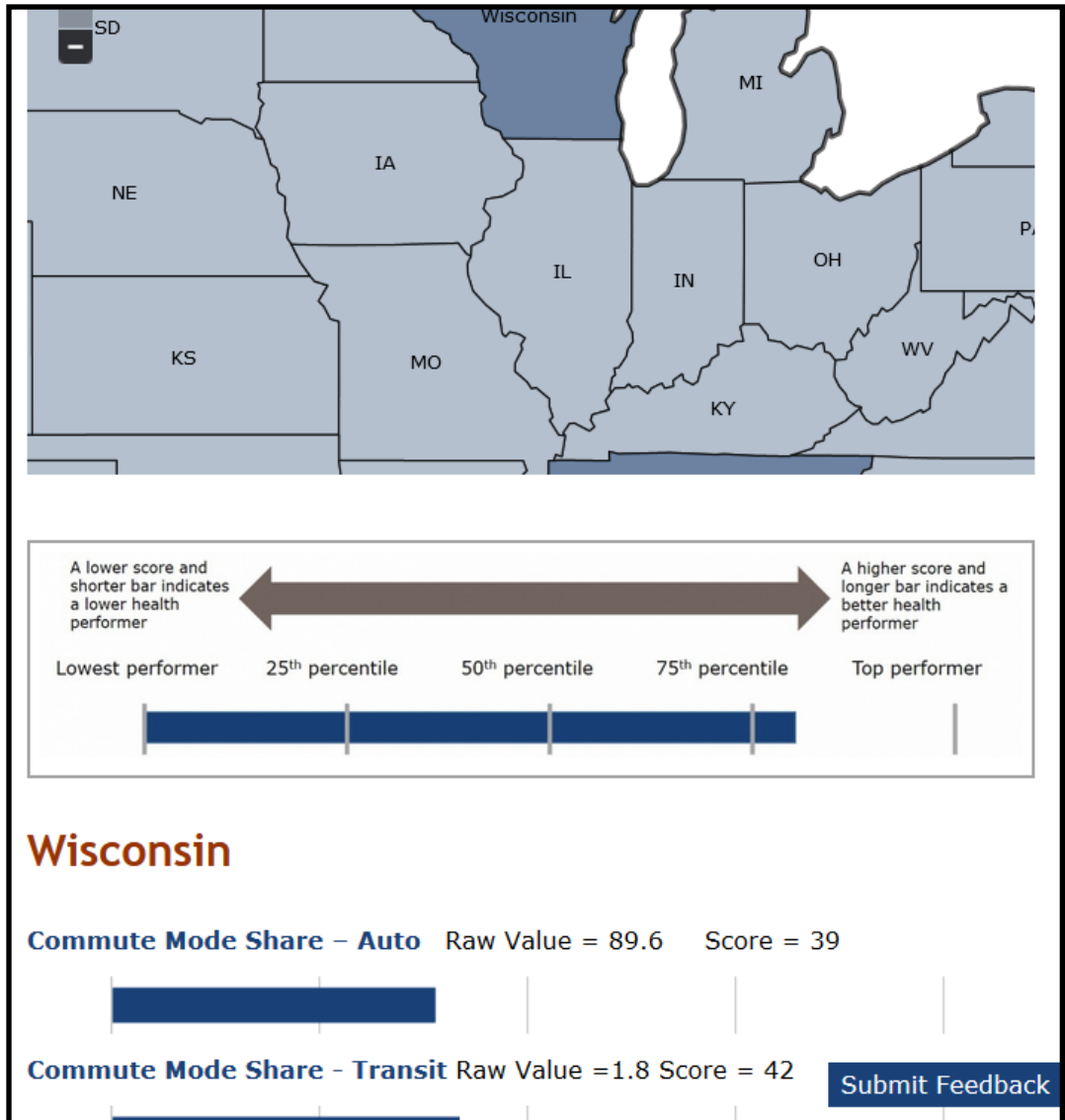
Selecting MSAs



If you click on one of the cluster number instead of zooming in you will get a list of the MSAs (UZAs) that you can click. I clicked on the “3” in Wisconsin

Lets go back to the State Indicators

When get your indicators you get map at the top of page followed by a list of the indicators that you have to scroll through.



Wisconsin

Commute Mode Share – Auto Raw Value = 89.6 Score = 39



Commute Mode Share – Transit Raw Value = 1.8 Score = 42



Commute Mode Share – Bicycle Raw Value = 0.9 Score = 40



Commute Mode Share – Walk Raw Value = 3.3 Score = 62



Complete Streets Policies Raw Value = Policy in place Score = 50



DUI/DWI Fatalities per 100,000 Residents Raw Value = 0.000000 Score = 50



Person Miles of Travel by Private Vehicle Raw Value = 20000 Score = 20



Person Miles of Travel by Walking Raw Value = 200 Score = 50



And they do not fit nicely on one page

Road Traffic Fatalities per 100,000 Residents – Pedestrian Raw Value = 0.9 Score = 79



Road Traffic Fatalities Exposure Rate – Auto Raw Value = 10.3 Score = 61



Road Traffic Fatalities Exposure Rate – Bicycle Raw Value = 22.5 Score = 72



Road Traffic Fatalities Exposure Rate – Pedestrian Raw Value = 26.1 Score = 77



Seat Belt Use Raw Value = 0.80 Score = 23



Transit Trips per Capita Raw Value = 12.4 Score = 57



Use of Federal Funds for Bicycle and Pedestrian Efforts Raw Value = 1.30% Score = 22



Vehicle Miles Traveled per Capita Raw Value = 9,530 Score = 59



But here is something I did

THT ~ State of Wisconsin Indicators

Commute Mode Share – Auto Raw Value = 89.61% **Score = 39**

Commute Mode Share – Transit Raw Value = 1.8% **Score = 42**

Commute Mode Share – Bicycle Raw Value = 0.9% Score = 77

Commute Mode Share – Walk Raw Value = 3.3% Score = 62

Complete Streets Policies Raw Value = policy in place Score = 100

DUI/DWI Fatalities per 100,000 Residents Raw Value = 3.5 **Score = 49**

Person Miles of Travel by Private Vehicle Raw Value = 28,853 Score = 55

Person Miles of Travel by Walking Raw Value = 1200 **Score = 49**

Physical Activity from Transportation Raw Value = 8.87 Score = 51

Proximity to Major Roadways Raw Value = 0.03% Score = 57

Road Traffic Fatalities/100,000 Residents – Auto Raw Value = 9.3 Score = 59

Road Traffic Fatalities/100,000 Residents – Bicycle Raw Value = 0.2 Score = 53

Road Traffic Fatalities/100,000 Residents – Pedestrian Raw Value = 0.9 Score = 79

Seat Belt Use Raw Value = 0.80 **Score = 23**

Road Traffic Fatalities Exposure Rate – Auto Raw Value = 10.3 Score = 61

Road Traffic Fatalities Exposure Rate – Bicycle Raw Value = 22.5 Score = 72

Road Traffic Fatalities Exposure Rate – Pedestrian Raw Value = 26.1 Score = 77

Transit Trips per Capita Raw Value = 12.4 Score = 57

Use of Federal Funds for Bike and Ped Efforts Raw Value = 1.30% **Score = 22**

Vehicle Miles Traveled per Capita Raw Value = 9,530 Score = 59

THT ~ Appleton MSA

Commute Mode Share – Auto Raw Value = 91.8% **Score = 38**

Commute Mode Share – Transit Raw Value = 0.7% **Score = 30**

Commute Mode Share – Bicycle Raw Value = 0.5% Score = 52

Commute Mode Share – Walk Raw Value = 2.6% Score = 51

Complete Streets Raw Value = No policy **Score = 0**

DUI/DWI Fatalities per 100,000 Residents Raw Value = 1.8 Score = 79

Housing and Transportation Affordability Raw Value = 45.2% Score = 81

Land Use Mix Raw Value = 0.45 **Score = 19**

Proximity to Major Roadways Raw Value = 0.03% Score = 100

Road Traffic Fatalities/100,000 Residents – Auto Raw Value = 6.8 Score = 79

Road Traffic Fatalities/100,000 Residents – Bicycle Raw Value = 0.2 Score = 57

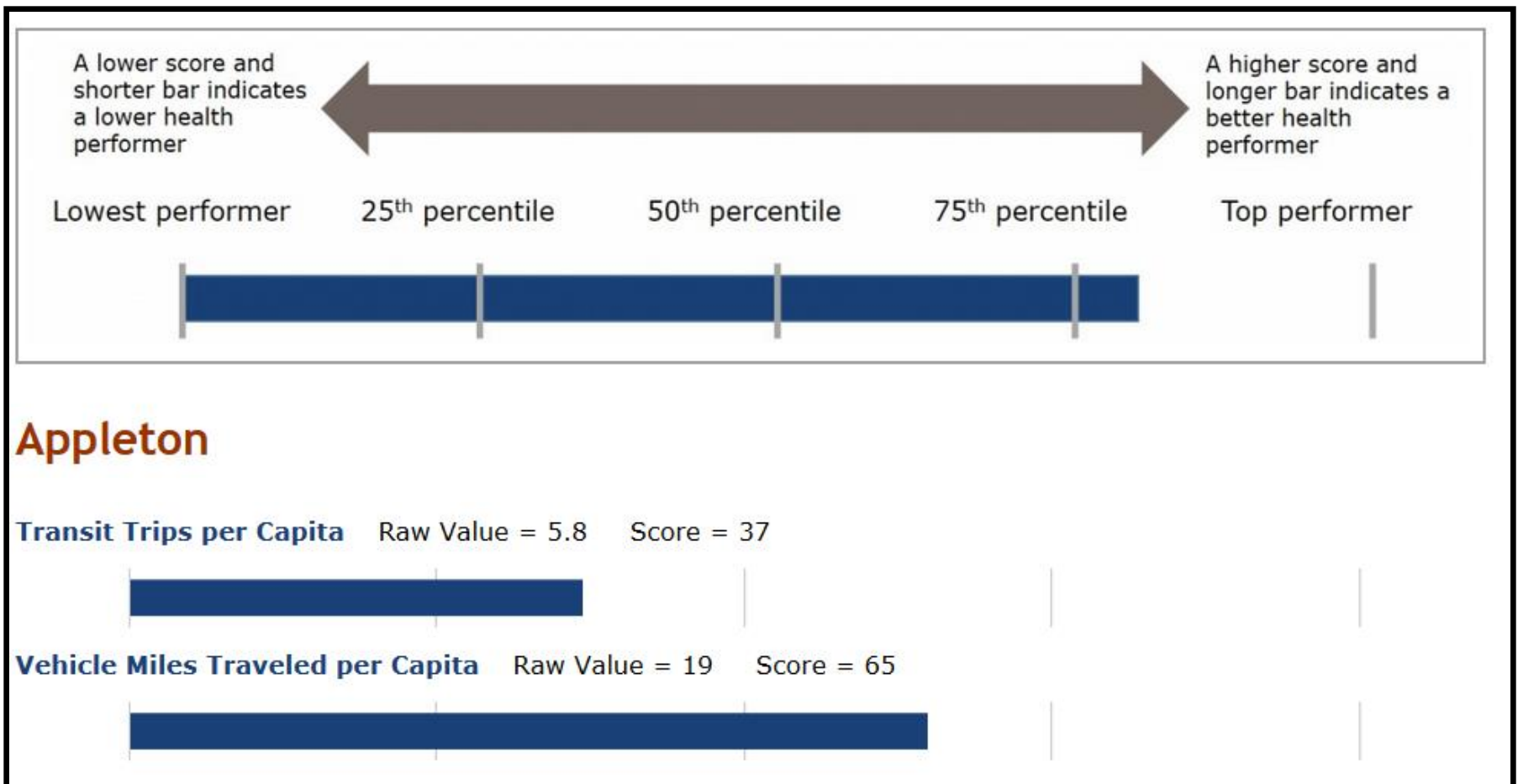
Road Traffic Fatalities/100,000 Residents – Pedestrian Raw Value = 0.3 Score = 97

Road Traffic Fatalities Exposure Rate – Auto Raw Value = 7.4 Score = 82

Road Traffic Fatalities Exposure Rate – Bicycle Raw Value = 35.2 **Score = 45**


Road Traffic Fatalities Exposure Rate – Pedestrian Raw Value = 10.4 Score = 95

THT ~ Appleton Urbanized Area



What if you want to know what a variable means like “Transit Trips per Capita” Click on it.

THT ~ Appleton Urbanized Area

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Public Transportation Trips per Capita

This indicator measures the average annual number of public transportation trips per capita among residents of an urbanized area. Data come from the 2013 American Public Transportation Association's *Public Transportation Fact Book*, which is based on data from the 2011 National Transit Database.

[Read More](#)

Updated: Monday, October 26, 2015

THT ~ State of Indiana Indicators

Commute Mode Share – Auto	Raw Value = 92.1%	Score = 20
Commute Mode Share – Transit	Raw Value = 1.1%	Score = 31
Commute Mode Share – Bicycle	Raw Value = 0.5%	Score = 50
Commute Mode Share – Walk	Raw Value = 2.2%	Score = 27
Complete Streets Policies	Raw Value = No policy	Score = 0
DUI/DWI Fatalities per 100,000 Residents	Raw Value = 3.5	Score = 49
Person Miles of Travel by Private Vehicle	Raw Value = 26,200	Score = 76
Person Miles of Travel by Walking	Raw Value = 132	Score = 14
Physical Activity from Transportation	Raw Value = 7.08	Score = 27
Proximity to Major Roadways	Raw Value = 0.01%	Score = 97
Road Traffic Fatalities/100,000 Residents – Auto	Raw Value = 10.6	Score = 46
Road Traffic Fatalities/100,000 Residents – Bicycle	Raw Value = 0.2	Score = 41
Road Traffic Fatalities/100,000 Residents – Pedestrian	Raw Value = 0.9	Score = 78
Seat Belt Use	Raw Value = 0.94	Score = 90
Road Traffic Fatalities Exposure Rate – Auto	Raw Value = 11.5	Score = 51
Road Traffic Fatalities Exposure Rate – Bicycle	Raw Value = 42.3	Score = 40
Road Traffic Fatalities Exposure Rate – Pedestrian	Raw Value = 40.5	Score = 53
Transit Trips per Capita	Raw Value = 11.7	Score = 55
Use of Federal Funds for Bike and Ped Efforts	Raw Value = 3.10%	Score = 90
Vehicle Miles Traveled per Capita	Raw Value = 11,737	Score = 18

THT ~ State of Wisconsin Indicators

Commute Mode Share – Auto Raw Value = 89.61% **Score = 39**

Commute Mode Share – Transit Raw Value = 1.8% **Score = 42**

Commute Mode Share – Bicycle Raw Value = 0.9% Score = 77

Commute Mode Share – Walk Raw Value = 3.3% Score = 62

Complete Streets Policies Raw Value = policy in place Score = 100

DUI/DWI Fatalities per 100,000 Residents Raw Value = 3.5 **Score = 49**

Person Miles of Travel by Private Vehicle Raw Value = 28,853 Score = 55

Person Miles of Travel by Walking Raw Value = 1200 **Score = 49**

Physical Activity from Transportation Raw Value = 8.87 Score = 51

Proximity to Major Roadways Raw Value = 0.03% Score = 57

Road Traffic Fatalities/100,000 Residents – Auto Raw Value = 9.3 Score = 59

Road Traffic Fatalities/100,000 Residents – Bicycle Raw Value = 0.2 Score = 53

Road Traffic Fatalities/100,000 Residents – Pedestrian Raw Value = 0.9 Score = 79

Seat Belt Use Raw Value = 0.80 **Score = 23**

Road Traffic Fatalities Exposure Rate – Auto Raw Value = 10.3 Score = 61

Road Traffic Fatalities Exposure Rate – Bicycle Raw Value = 22.5 Score = 72

Road Traffic Fatalities Exposure Rate – Pedestrian Raw Value = 26.1 Score = 77

Transit Trips per Capita Raw Value = 12.4 Score = 57

Use of Federal Funds for Bike and Ped Efforts Raw Value = 1.30% **Score = 22**

Vehicle Miles Traveled per Capita Raw Value = 9,530 Score = 59

THT ~ State of Oregon Indicators

Commute Mode Share - Auto Raw Value = 82.0% Score = 88

Commute Mode Share - Transit Raw Value = 4.1% Score = 72

Commute Mode Share - Bicycle Raw Value = 2.5% Score = 100

Commute Mode Share - Walk Raw Value = 4.6% Score = 89

Complete Streets Policies Raw Value = Policy in place Score = 100

DUI/DWI Fatalities per 100,000 Residents Raw Value = 2.2 Score = 85

Person Miles of Travel by Private Vehicle Raw Value = 23,997 Score = 89

Person Miles of Travel by Walking Raw Value = 425 Score = 97

Physical Activity from Transportation Raw Value = 17.80 Score = 99

Proximity to Major Roadways Raw Value = 0.07% **Score = 39**

Road Traffic Fatalities/100,000 Residents - Auto Raw Value = 7.7 Score = 75

Road Traffic Fatalities/100,000 Residents - Bicycle Raw Value = 0.3 **Score = 18**

Road Traffic Fatalities/100,000 Residents - Pedestrian Raw Value = 1.3 **Score = 45**

Road Traffic Fatalities Exposure Rate - Auto Raw Value = 9.3 Score = 71

Road Traffic Fatalities Exposure Rate - Bicycle Raw Value = 11.3 Score = 93

Road Traffic Fatalities Exposure Rate - Pedestrian Raw Value = 31.2 Score = 68

Seat Belt Use Raw Value = 0.97 Score = 98

Transit Trips per Capita Raw Value = 27.8 Score = 80

Use of Federal Funds for Bike and Ped Efforts Raw Value = 3.10% Score = 90

Vehicle Miles Traveled per Capita Raw Value = 8,628 Score = 78

THT ~ State of Illinois Indicators

Commute Mode Share - Auto	Raw Value = 82.8%	Score = 85
Commute Mode Share - Transit	Raw Value = 8.5%	Score = 94
Commute Mode Share - Bicycle	Raw Value = 0.7%	Score = 64
Commute Mode Share - Walk	Raw Value = 3.2%	Score = 58
Complete Streets Policies	Raw Value = Policy in place	Score = 100
DUI/DWI Fatalities per 100,000 Residents	Raw Value = 2.5	Score = 77
Person Miles of Travel by Private Vehicle	Raw Value = 24,772	Score = 85
Person Miles of Travel by Walking	Raw Value = 271	Score = 78
Physical Activity from Transportation	Raw Value = 12.40	Score = 78
Proximity to Major Roadways	Raw Value = 0.07%	Score = 60
Road Traffic Fatalities/100,000 Residents - Auto	Raw Value = 6.2	Score = 88
Road Traffic Fatalities/100,000 Residents - Bicycle	Raw Value = 0.2	Score = 41
Road Traffic Fatalities/100,000 Residents - Pedestrian	Raw Value = 1.0	Score = 69
Road Traffic Fatalities Exposure Rate - Auto	Raw Value = 7.5	Score = 87
Road Traffic Fatalities Exposure Rate - Bicycle	Raw Value = 33.2	Score = 53
Road Traffic Fatalities Exposure Rate - Pedestrian	Raw Value = 31.6	Score = 67
Seat Belt Use	Raw Value = 0.94	Score = 90
Transit Trips per Capita	Raw Value = 49.6	Score = 90
Use of Federal Funds for Bike and Ped Efforts	Raw Value = 1.40%	Score = 26
Vehicle Miles Traveled per Capita	Raw Value = 8,030	Score = 88

THT ~ State of Wisconsin Indicators

Commute Mode Share – Auto Raw Value = 89.61% **Score = 39**

Commute Mode Share – Transit Raw Value = 1.8% **Score = 42**

Commute Mode Share – Bicycle Raw Value = 0.9% Score = 77

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Complete Streets Policies Raw Value = policy in place Score = 100

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Transit Trips per Capita Raw Value = 12.4 Score = 57

Use of Federal Funds for Bike and Ped Efforts Raw Value = 1.30% **Score = 22**

Vehicle Miles Traveled per Capita Raw Value = 9,530 Score = 59

Want to Give a try in Real Time?

<http://www.transportation.gov/transportation-and-health-tool>

Share your experience

What did you do?

Find anything of note?

Anything raise other questions?

Any Comment on the Tool?



THT ~ Appleton MSA

Commute Mode Share – Auto Raw Value = 91.8% **Score = 38**
Commute Mode Share – Transit Raw Value = 0.7% **Score = 30**
Commute Mode Share – Bicycle Raw Value = 0.5% Score = 52
Commute Mode Share – Walk Raw Value = 2.6% Score = 51
Complete Streets Raw Value = No policy **Score = 0**
DUI/DWI Fatalities per 100,000 Residents Raw Value = 1.8 Score = 79
Housing and Transportation Affordability Raw Value = 45.2% Score = 81
Land Use Mix Raw Value = 0.45 **Score = 19**
Proximity to Major Roadways Raw Value = 0.03% Score = 100
Road Traffic Fatalities/100,000 Residents – Auto Raw Value = 6.8 Score = 79
Road Traffic Fatalities/100,000 Residents – Bicycle Raw Value = 0.2 Score = 57
Road Traffic Fatalities/100,000 Residents – Pedestrian Raw Value = 0.3 Score = 97
Road Traffic Fatalities Exposure Rate – Auto Raw Value = 7.4 Score = 82
Road Traffic Fatalities Exposure Rate – Bicycle Raw Value = 35.2 **Score = 45**
Road Traffic Fatalities Exposure Rate – Pedestrian Raw Value = 10.4 Score = 95

THT ~ Oshkosh MSA

Commute Mode Share – Auto Raw Value = 92.1% **Score = 35**

Commute Mode Share – Transit Raw Value = 0.8% **Score = 36**

Commute Mode Share – Bicycle Raw Value = 0.7% Score = 65

Commute Mode Share – Walk Raw Value = 2.8% Score = 58

Complete Streets Raw Value = Policy in place **Score = 0**

DUI/DWI Fatalities per 100,000 Residents Raw Value = 2.4 Score = 65

Housing and Transportation Affordability Raw Value = 46.5% Score = 76

Land Use Mix Raw Value = 0.43 **Score = 11**

Proximity to Major Roadways Raw Value = 0.02% Score = 100

Road Traffic Fatalities/100,000 Residents – Auto Raw Value = 5.3 Score = 92

Road Traffic Fatalities/100,000 Residents – Bicycle Raw Value = 0.1 Score = 69

Road Traffic Fatalities/100,000 Residents – Pedestrian Raw Value = 0.8 Score = 74

Road Traffic Fatalities Exposure Rate – Auto Raw Value = 5.8 Score = 94

Road Traffic Fatalities Exposure Rate – Bicycle Raw Value = 17.7 Score = 59

Road Traffic Fatalities Exposure Rate – Pedestrian Raw Value = 30.2 Score = 70

THT ~ Fond du Lac MSA

Commute Mode Share – Auto	Raw Value = 91.6%	Score = 40
Commute Mode Share – Transit	Raw Value = 0.4%	Score = 20
Commute Mode Share – Bicycle	Raw Value = 0.6%	Score = 59
Commute Mode Share – Walk	Raw Value = 3.4%	Score = 72
Complete Streets	Raw Value = Policy in place	Score = 0
DUI/DWI Fatalities per 100,000 Residents	Raw Value = 4.9	Score = 21
Housing and Transportation Affordability	Raw Value = 48.9%	Score = 64
Land Use Mix	Raw Value = 0.49	Score = 45
Proximity to Major Roadways	Raw Value = 0.03%	Score = 100
Road Traffic Fatalities/100,000 Residents – Auto	Raw Value = 8.9	Score = 55
Road Traffic Fatalities/100,000 Residents – Bicycle	Raw Value = 0.6	Score = 4
Road Traffic Fatalities/100,000 Residents – Pedestrian	Raw Value = 0.8	Score = 77
Road Traffic Fatalities Exposure Rate – Auto	Raw Value = 9.7	Score = 57
Road Traffic Fatalities Exposure Rate – Bicycle	Raw Value = 99.3	Score = 24
Road Traffic Fatalities Exposure Rate – Pedestrian	Raw Value = 23.6	Score = 79