

2021 STATE OF THE SYSTEM REPORT

OSHKOSH METROPOLITAN PLANNING ORGANIZATION



Approved April 29, 2022



The Oshkosh Urbanized Area will have a safe, efficient, and effective transportation network which provides options for the mobility needs of all people, goods, and services, while maximizing available resources, such as land, energy, and finances.

-Oshkosh MPO Vision

WIOUWASH STATE RECREATION TRAIL

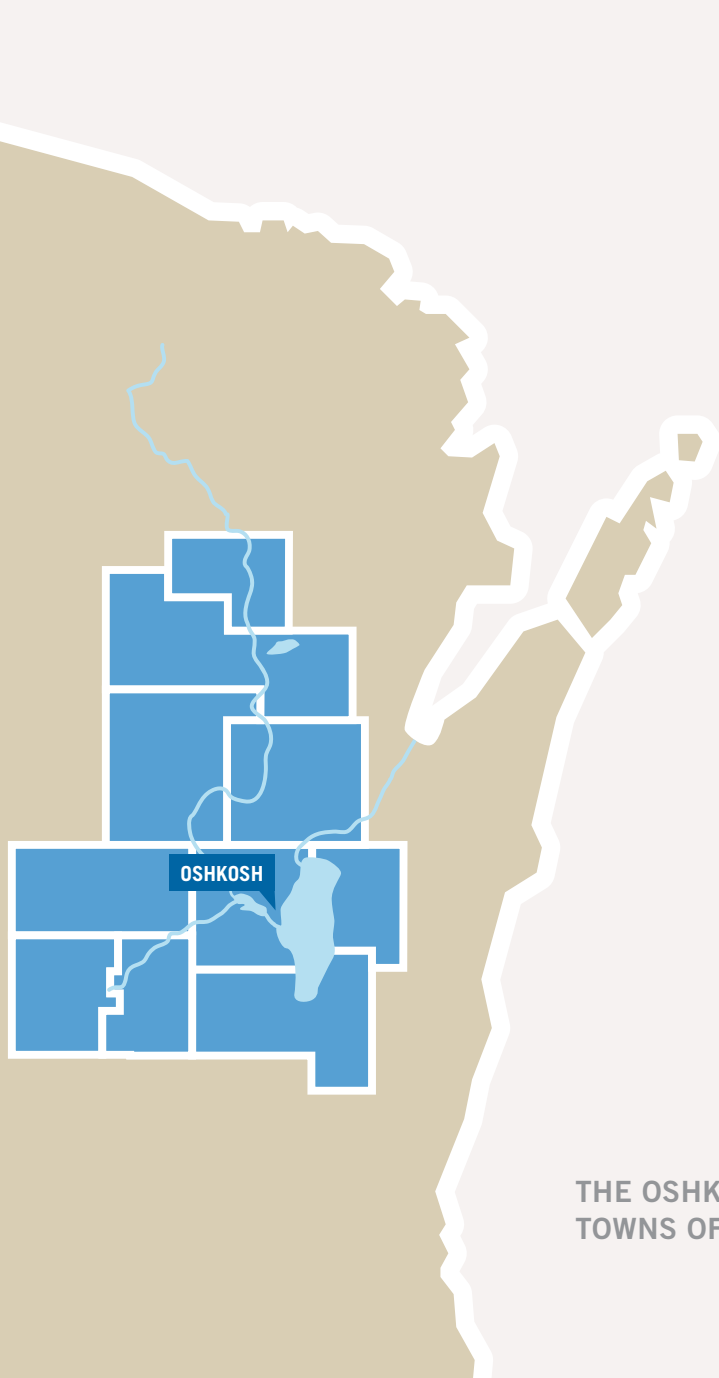
- NO MOTOR VEHICLES ALLOWED
- NO HUNTING ALLOWED
- HORSES ALLOWED Apr. 1st - Nov. 30th (unless otherwise indicated by Cnty. Parks Dept.)
per Winnebago County General Code #19.17 & #19.27

WIOUWASH Adopt a Trail Sponsor -
Oshkosh Friends of the Trail

**DOG OWNERS
ARE REQUIRED
TO CLEAN-UP
AFTER THEIR
DOG**



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THE OSHKOSH MPO INCLUDES ALL OR PORTIONS OF THE CITY OF OSHKOSH AND THE TOWNS OF ALGOMA, BLACK WOLF, NEKIMI, OMRO, OSHKOSH, AND VINLAND.

PURPOSE & BACKGROUND

The purpose of the annual State of the System Report is to evaluate the status of the Oshkosh Metropolitan Planning Organization (MPO) transportation system and track the progress of defined performance measures through datasets and maps. The report will assist the MPO in general transportation planning.

FAST Act & BIL

A series of national transportation performance measures and goals were established in 2015 by the U.S. Department of Transportation under the Fixing America’s Surface Transportation (FAST) Act. The FAST Act authorized federal funding for highway, motor vehicle, motor carrier, and hazardous materials safety; public transportation; rail; and research, technology, and statistics programs. It also continued the metropolitan planning program. The Bipartisan Infrastructure Law (BIL) was signed into law on November 15, 2021, authorizing federal transportation funding through fiscal year 2026.

Additional performance measures have been established by the Wisconsin Department of Transportation (WisDOT) and the East Central Wisconsin Regional Planning Commission (ECWRPC) to monitor conditions of the transportation system on a local scale. Six components of the Oshkosh transportation system will be monitored throughout this report: roadways, transit, the bicycle and pedestrian network, the Safe Routes to School program, airports, and freight.

MPO Structure

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas with populations over 50,000, as determined by the U.S. Census. An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation, is called a Transportation Management Area (TMA). In 2010, the population of the Oshkosh MPO was 79,543.

The Oshkosh MPO is comprised of local and regional transportation professionals and elected officials. The Oshkosh MPO consists of two committees: the Transportation Committee (Policy Board) and a Technical Advisory Committee (TAC). Both the Transportation Committee and the TAC direct and monitor transportation plans with guidance from MPO staff at the East Central Wisconsin Regional Planning Commission.

COVID-19

The COVID-19 pandemic continues to impact how people travel, commute, and engage in recreational activities like walking or biking. The goal of this report is to evaluate the status of the Oshkosh MPO transportation system as of 2021, but please note that data gathered prior to the COVID-19 pandemic may not reflect current transportation trends.

NATIONAL TRANSPORTATION PERFORMANCE MANAGEMENT GOALS

SAFETY

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

INFRASTRUCTURE CONDITION

To maintain the highway infrastructure asset system in a state of good repair.

CONGESTION REDUCTION

To achieve a significant reduction in congestion on the National Highway System.

SYSTEM RELIABILITY

To improve the efficiency of the surface transportation system.

FREIGHT MOVEMENT & ECONOMIC VITALITY

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

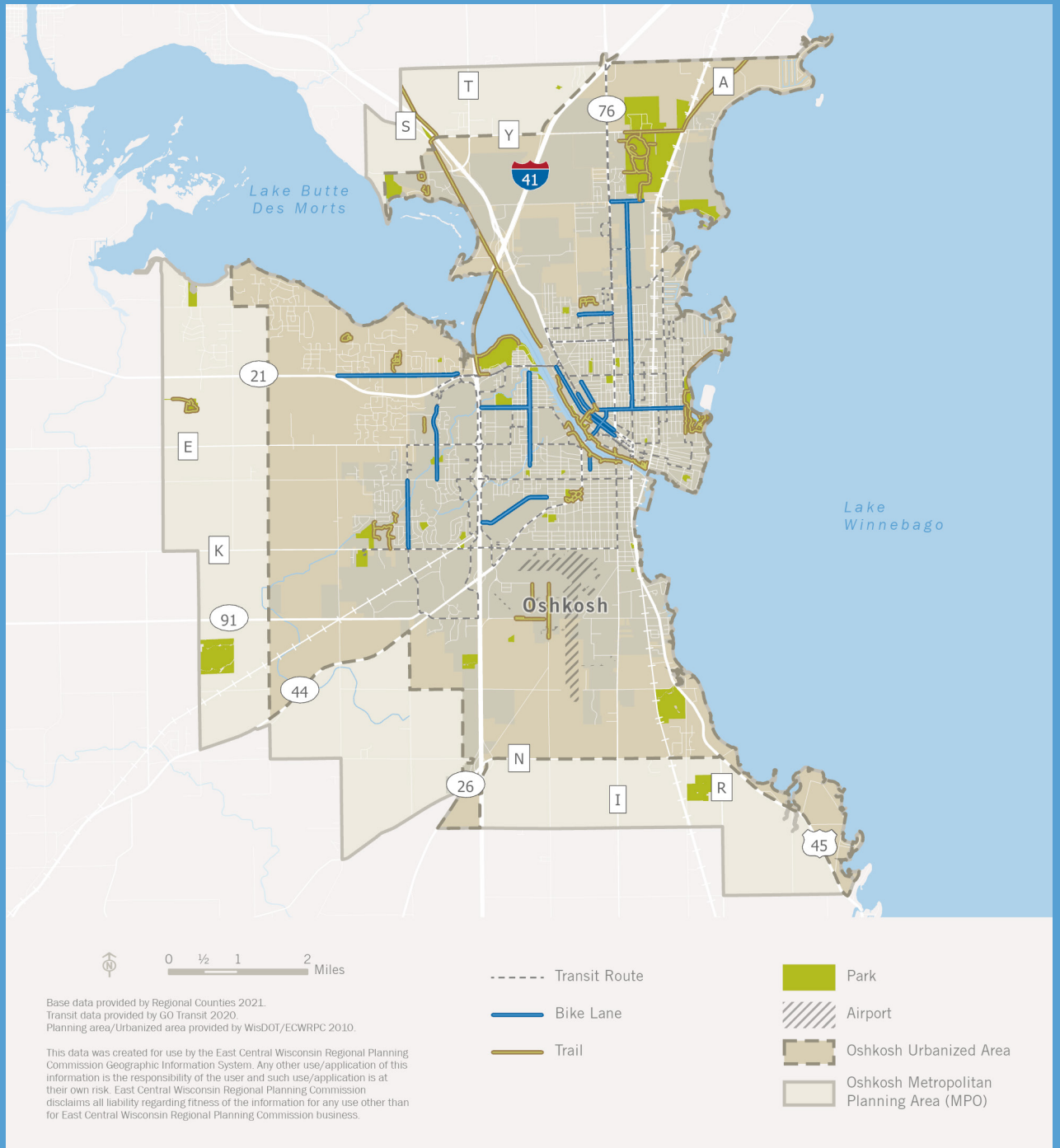
ENVIRONMENTAL SUSTAINABILITY

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

REDUCED PROJECT DELIVERY DELAYS

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

OSHKOSH MPO TRANSPORTATION SYSTEM



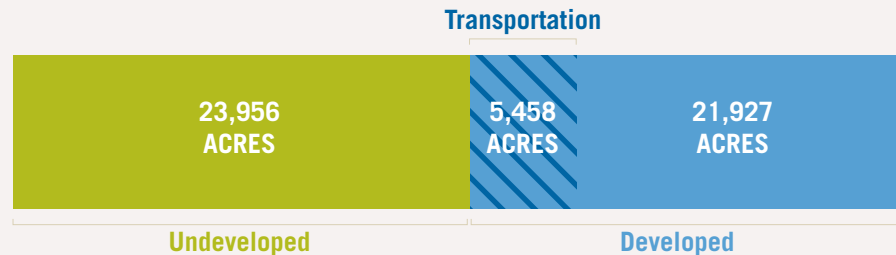


OVERVIEW OF THE MPO

LAND USE & POPULATION

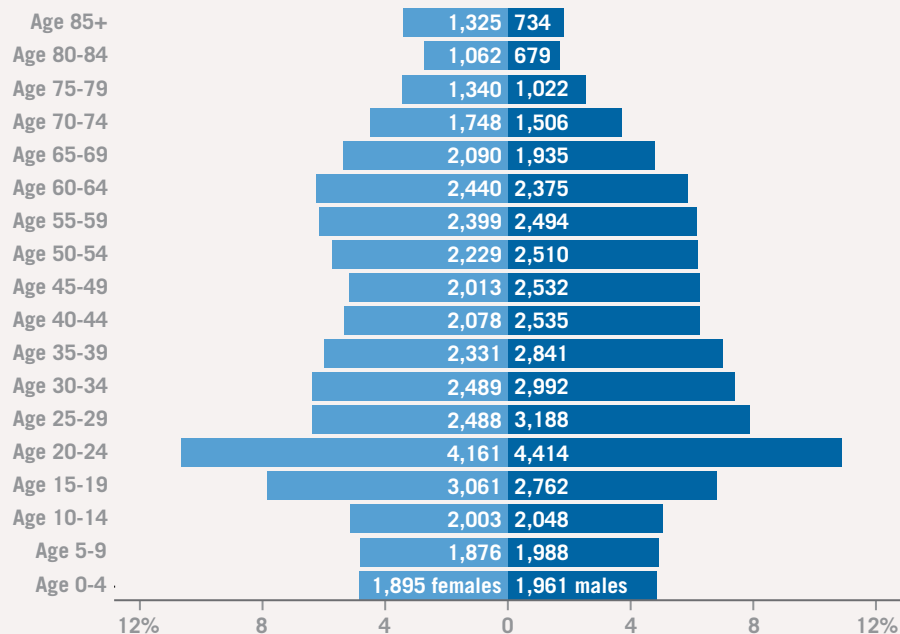
The Oshkosh MPO area is located within Winnebago County. The current population within the MPO planning boundary is 79,543 and encompasses 45,883 total acres. By 2040, the Wisconsin Department of Administration predicts the population will climb to 94,345. Visit this link for more Oshkosh MPO demographic data: https://www.ecwrpc.org/maps/Oshkosh_MPO_2021.html.

Existing Land Use



Source: ECWRPC 2018

Population by Age

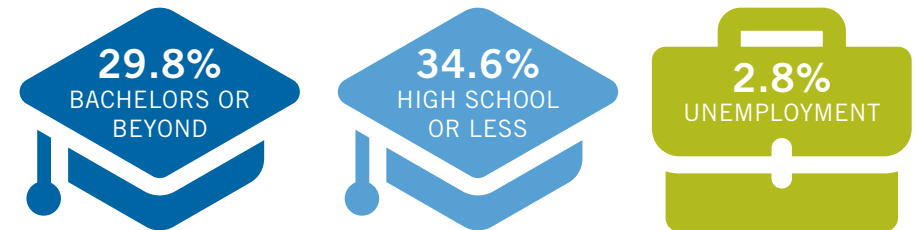


Source: ESRI Business Analyst 2020

EMPLOYMENT

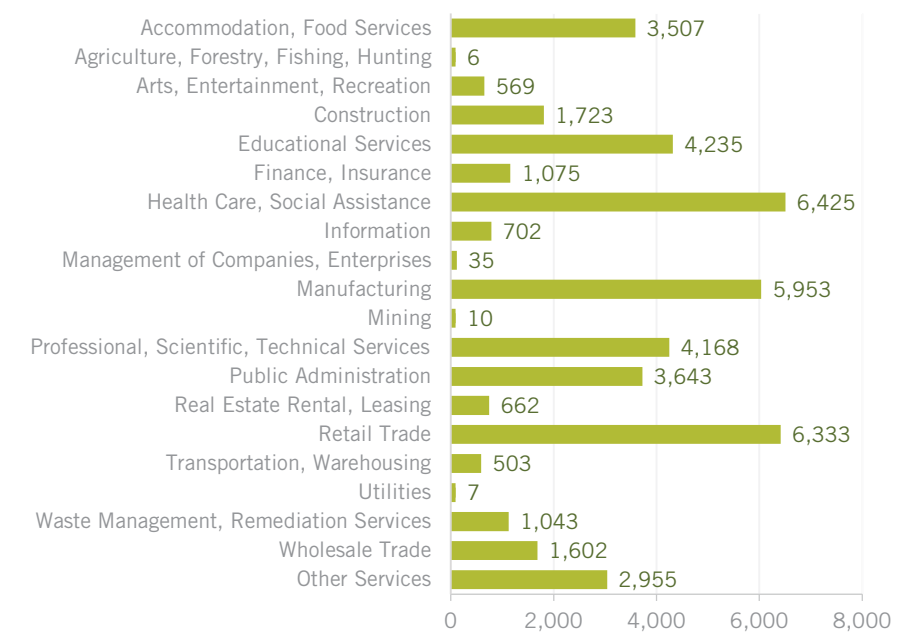
The Oshkosh MPO area's vibrant business community is made up of 2,726 businesses with 44,596 total employees. The largest industries are health care and social assistance, retail trade, and manufacturing. There are also two college-level campuses within the Oshkosh MPO boundary: University of Wisconsin Oshkosh and Fox Valley Technical College.

Employment Quick Facts



Source: ESRI Business Analyst 2020

Number of Employees by Industry Sector



Source: ESRI Business Analyst 2020

HOUSING & INCOME

There are an estimated 32,047 households in the Oshkosh MPO planning area, with an average household size of 2.26 people. The Wisconsin Department of Administration predicts that household growth within the MPO area will be modest, adding about 3,400 households from 2020 to 2040. In total, 2,871 households receive food stamps and 9,454 receive social security income.

Housing & Income Quick Facts



32,047
TOTAL
HOUSEHOLDS



\$162,398
MEDIAN HOME
VALUE



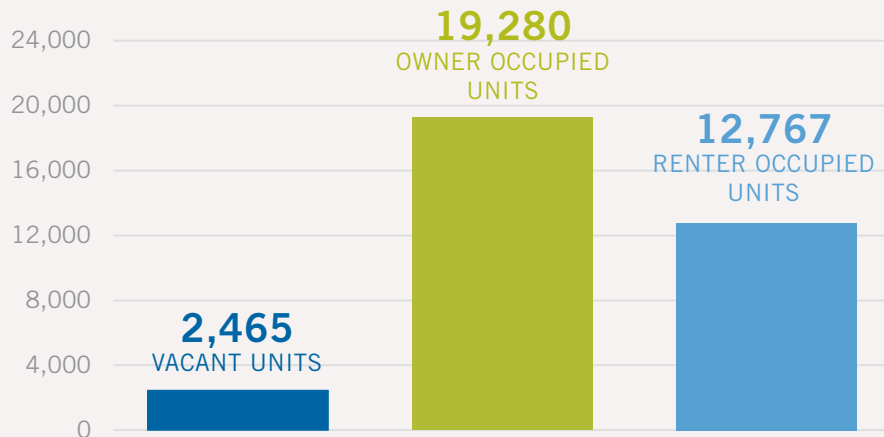
\$54,119
MEDIAN
HOUSEHOLD
INCOME



\$94,742
MEDIAN NET
WORTH

Source: ESRI Business Analyst 2020

Housing Occupancy Estimates

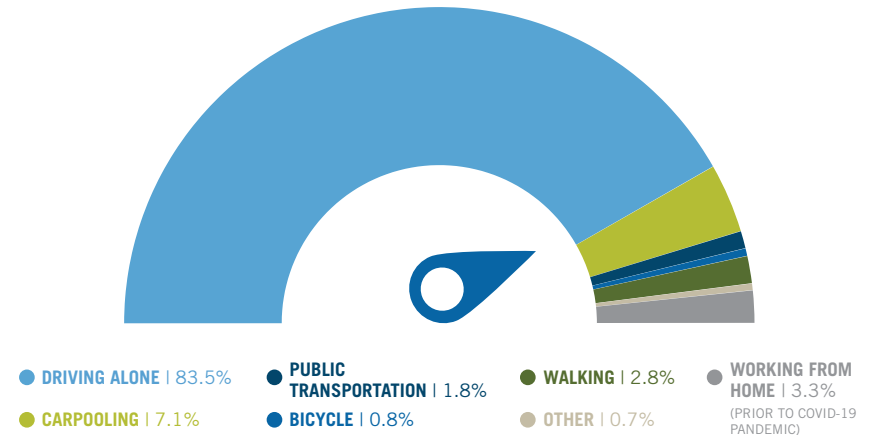


Source: ESRI Business Analyst 2020

COMMUTING

There are approximately 39,775 people commuting within the Oshkosh MPO. In 2019, 48% of people commuted to work in less than 15 minutes, 34% commuted in 15-30 minutes, and 18% commuted in over 30 minutes. While 83.5% of commuters rely on a personal vehicle to drive to work, it should be noted that 6% of households do not have access to a vehicle.

Means of Transportation to Work



Source: ACS 2019 5-year estimates

Vehicle Availability



Source: ACS 2019 5-year estimates

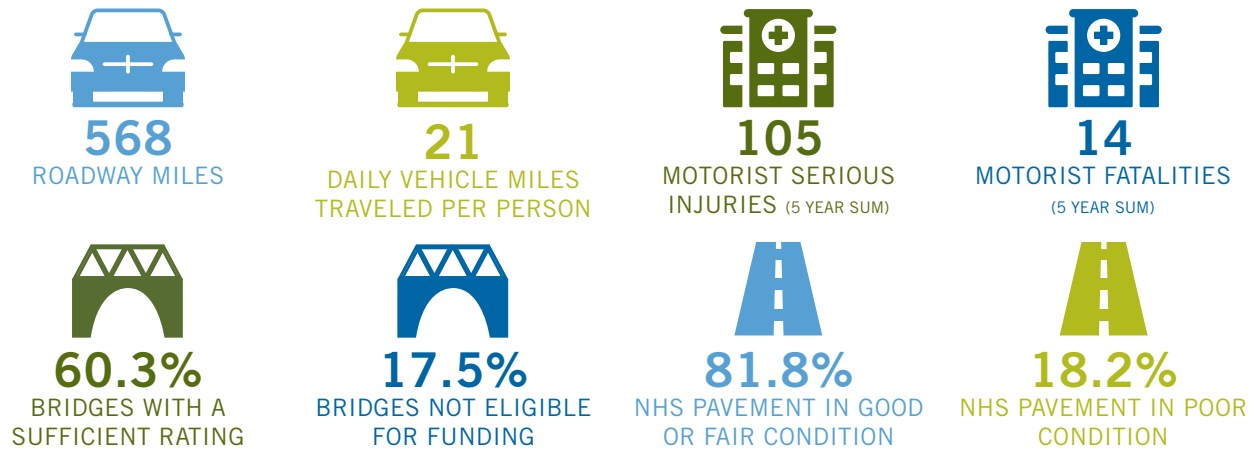


PERFORMANCE MEASURES

ROADWAYS

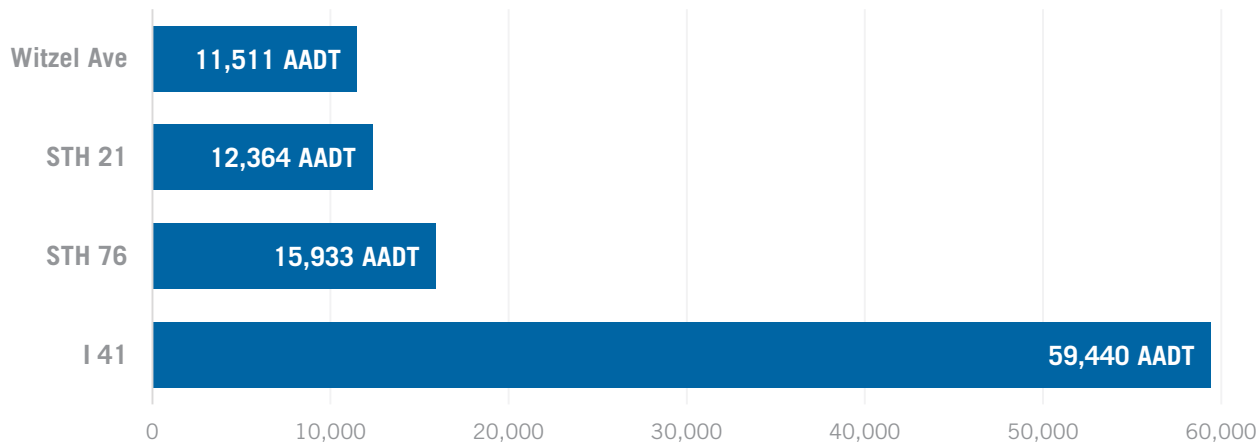
Drivers within the Oshkosh MPO planning area have access to 568 total miles of roadway. Residents travel an average of 21 vehicle miles daily and are highly dependent on automobile transportation. To ensure the area's roadway system is safe for those traveling it, the Surface Transportation Block Grant Program helps to fund the resurface, reconstruction, or redesign of roads or intersections. The Commission also develops an annual Transportation Improvement Program (TIP) report that highlights upcoming roadway projects in the MPO. [Click here to access the 2022 TIP.](#)

Roadway Performance Measures



Source: Crash data from WisDOT 2017-2021. Bridge, PASER data from WisDOT 2019, 2020.

Top Four Roadways with the Heaviest Traffic Volume



Source: WisDOT 2017-2018

ROADWAY PROJECTS IN THE OSHKOSH MPO

2021

**Omro Rd
Urbanization**
Leonard Point Rd. to Brooks Ln.
1.8 miles

2023

**WIS 91
Bridge Repair**
James Rd. to Clairville Rd.
0.031 miles

2024

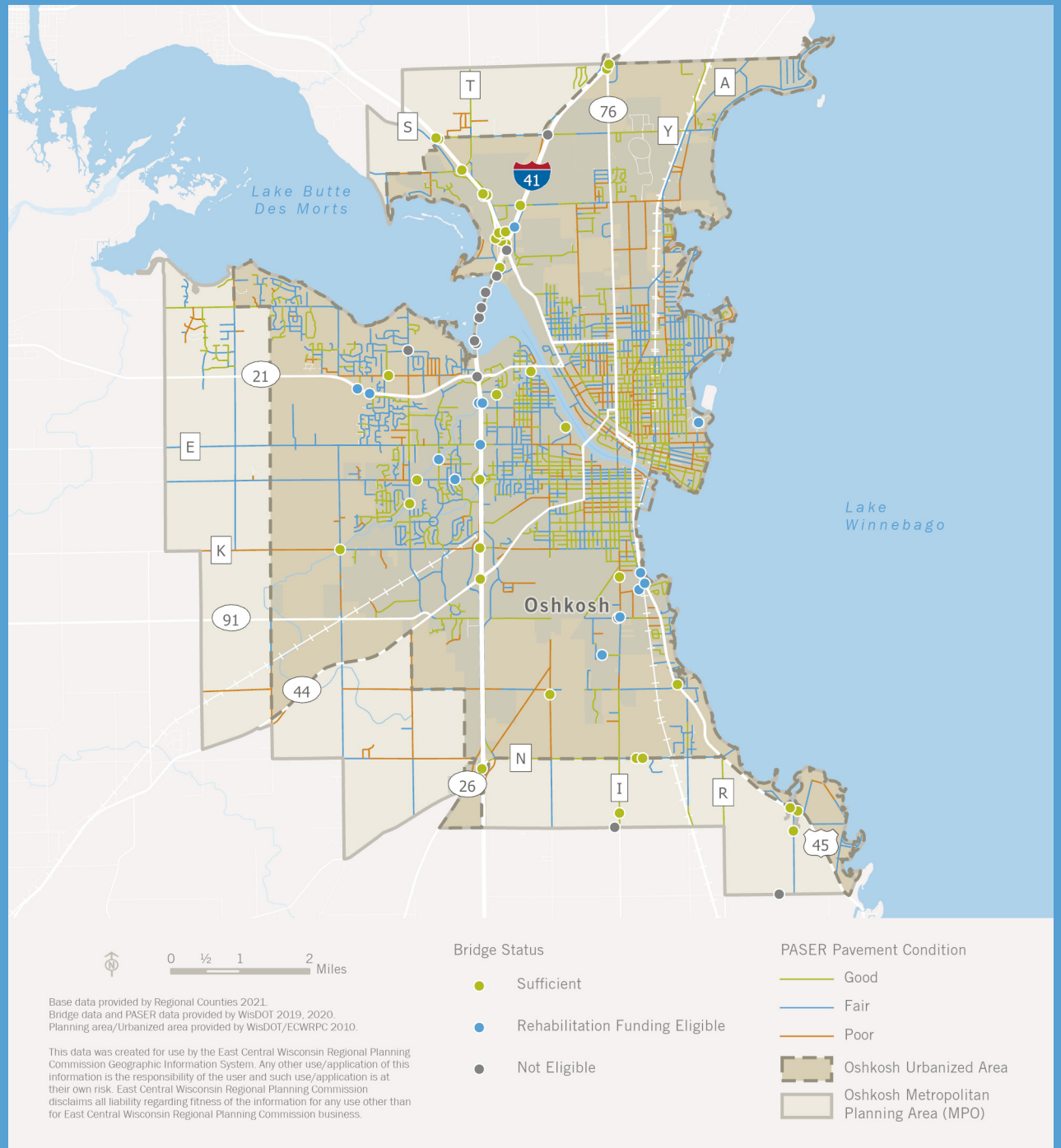
**CTH 1
Reconstruction**
35th St. to Ripple Ave.
0.51 miles

**USH 45
Resurface**
T. of Nekimi to S. County Line
6.57 miles

**STH 91
Resurface**
W. County Line to STH 44
14.78 miles

ROADWAYS

PASER PAVEMENT CONDITION & BRIDGE STATUS



TRANSIT

GO Transit is the primary public transit provider within the Oshkosh MPO area. In addition to its traditional fixed-route public bus system, GO Transit provides on-demand paratransit services and employment transportation for low-income individuals with its Access to Jobs program. GO Transit's 10 fixed bus routes operate within the City and Town of Oshkosh, and the COVID-19 pandemic impacted ridership as people took 466,841 total trips in 2020, contrasted to 818,919 in 2019. For those who want to travel outside of the MPO boundary, Amtrak offers a connecting bus stop in Oshkosh that makes two round trips daily from Green Bay to Milwaukee.

Transit Performance Measures



81.5

MILES OF FIXED TRANSIT ROUTES



76%

OF PEOPLE LIVE WITHIN 1/2 MILE FROM A TRANSIT STOP



100%

OF GROCERY STORES HAVE A TRANSIT STOP WITHIN 1/8 MILE



100%

OF GROCERY STORES HAVE A TRANSIT STOP WITHIN 1/2 MILE



76%

OF HOSPITALS & CLINICS HAVE A TRANSIT STOP WITHIN 1/8 MILE



100%

OF HOSPITALS & CLINICS HAVE A TRANSIT STOP WITHIN 1/2 MILE

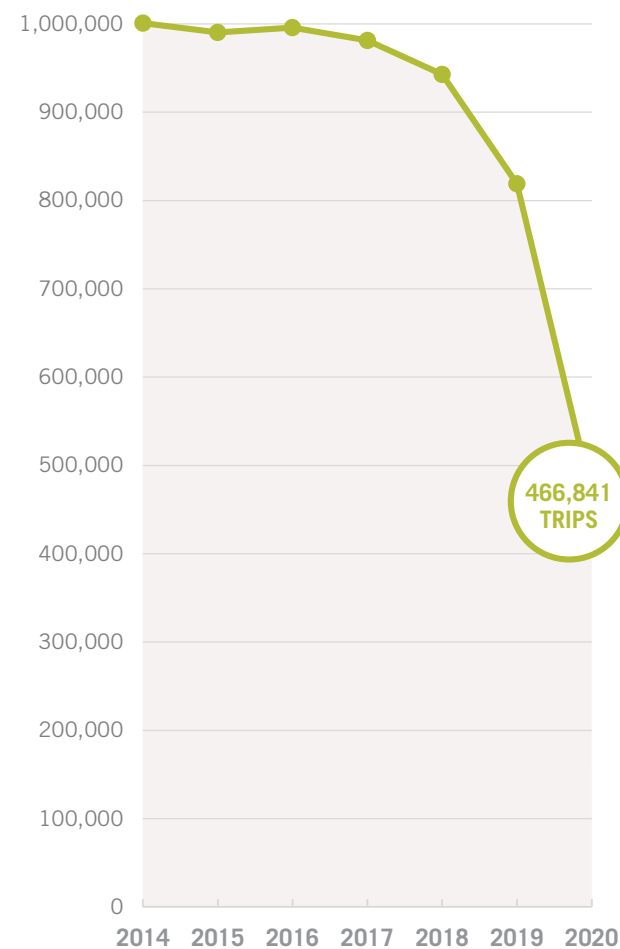


81%

OF PARKS HAVE A TRANSIT STOP WITHIN 1/2 MILE

Source: ECWRPC 2020

Annual Boardings: GO Transit



Source: Federal Transit Administration 2020

TRANSIT SERVICES IN THE OSHKOSH MPO



GO TRANSIT
PUBLIC TRANSPORTATION

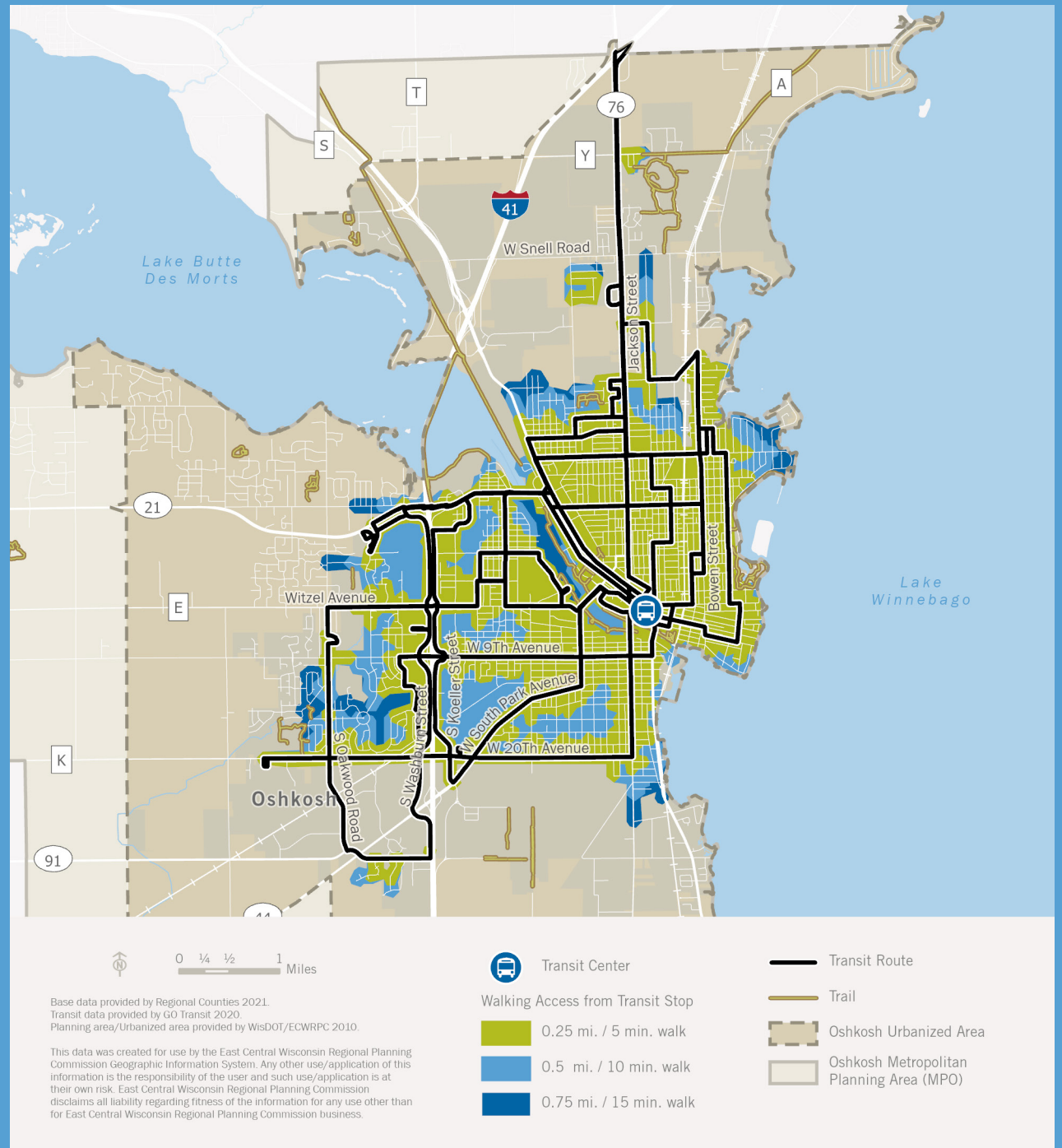


GO PLUS PARATRANSIT
SPECIALIZED TRANSPORTATION



**DIAL-A-RIDE, CATCH-A-RIDE,
& MAKE THE RIDE HAPPEN**
SPECIALIZED TRANSPORTATION

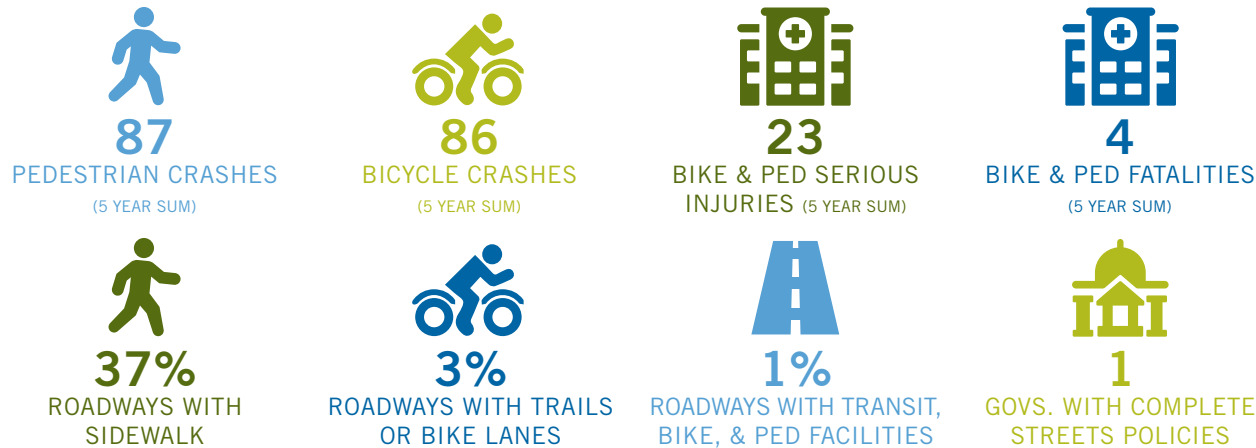
TRANSIT GO TRANSIT WALKABILITY



BICYCLE & PEDESTRIAN NETWORK

Bicycling and walking are popular forms of recreation and exercise that also serve an important transportation function. Nearly 1/3 of the population is not able to drive (due to factors such as age and ability), making it vital for communities to plan transportation networks that support all modes of travel. The Oshkosh MPO area's bicycle and pedestrian network is steadily growing with future expansion guided by local, county, and regional bicycle and pedestrian plans. Notably, the Commission updated the MPO's bicycle and pedestrian plan in 2021. [Click here to access the plan.](#)

Bicycle & Pedestrian Performance Measures

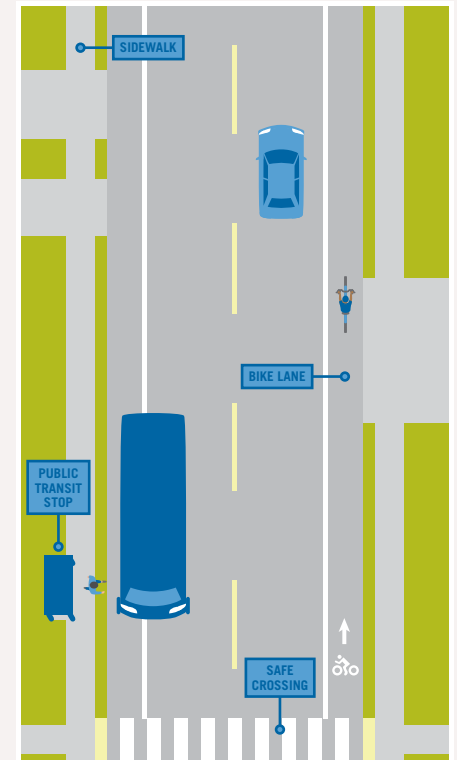


Crash data source: WisDOT 2017-2021. Bike/Ped facility data source: ECWRPC 2021.

Bicycle & Pedestrian Facility Mileage



Source: ECWRPC 2021

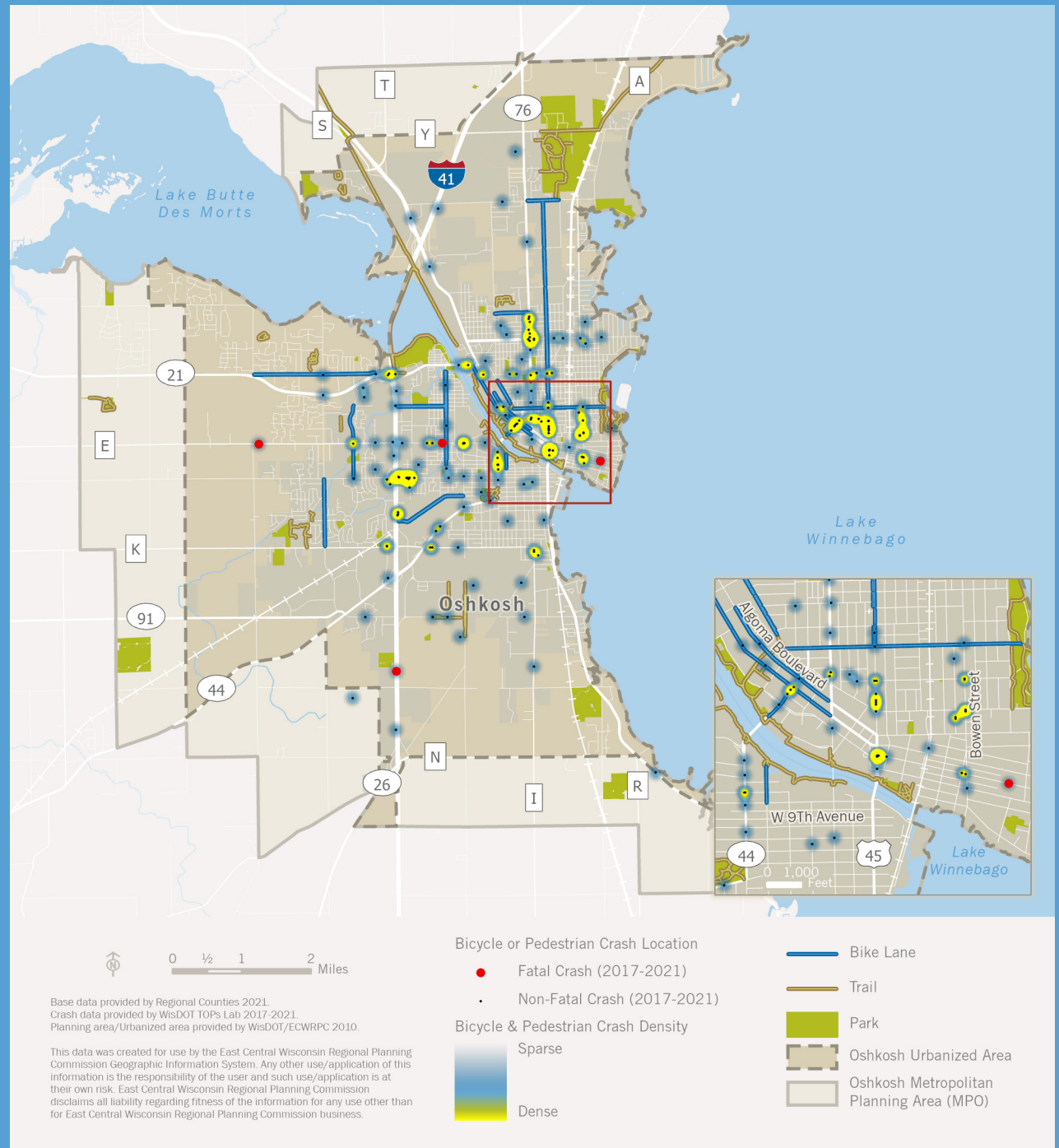


COMPLETE STREETS

A complete street may include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. Each street should be examined in its own context to determine the appropriate bicycle and pedestrian facilities.

Complete streets are for everyone, no matter who they are or how they travel.

BICYCLE & PEDESTRIAN NETWORK CRASH DENSITY



SAFE ROUTES TO SCHOOL

The East Central Wisconsin Regional Safe Routes to School (SRTS) Program focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS activities. By working to make it safer and more appealing for students (grades K–8) to walk and bike to school, the Regional SRTS Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more-livable communities. Projects range from walking and biking audits, to coordinating one day events, such as Walk to School Day, to educate and encourage students to walk and bicycle to school.

2021 School Participation

School	# of Events and Programs Participated
Carl Traeger Elementary School	4
ALPS Charter School	2
Franklin Key to Learning Charter School	2
Jefferson Elementary School	2
Oakwood Elementary School	2
Perry Tipler Middle School	2
South Park Middle School	2
Carl Traeger Middle School	1
Lakeside/Green Meadow Elementary School	1
Merrill Elementary School	1
Oaklawn Elementary School	1
Roosevelt Elementary School	1
Webster Stanley Elementary School	1

Source: ECWRPC 2021

SRTS Performance Measures



44.8%

OF ALL K-8 SCHOOLS ARE PARTICIPATING IN THE SRTS PROGRAM



9

SCHOOLS PARTICIPATED IN INTERNATIONAL WALK TO SCHOOL DAY



9

SCHOOLS PARTICIPATED IN BIKE TO SCHOOL MONTH



1

SCHOOL PARTICIPATED IN FREQUENT WALKER PROGRAM



0

SCHOOLS PARTICIPATED IN YOUTH ENGAGEMENT PROGRAM



1

SCHOOL PARTICIPATED IN WALKING SCHOOL BUS PROGRAM



2

SCHOOLS PARTICIPATED IN WINTER WALK TO SCHOOL MONTH

Source: ECWRPC 2021

GUIDING PRINCIPLES THE SIX E'S



EQUITY



ENGAGEMENT



EVALUATION



ENGINEERING

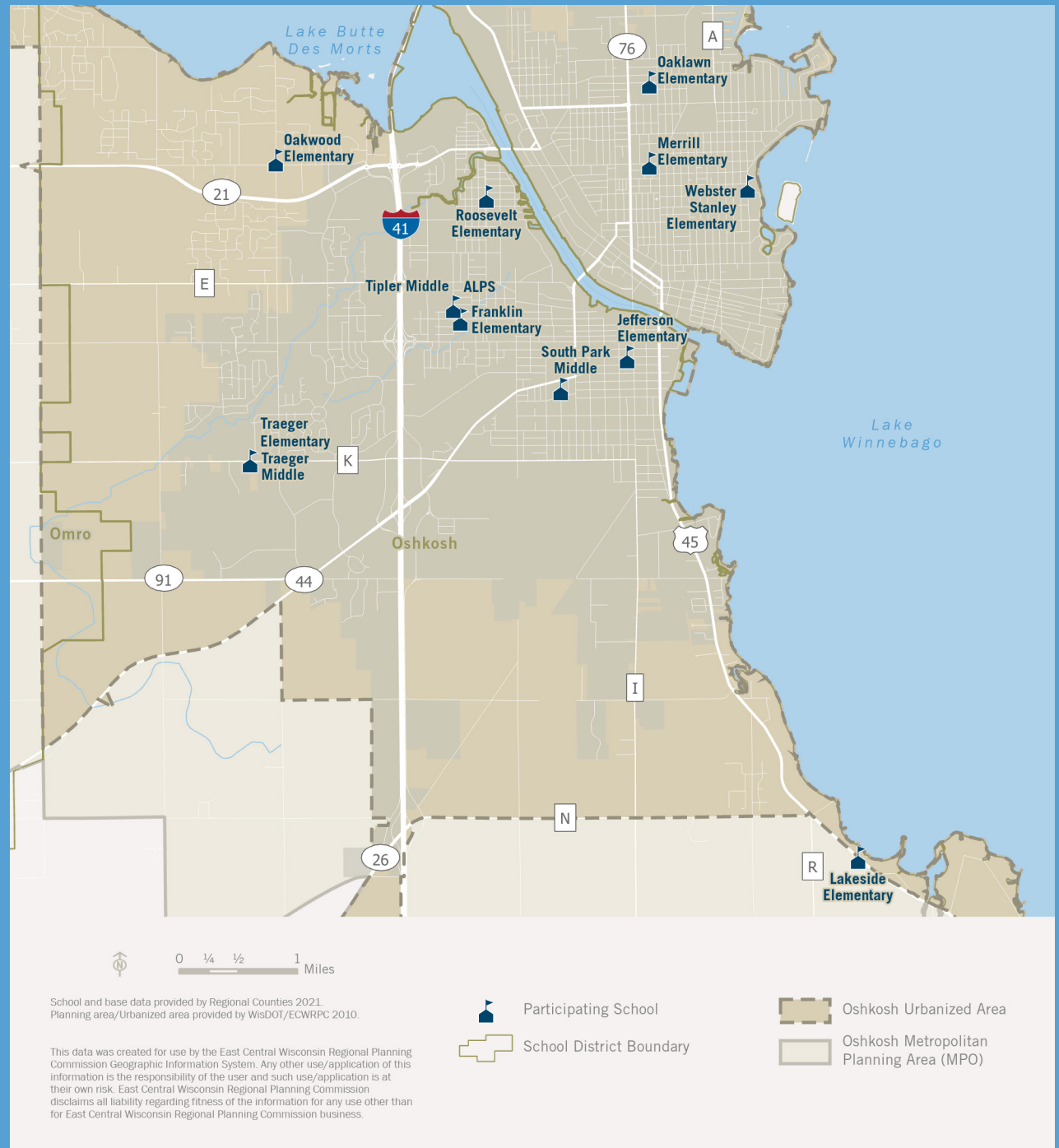


ENCOURAGEMENT



EDUCATION

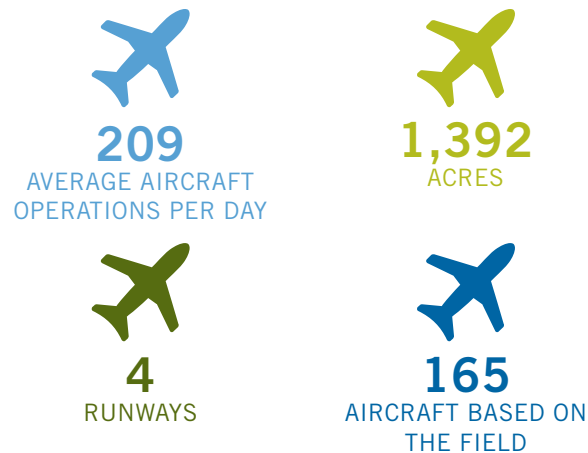
SAFE ROUTES TO SCHOOL PARTICIPATING SCHOOLS & SCHOOL DISTRICTS



AIRPORTS

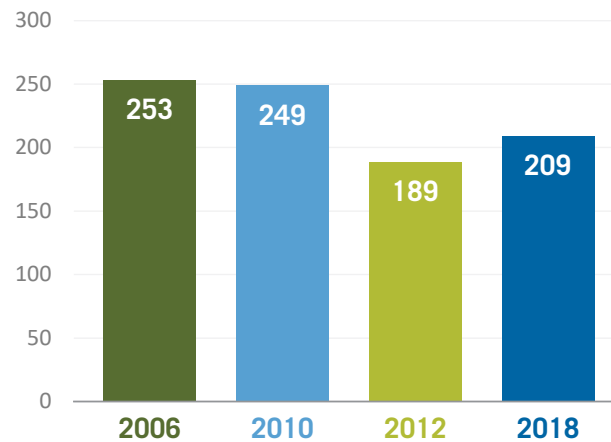
The Wittman Regional Airport (OSH), a general aviation airport, serves the Oshkosh MPO area and beyond. Founded in 1927, OSH is the third busiest airport in Wisconsin. The Wittman Regional Airport is also home to the Experimental Aircraft Association and its week-long EAA AirVenture event. 500,000 people from over 80 countries attend annually to enjoy air shows, films, and workshops. 10,000 aircraft fly into OSH for the event, making it the busiest airport in the world for the week. In 2019, the regional economic impact of EAA reached \$170 million.

Airport Performance Measures



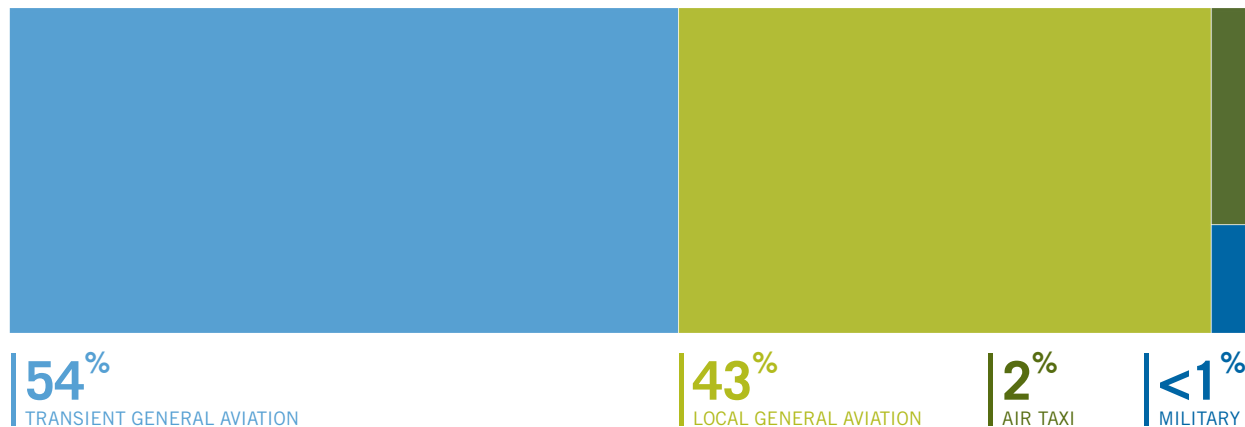
Source: AirNav accessed 2021

Average Airport Operations per Day at OSH



Source: AirNav accessed 2021

Annual Aircraft Operations by Type at OSH



Source: AirNav accessed 2021

AIRCRAFT TYPES

AT WITTMAN REGIONAL AIRPORT



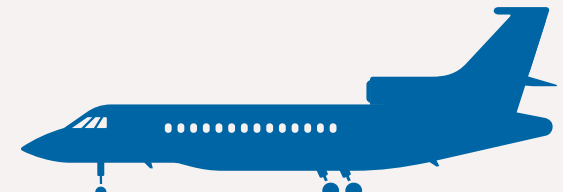
SINGLE ENGINE AIRPLANES
127 AIRCRAFT BASED ON THE FIELD



+1

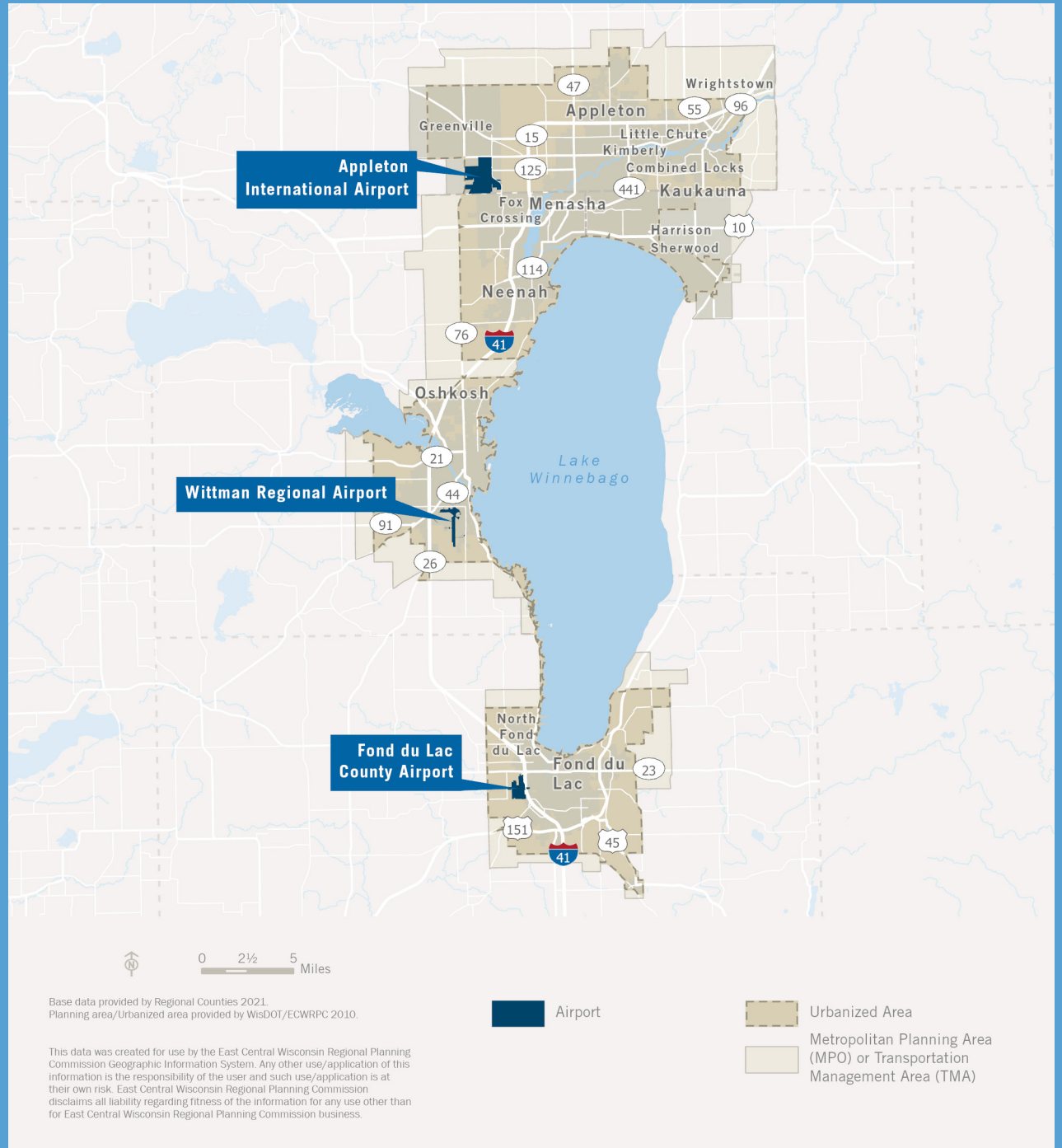


MULTI-ENGINE AIRPLANES
28 AIRCRAFT BASED ON THE FIELD



JET AIRPLANES
9 AIRCRAFT BASED ON THE FIELD

AIRPORTS REGIONAL LOCATIONS



FREIGHT

A majority of the freight tonnage traveling through the Oshkosh MPO area is carried by semi trucks along I 41, USH 45, STH 44, STH 26, and STH 21, and by trains over the Canadian National and WATCO Railway systems. The cargo may range anywhere from paper products to military trucks. The WATCO Transload Terminal in Oshkosh is a location where goods or products are transferred from truck to rail, or rail to truck. Notably, it is the first publicly-owned terminal in Wisconsin. Some rail lines in the MPO area have been converted to trails, like the Wiouwash State Trail, created from a 22-mile segment of former rail line.

Freight Performance Measures



74.1
MILES OF TRUCKING ROUTES



70
FREIGHT TERMINALS



42.7
MILES OF RAILROAD

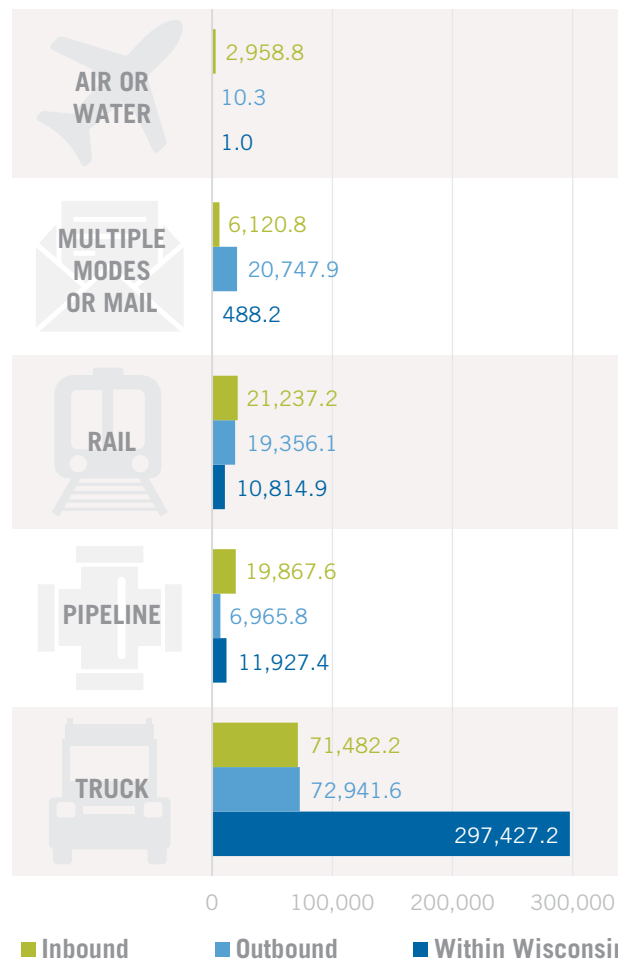


50
RAILROAD CROSSINGS



Source: WisDOT 2017

2020 Shipment Weight by Mode (1,000 tons)



Source: Freight Analysis Framework 2020 projections

TOP OUTBOUND SHIPMENTS IN WISCONSIN

TOP 10 COMMODITIES	1000 TONS	OVERALL %
NATURAL SANDS	30,278.3	21.9%
GRAVEL	10,760.4	7.8%
COAL-N.E.C.	10,571.4	7.6%
OTHER FOODSTUFFS	10,506.4	7.6%
NONMETAL MIN. PRODS.	8,466.0	6.1%
CEREAL GRAINS	7,218.9	5.2%
MIXED FREIGHT	6,923.8	5.0%
NEWSPRINT/PAPER	6,455.2	4.7%
BASE METALS	4,946.4	3.6%
OTHER AG PRODS.	3,385.3	2.4%

TOP INBOUND SHIPMENTS IN WISCONSIN

TOP 10 COMMODITIES	1000 TONS	OVERALL %
COAL-N.E.C.	21,107.8	16.2%
COAL	16,838.9	12.9%
OTHER FOODSTUFFS	9,867.8	7.6%
NEWSPRINT/PAPER	5,731.8	4.4%
ANIMAL FEED	5,435.8	4.2%
WOOD PRODS.	4,913.1	3.8%
BASE METALS	4,846.9	3.7%
CEREAL GRAINS	4,538.7	3.5%
GASOLINE	4,417.1	3.4%
NONMETAL MIN. PRODS.	4,013.5	3.1%

FREIGHT ROUTES & RESTRICTIONS

