

OSHKOSH  
MPO

**2022**  
STATE OF THE SYSTEM REPORT

TRANSPORTATION  
SYSTEM



Approved Month Date, 2023



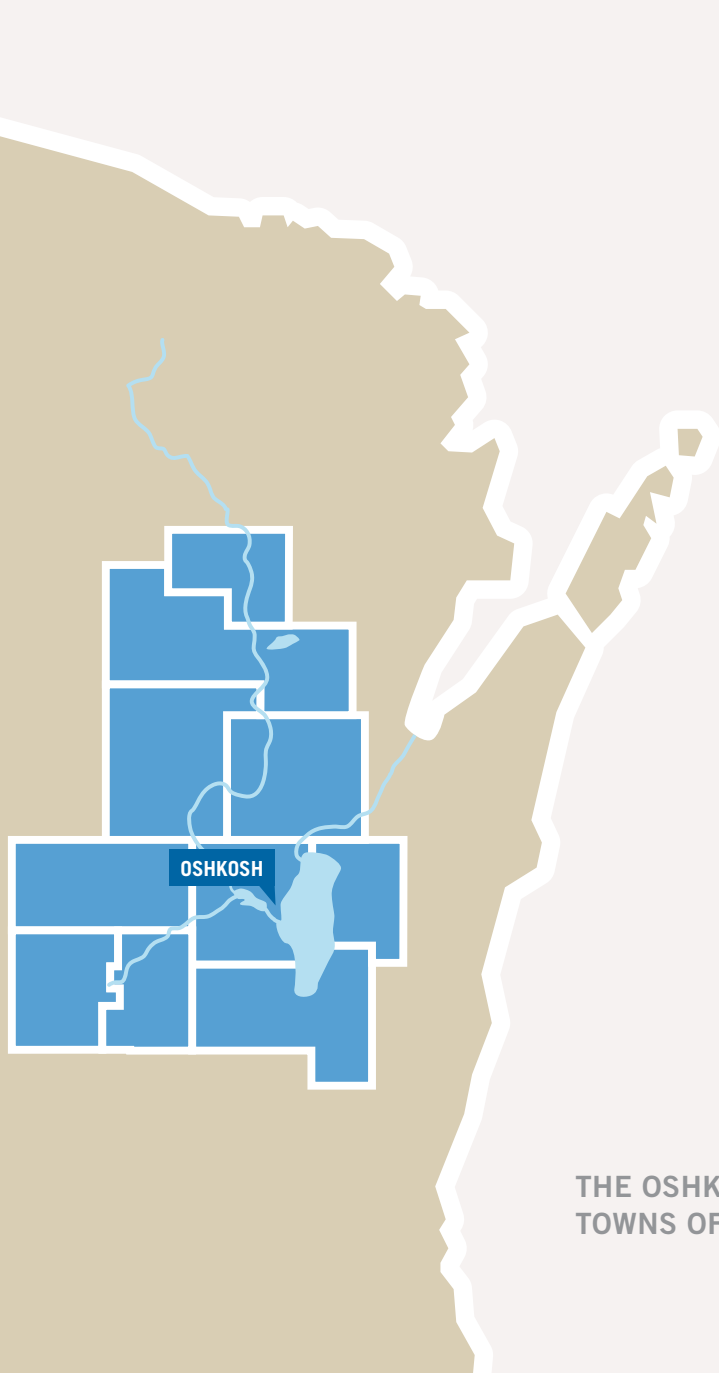
**The Oshkosh Urbanized Area will have a safe, efficient, and effective transportation network which provides options for the mobility needs of all people, goods, and services, while maximizing available resources, such as land, energy, and finances.**

**-Oshkosh MPO Vision**





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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 annual State of the System Report is designed to evaluate the status of the Oshkosh Metropolitan Planning Organization (MPO) transportation system and track the progress of performance measures through datasets and maps. The report will provide MPO staff, local government staff, and outside service providers data about transportation systems.

## BIL & IIJA

The Bipartisan Infrastructure Law (BIL) was signed into law on November 15, 2021. Passed as the Infrastructure and Investment in Jobs Act (IIJA), the BIL outlines federal funding programs for infrastructure including public transit, microtransit, motor vehicle and freight safety, highway efficiency, hazardous material transportation, equity, and environmental protection. The BIL reemphasizes the integral relationship land use has with transportation infrastructure, as well as the need to address mobility from a multimodal perspective, as previously emphasized under the FAST Act, MAP-21, TEA-21, and SAFETEA-LU.

A series of performance measures have been established by the U.S. Department of Transportation, the Wisconsin Department of Transportation, and the East Central Wisconsin Regional Planning Commission to monitor conditions of the transportation system on a local and national scale. Six components of the Oshkosh MPO transportation system are 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. An urbanized area with a population over 200,000 people, as defined by the U.S. Census Bureau and designated by the Secretary of the U.S. Department of Transportation, is called a Transportation Management Area. In 2021, the population of the Oshkosh MPO was approximately 78,794.

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

## COVID-19

Travel, commuting, and recreational activity patterns have changed in response to the COVID-19 pandemic and resulting socioeconomic changes. The goal of this report is to evaluate the status of the Oshkosh MPO transportation system as of 2022, but please note that data gathered during the COVID-19 pandemic may not reflect current trends.

### NATIONAL TRANSPORTATION PERFORMANCE MANAGEMENT GOALS

Established by the U.S. Department of Transportation and the U.S. Congress

#### 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.

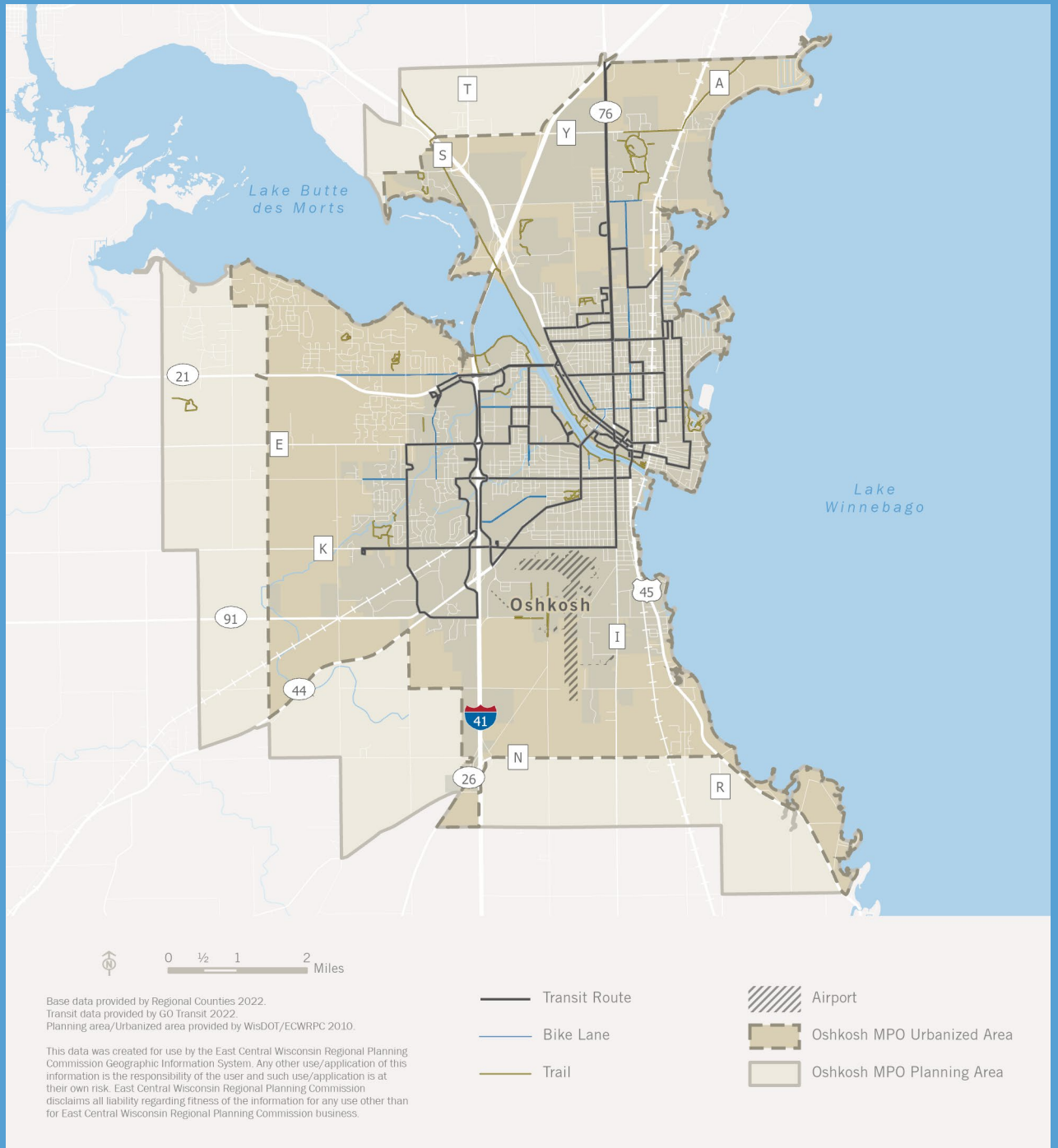
#### ENVIRONMENTAL SUSTAINABILITY

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







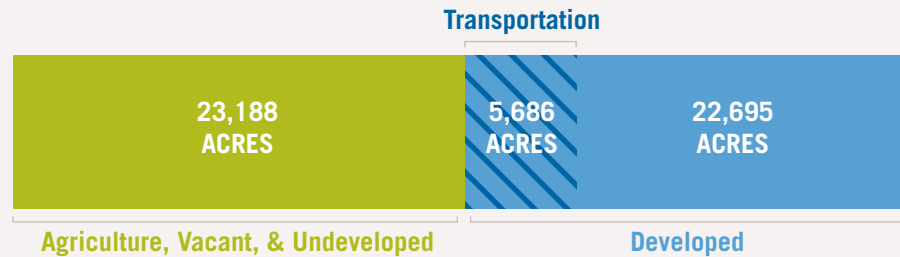
## OVERVIEW OF THE OSHKOSH MPO



## LAND USE & POPULATION OSHKOSH MPO

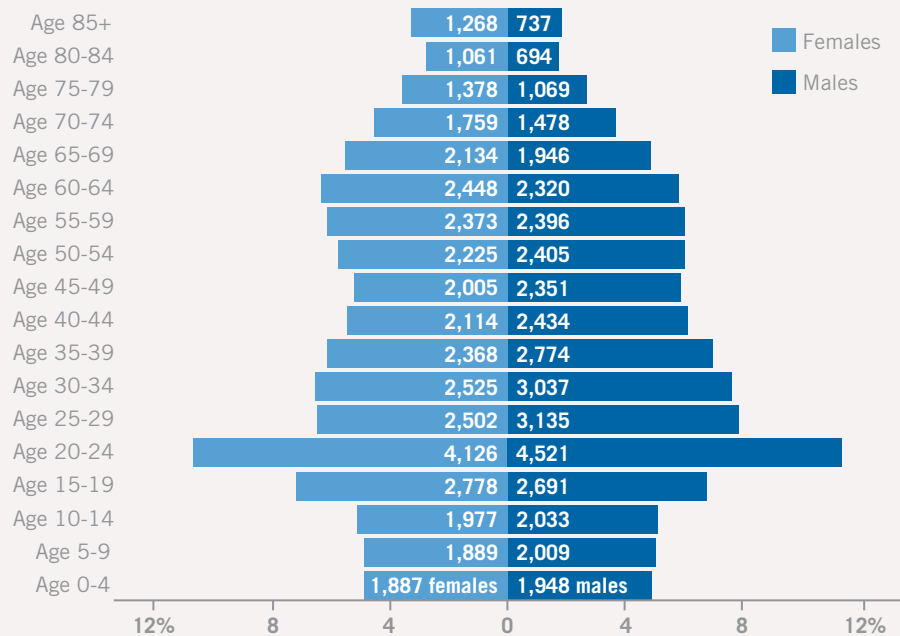
The Oshkosh MPO is located within Winnebago County, bordering Lake Winnebago to the east and Lake Butte des Morts to the west. The current population within the MPO planning boundary is 78,794 people and encompasses 45,883 total acres. By 2040, the Wisconsin Department of Administration predicts the population will climb to approximately 94,345 people.

### Existing Land Use



Data source: ECWRPC 2021

### Population by Age

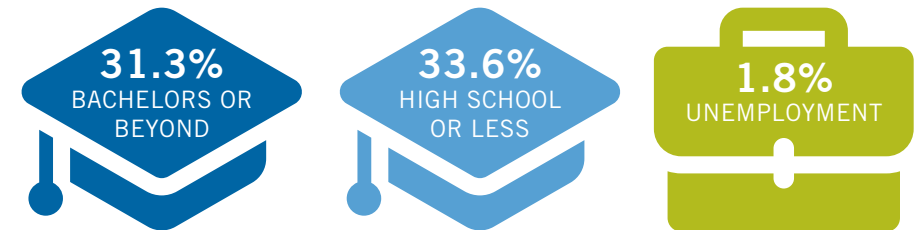


Data source: ESRI Business Analyst 2022

## EMPLOYMENT OSHKOSH MPO

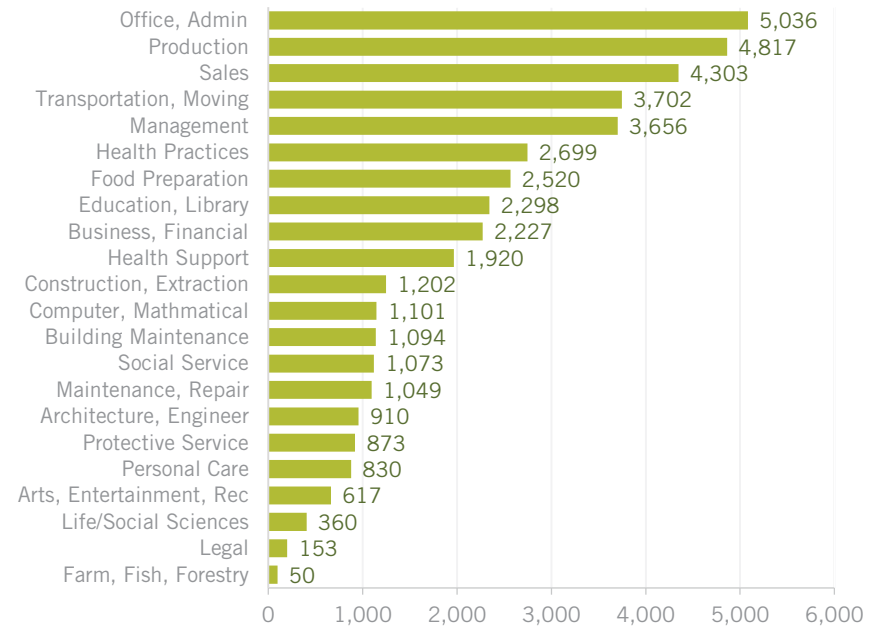
The Oshkosh MPO area's vibrant business community is made up of 2,844 businesses with 45,506 total employees. White collar workers constitute 62% of the labor force, while 38% of laborers are blue collar and service workers. There are also two college-level campuses within the Oshkosh MPO boundary: University of Wisconsin Oshkosh and Fox Valley Technical College.

### Employment Quick Facts



Data source: ESRI Business Analyst 2022

### Number of Employees by Occupation



Data source: ESRI Business Analyst 2022

# HOUSING & INCOME

OSHKOSH MPO

There are an estimated 32,314 households within the Oshkosh MPO planning area, with an average household size of 2.23 people. The Wisconsin Department of Administration predicts that household growth within the MPO will be modest, adding about 3,400 households from 2020 to 2040. In total, 2,717 households receive SNAP benefits and 9,850 receive social security income.

## Housing & Income Quick Facts



**32,314**  
TOTAL  
HOUSEHOLDS



**\$189,195**  
MEDIAN HOME  
VALUE



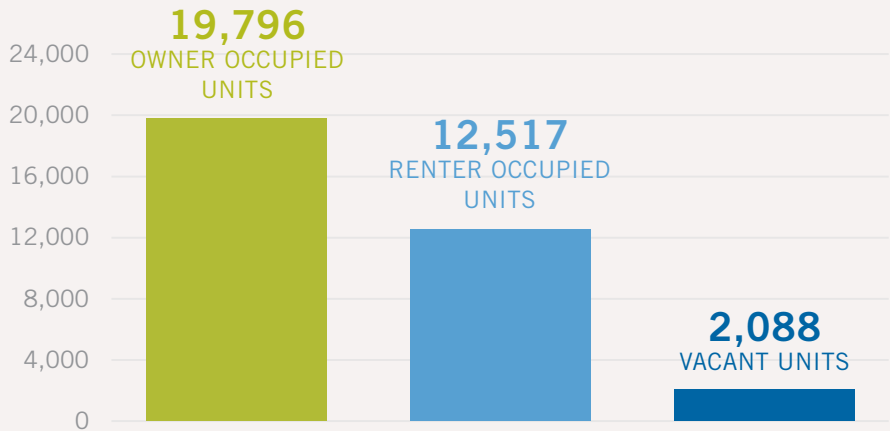
**\$58,414**  
MEDIAN  
HOUSEHOLD  
INCOME



**\$108,031**  
MEDIAN NET  
WORTH

Data source: ESRI Business Analyst 2022

## Housing Occupancy Estimates



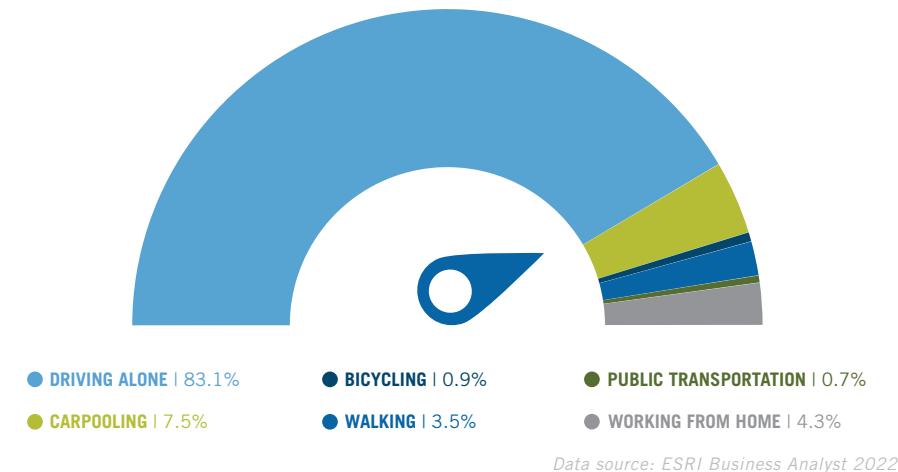
Data source: ESRI Business Analyst 2022

# COMMUTING

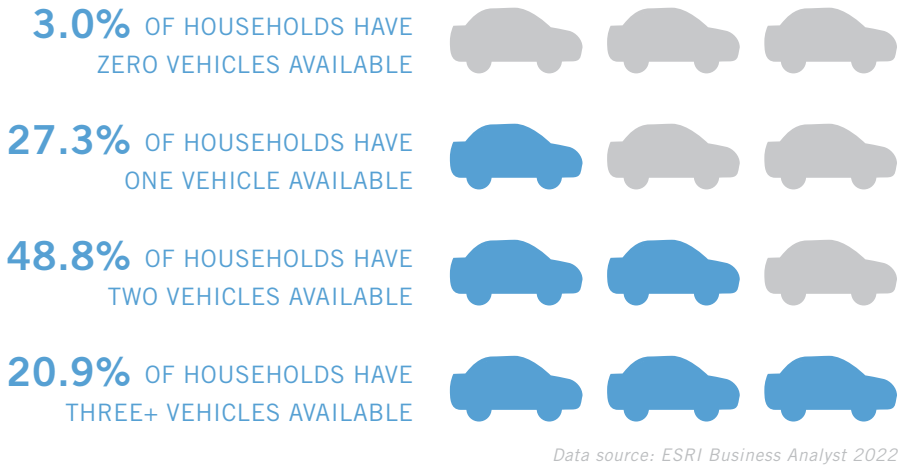
OSHKOSH MPO

There are approximately 37,638 people commuting within the Oshkosh MPO. In 2020, 46% of people commuted to work in less than 15 minutes, 34% commuted in 15-30 minutes, and 20% commuted in over 30 minutes. While 83.1% of commuters rely on a personal vehicle to drive to work, it should be noted that 3% of households do not have access to a vehicle.

## Means of Transportation to Work



## Vehicle Availability



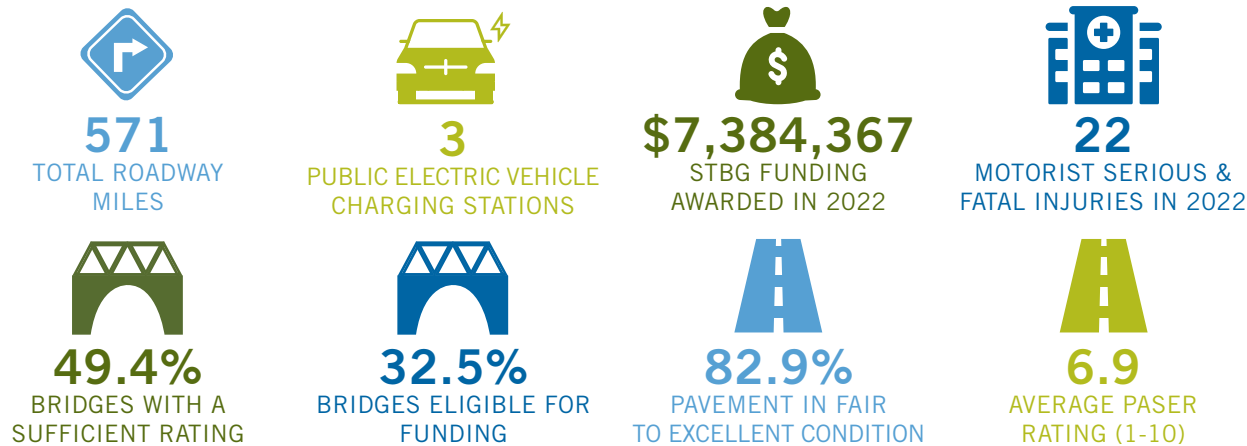


## OSHKOSH MPO PERFORMANCE MEASURES

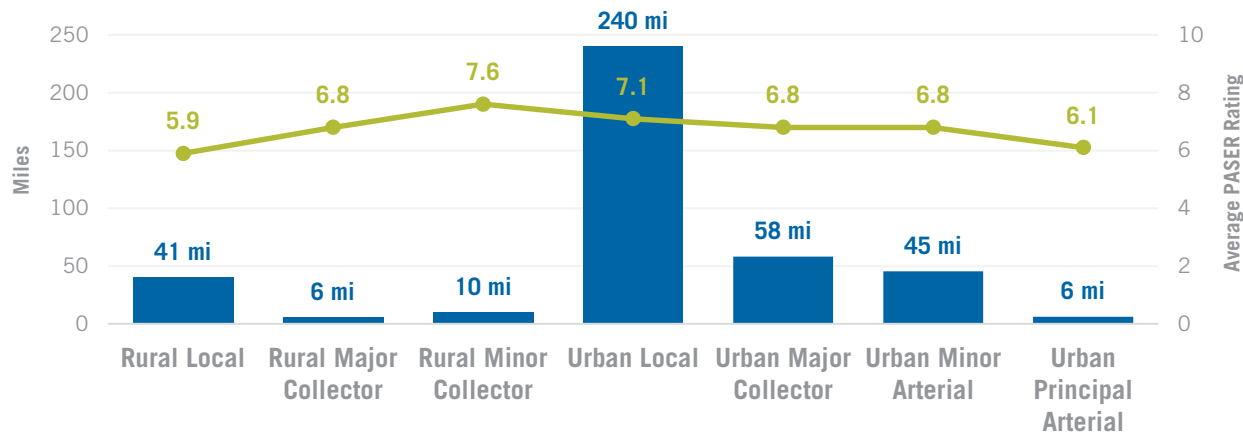
# ROADWAYS OSHKOSH MPO

With 571 miles of roadway and 83 bridges, the Oshkosh MPO is crisscrossed by asphalt, concrete, and steel to deliver products and connect people to essential resources. Quality roadways help to keep the average daily commute under 30 minutes throughout the region. Surface Transportation Block Grant Program funds are leveraged to resurface, reconstruct, or redesign roads and intersections. ECWRPC also develops the Transportation Improvement Program (TIP) report annually, highlighting upcoming roadway projects in the MPO.

## Roadway Performance Measures



## NHS Roadway Mileage by Functional Class and Average PASER Rating



*Crash, bridge, PASER, functional class data: WisDOT 2022. EV charging data: BTS 2022. Roadway miles, TIP data: ECWRPC 2022.*

## ROADWAY FUNDING AWARDED BY ECWRPC IN THE OSHKOSH MPO

2022

ROADWAY **BOWEN ST.**  
COMMUNITY CITY OF OSHKOSH  
FUNDING STBG (22-27 CYCLE)  
AMOUNT \$1,883,128

ROADWAY **S. WASHBURN ST.**  
COMMUNITY CITY OF OSHKOSH  
FUNDING STBG (BIL 22)  
AMOUNT \$717,328

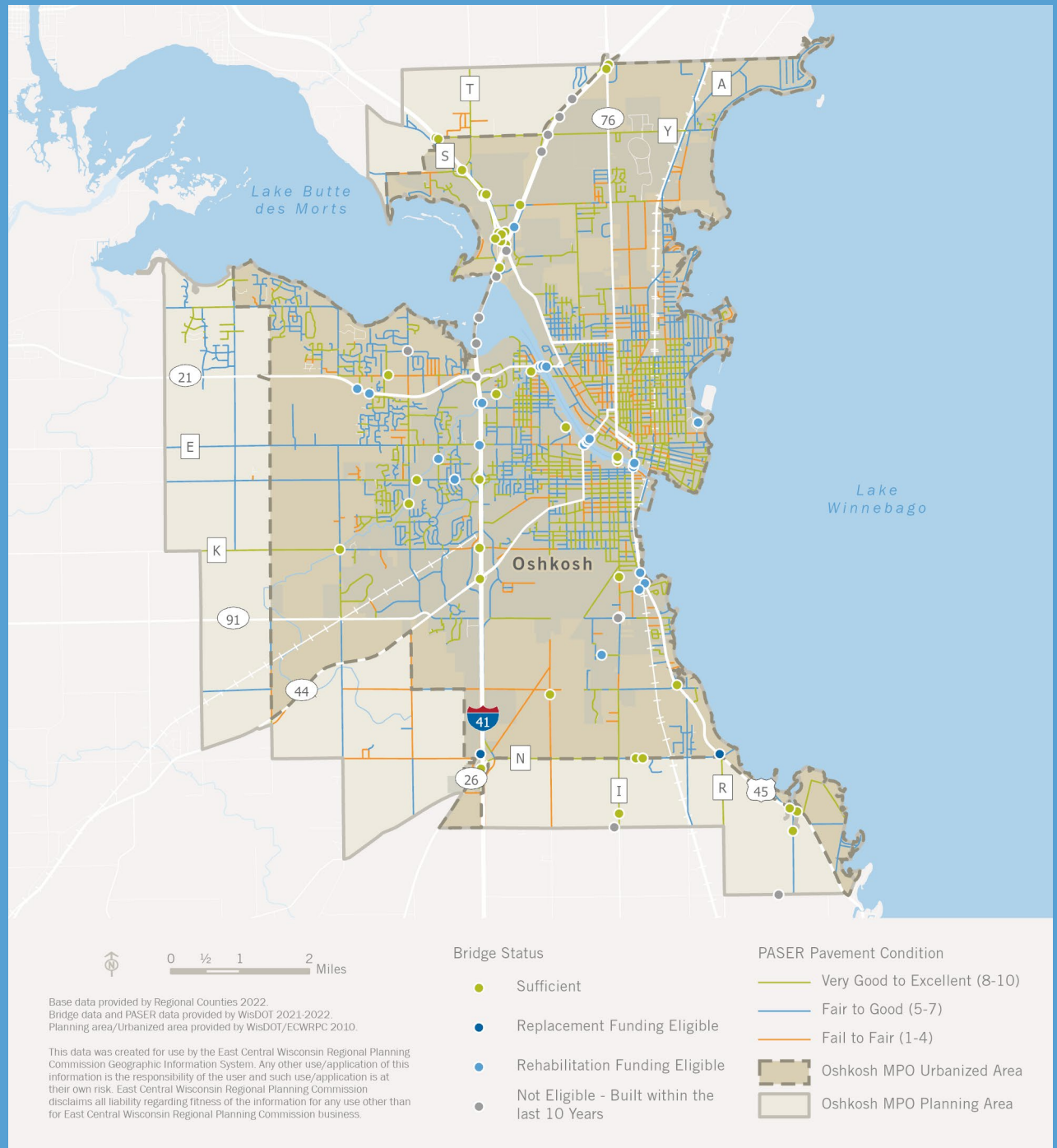
ROADWAY **OSBORNE AVE.**  
COMMUNITY CITY OF OSHKOSH  
FUNDING STBG (BIL 22)  
AMOUNT \$631,203

ROADWAY **LEONARD POINT RD.**  
COMMUNITY TOWN OF ALGOMA  
FUNDING STBG (BIL 23)  
AMOUNT \$4,152,708



# ROADWAYS

## PASER CONDITION & BRIDGE STATUS



# TRANSIT OSHKOSH MPO

GO Transit's fixed-route buses and demand-response services, including paratransit and the Access to Jobs program, help people reach essential services in Oshkosh six days per week. Using the Token Transit app, riders can buy bus passes using a smartphone or tablet and show the driver for contactless bus fare during the ride. Transit ridership has been impacted by a change in travel patterns associated with the COVID-19 pandemic. However, the free transit to school program is growing particularly quickly, with over 70,000 student trips in 2021. Additionally, Amtrak offers a connecting bus stop in Oshkosh that makes two round trips daily from Green Bay to Milwaukee.

## Transit Performance Measures



**472,607**

GO TRANSIT ANNUAL UNLINKED TRIPS:  
BUS



**48,215**

GO TRANSIT ANNUAL UNLINKED TRIPS:  
DEMAND RESPONSE



**\$8.73**

GO TRANSIT OPERATING EXPENSES  
PER UNLINKED PASSENGER TRIP



**\$714,990**

GO TRANSIT TOTAL FARE REVENUES



**75%**

OF PEOPLE LIVE WITHIN THE 10 MIN.  
TRANSIT WALKSHED



**81%**

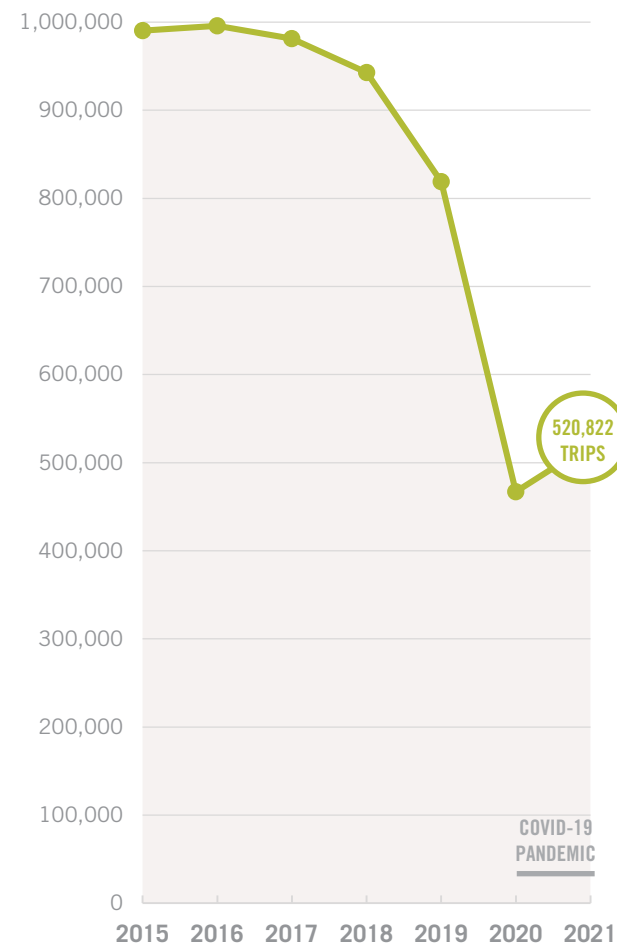
OF HEALTH CARE FACILITIES ARE LOCATED  
WITHIN THE 5 MIN. TRANSIT WALKSHED



**71%**

OF PARKS ARE LOCATED WITHIN THE  
5 MIN. TRANSIT WALKSHED

## GO Transit: Total Annual Unlinked Trips



Unlinked trips, revenue data: FTA 2021. Population, hospitals, parks data: ECWRPC 2022.

## TRANSIT SERVICES IN THE OSHKOSH MPO



**GO TRANSIT**  
PUBLIC TRANSPORTATION

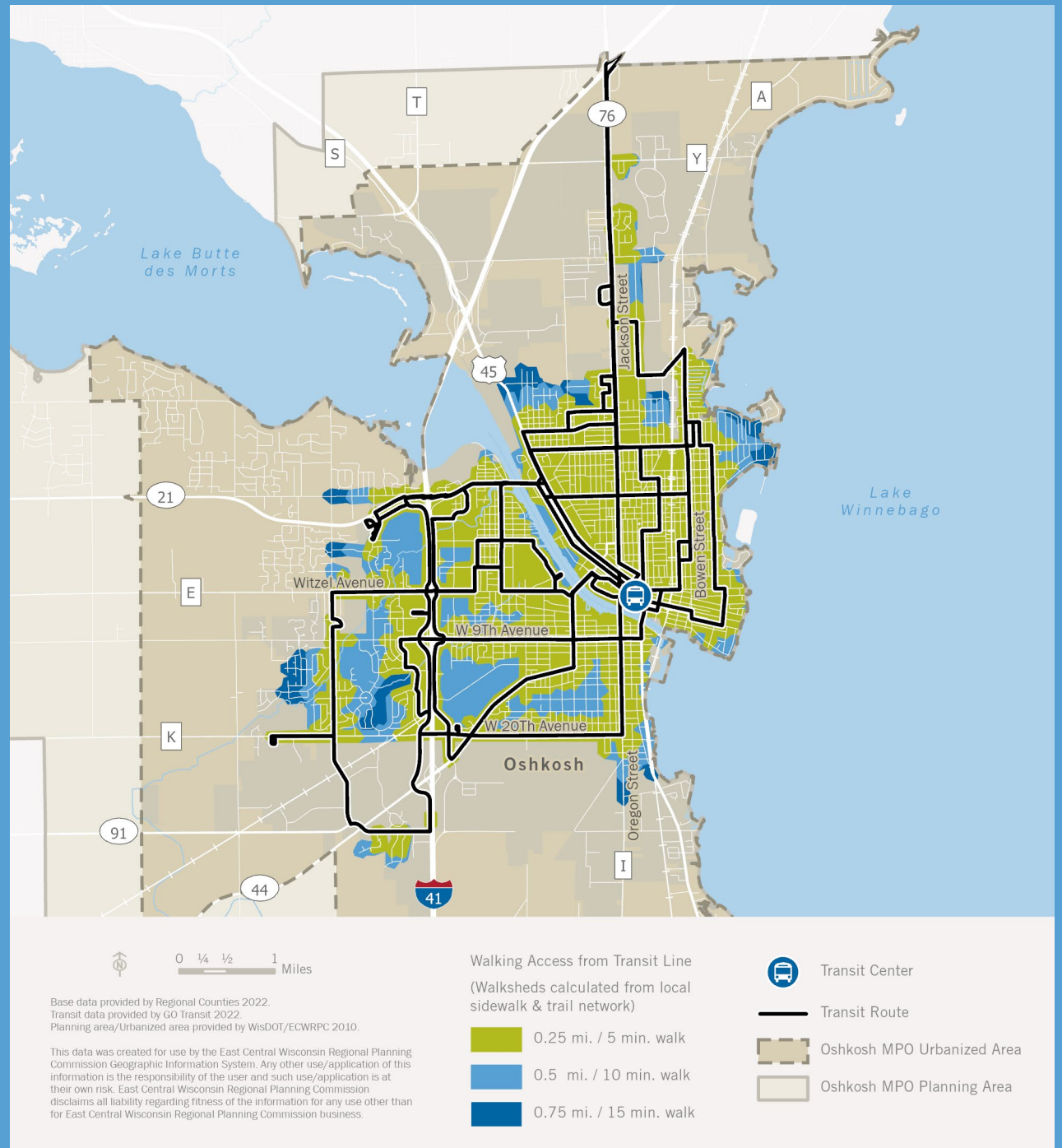


**GO PLUS PARATRANSIT**  
SPECIALIZED TRANSPORTATION



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

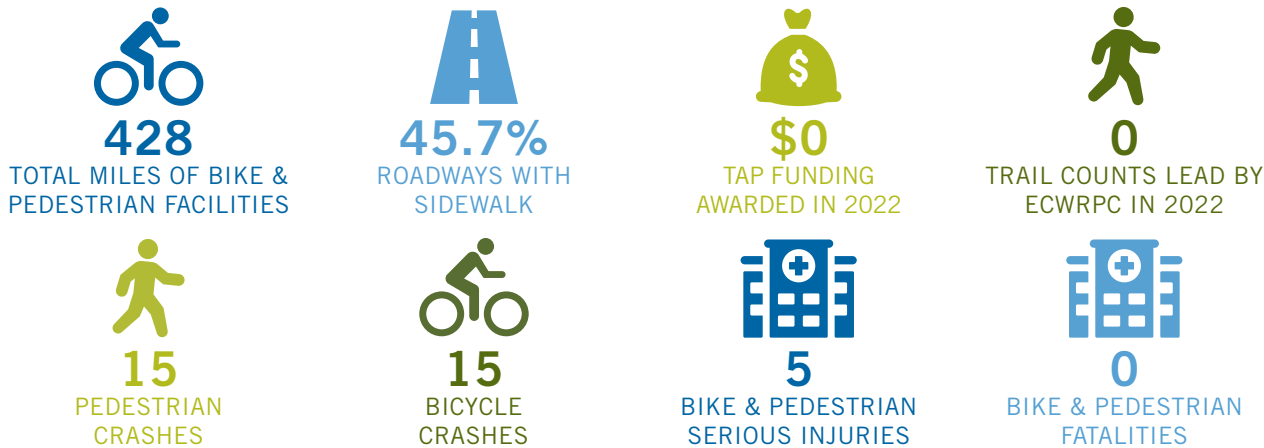
# TRANSIT GO TRANSIT WALKSHEDS



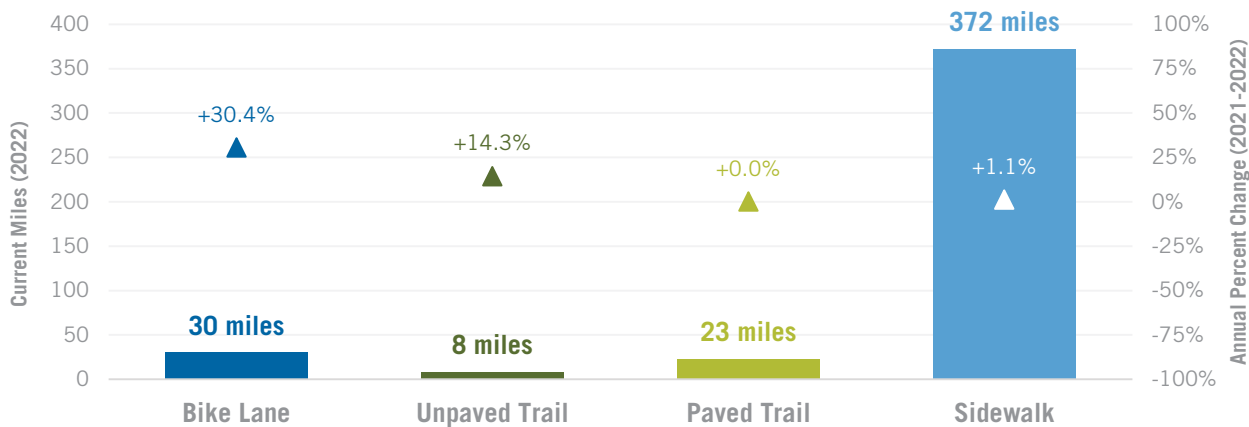
# BICYCLE & PEDESTRIAN NETWORK OSHKOSH MPO

Bicycling and walking are popular forms of recreation and exercise that also serve an important transportation function. Guided by the vision of local, county, and regional plans, the bicycle and pedestrian network in the Oshkosh MPO is growing steadily. Notably, new bike lanes along Omro Rd. and W 9th Ave. were completed within the past year. New segments of the Oshkosh Riverwalk along the Fox River are also planned. Popular trails in the MPO include the Tribal Heritage Crossing Trail and the Wiouwash State Trail, which link communities together.

## Bicycle & Pedestrian Performance Measures



## Bicycle & Pedestrian Facility Mileage and Annual Change



Crash data source: WisDOT 2022. Bike/ped facility source: ECWRPC 2022.

## COMPLETE STREETS

Complete streets are for everyone, no matter who they are or how they travel. Each street should be examined in its own context to determine the appropriate bicycle and pedestrian facilities.



### SPACE FOR PEOPLE

Curb ramps, crosswalks, curb extensions, sidewalks



### SPACE FOR BIKES

Bike lanes, trails, wide paved shoulders



### SPACE FOR CARS

Roundabouts, narrower travel lanes, traffic calming



### SPACE FOR MASS TRANSIT

Bus pullouts, shelters, transit-only lanes



### SPACE FOR SHARED MOBILITY

Shared bike and scooter parking, median islands

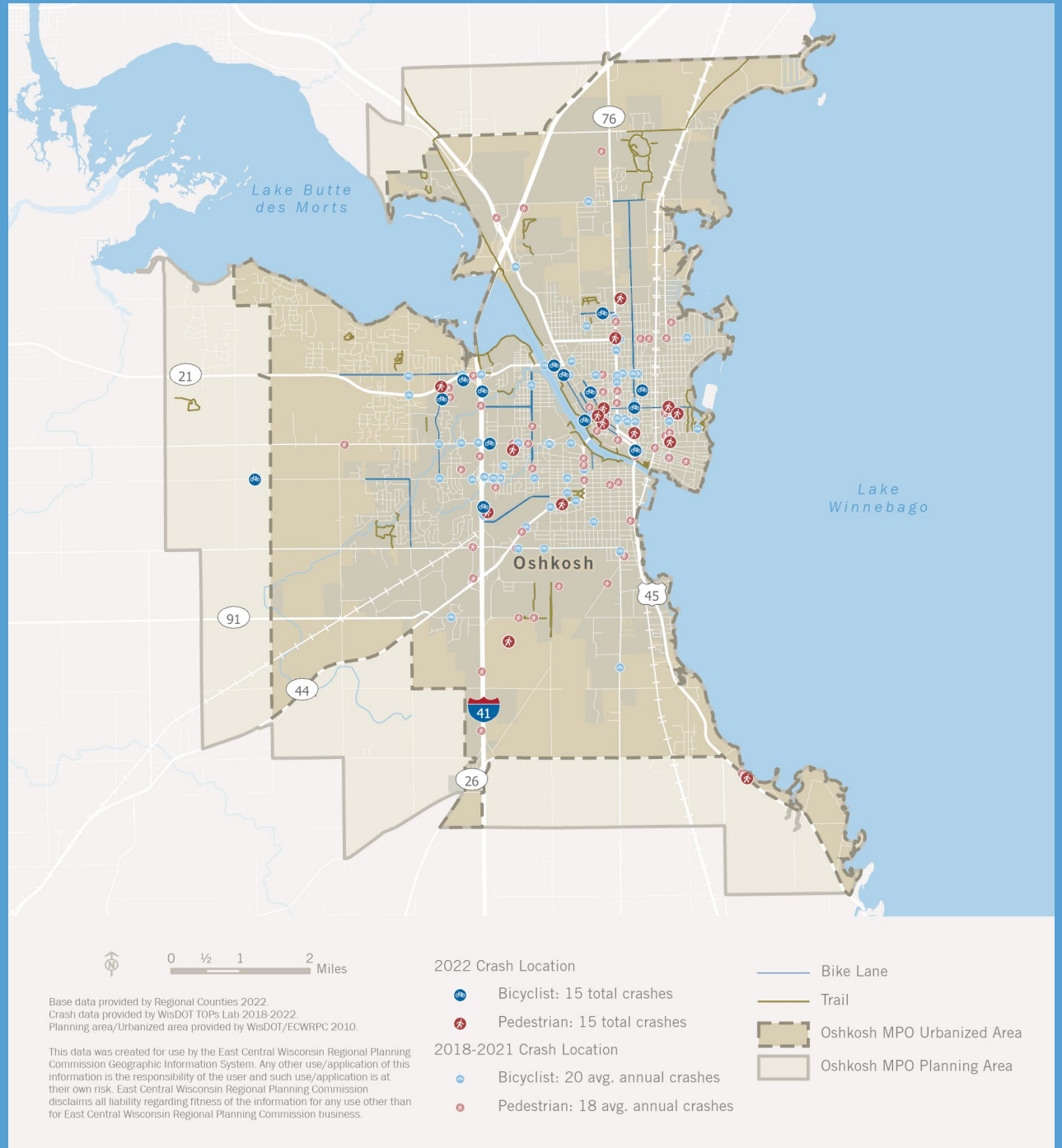


### SPACE FOR COMFORT & CULTURE

Street furniture, parks, public art, lighting



# BICYCLE & PEDESTRIAN NETWORK CRASH DENSITY



# SAFE ROUTES TO SCHOOL

OSHKOSH MPO

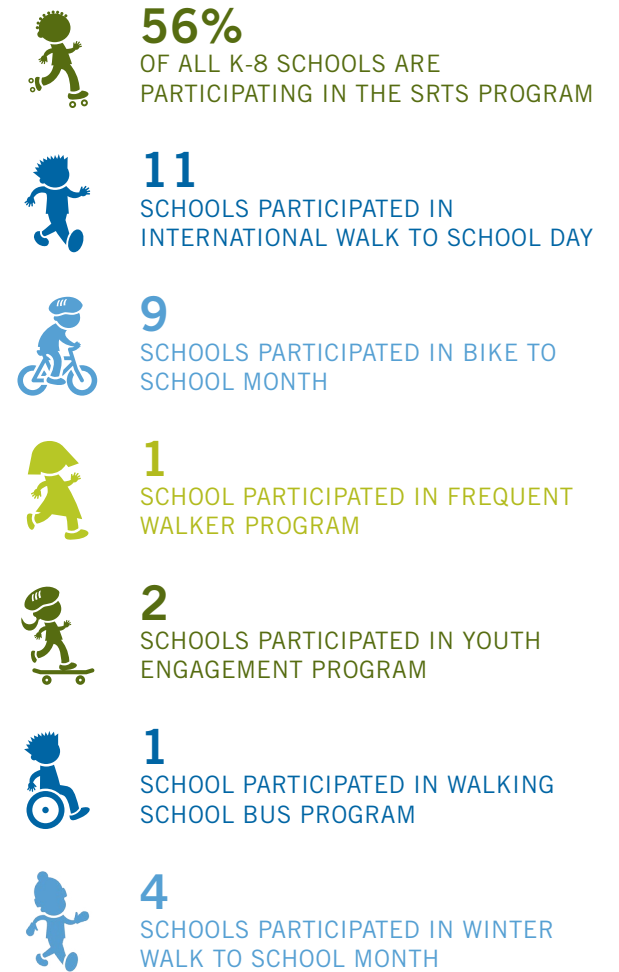
By working to make it safer and more appealing for students to walk and bike to school, the Regional Safe Routes to School (SRTS) Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more-livable communities. Current funding for this program allows staff to work with students in Kindergarten through eighth grade. However, new funding from the Bipartisan Infrastructure Law would allow for high schools to participate in programming. In 2022, staff worked with two schools in the Oshkosh School District to conduct the Project RADAR (Reminding All Drivers About Responsibility) curriculum.

## Annual School Participation

School	Participation
ALPS Charter School	<div><div></div><div></div><div></div></div>
Carl Traeger Elementary School	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
Emmeline Cook Elementary School	<div><div></div></div>
Franklin Key to Learning Charter School	<div><div></div><div></div></div>
Jefferson Elementary School	<div><div></div><div></div><div></div></div>
Lakeside/Green Meadow Elementary School	<div><div></div><div></div></div>
Merrill Elementary School	<div><div></div><div></div></div>
Merrill Middle School	<div><div></div></div>
Oakwood Elementary School	<div><div></div><div></div><div></div></div>
Perry Tipler Middle School	<div><div></div><div></div></div>
Roosevelt Elementary School	<div><div></div></div>
South Park Middle School	<div><div></div><div></div></div>

- INTERNATIONAL WALK TO SCHOOL DAY
- FREQUENT WALKER PROGRAM
- WINTER WALK TO SCHOOL MONTH
- WALKING SCHOOL BUS PROGRAM
- YOUTH ENGAGEMENT PROGRAM
- BIKE TO SCHOOL MONTH

## SRTS Performance Measures



## GUIDING PRINCIPLES THE SIX E'S



EQUITY



ENGAGEMENT



EVALUATION



ENGINEERING

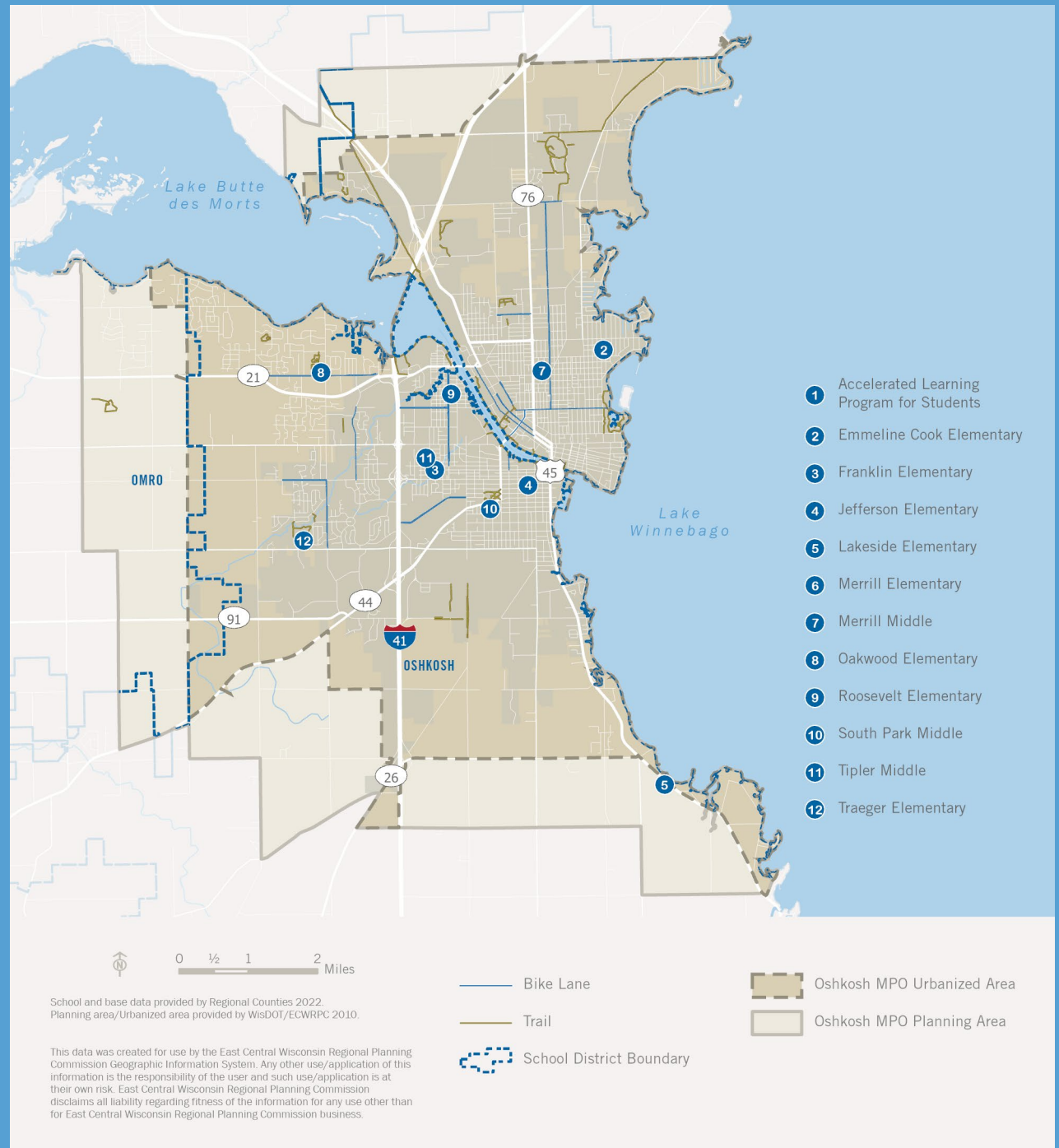


ENCOURAGEMENT



EDUCATION

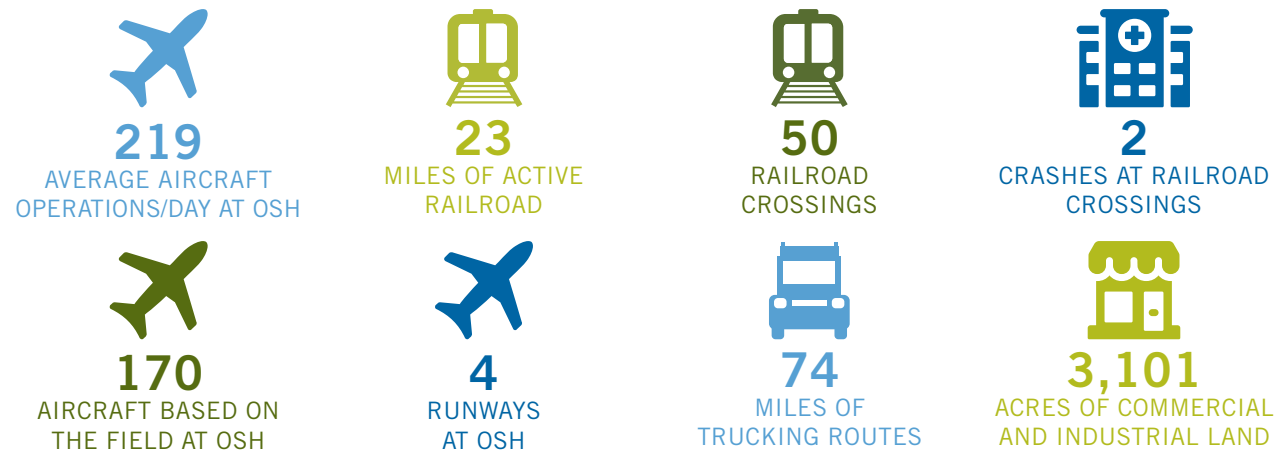
# SAFE ROUTES TO SCHOOL PARTICIPATING SCHOOLS & SCHOOL DISTRICTS



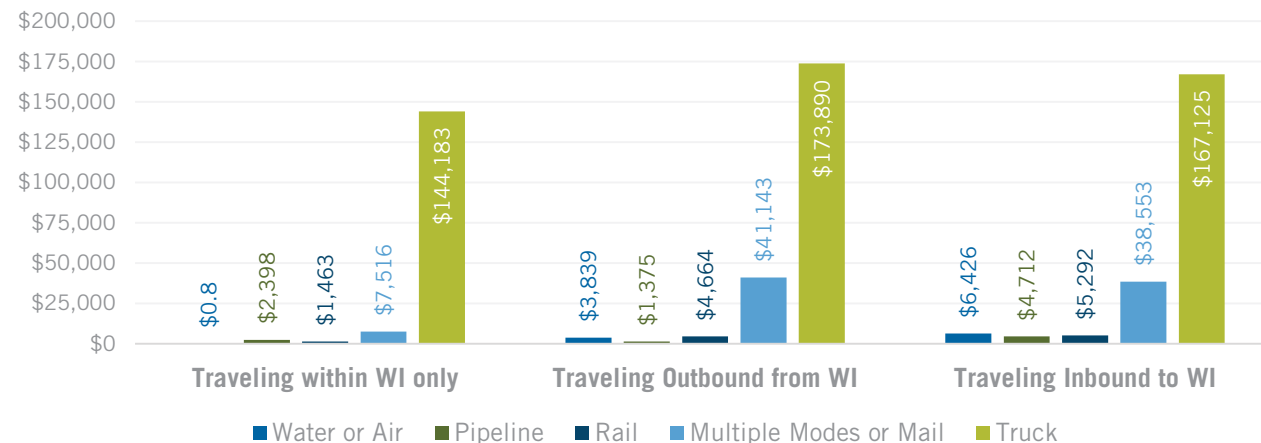
# FREIGHT & AIRPORTS OSHKOSH MPO

Highway, airport, water, pipeline, and rail infrastructure in the Oshkosh MPO help move freight to supply raw materials to manufacturers and products to customers. Facilities like the publicly-owned WATCO Transload Terminal in Oshkosh make freight transfers between modes safer and more efficient. Wittman Regional Airport (OSH) has served Winnebago County since 1958 and currently has four paved runways. During the Experimental Aircraft Association (EAA) AirVenture event at OSH, two temporary runways are added to accommodate the 76,000+ takeoffs and landings.

## Freight & Airport Performance Measures



## Shipment Value by Transportation Mode in Wisconsin (million U.S. dollars)



*Airport data: AirNav accessed 2022. Rail Data: BTS 2022. Freight data: Freight Analysis Framework 2022 projections. Crash data: WisDOT 2022.*

## ALL FREIGHT MOVEMENT IN WISCONSIN

### TOP TRADING PARTNERS

STATE	1000 TONS	OVERALL %
WISCONSIN	325,022	69.9%
ILLINOIS	21,436	4.6%
TEXAS	21,347	4.6%
MINNESOTA	21,289	4.6%

### TOTAL SHIPMENTS BY WEIGHT

MOVEMENT	1000 TONS
INBOUND	137,956
OUTBOUND	139,865
WITHIN WISCONSIN	325,022
TOTAL	602,843

### TOTAL SHIPMENTS BY VALUE

MOVEMENT	MILLION U.S. DOLLARS
INBOUND	\$222,284
OUTBOUND	\$225,190
WITHIN WISCONSIN	\$155,561
TOTAL	\$603,035



# FREIGHT & AIRPORTS

## ROUTES AND RESTRICTIONS





## RESOURCES

# TRANSPORTATION PROGRAMS & MAP LINKS

East Central Wisconsin Regional Planning Commission (ECWRPC) provides the information and planning services necessary to solve problems that transcend the boundaries and fiscal capabilities of individual governmental jurisdictions. In addition to administering the MPO program, ECWRPC provides planning and technical assistance to participating governments with issues of concern to that jurisdiction. ECWRPC's planning and technical specialists are responsible for the following transportation programs in the Oshkosh area.



## **PUBLIC TRANSIT & SPECIALIZED TRANSPORTATION PLANNING**

ECWRPC helps communities plan and fund shared ride vehicle services that provide reliable, efficient, and essential connections to all of life's important destinations.



## **BICYCLE & PEDESTRIAN PLANNING**

ECWRPC brings WisDOT, local governments and bicycle/pedestrian advocacy groups together to develop and coordinate multi-modal trail systems and activities.



## **SAFE ROUTES TO SCHOOL PLANNING**

The ECWRPC Regional Safe Routes to School program focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS activities.



## **REGIONAL HIGHWAY CORRIDOR PLANNING**

ECWRPC provides a multi-jurisdictional forum for stakeholders that promotes coordination and cooperation between state and federal agencies, local governments, and the public.



## **FREIGHT PLANNING**

ECWRPC coordinates the safe, secure, and efficient movement of freight into, out of, and between communities, ensuring this critical component of economic viability and quality of life runs smoothly.



## **LONG RANGE TRANSPORTATION PLANNING**

ECWRPC researches and outlines planning processes for infrastructure and programs covering all modes of transportation in the region to comply with federal and state planning requirements.



## **REGIONAL TECHNICAL ASSISTANCE**

ECWRPC provides services and guidance to counties and local units of government as part of WisDOT's Regional Transportation Program.



## **COMMUNITY PLANNING ASSISTANCE**

Municipalities can contract with ECWRPC for staff expertise in areas such as Transportation Planning, Regional Comprehensive Planning, Open Space and Recreation Planning, and GIS.

## **TRANSPORTATION HUB**

A variety of online mapping applications are hosted on the ECWRPC Transportation Hub to assist with performance measure monitoring. Click the buttons below to visit each interactive map or dashboard.

