

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

COMPREHENSIVE SAFETY ACTION PLAN

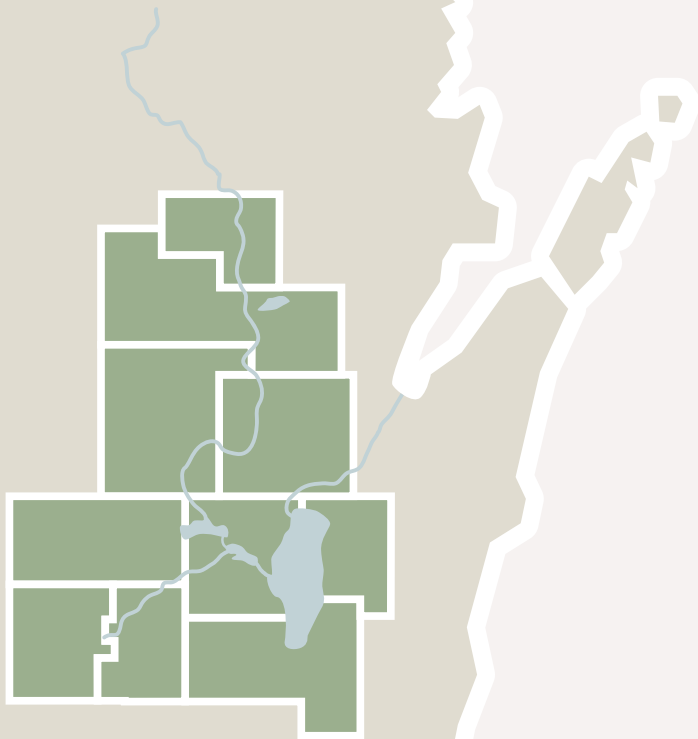
FOR THE APPLETON (FOX CITIES) AND OSHKOSH METROPOLITAN PLANNING ORGANIZATIONS



ADOPTED 1-25-24

ADDENDED 3-28-24

EAST CENTRAL WISCONSIN COMPREHENSIVE SAFETY ACTION PLAN



COMPREHENSIVE SAFETY ACTION PLAN (CSAP)

Adopted on January 25, 2024

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PREPARED BY

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TABLE OF CONTENTS

CHAPTERS

7 CHAPTER 1 INTRODUCTION

7	SAFE STREETS AND ROADS FOR ALL PROGRAM OVERVIEW
9	CSAP PURPOSE AND GUIDING PRINCIPLES
12	CSAP STRUCTURE

15 CHAPTER 2 BACKGROUND

15	PLANNING AREA AND EQUITY
21	ENGAGEMENT AND COLLABORATION
35	DATA COLLECTION AND CRASH ANALYSIS METHODOLOGY
40	PRIORITY PROJECT OVERVIEW

41 CHAPTER 3 APPLETON (FOX CITIES) MPO

42	APPLETON (FOX CITIES) MPO
58	CITY OF APPLETON
65	CITY OF KAUKAUNA
72	CITY OF MENASHA
79	CITY OF NEENAH
86	TOWN OF BUCHANAN
93	TOWN OF CENTER
100	TOWN OF CLAYTON
107	TOWN OF ELLINGTON
114	TOWN OF FREEDOM
121	TOWN OF GRAND CHUTE
128	TOWN OF KAUKAUNA
135	TOWN OF NEENAH
142	TOWN OF VANDENBROEK
149	TOWN OF VINLAND
156	TOWN OF WOODVILLE

163	VILLAGE OF COMBINED LOCKS
170	VILLAGE OF FOX CROSSING
177	VILLAGE OF GREENVILLE
184	VILLAGE OF HARRISON
191	VILLAGE OF KIMBERLY
198	VILLAGE OF LITTLE CHUTE
205	VILLAGE OF SHERWOOD
212	VILLAGE OF WRIGHTSTOWN

219 CHAPTER 4 OSHKOSH MPO

220	OSHKOSH MPO
233	CITY OF OSHKOSH
240	TOWN OF ALGOMA
247	TOWN OF BLACK WOLF
254	TOWN OF NEKIMI
261	TOWN OF OMRO
268	TOWN OF OSHKOSH
275	TOWN OF UTICA

282 CHAPTER 5 RECOMMENDATIONS AND EVALUATION

283	RECOMMENDATIONS AND EVALUATION
285	RECOMMENDED PROVEN SAFETY COUNTERMEASURES
286	GOAL 1: SAFER ROADS
287	GOAL 2: SAFER SPEEDS
288	GOAL 3: SAFER PEOPLE
289	GOAL 4: POST-CRASH CARE
290	GOAL 5: COLLABORATION
291	PERFORMANCE MEASURES AND MONITORING

TABLE OF CONTENTS

APPENDICES AND FIGURES

293	APPENDIX A: SS4A SELF-CERTIFICATION ELIGIBILITY WORKSHEET
299	APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS
313	APPENDIX C: SRF CSAP MPO PROJECT PRIORITIZATION MEMO
353	APPENDIX D: RESOLUTION OF ADOPTION
355	ADDENDUM

FIGURES

17	FIGURE 2.1 CSAP STAKEHOLDER AND PUBLIC ENGAGEMENT TIMELINE
28	FIGURE 2.2 IN-PERSON ENGAGEMENT MATERIAL RESULTS
29	FIGURE 2.3 WORD CLOUD RESPONSES FROM PUBLIC ON BENEFITS OF PLANNING TO REDUCE ROADWAY FATALITIES AND SERIOUS INJURIES
30	FIGURE 2.4 WORD CLOUD RESPONSES FROM PUBLIC ON PREFERRED TRANSPORTATION INTERVENTIONS
31	FIGURE 2.5 SAFETY PERCEPTION OF ROADWAY FEATURES ACCORDING TO VEHICLE USERS
32	FIGURE 2.6 SAFETY PERCEPTION OF ROADWAY FEATURES ACCORDING TO BICYCLE USERS
32	FIGURE 2.7 SAFETY PERCEPTION OF ROADWAY FEATURES ACCORDING TO PEDESTRIAN USERS
33	FIGURE 2.8 PUBLIC FAMILIARITY WITH THE SAFE SYSTEMS APPROACH
37	FIGURE 2.9 COMPREHENSIVE SAFETY ACTION PLAN CRASH ANALYSIS MODEL
39	FIGURE 2.10 COMPREHENSIVE SAFETY ACTION PLAN HIGH-INJURY NETWORK MODEL
43	FIGURE 3.1 CRASH FACTORS: TOTAL CRASHES
43	FIGURE 3.2 CRASH FACTORS: KSI CRASHES
43	FIGURE 3.3 CRASH FACTORS: FATAL CRASHES
44	FIGURE 3.4 TOTAL CRASHES PER YEAR BY MODE
44	FIGURE 3.5 KSI CRASHES PER YEAR BY MODE
44	FIGURE 3.6 FATAL CRASHES PER YEAR BY MODE
45	FIGURE 3.7 CRASH TYPE BY MODE: TOTAL CRASHES
45	FIGURE 3.8 CRASH TYPE BY MODE: KSI CRASHES
45	FIGURE 3.9 CRASH TYPE BY MODE: FATAL CRASHES
46	FIGURE 3.10 CRASH LOCATIONS: TOTAL CRASHES

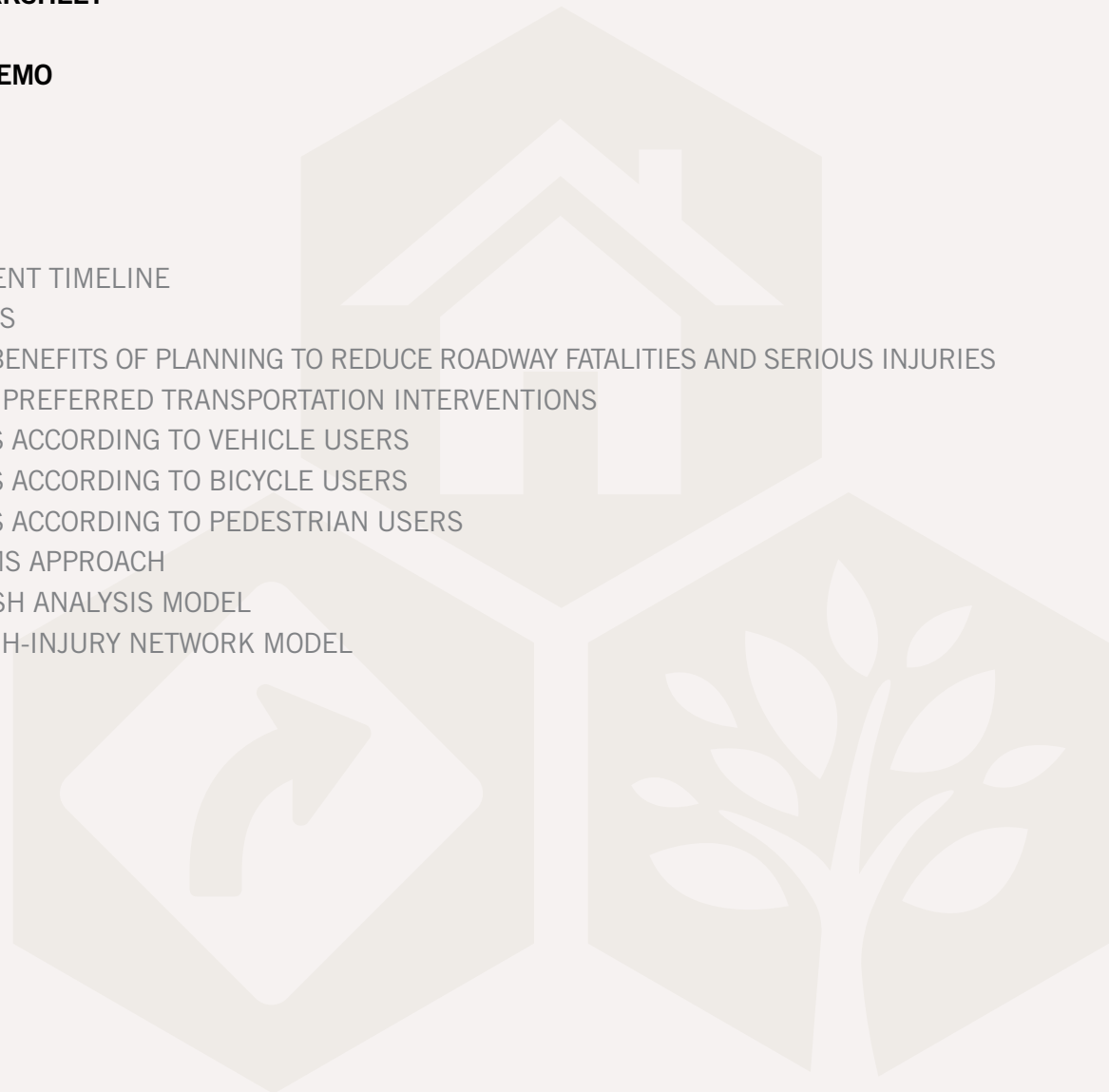


TABLE OF CONTENTS

FIGURES (cont.) AND MAPS

46	FIGURE 3.11 CRASH LOCATIONS: KSI CRASHES
46	FIGURE 3.12 CRASH LOCATIONS: FATAL CRASHES
221	FIGURE 4.1 CRASH FACTORS: TOTAL CRASHES
221	FIGURE 4.2 CRASH FACTORS: KSI CRASHES
221	FIGURE 4.3 CRASH FACTORS: FATAL CRASHES
222	FIGURE 4.4 TOTAL CRASHES PER YEAR BY MODE
222	FIGURE 4.5 KSI CRASHES PER YEAR BY MODE
222	FIGURE 4.6 FATAL CRASHES PER YEAR BY MODE
223	FIGURE 4.7 CRASH TYPE BY MODE: TOTAL CRASHES
223	FIGURE 4.8 CRASH TYPE BY MODE: KSI CRASHES
223	FIGURE 4.9 CRASH TYPE BY MODE: FATAL CRASHES
224	FIGURE 4.10 CRASH LOCATIONS: TOTAL CRASHES
224	FIGURE 4.11 CRASH LOCATIONS: KSI CRASHES
224	FIGURE 4.12 CRASH LOCATIONS: FATAL CRASHES

MAPS

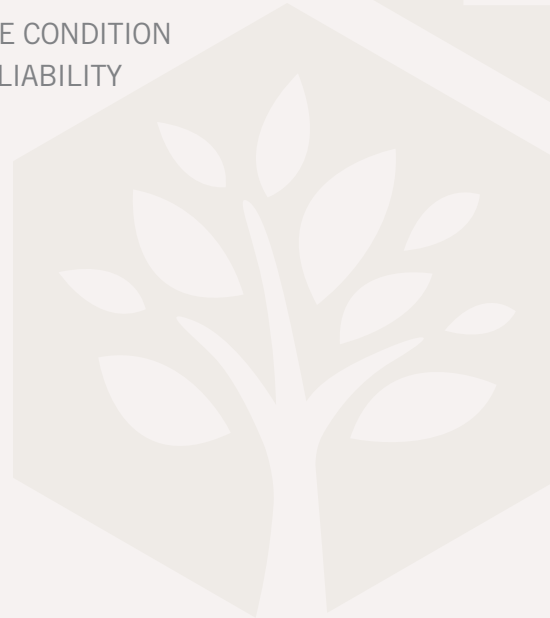
18	MAP 2.1 APPLETON (FOX CITIES) METROPOLITAN PLANNING ORGANIZATION
19	MAP 2.2 OSHKOSH METROPOLITAN PLANNING ORGANIZATION
47	MAP 3.1 APPLETON (FOX CITIES) MPO KILLED AND SERIOUS INJURY CRASHES 2018 - 2022
48	MAP 3.2 APPLETON (FOX CITIES) MPO CRASH ANALYSIS
49	MAP 3.3 APPLETON (FOX CITIES) MPO HIGH-INJURY NETWORK
50	MAP 3.4 APPLETON (FOX CITIES) MPO PRIORITY PROJECTS
225	MAP 3.1 OSHKOSH MPO KILLED AND SERIOUS INJURY CRASHES 2018 - 2022
226	MAP 3.2 OSHKOSH MPO CRASH ANALYSIS
227	MAP 3.3 OSHKOSH MPO HIGH-INJURY NETWORK
228	MAP 3.4 OSHKOSH MPO PRIORITY PROJECTS

TABLE OF CONTENTS

TABLES

TABLES

17	TABLE 2.1 ECWRPC 2022-2024 STANDING COMMITTEE ASSIGNMENTS
23	TABLE 2.2 CSAP COMMITTEE
24	TABLE 2.3 APPLETON (FOX CITIES) MPO AND OSHKOSH MPO PROJECT SELECTION ADVISORY GROUPS
56	TABLE 3.1 APPLETON (FOX CITIES) MPO PRIORITY PROJECTS
231	TABLE 4.1 OSHKOSH MPO PRIORITY PROJECTS
285	TABLE 5.1 FHWA PROVEN SAFETY COUNTERMEASURES
286	TABLE 5.2 GOAL 1: SAFER ROADS - RECOMMENDED ACTIONS, PARTNERS, TIMEFRAME, AND EVALUATION INDICATORS
287	TABLE 5.3 GOAL 2: SAFER SPEEDS - RECOMMENDED ACTIONS, PARTNERS, TIMEFRAME, AND EVALUATION INDICATORS
288	TABLE 5.4 GOAL 3: SAFER PEOPLE - RECOMMENDED ACTIONS, PARTNERS, TIMEFRAME, AND EVALUATION INDICATORS
289	TABLE 5.5 GOAL 4: POST-CRASH CARE - RECOMMENDED ACTIONS, PARTNERS, TIMEFRAME, AND EVALUATION INDICATORS
290	TABLE 5.6 GOAL 5: COLLABORATION - RECOMMENDED ACTIONS, PARTNERS, TIMEFRAME, AND EVALUATION INDICATORS
291	TABLE 5.7 PERFORMANCE MEASURE 1: SAFETY
291	TABLE 5.8 PERFORMANCE MEASURE 2: INFRASTRUCTURE CONDITION
292	TABLE 5.9 PERFORMANCE MEASURE 3: SYSTEM/TIME RELIABILITY



COMPREHENSIVE SAFETY ACTION PLAN

CHAPTER 1

INTRODUCTION

INTRODUCTION

SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM OVERVIEW

Safe Streets and Roads for All (SS4A) Grant Program

Established as part of the Bipartisan Infrastructure Law (BIL), the Safe Streets and Roads for All (SS4A) discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.¹ These initiatives are funded through two grant types:

- **Planning and Demonstration Grants:** Provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. Planning and Demonstration Grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan.
- **Implementation Grants:** Provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation Grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible Action Plan to apply for Implementation Grants.

The ECWRPC Comprehensive Safety Action Plan (CSAP) fulfills the Action Plan requirements set forth by the SS4A Program, making the Appleton (Fox Cities) MPO, Oshkosh MPO, and the municipalities within, eligible to apply for SS4A Demonstration and/or Implementation Grants. See SS4A Self-Certification Eligibility Worksheet in Appendix A.

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¹ United States Department of Transportation. 2023. "Safe Streets and Roads for All (SS4A) Grant Program." United States Department of Transportation. <https://www.transportation.gov/grants/SS4A>

INTRODUCTION

CSAP PURPOSE AND GUIDING PRINCIPLES

The Comprehensive Safety Action Plan

Whether people are driving, biking, skating, walking, jogging, pushing a wheelchair, or riding the bus, roadways should get everyone, young and old, where they need to go. The communities within the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPO) constantly work to make roadways safer for all road users. To further support these efforts, the CSAP:

- (1)** Provides an inventory and analysis of crashes by mode, severity, and location on all roadways of each MPO, regardless of ownership, to ascertain existing and historical trends in crashes.
- (2)** Identifies High-Injury Networks (HIN) for each MPO and individual municipalities that pinpoint dangerous road corridors and intersections based on crash analysis modeling that indexes observed crash factors and environmental factors that increase crash risk.
- (3)** Distinguishes high priority projects for both MPOs and individual municipalities according to crash analysis findings and confirmed by stakeholders during the engagement process.
- (4)** Provides recommendations of Safe System strategies and countermeasures that may be implemented to improve safety for all roadway users through infrastructure enhancement and policy reform.
- (5)** Outline implementation timelines, partnerships, and performance measures that evaluate and measure progress over time, using outcome data where plausible.

While the CSAP is designed to meet the specific Action Plan requirements set forth by the SS4A program, many federal funding sources for roadway projects require that a project be listed in an existing plan to ensure consistency and connectivity. Therefore, this plan may potentially open the door to other funding opportunities.

Surface Transportation Block Grants (STBG), Transportation Alternatives Program Set-asides (TAP), Highway Safety Improvement Program (HSIP), several Bipartisan Infrastructure Law (BIL) programs, Reconnecting Communities, Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Department of Natural Resources (DNR) Stewardship Grants, and potentially Carbon Reduction Program Grants, all require evidence regarding how a proposed project will improve safety in a community. Many of these funding sources specifically look at roadway safety from the non-driver experience, a key focus of the Comprehensive Safety Action Plan.

By synthesizing the many factors that go into each crash and the severe outcomes of those crashes, the CSAP aids communities in the identification, or confirmation, of problematic areas and suggests potential solutions to ensure safety for all roadway users.

INTRODUCTION

CSAP PURPOSE AND GUIDING PRINCIPLES

CSAP and the Safe Systems Approach

The Safe System Approach is an internationally recognized best practice for reducing and ultimately eliminating fatalities and serious injuries for all road users. The United States Department of Transportation National Roadway Safety Strategy, in an effort to address and mitigate the risks inherent to the national transportation system, has adopted the Safe Systems Approach.² The approach is predicated on the following principles:

- **Death and serious injury are unacceptable**
- **Humans make mistakes**
- **Humans are vulnerable**
- **Responsibility for road safety is shared**
- **Traffic safety is proactive**
- **Redundancy is crucial**

Guided by the principles outlined above, the implementation of a Safe System consists of the following five objectives:

Safe Road Users

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Safe Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safe Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safe Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

Post-Crash Care

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

The guiding principles of the CSAP are influenced by the Safe System Approach, as are the recommended strategies and countermeasures identified later in the CSAP.

² United States Department of Transportation. 2023. "What is a Safe System Approach?" United States Department of Transportation. <https://www.transportation.gov/NRSS/SafeSystem>

INTRODUCTION

CSAP PURPOSE AND GUIDING PRINCIPLES

CSAP Guiding Principles

The guiding principles of the CSAP comply with the requirements set forth by the SS4A Program, incorporate feedback from stakeholders involved throughout the development of the plan, and connect to the objectives of the Safe System Approach. The following principles guided the development of the CSAP to ensure that the plan is equitable and effective manner:

Identify Leadership

The CSAP identifies a local official and/or governing body to champion the plan as well as a group dedicated to developing, implementing, and monitoring the plan.

Engage and Collaborate with Stakeholders and the Public

The CSAP is informed and developed through thorough engagement with the public and relevant stakeholders with a focus on equitable representation and feedback.

Provide Roadway Safety Data Analysis

The CSAP provides a clear, concise presentation of crash data with specific focus on the aggregation and analysis of non-motorist and severe or fatal injury crashes.

Distinguish Priority Projects for Demonstration and/or Implementation Funding

The CSAP identifies projects based on an extensive analysis with sound methodology and an inclusive engagement process with key stakeholders, with attention paid to historically under-funded or underserved areas of communities.

Offer Practical Strategies and Recommendations

The CSAP identifies specific, proven recommendations using a Safe Systems approach and informed by strategies identified by stakeholders as preferred improvements.

Support Implementation, Set Goals, and Monitor Impact

The CSAP identifies processes, partnerships, and timelines to support implementation efforts of roadway safety initiatives and establishes benchmarks to evaluate progress towards desired safety outcomes and goals.

INTRODUCTION

CSAP STRUCTURE

Chapter 2. Background

The Background chapter provides context on the fundamental components of the plan as well as the processes taken throughout its development. The chapter outlines the planning area and equity considerations, engagement and collaboration processes, data inventory and analysis methodologies, and project identification processes contained within the document. In addition, the chapter holistically explains how the CSAP satisfies the requirements of the SS4A program.

Chapter 3. Appleton (Fox Cities) MPO Inventory, Analysis, and Projects &

Chapter 4. Oshkosh MPO Inventory, Analysis, and Projects

An extensive crash inventory, crash analysis, and priority project listing for the Appleton (Fox Cities) MPO and Oshkosh MPO is provided in two separate chapters. Each chapter contains sub-sections which provide a crash inventory, the results of the crash analysis, an identification of the High-Injury Network, and the priority projects for the relevant MPO. The MPO section of the chapter is followed by an inventory, analysis, and priority project listing for each individual municipality within the specific MPO. More on these sub-sections is detailed below.

Crash Inventory

The Comprehensive Safety Action Plan contains an extensive inventory of crashes at the MPO and municipal levels that evaluates the factors and dynamics of crashes involving all roadway users. All crash data utilized in the CSAP inventory is provided by the Wisconsin Traffic Operations and Safety (TOPS) Laboratory, which collects data of all police recorded crashes in the State of Wisconsin on an annual basis.

TOPS lab data identifies each crash by geographical location and provides numerous crash attribute data regarding mode, injury severity, time, age, violation, weather, roadway ownership, etc. for each individual report.

TOPS crash data, in conjunction with other datasets of the roadway network, roadway attributes, MPO boundaries, and municipal boundaries, was collected to identify the mode, severity, type, and location of crashes in the Appleton (Fox Cities) MPO, Oshkosh MPO, and all municipalities partially or fully within each MPO between 2018 and 2022. This data inventory is conveyed for each MPO and the municipalities contained within them in the subsequent pages through brief descriptive text, charts, figures, and maps.

Crash data for each municipality includes all 2018 to 2022 reported crashes that occurred within the respective MPO. Several municipalities are only partially within an MPO and only those crashes that occurred within the planning boundary of either the Oshkosh MPO or Appleton (Fox Cities) MPO were used in the inventory and analysis processes. The data is subject to error due to the detail and estimations input at the time of reporting. Adjustments were made when possible reduce known errors.

INTRODUCTION

CSAP STRUCTURE

Crash Analysis Model

ECWRPC staff developed a methodology to analyze roadway corridors and intersections based on observed crash factors (crash totals, severity, rate, and mode) and design or locational factors to surmise the possible risk of a crash (sidewalk availability, right of way width, proximity to amenities, and speed). These criteria are indexed by the crash analysis model according to the goals outlined by the SS4A program.

The overall output of the CSAP crash analysis model ranks corridors and intersections depending on their scoring within the model. Higher scoring corridors and intersections are considered more dangerous to roadway users based on observed crashes and risk factors along or at that particular corridor or intersection. Model rankings are displayed in the crash analysis map for each MPO and municipality, with deeper shades of red representing corridors and intersections which scored higher according to the model.

High-Injury Network

The final output of the CSAP crash analysis model is the High-Injury Network (HIN) which identifies higher risk locations on the road network and helps inform where strategies and potential projects should be implemented to enhance safety for all roadway users. The High-Injury Network is comprised of functionally classified arterial and collector corridors and intersections that rank in the 90th percentile of the model. In addition to meeting the requirements of the SS4A grant program, the methodology of the CSAP crash analysis and the identification of the HIN may also meet criteria set forth by other federal and state grant programs, presenting opportunities for meeting eligibility requirements of other grant sources.

Priority Projects

Priority projects for the Appleton (Fox Cities) MPO, Oshkosh MPO, and the municipalities within them are identified in the CSAP. These projects were identified through a series of meetings held with local government staff across the MPOs. Prior to conducting these project selection meetings, ECWRPC staff provided crash inventory, crash analysis, and High-Injury Network results in packets to all participants to help inform project selection discussions. Projects were selected for each MPO by the Appleton (Fox Cities) MPO Project Selection Advisory Group and the Oshkosh MPO Project Selection Advisory Group, which consisted of CSAP Committee members. Municipal projects were selected by either a municipality's staff or a county staff if a municipality was unable to participate in the process. Invitations were extended to at least one staff or elected official of all the municipalities within both the MPOs, regardless if they were fully or partially within either MPO, to attend meeting sessions.

During these meetings, municipal stakeholders identified potential projects by comparing the results of the crash analysis model and HIN with their anecdotal knowledge of roadway safety challenges, upcoming construction projects, and local plans. Suggestions of potential projects for municipalities that did not participate in the process were made either by relevant county staff or ECWRPC staff. Although some municipalities did not identify any projects, crash inventory and analysis results are provided for each jurisdiction. Municipal stakeholders were reached out to again several months after the selection meetings to review, revise, and ultimately confirm the selection of priority projects to be identified within the plan. Priority projects are not listed in a specific order.

INTRODUCTION

CSAP STRUCTURE

Chapter 5. Recommendations and Evaluation

This chapter identifies the five goals of the CSAP: Safer Roads, Safer Speeds, Safer People, Post-Crash Care, and Collaboration and provides recommendations of actions to be taken to improve safety for all roadway users in each MPO. These recommendations provide the Appleton (Fox Cities) and Oshkosh MPOs, as well as the municipalities within them, with an array of infrastructure, behavioral, and operational actions to implement safe systems and address roadway safety concerns. In addition, the recommendations are directly related to specific, eligible SS4A Planning and Demonstration and/or Implementation activities.

The chapter also identifies potential partners, timeframes, and evaluation indicators for each action item to ensure a clear path for implementation is put forward. The chapter concludes by identifying system-wide performance measures that will be utilized to evaluate the implementation of the strategies and projects recommended in throughout the chapter and CSAP by assessing baselines and setting plausibly attainable goals to reach the desired outcomes. Performance measure targets for the CSAP are taken from the Appleton (Fox Cities) and Oshkosh MPO Transportation Improvement Program, which are themselves measures and targets identified by the Wisconsin Department of Transportation.

Appendix A. SS4A Self-Certification Eligibility Worksheet

Worksheet that outlines how the CSAP meets the requirements of an SS4A Action Plan

Appendix B. Public Engagement Survey Results

All results from the CSAP Public Engagement Survey are provided in this appendix

Appendix C. SRF CSAP MPO Project Prioritization Memo

SRF Consulting Group was contracted by ECWRPC to conduct a prioritization analysis of Appleton (Fox Cities) MPO and Oshkosh MPO projects based on funding eligibility according to the requirements of the SS4A program. The full report is provided in this appendix.

Appendix D. Resolution of Approval

ECWRPC Commission Approval of the CSAP

COMPREHENSIVE SAFETY ACTION PLAN

CHAPTER 2

BACKGROUND

BACKGROUND

PLANNING AREA AND EQUITY

ECWRPC, Appleton (Fox Cities) Metropolitan Planning Organization, and Oshkosh Metropolitan Planning Organization

The East Central Wisconsin Regional Planning Commission (ECWRPC) was established in 1972 and is an association of counties and other local units of government with statutory responsibility to plan and coordinate the physical and economic development of the region. The region consists of ten counties (seven of which are member counties), 27 cities, 57 villages, and 154 towns. ECWRPC is governed by 28 commissioners with all member county executives and member county board chairs serving as commissioners with additional seats held by other local representatives. ECWRPC maintains four formal subcommittees: Executive, Transportation, Environmental Management, and Economic Development (Table 2.1). ECWRPC assists local governments throughout the region with transportation planning projects and infrastructure management tools.

ECWRPC is designated as the governing body for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPOs) and works with all jurisdictions, operating agencies, and the public within each MPO to carry out cooperative, continuing, and comprehensive transportation and land use planning. This is achieved by regularly developing and updating the required Unified Transportation Work Program, Public Participation Plan, Transportation Improvement Program (TIP), and Long-Range Transportation and Land Use Plan for both MPOs. Additionally, ECWRPC serves as staff for the Fond du Lac MPO.

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 designated as a Transportation Management Area (TMA). TMAs have additional responsibilities, including congestion management.

The Appleton (Fox Cities) MPO is designated as a TMA. In 2021, the Appleton (Fox Cities) MPO was home to approximately 257,432 people across areas of Calumet, Outagamie, Winnebago counties. Identified in Map 2.1, a total of 23 municipalities – four cities, eleven towns, and eight villages – are either fully or partially within the MPO planning boundaries.

In 2021, the population of the Oshkosh MPO was approximately 78,794. The MPO is entirely within Winnebago County and is comprised of eight municipalities that are either fully or partially within the MPO planning boundaries (Map 2.2).

Both MPOs are comprised of a Technical Advisory Committee (TAC), Transportation Committee (Policy Board), and a Commission Board. The committees direct and monitor transportation plans with guidance from MPO staff at the East Central Wisconsin Regional Planning Commission. The boundaries of the Appleton (Fox Cities) MPO and the Oshkosh MPO, are displayed in Map 2.1 and Map 2.2, respectively. In addition, these maps identify local governments, disadvantaged census tracts, and major Interstate, State, and County roads in the respective MPOs.

BACKGROUND

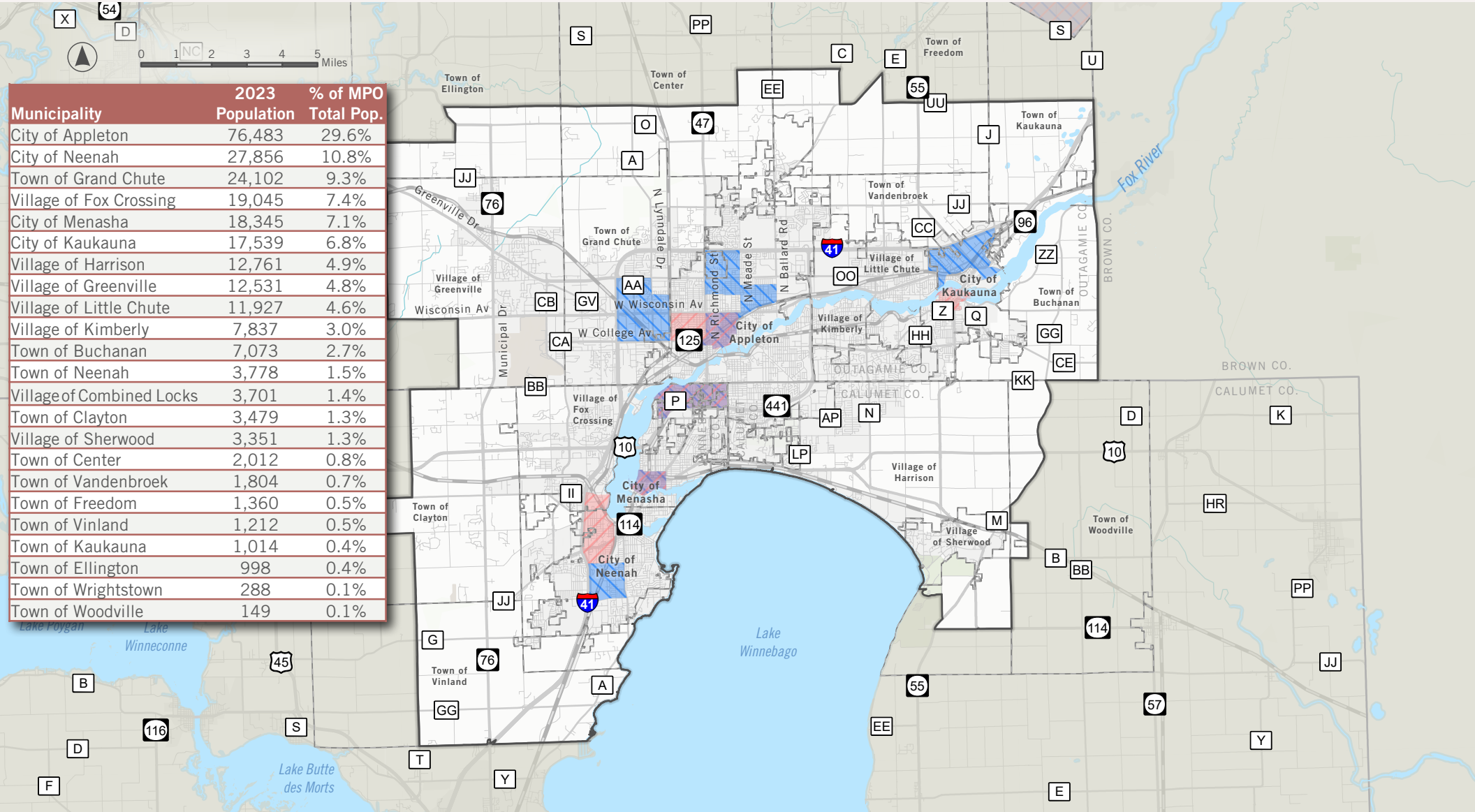
PLANNING AREA AND EQUITY

Table 2.1 ECWRPC 2022-2024 Standing Committee Assignments

County	Name	Committee
Executive Committee		
Lead Staff: Melissa Kraemer-Badtke - Executive Director, Craig Moser - Deputy Director, Sara Otting - Controller		
Calumet	Alice Connors - Com Vice Chair, Exe Vice Chair	Executive Committee
Fond du Lac	Steven Abel	Executive Committee
Menominee	Jeremy Johnson (Perm Alt) for Elizabeth Moses	Executive Committee
Outagamie	Jeff Nooyen - Commission Chair, Exe Chair	Executive Committee
Shawano	Tom Kautza	Executive Committee
Waupaca	Dick Koepfen	Executive Committee
Winnebago	David Albrecht (Perm Alt) for Tom Egan	Executive Committee
Environmental Management Committee		
Lead Staff: Vacant		
Calumet	David DeTroye (Perm Alt) for Tom Reini	Environment Management Committee
Fond du Lac	Brenda Schneider - Vice Chair	Environment Management Committee
Menominee	Jeremy Johnson (Perm Alt) for Elizabeth Moses	Environment Management Committee
Outagamie	Jeff Nooyen	Environment Management Committee
Outagamie	Kevin Englebert - Chair (Perm Alt) for Thomas Nelson	Environment Management Committee
Shawano	Ken Capelle	Environment Management Committee
Waupaca	Aaron Jenson (Perm Alt) for Brian Smith	Environment Management Committee
Winnebago	David Albrecht (Perm Alt) for Tom Egan	Environment Management Committee
Winnebago	Bob Schmeichel	Environment Management Committee
Economic Development Committee		
Lead Staff: Colin Kafka - Associate Planner, Craig Moser - Deputy Director		
Calumet	Alice Connors - Chair	Economic Development Committee
Fond du Lac	Sam Kaufmann	Economic Development Committee
Outagamie	Kara Homan (alt for EDC) for Jake Woodford	Economic Development Committee
Outagamie	Nadine Miller	Economic Development Committee
Menominee	Gene Caldwell	Economic Development Committee
Waupaca	DuWayne Federwitz	Economic Development Committee
Shawano	Steve Gueths	Economic Development Committee
Winnebago	Jerry Bougie - Vice Chair (Perm Alt) for Jon Doemel	Economic Development Committee
Winnebago	Mark Rohloff - (Perm Alt) for Matt Mugerauer	Economic Development Committee
Transportation Committee		
Lead Staff: Kim Biedermann - Principal Planner		
Calumet	Nick Kesler	Transportation Committee
Fond du Lac	John Zorn (alt for Transportation) for Steven Abel	Transportation Committee
Fond du Lac	Joe Moore (Perm Alt) for Keith Heisler	Transportation Committee
Menominee	Jane Comstock	Transportation Committee
Outagamie	Lee Hammen - Vice Chair	Transportation Committee
Shawano	Tom Kautza	Transportation Committee
Waupaca	Dick Koepfen	Transportation Committee
Winnebago	Robert Keller - Chair	Transportation Committee
Valley Transit Rep.	Ronald McDonald	Transportation Committee
WisDOT Rep.	Scott Nelson	Transportation Committee

BACKGROUND

PLANNING AREA AND EQUITY | MAP 2.1 APPLETON (FOX CITIES) METROPOLITAN PLANNING ORGANIZATION



Transportation Network

- Roadway Centerline
- Railroad

Equity Considerations

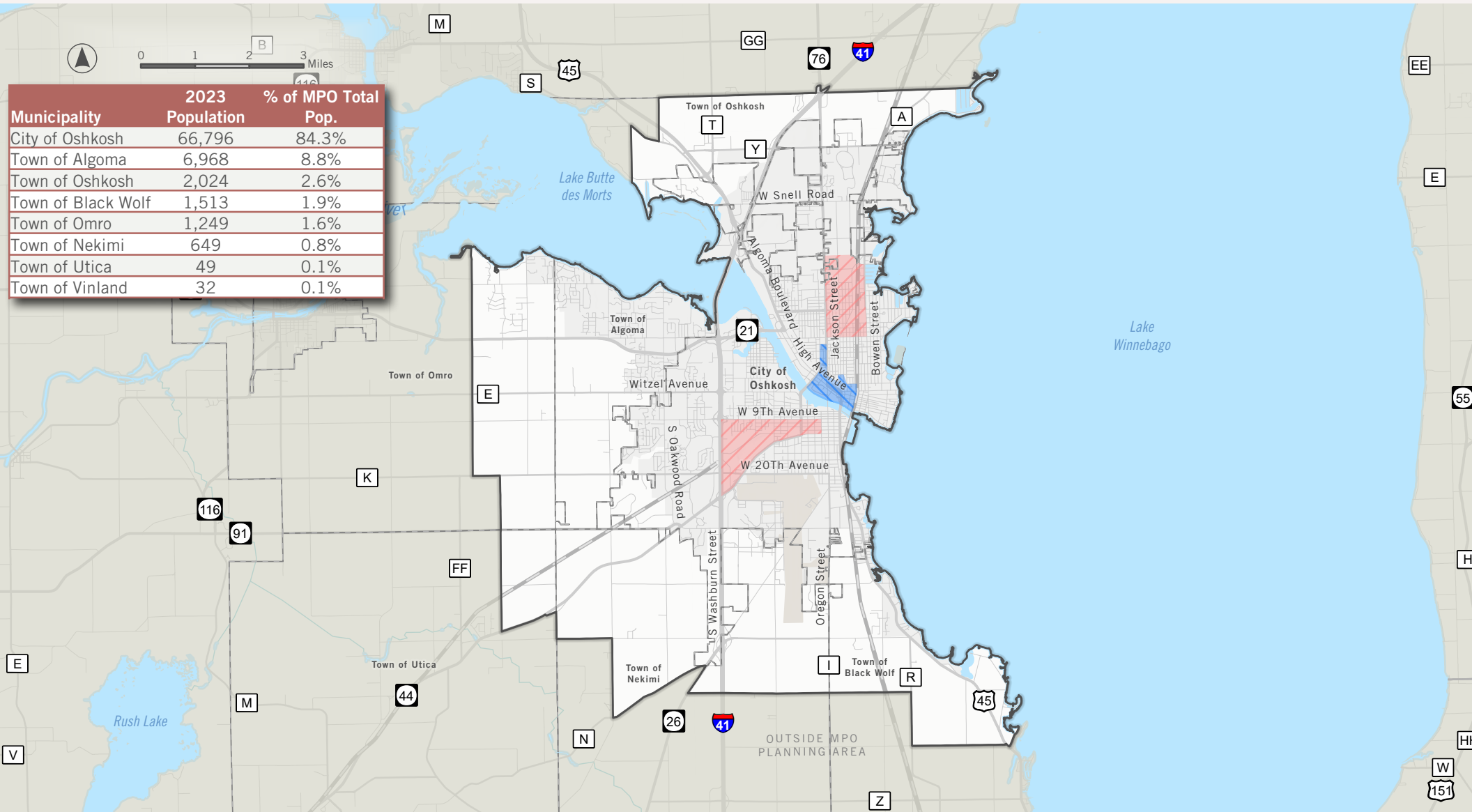
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary
- County Boundary

BACKGROUND

PLANNING AREA AND EQUITY | MAP 2.2 OSHKOSH METROPOLITAN PLANNING ORGANIZATION



Municipality	2023 Population	% of MPO Total Pop.
City of Oshkosh	66,796	84.3%
Town of Algoma	6,968	8.8%
Town of Oshkosh	2,024	2.6%
Town of Black Wolf	1,513	1.9%
Town of Omro	1,249	1.6%
Town of Nekimi	649	0.8%
Town of Utica	49	0.1%
Town of Vinland	32	0.1%

Transportation Network

— Roadway Centerline — Railroad

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

Political Boundaries

MPO Boundary

Municipal Boundary

County Boundary

BACKGROUND

PLANNING AREA AND EQUITY

Roadway Design and Disadvantaged Communities

Roadway design influences the behaviors of all roadway users, impacting the risks, dynamics, and results of crashes. Ensuring safe design and implementing countermeasures that consider all road users is a fundamental component in encouraging safe behaviors and reducing negative outcomes.

In tandem to discrepancies in risk caused by design characteristics, the socio-economic characteristics of disadvantaged communities generate differences in transportation needs. Socio-economic disparities affect transportation mode choices, travel times, and safety. Disadvantaged communities suffer from limited modal choices, thus choices of residential and employment locations (and other destinations) become dependent on transportation access, and thus further restricted.

These disparities highlight the need for plans that prioritize vulnerable road users and promote safer and more equitable means of transportation. Low income communities are significantly more likely to contain major arterial roads with higher traffic speeds and volumes, and less likely to have safe infrastructure like marked crosswalks and sidewalks. These factors also influence safety outcomes; there are significantly more injuries at intersections in economically disadvantaged areas than affluent areas.³ Summarily, low status in any socio-economic category extends negative effects into both transportation and other socio-economic categories.

In addition to the CSAP, ECWRPC adopted two complete streets plans (one for the region and one for the Appleton and Oshkosh MPOs) that work in tandem with the CSAP to encourage streets to be constructed or reconstructed with all users in mind. Complete Streets work to implement an increasing variety of transportation modes while also improving pedestrian infrastructure (crosswalk visibility, protected bike lanes). The combination of both CSAP and Complete Streets will promote necessary infrastructure to keep all residents safe regardless of socio-economic status.

The CSAP integrates two socio-economic tools which identify disadvantaged communities and underserved populations:

The Climate and Economic Justice Screening Tool (CEJST) analyzes census tracts across eight socio-economic variables.⁴ Each variable, or burden, is ranked using a percentage threshold, and census tracts are considered disadvantaged if they meet the thresholds for at least one burden, or they are on land within the boundary of Federally recognized tribes.

³ Morency, P. et. Al. June, 2012 “Neighborhood Social Inequalities in Road Traffic Injuries: The Influences of Traffic Volume and Road Design.” American Journal of Public Health. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3483951/>

⁴ Council on Environmental Quality. 2023. “Climate and Economic Justice Screening Tool: About.” Council on Environmental Quality. <https://screeningtool.geoplatform.gov/en/about>

BACKGROUND

PLANNING AREA AND EQUITY

The Equitable Transportation Community Explorer (ETC) works in concurrence with the CEJST tool, examining transportation disparities in five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability.⁵ The tool identifies census tracts which experience burden in any of the above categories.

The tools are designed to work in conjunction, with the CEJST tool analyzing socioeconomic variables and the ETC tool narrowing focus. The ETC's Transportation Inequality component combined with the Transportation Disadvantage component of CEJST provide deeper insight into the transportation system. The CEJST tool identifies socio-economic encumbrance, while the ETC tool is dynamic, and not intended to indicate whether a community is disadvantaged or not, but rather to help the community understand how it's experiencing socio-economic burden that transportation investments can mitigate and reverse.

⁵ United States Department of Transportation. 2023. "ETC Explorer: Overview." United States Department of Transportation. <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

ENGAGEMENT AND COLLABORATION

CSAP Engagement Overview and Timeline

A vital component to the development of the CSAP, several approaches were taken to properly collaborate with stakeholders and engage the public. Engagement activities included multiple meetings with the CSAP Committee, two MPO Project Selection Advisory Group meetings, six municipal meeting sessions, and a focused public outreach and engagement period comprised of a survey and multiple pop-up events. The overall timeline of these engagement activities over the course of the plan is identified in Figure 2.1 Engagement with both stakeholders and the public was integral to the development of the CSAP.

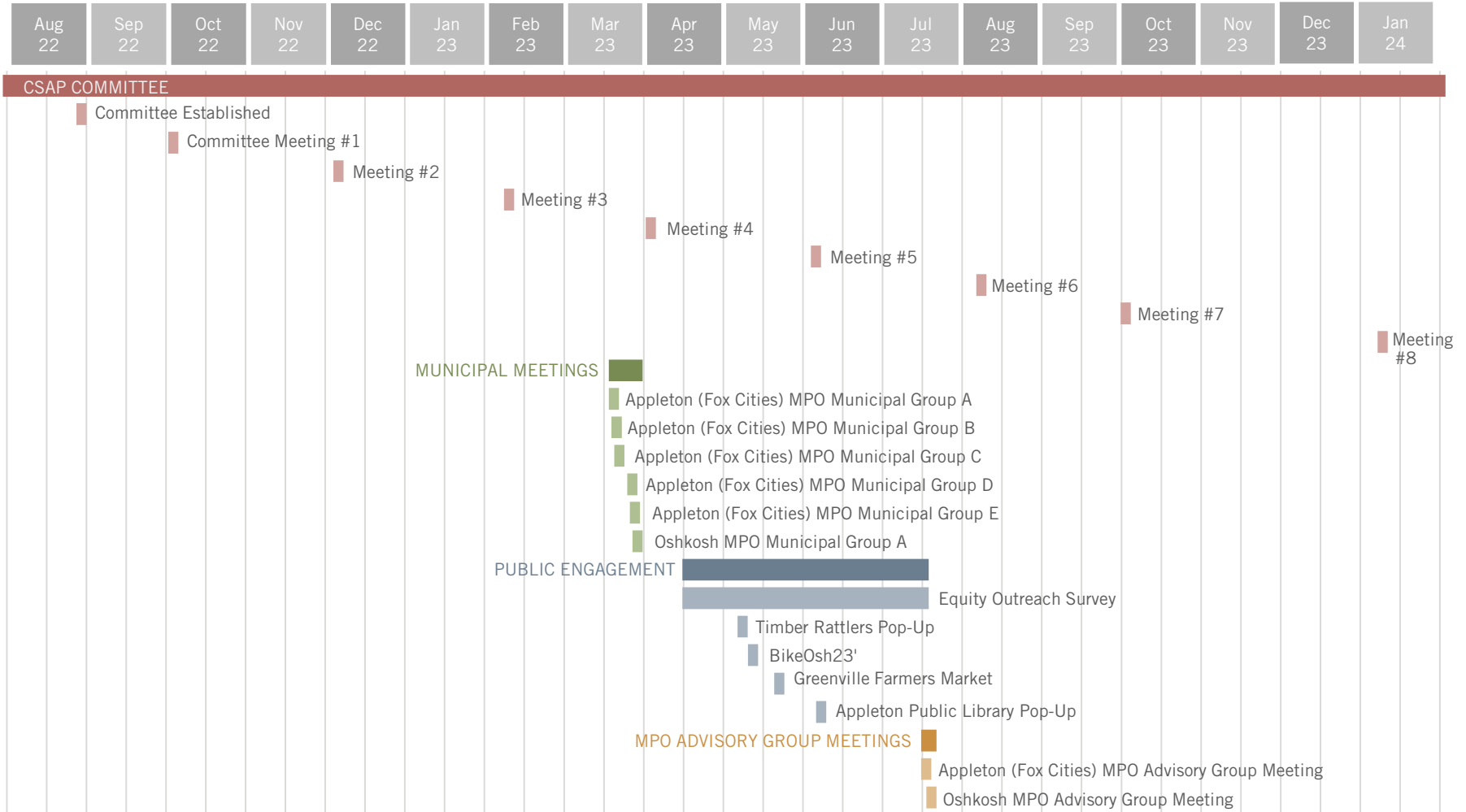
CSAP Committee

The CSAP Committee, comprised of stakeholders representing communities across the Appleton (Fox Cities) and Oshkosh MPOs, provided support, feedback, and guidance throughout the development of the plan (Table 2.2). These stakeholders represented local governments and two transit agencies within the Appleton (Fox Cities) and Oshkosh MPOs, and provided an array of professional expertise to the planning process ranging in traffic engineering, health, community development, public works, administration, and equity and inclusion. The CSAP Committee provided guidance on how to best implement and monitor the CSAP to ensure its relevance into the future, and several Committee members participated in the project selection process for either the Appleton (Fox Cities) or Oshkosh MPOs. Table 2.2 identifies members of the Committee at the beginning of the project.

BACKGROUND

ENGAGEMENT AND COLLABORATION

Figure 2.1 CSAP Stakeholder and Public Engagement Timeline



BACKGROUND

ENGAGEMENT AND COLLABORATION

Table 2.2 CSAP Committee

Name	Title	Organization	County	MPO
Danielle Block	Public Works Director	City of Appleton	Outagamie/Winnebago/Calumet	Appleton (Fox Cities) MPO
Jim Collins	Transportation Director/General Manager	City of Oshkosh/GOTransit	Winnebago	Oshkosh MPO
George Dearborn	Community Development Director	Village of Fox Crossing	Winnebago	Appleton (Fox Cities) MPO
Holly Femal	Community Enrichment Director	Village of Kimberly	Outagamie	Appleton (Fox Cities) MPO
Susan Garcia Franz	Community Health Strategist	Winnebago County	Winnebago	Oshkosh MPO
Brian Glaeser	Highway Commissioner	Calumet County	Calumet	Appleton (Fox Cities) MPO
Kevin Englebert	Development & Land Services Director	Outagamie County	Outagamie	Appleton (Fox Cities) MPO
Laura Jungwirth	Public Works Director	City of Menasha	Winnebago/Calumet	Appleton (Fox Cities) MPO
Ron McDonald	General Manager	Valley Transit	Outagamie/Winnebago/Calumet	Appleton (Fox Cities) MPO
James Merten	Traffic Engineer	City of Neenah	Winnebago	Appleton (Fox Cities) MPO
Chris Meuer	Planning, Zoning & Land Information Director	Calumet County	Calumet	Appleton (Fox Cities) MPO
Mark Mommaerts	Assistant Village Manager	Village of Harrison	Calumet	Appleton (Fox Cities) MPO
James Rabe	Public Works Director	City of Oshkosh	Winnebago	Oshkosh MPO
Katie Schwartz	Public Works Director	Town of Grand Chute	Outagamie	Appleton (Fox Cities) MPO
Timber Smith	Diversity, Equity, & Inclusion Coordinator	City of Appleton	Outagamie/Winnebago/Calumet	Appleton (Fox Cities) MPO
Dean Steingraber	Highway Commissioner	Outagamie County	Outagamie	Appleton (Fox Cities) MPO
Joe Stephenson	Planning and Community Development Director	City of Kaukauna	Outagamie	Appleton (Fox Cities) MPO

BACKGROUND

ENGAGEMENT AND COLLABORATION

MPO Project Selection Advisory Groups

Two Project Selection Advisory Groups were established for each MPO to discuss, propose, and confirm the selection of cross-jurisdictional roadway corridors and intersections priority projects most dangerous to all roadway users, most in need for safety measures, and most eligible for the SS4A program. All members of the CSAP Committee were invited to participate on the MPO advisory group their jurisdiction was within, with several accepting the invitation and participating in the subsequent meetings. Invitations to the Committee were distributed one month prior to the meeting date and invitees were asked to accept or reject the invitation within a timely manner. One week prior to the meeting date, packets containing the results of the crash inventory, crash analysis, and High-Injury Network were provided to the advisory groups. Participants for these advisory groups are identified in Table 2.3 and meetings dates are identified in Figure 2.1.

MPO priority projects were identified by participants based on their knowledge of safety concerns, crash dynamics, infrastructure design, and historical funding and implementation barriers. Participants also had their knowledge supplemented by the results of the crash inventory, crash analysis, and High-Injury Network developed by ECWRPC staff for the CSAP and provided to them in packets.

Following the meetings, the priority projects selected by each group for the respective MPO were finalized and included within the CSAP. Value-added analysis of the MPO priority projects was later provided by SRF Consulting Group, further detail of which can be found later in this chapter.

Table 2.3 Appleton (Fox Cities) MPO and Oshkosh MPO Project Selection Advisory Groups

Name	Title	Organization	County
Appleton (Fox Cities) MPO Project Selection Advisory Group			
Danielle Block	Public Works Director	City of Appleton	Outagamie/Winnebago/Calumet
Brian Glaeser	Highway Commissioner	Calumet County	Calumet
Laura Jungwirth	Public Works Director	City of Menasha	Winnebago/Calumet
Katie Schwartz	Public Works Director	Town of Grand Chute	Outagamie
Dean Steingraber	Highway Commissioner	Outagamie County	Outagamie
Joe Stephenson	Planning and Community Development Director	City of Kaukauna	Outagamie
Oshkosh MPO Project Selection Advisory Group			
Jim Collins	Transportation Director	GO Transit	Winnebago County
James Rabe	Public Works Director	City of Oshkosh	Winnebago County

BACKGROUND

ENGAGEMENT AND COLLABORATION

Municipal Collaboration

Engagement and collaboration with local government staff and officials was fundamental to the identification of the municipal level priority projects identified in subsequent chapters. Local staff and officials are the experts on their individual community's needs and development plans, and having these voices at the table provided specific insights not identified through the crash analysis. This collaboration allowed municipalities to discuss roadway safety challenges with neighbor communities, specifically at shared corridors and intersections.

Six meetings were set up in March 2023 (Figure 2.1) and at least one staff or official from every city, village, and town within the Appleton (Fox Cities) MPO and Oshkosh MPO was invited to attend one or more meetings.

Those invited included local planning, engineering, and administrative staff or elected officials in the case of smaller municipalities. In preparation for the meetings, ECWRPC staff provided each municipality with a packet containing a crash inventory, crash analysis, and the High-Injury Network for their community as well as an agenda detailing the purpose and timeline of the meetings. Meetings were facilitated by ECWRPC staff and began with a presentation overviewing the SS4A program and CSAP. This was followed by an extensive open discussion focused on identifying corridors and intersections within each community where the demonstration or implementation of safety measures should be prioritized. Municipalities were invited to the following meetings:

Appleton (Fox Cities) MPO Municipal Group A

Tuesday, March 21st @ 10:00AM

- Town of Freedom
- Town of Kaukauna
- Town of Vandebroek
- Village of Little Chute
- Village of Wrightstown
- Outagamie County

Appleton (Fox Cities) MPO Municipal Group B

Wednesday, March 22nd @ 10:00AM

- City of Kaukauna
- Town of Buchanan
- Village of Combined Locks
- Village of Kimberly
- Outagamie County

Appleton (Fox Cities) MPO Municipal Group C

Thursday, March 23rd @ 10:00AM

- City of Appleton
- Town of Center
- Town of Ellington
- Town of Grand Chute
- Village of Greenville
- Outagamie County

Appleton (Fox Cities) MPO Municipal Group D

Tuesday, March 28th @ 10:00AM

- City of Appleton
- City of Menasha
- Town of Woodville
- Village of Fox Crossing
- Village of Harrison
- Village of Sherwood
- Calumet County

Appleton (Fox Cities) MPO Municipal Group E

Wednesday, March 29th @ 10:00AM

- City of Menasha
- City of Neenah
- Town of Clayton
- Town of Neenah
- Town of Vinland
- Village of Fox Crossing
- Winnebago County

Oshkosh MPO Municipal Group A

Thursday, March 30th @ 10:00AM

- City of Oshkosh
- Town of Algoma
- Town of Black Wolf
- Town of Nekimi
- Town of Oshkosh
- Town of Utica
- Winnebago County

BACKGROUND

ENGAGEMENT AND COLLABORATION

Public Outreach and Engagement

ECWRPC utilized the Equitable Engagement Toolkit and Guidebook to design and carry out public engagement for the CSAP. Through a survey and in-person, community-based pop-up table engagement opportunities, staff was able to talk about roadway safety and collect impressions from community members throughout the study area regarding roadway safety for all road users. Survey distribution and the existing events that staff chose to attend were intentionally planned and implemented to engage diverse communities and groups that are often not included in public meetings and planning activities. Materials used in the popup events were designed to be inclusive and accessible.

Equitable Engagement Toolkit and Guidebook

In January 2023, ECWRPC adopted the Equitable Engagement Toolkit and Guidebook (Guidebook). This guidebook serves as a resource to ensure that efforts to solicit feedback and input from all residents, with a focus on historically underserved populations, are intentional and equitable. It provides a series of worksheets to inform the engagement process and is accompanied by a toolkit to move beyond traditional engagement efforts. More information on the Guidebook can be found online.⁶

⁶ East Central Wisconsin Regional Planning Commission. 2023. "Equitable Engagement Toolkit and Guidebook." ECWRPC. <https://www.ecwrpc.org/programs/transportation/community-engagement/>

CSAP Roadway Safety Survey

In developing the Roadway Safety Survey, staff crafted twelve questions that examined what made the respondent feel safe on a roadway whether in a vehicle, on a bike, or as a pedestrian. The survey tool also featured a transportation safety priority ranking section that was mirrored in the pop-up engagement poster boards (described below).

Using both online (SurveyMonkey) and paper collection methods, staff sought to reduce barriers for community members to be able to complete the survey in the manner they were most comfortable.

The online survey was distributed over email to stakeholders in the public sector, non-profit sector, and the private sector engaged with the CSAP, as well as through diverse community outreach organizations and partner groups that promote transit ridership, engage with underserved populations, support active transportation initiatives, and provide economic and community development. In addition, the survey was posted to ECWRPC social media channels to further distribute the digital survey tool to a wide swath of the community impacted by roadway safety. The survey was made available between April and June 2023.

The paper version of the survey was available at each of the pop-up events and featured the QR code and survey link printed in both English and Spanish. Community members without smartphones, or unwilling to engage with the survey tool through the QR code, were able to complete the brief survey in person while taking part in the events.

BACKGROUND

ENGAGEMENT AND COLLABORATION

Pop-Up Events

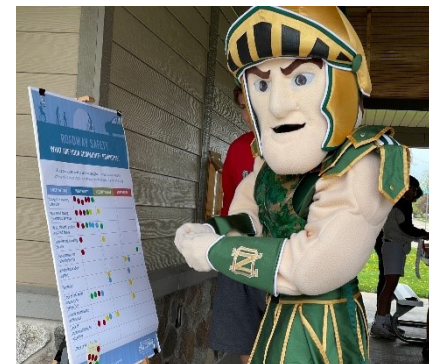
In-person events provided a way for ECWRPC staff to engage directly with neighbors about transportation and safety issues, inform the public about East Central’s mission and work, and collect valuable insights and opinions from people who travel throughout the region. By choosing existing event at various times and days of the week such as on weekends (BikeOsh '23), weekday middays, afternoons, and evenings (Appleton Public Library, Wisconsin Timber Rattlers baseball game, and the Greenville Farmers Market) staff were able to reach many community members who are often not able to attend, not comfortable in, or not aware of, official meetings that may take place at inconvenient times. Meeting the public at places and times convenient for them allowed staff to be able to share a bit of information and get responses that likely would otherwise have been missed.

The public engagement materials used at the pop-up events were designed to encourage community members to think about and identify the priority of an array of roadway safety components such as sidewalk issues, distracted driving, impaired driving, roadway lighting, speeding, crosswalk issues, vehicle operability, bike accommodations. Participants also had the opportunity to add in additional factors not included on the list but thought were important.

This method allowed for staff to interact with community members with all sorts of road safety knowledge, travel experiences, and backgrounds. Children enjoyed placing the stickers on the boards, parents took the time to explain prioritization to their family members, cyclists got to share stories about rides locally and in other communities, and adults of all ages mentioned that it felt good to have government agencies value their thoughts, opinions, and priorities. The results of the in-person engagement materials are provided in Figure 2.2



ECWRPC staff attended several in-person pop-up events to engage members of the public at places convenient to them.



BACKGROUND

ENGAGEMENT AND COLLABORATION

Survey Results and Public Feedback

The CSAP Roadway Safety Survey received 137 responses across multiple dissemination methods throughout both MPOs during the survey period. Developed using SurveyMonkey, the predominant goal of the survey was to gather community input on roadway system usage, safety perspectives, and priorities. Questions encompassed mode usage frequency, perspectives on design features that make users feel safe or unsafe, and perspectives on factors contributing to crashes.

The first open ended survey question was designed to obtain respondents' thoughts on the importance and benefits of communities having a plan that establishes a goal of reducing transportation related fatalities and serious injury crashes. Themes were extracted from the responses, tabulated, and fed into the word cloud shown in Figure 2.3. In general, the larger the font size, the more times the theme was mentioned in response to the question.

As shown in Figure 2.3, increasing safety was the most mentioned theme. Other responses noted that having a plan with these goals could result in a reduction in congestion, increased road network efficiency, reduced strain on resources, increased safety for non-motorists, and could have a positive impact both emotionally and economically, resulting in a higher quality of life.

Figure 2.3 Word Cloud Responses from Public on Benefits of Planning to Reduce Roadway Fatalities and Serious Injuries



Question: “Why do you think it is helpful for our community to have a plan that establishes a goal of reducing or eliminating fatalities and serious injuries from traffic crashes?”

BACKGROUND

ENGAGEMENT AND COLLABORATION

Respondents were also asked in an open-ended format to list their priority transportation interventions, what they would like to see implemented to improve safety across the transportation system. Themes were again extracted and tabulated. Results are displayed in Figure 2.4, with larger font size indicating more popular answers.

Traffic calming features was the most prominent theme in Figure 2.4, followed by improving bike and pedestrian infrastructure. For pedestrians, responses desired expanding the sidewalk network and adding features such as pedestrian crossing flashing lights, pinched and compliant crosswalks, and pedestrian refugee islands. For bikes, respondents preferred separated bike paths to bike lanes, though they advocated for increased infrastructure in general. Expanded transit network was also listed along with associated infrastructure, specifically updated bus stops and shelters.

Figure 2.4 Word Cloud Responses from Public on Preferred Transportation Interventions



Question: “What are the best transportation interventions to improve safety?”

BACKGROUND

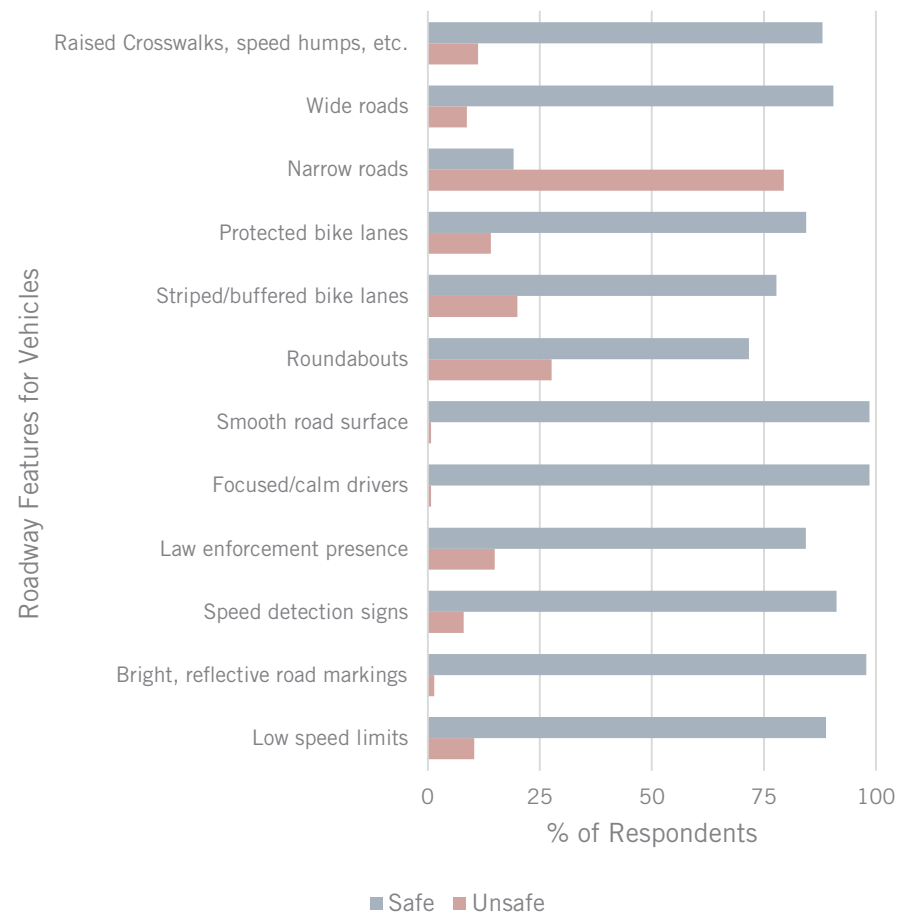
ENGAGEMENT AND COLLABORATION

Perceived safety of different roadway attributes, features, and behaviors was broken into three different sections: by car, bike, and pedestrian/transit user groups. These responses are shown in Figures 2.5 through 2.7. The questions originally had respondents choose whether they deemed each category to be very unsafe, unsafe, safe, or very safe. The variable was recoded to consolidate results into two categories, either safe or unsafe, for the purposes of data visualization and comparability.

Most interventions were rated as safe across all three categories, with two notable exceptions. In spite of quantitative evidence that wide roads tend to be less safe for non-motorist than narrow roads, over 70% of respondents perceived wide roads as being safer.⁷ Respondents held the perspective that roundabouts are safe for cars, but are unsafe for bikes and pedestrians.

⁷ Hamidi, S. et. Al. November, 2023. "A National Investigation on the Impacts of Lane Width on Traffic Safety." Johns Hopkins Bloomberg School of Public Health. <https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf>

Figure 2.5 Safety Perception of Roadway Features According to Vehicle Users



BACKGROUND

ENGAGEMENT AND COLLABORATION

Figure 2.6 Safety Perception of Roadway Features According to Bicyclists

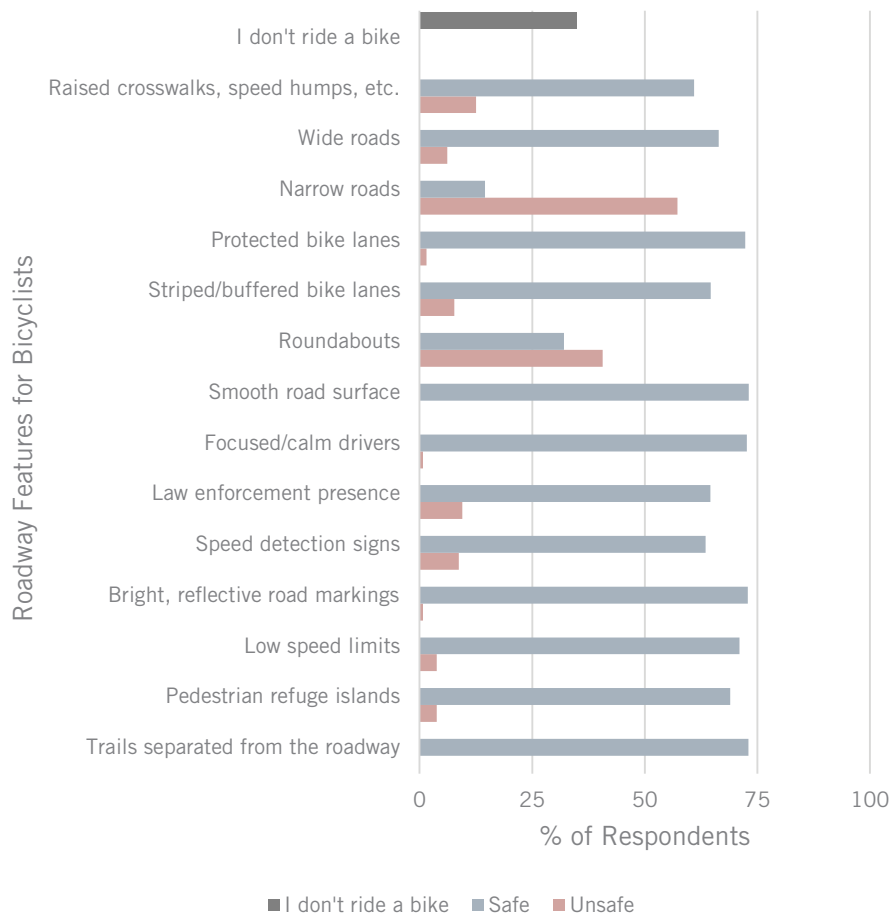
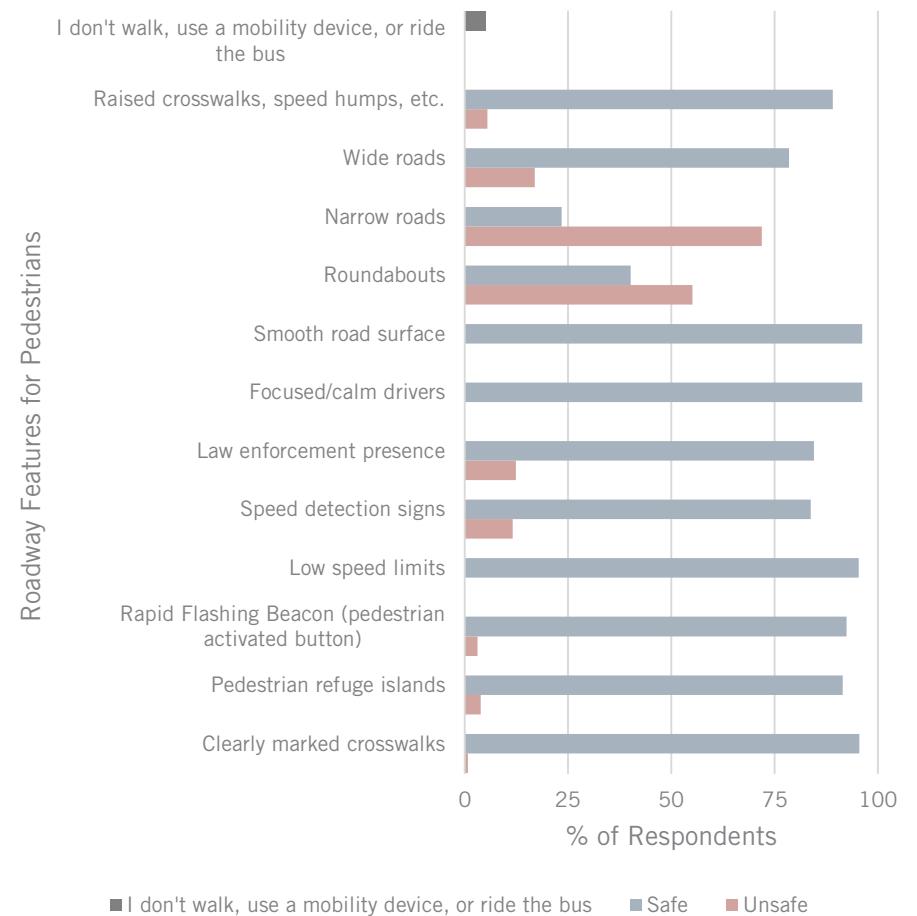


Figure 2.7 Safety Perception of Roadway Features According to Pedestrians

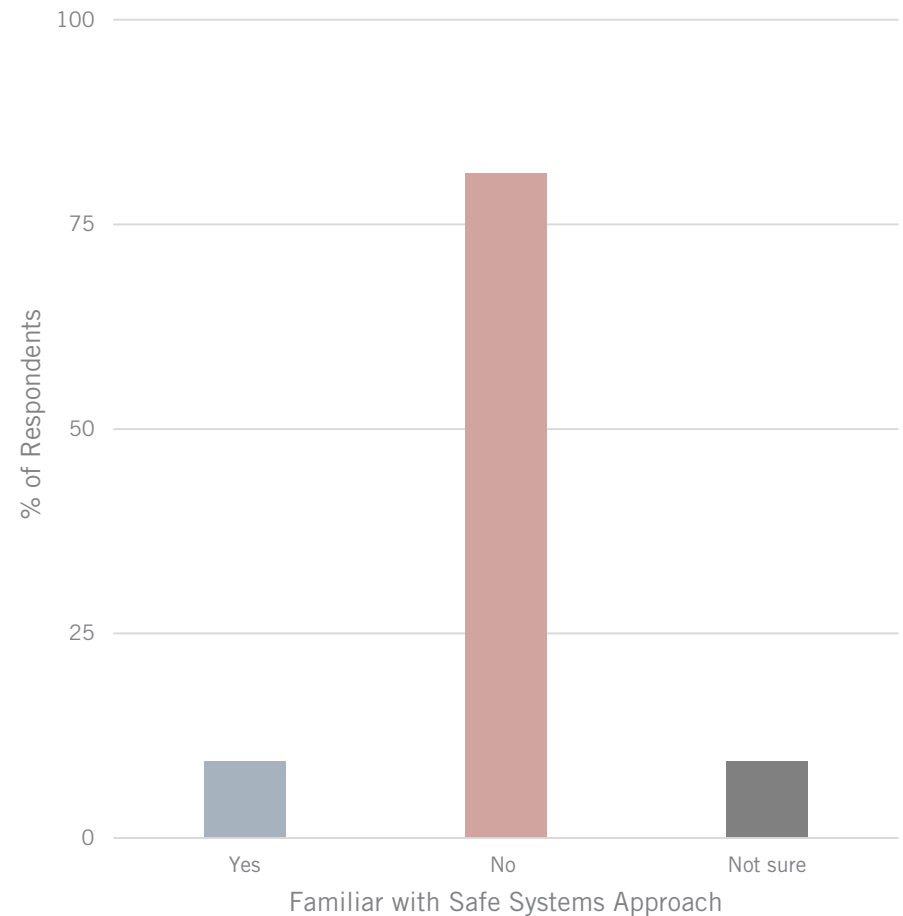


BACKGROUND

ENGAGEMENT AND COLLABORATION

While results from the previous question showcase community desire for increased roadway safety and the preferred priorities, Figure 2.8 indicates a lack of awareness of the safe systems approach framework used to plan and implement roadway safety improvements. In fact, less than 10 percent of those surveyed responded that they know what the safe systems approach is. This illustrates the need for additional community engagement and information sharing to ensure the general public is aware of the strategies and tools that can bring about safer roads for all. The CSAP is intended to reach and inform a broad audience to fulfill this role by furthering, or beginning, conversations about ensuring safety for all roadway users.

Figure 2.8 Public Familiarity with the Safe Systems Approach



BACKGROUND

ENGAGEMENT AND COLLABORATION

Additional Engagement Methods

ECWRPC staff participate in a number of partner and coalition meetings, which are often comprised of a mix of residents, government staff, and employees representing the private sector and non-profit sector. The Comprehensive Safety Action Plan was discussed at some of these partner meetings, either through community sharing or as a formal presentation. ECWRPC staff shared information and progress of the CSAP at the following meetings:

Winnebago County Traffic Safety Commission

ECWRPC staff regularly participates in these quarterly meetings. These meetings bring together law enforcement, first responders, residents, traffic engineers, and healthcare professionals to review and discuss crashes that result in serious injuries and fatalities. ECWRPC staff reported on progress of the CSAP at the January 11, 2023 Winnebago County Traffic Safety Commission meeting, and staff attended meetings throughout 2022 and 2023 to better understand traffic safety concerns from the viewpoint of law enforcement and first responders.

Hispanic Interagency Meetings

These monthly meetings bring together public, non-profit, and private organizations throughout the greater Fox Valley to discuss issues important to the Hispanic/Latinx communities and to share resources. ECWRPC attends these meetings on a monthly basis, and updates and progress on the CSAP were offered during these meetings. The survey was shared out to this group to solicit additional feedback.

Bicycle and Pedestrian Advisory Committee Meetings

ECWRPC has its own bicycle and pedestrian advisory committee that oversees and advises on implementation of the Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan—2021. This advisory committee is made up of municipal staff, public health department staff, residents, and members of local organizations. This committee was provided updates on the plan throughout 2022 and 2023, and a formal presentation was made to the committee in April 2023 to solicit additional feedback. Additionally, an ECWRPC staff member participates in the Appleton Bicycle and Pedestrian Advisory Committee, which is comprised of a school district representative and residents. Updates on the CSAP were provided at these quarterly meetings.

Northeast Wisconsin Regional Access to Transportation

The Northeast Wisconsin Regional Access to Transportation is a collaboration committee comprised of transportation providers, planners, consumers, and stakeholders; ECWRPC participates in these quarterly meetings. During these meetings, ECWRPC staff would provide updates on the CSAP to the group.

BACKGROUND

DATA COLLECTION AND CRASH ANALYSIS METHODOLOGY

Data Collection and Inventory Process

The Comprehensive Safety Action Plan contains an extensive inventory of crashes involving all roadway users at both the MPO and municipal levels to evaluate the factors and dynamics behind them. All crash data in the CSAP inventory and crash analysis model was provided by the Wisconsin Traffic Operations and Safety (TOPS) Laboratory, which is a database of all police recorded crashes in the State of Wisconsin collected on an annual basis.⁸ TOPS lab data identifies each crash by geographical location and provides numerous crash attribute data regarding mode, injury severity, time, age, violation, weather, roadways ownership, etc. for each individual report. It is important to note that several municipalities are only partially within either MPO and that only the crashes which occurred within the MPO planning boundary were collected and used in the inventory and analysis.

Crash data in the CSAP is evaluated by mode, severity, type, and location for the Appleton (Fox Cities) MPO, Oshkosh MPO, and all municipalities partially or fully within each MPO between 2018 and 2022. All reported crashes which took place in either MPO, regardless if they occurred on a restricted access freeway or in a parking lot, are included in the inventory. The results of the inventory are conveyed for each MPO and municipality in the subsequent chapters through descriptive text, charts, figures, and maps. Evaluating the crash data through the inventory process played a significant role in the development of the crash analysis model.

⁸ Traffic Operations and Safety Laboratory. 2023. "The WisTransPortal System." University of Wisconsin Madison. <https://transportal.cee.wisc.edu/>

Crash Analysis Methodology

The crash analysis model considers eight criteria to determine the danger posed to roadway users along each corridor and at each intersection of the entire roadway network. The model ranks each corridor and intersection by the degree of danger posed to roadway users based on the dynamics of observed crashes and existing design characteristics along or at each specific corridor or intersection. These variables were weighted in a way that aligned best with the requirements of the SS4A program and the model is designed to place significant emphasis on high crash severity and incidents involving non-motorists. Given the differing causes and dynamics of crashes along corridors compared to those at intersections, the model was applied to corridors and intersections separately to appropriately compare corridors with corridors and intersections with intersections. The following processes were taken to organize data and develop the crash analysis model.

The crash analysis model was developed in GIS using vector datasets. Data was primarily provided by two sources, the Traffic Operations and Safety Laboratory (TOPS Lab) and the Wisconsin Department of Transportation with crash data provided by the former as a point layer and roadway attribute and design characteristic data provided by the latter through a centerline layer. Internal ECWRPC datasets were also used, specifically for data regarding land use.

Prior to developing the crash analysis model, several steps were taken to organize and prepare datasets prior to analysis within the model.

BACKGROUND

DATA COLLECTION AND CRASH ANALYSIS METHODOLOGY

First, all crashes that were recorded in TOPS attribute data as having taken place in a parking lot were removed as were all crashes which took place on a restricted access freeway. These crashes were excluded since private parking lots are out of the scope of the CSAP and the SS4A program is not intended for restricted access freeways that are not intended to be used by non-motorists.

Next, each crash was joined to either a corridor – defined as a segment of roadway from intersection to intersection, or an intersection – defined as a point where two or more corridors converged. This separation of data was done to avoid any double counting of crashes across the road network and to acknowledge the differences in risk and crash dynamics that occur along corridors versus at intersections. Crashes were joined to either corridors or intersections through the use of buffers around intersections with crashes within a buffer joined to the nearest intersection and any crashes outside a buffer joined to the nearest corridor. As intersections between larger capacity corridors tend to have a wider spatial distribution of crashes due to the large physical footprint of the intersection, different radii buffers were used. The radii of buffers were directly related to the highest functional classification of the corridors that met at the intersection. Intersections where at least one corridor was a functionally classified arterial used a 200-foot buffer, while if at least one corridor was a functionally classified collector a 150-foot buffer was used. Any intersection where neither an arterial nor a collector crossed utilized a 100-foot buffer. Crashes which were not within any of the intersection buffers and were within 150 feet of the centerline were joined to a corridor.

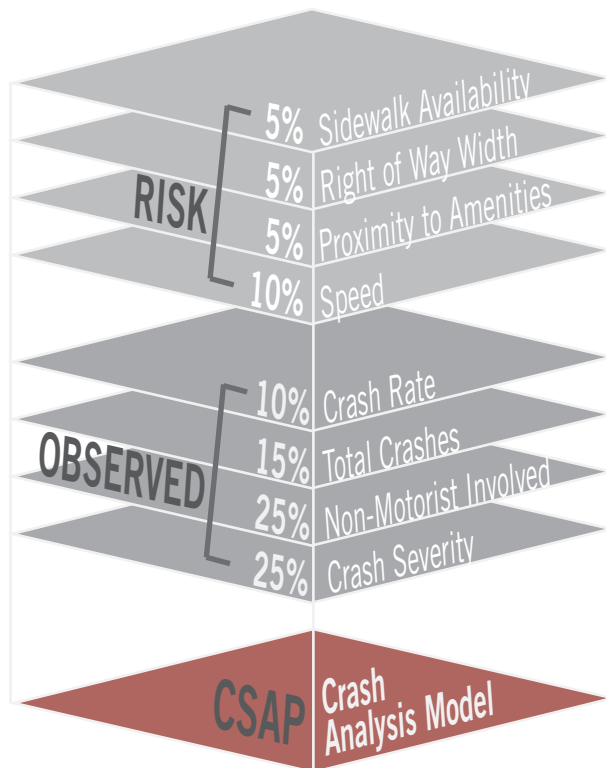
Finally, as some intersections were in close proximity to one another and had overlapping buffers, and given some corridors had overlapping catchment areas, crashes were assigned to the nearest feature using the near function. The near function was applied to all crashes to determine the closest corridor for corridor crashes and closest intersection to each intersection crash.

The crash analysis model was developed by ECWRPC staff using an index analysis which ascribes criteria to a single feature set and scores each criterion on each feature to obtain an overall score. Using criterion specifically related to the requirements of the Safe Streets and Roads for All program and the feedback provided by the CSAP Committee, the model evaluates both the observed and potential safety risk to all roadway users across the roadway network by ranking indexed values (Figure 2.9). A total of eight criteria were utilized for the index analysis. Four criteria consider observed crash factors – total crashes, injury severity, total non-motorists, and crash rate – and collectively weigh 75% of the model. Data for these four criteria was all sourced from the TOPS Lab dataset. An additional four criteria weigh 25% of the model and consider environmental or design factors which increase the risk of crashes, especially for non-motorists. Data for these criteria was sourced from an array of ECWRPC internal data and external datasets, with additional steps taken to ensure datasets functionality within the model. More on these criteria, their purpose, and data sources are described on the following pages.

BACKGROUND

DATA COLLECTION AND CRASH ANALYSIS METHODOLOGY

Figure 2.9 Comprehensive Safety Action Plan Crash Analysis Model



The crash analysis model weighs eight criteria to determine areas of traffic safety concern. The model considers observed crash factors as well as environmental factors which increase risk of crashes and injury for non-motorists. Criteria are indexed in the model according to the requirements of the SS4A program.

• Risk: Sidewalk Availability

The presence of sidewalk on one or both sides of roadways provides safety for non-motorists. Roadways were scored based on sidewalk presence on both sides, one side, or not present at all. While bicycle and pedestrian facilities locations are maintained by ECWRPC, this dataset represents the true locations of these features, meaning their location had to be assigned to the centerline road dataset used by the model. Buffers were placed around sidewalk locations and were then spatially joined to the centerline layer. The count of overlapping buffers represented a rough estimation if sidewalk existed on one or both sides of a roadway. This dataset required proofing using aerial imagery and the centerline layer identifying sidewalk availability was finalized after validation. Bike lanes and trails were not included in the model due to data limitations and/or the inability to properly attribute data to roadway centerline data.

• Risk: Right of Way (ROW) Width

The width of the right of way can have several impacts on safety, primarily, larger roadways can be more difficult to cross for bicyclists and pedestrians, especially without proper accommodation. This attribute data was readily available within the centerline dataset.

BACKGROUND

DATA COLLECTION AND CRASH ANALYSIS METHODOLOGY

- **Risk: Proximity to Amenities**

This criterion refers to the proximity of nearby locations which are likely to have non-motorists present. These locations include schools, transit stops, and parks and recreational areas. Data was sourced from internal ECWRPC land use datasets. Corridors and intersections which were within a half mile from any of the amenities were given index scores with a maximum score given if at least one of all amenity types were within the selection radius. While this criterion does not identify inherently unsafe locations, it identifies locations where the risk of non-motorist involved crashes may be more likely to happen.

- **Risk: Posted Speed Limit**

Although higher roadway speeds do not inherently mean an increase of danger, it is often a contributing factor in severe accidents. While average vehicle travel speeds would provide more reliable site conditions, the data was not available for the broad network of studied roadways. Instead, posted speed limit data was used as a proxy.

- **Observed: Crash Rate**

Crash Rate is derived from comparing the total number of crashes along a corridor or at an intersection with the average daily vehicle traffic. High frequency crash locations may likely be correlated to high traffic volume and vice versa. Average daily vehicle traffic data was not available for many roadways in both MPOs, therefore, crash rate was calculated using the Crash Rate by Route Length calculation provided by the Federal Highway Administration.⁹

- **Observed: Total Crashes**

Total crashes, or frequency, provides evidence of possible issues on specific areas of the roadway network. A significant frequency of crashes along a corridor or at an intersection could indicate problematic areas. This criteria does not, however, consider injury severity or countermeasures such as roundabouts which are designed to reduce crash severity at the cost of increasing total crashes.

- **Observed: Non-Motorist Involvement**

Non-Motorists include bicyclists and pedestrians that were involved in a crash with a motor vehicle. These users are at a greater risk of injury or death when involved in a crash with a motor vehicle.

- **Observed: Crash Injury Severity**

Crash severity considers the cost of injury and damages related to a crash. These values escalate based on the severity of a crash, with fatalities resulting in the highest values. In this analysis, the crash severity values for a particular corridor or intersection are totaled. This value increases exponentially at higher injury severities.

⁹ United States Department of Transportation. 2023. "Roadway Departure Safety: A Manual for Local Rural Road Owners." United States Department of Transportation https://safety.fhwa.dot.gov/local_rural/training/fhwasa1109/app_c.cfm

BACKGROUND

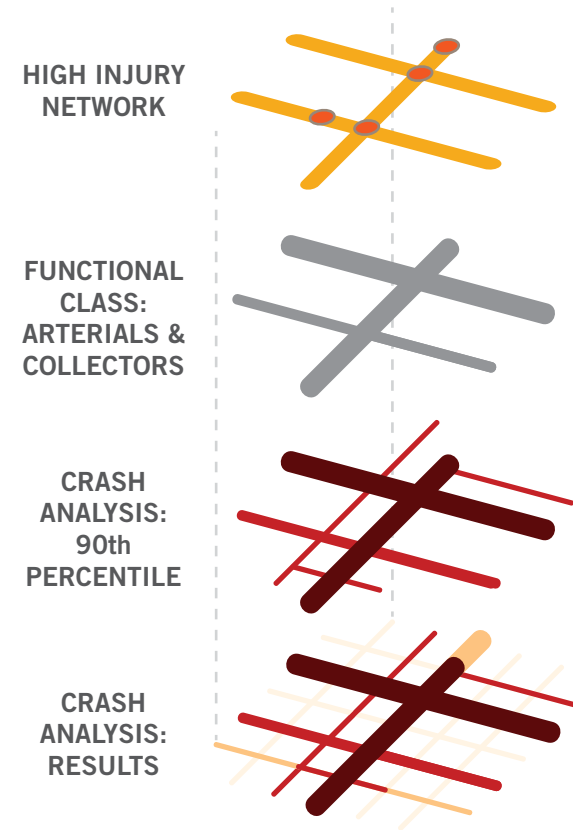
DATA COLLECTION AND CRASH ANALYSIS METHODOLOGY

The model was applied to the corridors and intersections of each individual MPO, with the results of the index analysis providing values that were used to quantitatively evaluate safety across the network holistically. The crash analysis provided in subsequent chapters for the Appleton (Fox Cities) and Oshkosh MPOs is comprised of the entire road network within the relevant MPO with no regard for municipal boundaries. The MPO level analysis is distinct from those provided for each municipality as the crash analysis model was applied to the corridors and intersections of each individual municipality, an analysis method that compares the municipality's own roadway network with itself. This provides a more locally relevant analysis as opposed to the MPO level perspective, which does not consider municipal borders. For the High-Injury Network (HIN), the roadway network was divided by MPO and municipality in the same fashion as the crash analysis model and results are provided for each MPO and individual municipality.

High-Injury Network

The High-Injury Network (HIN) is comprised of functionally classified arterial and collector corridors and intersections with index scores in the 90th percentile of the crash analysis model. Non-functionally classified corridors and intersections are not included in the HIN. The HIN identifies the functionally classified corridors and intersections with the worst scores in the crash analysis model, highlighting locations where strategies and potential projects should be implemented to enhance safety for all roadway users, especially non-motorists. The main methodology for the HIN is elaborated in Figure 2.10.

Figure 2.10 Comprehensive Safety Action Plan High-Injury Network Model



The High-Injury Network (HIN) is a tool that can guide where strategies and potential projects might be implemented to enhance safety for all roadway users. The HIN is comprised of functionally classified arterial and collector corridors and intersections that rank in the 90th percentile of the crash analysis model.

BACKGROUND

PRIORITY PROJECT IDENTIFICATION

Distinguishing Between MPO and Municipal Priority Projects

Priority projects at both the MPO level and municipal level were identified by MPO and municipal stakeholders through an engagement process. These meetings, detailed earlier in this chapter, were convened with stakeholders to discuss the results of the crash inventory, crash analysis model, and High-Injury Network to identify priority projects in need of demonstration or implementation funding to ensure roadway safety for all users. In the following chapters, distinct listings of corridor and intersection projects are identified for each of the MPOs as well as individual municipalities. Some municipalities did not identify any projects. While, in some cases, MPO projects may have similar boundaries as municipal projects, MPO priority projects are not a collection or summation of the municipal projects, rather, they are distinct, cross-jurisdictional projects that require collaboration by many entities. Both municipal projects and MPO projects will require varying amounts of attention, collaboration, planning, and/or funding to be transformed into corridors and intersections that reduce danger and enhance safety for all roadway users.

SRF Consulting

The MPO priority projects are perhaps the most crucial projects identified within the CSAP where demonstration and implementation of transportation safety measures would yield the most net positives to each MPO. To move forward on these projects, most of which cross multiple municipal boundaries and have had historic funding challenges, and all of which are hazardous to motorists and non-motorists alike in their current state, significant attention, collaboration, and funding are required next steps.

To help inform these next steps, SRF Consulting Group was contracted to conduct a prioritization analysis of Appleton (Fox Cities) MPO and Oshkosh MPO projects based on funding eligibility according to the requirements of the SS4A program. All 17 projects identified by the respective MPO Project Selection Advisory Groups, thirteen Appleton (Fox Cities) MPO and four Oshkosh MPO, were analyzed according to each project's rural/urban designation, proximity to underserved communities, crash histories, design elements, and other variables. Following the analysis, projects were given a ranking based on their competitiveness for SS4A Demonstration and/or Implementation Grant funding. This ranking will serve to help prioritize efforts to collaborate around the most competitive projects with the greatest impact to roadway safety, especially in underserved communities.

In addition, SRF provided recommendations on next steps for applying to SS4A funding, specifically suggestions in regard to important considerations to make in collaboration efforts and additional steps necessary to ensure competitiveness for SS4A Demonstration and/or Implementation funding. The full report developed by SRF is provided in Appendix C.

CHAPTER 3

APPLETON (FOX CITIES) METROPOLITAN PLANNING ORGANIZATION

42	APPLETON (FOX CITIES) MPO	163	VILLAGE OF COMBINED LOCKS
58	CITY OF APPLETON	170	VILLAGE OF FOX CROSSING
65	CITY OF KAUKAUNA	177	VILLAGE OF GREENVILLE
72	CITY OF MENASHA	184	VILLAGE OF HARRISON
79	CITY OF NEENAH	191	VILLAGE OF KIMBERLY
86	TOWN OF BUCHANAN	198	VILLAGE OF LITTLE CHUTE
93	TOWN OF CENTER	205	VILLAGE OF SHERWOOD
100	TOWN OF CLAYTON	212	VILLAGE OF WRIGHTSTOWN
107	TOWN OF ELLINGTON		
114	TOWN OF FREEDOM		
121	TOWN OF GRAND CHUTE		
128	TOWN OF KAUKAUNA		
135	TOWN OF NEENAH		
142	TOWN OF VANDENBROEK		
149	TOWN OF VINLAND		
156	TOWN OF WOODVILLE		

Introduction

This chapter is divided into sections that provide crash inventories, crash analyses, High-Injury Networks (HIN), and project listings for the Appleton (Fox Cities) MPO and the municipalities that are both fully and partially within it. Inventories of all crashes which occurred between 2018 and 2022 are provided to give context to the crash types, locations, factors, modes, and severities that occurred within the given boundaries. Each inventory is followed with the results of the crash analysis, the extent of the High-Injury Network, and the priority projects identified for the MPO and each municipality. Priority projects are not listed in a specific order. Although some municipalities did not identify any projects, crash inventory and analysis results are provided for each jurisdiction.

The chapter begins with the MPO and is followed by municipalities both fully and partially within the MPO according to alphabetical order first by cities followed by towns and villages. An array of maps, figures, and tables illustrate the dynamics of crashes throughout the MPO and highlight the locations of dangerous corridors and intersections where SS4A Demonstration and/or Implementation funding would enhance safety for all road users. Disadvantaged census tracts according to the Equitable Transportation Community (ETC) tool and the Climate and Economic Justice Screening Tool (CEJST) are identified in all crash inventory, crash analysis, HIN, and priority project maps.

Equity

The Appleton (Fox Cities) MPO encompasses across areas of Calumet, Outagamie, Winnebago counties. A total of 23 municipalities – four cities, eleven towns, and eight villages – are either fully or partially within the MPO planning boundaries.

In 2023 the Appleton (Fox Cities) MPO had an estimated population of 258,600. According to the Equitable Transportation Community (ETC) toll, approximately 9.12 % of residents in the Appleton (Fox Cities) MPO were undeserved, with 23,600 residents living in seven disadvantaged census tracts across the MPO. Two census tracts were entirely within the City of Appleton, two were within portions of the Town of Grand Chute and City of Appleton, one tract encompassed areas of the Village of Fox Crossing, City of Menasha, and City of Appleton. In addition, one census tract was entirely within the City of Menasha, and another entirely within the City of Neenah.

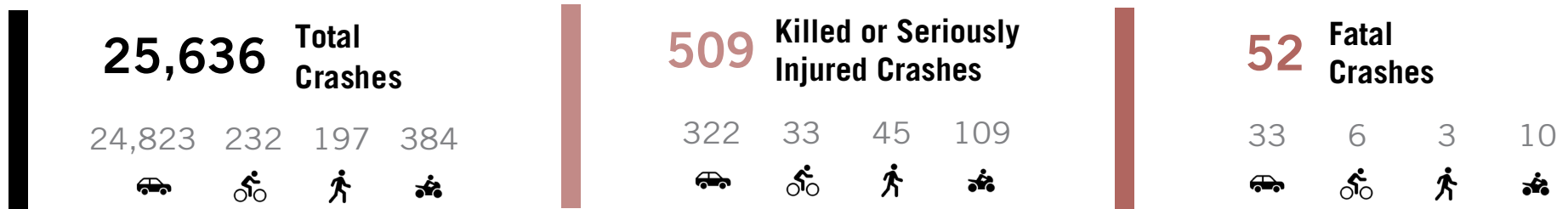
According to the Climate and Economic Justice Screening Tool (CEJST), approximately 23,400 residents were within a disadvantaged census tract, or 9.04% of the total Appleton (Fox Cities) MPO population. The tool identified seven disadvantaged census tracts in the MPO. Three tracts were entirely within the City of Appleton, one was entirely within the City of Kaukauna, and one was entirely within the City of Menasha. The two other tracts were within portions of one or more municipalities, with one within portions of the City of Appleton, City of Menasha, and Village of Fox Crossing; and another within portions of the City of Neenah and Village of Fox Crossing. Four disadvantaged census tracts identified by CEJST were also identified by the ETC tool.

APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | CRASH INVENTORY 2018 - 2022

Total Crashes by Severity and Mode

A total of 25,636 crashes occurred in the MPO between 2018 and 2022. Over this five-year period, 509 crashes resulted in a person being killed or seriously injured (KSI), and 52 crashes were fatal. The locations of serious injury and fatal injury crashes in the Appleton (Fox Cities) MPO between 2018 and 2022 are identified in Map 3.1. Approximately 30% of KSI crashes between 2018 and 2022 involved either a bicyclist or a pedestrian. Thirty-three motor vehicle, ten motorcycle, six bicycle, and three pedestrian crashes resulted in fatalities between 2015 and 2022. Over the five-year period, the average annual fatality rate per 100,000 population was 4.02 for all modes of transportation.



Crash Factors

Age and violation crash factors played a role in many motorist (motor vehicles and motorcycles) and non-motorist (bicyclists and pedestrians) crashes (Figures 3.1, 3.2, and 3.3). Many non-motorist crashes in the Appleton (Fox Cities) MPO involved either youth (37.3%) or seniors (28.4%), and 44.4% of fatal non-motorist crashes involved a youth while 44.4% involved a senior. For motorists, speed played a role in many crashes (14.7%) and a significant role in KSI and fatal crashes, contributing to 28.8% and 27.9% of these crashes, respectively.

Figure 3.1 Crash Factors: Total Crashes

	Age		Violation	
	Youth	Senior	Speed	DUI
Motorist	16.1%	17.0%	14.7%	5.2%
Non-Motorist	37.3%	28.4%	2.6%	9.1%

Figure 3.2 Crash Factors: KSI Crashes

	Age		Violation	
	Youth	Senior	Speed	DUI
Motorist	8.1%	17.6%	28.8%	25.8%
Non-Motorist	24.4%	48.7%	7.7%	17.9%

Figure 3.3 Crash Factors: Fatal Crashes

	Age		Violation	
	Youth	Senior	Speed	DUI
Motorist	9.3%	20.9%	27.9%	18.6%
Non-Motorist	44.4%	44.4%	0.0%	33.3%

APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | CRASH INVENTORY 2018 - 2022

Crashes Per Year by Mode

Trends for total, killed or seriously injured (KSI), and fatal crashes per year between 2018 and 2022 varied considerably by mode (Figures 3.4, 3.5, and 3.6). Total motor vehicle crashes, not including motorcycles, peaked in 2019, and, although declining in 2020, increased each year in 2021 and 2022. Motor vehicle KSI crashes per year varied depending on year, with the highest amounts recorded in 2018 and 2021. Fatal crashes for motor vehicles declined each year between 2018 and 2022, however, the declining trend was reversed in 2022.

Total motorcycle crashes were largely consistent each year between 2018 and 2022, peaking in 2020. KSI motorcycle crashes also remained largely consistent each year during the period, averaging about 21 per year with the most occurring in 2021. Motorcycle fatal crashes were highest in 2021, with a total of five fatal crashes in that year.

Although the total number of pedestrian crashes per year during the period declined in both 2020 and 2021, total crashes increased and peaked in 2022. Pedestrian killed or seriously injured (KSI) crashes remained consistent each year, averaging about nine per year. Three pedestrian crashes were fatal, with one occurring in 2021 and two in 2022.

Total crashes involving bicyclists declined in 2020 but increased in both 2021 and 2022. Bicycle KSI crashes remained consistent throughout the five-year period averaging about six per year. Six total bicycle crashes were fatal, with at least one fatal crash occurring each year during the period.

Figure 3.4 Total Crashes Per Year by Mode

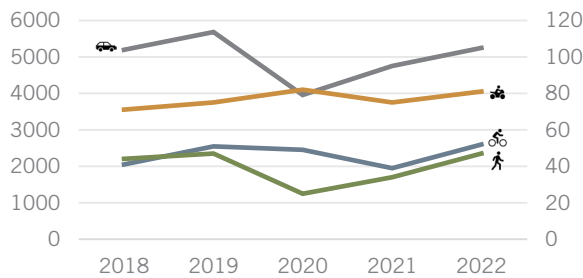


Figure 3.5 KSI Crashes Per Year by Mode

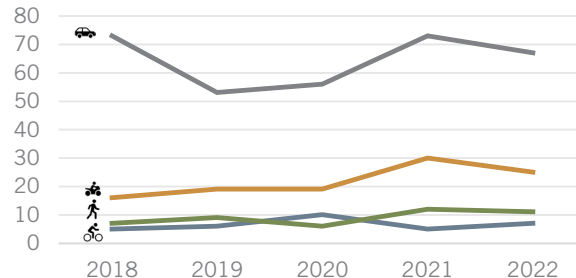
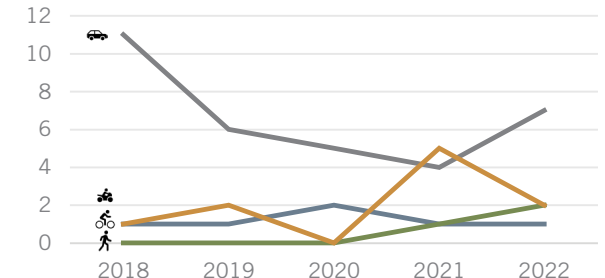


Figure 3.6 Fatal Crashes Per Year by Mode



APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | CRASH INVENTORY 2018 - 2022

Crash Types by Mode

Motorist and non-motorist crash types are recorded by TOPs according to the controlled maneuver of the motor vehicle prior to the beginning of the sequence of events. Consisting of 20 maneuvers that can be recorded at the scene of the crash, the dataset was condensed where appropriate to nine maneuvers and are expressed as ratios of total crashes according to mode and severity in Figures 3.7, 3.8, and 3.9.

For motor vehicle crashes, excluding motorcycles, the most common crash types for all crashes were hitting objects (33%), rear ends (27%), and broadsides (25%). The most common KSI crash types were similar, with objects hit and broadsides contributing to 37% and 31% of motor vehicle crash types, respectively. 42% of all fatal motor vehicle crashes were due to hitting an object. The most common motorcycle crash type for all motorcycle crashes was hitting an object (51%). This crash type was also the most common in motorcycle KSI crashes (57%) and fatal crashes (70%).

The most common crash types for all bicycle crashes involved motor vehicles going straight (44%) or making right turns (28%). Crashes involving motor vehicles going straight were also the most common crash type for killed or seriously injured (KSI) and fatal bicycle crashes, contributing to 49% and 83% of total crashes in these severity categories, respectively. For all pedestrian crashes, the most frequent crash type involved a motor vehicle going straight (41%) or making a left turn (21%). KSI pedestrian crash types recorded a continuation of this trend, with 41% resulting from a motor vehicle going straight and 20% resulting from a motor vehicle making a left turn. Of the three fatal pedestrian crashes that occurred during the period, all of them involved a motor vehicle going straight.

Figure 3.7 Crash Type by Mode: Total Crashes





				
Head-On	3%			2%
Sideswipe	10%			7%
Broadside	25%			22%
Rear End	27%			17%
Hit Object	33%			51%
Other/Unkn	1%	17%	31%	1%
MV - straight		44%	41%	
MV - right turn		28%	7%	
MV - left turn		11%	21%	
	100%	100%	100%	100%

Figure 3.8 Crash Type by Mode: KSI Crashes









				
Head-On	9%			3%
Sideswipe	2%			4%
Broadside	31%			23%
Rear End	20%			12%
Hit Object	37%			57%
Other/Unkn	0%	17%	37%	2%
MV - straight		49%	41%	
MV - right turn		17%	2%	
MV - left turn		17%	20%	
	100%	100%	100%	100%

Figure 3.9 Crash Type by Mode: Fatal Crashes

				
Head-On	6%			10%
Sideswipe	3%			10%
Broadside	24%			0%
Rear End	24%			10%
Hit Object	42%			70%
Other/Unkn	0%	0%	0%	0%
MV - straight		83%	100%	
MV - right turn		17%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | CRASH INVENTORY 2018 - 2022

Crash Locations

Crashes across the MPO occurred at various types of intersections and road cross-sections owned by either local, state, or federal entities according to TOPs crash reports. For all crashes and all modes of transportation, many occurred along corridors (63%) (labeled in figure as Not at Intersection) or at four-way intersections (24%), on two-way roads (46%), and on locally owned roads (50%) (Figure 3.10).

For all roadway users, about 59% of KSI crashes occurred along corridors while 31% occurred at four-way intersections (Figure 3.11). Also displayed in Figure 3.11, a significant amount of KSI crashes occurred on two-way roads (61%) and many took place on locally owned roads (47%).

The majority of fatal crashes for all modes happened along corridors (73%), on two-way roads (61%), and primarily on locally owned roads (37%) and state highways (31%) (Figure 3.12).

Figure 3.10 Crash Locations: Total Crashes

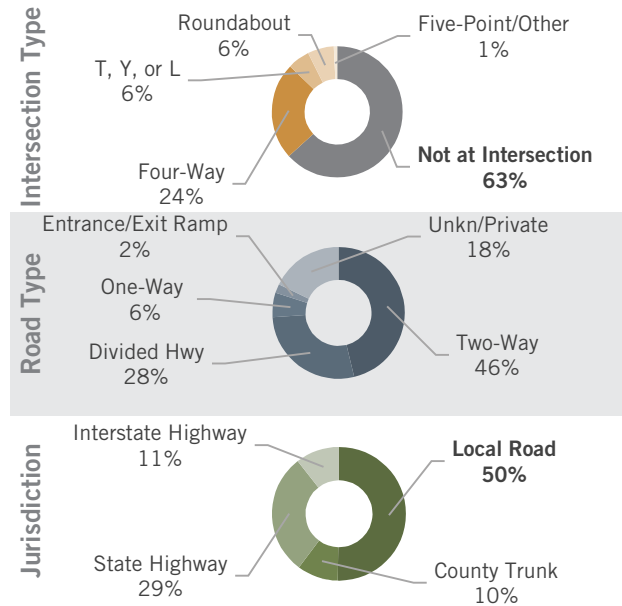


Figure 3.11 Crash Locations: KSI Crashes

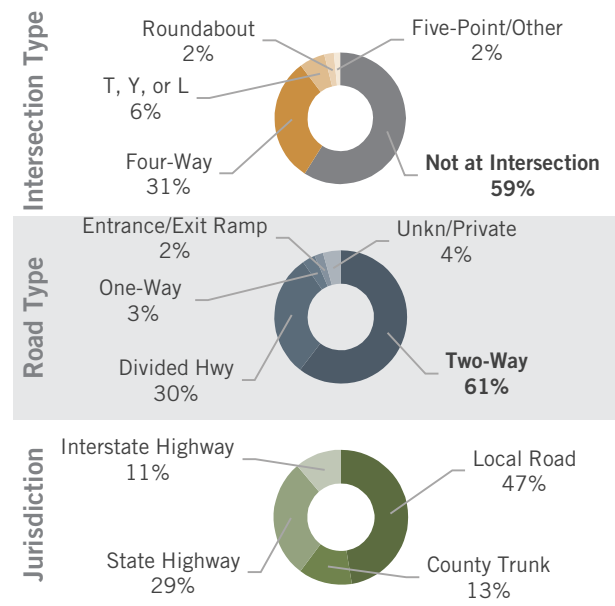
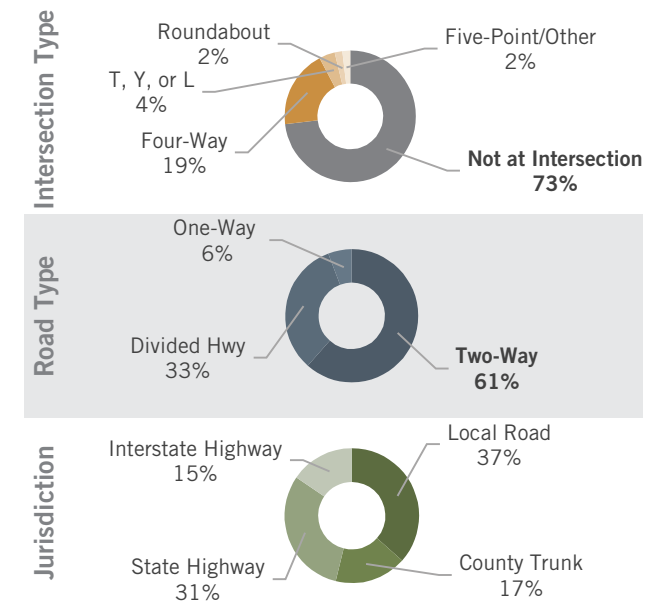
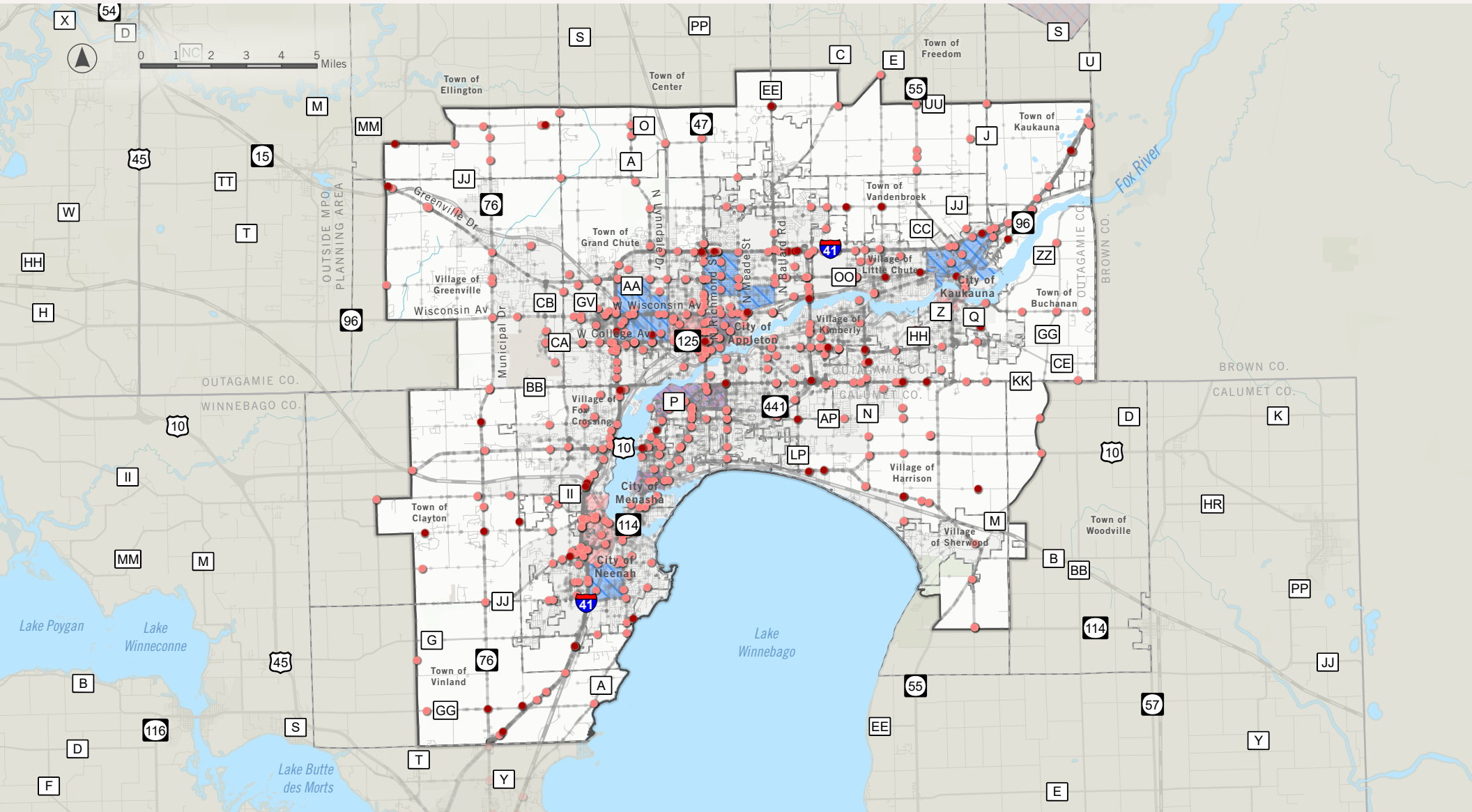


Figure 3.12 Crash Locations: Fatal Crashes



APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | MAP 3.1 APPLETON (FOX CITIES) MPO KILLED AND SERIOUS INJURY CRASHES 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

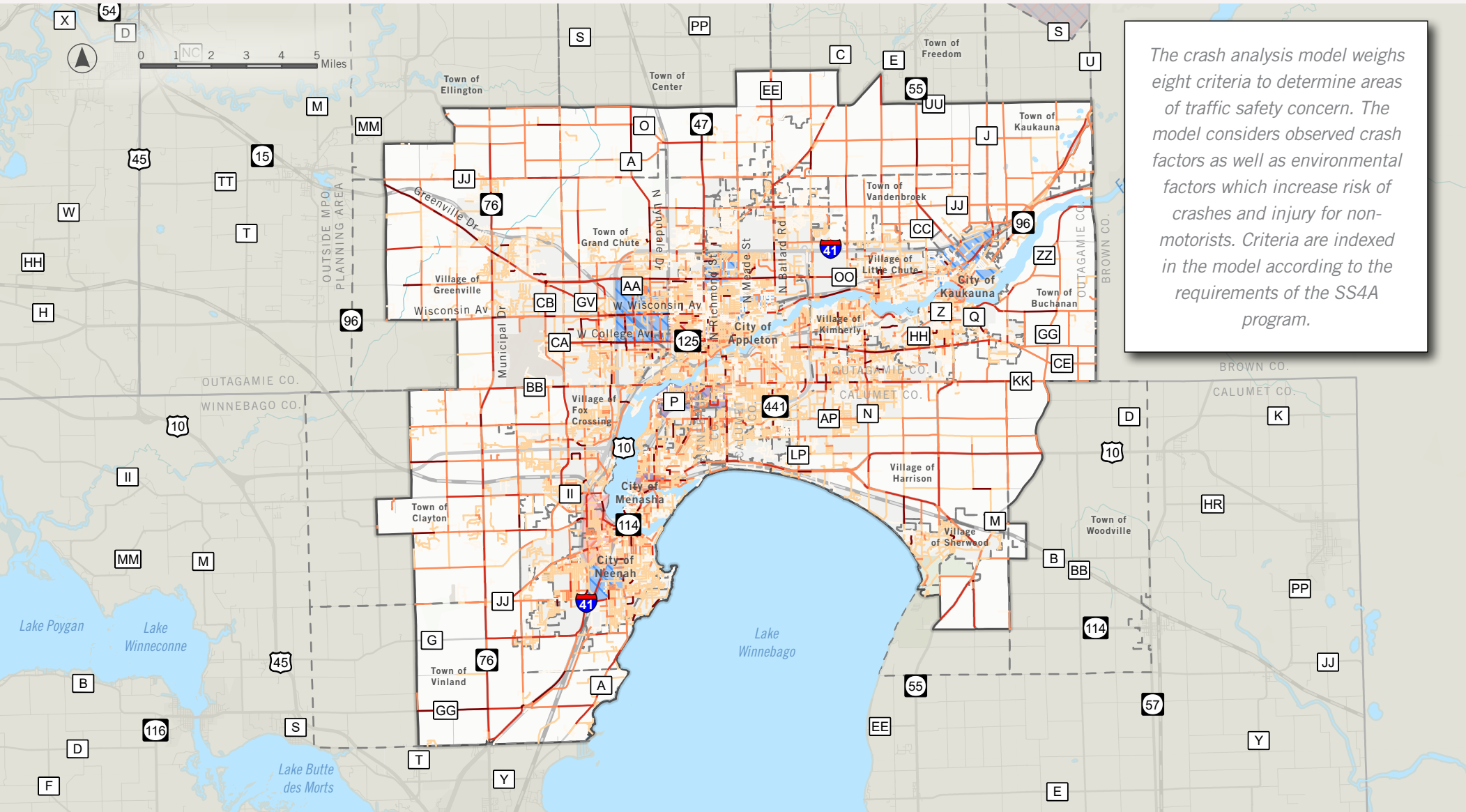
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | MAP 3.2 APPLETON (FOX CITIES) MPO CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

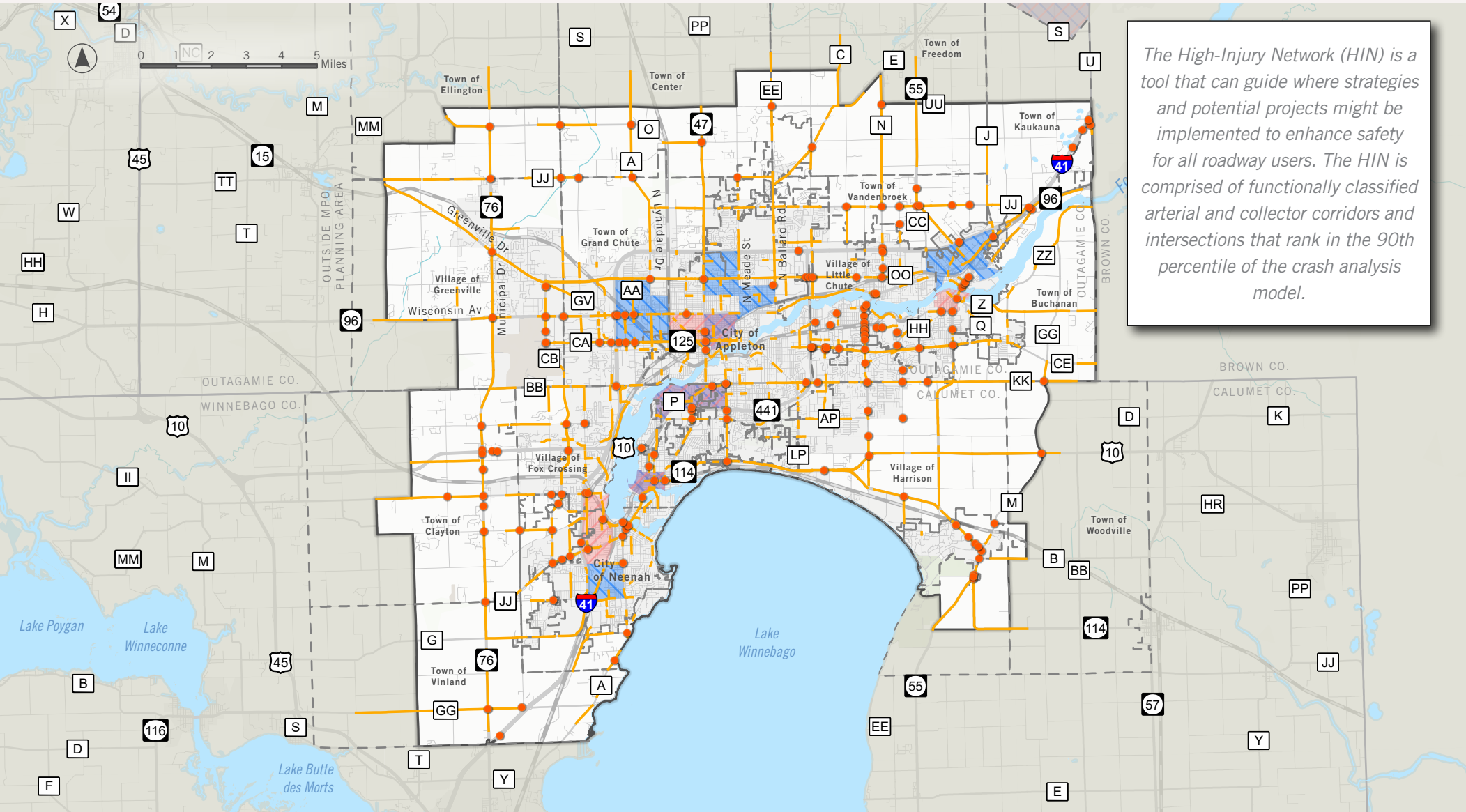


Political Boundaries



APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | MAP 3.3 APPLETON (FOX CITIES) MPO HIGH-INJURY NETWORK



High-Injury Network

● Intersections

Equity Considerations

▨ Justice40 Tracts

Political Boundaries

▭ MPO Boundary

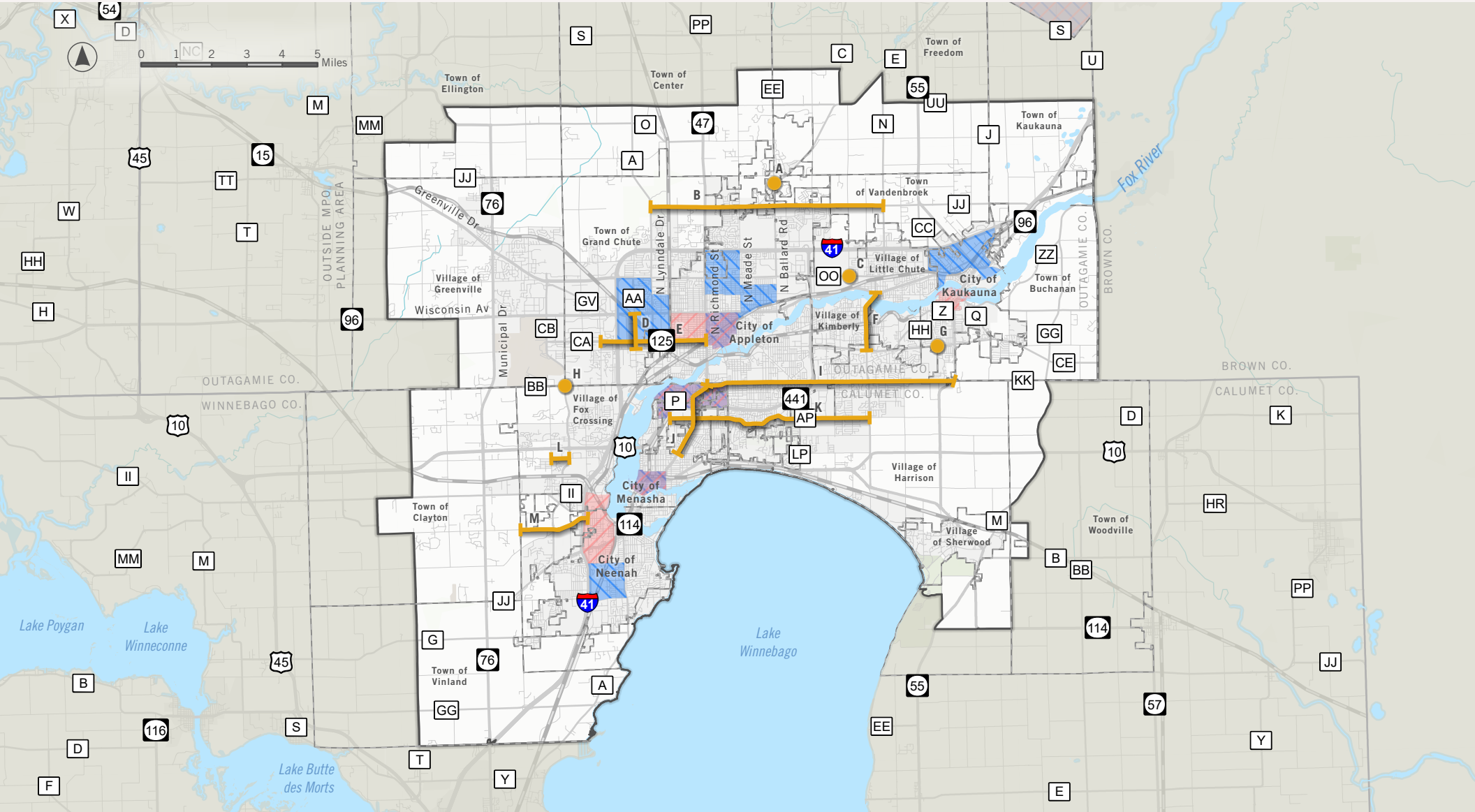
— Corridors

▨ USDOT ETC Tracts

- - - MCD Boundary

APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | MAP 3.4 APPLETON (FOX CITIES) MPO PRIORITY PROJECTS



MPO-Selected Projects

- Intersections
- Corridors
- Areas

Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | PRIORITY PROJECTS

Appleton (Fox Cities) MPO Priority Projects

The following projects were identified as priorities for the Appleton (Fox Cities) MPO by the Appleton (Fox Cities) Project Selection Advisory Group based on quantitative analysis and objective experience. The following pages provide more detailed maps and crash statistics for these projects. Projects are not listed in a specific order. Symbology for the maps is identified below:

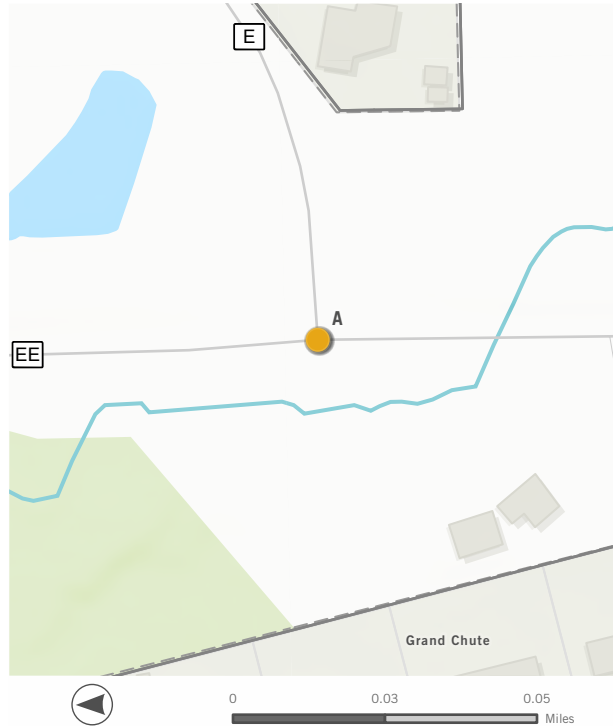
KSI Crashes

- Pedestrian - Serious Injury
- Pedestrian - Fatal Injury
- ▲ Bicyclist - Serious Injury
- ▲ Bicyclist - Fatal Injury
- Motorist - Serious Injury*
- Motorist - Fatal Injury*

MPO-Selected Projects

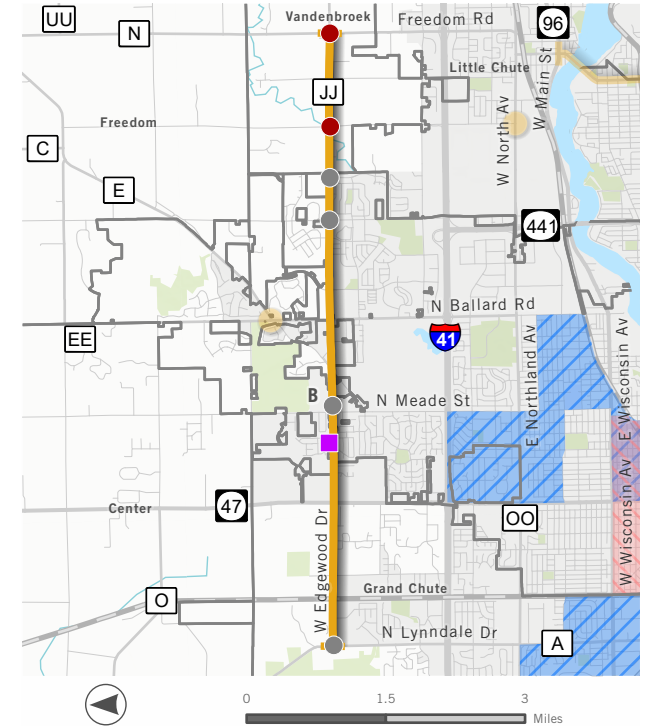
- Intersections
- ▬ Corridors
- Areas

Project A: CTH E & CTH EE



From	7	Total	7	
-	0	Serious	0	
To	0	Fatal	0	
-				

Project B: CTH JJ

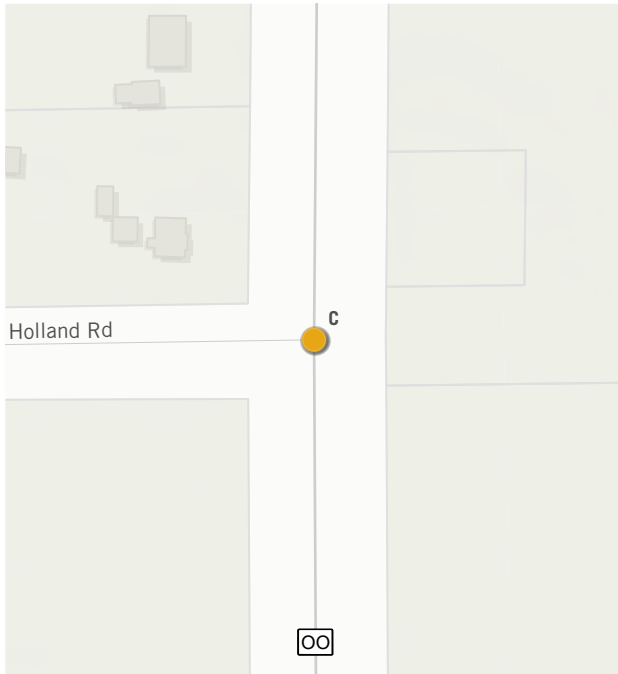


From	211	Total	210	
CTH A	4	Serious	0	
To	2	Fatal	1	
CTH J				

APPLETON (FOX CITIES) MPO

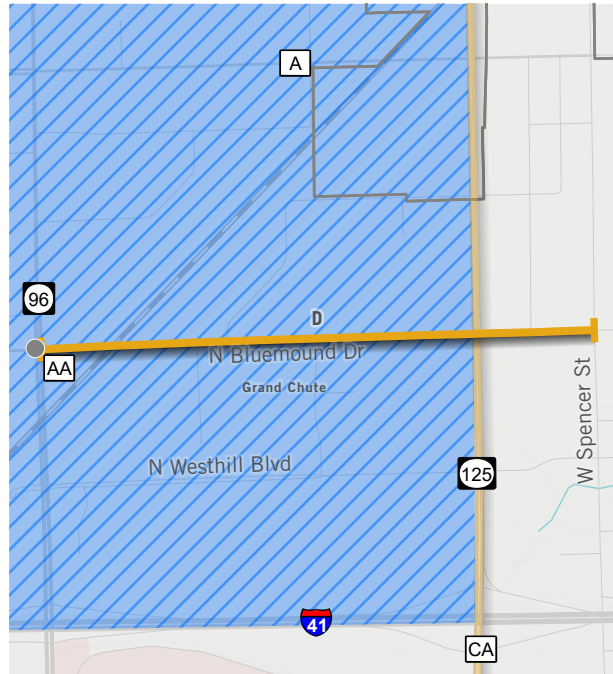
APPLETON (FOX CITIES) MPO | PRIORITY PROJECTS

Project C: CTH 00 & Holland Rd



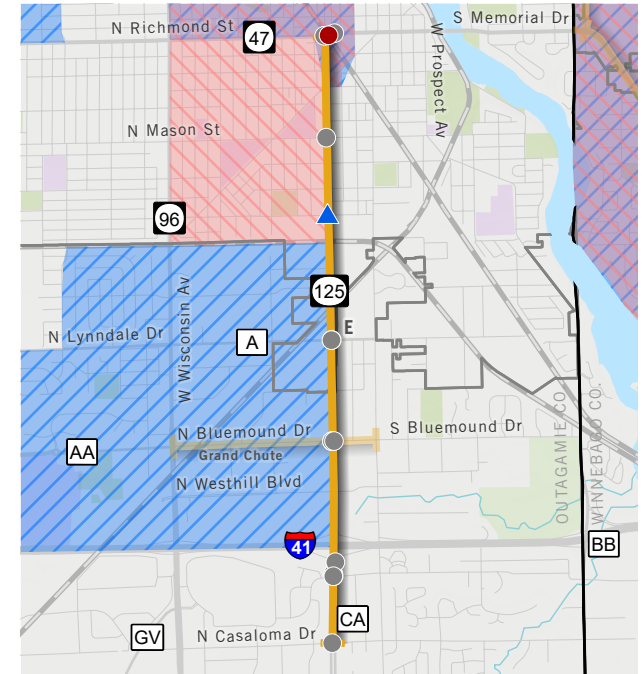
From	14 Total	14	
-	0 Serious	0	
To	0 Fatal	0	
-			

Project D: Bluemond Dr



From	145 Total	144	
Wisconsin Ave	5 Serious	1	
To	0 Fatal	0	
Spencer St			

Project E: College Ave

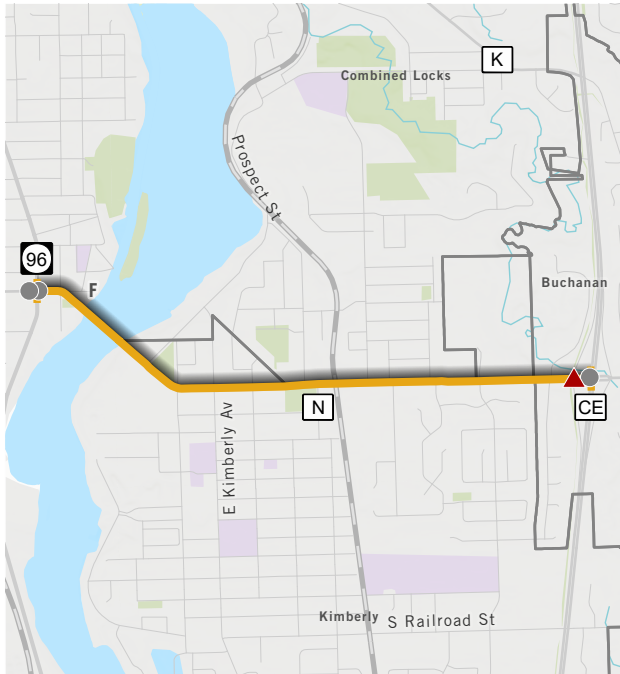


From	981 Total	972	
Casaloma Dr	10 Serious	4	
To	1 Fatal	5	
STH 47			

APPLETON (FOX CITIES) MPO

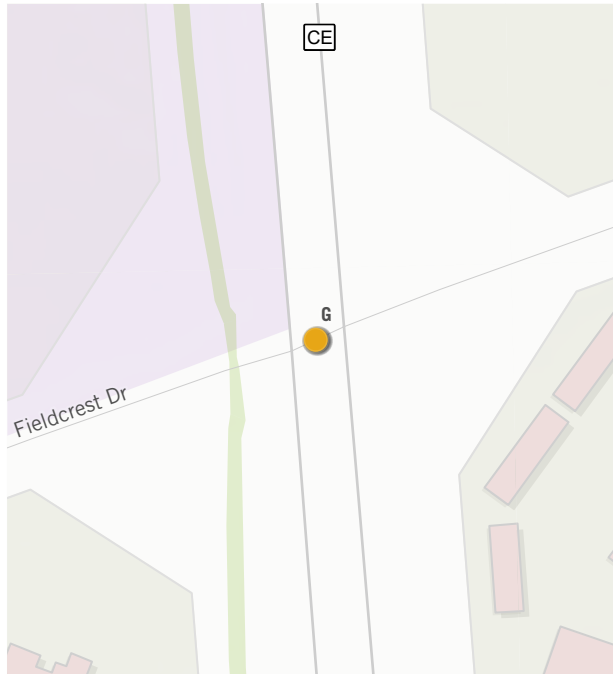
APPLETON (FOX CITIES) MPO | PRIORITY PROJECTS

■ Project F: CTH N



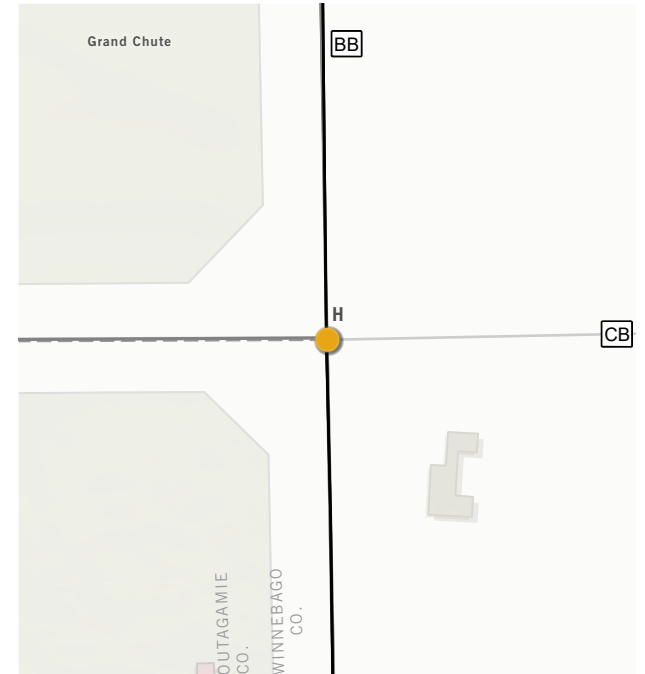
From	166	Total	154	
STH 96				
To	3	Serious	10	
CTH CE	1	Fatal	2	

■ Project G: CTH CE & Fieldcrest Dr



From	9	Total	9	
-				
To	0	Serious	0	
-	0	Fatal	0	

■ Project H: CTH CB & CTH BB

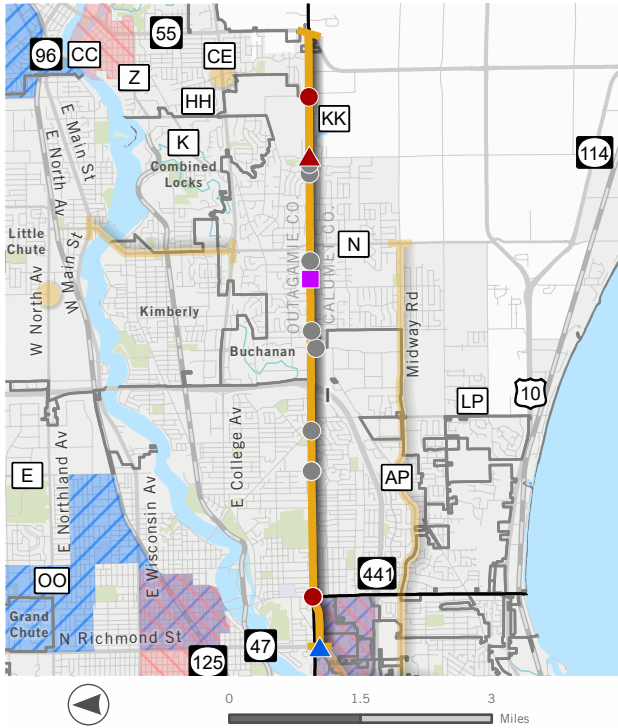


From	18	Total	18	
-				
To	0	Serious	0	
-	0	Fatal	0	

APPLETON (FOX CITIES) MPO

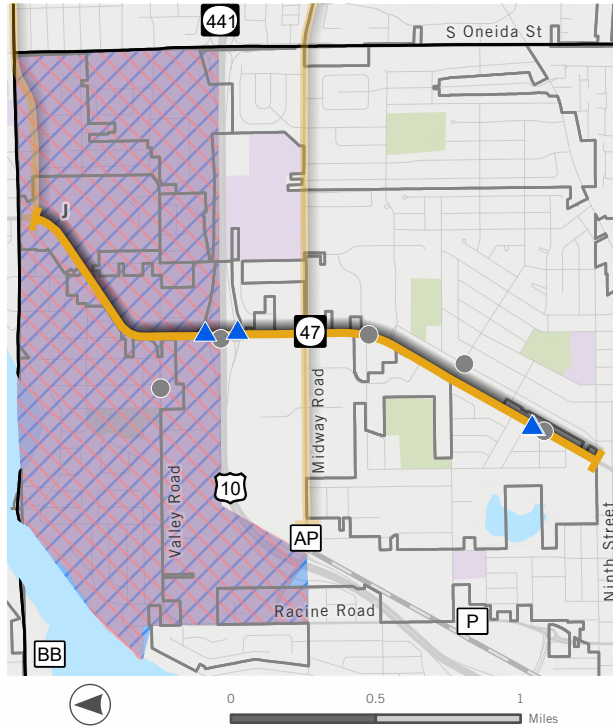
APPLETON (FOX CITIES) MPO | PRIORITY PROJECTS

■ Project I: CTH KK



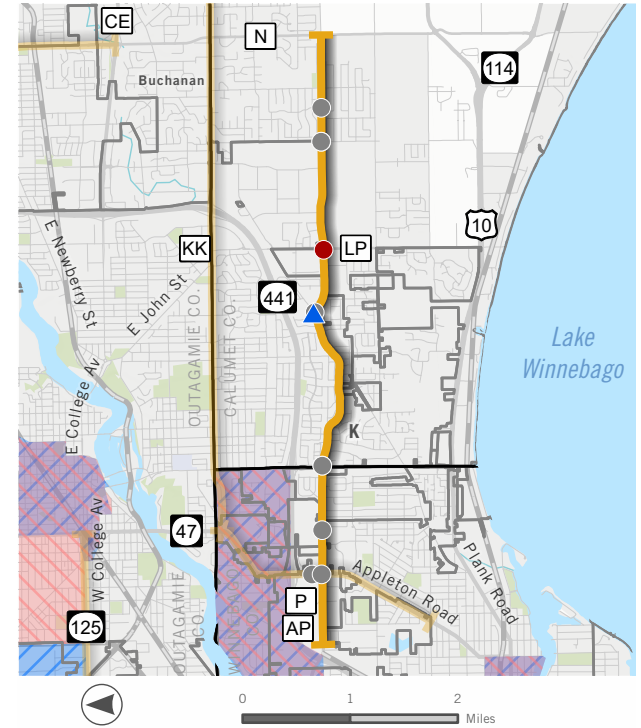
From STH 47	823 Total	804
To STH 55	9 Serious	14
	3 Fatal	5

■ Project J: STH 47



From CTH KK	347 Total	337
To 9th St	10 Serious	9
	0 Fatal	1

■ Project K: CTH AP (Midway Rd)

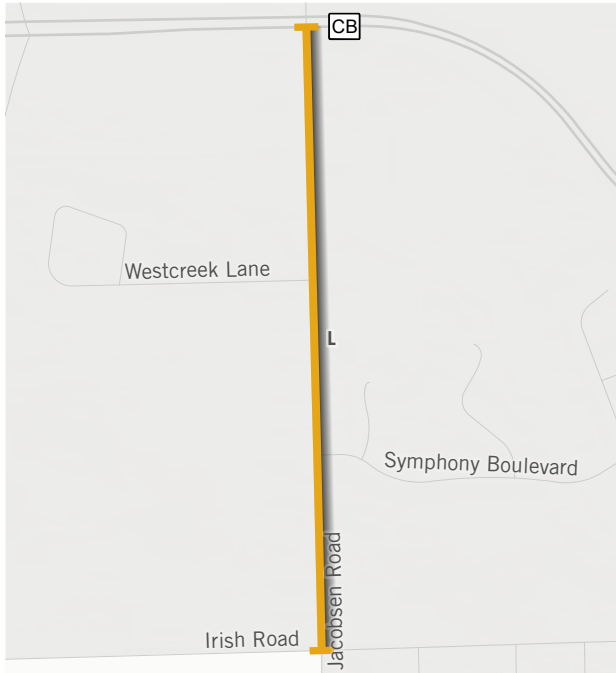


From STH 441	224 Total	218
To Schmidt Rd	8 Serious	5
	1 Fatal	1

APPLETON (FOX CITIES) MPO

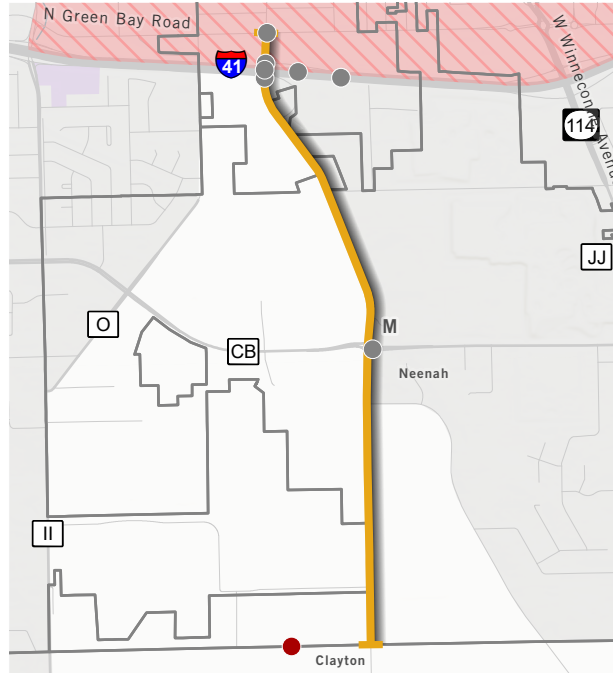
APPLETON (FOX CITIES) MPO | PRIORITY PROJECTS

Project L: Jacobsen Rd



From Irish Rd	22 Total	22
To CTH CB	0 Serious	0
	0 Fatal	0

Project M: Larsen Rd/Oakridge Rd



From Clayton Ave	116 Total	115
To Green Bay Rd	5 Serious	1
	0 Fatal	0

*Project listing in no specific order
* includes all motor vehicle and motorcycle crashes*

APPLETON (FOX CITIES) MPO

APPLETON (FOX CITIES) MPO | TABLE 3.1 APPLETON (FOX CITIES) MPO PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 *			Serious	Fatal
A	CTH E & CTH EE	Intersection	-	-	-	7	7	0	0	0	0
B	CTH JJ	Corridor	CTH A	CTH J	6.60	211	210	0	1	4	2
C	CTH OO & Holland Rd	Intersection	-	-	-	14	14	0	0	0	0
D	Bluemound Dr	Corridor	Wisconsin Ave	Spencer St	1.00	145	144	1	0	5	0
E	College Ave	Corridor	Casaloma Dr	STH 47	2.99	981	972	4	5	10	1
F	CTH N	Corridor	STH 96	CTH CE	1.74	166	154	10	2	3	1
G	CTH CE & Fieldcrest Dr	Intersection	-	-	-	9	9	0	0	0	0
H	CTH CB & CTH BB	Intersection	-	-	-	18	18	0	0	0	0
I	CTH KK	Corridor	STH 47	STH 55	7.02	823	804	14	5	9	3
J	STH 47	Corridor	CTH KK	9th St	2.25	347	337	9	1	10	0
K	CTH AP (Midway Rd)	Corridor	STH 441	Schmidt Rd	5.80	224	218	5	1	8	1
L	Jacobsen Rd	Corridor	Irish Rd	CTH CB	0.51	22	22	0	0	0	0
M	Larsen Rd/Oakridge Rd	Corridor	Clayton Ave	Green Bay Rd	1.99	116	115	1	0	5	0

COMPREHENSIVE SAFETY ACTION PLAN

APPLETON (FOX CITIES) MPO

MUNICIPAL PROFILES: CRASH INVENTORY, ANALYSIS, HIGH-INJURY NETWORK, AND PRIORITY PROJECTS

APPLETON (FOX CITIES) MPO

CITY OF APPLETON | CRASH INVENTORY 2018 - 2022

The City of Appleton had an estimated population of 74,752 in 2021, accounting for approximately 30% of the Appleton (Fox Cities) MPO total population.

A total of 6,425 crashes occurred in the city between 2018 and 2022, representing 25% of total MPO crashes.

There were 128 crashes which resulted in a person being killed or seriously injured (KSI), 9 crashes were fatal. 20% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (49%) or at four-way intersections (36%). Most crashes occurred on two-way roads (62%), in addition, many also happened on locally owned roads (67%).

Relative to the MPO, the city experienced a greater proportion of KSI, bicycle, pedestrian, motorcycle, youth, senior, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
City of Appleton	2.0%	0.1%	95.7%	1.5%	1.1%	1.7%	17.8%	19.5%	15.0%	5.8%
Appleton (FC) MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

6,425 Total Crashes
2018-2022

128 Killed or Seriously Injured Crashes

9 Fatal Crashes

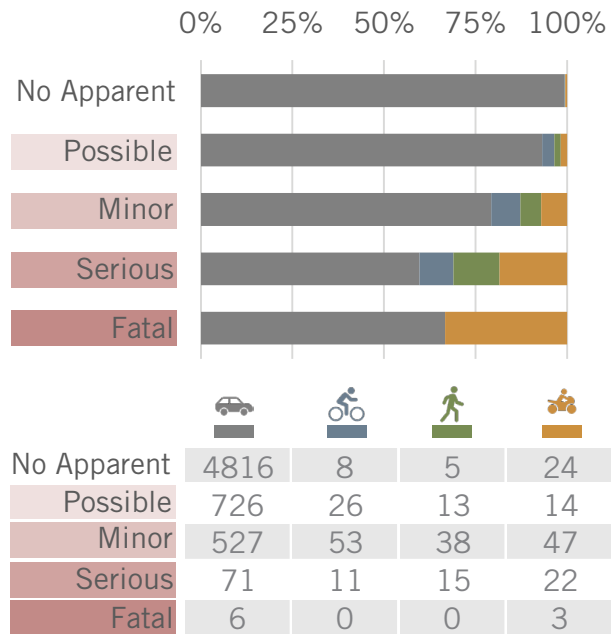
■ Crash Type by Mode: Ratios of All Crashes

Head-On	3%			0%
Sideswipe	11%			8%
Broadside	32%			24%
Rear End	31%			20%
Hit Object	21%			47%
Other/Unkn	1%	13%	24%	1%
MV - straight		44%	43%	
MV - right turn		32%	10%	
MV - left turn		10%	24%	
	100%	100%	100%	100%

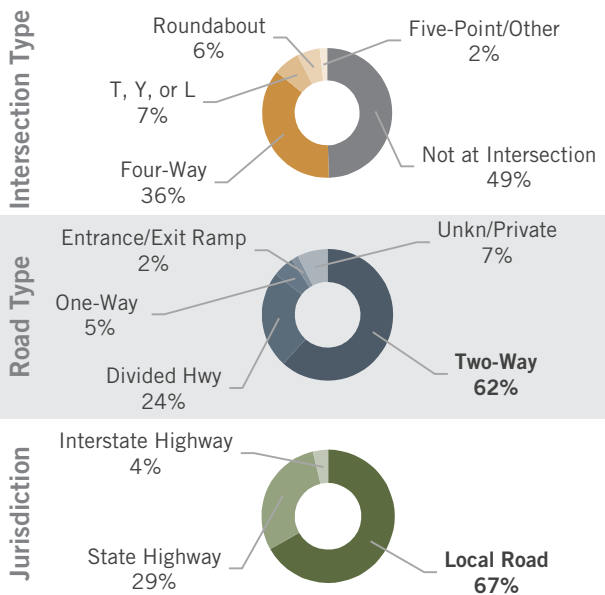
APPLETON (FOX CITIES) MPO

CITY OF APPLETON | CRASH INVENTORY 2018 - 2022

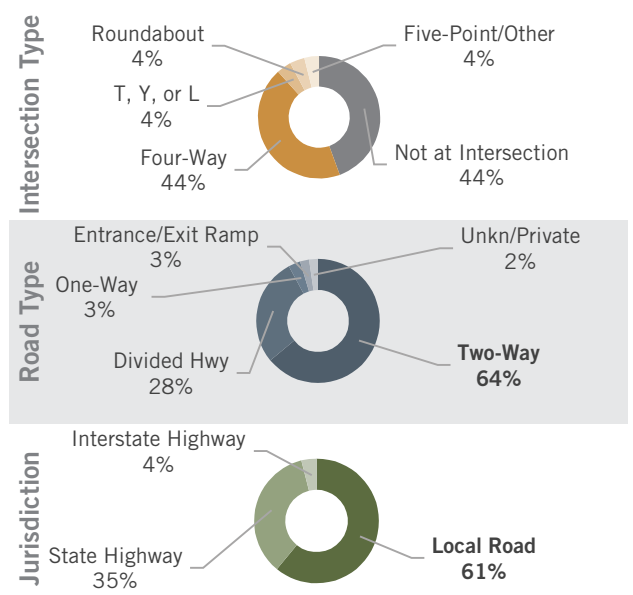
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

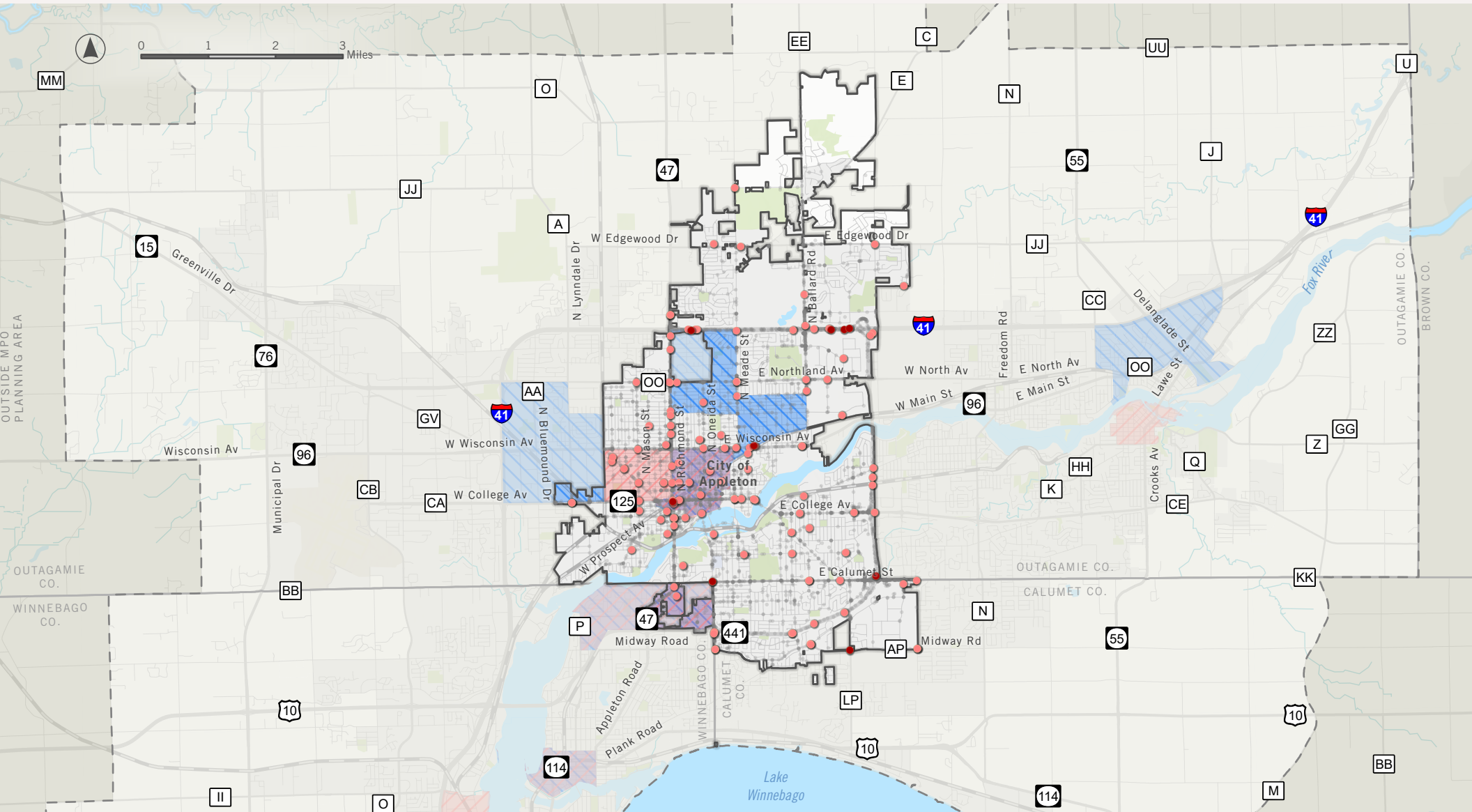


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

CITY OF APPLETON | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

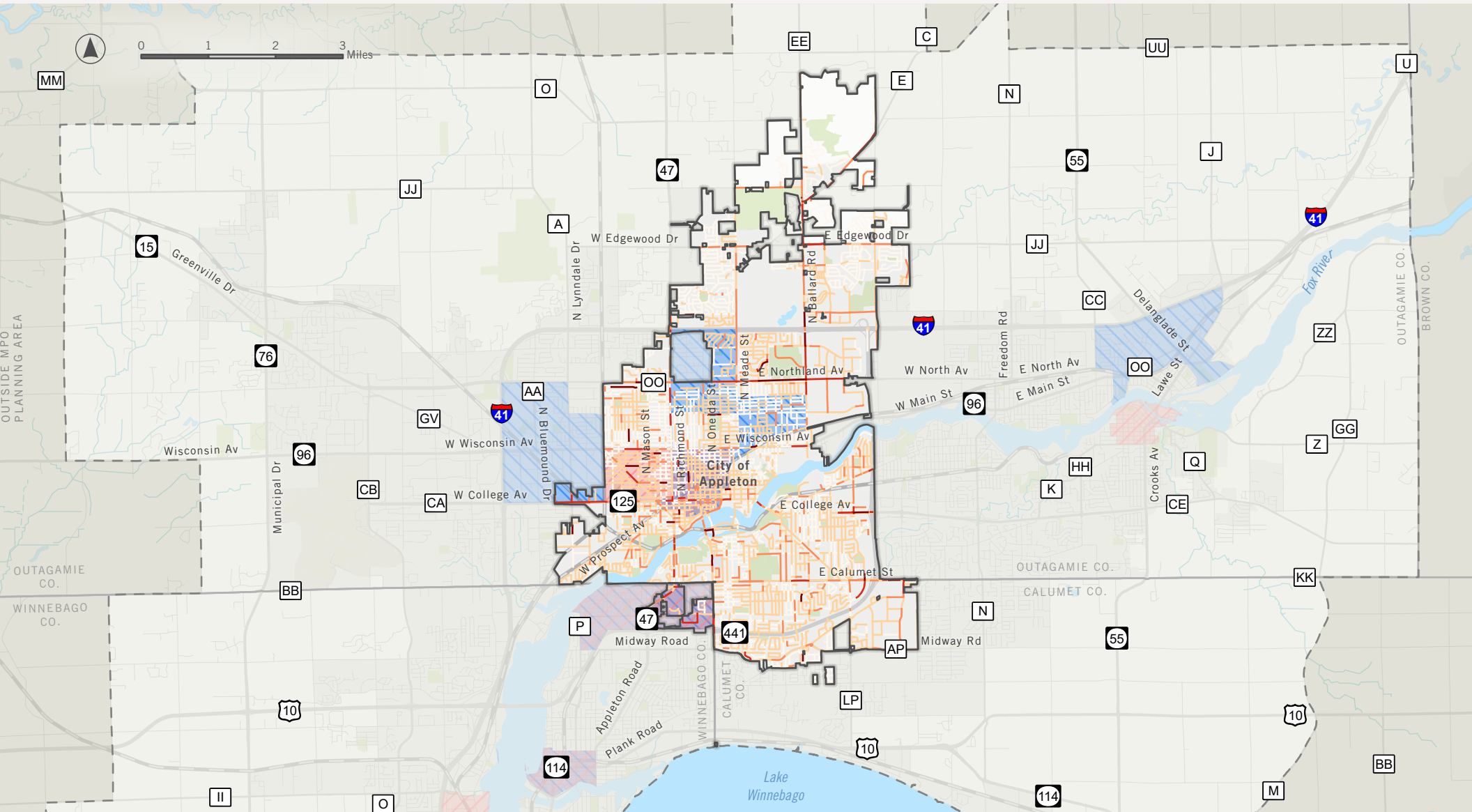
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

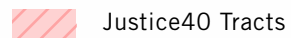
CITY OF APPLETON | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations



Political Boundaries

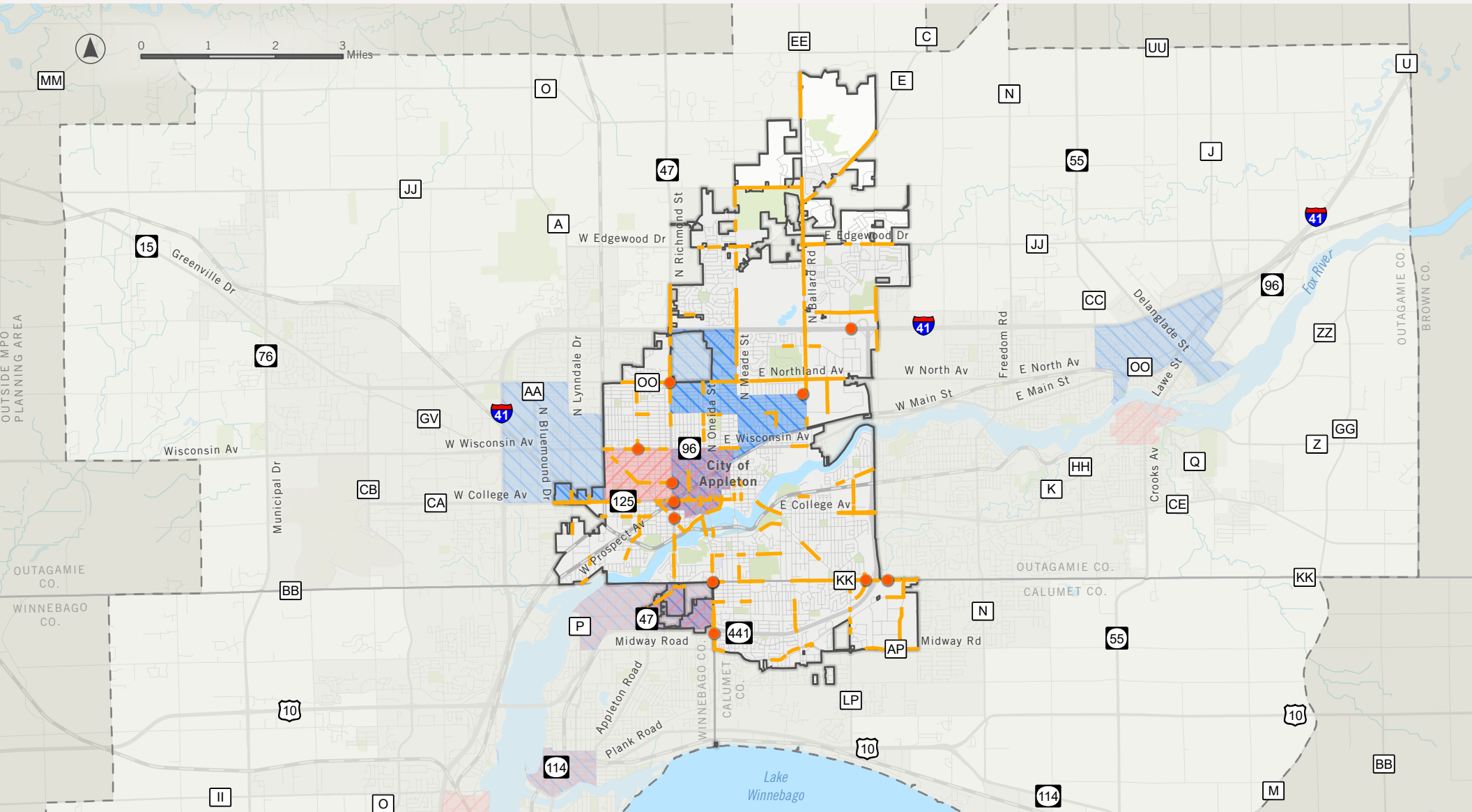


Political Boundaries



APPLETON (FOX CITIES) MPO

CITY OF APPLETON | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

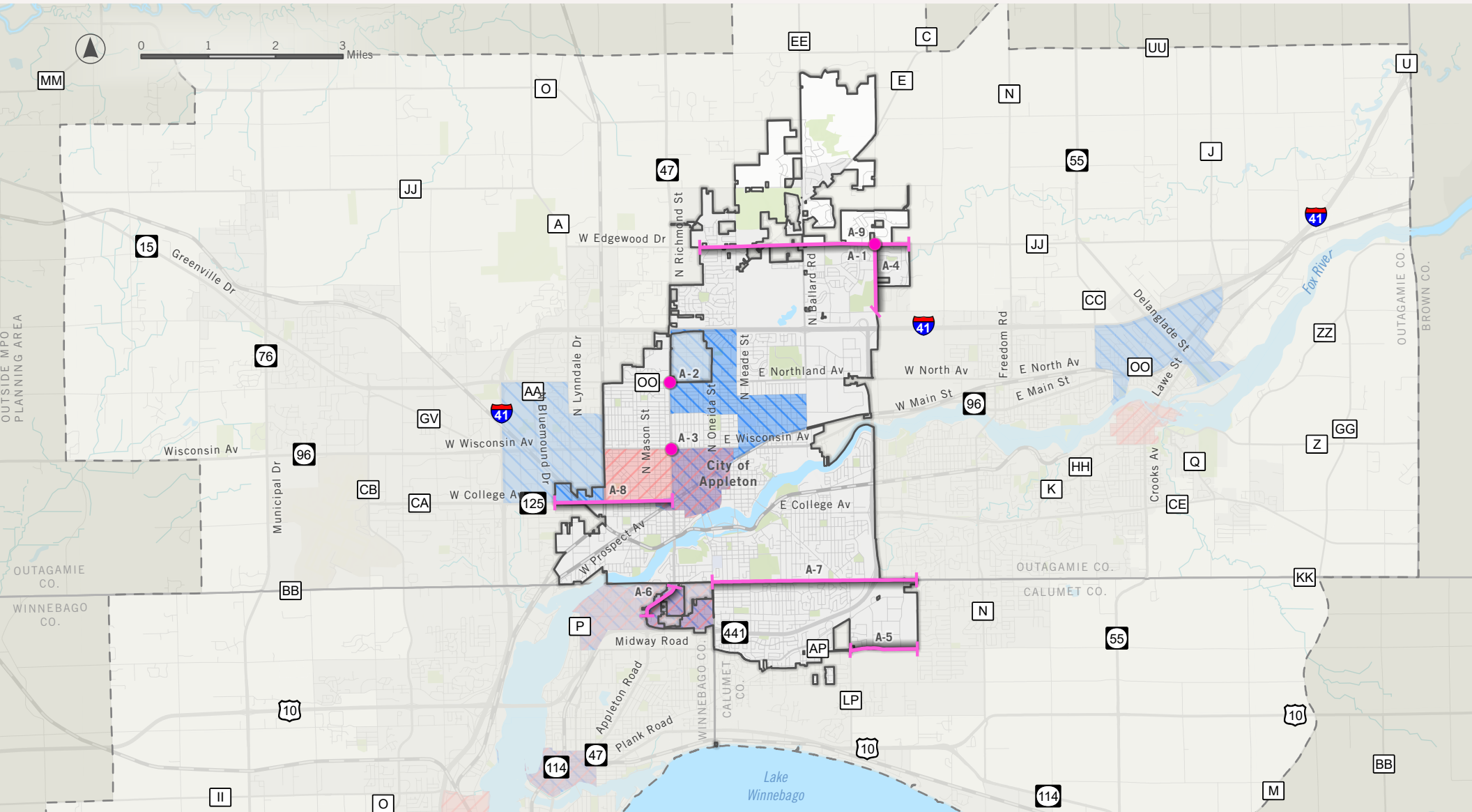
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF APPLETON | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

▬ Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

▭ MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF APPLETON | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
A-1	French Rd & CTH JJ	Intersection	-	-	-	7	7	0	0	1	0
A-2	Northland Ave & Richmond St	Intersection	-	-	-	325	323	1	1	2	0
A-3	Richmond St & Wisconsin Ave	Intersection	-	-	-	48	48	0	0	0	0
A-4	French Rd	Corridor	CTH JJ	Evergreen Dr	1.01	19	19	0	0	1	0
A-5	Midway Rd	Corridor	Coop Rd	CTH LP	1.00	13	13	0	0	1	0
A-6	STH 47 / Memorial Dr	Corridor	Calumet St	Valley Rd	0.63	100	97	2	1	1	0
A-7	CTH KK	Corridor	S Oneida St	E City Limits	2.87	597	581	13	3	5	1
A-8	STH 125	Corridor	STH 47	W City Limits	0.98	301	296	2	3	5	1
A-9	CTH JJ	Corridor	W City Limits	E City Limits	3.11	97	94	0	1	2	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

CITY OF KAUKAUNA | CRASH INVENTORY 2018 - 2022

The City of Kaukauna had an estimated population of 16,929 in 2021, accounting for approximately 7% of the Appleton (Fox Cities) MPO total population.

A total of 1,321 crashes involving motor vehicles, bicyclists, or pedestrians occurred in the city between 2018 and 2022, representing 5% of total MPO crashes.

There were 19 crashes which resulted in a person being killed or seriously injured (KSI), 4 crashes were fatal. 15% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (63%) or at four-way intersections (19%). Most crashes occurred on two-way roads (57%), in addition, many happened on locally owned roads (57%).

Relative to the MPO, the city experienced a greater proportion of fatal, pedestrian, motorcycle, youth, senior, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
City of Kaukauna	1.4%	0.3%	96.5%	0.8%	0.9%	1.8%	20.2%	17.4%	12.6%	6.2%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

1,321 Total Crashes
2018-2022

19 Killed or Seriously Injured Crashes

4 Fatal Crashes

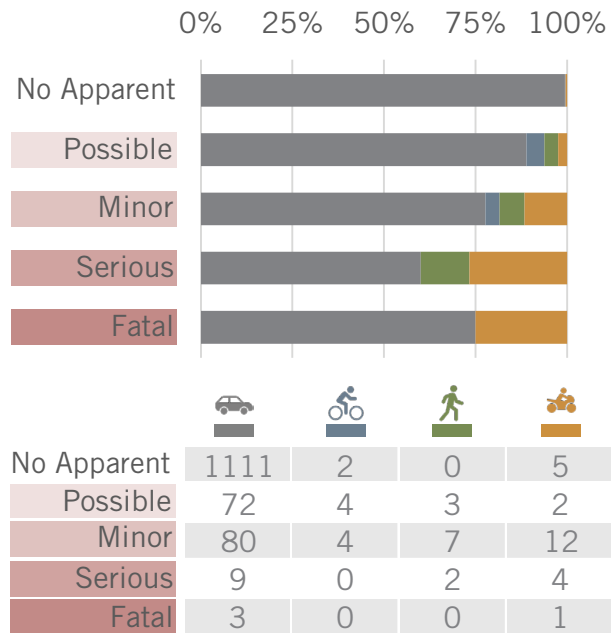
■ Crash Type by Mode: Ratios of All Crashes

Head-On	3%			0%
Sideswipe	14%			0%
Broadside	29%			13%
Rear End	20%			13%
Hit Object	33%			75%
Other/Unkn	2%	30%	45%	0%
MV - straight		40%	27%	
MV - right turn		20%	18%	
MV - left turn		10%	9%	
	100%	100%	100%	100%

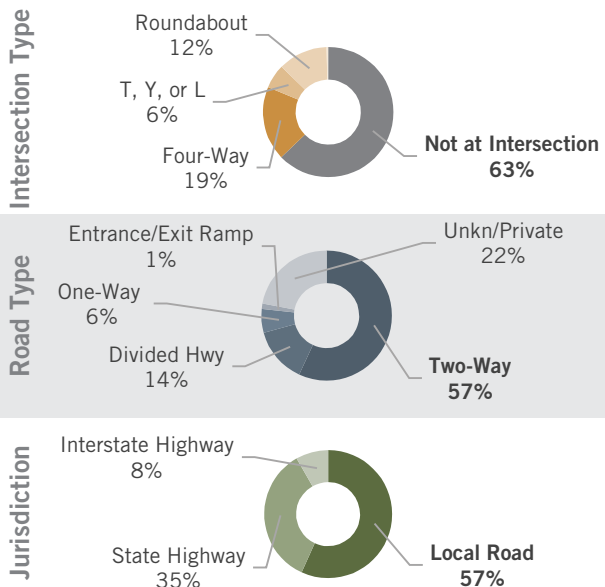
APPLETON (FOX CITIES) MPO

CITY OF KAUKAUNA | CRASH INVENTORY 2018 - 2022

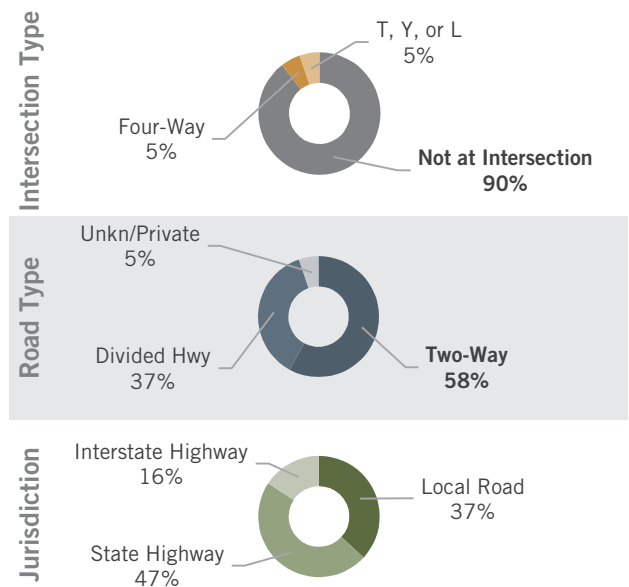
■ Crash Severity by Mode: **All Crashes**



■ Crash Location Attributes: **All Crashes**

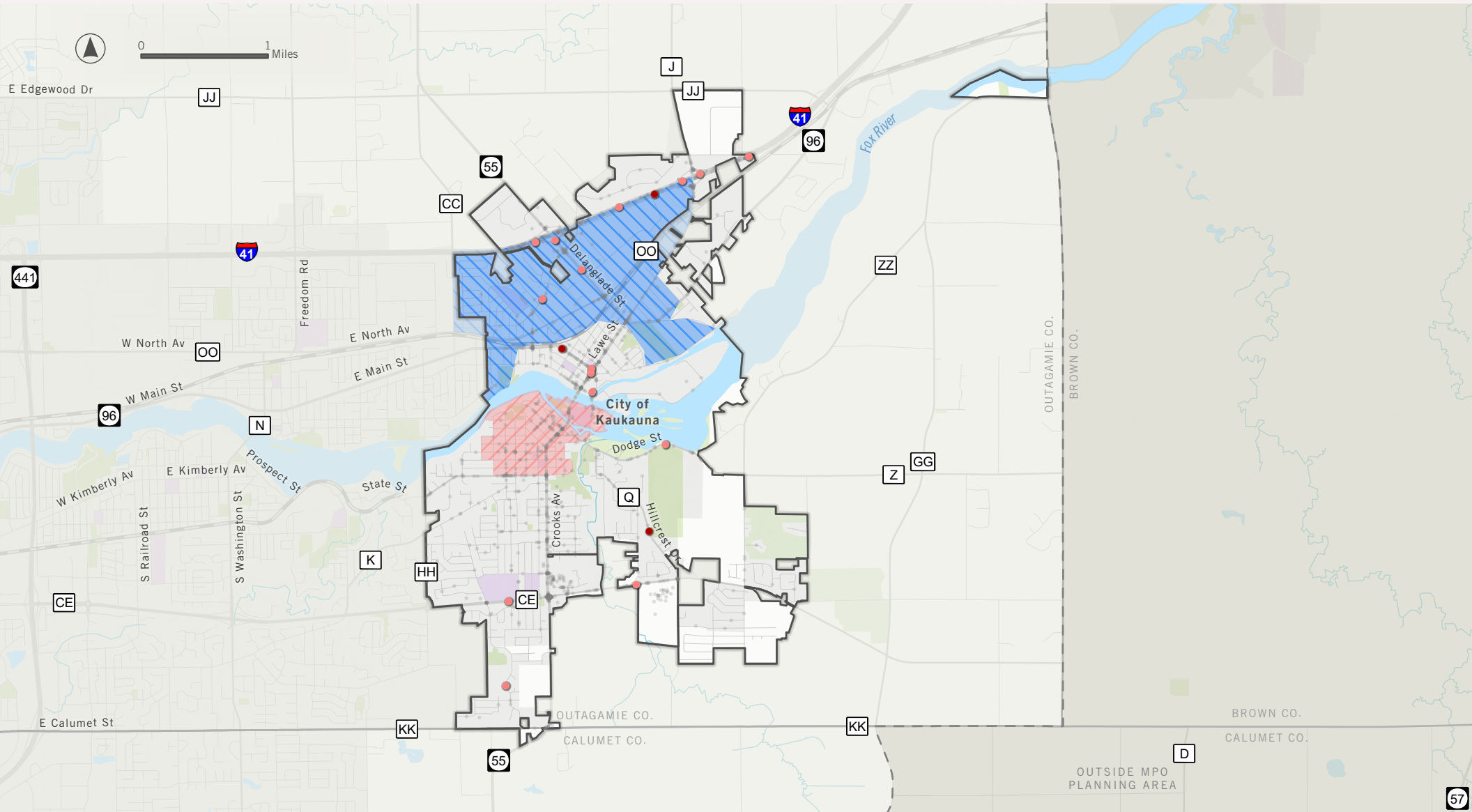


■ Crash Location Attributes: **KSI Crashes**



APPLETON (FOX CITIES) MPO

CITY OF KAUKAUNA | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

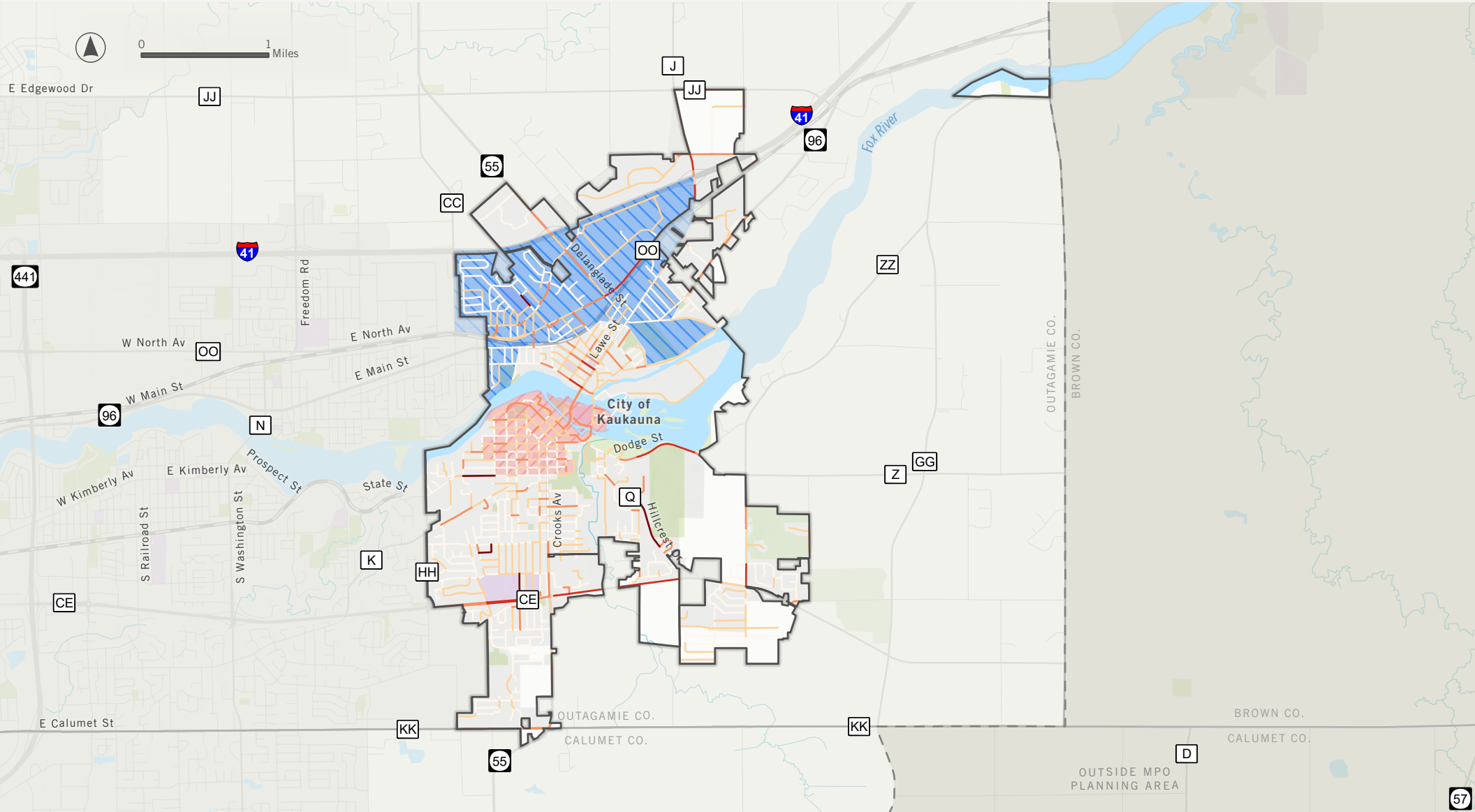
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

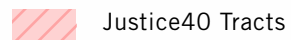
CITY OF KAUKAUNA | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

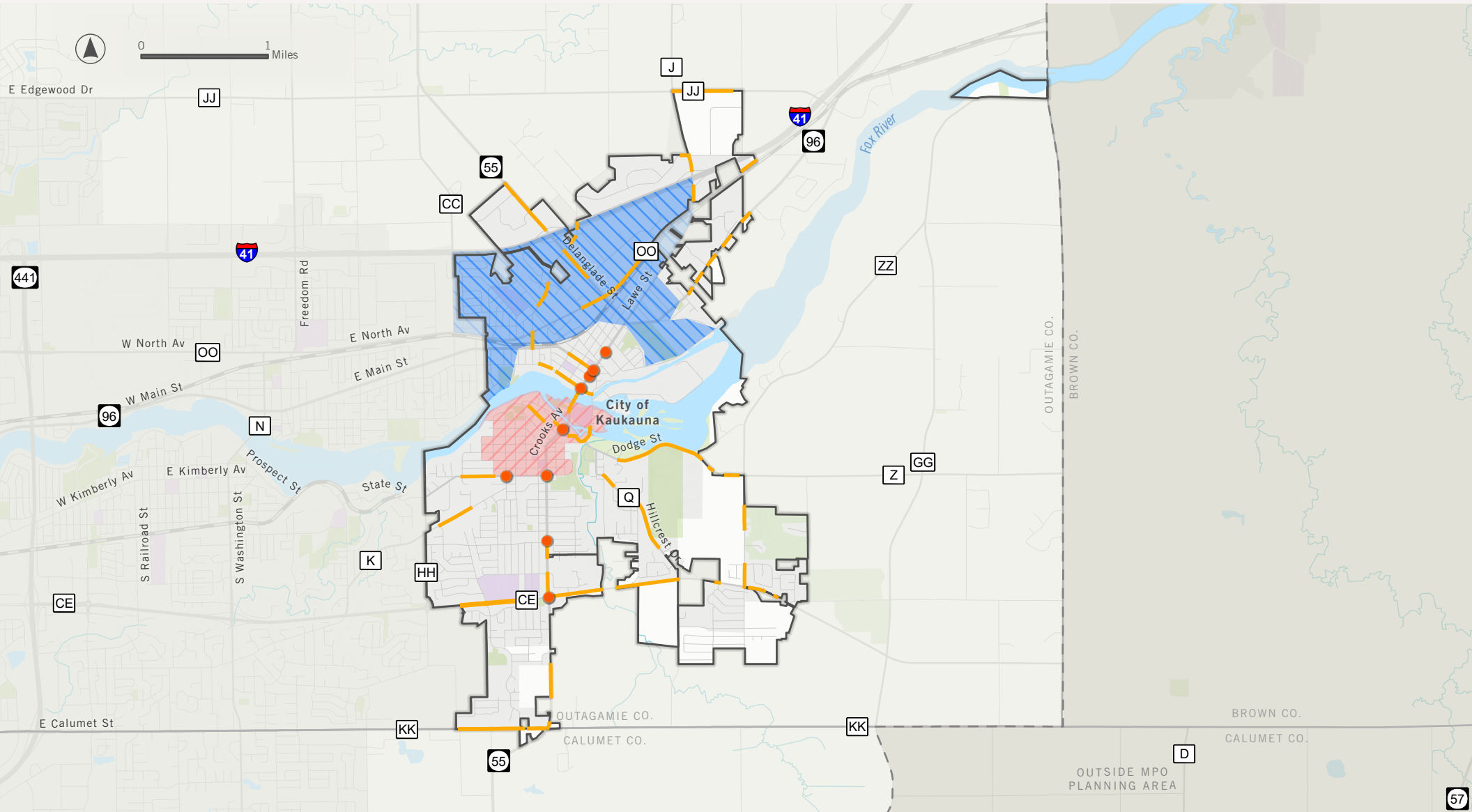


Political Boundaries



APPLETON (FOX CITIES) MPO

CITY OF KAUKAUNA | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

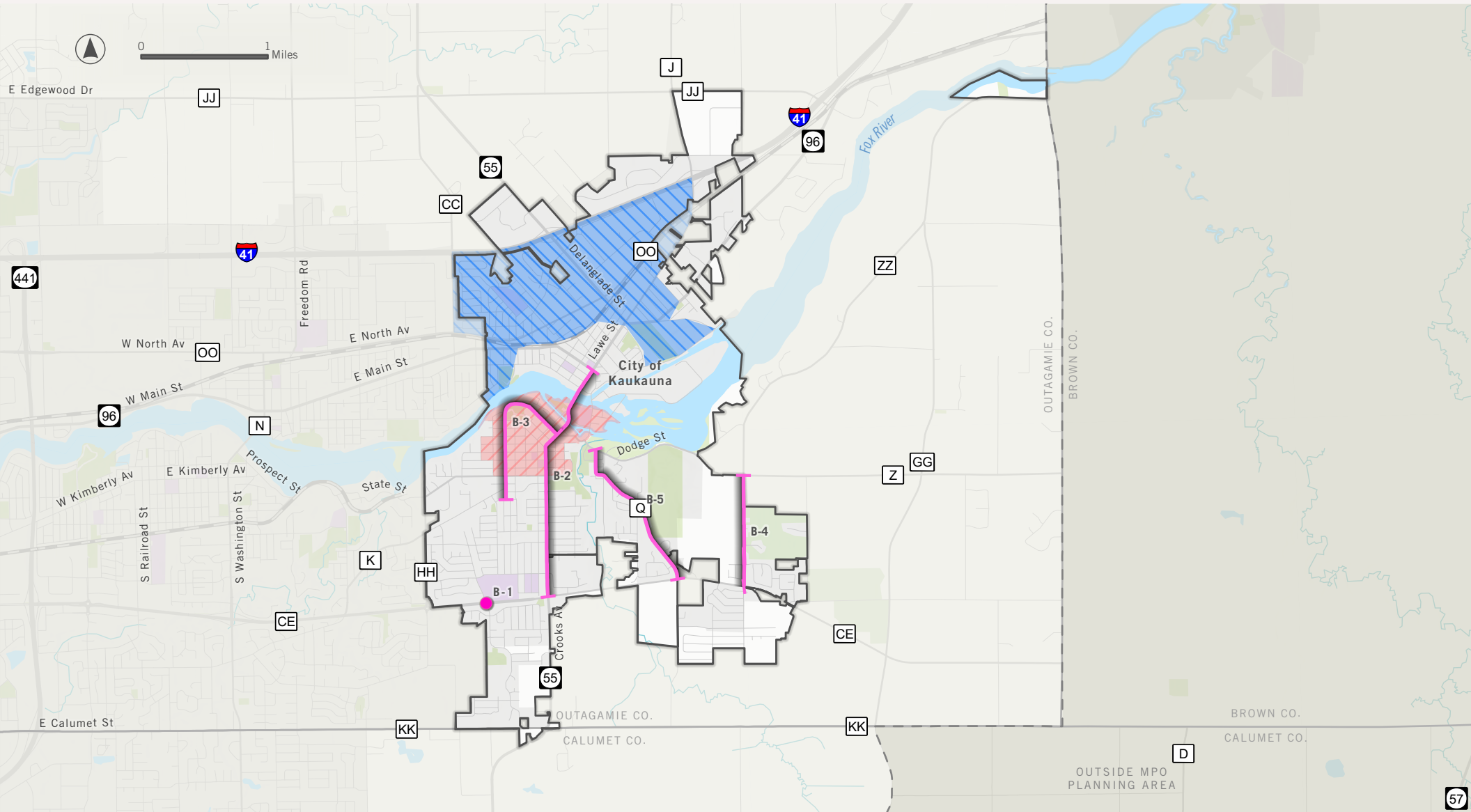
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF KAUKAUNA | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

█ Corridors

Equity Considerations

█ Justice40 Tracts

█ USDOT ETC Tracts




Political Boundaries

--- MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF KAUKAUNA | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
B-1	Fieldcrest Dr & CTH CE	Intersection	-	-	-	9	9	0	0	0	0
B-2	STH 55	Corridor	CTH CE	STH 96	1.92	301	293	5	3	1	0
B-3	3rd St/Kenneth St	Corridor	13th St	STH 55	1.23	36	35	0	1	0	0
B-4	Haas Rd Trail Extension	Corridor	CTH Z	CTH ZZ	1.14	6	6	0	0	0	0
B-5	Hillcrest Dr	Corridor	CTH Z	CTH CE	1.29	20	20	0	0	0	1

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

CITY OF MENASHA | CRASH INVENTORY 2018 - 2022

The City of Menasha had an estimated population of 18,157 in 2021, accounting for approximately 7% of the Appleton (Fox Cities) MPO total population.

A total of 1,653 crashes involving motor vehicles, bicyclists, or pedestrians occurred in the city between 2018 and 2022, representing 7% of total MPO crashes.

There were 33 crashes which resulted in a person being killed or seriously injured (KSI), 1 crash was fatal. 21% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (64%) or at four-way intersections (25%). Most crashes occurred on two-way roads (65%), in addition, many also happened on locally owned roads (57%).

Relative to the MPO, the city experienced a greater proportion of KSI, bicycle, pedestrian, motorcycle, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
City of Menasha	2.0%	0.1%	95.7%	1.1%	1.6%	1.6%	13.9%	17.1%	10.6%	6.1%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

1,653 Total Crashes
2018-2022

33 Killed or Seriously Injured Crashes

1 Fatal Crashes

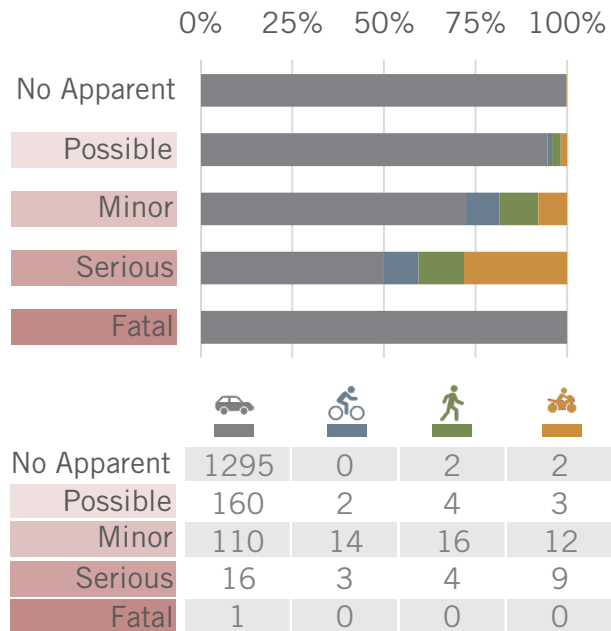
■ Crash Type by Mode: Ratios of All Crashes

Head-On	2%			0%
Sideswipe	10%			12%
Broadside	21%			31%
Rear End	24%			27%
Hit Object	42%			31%
Other/Unkn	1%	11%	44%	0%
MV - straight		44%	32%	
MV - right turn		33%	4%	
MV - left turn		11%	20%	
	100%	100%	100%	100%

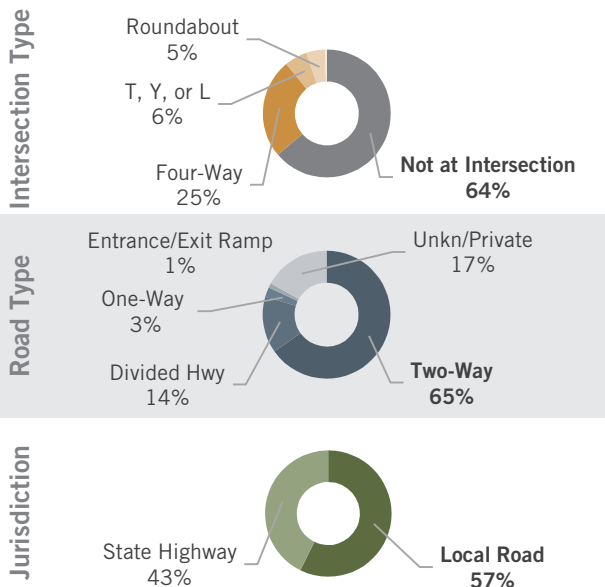
APPLETON (FOX CITIES) MPO

CITY OF MENASHA | CRASH INVENTORY 2018 - 2022

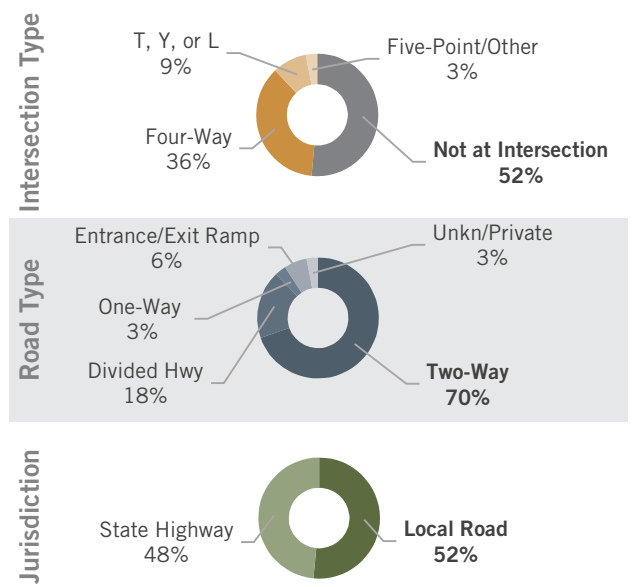
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

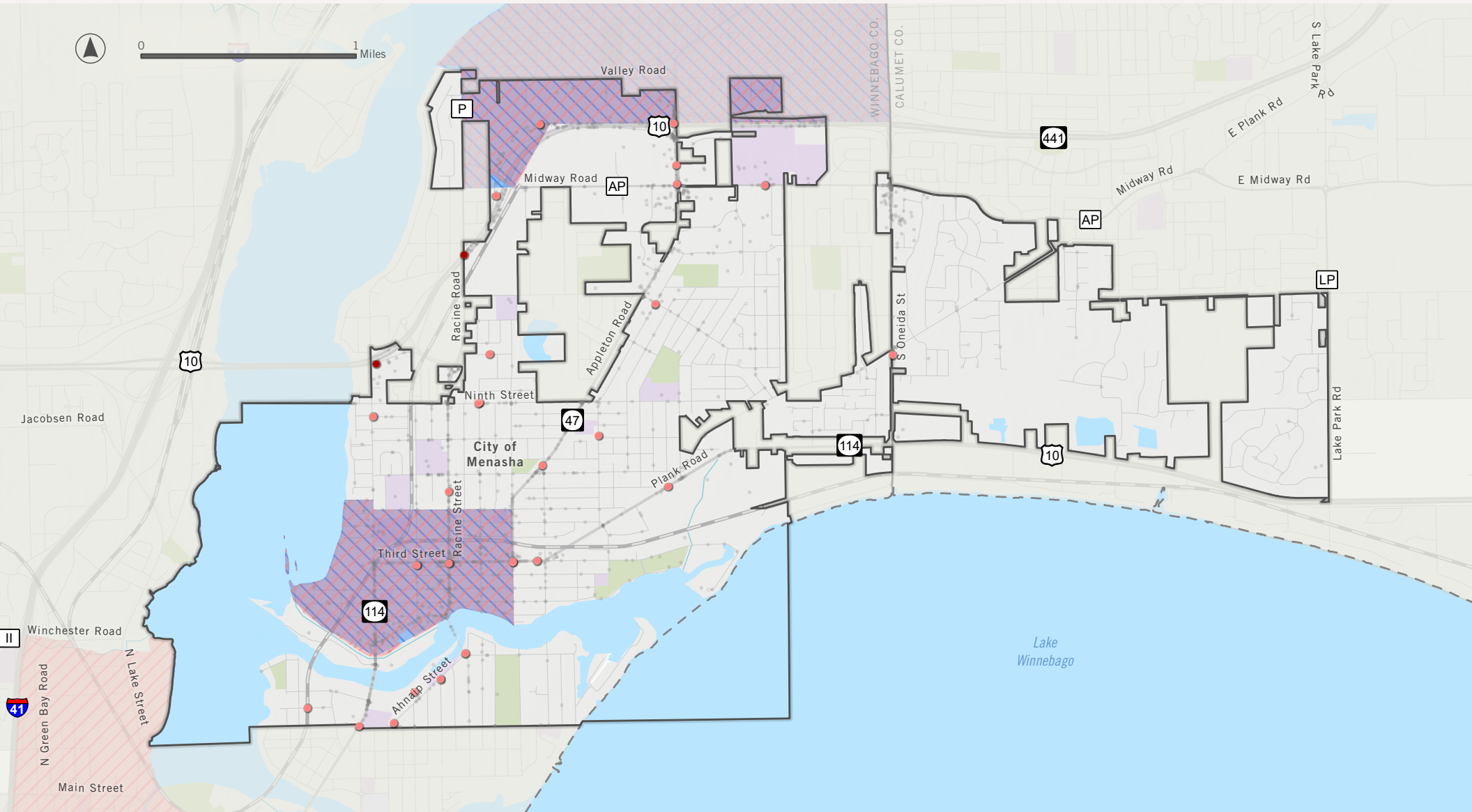


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

CITY OF MENASHA | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

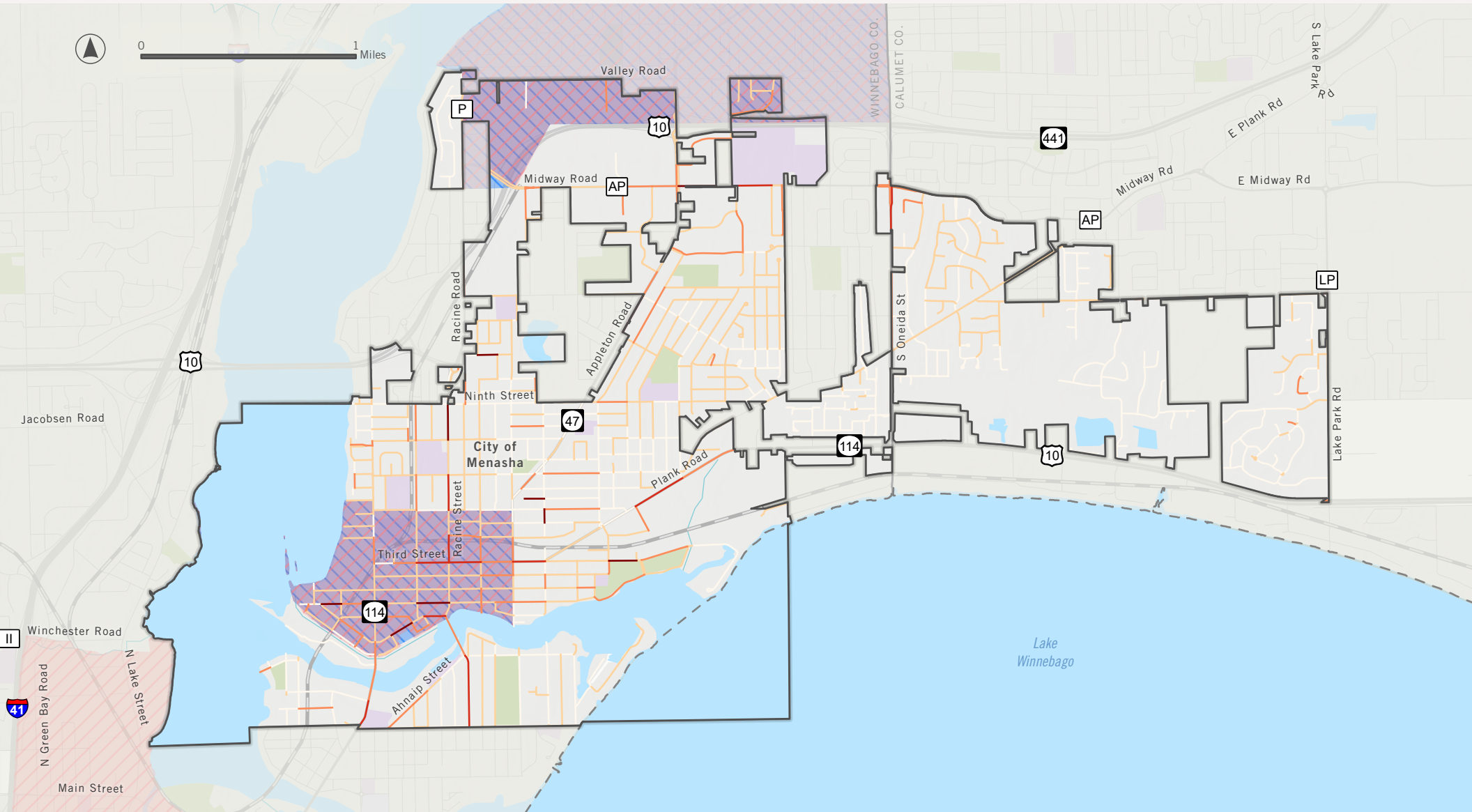
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF MENASHA | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

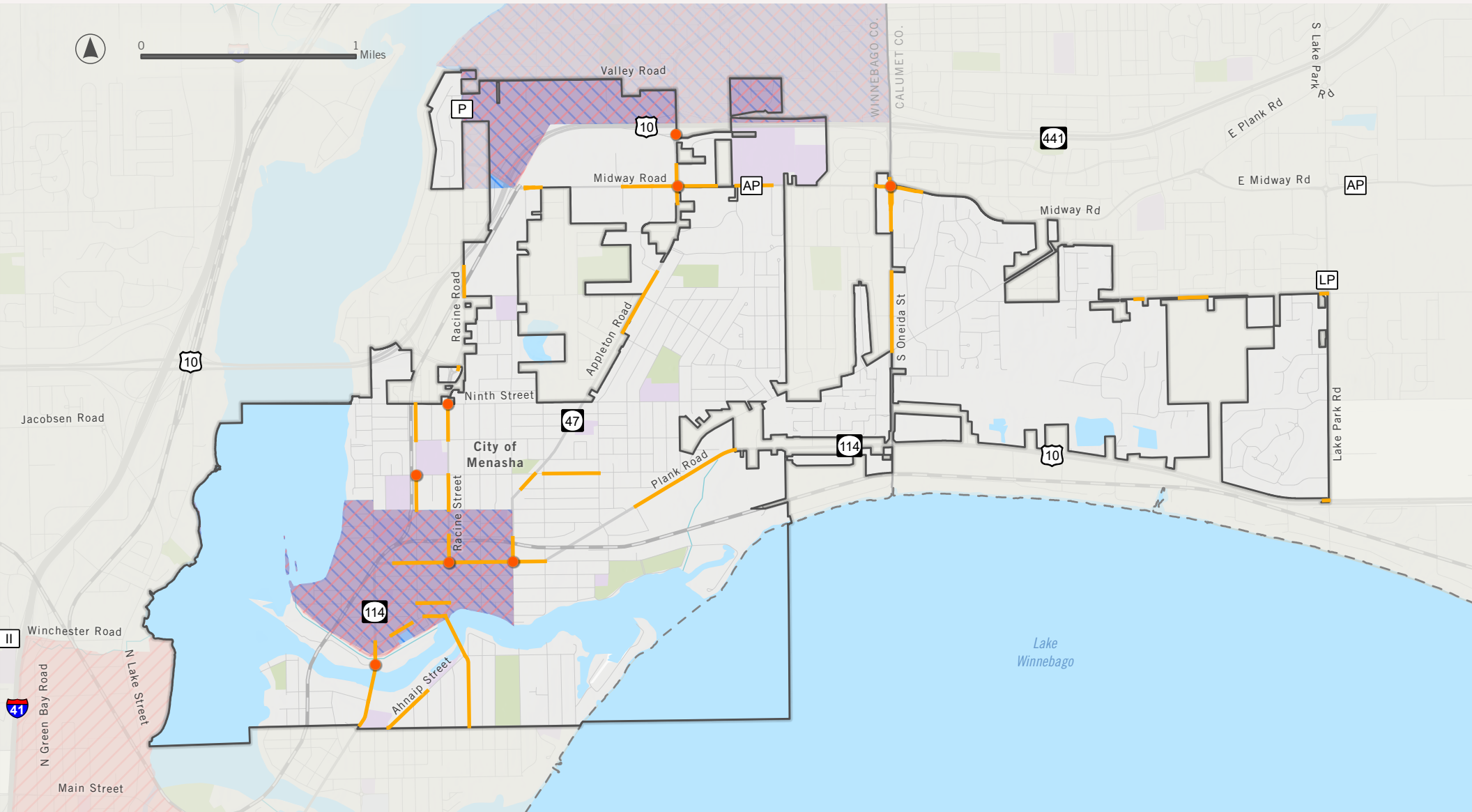


Political Boundaries



APPLETON (FOX CITIES) MPO

CITY OF MENASHA | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

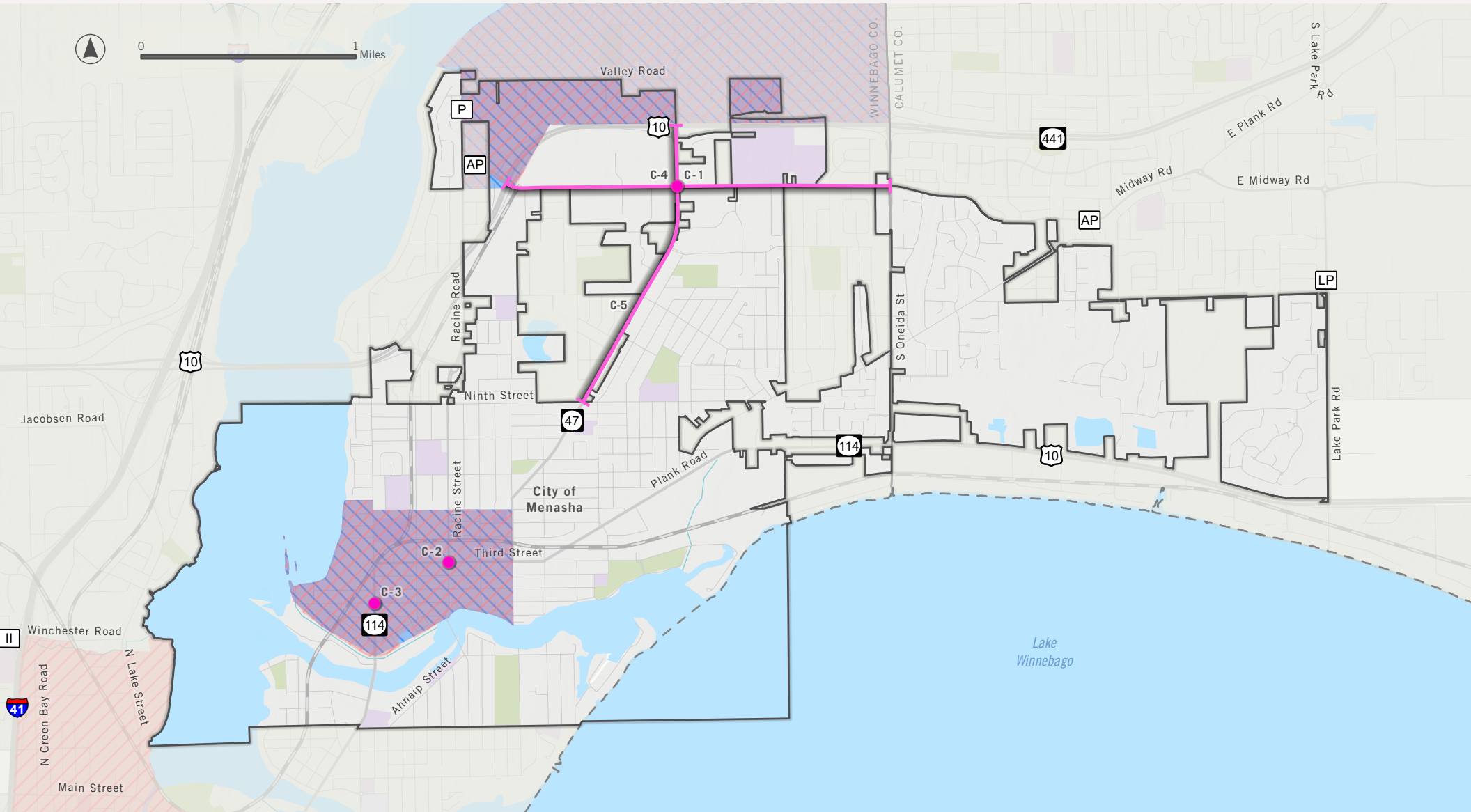
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF MENASHA | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF MENASHA | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
C-1	STH 47 & CTH AP	Intersection	-	-	-	71	70	1	0	1	0
C-2	Third St & Racine St	Intersection	-	-	-	67	64	1	2	1	0
C-3	Broad St & Tayco St	Intersection	-	-	-	9	9	0	0	0	0
C-4	Midway Rd	Corridor	STH 441	USH 10	1.79	160	157	2	1	3	0
C-5	STH 47	Corridor	STH 441	9th St	1.40	150	146	4	0	5	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

CITY OF NEENAH | CRASH INVENTORY 2018 - 2022

The City of Neenah had an estimated population of 27,197 in 2021, accounting for approximately 11% of the Appleton (Fox Cities) MPO total population.

A total of 2,626 crashes involving motor vehicles, bicyclists, or pedestrians occurred in the city between 2018 and 2022, representing 10% of total MPO crashes.

There were 52 crashes which resulted in a person being killed or seriously injured (KSI), 2 crashes were fatal. 23% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (61%) or at four-way intersections (19%). Most occurred on two-way roads (48%) or divided highways (17%), in addition, many also happened on locally owned roads (64%)

Relative to the MPO, the city experienced a greater proportion of bicycle, youth, senior, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
City of Neenah	2.0%	0.1%	96.2%	1.7%	0.6%	1.5%	17.8%	19.1%	11.8%	5.8%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

2,626 Total Crashes
2018-2022

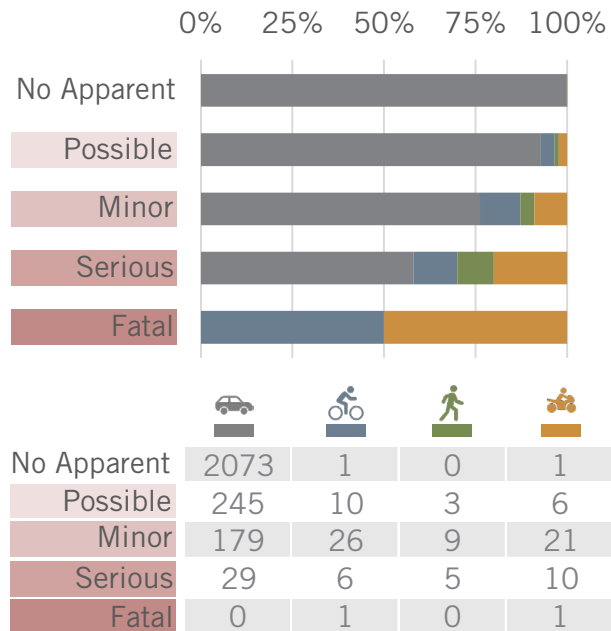
52 Killed or Seriously Injured Crashes

2 Fatal Crashes

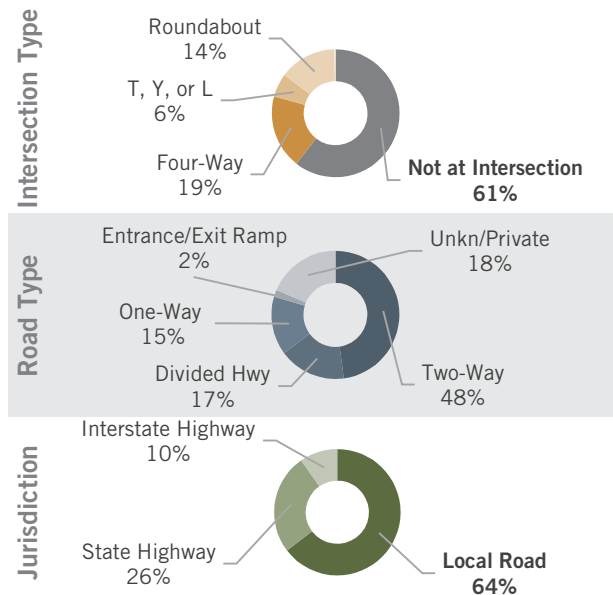
■ Crash Type by Mode: Ratios of All Crashes

Head-On	3%			8%
Sideswipe	14%			10%
Broadside	32%			33%
Rear End	24%			5%
Hit Object	25%			44%
Other/Unkn	2%	19%	19%	0%
MV - straight		36%	31%	
MV - right turn		31%	0%	
MV - left turn		14%	50%	
	100%	100%	100%	100%

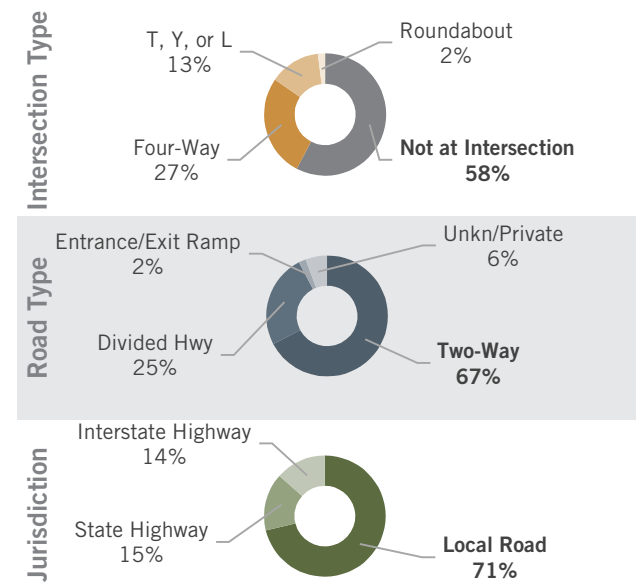
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

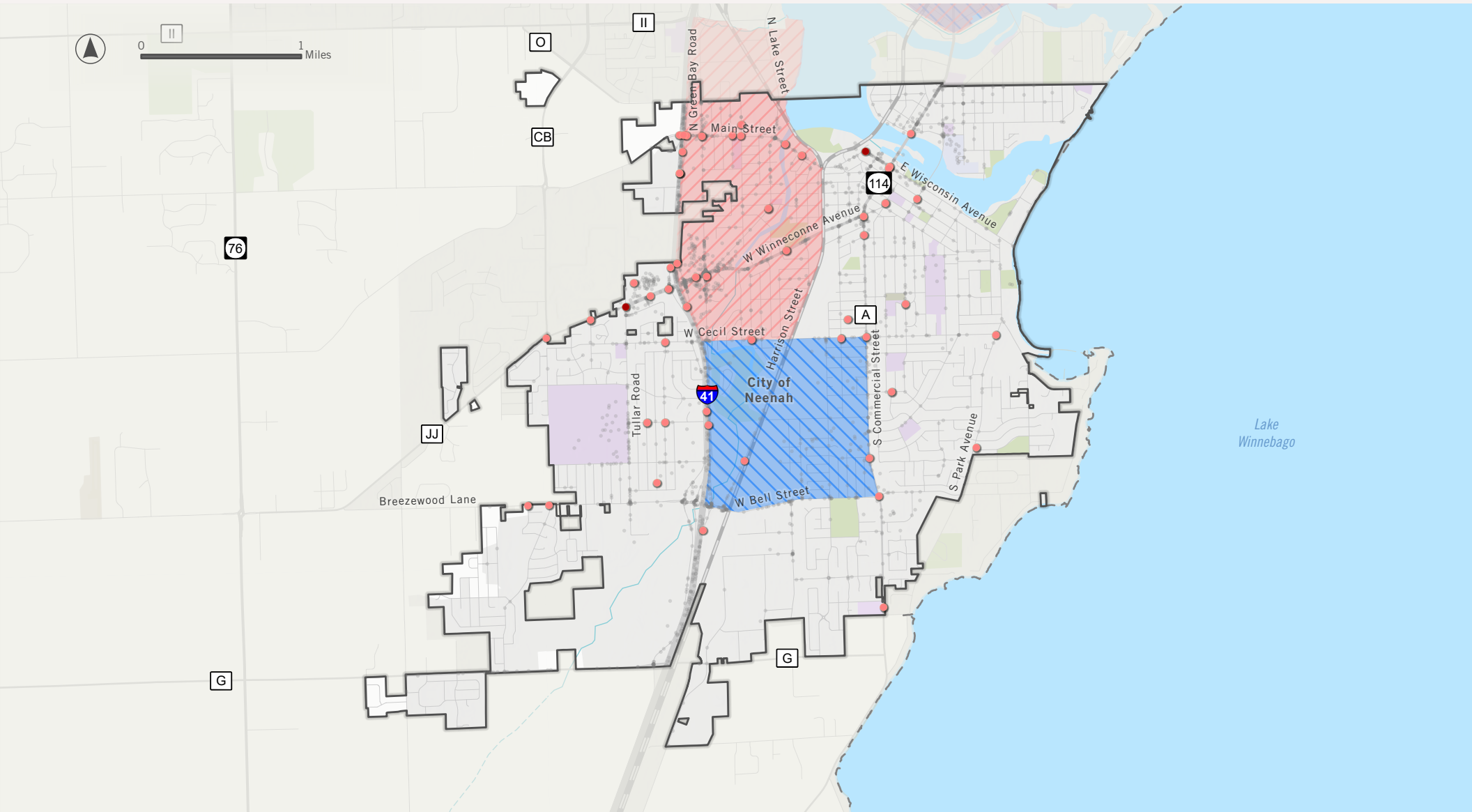


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

CITY OF NEENAH | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

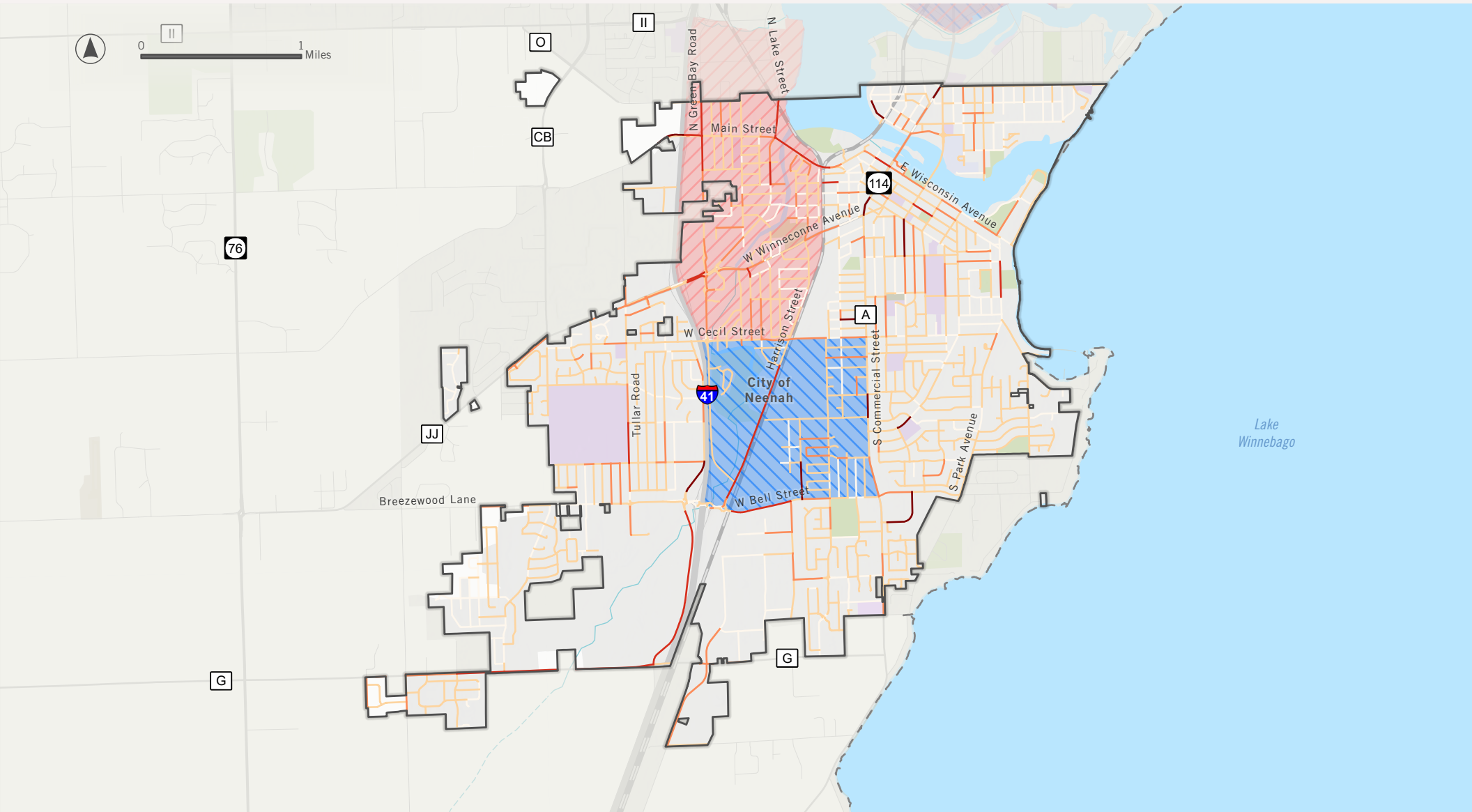
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF NEENAH | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

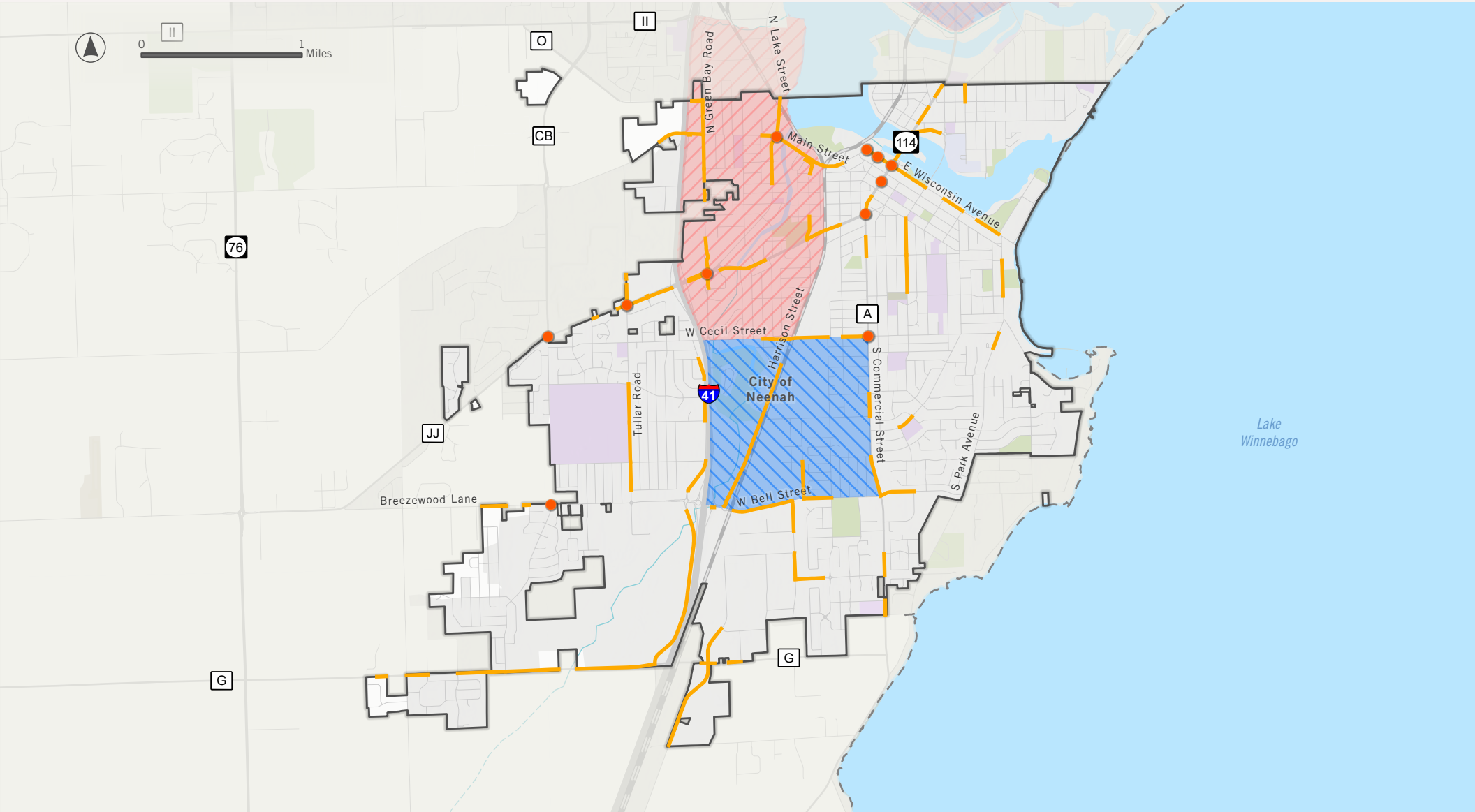


Political Boundaries



APPLETON (FOX CITIES) MPO

CITY OF NEENAH | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts

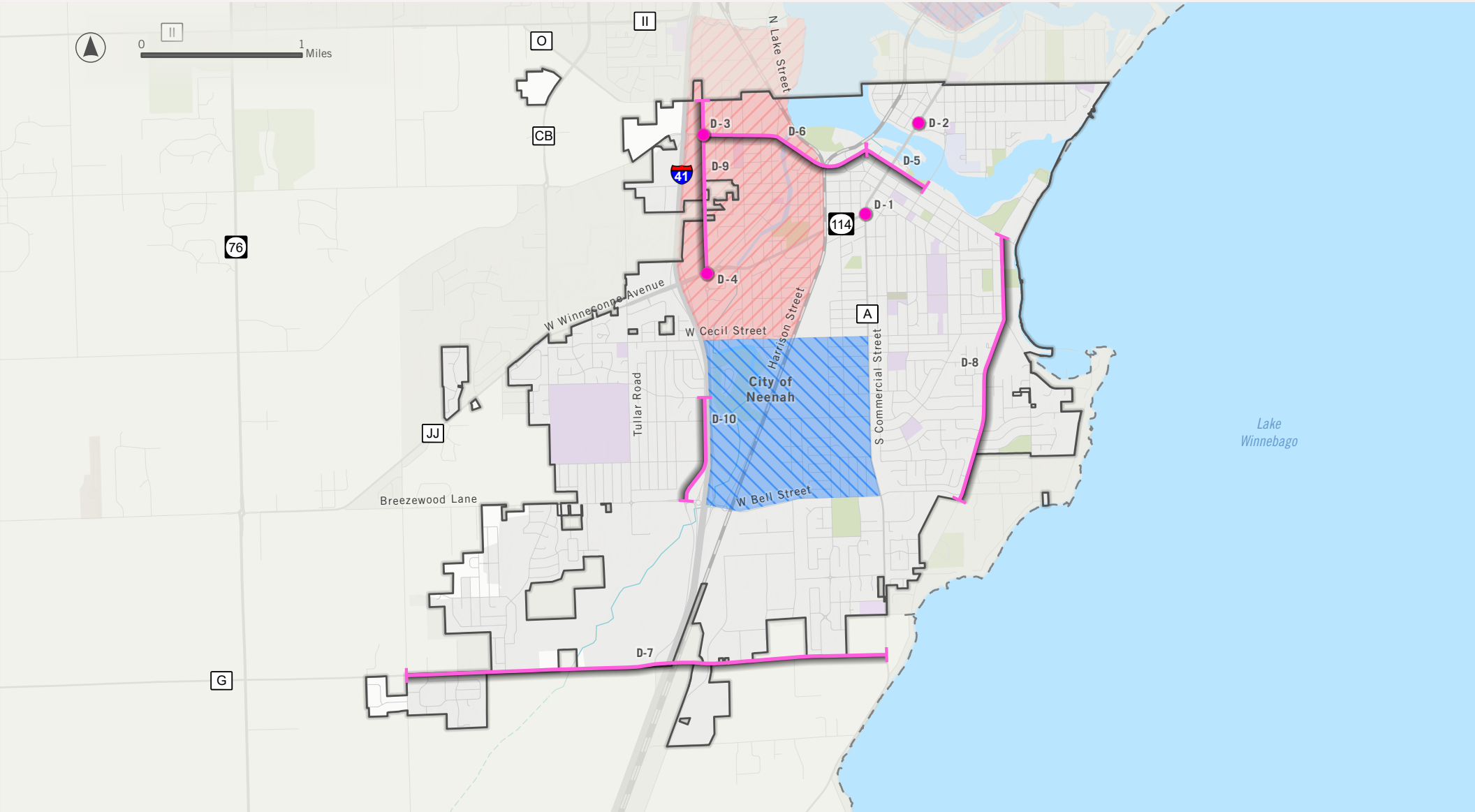
Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF NEENAH | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

▬ Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

▭ MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

CITY OF NEENAH | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
D-1	Winneconne Ave & Commercial St	Intersection	-	-	-	42	41	1	0	1	0
D-2	Winneconne Ave & Forest Ave	Intersection	-	-	-	17	16	0	1	0	0
D-3	Main Street & Green Bay Rd	Intersection	-	-	-	34	34	0	0	1	0
D-4	Winneconne Ave & Green Bay Rd	Intersection	-	-	-	269	267	2	0	1	0
D-5	Wisconsin Ave	Corridor	Main St	Oak St	0.44	91	87	1	3	2	1
D-6	Main St	Corridor	Wisconsin Ave	Green Bay Rd	1.10	63	59	2	2	3	0
D-7	CTH G	Corridor	CTH A	W City Limits	3.00	66	66	0	0	2	0
D-8	S Park Ave	Corridor	Wisconsin Ave	Bell St	1.69	12	12	0	0	1	0
D-9	Green Bay Rd	Corridor	Winneconne Ave	North St	1.08	327	325	2	0	2	0
D-10	Gillingham Rd	Corridor	Gay Dr	Breezewood Ln	0.68	50	49	1	0	1	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF BUCHANAN | CRASH INVENTORY 2018 - 2022

The Town of Buchanan had an estimated population of 6,890 in 2021, accounting for approximately 3% of the Appleton (Fox Cities) MPO total population.

A total of 1,071 crashes involving motor vehicles, bicyclists, or pedestrians occurred in the town between 2018 and 2022, representing 4% of total MPO crashes.

There were 17 crashes which resulted in a person being killed or seriously injured (KSI), 3 crashes were fatal. 12% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (56%) or at roundabouts (32%). Most crashes occurred on either two-way roads (34%) or divided highways (22%), in addition, many also happened on locally owned (51%) or county owned (47%) roads

Relative to the MPO, the town experienced a greater proportion of fatal, automobile, motorcycle, youth, and senior crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Buchanan	1.6%	0.3%	97.8%	0.5%	0.2%	1.6%	23.2%	21.9%	8.3%	3.5%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

1,071 Total Crashes
2018-2022

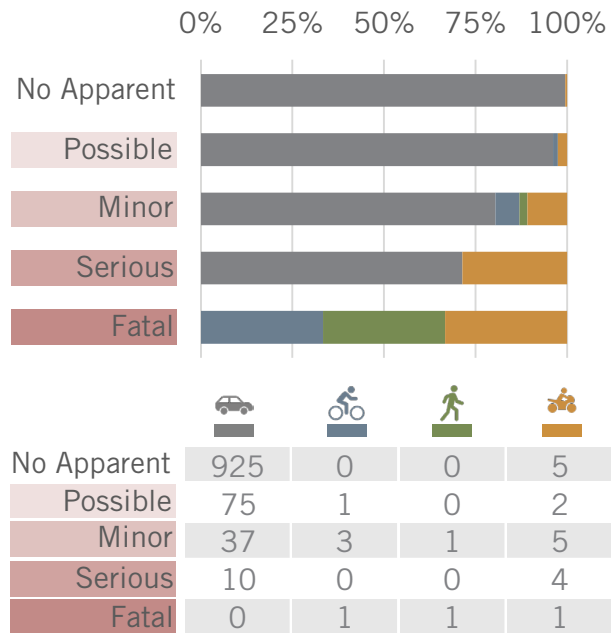
17 Killed or Seriously Injured Crashes

3 Fatal Crashes

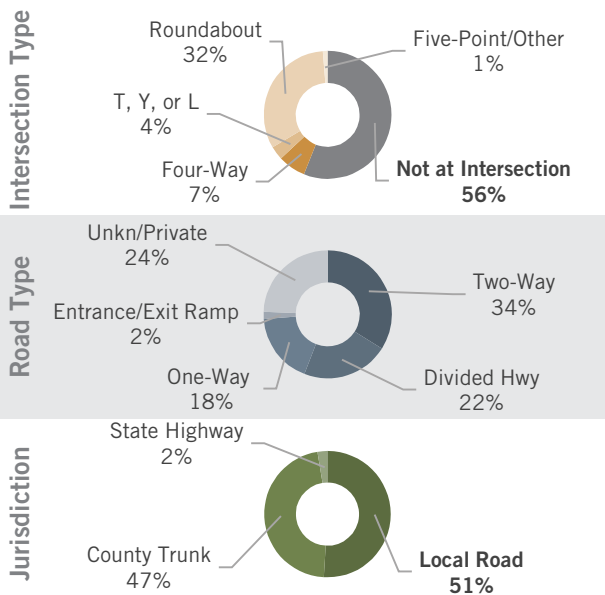
■ Crash Type by Mode: Ratios of All Crashes

Head-On	2%			0%
Sideswipe	11%			12%
Broadside	36%			12%
Rear End	26%			18%
Hit Object	23%			59%
Other/Unkn	2%	40%	0%	0%
MV - straight		40%	100%	
MV - right turn		20%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

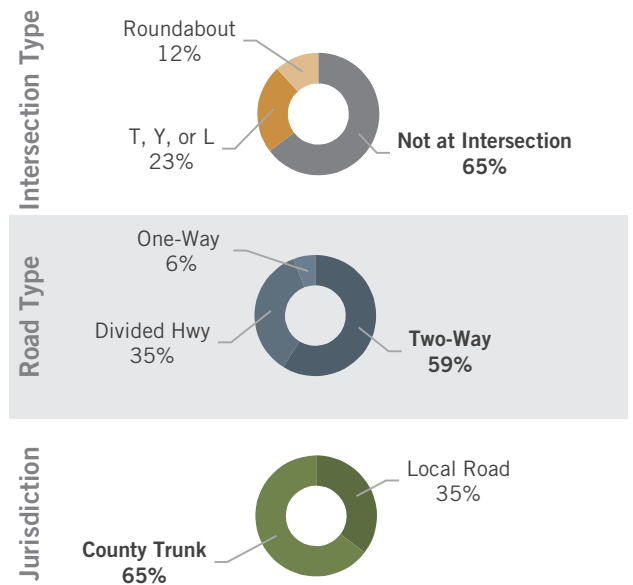
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

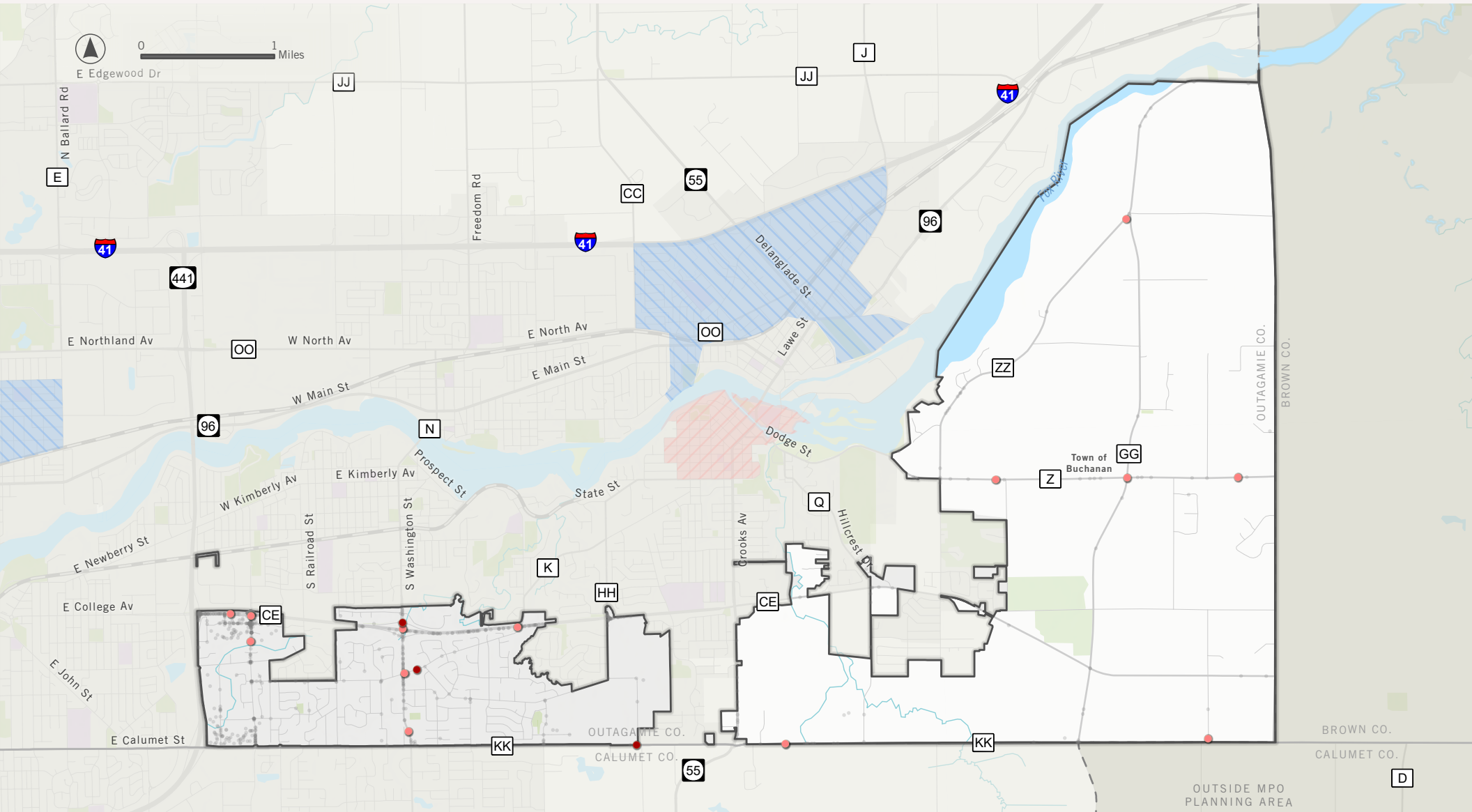


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

TOWN OF BUCHANAN | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

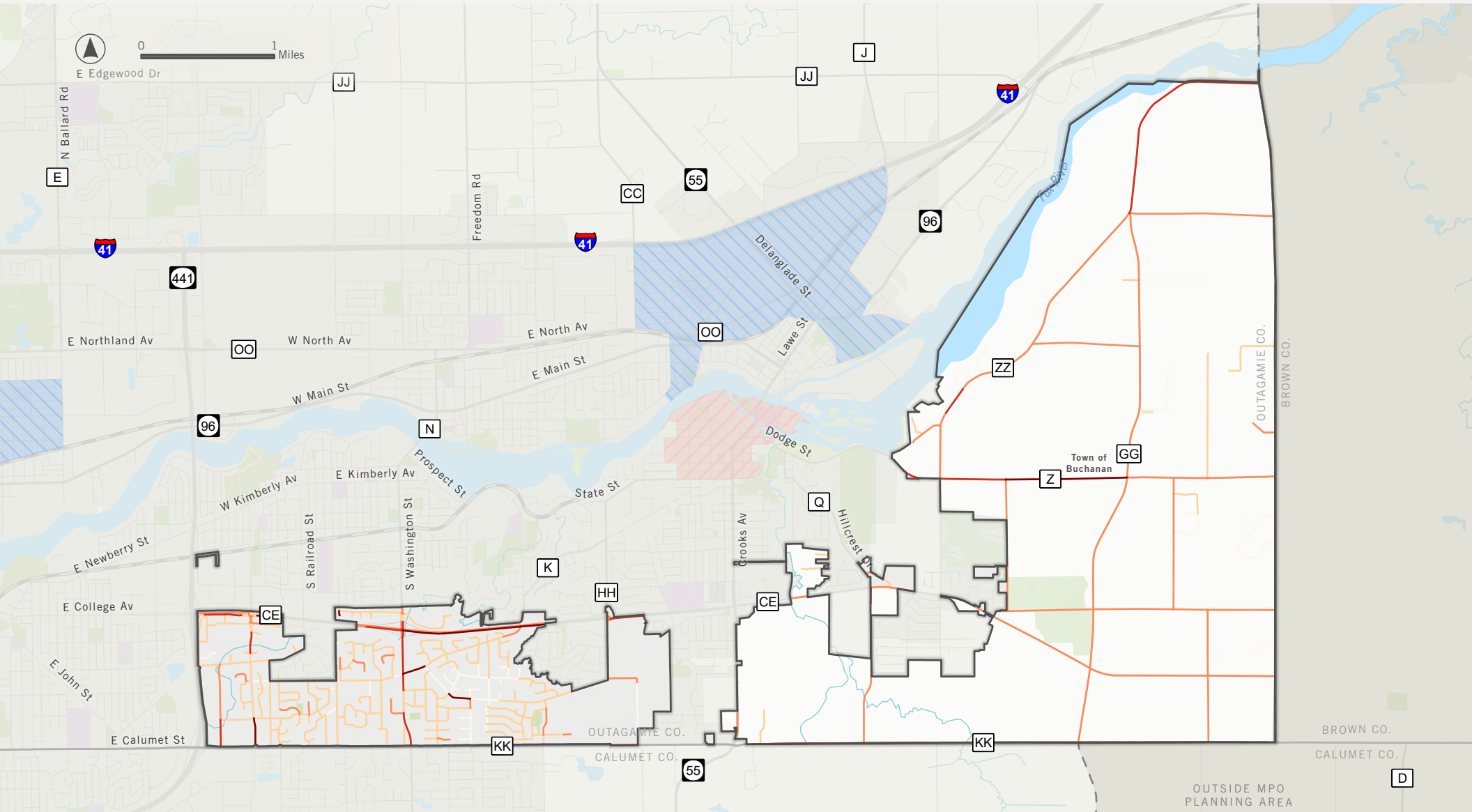
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

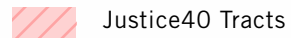
TOWN OF BUCHANAN | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

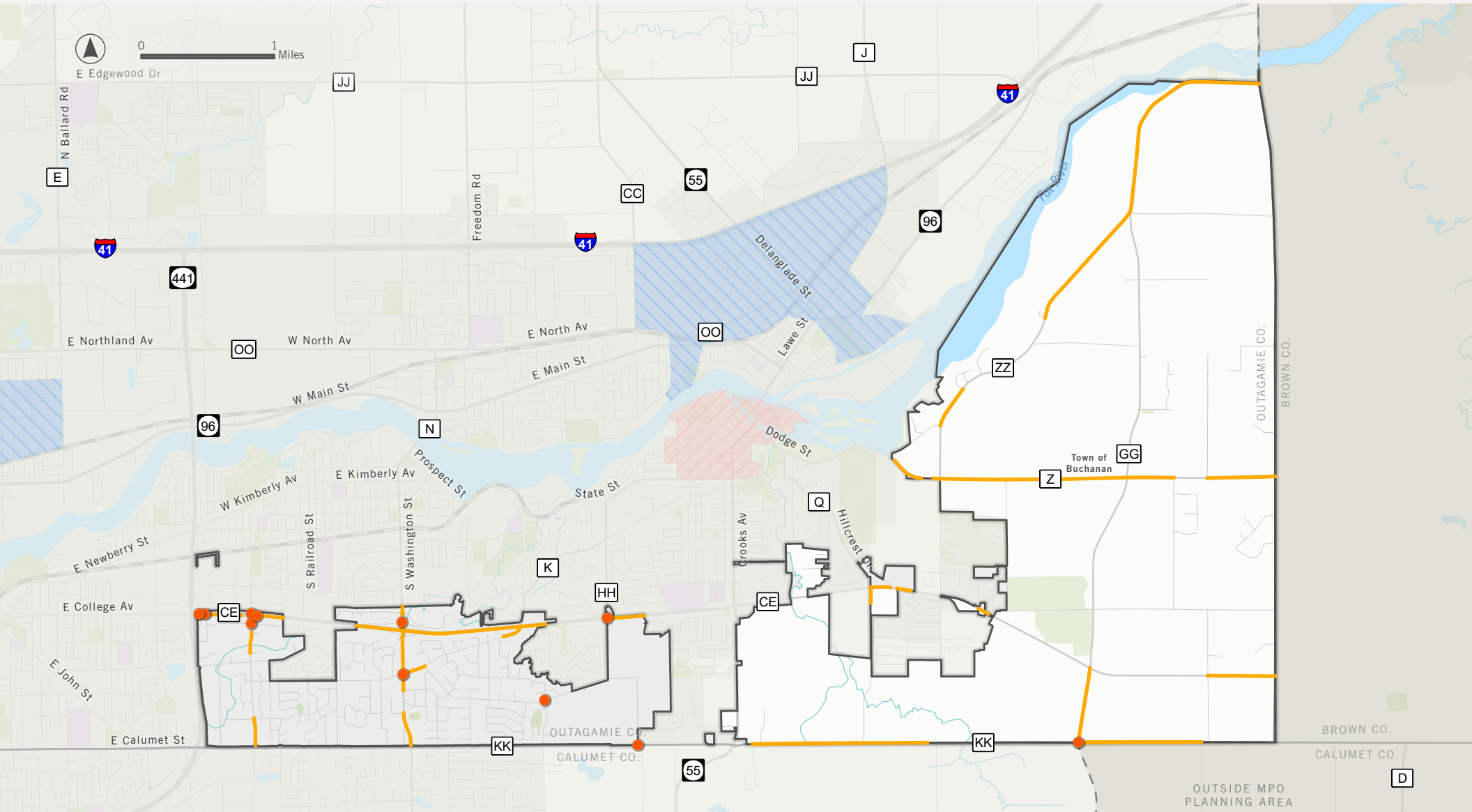


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF BUCHANAN | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

Equity Considerations

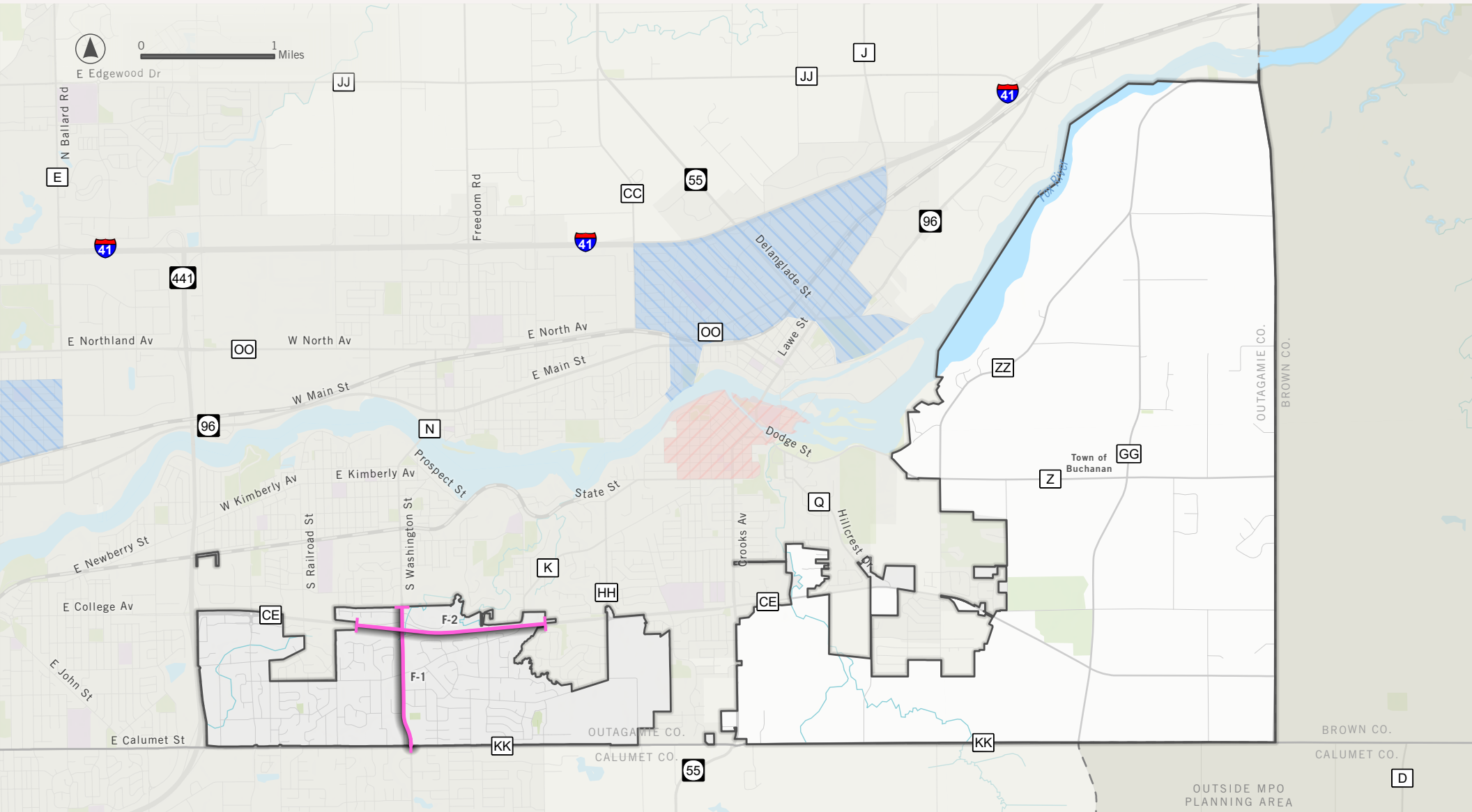
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF BUCHANAN | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF BUCHANAN | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
*F-1	CTH N	Corridor	N Town Limits	S Town Limits	1.07	99	97	2	0	2	1
*F-2	CTH CE	Corridor	W Town Limits	E Town Limits	1.42	87	87	0	0	1	0

Project listing in no specific order

** denotes project recommended by relevant County Highway Department and/or ECWRPC*

*** includes all motor vehicle and motorcycle crashes*

APPLETON (FOX CITIES) MPO

TOWN OF CENTER | CRASH INVENTORY 2018 - 2022

The Town of Center had an estimated population of 3,634 in 2021, accounting for approximately 1% of the Appleton (Fox Cities) MPO total population.

A total of 204 crashes occurred in the town between 2018 and 2022, representing less than 1% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 6 crashes which resulted in a person being killed or seriously injured (KSI), no crashes were fatal. 17% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (86%) or at four-way intersections (10%). Most crashes occurred on either two-way roads (41%) or were on unknown or private property (57%), in addition, many also happened on county owned roads (49%).

Relative to the MPO, the town experienced a greater proportion of KSI, automobile, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Center	2.9%	0.0%	99.0%	0.0%	0.5%	0.5%	12.3%	10.8%	12.3%	7.8%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

204 Total Crashes
2018-2022

6 Killed or Seriously Injured Crashes

- Fatal Crashes

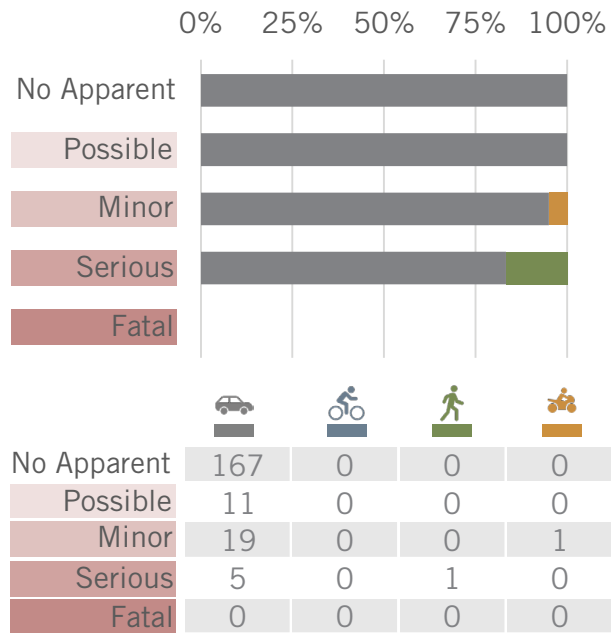
■ Crash Type by Mode: Ratios of All Crashes

Head-On	1%			100%
Sideswipe	1%			0%
Broadside	10%			0%
Rear End	7%			0%
Hit Object	80%			0%
Other/Unkn	0%	0%	0%	0%
MV - straight		0%	100%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	100%	100%

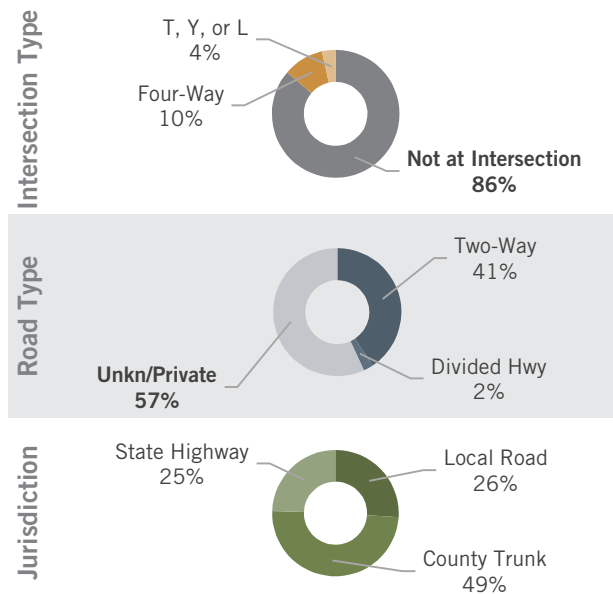
APPLETON (FOX CITIES) MPO

TOWN OF CENTER | CRASH INVENTORY 2018 - 2022

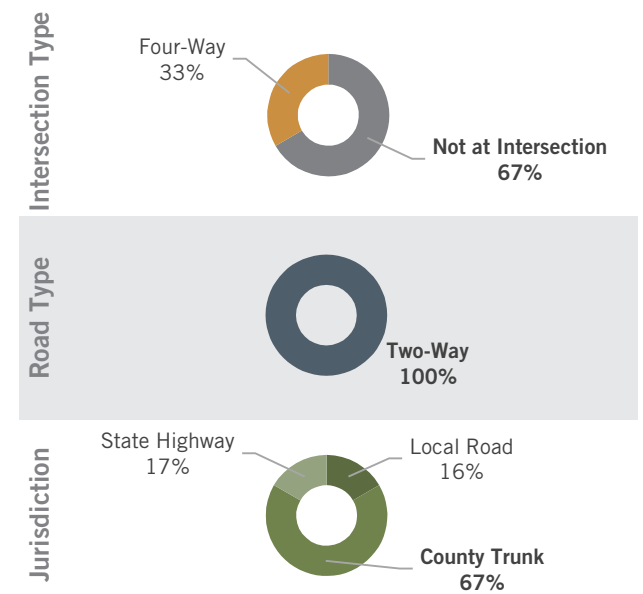
■ Crash Severity by Mode: **All Crashes**



■ Crash Location Attributes: **All Crashes**

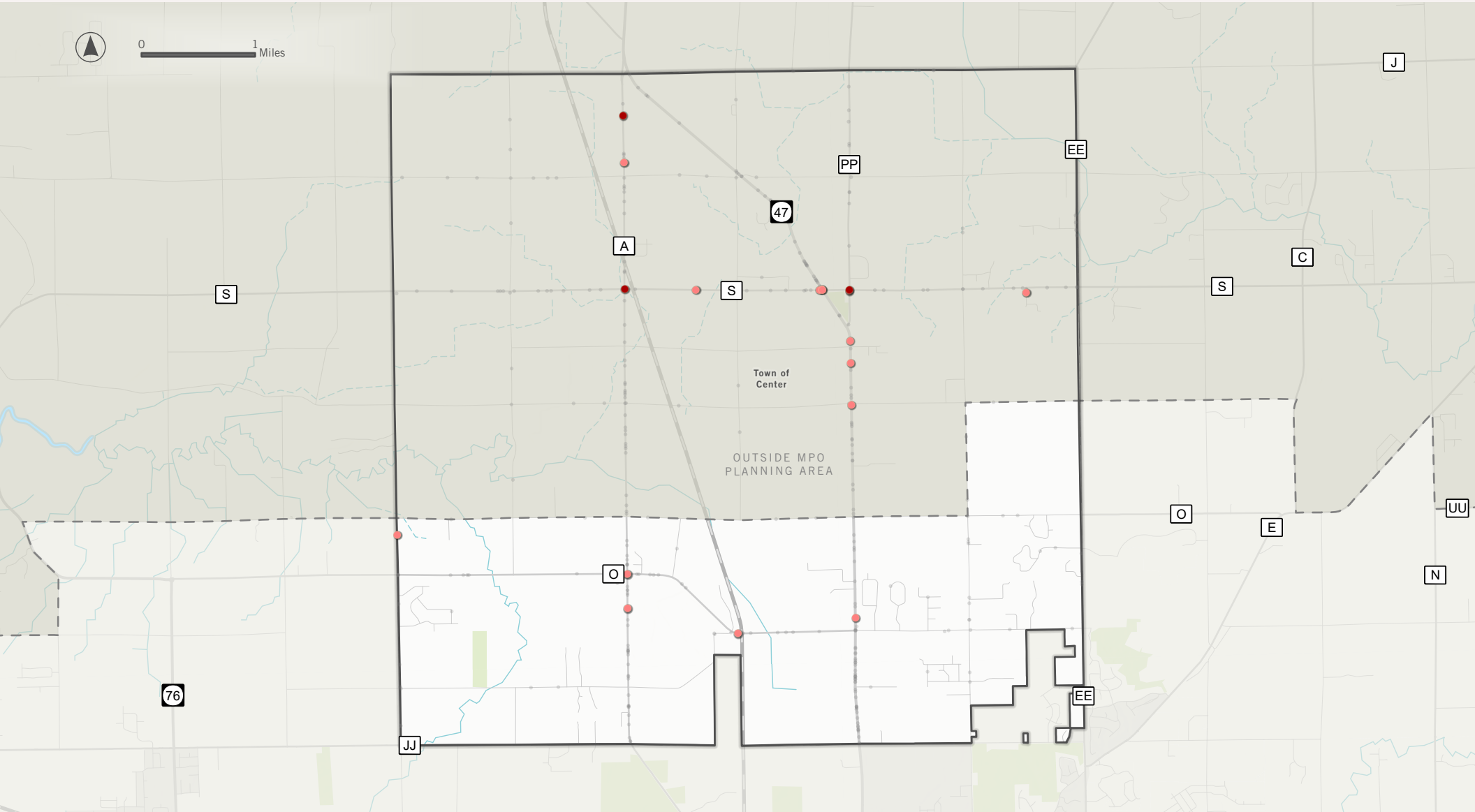


■ Crash Location Attributes: **KSI Crashes**



APPLETON (FOX CITIES) MPO

TOWN OF CENTER | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

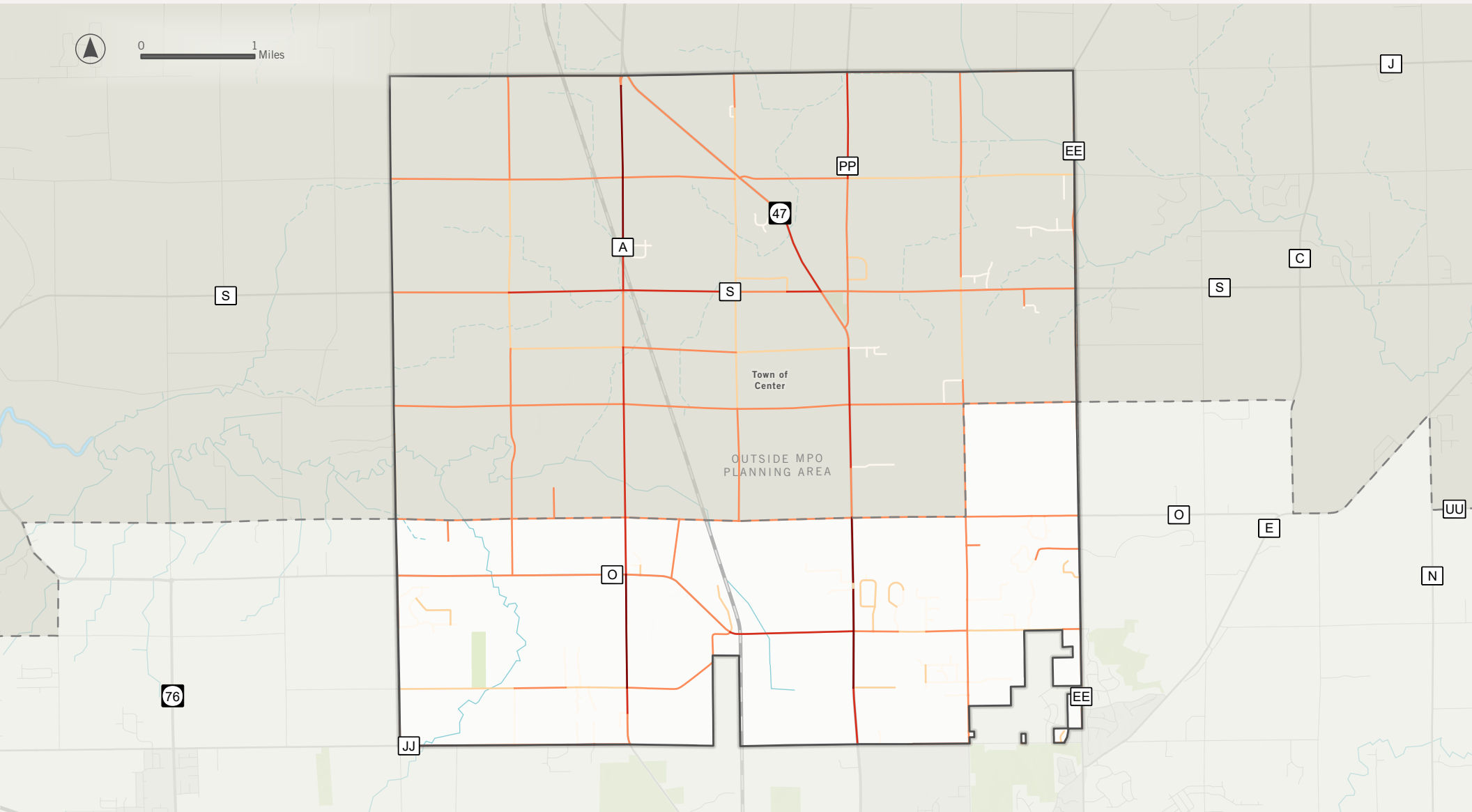
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

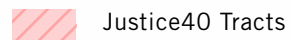
TOWN OF CENTER | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

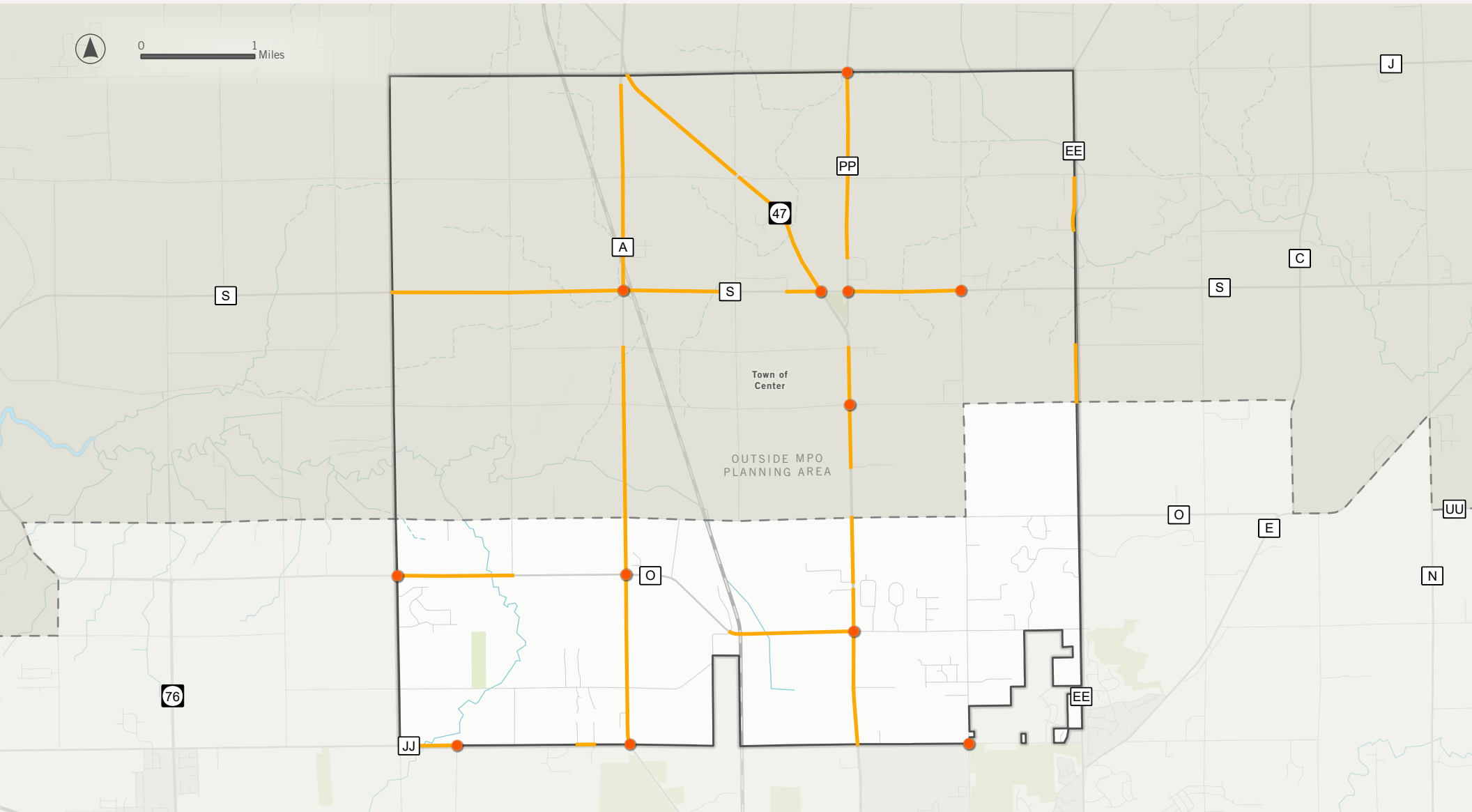


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF CENTER | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

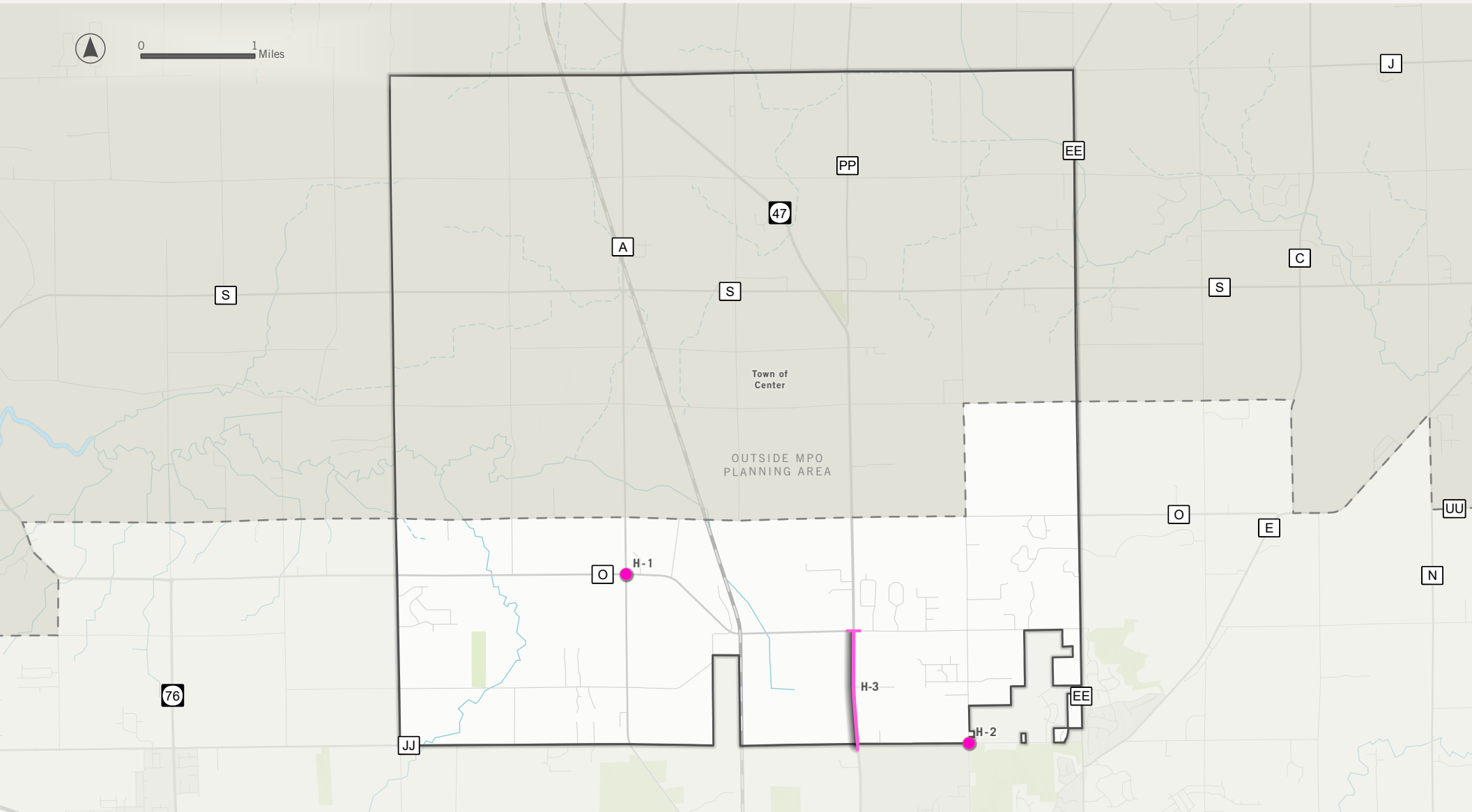
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF CENTER | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF CENTER | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
H-1	CTH O & CTH A	Intersection	-	-	-	6	6	0	0	1	0
H-2	Meade St & Broadway Dr	Intersection	-	-	-	4	4	0	0	1	0
H-3	STH 47	Corridor	CTH O	Broadway Dr	1.00	42	42	0	0	0	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF CLAYTON | CRASH INVENTORY 2018 - 2022

The Town of Clayton had an estimated population of 4,286 in 2021, accounting for approximately 2% of the Appleton (Fox Cities) MPO total population.

A total of 408 crashes occurred in the town between 2018 and 2022, representing 1% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 14 crashes which resulted in a person being killed or seriously injured (KSI), 4 crashes were fatal. 7% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (76%) or at four-way intersections (17%). Most crashes occurred on either two-way roads (43%) or were on unknown or private property (40%), in addition, many also happened on state owned roads (57%).

Relative to the MPO, the town experienced a greater proportion of KSI, bicycle, pedestrian, motorcycle, youth, senior, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Clayton	3.4%	0.1%	95.7%	1.5%	1.1%	1.7%	17.8%	19.5%	15.0%	5.8%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

■ Crash Type by Mode: Ratios of All Crashes

408 Total Crashes
2018-2022

14 Killed or Seriously Injured Crashes

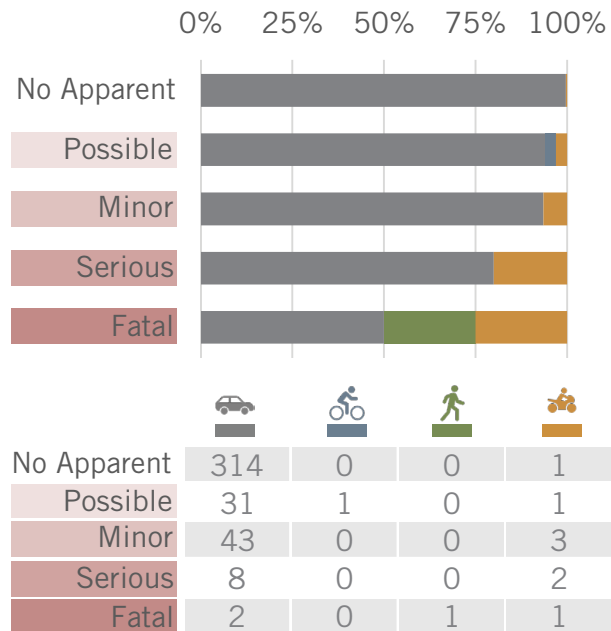
4 Fatal Crashes

Head-On	2%			13%
Sideswipe	7%			0%
Broadside	14%			0%
Rear End	13%			13%
Hit Object	64%			75%
Other/Unkn	1%	0%	0%	0%
MV - straight		100%	100%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

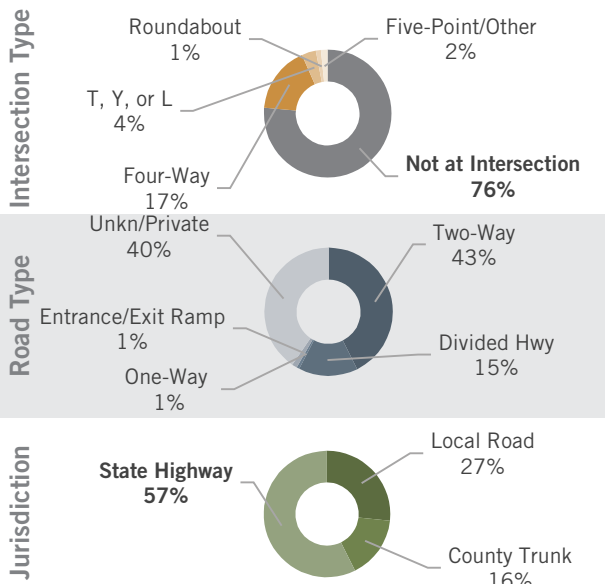
APPLETON (FOX CITIES) MPO

TOWN OF CLAYTON | CRASH INVENTORY 2018 - 2022

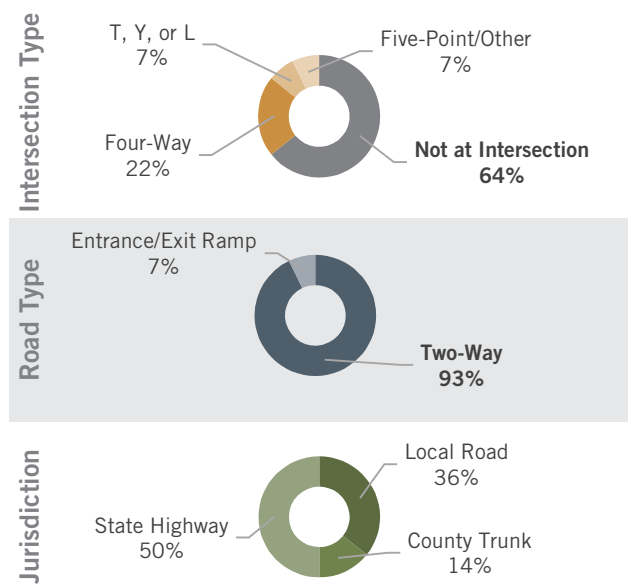
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

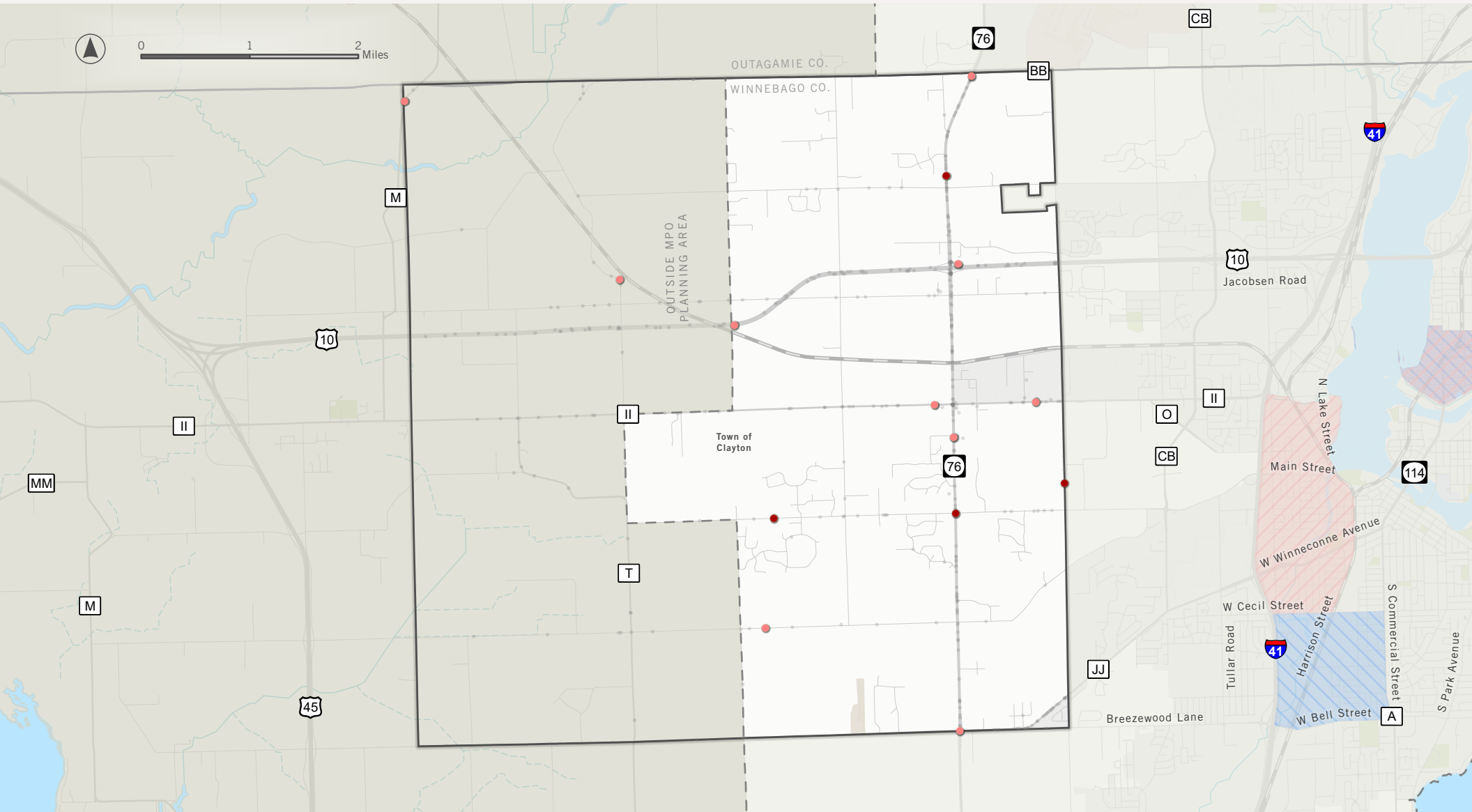


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

TOWN OF CLAYTON | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

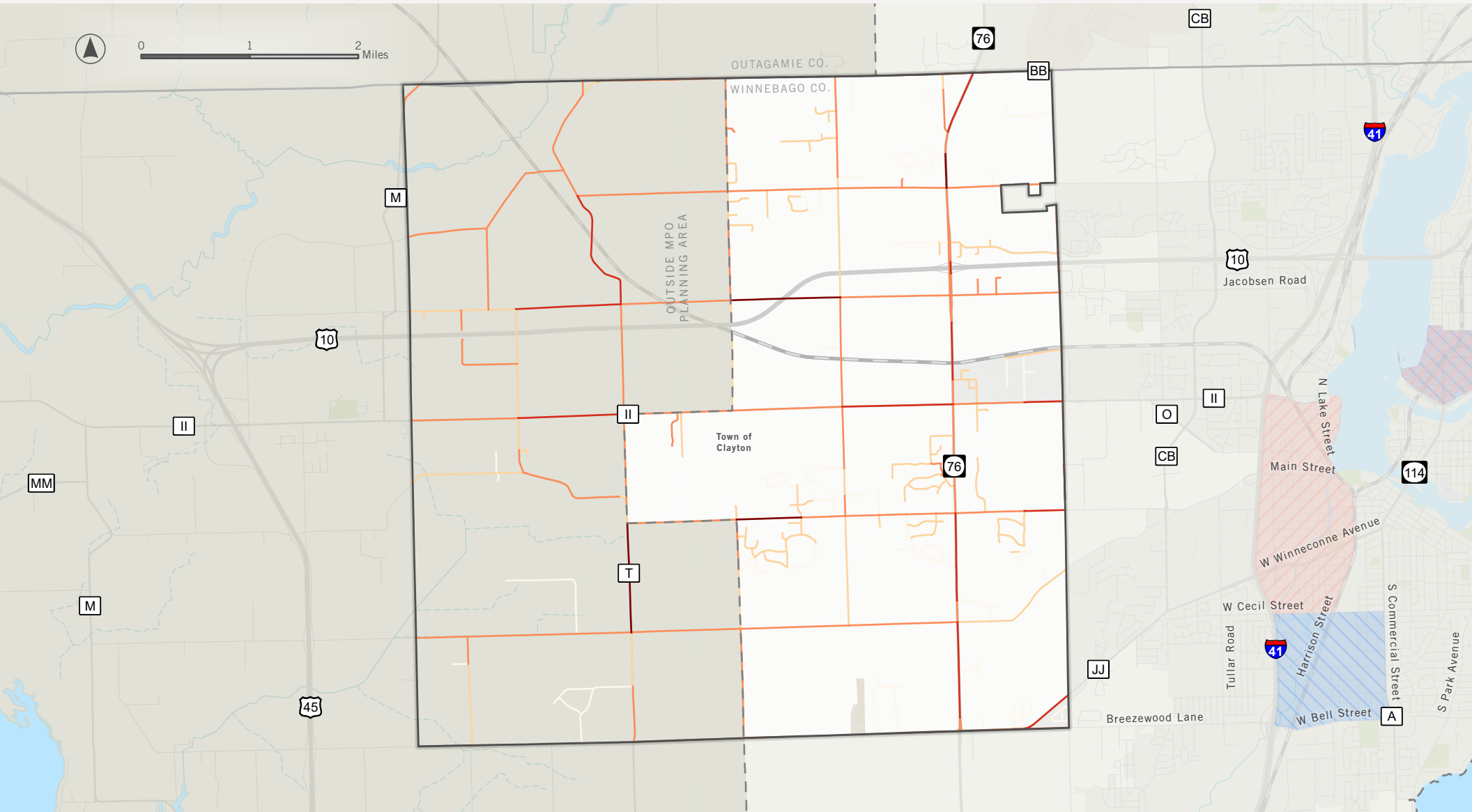
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF CLAYTON | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

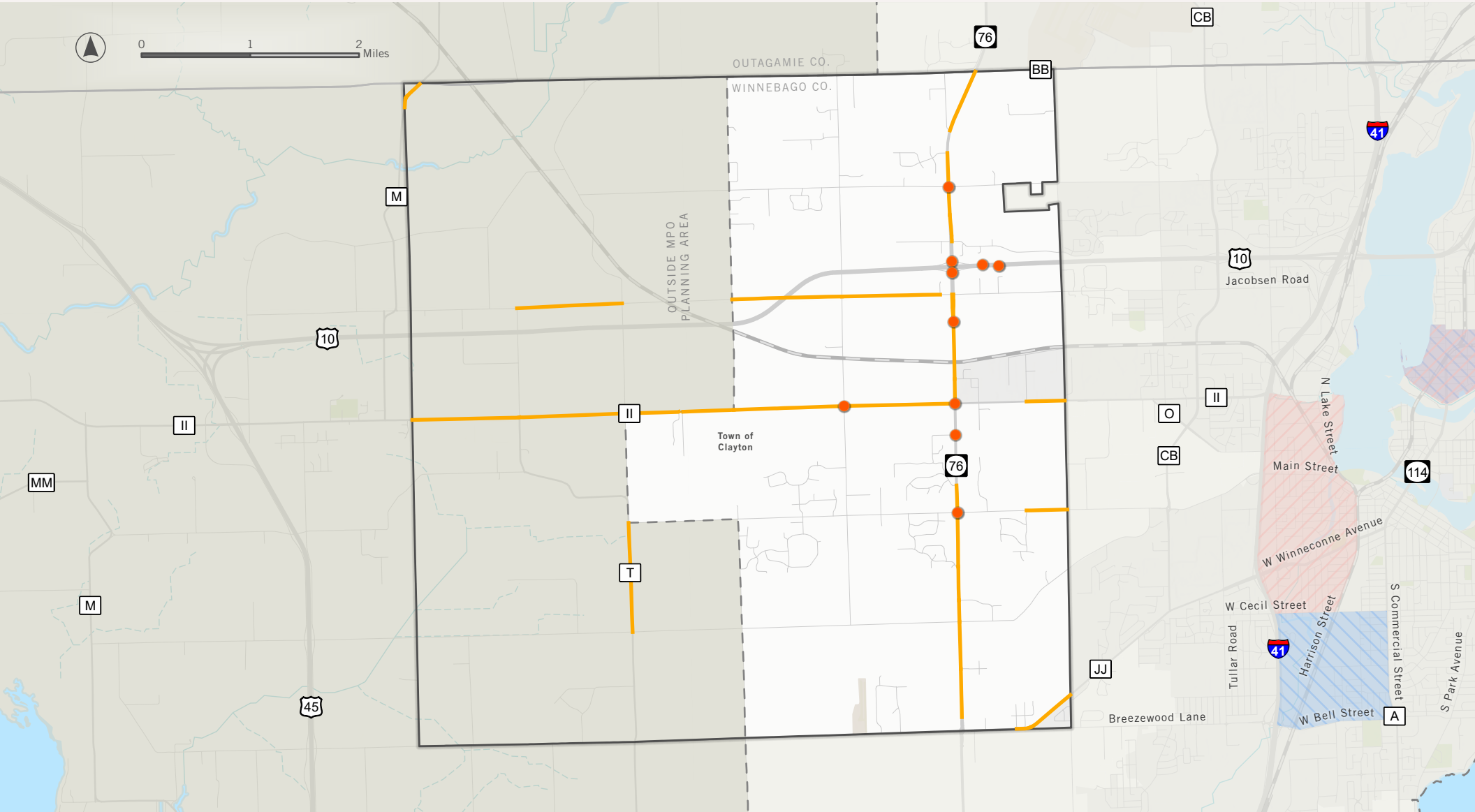


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF CLAYTON | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

Equity Considerations

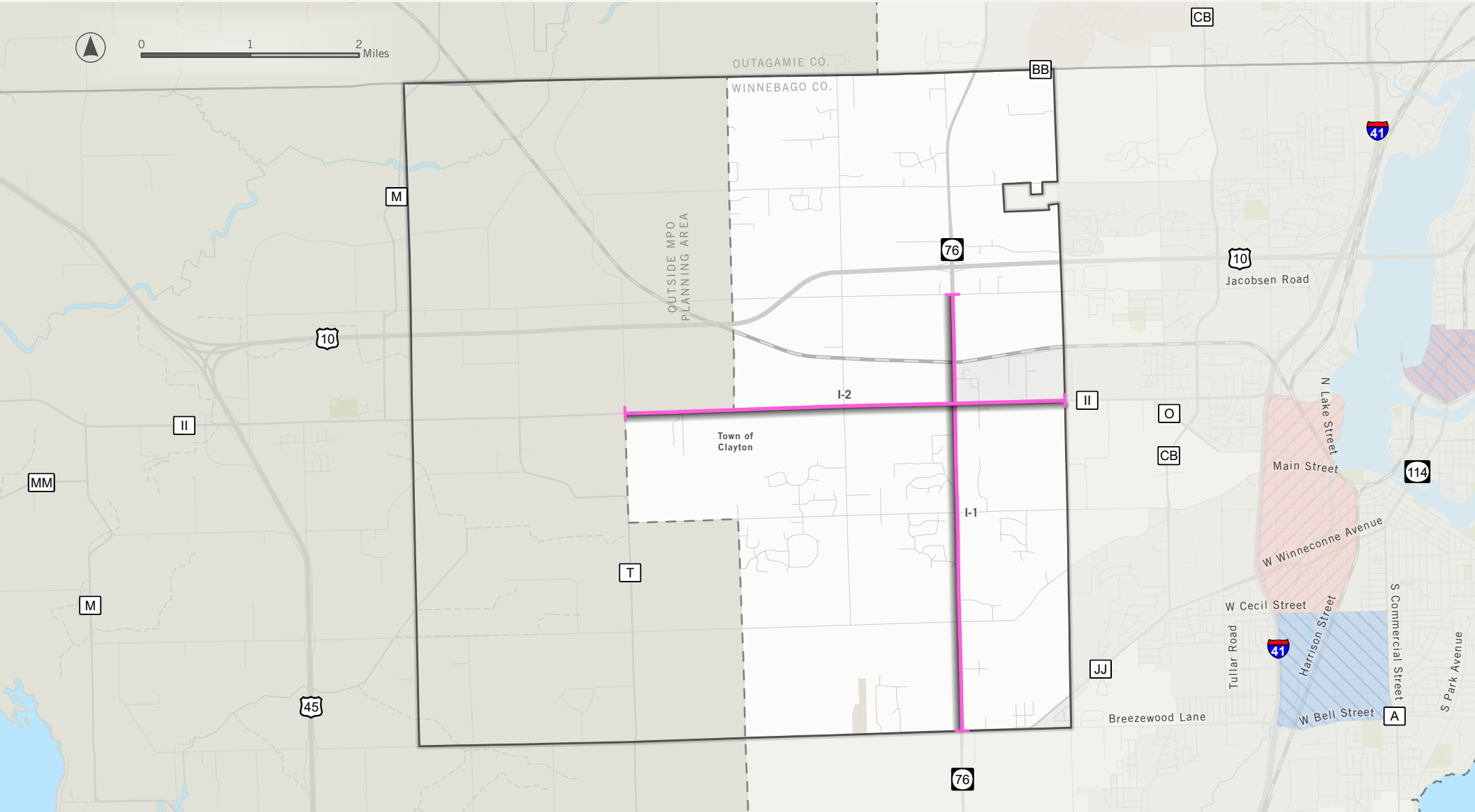
- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary
- ▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF CLAYTON | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF CLAYTON | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
*I-1	STH 76	Corridor	Fairview Rd	CTH JJ	4.01	111	111	0	0	2	1
*I-2	CTH II	Corridor	W MPO Limits	E Town Limits	4.04	40	40	0	0	2	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF ELLINGTON | CRASH INVENTORY 2018 - 2022

The Town of Ellington had an estimated population of 3,156 in 2021, accounting for approximately 1% of the Appleton (Fox Cities) MPO total population.

A total of 81 crashes occurred in the town between 2018 and 2022, representing less than 1% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 8 crashes which resulted in a person being killed or seriously injured (KSI), 2 crashes were fatal.

The majority of crashes occurred along corridors (72%) or at four-way intersections (12%). Most crashes occurred on either two-way roads (59%) or were on unknown or private property (35%), in addition, many also happened on county (38%) or state (36%) owned roads.

Relative to the MPO, the town experienced a greater proportion of KSI, fatal, motorcycle, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Ellington	9.9%	2.5%	96.3%	0.0%	0.0%	3.7%	13.6%	9.9%	19.8%	11.1%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

■ Crash Type by Mode: Ratios of All Crashes

81 Total Crashes 2018-2022

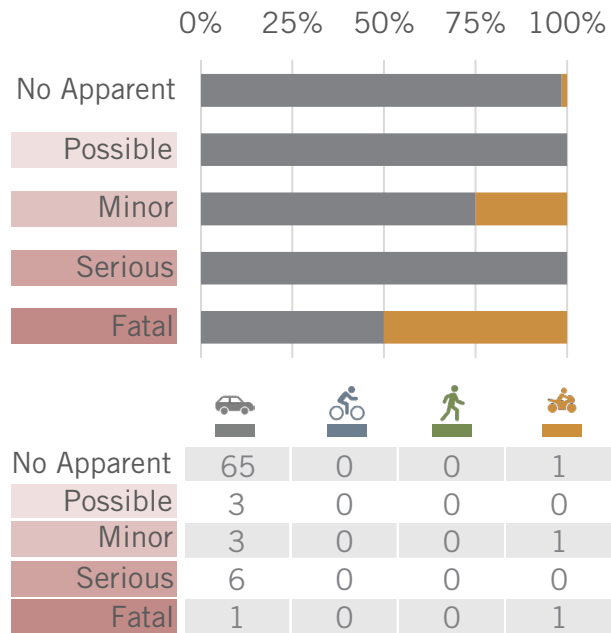
8 Killed or Seriously Injured Crashes

2 Fatal Crashes

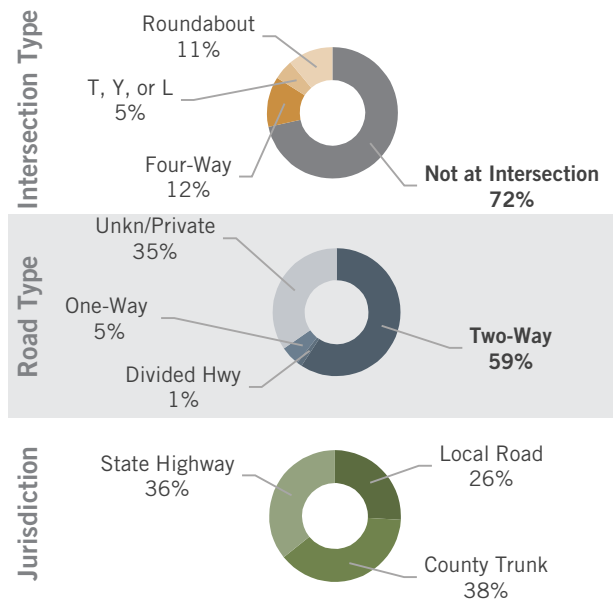
Head-On	0%			0%
Sideswipe	8%			33%
Broadside	12%			0%
Rear End	8%			33%
Hit Object	73%			33%
Other/Unkn	0%	0%	0%	0%
MV - straight		0%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	0%	100%

TOWN OF ELLINGTON | CRASH INVENTORY 2018 - 2022

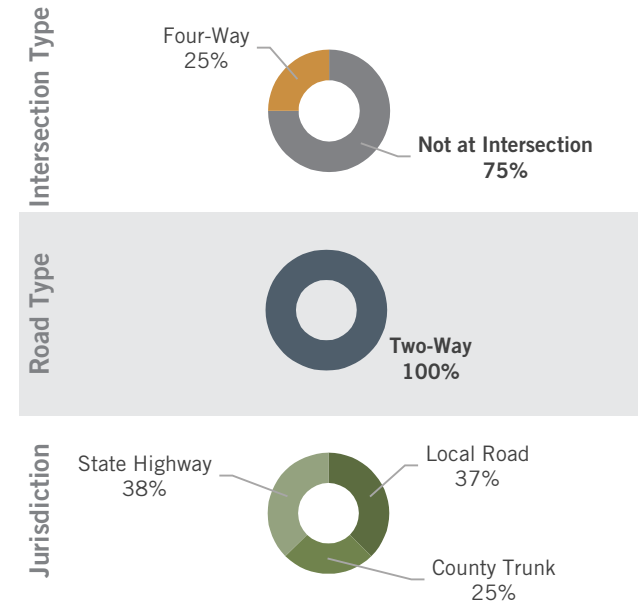
■ **Crash Severity by Mode: All Crashes**



■ **Crash Location Attributes: All Crashes**

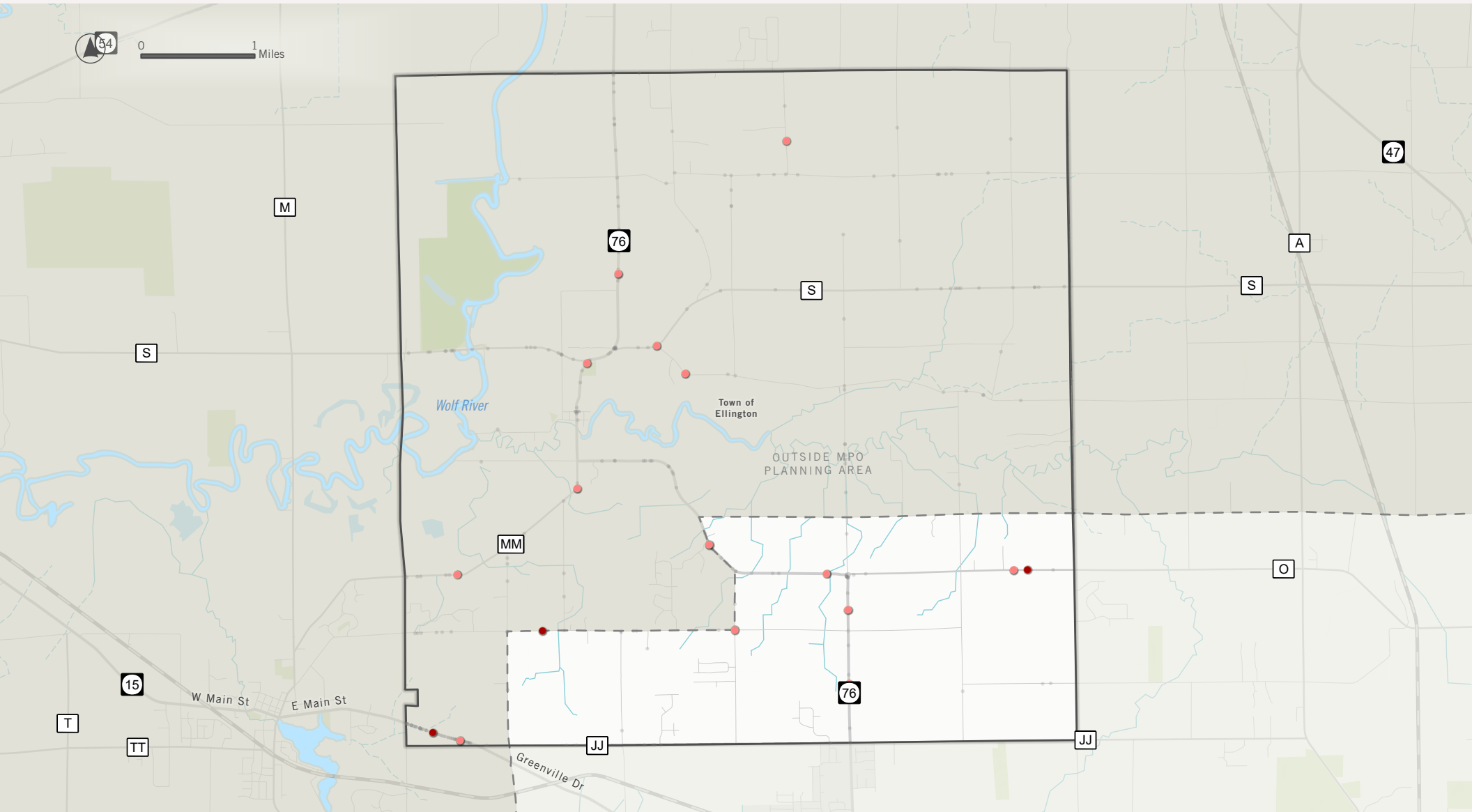


■ **Crash Location Attributes: KSI Crashes**



APPLETON (FOX CITIES) MPO

TOWN OF ELLINGTON | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

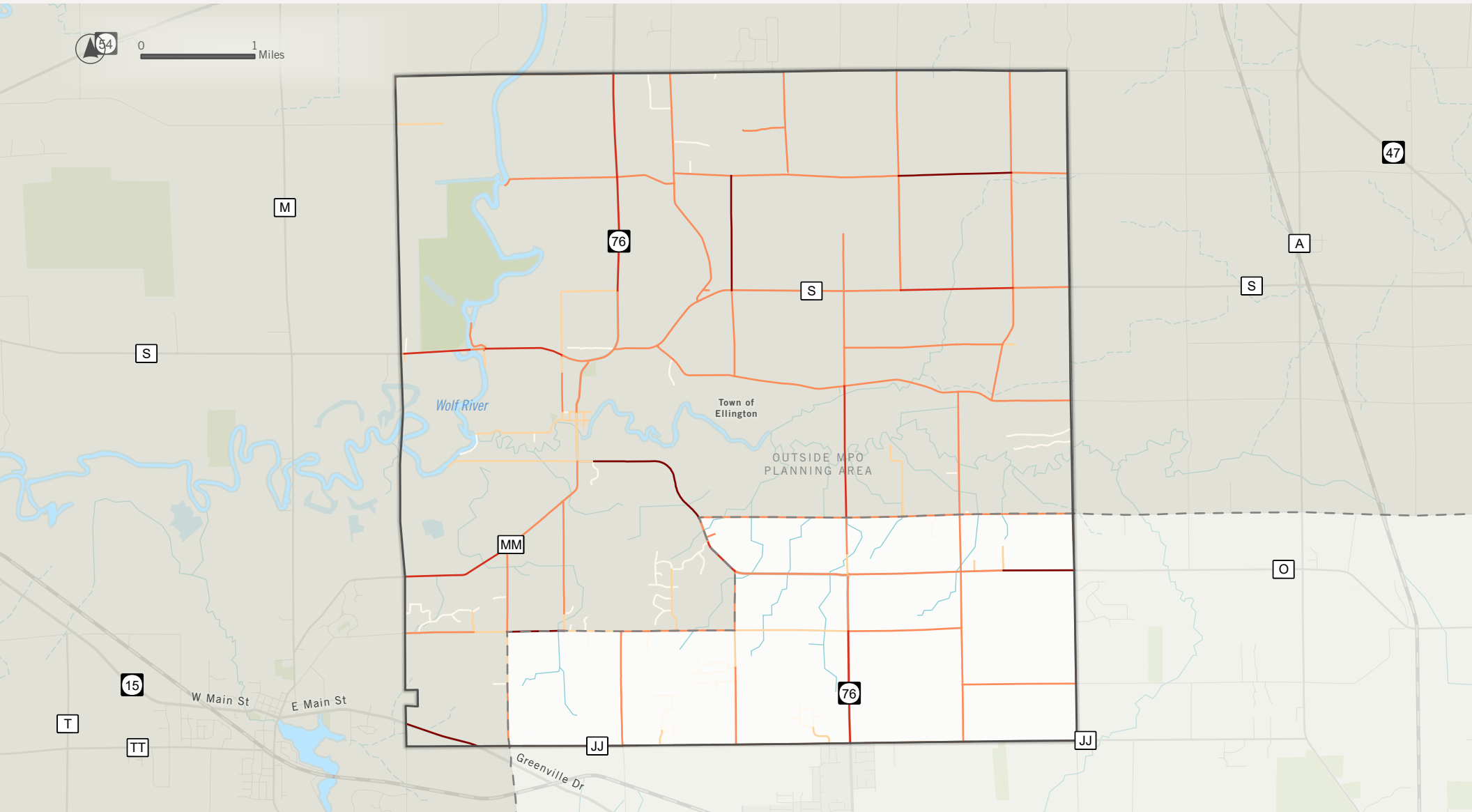
- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF ELLINGTON | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

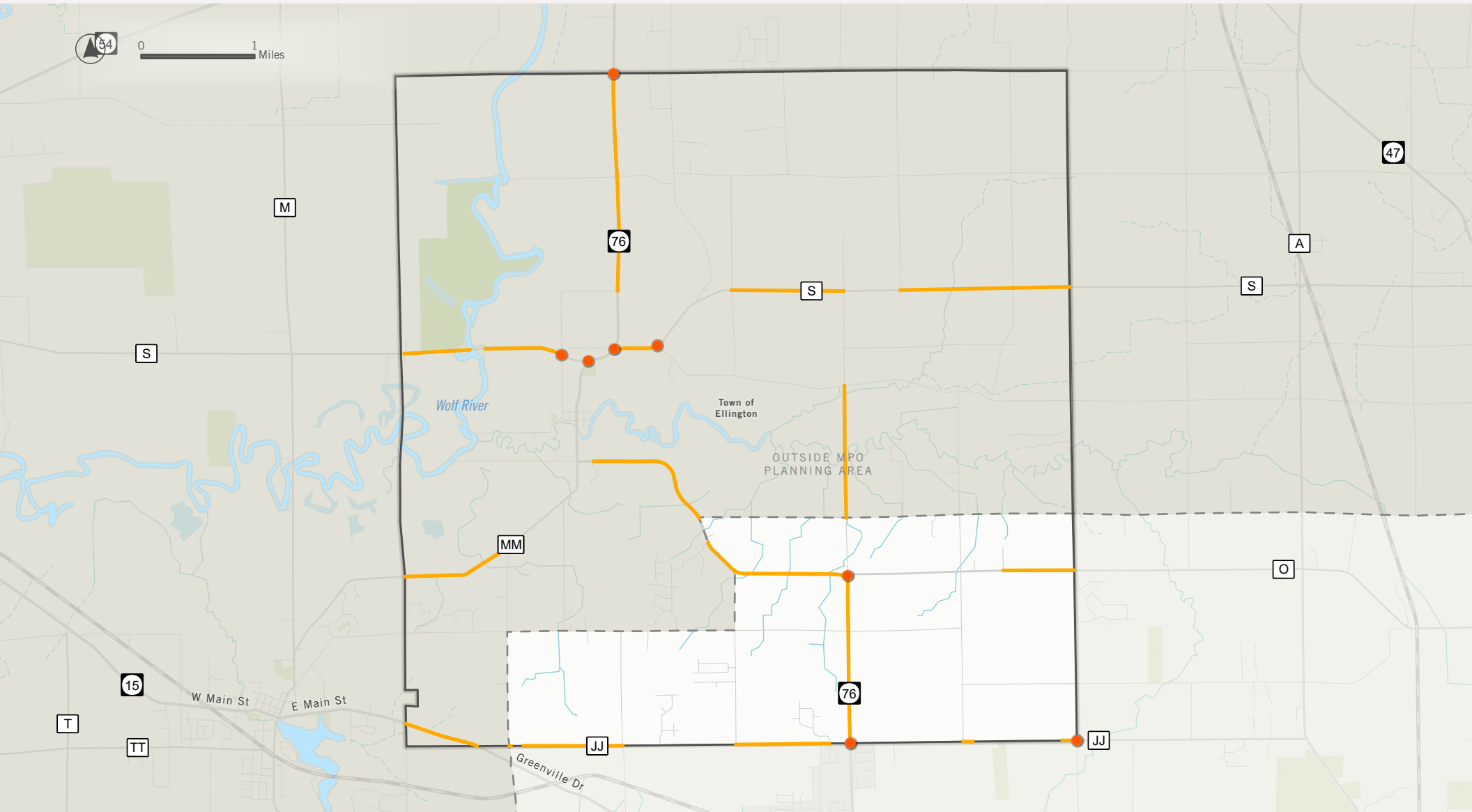


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF ELLINGTON | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

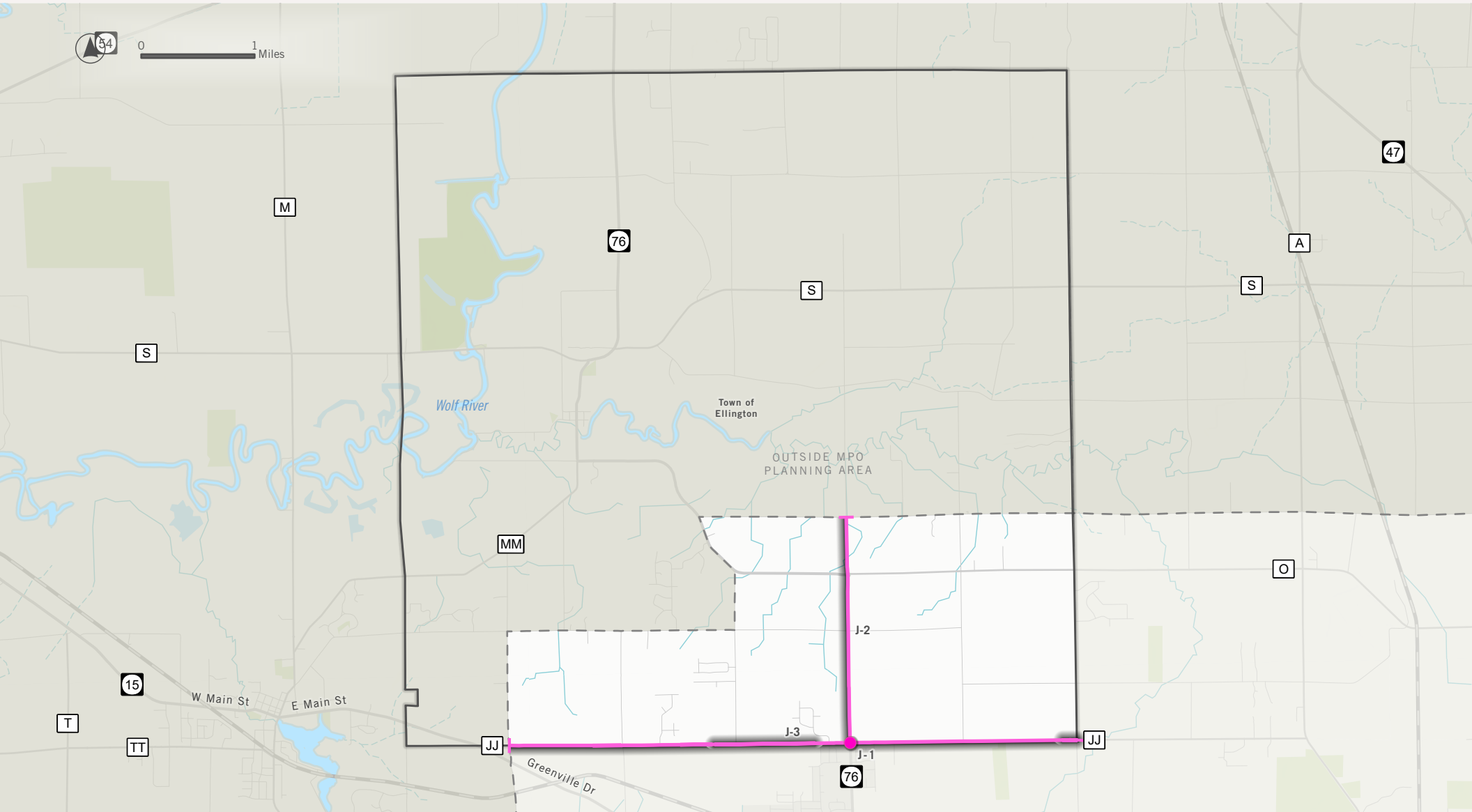
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF ELLINGTON | PRIORITY PROJECTS



MCD-Selected Projects

- Intersections

Equity Considerations



- Corridors
- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary
- ▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF ELLINGTON | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
J-1	CTH JJ & CTH 76	Intersection	-	-	-	12	12	0	0	0	0
J-2	STH 76	Corridor	Wege Rd	CTH JJ	1.99	21	21	0	0	2	0
J-3	CTH JJ	Corridor	W MPO Limits	E Town Limits	8.08	54	54	0	0	1	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF FREEDOM | CRASH INVENTORY 2018 - 2022

The Town of Freedom had an estimated population of 6,199 in 2021, accounting for approximately 2% of the Appleton (Fox Cities) MPO total population.

A total of 134 crashes occurred in the town between 2018 and 2022, representing less than 1% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 9 crashes which resulted in a person being killed or seriously injured (KSI), 1 crash was fatal. 22% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (73%) or at four-way intersections (18%). Most crashes occurred on two-way roads (65%), in addition, many also happened on county owned roads (63%).

Relative to the MPO, the town experienced a greater proportion of KSI, fatal, automobile, pedestrian, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Freedom	6.7%	0.7%	97.0%	0.0%	1.5%	1.5%	15.7%	11.9%	17.2%	8.2%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

■ Crash Type by Mode: Ratios of All Crashes

134 Total Crashes
2018-2022

9 Killed or Seriously Injured Crashes

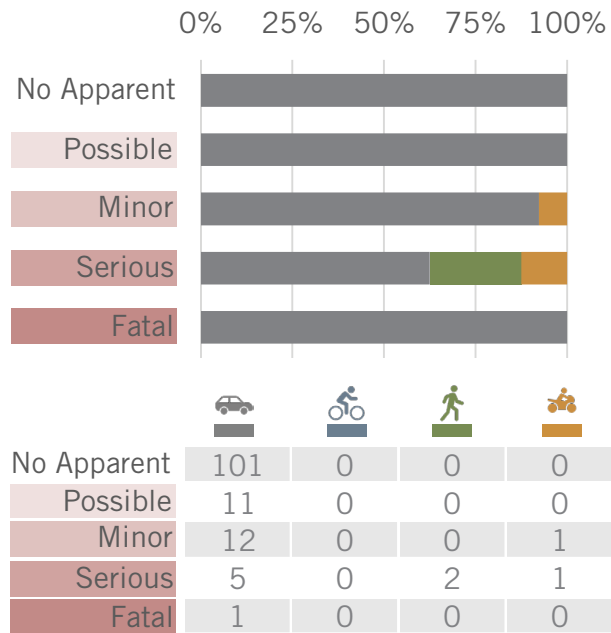
1 Fatal Crashes

Head-On	0%			0%
Sideswipe	3%			0%
Broadside	15%			0%
Rear End	10%			0%
Hit Object	71%			100%
Other/Unkn	2%	0%	50%	0%
MV - straight		0%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	50%	
	100%	0%	100%	100%

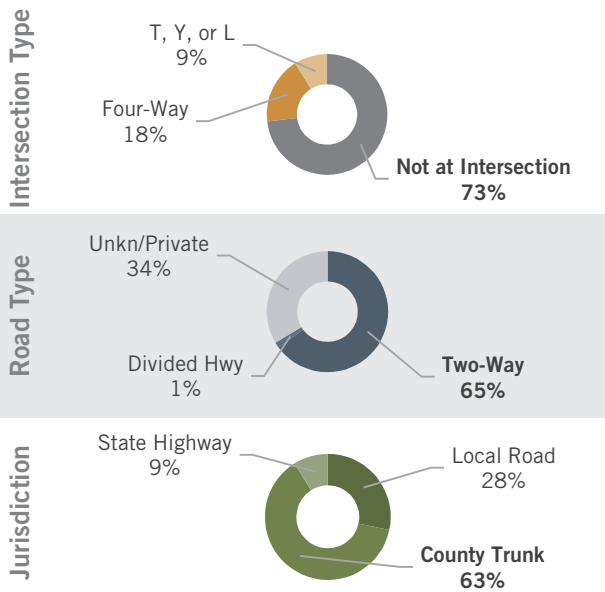
APPLETON (FOX CITIES) MPO

TOWN OF FREEDOM | CRASH INVENTORY 2018 - 2022

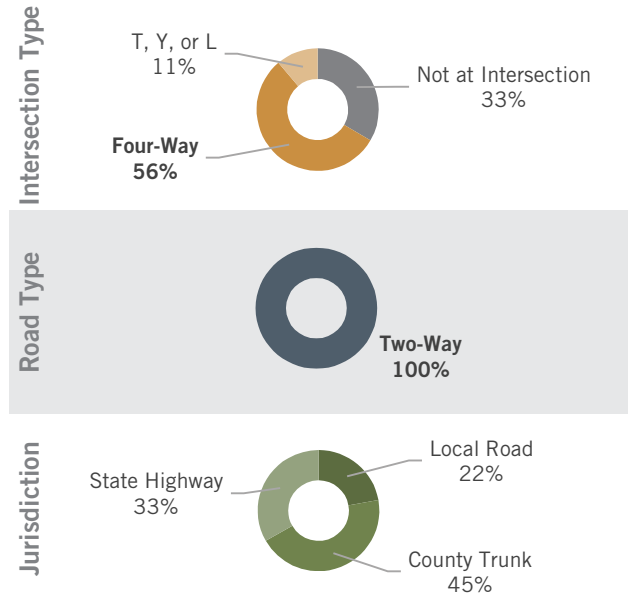
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

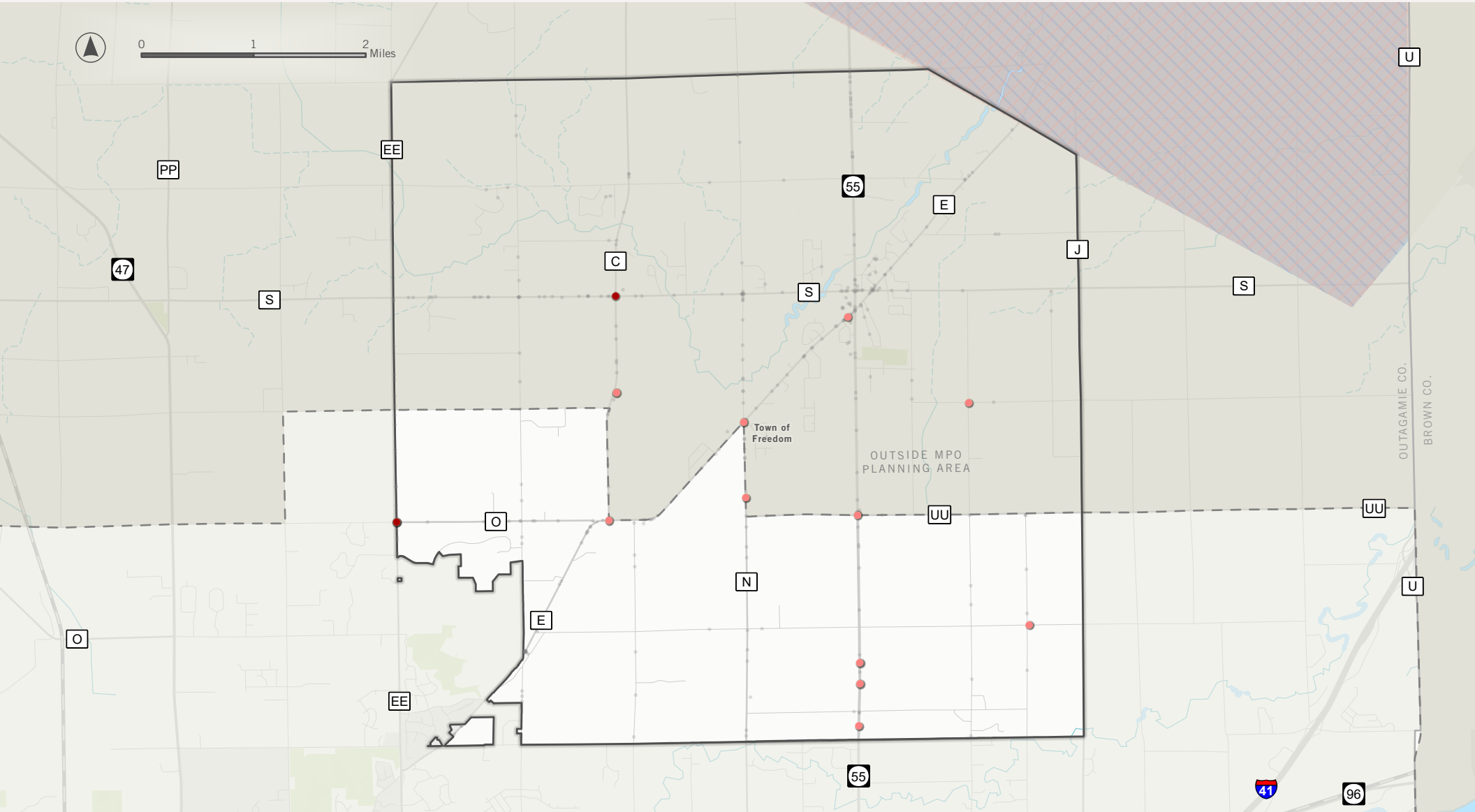


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

TOWN OF FREEDOM | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

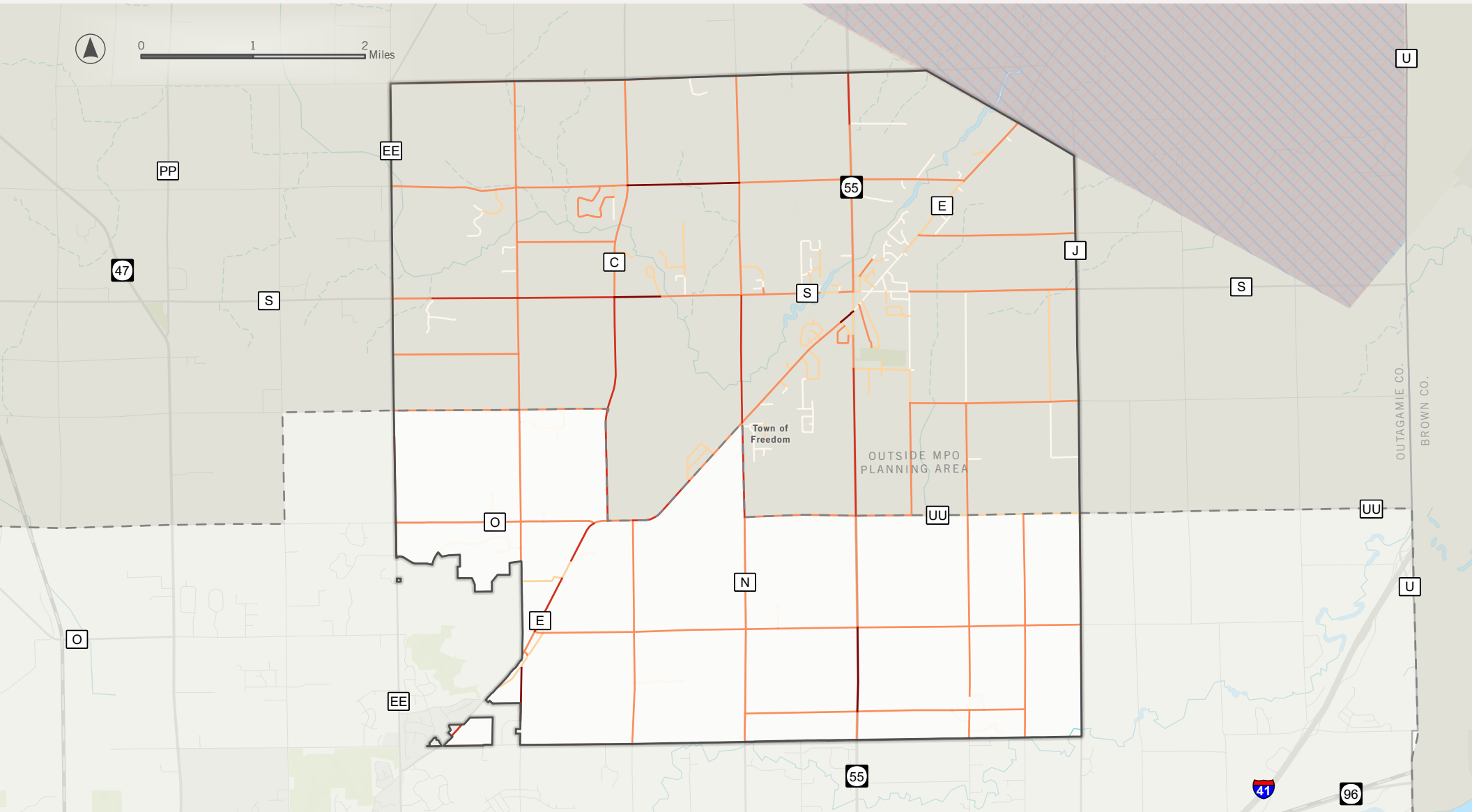
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

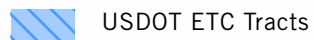
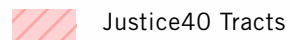
TOWN OF FREEDOM | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

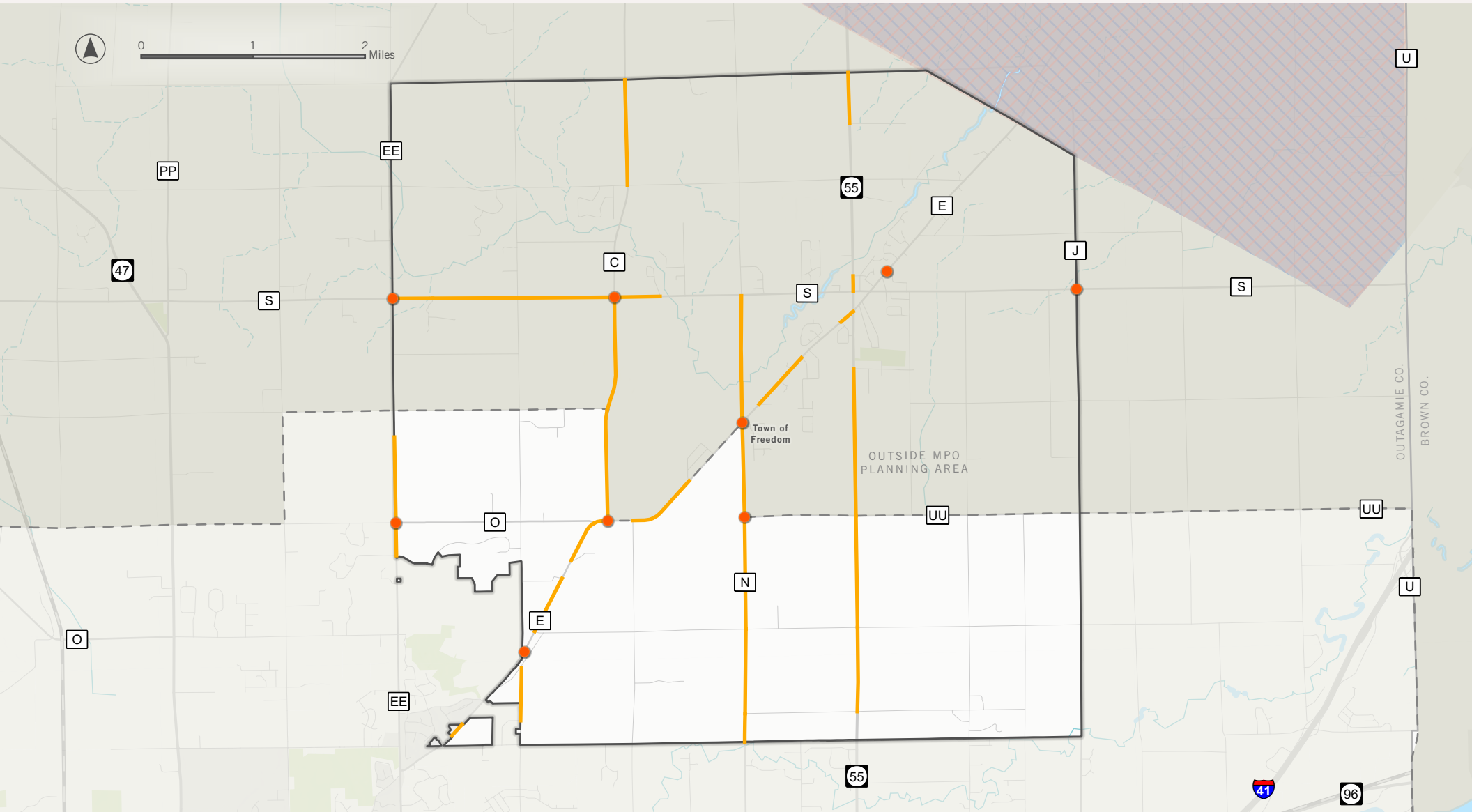


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF FREEDOM | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts

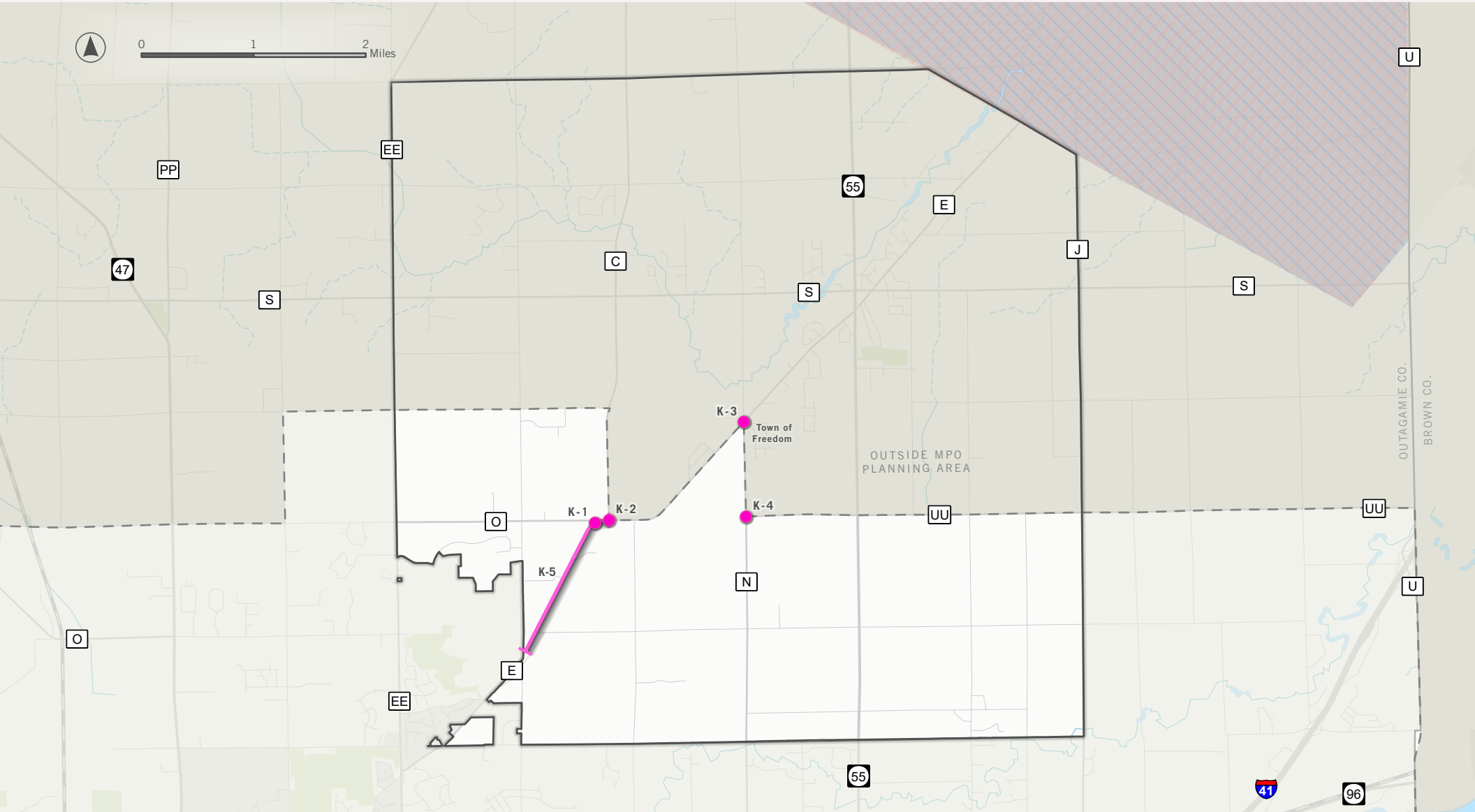
Political Boundaries

⋮ MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF FREEDOM | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF FREEDOM | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
K-1	CTH O & CTH E	Intersection	-	-	-	2	2	0	0	0	0
K-2	CTH E & CTH C	Intersection	-	-	-	8	8	0	0	1	0
K-3	CTH E & CTH N	Intersection	-	-	-	8	7	0	1	1	0
K-4	CTH N & CTH UU	Intersection	-	-	-	1	0	0	1	0	0
K-5	CTH E	Corridor	French Rd	CTH C	1.44	33	33	0	0	1	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF GRAND CHUTE | CRASH INVENTORY 2018 - 2022

The Town of Grand Chute had an estimated population of 23,583 in 2021, accounting for approximately 9% of the Appleton (Fox Cities) MPO total population.

A total of 4,765 crashes occurred in the town between 2018 and 2022, representing 19% of total MPO crashes.

There were 64 crashes which resulted in a person being killed or seriously injured (KSI), 3 crashes were fatal. 11% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (66%) or at four-way intersections (29%). Most crashes occurred on divided roadways (48%), in addition, many also happened on local (33%) or state (35%) owned roads.

Relative to the MPO, the town experienced a greater proportion of automobile, and senior crashes.

Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Grand Chute	1.3%	0.1%	98.1%	0.3%	0.6%	1.0%	14.9%	18.6%	13.0%	3.5%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

4,765 Total Crashes
2018-2022

64 Killed or Seriously Injured Crashes

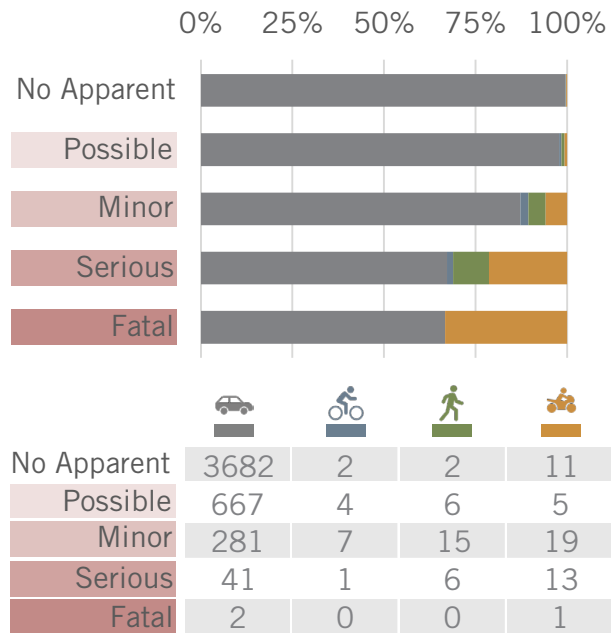
3 Fatal Crashes

Crash Type by Mode: Ratios of All Crashes

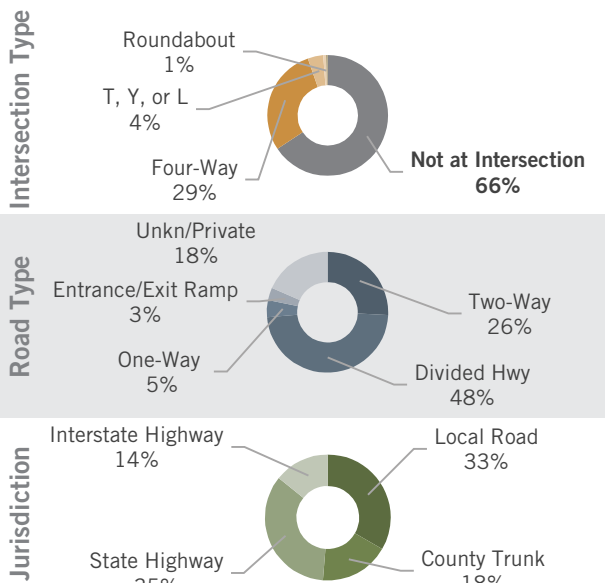
Head-On	3%			0%
Sideswipe	9%			4%
Broadside	23%			27%
Rear End	38%			20%
Hit Object	26%			45%
Other/Unkn	1%	14%	43%	4%
MV - straight		43%	43%	
MV - right turn		29%	0%	
MV - left turn		14%	13%	
	100%	100%	100%	100%

TOWN OF GRAND CHUTE | CRASH INVENTORY 2018 - 2022

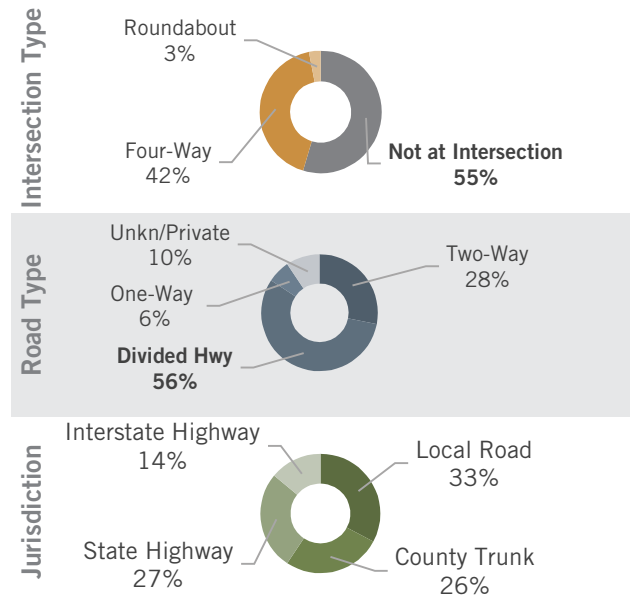
■ **Crash Severity by Mode: All Crashes**



■ **Crash Location Attributes: All Crashes**

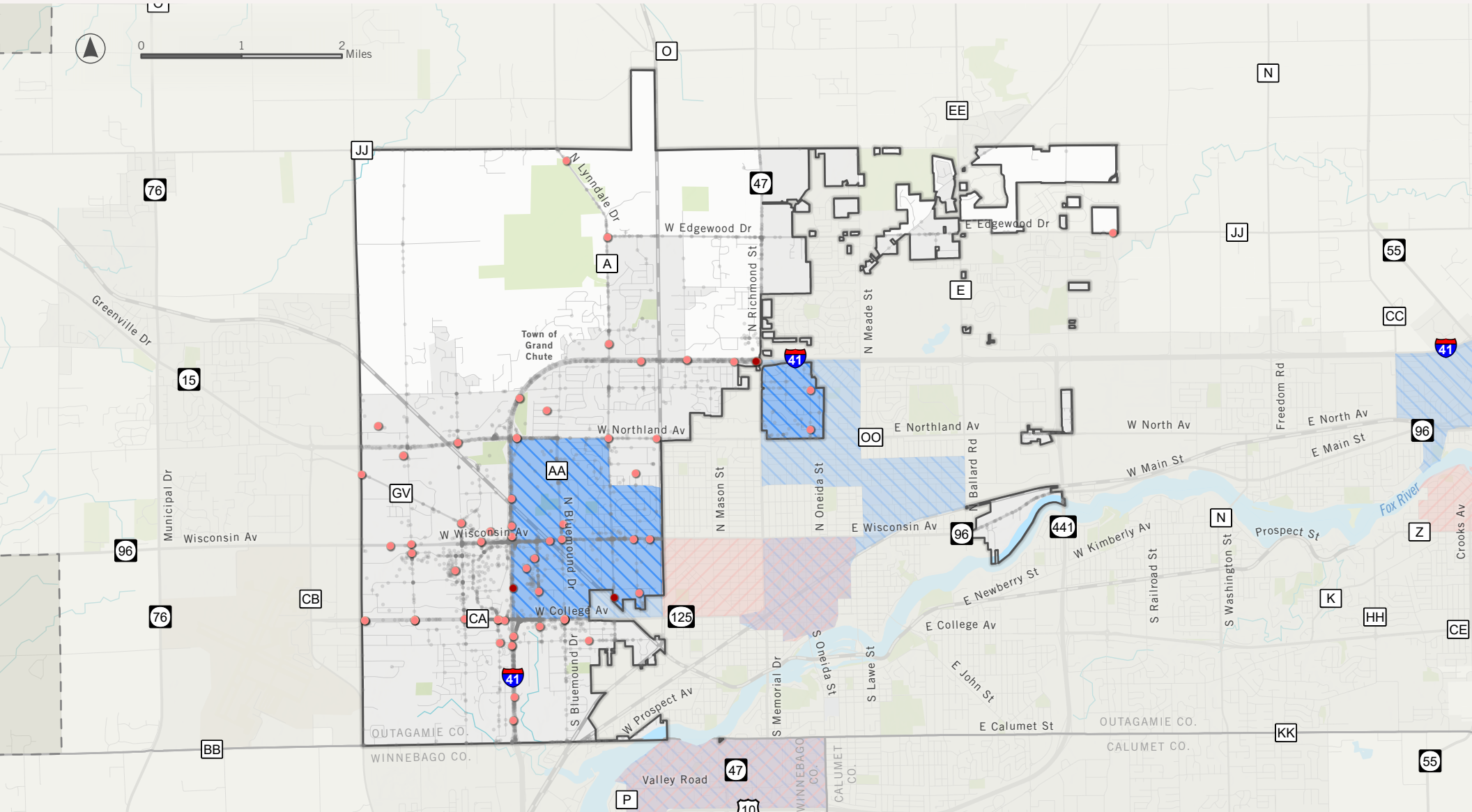


■ **Crash Location Attributes: KSI Crashes**



APPLETON (FOX CITIES) MPO

TOWN OF GRAND CHUTE | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

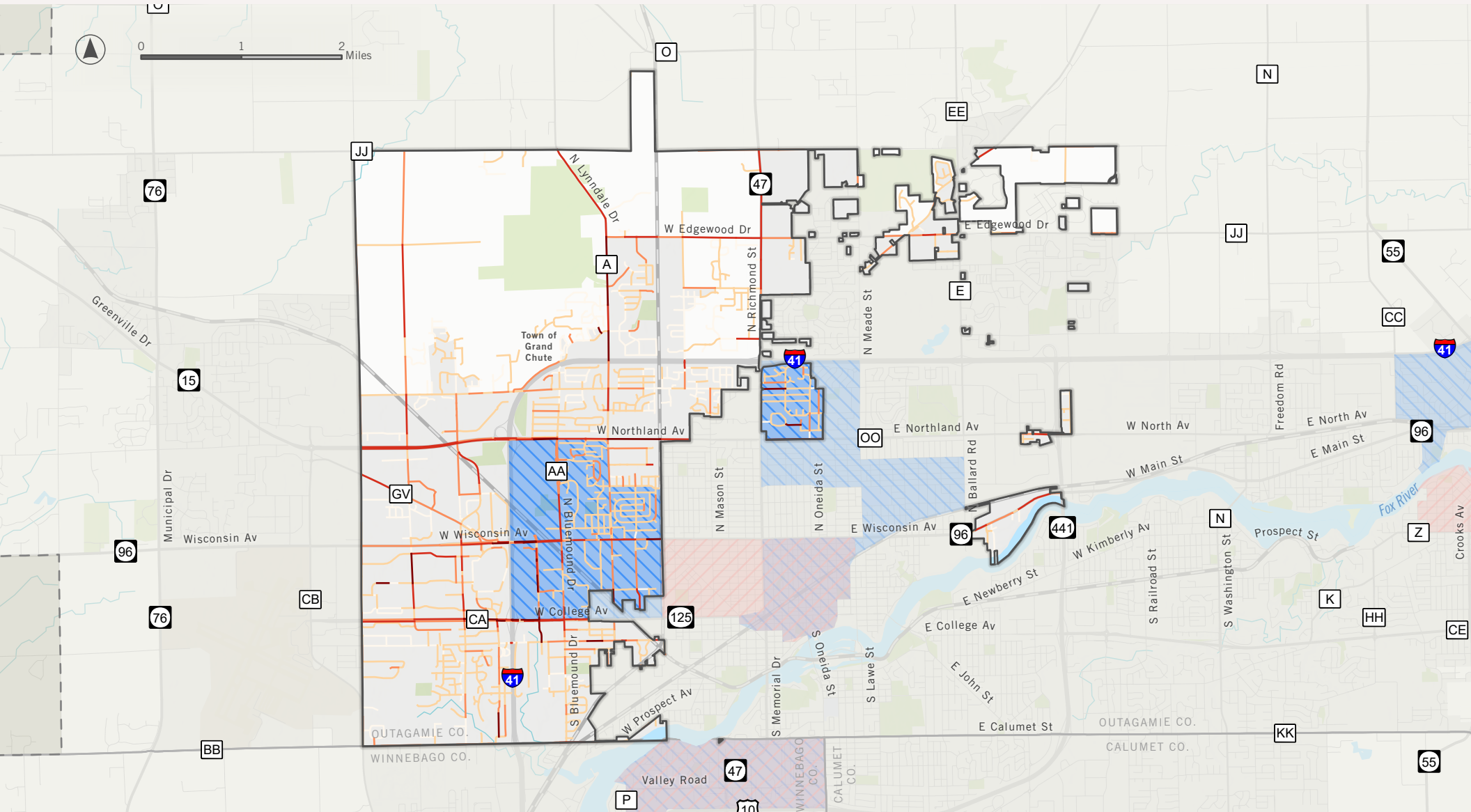
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF GRAND CHUTE | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

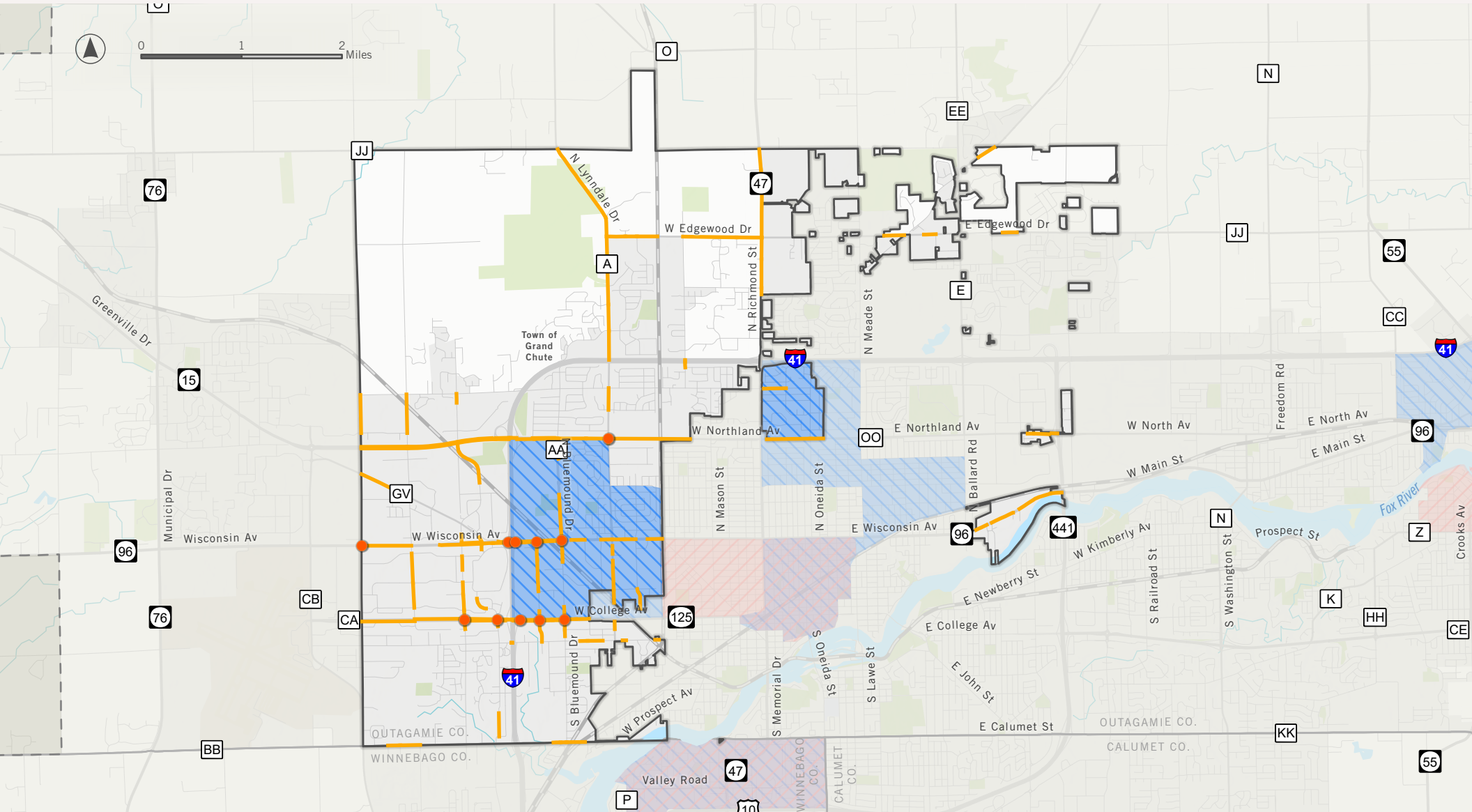


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF GRAND CHUTE | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts

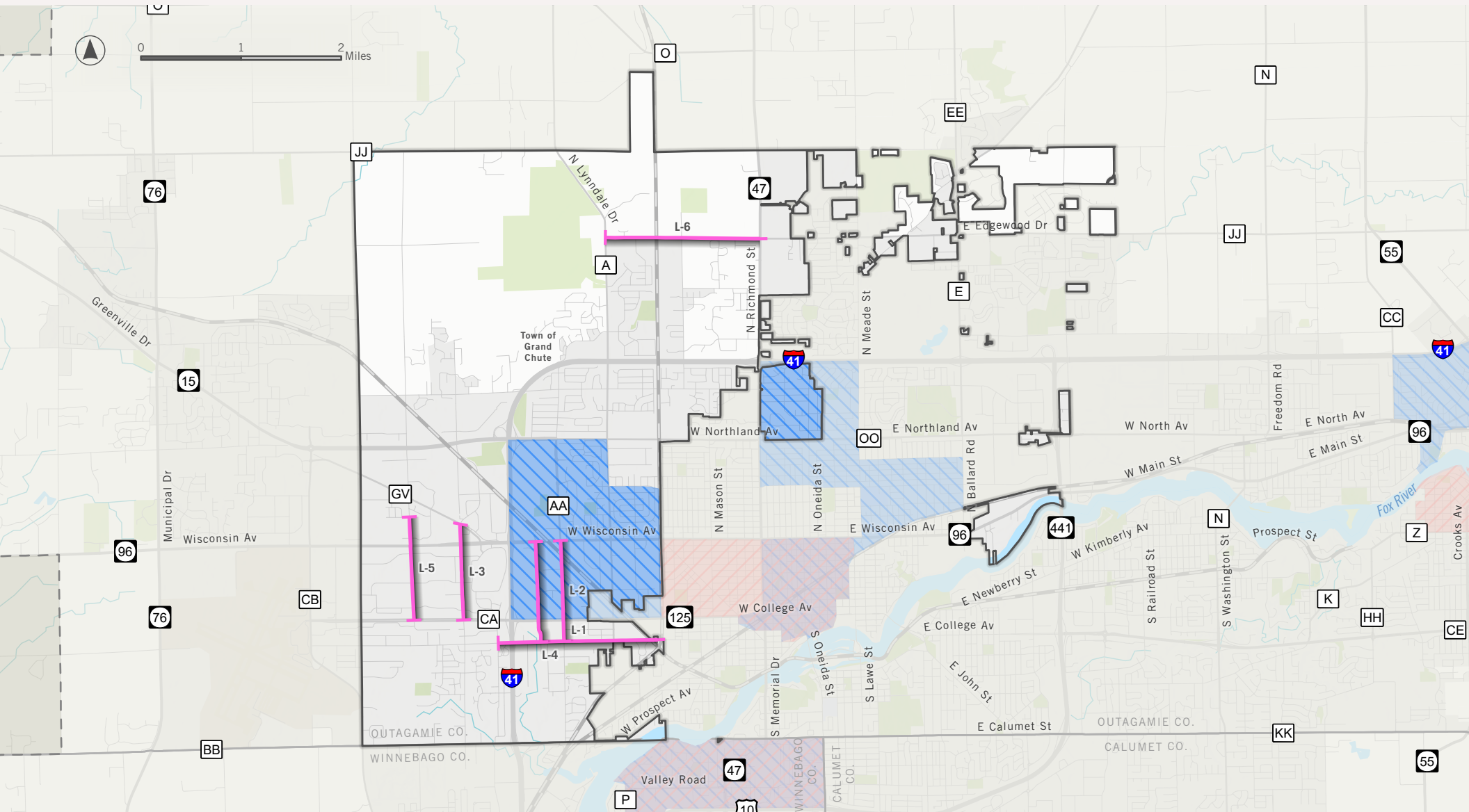
Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF GRAND CHUTE | PRIORITY PROJECTS



MCD-Selected Projects

126 | East Central WI Comprehensive Safety Action Plan



Intersections



Corridors

Equity Considerations



Justice40 Tracts



USDOT ETC Tracts

Political Boundaries






MPO Boundary



Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF GRAND CHUTE | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
L-1	Spencer St	Corridor	Nicolet Rd	E Town Limits	1.59	67	64	1	2	2	0
L-2	Bluemound Dr	Corridor	Spencer St	STH 96	1.00	161	160	1	0	5	0
L-3	Casaloma Dr	Corridor	CTH CA	CTH GV	0.96	190	189	1	0	2	0
L-4	Westhill Blvd/Kools St	Corridor	Spencer St	STH 96	1.01	227	226	1	0	2	0
L-5	McCarthy Rd	Corridor	CTH CA	Brookview Dr	1.04	135	135	0	0	5	0
L-6	CTH JJ	Corridor	CTH A	STH 47	1.54	83	83	0	0	1	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF KAUKAUNA | CRASH INVENTORY 2018 - 2022

The Town of Kaukauna had an estimated population of 1,444 in 2021, accounting for approximately less than 1% of the Appleton (Fox Cities) MPO total population.





A total of 413 crashes occurred in the town between 2018 and 2022, representing 2% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 10 crashes which resulted in a person being killed or seriously injured (KSI), 1 crash was fatal.

The majority of crashes occurred along corridors (90%) or at four-way intersections (9%). Most crashes occurred on divided roadways (48%), in addition, many also happened on federally owned roads (40%) or state owned roads (33%).

Relative to the MPO, the town experienced a greater proportion of KSI, fatal, automobile, and speed crashes.

■ Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Kaukauna	2.4%	0.2%	98.8%	0.0%	0.0%	1.2%	6.8%	5.8%	20.8%	5.1%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

413 Total Crashes
2018-2022

10 Killed or Seriously Injured Crashes

1 Fatal Crashes

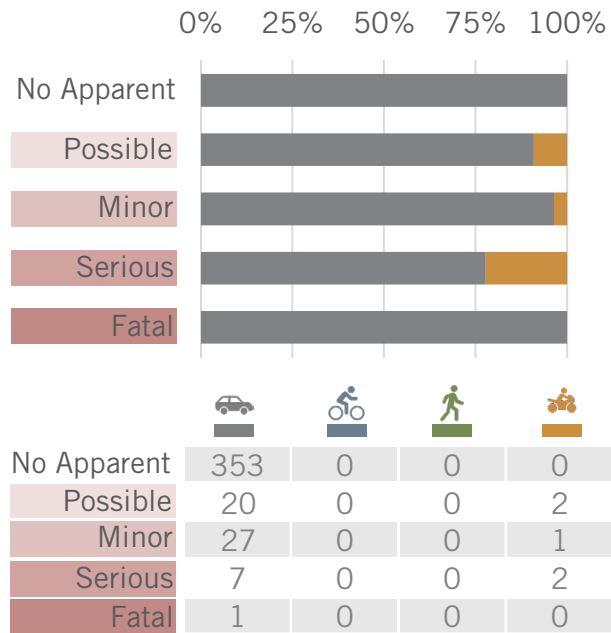
■ Crash Type by Mode: Ratios of All Crashes

				
Head-On	1%			0%
Sideswipe	9%			0%
Broadside	9%			40%
Rear End	20%			0%
Hit Object	62%			60%
Other/Unkn	0%	0%	0%	0%
MV - straight		0%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	0%	100%

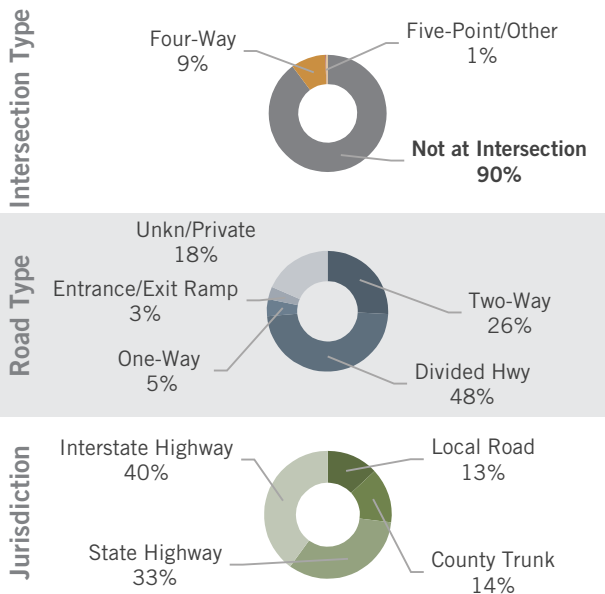
APPLETON (FOX CITIES) MPO

TOWN OF KAUKAUNA | CRASH INVENTORY 2018 - 2022

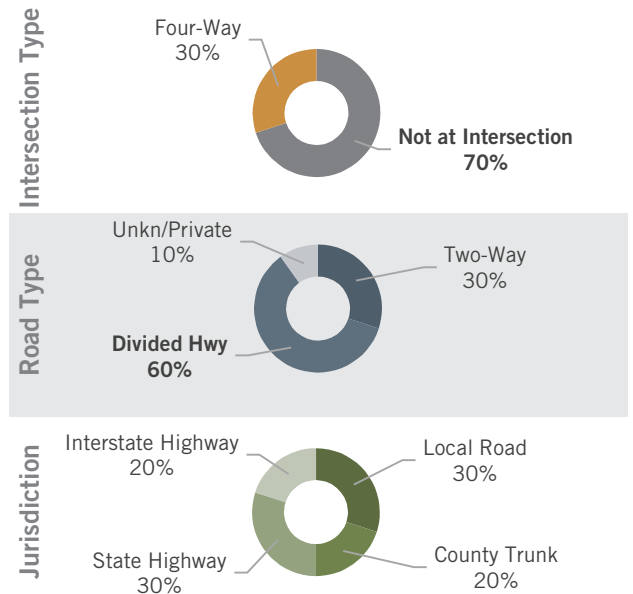
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

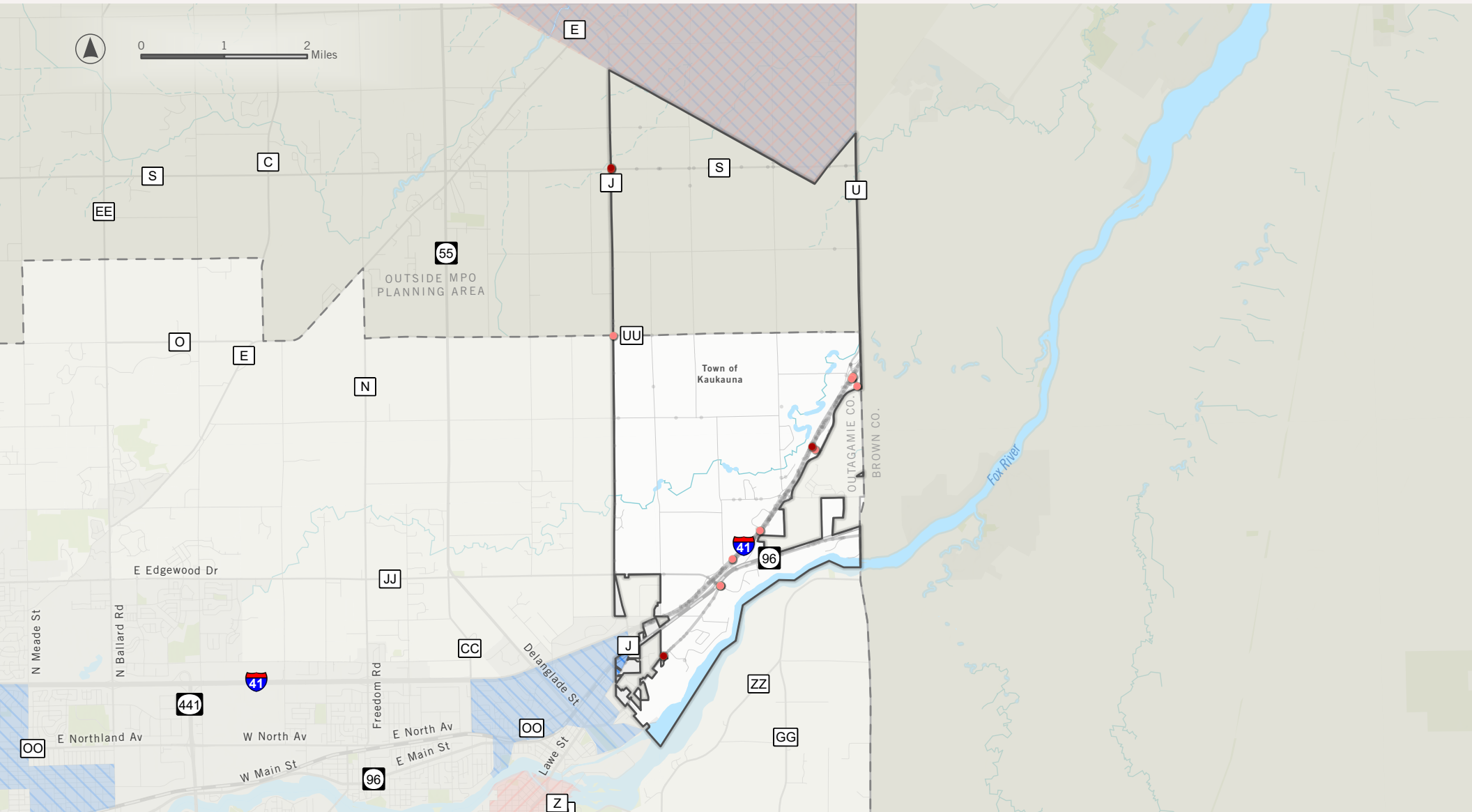


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

TOWN OF KAUKAUNA | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

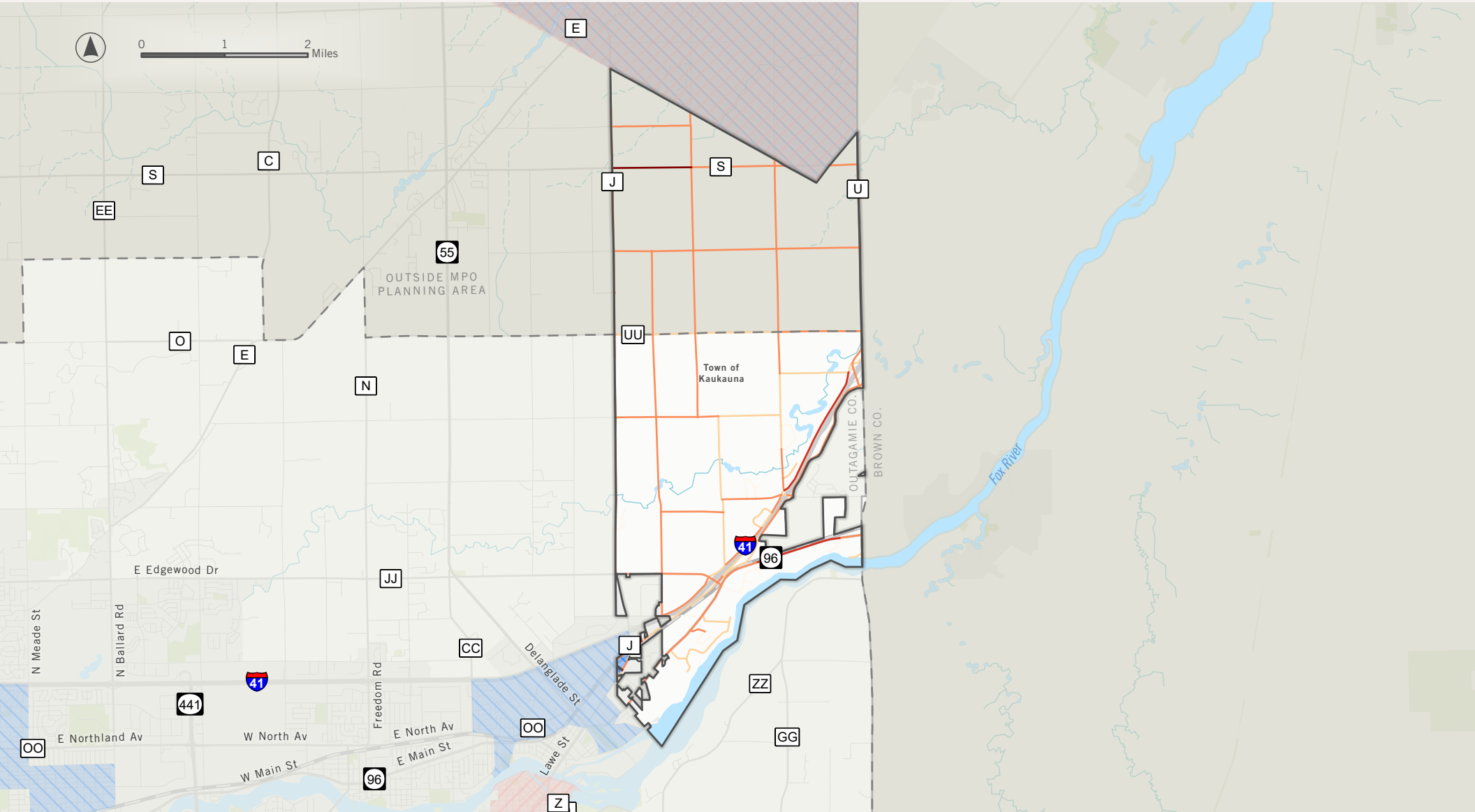
Political Boundaries

- MPO Boundary
- Municipal Boundary

130

APPLETON (FOX CITIES) MPO

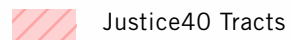
TOWN OF KAUKAUNA | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

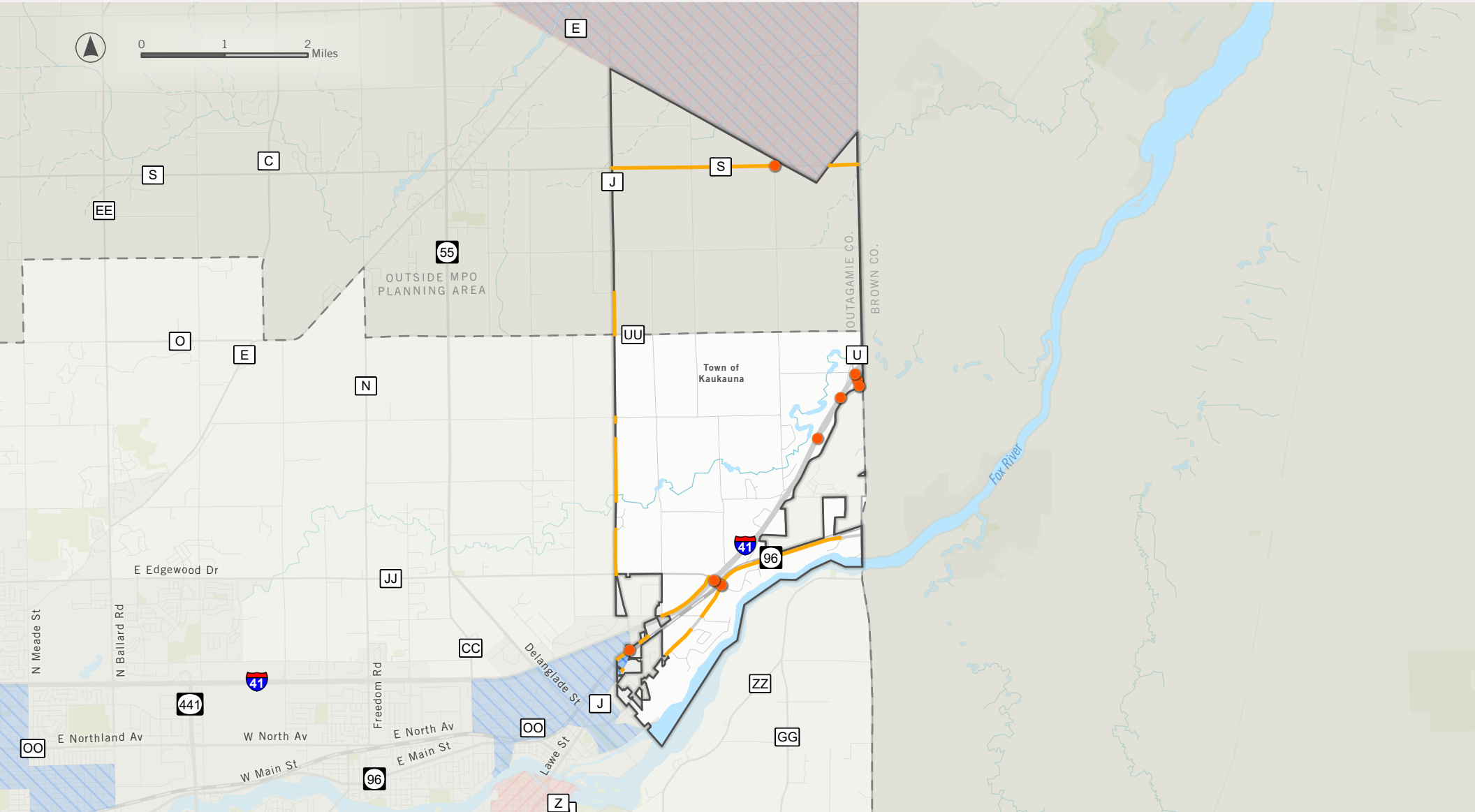


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF KAUKAUNA | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts

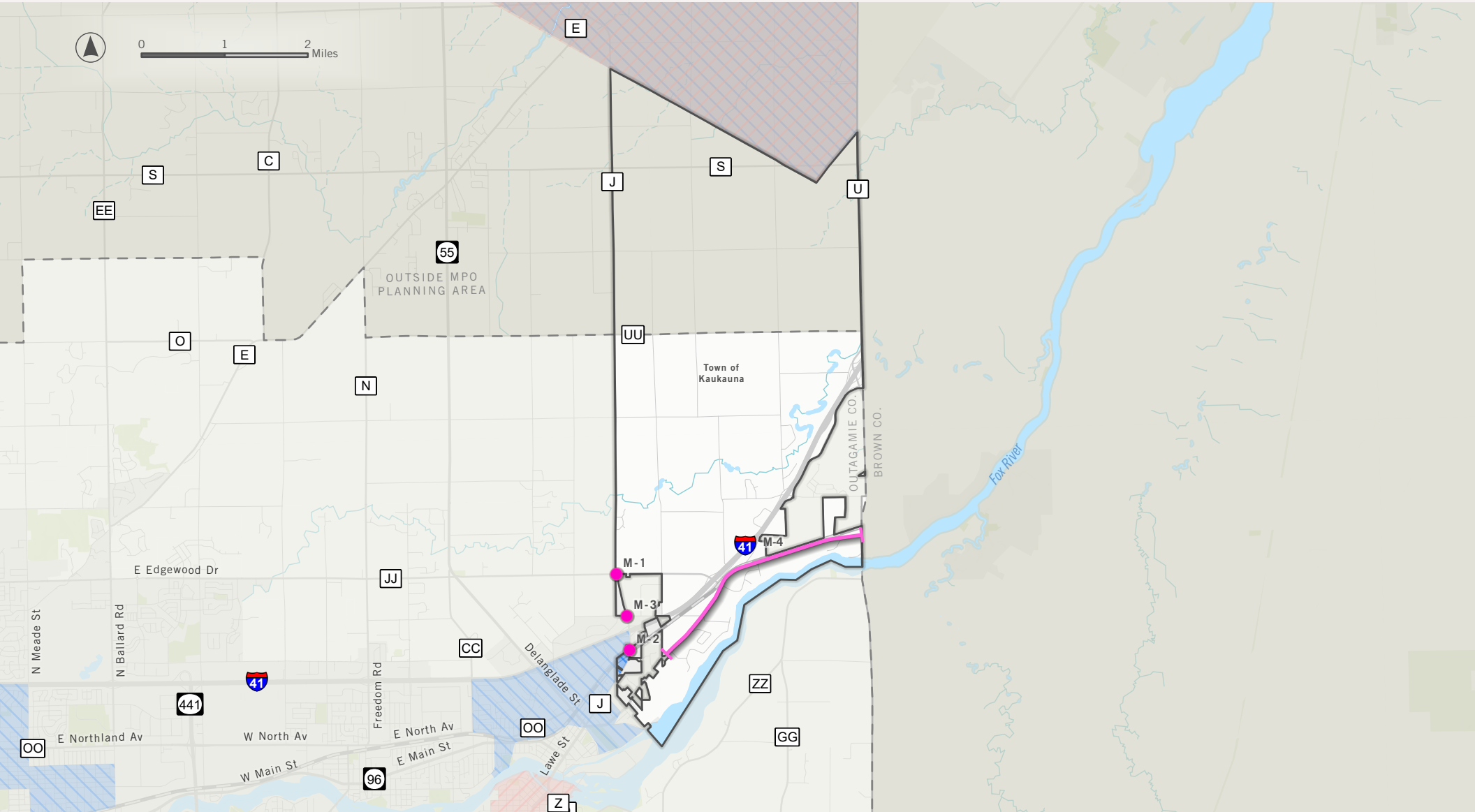
Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF KAUKAUNA | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

█ Corridors

Equity Considerations

█ Justice40 Tracts

█ USDOT ETC Tracts




Political Boundaries

--- MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF KAUKAUNA | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
M-1	CTH J & CTH JJ	Intersection	-	-	-	2	2	0	0	0	0
M-2	CTH J & E Frontage Rd	Intersection	-	-	-	18	18	0	0	1	0
M-3	CTH J & W Frontage Rd	Intersection	-	-	-	1	1	0	0	0	0
M-4	STH 96	Corridor	E Town Limits	W Town Limits	2.90	34	34	0	0	2	1

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF NEENAH | CRASH INVENTORY 2018 - 2022

The Town of Neenah had an estimated population of 3,651 in 2021, accounting for approximately 1% of the Appleton (Fox Cities) MPO total population.

A total of 407 crashes occurred in the town between 2018 and 2022, representing 1% of total MPO crashes.

There were 12 crashes which resulted in a person being killed or seriously injured (KSI), 2 crashes were fatal. 17% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (76%) or at T, Y, or L intersections (11%). Most crashes occurred on two-way (39%) or divided (34%) roads, in addition, many also happened on locally owned roads (32%) or county owned roads (37%).

Relative to the MPO, the town experienced a greater proportion of KSI, fatal, automobile, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Neenah	2.9%	0.5%	98.8%	0.2%	0.7%	0.2%	11.3%	12.5%	22.1%	8.6%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

407 Total Crashes
2018-2022

12 Killed or Seriously Injured Crashes

2 Fatal Crashes

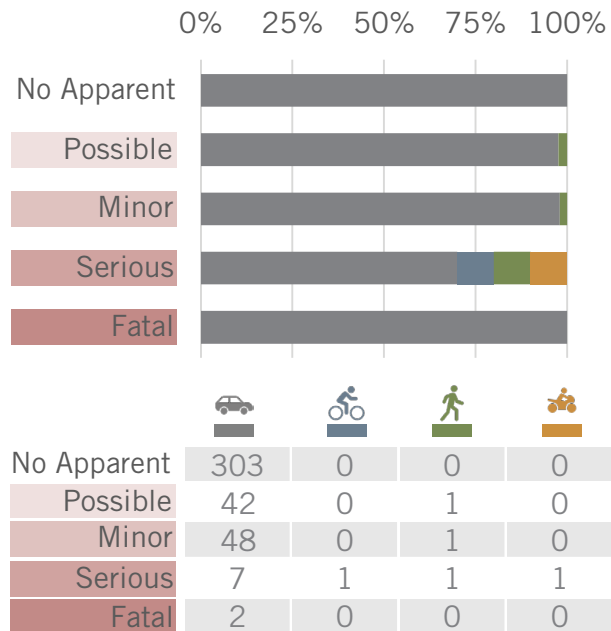
■ Crash Type by Mode: Ratios of All Crashes

Head-On	2%			0%
Sideswipe	7%			0%
Broadside	15%			0%
Rear End	14%			0%
Hit Object	61%			100%
Other/Unkn	1%	0%	67%	0%
MV - straight		100%	33%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

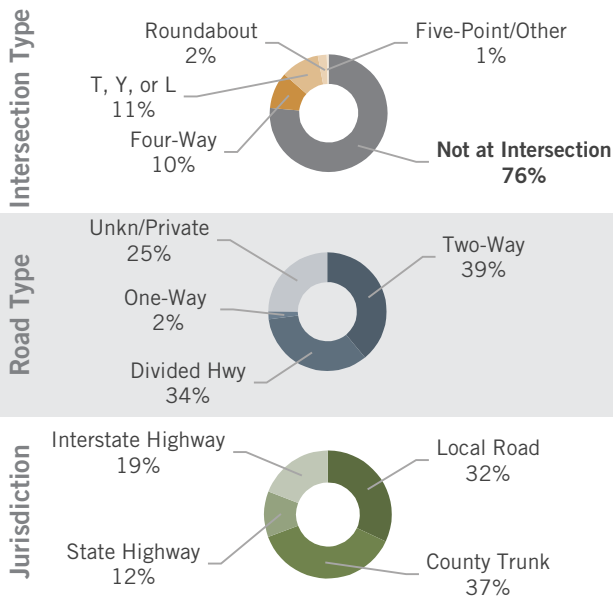
APPLETON (FOX CITIES) MPO

TOWN OF NEENAH | CRASH INVENTORY 2018 - 2022

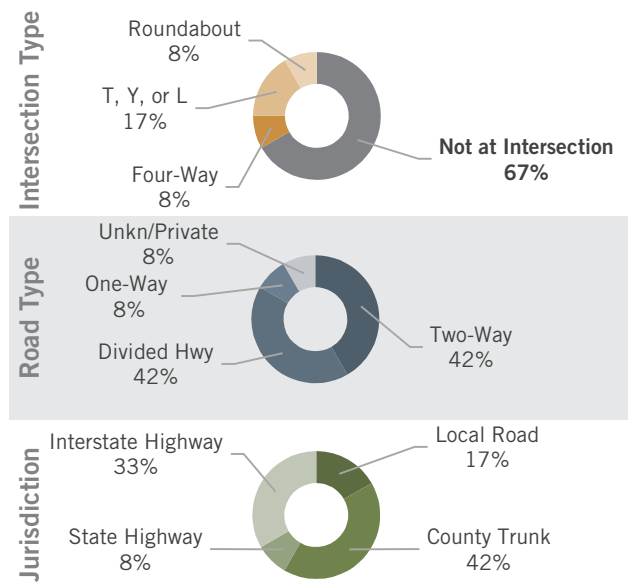
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

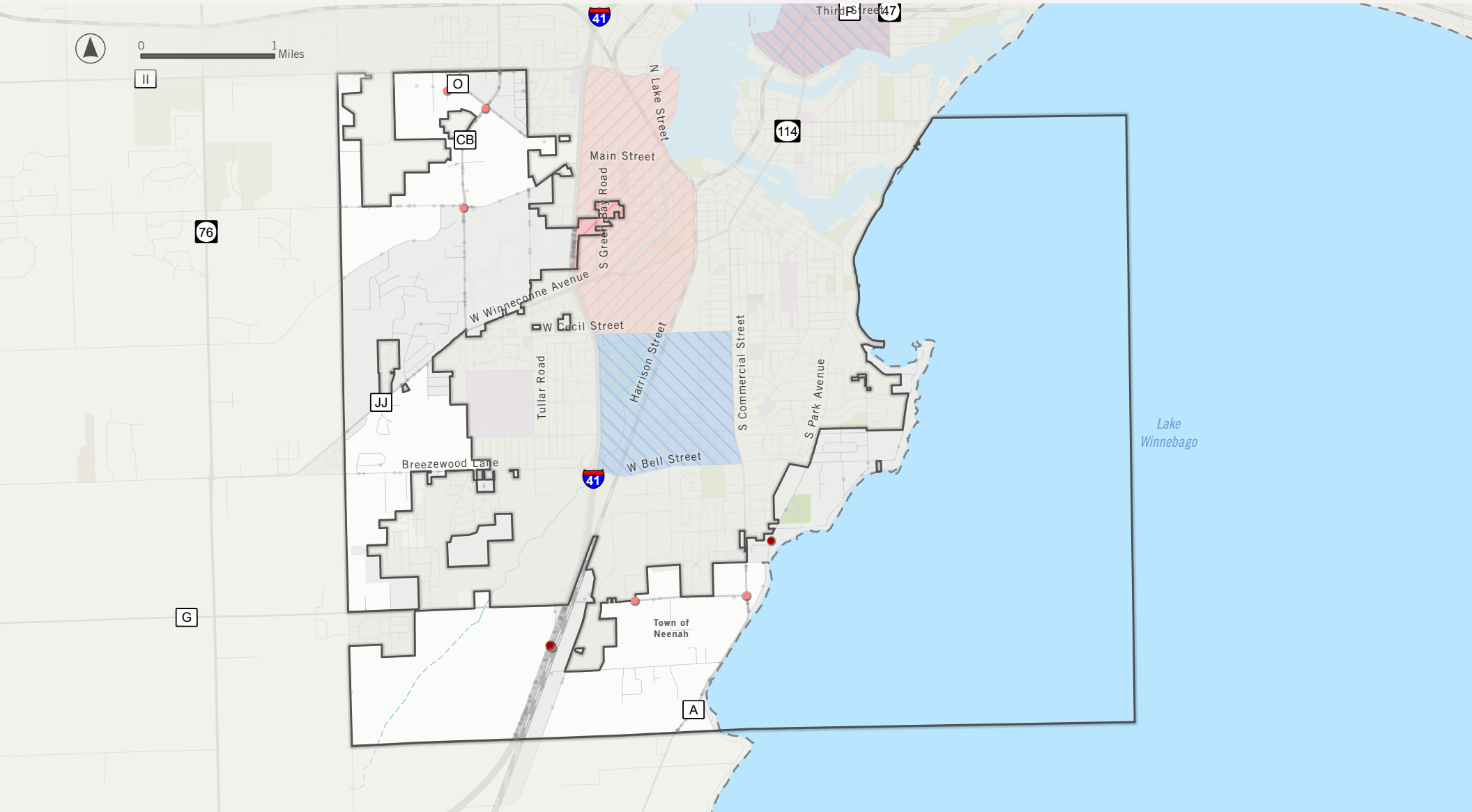


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

TOWN OF NEENAH | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

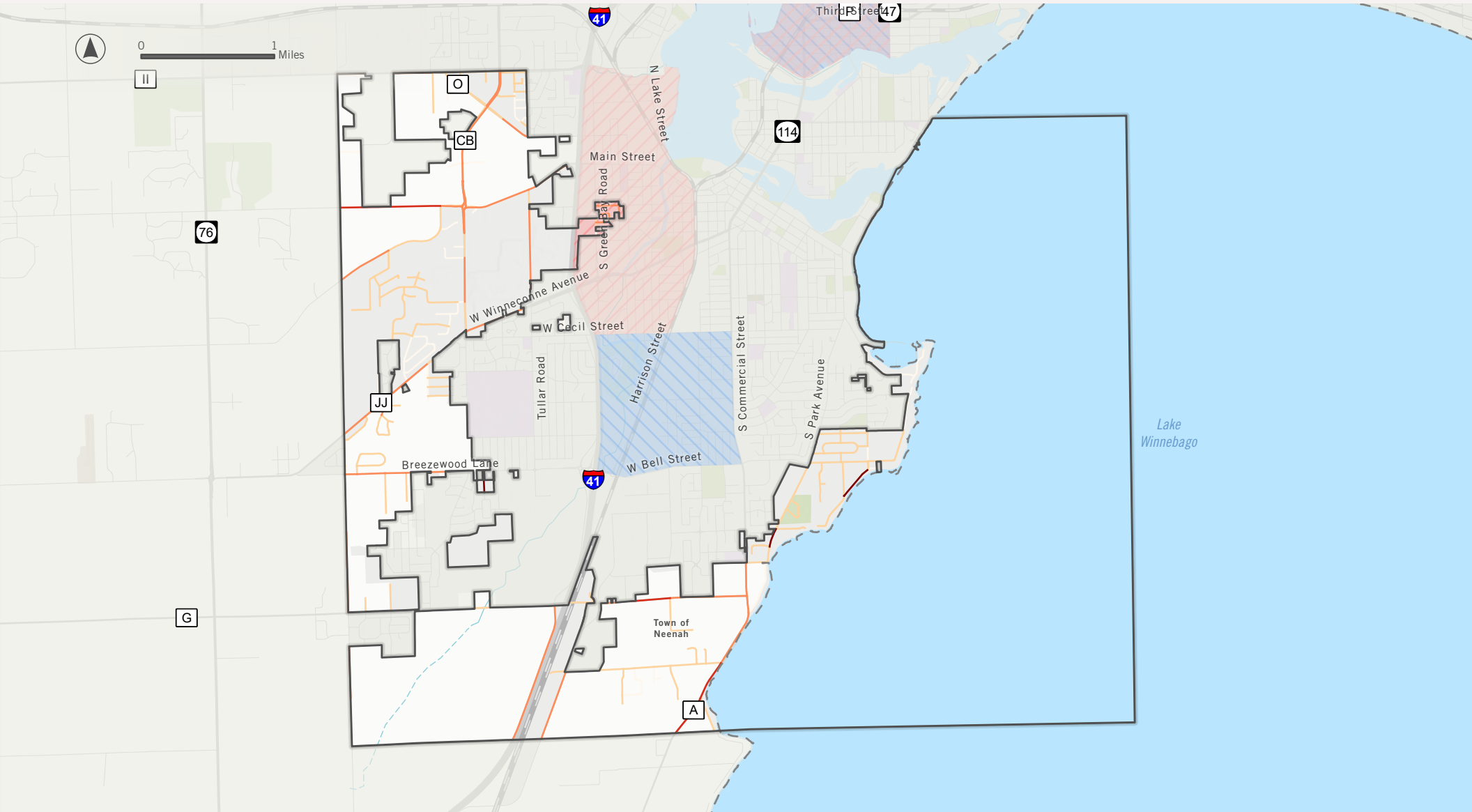
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

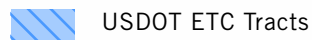
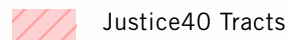
TOWN OF NEENAH | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

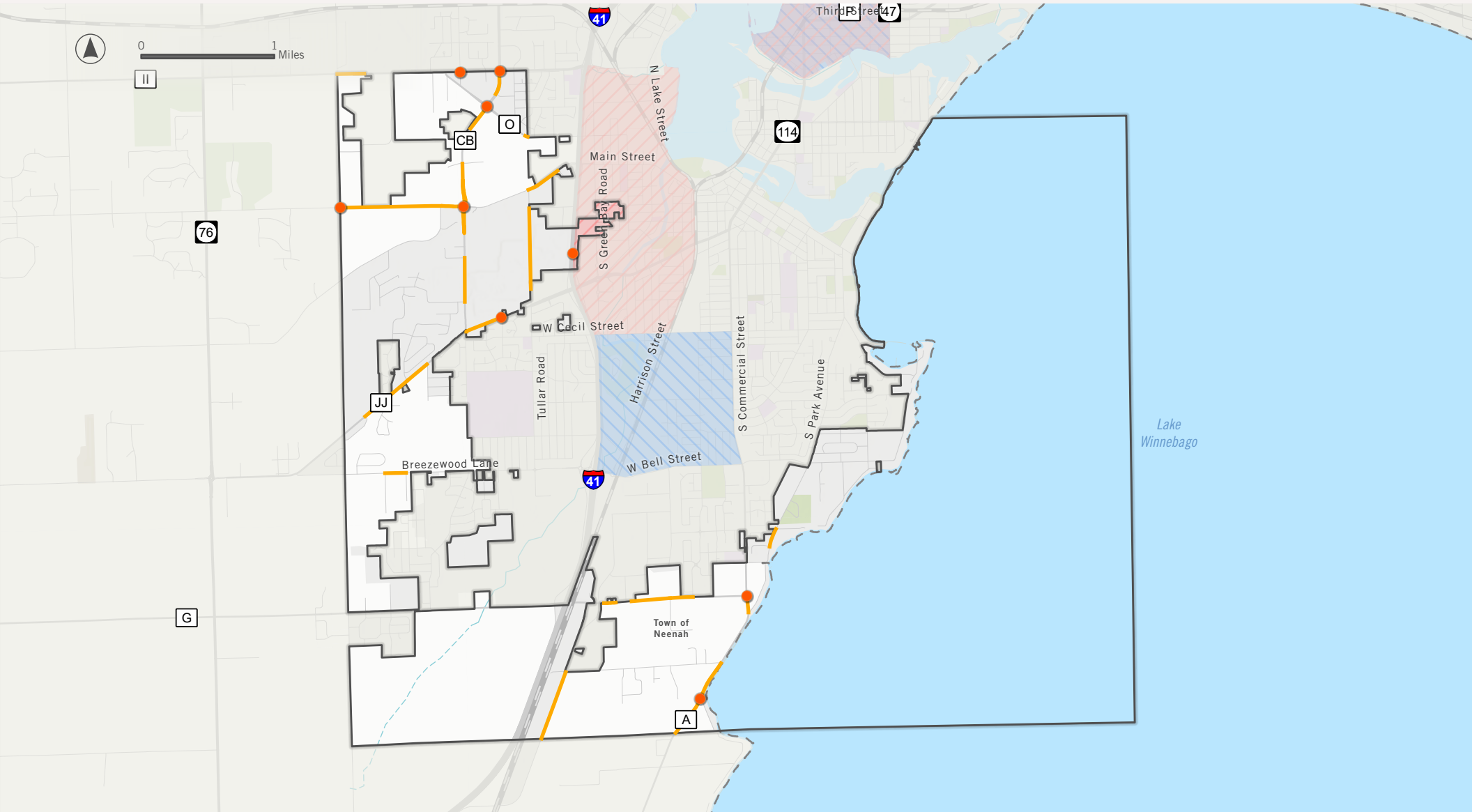


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF NEENAH | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

Equity Considerations

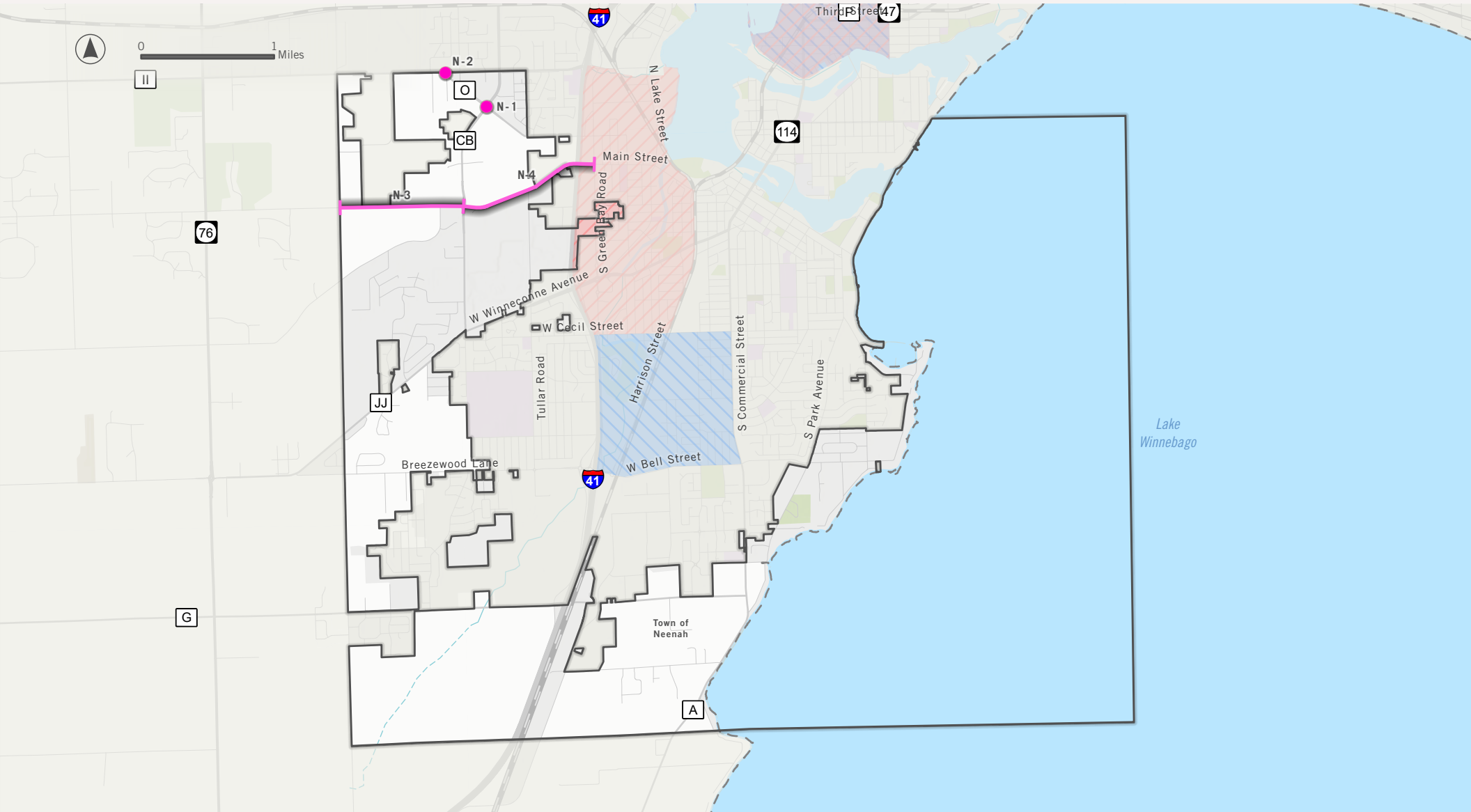
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF NEENAH | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF NEENAH | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
N-1	CTH CB & CTH O	Intersection	-	-	-	18	18	0	0	1	0
N-2	CTH II & CTH O	Intersection	-	-	-	0	0	0	0	0	0
N-3	Larsen Rd	Corridor	CTH CB	Clayton Ave	0.93	38	38	0	0	1	0
N-4	Oakridge Rd	Corridor	CTH CB	Green Bay Rd	1.08	45	44	1	0	3	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF VANDENBROEK | CRASH INVENTORY 2018 - 2022

The Town of Vandebroek had an estimated population of 1,741 in 2021, accounting for approximately less than 1% of the Appleton (Fox Cities) MPO total population.





A total of 130 crashes occurred in the town between 2018 and 2022, representing less than 1% of total MPO crashes.

There were 3 crashes which resulted in a person being killed or seriously injured (KSI), 2 crashes were fatal.





The majority of crashes occurred along corridors (70%) or at four-way intersections (25%). Most crashes occurred on two-way roads (47%), in addition, many also happened on county owned roads (34%) or state owned roads (31%).

Relative to the MPO, the town experienced a greater proportion of KSI, fatal, automobile, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Vandebroek	2.3%	1.5%	99.2%	0.0%	0.0%	0.8%	13.1%	16.2%	16.9%	7.7%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

■ Crash Type by Mode: Ratios of All Crashes

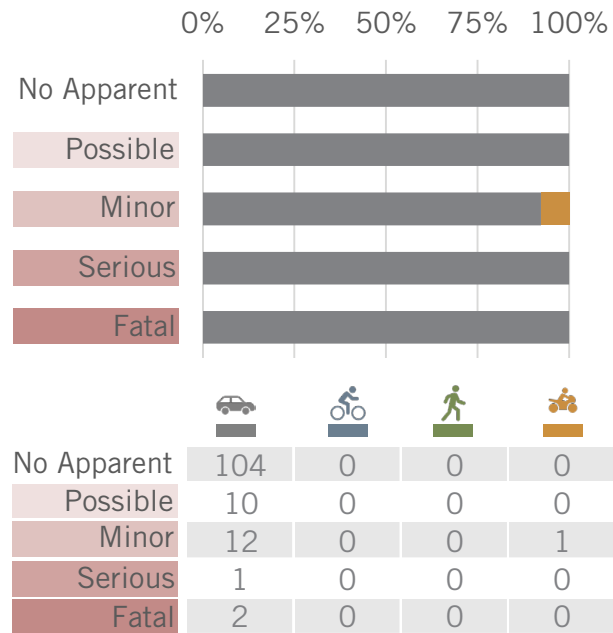
				
Head-On	5%			0%
Sideswipe	5%			100%
Broadside	21%			0%
Rear End	9%			0%
Hit Object	59%			0%
Other/Unkn	1%	0%	0%	0%
MV - straight		0%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	0%	100%

130 Total Crashes
2018-2022

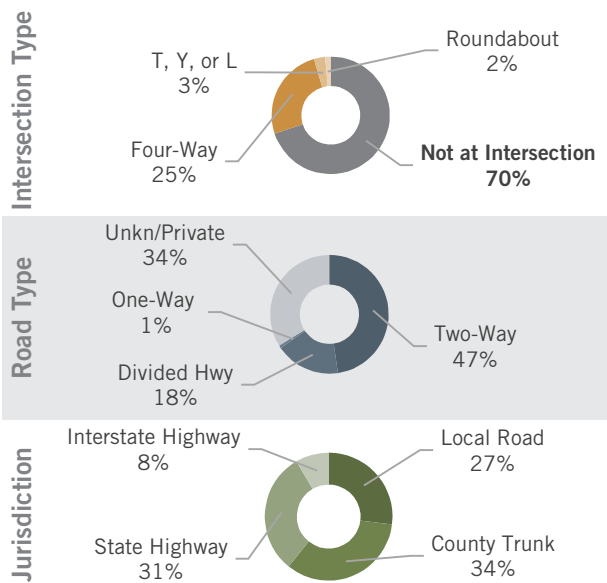
3 Killed or Seriously Injured Crashes

2 Fatal Crashes

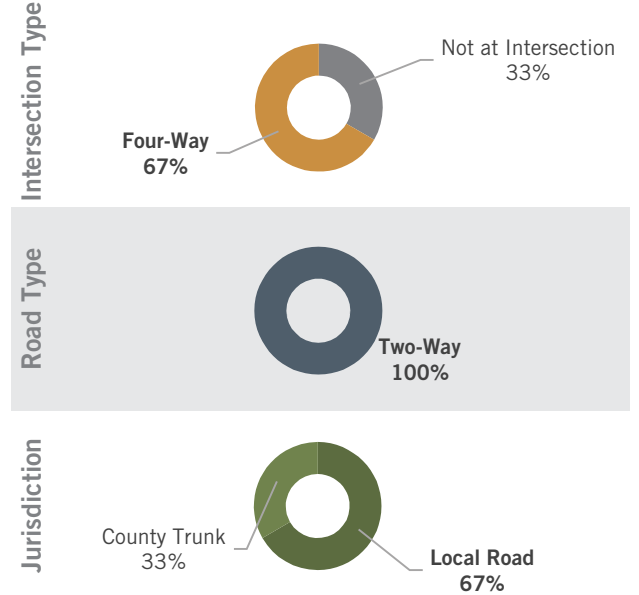
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

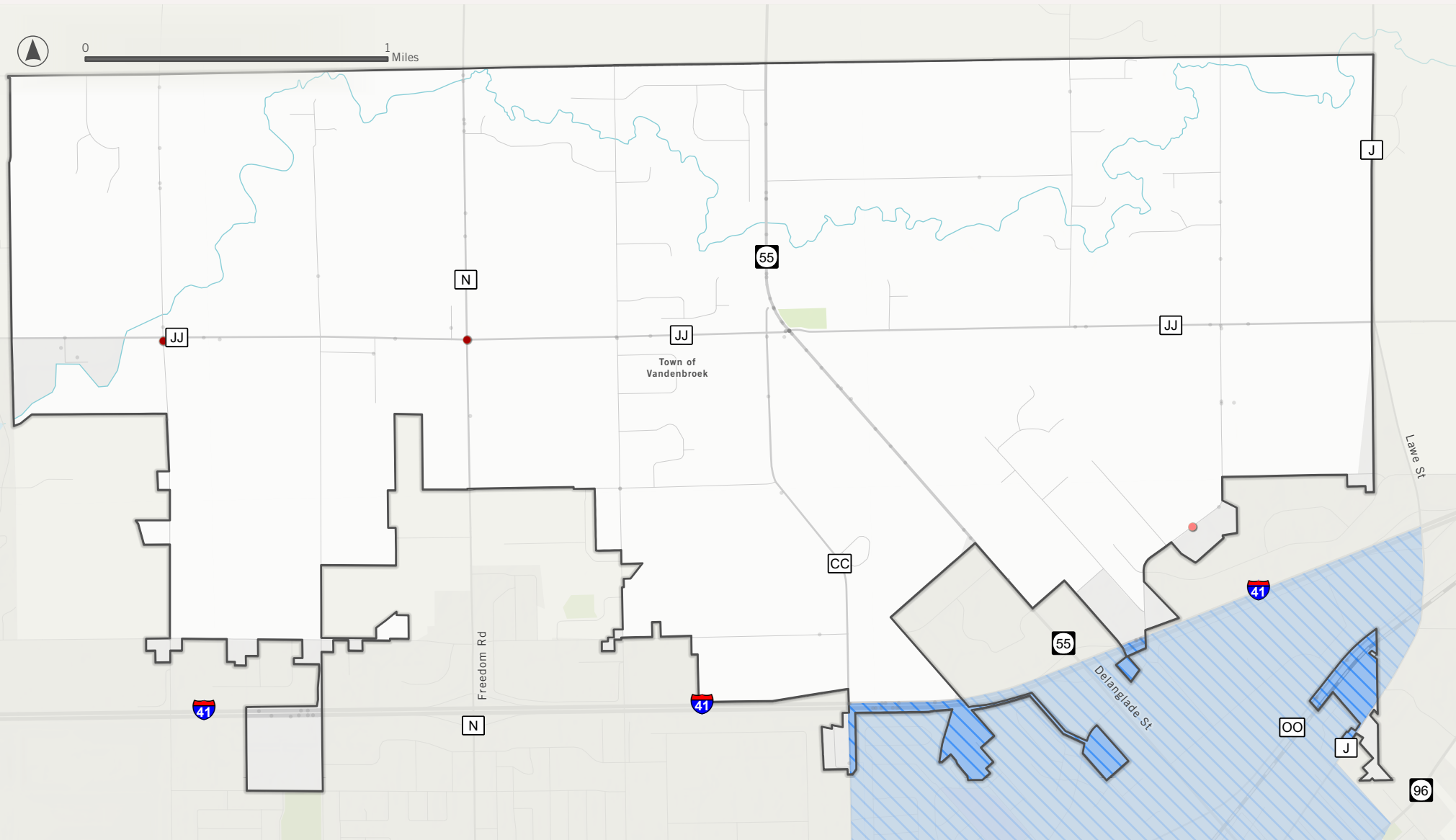


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

TOWN OF VANDENBROEK | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

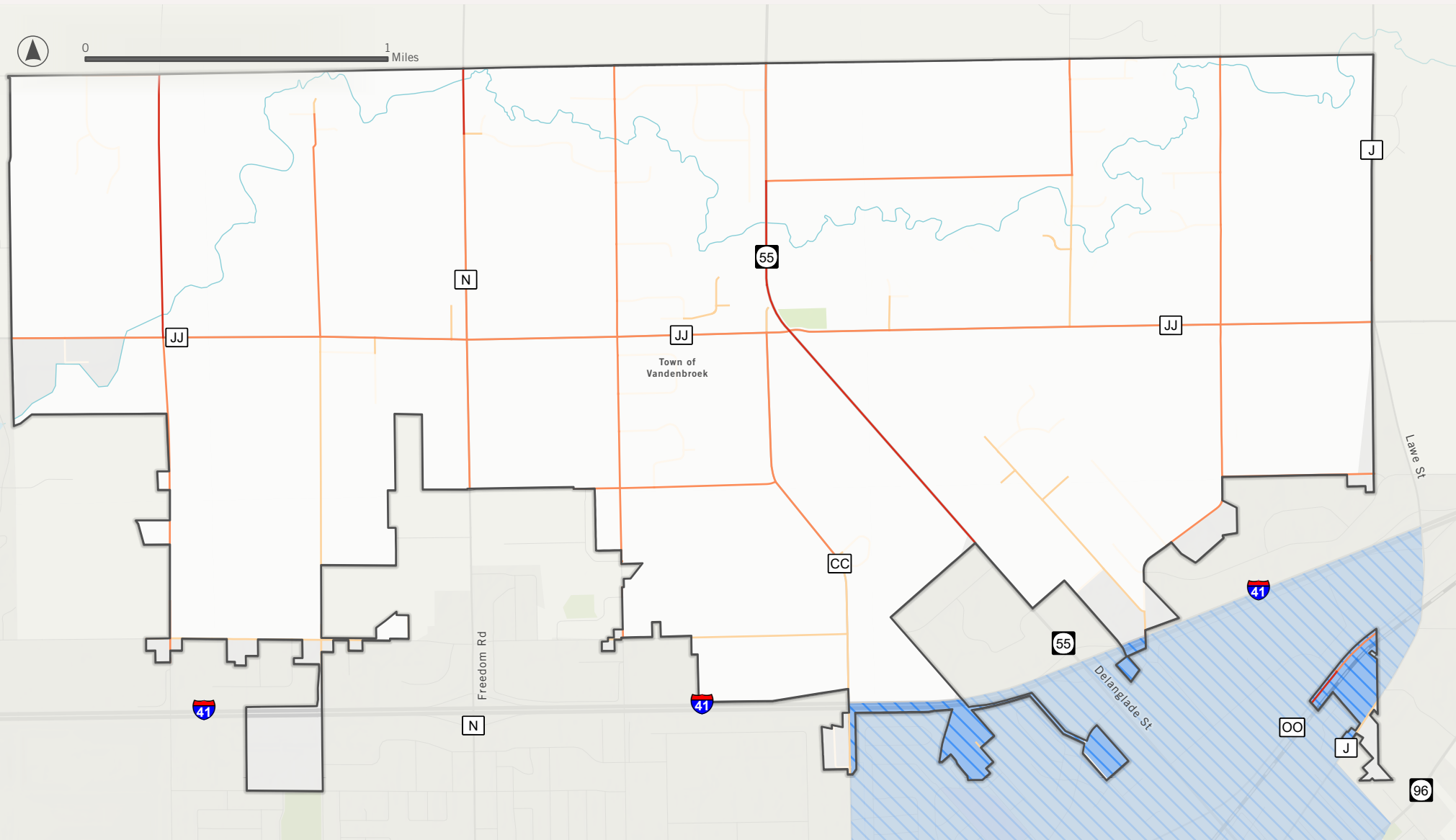
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

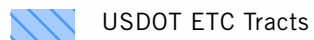
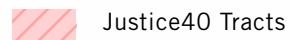
TOWN OF VANDENBROEK | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

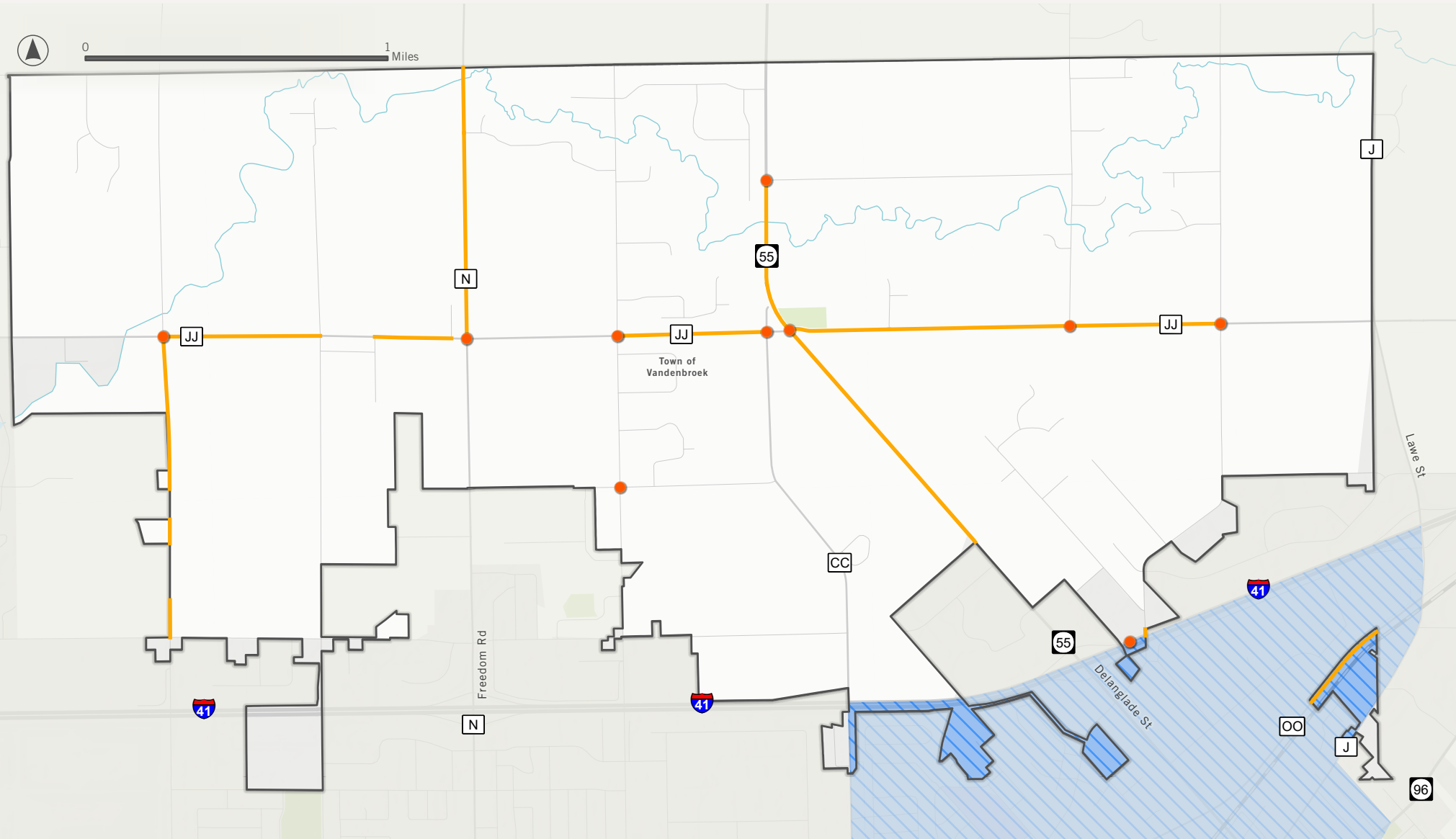


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF VANDENBROEK | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

Equity Considerations




- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF VANDENBROEK | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
O-1	CTH JJ & Holland Rd	Intersection	-	-	-	5	5	0	0	0	1
O-2	CTH JJ	Corridor	W Town Limits	E Town Limits	4.50	44	44	0	0	0	2

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF VINLAND | CRASH INVENTORY 2018 - 2022

The Town of Vinland had an estimated population of 2,229 in 2021, accounting for approximately less than 1% of the Appleton (Fox Cities) MPO total population.

A total of 422 crashes occurred in the town between 2018 and 2022, representing 2% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 12 crashes which resulted in a person being killed or seriously injured (KSI), 3 crashes were fatal. 17% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (91%) or at four-way intersections (6%). Most crashes occurred on divided (38%) or two-way (29%) roads, in addition, many also happened on state owned (29%) or county owned (28%) roads.

Relative to the MPO, the town experienced a greater proportion of KSI, fatal, automobile, motorcycle, speed, and DUI crashes.

Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Vinland	2.8%	0.7%	97.6%	0.5%	0.2%	1.7%	7.3%	8.8%	23.2%	7.1%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

Crash Type by Mode: Ratios of All Crashes

Head-On	1%			0%
Sideswipe	9%			0%
Broadside	10%			0%
Rear End	11%			29%
Hit Object	68%			71%
Other/Unkn	0%	100%	0%	0%
MV - straight		0%	100%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

422 Total Crashes
2018-2022

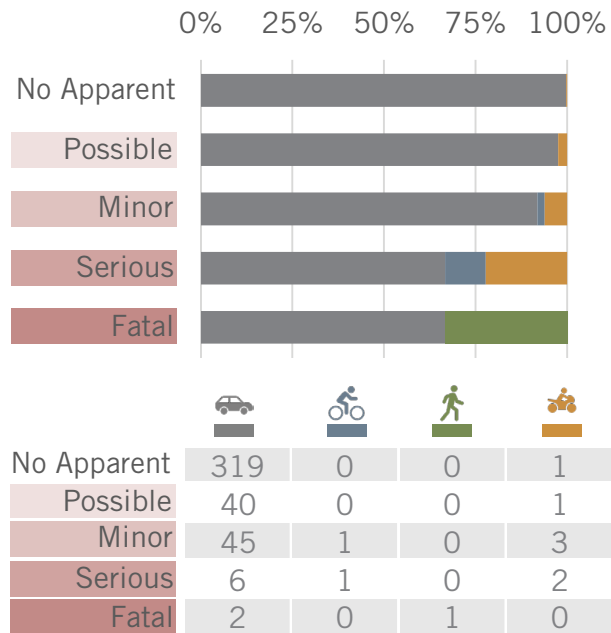
12 Killed or Seriously Injured Crashes

3 Fatal Crashes

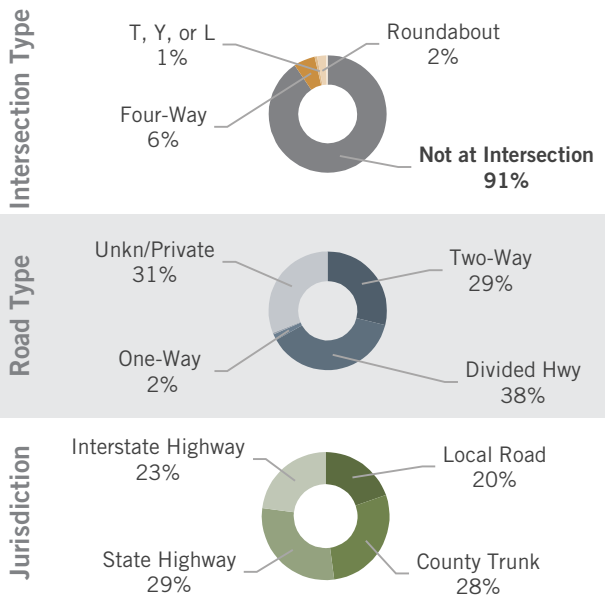
APPLETON (FOX CITIES) MPO

TOWN OF VINLAND | CRASH INVENTORY 2018 - 2022

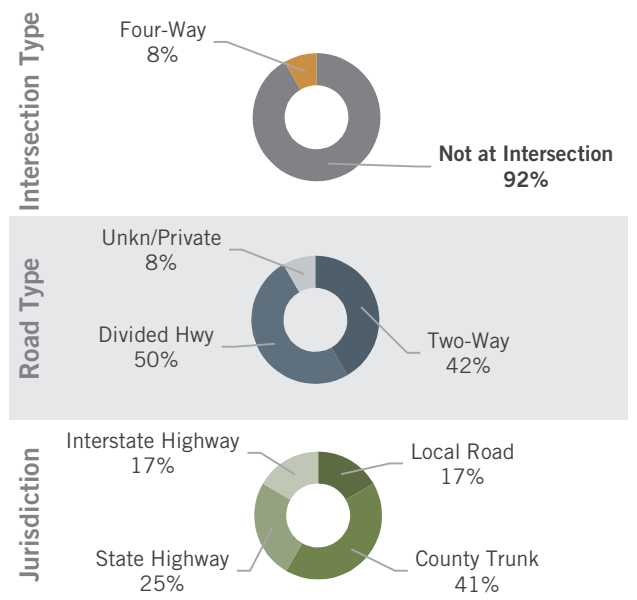
■ Crash Severity by Mode: All Crashes



■ Crash Location Attributes: All Crashes

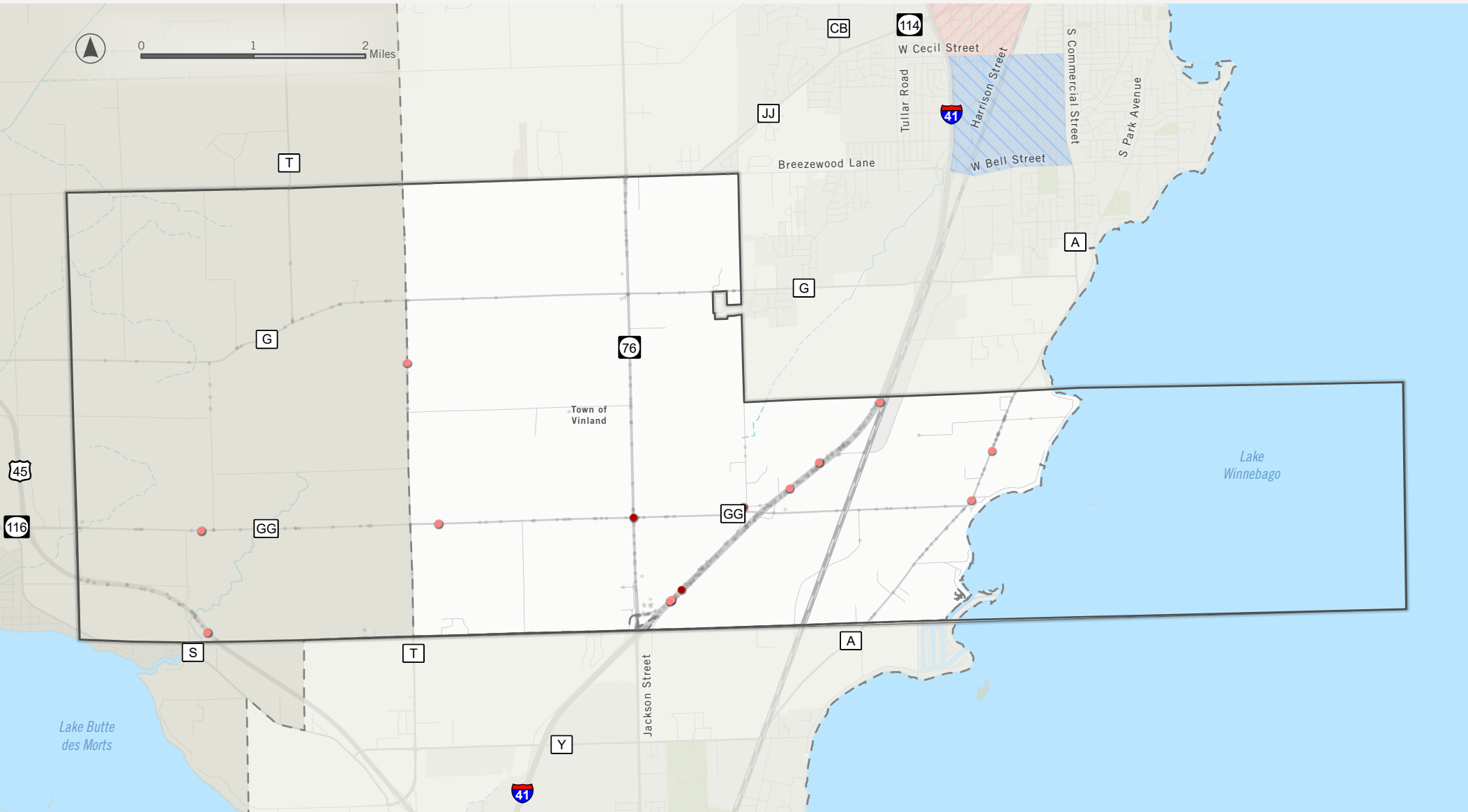


■ Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

TOWN OF VINLAND | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

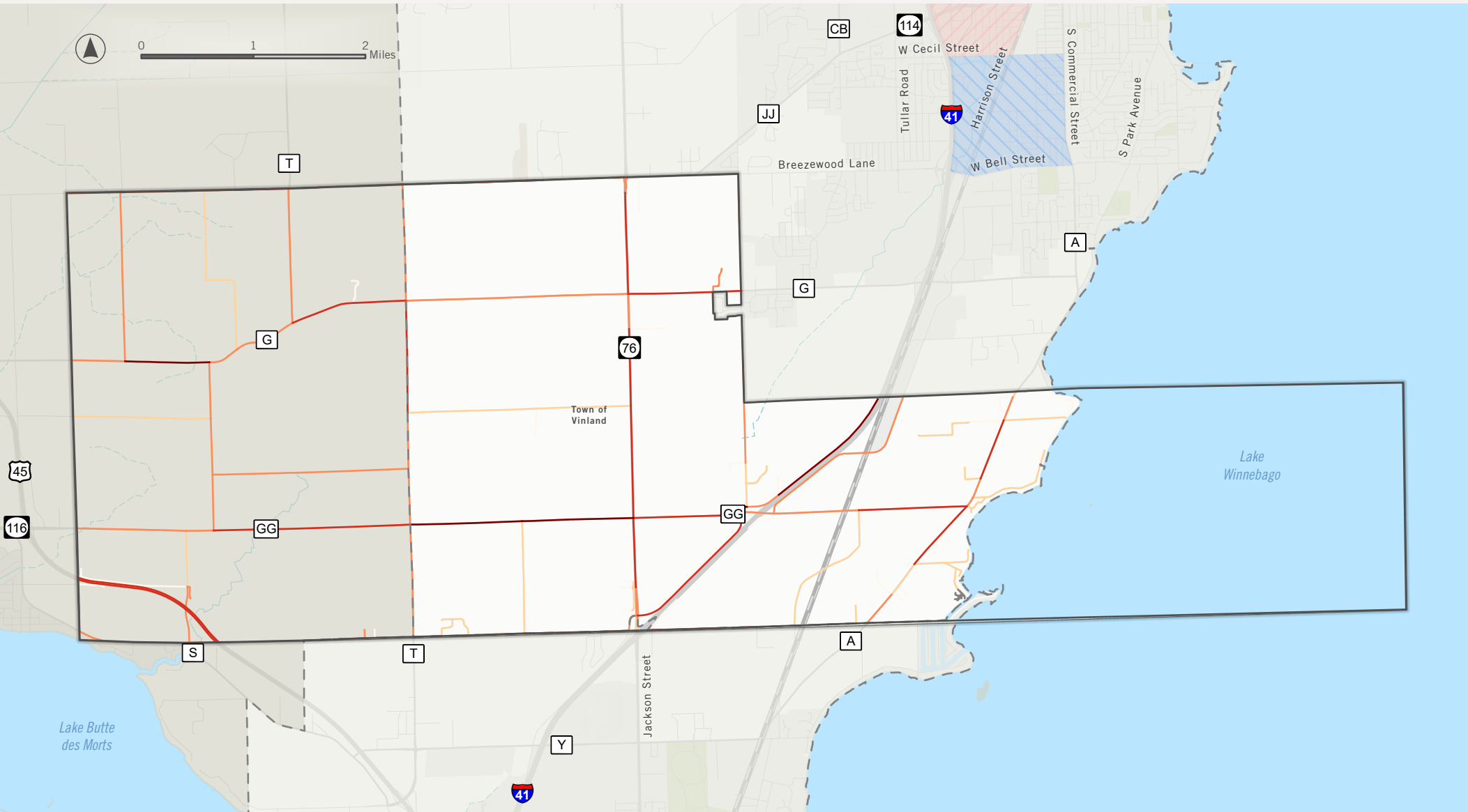
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

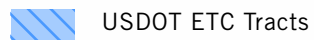
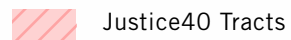
TOWN OF VINLAND | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

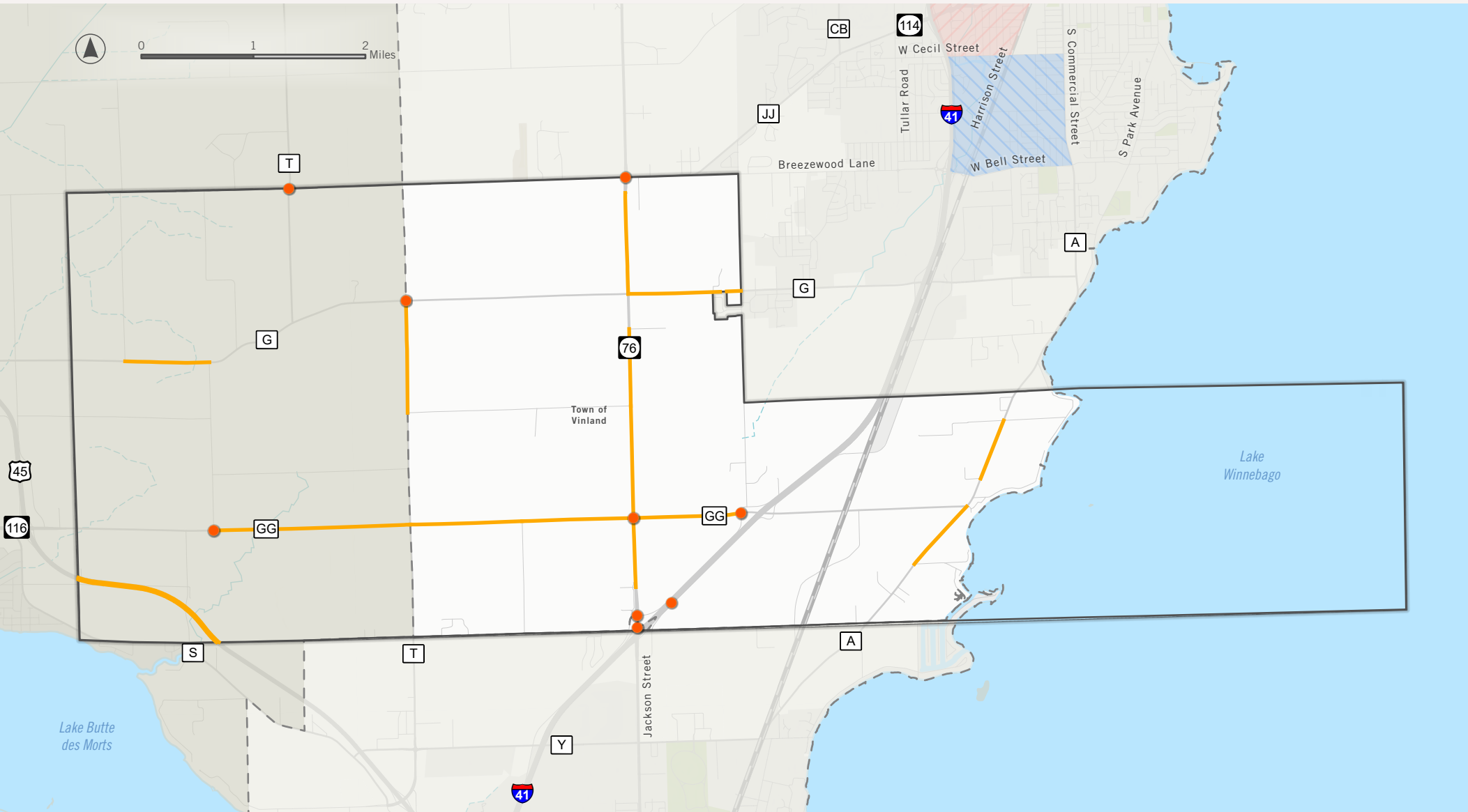


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF VINLAND | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

Equity Considerations

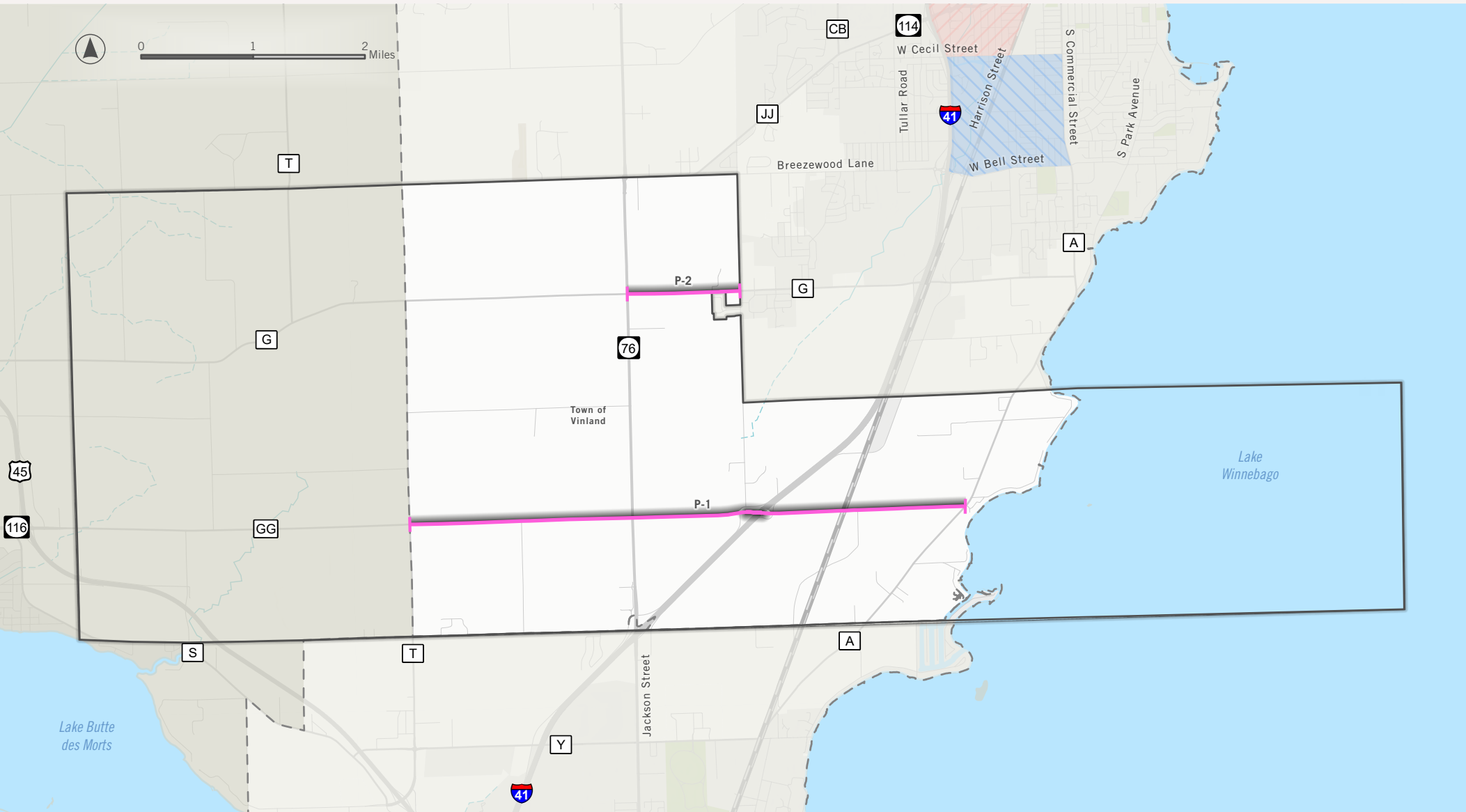
- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary
- ▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF VINLAND | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

▬ Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF VINLAND | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
P-1	CTH GG	Corridor	CTH A	CTH T	5.25	56	55	1	0	1	1
P-2	CTH G	Corridor	Woodshoe Rd	STH 76	1.01	13	13	0	0	0	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

TOWN OF WOODVILLE | CRASH INVENTORY 2018 - 2022

The Town of Vinland had an estimated population of 941 in 2021, accounting for approximately less than 1% of the Appleton (Fox Cities) MPO total population.

A total of 31 crashes occurred in the town between 2018 and 2022, representing less than 1% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 2 crashes which resulted in a person being killed or seriously injured (KSI), no crashes were fatal.

The majority of crashes occurred along corridors (74%) or at four-way intersections (26%). Most crashes occurred on two-way roads (65%), in addition, many also happened on county owned roads (52%).

Relative to the MPO, the town experienced a greater proportion of KSI, motorcycle, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Woodville	6.5%	0.0%	96.8%	0.0%	0.0%	3.2%	12.9%	9.7%	16.1%	6.5%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

■ Crash Type by Mode: Ratios of All Crashes

Head-On	0%			0%
Sideswipe	7%			0%
Broadside	10%			0%
Rear End	20%			0%
Hit Object	63%			100%
Other/Unkn	0%	0%	0%	0%
MV - straight		0%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	0%	100%

31 Total Crashes 2018-2022

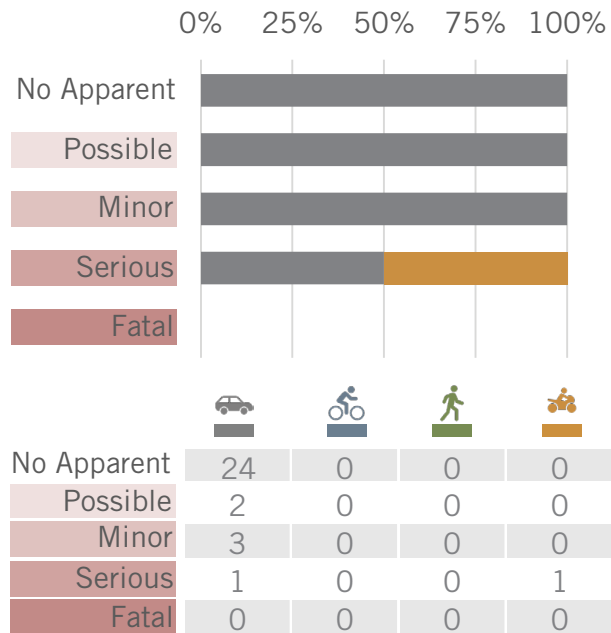
2 Killed or Seriously Injured Crashes

- Fatal Crashes

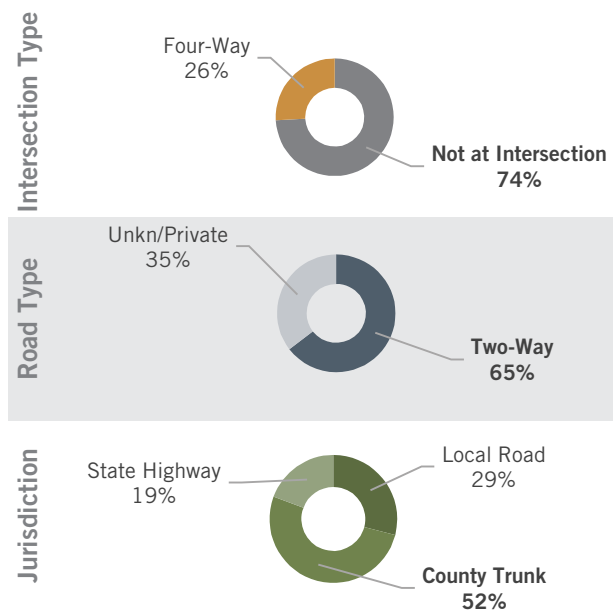
APPLETON (FOX CITIES) MPO

TOWN OF WOODVILLE | CRASH INVENTORY 2018 - 2022

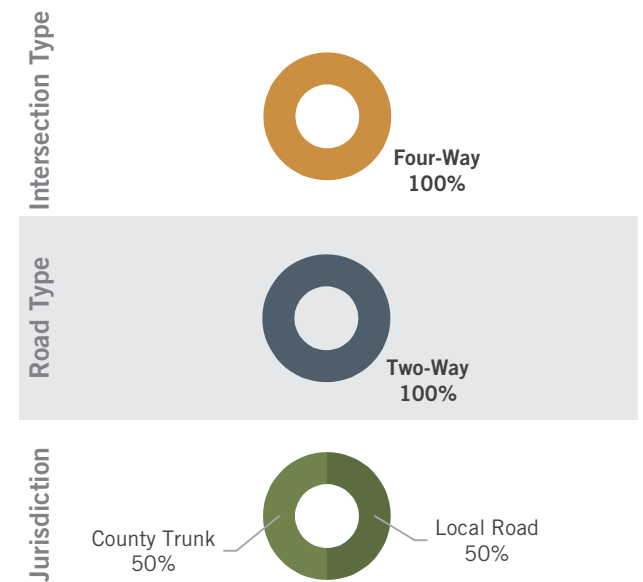
■ Crash Severity by Mode: **All Crashes**



■ Crash Location Attributes: **All Crashes**

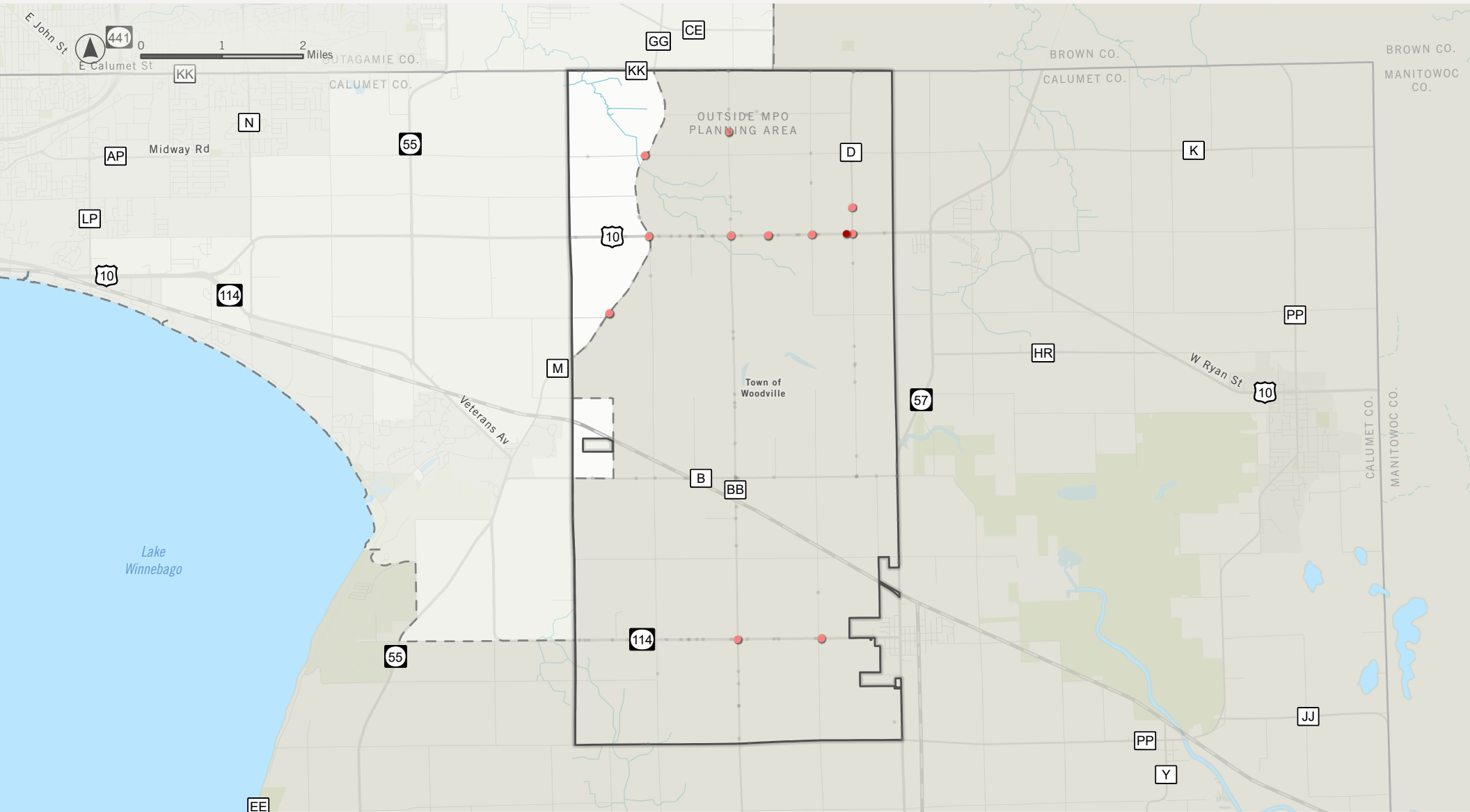


■ Crash Location Attributes: **KSI Crashes**



APPLETON (FOX CITIES) MPO

TOWN OF WOODVILLE | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

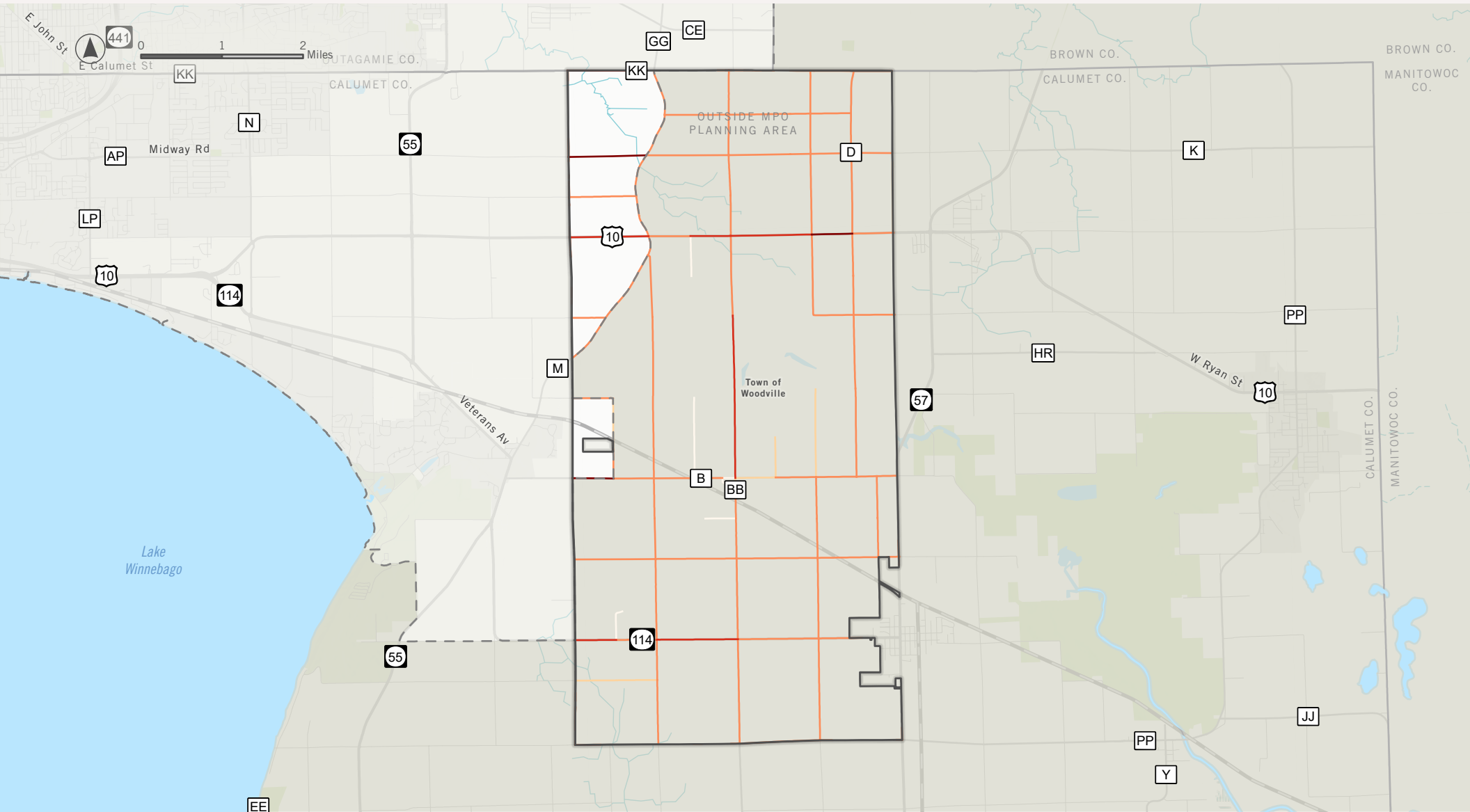
- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF WOODVILLE | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

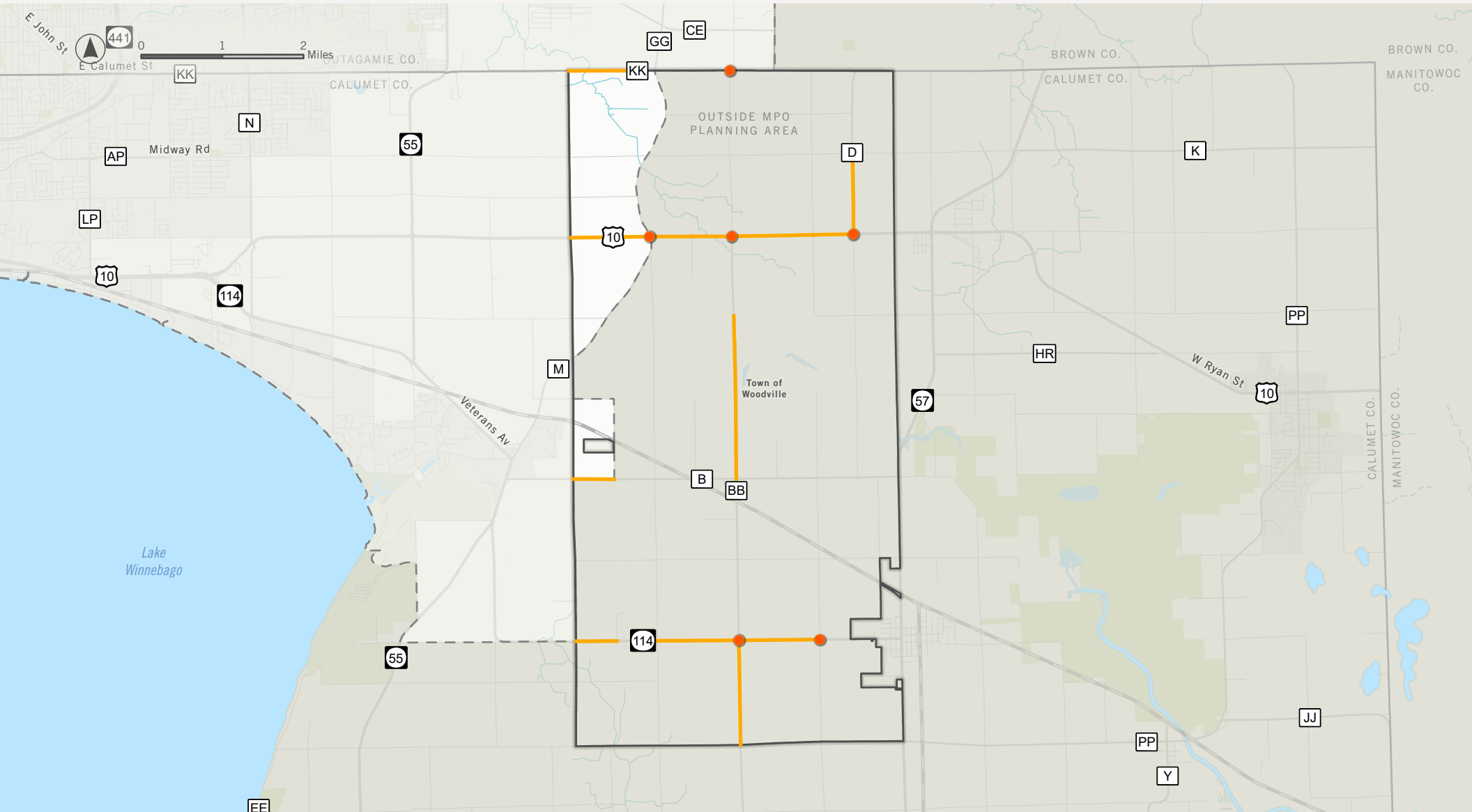


Political Boundaries



APPLETON (FOX CITIES) MPO

TOWN OF WOODVILLE | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

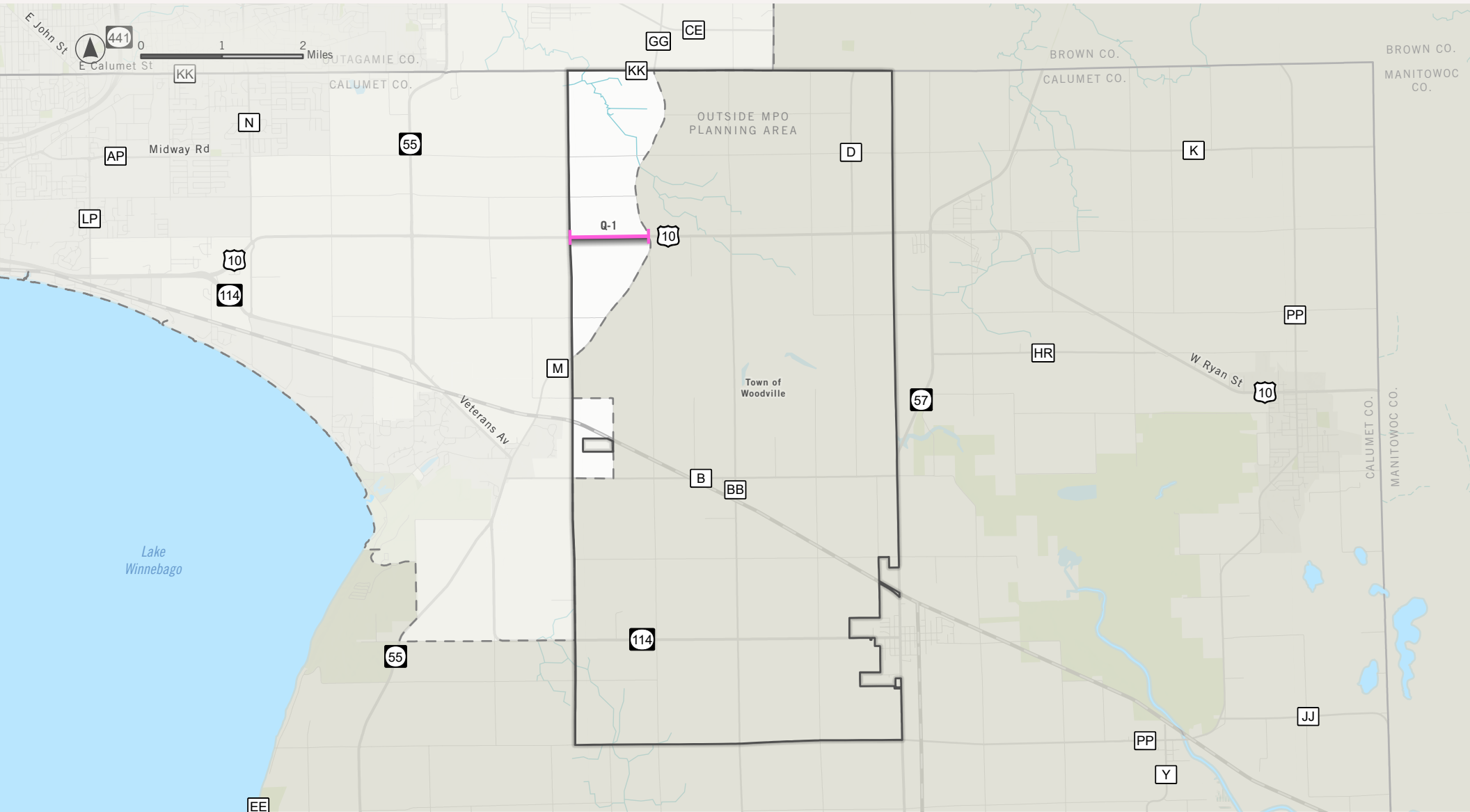
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF WOODVILLE | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

TOWN OF WOODVILLE | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
*Q-1	USH 10	Corridor	Harwood Rd	Military Rd	0.97	16	16	0	0	1	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

VILLAGE OF COMBINED LOCKS | CRASH INVENTORY 2018 - 2022

The Village of Combined Locks had an estimated population of 3,614 in 2021, accounting for approximately 1% of the Appleton (Fox Cities) MPO total population.





A total of 172 crashes occurred in the village between 2018 and 2022, representing less than 1% of total MPO crashes.

There was one crash which resulted in a person being killed or seriously injured (KSI), this crash was fatal.

The majority of crashes occurred along corridors (69%) or at roundabouts (18%). Most crashes occurred on two-way roads (65%), in addition, according to TOPs data, all crashes happened on locally owned roads.

Relative to the MPO, the village experienced a greater proportion of fatal, bicycle, motorcycle, youth, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Village of Combined Locks	0.6%	0.6%	95.3%	1.2%	0.6%	2.9%	22.7%	13.4%	22.1%	7.6%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

172 Total Crashes
2018-2022

1 Killed or Seriously Injured Crashes

1 Fatal Crashes

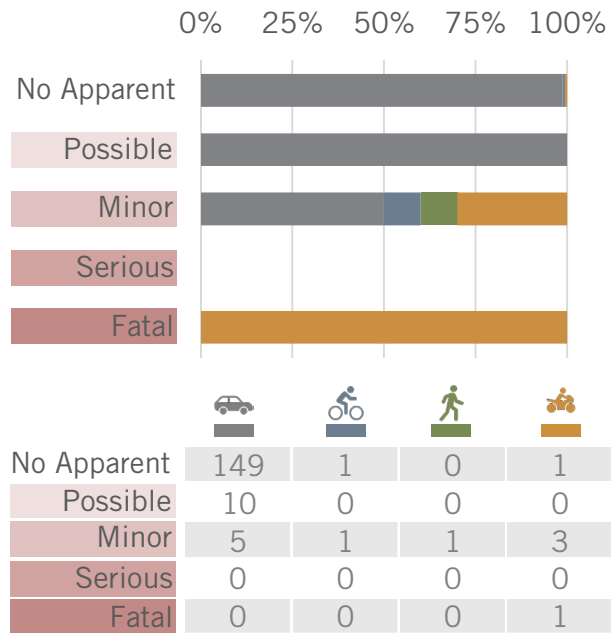
■ Crash Type by Mode: Ratios of All Crashes

				
Head-On	0%			0%
Sideswipe	7%			0%
Broadside	18%			40%
Rear End	15%			0%
Hit Object	55%			60%
Other/Unkn	4%	100%	0%	0%
MV - straight		0%	100%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

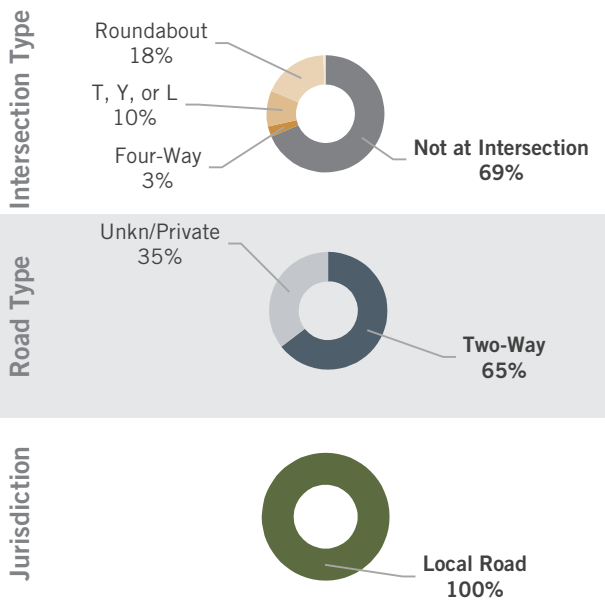
APPLETON (FOX CITIES) MPO

VILLAGE OF COMBINED LOCKS | CRASH INVENTORY 2018 - 2022

■ Crash Severity by Mode: **All Crashes**



■ Crash Location Attributes: **All Crashes**

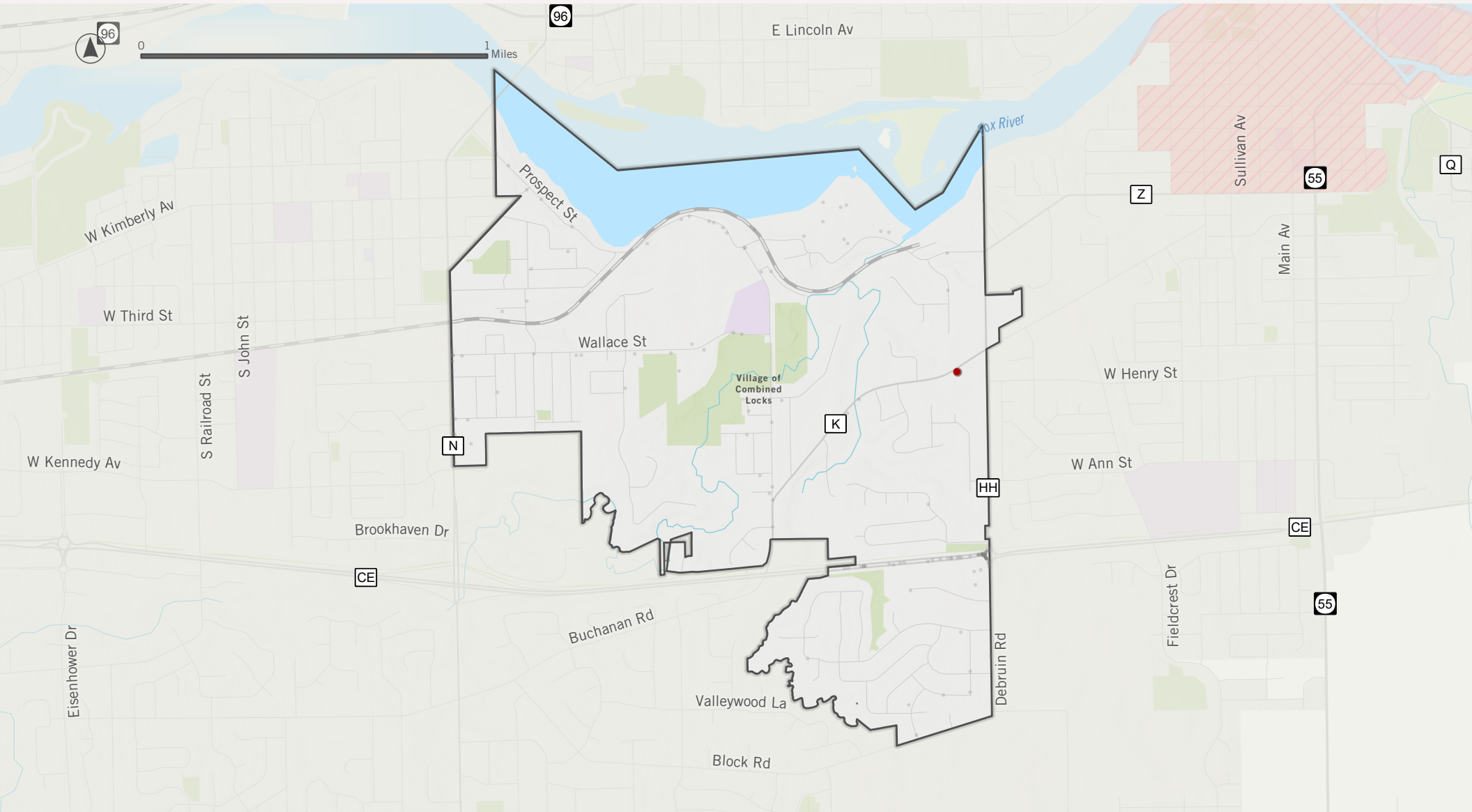


■ Crash Location Attributes: **KSI Crashes**



APPLETON (FOX CITIES) MPO

VILLAGE OF COMBINED LOCKS | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

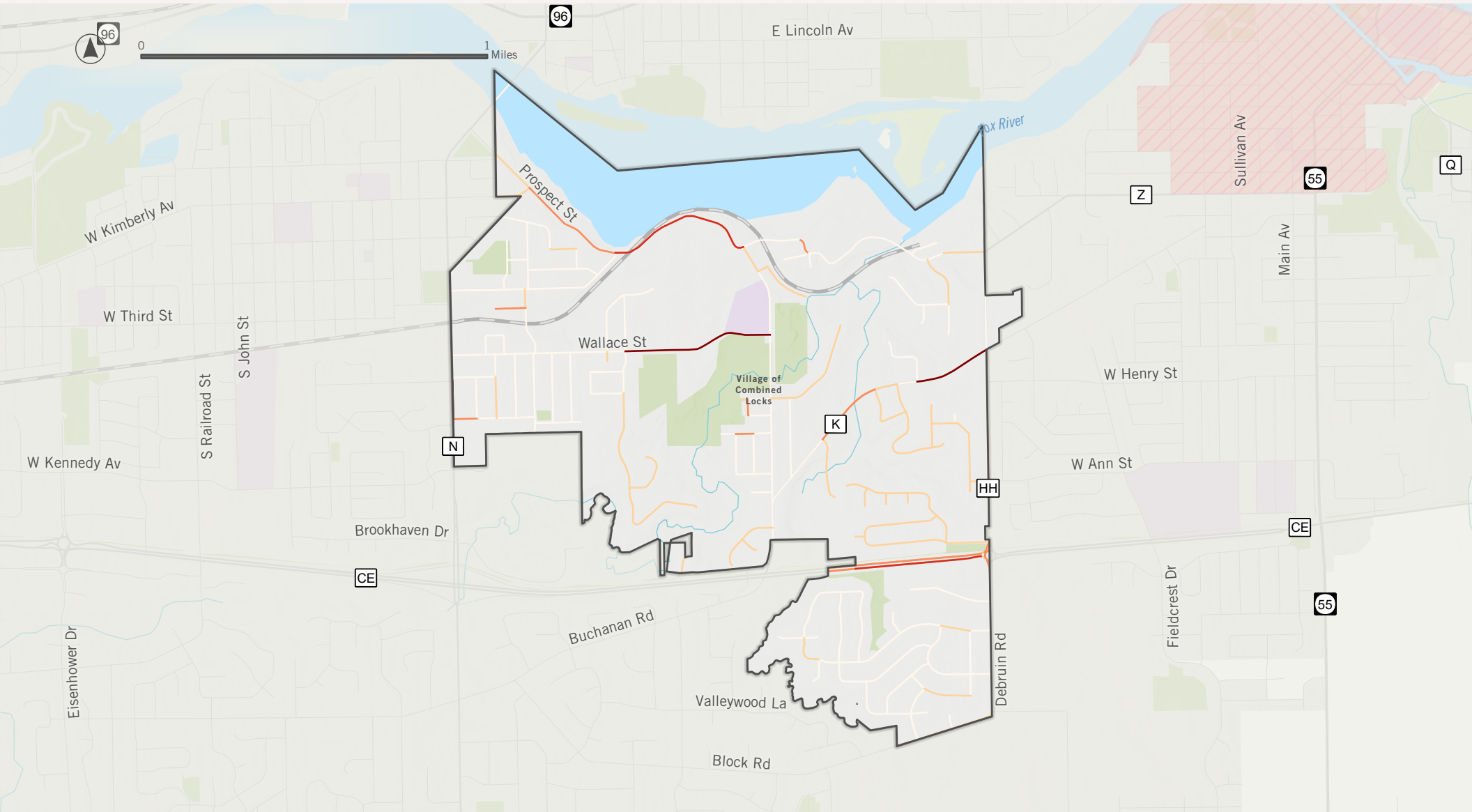
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF COMBINED LOCKS | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations



Political Boundaries



APPLETON (FOX CITIES) MPO

VILLAGE OF COMBINED LOCKS | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

Equity Considerations

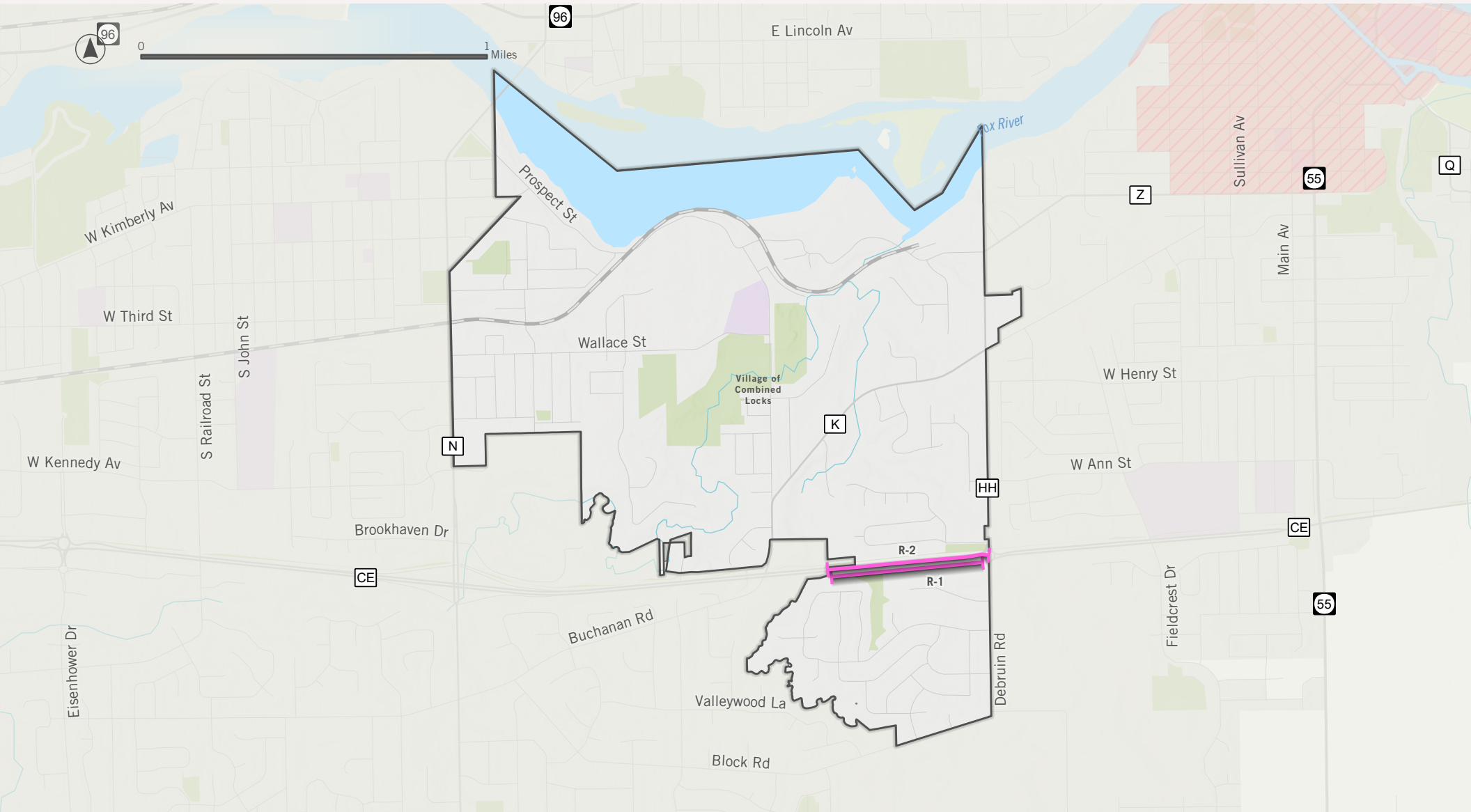
- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary
- ▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF COMBINED LOCKS | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

▬ Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

▭ MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF COMBINED LOCKS | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
R-1	CTH CE (South Side Trail)	Corridor	W Town Limits	E Town Limits	0.44	4	4	0	0	0	0
R-2	CTH CE	Corridor	W Town Limits	E Town Limits	0.47	87	86	1	0	0	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

VILLAGE OF FOX CROSSING | CRASH INVENTORY 2018 - 2022

The Village of Fox Crossing had an estimated population of 18,907 in 2021, accounting for approximately 8% of the Appleton (Fox Cities) MPO total population.

A total of 2,140 crashes occurred in the village between 2018 and 2022, representing less than 8% of total MPO crashes.

There were 40 crashes resulted which in a person being killed or seriously injured (KSI), 4 crashes were fatal. 10% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (82%) or at four-way intersections (5%). Most crashes occurred on divided (44%) or two-way (27%) roads, in addition, many also happened on federally owned roads (50%).

Relative to the MPO, the village experienced a greater proportion of automobile, motorcycle, and speed crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Village of Fox Crossing	1.9%	0.2%	97.2%	0.5%	0.6%	1.8%	10.8%	11.9%	22.6%	5.0%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

2,140 Total Crashes
2018-2022

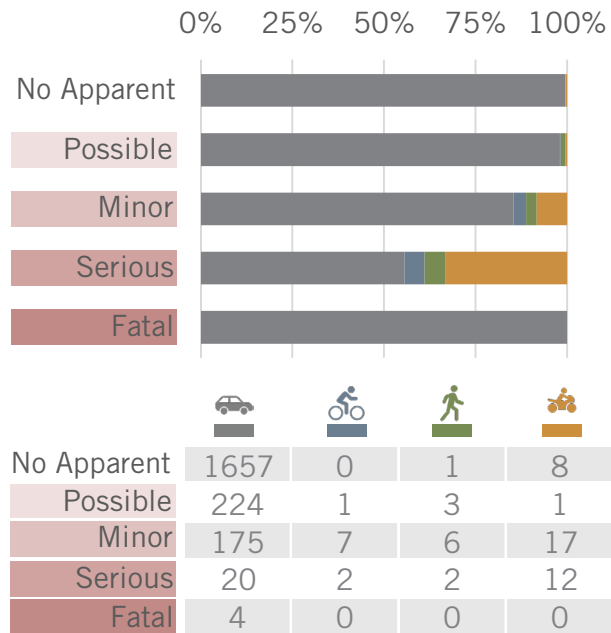
40 Killed or Seriously Injured Crashes

4 Fatal Crashes

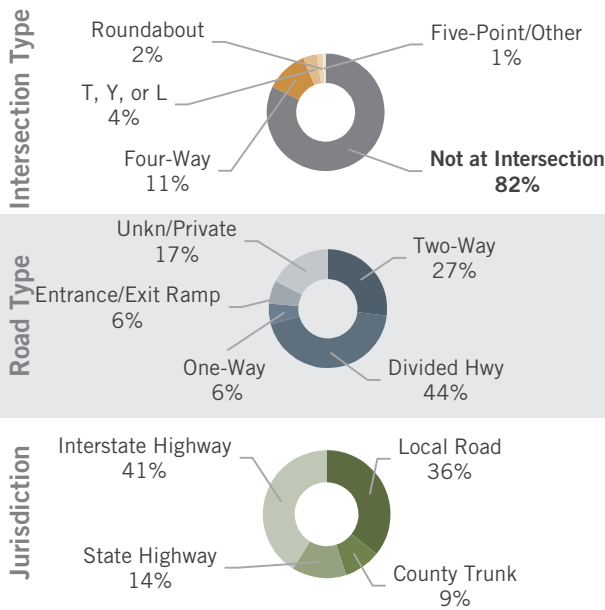
■ Crash Type by Mode: Ratios of All Crashes

Head-On	1%			0%
Sideswipe	12%			5%
Broadside	16%			18%
Rear End	20%			13%
Hit Object	50%			61%
Other/Unkn	1%	8%	31%	3%
MV - straight		67%	31%	
MV - right turn		17%	8%	
MV - left turn		8%	31%	
	100%	100%	100%	100%

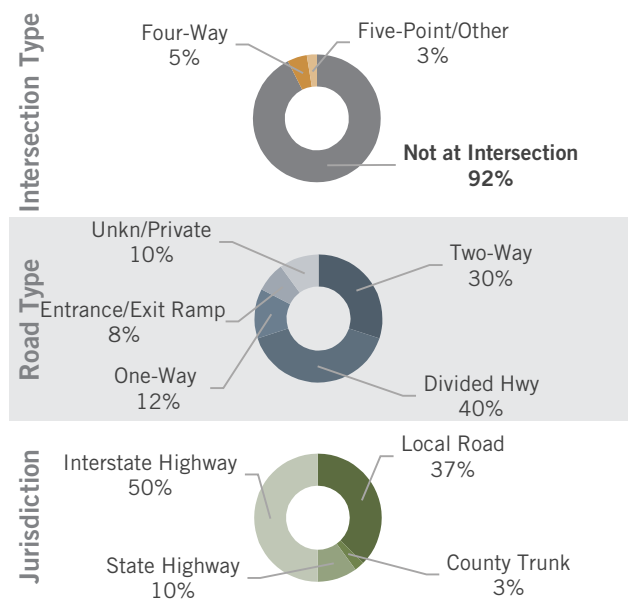
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

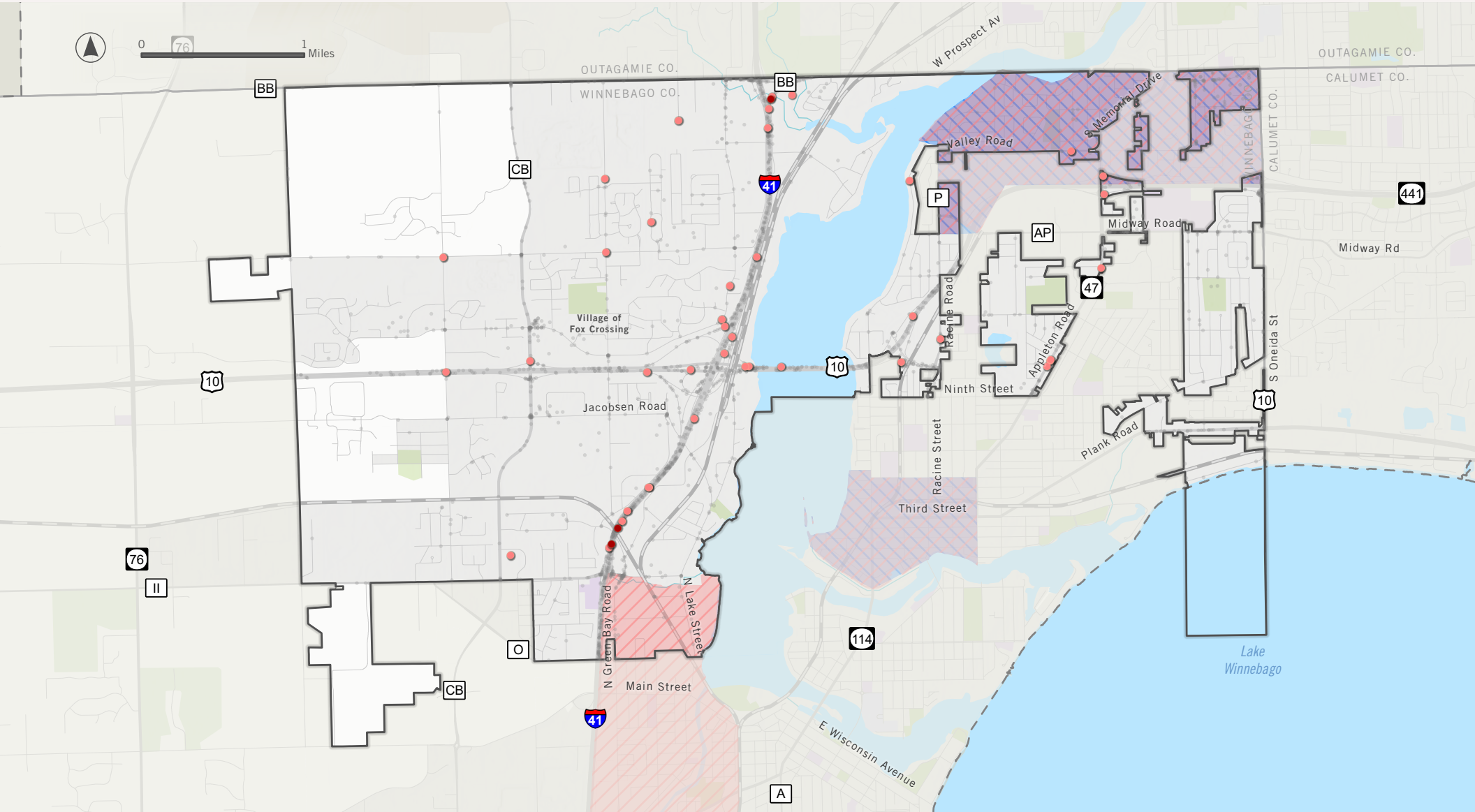


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

VILLAGE OF FOX CROSSING | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

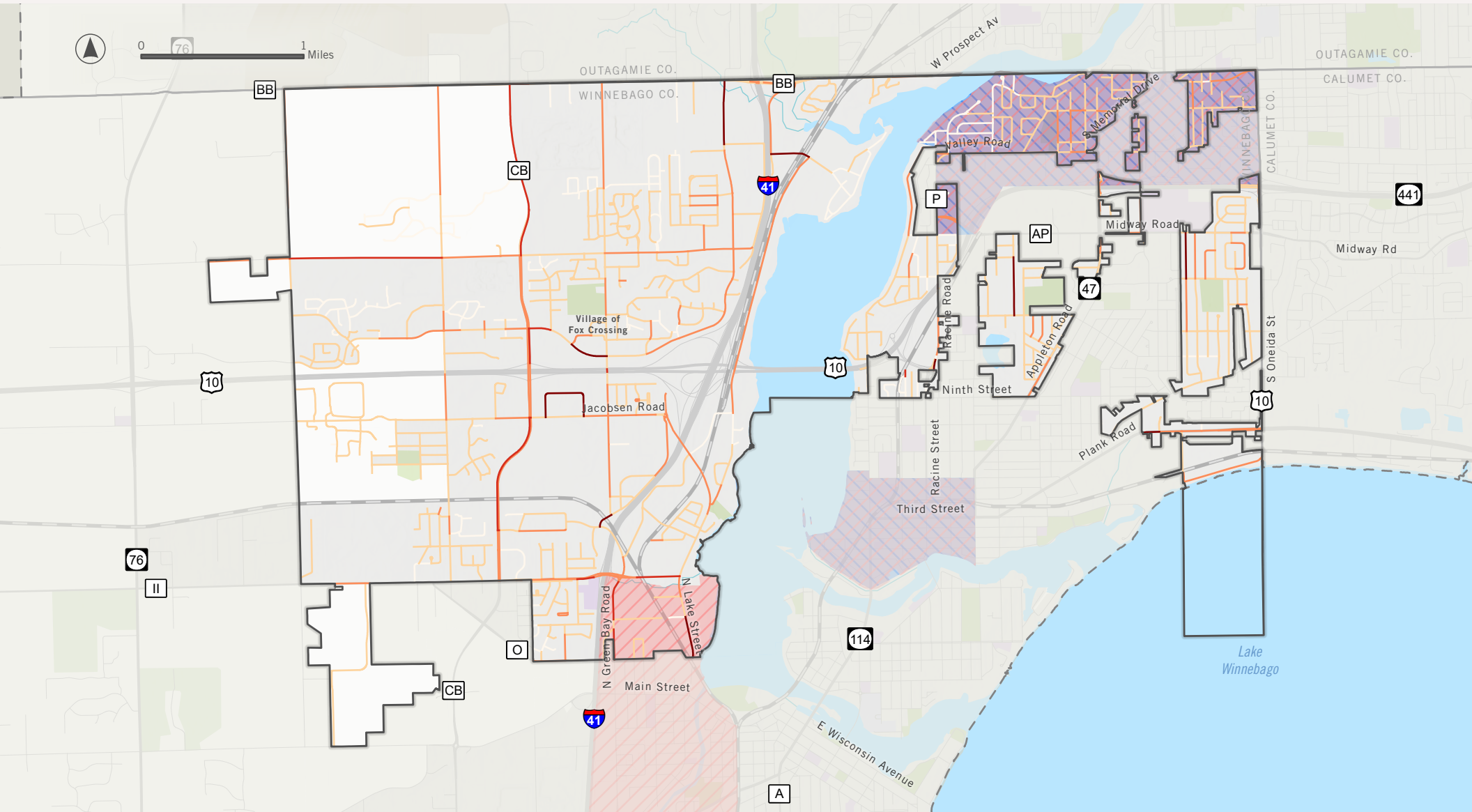
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF FOX CROSSING | CRASH ANALYSIS



Crash Analysis Index

Low High

Equity Considerations

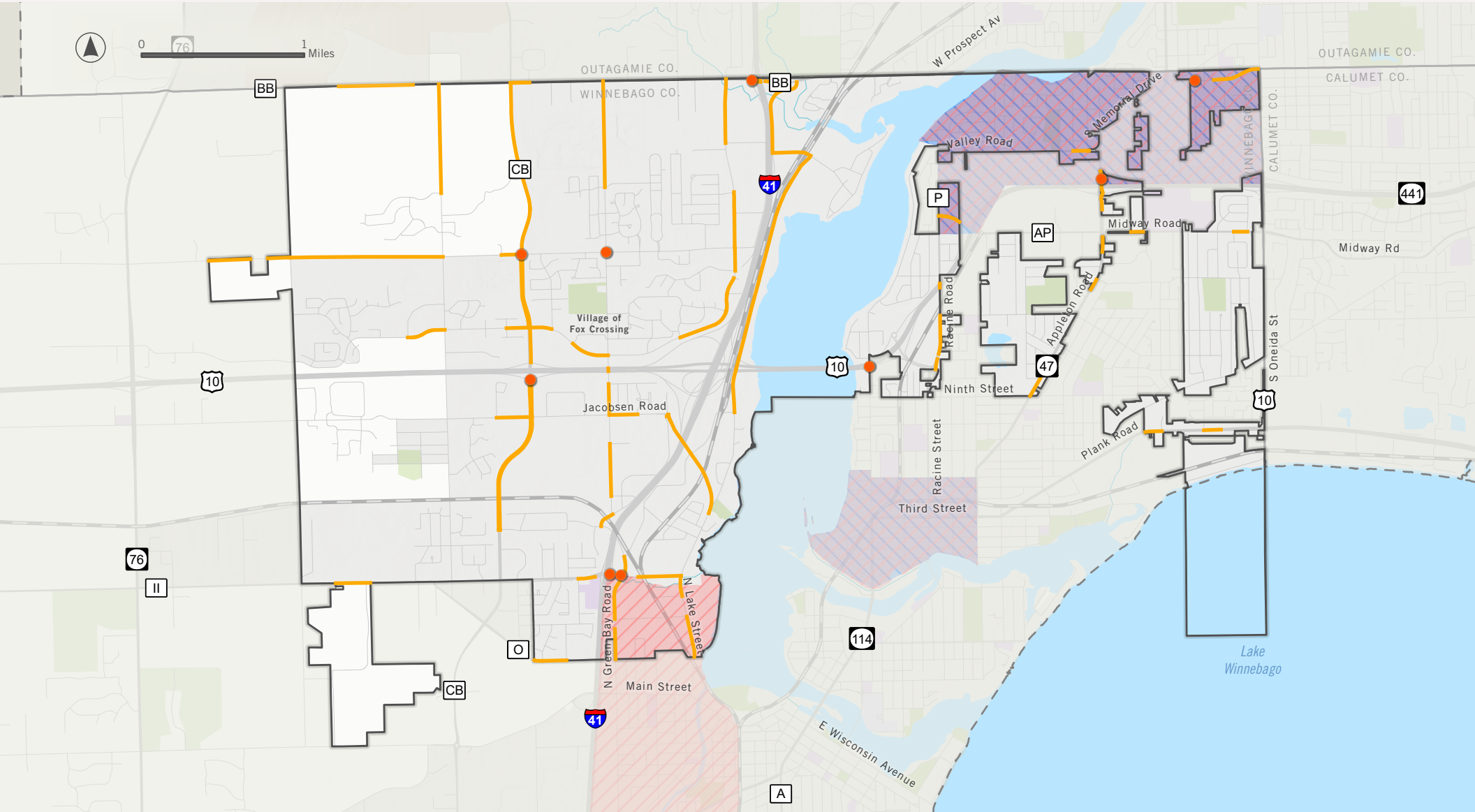
Justice40 Tracts USDOT ETC Tracts

Political Boundaries

MPO Boundary Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF FOX CROSSING | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts

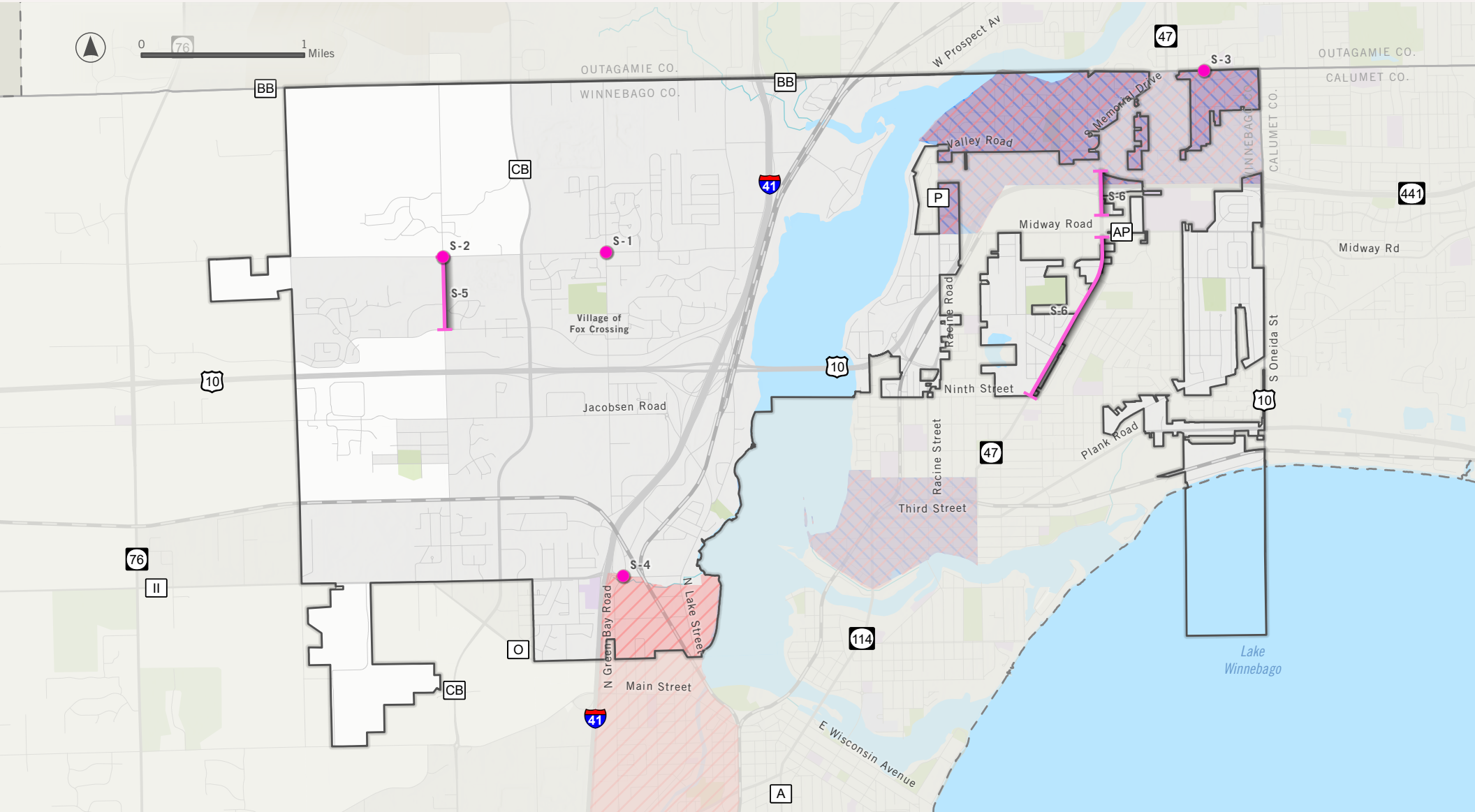
Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF FOX CROSSING | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF FOX CROSSING | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
S-1	Shady Ln & Cold Spring Rd	Intersection	-	-	-	13	12	0	1	1	0
S-2	Irish Rd & E Shady Ln	Intersection	-	-	-	6	6	0	0	1	0
S-3	W Calumet St & Maplecrest Dr	Intersection	-	-	-	0	0	0	0	0	0
S-4	Winchester Rd & N Green Bay Rd	Intersection	-	-	-	32	32	0	0	0	0
S-5	Irish Rd	Corridor	W American Dr	E Shady Ln	0.45	12	12	0	0	1	0
S-6	STH 47	Corridor	All Fox Crossing Portions	All Fox Crossing Portions	1.36	114	111	3	0	4	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

VILLAGE OF GREENVILLE | CRASH INVENTORY 2018 - 2022

The Village of Greenville had an estimated population of 12,548 in 2021, accounting for approximately 5% of the Appleton (Fox Cities) MPO total population.





A total of 866 crashes occurred in the village between 2018 and 2022, representing 3% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 17 crashes which resulted in a person being killed or seriously injured (KSI), 1 crash was fatal. 6% of KSI crashes involved either a bicyclist or pedestrian.





The majority of crashes occurred along corridors (58%) or at four-way intersections (24%). Most crashes occurred on two-way roads (49%), in addition, many also happened on state owned roads (53%).

Relative to the MPO, the village experienced a greater proportion of automobile, youth, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Village of Greenville	2.0%	0.1%	97.9%	0.5%	0.5%	1.2%	17.8%	16.6%	14.2%	5.4%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

■ Crash Type by Mode: Ratios of All Crashes

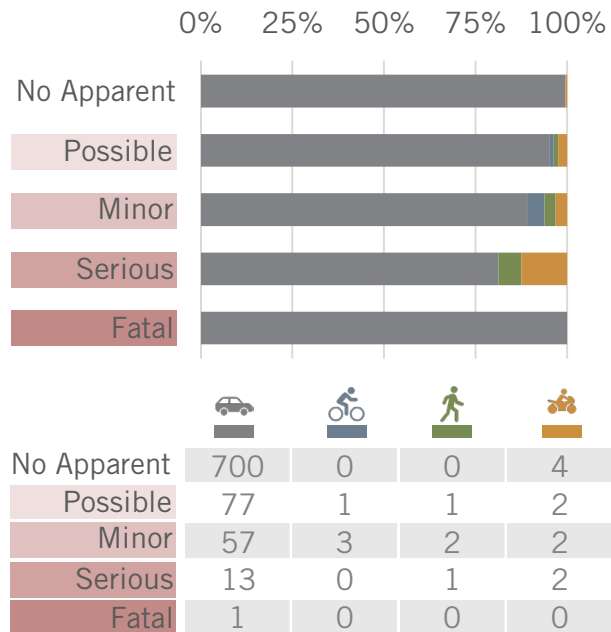
				
Head-On	3%			0%
Sideswipe	10%			10%
Broadside	21%			20%
Rear End	28%			30%
Hit Object	37%			40%
Other/Unkn	1%	25%	50%	0%
MV - straight		25%	50%	
MV - right turn		0%	0%	
MV - left turn		50%	0%	
	100%	100%	100%	100%

866 Total Crashes
2018-2022

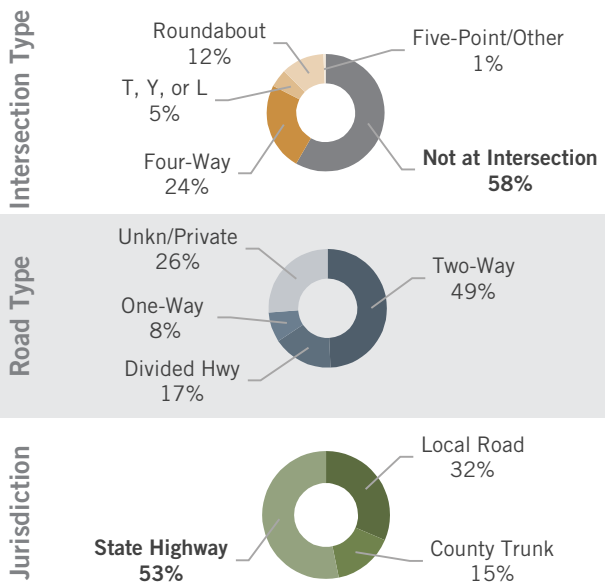
17 Killed or Seriously
Injured Crashes

1 Fatal Crashes

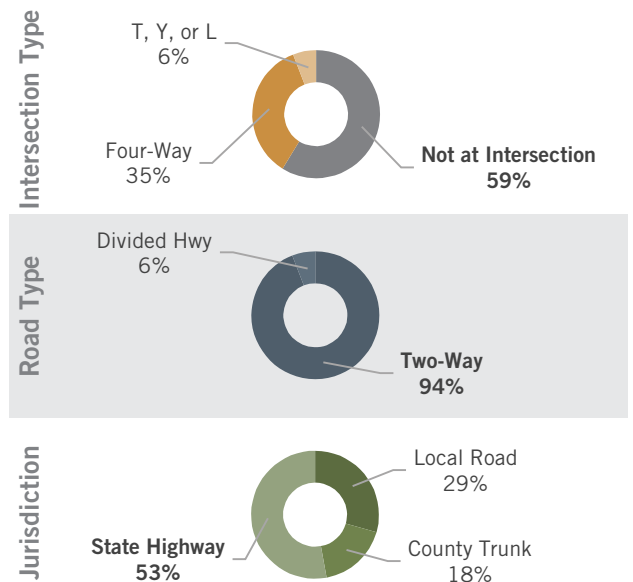
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

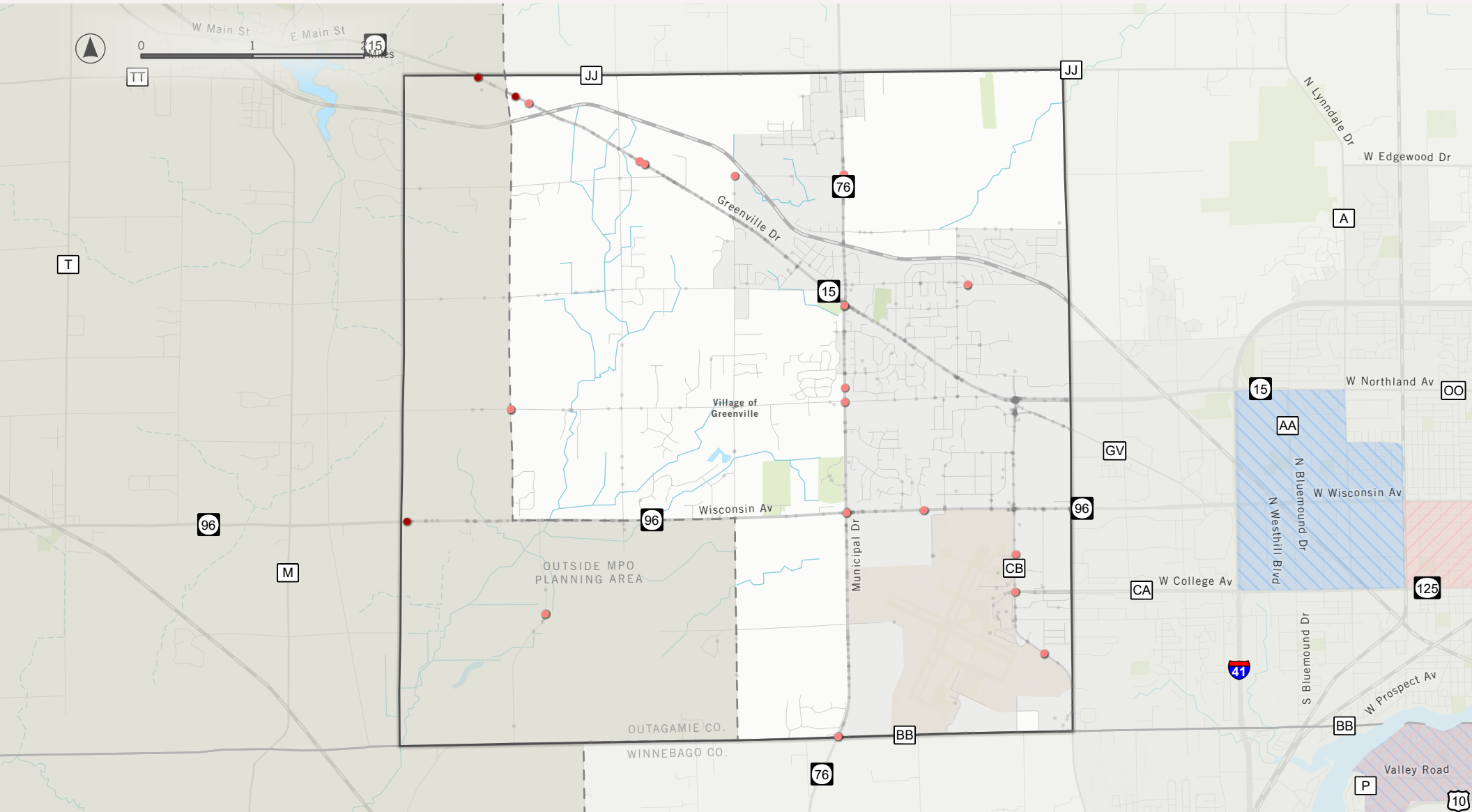


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

VILLAGE OF GREENVILLE | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

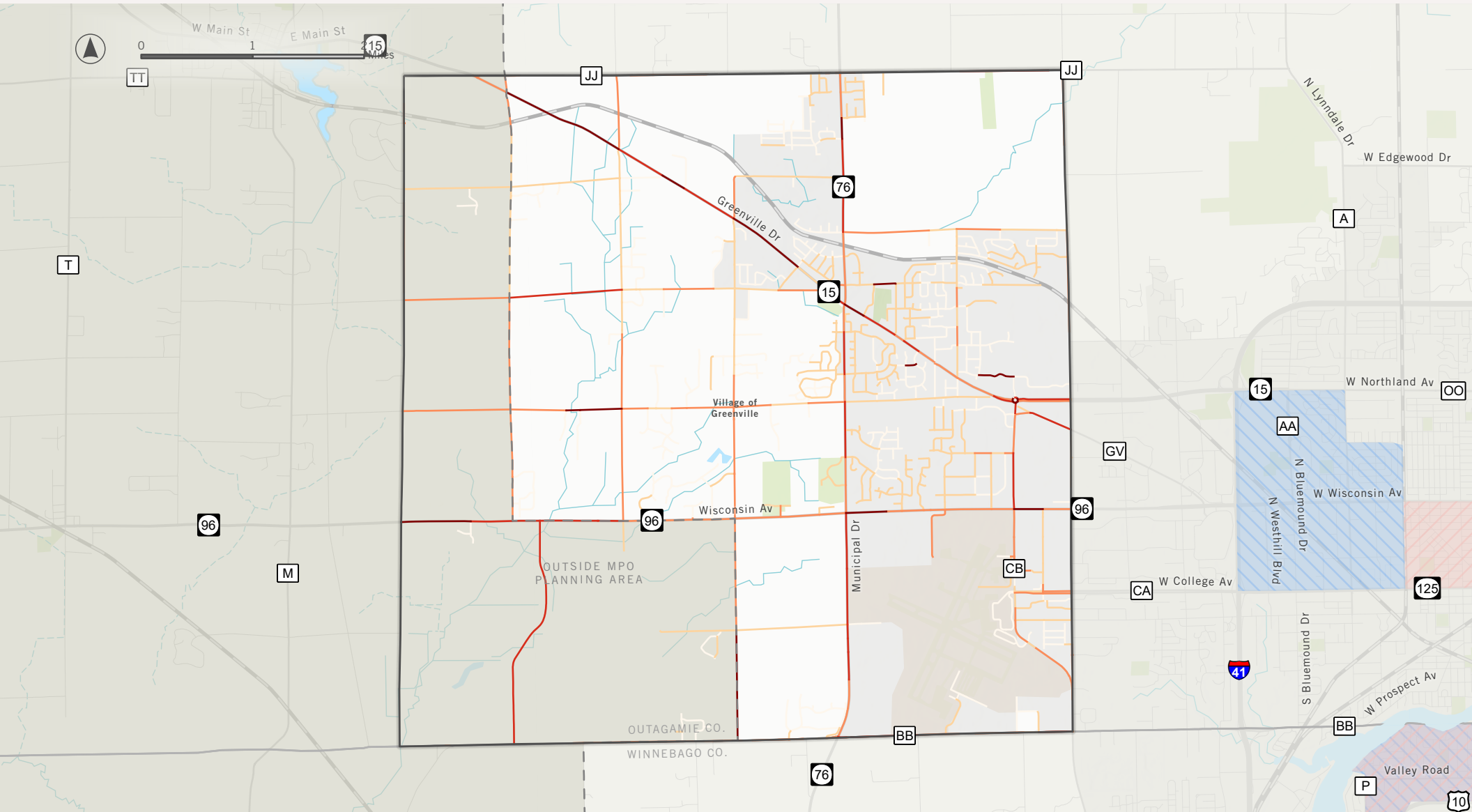
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF GREENVILLE | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

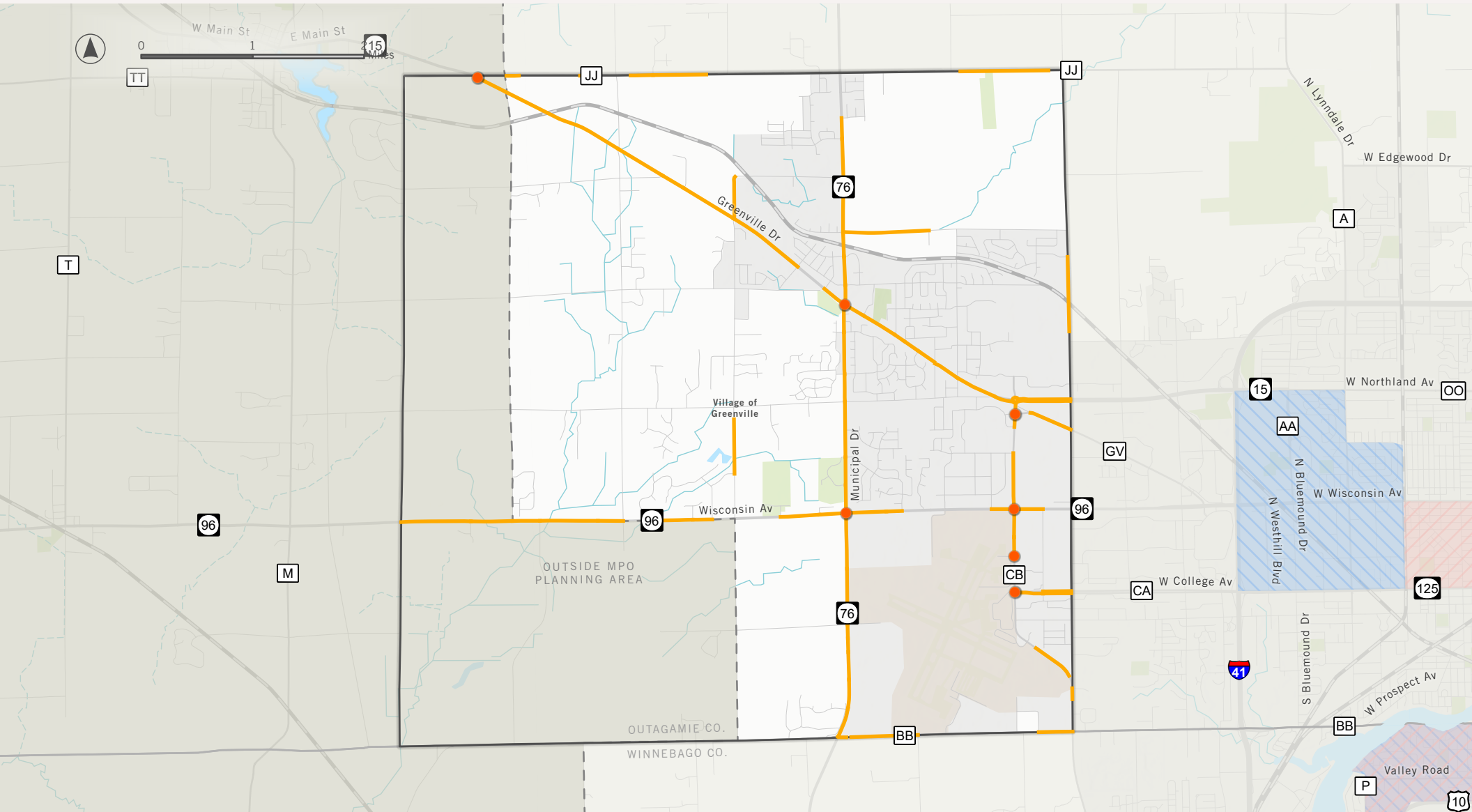


Political Boundaries



APPLETON (FOX CITIES) MPO

VILLAGE OF GREENVILLE | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

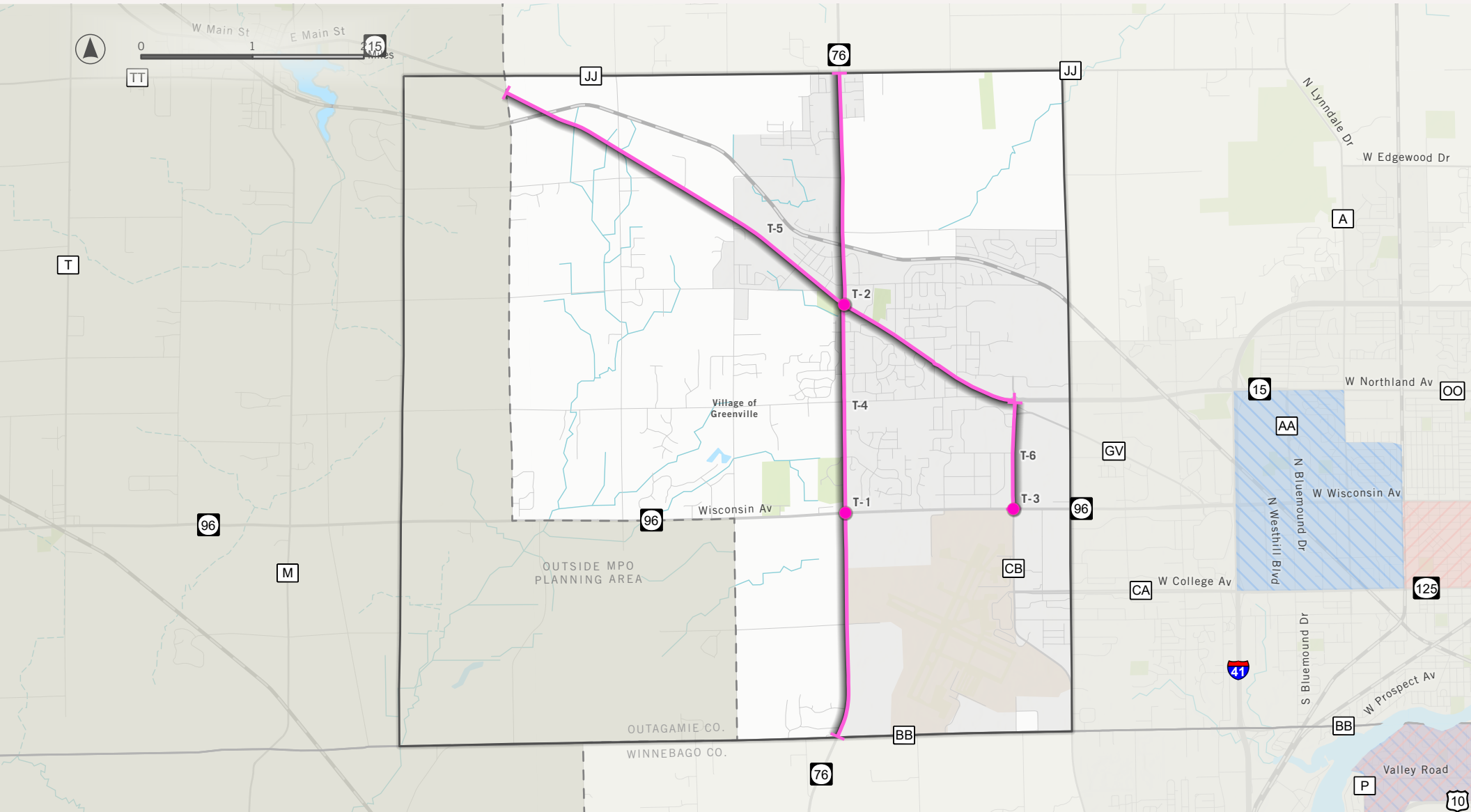
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF GREENVILLE | PRIORITY PROJECTS



MCD-Selected Projects

- Intersections
- █ Corridors

Equity Considerations




- █ Justice40 Tracts
- █ USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- ▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF GREENVILLE | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
T-1	STH 76 & STH 96	Intersection	-	-	-	25	25	0	0	1	0
T-2	STH 76 & STH 15	Intersection	-	-	-	41	41	0	0	1	0
T-3	STH 96 & CTH CB	Intersection	-	-	-	25	25	0	0	0	0
T-4	STH 76	Corridor	CTH JJ	CTH BB	5.98	164	164	0	0	6	0
T-5	STH 15	Corridor	Manley Rd	CTH CB	5.37	250	249	0	1	3	1
T-6	CTH CB	Corridor	STH 96	STH 15	0.96	95	95	0	0	0	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

VILLAGE OF HARRISON | CRASH INVENTORY 2018 - 2022

The Village of Harrison had an estimated population of 12,418 in 2021, accounting for approximately 5% of the Appleton (Fox Cities) MPO total population.

A total of 866 crashes occurred in the village between 2018 and 2022, representing 3% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 30 crashes which resulted in a person being killed or seriously injured (KSI), 6 crashes were fatal. 17% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (68%) or at four-way intersections (14%). Most crashes occurred on two-way roads (59%), in addition, many also happened on state owned roads (40%).

Relative to the MPO, the village experienced a greater proportion of KSI, fatal, motorcycle, youth, speed and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Village of Harrison	4.2%	0.8%	96.8%	0.7%	0.4%	2.1%	20.4%	13.9%	20.4%	7.0%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

■ Crash Type by Mode: Ratios of All Crashes

Head-On	2%			7%
Sideswipe	6%			13%
Broadside	13%			0%
Rear End	22%			7%
Hit Object	57%			73%
Other/Unkn	1%	0%	0%	0%
MV - straight		80%	67%	
MV - right turn		0%	33%	
MV - left turn		20%	0%	
	100%	100%	100%	100%

717 Total Crashes
2018-2022

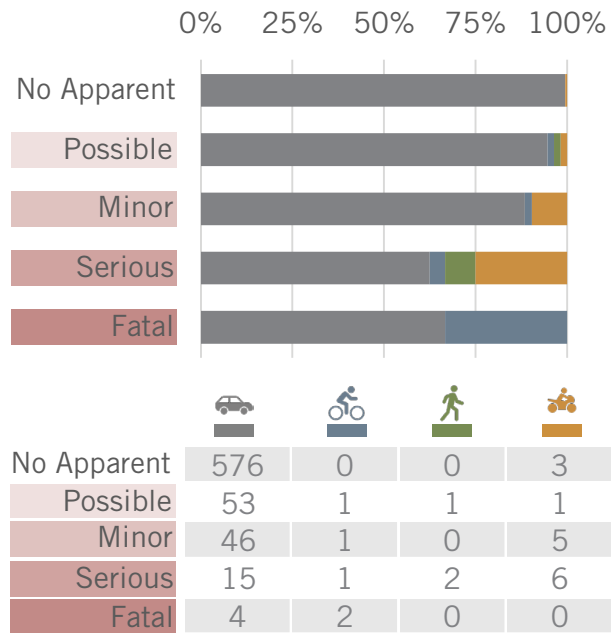
30 Killed or Seriously Injured Crashes

6 Fatal Crashes

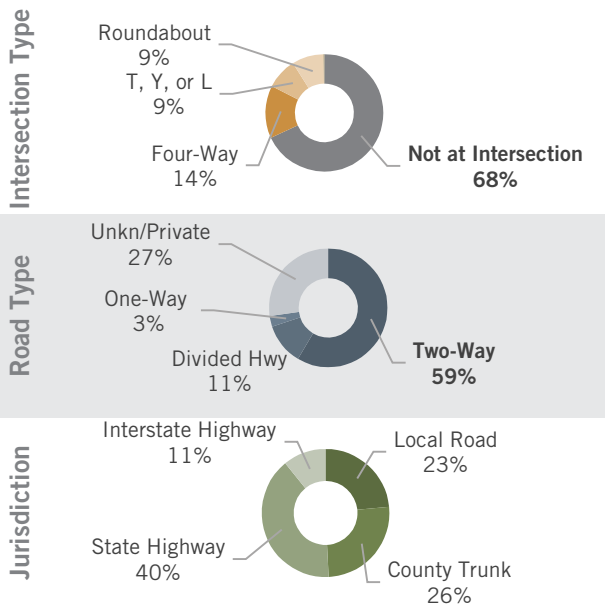
APPLETON (FOX CITIES) MPO

VILLAGE OF HARRISON | CRASH INVENTORY 2018 - 2022

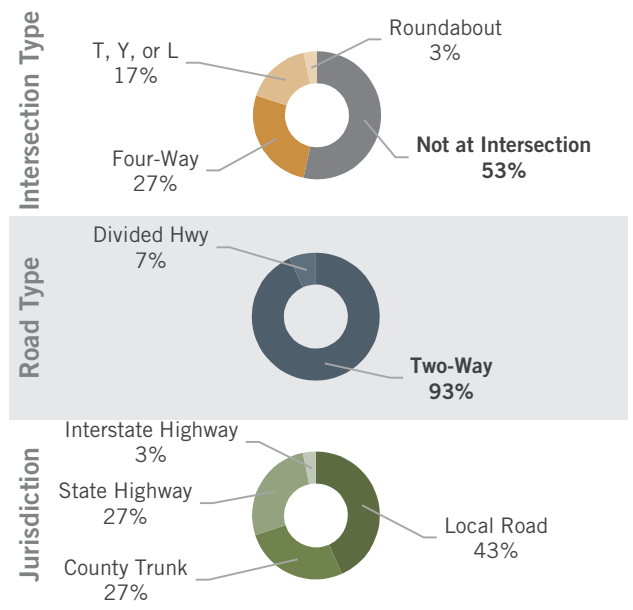
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

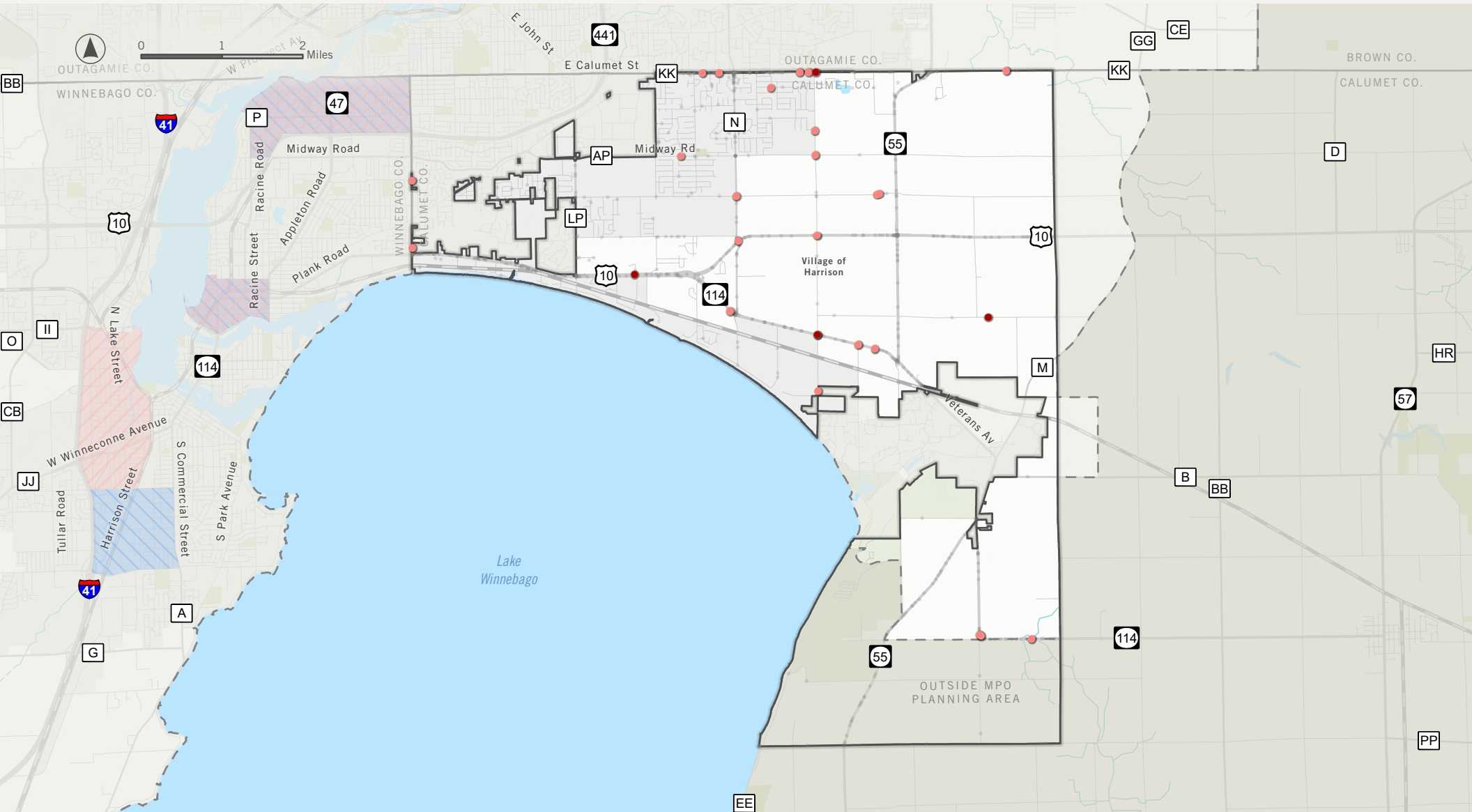


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

VILLAGE OF HARRISON | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

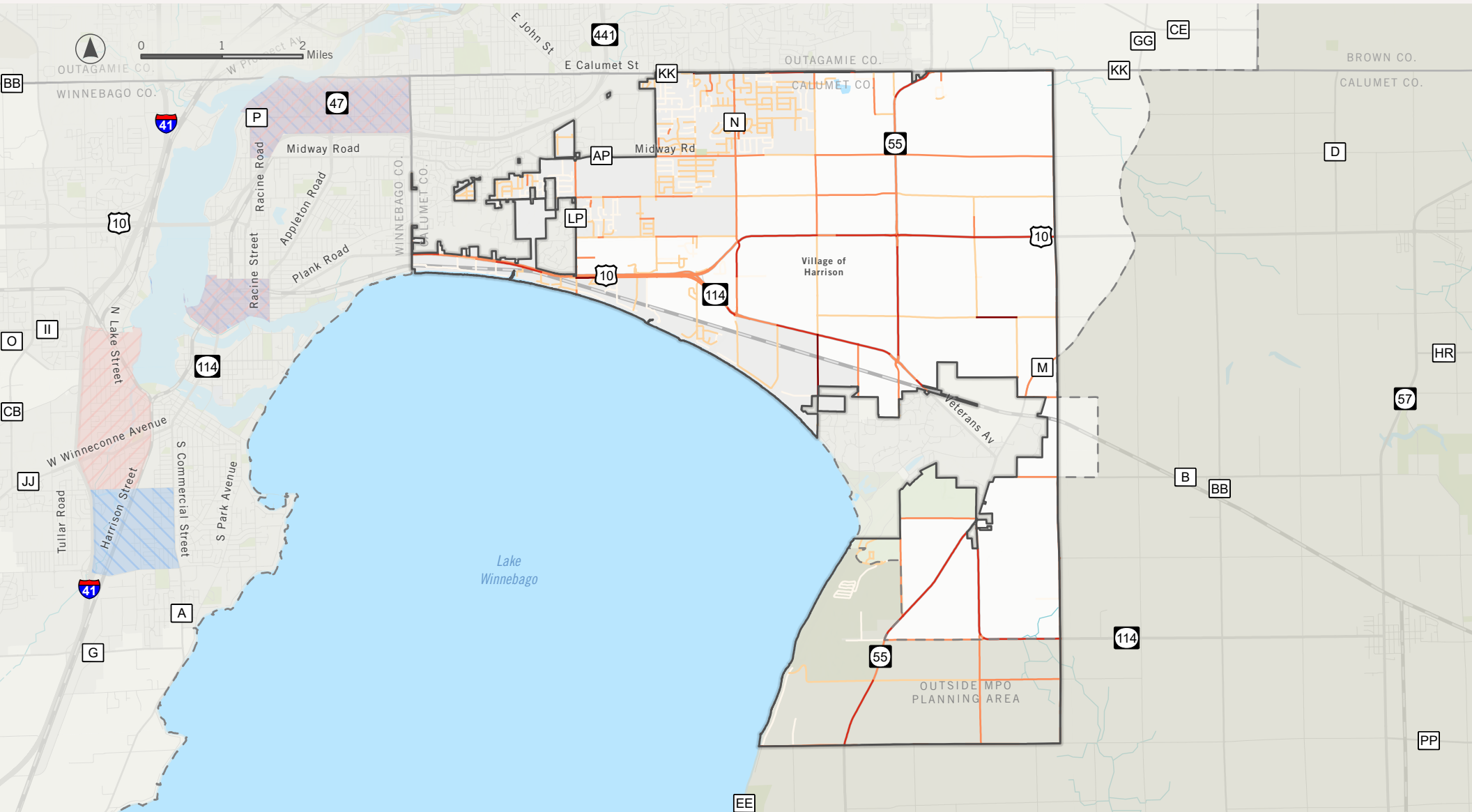
Political Boundaries

- MPO Boundary
- Municipal Boundary

186

APPLETON (FOX CITIES) MPO

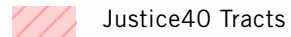
VILLAGE OF HARRISON | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

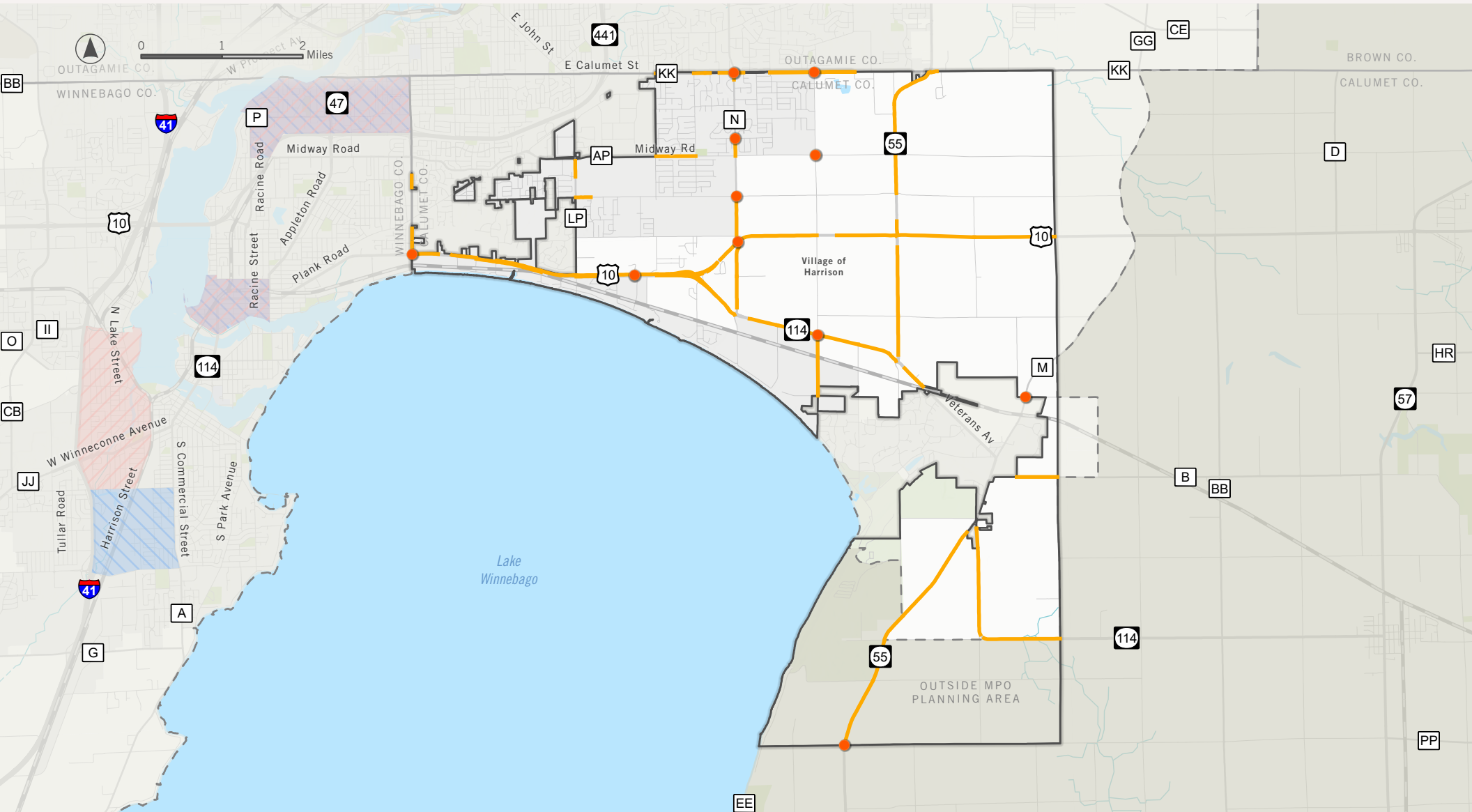


Political Boundaries



APPLETON (FOX CITIES) MPO

VILLAGE OF HARRISON | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

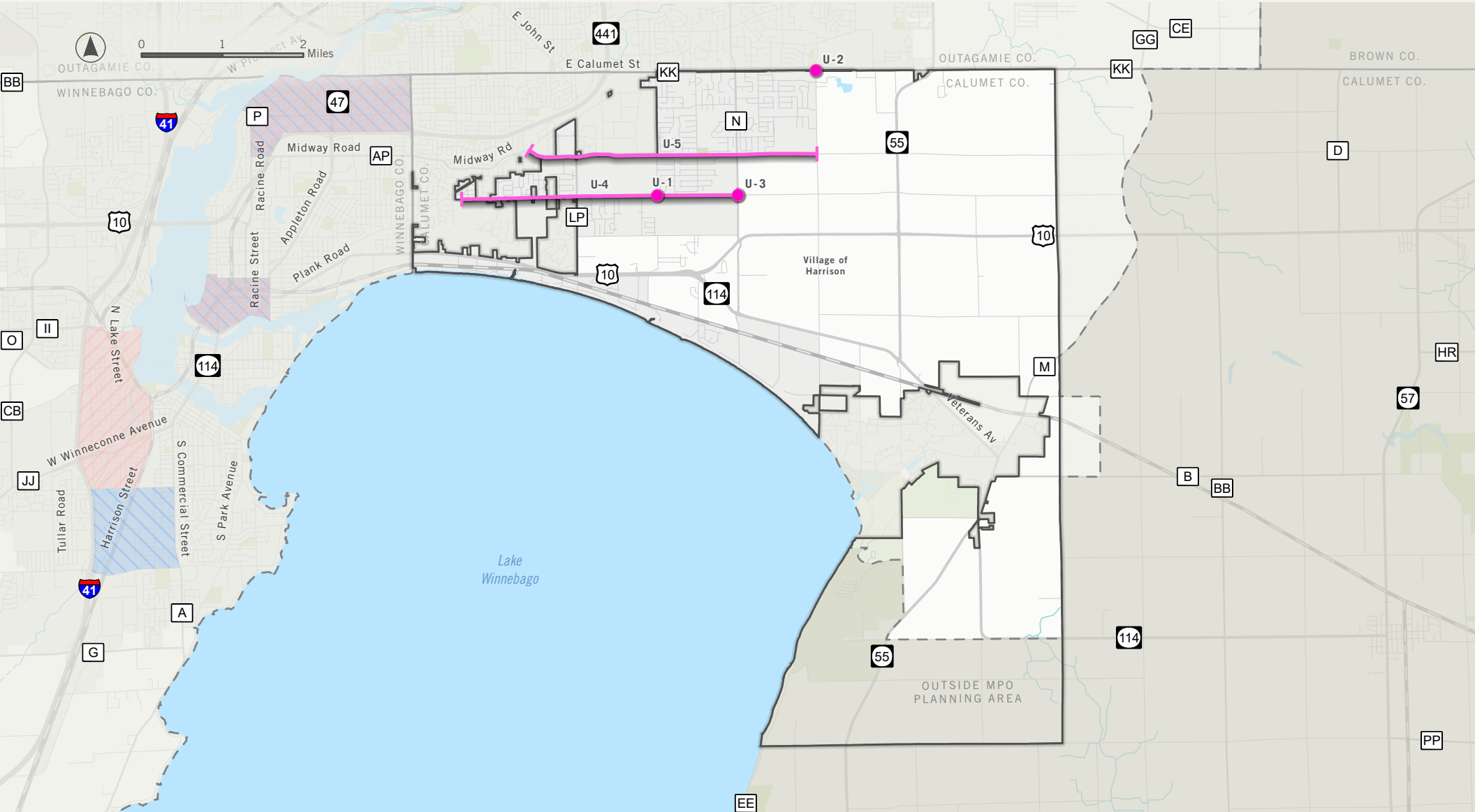
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF HARRISON | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

▬ Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF HARRISON | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
U-1	Manitowoc Rd & North Coop Rd	Intersection	-	-	-	1	1	0	0	0	0
U-2	State Park Rd & CTH KK	Intersection	-	-	-	10	9	1	0	0	1
U-3	Manitowoc Rd & CTH N	Intersection	-	-	-	10	10	0	0	1	0
U-4	Manitowoc Rd	Corridor	Plank Rd	CTH N	3.67	25	25	0	0	1	0
U-5	Midway Rd	Corridor	Plank Rd	State Park Rd	3.58	31	29	2	0	5	1

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

VILLAGE OF KIMBERLY | CRASH INVENTORY 2018 - 2022

The Village of Kimberly had an estimated population of 7,286 in 2021, accounting for approximately 3% of the Appleton (Fox Cities) MPO total population.





A total of 472 crashes occurred in the village between 2018 and 2022, representing 2% of total MPO crashes.

There were 7 crashes which resulted in a person being killed or seriously injured (KSI), No crashes were fatal.

The majority of crashes occurred along corridors (68%) or at four-way intersections (14%). Most crashes occurred on two-way roads (64%), in addition, according to TOPS data, all crashes happened on locally owned roads.

Relative to the MPO, the village experienced a greater proportion of bicycle, pedestrian, youth, and senior crashes.

■ Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Village of Kimberly	1.5%	0.0%	96.6%	1.9%	0.8%	0.6%	38.6%	17.8%	11.0%	5.1%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

717 Total Crashes
2018-2022

30 Killed or Seriously Injured Crashes

6 Fatal Crashes

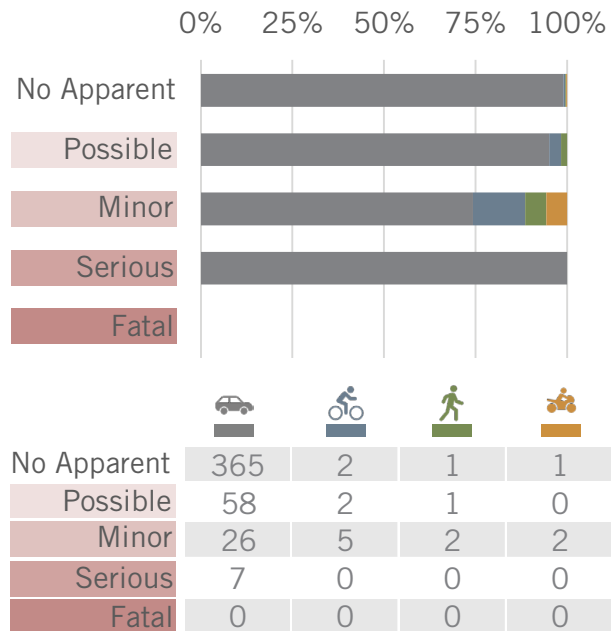
■ Crash Type by Mode: Ratios of All Crashes

				
Head-On	5%			0%
Sideswipe	10%			0%
Broadside	35%			33%
Rear End	28%			33%
Hit Object	19%			33%
Other/Unkn	3%	13%	25%	0%
MV - straight		38%	25%	
MV - right turn		38%	25%	
MV - left turn		13%	25%	
	100%	100%	100%	100%

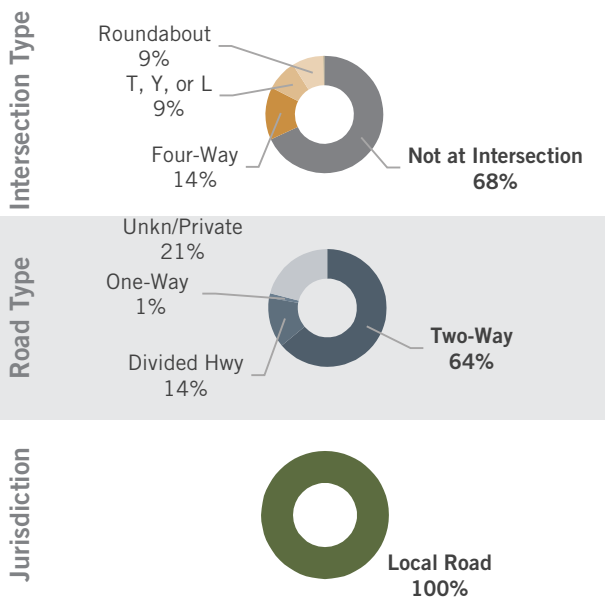
APPLETON (FOX CITIES) MPO

VILLAGE OF KIMBERLY | CRASH INVENTORY 2018 - 2022

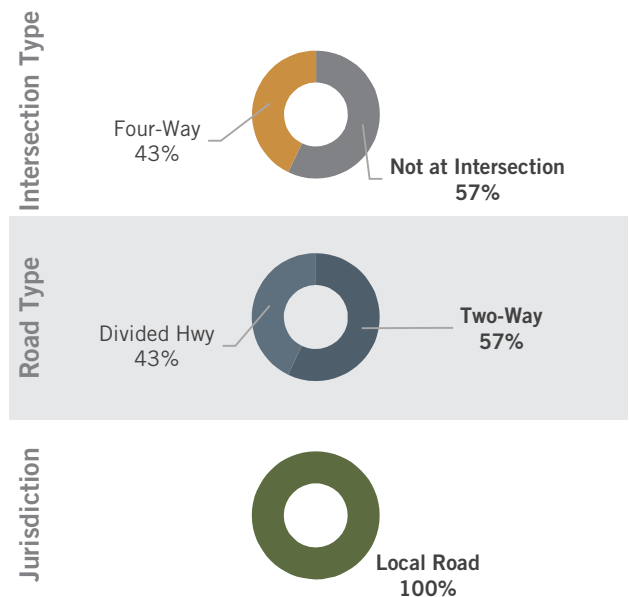
■ **Crash Severity by Mode: All Crashes**



■ **Crash Location Attributes: All Crashes**

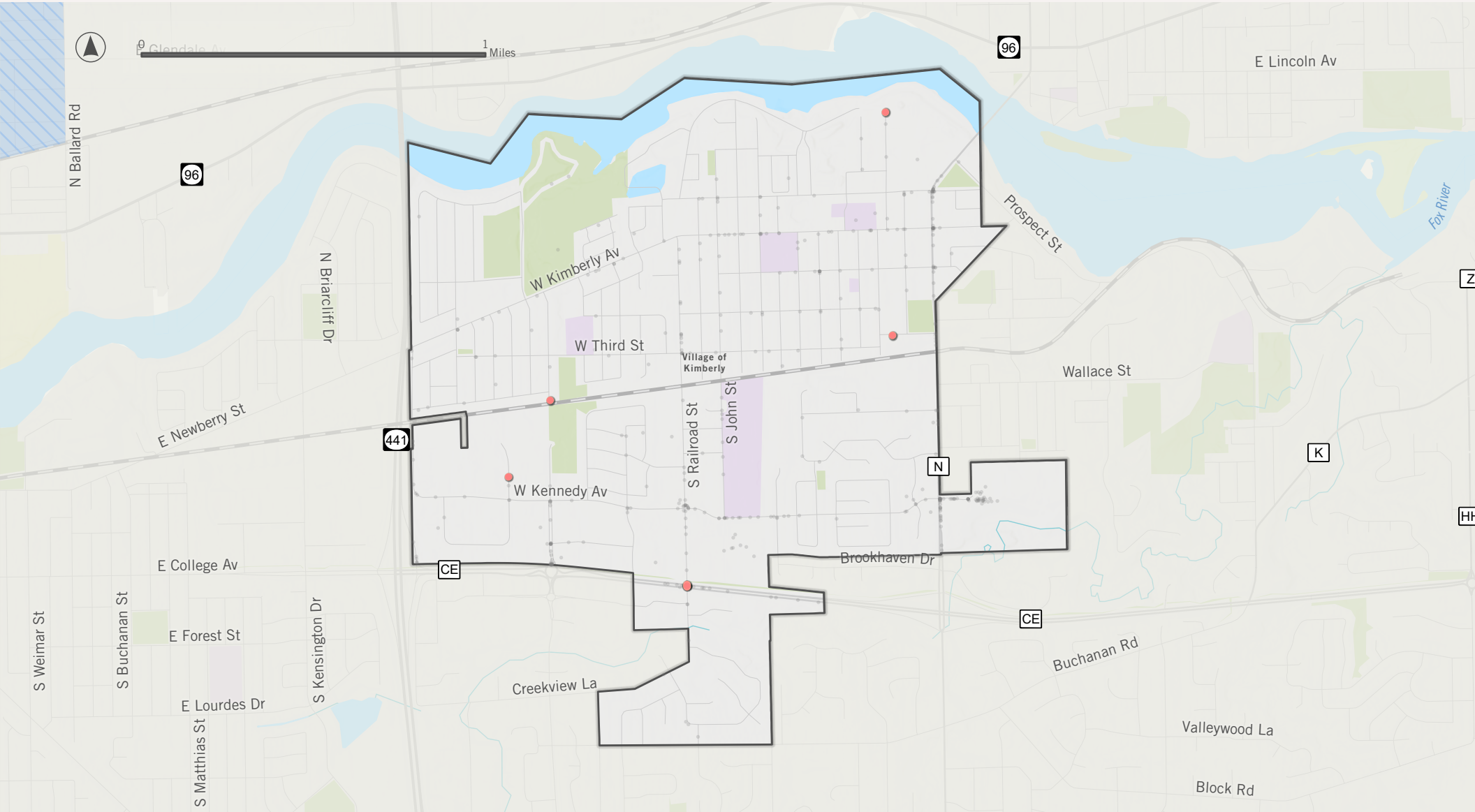


■ **Crash Location Attributes: KSI Crashes**



APPLETON (FOX CITIES) MPO

VILLAGE OF KIMBERLY | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

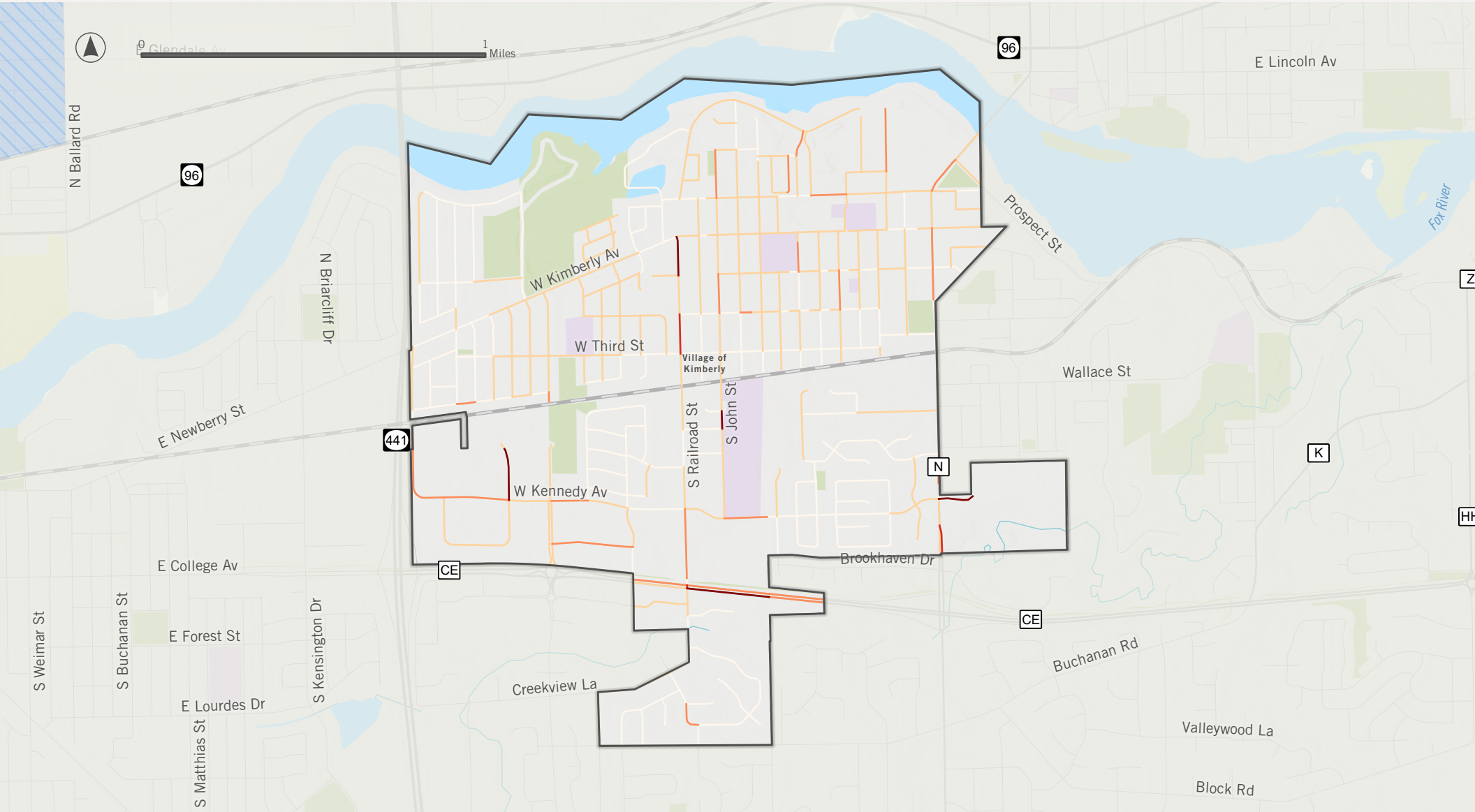
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

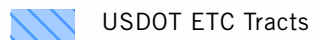
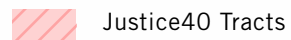
VILLAGE OF KIMBERLY | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

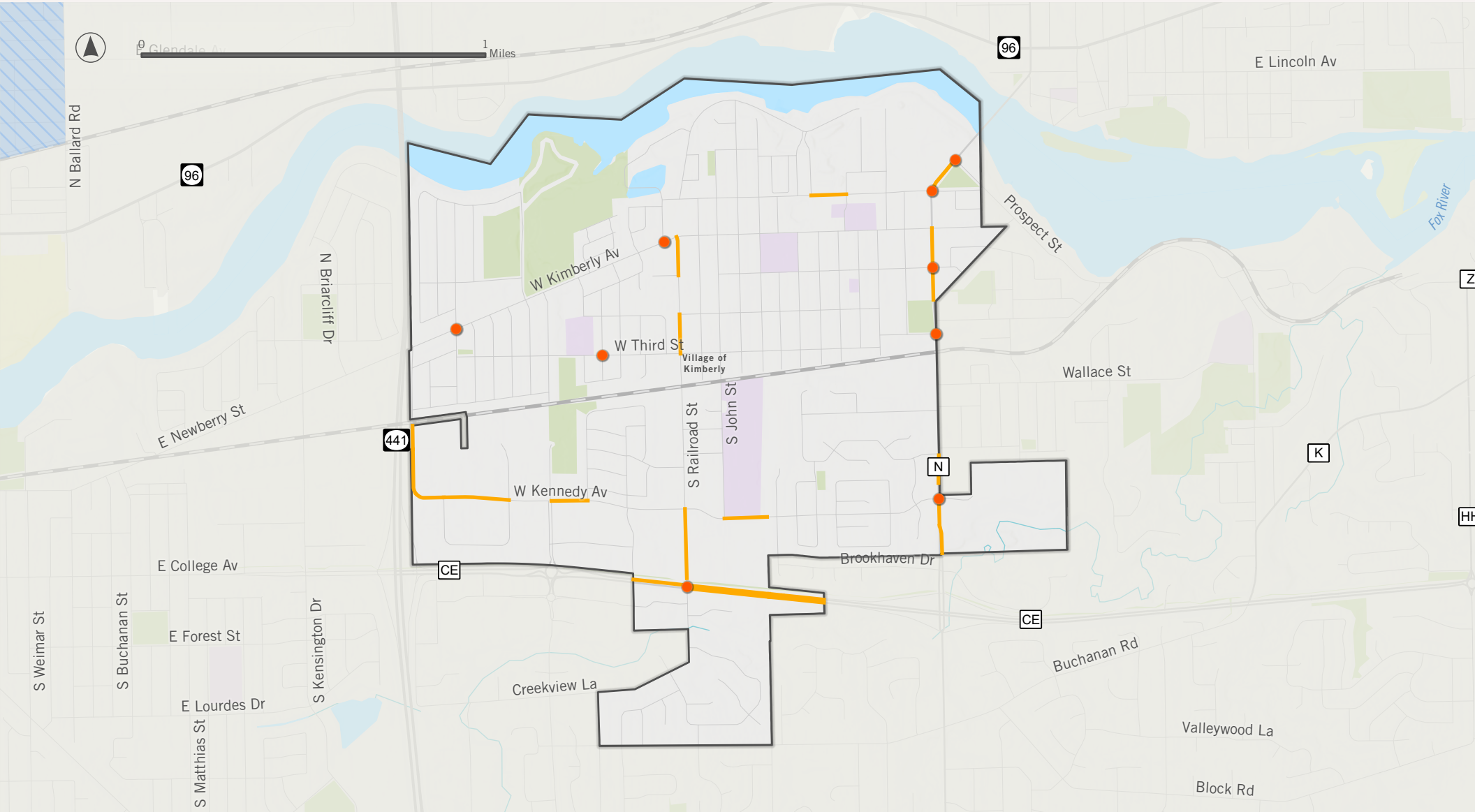


Political Boundaries



APPLETON (FOX CITIES) MPO

VILLAGE OF KIMBERLY | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

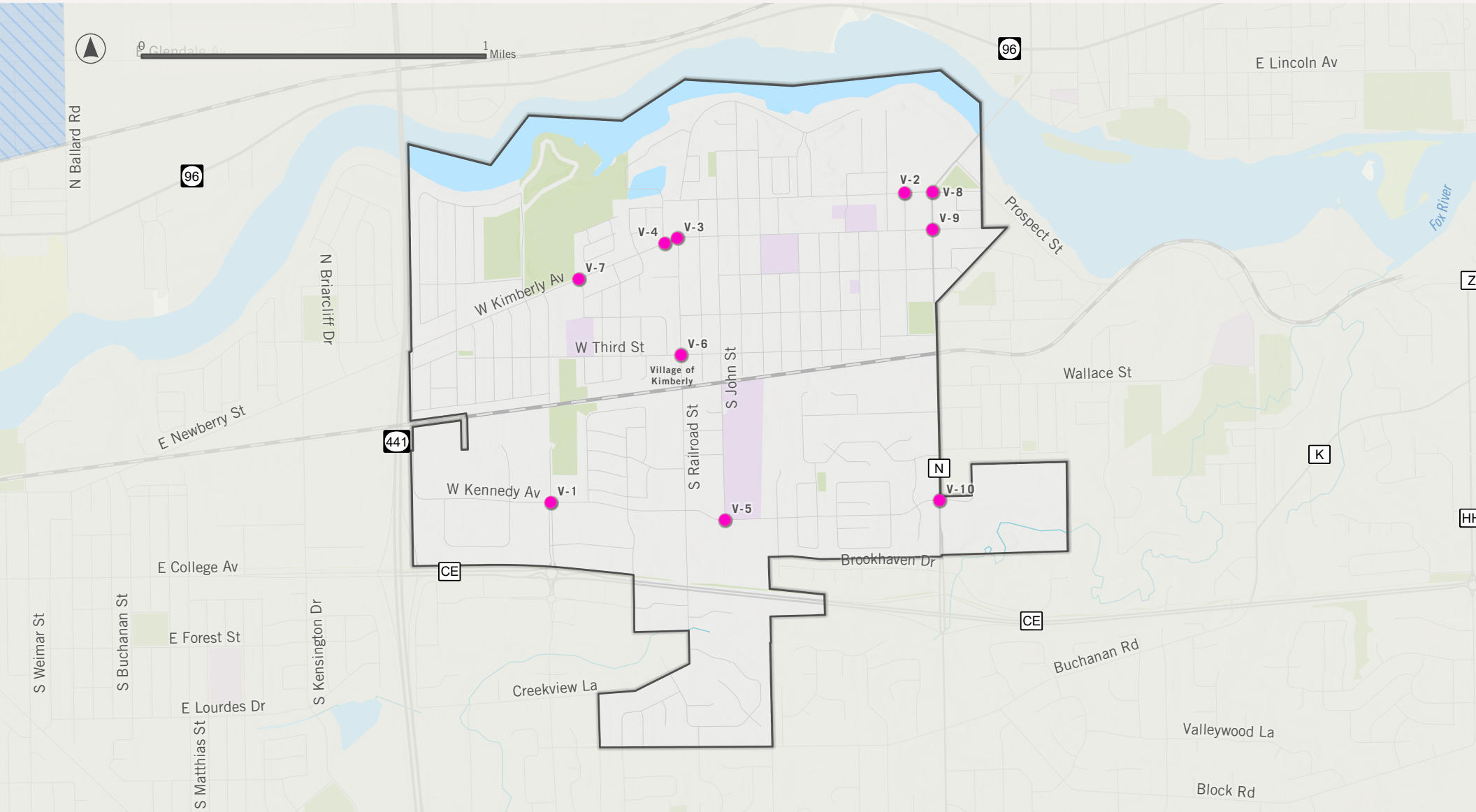
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF KIMBERLY | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

Equity Considerations

▬ Corridors

▨ Justice40 Tracts

▨ USDOT ETC Tracts



Political Boundaries

▭ MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF KIMBERLY | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
V-1	Eisenhower Dr & Kennedy Ave	Intersection	-	-	-	5	5	0	0	0	0
V-2	Lincoln St and Maes Ave	Intersection	-	-	-	3	3	0	0	0	0
V-3	Kimberly Ave & Railroad St	Intersection	-	-	-	0	0	0	0	0	0
V-4	Clark St and Kimberly Ave	Intersection	-	-	-	1	0	1	0	0	0
V-5	John St & Kennedy Ave	Intersection	-	-	-	3	3	0	0	0	0
V-6	Third St and Railroad St	Intersection	-	-	-	7	7	0	0	0	0
V-7	Wilbur St & Kimberly Ave	Intersection	-	-	-	1	1	0	0	0	0
V-8	CTH N & Maes Ave	Intersection	-	-	-	18	17	0	1	0	0
V-9	Kimberly Ave & CTH N	Intersection	-	-	-	14	14	0	0	0	0
V-10	CTH N and Kennedy Ave	Intersection	-	-	-	22	19	3	0	0	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

VILLAGE OF LITTLE CHUTE | CRASH INVENTORY 2018 - 2022

The Village of Little Chute had an estimated population of 11,652 in 2021, accounting for approximately 5% of the Appleton (Fox Cities) MPO total population.

A total of 1,076 crashes occurred in the village between 2018 and 2022, representing 4% of total MPO crashes.

There were 24 crashes which resulted in a person being killed or seriously injured (KSI), 3 crashes were fatal. 17% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (72%) or at four-way intersections (20%). Most crashes occurred on two-way (46%) or divided (28%) roads, in addition, many crashes happened on locally owned roads (59%).

Relative to the MPO, the village experienced a greater proportion of KSI, fatal, and automobile crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Village of Little Chute	2.2%	0.3%	97.2%	0.7%	0.7%	1.4%	14.7%	16.5%	10.8%	3.5%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

1,076 Total Crashes
2018-2022

24 Killed or Seriously Injured Crashes

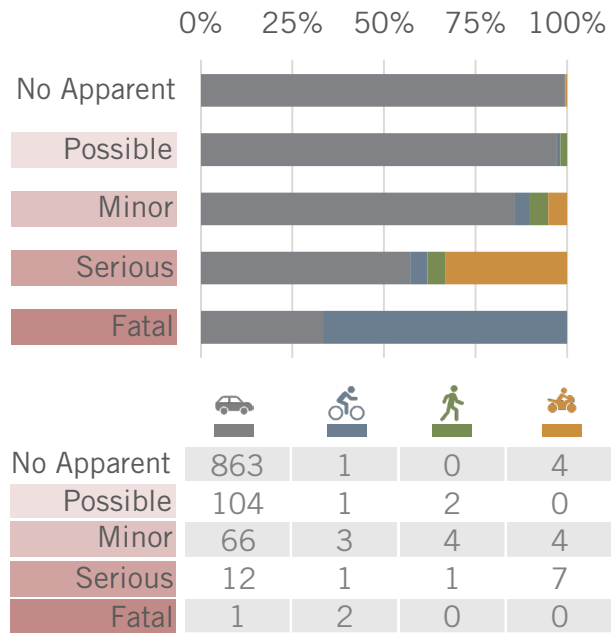
3 Fatal Crashes

■ Crash Type by Mode: Ratios of All Crashes

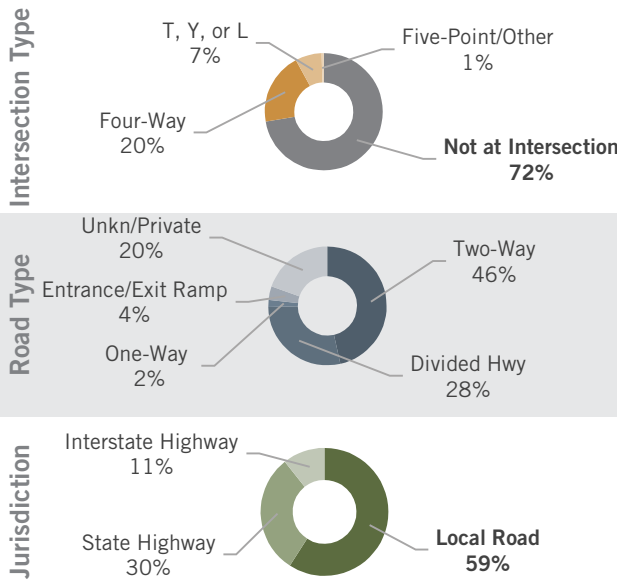
Head-On	3%			0%
Sideswipe	10%			7%
Broadside	25%			33%
Rear End	28%			13%
Hit Object	32%			47%
Other/Unkn	1%	13%	29%	0%
MV - straight		50%	71%	
MV - right turn		38%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

VILLAGE OF LITTLE CHUTE | CRASH INVENTORY 2018 - 2022

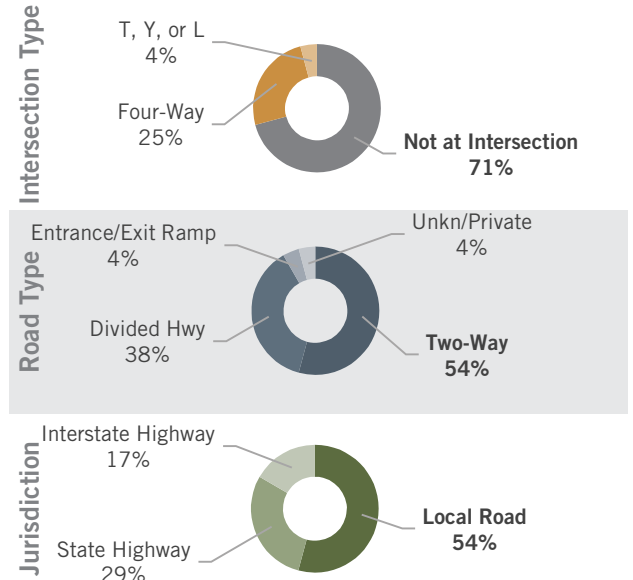
■ Crash Severity by Mode: **All Crashes**



■ Crash Location Attributes: **All Crashes**

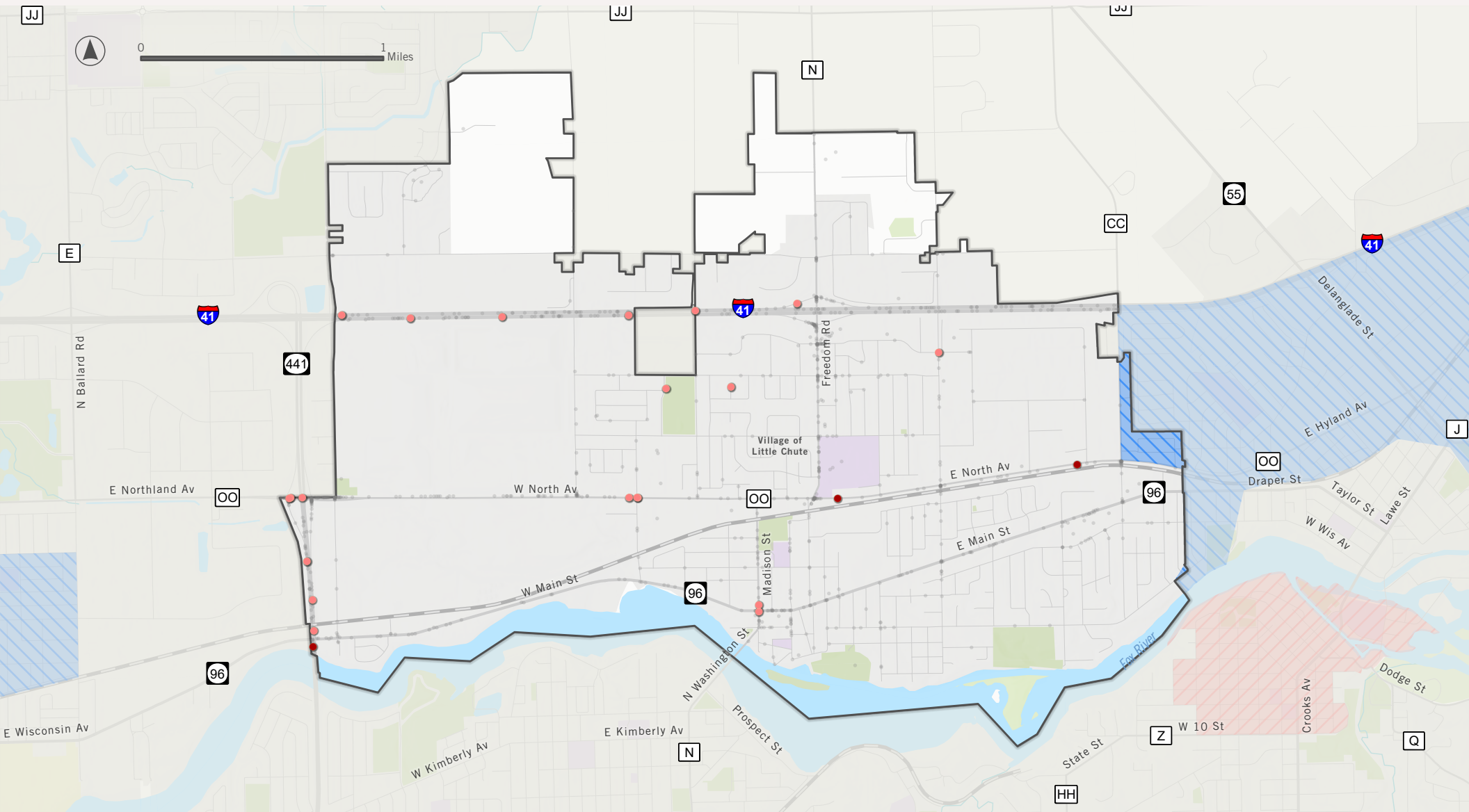


■ Crash Location Attributes: **KSI Crashes**



APPLETON (FOX CITIES) MPO

VILLAGE OF LITTLE CHUTE | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

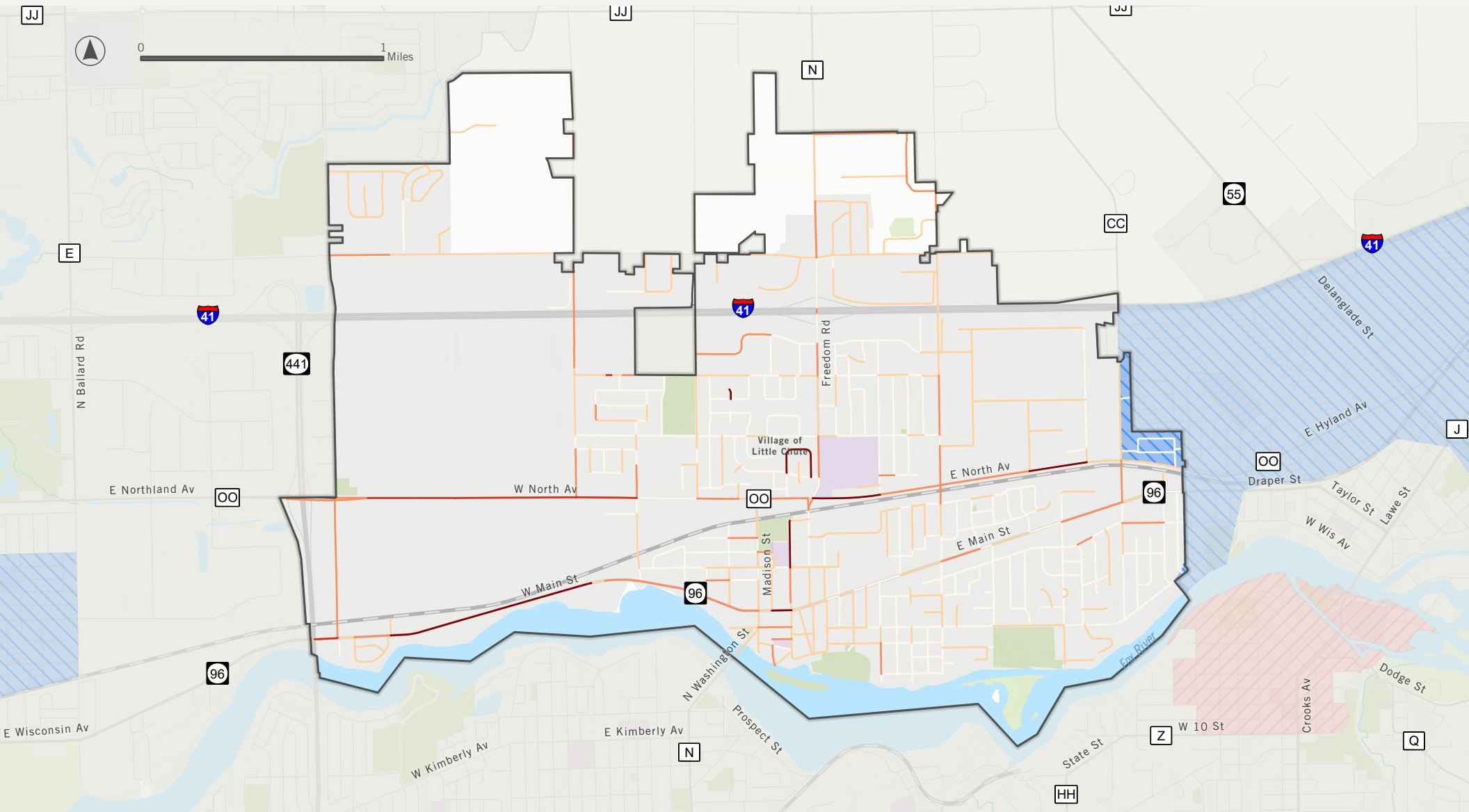
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

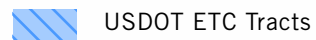
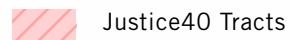
VILLAGE OF LITTLE CHUTE | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

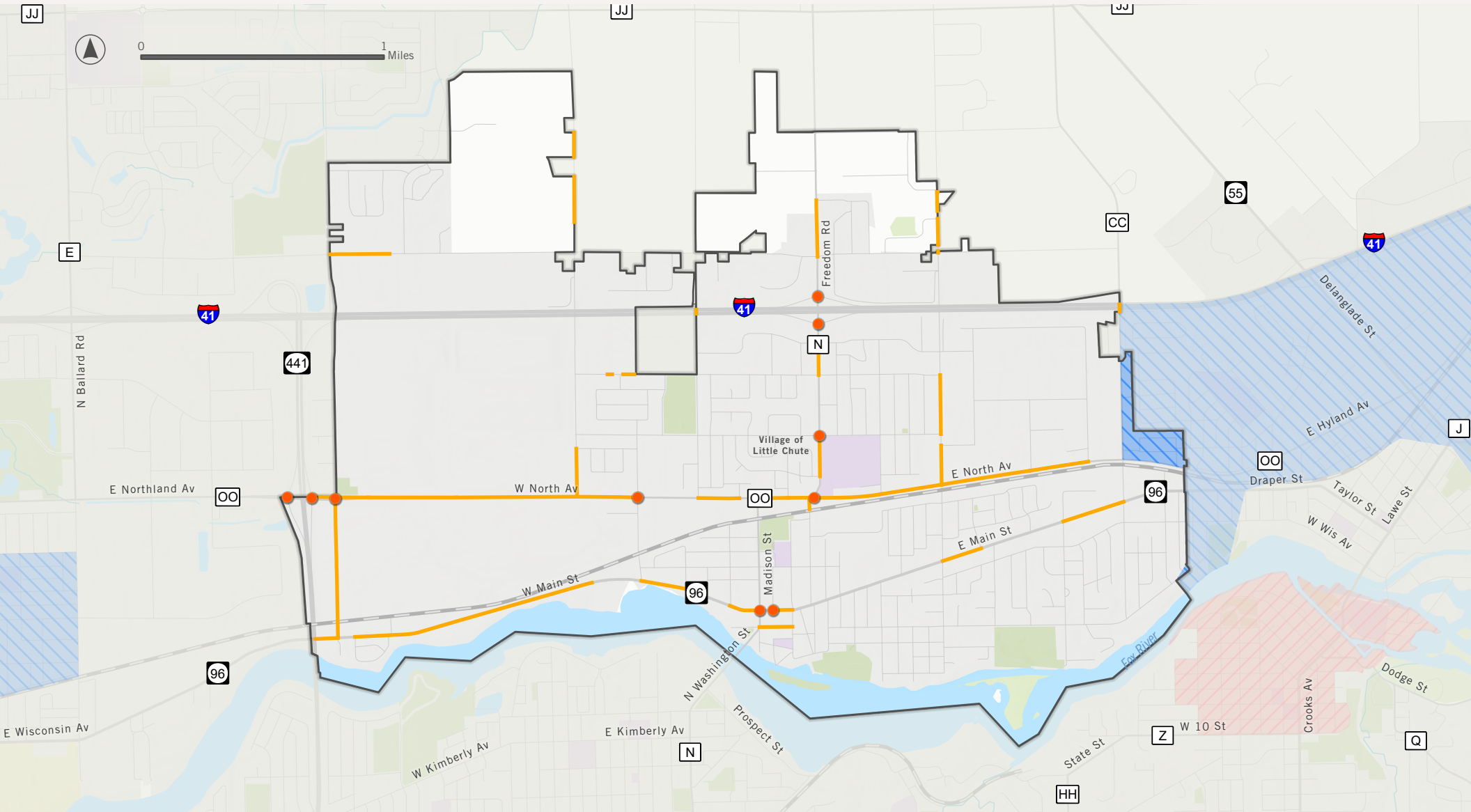


Political Boundaries



APPLETON (FOX CITIES) MPO

VILLAGE OF LITTLE CHUTE | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

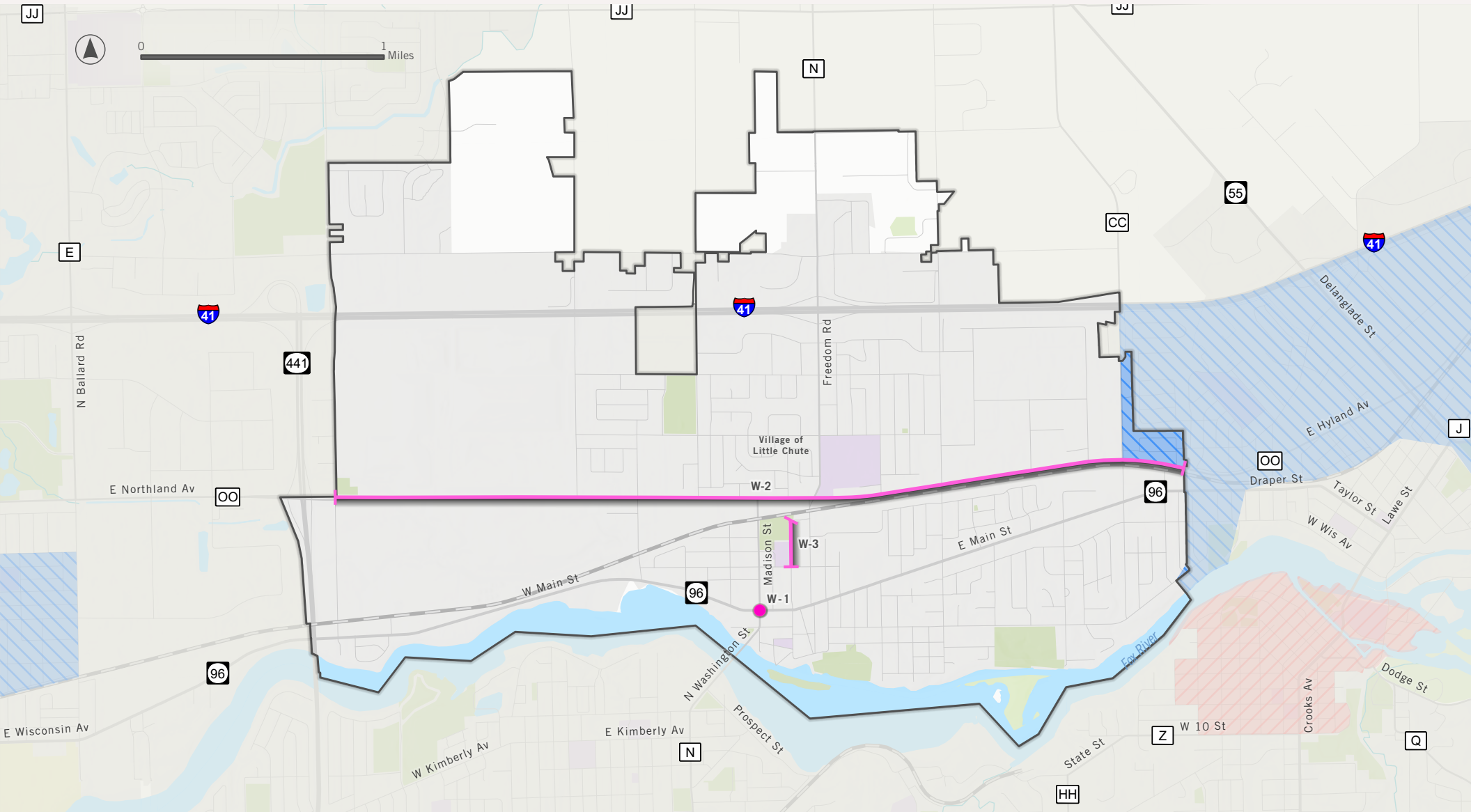
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF LITTLE CHUTE | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

▭ MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF LITTLE CHUTE | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
*W-1	STH 96 & CTH N	Intersection	-	-	-	28	28	0	0	2	0
*W-2	CTH 00	Corridor	W Village Limits	E Village Limits	3.51	194	190	4	0	3	2
*W-3	Grand Ave	Corridor	Hans Parkway	Mckinley Ave	0.19	6	6	0	0	0	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

VILLAGE OF SHERWOOD | CRASH INVENTORY 2018 - 2022

The Village of Sherwood had an estimated population of 3,202 in 2021, accounting for approximately 1% of the Appleton (Fox Cities) MPO total population.





A total of 91 crashes occurred in the village between 2018 and 2022, representing less than 1% of total MPO crashes.

There was one crash which resulted in a person being killed or seriously injured (KSI), this crash was not fatal.





The majority of crashes occurred along corridors (67%) or at T, Y, or L intersections (28%). Most crashes occurred on two-way roads (70%), in addition, many crashes happened on locally owned (46%) or state owned (54%) roads.

Relative to the MPO, the village experienced a greater proportion of pedestrian, motorcycle, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Village of Sherwood	1.1%	0.0%	95.6%	0.0%	1.1%	3.3%	12.1%	14.3%	13.2%	5.5%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

■ Crash Type by Mode: Ratios of All Crashes

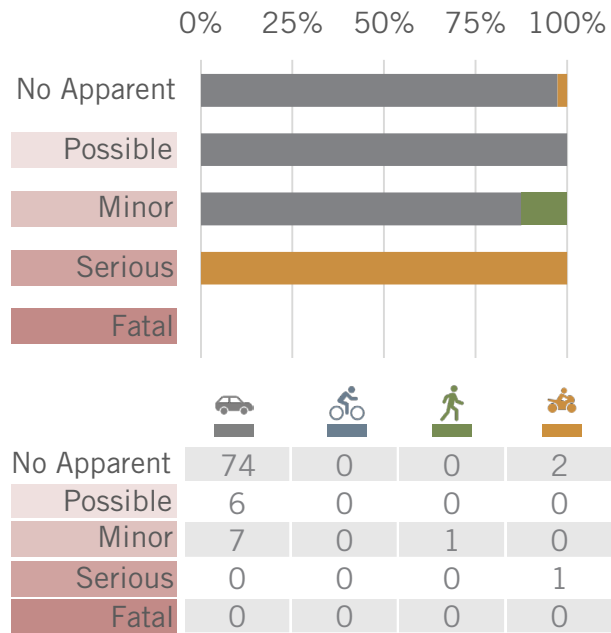
				
Head-On	5%			0%
Sideswipe	5%			0%
Broadside	14%			0%
Rear End	29%			100%
Hit Object	47%			0%
Other/Unkn	1%	0%	0%	0%
MV - straight		0%	100%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	100%	100%

- 91 Total Crashes 2018-2022**
- 1 Killed or Seriously Injured Crashes**
- Fatal Crashes**

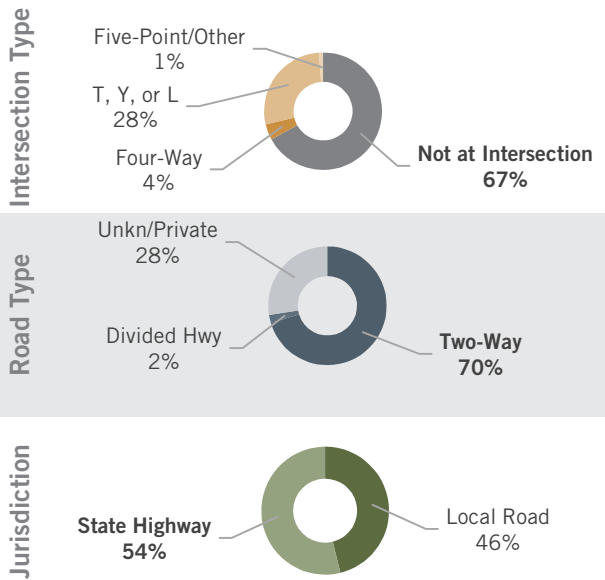
APPLETON (FOX CITIES) MPO

VILLAGE OF SHERWOOD | CRASH INVENTORY 2018 - 2022

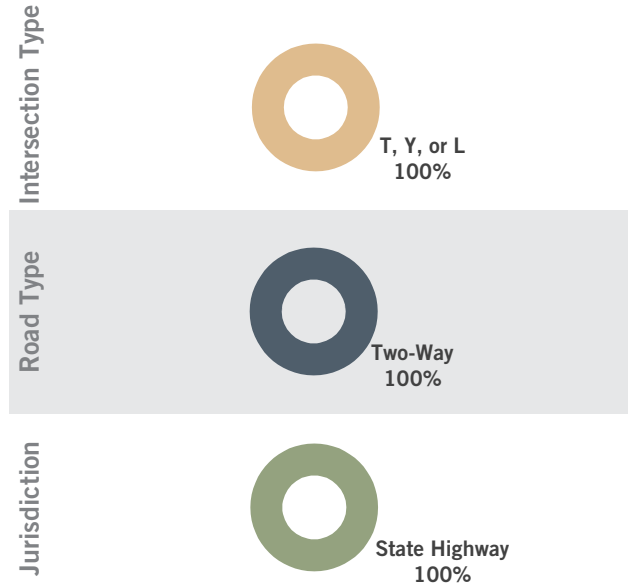
■ Crash Severity by Mode: All Crashes



■ Crash Location Attributes: All Crashes

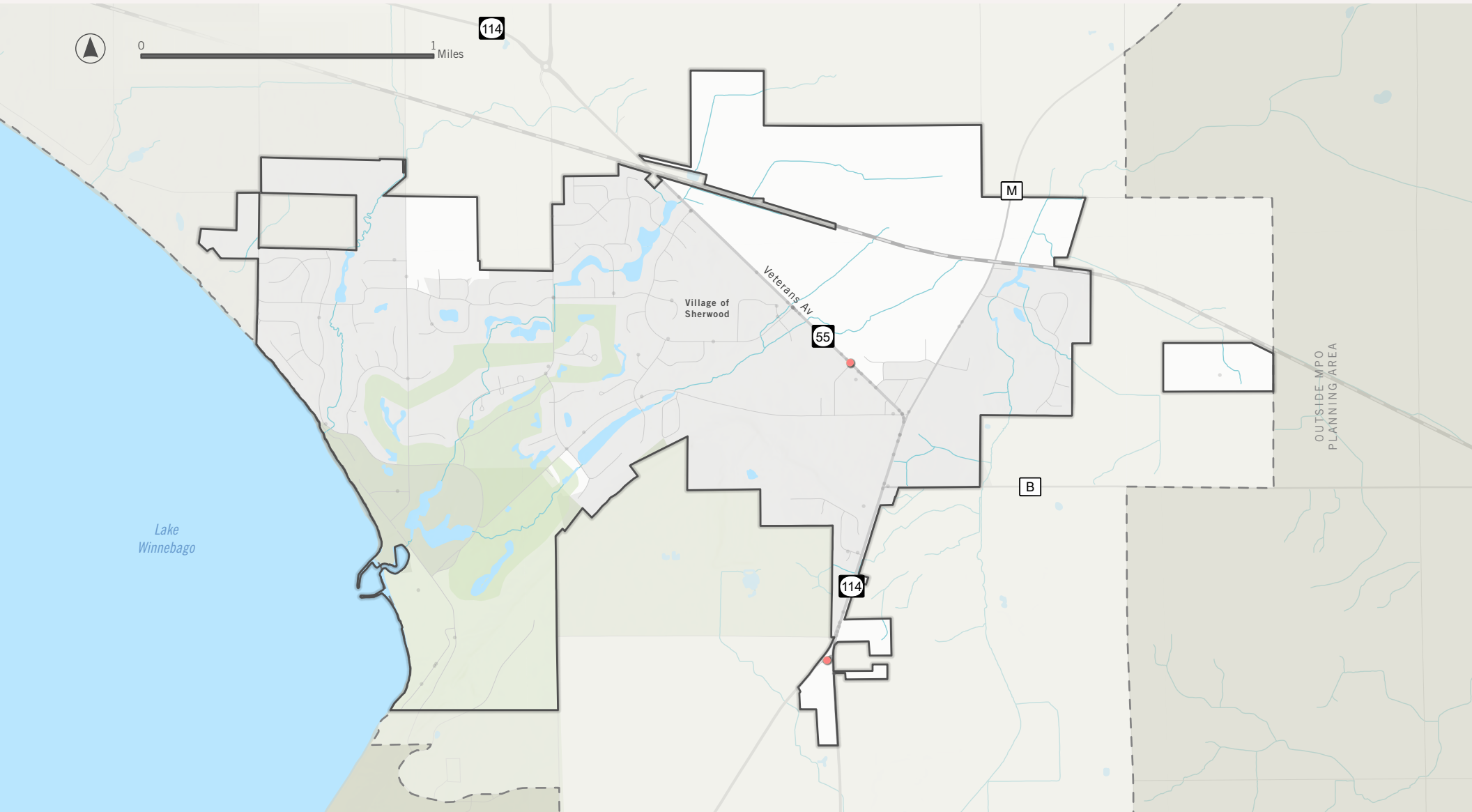


■ Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

VILLAGE OF SHERWOOD | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

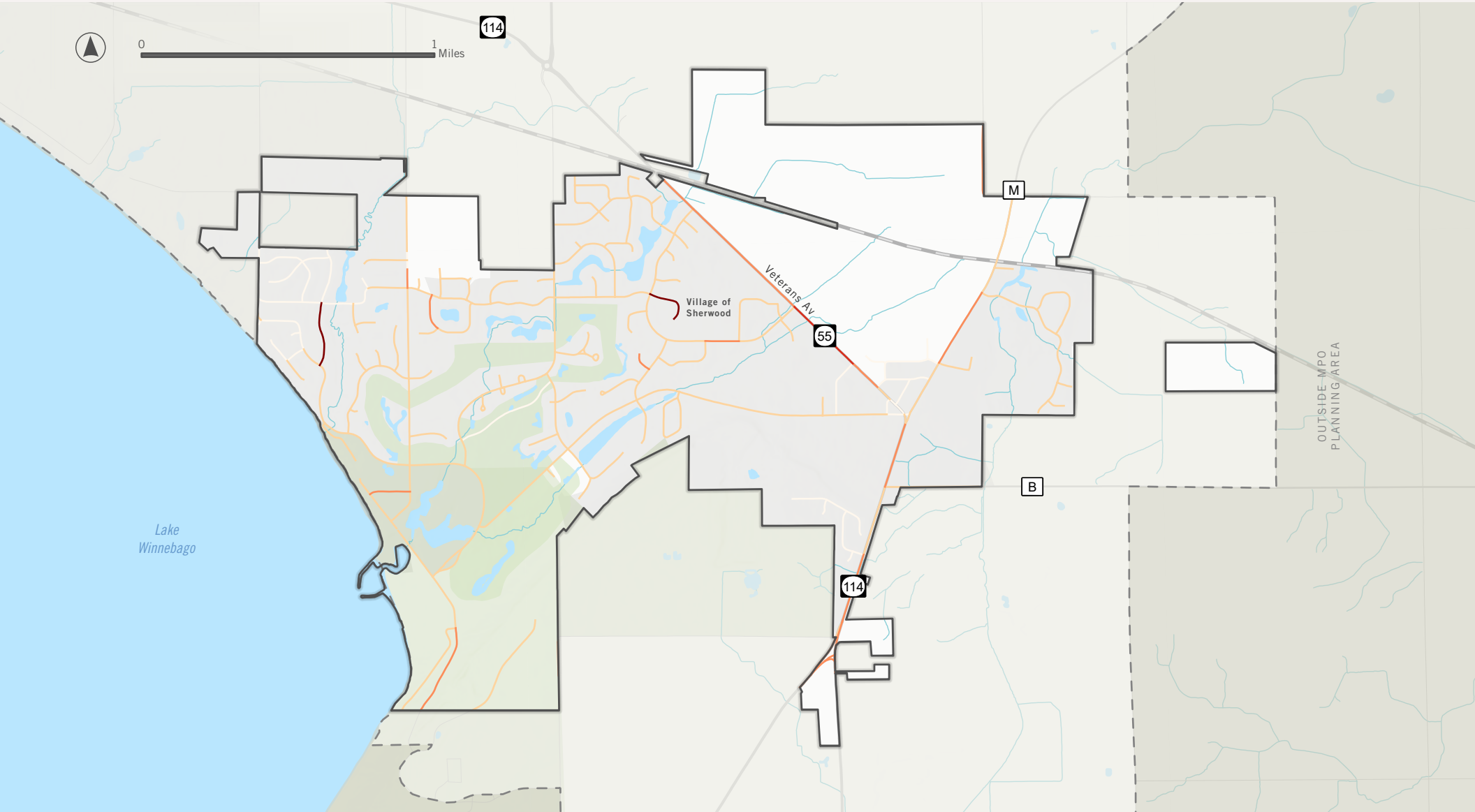
- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- ▭ MPO Boundary
- ▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

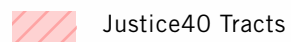
VILLAGE OF SHERWOOD | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

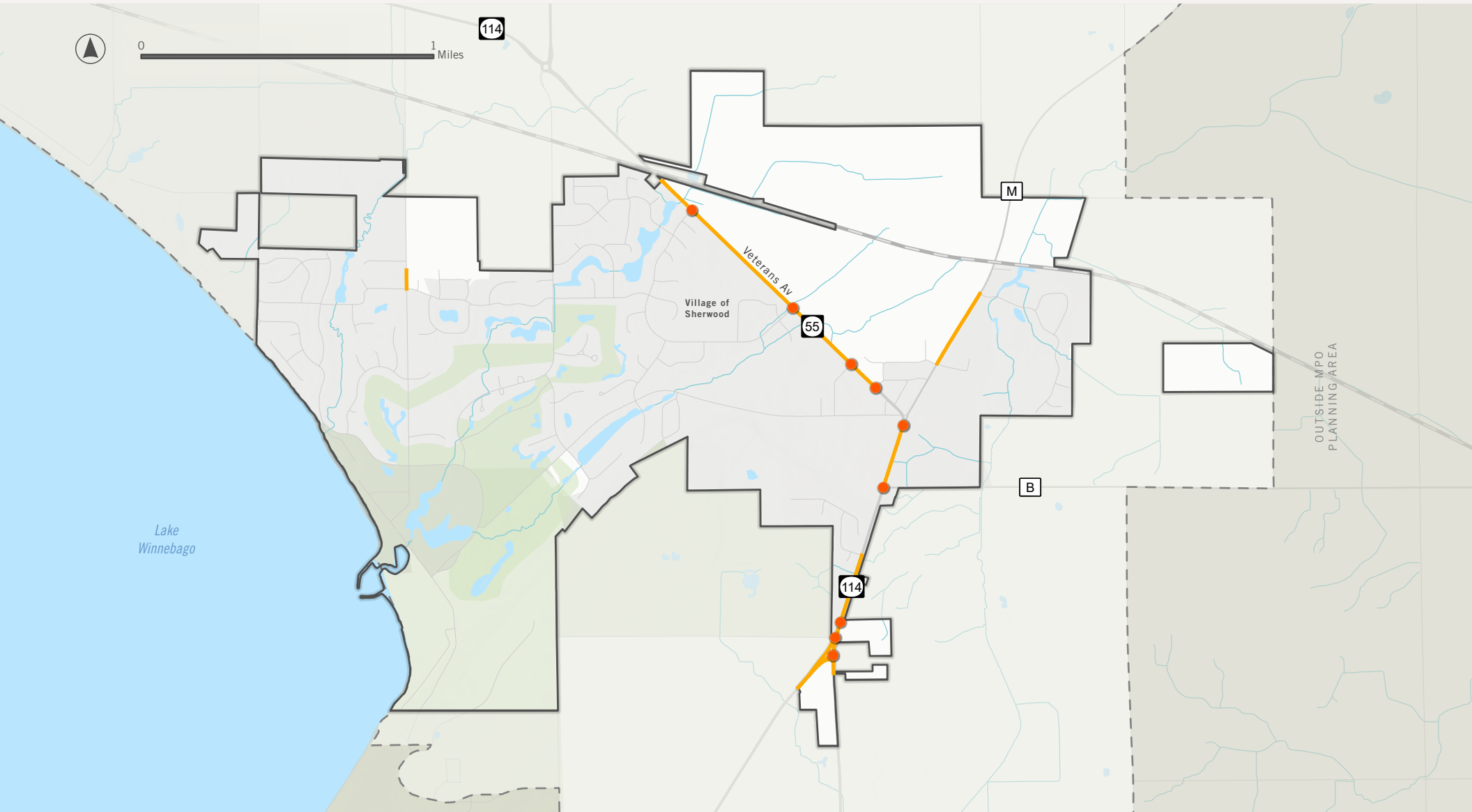


Political Boundaries



APPLETON (FOX CITIES) MPO

VILLAGE OF SHERWOOD | HIGH-INJURY NETWORK



High-Injury Network

● Intersections

— Corridors

Equity Considerations

Justice40 Tracts

USDOT ETC Tracts

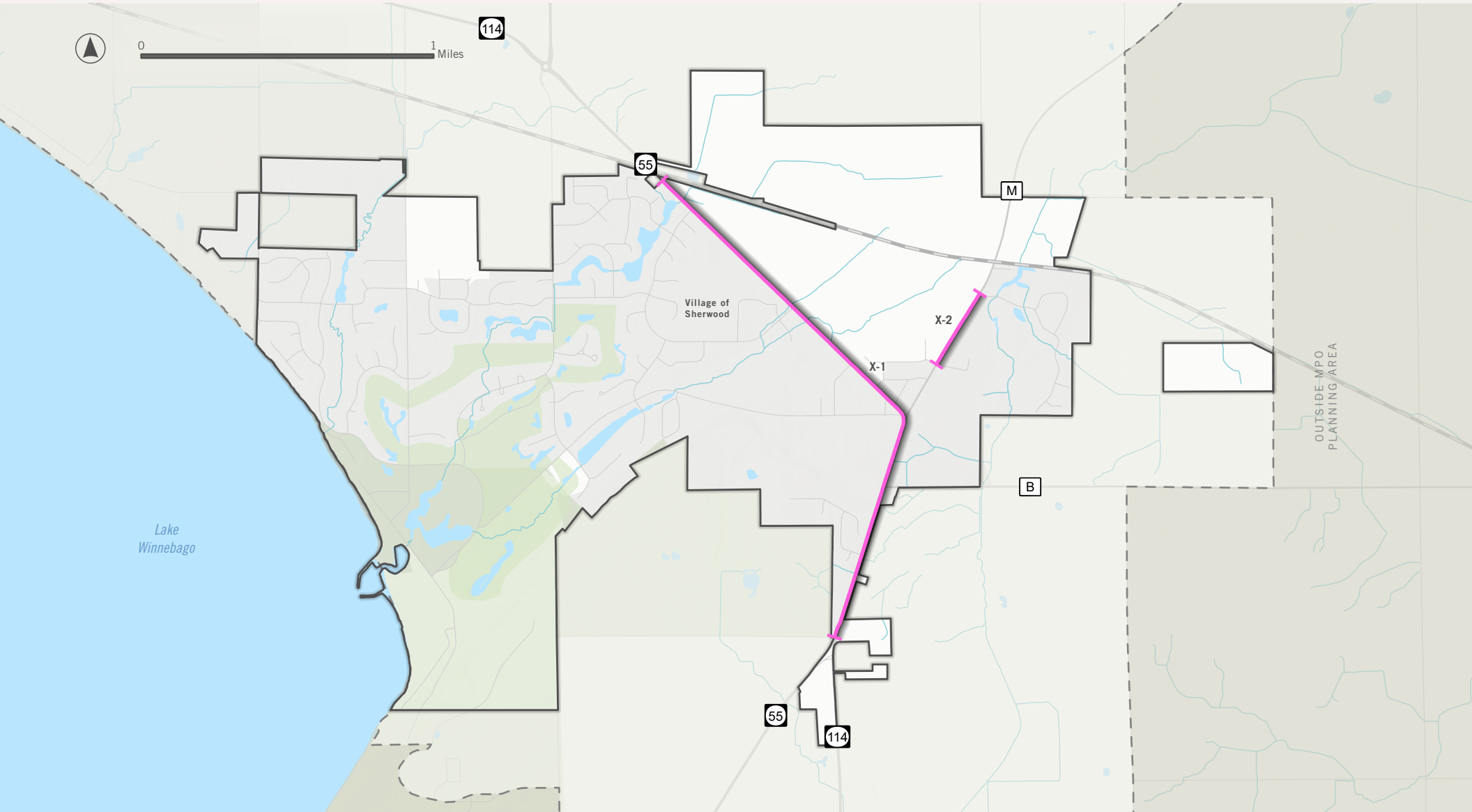
Political Boundaries

MPO Boundary

Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF SHERWOOD | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF SHERWOOD | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
*X-1	STH 55	Corridor	N Village Limits	S Village Limits	1.95	51	51	0	0	1	0
*X-2	CTH N	Corridor	Robinhood Dr	Leslie Rd	0.29	2	2	0	0	0	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

APPLETON (FOX CITIES) MPO

VILLAGE OF WRIGHTSTOWN | CRASH INVENTORY 2018 - 2022

The Village of Wrightstown (Outagamie County) had an estimated population of 259 in 2021, accounting for less than 1% of the Appleton (Fox Cities) MPO total population.





A total of 10 crashes occurred in the village between 2018 and 2022, representing less than 1% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

No crashes resulted in a person being killed or seriously injured (KSI).

The majority of crashes occurred along corridors (80%) or at a four-way (10%) or roundabout (10%) intersections. Most crashes occurred on two-way roads (70%), in addition, according to TOPS data, all crashes happened on locally owned roads.

Relative to the MPO, the village experienced a greater proportion of automobile and speed crashes.

■ Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Village of Wrightstown	0.0%	0.0%	100%	0.0%	0.0%	0.0%	10.0%	0.0%	20.0%	0.0%
Appleton/FC MPO	2.0%	0.2%	96.8%	0.9%	0.8%	1.5%	16.5%	17.2%	14.5%	5.3%

■ Crash Type by Mode: Ratios of All Crashes

10 Total Crashes 2018-2022

- Killed or Seriously Injured Crashes

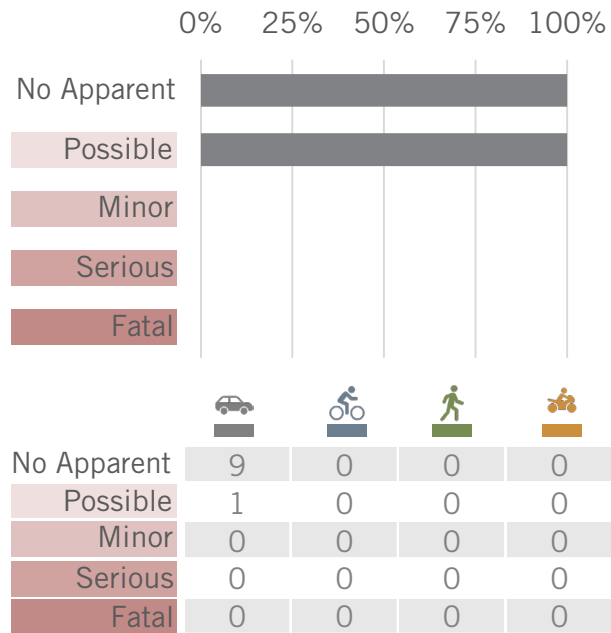
- Fatal Crashes

				
Head-On	0%			0%
Sideswipe	10%			0%
Broadside	10%			0%
Rear End	20%			0%
Hit Object	60%			0%
Other/Unkn	0%	0%	0%	0%
MV - straight		0%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	0%	0%

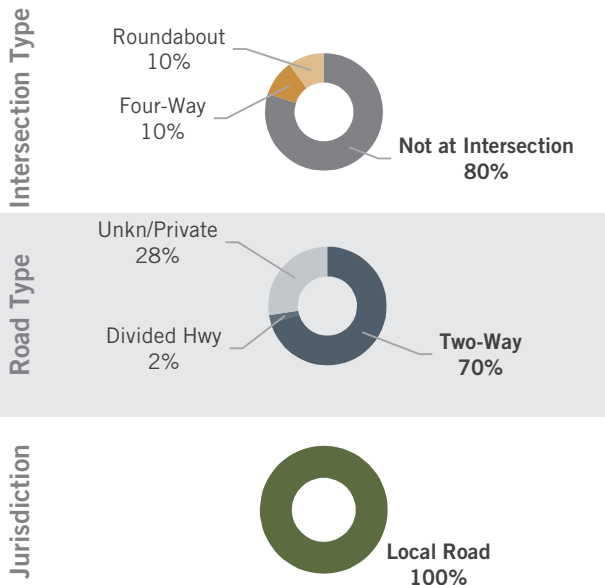
APPLETON (FOX CITIES) MPO

VILLAGE OF WRIGHTSTOWN | CRASH INVENTORY 2018 - 2022

Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

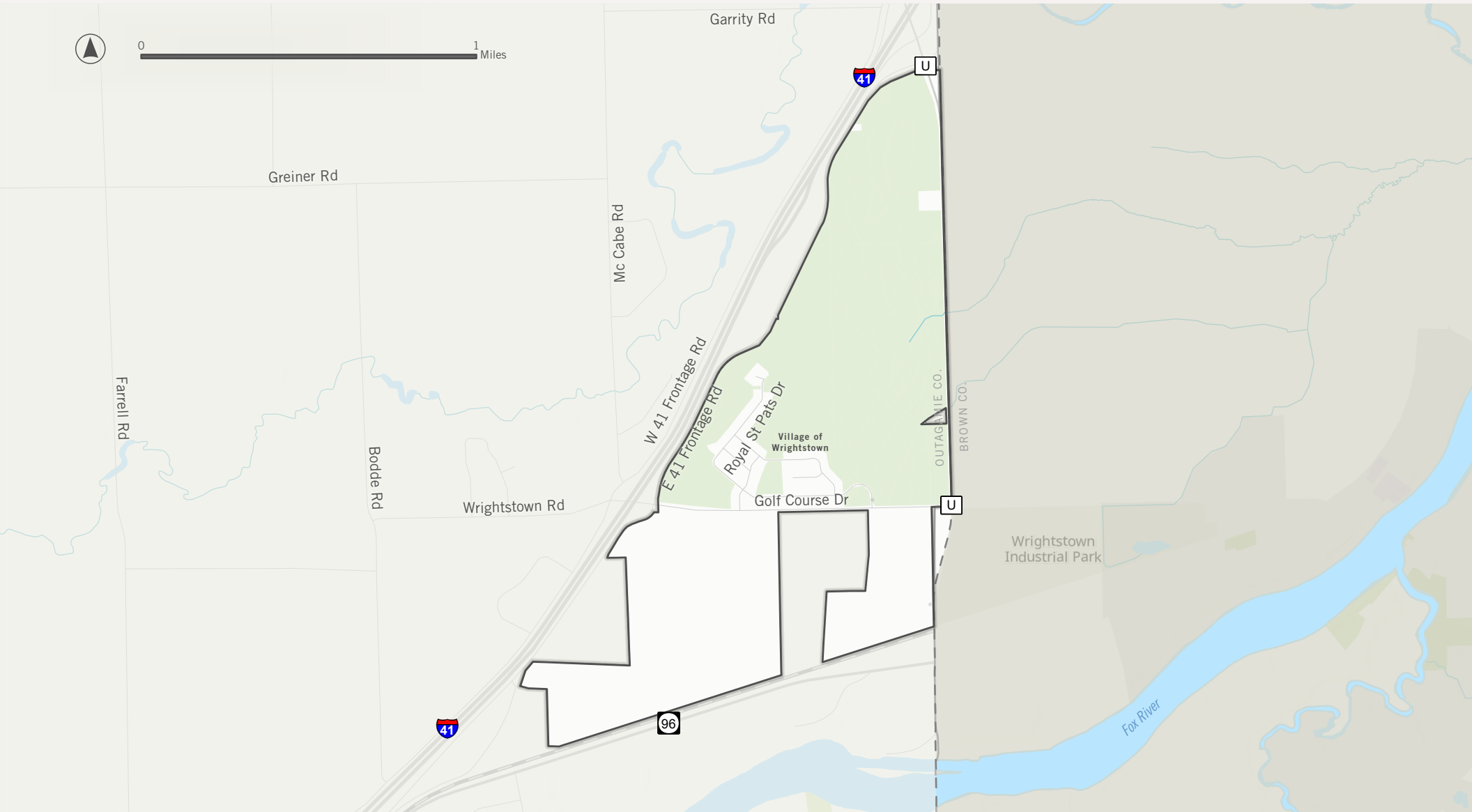


Crash Location Attributes: KSI Crashes



APPLETON (FOX CITIES) MPO

VILLAGE OF WRIGHTSTOWN | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

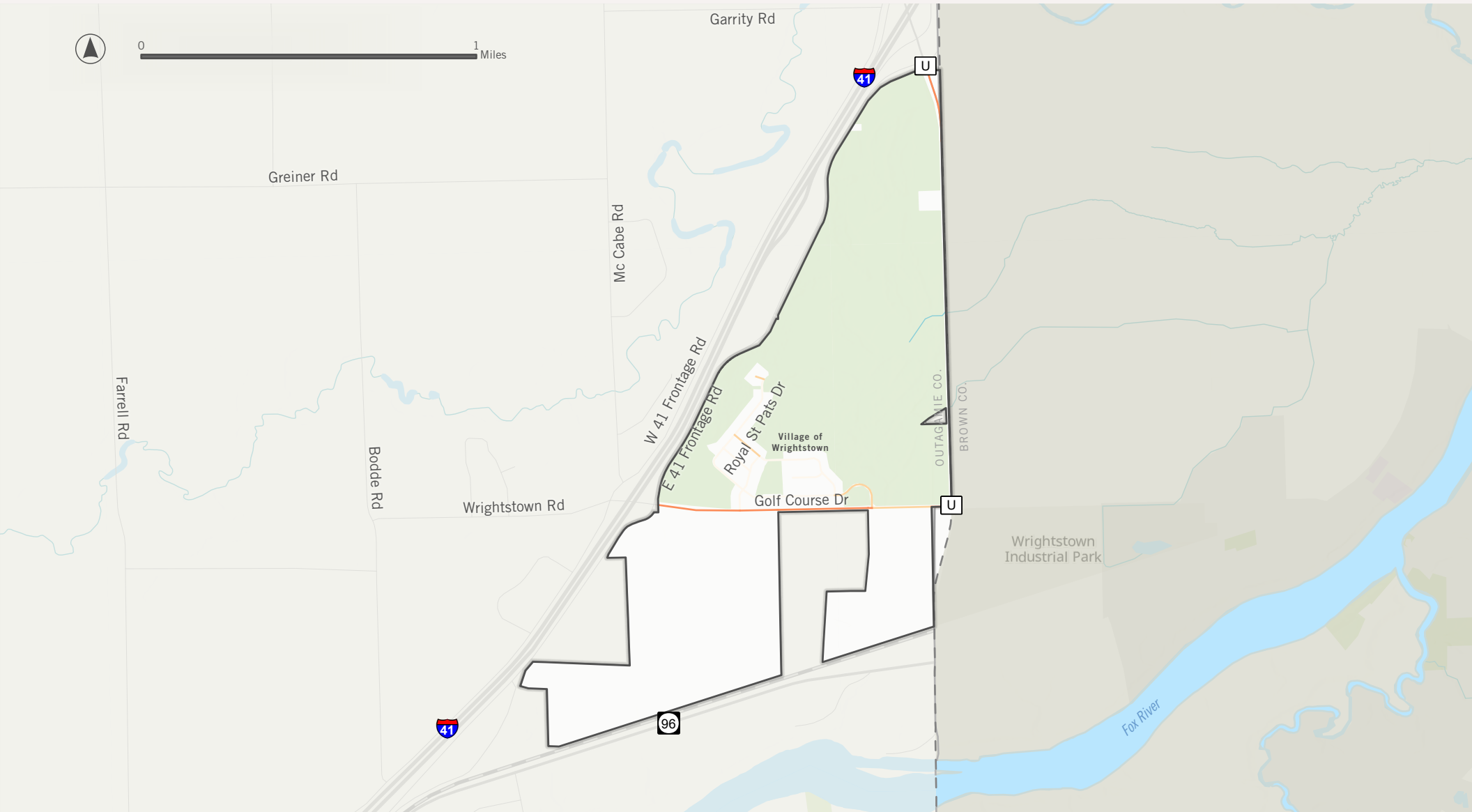
- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

APPLETON (FOX CITIES) MPO

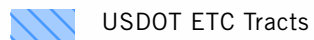
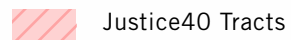
VILLAGE OF WRIGHTSTOWN | CRASH ANALYSIS



Crash Analysis Index



Equity Considerations

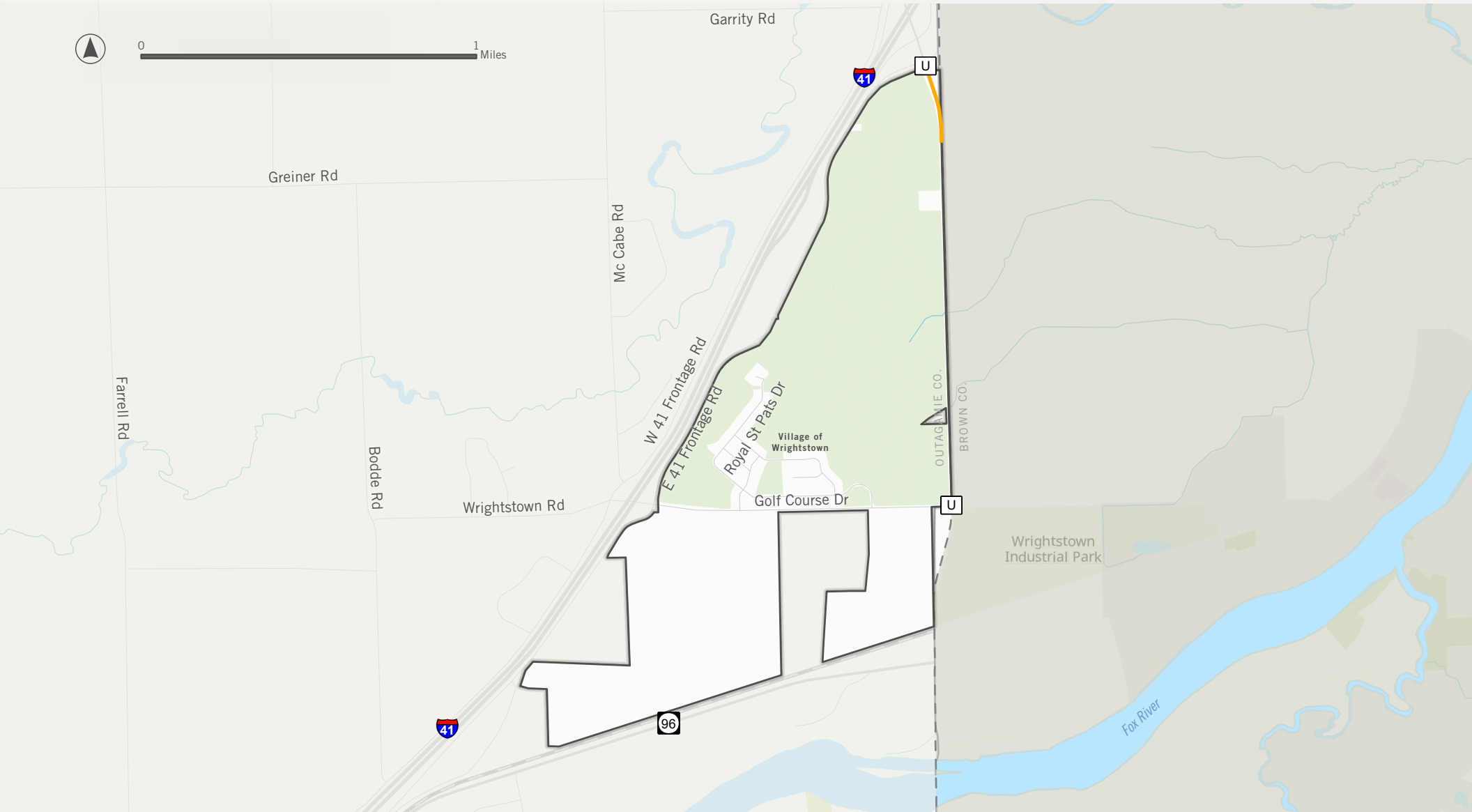


Political Boundaries



APPLETON (FOX CITIES) MPO

VILLAGE OF WRIGHTSTOWN | HIGH-INJURY NETWORK



High-Injury Network



Intersections



Corridors



Justice40 Tracts



USDOT ETC Tracts



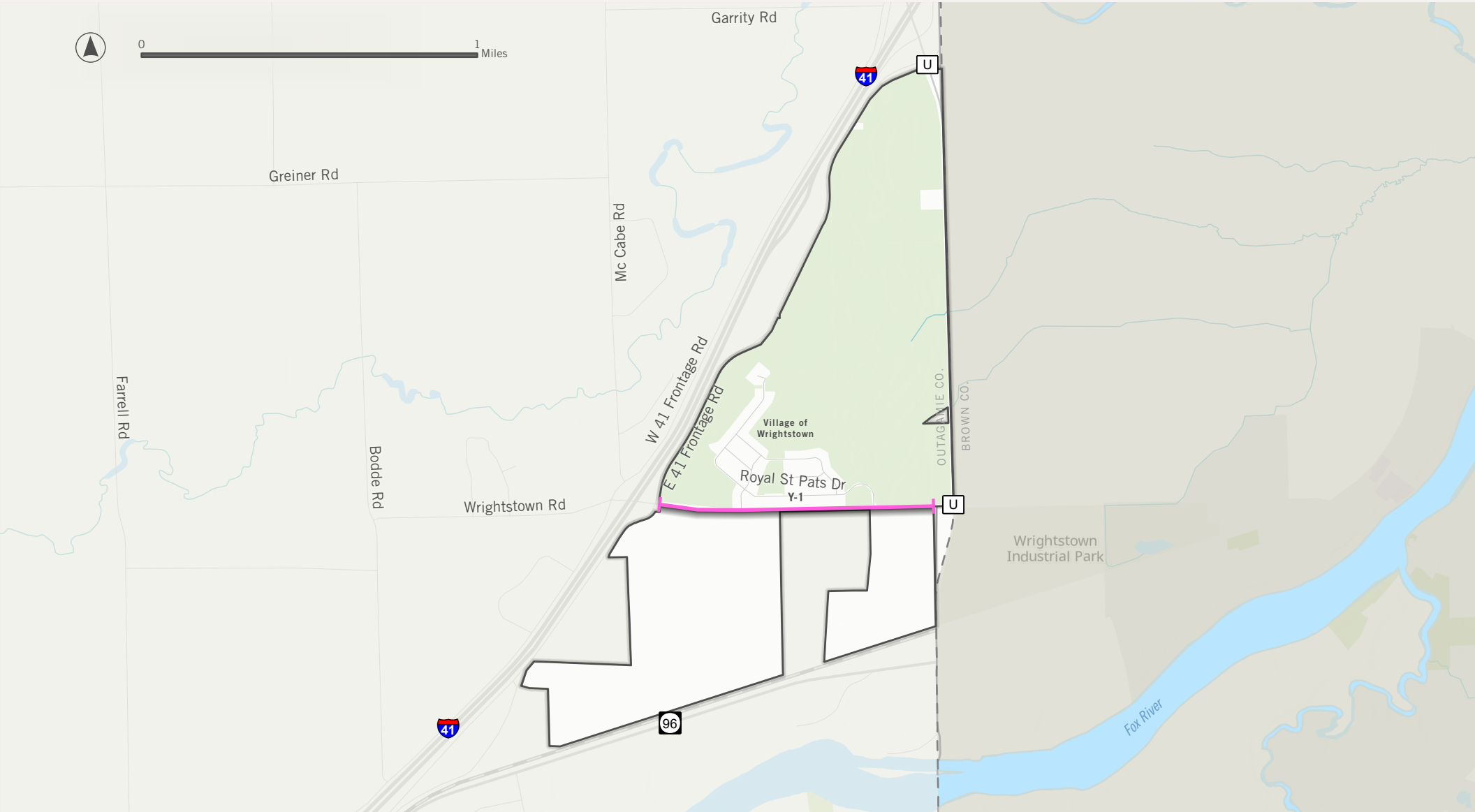
MPO Boundary



Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF WRIGHTSTOWN | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

APPLETON (FOX CITIES) MPO

VILLAGE OF WRIGHTSTOWN | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
*Y-1	Golf Course Dr	Corridor	W Village Limits	E Village Limits	0.82	4	4	0	0	0	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

COMPREHENSIVE SAFETY ACTION PLAN

CHAPTER 4

OSHKOSH

METROPOLITAN PLANNING ORGANIZATION

220	OSHKOSH MPO
233	CITY OF OSHKOSH
240	TOWN OF ALGOMA
247	TOWN OF BLACK WOLF
254	TOWN OF NEKIMI
261	TOWN OF OMRO
268	TOWN OF OSHKOSH
275	TOWN OF UTICA

Introduction

This chapter is divided into sections that provide crash inventories, crash analyses, High-Injury Networks (HIN), and project listings for the Oshkosh MPO and the municipalities that are both fully and partially within it. Inventories of all crashes which occurred between 2018 and 2022 are provided to give context to the crash types, locations, factors, modes, and severities that occurred within the given boundaries. Each inventory is followed with the results of the crash analysis, the extent of the High-Injury Network, and the priority projects identified for the MPO and each municipality. Priority projects are not listed in a specific order. Although some municipalities did not identify any projects, crash inventory and analysis results are provided for each jurisdiction.

The chapter begins with the MPO and is followed by municipalities both fully and partially within the MPO according to alphabetical order first by cities followed by towns and villages. An array of maps, figures, and tables illustrate the dynamics of crashes throughout the MPO and highlight the locations of dangerous corridors and intersections where SS4A Demonstration and/or Implementation funding would enhance safety for all road users. Disadvantaged census tracts according to the Equitable Transportation Community (ETC) tool and the Climate and Economic Justice Screening Tool (CEJST) are identified in all crash inventory, crash analysis, HIN, and priority project maps.

Equity

The Oshkosh MPO is entirely within Winnebago County and is comprised of eight municipalities that are either fully or partially within the MPO planning boundaries.

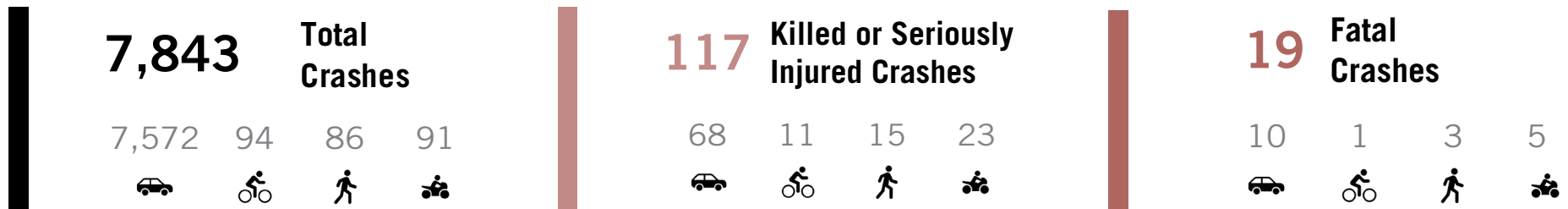
In 2023 the Oshkosh MPO had an estimated population of 79,300. According to the Equitable Transportation Community (ETC) toll, approximately 3.28% of residents in the Oshkosh MPO were underserved, as 2,500 residents were within a disadvantaged census tract. This tract was within the City of Oshkosh.

According to the Climate and Economic Justice Screening Tool (CEJST), approximately 5,600 residents lived in two disadvantaged census tracts, or 7.02% of the total Oshkosh MPO population. One tract was entirely within the City of Oshkosh while another was within portions of the Town of Oshkosh and City of Oshkosh.

OSHKOSH MPO | CRASH INVENTORY 2018 - 2022

Total Crashes by Severity and Mode

A total of 7,843 crashes occurred in the MPO between 2018 and 2022. During this period, 117 crashes resulted in a person being killed or seriously injured (KSI), and 19 crashes were fatal. 22% of KSI crashes involved either a bicyclist or a pedestrian. Ten motor vehicle, five motorcycle, one bicyclist, and three pedestrian crashes resulted in fatalities. Over the five-year period, the average annual fatality rate per 100,000 population for all modes of transportation was 4.79.



Crash Factors

Age and violation crash factors played a role in many motorist (motor vehicles and motorcycles) and non-motorist (bicyclists and pedestrians) crashes (Figures 4.1, 4.2, and 4.3). Many non-motorist crashes in the Oshkosh MPO involved either youth (25.6%) or seniors (28.3%), and 25% of fatal non-motorist crashes involved a youth while 75% involved a senior. For motorists, speed played a role in many crashes (13%) and a significant role in KSI and fatal crashes, contributing to 27.5% and 33.3% of these crashes, respectively.

Figure 4.1 Crash Factors: Total Crashes

	Age		Violation	
	Youth	Senior	Speed	DUI
Motorist	13.0%	18.5%	13.0%	4.8%
Non-Motorist	25.6%	28.3%	1.7%	10.0%

Figure 4.2 Crash Factors: KSI Crashes

	Age		Violation	
	Youth	Senior	Speed	DUI
Motorist	14.3%	15.4%	27.5%	28.6%
Non-Motorist	26.9%	23.1%	3.8%	23.1%

Figure 4.3 Crash Factors: Fatal Crashes

	Age		Violation	
	Youth	Senior	Speed	DUI
Motorist	0.0%	20.0%	33.3%	33.3%
Non-Motorist	25.0%	75.0%	0.0%	25.0%

Crashes Per Year by Mode

Trends for total, killed or seriously injured (KSI), and fatal crashes per year between 2018 and 2022 varied considerably by mode (Figures 4.4, 4.5, and 4.6). Total motor vehicle crashes, not including motorcycles, peaked in 2019, and, although declining in 2020, increased each year in 2021 and 2022. Motor vehicle KSI crashes per year varied depending on year, with the highest amount recorded in 2019 and remaining consistent throughout the following years. Fatal crashes involving motor vehicles increased between 2018 and 2019, peaked in both 2019 and 2020, and then decreased in 2021. 2022 would record another increase in fatal motor vehicles crashes compare to the year before.

Total motorcycle crashes declined between 2018 and 2019 and increased in the following years until 2022. KSI motorcycle crashes remained largely consistent each year during the period, averaging about five per year. Motorcycle fatal crashes were highest in 2021 and 2022, with a total of two fatal crashes in each year.

The total number of pedestrian crashes per year during the period peaked in 2019 and gradually declined each year until 2022. Pedestrian killed or seriously injured (KSI) crashes remained consistent each year, averaging about three per year. Three pedestrian crashes were fatal, with one occurring in 2019 and two in 2020. Total crashes involving bicyclists declined between 2018 and 2020, increased in 2021, and decreased again in 2022. Bicycle KSI crashes remained consistent throughout the five-year period averaging about two per year. A fatal bicycle crash occurred in 2018.

Figure 4.4 Total Crashes Per Year by Mode

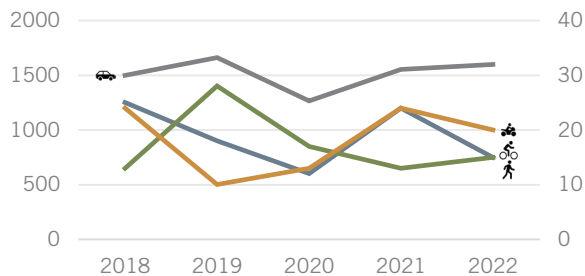


Figure 4.5 KSI Crashes Per Year by Mode

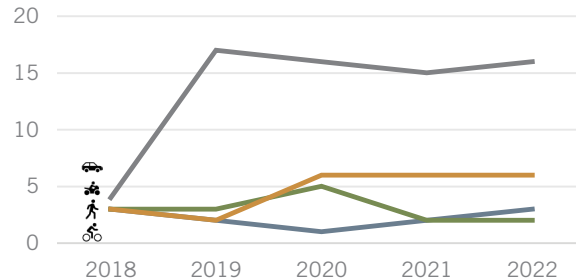
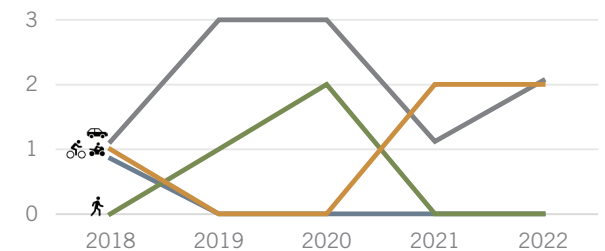


Figure 4.6 Fatal Crashes Per Year by Mode



Crash Types by Mode

Motorist and non-motorist crash types are recorded by TOPs according to the controlled maneuver of the motor vehicle prior to the beginning of the sequence of events. Consisting of 20 maneuvers that can be recorded at the scene of the crash, the dataset was condensed where appropriate to nine maneuvers and are expressed as ratios of total crashes according to mode and severity in Figures 4.7, 4.8, and 4.9.

For motor vehicle crashes, excluding motorcycles, the most common crash types for all crashes were broadsides (33%) hitting objects (28%), rear ends (23%). Hitting objects and broadsides were the most common KSI crash types for motor vehicles, contributing to 38% and 35% of KSI crashes for motor vehicles, respectively. 40% of all fatal motor vehicle crashes were due to hitting an object, while 30% were due to broadsides.

The most common motorcycle crash type for all motorcycle crashes was hitting an object (44%). Broadsides were the most common crash in motorcycle KSI crashes (52%) and fatal crashes (60%).

The most common crash types for all bicycle crashes involved motor vehicles going straight (55%). Crashes involving motor vehicles going straight were also the most common crash type for killed or seriously injured (KSI) and fatal bicycle crashes, contributing to 80% and 100% of total crashes in these severity categories, respectively. For all pedestrian crashes, the most frequent crash type involved a motor vehicle going straight (45%) or making a left turn (27%). The most common KSI pedestrian crash type resulted from a motor vehicle going straight (73%). Of the three fatal pedestrian crashes that occurred during the period, all of them involved a motor vehicle going straight.

Figure 4.7 Crash Type by Mode: Total Crashes





				
Head-On	3%			1%
Sideswipe	11%			4%
Broadside	33%			33%
Rear End	23%			15%
Hit Object	28%			44%
Other/Unkn	1%	19%	20%	2%
MV - straight		55%	45%	
MV - right turn		18%	7%	
MV - left turn		8%	27%	
	100%	100%	100%	100%

Figure 4.8 Crash Type by Mode: KSI Crashes









				
Head-On	10%			4%
Sideswipe	6%			0%
Broadside	35%			52%
Rear End	10%			9%
Hit Object	38%			35%
Other/Unkn	0%	20%	13%	0%
MV - straight		80%	73%	
MV - right turn		0%	0%	
MV - left turn		0%	13%	
	100%	100%	100%	100%

Figure 4.9 Crash Type by Mode: Fatal Crashes

				
Head-On	10%			0%
Sideswipe	10%			0%
Broadside	30%			60%
Rear End	10%			20%
Hit Object	40%			20%
Other/Unkn	0%	0%	0%	0%
MV - straight		100%	100%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

Crash Locations

Crashes across the MPO occurred at various types of intersections and road cross-sections owned by either local, state, or federal entities according to TOPs crash reports. For all crashes and all modes of transportation, many occurred along corridors (59%) (labeled in figure as Not at Intersection) or at four-way intersections (24%), on two-way roads (56%), and on locally owned roads (58%) (Figure 4.10).

For all roadway users, about 55% of KSI crashes occurred along corridors while 33% occurred at four-way intersections (Figure 4.11). Also displayed in Figure 4.11, a significant amount of KSI crashes occurred on two-way roads (69%) and many took place on locally owned roads (56%).

The majority of fatal crashes for all modes happened along corridors (68%), on two-way roads (79%), and primarily on locally owned roads (47%) and state highways (37%) (Figure 4.12).

Figure 4.10 Crash Locations: Total Crashes

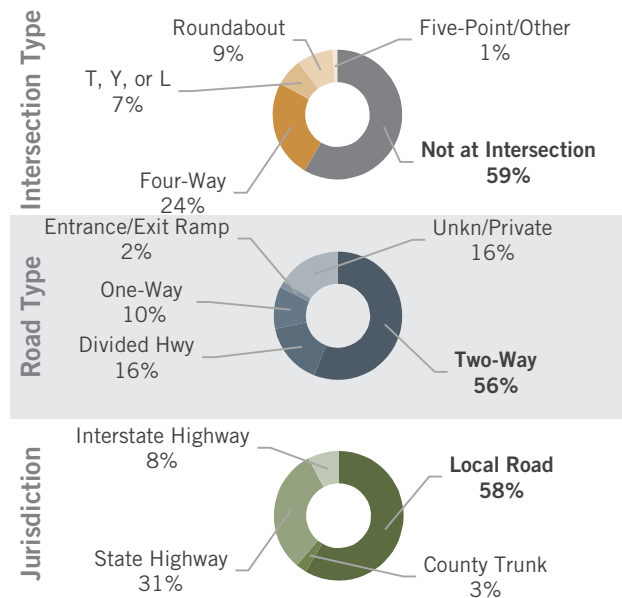


Figure 4.11 Crash Locations: KSI Crashes

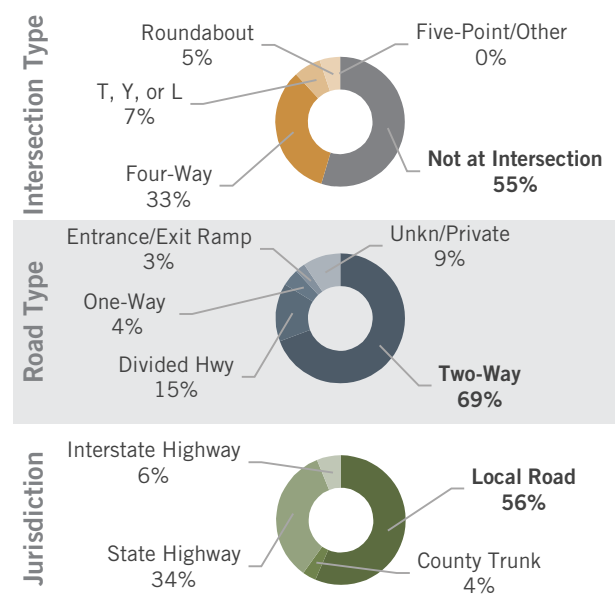
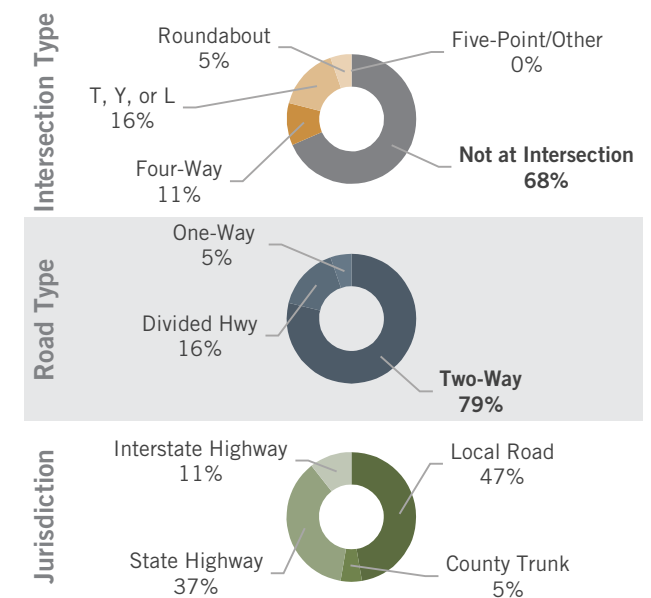
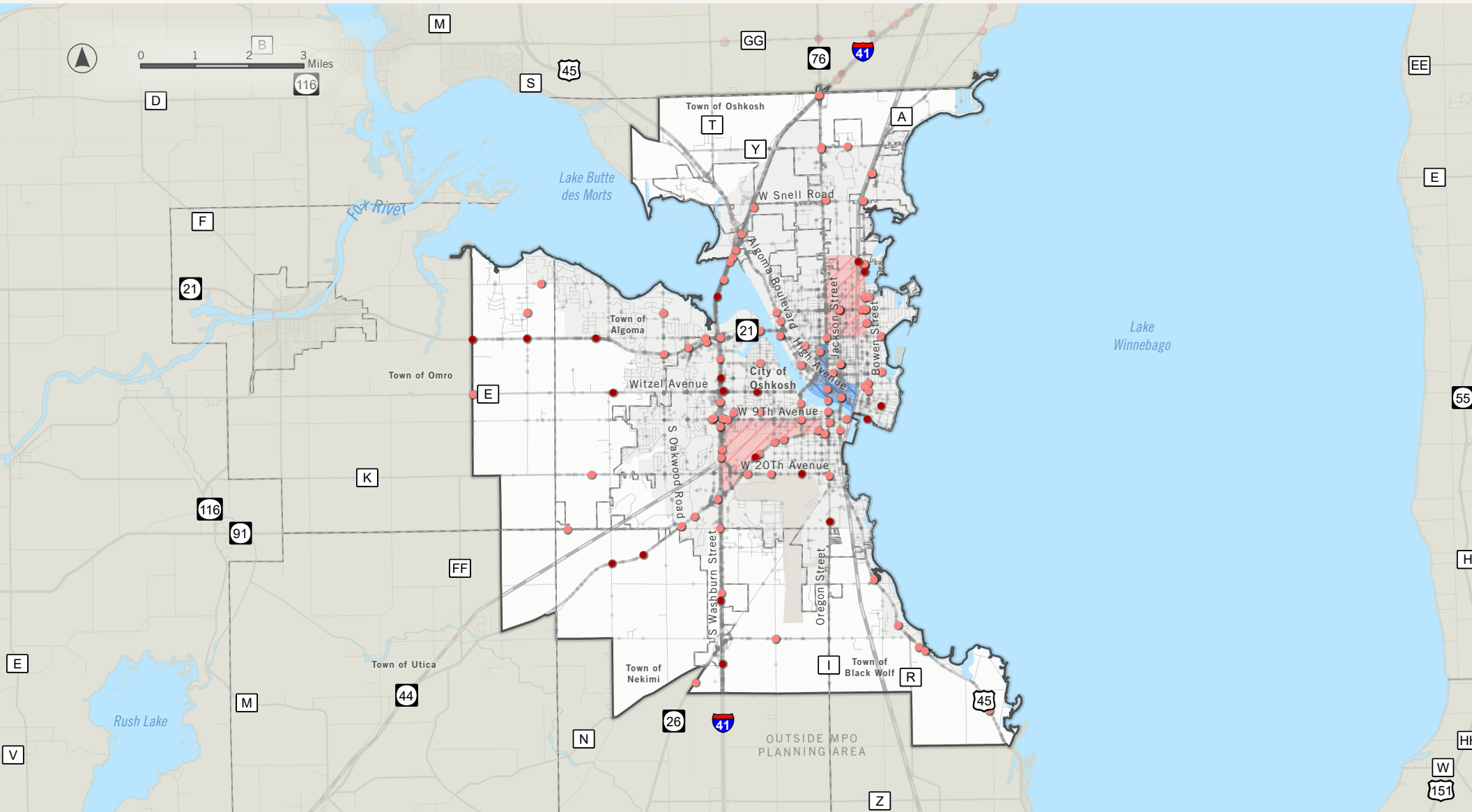


Figure 4.12 Crash Locations: Fatal Crashes



OSHKOSH MPO

OSHKOSH MPO | MAP 4.1 OSHKOSH MPO KILLED AND SERIOUS INJURY CRASHES 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

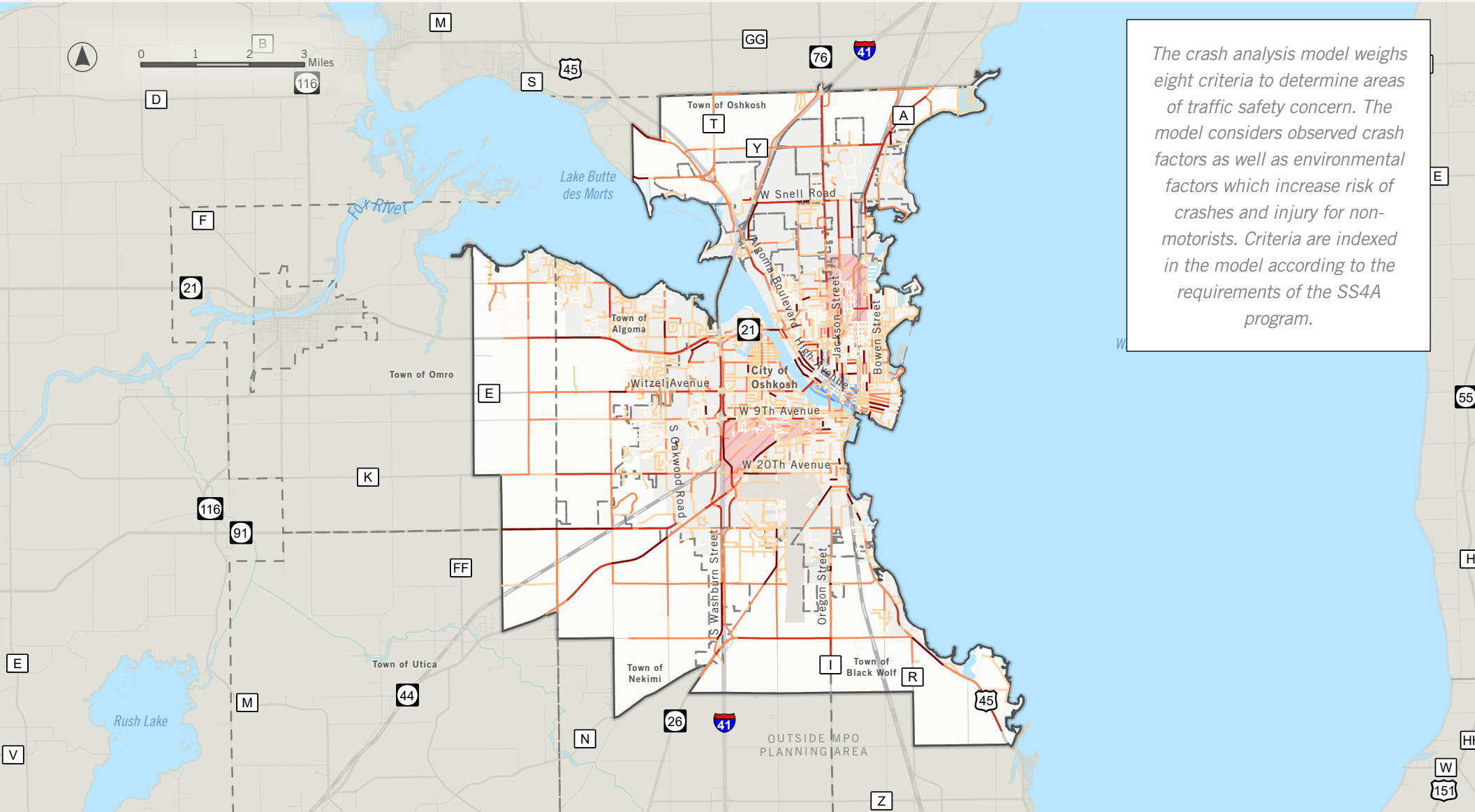
Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

OSHKOSH MPO | MAP 4.2 OSHKOSH MPO CRASH ANALYSIS



The crash analysis model weighs eight criteria to determine areas of traffic safety concern. The model considers observed crash factors as well as environmental factors which increase risk of crashes and injury for non-motorists. Criteria are indexed in the model according to the requirements of the SS4A program.

Crash Analysis Index



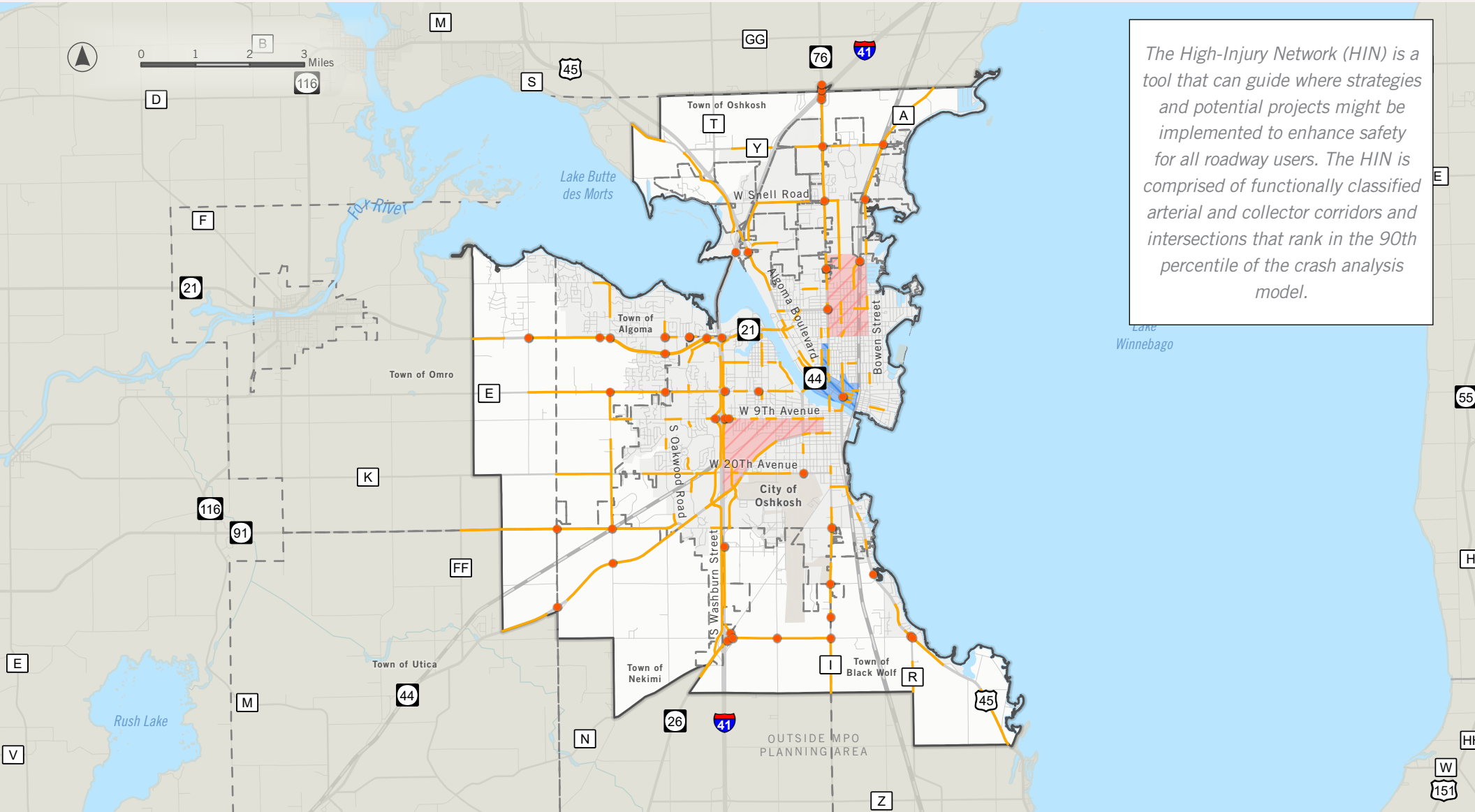
Equity Considerations



Political Boundaries



OSHKOSH MPO | MAP 4.3 OSHKOSH MPO HIGH-INJURY NETWORK



The High-Injury Network (HIN) is a tool that can guide where strategies and potential projects might be implemented to enhance safety for all roadway users. The HIN is comprised of functionally classified arterial and collector corridors and intersections that rank in the 90th percentile of the crash analysis model.

High-Injury Network

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts

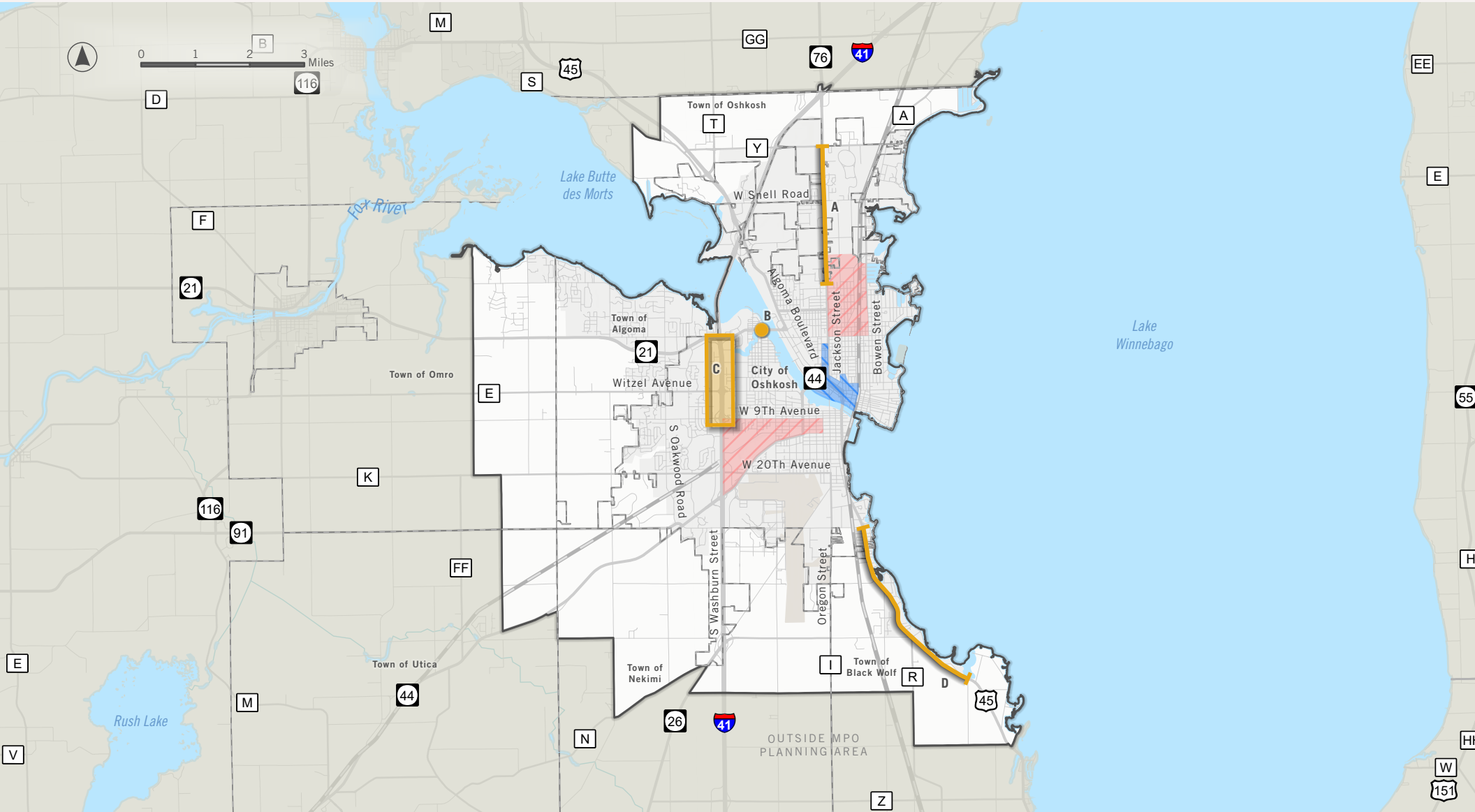
Political Boundaries

▭ MPO Boundary

- - - MCD Boundary

OSHKOSH MPO

OSHKOSH MPO | MAP 4.4 OSHKOSH MPO PRIORITY PROJECTS



MPO-Selected Projects

● Intersections

▬ Corridors

▭ Areas

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts

Political Boundaries

▭ MPO Boundary

▭ Municipal Boundary

OSHKOSH MPO | PRIORITY PROJECTS

Oshkosh MPO Priority Projects

The following projects were identified as priorities for the Oshkosh MPO by the Oshkosh MPO Project Selection Advisory Group based on quantitative analysis and objective experience. The following pages provide more detailed maps and crash statistics for these projects. Projects are not listed in a specific order. Symbology for the maps is identified below:

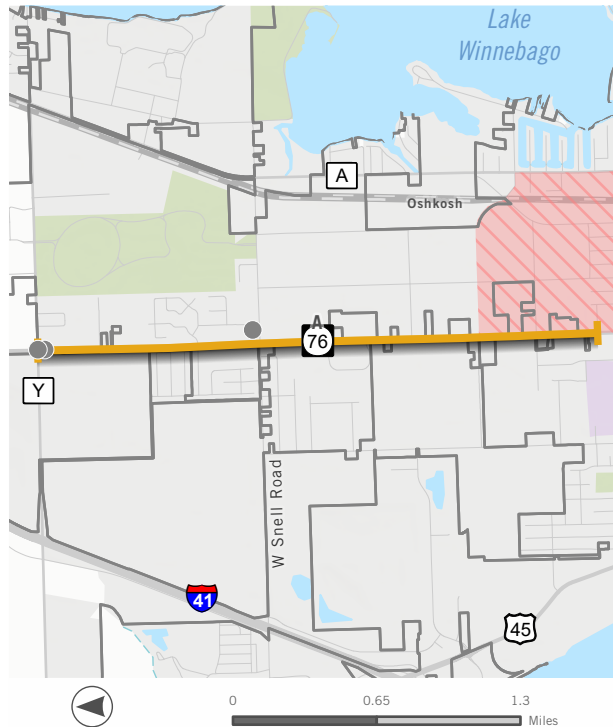
KSI Crashes

- Pedestrian - Serious Injury
- Pedestrian - Fatal Injury
- ▲ Bicyclist - Serious Injury
- ▲ Bicyclist - Fatal Injury
- Motorist - Serious Injury *
- Motorist - Fatal Injury *

MPO-Selected Projects

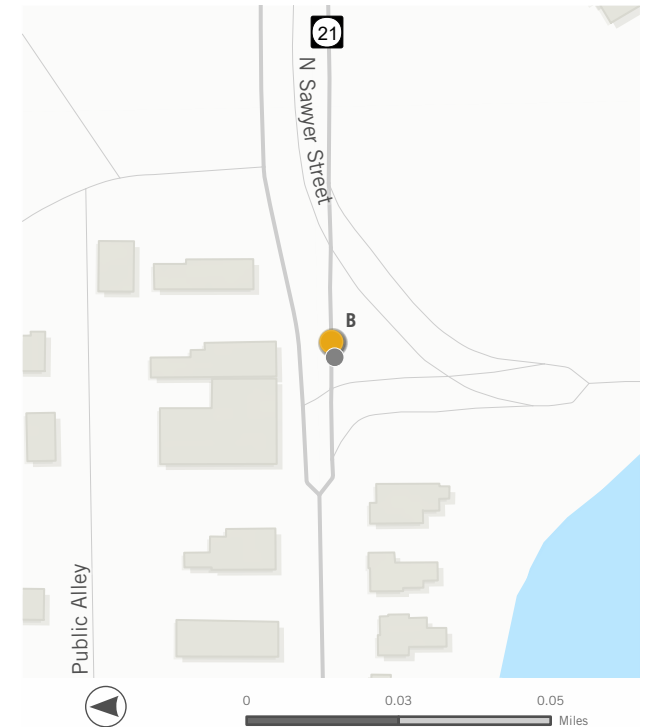
- Intersections
- ▬ Corridors
- Areas

Project A: STH 76



From	105 Total	105
STH Y	2 Serious	0
To	0 Fatal	0
Bacon Ave		

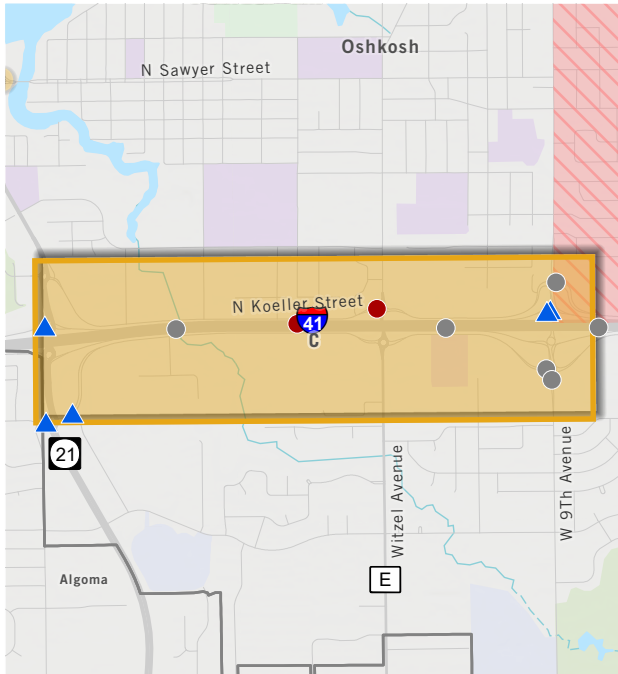
Project B: Oshkosh Ave & Sawyer St



From	32 Total	32
-	1 Serious	0
To	0 Fatal	0
-		

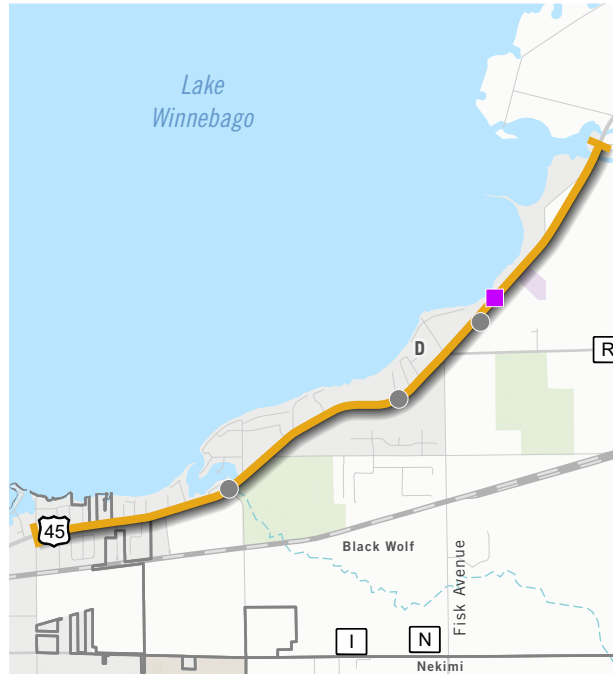
OSHKOSH MPO | PRIORITY PROJECTS

■ Project C: I-41 Corridor Pedestrian Bridge



From STH 21	1095 Total	1074
To 9th Ave	12 Serious	17
	2 Fatal	4

■ Project D: STH 45






From Waukau Ave	64 Total	63
To Koelpin Rd	3 Serious	0
	0 Fatal	1

*Project listing in no specific order
* includes all motor vehicle and motorcycle crashes*

OSHKOSH MPO

OSHKOSH MPO | TABLE 4.1 OSHKOSH MPO PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 *			Serious	Fatal
A	STH 76	Corridor	CTH Y	Bacon Ave	2.53	105	105	0	0	2	0
B	Oshkosh Ave & Sawyer St	Intersection	-	-	-	32	32	0	0	1	0
C	I41 Corridor Pedestrian Bridge	Corridor/Area	STH 21	9th Ave	-	1095	1074	17	4	12	2
D	STH 45	Corridor	Waukau Ave	Koelpin Rd	3.57	64	63	0	1	3	0

COMPREHENSIVE SAFETY ACTION PLAN

OSHKOSH MPO

MUNICIPAL PROFILES: CRASH INVENTORY, ANALYSIS, HIGH-INJURY NETWORK, AND PRIORITY PROJECTS

CITY OF OSHKOSH | CRASH INVENTORY 2018 - 2022





The City of Oshkosh had an estimated population of 66,594 in 2021, accounting for approximately 84% of the Oshkosh MPO total population. A total of 6,311 crashes occurred in the city between 2018 and 2022, representing 80% of total MPO crashes.

There were 86 crashes which resulted in a person being killed or seriously injured (KSI), 12 crashes were fatal. 27% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (54%) or at four-way intersections (27%). Most crashes occurred on two-way roads (60%), in addition, many also happened on locally owned roads (66%).

Relative to the MPO, the city experienced a greater proportion of bicycle, pedestrian, motorcycle, youth, and senior crashes.

■ Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
City of Oshkosh	1.4%	0.2%	96.1%	1.4%	1.3%	1.2%	14.3%	19.6%	10.9%	4.8%
Oshkosh MPO	1.5%	0.2%	96.5%	1.2%	1.1%	1.2%	13.3%	18.7%	12.8%	4.9%

6,311 Total Crashes
2018-2022

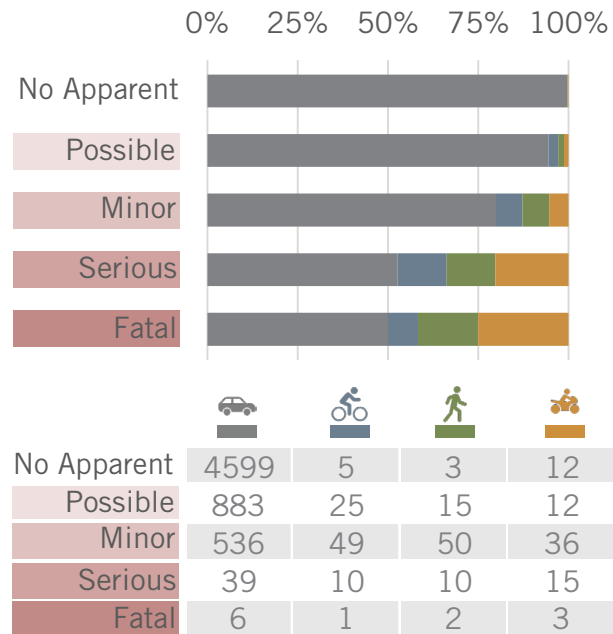
86 Killed or Seriously Injured Crashes

12 Fatal Crashes

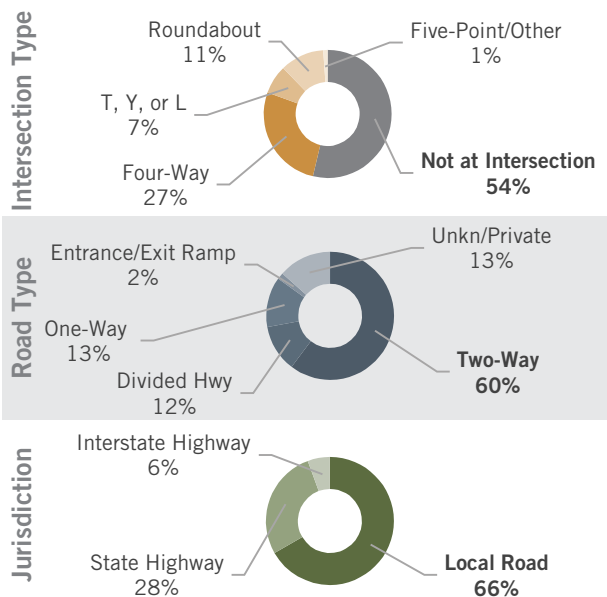
■ Crash Type by Mode: Ratios of All Crashes

				
Head-On	4%			1%
Sideswipe	12%			5%
Broadside	38%			37%
Rear End	24%			15%
Hit Object	21%			38%
Other/Unkn	1%	20%	19%	3%
MV - straight		53%	45%	
MV - right turn		19%	7%	
MV - left turn		9%	29%	
	100%	100%	100%	100%

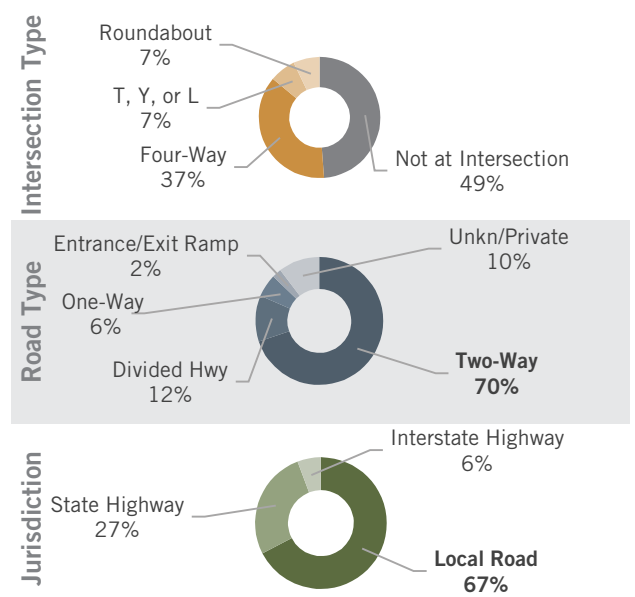
■ Crash Severity by Mode: All Crashes



■ Crash Location Attributes: All Crashes

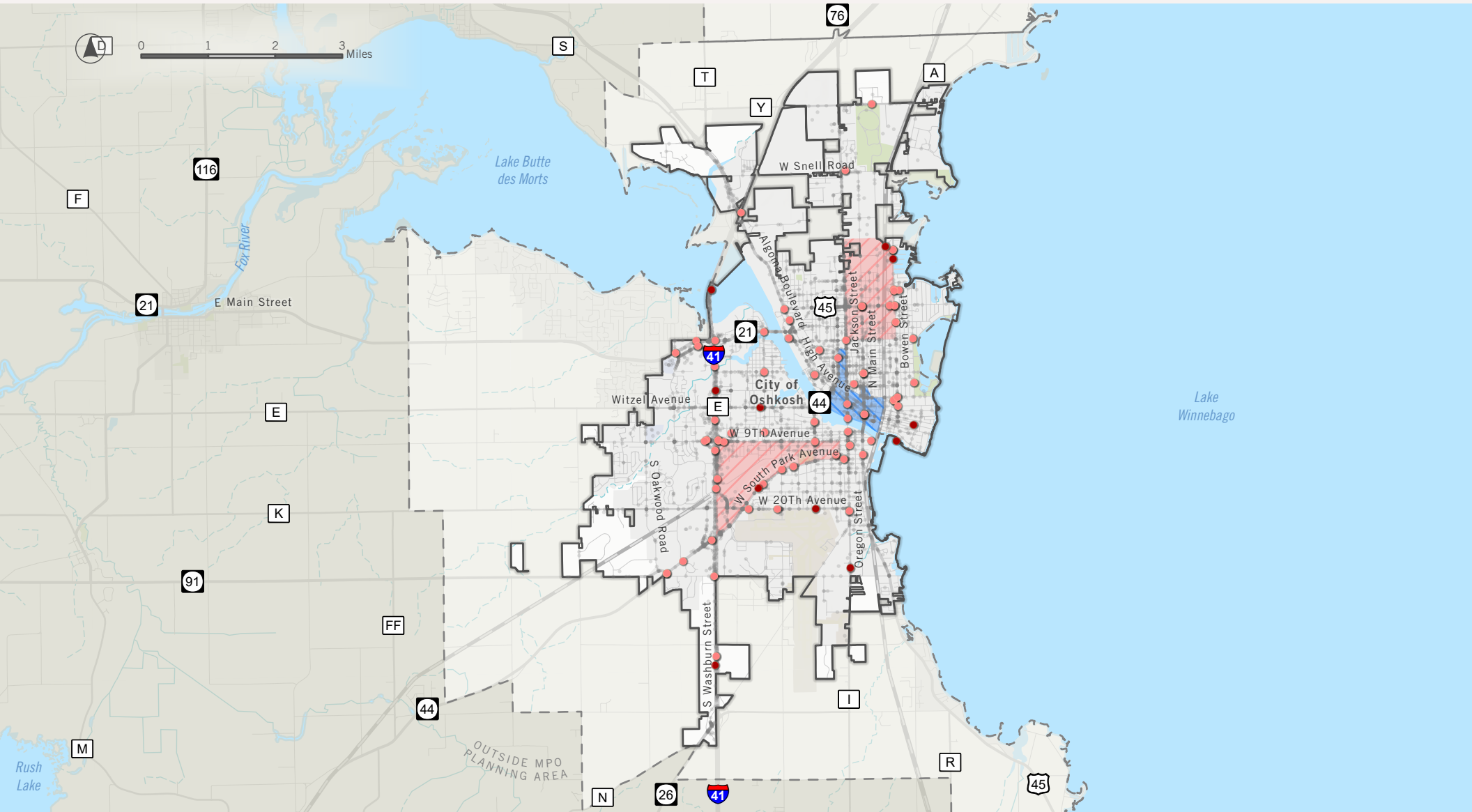


■ Crash Location Attributes: KSI Crashes



OSHKOSH MPO

CITY OF OSHKOSH | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

Equity Considerations

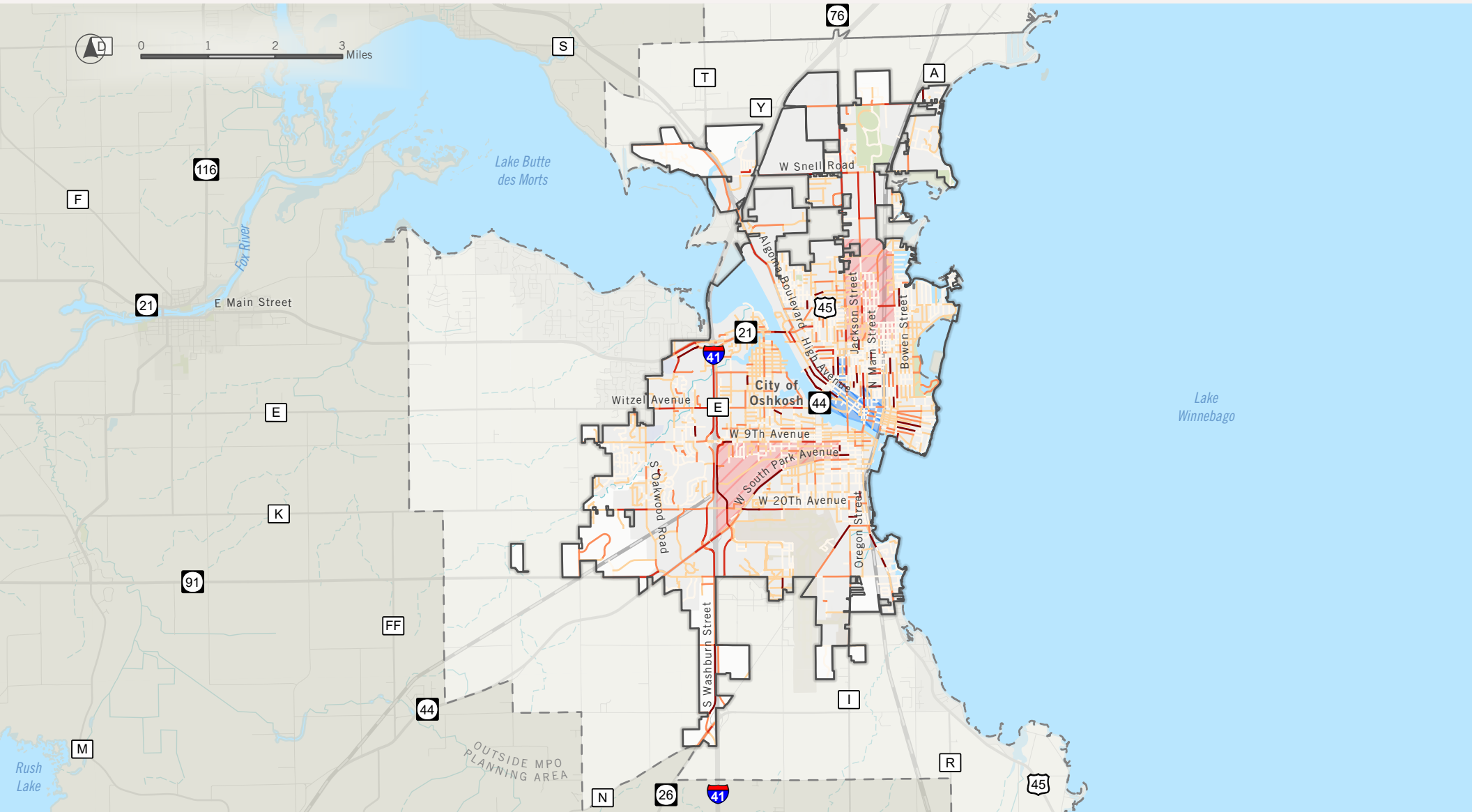
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

OSHKOSH MPO

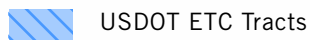
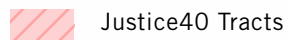
CITY OF OSHKOSH | CRASH ANALYSIS



Crash Analysis Index



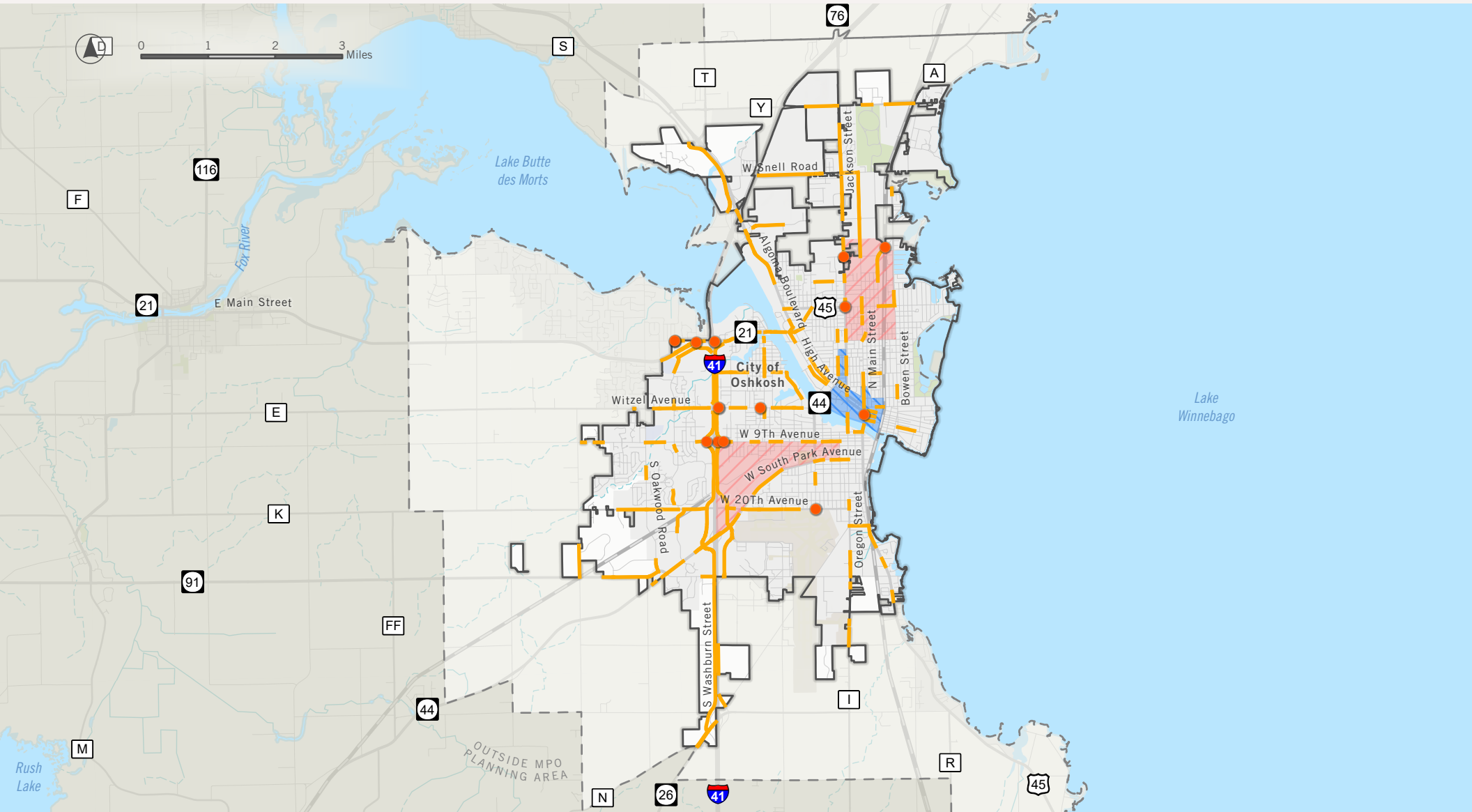
Equity Considerations



Political Boundaries



CITY OF OSHKOSH | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

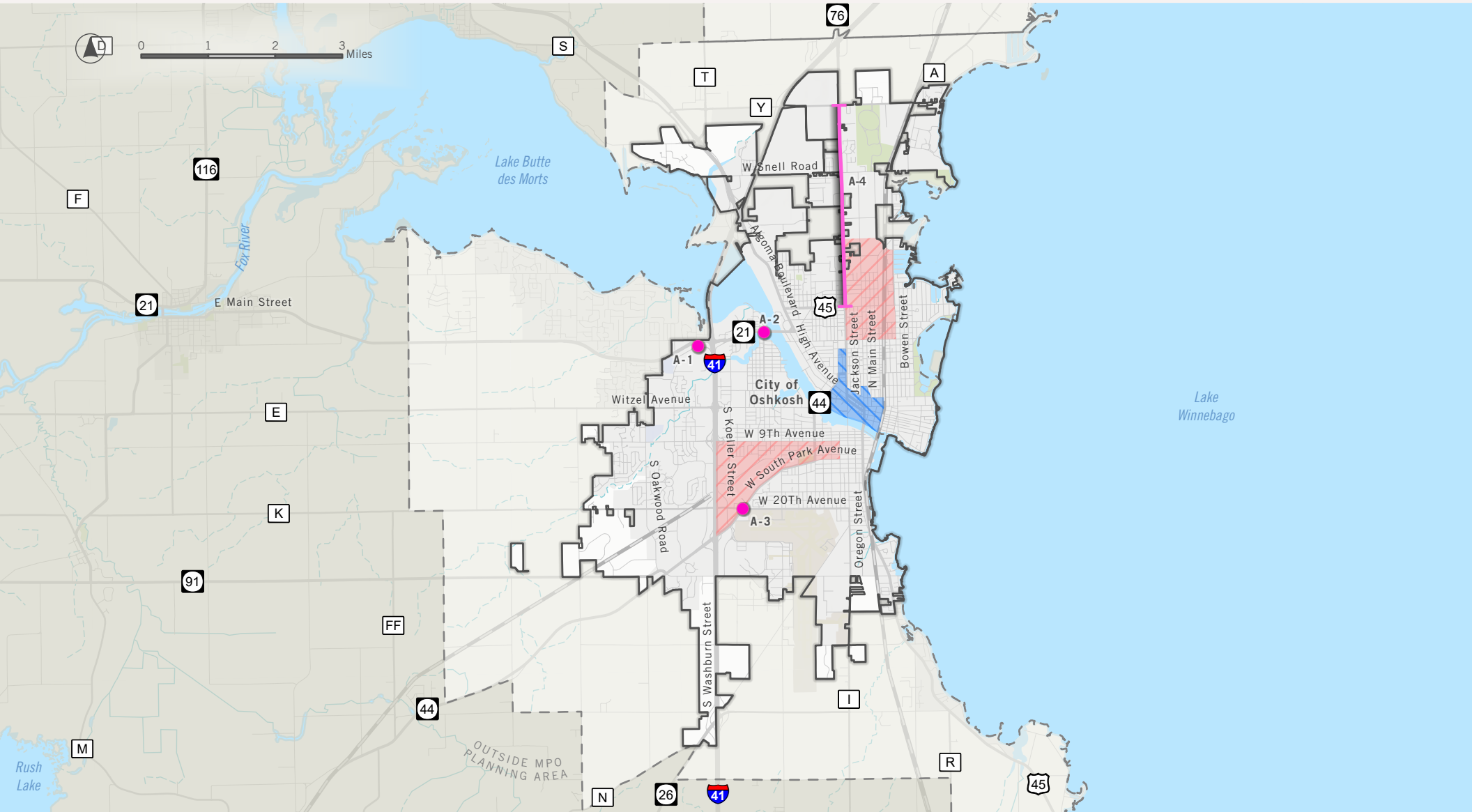
Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

CITY OF OSHKOSH | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts




Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

OSHKOSH MPO

CITY OF OSHKOSH | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
A-1	Westowne Ave & STH 21	Intersection	-	-	-	32	31	1	0	1	0
A-2	STH 21 & Sawyer St	Intersection	-	-	-	32	32	0	0	1	0
A-3	STH 44 & CTH K	Intersection	-	-	-	29	29	0	0	0	0
A-4	STH 76	Corridor	CTH Y	Murdock Ave	3.01	227	224	1	2	2	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

TOWN OF ALGOMA | CRASH INVENTORY 2018 - 2022





The Town of Algoma had an estimated population of 6,867 in 2021, accounting for approximately 9% of the Oshkosh MPO total population. A total of 337 crashes occurred in the town between 2018 and 2022, representing 4% of total MPO crashes.

There were five crashes which resulted in a person being killed or seriously injured (KSI), two crashes were fatal. 20% of KSI crashes involved either a bicyclist or pedestrian.





The majority of crashes occurred along corridors (64%) or at four-way intersections (24%). Most crashes occurred on two-way roads (55%), in addition, many also happened on either locally owned (46%) or state owned (42%) roads.

Relative to the MPO, the town experienced a greater proportion of fatal, automobile, youth, senior, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes

	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Algoma	1.5%	0.6%	98.8%	0.6%	0.3%	0.3%	15.7%	24.0%	14.2%	6.8%
Oshkosh MPO	1.5%	0.2%	96.5%	1.2%	1.1%	1.2%	13.3%	18.7%	12.8%	4.9%

■ Crash Type by Mode: Ratios of All Crashes

				
Head-On	2%			0%
Sideswipe	6%			0%
Broadside	23%			0%
Rear End	20%			0%
Hit Object	48%			100%
Other/Unkn	0%	0%	0%	0%
MV - straight		100%	100%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

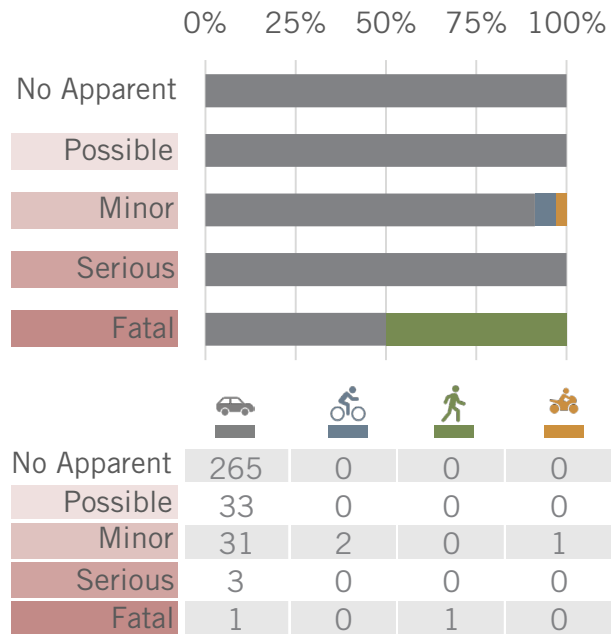
337 Total Crashes
2018-2022

5 Killed or Seriously Injured Crashes

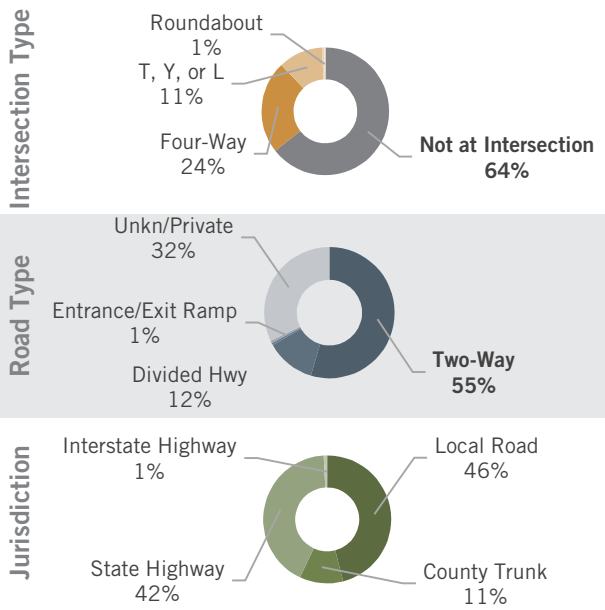
2 Fatal Crashes

TOWN OF ALGOMA | CRASH INVENTORY 2018 - 2022

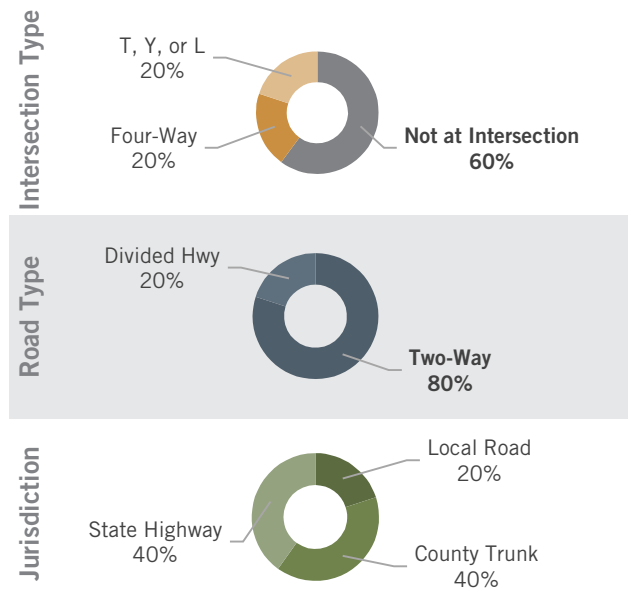
Crash Severity by Mode: All Crashes



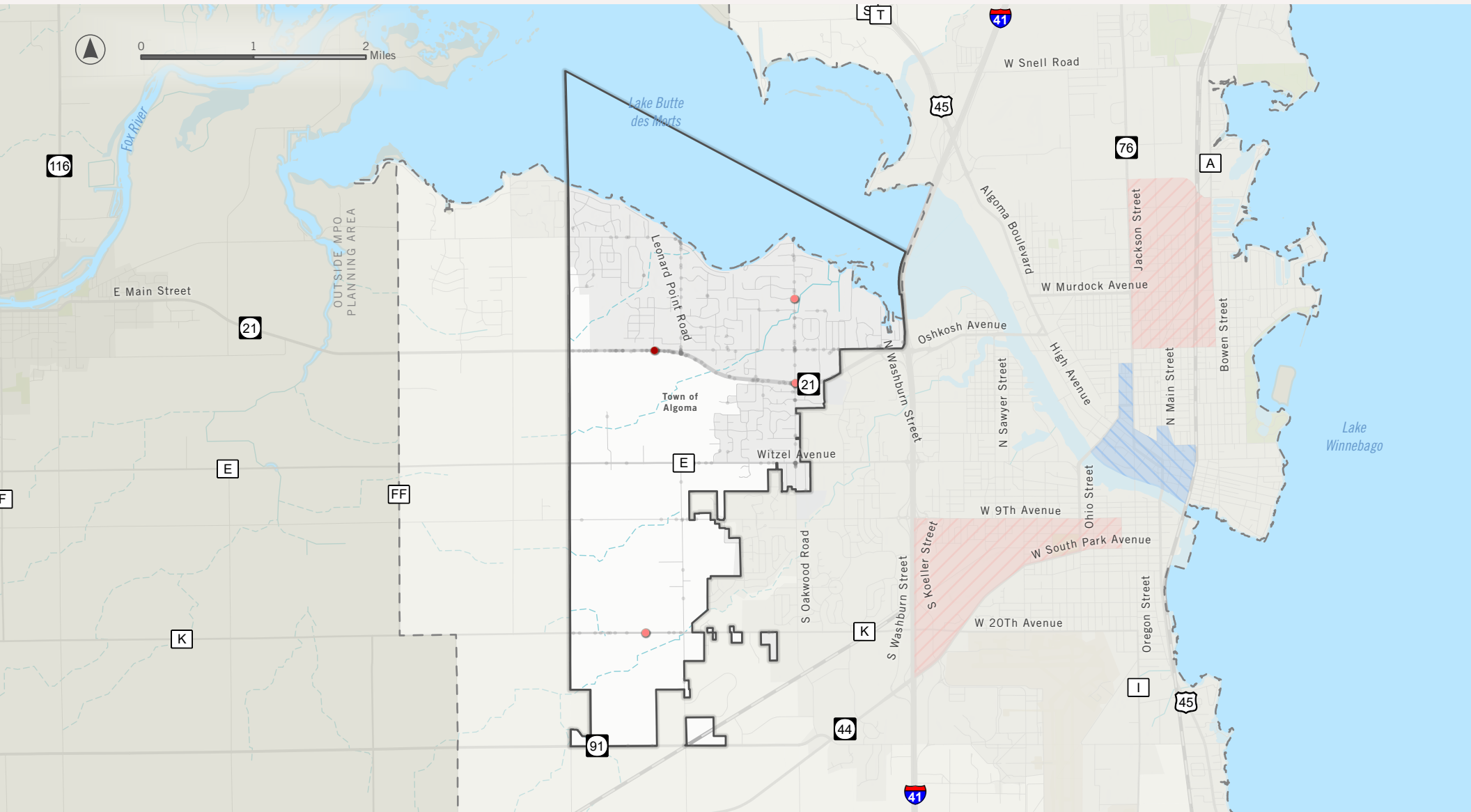
Crash Location Attributes: All Crashes



Crash Location Attributes: KSI Crashes



TOWN OF ALGOMA | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

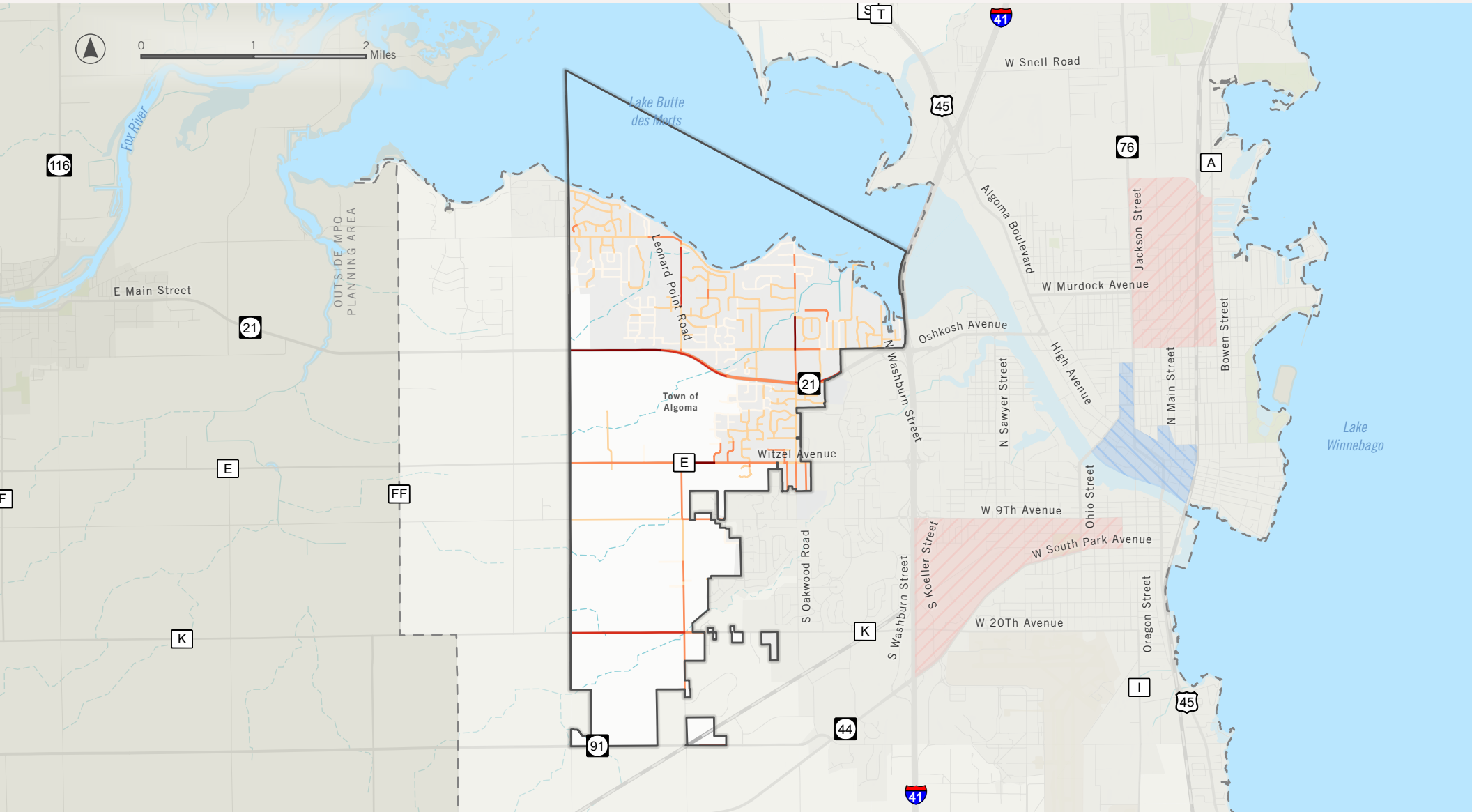
Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

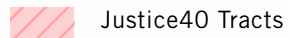
TOWN OF ALGOMA | CRASH ANALYSIS



Crash Analysis Index



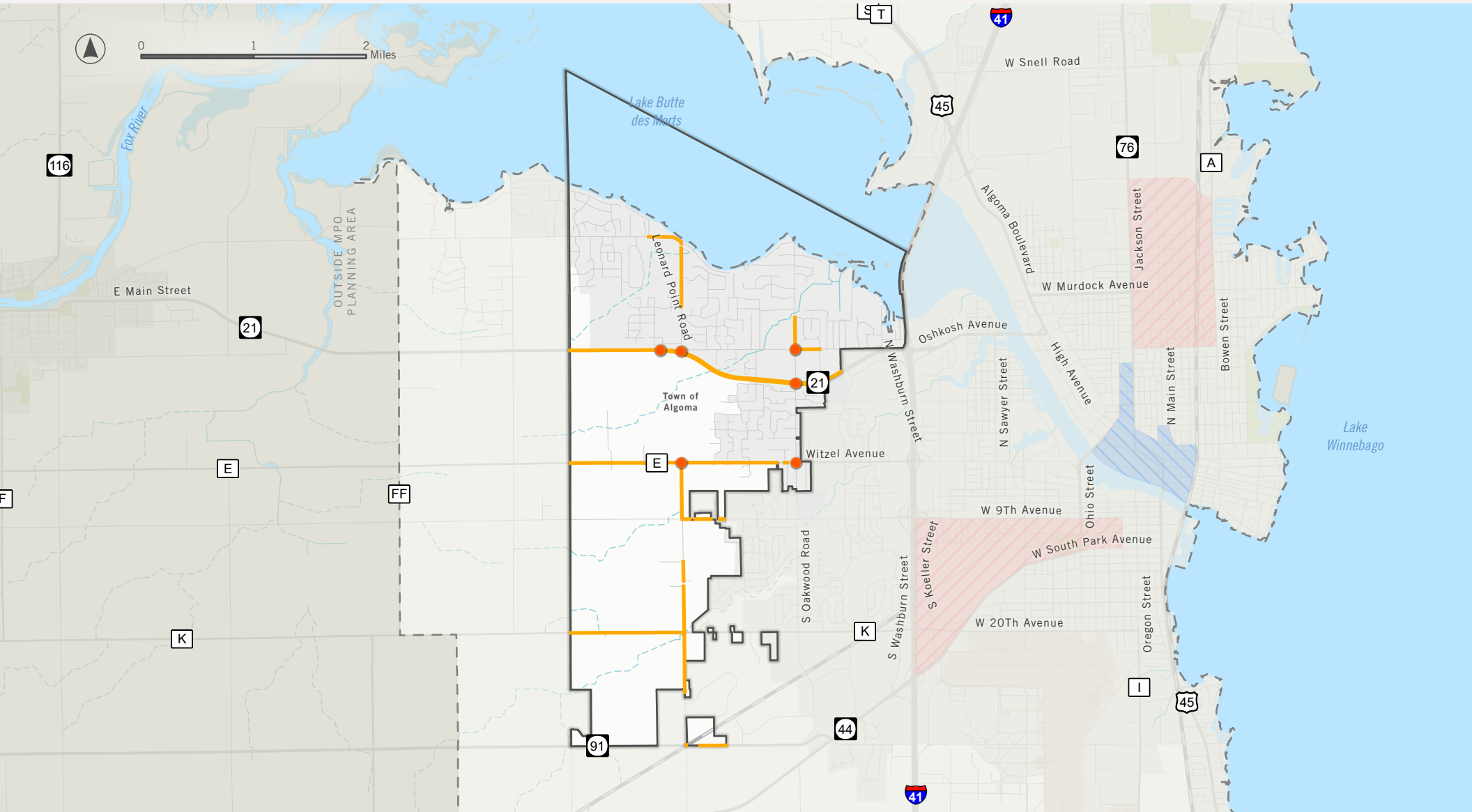
Equity Considerations



Political Boundaries



TOWN OF ALGOMA | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

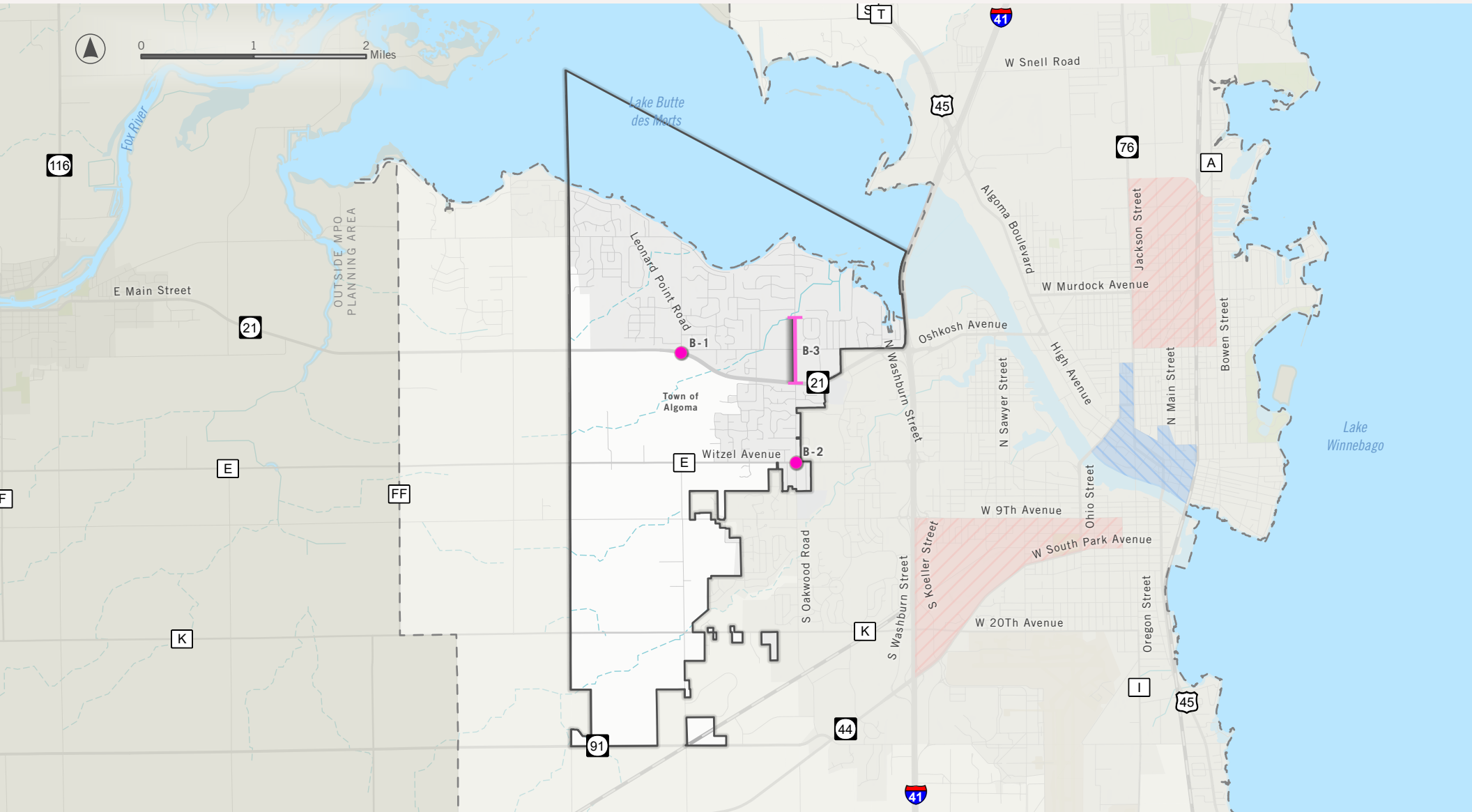
Equity Considerations

- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary
- ▭ Municipal Boundary

TOWN OF ALGOMA | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

TOWN OF ALGOMA | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
B-1	Leonard Point Rd & STH 21	Intersection	-	-	-	30	30	0	0	0	0
B-2	Oakwood Rd & CTH E	Intersection	-	-	-	24	24	0	0	0	0
B-3	Oakwood Rd	Corridor	STH 21	Oakwood Cir	0.58	45	43	2	0	1	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

TOWN OF BLACK WOLF | CRASH INVENTORY 2018 - 2022





The Town of Black Wolf had an estimated population of 2,325 in 2021, accounting for approximately 3% of the Oshkosh MPO total population. A total of 134 crashes occurred in the town between 2018 and 2022, representing 2% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were five crashes which resulted in a person being killed or seriously injured (KSI), no crashes were fatal. 20% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (83%) or at T, Y, or L intersections (9%). Most crashes occurred on two-way roads (58%), in addition, many also happened on state owned roads (63%).

Relative to the MPO, the town experienced a greater proportion of KSI, automobile, pedestrian, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Black Wolf	3.7%	0.0%	98.5%	0.0%	1.5%	0.0%	6.0%	9.0%	24.6%	13.4%
Oshkosh MPO	1.5%	0.2%	96.5%	1.2%	1.1%	1.2%	13.3%	18.7%	12.8%	4.9%

134 Total Crashes
2018-2022

5 Killed or Seriously Injured Crashes

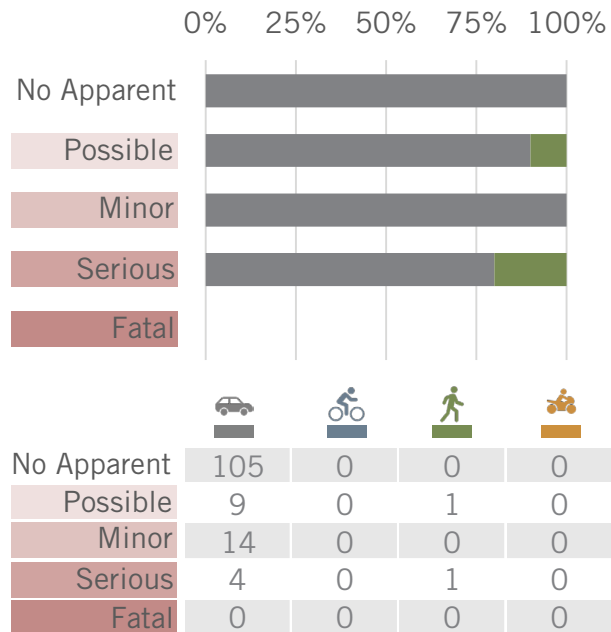
- Fatal Crashes

■ Crash Type by Mode: Ratios of All Crashes

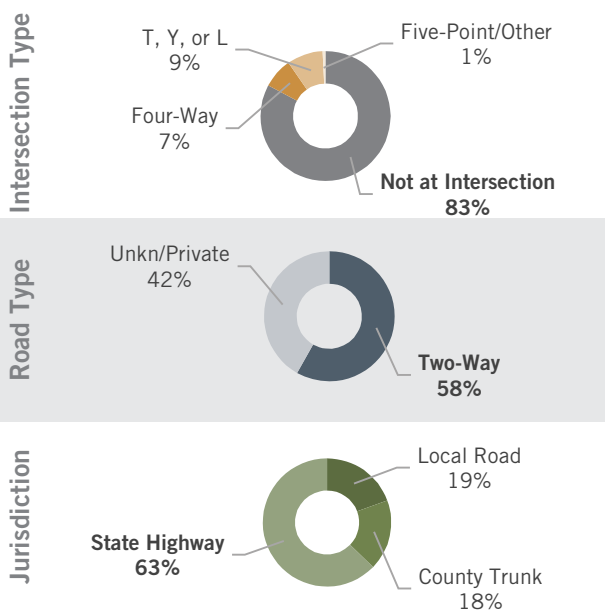
				
Head-On	2%			0%
Sideswipe	7%			0%
Broadside	11%			0%
Rear End	3%			0%
Hit Object	77%			0%
Other/Unkn	1%	0%	100%	0%
MV - straight		0%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	100%	0%

TOWN OF BLACK WOLF | CRASH INVENTORY 2018 - 2022

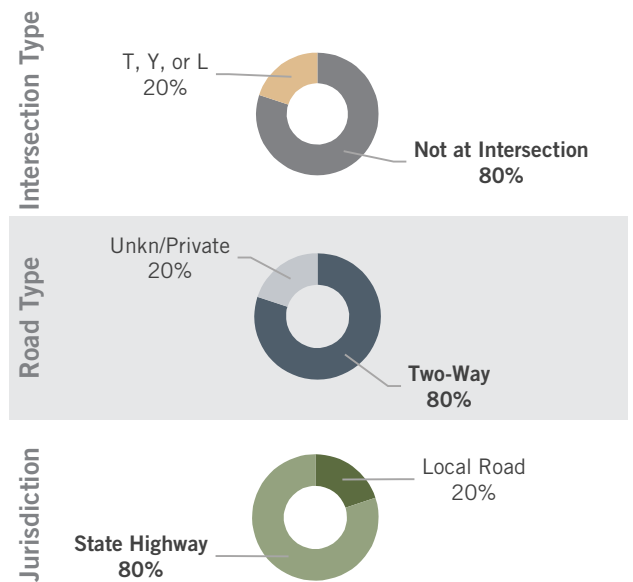
Crash Severity by Mode: All Crashes



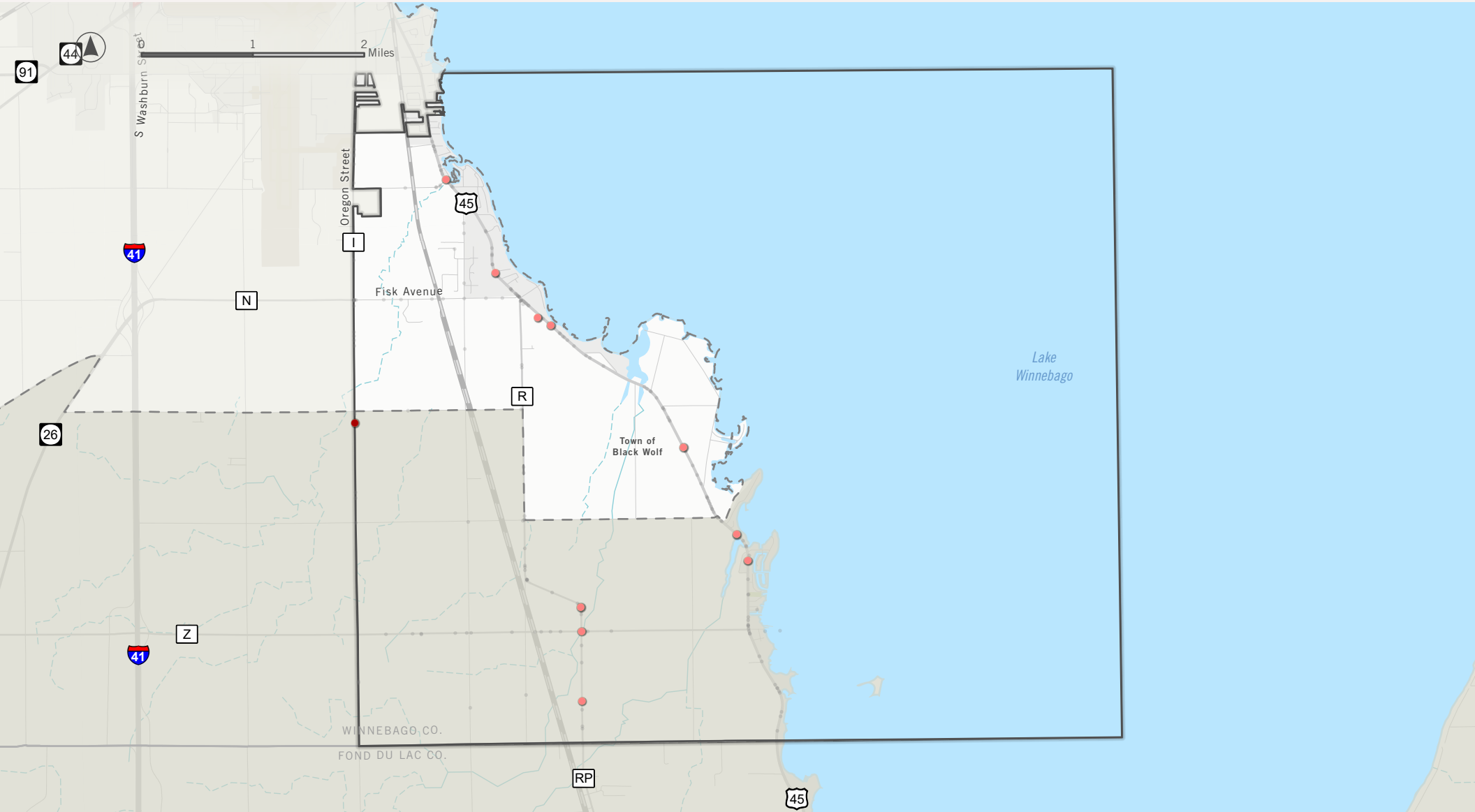
Crash Location Attributes: All Crashes



Crash Location Attributes: KSI Crashes



TOWN OF BLACK WOLF | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

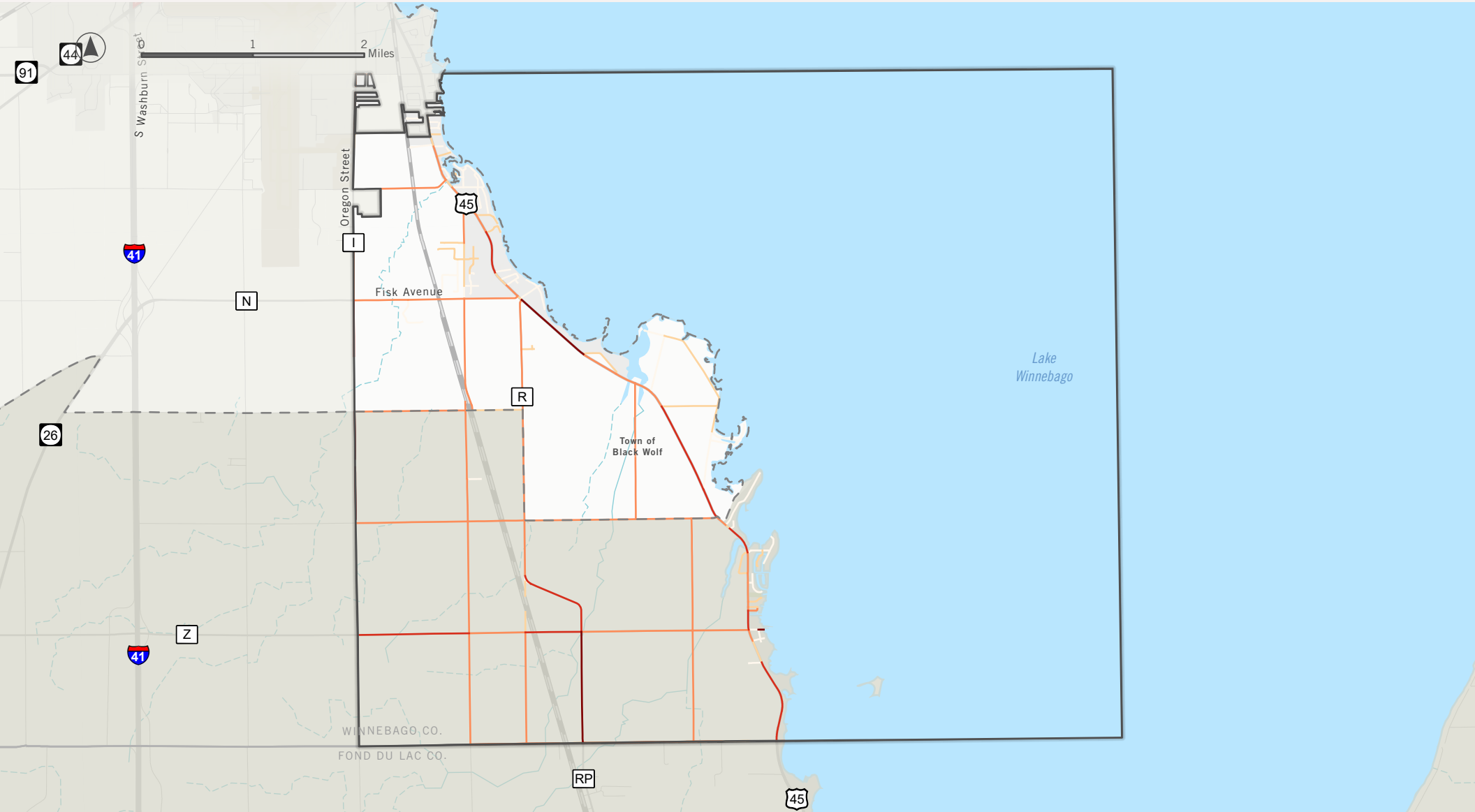
Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

TOWN OF BLACK WOLF | CRASH ANALYSIS



Crash Analysis Index



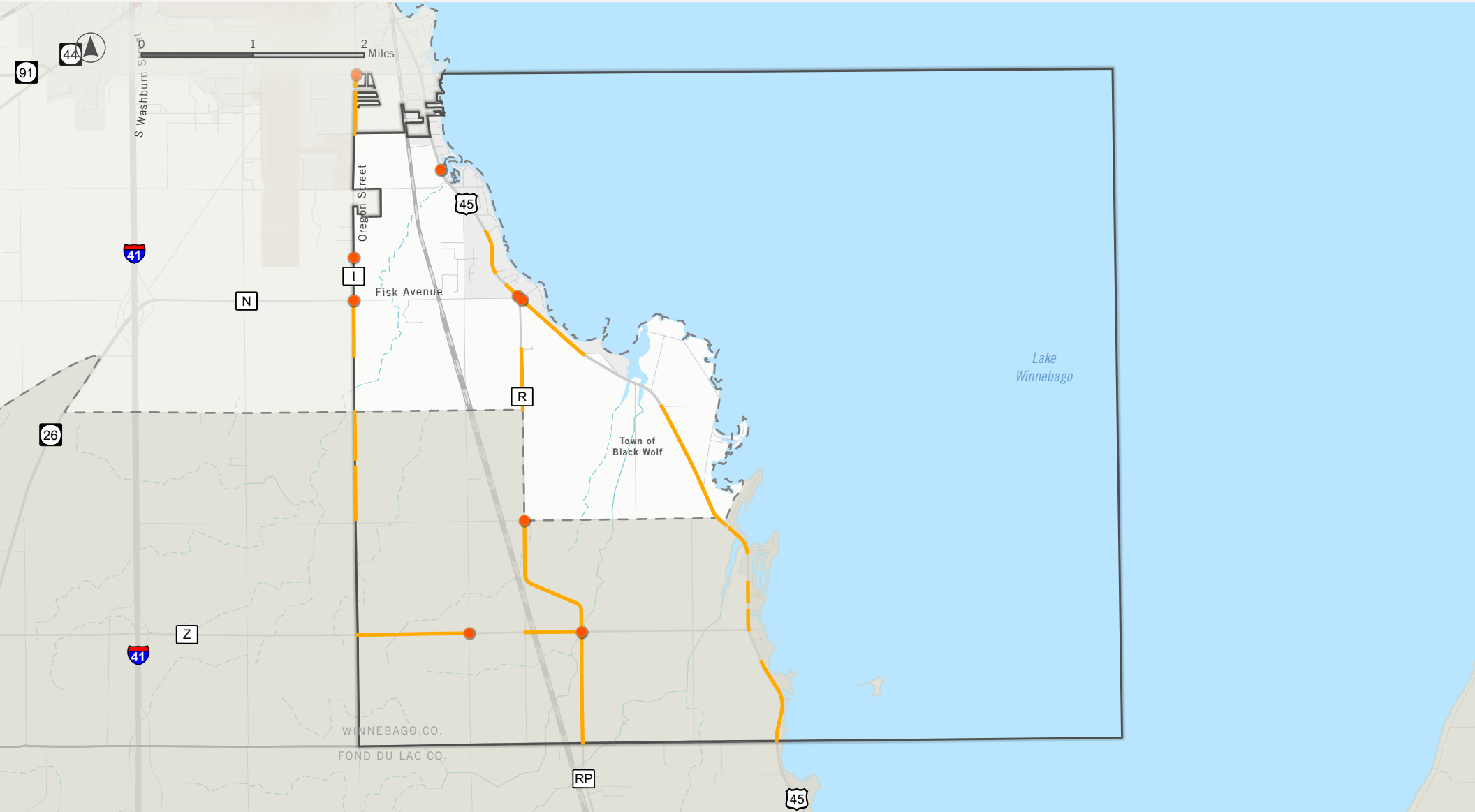
Equity Considerations



Political Boundaries



TOWN OF BLACK WOLF | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

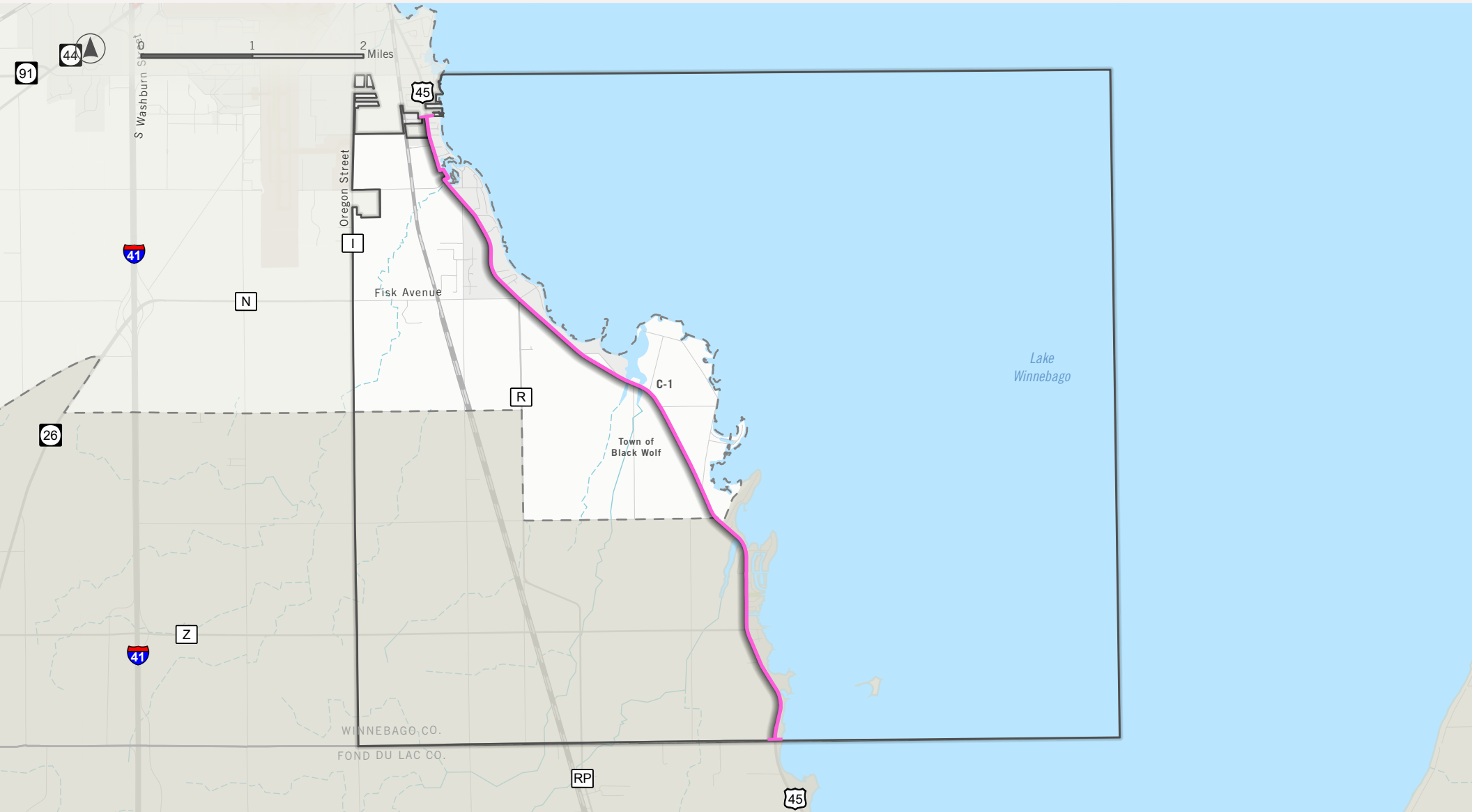
Equity Considerations

- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- ▭ MPO Boundary
- ▭ Municipal Boundary

TOWN OF BLACK WOLF | PRIORITY PROJECTS



MCD-Selected Projects

- Intersections

- █ Corridors

Equity Considerations

- ▨ Justice40 Tracts




- ▨ USDOT ETC Tracts

Political Boundaries

- ▭ MPO Boundary

- ▭ Municipal Boundary

TOWN OF BLACK WOLF | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
*C-1	USH 45	Corridor	N Town Limits	S Town Limits	6.89	115	114	0	1	7	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

TOWN OF NEKIMI | CRASH INVENTORY 2018 - 2022





The Town of Nekimi had an estimated population of 1,095 in 2021, accounting for approximately 1% of the Oshkosh MPO total population. A total of 312 crashes occurred in the town between 2018 and 2022, representing 4% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were six crashes which resulted in a person being killed or seriously injured (KSI), three crashes were fatal.

The majority of crashes occurred along corridors (81%) or at four-way intersections (15%). Most crashes occurred on divided (41%) or two-way (33%) roads, in addition, many also happened on state owned roads (47%).

Relative to the MPO, the town experienced a greater proportion of KSI, fatal, automobile, and speed crashes.

■ Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Nekimi	1.9%	1.0%	99.0%	0.0%	0.6%	0.3%	4.8%	16.0%	22.4%	3.2%
Oshkosh MPO	1.5%	0.2%	96.5%	1.2%	1.1%	1.2%	13.3%	18.7%	12.8%	4.9%

312 Total Crashes
2018-2022

6 Killed or Seriously Injured Crashes

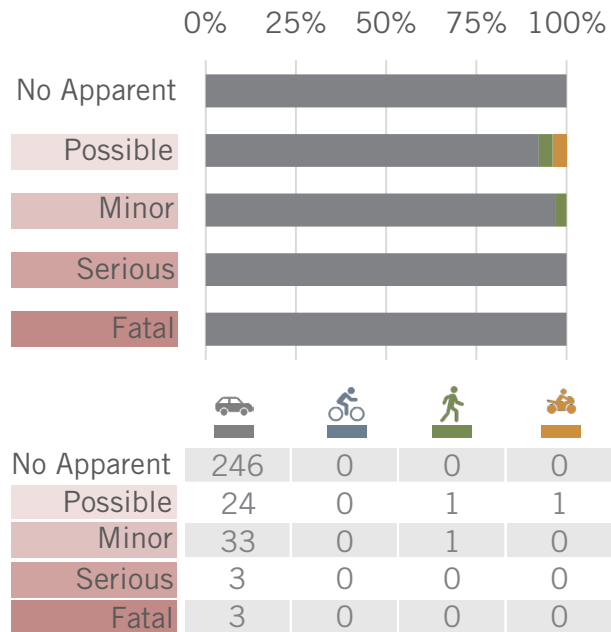
3 Fatal Crashes

■ Crash Type by Mode: Ratios of All Crashes

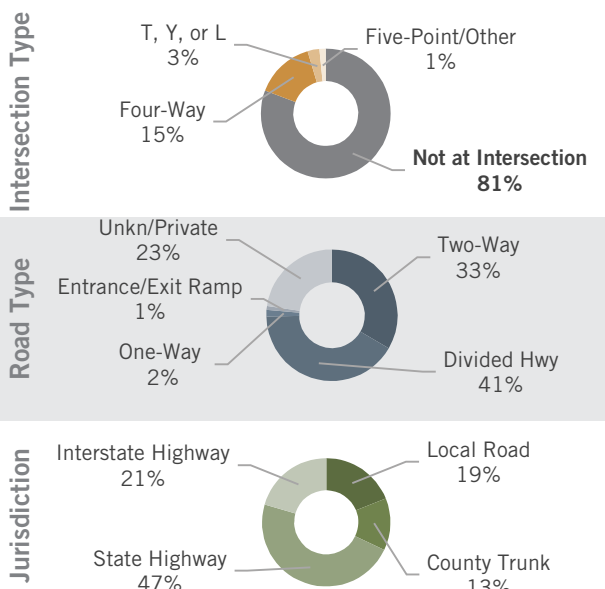
				
Head-On	3%			0%
Sideswipe	13%			0%
Broadside	16%			0%
Rear End	13%			0%
Hit Object	54%			100%
Other/Unkn	1%	0%	0%	0%
MV - straight		0%	100%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	100%	100%

TOWN OF NEKIMI | CRASH INVENTORY 2018 - 2022

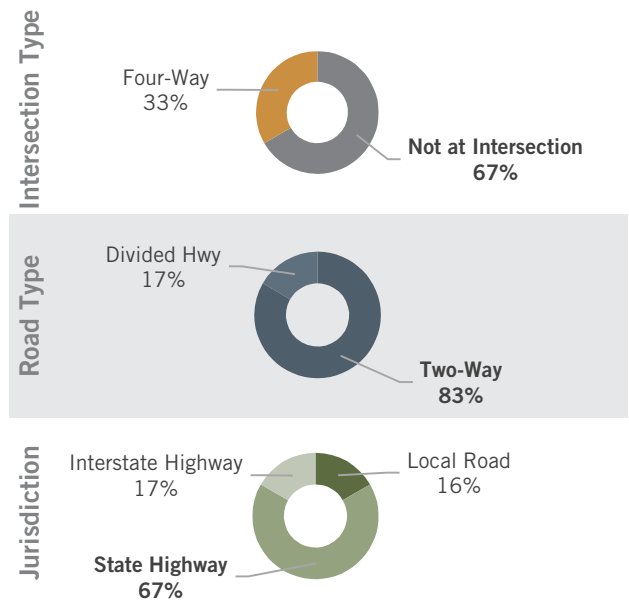
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

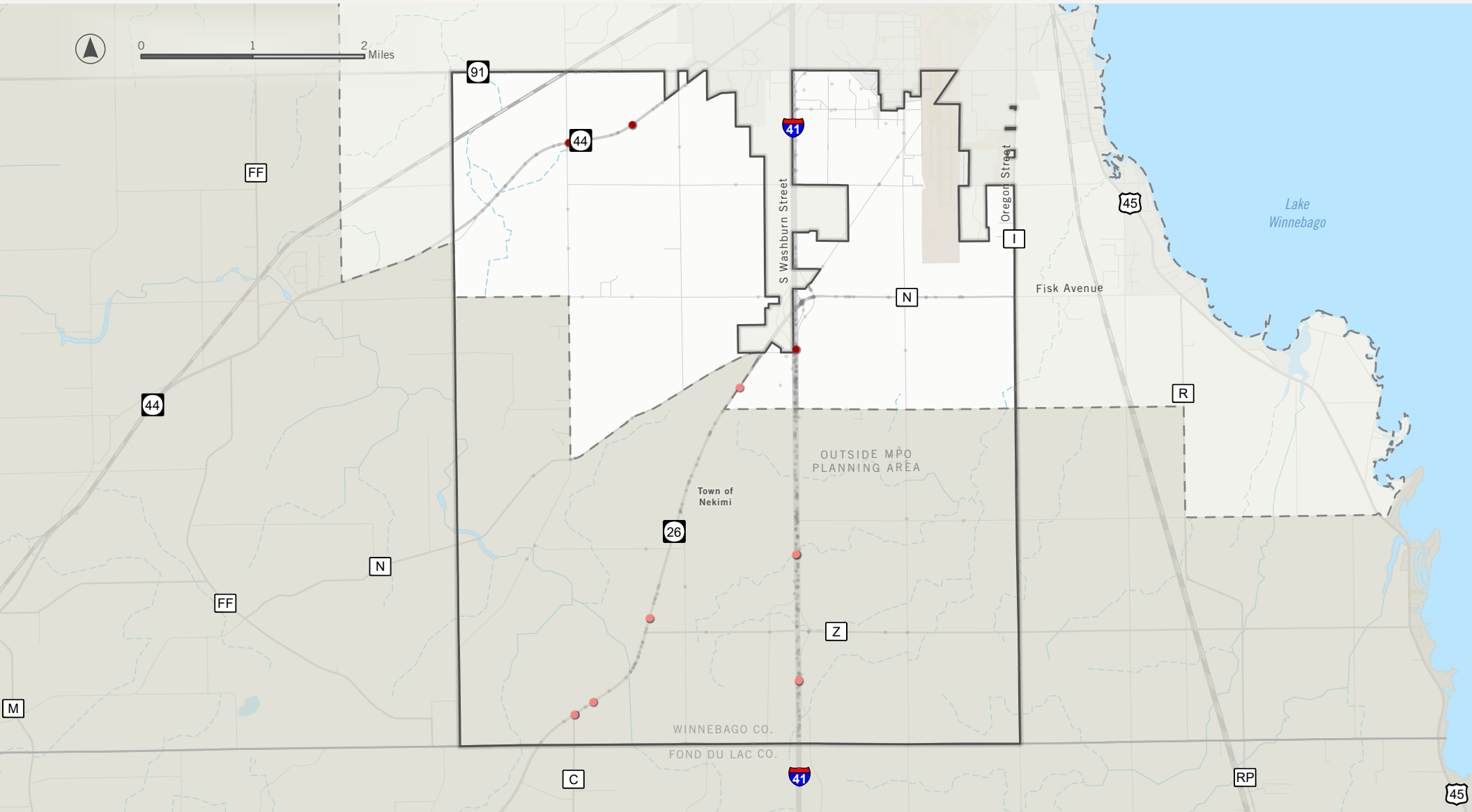


Crash Location Attributes: KSI Crashes



OSHKOSH MPO

TOWN OF NEKIMI | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

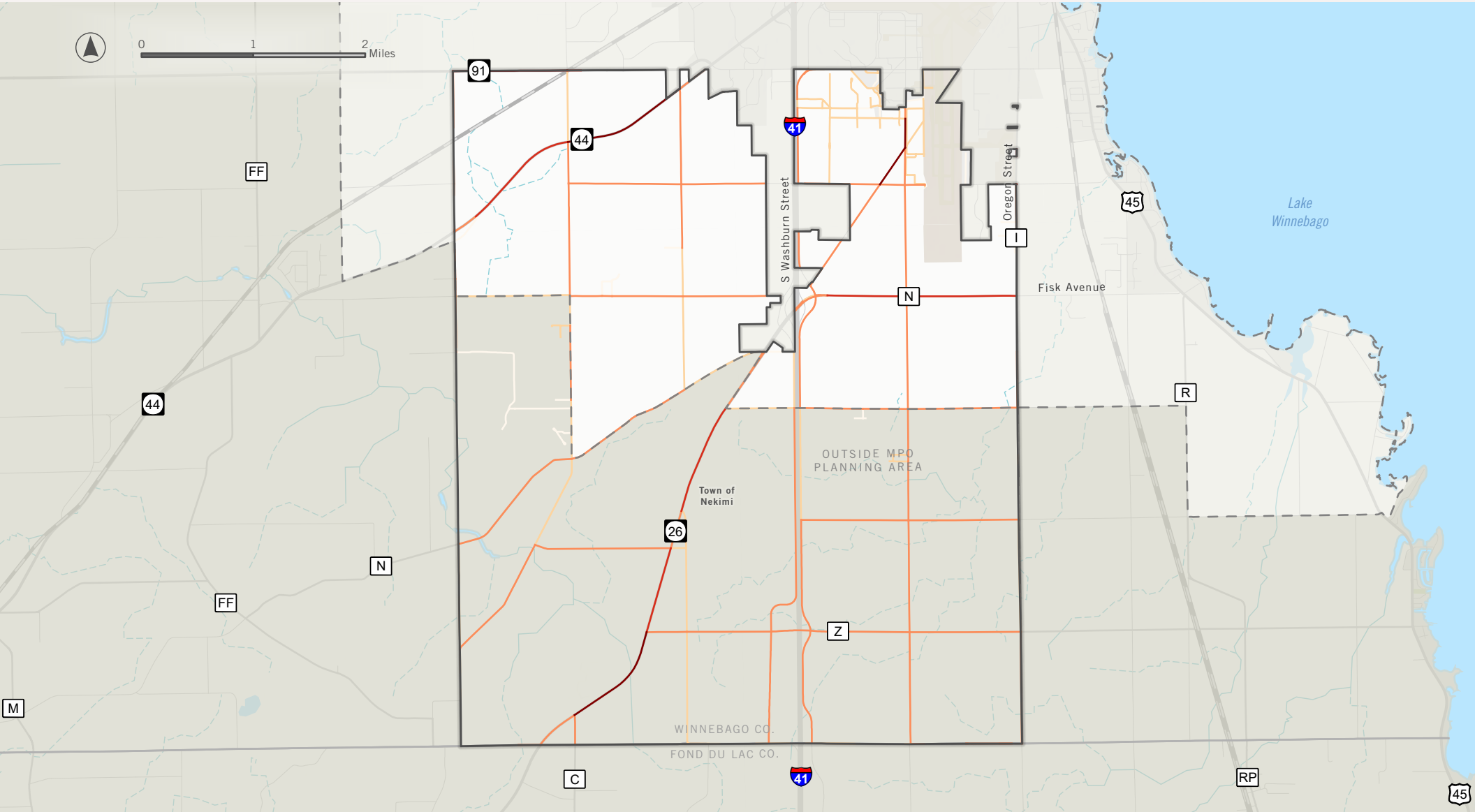
Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

TOWN OF NEKIMI | CRASH ANALYSIS



Crash Analysis Index



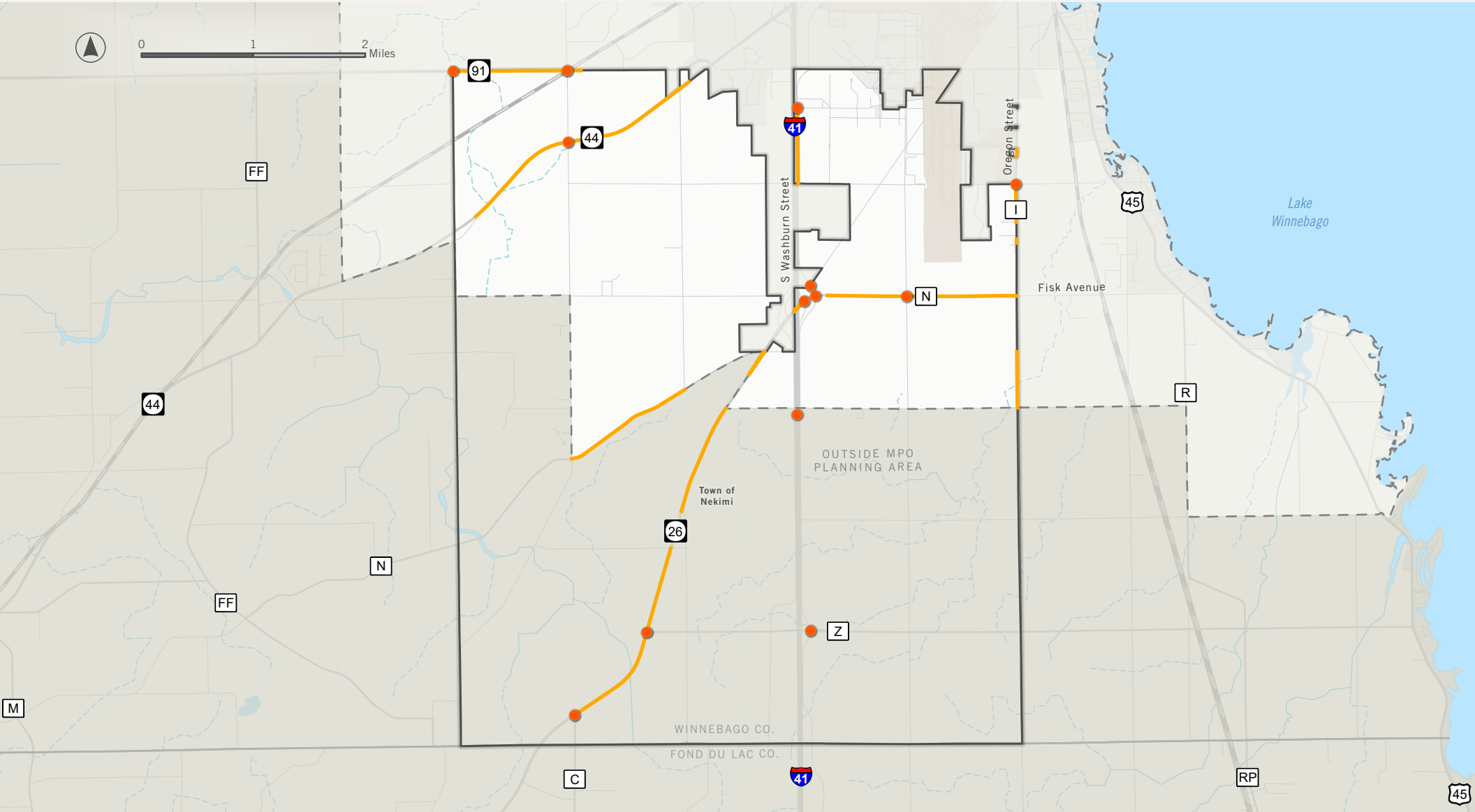
Equity Considerations



Political Boundaries



TOWN OF NEKIMI | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

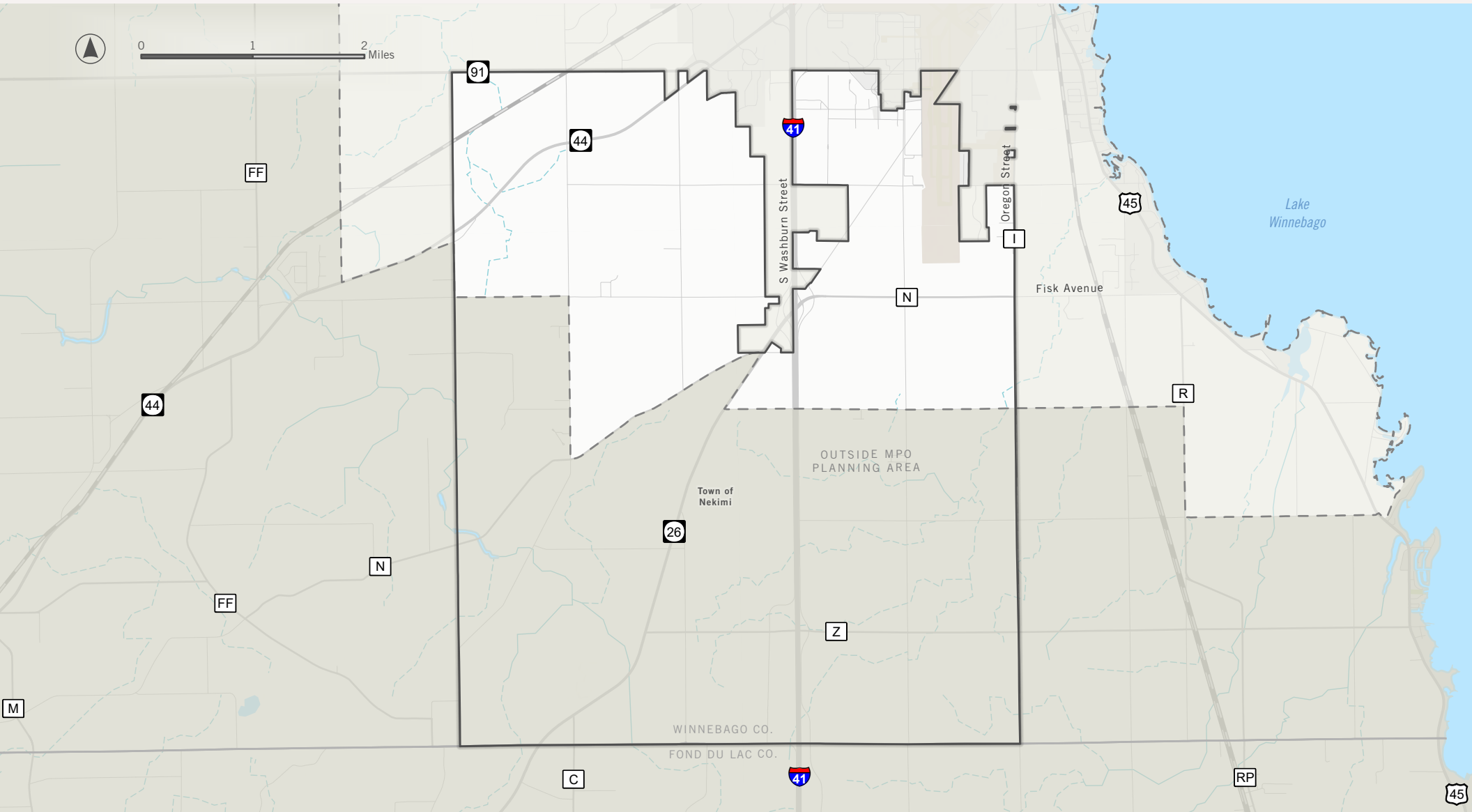
Equity Considerations

- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary
- ▭ Municipal Boundary

TOWN OF NEKIMI | PRIORITY PROJECTS



MCD-Selected Projects

- Intersections

- ▬ Corridors

Equity Considerations

- ▨ Justice40 Tracts




- ▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary

- ▭ Municipal Boundary

TOWN OF NEKIMI | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
No projects provided/recommended at this time											

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

TOWN OF OMRO | CRASH INVENTORY 2018 - 2022





The Town of Omro had an estimated population of 2,188 in 2021, accounting for approximately 3% of the Oshkosh MPO total population. A total of 102 crashes occurred in the town between 2018 and 2022, representing 1% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were five crashes which resulted in a person being killed or seriously injured (KSI), two crashes were fatal.

The majority of crashes occurred along corridors (71%) or at four-way intersections (25%). Most crashes occurred on two-way roads (64%), in addition, many also happened on state owned (47%) or locally owned (39%) roads.

Relative to the MPO, the town experienced a greater proportion of KSI, fatal, motorcycle, senior, speed, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Omro	4.9%	2.0%	95.1%	1.0%	0.0%	3.9%	9.8%	19.6%	15.7%	7.8%
Oshkosh MPO	1.5%	0.2%	96.5%	1.2%	1.1%	1.2%	13.3%	18.7%	12.8%	4.9%

102 Total Crashes
2018-2022

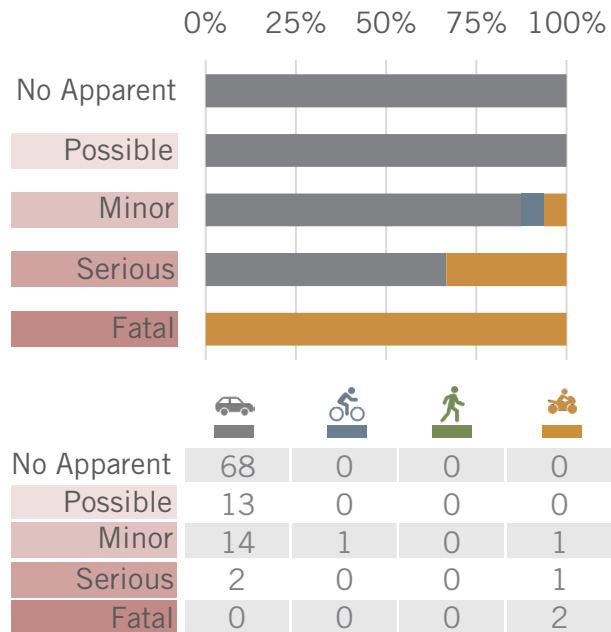
5 Killed or Seriously Injured Crashes

2 Fatal Crashes

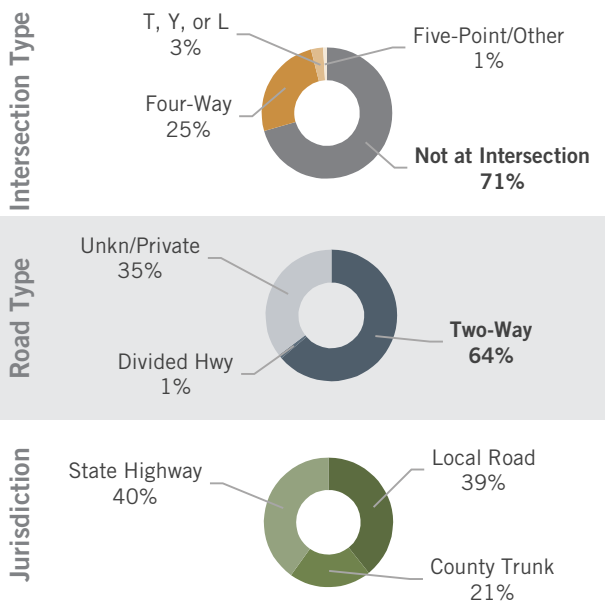
■ Crash Type by Mode: Ratios of All Crashes

				
Head-On	2%			0%
Sideswipe	3%			0%
Broadside	11%			0%
Rear End	22%			25%
Hit Object	62%			75%
Other/Unkn	0%	0%	0%	0%
MV - straight		100%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	100%	0%	100%

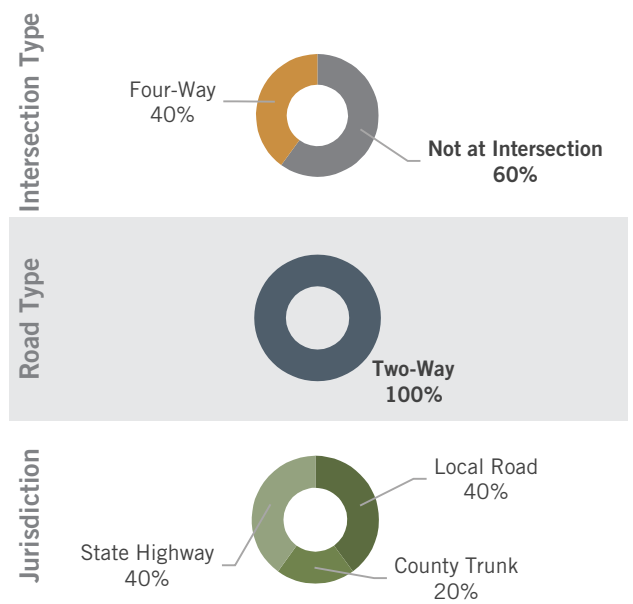
Crash Severity by Mode: All Crashes



Crash Location Attributes: All Crashes

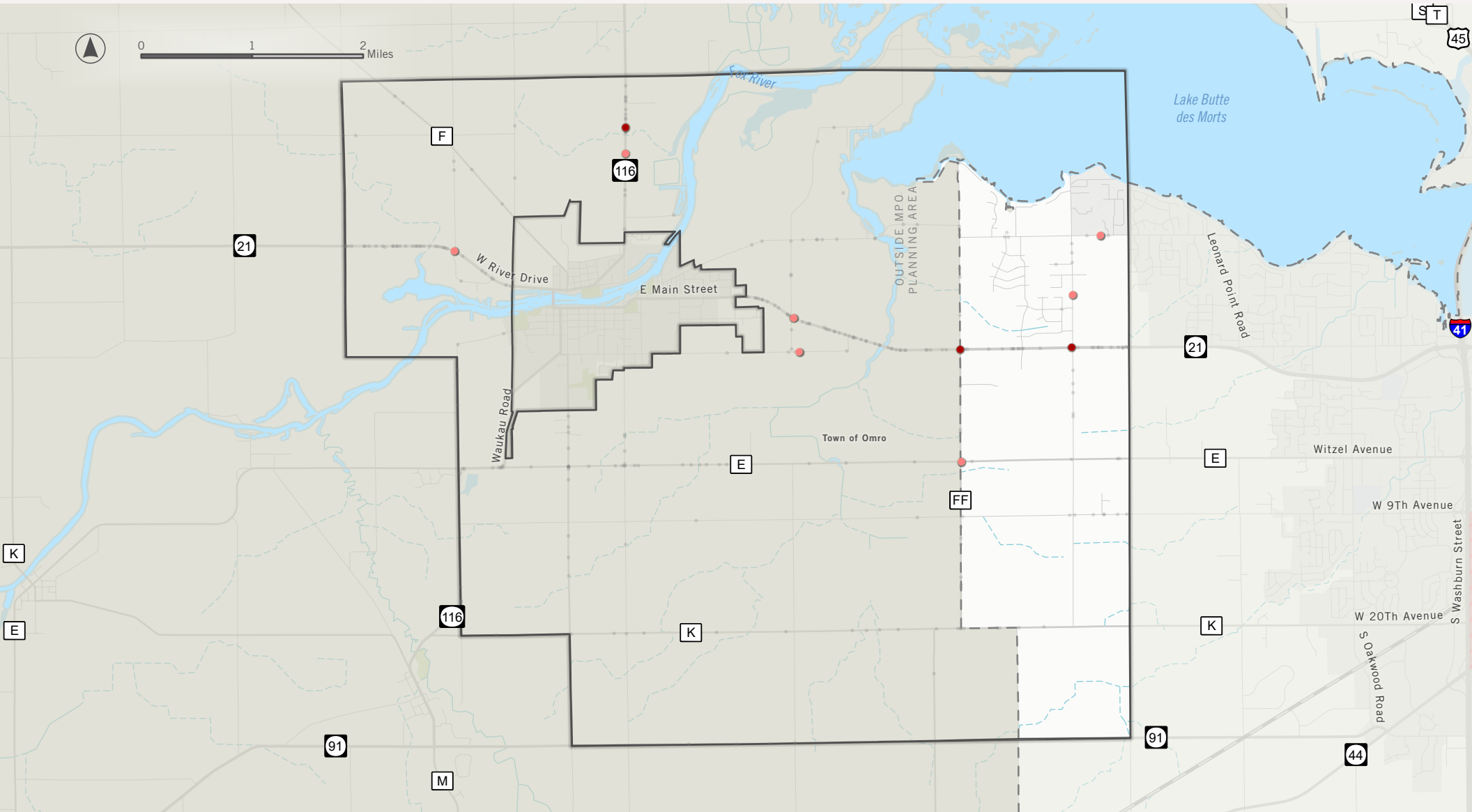


Crash Location Attributes: KSI Crashes



OSHKOSH MPO

TOWN OF OMRO | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

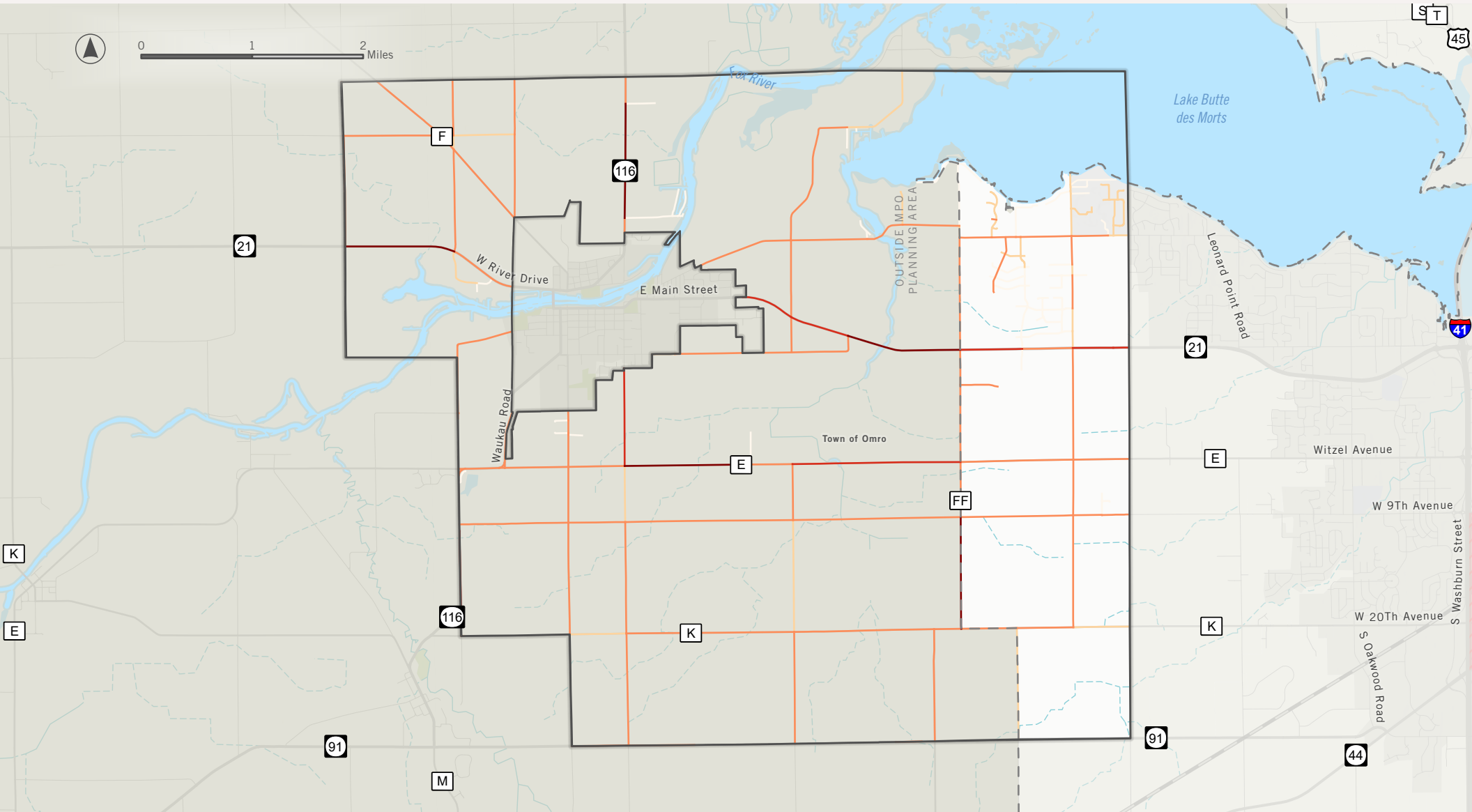
Equity Considerations

- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

TOWN OF OMRO | CRASH ANALYSIS



Crash Analysis Index



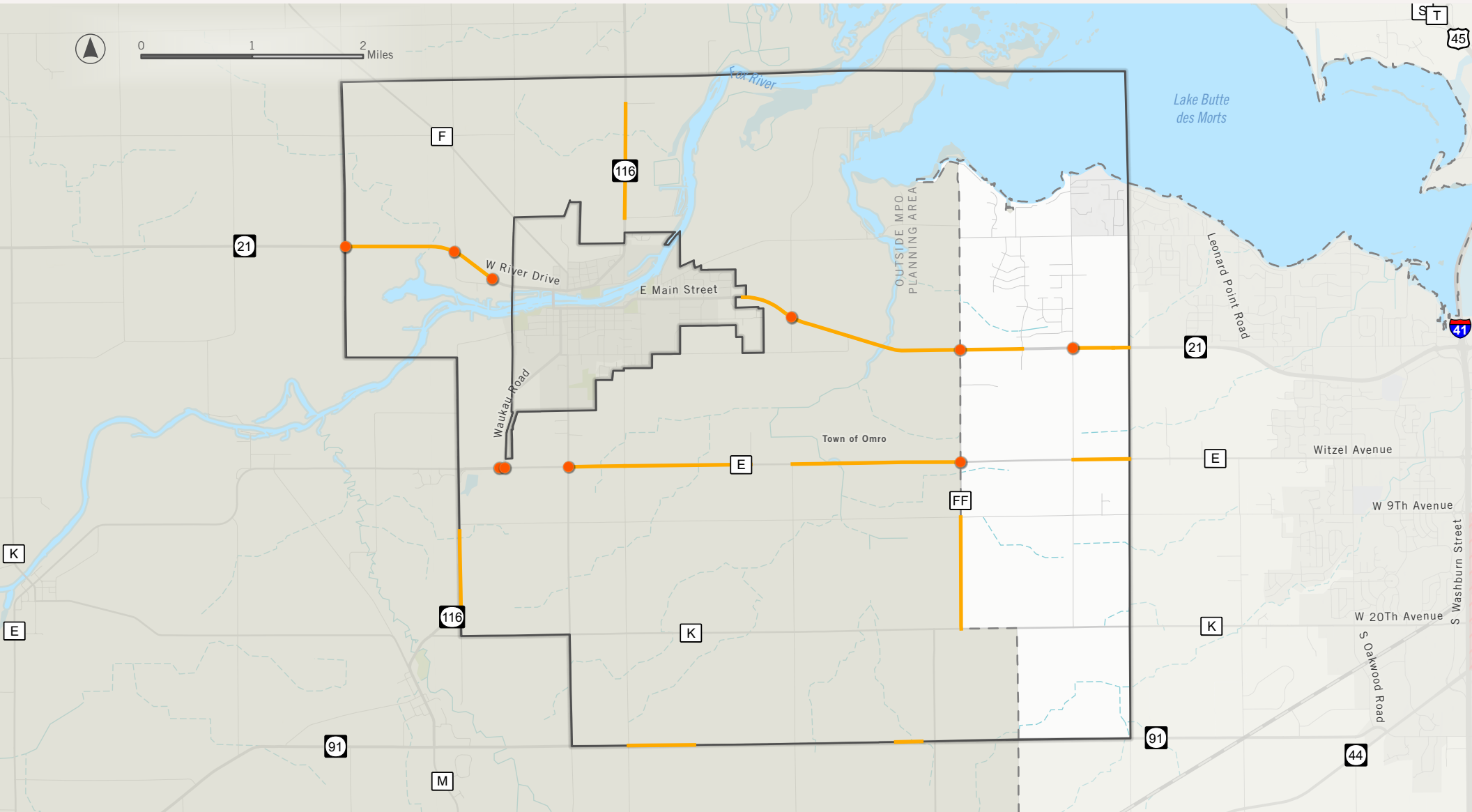
Equity Considerations



Political Boundaries



TOWN OF OMRO | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

Equity Considerations

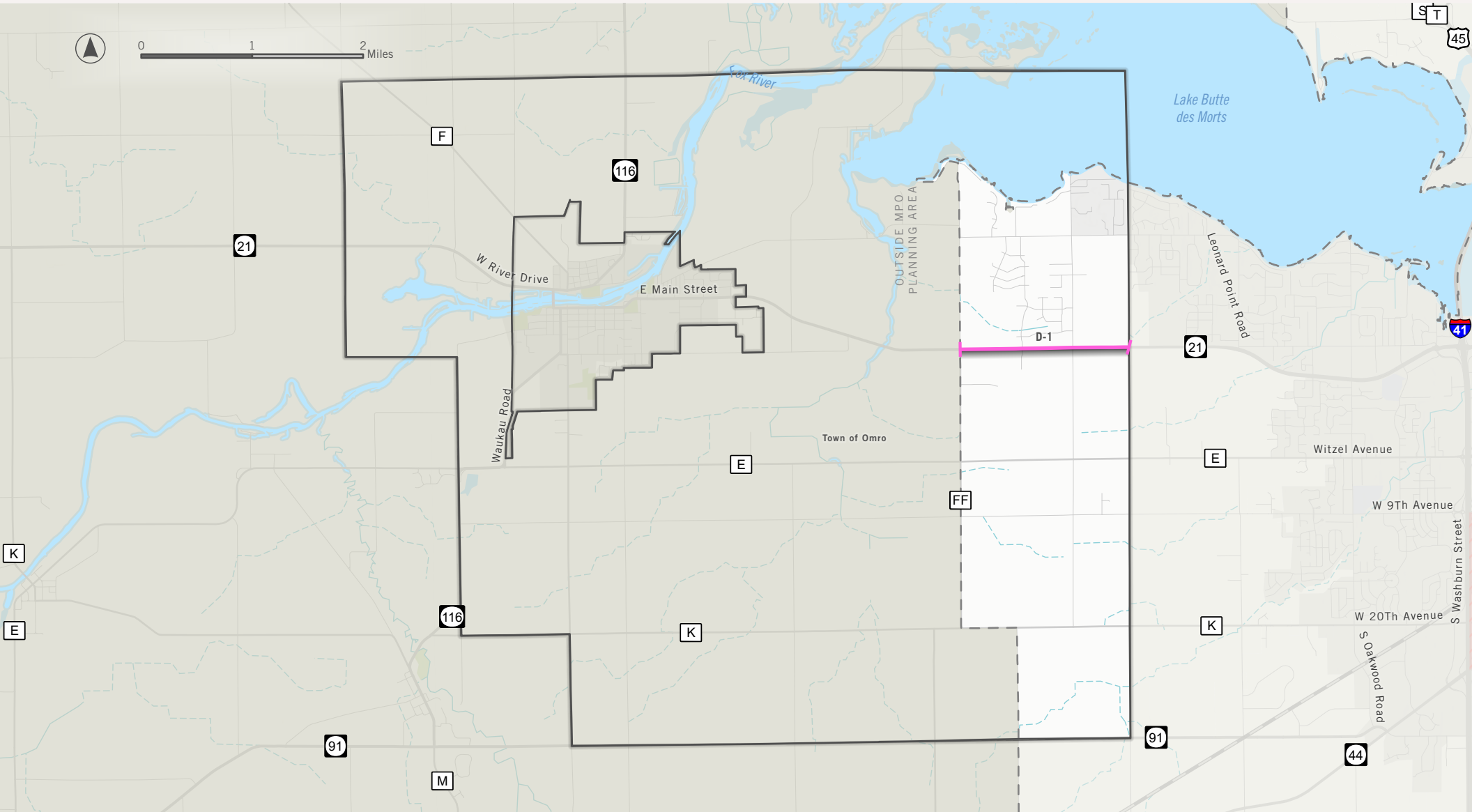
- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

OSHKOSH MPO

TOWN OF OMRO | PRIORITY PROJECTS



MCD-Selected Projects

- Intersections




Equity Considerations

- █ Corridors
- █ Justice40 Tracts
- █ USDOT ETC Tracts

Political Boundaries

- █ MPO Boundary
- █ Municipal Boundary

TOWN OF OMRO | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
D-1	STH 21	Corridor	W MPO Limits	E Town Limits	1.56	50	50	0	0	0	2

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

TOWN OF OSHKOSH | CRASH INVENTORY 2018 - 2022





The Town of Oshkosh had an estimated population of 2,075 in 2021, accounting for approximately 3% of the Oshkosh MPO total population. A total of 608 crashes occurred in the town between 2018 and 2022, representing 8% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

There were 10 crashes which resulted in a person being killed or seriously injured (KSI), no crashes were fatal. 10% of KSI crashes involved either a bicyclist or pedestrian.

The majority of crashes occurred along corridors (86%) or at four-way intersections (9%). Most crashes occurred on divided roads (49%), in addition, many also happened on state owned (42%) or federally owned (28%) roads.

Relative to the MPO, the town experienced a greater proportion of KSI, automobile, and speed crashes.

Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Oshkosh	1.6%	0.0%	98.5%	0.2%	0.2%	1.2%	8.1%	10.0%	22.9%	3.6%
Oshkosh MPO	1.5%	0.2%	96.5%	1.2%	1.1%	1.2%	13.3%	18.7%	12.8%	4.9%

608 Total Crashes
2018-2022

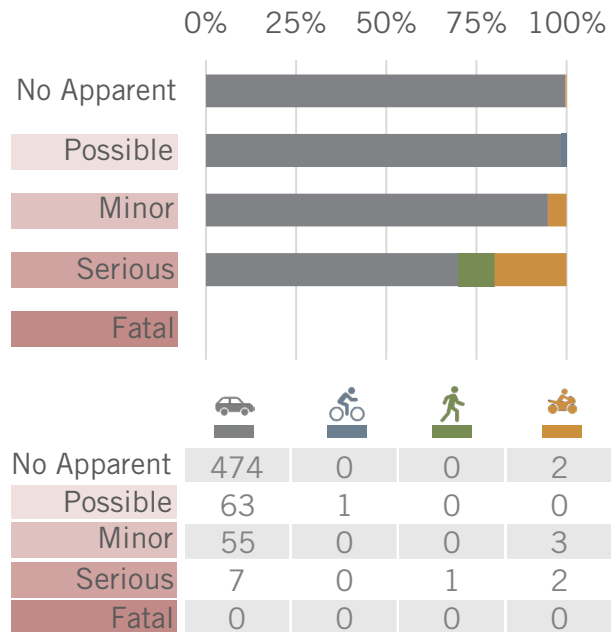
10 Killed or Seriously Injured Crashes

- Fatal Crashes

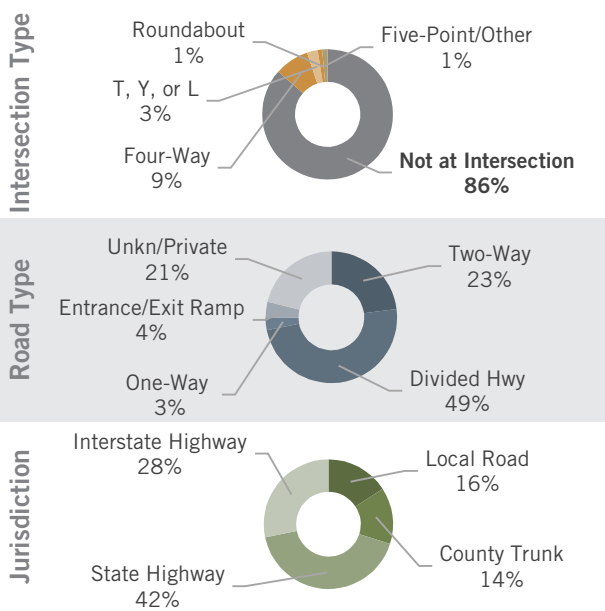
Crash Type by Mode: Ratios of All Crashes

				
Head-On	1%			0%
Sideswipe	8%			0%
Broadside	10%			14%
Rear End	21%			14%
Hit Object	59%			71%
Other/Unkn	1%	0%	100%	0%
MV - straight		100%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	100%	100%	100%

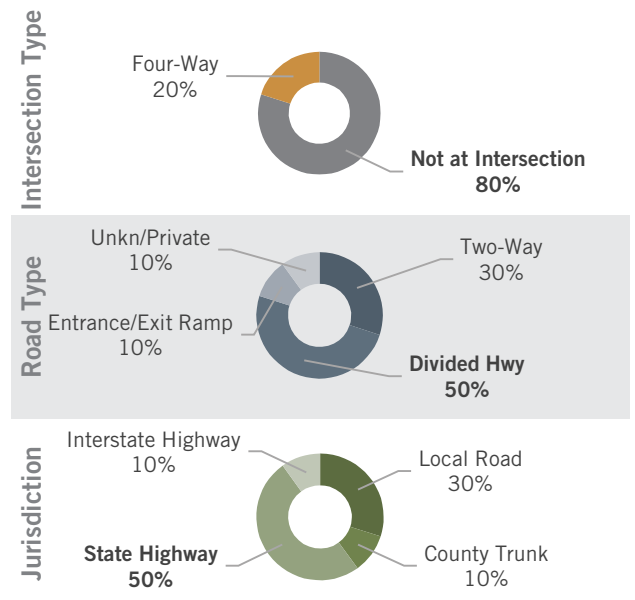
Crash Severity by Mode: All Crashes



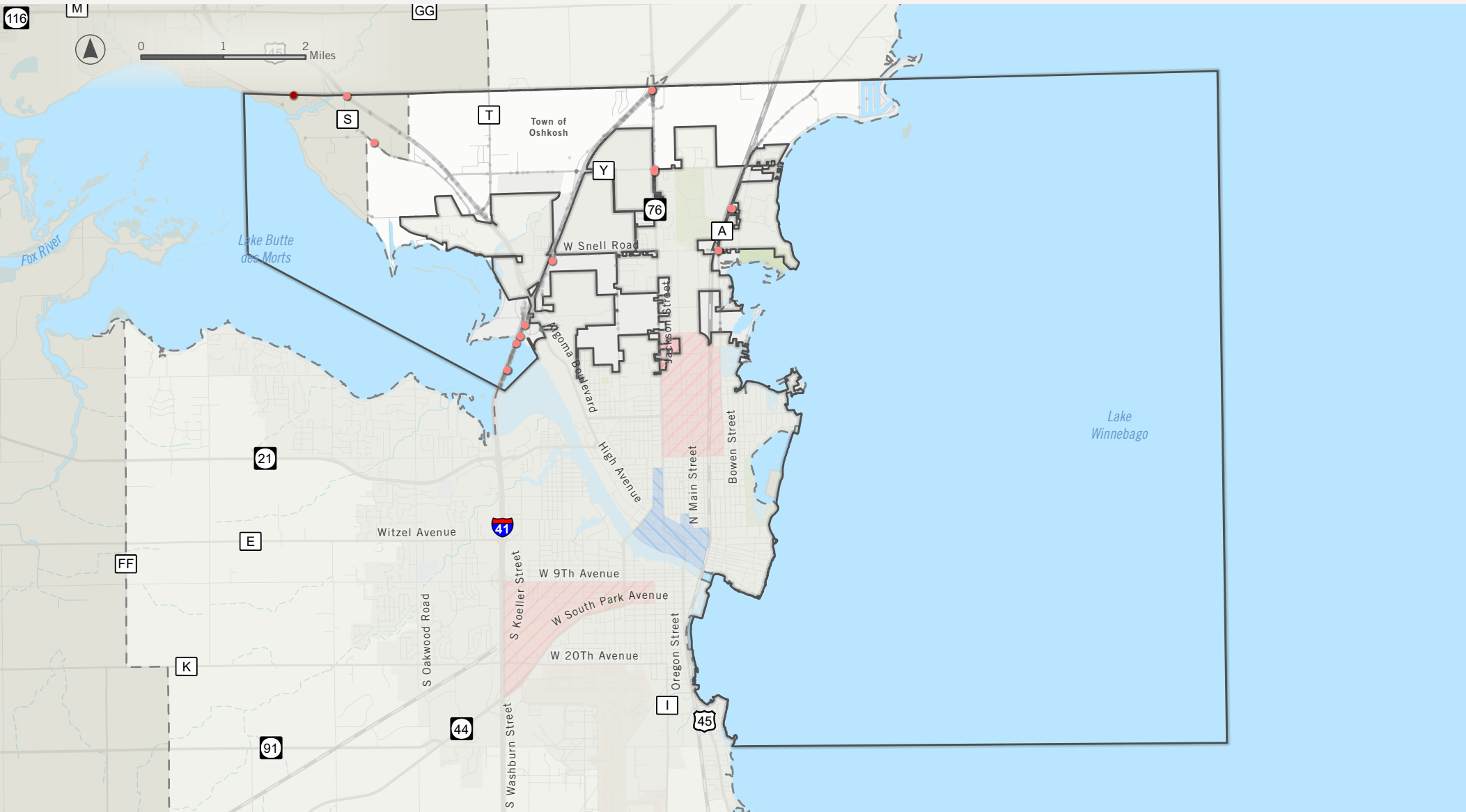
Crash Location Attributes: All Crashes



Crash Location Attributes: KSI Crashes



TOWN OF OSHKOSH | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

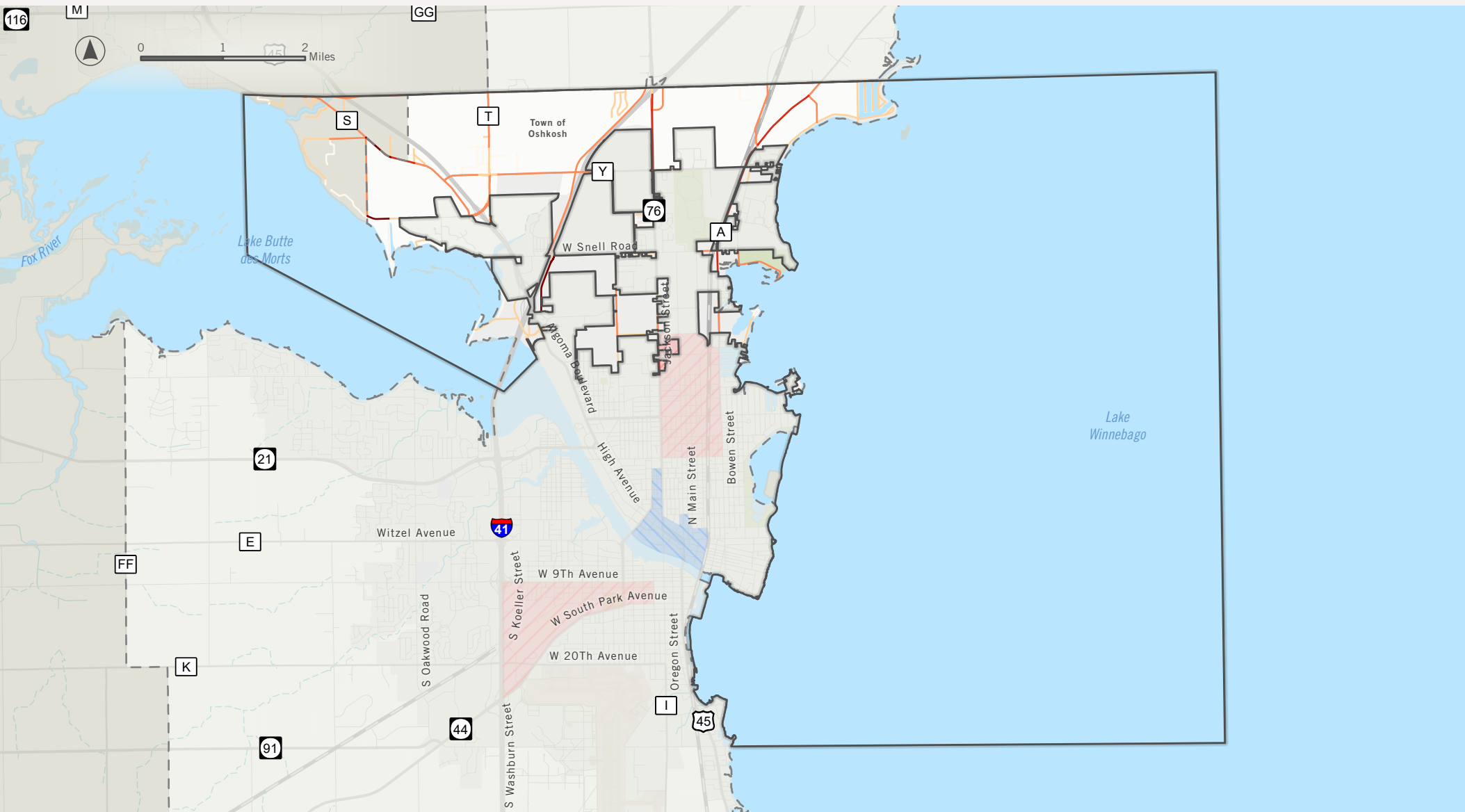
Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

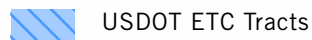
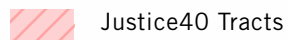
TOWN OF OSHKOSH | CRASH ANALYSIS



Crash Analysis Index



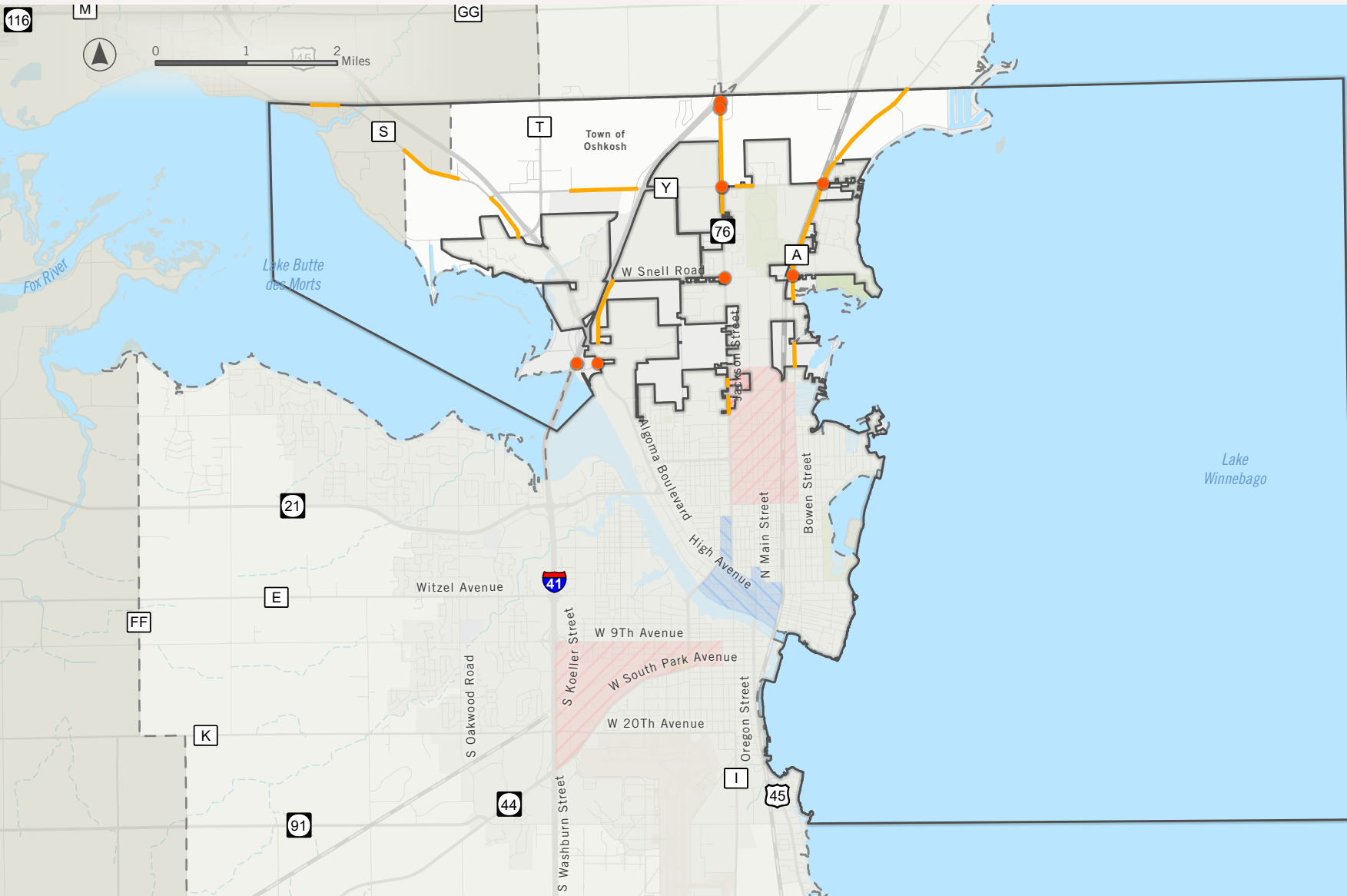
Equity Considerations



Political Boundaries



TOWN OF OSHKOSH | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

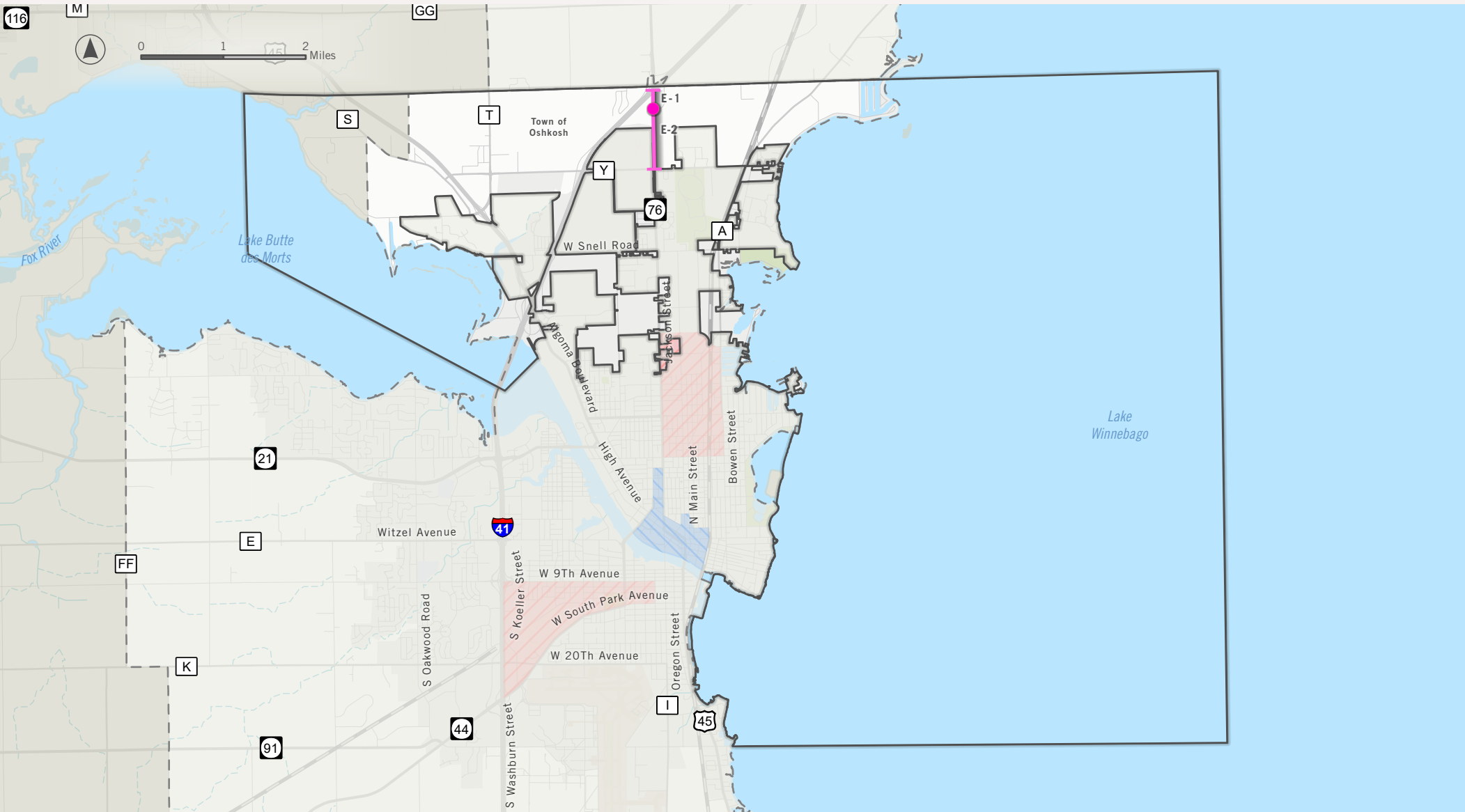
Equity Considerations

- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary
- ▭ Municipal Boundary

TOWN OF OSHKOSH | PRIORITY PROJECTS



MCD-Selected Projects

● Intersections

— Corridors

Equity Considerations

▨ Justice40 Tracts

▨ USDOT ETC Tracts

Political Boundaries

- - - MPO Boundary

▭ Municipal Boundary

OSHKOSH MPO

TOWN OF OSHKOSH | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
E-1	Indian Point Rd & STH 76	Intersection	-	-	-	2	2	0	0	0	0
E-2	STH 76	Corridor	CTH Y	USH 41	0.96	98	98	0	0	1	0

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

TOWN OF UTICA | CRASH INVENTORY 2018 - 2022





The Town of Utica had an estimated population of 1,648 in 2021, accounting for approximately 2% of the Oshkosh MPO total population. A total of 4 crashes occurred in the town between 2018 and 2022, representing less than 1% of total MPO crashes. Only crashes within the MPO planning boundary are included in the inventory and analysis.

No crashes resulted in a person being killed or seriously injured (KSI).

All crashes occurred on a corridor. Three crashes occurred on a two-way road, while one occurred either on private property or an unknown classification. Three crashes happened on a state owned road while one was on a local road.

Relative to the MPO, the town experienced a greater proportion of automobile, senior, and DUI crashes.

■ Municipal - MPO: Relative Share of All Crashes





	Severity		Mode				Age		Violation	
	KSI	Fatal					Youth	Senior	Speed	DUI
Town of Utica	0.0%	0.0%	100%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	25.0%
Oshkosh MPO	1.5%	0.2%	96.5%	1.2%	1.1%	1.2%	13.3%	18.7%	12.8%	4.9%

4 Total Crashes 2018-2022

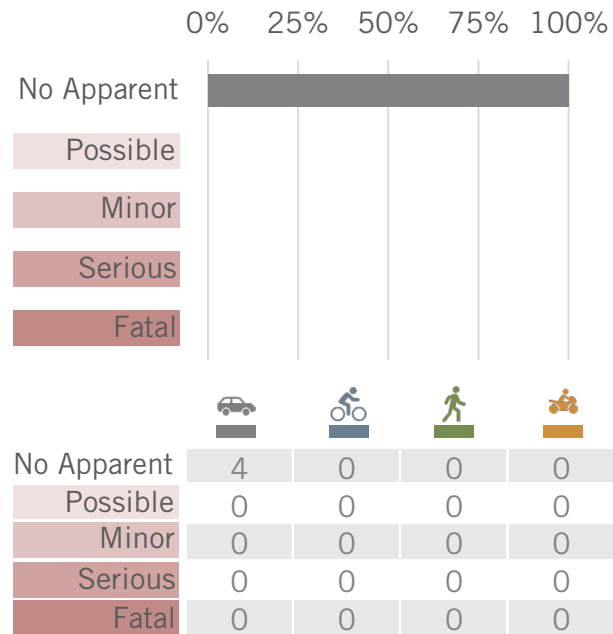
- Killed or Seriously Injured Crashes

- Fatal Crashes

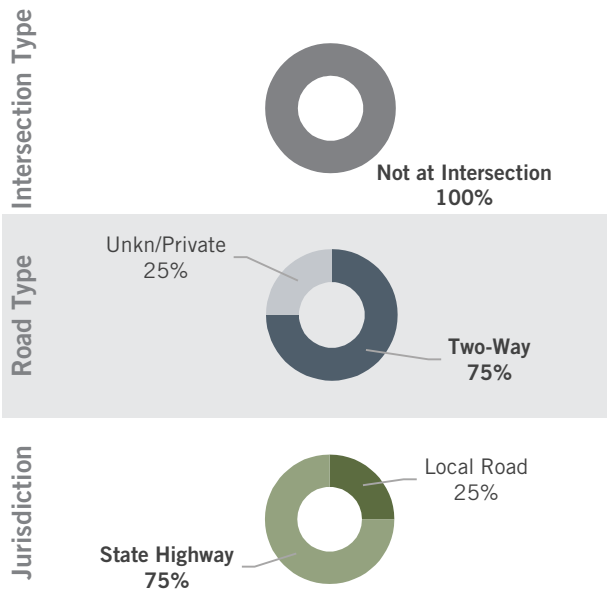
■ Crash Type by Mode: Ratios of All Crashes

				
Head-On	0%			0%
Sideswipe	0%			0%
Broadside	25%			0%
Rear End	25%			0%
Hit Object	50%			0%
Other/Unkn	0%	0%	0%	0%
MV - straight		0%	0%	
MV - right turn		0%	0%	
MV - left turn		0%	0%	
	100%	0%	0%	0%

■ Crash Severity by Mode: All Crashes



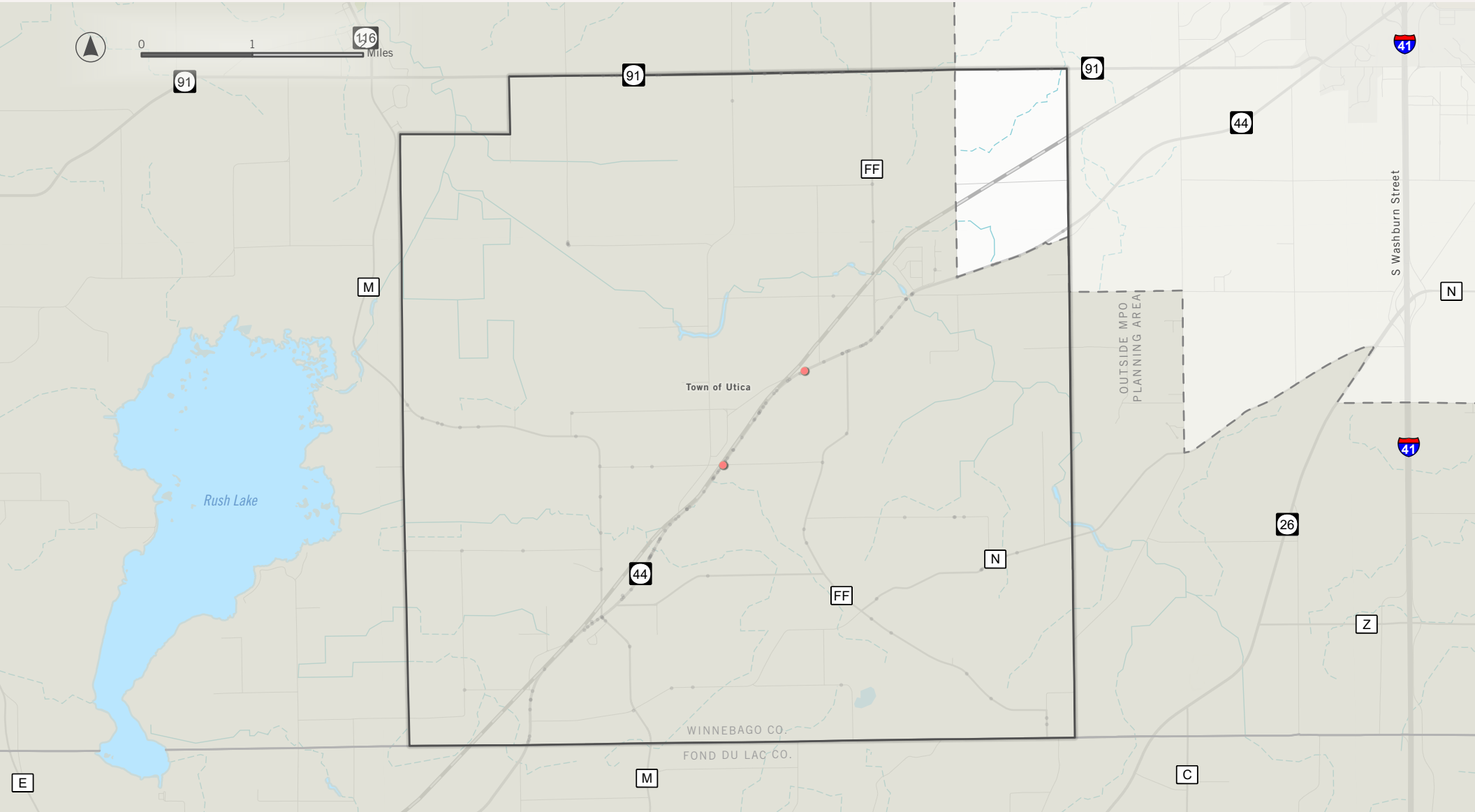
■ Crash Location Attributes: All Crashes



■ Crash Location Attributes: KSI Crashes



TOWN OF UTICA | CRASH INVENTORY 2018 - 2022



Crashes (2018 - 2022)

- Fatal Injury
- Serious Injury
- Other Crashes

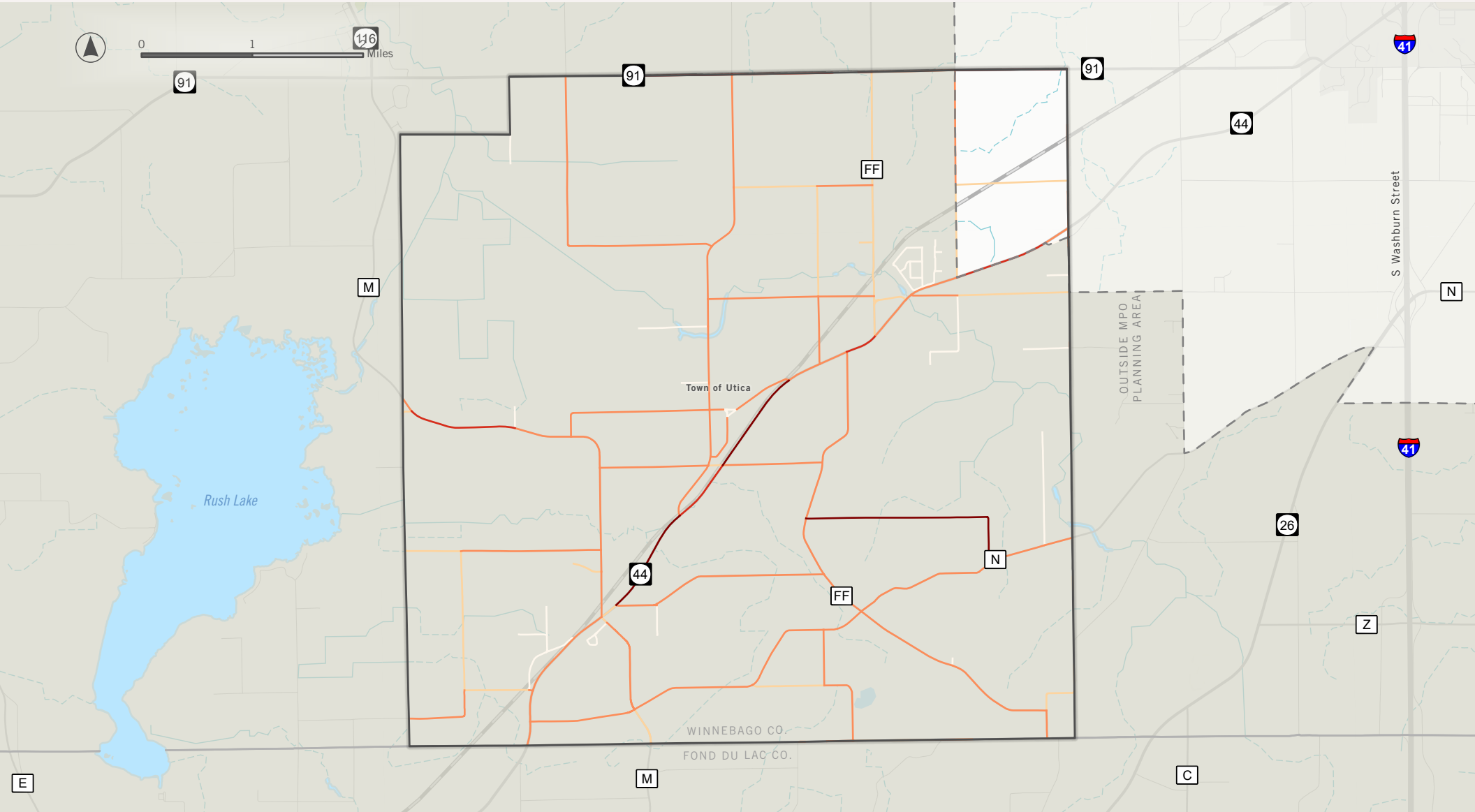
Equity Considerations

- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

TOWN OF UTICA | CRASH ANALYSIS



Crash Analysis Index



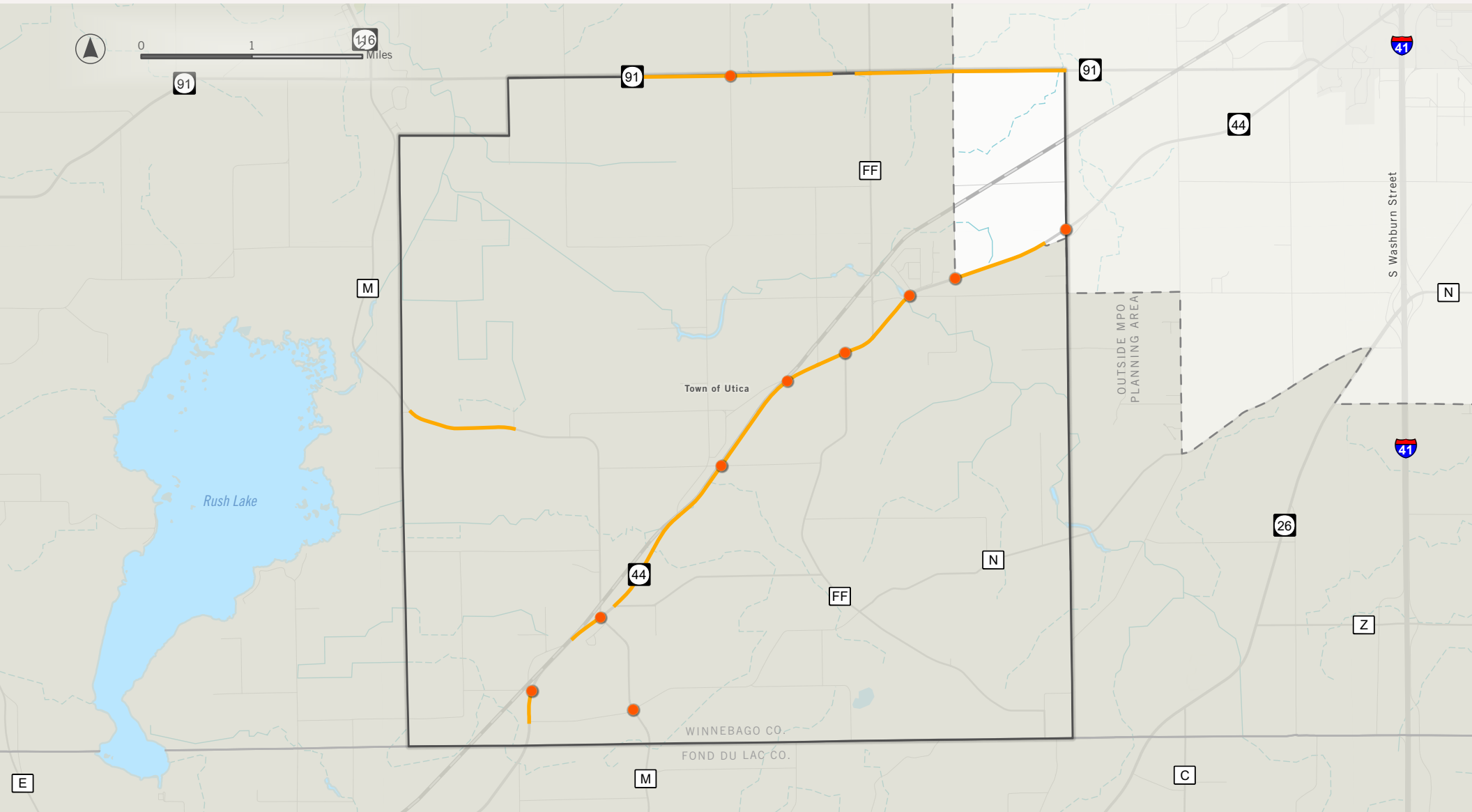
Equity Considerations



Political Boundaries



TOWN OF UTICA | HIGH-INJURY NETWORK



High-Injury Network

- Intersections
- Corridors

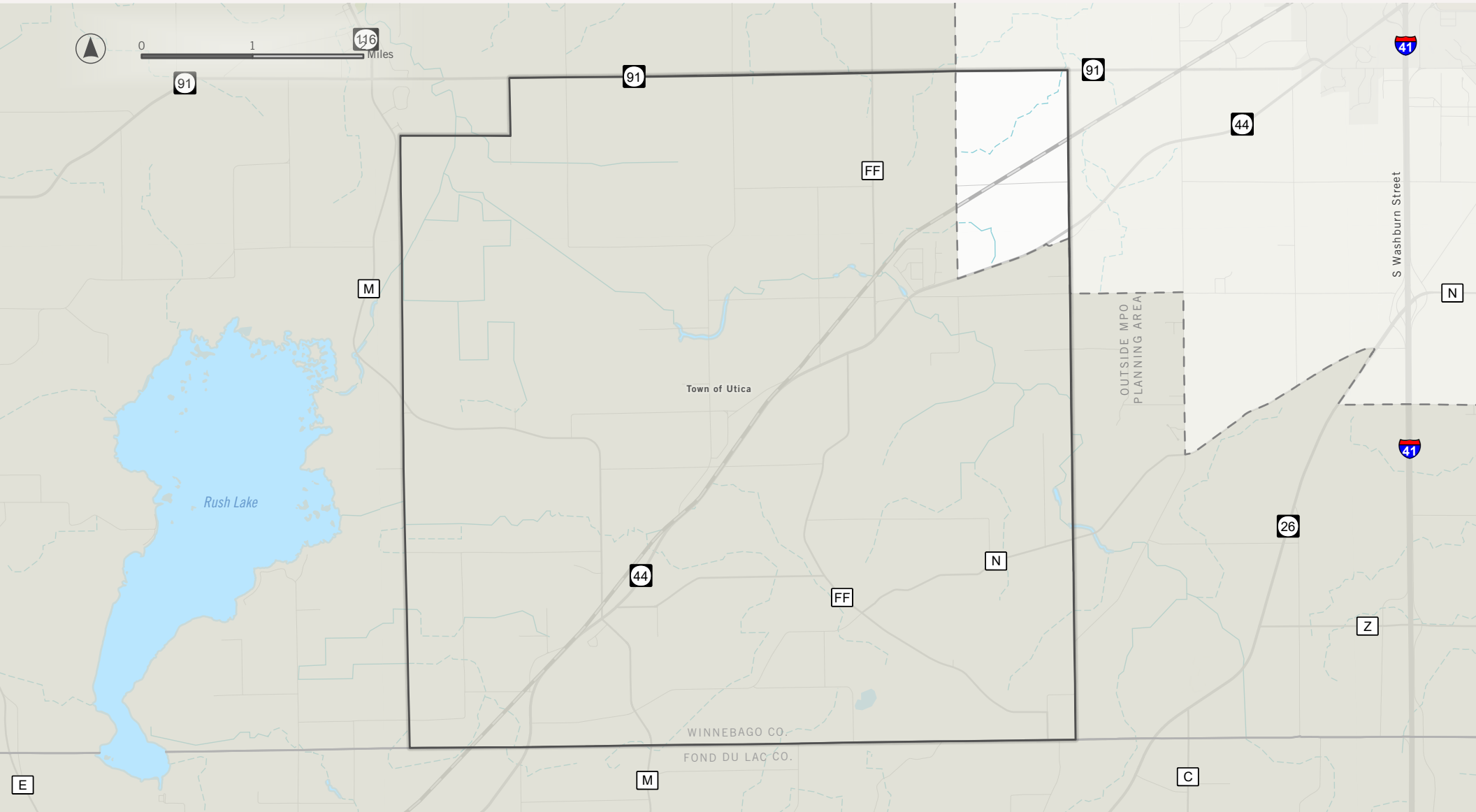
Equity Considerations

- Justice40 Tracts
- USDOT ETC Tracts

Political Boundaries

- MPO Boundary
- Municipal Boundary

TOWN OF UTICA | PRIORITY PROJECTS



MCD-Selected Projects

- Intersections
- ▬ Corridors




Equity Considerations

- ▨ Justice40 Tracts
- ▨ USDOT ETC Tracts

Political Boundaries

- ▭ MPO Boundary
- ▭ Municipal Boundary

TOWN OF UTICA | PRIORITY PROJECTS

ID	Potential Project	Type	From	To	Miles	Total	Mode			Injury	
							 **			Serious	Fatal
No projects provided/recommended at this time											

Project listing in no specific order

* denotes project recommended by relevant County Highway Department and/or ECWRPC

** includes all motor vehicle and motorcycle crashes

COMPREHENSIVE SAFETY ACTION PLAN

CHAPTER 5

RECOMMENDATIONS AND EVALUATION

RECOMMENDATIONS AND EVALUATION

RECOMMENDATIONS AND EVALUATION

Chapter Overview

The following chapter identifies the goals of the Comprehensive Safety Action Plan and recommends actions that, when implemented, will enhance infrastructure, behavioral, and operational safety of the roadway network in the Appleton (Fox Cities) and Oshkosh MPOs. Potential partners, timeframes, and evaluation indicators are also identified for each of the recommended actions. The chapter concludes by establishing system-wide performance measures for the Appleton (Fox Cities) and Oshkosh MPOs to monitor future progress towards the improvement of roadway safety and crash outcomes, as well as commitments to monitoring by ECWRPC.

Goals

The five goals of the Comprehensive Safety Action Plan: Safer Roads, Safer People, Safer Speeds, Post-Crash Care, and Collaboration, address a range of roadway safety priorities in the Appleton (Fox Cities) and Oshkosh MPOs. Four of these goals are directly related to four of the USDOT Safe System Approach objectives, with the fifth CSAP goal – Collaboration – distinct as it serves to support one or more of the other CSAP goals. As the Safe Systems Approach builds redundancy into roadway safety through multiple layers of protection, their inclusion as the goals of the CSAP ensures that actions identified under each goal will enhance infrastructure, behavioral, and operational safety of the roadway system for all users.

Proven Safety Countermeasures

Federal Highway Administration (FHWA) proven safety countermeasures are key to enhancing infrastructural, behavioral, and operational safety. A toolbox of these countermeasures is provided and recommended for implementation system-wide, where feasible, across both MPOs whether on priority projects, High-Injury Networks, or frequent crash corridors and intersections. As countermeasures are implemented in a project on a case-by-case basis depending on the unique characteristics of that project, specific countermeasures are not prescribed to the MPO and municipal priority projects identified earlier in the document. Rather, the usage of one or many countermeasures is highly encouraged in the recommended actions related to improving safety whether on specific priority projects or across High-Injury Networks.

Recommended Actions, Partners, Timeframes, and Evaluation Indicators

To realize the goals of the CSAP, recommended actions and related potential partners, timeframes for implementation, and evaluation indicators are provided. Actions are intended to guide the implementation of the CSAP goals and were developed from feedback ascertained throughout the planning process, stakeholder and public engagement, and activities identified in other ECWRPC transportation plans, including the Appleton (Fox Cities) MPO Long Range Transportation Plan, Oshkosh Long Range Transportation Plan, ECWRPC Safety Action Plan for Implementing Pedestrian Crossing Countermeasures, and the Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan.

RECOMMENDATIONS AND EVALUATION

RECOMMENDATIONS AND EVALUATION

Recommended actions include an array of infrastructural, behavioral, and operational activities eligible for support from SS4A Supplemental, Demonstration, and/or Implementation Grant funding to address individual or system-wide roadway safety problems for all users. These recommended actions outline methods that either individual municipalities or each MPO should take to improve crash outcomes for all users across the MPOs.

Recommended actions are implementable activities meant to achieve one or more of the CSAP goals. Recommended actions encompass an array of activities intended to bring about infrastructure, behavioral, and/or operational change through the evaluation and/or implementation of countermeasures, policy changes, educational campaigns, engagement activities, further planning and analysis, collaboration, and many other activities. Regardless whether actions are applied to individual projects or are instituted system-wide, their implementation will enhance safety for all roadway users in the Appleton (Fox Cities) MPO and Oshkosh MPO.

Key to the implementation of the plan, recommended partnerships of agencies that may lead, implement, or support each action are identified next to each action item. The listing of partner agencies is not intended to be exclusive, and partners should be engaged and added as necessary. In addition, timeframes are provided for each action item to provide context to the priority and feasibility of the action while evaluation indicators identify how progress on individual actions will be measured.

The Action Plan elements identified in this chapter are formatted as follows:

- **Goal:** The Comprehensive Safety Action Goal intended to improve infrastructure, behavioral, and operational safety of the roadway network for all users.
- **Action:** Recommendations of infrastructural, behavioral, and/or operational activities intended for implementation on individual projects and/or system-wide to achieve the goals of the CSAP.
- **Partners:** Recommend agencies to lead, implement, and/or support the action.
- **Timeframes:** The estimated timeframe recommended to complete the action.
 - Short-term: 1-3 years.
 - Mid-term: 3-5 years.
 - Long-term: more than 5 years
- **Evaluation Indicators:** Measure progress towards implementing each action

Performance Measures and Monitoring

In addition to evaluation indicators tied to the performance of recommended action items, system-wide performance measures for the Appleton (Fox Cities) and Oshkosh MPOs are identified in the CSAP to monitor overall progress towards network safety, condition, and reliability. ECWRPC will also perform activities related to the monitoring and reporting of CSAP progress.

RECOMMENDATIONS AND EVALUATION

RECOMMENDED PROVEN SAFETY COUNTERMEASURES

Recommended Proven Safety Countermeasures

Federal Highway Administration (FHWA) Proven Safety Countermeasures are a toolbox of 28 infrastructural improvements and operational changes that are effective in addressing the causes of crashes and reducing roadway serious injuries and fatalities.¹⁰ Identified in Table 5.1, these countermeasures are recommended by the CSAP for implementation on a case-by-case basis on MPO and municipal High-Injury Networks, and especially on priority projects, to address the causes of serious injury and fatal crashes. For MPO and municipal priority projects, it is recommended that one or more proven safety countermeasures be implemented to address the unique safety issues of each project.

Given the unique characteristics of the priority projects identified by the CSAP, countermeasures are not prescribed for individual projects, however, one or more of these countermeasures should be included when implementing a project. ECWRPC encourages local agencies to follow the guidance included in FHWA and other national, State, and local guidelines when making the final selection of countermeasures.

¹⁰ United States Department of Transportation Federal Highway Administration. 2023. "Proven Safety Countermeasures." United States Department of Transportation <https://highways.dot.gov/safety/proven-safety-countermeasures>

Table 5.1 FHWA Proven Safety Countermeasures

Speed Management
Appropriate Speed Limits for All Road Users
Speed Safety Cameras
Variable Speed Limits
Pedestrian/Bicyclist
Bicycle Lanes
Crosswalk Visibility Enhancements
Leading Pedestrian Interval
Medians and Pedestrian Refuge Islands
Pedestrian Hybrid Beacons
Rectangular Rapid Flashing Beacons (RRFB)
Road Diets
Walkways
Roadway Departure
Enhanced Delineation for Horizontal Curves
Longitudinal Rumble Strips and Stripes on Two-Lane Roads
Median Barriers
Roadside Design Improvements at Curve
Safety Edge
Wider Edge Lines
Intersections
Backplates with Retroreflective Borders
Corridor Access Management
Dedicated Left-and-Right-Turn Lanes at Intersections
Reduced Let-Turn Conflict Intersections
Roundabouts
Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
Yellow Change Intervals
Crosscutting
Lighting
Local Road Safety Plans
Pavement Friction Management
Road Safety Audit

RECOMMENDATIONS AND EVALUATION

GOAL 1: SAFER ROADS

Roadway design influences how people use roadways and shapes how safety risks are borne by the various modes of transportation. The implementation of proven safety countermeasures and other innovative transportation infrastructure is key to reducing serious injuries and roadway fatalities by preventing conflict between modes. All users deserve safe passage and dedicated infrastructure.

Table 5.2 Goal 1: Safer Roads - Recommended Actions, Partners, Timeframe, and Evaluation Indicators

	Potential Partners	Timeframe	Evaluation Indicator
Safer Roads			
Redesign and reconstruct corridor and intersection priority projects to address their chronic safety issues. Implement and incorporate innovative design changes and proven safety countermeasures in projects when appropriate.	MPO, jurisdiction, WisDOT	Varies by Project	# of projects completed
Improve unsafe corridors and intersections system-wide, particularly on High-Injury Networks, by implementing proven safety countermeasures and other innovative roadway safety infrastructure to ensure all roadway users are considered in the planning, design, and construction of existing and new roadways	MPO, jurisdiction, WisDOT	Varies by Project	# of countermeasures installed
Maintain, update, and expand existing proven safety countermeasures system-wide	MPO, jurisdiction, WisDOT	Short-term	# of countermeasures installed
Apply low-cost roadway safety treatments system-wide including but not limited to left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along corridors	MPO, jurisdiction, WisDOT	Short-term	# of safety treatments deployed
Close pedestrian network gaps by installing infrastructure and safety enhancements such as sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices, system-wide	MPO, jurisdiction, WisDOT	Short-term	Miles of sidewalk added
Maintain, update, and expand the bicycle network by installing bicycle infrastructure cognizant of different roadway volumes and speeds	MPO, jurisdiction, WisDOT	Short-term	Miles of bike lanes/trails added
Correct common risks for transit users at transit stops, in designated neighborhoods, or along a busy public transportation routes through the installation of street lighting, clearer signage, high-visibility pavement markings, and rumble strips	MPO, jurisdiction, Transit Agencies, WisDOT	Short-term	# of interventions installed
Implement Complete Street pilot projects and/or retrofits, especially on priority projects and High-Injury Networks, to improve safety for all users	MPO, jurisdiction, WisDOT	Short-term	# of Complete Street pilot projects/retrofits installed
Use quick-build demonstration projects to allow public agencies; community partners; and people walking, bicycling, taking transit, and driving to evaluate potential infrastructure improvements prior to investing in permanent changes, when appropriate	MPO, jurisdiction, WisDOT	Mid-term	# of demonstration projects deployed

RECOMMENDATIONS AND EVALUATION

GOAL 2: SAFER SPEEDS

Speeding is one of the leading causes of injury in motor-vehicle related accidents, increasing both the frequency and severity of crashes. Higher vehicle speeds leave less time for both motorists and non-motorists to read and react, and disproportionately impact safety and injury outcomes for non-motorist modes. Modifying infrastructure and encouraging responsible behaviors plays a significant role in creating a safer system.

Table 5.3 Goal 2: Safer Speeds - Recommended Actions, Partners, Timeframe, and Evaluation Indicators

	Potential Partners	Timeframe	Evaluation Indicator
Safer Speeds			
Develop, implement, expand, and improve enforcement programs designed to enhance community health, deescalate situations, and to be proactive advocates for community members.	Jurisdiction, Law Enforcement, Community Orgs	Long-term	Actions supported
Develop, implement, and expand speed management strategies such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, conducting education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras.	MPO, Jurisdiction, Law Enforcement, Community Orgs, WisDOT	Mid-term	Actions supported, # of speed limit reductions

RECOMMENDATIONS AND EVALUATION

GOAL 3: SAFER PEOPLE

The safety of people is a foundational component of a safe system. Operations and infrastructure can be modified and improved to mitigate costly lapses in judgment and encourage safe and responsible behaviors among all road users. Education, outreach, engineering solutions, and enforcement are all actions that can address both persistent behavioral and operational safety issues and ensure that people are safer on MPO roadways.

Table 5.4 Goal 3: Safer People - Recommended Actions, Partners, Timeframe, and Evaluation Indicators

	Potential Partners	Timeframe	Evaluation Indicator
Safer People			
Develop, implement, and/or evaluate public education traffic safety awareness campaigns and trainings to improve public understanding of highway safety, safe driving practices, and/or bicyclist/pedestrian visibility and awareness	MPO, Jurisdiction, Law Enforcement, Community Orgs, Transit Agencies, WisDOT	Short-term	# of campaigns conducted
Educate and engage the public through education campaigns that accompany new or innovative transportation infrastructure, policies, and/or practices	MPO, Jurisdiction, Law Enforcement, Community Orgs, Transit Agencies, WisDOT	Mid-term	# of campaigns conducted
Ensure investment in underserved communities by conducting targeted equity assessments and thorough public engagement	MPO, Jurisdiction, Community Orgs, Transit Agencies, WisDOT	Short-term	# of equity assessments conducted
Implement and/or expand programming that ensures safe routes to school and public transit services through multiple activities that lead to safety, especially in underserved communities.	MPO, Jurisdiction, Community Orgs, Transit Agencies, WisDOT	Short-term	# of programs created
Engage community members/residents of areas impacted in the design and construction process of transportation infrastructure utilizing ECWRPC's Equitable Engagement Toolkit and Guidebook	MPO, Jurisdiction, Community Orgs, WisDOT	Short-term	Actions supported
Create and implement policies that address year-round maintenance of all roadway facilities, including bicycle and pedestrian facilities	MPO, Jurisdiction, WisDOT	Long-term	Actions supported
Evaluate current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety for all roadway users	MPO, Jurisdiction, Transit Agencies, WisDOT	Mid-term	Policies evaluated
Develop and implement pilot programs that demonstrate the benefits of commercially available yet uncommon technologies including but not limited to variable speed limits, technology for adaptive signal timing, adaptive lighting, Intelligent Transportation Systems, and vehicle-to-infrastructure technology	MPO, Jurisdiction, Transit Agencies, WisDOT	Long-term	Actions supported

RECOMMENDATIONS AND EVALUATION

GOAL 4: POST-CRASH CARE

Timely access to medical care post-crash is key to preventing injuries from becoming fatal. First responders must have a safe working environment to properly administer care; prevention of secondary incidents from traffic disruptions is crucial. Enhancing operational systems and improving collaboration between multiple agencies can improve post-crash care outcomes for all roadway users.

Table 5.5 Goal 4: Post-Crash Care - Recommended Actions, Partners, Timeframe, and Evaluation Indicators

	Potential Partners	Timeframe	Evaluation Indicator
Post-Crash Care			
Enhance the existing processes of multiple partners to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible by improving existing processes and implementing new technologies	MPO, Jurisdiction, Law Enforcement, Emergency Services, WisDOT	Mid-term	Actions supported
Develop and implement pilot programs that test, evaluate, and improve Emergency Medical Service operational processes and responses to crashes	MPO, Jurisdiction, Law Enforcement, Emergency Services, WisDOT	Long-term	Pilot programs launched

RECOMMENDATIONS AND EVALUATION

GOAL 5: COLLABORATION

Road safety is not a singular mission, and collaboration between Federal, State, and Local partners – both public and private sector - is imperative to bring about infrastructural, behavioral, and operational change to improve roadway safety. Partnership opportunities between entities is multifaceted, ranging from data-sharing and analysis to traffic safety campaigns, and from developing training materials to new technology. Partnerships and collaboration help local organizations stay up-to-date with the latest methods and technology, and local data helps Federal and State partners gain in-depth understanding of the system.

Table 5.6 Goal 5: Collaboration - Recommended Actions, Partners, Timeframe, and Evaluation Indicators

	Potential Partners	Timeframe	Evaluation Indicator
Collaboration			
Establish or delegate a committee to annually evaluate, measure, and report on the progress of the Comprehensive Safety Action Plan	MPO, Jurisdiction, Transit Agencies, WisDOT	Short-term	Committee established/delegated
Reference and implement recommendations found in the following plans: Appleton (Fox Cities) MPO Long Range Transportation Plan, Oshkosh Long Range Transportation Plan, ECWRPC Safety Action Plan for Implementing Pedestrian Crossing Countermeasures, Appleton (Fox Cities) MPO Bike/Ped Plan, Oshkosh MPO Bike/Ped Plan	MPO, Jurisdiction, Transit Agencies, WisDOT	Mid-term	Actions supported
Establish and maintain partnerships with state agencies, local jurisdictions, and other stakeholders interested in mobility, equity, and transportation safety issues	MPO, Jurisdiction, Community Orgs, Transit Agencies, WisDOT	Short-term	Partnerships established/maintained
Work with community leaders/staff, schools, community-based organizations, and community members to conduct walk/roll audits to better understand safety concerns	MPO, Jurisdiction, Schools, Community Orgs, WisDOT	Short-term	# walk/roll audits conducted
Regularly conduct, update, and expand crash data collection, evaluation of crash data trends, and analysis activities such as updating the High-Injury Network	MPO, Jurisdiction, TOPS Lab, Law Enforcement, Transit Agencies, Traffic Safety Cmsn, WisDOT	Short-term	Actions supported
Develop additional safety sub-plans focused on topics including but not limited to: speed management, vulnerable road users, accessibility for individuals with disabilities, Americans with Disabilities Act of 1990 (ADA) transition plans, health equity, safety-focused Intelligent Transportation System implementation, lighting, or other relevant safety topics	MPO, Jurisdiction, Transit Agencies, WisDOT	Mid-term	# new plans developed
Coordinate and develop feasibility studies that evaluate quick-build strategies to inform permanent projects in the future	MPO, Jurisdiction, WisDOT	Short-term	# studies conducted
Continually evaluate the need for future roadway safety planning activities that enhance or further the implementation of the CSAP	MPO, Jurisdiction, WisDOT	Short-term	# studies conducted
Develop training materials and provide technical assistance for agencies to maximize accuracy and efficiency for both input and analysis of crash data	MPO, Jurisdiction, Transit Agencies, WisDOT	Long-term	Materials developed

RECOMMENDATIONS AND EVALUATION

PERFORMANCE MEASURES AND MONITORING

Performance Measures

Transportation performance measures are quantitative metrics that give valuable insight into the effectiveness of the transportation system. Data is collected and tracked over time to discern trends. Targets are developed by looking at prior years' actual observed values and setting plausibly attainable goals to achieve desired trends in the metrics. By selecting projects to implement that correspond to the performance measures, progress can be made to achieve the targets.

The Federal Highway Administration (FHWA) outlines three different performance measure categories: PM1: Safety, PM2: Infrastructure Condition, and PM3: System/ Time Reliability. The Wisconsin Department of Transportation tracks the actual observed values on each metric and sets statewide targets. Both the Appleton (Fox Cities) and Oshkosh MPOs adopt the state performance measure targets. These adopted measures and targets are displayed in Figures 5.7, 5.8, and 5.9.

Table 5.7 Performance Measure 1: Safety

	2018-2022 Baseline Averages	2024 Safety Targets
PM1: Safety		
Number of Fatalities	600.8	588.8
Rate of Fatalities per 100 million VMT	0.934	0.915
Number of Serious Injuries	3095.6	3033.7
Rate of Serious Injuries per 100 million VMT	4.822	4.726
Number of Non-Motorized Fatalities and Serious Injuries	379.4	371.8

Table 5.8 Performance Measure 2: Infrastructure Condition

	Baseline	2-Year Targets	4-Year Targets
PM2: Infrastructure Condition			
Interstate – Percentage pavements in “Good” condition	65.90%	> 60.0%	> 60.0%
Interstate – Percentage pavements in “Poor” condition	0.30%	< 4.0%	< 4.0%
Non-Interstate NHS – Percentage pavements in “Good” condition	36.30%	> 30.0%	> 30.0%
Non-Interstate NHS – Percentage pavements in “Poor” condition	4.20%	< 10.0%	< 10.0%
National Highway System (NHS) Bridges in “Good” condition	51.30%	> 49.0%	> 48.0%
National Highway System (NHS) Bridges in “Poor” condition	2.60%	< 10.0%	< 3.0%

RECOMMENDATIONS AND EVALUATION

PERFORMANCE MEASURES AND MONITORING

Implementing the goals and recommended actions of the Comprehensive Safety Action Plan will contribute towards meeting the targets. In addition, implementing improvements on MPO and municipal projects and High-Injury Networks will directly contribute to positive outcomes in PM1: Safety.

While much of the CSAP is related to the safety performance measure, implementation of actions will also improve performance measures in PM2: Infrastructure Condition and PM3: System/ Time Reliability. By implementing the recommended actions identified in the CSAP and improving network conditions through implementation of safer infrastructure on priority projects and across the High-Injury Networks, it is the expectation that the Appleton (Fox Cities) and Oshkosh MPOs will help reach the targets established in PM1, PM2, and PM3.

Monitoring

ECWRPC will regularly evaluate and report CSAP progress in the Appleton (Fox Cities) MPO and Oshkosh MPO. An Annual Comprehensive Safety Action Plan Report will review available crash data to monitor crash trends, modify High-Injury Networks as necessary, review priority project statuses, and evaluate progress made toward advancing the goals and recommended actions. The CSAP may be amended to add, remove, or edit priority projects and/or recommended actions. Progress will be monitored in concert with the other Appleton (Fox Cities) MPO and Oshkosh MPO planning processes such as the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Additionally, State of the System reports, which are done annually, track the progress of each MPO’s defined performance measures through datasets and maps. This report will assist in understanding trends and will assist in monitoring the overall progress of CSAP, especially as projects are implemented.

Table 5.9 Performance Measure 3: System/Time Reliability

	Baseline	2-Year Targets	4-Year Targets
PM3: System/Time Reliability			
Travel Reliability: % of person – miles traveled that are reliable on the Interstate System	96.4%	92.5%	93.0%
Travel Reliability: % of person – miles traveled that are reliable on Non-Interstate NHS	93.9%	91.0%	89.5%
Freight Reliability: Truck Travel Time Reliability Index on the Interstate	1.20	1.30	1.30

COMPREHENSIVE SAFETY ACTION PLAN

APPENDIX A:

SS4A SELF-CERTIFICATION ELIGIBILITY WORKSHEET

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the SS4A NOFO describes [eight components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 7, and 9** in this worksheet; *and*
- You can answer "YES" to **at least four of the six remaining** Questions, **1, 2, 4, 5, 6, and 8**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: _____

UEI: _____

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.

YES

NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES

NO

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

YES

NO

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

4. Engagement and Collaboration

Did the Action Plan development include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES

NO

Note: This should be a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



5. Equity Considerations

Did the Action Plan development include **ALL** of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.

YES

NO

Note: This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

6. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES

NO

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



7. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

YES
NO

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

8. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

YES
NO

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

9. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2019 and April 30, 2024?

YES
NO

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an Equity Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document(s), date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)



COMPREHENSIVE SAFETY ACTION PLAN

APPENDIX B:

PUBLIC ENGAGEMENT SURVEY RESULTS

APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

RANKED PRIORITIES RESULTS

Figure B.1 Damaged or Missing Sidewalks

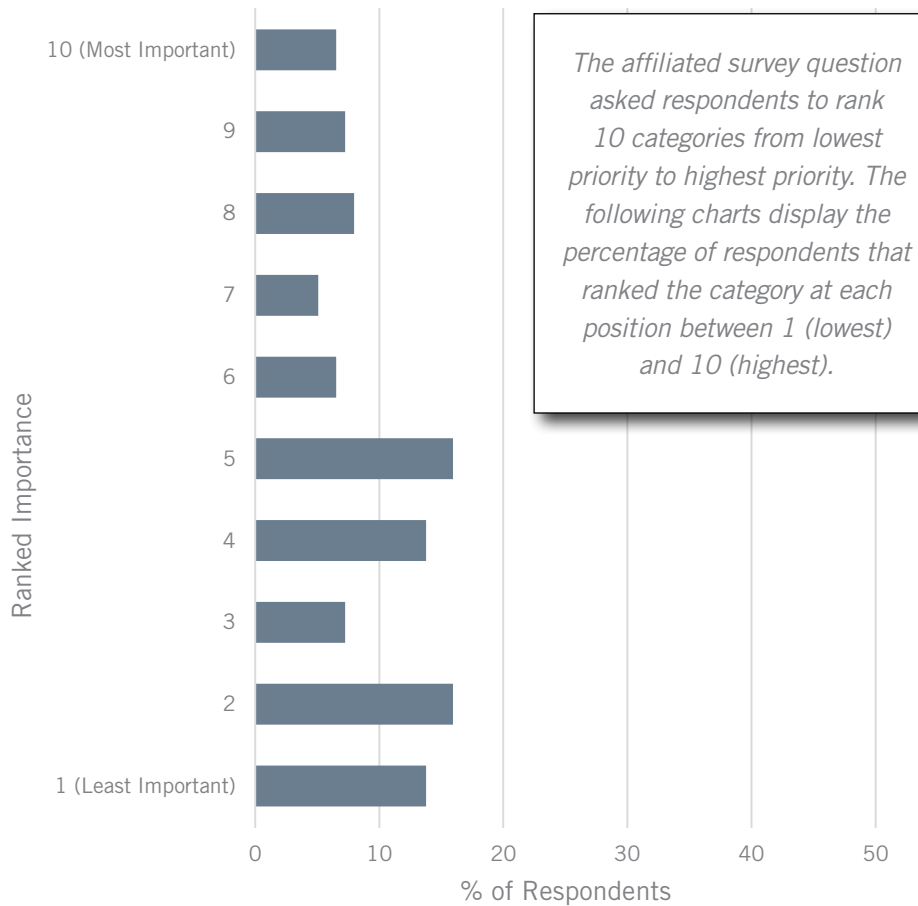
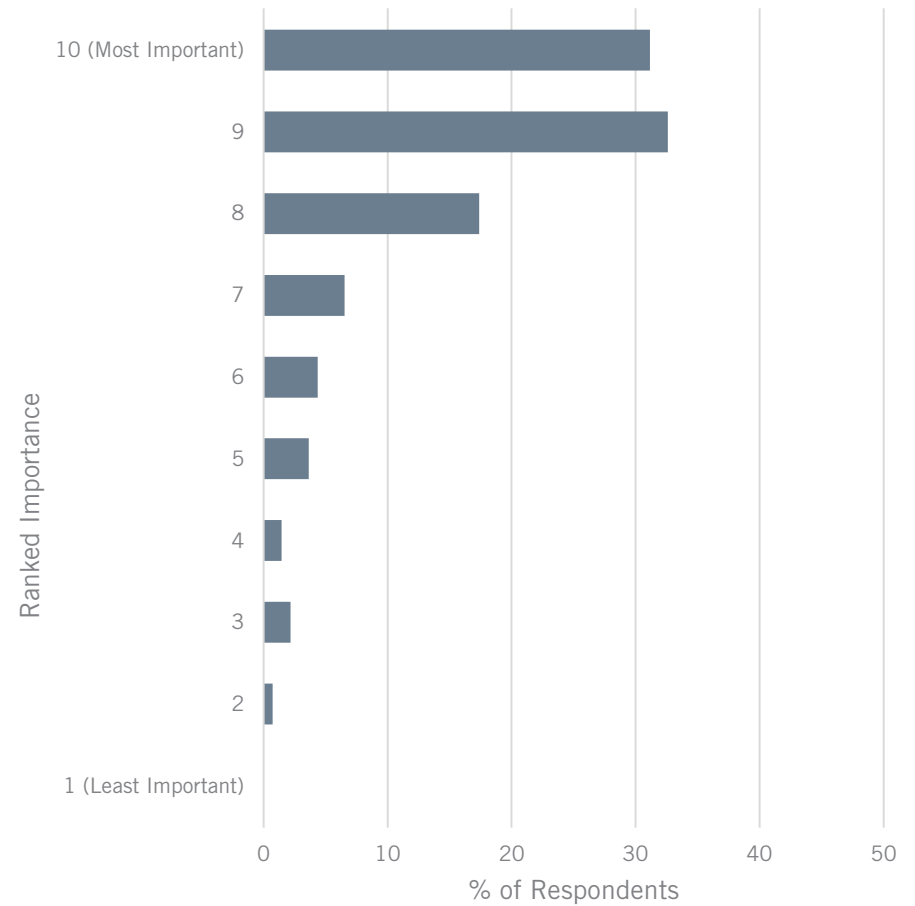


Figure B.2 Distracted Driving (Caused by Electronic Devices)



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

RANKED PRIORITIES RESULTS

Figure B.3 Drug, alcohol, or other Impaired Driving

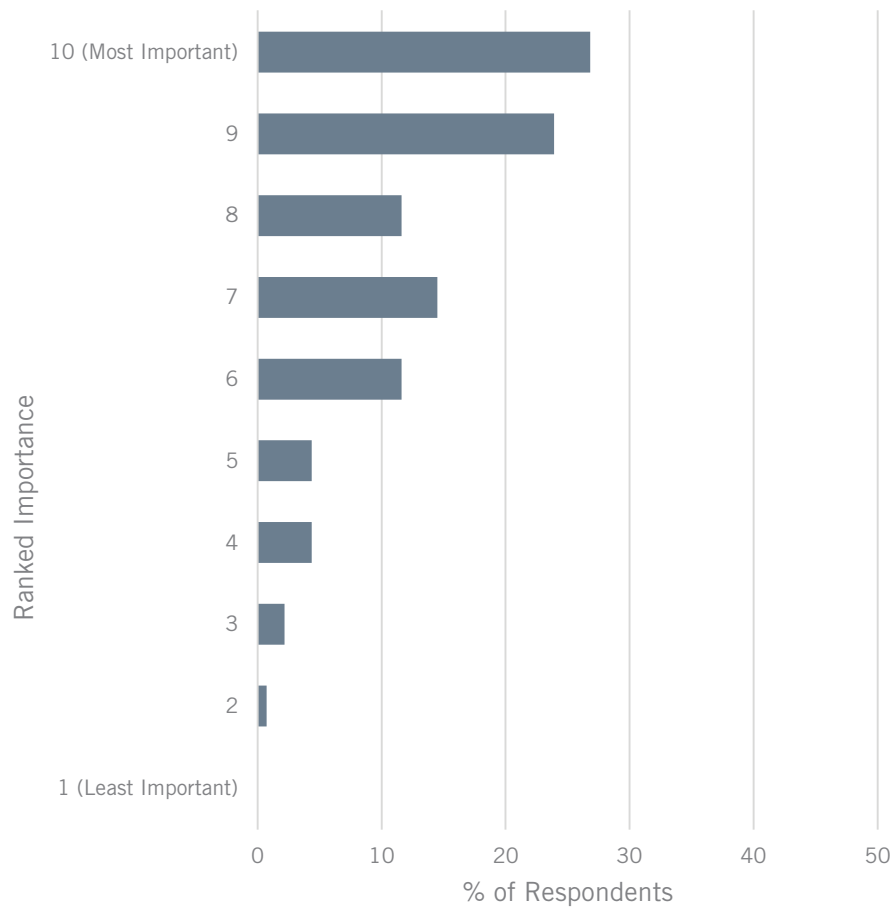
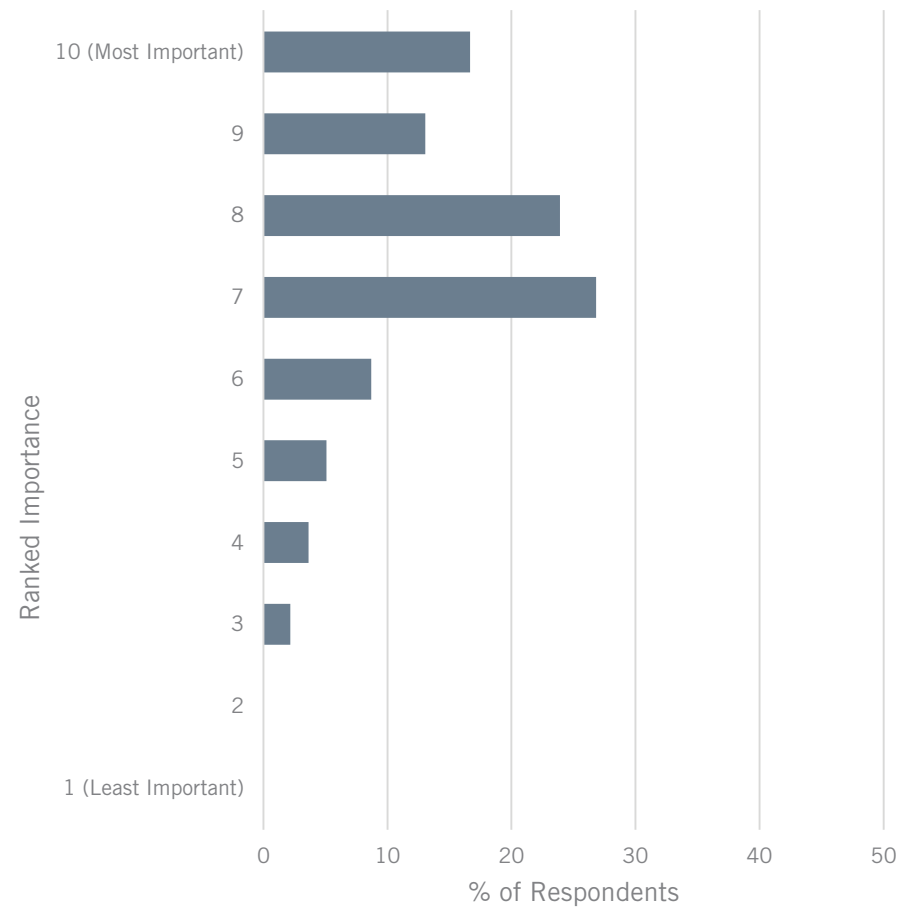


Figure B.4 Motorists Not Following the Law



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

RANKED PRIORITIES RESULTS

Figure B.5 Non-motorists Not Following the Law

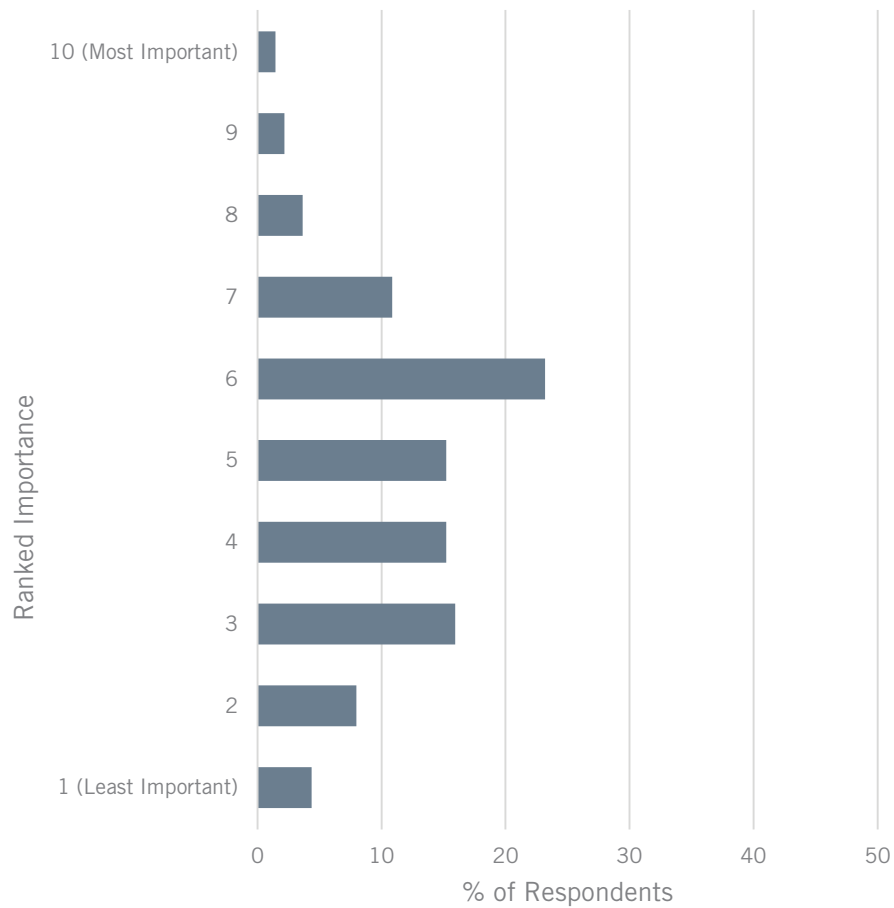
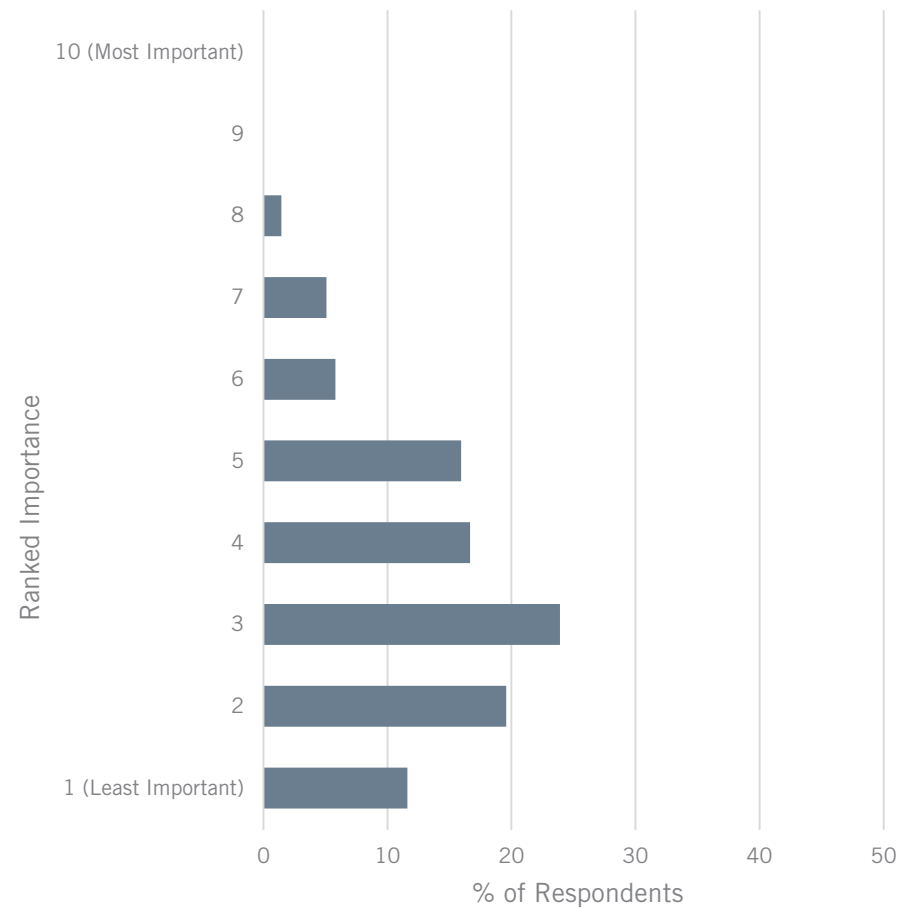


Figure B.6 Insufficient Roadway Lighting



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

RANKED PRIORITIES RESULTS

Figure B.7 Speeding

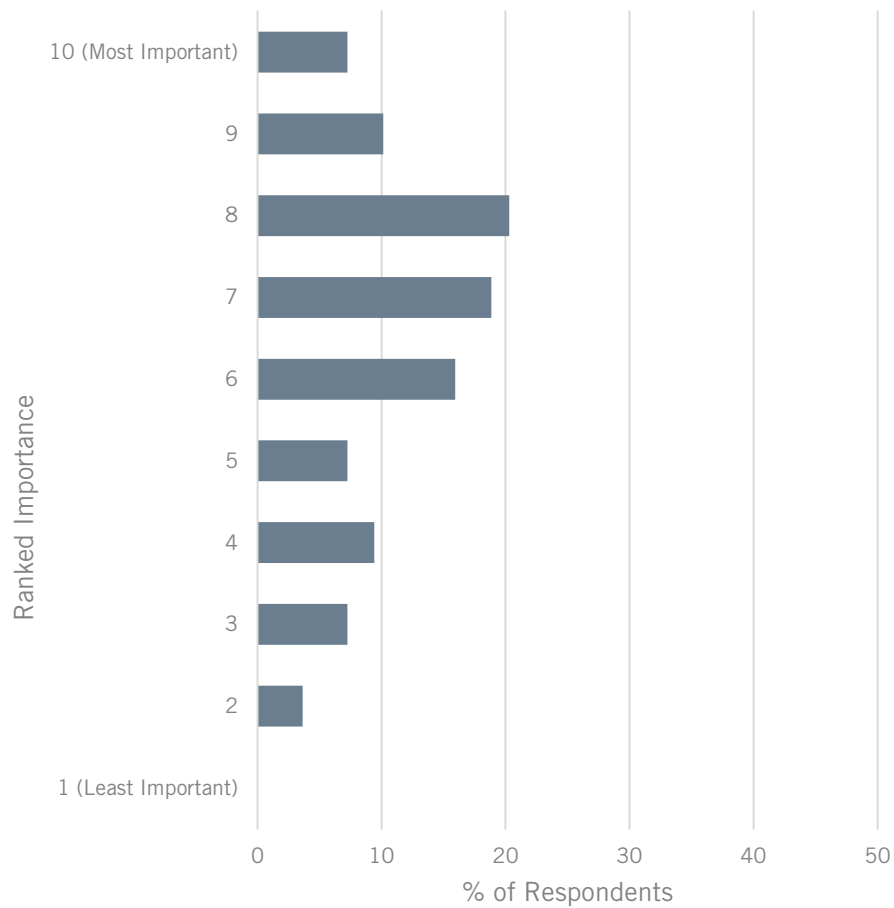
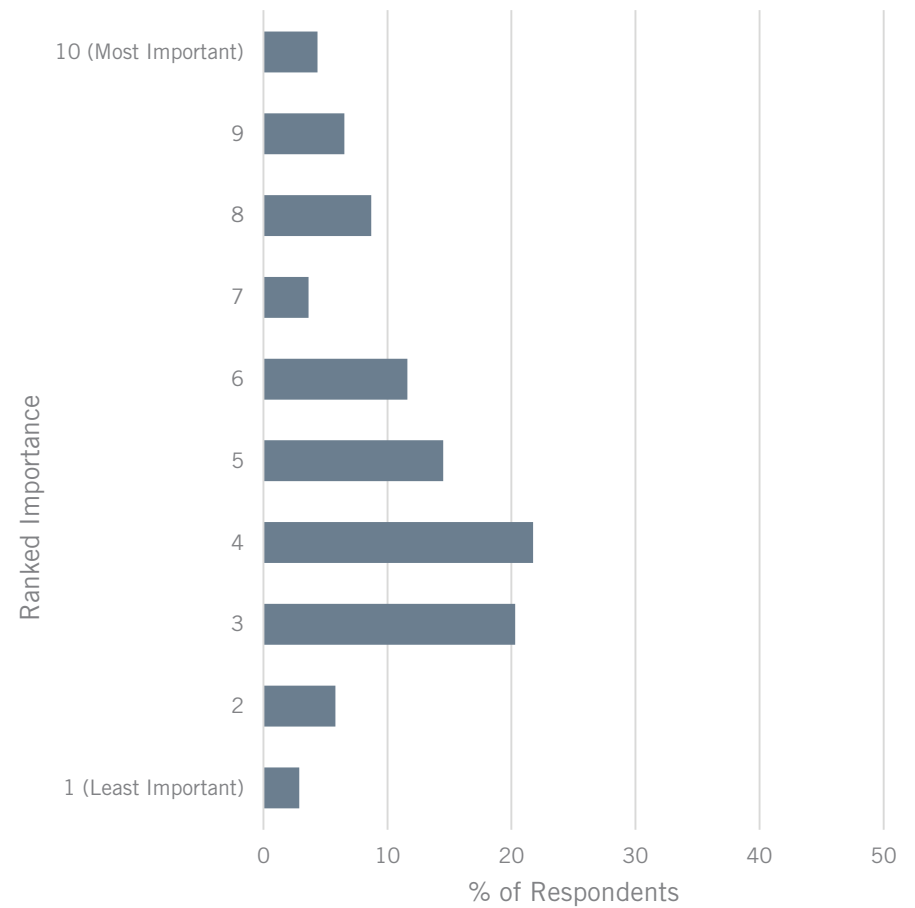


Figure B.8 Lack of Safe Street Crossing for Pedestrians



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

RANKED PRIORITIES RESULTS

Figure B.9 Vehicle Maintenance/Malfunction

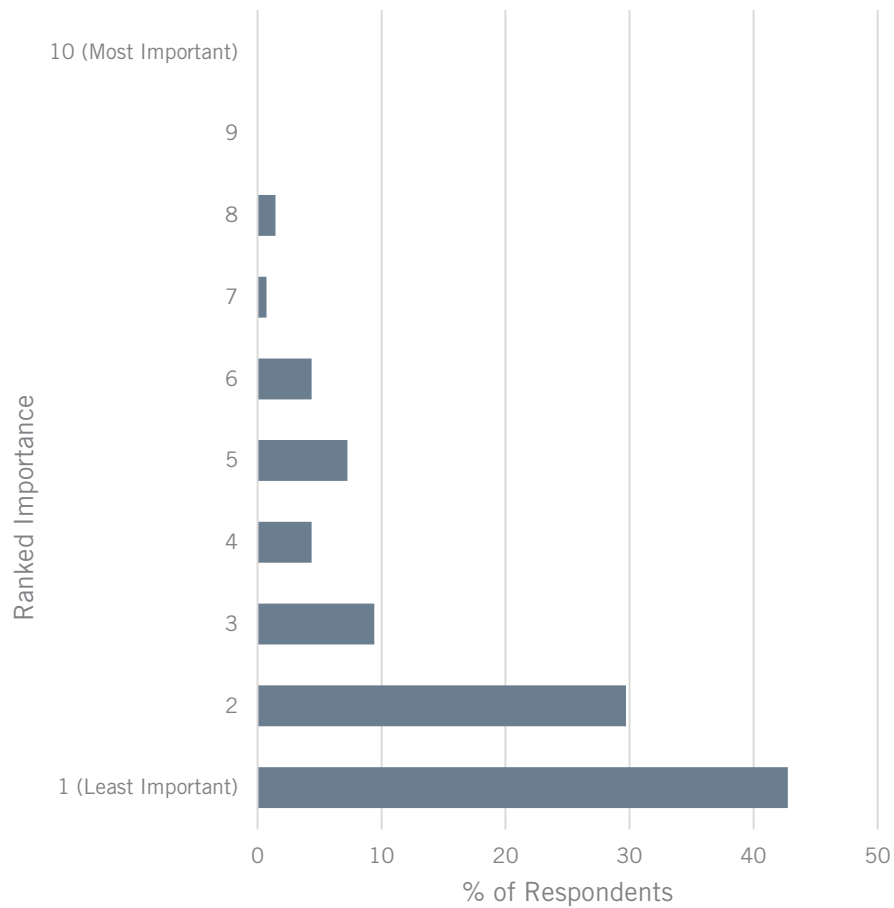
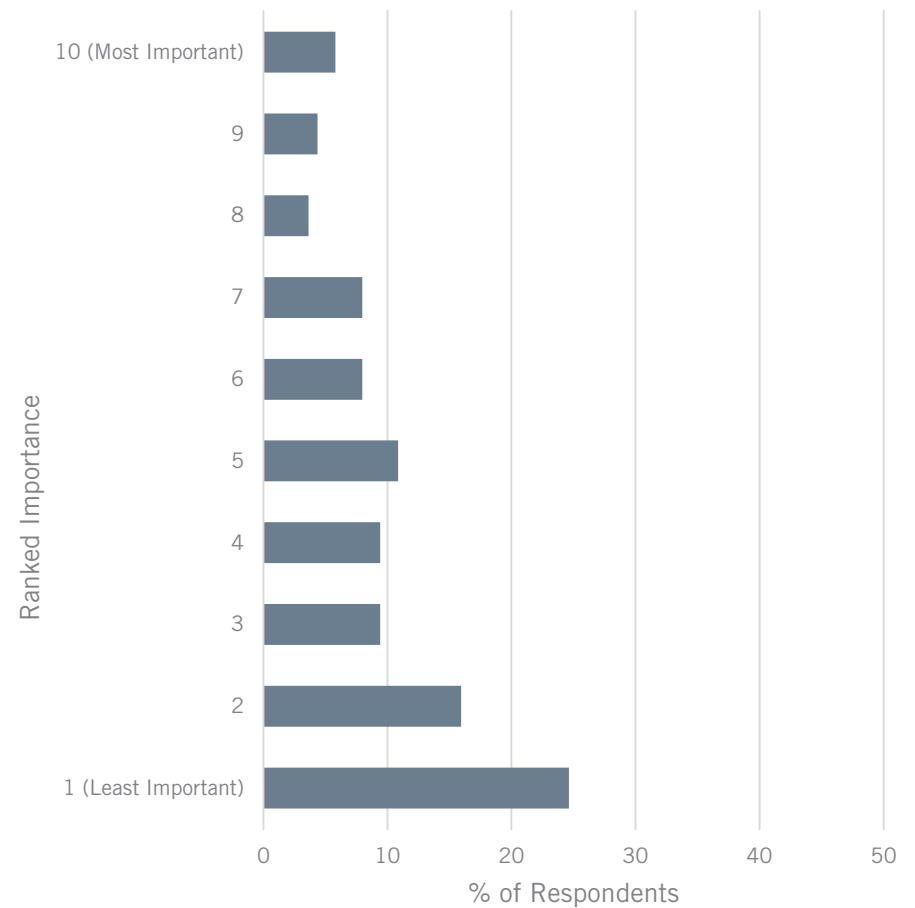


Figure B.10 Lack of Accommodations for Bicyclists



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

MODE FREQUENCY RESULTS

Figure B.11 Frequency of Riding a Bike Recreationally

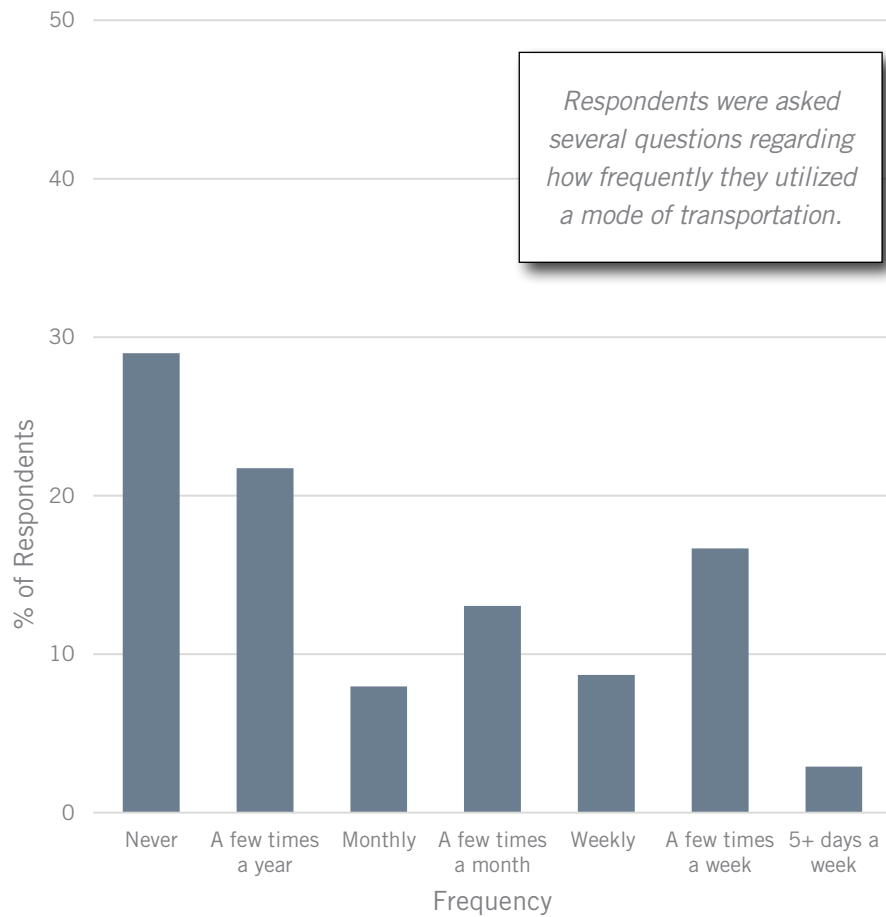
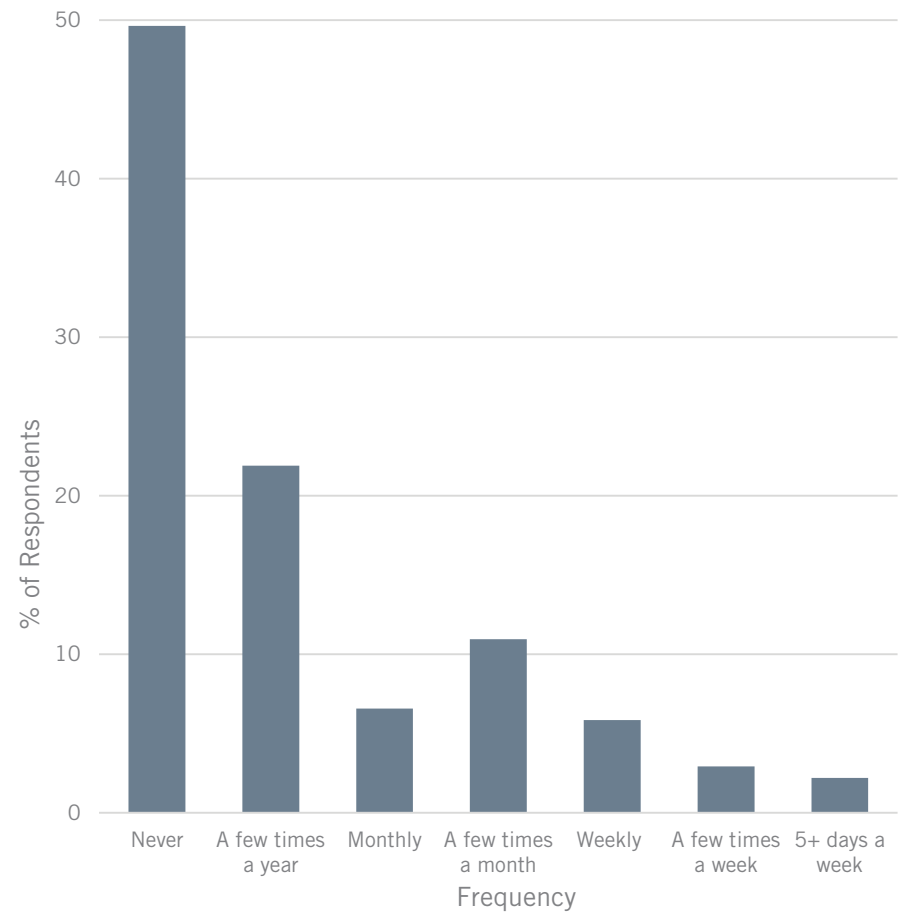


Figure B.12 Frequency of Riding a Bike to a Destination (Work, Store, etc.)



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

MODE FREQUENCY RESULTS

Figure B.13 Frequency of Walking Recreationally

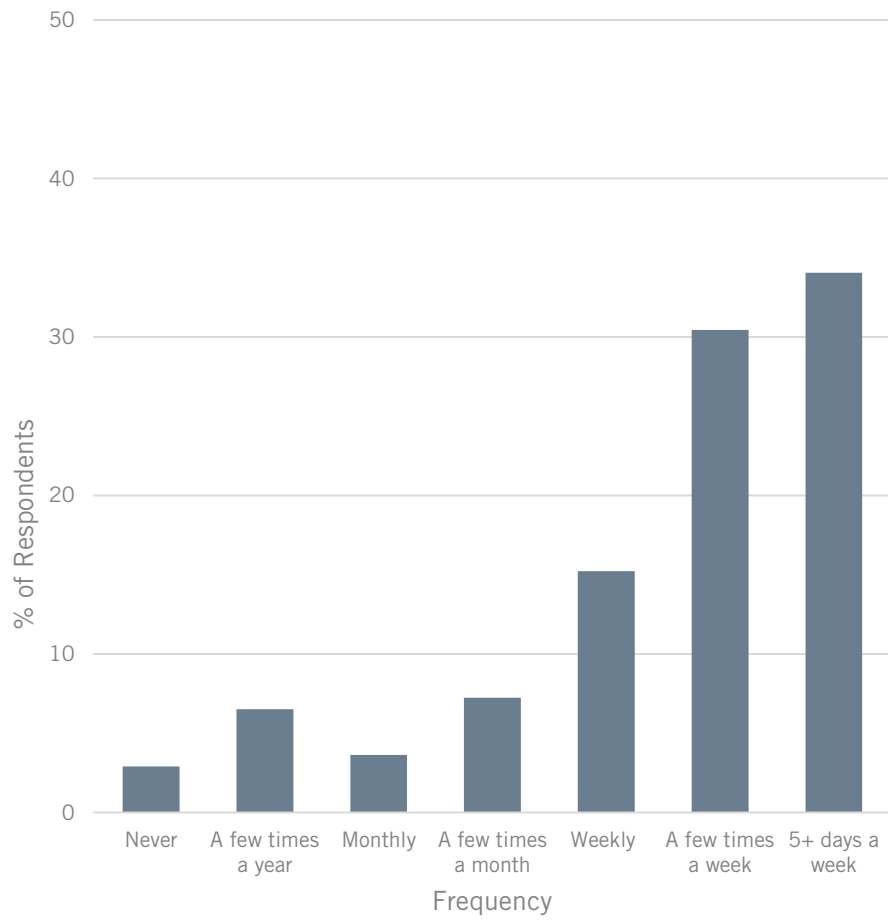
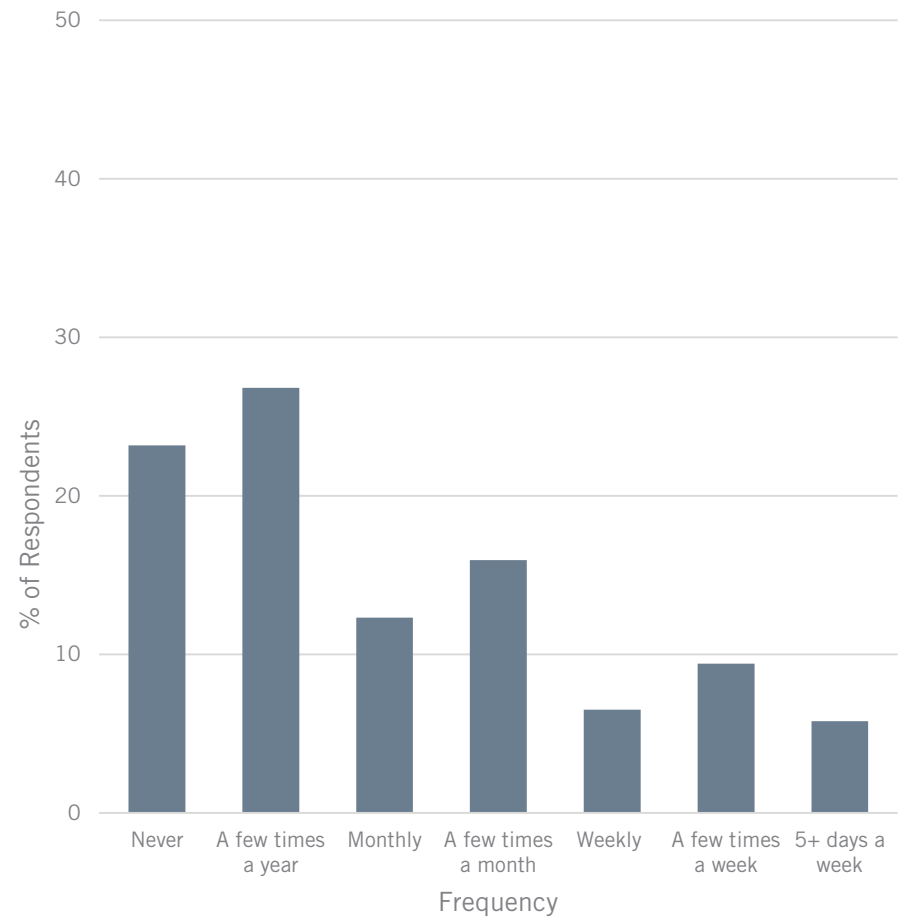


Figure B.14 Frequency of Walking to a Destination



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

MODE FREQUENCY RESULTS

Figure B.15 Frequency of Driving a Car, SUV, or Truck

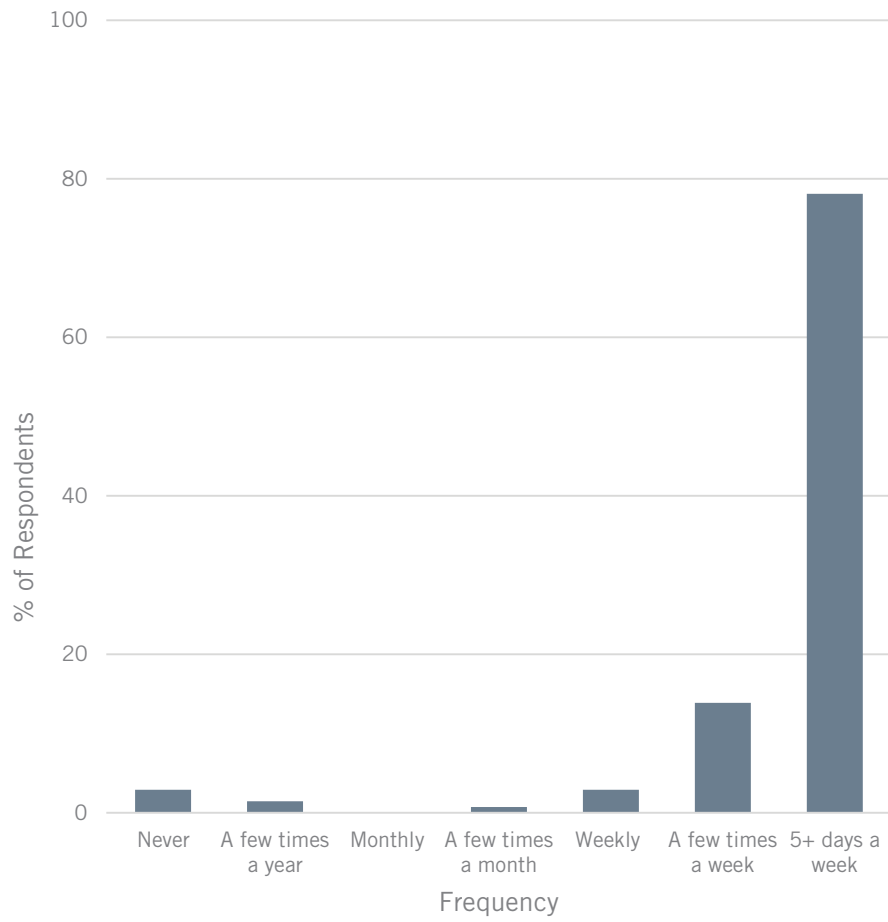
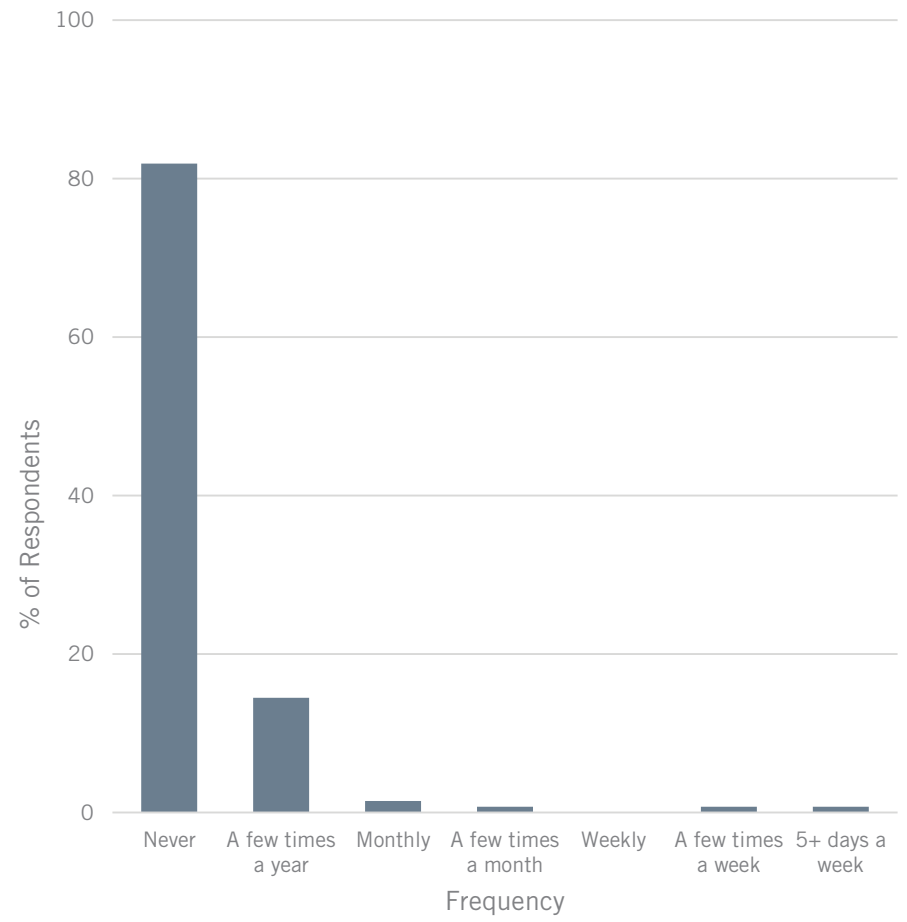


Figure B.16 Frequency of Using Public Transportation



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

MODE FREQUENCY RESULTS

Figure B.17 Frequency of Operating a Motorcycle or Moped

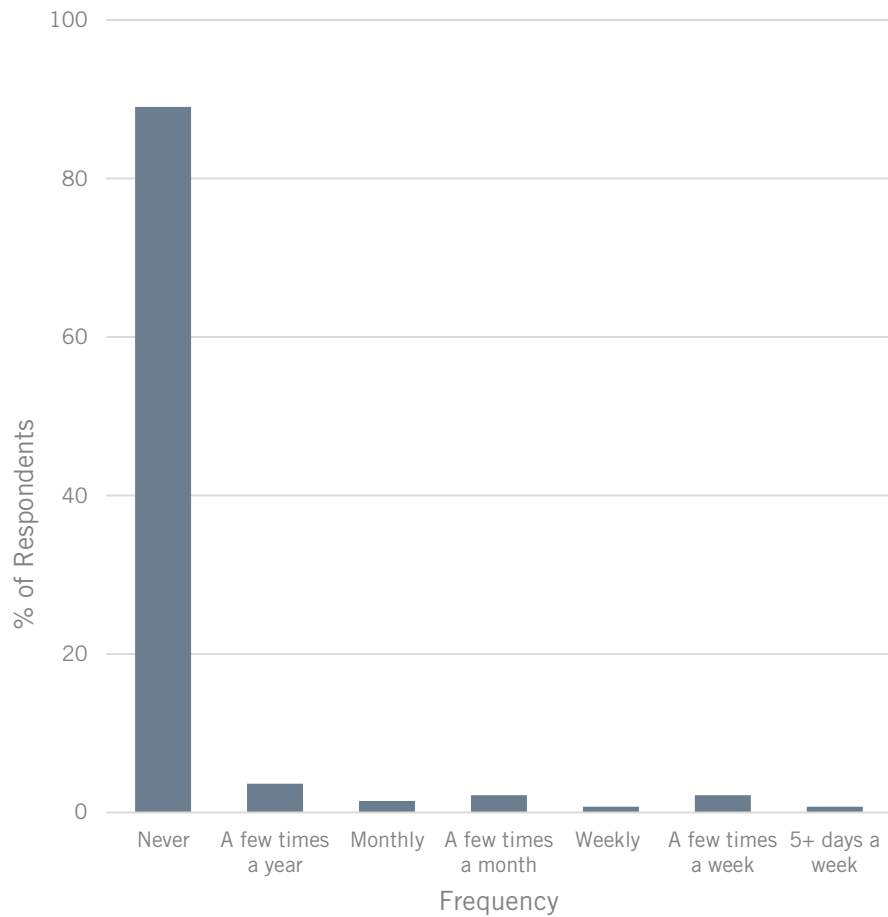
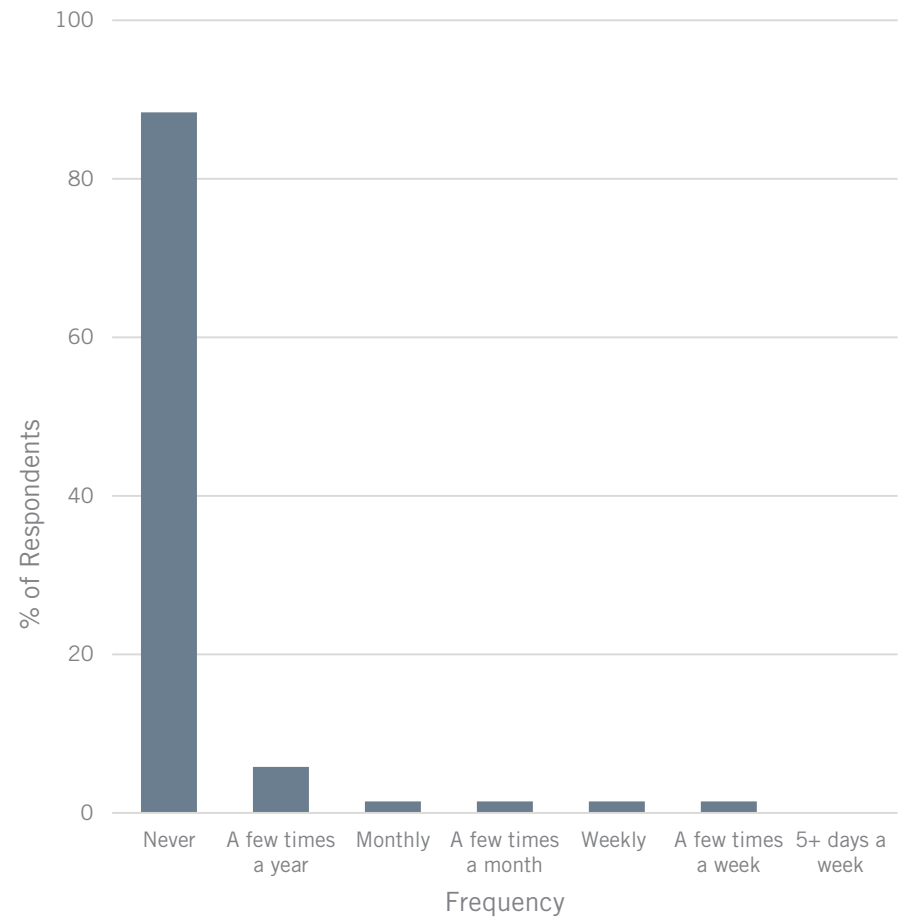


Figure B.18 Frequency of Operating an E-Scooter or E-Bike



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

SAFETY PERCEPTION OF ROADWAY FEATURES BY USER GROUP RESULTS

Figure B.19 Safety Perception of Roadway Features by Car Users

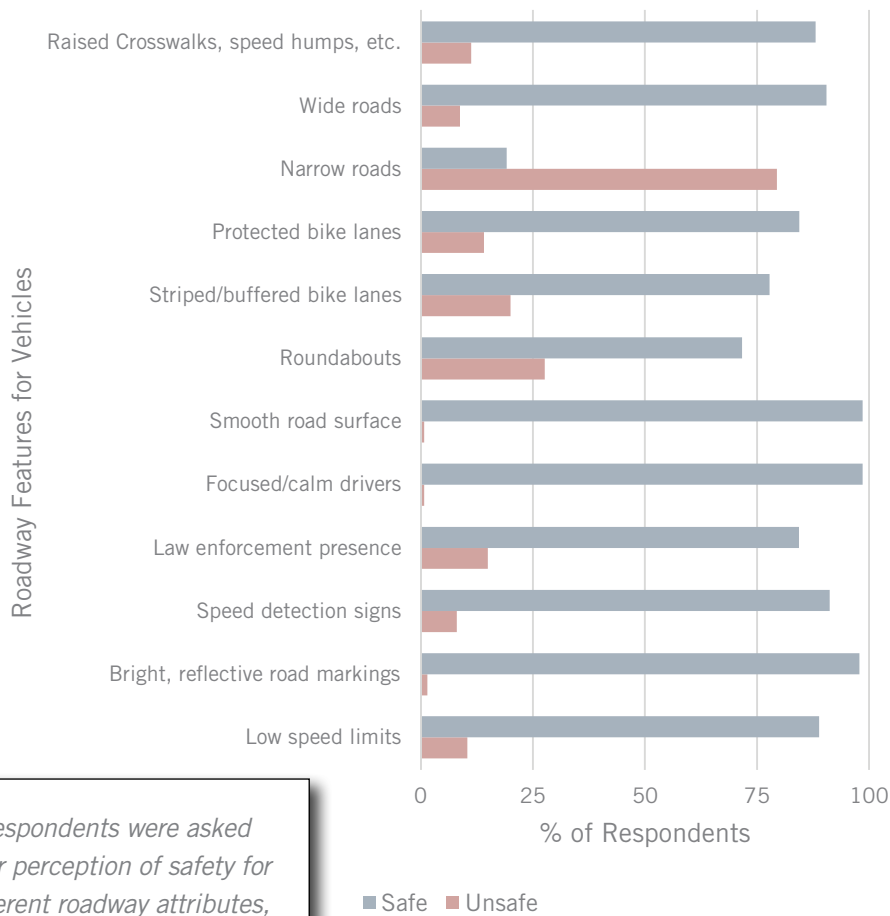
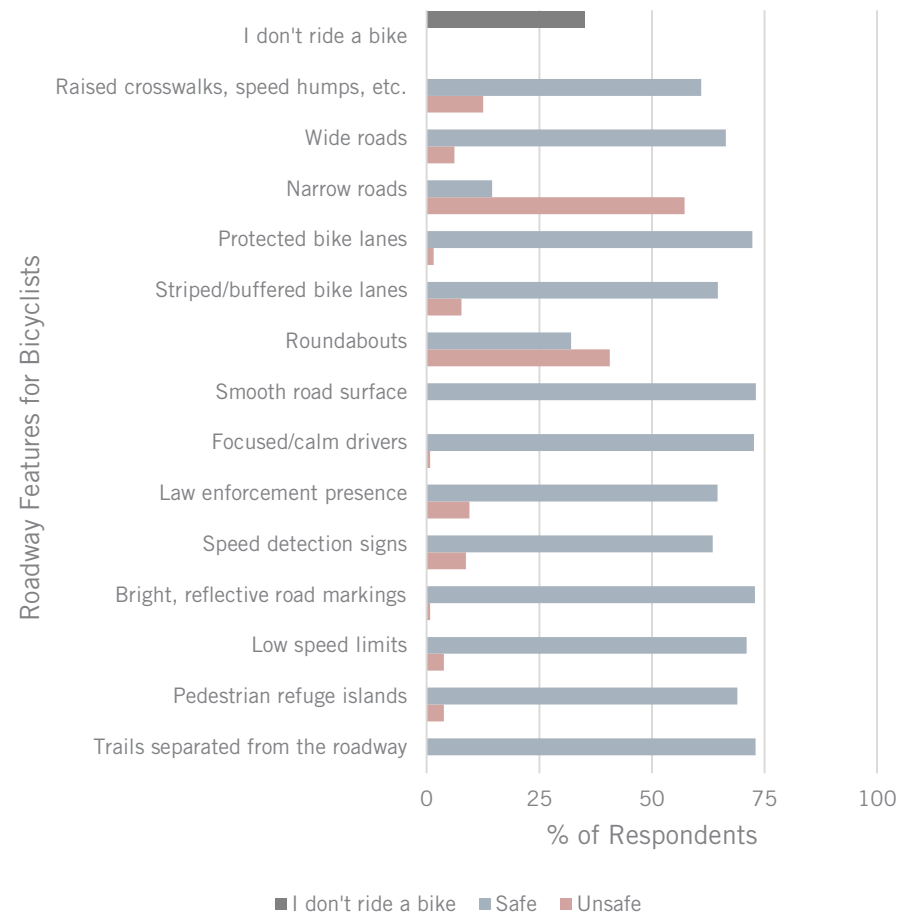


Figure B.20 Safety Perception of Roadway Features by Bike Users

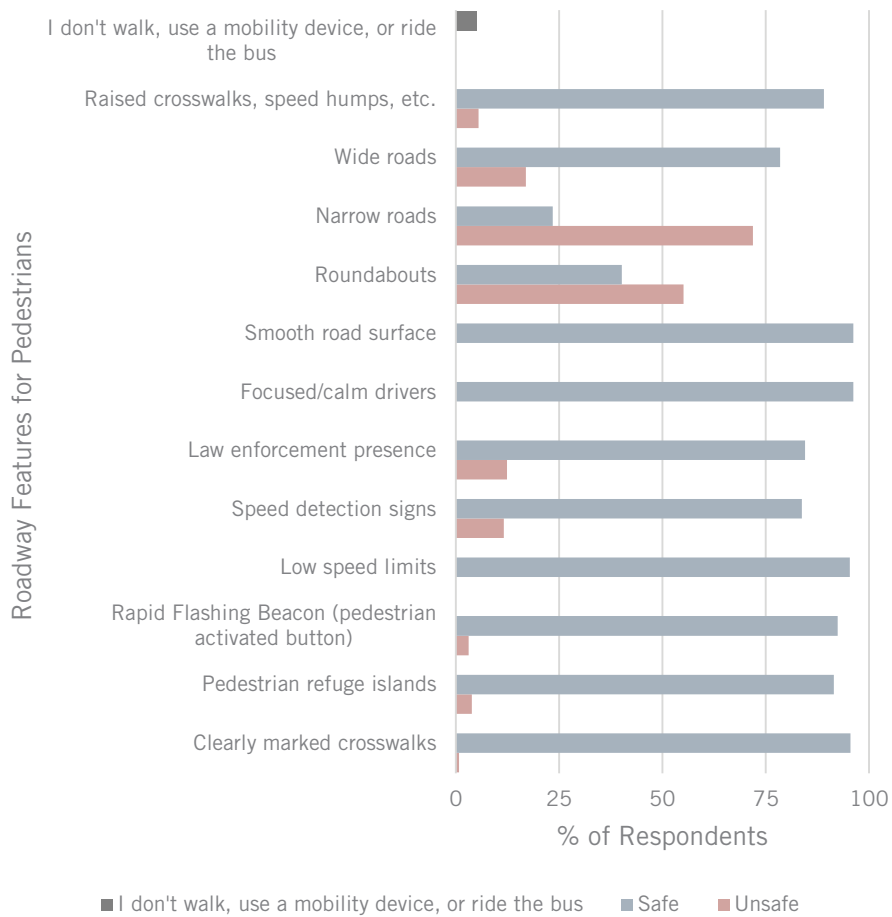


Respondents were asked their perception of safety for different roadway attributes, features, and behaviors according to car, bike, and pedestrian/transit user groups

APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

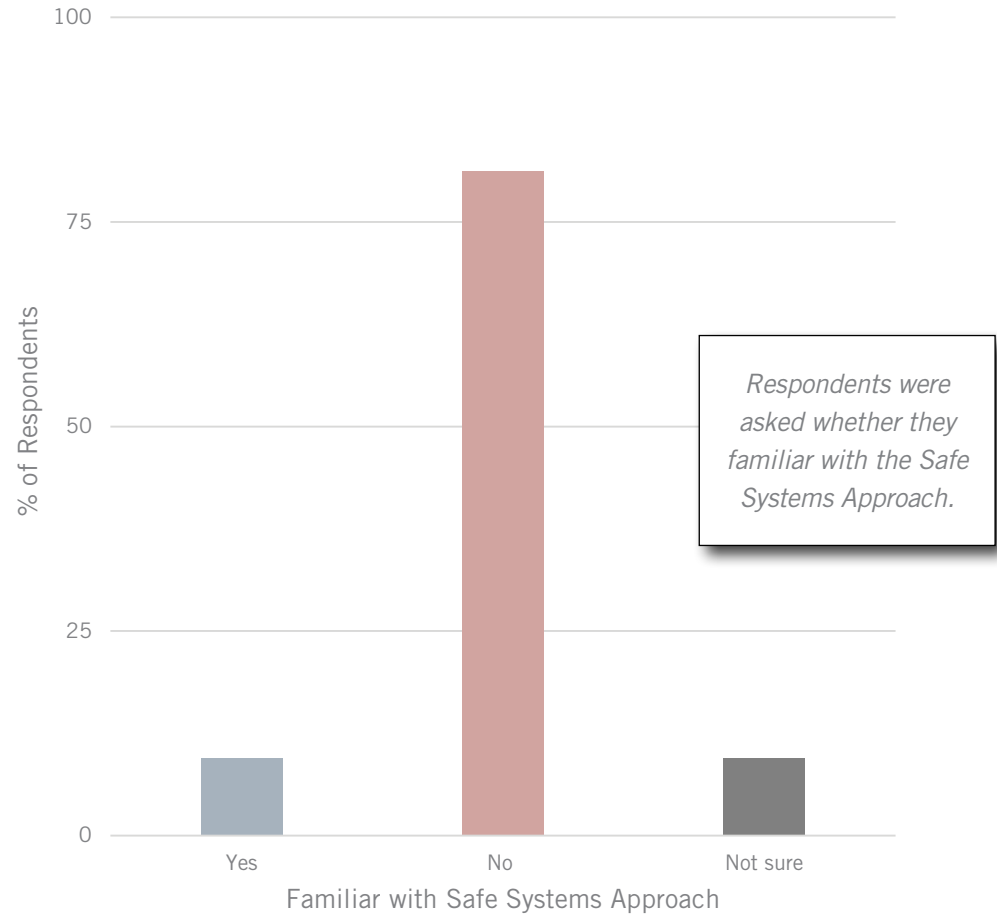
SAFETY PERCEPTION OF ROADWAY FEATURES BY USER GROUP RESULTS

Figure B.21 Safety Perception of Roadway Features by Pedestrians



FAMILIARITY WITH SAFE SYSTEMS APPROACH

Figure B.22 Familiarity with the Safe Systems Approach



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

RESPONDENT DEMOGRAPHIC RESULTS

Figure B.23 Respondent Age

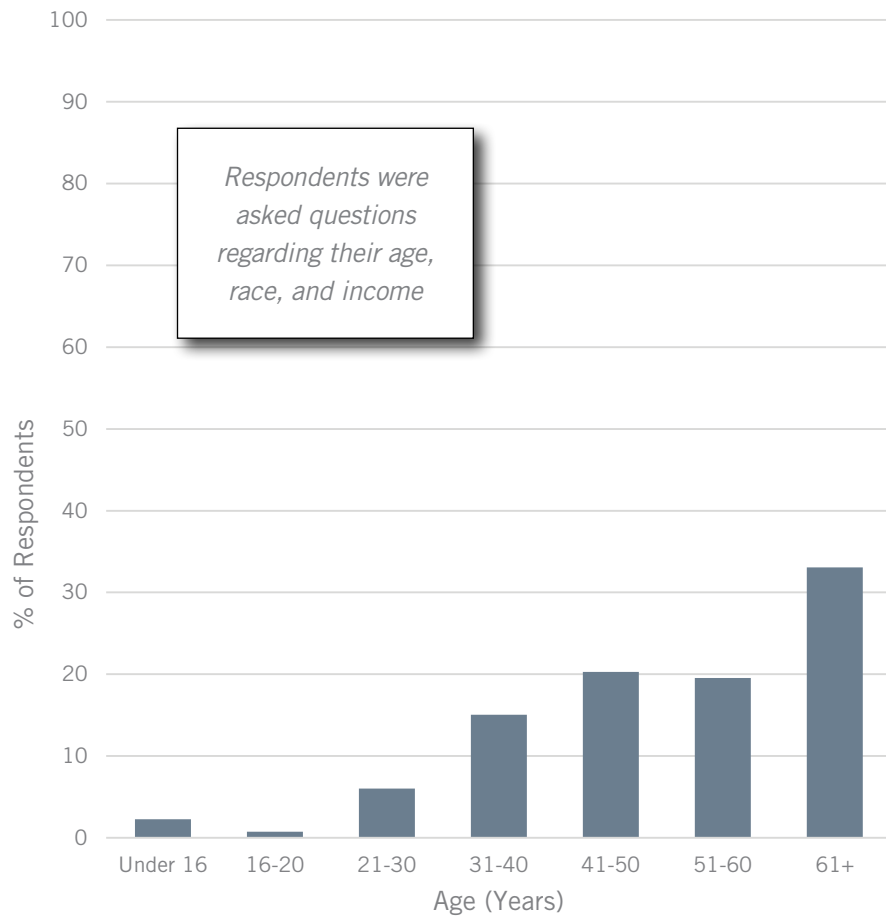
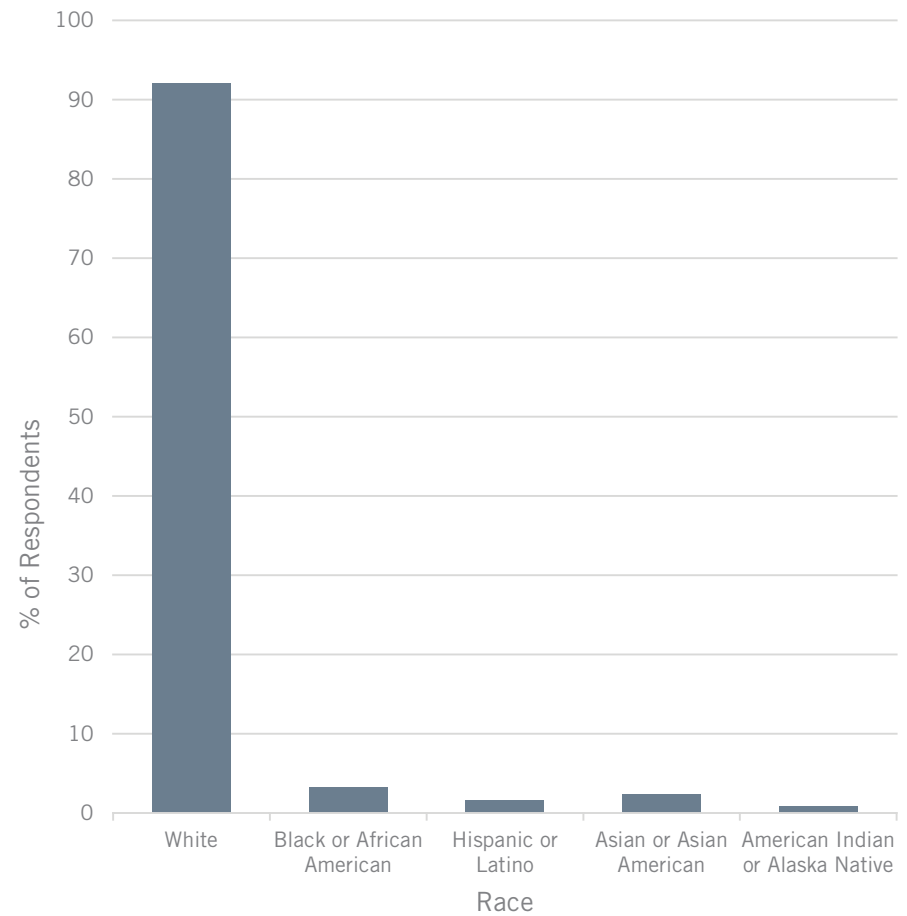


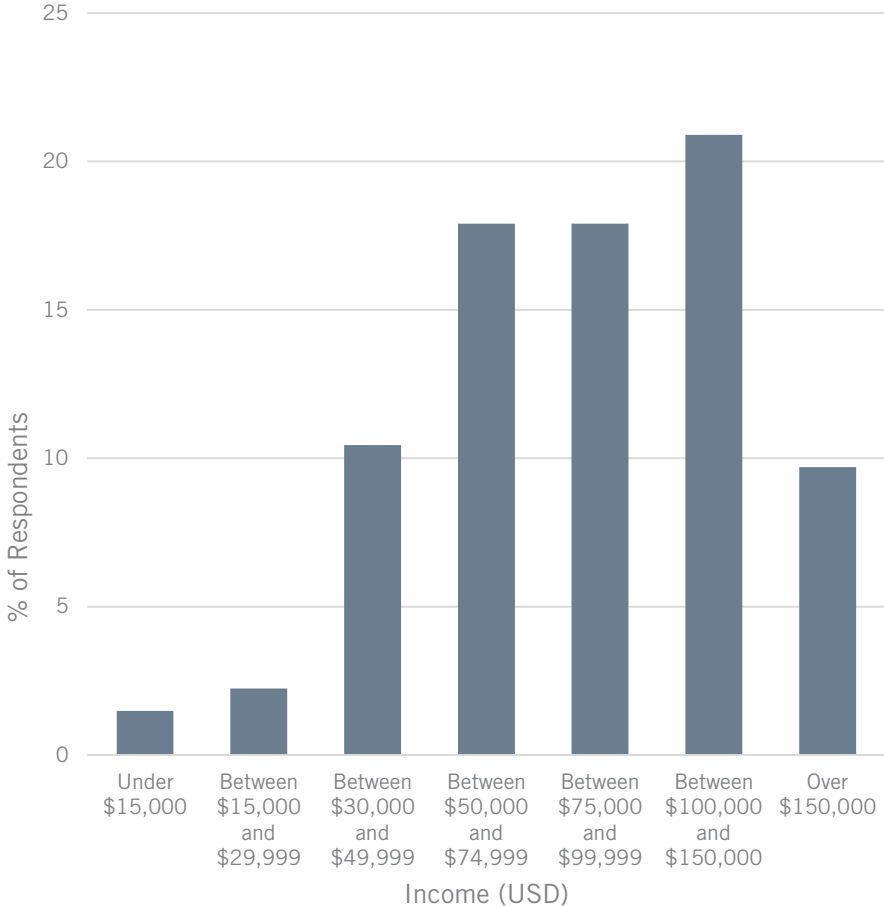
Figure B.24 Respondent Race



APPENDIX B: PUBLIC ENGAGEMENT SURVEY RESULTS

RESPONDENT DEMOGRAPHIC RESULTS

Figure B.25 Respondent Income



COMPREHENSIVE SAFETY ACTION PLAN

APPENDIX C:

SRF CSAP MPO PROJECT PRIORITIZATION MEMO



To: Melissa A. Kraemer Badtke, Executive Director
Casey Peters, GIS Analyst I
Colin Kafka, Associate Planner

From: Priyam Saxena, PhD, Civil Design Lead
Paul Chellevoid, AICP, Project Manager

Date: September 21, 2023

Subject: Comprehensive Safety Action Plan: Project Funding Eligibility and Prioritization Analysis

Introduction

This document reports the findings of project prioritization analysis for the Comprehensive Safety Action Plan (CSAP) currently being developed by East Central Wisconsin Regional Planning Commission (ECWRPC) to fulfill the requirements of the Safe Streets and Roads for All (SS4A) Action Plan issued by the U.S. Department of Transportation (USDOT). The priority projects identified in the CSAP may be eligible to apply for SS4A Implementation Grants, including supplemental planning and demonstration activities. A list of 17 projects (13 within the Appleton (Fox Cities) Transportation Management Area (TMA) boundaries and four within Oshkosh Metropolitan Planning Organization (MPO) boundaries) was curated, based on the inventory and analysis of municipal and MPO-level crash data and identification of priority projects, by ECWRPC staff in collaboration with municipalities within the Appleton (Fox Cities) TMA and Oshkosh MPO.

Safe Streets and Roads for All (SS4A) Grants

The Safe Streets and Roads for All (SS4A) Grants fund regional, local, and tribal initiatives which significantly reduce or eliminate roadway fatalities and serious injuries through two main types of grants:

- 1) Planning and Demonstration Grants for the development of comprehensive safety action plans, and
- 2) Implementation Grants to implement strategies or projects that are consistent with an existing Action Plan.

Additionally, both types of SS4A grants allow for bundling of funding requests for supplemental planning and demonstration activities. These can include feasibility studies using quick-build strategies, pilot programs for behavioral or operational activities, or any activity that informs an Action Plan “by testing proposed project and strategy approaches to determine their potential benefits and future scope.”

Implementation Grants provide funding for communities to implement strategies and projects that will significantly reduce or eliminate transportation-related fatalities and serious injuries. These projects can be corridor specific, systemwide projects, spot/intersection improvements, or a combination thereof. However, USDOT recommends identifying similarly scoped projects to address a significant problem within the applicant's jurisdiction. The proposed strategies and projects should contain interventions focused on infrastructure, behavioral, and/or operational safety.

In FY 2023, additional award considerations would be made for projects that have a high percentage of funds that benefit underserved communities, are in rural areas, request less than \$10 million in Federal funds, and/or support geographic diversity amongst the Implementation Grant award recipients. Among well-rated applicants, the Secretary may prioritize applicants and jurisdictions that did not receive an SS4A grant in FY 2022 over applicants that did receive an FY 2022 award. The Secretary may also prioritize applications that will use demonstration activities or supplemental planning as part of the development of, or update to, an Action Plan.

Prioritization Methodology

Selected projects based on the highest priority areas for ECWRPC were analyzed using the five-year crash data (2018 to 2022) from University of Wisconsin-Madison - Traffic Operations and Safety (TOPS) Laboratory. In alignment with the SS4A Implementation Grant criteria, this dataset was examined for crash types and contributing factors that are highly represented in fatal and serious injury crashes. As individual crashes potentially result from several contributing causal factors relating to the roadway or environmental conditions, the vehicle, and ultimately the decisions made by drivers, the crash characteristics were organized under the following six categories:

1. Geographic area of crash – road classification, rural/urban
2. Geometric type of crash – intersection/segment/ramp entry/exit/lane departures
3. Person type involved in crash – teen/senior/pedestrian/bicyclist
4. Behavioral characteristics associated with the crash – Aggressive/reckless/distracted driving, driving under the influence of alcohol or drugs, speeding
5. Vehicle type involved – motor vehicle/motorcycle/moped/bicycle
6. Environmental conditions – dry/wet, cloudy/clear/snow, daylight/dark-unlit/dawn/dusk

Further, equity considerations were superimposed on the shortlisted projects such that benefits going towards the underserved communities can be maximized.

The projects that did not have fatal or serious injury crashes along the project location and were deemed significant due to the upcoming planned development, were also analyzed for existing and projected conditions to proactively mitigate the safety challenges in these locations.

The approach helps identify not only a priority list of candidate projects for SS4A Implementation Grants, but also specific, achievable improvement strategies for each project. The next step would involve estimating a planning-level cost estimate for each project, so that a distinct set of projects can be recommended for the SS4A Implementation grant and the appropriate award request can be assessed.

Prioritization Analysis

Rural/Urban Designation

FY 2023 SS4A NOFO defines jurisdictions outside an Urban Area (UA) or located within Urban Areas with populations fewer than 200,000 as rural. Based on this definition, Appleton (Fox Cities) TMA will be designated as an urban location while Oshkosh MPO will be designated as a rural location.

Underserved Community Considerations

The NOFO defines underserved communities based on census tracts identified as disadvantages using the following two tools. However, only one option may be selected to identify the underserved communities.

1. Justice40 Initiative's [Climate and Economic Justice Screening Tool \(CEJST\)](#)
2. USDOT's [Equitable Transportation Community \(ETC\) Explorer](#)

Total Jurisdiction Average Annual Fatality Rate (per 100,000 population)

The average annual fatality rate is calculated using the five-year annual average of the total count of fatalities based on FARS data (or comparable dataset), divided by the population of the applicant's jurisdiction based on 2020 U.S. Census ACS population data. Table 1 shows the average annual fatality rate for Appleton (Fox Cities) TMA and Oshkosh MPO. This statistic is a required application input and is used to compare the fatality rate in similar sized communities to assess the appropriateness of requested SS4A funds.

Table 1. Average Annual Fatality Rate

Jurisdiction	Total Fatal Crashes	Population	Average Annual Fatality Rate (per 100,000 population)
Appleton TMA	52	230,967	4.50
Oshkosh MPO	19	76,190	4.99

Percentage of Underserved Community Population

The percentage of underserved community population within the project census tracts was obtained by dividing the population living in Underserved Community designated census tracts¹ along the project corridors by the total population living in the jurisdiction. SS4A Implementation grants make additional award considerations for projects that have a high percentage of funds benefitting the underserved communities.

¹ Based on USDOT's [Equitable Transportation Community \(ETC\) Explorer](#) tool.

Table 2. Percentage of Underserved Community Population

Jurisdiction	Total Underserved Population	Population	Percent Underserved Population (%)
Appleton MPO	23,600	230,967	10.22
Oshkosh MPO	2,500	76,190	3.28

Project Analysis

The evaluated projects were numbered as shown in Table 1.

Table 3. Project data

Project No.	Location	Crashes		Total (K+A)	Underserved Community		TMA/MPO
		K ²	A ³		CEJST	ETC	
1	CTH AP / Midway Road	1	9	10	No	No	Appleton
2	CTH KKs	3	10	13	Partially	Partially	Appleton
3	College Avenue	1	13	14	Partially	Yes	Appleton
4	CTH JJ	2	4	6	Partially	No	Appleton
5	CTH OO & Holland Road Intersection	0	0	0	No	No	Appleton
6	CTH BB & CTH CB Intersection	0	0	0	No	No	Appleton
7	CTH E & CTH EE Intersection	0	0	0	No	No	Appleton
8	CTH N	1	3	4	No	No	Appleton
9	CTH CE & Fieldcrest Drive	0	0	0	No	No	Appleton
10	Bluemound Drive	0	4	4	No	Yes	Appleton
11	Jacobsen Road	0	0	0	No	No	Appleton
12	Larsen Road/Oakridge Road	0	5	5	Partially	No	Appleton
13	STH 47 (Appleton Road)	0	10	10	Partially	Partially	Appleton
14	Jackson Street / STH 76	0	2	2	Partially	No	Oshkosh
15	Pedestrian Bridge Access across I-41	1	8	9	Partially	No	Oshkosh
16	STH 45	0	3	3	No	No	Oshkosh

² Fatal crashes

³ Suspected serious injury crashes

17	Oshkosh Avenue & Sawyer Street Intersection	0	1	1	No	No	Oshkosh
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Figures 1 and 2 show the fatal and serious injury crashes mapped along each project location for Appleton (Fox Cities) TMA and Oshkosh MPO, respectively. Figures 3 and 4 show the underserved communities in the entire region using the CEJST and ETC tools, respectively. Since additional award considerations are made for projects that have a high percentage of funds that benefit underserved communities or are in rural areas, it is crucial to prioritize projects meeting those criteria.

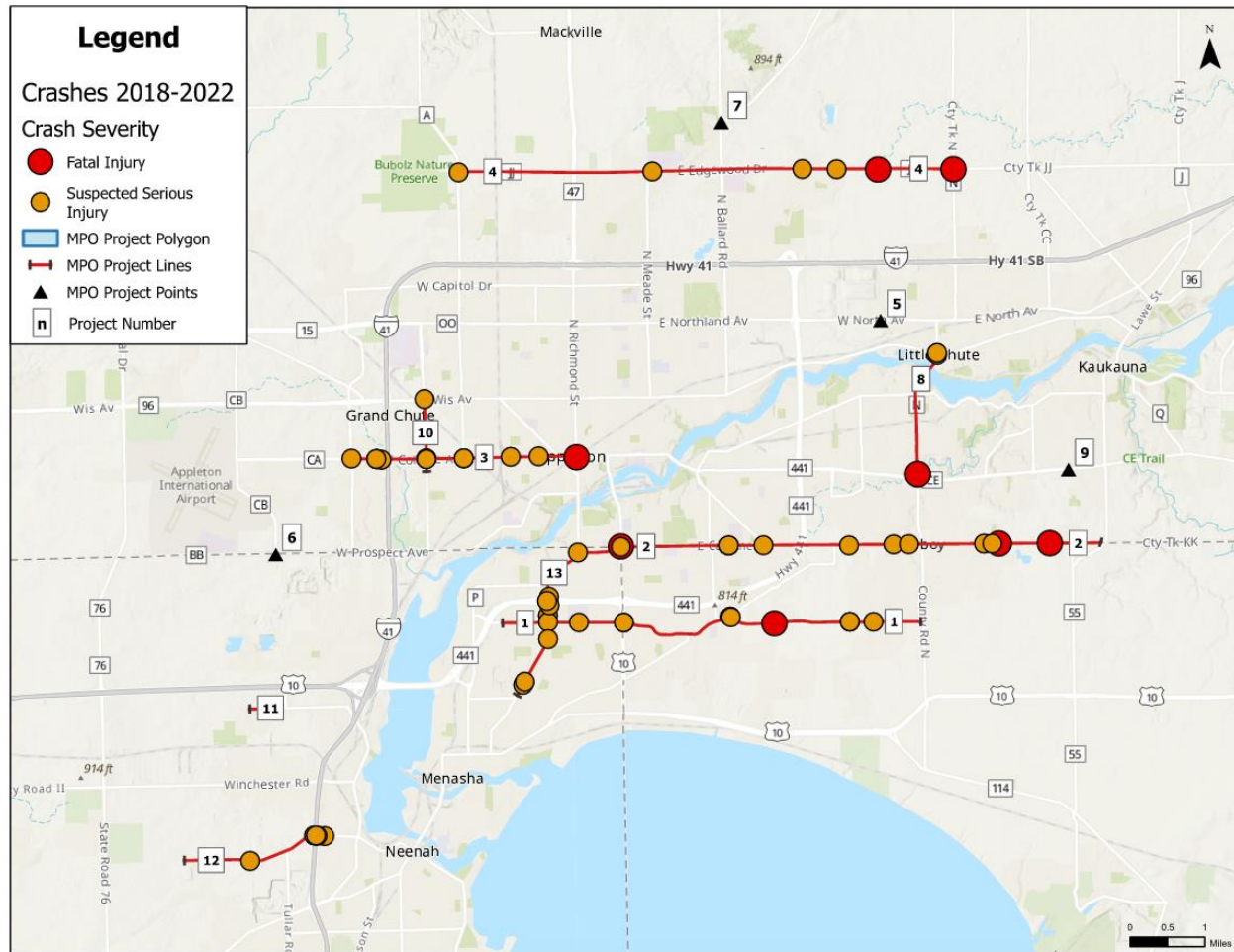


Figure 1. Fatal and suspected serious injury crash locations within Appleton TMA boundary for selected projects.

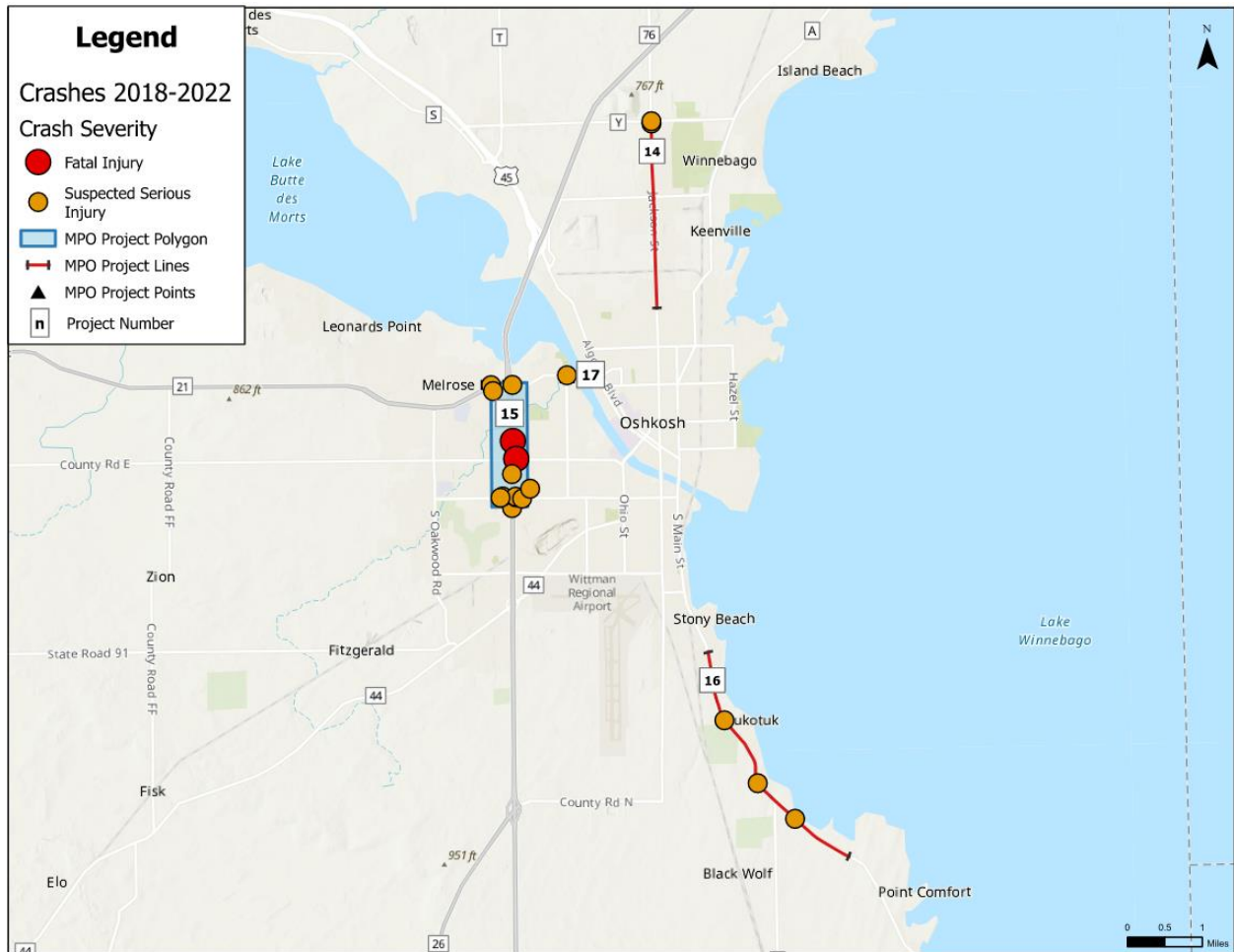


Figure 2. Fatal and suspected serious injury crash locations within Oshkosh MPO boundary for selected projects.

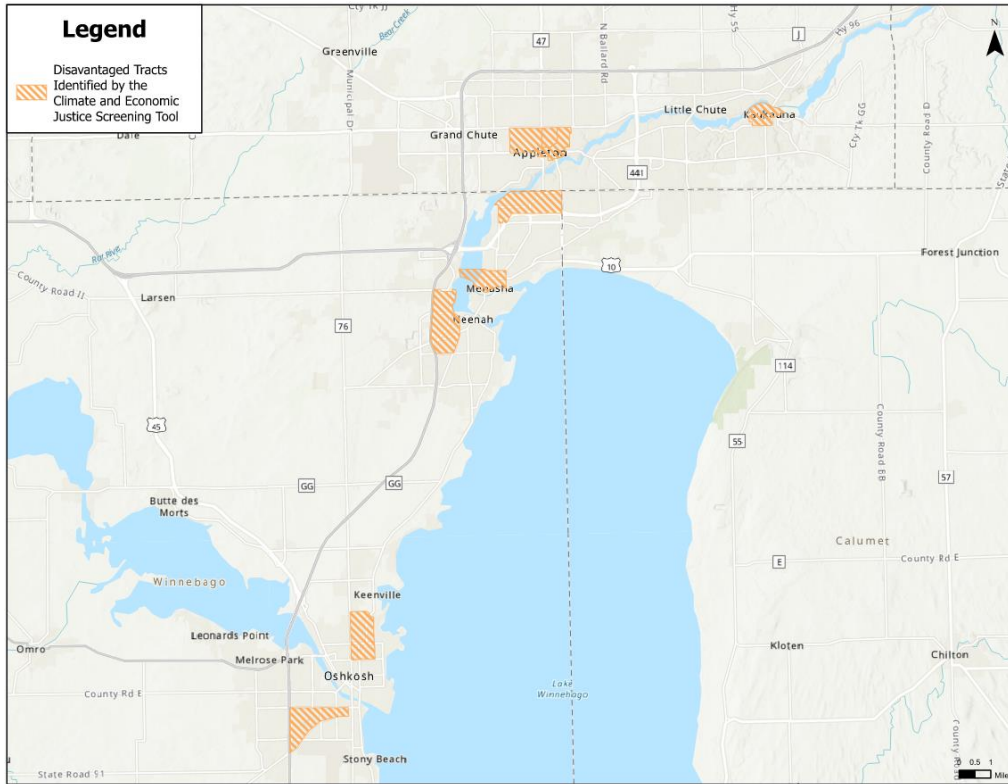


Figure 3. Underserved communities using CEJST tool.

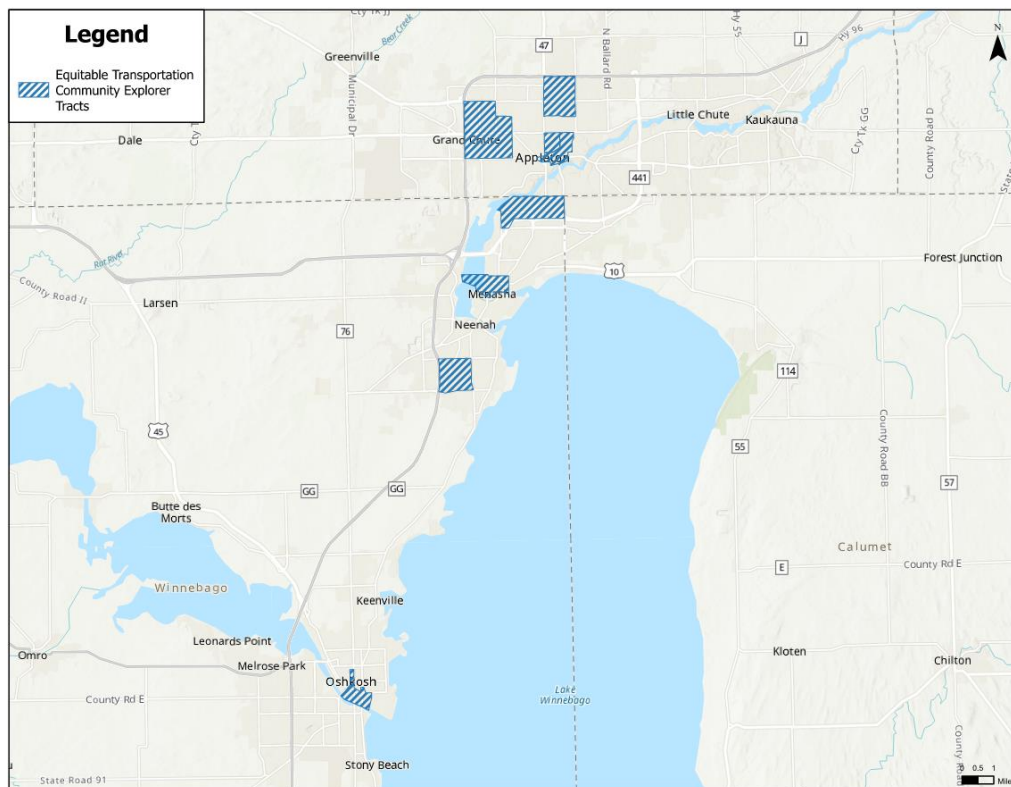


Figure 4. Underserved communities using ETC tool.

The following section documents the evaluation of each of the 17 projects (13 in Appleton TMA and four in Oshkosh MPO). The analysis includes an inventory of crash location, crash type and severity, average annual daily traffic (AADT), speed, and other relevant crash characteristics discussed under prioritization methodology. The underserved community census tracts, if present, are also mapped using both CEJST and ETC tools, for each project.

Appleton (Fox Cities) Transportation Management Area

Project # 1 – CTH AP / Midway Road project from Schmidt Road to I-441

County Highway (CTH) AP experienced one fatal and nine suspected serious injury crashes from 2018 to 2022. The project corridor has an annual average daily traffic (AADT) of 9,100 vehicles per day (vpd) and a posted speed limit of 35 mph. Of the ten fatal and serious injury crashes, eight occurred at various intersections along CTH AP. The fatality occurred at the roundabout (RAB) at S. Lake Park Road intersection and involved a speeding motorcyclist. Three of the crashes involved teen drivers. The project limits are not within a designated underserved community, according to the CEJST or ETC tools.

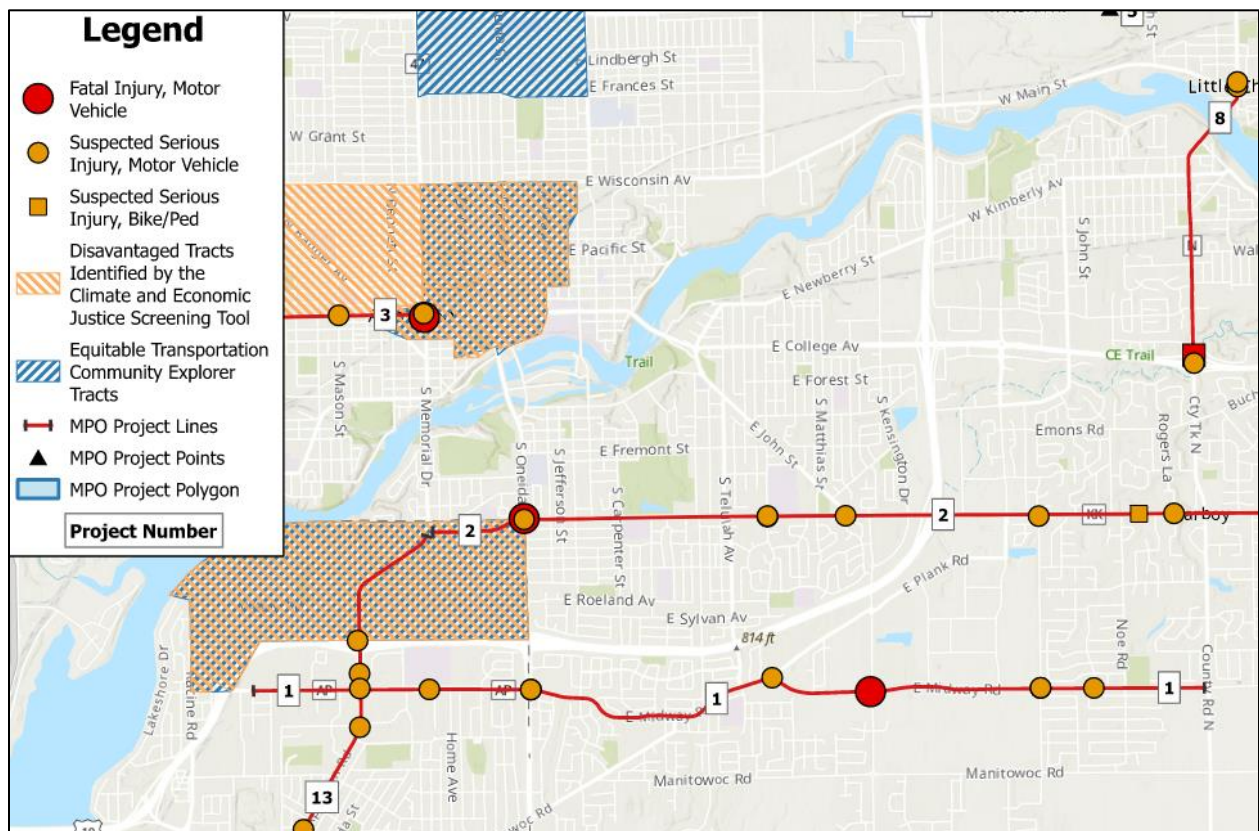


Figure 5. Project #1 – CTH AP / Midway Road from Schmidt Road to I-441

Project # 2 – CTH KK (entire corridor)

County Highway (CTH) KK documents a high number of fatal and suspected severe injury crashes, largely stemming from congestion due to I-441 and considerable development along the corridor. The corridor experiences high traffic volumes of up to 34,800 vpd. Between 2018 and 2022, three fatal and ten suspected severe injury crashes occurred at ten intersections and three non-intersection locations along CTH KK. Nine crashes occurred at four-way intersections while one crash (fatal) occurred at a T-intersection. Five of the crashes involved teenage drivers while one involved a pedestrian. The pedestrian crash occurred in the segment between CTH KK/Noe Road and CTH KK/Darby Drive T-intersections, near the Holy Spirit Elementary school during the early morning hours. It is expected that congestion will worsen with the upcoming planned development in the area which will exacerbate the existing problems due to high traffic volumes.

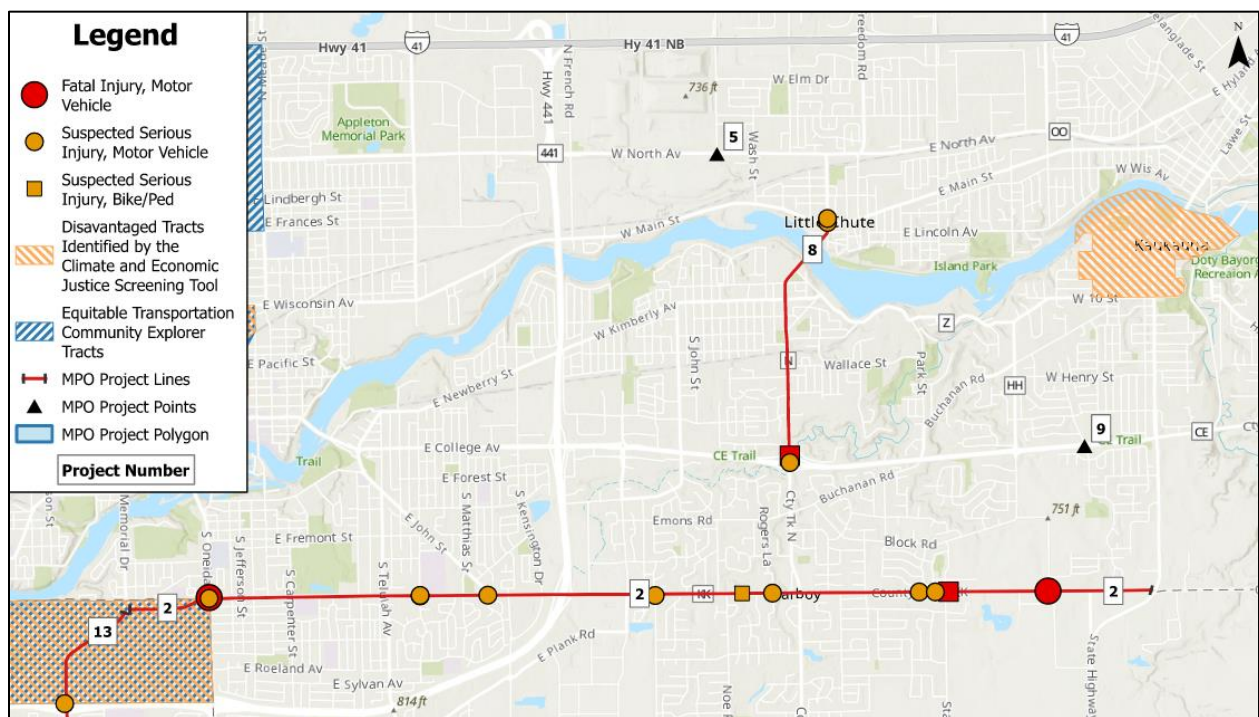


Figure 6. Project #2 – County Highway (CTH) KK (entire corridor)

The project limits are partially within a designated underserved community, according to the CEJST or ETC tools. Project benefits going towards the underserved community will depend on the final project limits and the proposed improvements; and can potentially lead to “additional award considerations”.

Project # 3 – College Avenue from S Memorial Drive to S Casaloma Drive

College Avenue from S Memorial Drive to S Casaloma Drive project documents a high number of fatal and severe injury crashes coupled with extremely high traffic volumes along this corridor. The corridor experiences up to 30,100 vpd due to its location in the dense commercial district in Outagamie County. Between 2018 and 2022, one fatal and 13 suspected severe injury crashes occurred at seven intersections along College Avenue. All 14 crashes were reported to have occurred at four-way

intersections, resulting in a total of 28 injuries and one fatality. Two of the crashes involved teenage drivers. The project limits are partially within a designated underserved community, according to the CEJST or ETC tools. Project benefits going towards the underserved community will depend on the final project limits and the proposed improvements; and can potentially lead to “additional award considerations”.

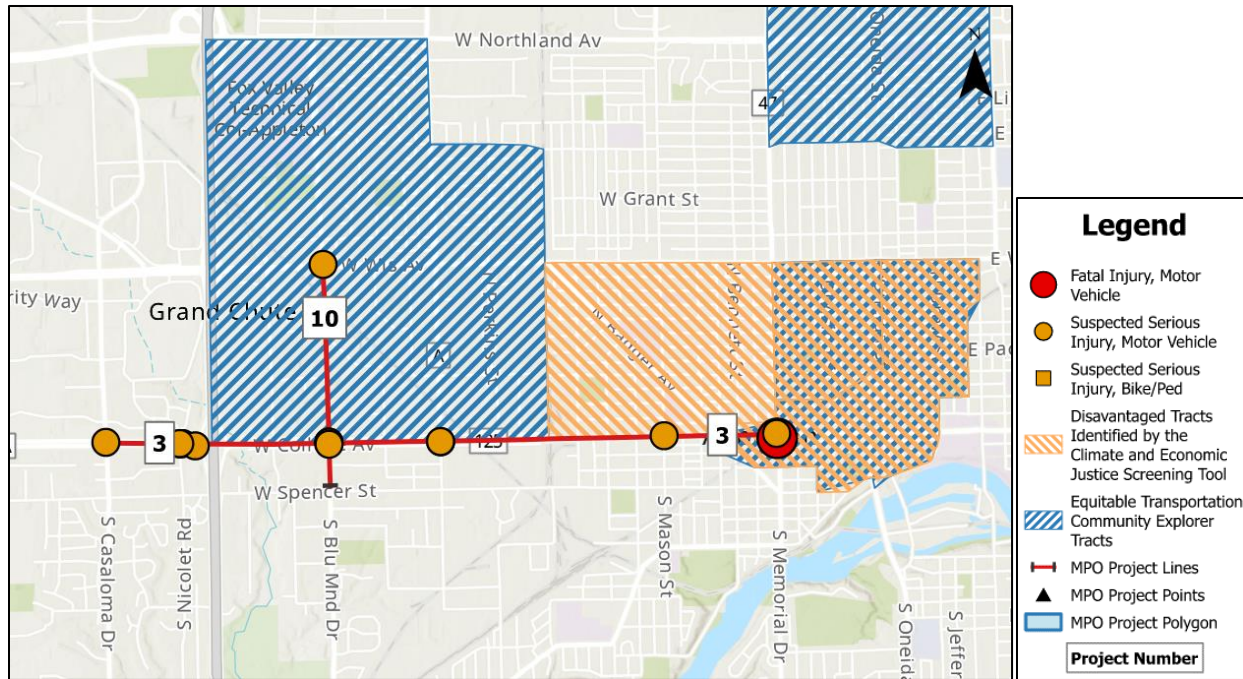


Figure 7. Project #3 – College Avenue from S Memorial Drive to S Casaloma Drive

Project # 4 – CTH JJ from CTH J to CTH A

The County Highway (CTH) JJ from CTH J to CTH A project experienced two fatal and four suspected serious injury crashes from 2018 to 2022. The project corridor has an AADT of 7,900 vpd and a posted speed limit ranging between 45 and 55 mph. Of the fatal and suspected serious injury crashes, five occurred at various intersections along CTH JJ including four-way intersections (3), T-intersections (1), and RAB (1). Three of the crashes involved senior drivers (65 and older). The project limits are partially within a census tract containing one percent or less of Federally Recognized Tribal lands that are designated as disadvantaged, according to the CEJST tool. However, this designation may not be sufficient to qualify the project for “additional award considerations”.

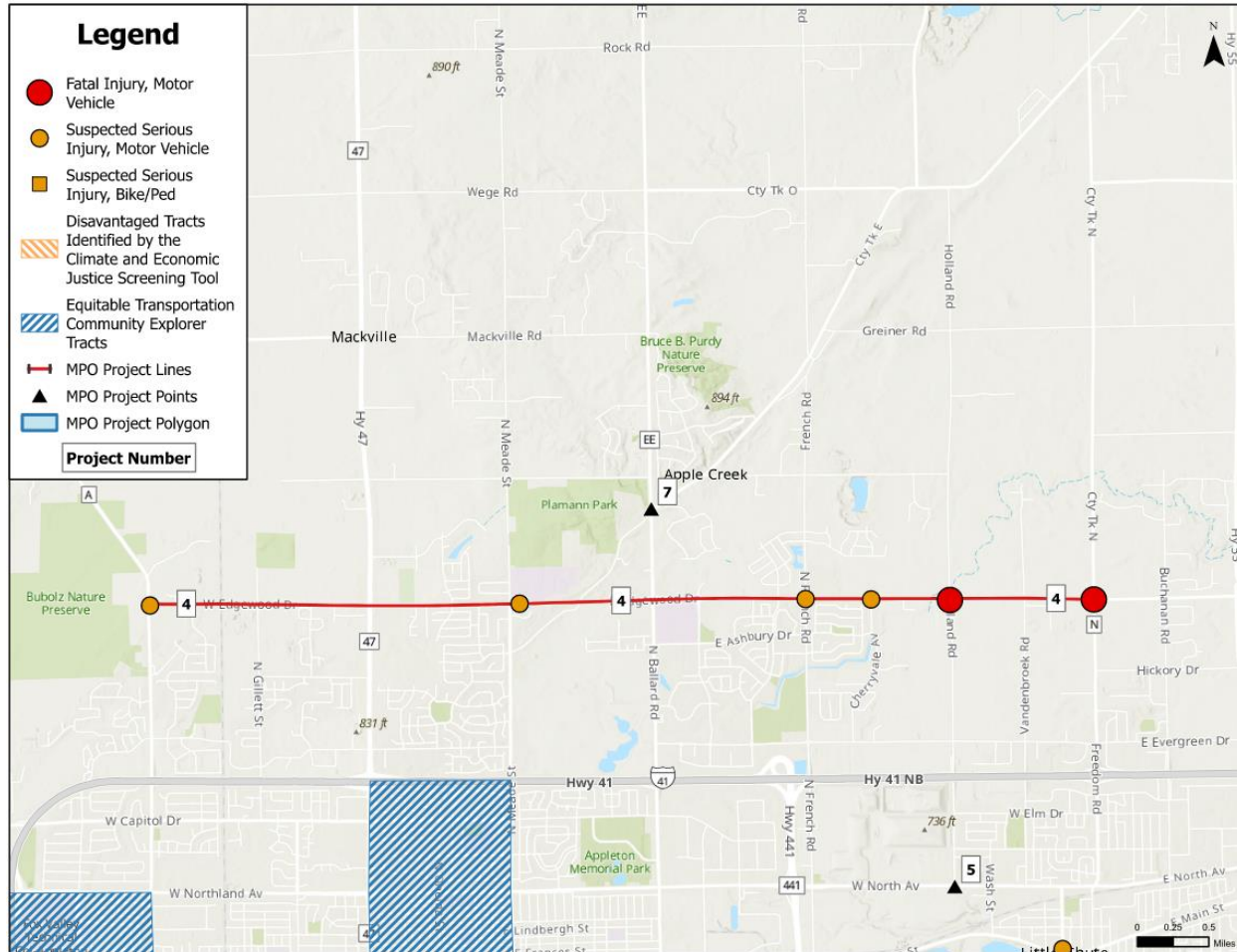


Figure 8. Project #4 – County Highway (CTH) JJ from CTH J to CTH A

The County is anticipating immediate needs for safety improvements along the project corridor due to the rapid development on the north side of Appleton, including facilities such as rapidly developing housing units, Appleton North High School, and the proposed elementary school.

Project # 5 – CTH 00 & Holland Road Intersection

County Highway (CTH) OO and Holland Road Intersection project did not experience any fatal or suspected severe injury crash between 2018 and 2022, however there are numerous property damage crashes. The T-intersection has a one-way stop-control at Holland Road. CTH OO records up to 9,300 vpd due to the cross traffic off the nearby I-441 intersection. This leads to making the left turn from CTH OO to Holland Road, and vice versa, extremely dangerous. The project limits are not within a designated underserved community, according to the CEJST or ETC tools.



Figure 9. Project #5 – County Highway (CTH) OO and Holland Road Intersection

This project can apply for Demonstration funds to test low-cost, high-impact safety countermeasures and strategies that would lead to safety improvements at the intersection.

Project # 6 – CTH BB & CTH CB Intersection

County Highway (CTH) BB and CTH CB Intersection project did not experience any fatal or suspected severe injury crash between 2018 and 2022, however there are numerous suspected minor injury, possible injury, and property damage only crashes. The signalized four-way intersection borders Outagamie and Winnebago Counties and is rapidly expanding due to new developments occurring in the area. CTH BB and CTH CB records up to 8,500 vpd and 9,100 vpd, respectively. The project limits are not within a designated underserved community, according to the CEJST or ETC tools.

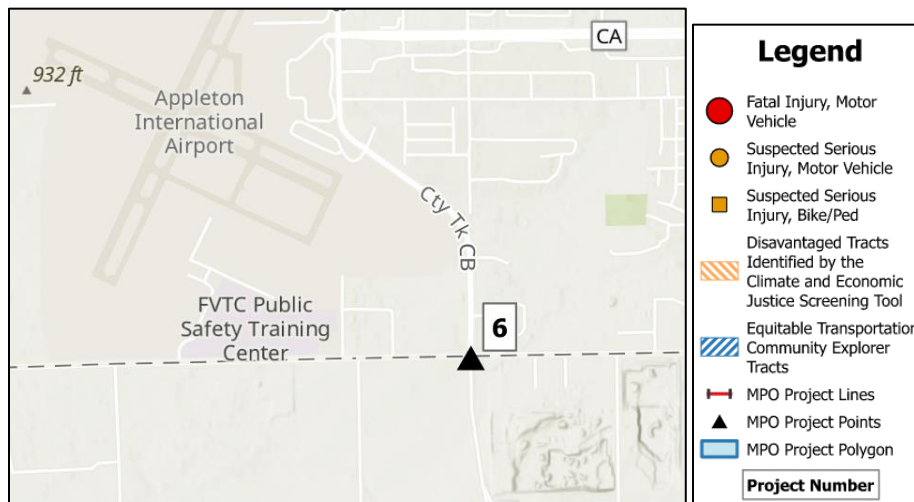


Figure 10. Project #6 – County Highway (CTH) BB and CTH CB Intersection

This project can apply for Demonstration funds to test low-cost, high-impact safety countermeasures and strategies that would lead to safety improvements at the intersection.

Project # 7 – CTH E & CTH EE Intersection

County Highway (CTH) E and CTH EE Intersection project did not experience any fatal or suspected severe injury crash between 2018 and 2022, however there are numerous suspected minor injury, possible injury, and property damage only crashes. CTH E records up to 9,600 vpd. The T-intersection has a one-way stop-control at westbound CTH E, making the left turn dangerous from westbound CTH E to southbound CTH E. The area is rapidly expanding due to upcoming developments. The project limits are not within a designated underserved community, according to the CEJST or ETC tools.

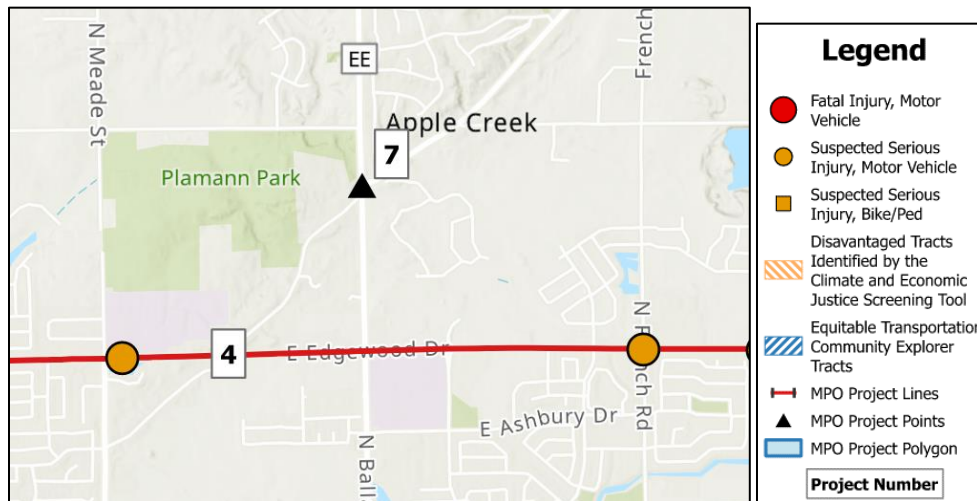


Figure 11. Project #7 – County Highway (CTH) E and CTH EE Intersection

This project can apply for Demonstration funds to test low-cost, high-impact safety countermeasures and strategies that would lead to safety improvements at the intersection.

Project # 8 – CTH N project from STH 96 to CTH CE

County Highway (CTH) N from STH 96 to CTH CE project experienced one fatal and three suspected serious injury crashes from 2018 to 2022. The project corridor has traffic volumes of 15,300 vpd and a posted speed limit of 25 mph. Of the four fatal and suspected serious injury crashes, three are non-intersection crashes along CTH N. Additionally, there are numerous suspected minor injury, possible injury, and property damage only crashes along CTH N. Aggressive as well as distracted driving has been documented as a known problem in the area. The corridor experiences high traffic funneling from Kimberly High School. The community recognizes that safety improvements along the corridor are necessary and fully supports the project.

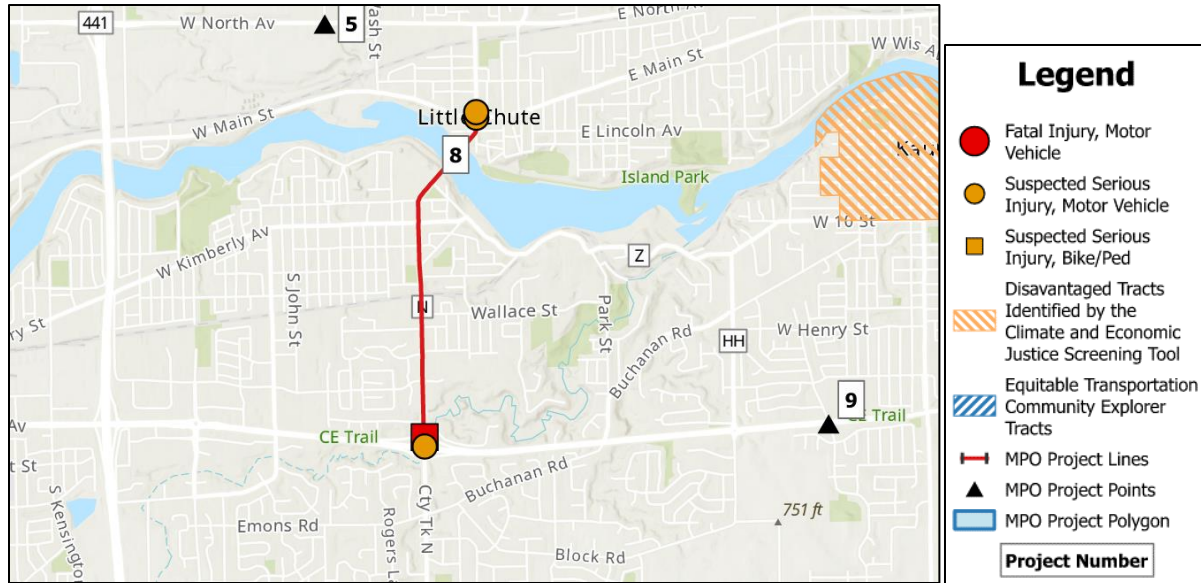


Figure 12. Project #8 – CTH N project from STH 96 to CTH CE

The project limits are not within a designated underserved community, according to the CEJST or ETC tools.

Project # 9 – CTH CE & Fieldcrest Drive Intersection

County Highway (CTH) CE and Fieldcrest Drive Intersection project did not experience any fatal or suspected severe injury crash between 2018 and 2022, however there are numerous suspected minor injury, possible injury, and property damage only crashes. CTH CE has an AADT of 17,000 vpd and a posted speed limit of 45 mph. Fieldcrest Drive has an AADT of 2,500 vpd and a posted speed limit of 25 mph. The intersection has a two-way stop-control at Fieldcrest Drive. This intersection has been identified due to the dangerous crossing conditions as drivers crossing CTH CE must cross through four lanes of traffic. The area is also rapidly expanding due to upcoming developments, including a new middle school. The project limits are not within a designated underserved community, according to the CEJST or ETC tools.

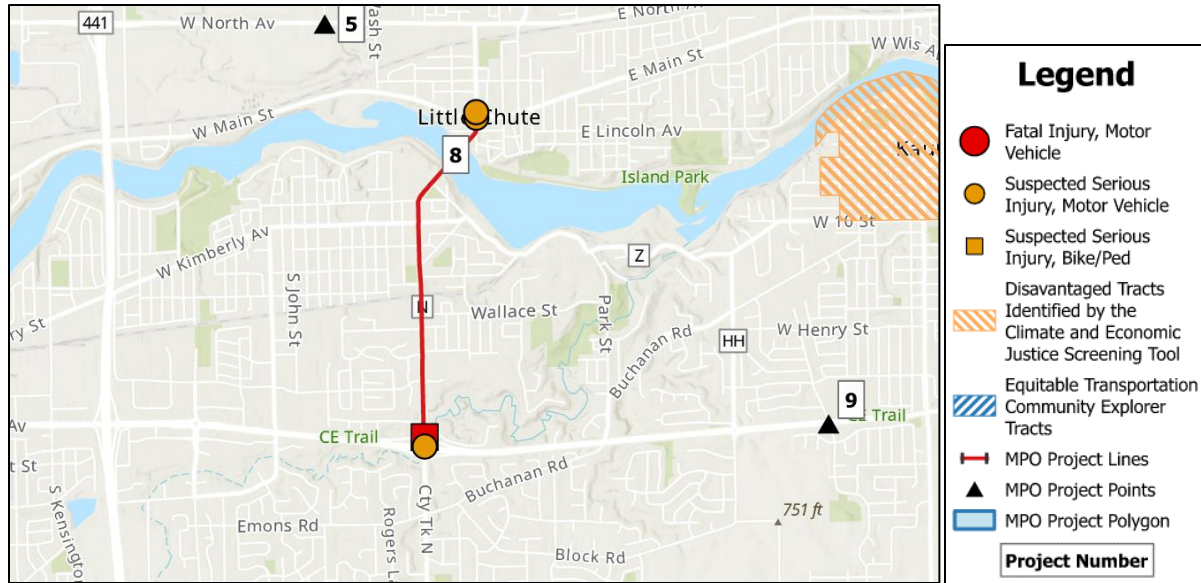


Figure 13. Project #9 – CTH CE & Fieldcrest Drive Intersection

This project can apply for Demonstration funds to test low-cost, high-impact safety countermeasures and strategies that would lead to safety improvements at the intersection.

Project # 10 – Bluemound Drive from Wisconsin Avenue to Spencer Street

The Bluemound Drive from Wisconsin Avenue to Spencer Street project experienced four suspected serious injury crashes from 2018 to 2022. The project corridor has a traffic volume of 5,900 vpd and a posted speed limit of 30 mph. All four crashes are at four-way intersection. Additionally, there are numerous suspected minor injury, possible injury, and property damage only crashes along Bluemound Drive.

The project limits are partially within a designated underserved community, according to the ETC tool. Project benefits going towards the underserved community will depend on the final project limits and the proposed improvements.

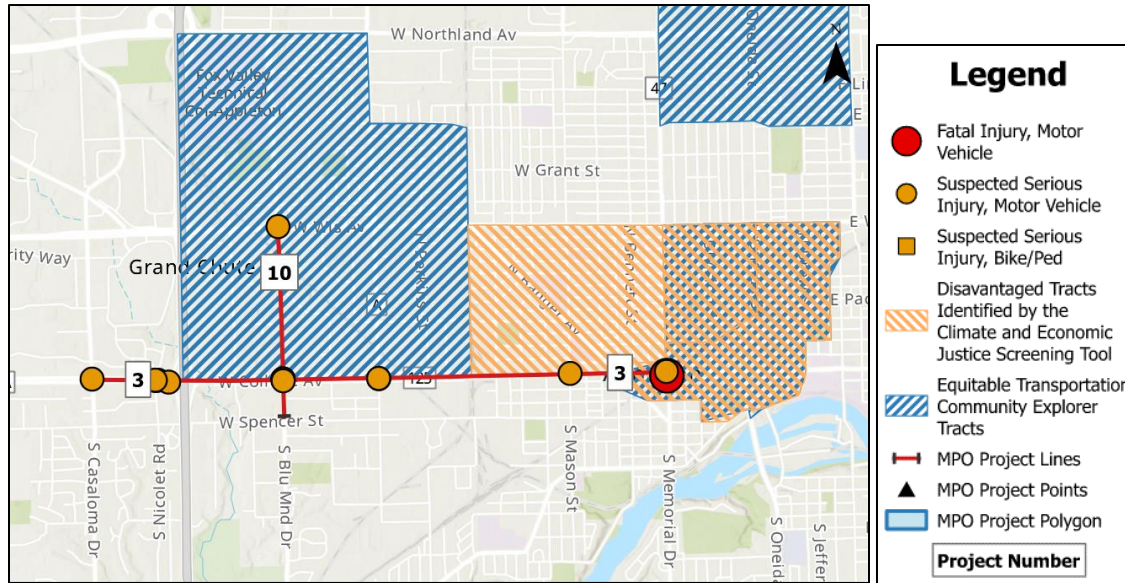


Figure 14. Project #10 – Bluemount Drive from Wisconsin Avenue to Spencer Street

Project # 11 – Jacobsen Road from Irish Road to CTH CB

The Jacobsen Road from Irish Road to CTH CB project did not experience any fatal or suspected severe injury crash between 2018 and 2022, however there are numerous suspected minor injury, possible injury, and property damage only crashes. The project corridor has a traffic volume of 2,000 vpd which is projected to increase with the opening of Neenah High School. The project limits are not within a designated underserved community, according to the CEJST and ETC tools.



Figure 15. Project #11 – Jacobsen Road from Irish Road to CTH CB

This project can apply for Demonstration funds to test low-cost, high-impact safety countermeasures and strategies that would lead to safety improvements at the intersection.

Project # 12 – Larsen Road/Oakridge Road from Clayton Avenue to Green Bay Road

Larsen Road/Oakridge Road from Clayton Avenue to Green Bay Road project experienced five suspected serious injury crashes from 2018 to 2022. The project corridor has a traffic volume of 8,000 vpd and a posted speed limit of 30 mph. Three of the five suspected serious injury crashes are intersection crashes with one each at a four-way intersection, T-intersection, and RAB. Aggressive, distracted, driving under the influence of alcohol has been flagged as a critical factor in 40 percent of the crashes. Additionally, there are numerous suspected minor injury, possible injury, and property damage only crashes along Larsen Road/Oakridge Road.

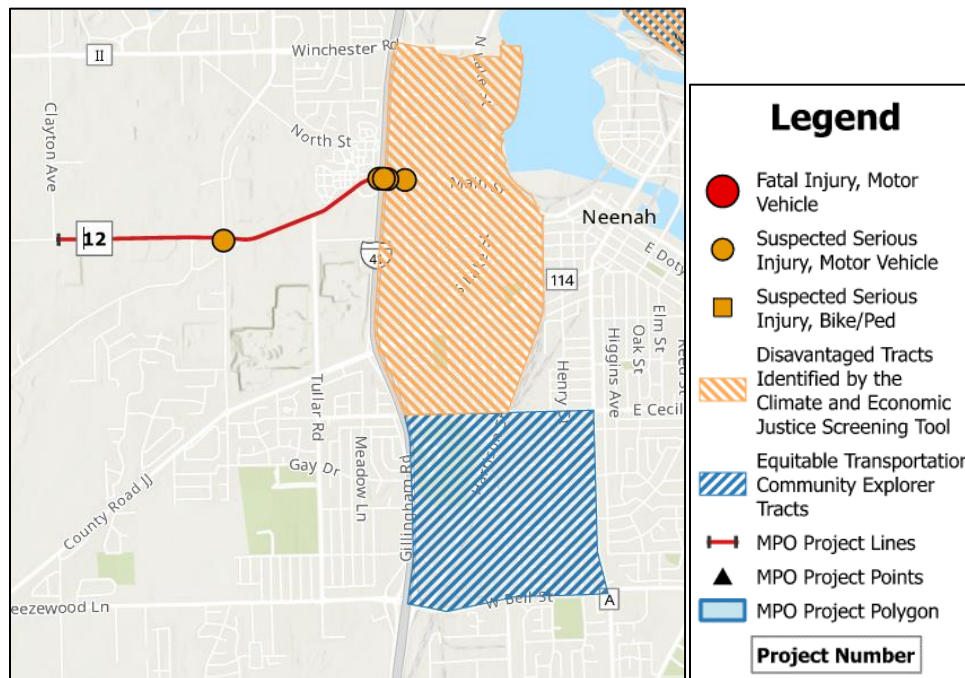


Figure 16. Project #12 – Larsen Road/Oakridge Road from Clayton Ave to Green Bay Road

The project limits are partially within a designated underserved community, according to the CEJST tool. Project benefits going towards the underserved community will depend on the final project limits and the proposed improvements; and can potentially lead to “additional award considerations”.

Project # 13 – STH 47 (Appleton Road) from 9th Street to CTH AP

STH 47 (Appleton Road) from 9th Street to CTH AP project experienced ten suspected serious injury crashes from 2018 to 2022. The project corridor has traffic volumes of 20,600 vpd and a posted speed limit of 35 mph. Five of the crashes involved bicyclists. Seven of the ten suspected serious injury crashes are non-intersection crashes. Aggressive, distracted, driving under the influence of alcohol has been flagged as a critical factor in 20 percent of the crashes. Additionally, there are numerous suspected minor injury, possible injury, and property damage only crashes along STH 47 (Appleton Road).

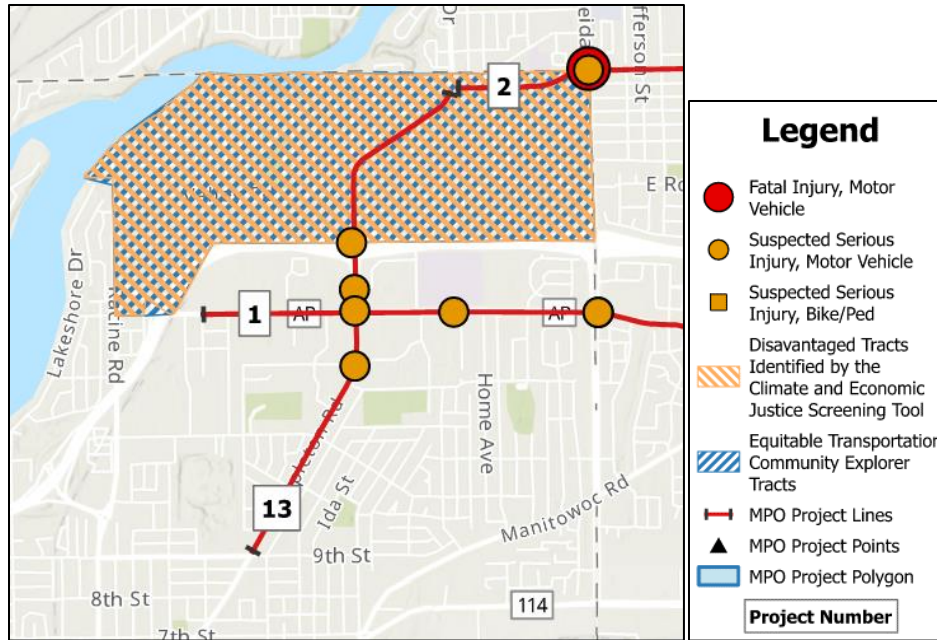


Figure 17. Project #13 – STH 47 (Appleton Road) from 9th Street to CTH AP

The project limits are partially within a designated underserved community, according to the CEJST and ETC tools. Project benefits going towards the underserved community will depend on the final project limits and the proposed improvements.

Oshkosh Metropolitan Planning Organization

Project # 14 – Jackson Street/STH 76 from I-41 or CTH Y (North extent) to Undecided (South extent)

Jackson Street/STH 76 from I-41 or CTH Y (north extent) to undecided (south extent) project experienced two suspected serious injury crashes from 2018 to 2022. The project corridor has traffic volumes of 16,200 vpd and a posted speed limit of 45 mph. Additionally, there are gaps in multimodal sidewalk infrastructure due to which pedestrians and bicyclists have to use the existing shoulders to walk/bike. Census tract 55139000400, at the southern limits of the project, is a designated underserved community according to the CEJST tool and should be considered as the project limits are finalized. In addition to the two suspected serious injury crashes, there are numerous suspected minor injury, possible injury, and property damage only crashes along Jackson Street/STH 76.

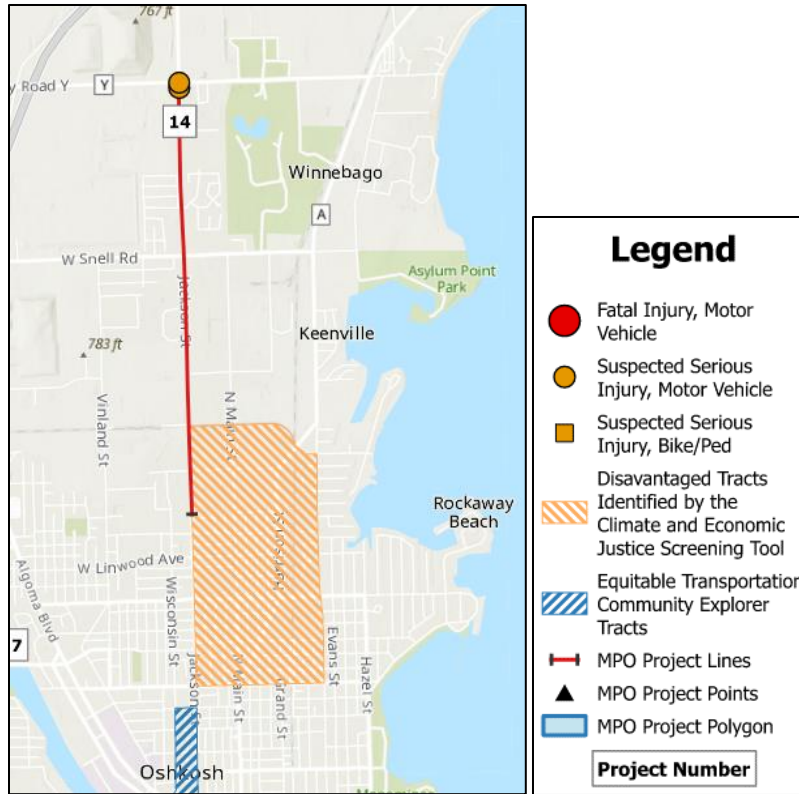


Figure 18. Project #14 – Jackson Street/STH 76 project limits.

Project # 15 – Pedestrian Bridge Access Across I-41 from STH 21 to 9th Avenue

Pedestrian Bridge Access across I-41 from STH 21 to 9th Avenue project corridor experienced two fatal and eleven suspected serious injury crashes from 2018 to 2022. However, one fatal and three suspected serious injury crashes were removed from this dataset as those were along I-41 and did not contribute to type of crashes being considered for this project, i.e., bike/ped crashes due to unsafe crossing of I-41. The project corridor has traffic volumes ranging from 12,400 vpd to 18,500 vpd along the east-west connections crossing over I-41. Five of the nine fatal and suspected serious injury crashes involved bicyclists traversing multiple roundabouts along STH 21, Witzel Avenue, and 9th Avenue. These make for extremely hazardous conditions for pedestrians and cyclists trying to safely cross over I-41.

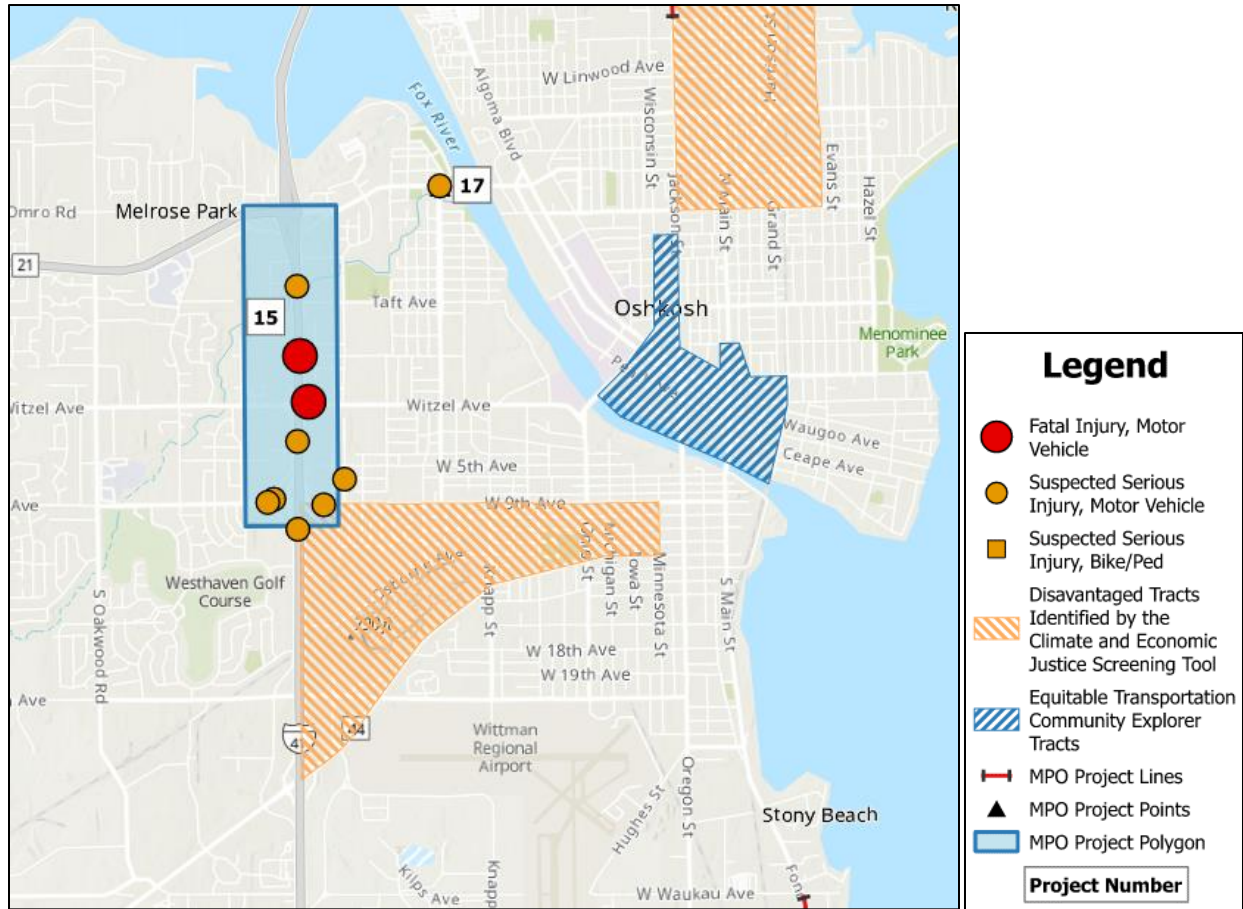


Figure 19. Project #15 – Pedestrian bridge access across I-41 from STH 21 to 9th Avenue

The project limits are partially within a designated underserved community, according to the CEJST tool only. Project benefits going towards the underserved community will depend on the final project limits and the proposed improvements.

Project # 16 – STH 45 from Lakeside Elementary to Waukau Avenue

The State Highway (STH) 45 from Lakeside Elementary to Waukau Avenue project experienced three suspected serious injury crashes from 2018 to 2022. The project corridor has traffic volumes of 5,200 vpd and a posted speed limit of 45 mph. Two of the three crashes involved speeding along with distracted/reckless driving under the influence of alcohol. The crashes also happened under dark, unlit conditions, which can be addressed by improving the lighting along this rural highway.

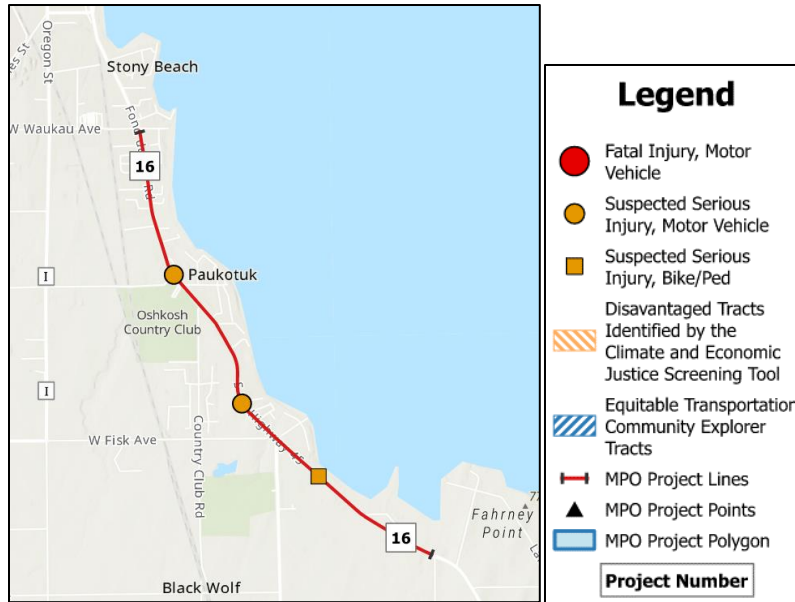


Figure 20. Project #16 – STH 45 from Lakeside Elementary to Waukau Avenue

The project limits are not within a designated underserved community, according to the CEJST and ETC tools.

Project # 17 – Oshkosh Avenue & Sawyer Street Intersection

The Oshkosh Avenue and Sawyer Street Intersection project experienced one suspected serious injury crash from 2018 to 2022. The project corridor has traffic volumes of 15,300 vpd and a posted speed limit of 25 mph. The crash involved speeding motorist during nighttime lighted conditions. This T-intersection has been a barrier for pedestrian and bicyclists due to its non-conventional geometry. The project limits are not within a designated underserved community, according to the CEJST and ETC tools.

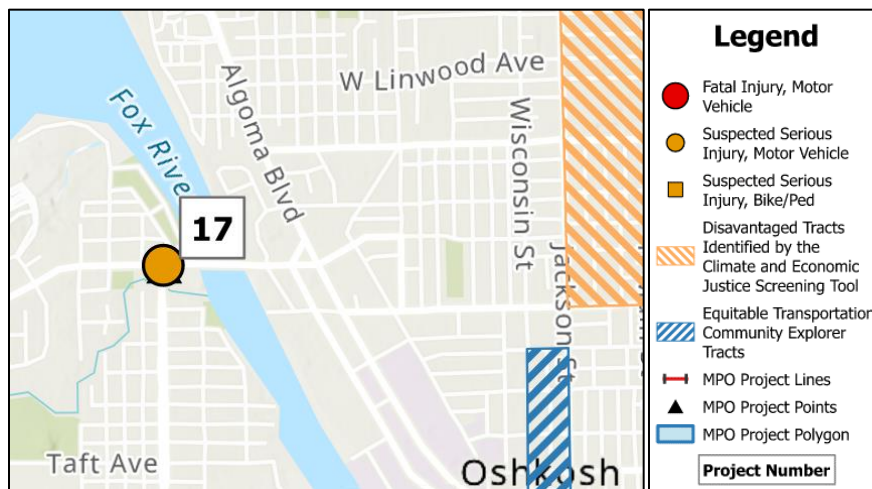


Figure 21. Project #17 – Oshkosh Avenue and Sawyer Street Intersection

Summary

Based on the above methodology and available project information, the projects were analyzed and prioritized for SS4A Implementation grants. Table 4 shows the list of priority projects:

Table 4. Prioritized Projects for SS4A Implementation Grant

Project Priority Rank	Project No.	Location	MPO Rank	Suggested Application Category
1	2	CTH KK	A-1	Implementation Project
2	4	CTH JJ	A-2	Implementation Project
3	3	College Avenue	A-3	Implementation Project
4	1	CTH AP / Midway Road	A-4	Implementation Project
5	15	Pedestrian Bridge Access across I-41	O-1	Implementation Project
6	8	CTH N	A-5	Implementation Project
7	13	STH 47 (Appleton Road)	A-6	Implementation Project
8	12	Larsen Road/Oakridge Road	A-7	Implementation Project
9	10	Bluemound Drive	A-8	Implementation Project
10	16	STH 45	O-2	Implementation Project
11	14	Jackson Street / STH 76	O-3	Implementation Project
12	17	Oshkosh Avenue & Sawyer Street Intersection	O-4	Implementation Project
	9	CTH CE & Fieldcrest Drive	D-A-1	Demonstration Project
	7	CTH E & CTH EE Intersection	D-A-2	Demonstration Project
	5	CTH OO & Holland Road Intersection	D-A-3	Demonstration Project
	6	CTH BB & CTH CB Intersection	D-A-4	Demonstration Project
	11	Jacobsen Road	D-A-5	Demonstration Project

Recommendations

After carefully analyzing the fatal and severe injury crashes associated with all 17 projects within Appleton (Fox Cities) TMA and Oshkosh MPO, SRF recommends the following:

1. Most of the fatal and serious injury crashes occurring along the selected projects, are happening at intersections with other roadways. While corridor improvements throughout the

length of the project area can be considered, at a minimum the proposed improvements must address safety concerns at intersections.







2. In addition to the fatal and serious injury crashes analyzed above, there are numerous suspected minor, possible injury, and property damages only crashes throughout the selected project corridors. Given the focus of SS4A grants on reducing fatal and serious injury crashes, those criteria should be addressed as a priority. However, low-cost high-impact safety improvements that can avoid near-misses or low-severity crashes, must be considered as proactive mitigation strategy.
3. Project ranked D-A-1 to D-A-5, should be considered as demonstration projects. The SS4A Implementation grant allows combining of implementation and demonstration projects, within the same application. However, the demonstration projects are funded through the Planning & Demonstration funds, which were undersubscribed in FY 2022 (in FY 2023, DOT anticipates that it will award at least \$250 million for demonstration activities). These funds can test effective low-cost strategies employed at the identified locations and measure performance improvements, to inform the Comprehensive Safety Action Plan.
3. The Justice40 Initiative's [Climate and Economic Justice Screening Tool](#) may be a better screening tool to identify underserved communities over ETC. However, this is subject to change depending on the future versions of the tools or NOFO requirements.
4. Further analysis is required to ascertain the proposed improvements along each project corridor.
5. Preliminary cost estimates will be useful to ascertain the number of projects and the total grant request to best meet grant award ranges. In FY 2023, USDOT expects the minimum award will be \$2.5 million and the maximum award will be \$25 million. It is recommended to request up to \$10 million in SS4A federal funds, to be potentially eligible for “additional award considerations”.

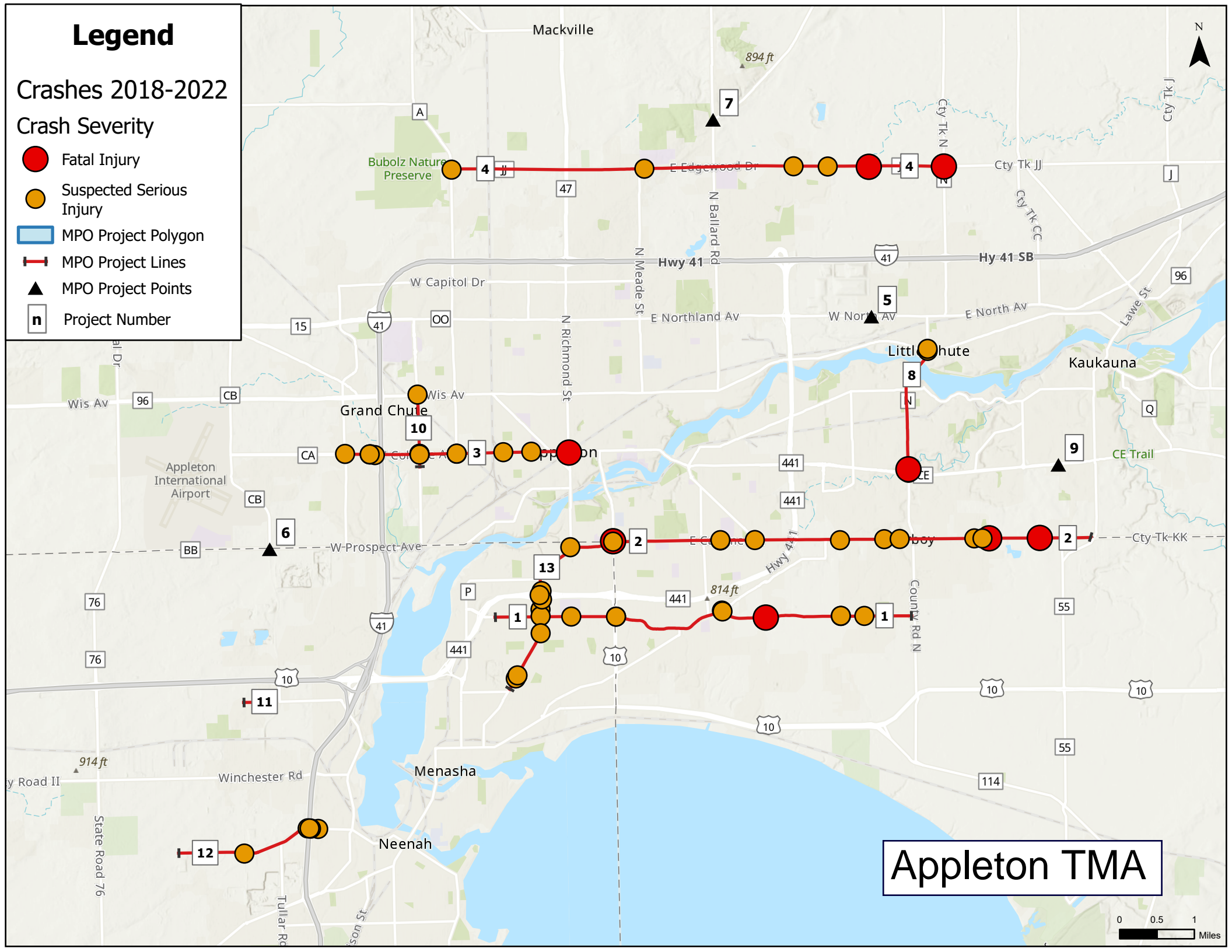
Appendix A - Figures

Legend

Crashes 2018-2022

Crash Severity

-  Fatal Injury
-  Suspected Serious Injury
-  MPO Project Polygon
-  MPO Project Lines
-  MPO Project Points
-  Project Number









Appleton TMA

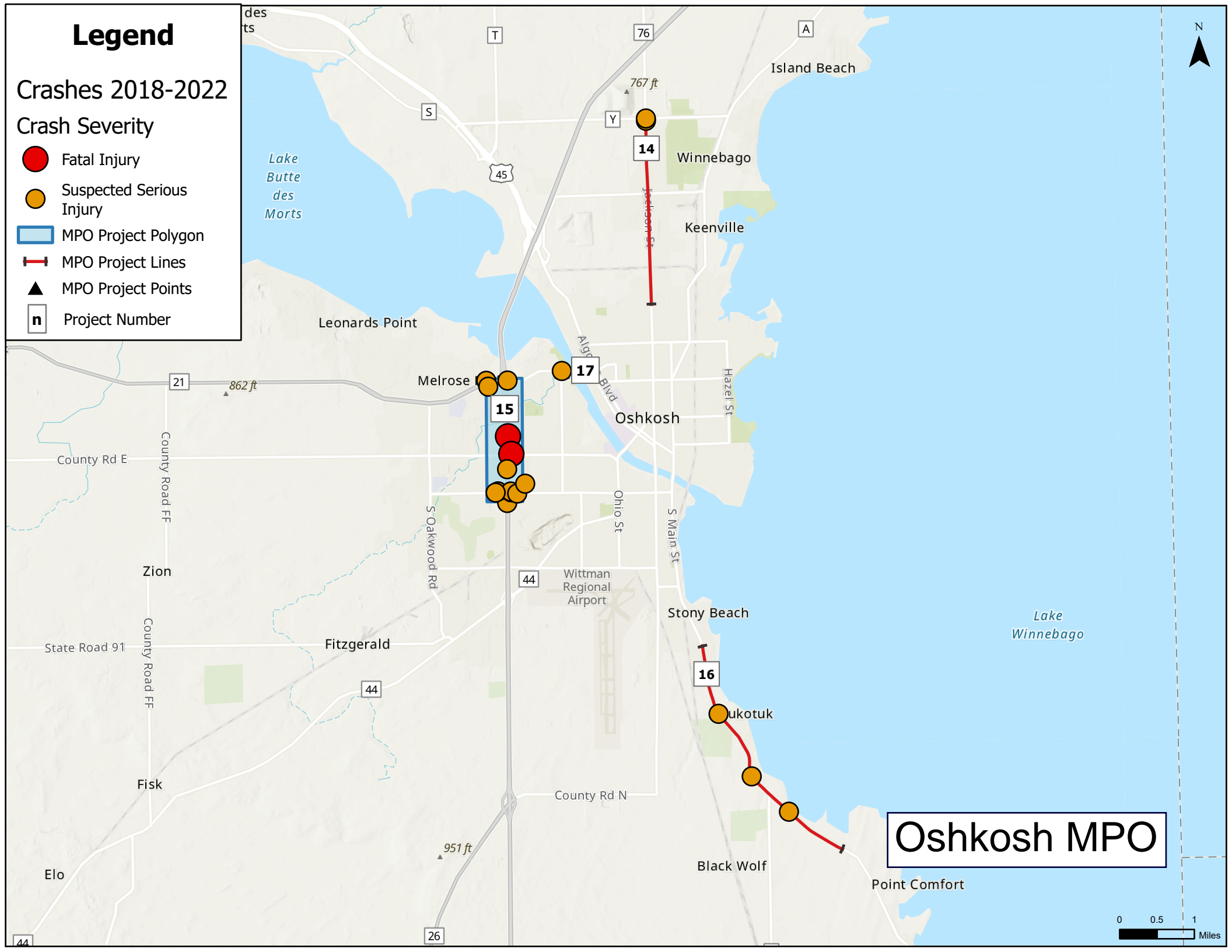
0 0.5 1 Miles

Legend

Crashes 2018-2022

Crash Severity

-  Fatal Injury
-  Suspected Serious Injury
-  MPO Project Polygon
-  MPO Project Lines
-  MPO Project Points
-  Project Number

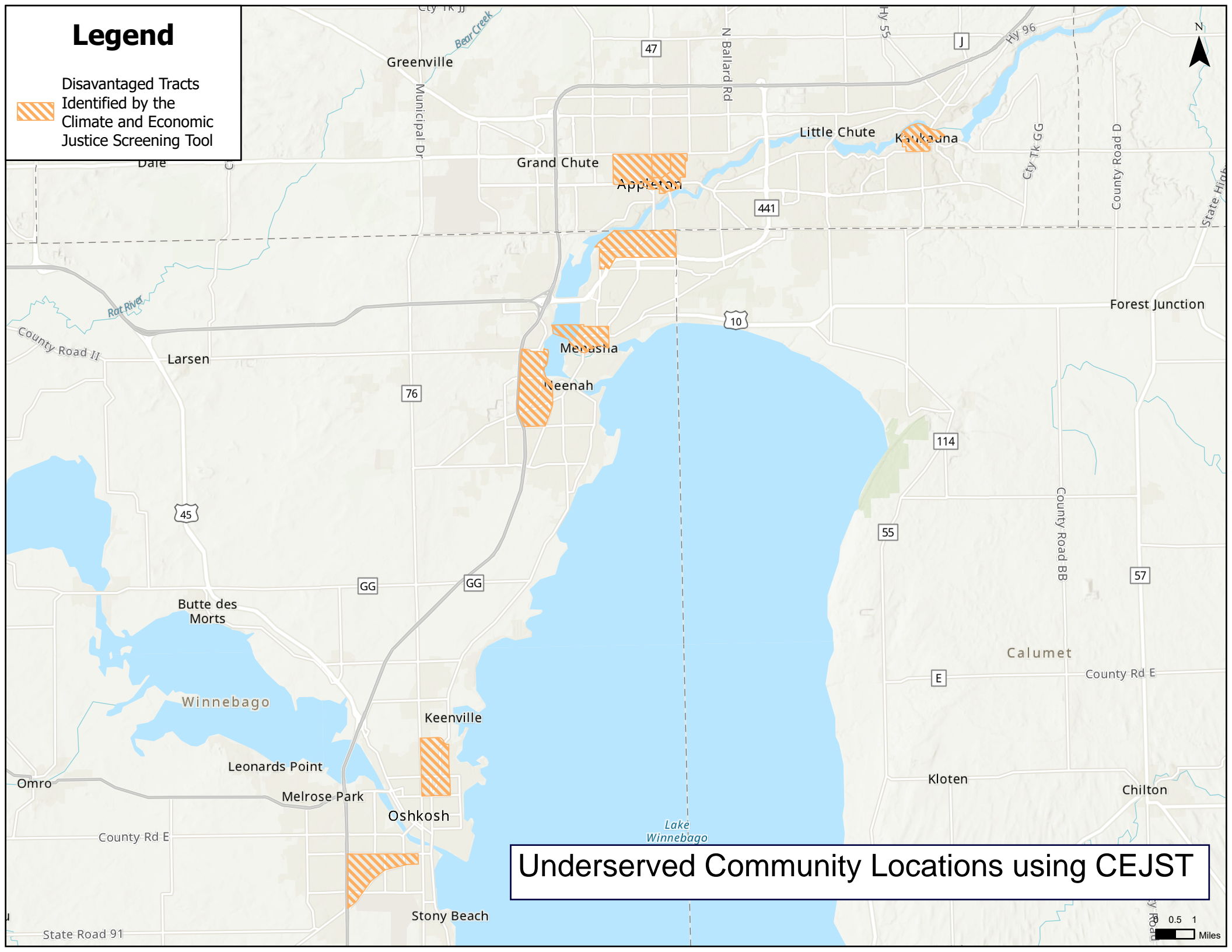


Oshkosh MPO

0 0.5 1 Miles

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Disadvantaged Tracts Identified by the Climate and Economic Justice Screening Tool

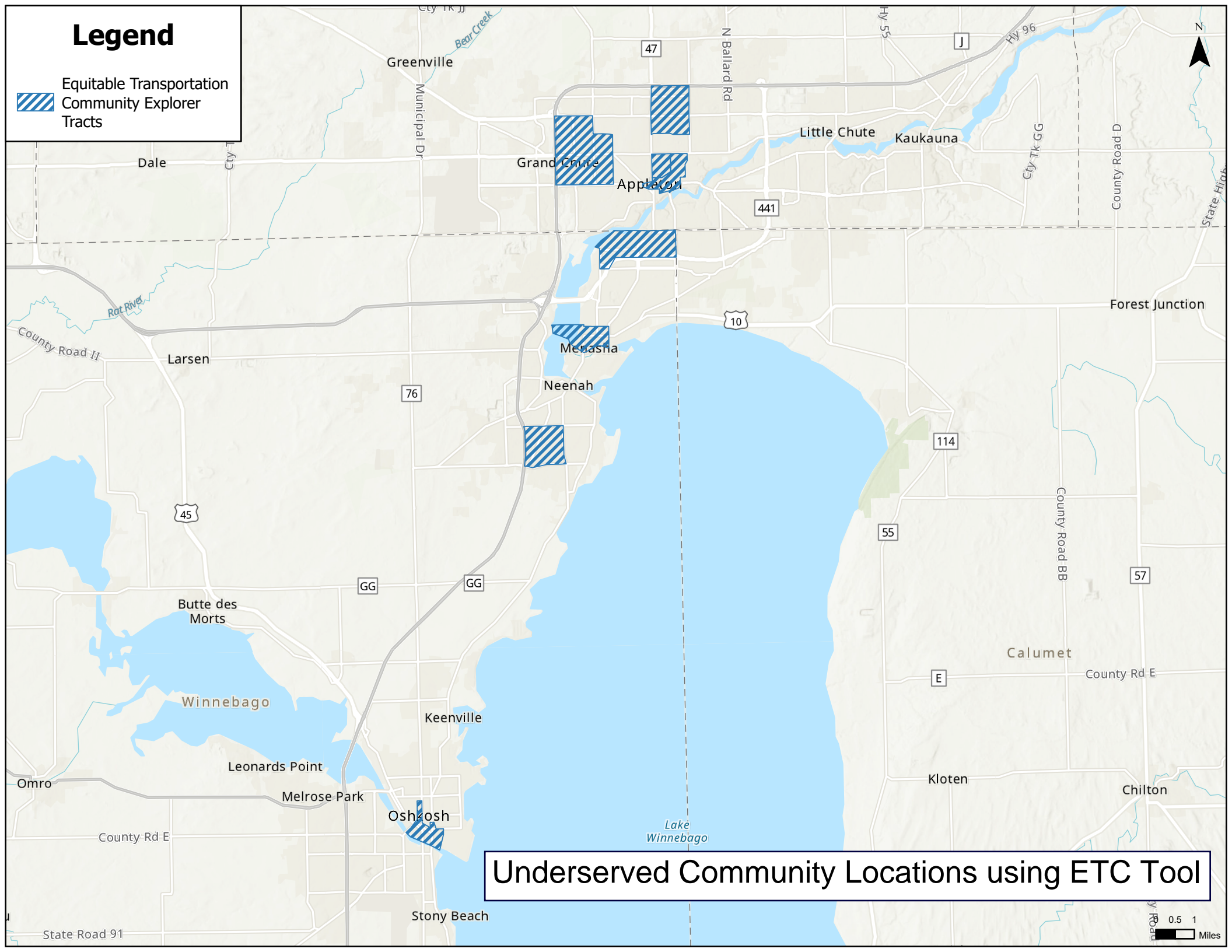


Underserved Community Locations using CEJST

0.5 1 Miles

Legend

 Equitable Transportation Community Explorer Tracts



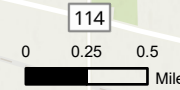
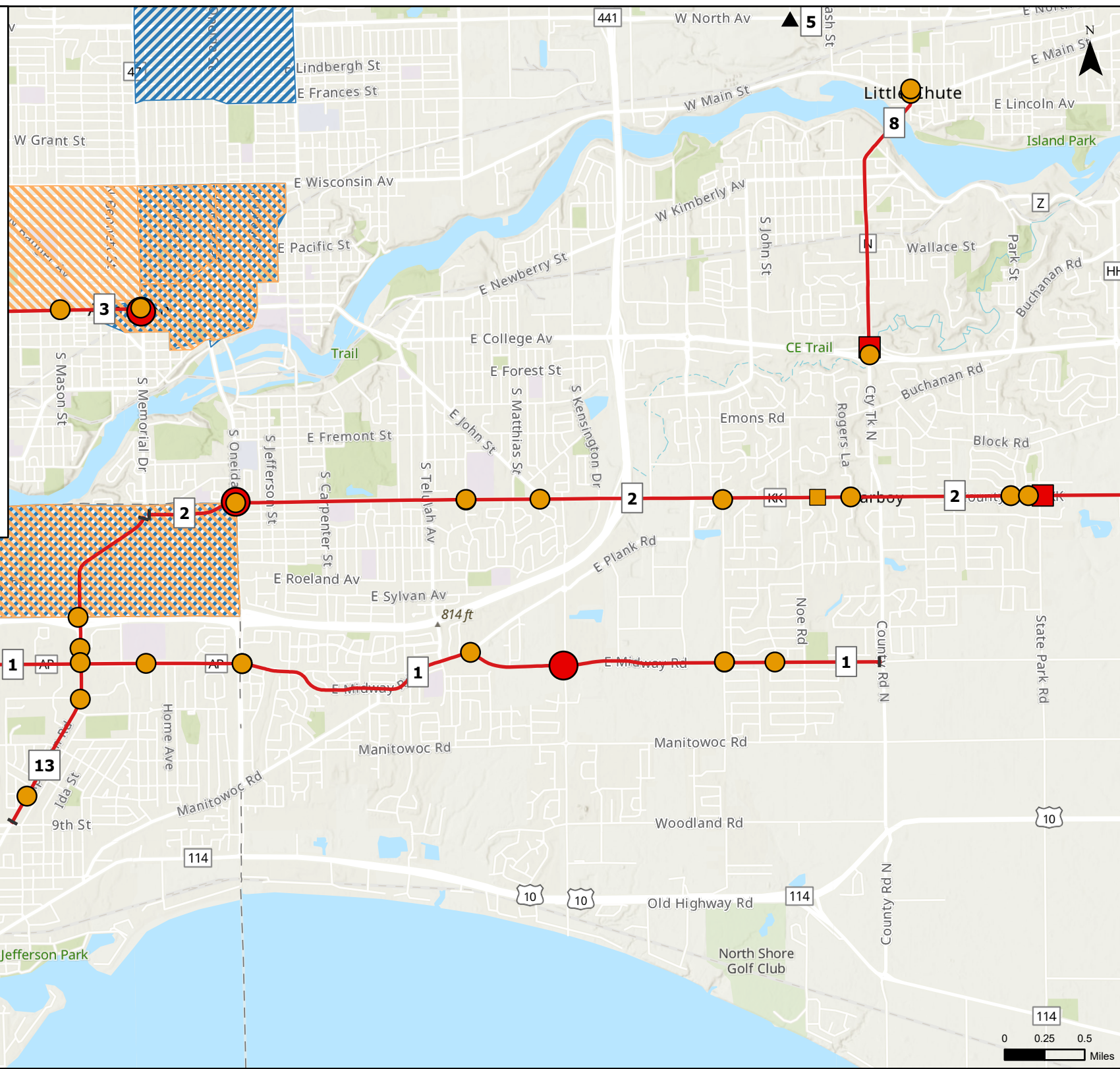
Underserved Community Locations using ETC Tool

0.5 1 Miles

Legend

- Fatal Injury, Motor Vehicle
- Suspected Serious Injury, Motor Vehicle
- Suspected Serious Injury, Bike/Ped
- Disadvantaged Tracts Identified by the Climate and Economic Justice Screening Tool
- Equitable Transportation Community Explorer Tracts
- MPO Project Lines
- ▲ MPO Project Points
- MPO Project Polygon

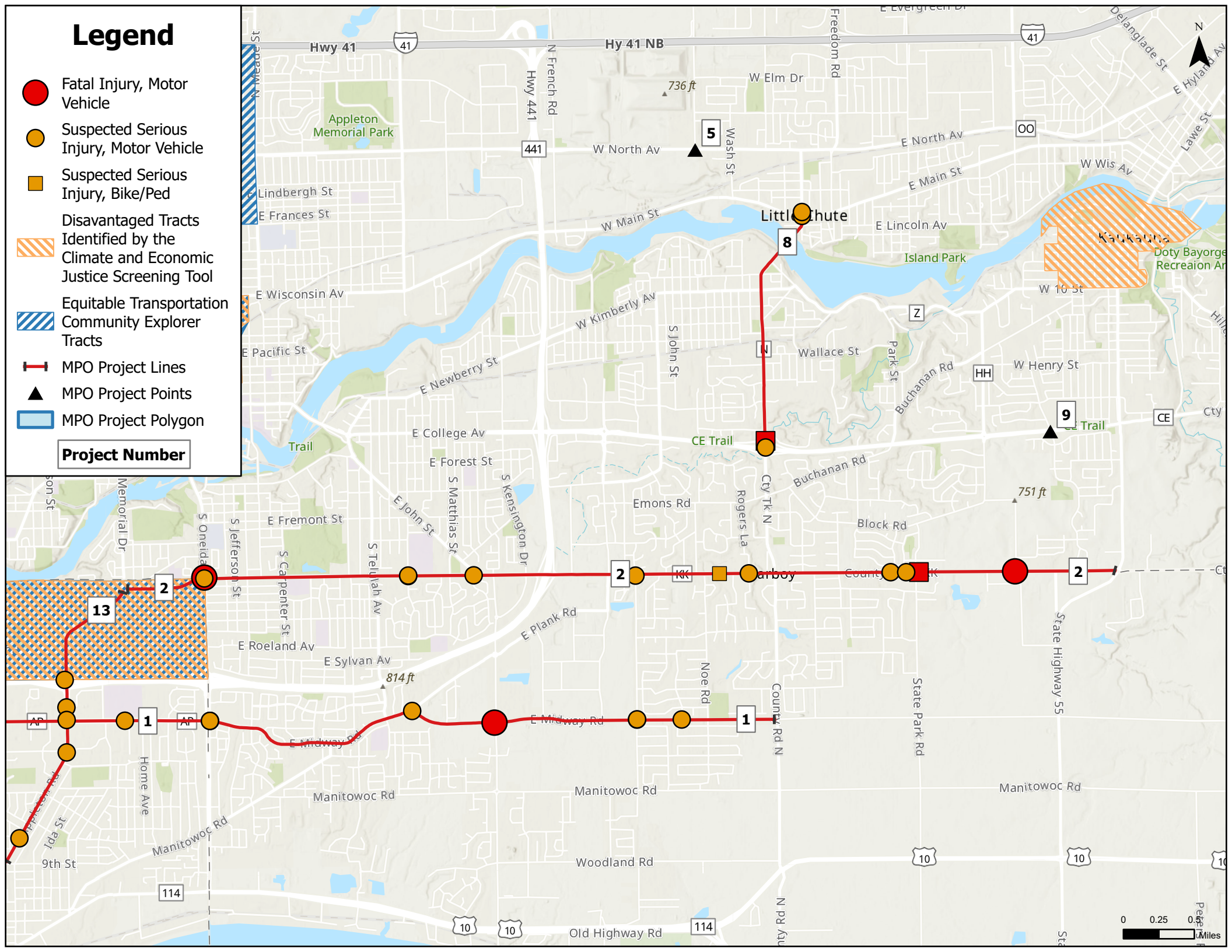
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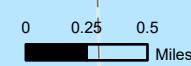
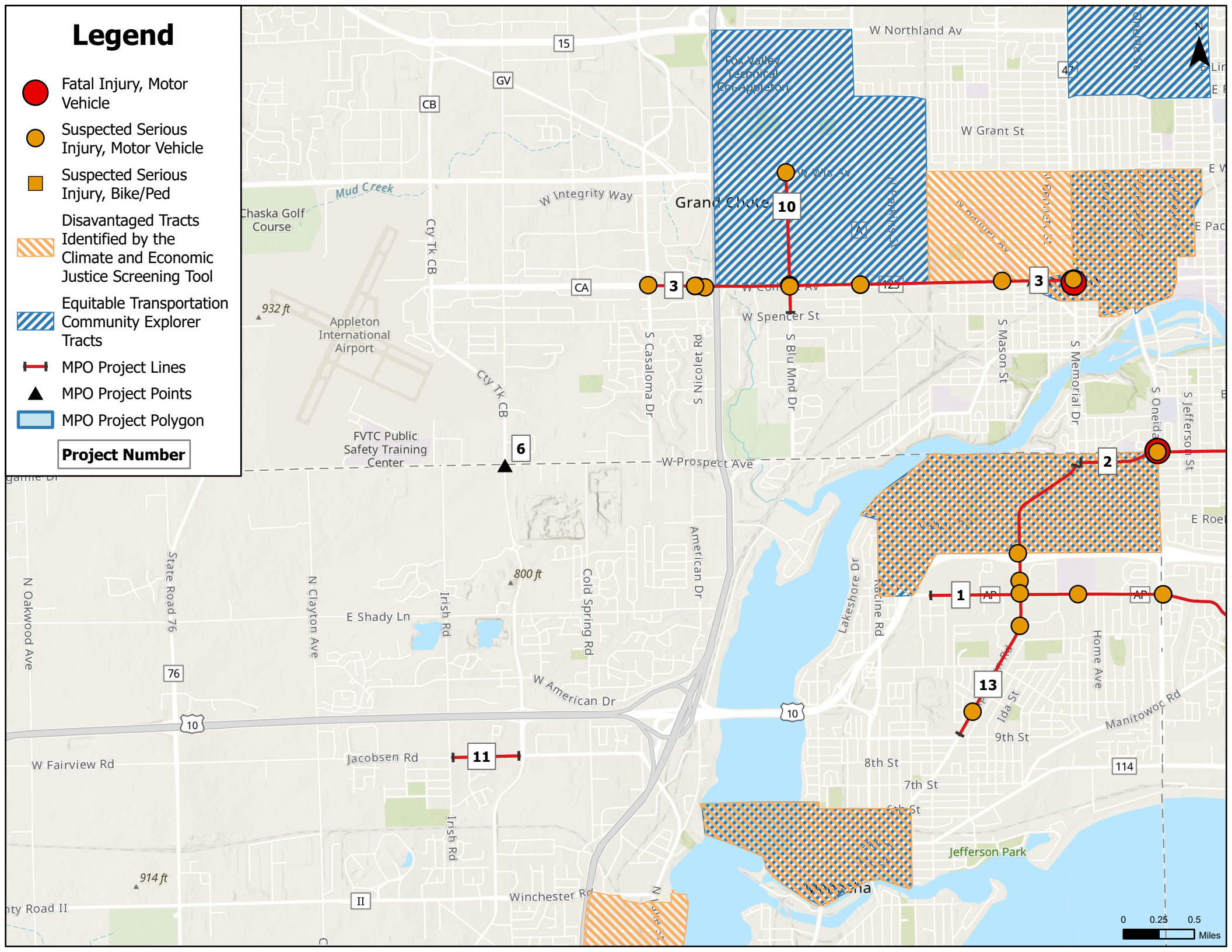
- Fatal Injury, Motor Vehicle
- Suspected Serious Injury, Motor Vehicle
- Suspected Serious Injury, Bike/Ped
- Disadvantaged Tracts Identified by the Climate and Economic Justice Screening Tool
-
- Equitable Transportation Community Explorer Tracts
-
- |— MPO Project Lines
- ▲ MPO Project Points
- MPO Project Polygon

Project Number



Legend

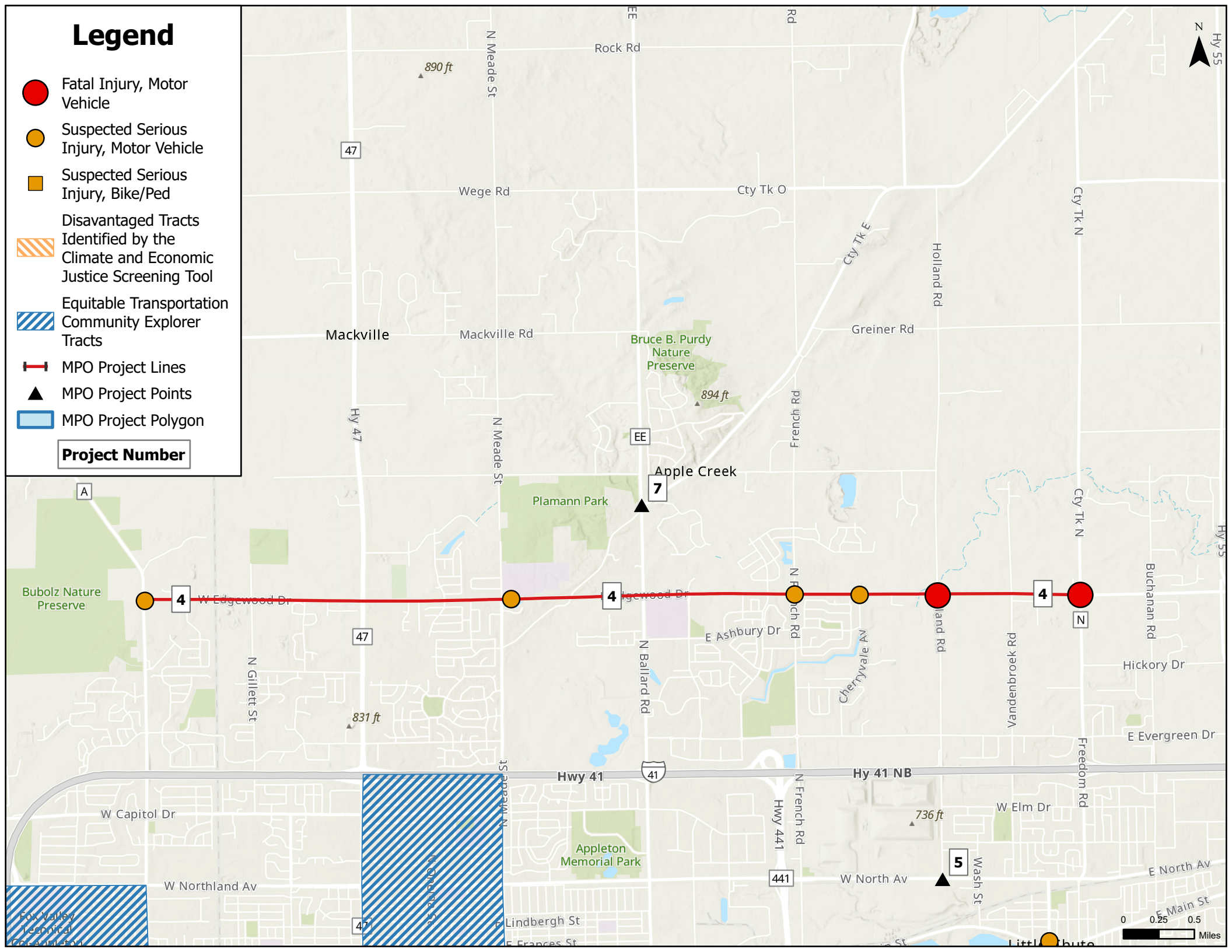
- Fatal Injury, Motor Vehicle
 - Suspected Serious Injury, Motor Vehicle
 - Suspected Serious Injury, Bike/Ped
 - Disadvantaged Tracts Identified by the Climate and Economic Justice Screening Tool
 - Equitable Transportation Community Explorer Tracts
 - MPO Project Lines
 - ▲ MPO Project Points
 - MPO Project Polygon
- Project Number**



Legend

- Fatal Injury, Motor Vehicle
- Suspected Serious Injury, Motor Vehicle
- Suspected Serious Injury, Bike/Ped
- Disadvantaged Tracts Identified by the Climate and Economic Justice Screening Tool
- Equitable Transportation Community Explorer Tracts
- |— MPO Project Lines
- ▲ MPO Project Points
- MPO Project Polygon

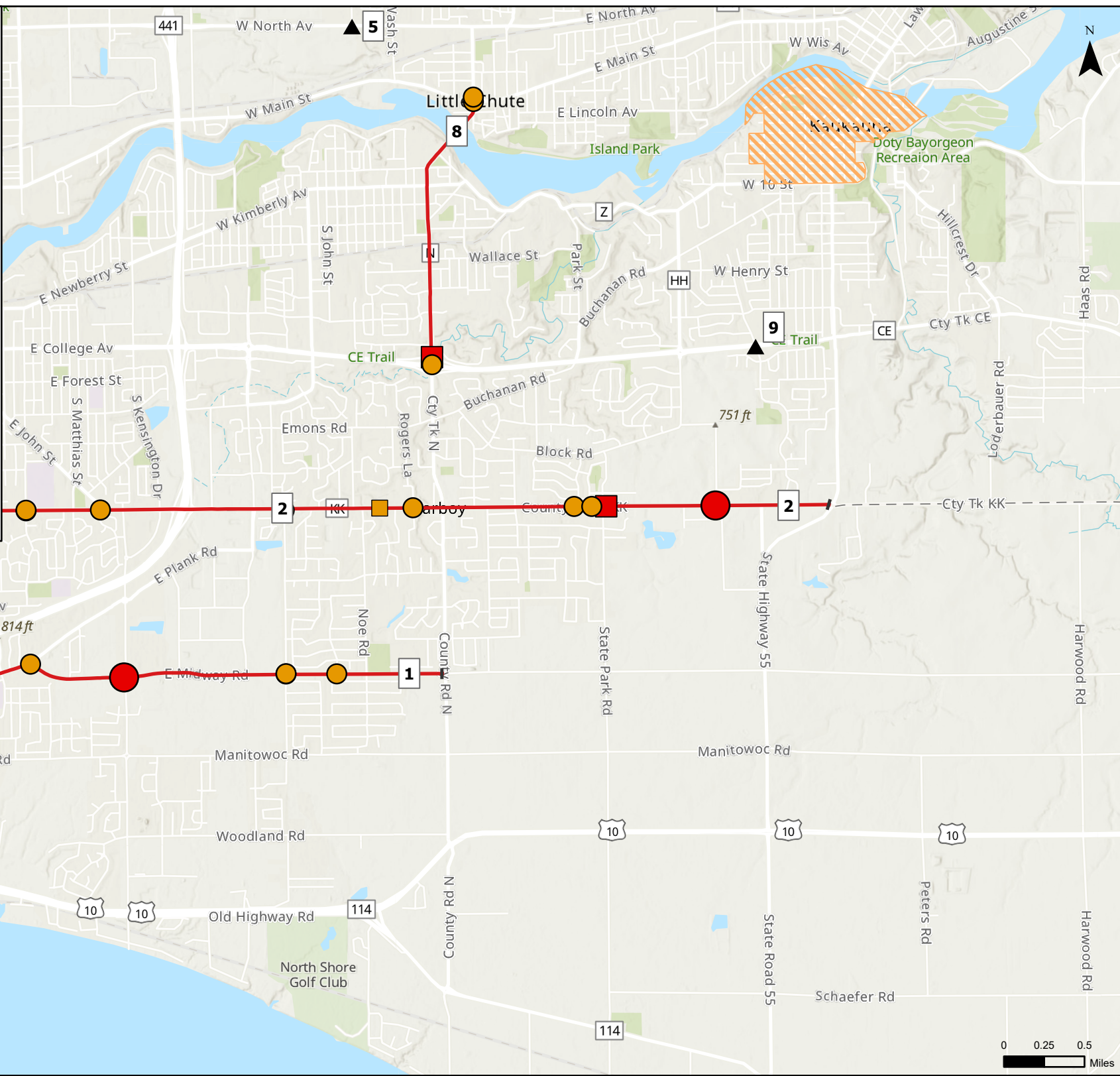
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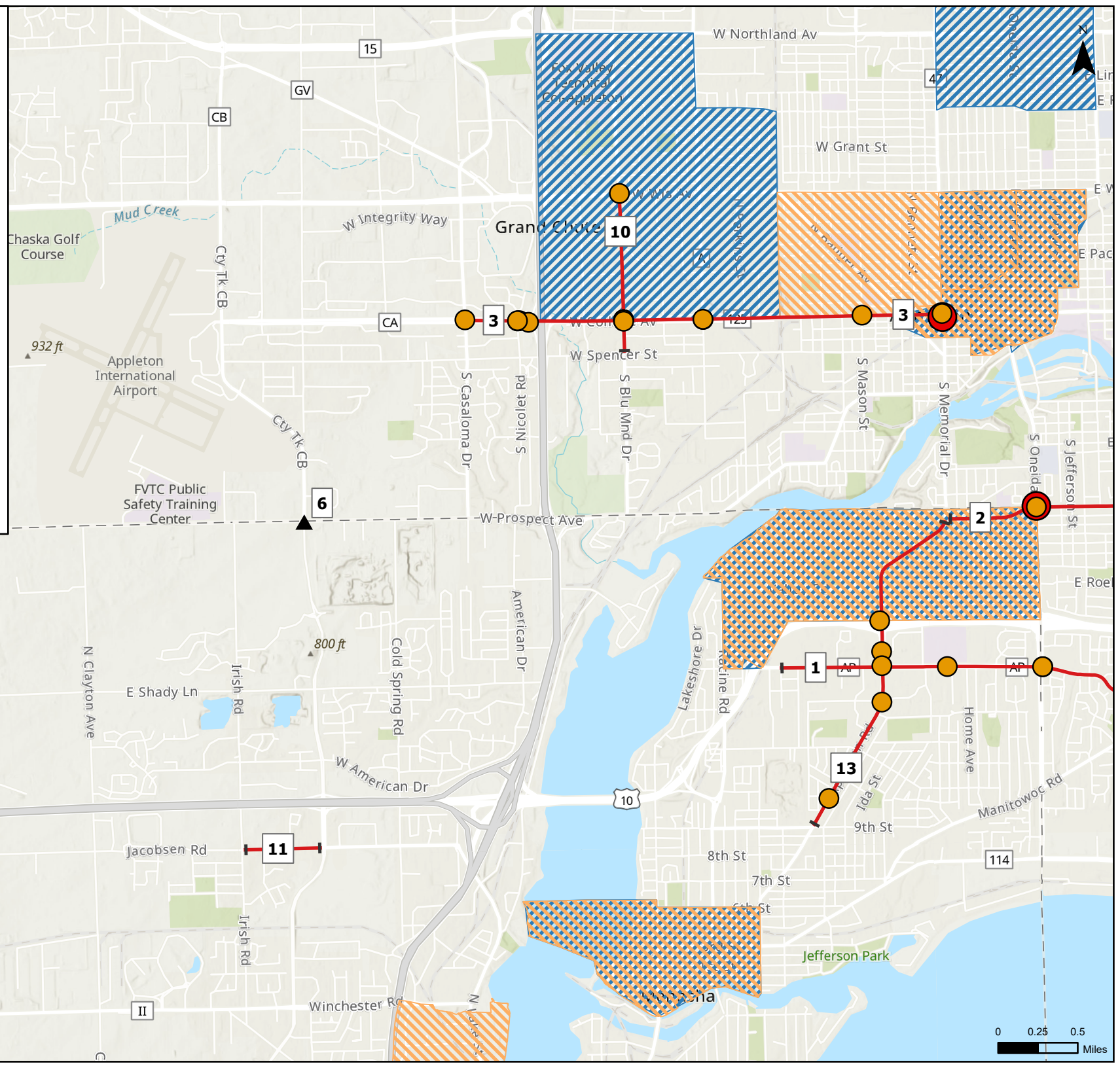
- Fatal Injury, Motor Vehicle
- Suspected Serious Injury, Motor Vehicle
- Suspected Serious Injury, Bike/Ped
- Disadvantaged Tracts Identified by the Climate and Economic Justice Screening Tool
- Equitable Transportation Community Explorer Tracts
- MPO Project Lines
- ▲ MPO Project Points
- MPO Project Polygon

Project Number





Legend


- Fatal Injury, Motor Vehicle
 - Suspected Serious Injury, Motor Vehicle
 - Suspected Serious Injury, Bike/Ped
 - Disadvantaged Tracts Identified by the Climate and Economic Justice Screening Tool
 - Equitable Transportation Community Explorer Tracts
 - MPO Project Lines
 - ▲ MPO Project Points
 - MPO Project Polygon
- Project Number**





Legend

 Fatal Injury, Motor Vehicle

 Suspected Serious Injury, Motor Vehicle

 Suspected Serious Injury, Bike/Ped

 Disadvantaged Tracts Identified by the Climate and Economic Justice Screening Tool

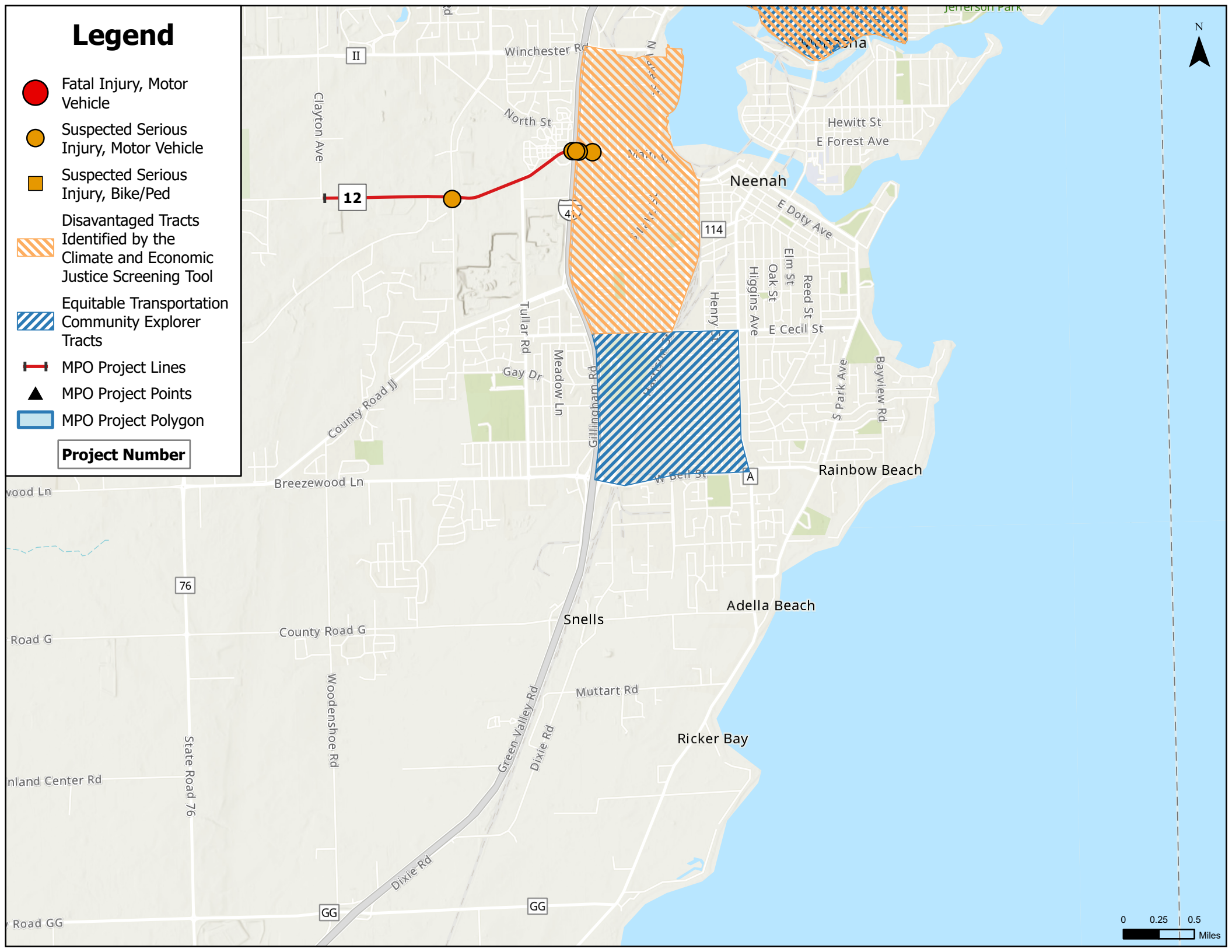
 Equitable Transportation Community Explorer Tracts

 MPO Project Lines

 MPO Project Points

 MPO Project Polygon

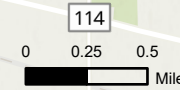
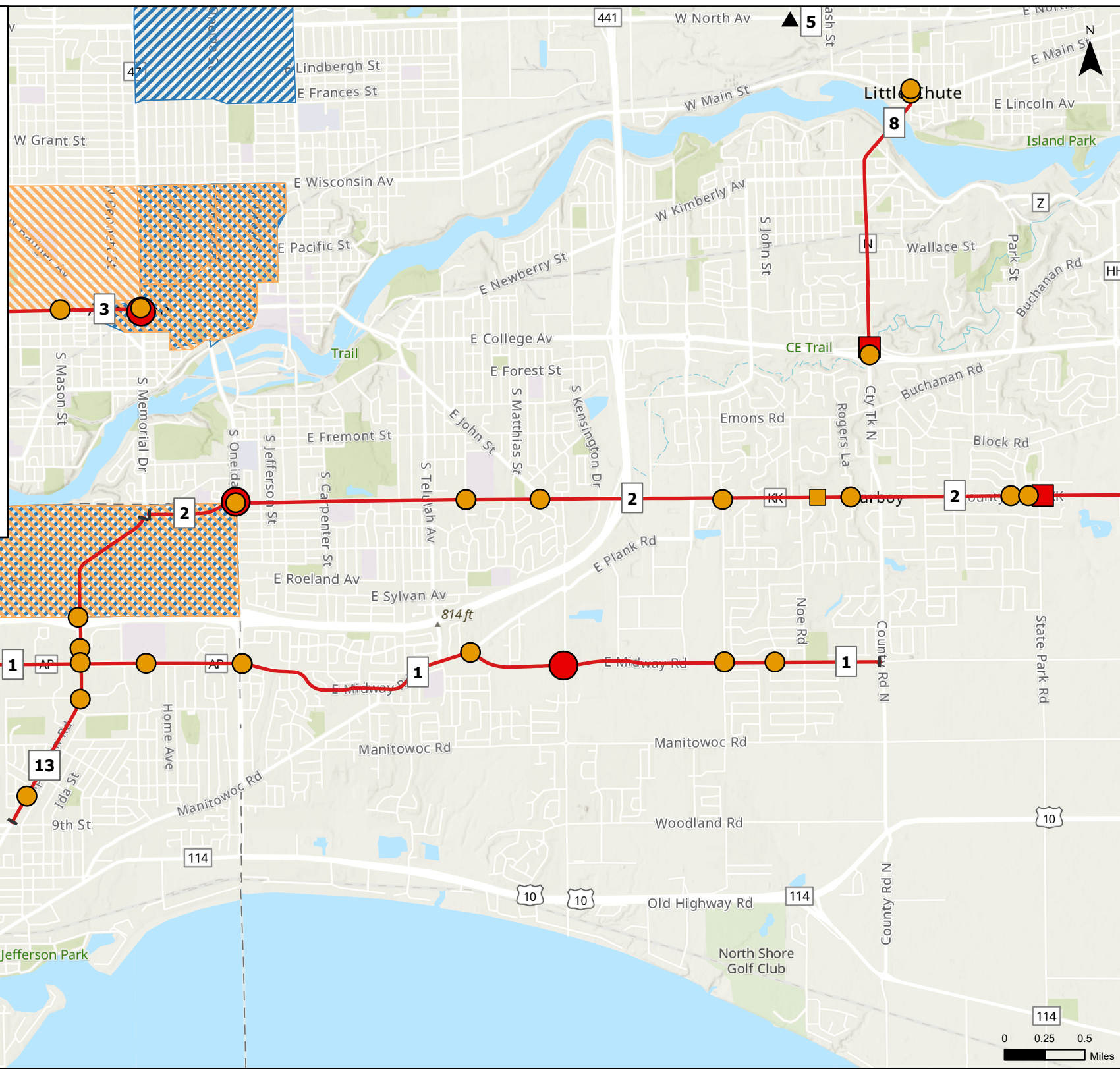
Project Number



Legend

- Fatal Injury, Motor Vehicle
- Suspected Serious Injury, Motor Vehicle
- Suspected Serious Injury, Bike/Ped
- Disadvantaged Tracts Identified by the Climate and Economic Justice Screening Tool
- Equitable Transportation Community Explorer Tracts
- MPO Project Lines
- ▲ MPO Project Points
- MPO Project Polygon

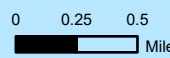
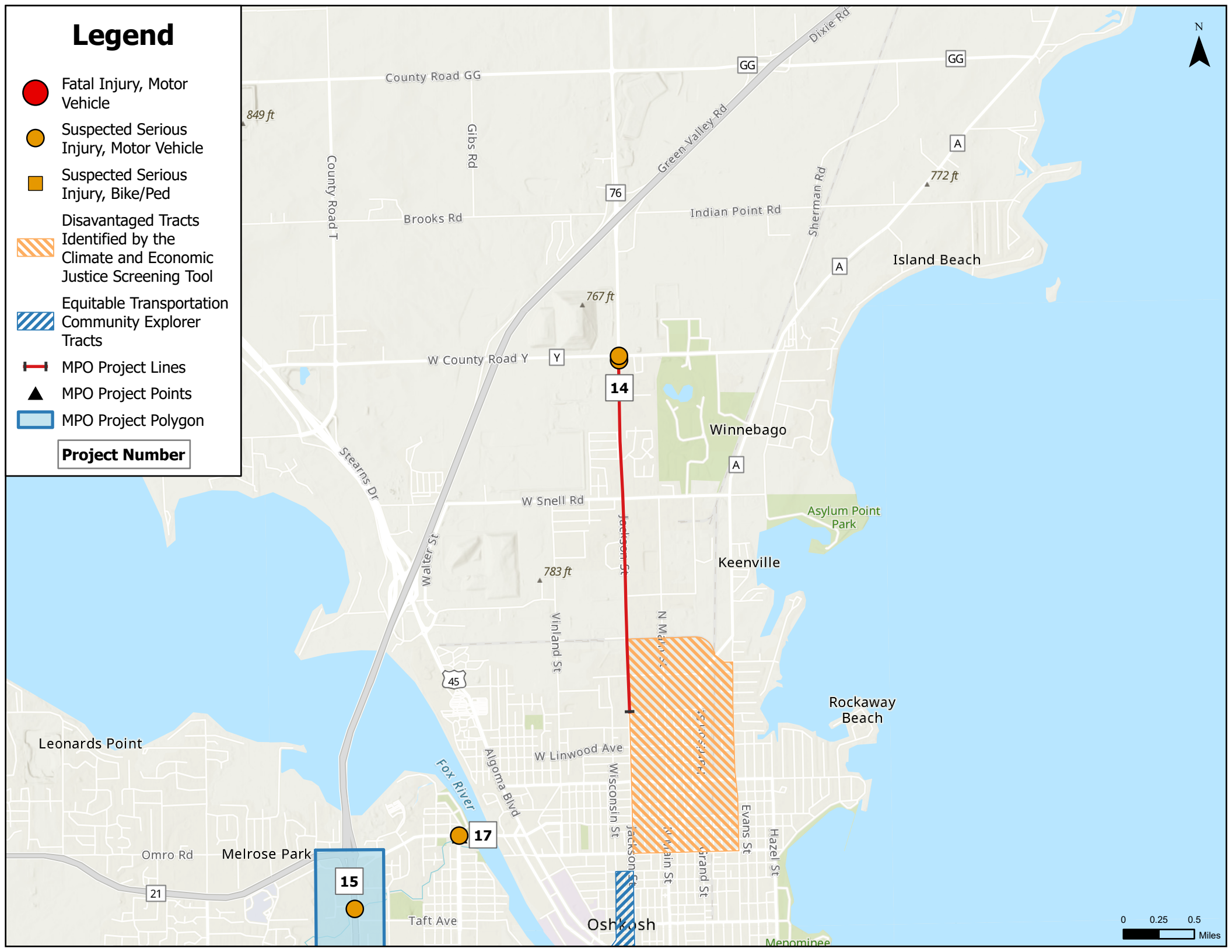
Project Number



Legend

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- MPO Project Polygon

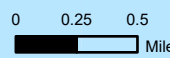
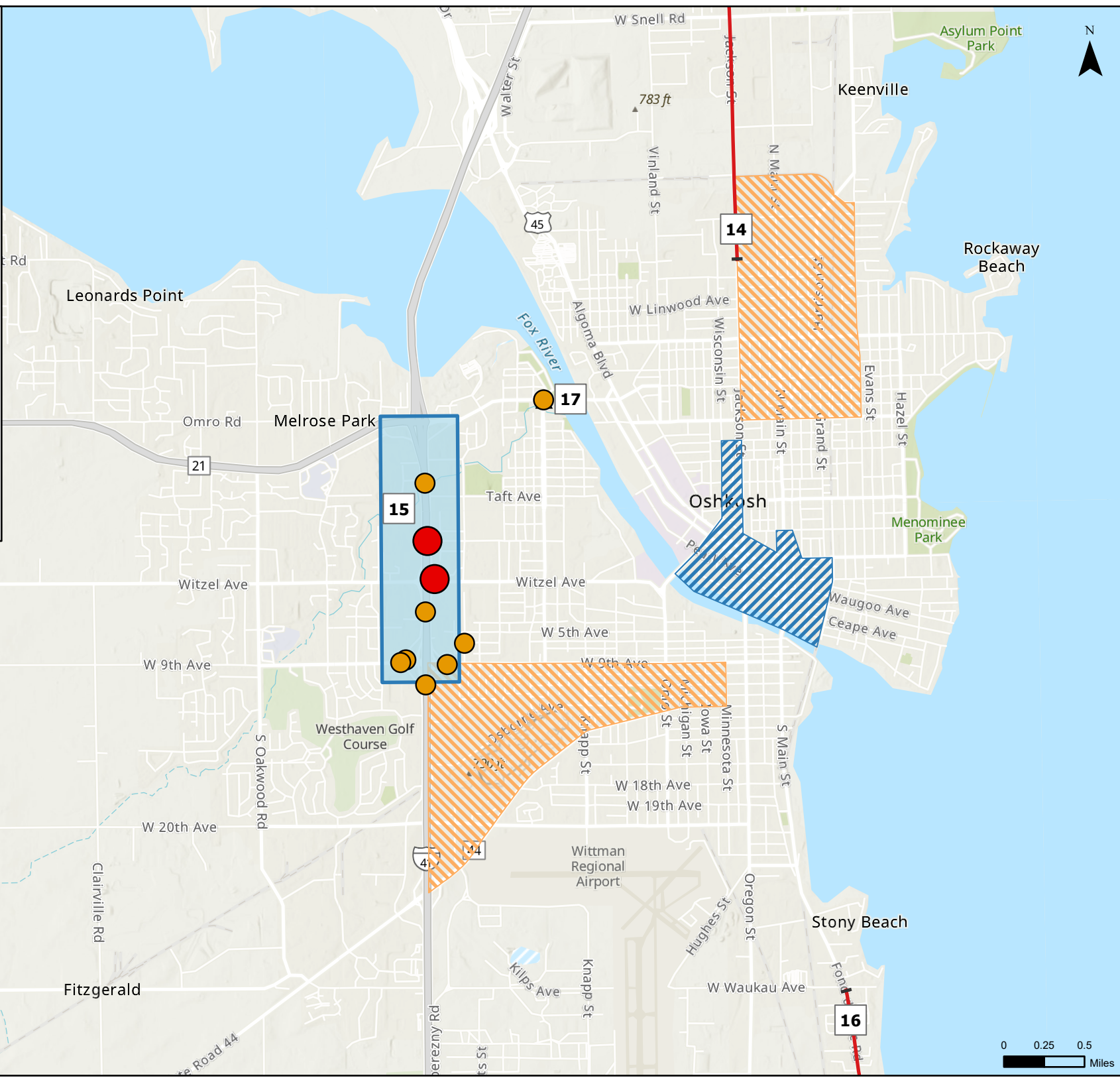
Project Number



Legend

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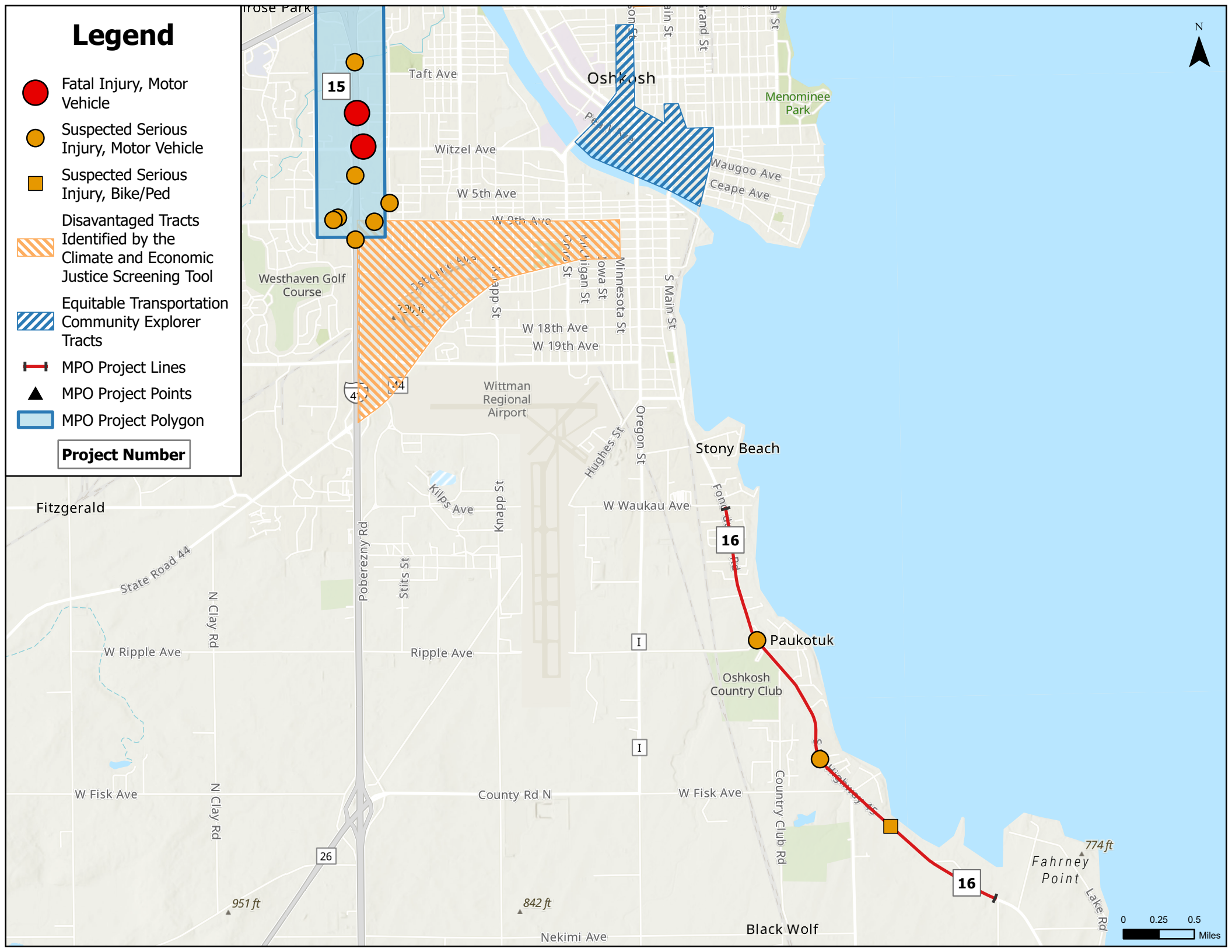
Project Number



Legend

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- Equitable Transportation Community Explorer Tracts
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- MPO Project Points
- MPO Project Polygon

Project Number



COMPREHENSIVE SAFETY ACTION PLAN

APPENDIX D:

RESOLUTION OF ADOPTION

APPENDIX D: RESOLUTION OF ADOPTION

RESOLUTION OF ADOPTION

RESOLUTION NO. 06-24

ADOPTING THE COMPREHENSIVE SAFETY ACTION PLAN FOR THE APPLETON (FOX CITIES) AND OSHKOSH METROPOLITAN PLANNING ORGANIZATIONS

WHEREAS, East Central Wisconsin Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) and Oshkosh Urbanized Areas, and charged with conducting cooperative, comprehensive, and continuing urban transportation planning as prescribed by federal and state law, and;

WHEREAS, the Safe Streets and Roads for All (SS4A) Grant Program requires the approval of an Action Plan in order to be eligible to apply for Demonstration and/ or Implementation funding, and;

WHEREAS, the Commission initiated the development of the Comprehensive Safety Action Plan to satisfy the Action Plan requirements of set forth by the SS4A Program, and;

WHEREAS, the Commission undertook and completed the development of the Comprehensive Safety Action Plan through extensive inventory and analysis, stakeholder collaboration, and public engagement to inform the selection of priority projects in need of SS4A Demonstration and/or Implementation funding while also providing actionable recommendations and evaluation criteria to enhance roadway safety, and;

WHEREAS, the Comprehensive Safety Action Plan requires the adoption by a political subdivision of a state or a Metropolitan Planning Organization in order to qualify as an SS4A Action Plan.

NOW THEREFORE, BE IT RESOLVED BY THE EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Section 1: That the Commission adopts the Comprehensive Safety Action Plan for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations

Effective Date: January 24, 2024

Submitted By: Executive Committee

Prepared By: Melissa Kraemer Badtke, ECWRPC Executive Director


Jeff Nooyen (Jan 24, 2024 14:24 CST)
Jeff Nooyen, Chair – Outagamie Co.

Jan 24, 2024
Approval Date


Attest: Melissa Kraemer-Badtke—Executive Director
East Central WI Regional Planning Commission

Jan 25, 2024
Approval Date

COMPREHENSIVE SAFETY ACTION PLAN

ADDENDUM

LEADERSHIP COMMITMENT AND GOAL SETTING & POLICY ANALYSIS

Overview

This addendum does not change the original content of the CSAP adopted in January 2024, rather, it serves to identify the commitment of both the Appleton (Fox Cities) MPO and Oshkosh MPO to eliminating roadway fatalities and serious injuries and also explains the internal processes taken by ECWRPC staff during plan development to analyze how MPO policies and plans can be improved to prioritize transportation safety.

This addendum strengthens the efficacy of the CSAP by highlighting the formal commitment of both the Appleton (Fox Cities) MPO and Oshkosh MPO Policy Boards to eliminating roadway fatalities and serious injuries through an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date. In addition, the addendum outlines the ways in which ECWRPC staff assessed current MPO policies, plans, guidelines, and standards while developing the CSAP to identify opportunities to improve how MPO processes can better prioritize transportation safety. This assessment process informed the goals and recommended actions found in Chapter 5, which are intended to be implemented, either at the MPO or municipal level, to transform existing policies, guidelines, and standards to better prioritize and ensure transportation safety. The SS4A Self-Certification Worksheet presented in Appendix A reflects the eligibility conditions of the CSAP as of the addendum made to the plan on March 28, 2024.

Leadership Commitment and Goal Setting

The Comprehensive Safety Action Plan (CSAP) for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPO) was adopted by both entities on January 25th 2024 as an action plan designed to establish a holistic, well-defined strategy to prevent roadway fatalities and serious injuries for all roadway users and meet the eligibility requirements of the Safe Streets and Roads for All (SS4A) program. To further strengthen the implementation of the CSAP and encourage a key USDOT initiative, on March 28th 2024, both the Appleton (Fox Cities) and Oshkosh MPO Policy Boards approved respective resolutions to commit to an eventual goal of zero roadway fatalities and serious injury crashes by reducing such crashes by 80% over the next 25 years. Each MPO resolved to meet the reduction goal and timeline by encouraging, supporting, and implementing the recommended projects, goals, and actions identified within the Comprehensive Safety Action Plan. These signed endorsements are included in this addendum.

Policy Analysis

Assessment of MPO Policies, Plans, Guidelines, and Standards

The development process of the CSAP included an assessment by ECWRPC staff of current MPO policies, plans, guidelines, and standards to identify opportunities for improving processes that prioritize safety. During the development process several existing MPO policies were evaluated, specifically the **Complete Streets Policy** for both the Appleton (Fox Cities) MPO and Oshkosh MPO. This policy was adopted in 2018, and it establishes complete street standards for any roadway projects funded by the MPO. A few municipalities within the MPOs have adopted a Complete Streets Policy, highlighting the gradual steps taken in the MPO to enact effective policy change centered on safety.

LEADERSHIP COMMITMENT AND GOAL SETTING & POLICY ANALYSIS

Existing MPO plans and their goals, actions, and recommendations were also evaluated during the development of the CSAP. A notable plan which helped to guide CSAP development was the **Safety Action Plan for Implementing Pedestrian Crossing Countermeasures**. Adopted in 2021, this plan was developed as part of the Safe Transportation for Every Pedestrian (STEP) initiative to target specific countermeasures for improving pedestrian safety at crossings. In addition to this plan, multiple existing MPO plans and how they address transportation safety practices were assessed during the development of the CSAP:

- **Appleton (Fox Cities) MPO Long Range Transportation Plan**
- **Appleton (Fox Cities) MPO Transportation Improvement Program (TIP)**
- **Appleton (Fox Cities) MPO State of the System Report**
- **Appleton (Fox Cities) and Oshkosh MPO Bicycle and Pedestrian Plan**
- **Oshkosh MPO Long Range Transportation Plan**
- **Oshkosh MPO Transportation Improvement Program (TIP)**
- **Oshkosh MPO State of the System Report**

These plans, which were developed in collaboration with local municipalities in the MPOs, reflect an array of efforts employed in each MPO to coordinate and implement efficient and safe transportation infrastructure. While these plans establish a strong base for prioritizing roadway safety for all users in each MPO, limitations do exist and must be addressed.

Gaps and Barriers

After reviewing the strengths of existing policies and plans, ECW staff assessed the limitations of MPO policies and plans to effectively prioritize transportation safety processes and policies. These limitations, whether within or beyond the scope of existing policies and plans, manifest as gaps and barriers to transportation safety principles and were categorized generally as follows:

- **Need for Increased Public and Stakeholder Awareness:** Demonstrated during the public engagement process, public perception and acceptance of effective safe roadway infrastructure, policies, and practices differs in many ways. In addition, stakeholders at the local level also perceive and approach safe roadways in different manners. Increasing awareness of best practices for building and managing safe roadways for all is crucial to address this barrier.
- **Gaps in Ownership and Responsibility:** In reviewing existing MPO plans and policies, and through discussions with local stakeholders, it is apparent that roadways traversing multiple jurisdictions have additional challenges in addressing roadway improvements and safety due to the nature of local ownership. Inconsistent local policies and priorities for safer transportation infrastructure for all users also stems from unclear ownership roles and responsibilities.
- **Local Policy Gaps:** The assessment identified several local policy gaps, most notably few complete streets policies and inconsistent implementation practices for infrastructure that is safe for all roadway users. Most local municipalities in the MPOs have not adopted Complete Streets policies.

LEADERSHIP COMMITMENT AND GOAL SETTING & POLICY ANALYSIS

- **Gaps in Coordination and Collaboration:** Multiple jurisdictions and agencies exist within both the Appleton (Fox Cities) MPO and Oshkosh MPO and consistent, efficient, and constructive communication channels are needed for improving roadway safety. While a collaborative environment does exist in both MPOs, jurisdictions experience both internal and external communication and responsibility silos, hindering roadway safety initiatives and efforts.
- **Funding Gaps and Barriers:** Access to funding for roadway safety infrastructure and initiatives tends to be constrained and/or limited at both the MPO and municipal levels. This gap in available funding creates a challenging barrier to overcome, resulting in fiscal constraints in implementing the infrastructure necessary to make transportation safe for all roadway users.
- **Limitations in Data Availability:** During the development of the CSAP, access to frequently updated crash, infrastructure, and mode trend data ranged from excellent to seriously lacking. While some crash datasets were readily available and frequently updated, other data, notably for non-motorist infrastructure, crashes, and general usage trends, were difficult to come by and irregularly updated. In some cases, data simply did not exist. In addition, the availability of datasets across organizations was also limited in certain circumstances.

Opportunities and Recommendations

The assessment of existing MPO transportation safety policies, plans, and practices during the development of the CSAP concisely identified gaps and barriers in safety policies and processes in both MPOs. The recommendations provided in Chapter 5 were informed by the assessment and many recommendations were specifically developed to address these gaps and barriers. By collaborating and coordinating efforts with local municipalities within the MPOs, the implementation of the recommended countermeasures, goals, and actions identified in Chapter 5 can ensure that priority is given to transportation safety processes and policies that enhance roadway safety for all users in the Appleton (Fox Cities) and Oshkosh MPOs.

While the findings in the Comprehensive Safety Action Plan are largely advisory and rely on local government commitment to make safety improvements, this plan is one component to a regional commitment to safer roadways for all users. It is anticipated the findings in this plan will inform updates to the Congestion Management Process (Appleton MPO) and for the Metropolitan Transportation Plans for both MPOs, and, by extension, it will inform the projects selected for the Transportation Improvement Program. These plans, while advisory, link local and regional visions, prioritize projects, and serve as guidance for local, regional, and statewide investments in infrastructure. As ECWRPC serves as the Policy Board for the Appleton (Fox Cities) and Oshkosh MPOs, it is responsible for awarding funding for the Surface Transportation Block Grant Program, the Carbon Reduction Program, and the Transportation Alternatives Set-aside Program (Appleton MPO only). By developing and implementing these plans in tandem with the CSAP roadway safety can be improved for all modes in both MPOs.

LEADERSHIP COMMITMENT AND GOAL SETTING & POLICY ANALYSIS

Appleton (Fox Cities) MPO Endorsement of Resolution No. 24-24

RESOLUTION NO. 24-24

ENDORISING THE EVENTUAL GOAL OF ZERO ROADWAY FATALITIES AND SERIOUS INJURIES FOR THE APPLETON (FOX CITIES) METROPOLITAN PLANNING ORGANIZATION

WHEREAS, East Central Wisconsin Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) Urbanized Area, and charged with conducting cooperative, comprehensive, and continuing urban transportation planning as prescribed by federal and state law, and;

WHEREAS, the Comprehensive Safety Action Plan (CSAP) meets SS4A Action Plan requirements by identifying MPO and municipal High-Injury Networks (HIN), distinguishing priority projects to enhance roadway safety, recommending effective safety countermeasures to reduce potential future crashes, and outlining Safe Systems Approach goals and actions all with the intention to reduce fatal and serious injury crashes for all roadway users, and;

WHEREAS, to further enhance the efficacy of an SS4A Action Plan and support the initiatives of the National Roadway Safety Strategy, USDOT encourages a governing body to commit to an eventual goal of zero roadway fatalities and serious injuries by either setting a target date to reach zero, or setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date, and;

WHEREAS, the Wisconsin Department of Transportation has committed to joining USDOT's Allies in Action campaign as part of the USDOT's National Roadway Safety Strategy to eliminate crash injuries and fatalities, and;

WHEREAS, to support this USDOT initiative, the Appleton (Fox Cities) MPO will work toward an eventual goal of zero roadway fatalities and serious injury crashes, with a commitment to reduce fatalities and injuries by 80% over the next 25 years through encouraging, supporting, and implementing the recommended projects, goals, and actions identified within the Comprehensive Safety Action Plan,

NOW THEREFORE, BE IT RESOLVED BY THE EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Section 1: That the Commission, serving as the Appleton (Fox Cities) MPO Policy Board, commits to reduce fatalities and injuries by 80% over the next 25 years through encouraging, supporting, and implementing the recommended projects, goals, and actions identified within the Comprehensive Safety Action Plan,

Section 2: That the Commission endorses the eventual goal of zero roadway fatalities and serious injuries for the Appleton (Fox Cities) Metropolitan Planning Organization,

Section 3: That the Commission, serving as the Appleton (Fox Cities) MPO Policy Board, amends the CSAP to include this endorsement as an addendum to the plan.

Effective Date: March 28, 2024
Submitted By: Executive Committee
Prepared By: Colin Kafka, Associate Planner

Jeff Nooyen, Chair - Outagamie Co.
Approval Date: 3/28/2024

Melissa Kraemer-Badtke
Attest: Melissa Kraemer-Badtke-Executive Director
East Central WI Regional Planning Commission
Approval Date: 3/28/2024

Oshkosh MPO Endorsement of Resolution No. 25-24

RESOLUTION NO. 25-24

ENDORISING THE EVENTUAL GOAL OF ZERO ROADWAY FATALITIES AND SERIOUS INJURIES FOR THE OSHKOSH METROPOLITAN PLANNING ORGANIZATION

WHEREAS, East Central Wisconsin Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) for the Oshkosh Urbanized Area, and charged with conducting cooperative, comprehensive, and continuing urban transportation planning as prescribed by federal and state law, and;

WHEREAS, the Comprehensive Safety Action Plan (CSAP) meets SS4A Action Plan requirements by identifying MPO and municipal High-Injury Networks (HIN), distinguishing priority projects to enhance roadway safety, recommending effective safety countermeasures to reduce potential future crashes, and outlining Safe Systems Approach goals and actions all with the intention to reduce fatal and serious injury crashes for all roadway users, and;

WHEREAS, to further enhance the efficacy of an SS4A Action Plan and support the initiatives of the National Roadway Safety Strategy, USDOT encourages a governing body to commit to an eventual goal of zero roadway fatalities and serious injuries by either setting a target date to reach zero, or setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date, and;

WHEREAS, the Wisconsin Department of Transportation has committed to joining USDOT's Allies in Action campaign as part of the USDOT's National Roadway Safety Strategy to eliminate crash injuries and fatalities, and;

WHEREAS, to support this USDOT initiative, the Oshkosh MPO will work toward an eventual goal of zero roadway fatalities and serious injury crashes, with a commitment to reduce fatalities and injuries by 80% over the next 25 years through encouraging, supporting, and implementing the recommended projects, goals, and actions identified within the Comprehensive Safety Action Plan,

NOW THEREFORE, BE IT RESOLVED BY THE EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Section 1: That the Commission, serving as the Oshkosh MPO Policy Board, commits to reduce fatalities and injuries by 80% over the next 25 years through encouraging, supporting, and implementing the recommended projects, goals, and actions identified within the Comprehensive Safety Action Plan,

Section 2: That the Commission endorses the eventual goal of zero roadway fatalities and serious injuries for the Oshkosh Metropolitan Planning Organization,

Section 3: That the Commission, serving as the Oshkosh MPO Policy Board, amends the CSAP to include this endorsement as an addendum to the plan.

Effective Date: March 28, 2024
Submitted By: Executive Committee
Prepared By: Colin Kafka, Associate Planner

Jeff Nooyen, Chair - Outagamie Co.
Approval Date: 3/28/2024

Melissa Kraemer-Badtke
Attest: Melissa Kraemer-Badtke-Executive Director
East Central WI Regional Planning Commission
Approval Date: 3/28/2024