

OSHKOSH
MPO

2023
STATE OF THE SYSTEM REPORT

TRANSPORTATION
SYSTEM



DRAFT

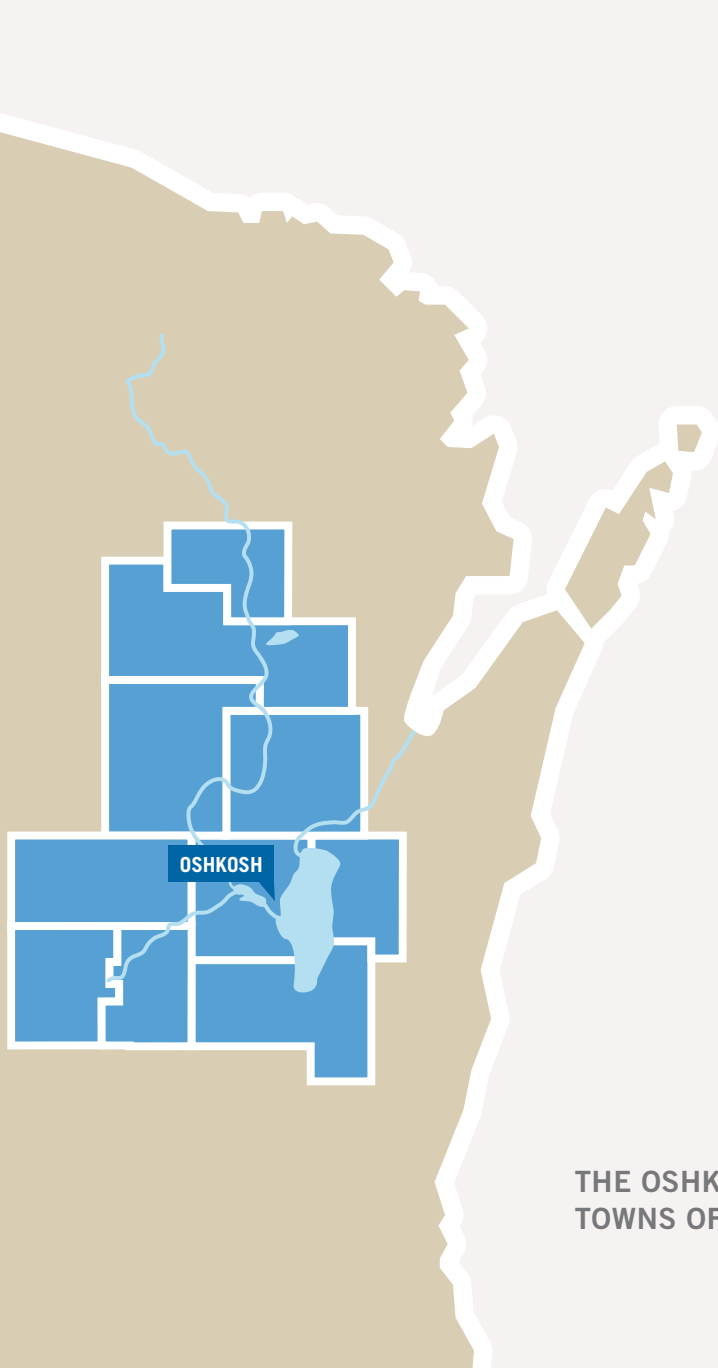
Approved Month Date, 2024



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

-Oshkosh MPO Vision

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



INTRODUCTION

PURPOSE & BACKGROUND

OSHKOSH MPO

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

BIL & IIJA

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

A series of performance measures have been established by the U.S. Department of Transportation, the Wisconsin Department of Transportation, and the Oshkosh MPO to monitor conditions of the transportation system on a local and national scale. Six components of the Oshkosh MPO transportation system are monitored throughout this report: roadways, transit, bicycle and pedestrian network, the Safe Routes to School program, airports, and freight.

MPO Structure

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas with populations over 50,000. An urbanized area with a population over 200,000 people, as defined by the U.S. Census Bureau and designated by the Secretary of the U.S. Department of Transportation, is called a Transportation Management Area. In 2023, the population of the Oshkosh MPO planning area was approximately 79,180.

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

Boundary Changes & Updates

ECWRPC staff are working with local communities to update the urban area boundary for the Oshkosh MPO. The boundary is updated every 10 years to reflect population and land use changes. The new boundary will require approval from WisDOT before adoption. The new urban area boundary will then be used to update the functional classification system for the MPO.

NATIONAL TRANSPORTATION PERFORMANCE MANAGEMENT GOALS

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

SAFETY

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

INFRASTRUCTURE CONDITION

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

CONGESTION REDUCTION

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

SYSTEM RELIABILITY

To improve the efficiency of the surface transportation system.

FREIGHT MOVEMENT & ECONOMIC VITALITY

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

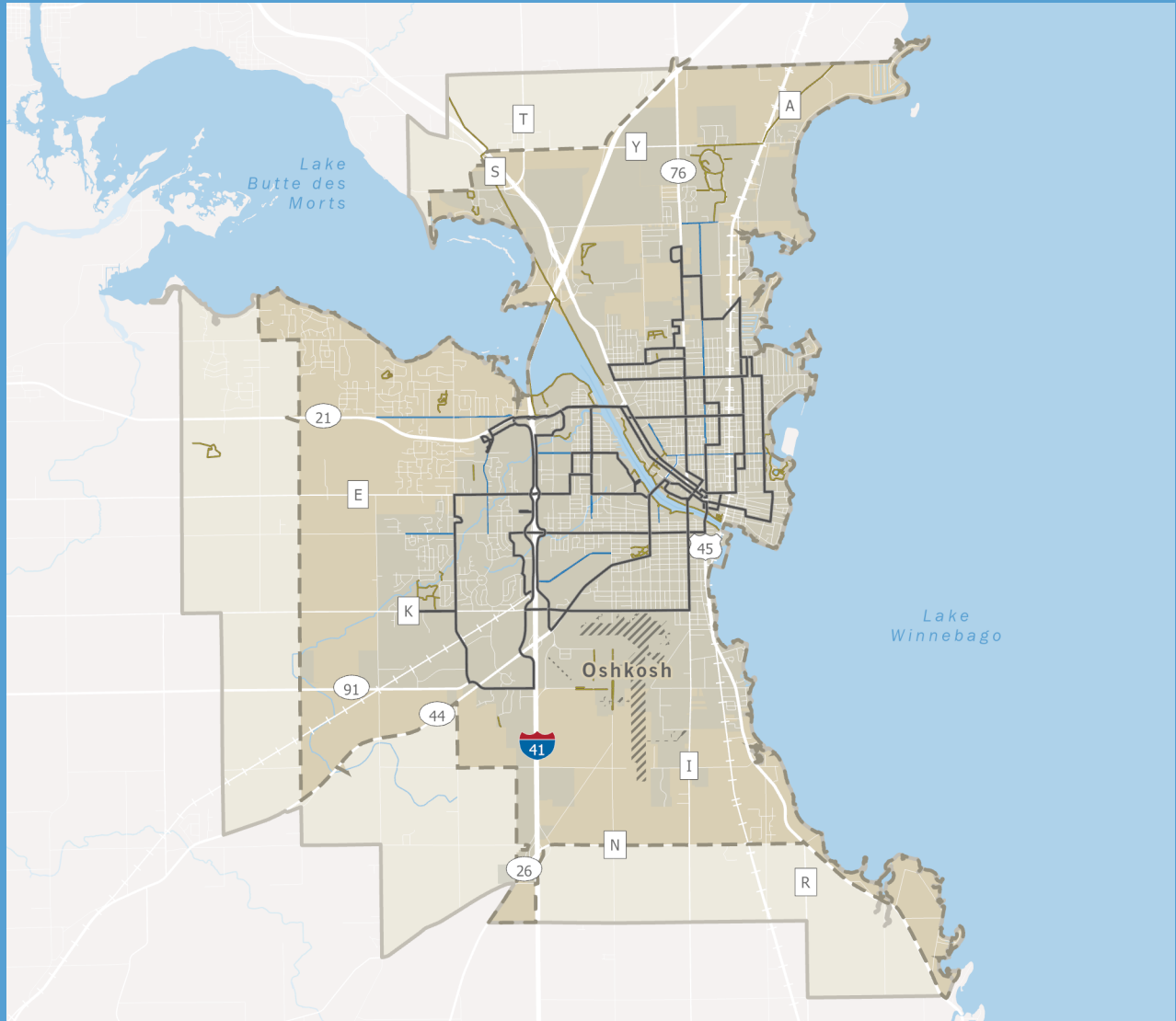
ENVIRONMENTAL SUSTAINABILITY

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

REDUCED PROJECT DELIVERY DELAYS

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

OSHKOSH MPO TRANSPORTATION SYSTEM OVERVIEW



Base data provided by Regional Counties 2023.
Transit data provided by GO Transit 2023.
Planning area/Urbanized area provided by WisDOT/ECWRPC 2010.

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-  Transit Route
-  Bike Lane
-  Trail
-  Airport
-  Oshkosh MPO Urbanized Area
-  Oshkosh MPO Planning Area

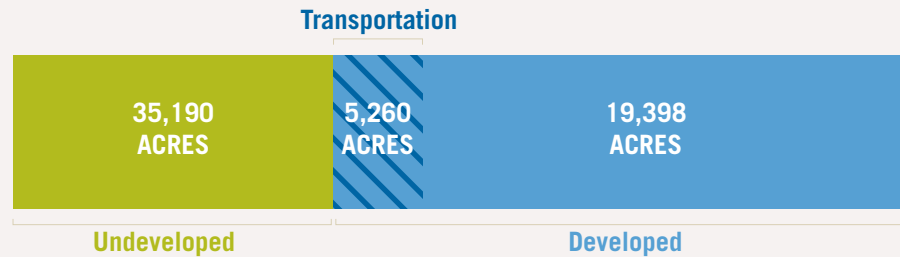


OVERVIEW OF THE OSHKOSH MPO

LAND USE & POPULATION OSHKOSH MPO

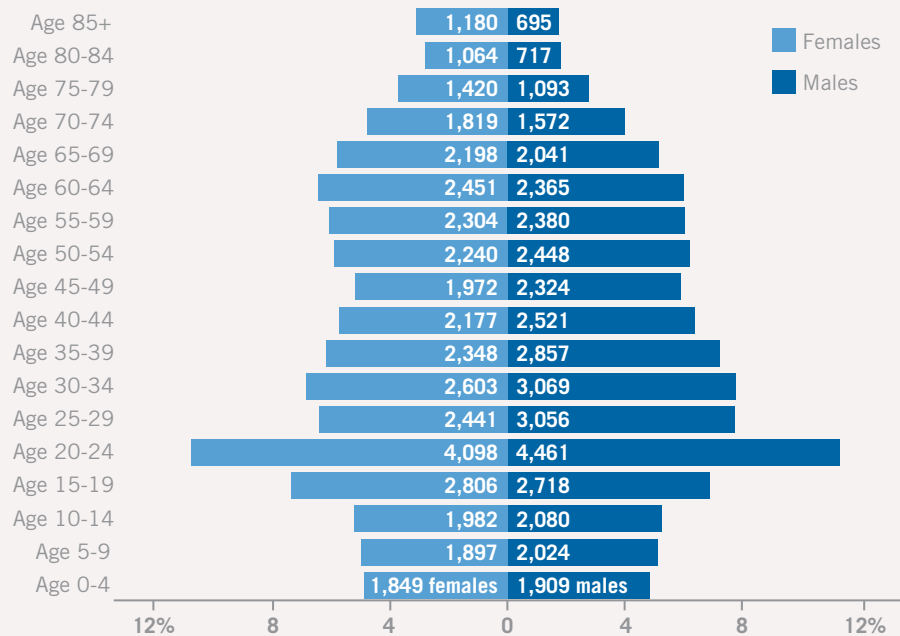
The Oshkosh MPO is located within Winnebago County, bordering Lake Winnebago to the east and Lake Butte des Morts to the west. The current population is 79,180 people and the median age is 37.5 years. The MPO planning area encompasses 45,883 total acres and includes those areas potentially influenced by the expansion of urban development over the long-term.

Existing Land Use



Data source: ECWRPC 2022.

Population by Age

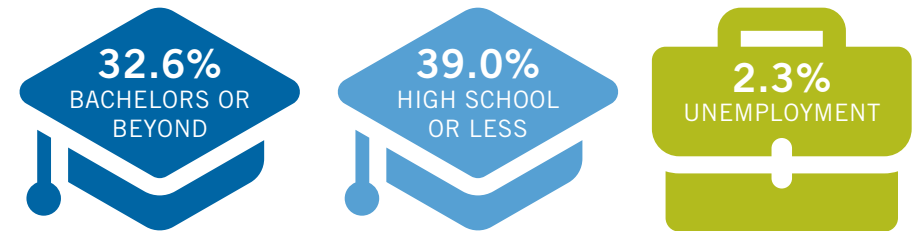


Data source: ESRI Business Analyst 2023.

EMPLOYMENT OSHKOSH MPO

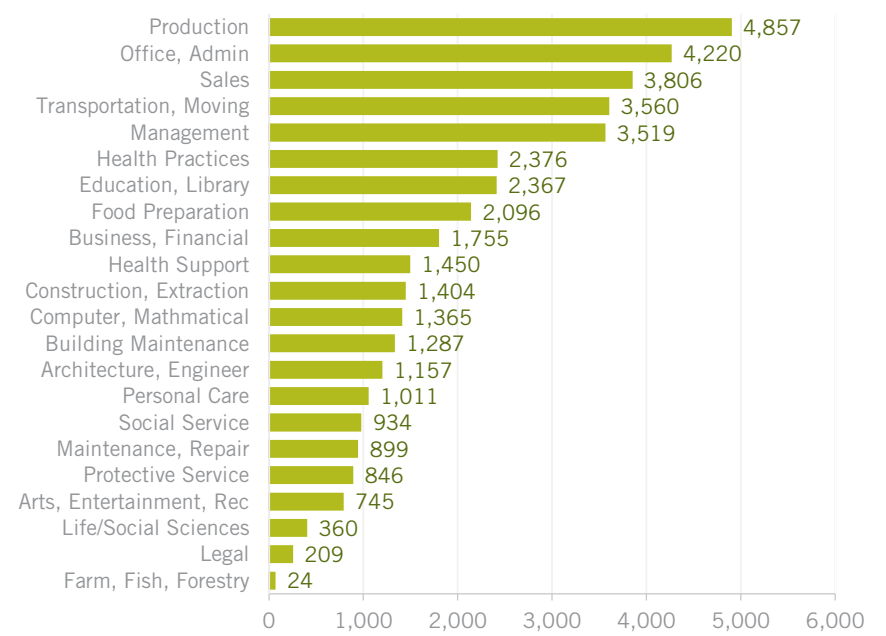
The Oshkosh MPO area's vibrant business community is made up of 2,772 businesses and 45,556 employees. White collar workers constitute 60% of the labor force, while the remaining 40% of workers are blue collar and service workers. There are also two college-level campuses within the Oshkosh MPO: University of Wisconsin Oshkosh and Fox Valley Technical College.

Employment Quick Facts



Data source: ESRI Business Analyst 2023.

Number of Employees by Occupation



Data source: ESRI Business Analyst 2023.

HOUSING & INCOME OSHKOSH MPO

There are an estimated 32,590 households within the Oshkosh MPO planning area, with an average household size of 2.22 people. The Wisconsin Department of Administration predicts that household growth within the MPO will be modest, adding about 3,400 households from 2020 to 2040. In total, 2,892 households receive SNAP benefits and 9,527 households receive social security income.

Housing & Income Quick Facts



32,590
TOTAL
HOUSEHOLDS



\$191,343
MEDIAN HOME
VALUE



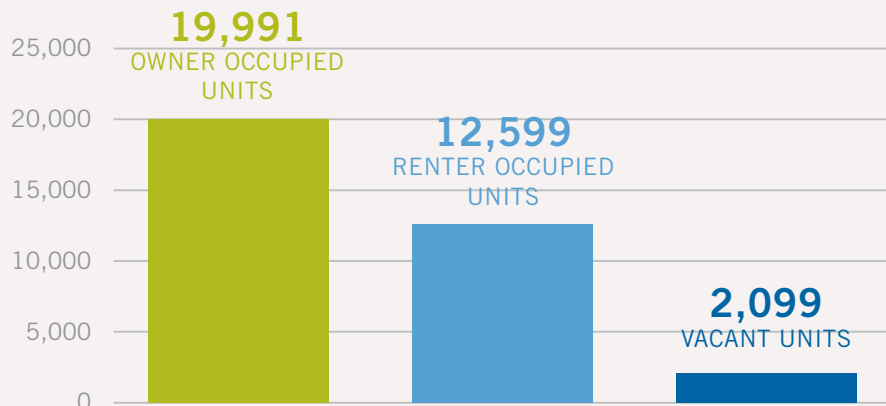
\$60,287
MEDIAN
HOUSEHOLD
INCOME



\$112,037
MEDIAN NET
WORTH

Data source: ESRI Business Analyst 2023

Housing Occupancy Estimates

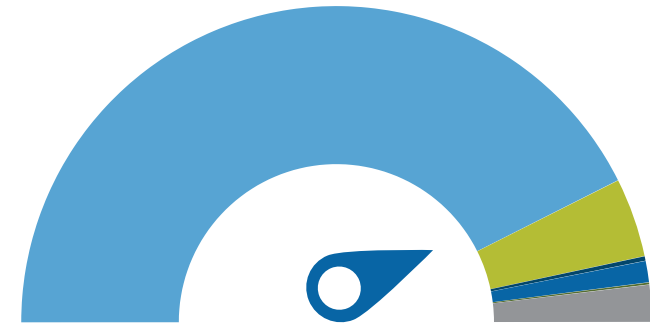


Data source: ESRI Business Analyst 2023.

COMMUTING OSHKOSH MPO

There are approximately 37,025 people commuting within the Oshkosh MPO. In 2022, 47% of people commuted to work in less than 15 minutes, 34% commuted in 15-30 minutes, and the remaining 20% commuted in over 30 minutes. While 85% of workers drive alone to work, it should be noted that 3% of households do not have access to a vehicle at all.

Means of Transportation to Work



- DRIVING ALONE | 85.2%
- CARPOOLING | 8.1%
- BICYCLING | 0.5%
- WALKING | 2.2%
- PUBLIC TRANSPORTATION | 0.2%
- WORKING FROM HOME | 3.8%

Data source: ESRI Business Analyst 2023

Vehicle Availability



Data source: ESRI Business Analyst 2023.



OSHKOSH MPO FUNDING & PROJECTS

MPO FUNDING AWARDED OSHKOSH MPO

The Federal Surface Transportation Block Grant (STBG) Program provides funding for Metropolitan Planning Organizations to improve federal-aid-eligible roads and streets. Projects receiving STBG dollars may be funded at a federal level between 50 and 80 percent and are included in the annual Transportation Improvement Program (TIP). In 2023, special funding cycles opened for the Surface Transportation Block Grant Program. ECWRPC staff administer this program, and after a scoring of projects, the following project was awarded by the Oshkosh MPO.

STBG-U Funding Awarded in 2023

MPO	Project Description	Program	Awarded Federal Funds
Oshkosh MPO	Leonard Point Rd <i>Town of Algoma</i> Highland Shore Ln to STH 21	STP Urban	\$4,152,708



Funding data: ECWRPC 2023.

TRANSPORTATION COMMITTEE FOR THE OSHKOSH MPO

TRANSPORTATION COMMITTEE

NAME REPRESENTATION

- NICK KESLER** CALUMET COUNTY
- JOHN ZORN** FOND DU LAC COUNTY
- JOE MOORE** FOND DU LAC COUNTY
- JANE COMSTOCK** MENOMINEE COUNTY
- LEE HAMMEN** OUTAGAMIE COUNTY
- THOMAS KAUTZA** SHAWANO COUNTY
- DICK KOEPPEN** WAUPACA COUNTY
- ROBERT KELLER** WINNEBAGO COUNTY
- RONALD MCDONALD** VALLEY TRANSIT
- SCOTT NELSON** WISDOT

*Voting Members Only

TIP PROJECTS OSHKOSH MPO

The Transportation Improvement Program (TIP) is a list of transportation projects in the MPO that will be utilizing federal funds over the next four years. ECWRPC works with WisDOT, transit operators, and local governmental jurisdictions to update the TIP annually. The TIP is reviewed by the Technical Advisory Committee and Policy Board of the MPO, as well as WisDOT for inclusion in the State Transportation Improvement Program (STIP). The 2023-2026 TIP for the Oshkosh MPO was approved on October 28, 2022.

Top Roadway and Bridge Projects in the 2023-2026 TIP by Funding Amount

TIP Numbers	Project Description	Program	Funding
253-21-010	STH 91	Surface Transportation	Local \$ 30,000
253-20-031	Oshkosh to Berlin	Block Grant Urban	State \$3,692,000
253-21-025	Resurface and Bridge	(STBG-Urban)	Federal <u>\$14,479,000</u>
253-22-022	Replacement		Total \$18,201,000
253-21-010			
253-19-037	USH 45	National Highway	Local \$1,185,000
253-21-009	Oshkosh to Fond du Lac County	Performance Program	State \$0
253-23-006	Resurface, Bridge Rehabilitation, and Pavement Replacement	(NHPP)	Federal <u>\$1,186,000</u>
			Total \$2,371,000
253-23-001	STH 21	National Highway	Local \$0
253-23-002	Washburn St to Reighmoor Rd	Performance Program	State \$1,404,000
253-23-003	Reconstruction, Resurface, and	(NHPP), and Highway	Federal <u>\$7,438,000</u>
253-23-004	Bridge Rehabilitation	Safety Improvement	Total \$8,842,000
253-23-005		Program (HSIP)	
253-23-007	Bowen St	Surface Transportation	Local \$5,820,000
	Otter Ave to E Parkway Ave	Block Grant Urban	State \$0
	Pavement Replacement	(STBG-Urban)	Federal <u>\$1,883,000</u>
		<i>*MPO Selected</i>	Total \$7,703,000
253-22-005	I-41	National Highway	Local \$0
	Lake Butte Des Morts Bridge	Performance Program	State \$235,000
	Reconstruction	(NHPP)	Federal <u>\$2,117,000</u>
			Total \$2,352,000

2023-2026 TIP ROADWAY & BRIDGE FUNDING IN THE OSHKOSH MPO



LOCAL FUNDING
\$12,600,000



STATE FUNDING
\$7,616,000

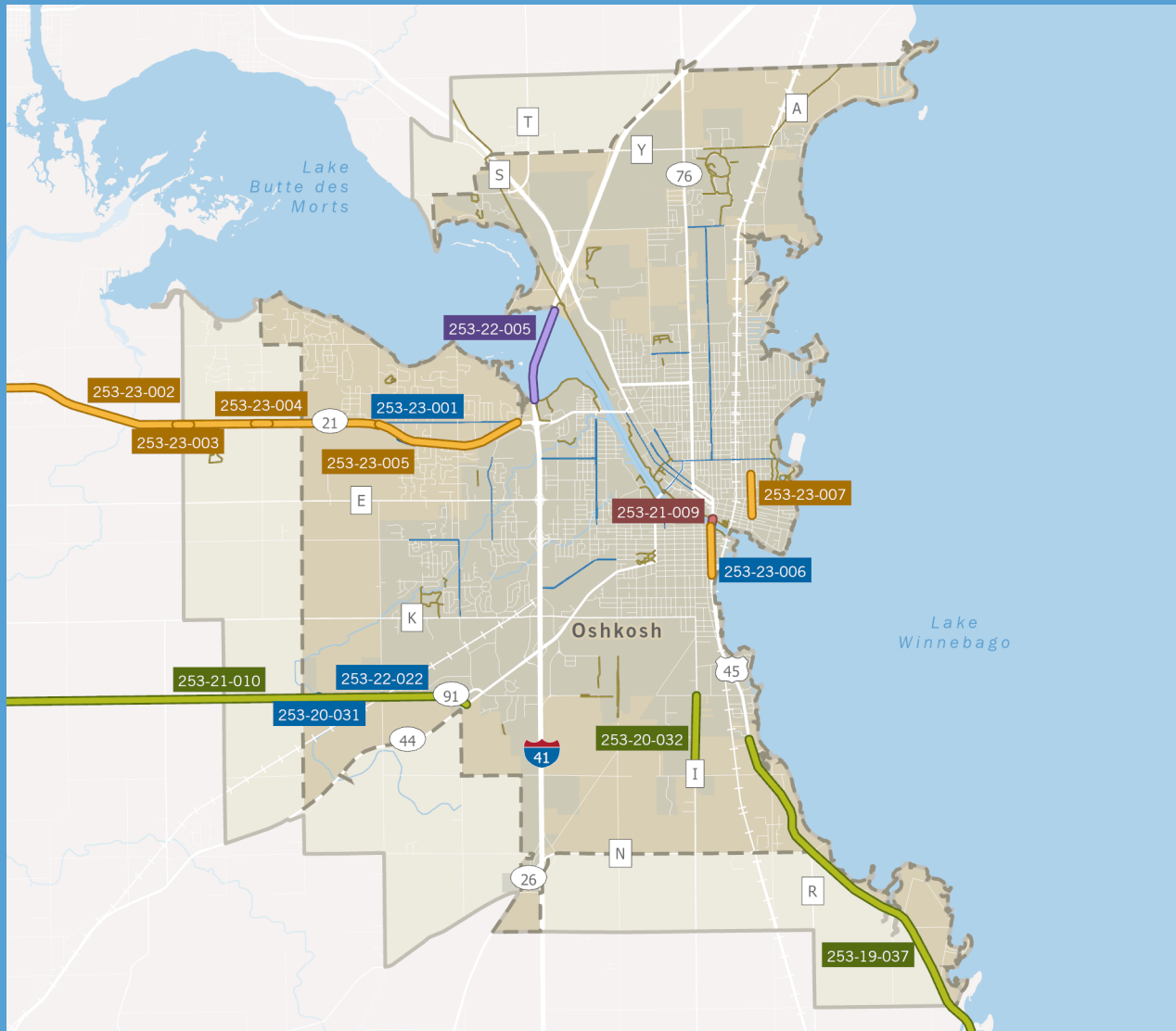


FEDERAL FUNDING
\$38,210,000



TOTAL FUNDING
\$58,426,000

OSHKOSH MPO 2023-2026 TIP ROADWAY & BRIDGE PROJECTS



TIP data provided by ECWRPC 2023.
Base data provided by Regional Counties 2023.
Planning area/Urbanized area provided by WisDOT/ECWRPC 2010.

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2023-2026 TIP Projects

- 2022
- 2023
- 2024
- 2025
- 2026

- Bike Lane
- Trail
- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area



OSHKOSH MPO PERFORMANCE MEASURES

ROADWAYS OSHKOSH MPO

By providing a cooperative and comprehensive transportation planning process, the Oshkosh MPO aims to address traffic congestion, improve infrastructure resilience, and create safer roadways. In 2023, the MPO experienced 1,786 total motorist, bicyclist, and pedestrian crashes.

Roadway Performance Measures



100% ^{PM3}
 PERSON-MILES TRAVELED ON THE INTERSTATE THAT ARE RELIABLE



92.1% ^{PM3}
 PERSON-MILES TRAVELED ON NON-INTERSTATE ROADS THAT ARE RELIABLE

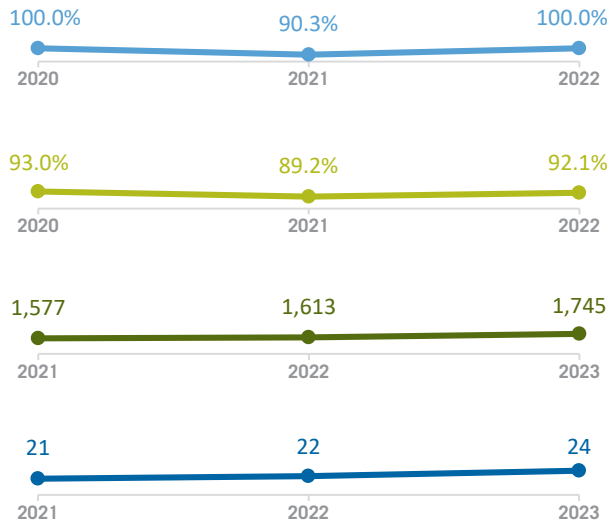


1,745 ^{PM1}
 MOTORIST CRASHES

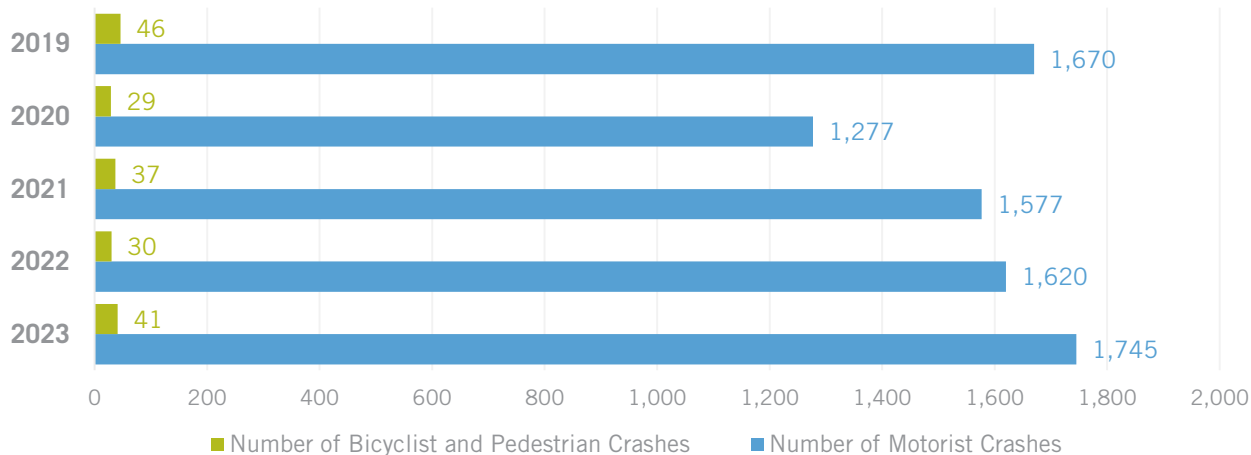


24 ^{PM1}
 MOTORIST CRASHES WITH SERIOUS & FATAL INJURIES

Roadway 3-Year Trends



Total Crashes by Year and Mode of Transportation (2019-2023)



= One-Year Trend

Crash data: WisDOT 2023. LOTTR data: WisDOT 2022.

2023 CRASH FACTORS ALL MODES IN THE OSHKOSH MPO



INTERSECTION
667 crashes



SPEED
168 crashes



ALCOHOL/DRUGS
114 crashes



INATTENTIVE DRIVING
254 crashes



CONSTRUCTION ZONE
15 crashes

ROADWAYS OSHKOSH MPO

With over 400 miles of roadway, the Oshkosh MPO is crisscrossed by asphalt, concrete, and steel to deliver products and connect people to essential resources. Quality roadways help to keep the average daily commute under 30 minutes throughout the area.

Roadway Performance Measures



56.6% ^{PM2}
 BRIDGES WITH A SUFFICIENT RATING



32.9% ^{PM2}
 BRIDGES ELIGIBLE FOR FUNDING

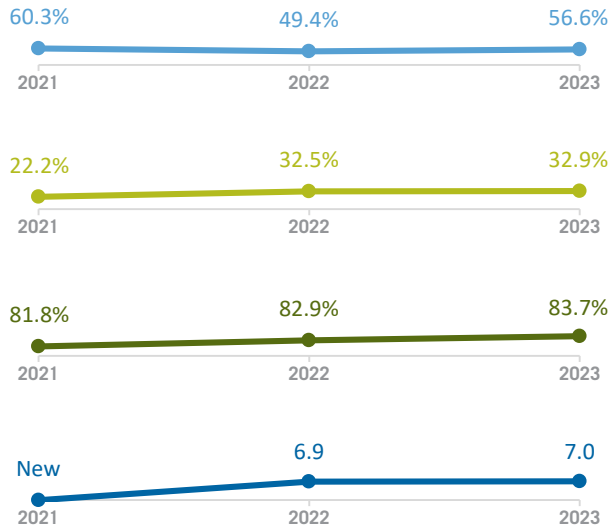


83.7% ^{PM2}
 NON-INTERSTATE PAVEMENT IN FAIR TO EXCELLENT CONDITION

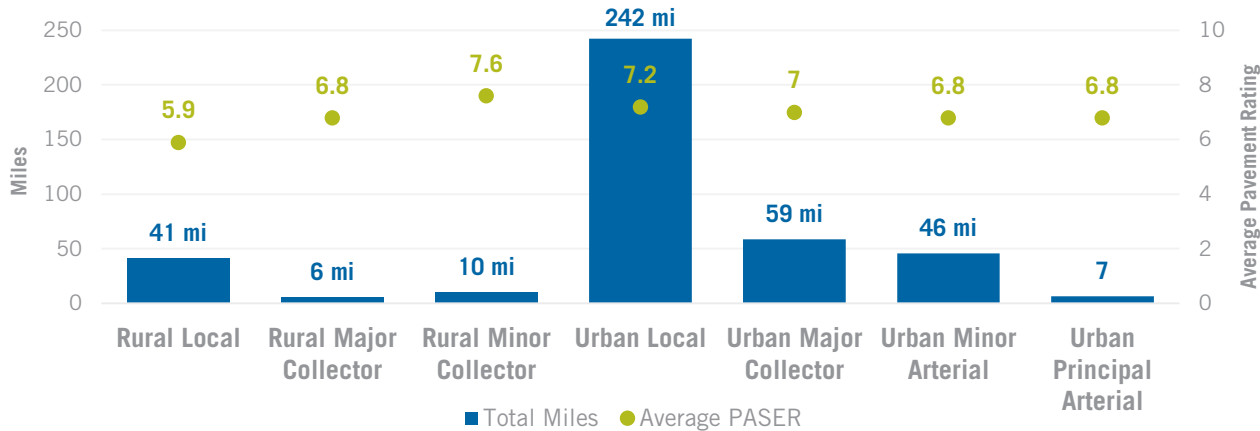


7.0
 AVERAGE PASER RATING (1-10)

Roadway 3-Year Trends



NHS Roadway Mileage by Functional Class and Average PASER Rating (2023)

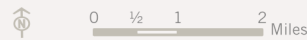
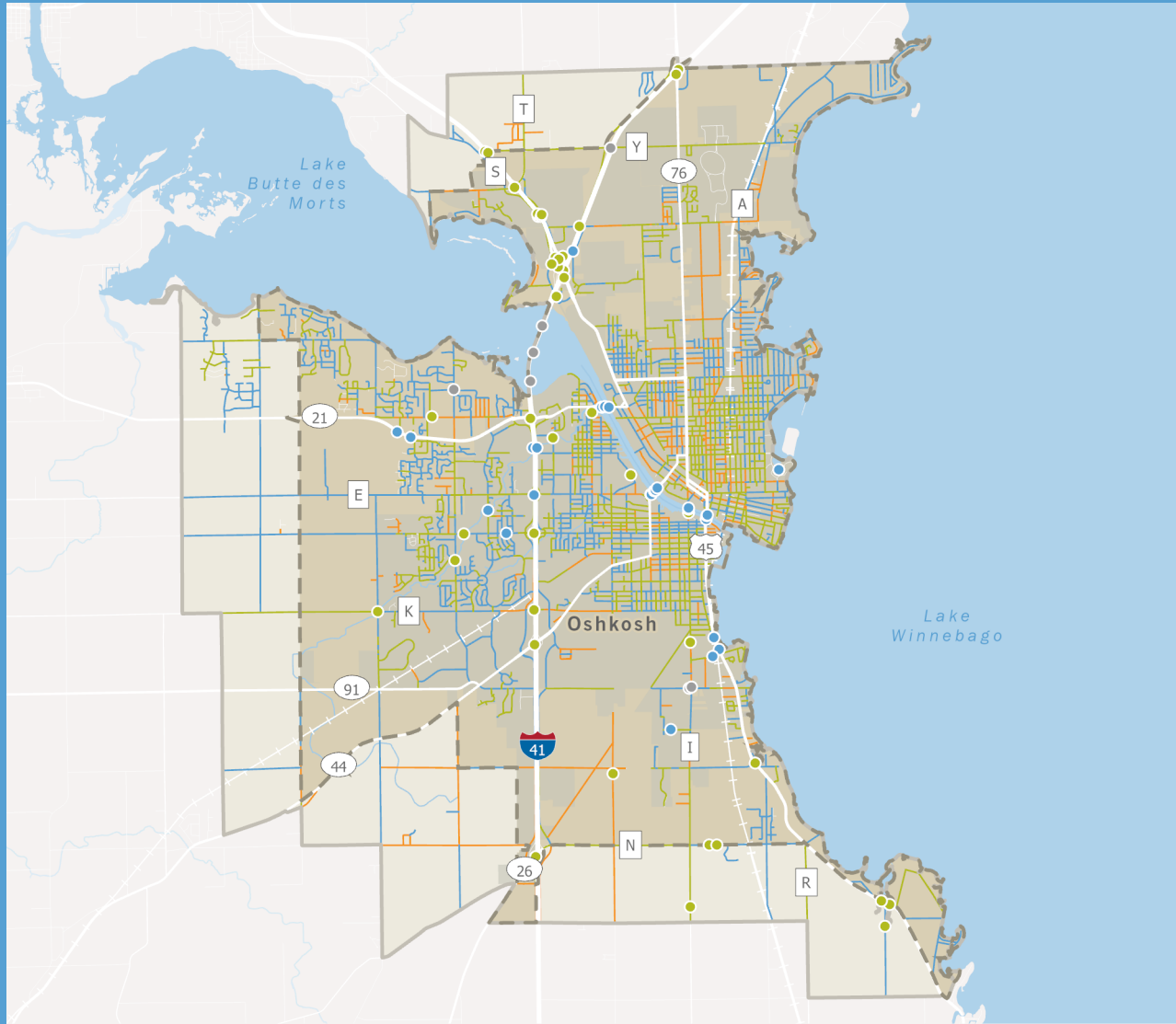


= One-Year Trend

Bridge, PASER, functional class data: WisDOT 2023.



ROADWAYS PASER CONDITION & BRIDGE STATUS



Base data provided by Regional Counties 2023.
 Bridge data and PASER data provided by WisDOT 2022-2023.
 Planning area/Urbanized area provided by WisDOT/ECWRPC 2010.

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Bridge Status

- Sufficient
- Replacement Funding Eligible
- Rehabilitation Funding Eligible
- Not Eligible - Built within the last 10 Years

PASER Pavement Condition

- Very Good to Excellent (8-10)
- Fair to Good (5-7)
- Fail to Fair (1-4)
- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area

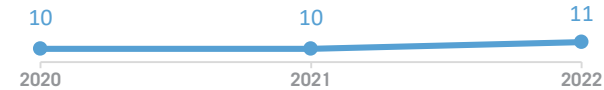
TRANSIT OSHKOSH MPO

GO Transit's fixed-route buses and demand-response services, including paratransit and Access to Jobs, help people access essential services all around Oshkosh six days per week. GO Transit operates a total of 9 fixed routes and also offers a free transit to school program.

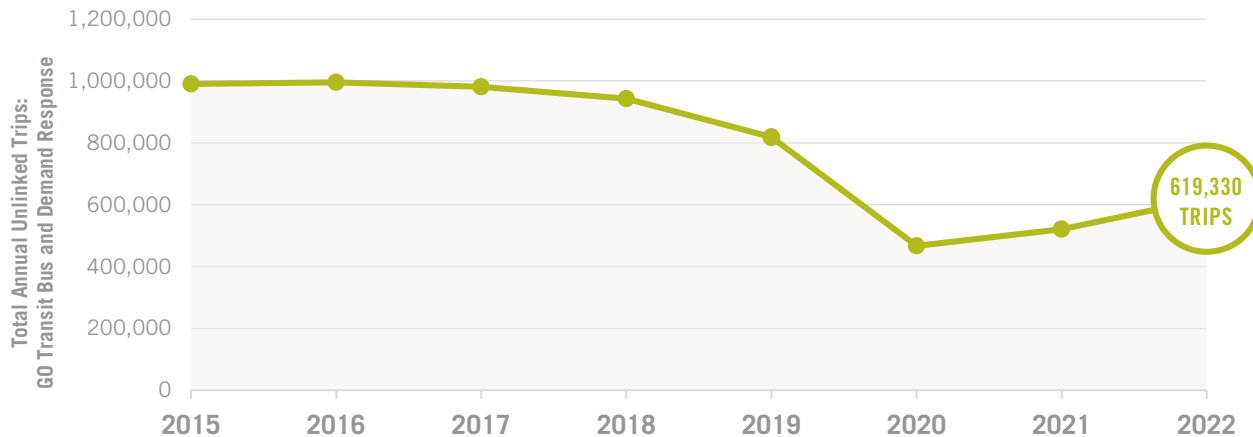
Transit Performance Measures



Transit 3-Year Trends



GO Transit: Total Annual Unlinked Trips (2015-2022)



↗ ↘ = One-Year Trend

Unlinked trips, bus fleet data: FTA 2022.

TRANSIT SERVICES IN THE OSHKOSH MPO



GO TRANSIT BUS
FIXED ROUTE



GO PLUS PARATRANSIT
DEMAND RESPONSE

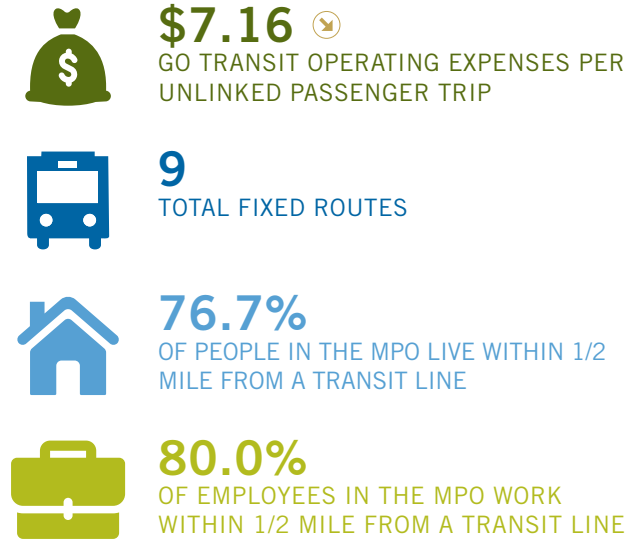


**GO CONNECT, DIAL-A-RIDE,
& ACCESS TO JOBS**
DEMAND RESPONSE

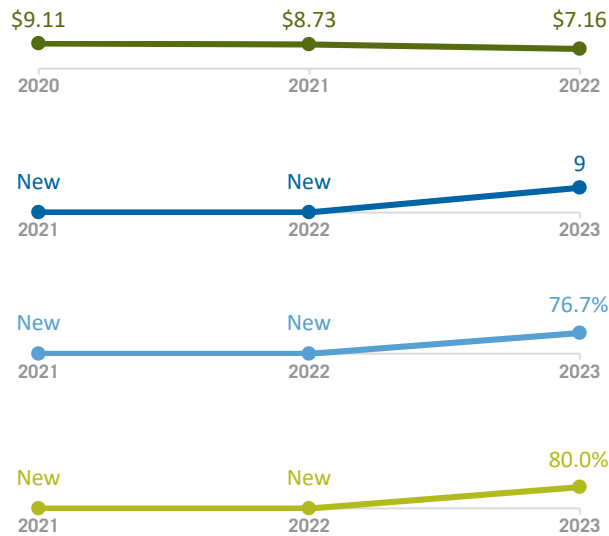
TRANSIT OSHKOSH MPO

GO Connect is a new, microtransit service that provides rides to and from the Oshkosh Transit Center and the Neenah Transit Center. In 2023, state and local officials received a federal grant to study expanding Amtrak passenger rail service from Milwaukee to Green Bay with a stop in Oshkosh.

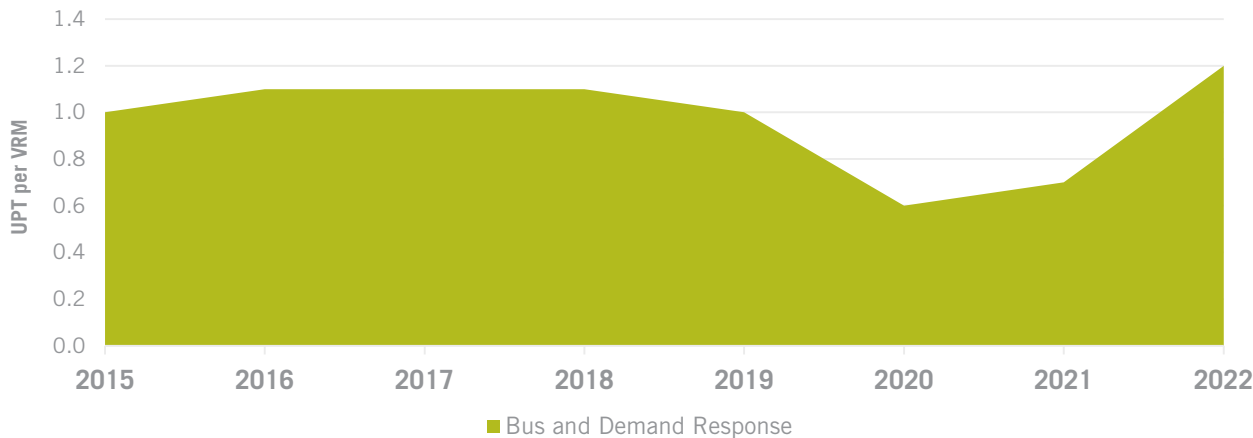
Transit Performance Measures



Transit 3-Year Trends



GO Transit: Unlinked Passenger Trips (UPT) per Vehicle Revenue Miles (VRM) (2022)

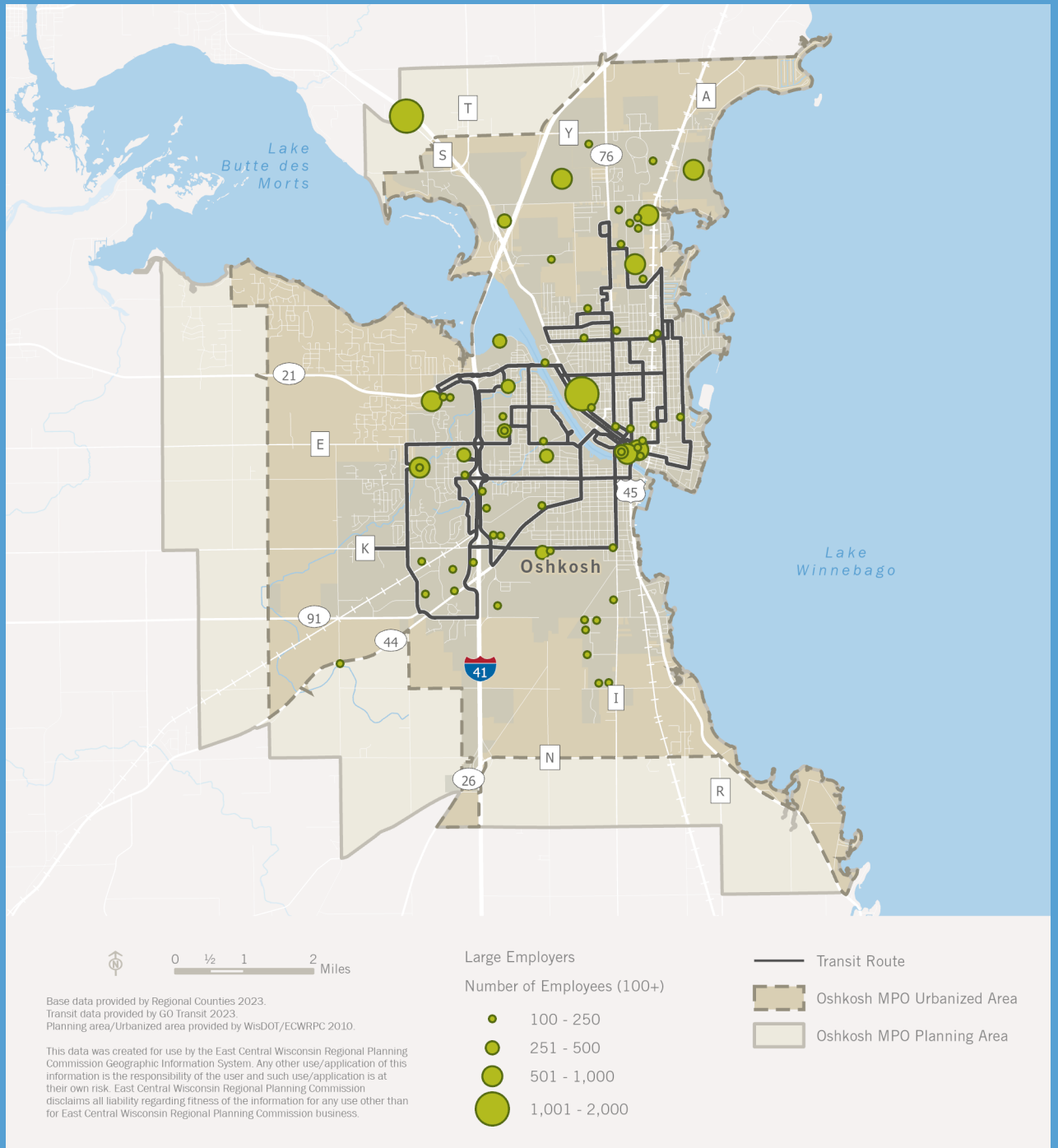


↗ ↘ ↙ = One-Year Trend

Bus, demand response data: FTA 2022. Population, employee data: ESRI Business Analyst 2023.



TRANSIT TRANSIT ACCESS TO LARGE EMPLOYERS



BICYCLE & PEDESTRIAN NETWORK OSHKOSH MPO

Bicycling and walking are popular forms of recreation and exercise that also serve an important transportation function. Guided by the vision of local, county, and regional plans, the bicycle and pedestrian network in the Oshkosh MPO area is growing steadily.

Bike & Ped Performance Measures



431 ↗
TOTAL MILES OF BICYCLE & PEDESTRIAN FACILITIES



45.7%
OF PEOPLE IN THE MPO LIVE WITHIN 1/2 MILE FROM A TRAIL OR BIKE LANE

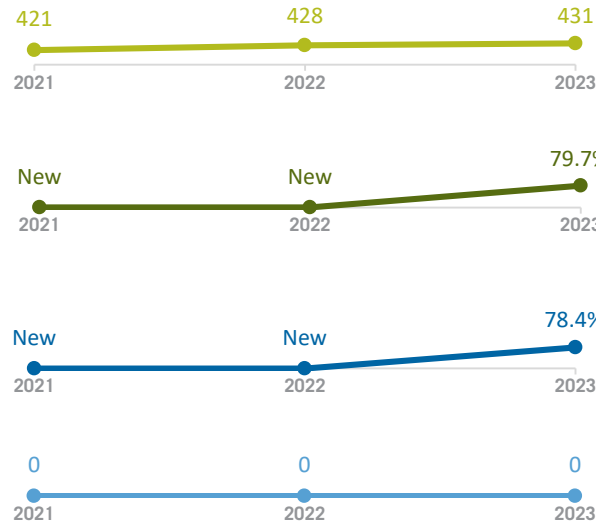


78.4%
OF EMPLOYEES IN THE MPO WORK WITHIN 1/2 MILE FROM A TRAIL OR BIKE LANE

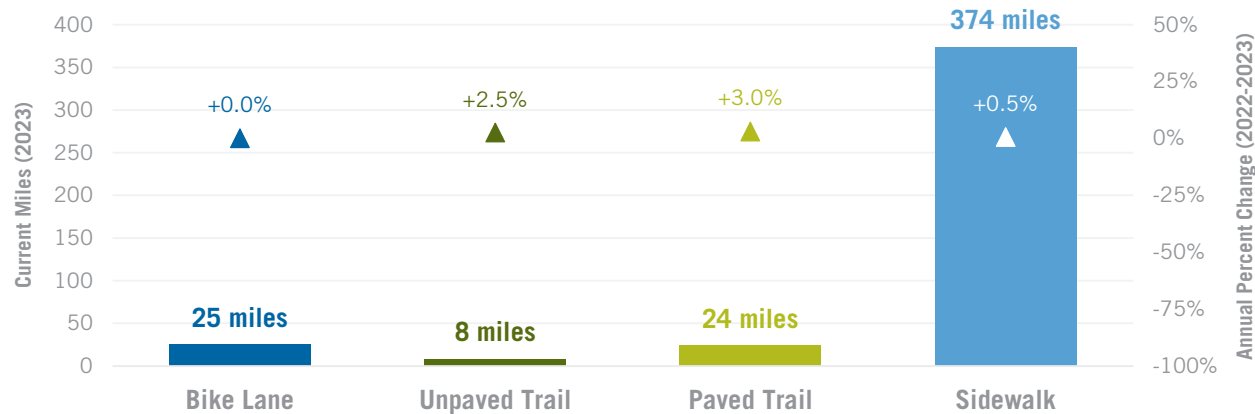


0 →
TRAIL COUNTS LEAD BY ECWRPC

Bike & Ped 3-Year Trends



Bicycle and Pedestrian Facility Mileage and Annual Change (2022-2023)



↗ ↘ ↙ = One-Year Trend

Crash data: WisDOT 2023. Bicycle & pedestrian facility data: ECWRPC 2023.

COMPLETE STREETS

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



SPACE FOR PEOPLE
Curb ramps, crosswalks, curb extensions, sidewalks



SPACE FOR BIKES
Bike lanes, trails, wide paved shoulders



SPACE FOR CARS
Roundabouts, narrower travel lanes, traffic calming



SPACE FOR MASS TRANSIT
Bus pullouts, shelters, transit-only lanes



SPACE FOR SHARED MOBILITY
Shared bike and scooter parking, median islands



SPACE FOR COMFORT & CULTURE
Street furniture, parks, public art, lighting

BICYCLE & PEDESTRIAN NETWORK OSHKOSH MPO

Bicycle and pedestrian infrastructure is on the rise; new segments of the Oshkosh Riverwalk along the Fox River are in the late stages of planning. Popular trails in the MPO include the Tribal Heritage Crossing Trail and the Wiouwash State Trail, which link regional communities together.

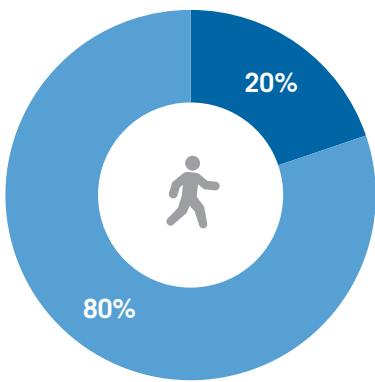
Bike & Ped Performance Measures



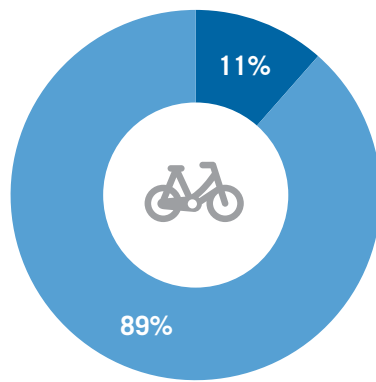
Bike & Ped 3-Year Trends



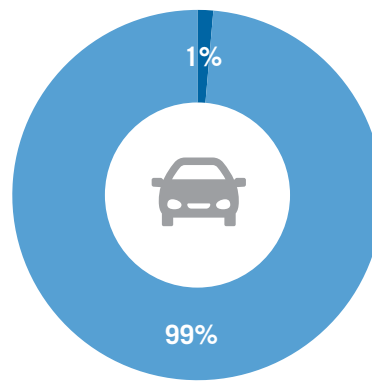
Crash Severity by Mode of Transportation (2021-2023)



Pedestrian



Bicyclist



Motorist

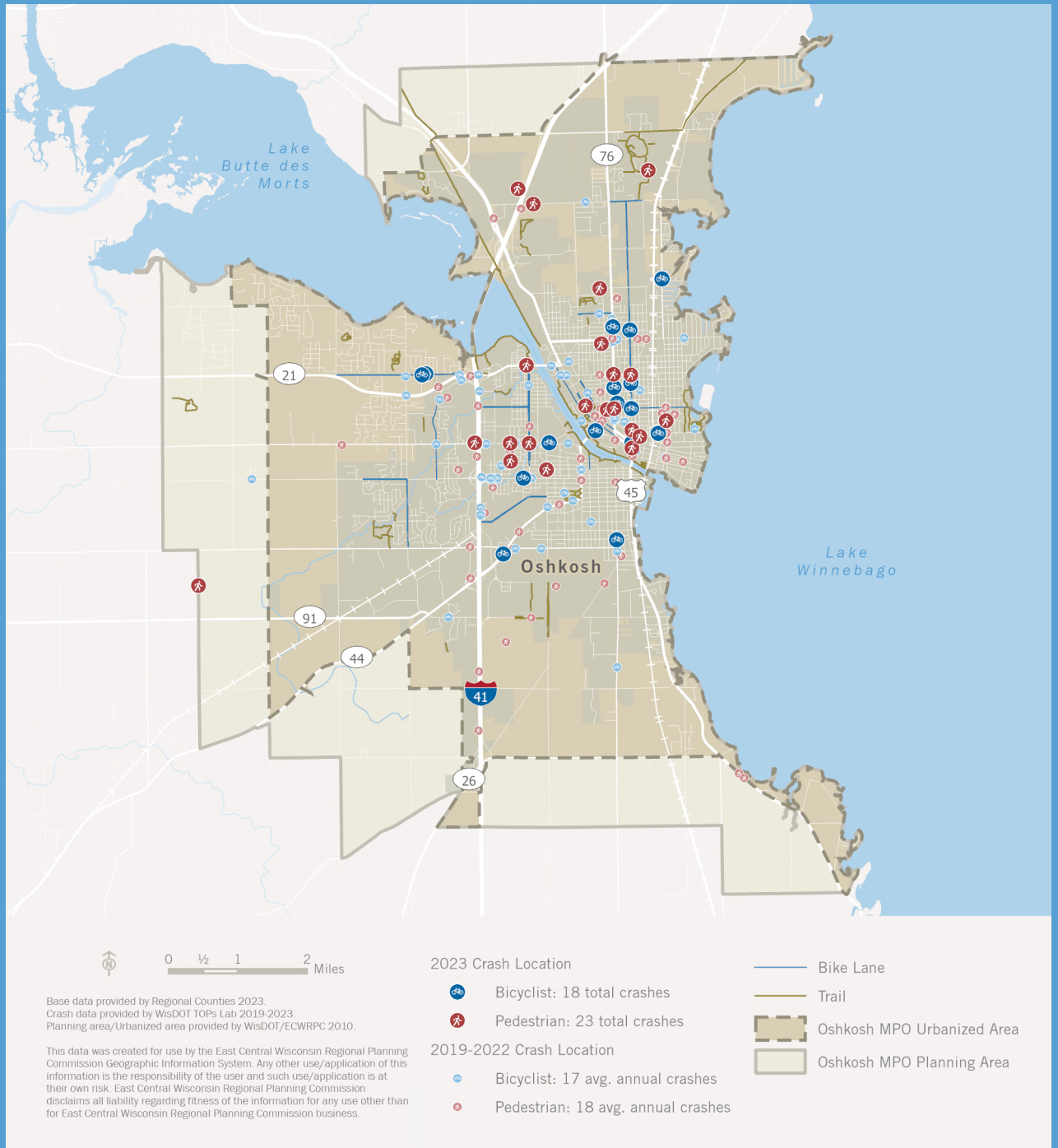
■ Fatal/Serious Injury ■ Minor/No Injury

= One-Year Trend

Crash data: WisDOT 2023.



BICYCLE & PEDESTRIAN NETWORK CRASHES



SAFE ROUTES TO SCHOOL OSHKOSH MPO

Walking and biking to school are healthy, affordable, and empowering behaviors that contribute to student's success, and provide a foundation for life long healthful habits. The Regional Safe Routes to School Program collaborates with schools to generate interest in walking and biking to school.

SRTS Performance Measures



51%

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



13

SCHOOLS PARTICIPATED IN INTERNATIONAL WALK TO SCHOOL DAY



13

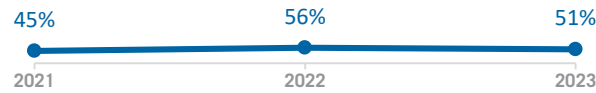
SCHOOLS PARTICIPATED IN BIKE TO SCHOOL MONTH



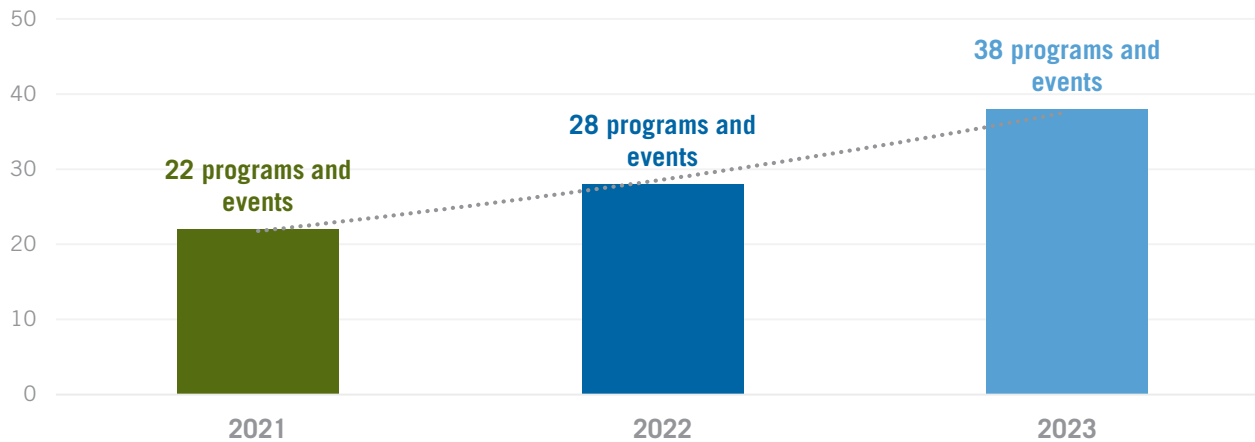
2

SCHOOLS PARTICIPATED IN FREQUENT WALKER PROGRAM

SRTS 3-Year Trends



Total SRTS Events and Programs Participated In by Year (2021-2023)



= One-Year Trend

SRTS data: ECWRPC 2023.

GUIDING PRINCIPLES THE SIX E'S



EQUITY



ENGAGEMENT



EVALUATION



ENGINEERING



ENCOURAGEMENT



EDUCATION

SAFE ROUTES TO SCHOOL OSHKOSH MPO

As more students are driven to school, congestion and traffic safety concerns in school zones increase. By addressing these issues, Safe Routes to School initiatives can increase the number of students who are able to walk and bike to school, bringing benefits to the entire school community.

SRTS Performance Measures



0 **SCHOOLS PARTICIPATED IN YOUTH ENGAGEMENT PROGRAM**



4 **SCHOOLS PARTICIPATED IN WALKING SCHOOL BUS PROGRAM**

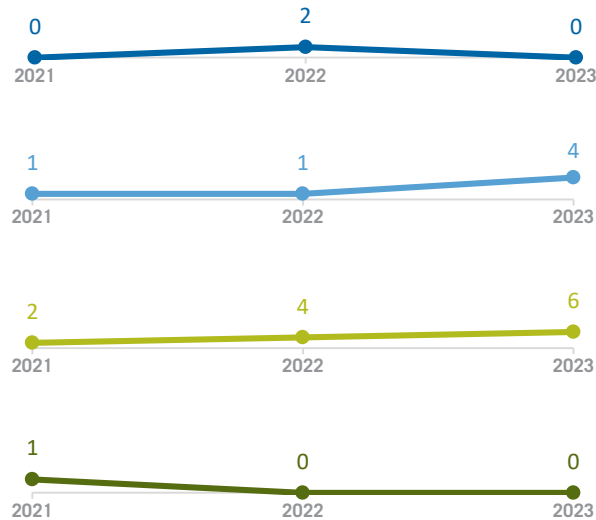


6 **SCHOOLS PARTICIPATED IN WINTER WALK TO SCHOOL MONTH**

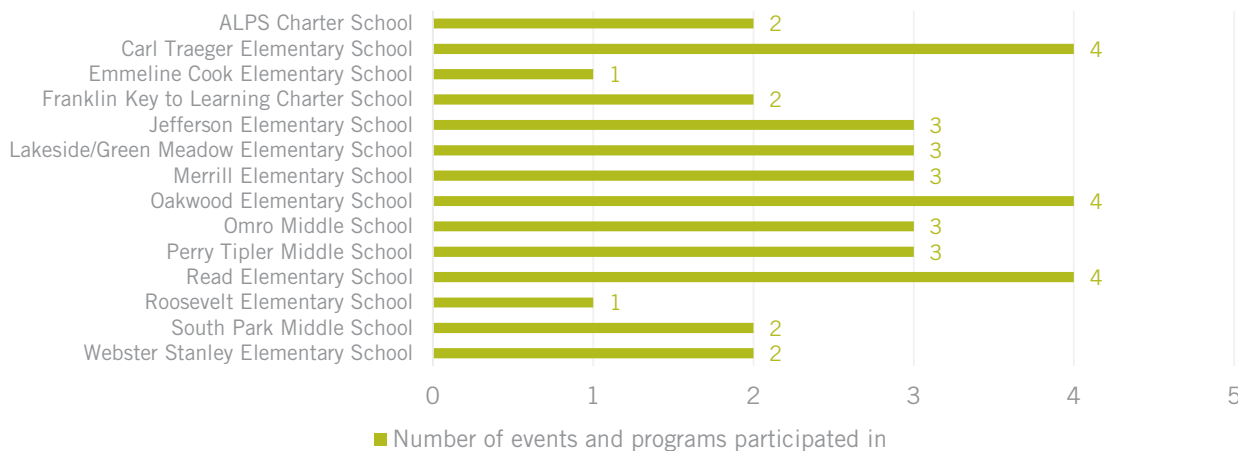


0 **SRTS ACTION PLANS COMPLETED**

SRTS 3-Year Trends



Annual School Participation in Individual SRTS Events and Programs (2023)

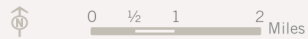
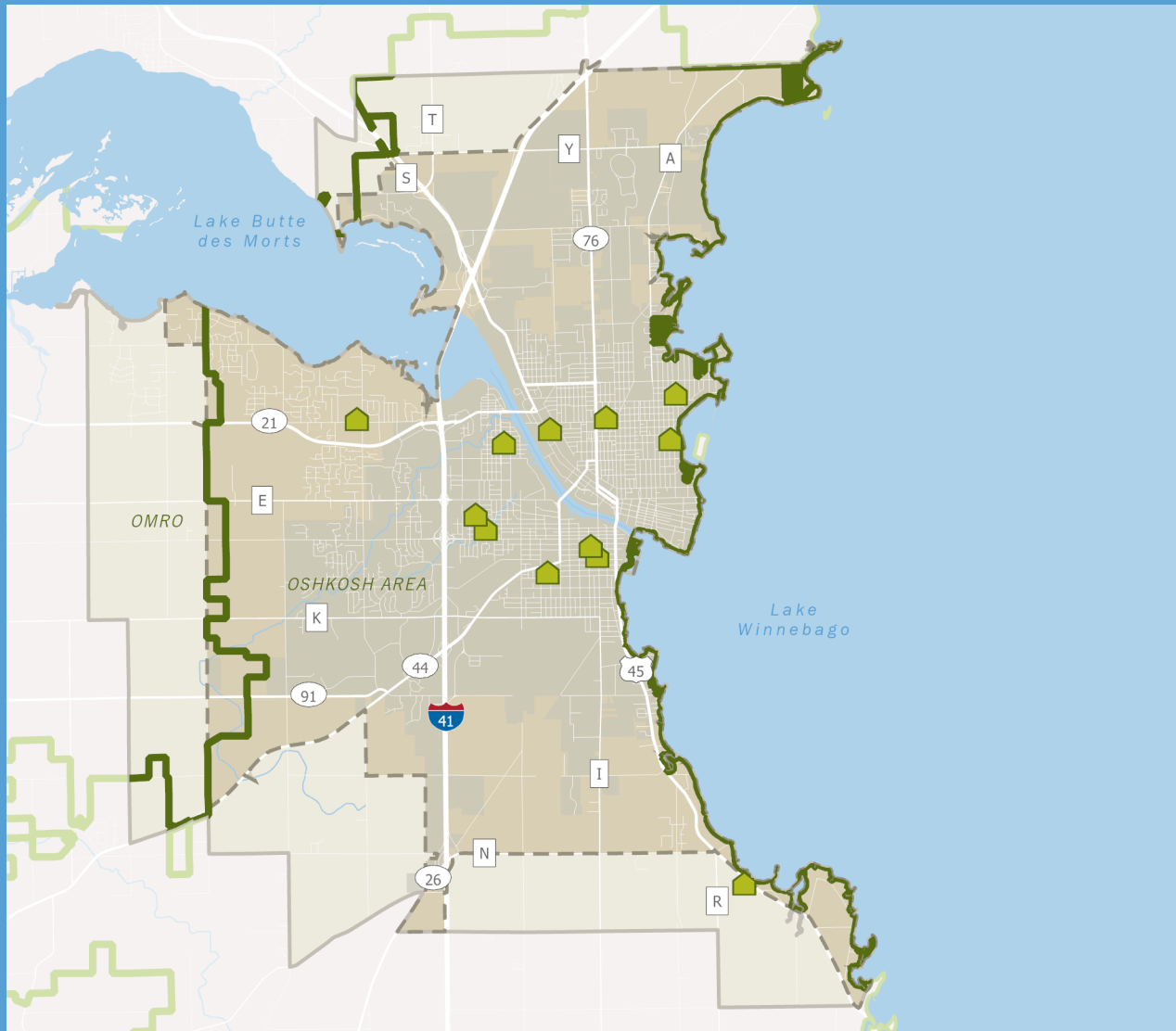


= One-Year Trend

SRTS data: ECWRPC 2023.



SAFE ROUTES TO SCHOOL PARTICIPATING SCHOOLS & SCHOOL DISTRICTS



School and base data provided by Regional Counties 2023.
Planning area/Urbanized area provided by WisDOT/ECWRPC 2010.

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

-  Participating School
-  Oshkosh MPO Urbanized Area
-  School District Boundary
-  Oshkosh MPO Planning Area

FREIGHT & AIRPORTS OSHKOSH MPO

Freight and natural resources move through the Oshkosh MPO via air, water, pipeline, rail and truck. Wittman Regional Airport (OSH) has served Winnebago County since 1958. OSH is home to the Experimental Aircraft Association and its week-long EAA AirVenture event.

Freight & Airport Performance Measures



94 ⬇️
CRASHES INVOLVING HEAVY-DUTY TRUCKS AND AGRICULTURAL VEHICLES



1 ⬇️
CRASH AT RAILROAD CROSSINGS

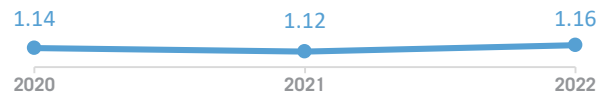


1.16 ^{PM3} ⬆️
TRUCK TRAVEL TIME RELIABILITY INDEX (RELIABLE = 1)

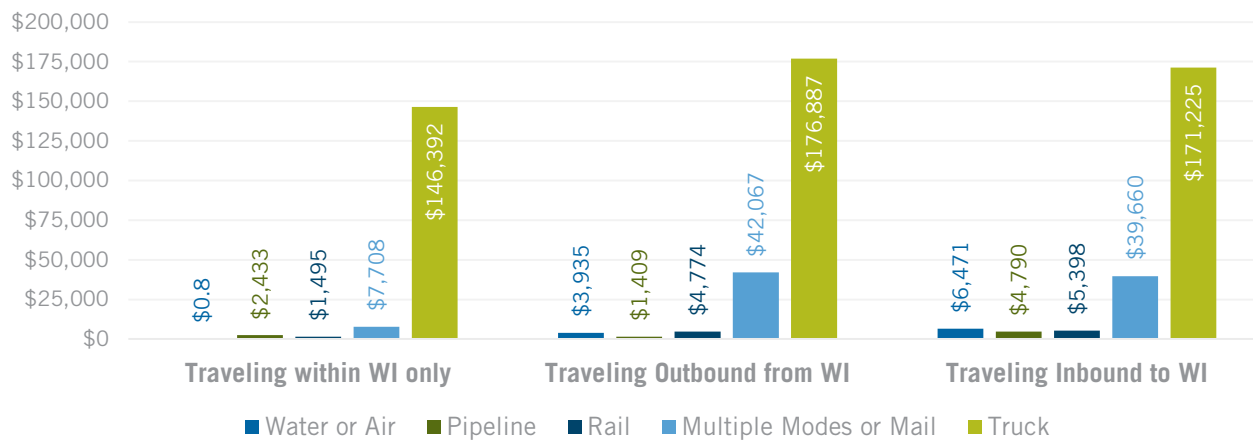


219 ⬆️
AVERAGE AIRCRAFT OPERATIONS PER DAY AT OSH

Freight & Airport 3-Year Trends



Shipment Value by Transportation Mode in Wisconsin (million U.S. dollars) (2023)



⬆️ ⬇️ ⬆️ = One-Year Trend

Airport data: AirNav accessed 2023. Rail data: BTS 2023. Freight data: Freight Analysis Framework 2023 projections. Crash data: WisDOT 2023.

RAILROAD OWNERSHIP IN THE OSHKOSH MPO



CANADIAN NATIONAL

RAILROAD TYPE	LENGTH
MAIN SUB-NETWORK	12.3 MILES
SPUR OR OTHER	8.5 MILES
TOTAL	20.8 MILES



WATCO (WSOR)

RAILROAD TYPE	LENGTH
MAIN SUB-NETWORK	4.2 MILES
SPUR OR OTHER	2.6 MILES
TOTAL	6.8 MILES

FREIGHT & AIRPORTS ROUTES AND RESTRICTIONS





RESOURCES

TRANSPORTATION PROGRAMS & MAP LINKS

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



PUBLIC TRANSIT & SPECIALIZED TRANSPORTATION PLANNING

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



BICYCLE & PEDESTRIAN PLANNING

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



SAFE ROUTES TO SCHOOL PLANNING

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



REGIONAL HIGHWAY CORRIDOR PLANNING

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



FREIGHT PLANNING

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



LONG RANGE TRANSPORTATION PLANNING

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



REGIONAL TECHNICAL ASSISTANCE

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



COMMUNITY PLANNING ASSISTANCE

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

TRANSPORTATION HUB

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

