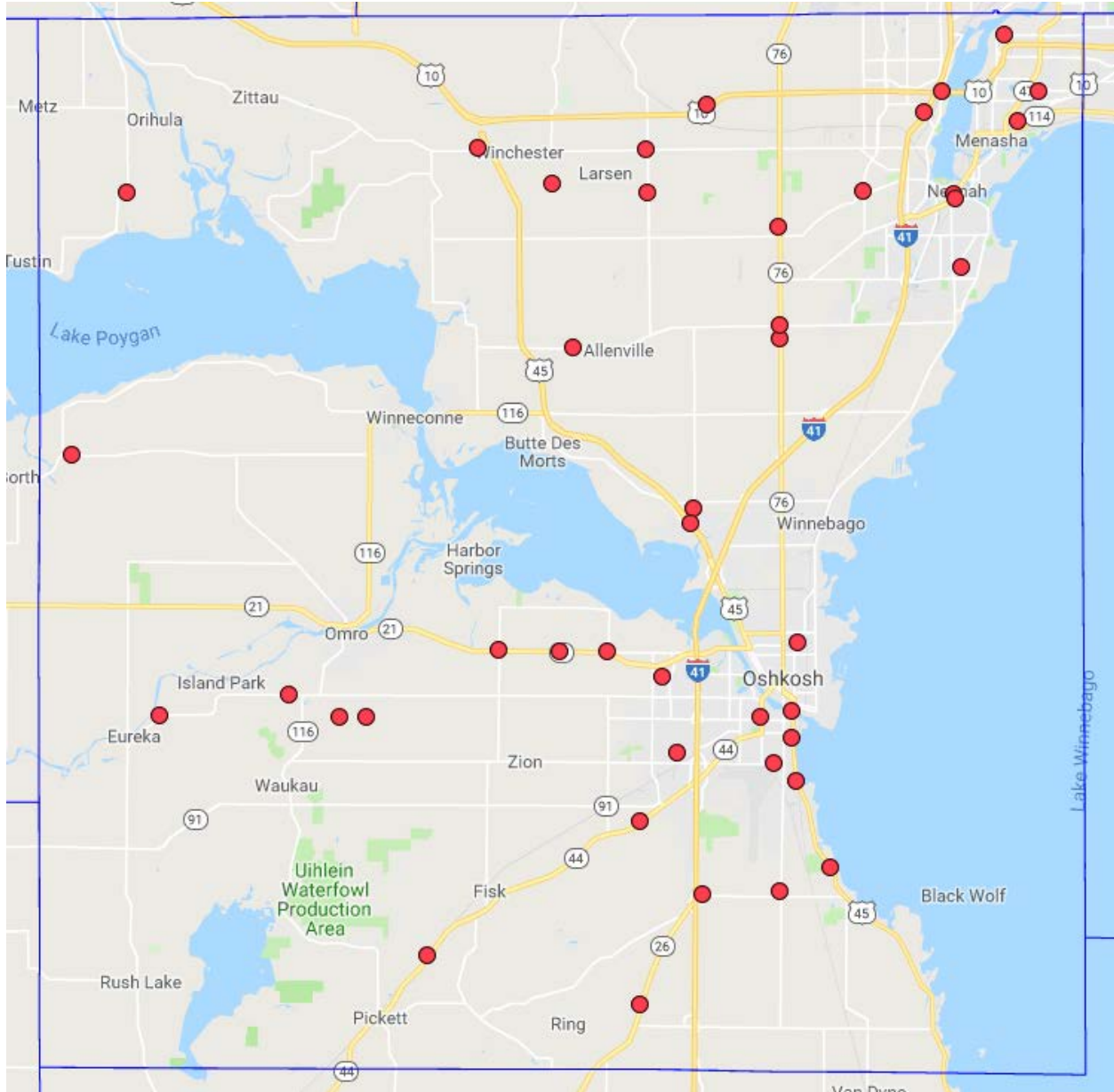


ANATOMY OF WINNEBAGO COUNTY: A TRAFFIC SAFETY SUMMARY



DID YOU KNOW...

One individual is killed or injured in a crash in Winnebago County every 6.3 hours?

THE PLACE

Section Summary

The principal routes in the county are I-41, USH 10, STH 441, USH 45 north of I-41, STH 26, and STH 21 west of I-41. Winnebago County is among the top ten counties in the state for VMT, the number of registered vehicles, urban population, the percentage of the county's population that is urban, urban area, and the percentage of the county's area that is urban. It is among the bottom ten counties for miles of roads per capita and per VMT, miles of state highways per capita and per VMT, miles of county highways per capita, miles of local roads per capita, and the number of registered vehicles per capita.

Urbanization

Winnebago County is located along the western shore of Lake Winnebago, and it includes the Oshkosh-Neenah metropolitan area. The Appleton and Fond du Lac metropolitan areas are adjacent to the county. 86.57% of the county's population lives in urban areas, and 14.66% of the land area of the county is urban.¹

Road Network

Interstate 41 is a north-south freeway traveling through Oshkosh, Neenah, and Fox Crossing. U.S. Highway (USH) 41 is concurrent with I-41 through the county. I-41 carries traffic between Appleton, Kaukauna, and Green Bay to the north, and Fond du Lac, Germantown, and Milwaukee to the south.

USH 10 is an east-west primary arterial that travels through Fox Crossing and Menasha. USH 10 is a freeway through the county, except for a small portion along county's eastern border. To the west, USH 10 carries traffic to and from Waupaca, Stevens Point, and Marshfield via Fremont and Weyauwega. To the east, USH 10 travels along the municipal boundaries of Appleton and Harrison and then on to Manitowoc via Brillion, Reedsville, and Whitelaw. USH 45 is a north-south highway that travels through Oshkosh. To the north of I-41, USH 45 is a primary arterial, and it is a freeway between I-41 and the northern end of the USH 10/45 concurrency. South of I-41, it travels through Oshkosh carrying local traffic to and from North Fond du Lac and Fond du Lac. To the north, USH 45 travels to New London, Clintonville, and Antigo.

State Trunk Highway (STH) 441 is a freeway and a bypass around the city of Appleton. It begins at I-41 in Fox Crossing and heads east through Menasha, carrying traffic to and from Appleton, Kimberly, and Little Chute. USH 10 is concurrent with STH 441 on the path of STH 441 through the county.

STH 26 is a primary arterial that begins at I-41 in Oshkosh and heads south to Rosendale, Waupun, and Watertown. STH 26 may carry some long-distance traffic between northeastern Wisconsin and areas to county's south and southwest.

¹ United States Census Bureau. "Percent urban and rural in 2010 by state and county." Accessed Sept. 29, 2017. <https://www.census.gov/geo/reference/ua/urban-rural-2010.html>

STH 21 is an east-west highway that begins at USH 45 in Oshkosh and heads west through Omro on its way to Wautoma and Necedah via Redgranite and Lohrville. West of I-41, STH 21 is a primary arterial that carries traffic to and from I-94 at Tomah.

STH 44 is designated as a north-south highway, and it begins at USH 45 in Oshkosh and heads southwest to Ripon, Fairwater, and Markesan. STH 91 begins at the junction of I-41 and STH 44 in Oshkosh and heads west to Berlin. STH 116 connects USH 45 in the town of Winneconne and STH 91 in the community of Waukau, traveling through Winneconne and Omro. STH 76 begins at USH 45 in Oshkosh and heads north to Shiocton and Bear Creek. STH 114 begins at I-41 in Neenah and heads east through Menasha carrying traffic to and from Harrison, Sherwood, and Hilbert. STH 47 begins at STH 114 in Menasha and heads north to Appleton, Black Creek, and Shawano.

Miles of Roadway

There are 1,574 miles of roads in the county, of which 169 (10.7%) are state roads, 220 (14.0%) are county roads, and 1,185 (75.3%) are local roads.²

Vehicle Registrations and Vehicle Miles of Travel (VMT)

In 2016, there were 64,073 autos, 10,427 cycles, 13,855 trailers, and 80,854 trucks registered in Winnebago County.³ VMT in 2016 was 1,801,711,540.⁴

² Wisconsin Department of Transportation. "County Maps." Accessed Sept. 29, 2017. <http://wisconsindot.gov/Pages/travel/road/hwy-maps/county-maps/default.aspx>

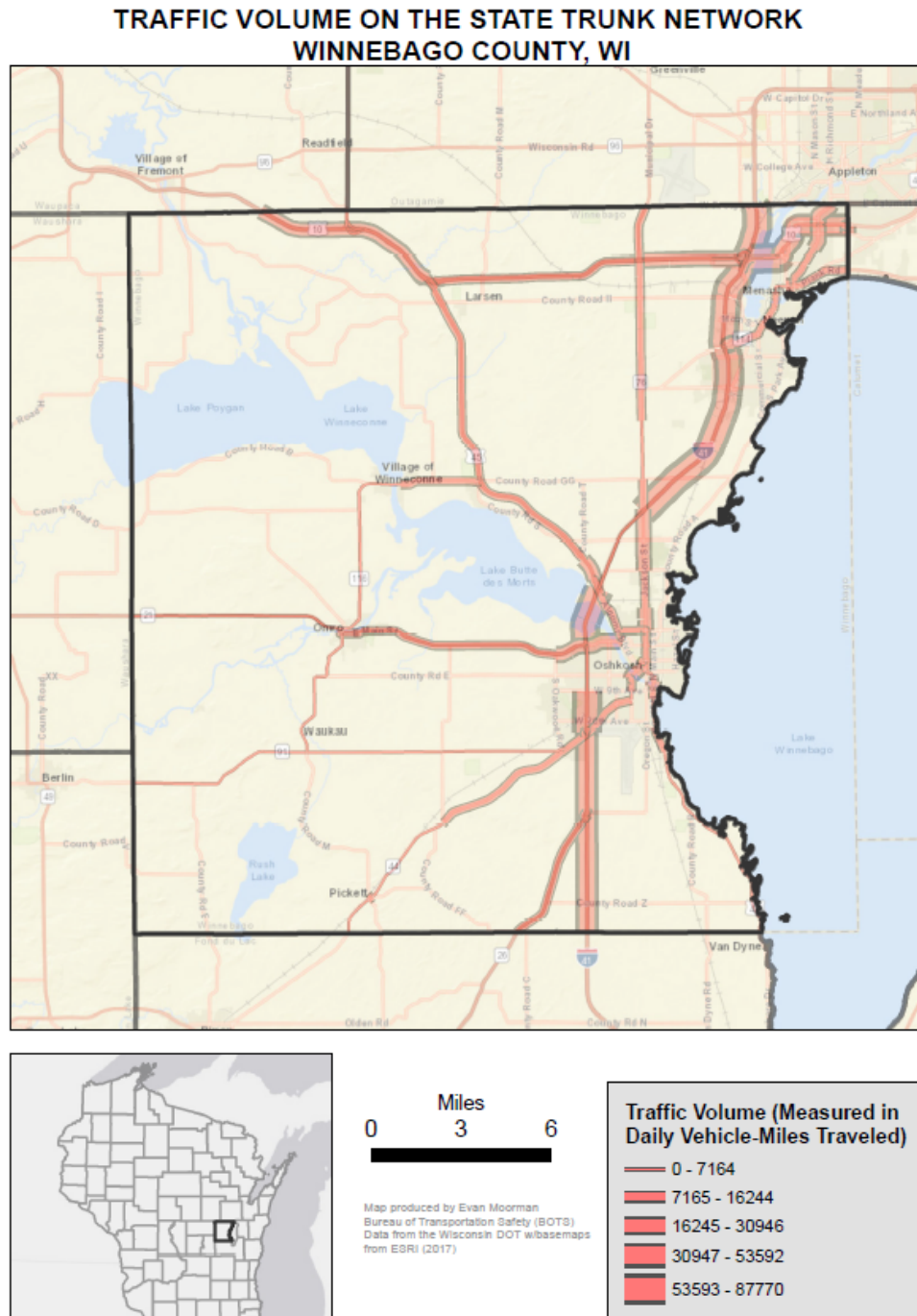
³ Wisconsin Department of Transportation. "Facts and Figures 2016, Vehicles Registered by County." Accessed Nov. 6, 2017. <http://wisconsindot.gov/Documents/about-wisdot/newsroom/statistics/factsfig/vehregcounty.pdf>

⁴ Wisconsin Department of Transportation. "2016 Vehicles Miles of Travel (VMT) by County." Accessed Nov. 6, 2017. <http://wisconsindot.gov/Documents/projects/data-plan/veh-miles/vmt2016-c.pdf>

Traffic Volume

As can be seen, traffic volumes in Winnebago County are highest along Interstate 41, which runs north-south through the eastern portion of the county. The maximum daily VMT in the county is measured at almost 90,000 (this occurs on Interstate 41).

FIGURE 1:



Commuting Flows

FIGURE 2: COMMUTING FLOWS AMONG COUNTIES

Workers who Reside in Winnebago County Work in:		People who Work in Winnebago County Reside in:	
Winnebago County	59,250	Winnebago County	59,250
Outagamie County	15,226	Outagamie County	17,245
Fond du Lac County	2,839	Calumet County	4,804
Brown County	1,320	Fond du Lac County	3,599
Green Lake County	781	Waupaca County	1,800
Calumet County	765	Waushara County	1,216
Waupaca County	385	Brown County	1,205
Dodge County	288	Green Lake County	834
Milwaukee County	274	Manitowoc County	324
Waushara County	185	Milwaukee County	241
Waukesha County	133	Dodge County	229
Portage County	82	Sheboygan County	207
Manitowoc County	79	Dane County	194
Dane County	72	Shawano County	170
Sheboygan County	67	Washington County	113
Marinette County	51	Portage County	112
Others	864	Others	1,071

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As seen below in Figure 3, the most common commuting flow between two different municipalities is between residences in Appleton and workplaces in Neenah.

FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 15)

Residence	Place of Work	Number
Appleton	Neenah	2,596
Menasha (Town)	Appleton	2,349
Appleton	Menasha (Town)	2,132
Algoma (Town)	Oshkosh	2,016
Menasha (Town)	Neenah	1,783
Oshkosh	Neenah	1,723
Neenah	Appleton	1,634
Neenah	Oshkosh	1,505
Menasha (Winnebago Co. portion)	Appleton	1,437
Appleton	Menasha	1,410*
Appleton	Oshkosh	1,278
Oshkosh	Appleton	1,232
Neenah	Menasha (Town)	1,163
Fond du Lac	Oshkosh	1,136
Menasha	Neenah	1,129

6

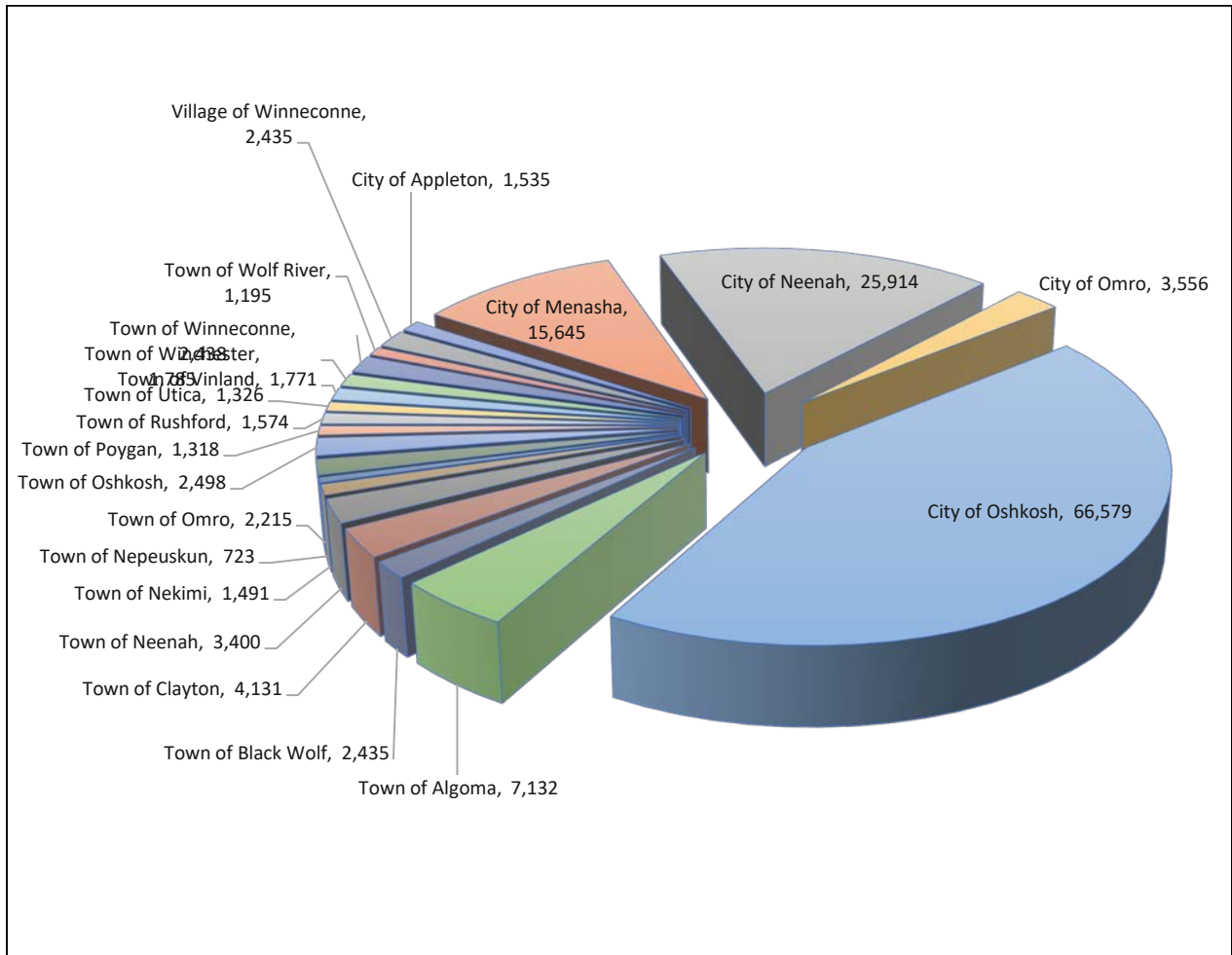
⁵ United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

⁶ United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Oct. 5, 2017.

THE POPULATION

The population of Winnebago County—almost 170,000 individuals—is distributed through 21 jurisdictions, with the largest jurisdictions being the city of Oshkosh, the city of Neenah, and the city of Menasha (in that order). Together, these three largest jurisdictions comprise almost two-thirds of the county’s overall population; the rest of the population is spread out in many smaller jurisdictions.

FIGURE 4: POPULATION OF WINNEBAGO COUNTY MUNICIPALITIES (2016)



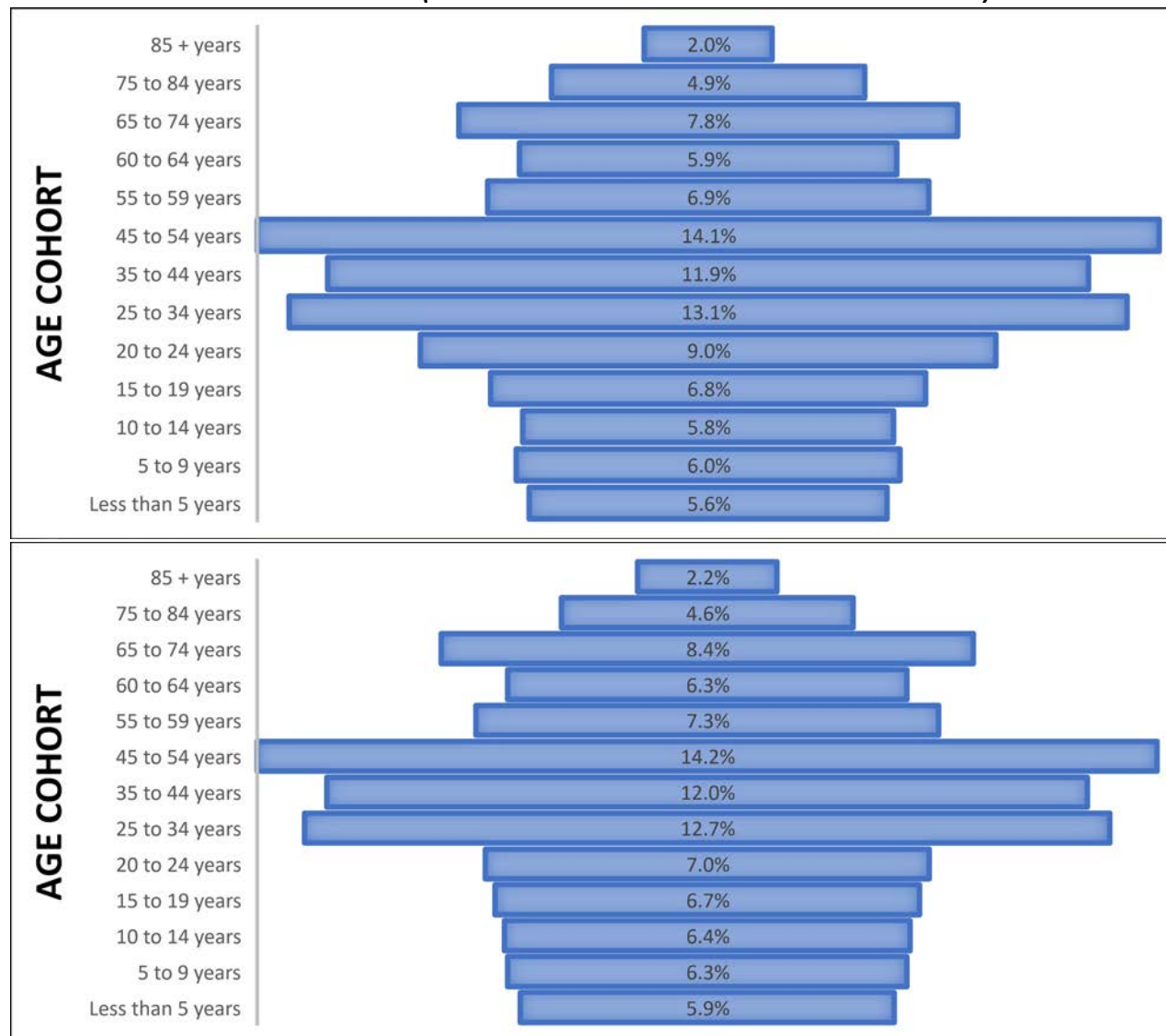
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⁷ United States Census Bureau. "Selected Economic Characteristics DP03, Employment Status." 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 4th, 2017.

Population Trends

Between 2010 and 2016, the county's population increased by about 2.8%. The average age of the county is similar to that of the state (37.9 vs. 39 years). Winnebago County's population pyramid is thus similar to Wisconsin's population pyramid.

FIGURE 5 ⁸: POPULATION PYRAMIDS (WINNEBAGO COUNTY ABOVE AND STATE BELOW)

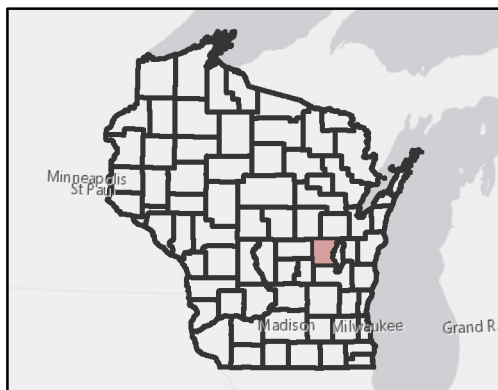
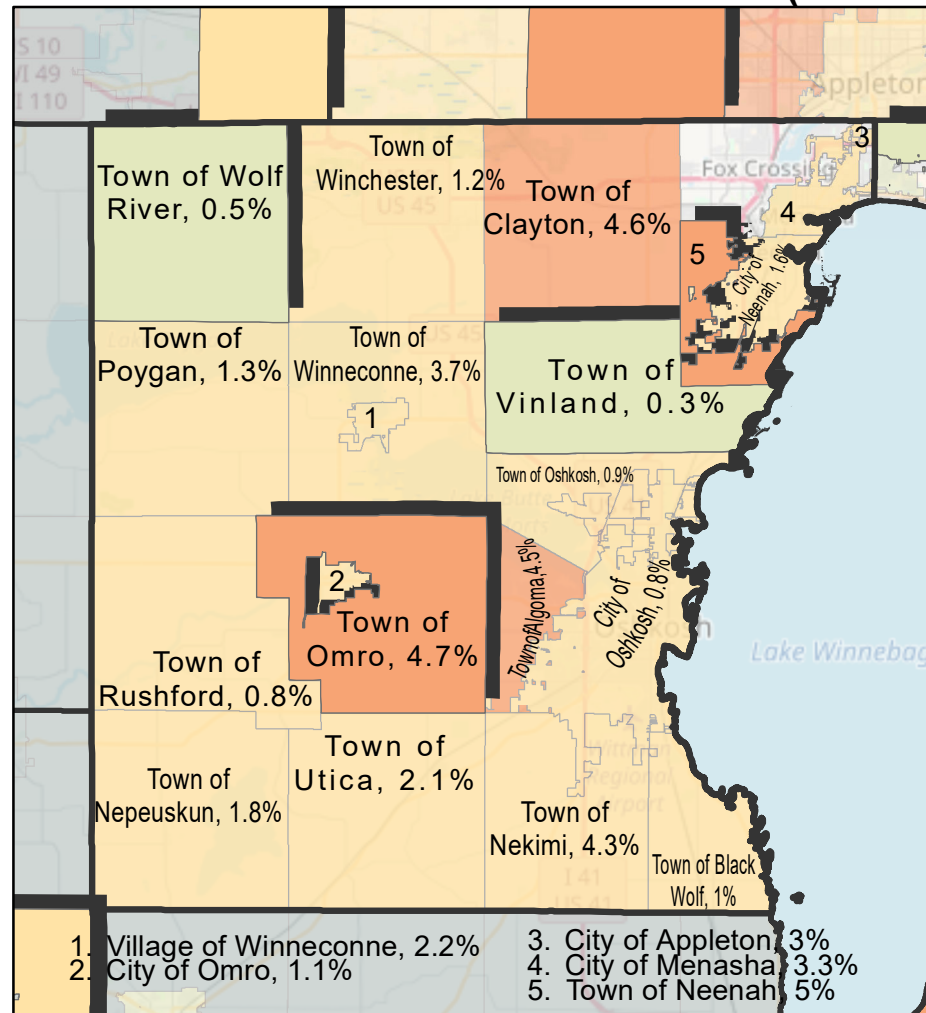
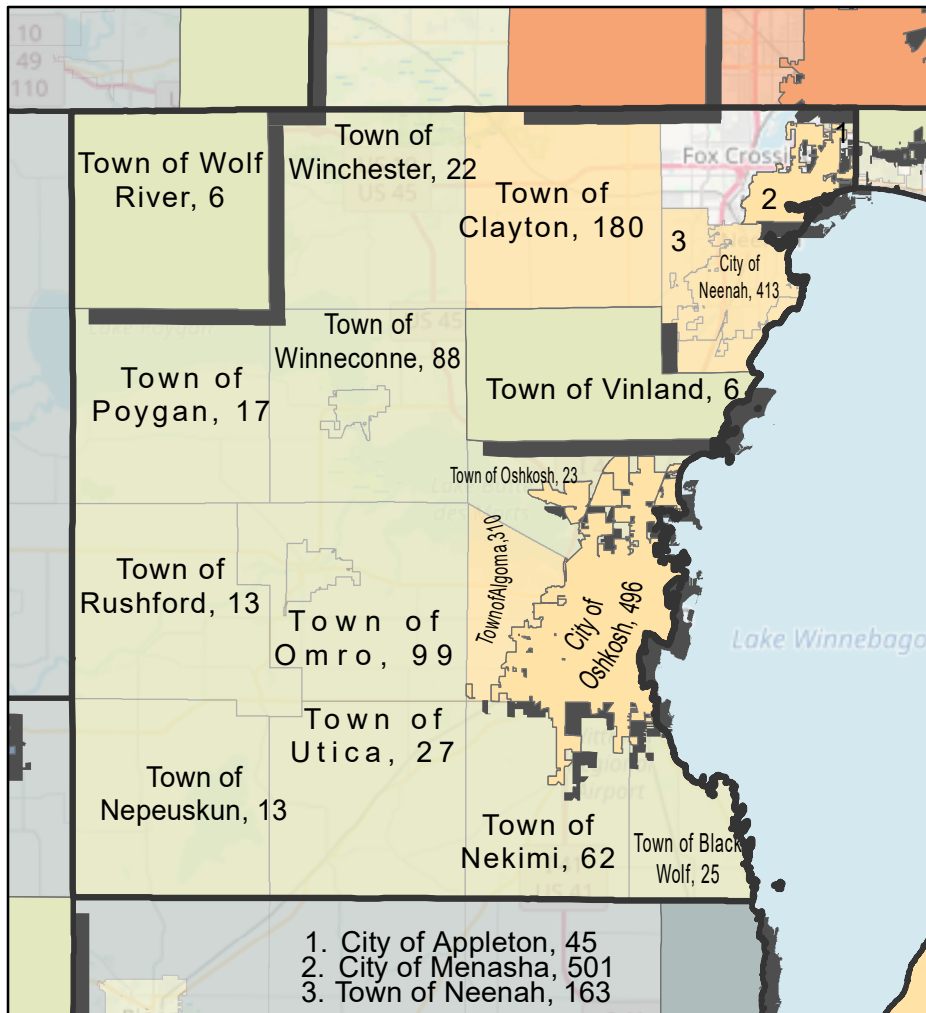


Generally, jurisdictions throughout the county are increasing moderately, with no apparent geographic pattern to this population increase. (In the images, the measure of absolute population change merely shows the raw population changes between 2010 and 2016, while the measure of “relative population change” weights such absolute changes by the base population figures of 2010).⁹

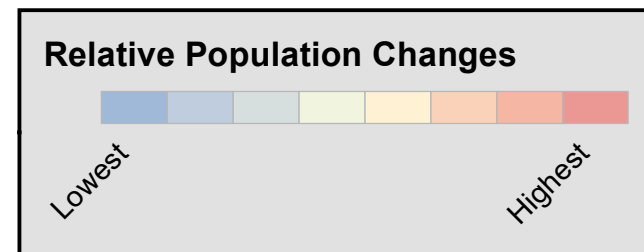
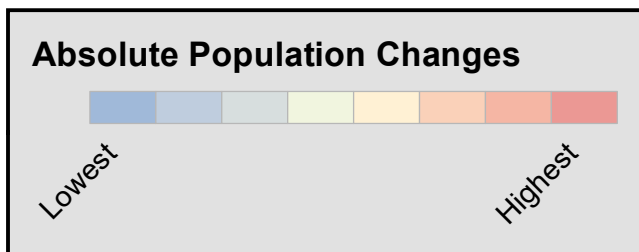
⁸ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 6th, 2017.

⁹ The highlighted jurisdiction in the image shows the two jurisdictions that are growing fastest and the two jurisdictions growing the slowest.

ABSOLUTE AND RELATIVE POPULATION CHANGES WINNEBAGO COUNTY MUNICIPALITIES (2010-2016)



Produced by E. Moorman, Bureau of Transportation Safety and the Division of State Patrol,
Data from ESRI and the US Census Bureau, 2016

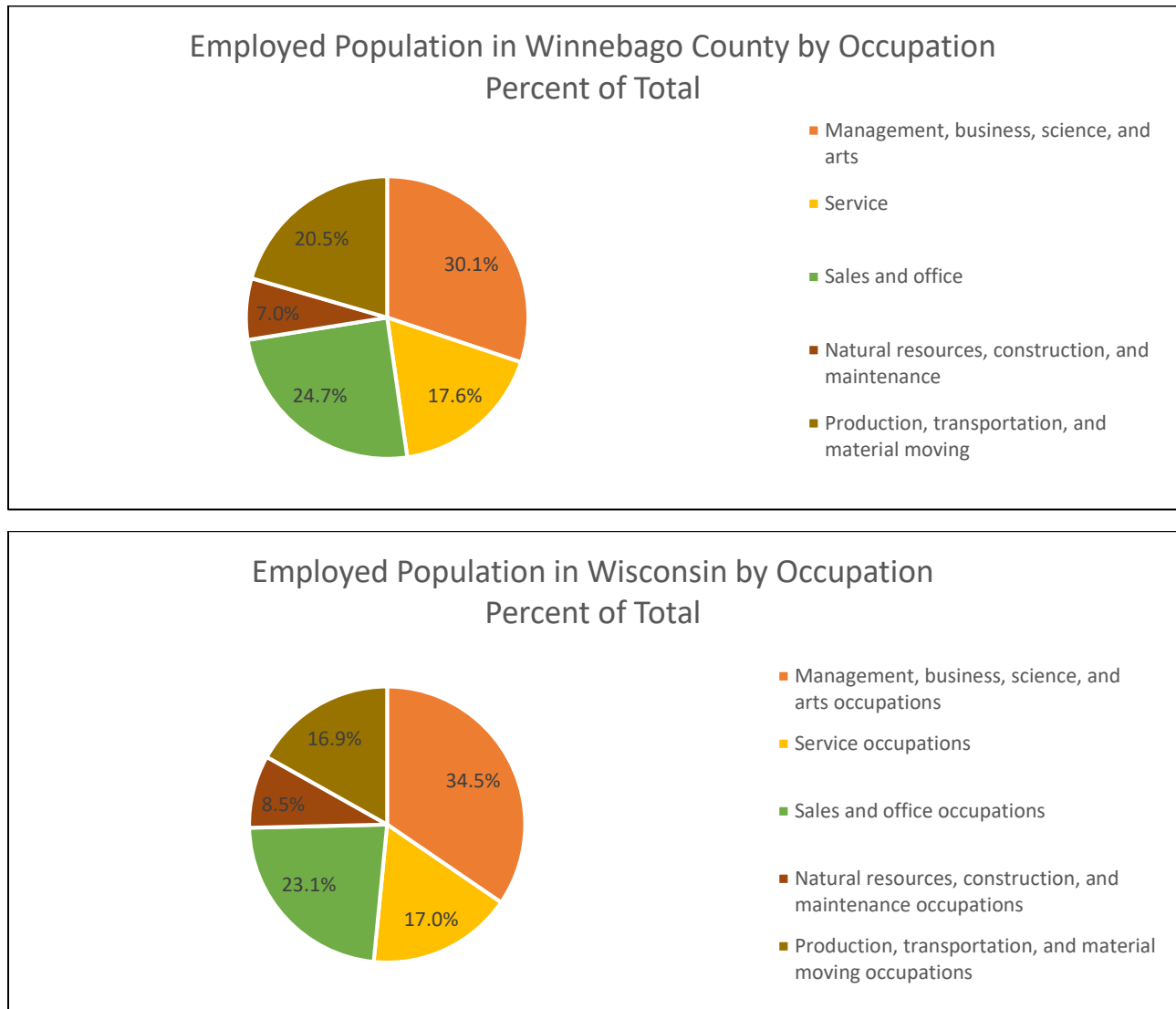


THE ECONOMY

Section Summary

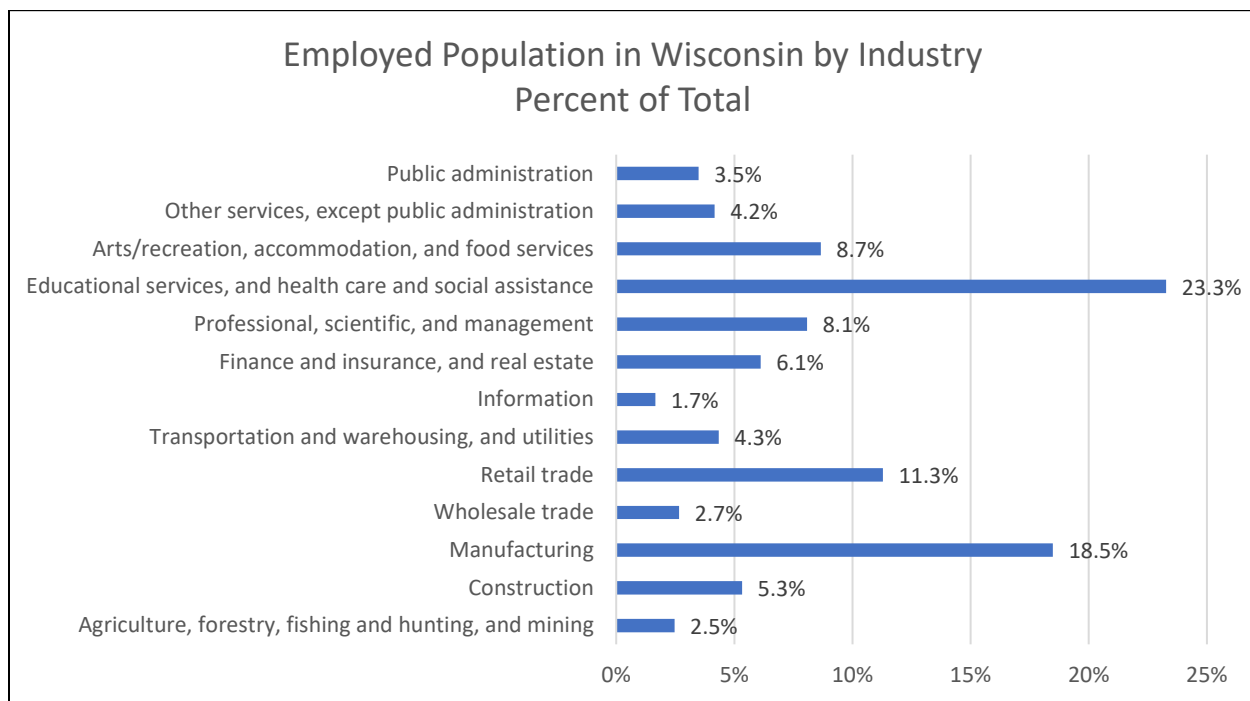
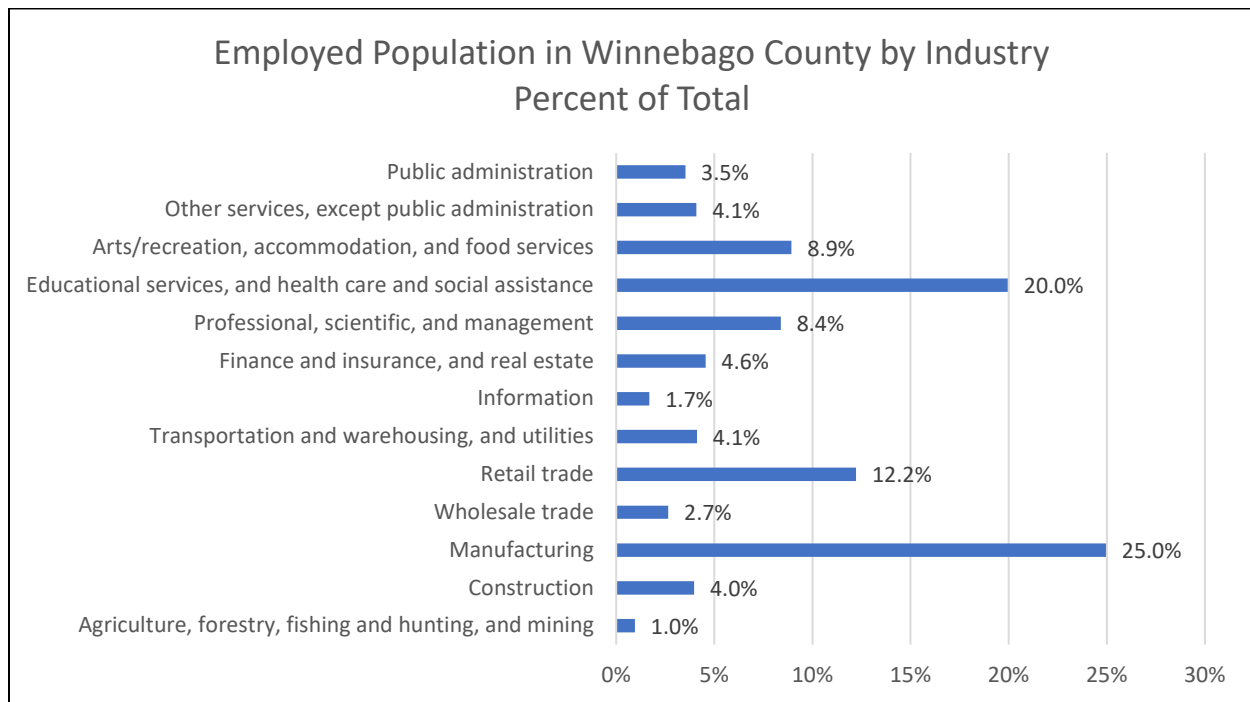
The unemployment rate in Winnebago County has been, on average, 0.5% lower than that of the state over the last decade. The proportion of the population that works in manufacturing is large, while the proportion that works in the agriculture, forestry, fishing and hunting, or mining industries is small.

FIGURE 7: EMPLOYMENT BY OCCUPATION ¹⁰



¹⁰ United States Census Bureau. "Selected Economic Characteristics DP03, Employment Status." 2011-2015 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed September 29, 2017.

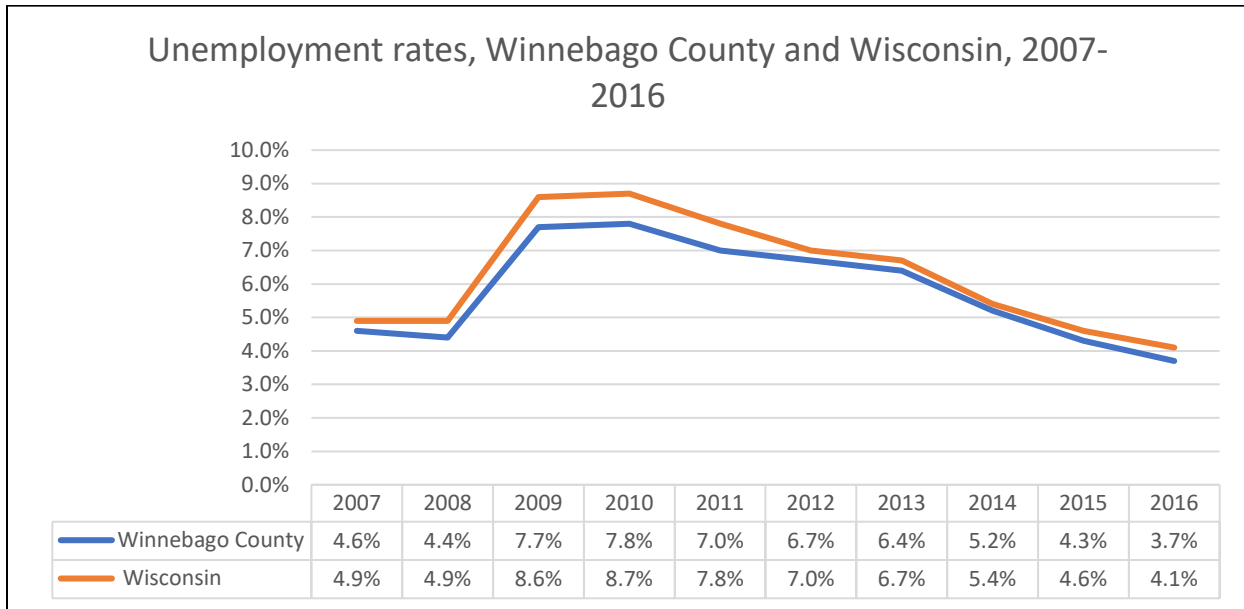
FIGURE 8: EMPLOYED POPULATION BY INDUSTRY



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¹¹ United States Census Bureau. "Selected Economic Characteristics DP03, Employment Status." 2011-2015 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed September 29, 2017.

FIGURE 9: UNEMPLOYMENT RATES



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¹² United States Department of Labor, Bureau of Labor Statistics. Local Area Unemployment Statistics. "Labor Force Data by County," annual averages. <https://www.bls.gov/lau/#tables> Accessed Sept. 29, 2017.

ALCOHOL RISK FACTORS

Section Summary

Sixty-eight percent of licensees have liquor for sale for consumption on site. Forty-six percent of the licenses are in Oshkosh, 13% are Neenah, 10% are in Menasha, and 20% are in towns.

FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, WINNEBAGO COUNTY

	Appleton	Fox Crossing	Menasha	Neenah	Omro	Oshkosh	Village of Winneconne	Town of Winneconne	Other Towns	Total (By Lic. License)
AB or AC		1	1	6		12			5	25
AL or ALB		8	10	7	5	20	3	2	7	62
BB or CW			3	2	2	15	3		7	32
BL or BLB	1	11	25	38	5	128	7	4	54	273
Others						9	1		1	11
Total (By Municipality)	1	20	39	53	12	184	14	6	74	403

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Establishments within a municipality but outside the county are not included in the table.

CODE	DESCRIPTION
AB	Beer for sale off site (convenience stores, grocery stores)
AC	Cider for sale off site (convenience stores, grocery stores)
AL	Liquor for sale off site (drug stores, wineries)
ALB	Beer, wine, or liquor for sale off site
BB	Beer for sale on site or off site
BL	Liquor for sale on site (winery)
BLB	Beer or liquor for sale on site (taverns, supper clubs)
CW	Wine for sale on site (restaurants) (usually in conjunction with BB)

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¹³ Wisconsin Department of Revenue. Oct. 4, 2017. "WI Liquor Licenses 2017-18."

¹⁴ Wisconsin Department of Revenue. "Liquor License Report, Liquor License Codes." <https://www.revenue.wi.gov/Pages/OnlineServices/liqlcrpt.aspx>. Accessed Oct. 25, 2017.

FIGURE 10.2: ALCOHOL LICENSES IN WINNEBAGO COUNTY BY JURISDICTION

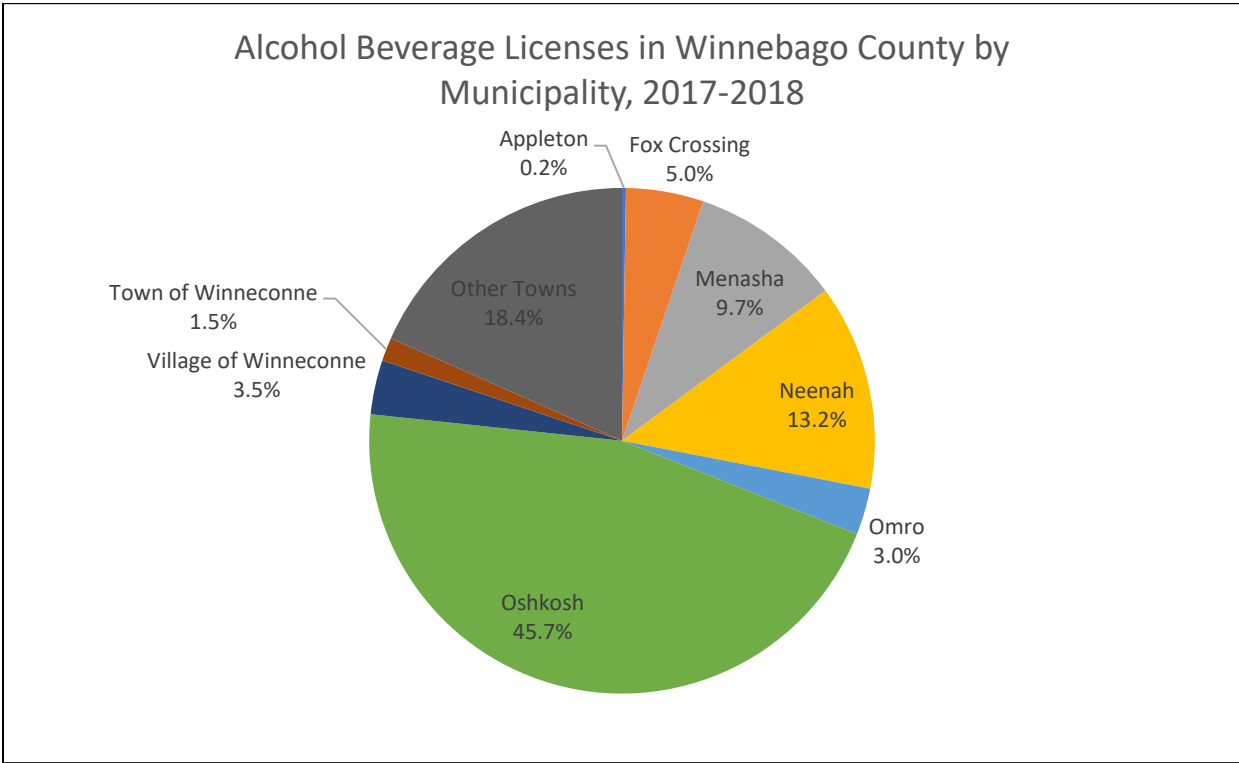
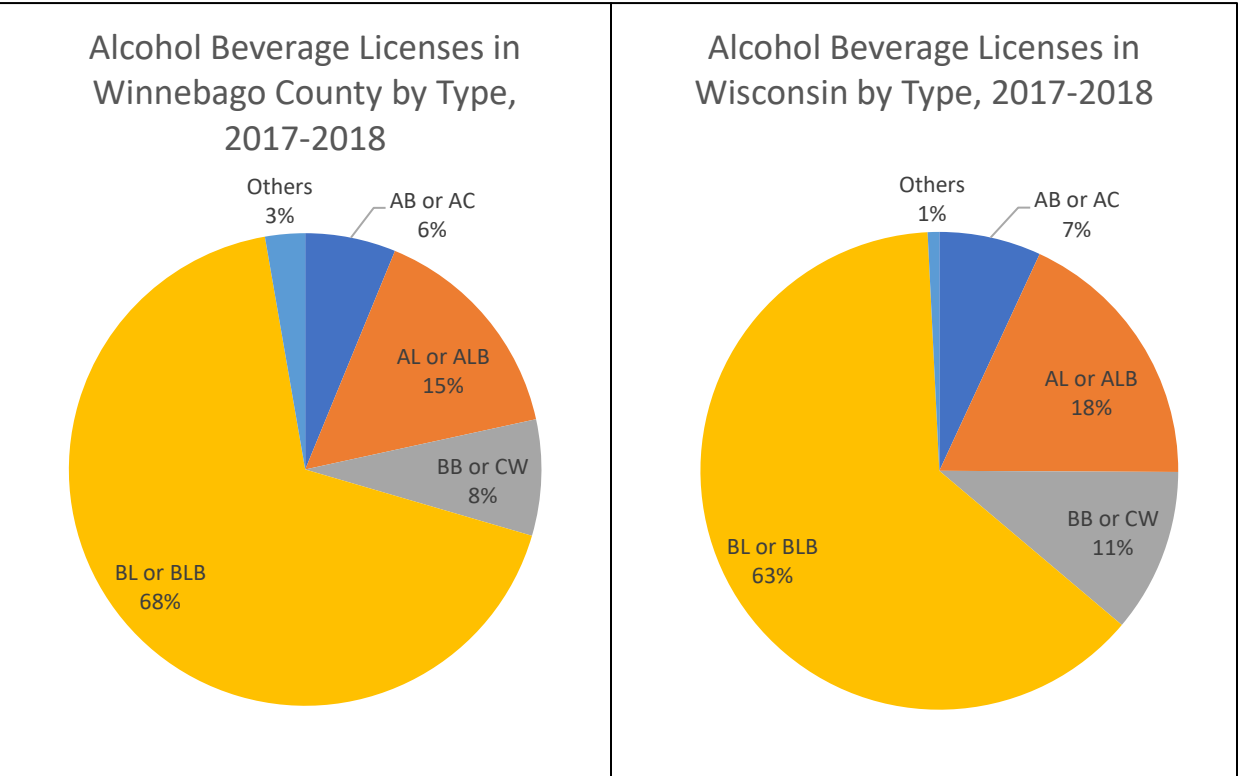


FIGURE 11: ALCOHOL BEVERAGE LICENSES BY TYPE



HEALTH INFRASTRUCTURE

Injury-to-Death Ratios

Injury-to-death ratios are computed by dividing the total number of crash injuries by the crash fatalities. Higher rates are positive in that fatalities comprise a smaller percentage of crash victims. In general, higher rates are found in the state's urbanized southeastern and south-central regions and the Fox Valley, where crashes are more likely to occur in more developed areas (and thus at slower speeds). In rural areas, the converse is true (highways and county roads predominate, with crashes occurring at higher average speeds). Generally, rural areas also suffer from a relative lack of proximate hospitals and emergency response services, which means that some crashes which would be survivable in urban areas correspond to fatalities in more rural areas.

Between 2012 and 2017, Winnebago County reported the highest injury-to-death ratio in the state, with 153.1 injuries/fatalities. The state reported less than half that (73.1).

Emergency Services

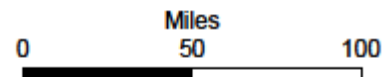
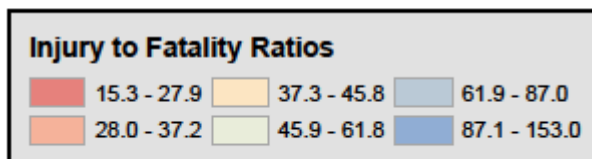
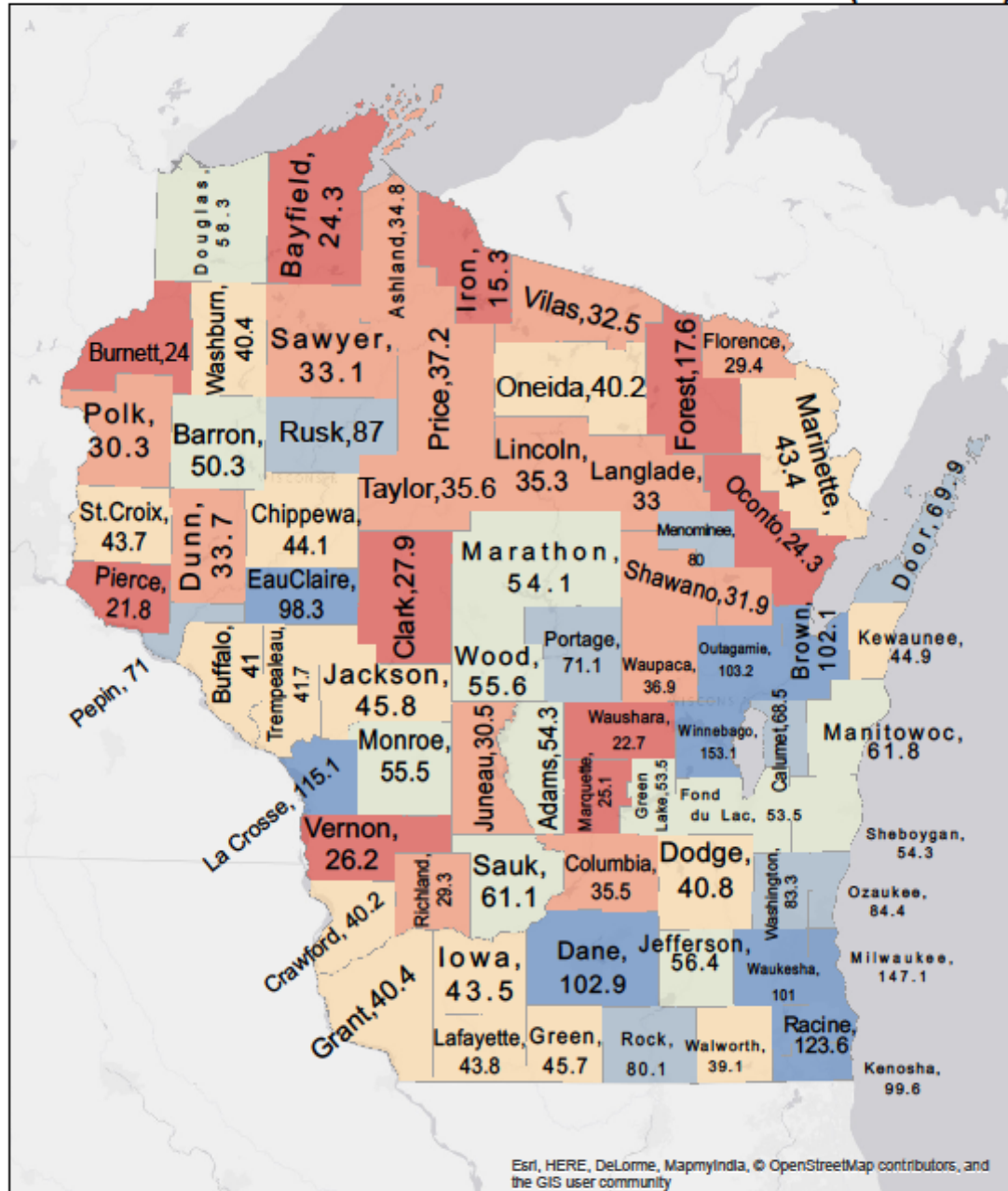
As can be seen, Winnebago County contains three different trauma centers within its borders, two of which are rated level III and one of which is rated level II.¹⁵ The closest level I trauma center is either in Dane County or Milwaukee County (depending upon the exact location of the crash in Winnebago County).

Winnebago County maintains nine different emergency providers (listed below). This company employs 515 emergency personnel. Consequently, the county is the site of 3.03 emergency response personnel per 1,000 residents. This is lower than the state figure of 4.02 emergency response personnel per 1,000 residents.

¹⁵ The trauma capacities of hospitals are rated on a I-IV scale, with some remaining unrated; Level I hospitals have the greatest capacity. In the image, brighter colors show hot spots, where crash numbers are (locally) concentrated.

FIGURE 12:

INJURY TO FATALITY RATIOS FOR WISCONSIN COUNTIES (2012-2017)



Prepared by Evan Moorman, 2017
Bureau of Transportation Safety, Division of State Patrol
Data from WisTransPortal and ESRI

FIGURE 13:

**WINNEBAGO COUNTY FATALITIES AND SERIOUS INJURIES (2014-2017)
WITH MAP OF HOSPITALS**

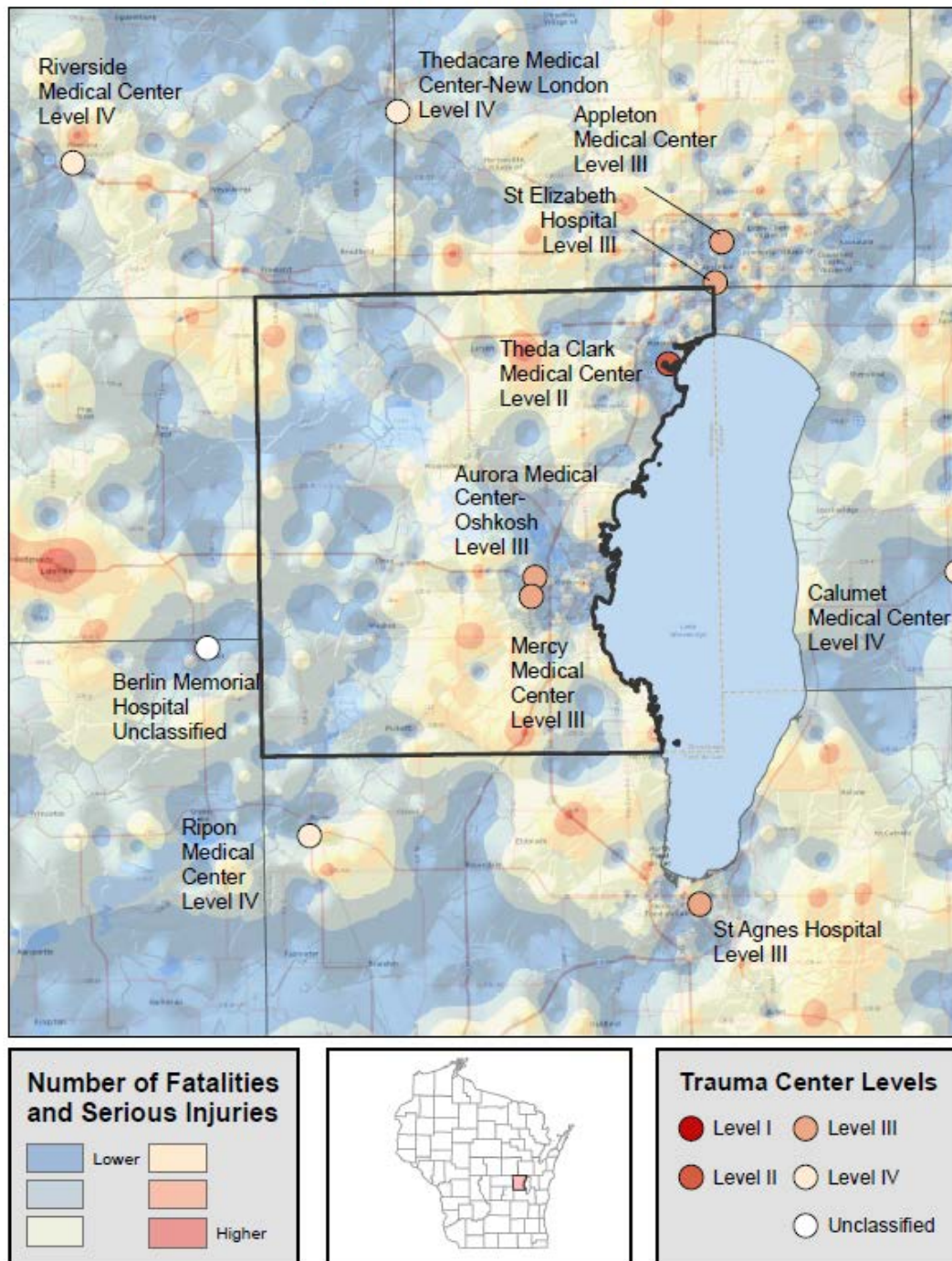
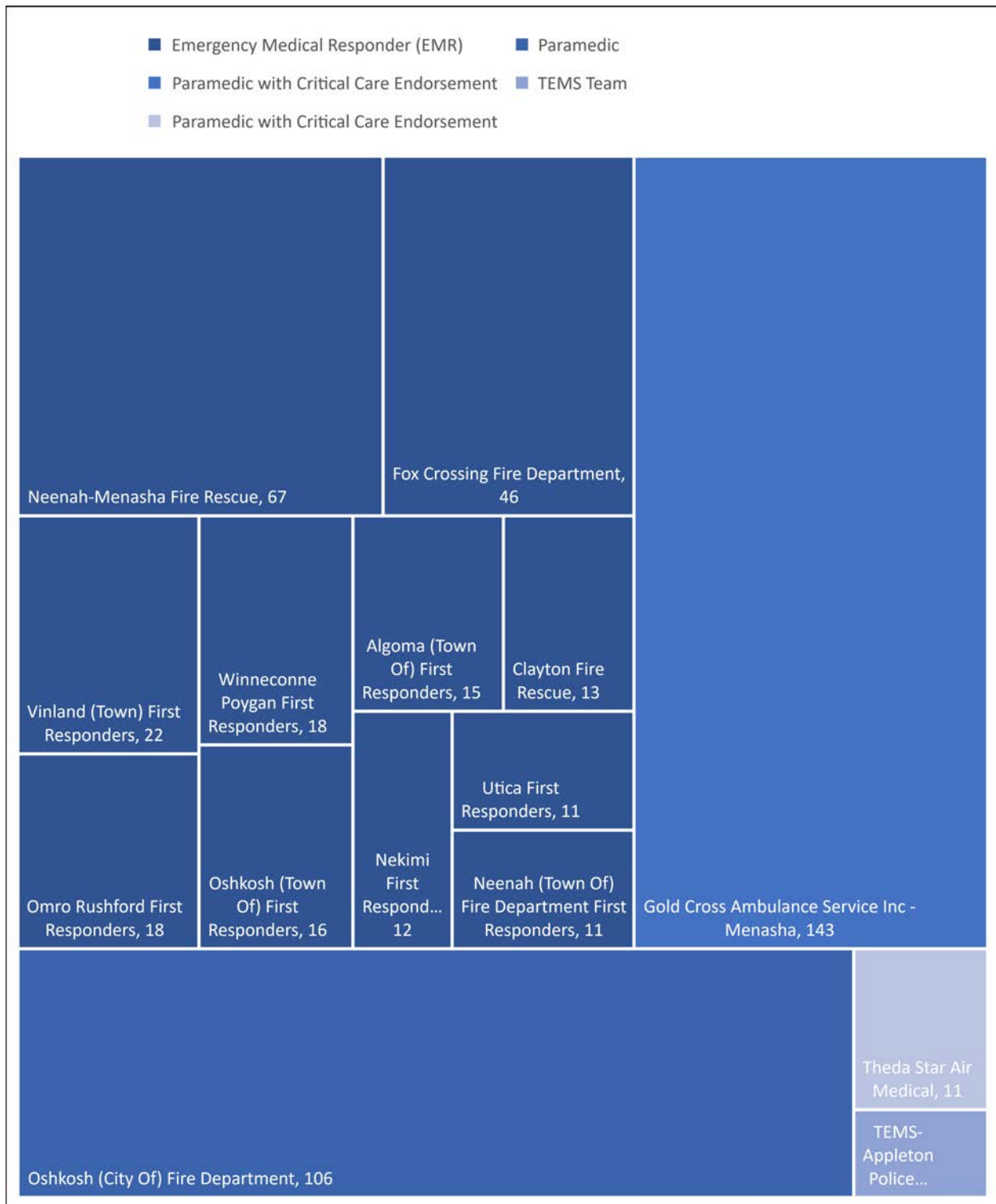


FIGURE 14: NUMBER OF EMT PERSONNEL/JURISDICTION ¹⁶

Primary Address County Name	Service License Level	Service Name	Number of Personnel
Winnebago	Emergency Medical Responder (EMR)	Neenah-Menasha Fire Rescue	67
Winnebago	Emergency Medical Responder (EMR)	Fox Crossing Fire Department	46
Winnebago	Emergency Medical Responder (EMR)	Vinland (Town) First Responders	22
Winnebago	Emergency Medical Responder (EMR)	Omro Rushford First Responders	18
Winnebago	Emergency Medical Responder (EMR)	Winneconne Poygan First Responders	18
Winnebago	Emergency Medical Responder (EMR)	Oshkosh (Town Of) First Responders	16
Winnebago	Emergency Medical Responder (EMR)	Algoma (Town Of) First Responders	15
Winnebago	Emergency Medical Responder (EMR)	Clayton Fire Rescue	13
Winnebago	Emergency Medical Responder (EMR)	Nekimi First Responders	12
Winnebago	Emergency Medical Responder (EMR)	Utica First Responders	11
Winnebago	Emergency Medical Responder (EMR)	Neenah (Town Of) Fire Department First Responders	11
Winnebago	Paramedic	Oshkosh (City Of) Fire Department	106
Winnebago	Paramedic with Critical Care Endorsement	Gold Cross Ambulance Service Inc - Menasha	143
Winnebago	TEMS Team	TEMS- Appleton Police Department- TEMS Team	6
Winnebago	Paramedic with Critical Care Endorsement	Theda Star Air Medical	11

¹⁶ Department of Health Services, 2017, Received through Happel, C.

FIGURE 14.2: NUMBER AND LEVEL OF EMERGENCY RESPONDERS PER JURISDICTION



THE CRASHES

Section Summary

For 2012-2016 Winnebago County averaged 3,749 crashes with 10 persons killed and 1,374 persons injured annually. Winnebago County's fatal crashes constituted 0.3% of their total and was just under the amount of the state (0.4%). Just over half, (53.2%), of Winnebago County's fatal crashes involved alcohol or drug impairment, 23.4% were speed related, and 34.0% were inattention related. The top three driver PCCs for Winnebago County crashes were inattentive driving (22%), failure to yield right-of-way (18%), and failure to control (16%). Most of the fatal crashes (40.4%) occurred on local roads whereas the majority for non-fatal injury crashes (46.1%) also occurred on local roads. Intersection crashes constituted 42.1% of crashes whereas non-intersection constituted 57.9%. The state numbers were 37.8% and 62.8% respectively. Winnebago County averaged 908.0 run-off-the-road crashes that constituted 24.2% of their total crashes compared to 25.4% for the state. In terms of actual number, the Winnebago County Sheriff's Office reported 141 of the 362 (39.0%) fatal and serious injury crashes from 2012-2016, followed by the Oshkosh Police Department at 108 (29.8%). Ninety-eight percent (418 of 425) of the killed and seriously injured persons in Winnebago County crashes were Wisconsin residents. Eighty percent (338 of 425) resided in Winnebago County. The top three roles of persons killed or seriously injured were drivers (49%), vehicle passengers (19%), and motorcyclists (15%). These percentages are comparable to the state. The 15-24 age bracket contained the greatest number of killed and seriously injured persons for both Winnebago County and the state of Wisconsin. Of the killed and seriously injured persons in cars and light trucks in Winnebago County, 77.8% were belted and 22.2% were unbelted. Pedestrians made up 12.5% of the persons killed from 2012-2016 in Winnebago County, (8.1% for the state), with the greatest pedestrian location being in the roadway and greatest action being darting into the road. Bicyclists made up 4.2% of the persons killed from 2012-2016 in Winnebago County whereas it was 1.8% for the state. Motorcyclists made up 16.7% of the fatalities and 15.4% of the seriously injured compared to 15.3% and 16.5% respectively for the state. This result for motorcyclists meant a five-year average of 1.6 killed and 11.6 seriously injured each year. Of all motorcyclists involved in crashes, 58% were not wearing a helmet.

The State of Wisconsin, in a months-long process, solicited input from a diverse variety of stakeholders to create the most recent version of our Strategic Highway Safety Plan (SHSP), a document that guides investment and safety decisions for three years. The plan has ten different issue areas. General crash-related statistics for Winnebago County are listed below, and then facts and figures are organized to correspond with these ten issue areas.

GENERAL CRASH-RELATED STATISTICS

FIGURE 15: NUMBER OF CRASHES BY MOST SEVERE INJURY IN THE CRASH AND PERSONS INVOLVED IN CRASHES BY INJURY SEVERITY

	2012		2013		2014		2015		2016		2012-2016 Average	
	Crashes	Persons	Crashes	Persons	Crashes	Persons	Crashes	Persons	Crashes	Persons	Crashes	Persons
Fatality	7	7	9	10	14	14	7	7	10	10	9.4	9.6
Incapacitating Injury	84	97	61	71	47	61	62	79	61	69	63.0	75.4
Non-Incapacitating Injury	380	492	357	440	374	465	413	520	423	557	389.4	494.8
Possible Injury	556	793	558	822	503	740	535	794	590	868	548.4	803.4
No Apparent Injury	2,761	7,401	2,865	7,315	2,675	6,831	2,600	6,768	2,793	7,417	2,738.8	7,146.4
Totals	3,788	8,790	3,850	8,658	3,613	8,111	3,617	8,168	3,877	8,921	3,749.0	8,529.6

FIGURE 16: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WINNEBAGO COUNTY, 2012-2016

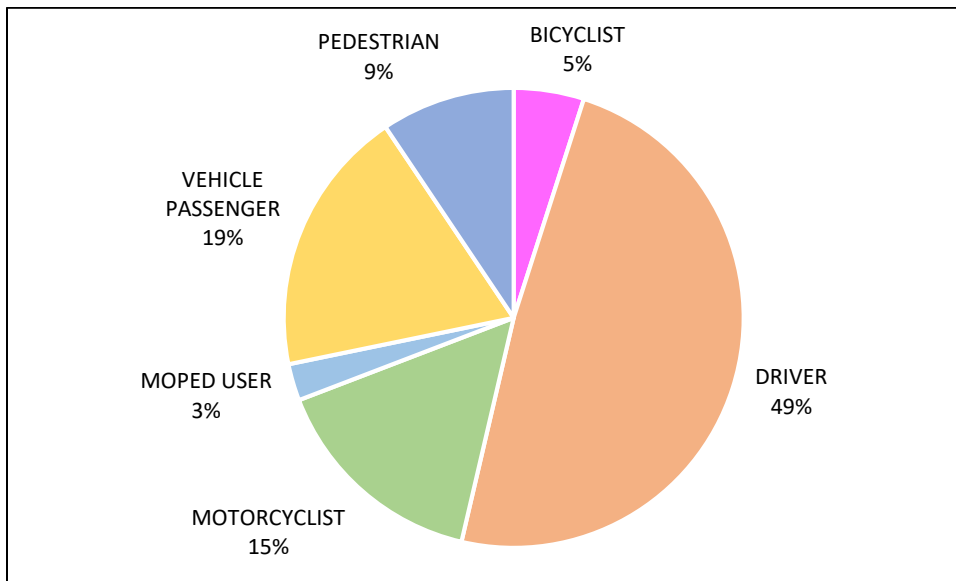


FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016

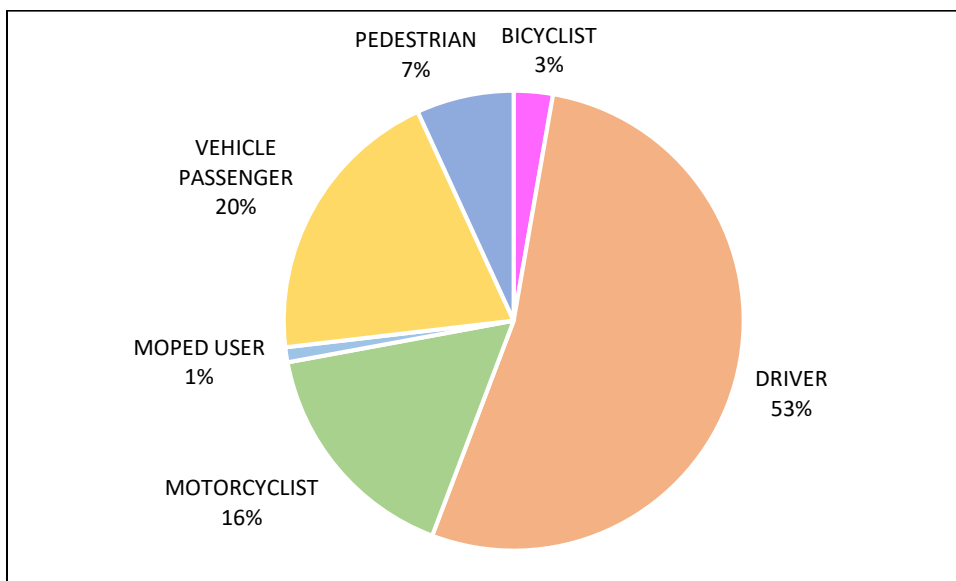


FIGURE 18: FATAL AND INCAPACITATING INJURIES BY AGE IN WINNEBAGO COUNTY, 2012-2016

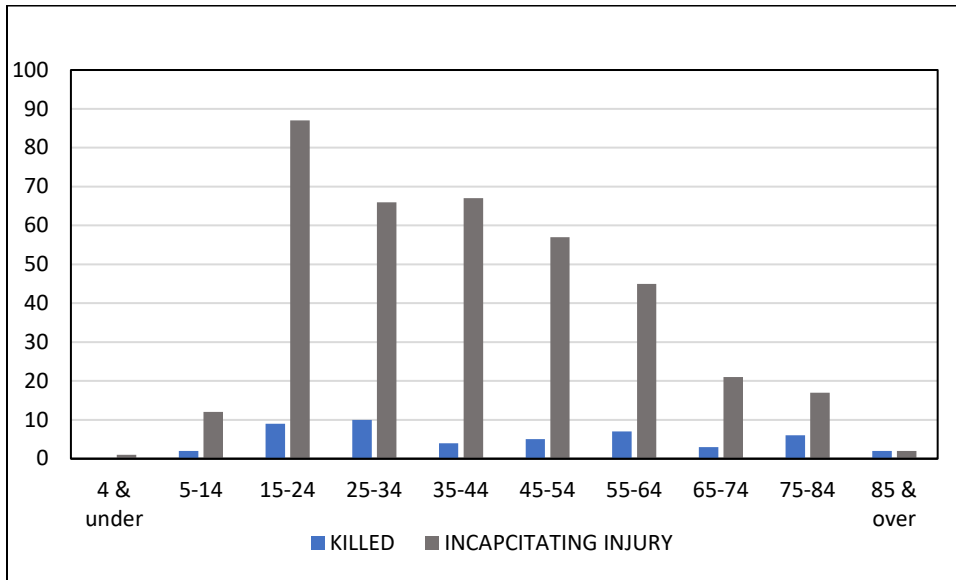


FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016

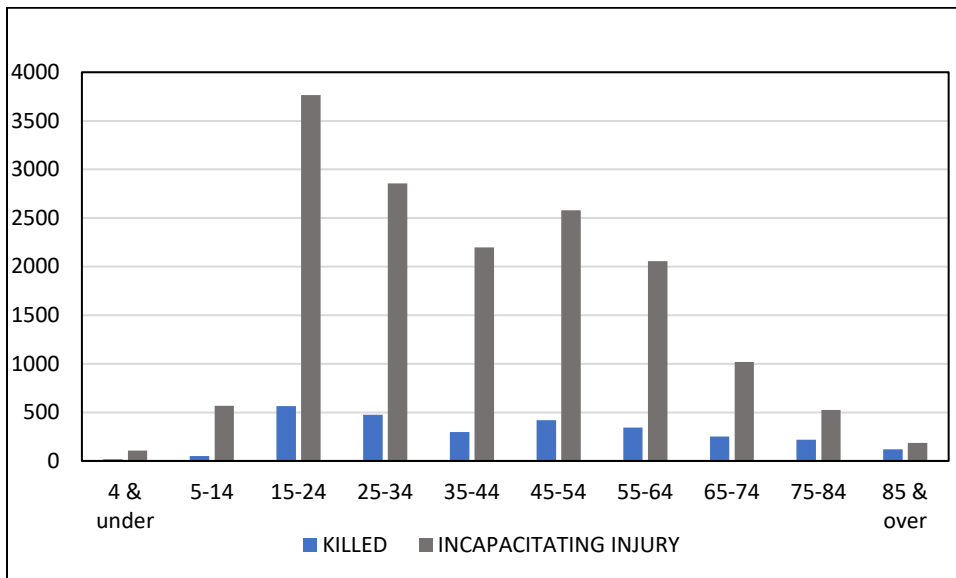
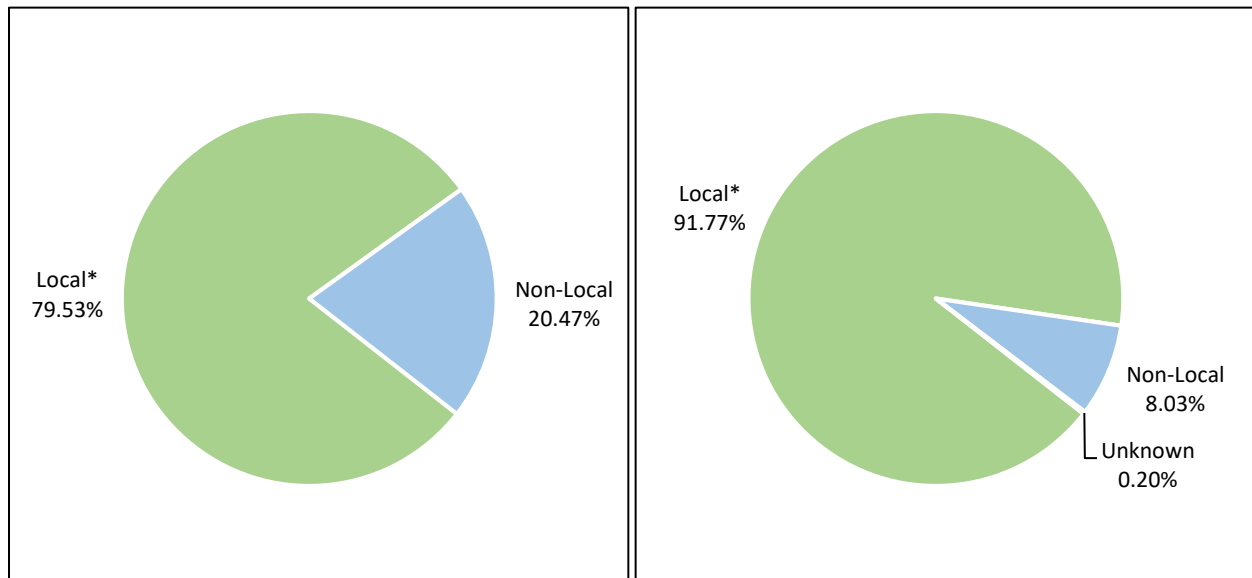


FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (WINNEBAGO COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016



*Local is defined as persons with addresses that have ZIP codes fully or partially within the county.

FIGURE 21: FATALITIES AND INCAPACITATING INJURIES BY STATE OF RESIDENCE (WINNEBAGO COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016

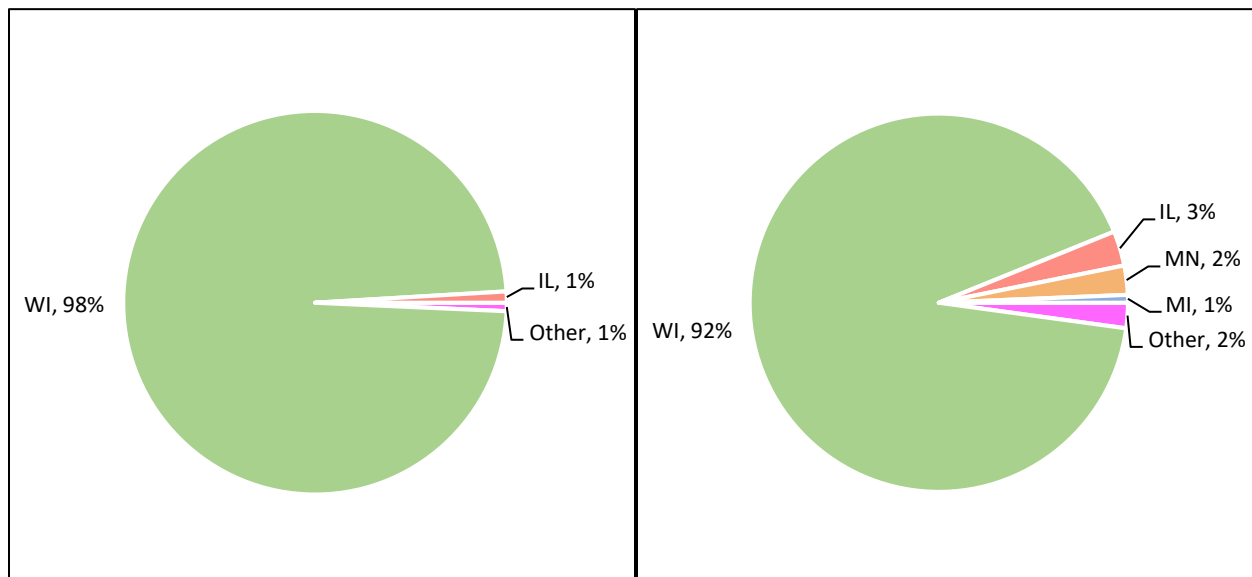


FIGURE 22: LOCATION OF CRASHES BY ROAD TYPE IN WINNEBAGO COUNTY, 2012-2016

	Total Fatal Crashes	Total Non- Fatal Injury Crashes
Interstate, US, and State Highways	38.3%	45.7%
County Highways	21.3%	8.2%
Local Roads	40.4%	46.1%

FIGURE 23: REPORTING OF FATAL AND SERIOUS INJURY CRASHES BY AGENCY, 2012-2016

LEA	TOTAL
APPLETON POLICE DEPARTMENT	6
FOX CROSSING POLICE DEPARTMENT	3
MENASHA POLICE DEPARTMENT	26
NEENAH POLICE DEPARTMENT	20
OMRO POLICE DEPARTMENT	2
OSHKOSH POLICE DEPARTMENT	108
TOWN OF MENASHA POLICE DEPARTMENT	24
WINNEBAGO COUNTY SHERIFF	141
WINNECONNE POLICE DEPARTMENT	3
WISCONSIN STATE PATROL	29
TOTAL	362

ISSUE AREA: IMPROVE SAFETY CULTURE, SAFETY DATA, AND DATA TECHNOLOGY

Because this information is difficult to quantify and visualize, we recommend that readers view the most recent edition of the Wisconsin Strategic Highway Safety Plan at the following location:
<http://wisconsin.gov/Documents/safety/education/frms-pubs/strategichwy-17-20.pdf>

ISSUE AREA: REDUCE DRIVER DISTRACTION/IMPROVE DRIVER ALERTNESS

FIGURE 24: INATTENTION-RELATED STATISTICS, 2012-2016

	Inattention-Related Fatal Crashes	Inattention-Related Non-Fatal Injury Crashes
Interstate, US, and State Highways	50.0%	48.2%
County Highways	25.0%	6.7%
Local Roads	25.0%	45.1%

Winnebago County	% of inattention-related fatal crashes to all fatal crashes	34.0%
Wisconsin	% of inattention-related fatal crashes to all fatal crashes	18.5%

ISSUE AREA: REDUCE ALCOHOL & DRUG-IMPAIRED DRIVING

FIGURE 25: ALCOHOL OR DRUG-RELATED CRASHES BY LOCATION, 2012-2016

	Alcohol or Drug-Related Fatal Crashes	Alcohol or Drug-Related Non-Fatal Injury Crashes
Interstate, US, and State Highways	36.0%	34.8%
County Highways	24.0%	9.9%
Local Roads	40.0%	55.3%

FIGURE 26: IMPAIRED DRIVING STATISTICS IN WINNEBAGO COUNTY, 2012-2016

Average Total Fatal Crashes	Average Alcohol or Drug-Related Fatal Crashes	Average Alcohol or Drug-Related Non-Fatal Injury Crashes
9.4	5.0	62.6

Winnebago County	% of alcohol or drug-related fatal crashes to all fatal crashes	53.2%
Wisconsin	% of alcohol or drug-related fatal crashes to all fatal crashes	45.0%

ISSUE AREA: REDUCE THE INCIDENCE AND SEVERITY OF MOTORCYCLE CRASHES

FIGURE 27: WINNEBAGO COUNTY MOTORCYCLISTS KILLED OR SERIOUSLY INJURED, 2012-2016

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	16.7%	15.4%	1.6	11.6
State	15.3%	16.5%	84.8	525.6

ISSUE AREA: IMPROVE NON-MOTORIST SAFETY

FIGURE 28: WINNEBAGO COUNTY PEDESTRIANS KILLED OR SERIOUSLY INJURED, 2012-2016

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	12.5%	9.0%	1.2	6.8
State	8.1%	6.6%	44.8	211.2

FIGURE 29: WINNEBAGO COUNTY BICYCLISTS KILLED OR SERIOUSLY INJURED, 2012-2016

	% Killed	% Seriously Injured	5-Yr Ave Killed	5-Yr Ave Seriously Injured
County	4.2%	5.0%	0.4	3.8
State	1.8%	2.9%	10.2	92.4

FIGURE 29.2: PEDESTRIANS INVOLVED IN CRASHES BY ACTION AND LOCATION, 2012-2016

PEDESTRIAN ACTION	PEDESTRIAN LOCATION					TOTAL
	BLANK	IN CROSSWALK	IN ROADWAY	NOT IN ROADWAY	ON SIDEWALK	
BLANK	7	35	21	7	5	75
WALKING NOT FACING TRAFFIC	3	5	11	2	0	21
DISREGARDED SIGNAL	0	1	2	0	0	3
DARTING INTO ROAD	2	4	22	0	0	28
DARK CLOTHING	0	6	7	0	0	13
WALKING FACING TRAFFIC	3	14	13	0	0	30
TOTAL	15	65	76	9	5	170

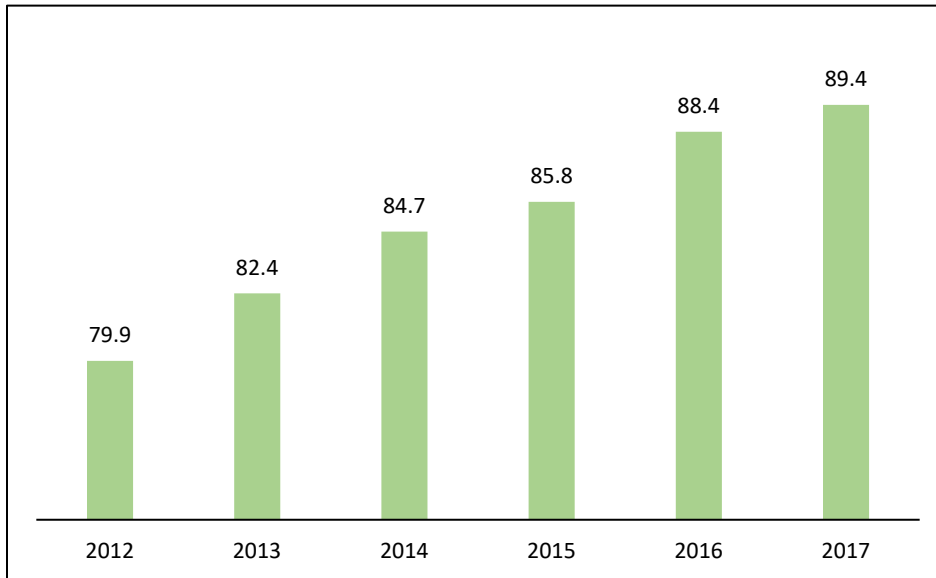
ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS

FIGURE 30: WINNEBAGO COUNTY TOTAL CRASHES BY LOCATION, 2012-2016

	County	State
% Intersection	42.1%	37.8%
% Non-Intersection	57.9%	62.8%

ISSUE AREA: INCREASE OCCUPANT PROTECTION

FIGURE 31: SEATBELT USE STATEWIDE, 2012-2017



Seatbelt usage statewide has increased over the past six years.

FIGURE 31.2: SAFETY EQUIPMENT USAGE IN PASSENGER CAR AND LIGHT TRUCKS DURING CRASHES, 2012-2016

	Belted	Unbelted
Fatalities and Serious Injuries	77.8%	22.2%

ISSUE AREA: CURB AGGRESSIVE DRIVING/REDUCE SPEED-RELATED CRASHES

FIGURE 32: DRIVER POSSIBLE CONTRIBUTING CIRCUMSTANCES FOR CRASHES IN WINNEBAGO COUNTY (TOP) AND STATEWIDE (BOTTOM), 2012-2016

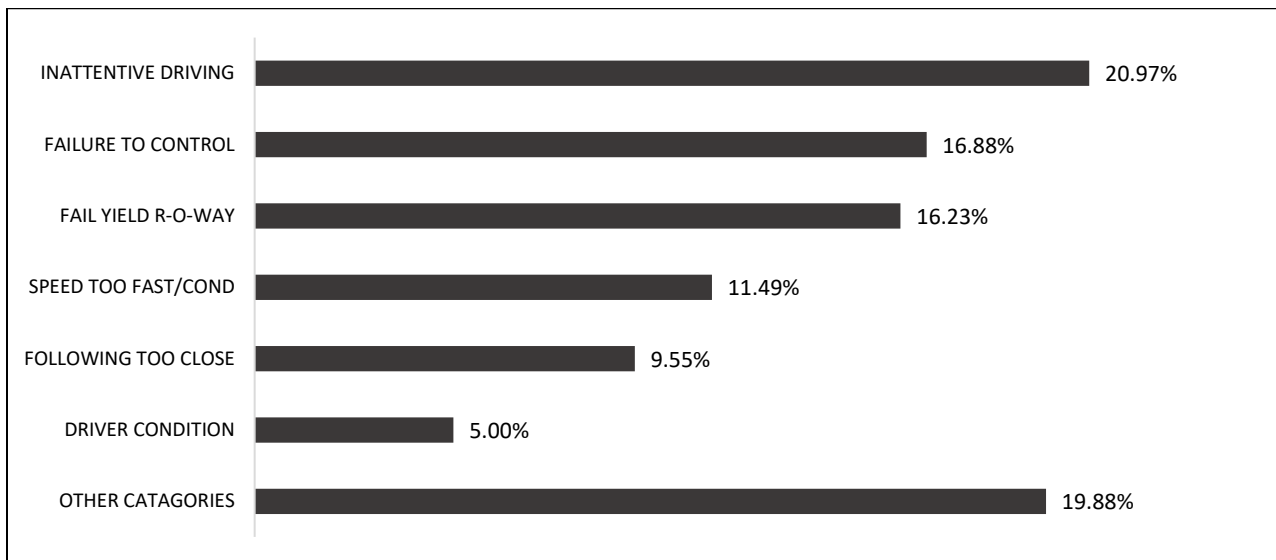
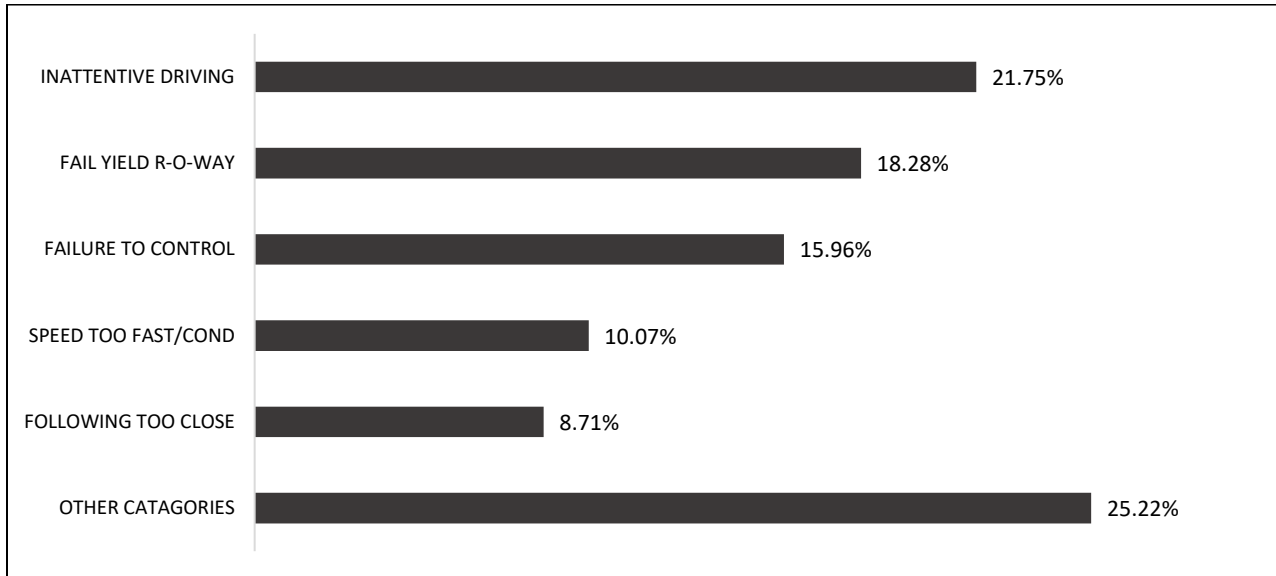


FIGURE 33: SPEEDING STATISTICS IN WINNEBAGO COUNTY, 2012-2016

Average Speed-Related Fatal Crashes	Average Speed-Related Non-Fatal Injury Crashes
2.2	179.6

	Total Fatal Crashes	Total Non-Fatal Injury Crashes	Speed-Related Fatal Crashes	Speed-Related Non-Fatal Injury Crashes
Interstate, US, and State Highways	38.3%	45.7%	27.3%	57.1%
County Highways	21.3%	8.2%	27.3%	11.8%
Local Roads	40.4%	46.1%	45.5%	31.1%

Winnebago County	% of speed-related fatal crashes to all fatal crashes	23.4%
Wisconsin	% of speed-related fatal crashes to all fatal crashes	28.9%

ISSUE AREA: REDUCE LANE DEPARTURE CRASHES

FIGURE 34: WINNEBAGO COUNTY RUN-OFF-THE-ROAD CRASHES, 2012-2016

	5 Year Average of Run-Off-the-Road Crashes	% of Run-Off-the-Road crashes to total crashes
County	908.0	24.2%
State	30,395.6	25.4%

THE IMPACT

Nearly 8,950 persons are involved in traffic crashes in Winnebago County annually resulting in nearly 647 hospitalizations and over \$15.6 million in medical costs.

2011-2015 ANNUAL AVERAGES

	Winnebago County	Wisconsin
Average Annual Population	168,398	5,716,883
Persons in Crashes (per 1,000 residents)	53.1	46.0
Crash-Related Emergency Room Visits (per 100,000 residents)	384.1	407.3
Crash-Related Hospitalizations (per 100,000 residents)	35.5	49.3
Quality of Life Costs (per 100,000 residents)	\$26,665,906	\$36,819,900
Lost Years of Life (per 1,000 residents)	1.83	3.04
Medical Costs (per 100,000 residents)	\$9,279,839	\$10,482,526

17,18

¹⁷University of Wisconsin-Madison, Center for Health Systems Research & Analysis. Wisconsin Crash Outcome Data Evaluation System Project. "Wisconsin CODES Report Builder Custom Reporting System," <http://www.chsra.wisc.edu/codes/query/overview.html> Accessed Oct. 2, 2017.

¹⁸University of Wisconsin-Madison, Center for Health Systems Research & Analysis. Wisconsin Crash Outcome Data Evaluation System Project. "Community Crash Reports," <http://www.chsra.wisc.edu/codes/community/default.htm> Accessed Oct. 3, 2017.

THE GRANTS

The Bureau of Transportation Safety targets counties throughout the state based on crash frequency and severity, considering their size, location, and contributing behavioral factors as indicated on crash forms received from local law enforcement agencies. Overtime enforcement grants are offered to the law enforcement agencies of a county to form a high-visibility enforcement task force that will coordinate efforts with each other and locals to change the driving behavior in their county. If a county makes the targeting list for an enforcement grant to address a behavioral highway safety issue, all law enforcement agencies within the county are eligible to participate on a task force to address the problem. National priority issue areas include impaired driving, seat belt use, speeding, and distracted driving.

2016 Grant Participation

	Impaired Driving	Occupant Protection	Speed
Winnebago County Sheriff's Office	\$39,243.52		
Appleton Police Dept.		\$36,000	
Fox Crossing/Town of Menasha Police Dept.	\$19,836	\$23,688	
Menasha Police Dept.	\$15,033.60		
Neenah Police Dept.		\$23,760	
Omro Police Dept.			
Oshkosh Police Dept.	\$19,992	\$35,360	
UW-Oshkosh Police Dept.	\$10,005.12	\$11,984.76	
Winneconne Police Dept.			
Winneconne Town Police Dept.			

2017 Task Forces

	Grant Amount
Winnebago County Seat Belt Task Force	\$124,988.16

2017 Task Force Participation

	Impaired Driving	Occupant Protection	Speed
Winnebago County Sheriff's Office		Winnebago Co. Seat Belt Task Force	
Appleton Police Dept.		Outagamie Co. Seat Belt Task Force	
Fox Crossing Police Dept.		Winnebago Co. Seat Belt Task Force	
Menasha Police Dept.		Winnebago Co. Seat Belt Task Force	
Neenah Police Dept.		Winnebago Co. Seat Belt Task Force	
Omro Police Dept.		Winnebago Co. Seat Belt Task Force	
Oshkosh Police Dept.		Winnebago Co. Seat Belt Task Force	
UW-Oshkosh Police Dept.			
Winneconne Police Dept.			
Winneconne Town Police Dept.			

2018 Task Force Eligibility

	Impaired Driving	Occupant Protection	Speed
Winnebago County Law Enforcement Agencies	not eligible	eligible	not eligible

Agency Mobilizations 2016-2017

	FY2016 Drive Sober or Get Pulled Over- Winter Holidays	2016 Click It or Ticket	2016 Drive Sober or Get Pulled Over – Labor Day	FY2017 Drive Sober or Get Pulled Over- Winter Holidays	2017 Click It or Ticket	2017 Drive Sober or Get Pulled Over – Labor Day
Winnebago County Sheriff's Office						
Appleton Police Dept.						
Fox Crossing Police Dept.						
Menasha Police Dept.		yes				
Menasha Town Police Dept.						
Neenah Police Dept.		yes	yes	yes		
Omro Police Dept.		yes				
Oshkosh Police Dept.						
UW-Oshkosh Police Dept.	yes	yes	yes	yes	yes	yes
Winneconne Police Dept.	yes	yes	yes			
Winneconne Town Police Dept.						

The Wisconsin State Patrol participates in all three mobilizations each year. Law enforcement agencies should participate for the chance to receive an equipment grant for ongoing high-visibility enforcement.