

Safety Performance Measures, and Targets for 2025

Sheboygan Metropolitan Planning Area

The Bay-Lake Regional Planning Commission staff has analyzed crash data within the Sheboygan metropolitan planning area for calendar years 2019 through 2023. Two main sources were used in analyzing the data: (1) crash data from the Traffic Operations and Safety (TOPS) Laboratory at UW Madison for 2019 through 2023; and (2) Fatality Analysis Reporting System (FARS) data from the National Highway Traffic Safety Administration (NHTSA) for 2019 through 2023. Countywide vehicle miles of travel (VMT) data for 2019 through 2023 were obtained from the Wisconsin Department of Transportation (WisDOT) in order to determine fatality and serious injury rates; all countywide VMT figures were adjusted to the metropolitan planning area based on output from the WisDOT Northeast Region travel demand forecast model.

The following statistics show the five required safety performance measures for the Sheboygan metropolitan planning area versus how statewide performance measures would fare when adjusted to the VMT for the metropolitan planning area:

2019-2023 Safety Performance Measure Statistics	Actual Crash Statistics for the Sheboygan Metropolitan Planning Area	Statewide Statistics Applied to VMT of the Sheboygan Metropolitan Planning Area
Average Annual Fatalities	4.6	5.6
Average Annual Fatality Rate*	0.719	0.753
Average Annual Serious Injuries	25.4	29.7
Average Annual Serious Injury Rate*	3.968	4.157
Average Annual Non-Motorized Fatalities and Serious Injuries	6.4	3.7
*Per 100 million Vehicle Miles of Travel.		
Source: Traffic Operations and Safety Laboratory, UW Madison (2019 through 2023); National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS) Encyclopedia (2019 through 2023); Wisconsin Department of Transportation, Vehicle Miles of Travel (VMT) by County (2019 through 2023); Wisconsin Department of Transportation, Northeast Region Travel Demand Forecast Model Output; and Bay-Lake Regional Planning Commission, 2020, 2021, 2022, 2023 and 2024.		

As can be seen in the above table, four of the five safety performance measure statistics in the Sheboygan metropolitan planning area are below statewide statistics applied to the VMT of the metropolitan planning area, the one exception being average annual non-motorized fatalities and serious injuries. The Sheboygan metropolitan planning area saw an unusually high number of non-motorized fatalities and serious injuries in 2019, and 2020. The number went down in 2021, however, it significantly increased in 2022. There were three non-motorized fatalities (one bicyclist and two pedestrians) and four non-motorized serious injuries (all pedestrians) in 2019. In addition, the Sheboygan metropolitan planning area saw another high number of non-motorized fatalities and serious injuries in 2020, again particularly in the case of pedestrians. There were no non-motorized fatalities, but there were five non-motorized serious injuries (all pedestrians) in 2020. Moreover, there were two non-motorized serious injuries related to bicyclists, and one non-motorized serious injury related to pedestrians; in 2021, again, there were no non-motorized fatalities. In 2022, there was a total of 8 non-motorized fatalities and serious injuries, and in 2023, total 8 total non-motorized fatalities and serious injuries, the highest of the

2019-2023 range. There were two non-motorized fatalities (both pedestrians), and seven non-motorized serious injuries (three pedestrians and four bikers).

Federal regulations regarding highway safety performance target setting give MPOs the choice of either setting their own targets for their metropolitan planning area or supporting their state's targets. A combination of both MPO targets and support of state targets is also allowed.

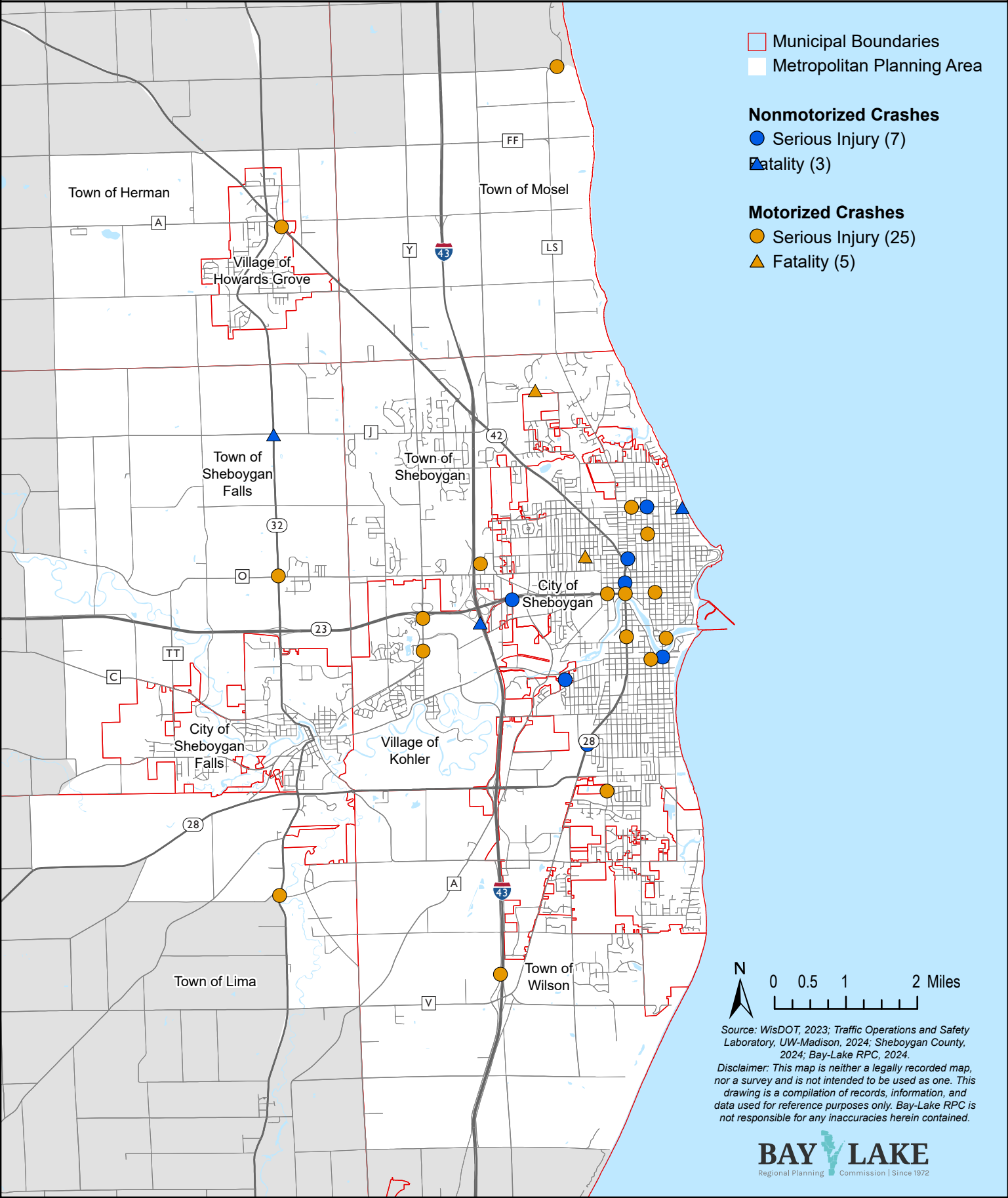
Since four of the five highway safety performance measure statistics in the Sheboygan metropolitan planning area are below statewide statistics applied to the VMT of the metropolitan planning area, Bay-Lake Regional Planning Commission staff would recommend supporting WisDOT's safety performance targets for 2025. These include the following statewide reductions from the 2019 – 2023 average annual statistics to 2024:

- A **2%** reduction in average annual fatalities (from 591.6 to 579.8).
- A **2%** reduction in the average annual fatality rate (from 0.922 to 0.904 per 100 million VMT).
- A **2%** reduction in average annual serious injuries (from 3,145.0 to 3,082.1).
- A **2%** reduction in the average serious injury rate (from 4.906 to 4.808 per 100 million VMT); and
- A **2%** reduction in non-motorized fatalities and serious injuries (from 388.6 to 380.8).

It is recommended that there be greater education of motorists and pedestrians of all ages in the area. Additionally, Bay-Lake Regional Planning Commission staff are working with the Sheboygan MPO on a bicycle and pedestrian master plan. This will encourage the communities within the Sheboygan Metropolitan Planning Area to improve the bicycle and pedestrian infrastructure to make bicyclists and pedestrians feel safer. As seen from the attached Crash Location Map, seven out of nine nonmotorized fatalities and serious injuries occurred within the boundary of the City of Sheboygan. Bay-Lake Regional Planning Commission staff fully support the City's initiative and efforts to adopt Complete Streets Policy as well as developing a Safety Action Plan for the City. The City of Sheboygan has received a Safe Streets for All (SS4A) grant to fund the Safety Action Plan.

2023 Crash Locations

Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin



2019-2023 Crash Locations

Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin

