ONEIDA
NATION

SAFE STREETS AND ROADS FOR ALL PLAN (SS4A)

A Comprehensive Safety Action Plan
for the Oneida Nation



SAFER PEOPLE

SAFER ROADS

SAFER SPEEDS

SAFER VEHICLES

POST-CRASH CARE

Working together for **safer roads, stronger connections,** and a **healthier future** for our community.

Oneida Nation

Safe Streets and Roads for All

A Comprehensive Safety Action Plan

Adopted: September 2026

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Disclaimer and Funding Acknowledgment

This Safety Action Plan was developed with funding provided through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant Program, administered by the Federal Highway Administration (FHWA).

The contents of this document reflect the analysis, findings, recommendations, and priorities developed for the Oneida Nation Safety Action Plan. The inclusion of any project, strategy, recommendation, or potential funding opportunity in this Plan does not constitute a commitment to fund, design, construct, or implement that project or strategy. Implementation will be subject to applicable federal, state, Tribal, and local requirements; available funding; engineering and feasibility considerations; environmental review, as applicable; and approval by the appropriate implementing authority.

The recommendations and conclusions presented in this Plan do not necessarily represent the official views or policies of the U.S. Department of Transportation, the Federal Highway Administration, or other federal agencies.

Plan Development

This Comprehensive Safety Action Plan was developed by the Bay-Lake Regional Planning Commission (BLRPC) in coordination with the Oneida Nation. BLRPC led the planning process, data analysis, public engagement, development of recommendations, and preparation of the final document. Oneida Engineering Solutions (OES) provided technical and analytical assistance during the planning process. The Oneida Nation Transportation Department prepared mapping materials and provided transportation data, technical knowledge, and local guidance.

Table of Contents

1. Introduction 1
Introduction 2
Safe Streets and Roads for All (SS4A) Program 2
Plan Development Process 2
Goals and Objectives 3
Vision for Plan 3
Existing Plans and Programs 3
Brown County Safety Action Plan 4
City of Green Bay Comprehensive Safety Action Plan 4
Oneida Nation History 5
Background 5
Socioeconomic Conditions 7
Total Enrollment and Population 7
Age Distribution 7
Households and Housing Characteristics 8
Educational Attainment 8
Income and Employment 9
Commuting and Travel Patterns 9
Vulnerable Populations 9

2. Public Outreach and Engagement 11
Introduction 12
Steering Committee 12
Public Engagement Opportunities 12
Online Survey and Mapping Exercise 12
Behavioral Questions 13
Safety Questions 14
Infrastructure and Enforcement Questions 15
Mapping Questions 16
Oneida Nation Farmers Market 20
Public Open House 21

3. Crash and Safety Analysis 23
Introduction 24
Safe System Approach 24
Historical Crash Analysis 25
Crash Type 28
Crash Age Profile 28
Environmental Conditions 29
Driver Behavior 30
Vulnerable Road User Crashes 32
High Injury Network Analysis 34
What are Priority Corridors and Intersections 34

4. Countermeasures, High Injury Network and Other Project Improvements 39
Introduction 40
Safety Countermeasures 40
Pedestrian 40
Roadway Departure 41
Intersections 41
Safety Concerns and Countermeasures within Study Area 42
Speed Management 42
Intersection Safety 42
Crosscutting 42
Pedestrian Safety 43
Roadway Departure and Roadside Safety 43
Teen Driver Safety 44
Impaired Driving 44
High Injury Network Corridor Profiles 46
High Injury Network Intersection Profiles 62
Other Concerned Projects and Potential Improvements 74

5. Implementation and Next Steps 81
Introduction 82
Coordination and Partnerships 82
Surrounding Local Jurisdictions 82
Brown and Outagamie Counties 83
Wisconsin Department of Transportation 83
Federal Transportation Agencies 83
Progress and Transparency 84
Monitoring and Measuring Progress 84
Implementation Tracking and Reporting 85
Public Transparency and Communication 85
Community Feedback 85
Transportation Plans, Programs, and Policies 86
Long-Range Transportation Plan 86
Bicycle and Pedestrian Plan 86
Transportation Safety Program 86
Complete Streets and Multimodal Transportation Policy 87
Transportation Data and Asset Management 87
Grant Funding 87
Tribal Transportation Program (TTP) 87
Tribal Transportation Program Safety Fund (TTPSF) 87
Safe Streets and Roads for All (SS4A) 87
Highway Safety Improvement Program (HSIP) 88
Transportation Alternatives Program (TAP) 88
Surface Transportation Program – Local (STP-L) 88
Local Roads Improvement Program (LRIP) 88
Other Federal Competitive Programs 88
Transit Funding 89

Appendix 91
Appendix A - Survey Results 93
Appendix B - Open House Sign-In and Comment Cards 97

List of Figures

Figure 1.1: Oneida Enrollment by Year 7

Figure 1.2: Age Distribution of Enrolled Members and Population Residing on Reservation 8

Figure 1.3: Educational Attainment of Enrolled Members and Population Residing on Reservation Aged 25+ 8

Figure 2.2: When driving do you 13

Figure 2.1: How often do you observe speeding? 13

Figure 2.3: How safe do you feel when using the transportation system in each of the following way? 14

Figure 2.4: Rate the conditions of transportation infrastructure in the Oneida Nation 15

Figure 2.5: Do you believe that all neighborhoods receive equal attention regarding road safety improvements? 15

Figure 2.6: Risky Behavior by Type 16

Figure 2.7: Suggested Solutions to Risky Behaviors by Type 17

Figure 2.8: Unsafe Places and Suggested Improvements by Type 18

Figure 2.9: Near Miss Locations by Type 19

Figure 3.1: Severe (KSI) Crashes by year, Oneida Nation (2015 – 2024) 25

Figure 3.2: 5-year breakdown of crash severity 26

Figure 3.3: Crash Type Breakdown (2020-2024) 28

Figure 3.4: Teen Drivers (age 15-20) in Severe Crashes 29

Figure 3.5: Senior Drivers (age 65+) in Severe Crashes 29

Figure 3.6: Crash Types by Lighting Conditions, Oneida Nation (2020 - 2024) 30

Figure 3.7: Vulnerable Road User Crashes 32

List of Maps

Map 1.1: Oneida Nation Location 6
Map 3.1: Motorized and Non-motorized Crashes in Oneida Nation (2020 – 2024) 27
Map 3.2: Crashes involving Drivers Under the Influence in Oneida Nation (2020 – 2024) 31
Map 3.3: Pedestrian and Bicycle Crashes in Oneida Nation (2020 – 2024) 33
Map 3.4: High Injury Corridor 36
Map 3.5: High Injury Intersection 38
Map 4.1: West Mason Street/WIS 54 - *Airport Drive to South Taylor Drive* *48*
Map 4.2: Wisconsin 29 - *Part in Oneida Nation Boundaries* *50*
Map 4.3: County EE/Orlando Drive - *South Pine Tree Road to County TK* *52*
Map 4.4: County E - *Wis 54 to County EE* *54*
Map 4.5: Packerland Drive - *West Mason Street to Hazelwood Lane* *56*
Map 4.6: Pearl Street - *Olson Road to Bodart Court* *58*
Map 4.7: Seminary Road - *WIS 54 to Ranch Road* *60*
Map 4.8: WIS 54/W Mason Street & Packerland Drive 64
Map 4.9: County EE/Orlando Drive & County E 66
Map 4.10: County EE/Orlando Drive & South Pine Tree Road/County GE 68
Map 4.11: West Mason Street/WIS 54 & Seminary Road Roundabout 70
Map 4.12: West Point Road & South Point Road 72
Map 4.13: High Injury Corridors and Other Concerned Corridors 76
Map 4.14: High Injury Intersections and Other Concerned Intersections 79

List of Tables

Table 3.1: High Injury Corridor Safety Analysis 35
Table 3.2: High Injury Intersection Safety Analysis 37
Table 4.1: Concerned Corridors and Potential Improvements 75
Table 4.2: Concerned Intersections and Potential Improvements 77
Table 5.1: Key Performance Measures and Its purpose 84

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Safety Commitment Resolution

Oneida Nation

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BC Resolution # 09-23-26-H
Safe Streets and Roads for All Comprehensive Safety Plan Commitment Statement

WHEREAS, the Oneida Nation is a federally recognized Indian government and a treaty tribe recognized by the laws of the United States of America; and

WHEREAS, the Oneida General Tribal Council is the governing body of the Oneida Nation; and

WHEREAS, the Oneida Business Committee has been delegated the authority of Article IV, Section 1, of the Oneida Tribal Constitution by the Oneida General Tribal Council; and

WHEREAS, the Oneida Nation recognizes that transportation safety is essential to the health, well-being and quality of life of Tribal members and neighboring communities; and

WHEREAS, roadway fatalities and serious injuries are preventable, and Oneida Nation is committed to improving safety for all roadway users; and

WHEREAS, the US Department of Transportation Safe Streets and Roads for All (SS4A) Program encourages a public commitment to eliminate roadway fatalities and serious injuries; and

WHEREAS, the Oneida Nation will advance safety through collaboration with local municipalities and other transportation stakeholders to achieve long-term safety goals; and

WHEREAS, the Oneida Nation is committed to protecting current and future generations by promoting a transportation system that is safe and accessible; and

NOW THEREFORE BE IT RESOLVED, The Oneida Nation hereby commits to achieving zero preventable roadway fatalities and serious injuries by 2045.

BE IT FINALLY RESOLVED, that the Oneida Nation Tribal Transportation Department is directed to pursue this goal through community engagement, data-driven decision-making, and implementation of the Safe System Approach.

CERTIFICATION

I, the undersigned, as Secretary of the Oneida Business Committee, hereby certify that the Oneida Business Committee is composed of 9 members of whom 5 members constitute a quorum; 6 members were present at a meeting duly called, noticed and held on the 23rd day of September, 2026; that the forgoing resolution was duly adopted at such meeting by a vote of 5 members for, 0 members against, and 0 members not voting*; and that said resolution has not been rescinded or amended in any way.

Lisa Liggins, Secretary
Oneida Business Committee

*According to the By-Laws, Article I, Section 1, the Chair votes "only in the case of a tie."

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1

Introduction



Introduction

The Oneida Nation Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan represents a strategic and forward-looking commitment to improving transportation safety across the Nation's lands. Rooted in the values of protecting life, preserving community well-being, and enhancing the natural and built environment of the Oneida Nation, this Plan establishes a framework to address roadway safety challenges with data-driven analysis, cultural awareness, and community-led solutions.

Between 2015 and 2024, there were 17 fatal crashes and 78 serious injury crashes, averaging 1.7 fatal crashes and 7.8 serious injury crashes per year on Oneida Nation roads. Traffic crashes are not random events, they are preventable tragedies that carry profound social, cultural, and economic consequences. Nationally, roadway fatalities and serious injuries remain unacceptably high, and Tribal Nations are disproportionately impacted. The Oneida Nation recognizes that every life lost or altered by a crash is one too many, and that action is required to create a safer transportation system for all who live, work, and travel within the Nation.

This Comprehensive Safety Action Plan was developed in alignment with the U.S. Department of Transportation's Safe Streets and Roads for All program and reflects the Oneida Nation's unique needs, priorities, and perspectives. It combines technical analysis of crash data, roadway conditions, and risk factors with extensive input from community members, Tribal leaders, and partner agencies. By integrating these insights, the Plan identifies priority safety concerns, proposes evidence-based strategies, and lays out a roadmap for coordinated implementation.

Safe Streets and Roads for All (SS4A) Program

The Infrastructure Investment and Jobs Act (IIJA) created the Safe Streets and Roads for All (SS4A) competitive grant program, providing $5 billion in funding from 2022–2026 to reduce roadway fatalities and serious injuries. The program supports regional, local, and Tribal safety initiatives and aligns with the U.S. Department of Transportation's goal of achieving zero roadway deaths through a Safe System Approach. The Oneida Nation was awarded SS4A funding in 2024 to develop this Comprehensive and Safety Action Plan.

Plan Development Process

This plan is the result of a collaborative process. The Oneida Nation partnered with the Bay-Lake Regional Planning Commission (Bay-Lake RPC) and Oneida Engineering Solutions Inc. (OES) in 2025 to assist in the development of this Comprehensive Safety Action Plan.

Through a comprehensive review of crash data, street characteristics, and user behavior, the plan highlights key risk areas and traffic safety trends. Insights from crash analysis revealed the locations and underlying factors contributing to serious injuries and fatalities. These findings inform targeted solutions and improvements to ensure the most significant impact on safety outcomes.

Community engagement and equity played a major role in the development of this plan, involving input from the public, an advisory committee, tribal staff, and a broad range of stakeholders including the Wisconsin Department of Transportation, Brown and Outagamie counties and the City of Green Bay. Using in-person public events and an online survey, members of the public were encouraged to voice their concerns and contribute to solutions.

This Action Plan is guided by the Safe System Approach, which recognizes that human mistakes are inevitable and that the transportation system should be designed to minimize the likelihood of

fatal and serious injury crashes. The Safe System Approach focuses on creating multiple layers of protection through five core elements:

- Safer Road Users
- Safer Roads
- Safer Vehicles
- Safer Speeds
- Post-Crash Care

By integrating these principles into transportation planning and investment decisions, the Oneida Nation seeks to create a safer transportation network for all users, including drivers, pedestrians, bicyclists, transit users, and emergency responders.

Goals and Objectives

The goals and objectives of this plan are as follows:

1. Establish a clear vision for roadway safety that reflects Oneida values and federal safety standards.
2. Identify high-risk locations and systemic issues through comprehensive data analysis.
3. Engage the community in shaping solutions that are practical, equitable, and culturally grounded.
4. Develop implementable strategies and projects that will reduce fatalities and serious injuries on the Nation's roads.
5. Position the Oneida Nation for future funding opportunities to bring safety improvements from planning to reality.

Vision for Plan

This Plan is not an endpoint but a foundation. It provides the direction and structure necessary to pursue a long-term vision: a transportation system where every person, whether driving, walking, biking, or using transit, can move safely and confidently. Implementation will require continued collaboration among the Oneida Nation, neighboring jurisdictions, state and federal partners, and most importantly, the Oneida community. By embracing both modern best practices and traditional principles of stewardship and care for the community, the Oneida Nation affirms its commitment to creating safer streets and roads for current and future generations.

Existing Plans and Programs

Oneida Nation Tribal Transportation Improvement Plan (TTIP) 2026-2029 – The Oneida Business Committee adopted the TTIP to prioritize safe and reliable road systems. The TTIP is used to plan, design, and build new tribal roads while maintaining existing reservation routes to boost public safety and economic growth.

Oneida Public Transit - Oneida Public Transit can be defined as On-Demand Response, Curb to Curb, Public Service, Transit System, and Rural Transportation service. This service is provided to the Oneida Community and public to transport on the Oneida Nation Reservation and surrounding areas. Additional information on Oneida Public Transit can be found here.

Coordination with Adjacent Safety Action Plans

The Oneida Nation is located within the broader Green Bay and Brown County transportation network, and transportation facilities within and surrounding the Nation cross multiple governmental jurisdictions. As a result, safety conditions affecting the Oneida Nation may also be influenced by roadway conditions, travel patterns, and safety initiatives in adjacent jurisdictions. The Oneida Nation

Comprehensive Safety Action Plan recognizes the importance of coordinating with neighboring communities while maintaining a focus on the Nation's own transportation system, community needs, and priorities.

Two significant safety planning efforts in the surrounding area are the Brown County Safety Action Plan and the City of Green Bay Comprehensive Safety Action Plan. These plans provide complementary information and opportunities for coordination where transportation facilities, travel patterns, or safety concerns overlap with the Oneida Nation.

Brown County Safety Action Plan

Brown County developed a Safety Action Plan through the Safe Streets and Roads for All (SS4A) program to identify strategies for reducing fatal and serious injury crashes throughout the county. The County's planning effort includes analysis of crash patterns, identification of high-risk locations and contributing factors, development of safety countermeasures, and implementation strategies.
The Brown County Safety Action Plan is particularly relevant to the Oneida Nation because the Nation is geographically surrounded by and connected to Brown County's transportation network. Several county and local roadways provide connections between the Oneida Nation, neighboring communities, employment centers, schools, commercial areas, and regional destinations.
The Oneida Nation Safety Action Plan should be viewed as complementary to the Brown County effort. Where similar safety concerns are identified, such as speeding, impaired driving, roadway departure, intersection crashes, pedestrian and bicycle safety, or crashes involving young drivers, the Oneida Nation and Brown County can consider opportunities for coordinated strategies and investments.

Coordination may include sharing crash and roadway safety information, communicating planned improvements, coordinating improvements at or near jurisdictional boundaries, pursuing complementary funding opportunities, and developing consistent safety treatments where roadways connect across jurisdictional boundaries.

Importantly, the Oneida Nation Safety Action Plan maintains an independent focus on roads and transportation facilities under Oneida Nation jurisdiction and the specific safety needs of Oneida community members and transportation users. Recommendations identified in the Brown County plan are therefore considered as a source of supporting information and potential coordination opportunities rather than as replacements for the Nation's own safety priorities.

City of Green Bay Comprehensive Safety Action Plan

The City of Green Bay is an important neighboring jurisdiction within the Oneida Nation's broader transportation network. The city is developing a Comprehensive Safety Action Plan through the SS4A program to address fatal and serious injury crashes and advance a Safe System approach to transportation safety.

Green Bay's safety planning effort includes consideration of pedestrian and bicycle safety, speed management, roadway lighting, traffic calming, enforcement and education, and other strategies intended to reduce fatal and serious injury crashes. These efforts are relevant to the Oneida Nation because many trips between the Nation and Green Bay occur across jurisdictional boundaries, including trips associated with employment, education, shopping, healthcare, recreation, and other daily activities.

The Oneida Nation Safety Action Plan recognizes opportunities to coordinate with the City of Green Bay where transportation corridors or safety concerns overlap. Coordination may include sharing safety data, communicating planned transportation improvements, coordinating pedestrian

and bicycle connections, addressing safety concerns along connecting corridors, and pursuing complementary safety strategies.
As with the Brown County Safety Action Plan, the City of Green Bay's safety planning effort does not establish priorities for the Oneida Nation. Rather, the City's work provides context for understanding the broader transportation environment surrounding the Nation and identifies opportunities where safety improvements on either side of the jurisdictional boundary could reinforce one another.

Oneida Nation History

The Oneida Nation, originally one of the six nations of the Haudenosaunee (Iroquois) Confederacy, traces its ancestral homeland to central New York State. Following the American Revolutionary War, the Oneida faced significant land loss through state-sanctioned cessions and encroachment. Seeking new homelands and pressured by federal and state policies, groups of Oneida began migrating westward in the 1820s. By 1838, a treaty between the Oneida Nation and the United States formally established a reservation in northeastern Wisconsin, encompassing approximately 65,000 acres along Duck Creek within present-day Brown and Outagamie counties.

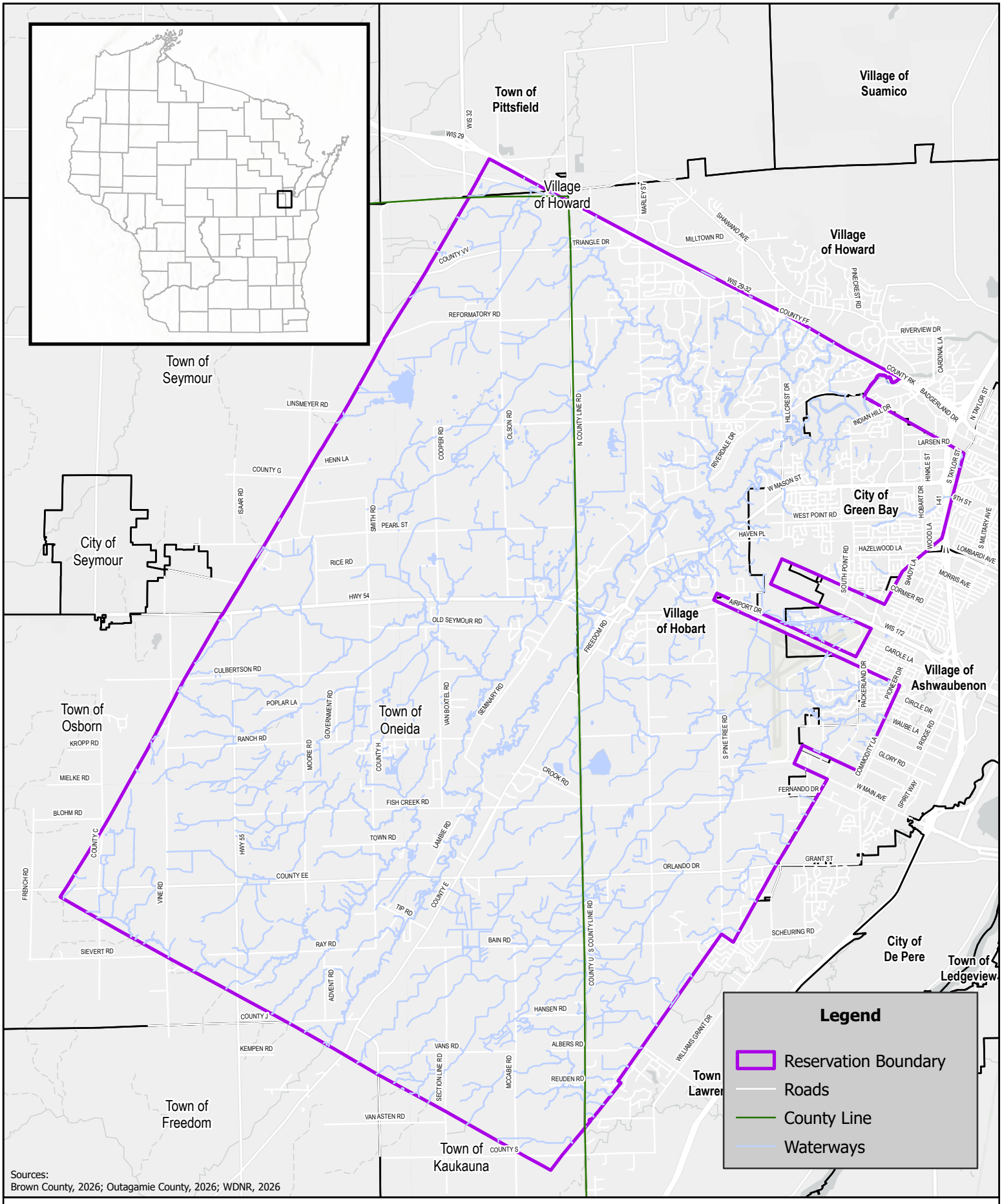
Despite relocation, the Oneida people preserved their clan system, language, ceremonies, and governance, continuing to uphold the core principles of the Haudenosaunee Confederacy. Over the decades, the Nation rebuilt its community and infrastructure, strengthening self-governance and maintaining cultural traditions that connect present-day members to their ancestors. Today, the Oneida Nation stands as a sovereign government dedicated to sustaining its cultural heritage, supporting economic development, and enhancing the well-being of its citizens. This history of perseverance and renewal underscores the Nation's enduring connection to its land, identity, and people, forming the foundation for contemporary initiatives such as this Action Plan that advances safety, mobility, and quality of life across the Reservation.

Background

The Oneida Nation is a federally recognized Tribal Nation located in northeastern Wisconsin. The Oneida Reservation is in Brown and Outagamie counties and encompasses approximately 65,000 acres or 102 square miles of land. The Reservation includes rural, agricultural, and suburban landscapes, intersected by several major transportation corridors, including State Highway 54 and Interstate 41. The western and central areas of the reservation are primarily rural, while the eastern area of the reservation falls within the limits of the City of Green Bay and villages of Ashwaubenon and Hobart. The west side of the reservation contains the unincorporated community of Oneida. Map 1.1 shows the location of Oneida Nation in Wisconsin and its boundaries.

Roadways in the western and central portions of the reservation are primarily rural, while the roadways in the eastern portion of the reservation are urban. Major routes through the reservation include WIS 29, WIS 54, WIS 55, WIS 172, County E, County EE, County J, and County U. Oneida Nation currently maintains 12.22 miles of road within the reservation. This geographic context, coupled with a growing residential population and increasing commercial activity, underscores the importance of addressing transportation safety and mobility through a data-driven, community-based approach.

Map 1.1: Oneida Nation Location



GEOGRAPHIC INFORMATION SYSTEM
N7332 Water Cir Pl,
Oneida, WI 54155
920-869-4563
Heena Map Requests_26-0408

Date: 09/09/2026

Source: DOLM & Photography 2018
Coordinate System: Wisconsin State Plane, Central Zone
Lambert Projection, U.S. Foot
Horizontal Datum: NAD83
Vertical Datum: Nav88

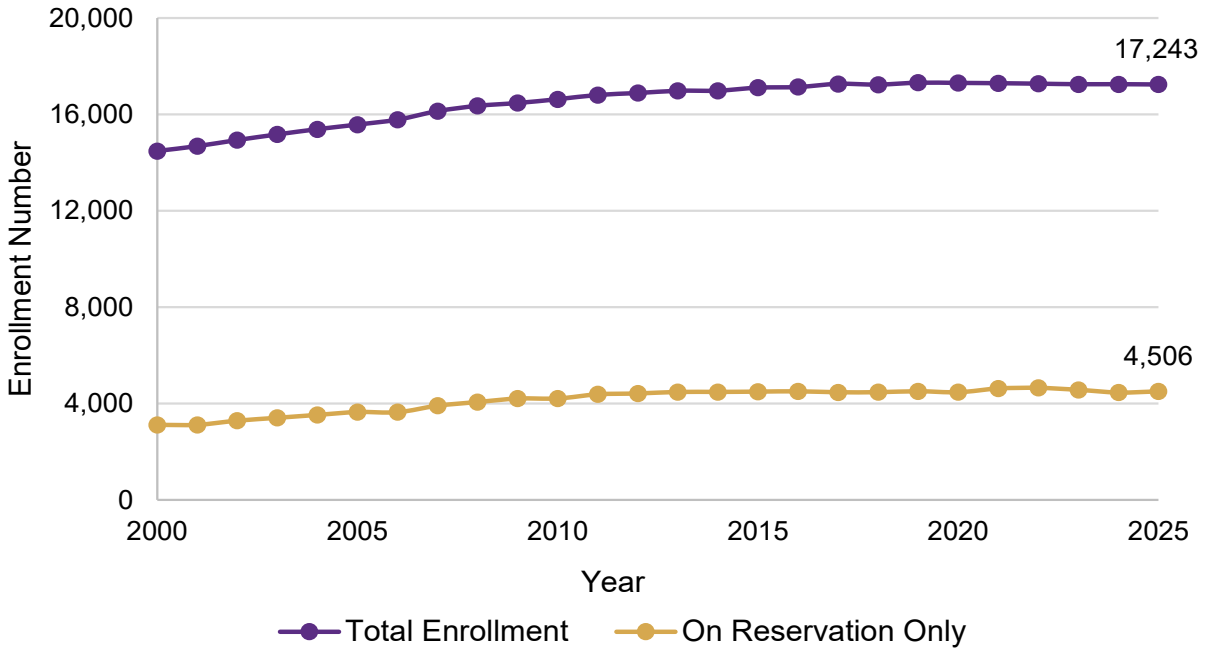
Socioeconomic Conditions

Understanding the demographic characteristics of the Oneida Nation is fundamental to developing equitable, effective, and culturally grounded safety strategies. The following section summarizes the population, household, and socioeconomic conditions of the Tribe based on official enrollment data and supporting regional datasets.

Total Enrollment and Population

Oneida Nation's enrolled member population has increased over time, from just under 14,500 in 2000, to over 17,000 today (see Figure 1.2). As of June 2025, the Oneida Nation had a total enrollment of 17,243 members, according to the Tribe's official Enrollment Semi-Annual Report. The population of the members residing on reservation land has grown from 3,117 in 2000 to over 4,500 today. Of the total enrollments today, approximately 5,000 members reside within Brown County with about 4,500 residing on the reservation.

Figure 1.1: Oneida Enrollment by Year



[Data Source: Oneida Enrollment Semi-Annual Report as of 6/13/2025]

Between 2000 and 2024, the population living within the reservation boundaries increased by 30%. According to the 2024 ACS 5-Year Estimates, 27,624 residents live within the reservation boundaries spanning Brown County and Outagamie County. This population represents the residents most directly impacted by transportation infrastructure and roadway safety conditions on and adjacent to the reservation.

Age Distribution

The Oneida Nation's population reflects a balanced age composition with significant representation across all generations. Figure 1.3 below shows age distribution of enrolled members living on reservation and the total population residing within the reservation.

Figure 1.2: Age Distribution of Enrolled Members and Population Residing on Reservation

Age Group	Enrolled Oneidas*	% Total	Total Population	% Total
Preschool (0–4)	142	3%	1,473	5%
Children (5-17)	809	18%	4,890	18%
Working Adults (18–61)	2,658	59%	15,694	57%
Seniors (62+)	897	20%	5,567	20%
Total	4,506	100%	27,624	100%

[Data Source: *Oneida Enrollment Semi-Annual Report as of 6/13/2025; ACS 2024 5-Year Data]

The age distribution of enrolled members and the overall population residing on the reservation is similar with around 60% being working aged adults, 18% being child aged and 20% being considered senior (62 years+). This distribution indicates a large working-age population supporting both dependent youth and elders. The growing senior population underscores the importance of accessible pedestrian infrastructure, safe crossings, and multimodal transportation options for individuals with limited mobility.

Households and Housing Characteristics

As of the 2024 ACS 5-Year Estimates, there are approximately 10,810 housing units on the reservation with 10,486 being occupied. The average household size on the reservation is 2.6, with 74% of households being owner-occupied and 26% being renter-occupied.

Enrolled Oneidas occupy 1,882 housing units, with an average household size of 3.1 persons. Of those occupied units, 62% are owner-occupied and 38% are occupied by renters. The Tribe continues to expand housing options to accommodate intergenerational families, youth returning to the reservation, and older residents seeking age-friendly, accessible housing near essential services.

Educational Attainment

Education attainment among the entire population residing on the reservation and enrolled Oneidas living on the reservation is similar. For all residents 24% have earned a high school diploma and 6% earned less than that in comparison to 22% and 3% of enrolled Oneidas, respectively. Of all residents, 29% have some college education or an associates degree compared to 31% of enrolled Oneidas. Lastly, enrolled Oneidas have a higher percentage of attainment when it comes to achieving a bachelor's degree of higher (44%) in comparison to all residents (41%).

Figure 1.3: Educational Attainment of Enrolled Members and Population Residing on Reservation Aged 25+

Educational Attainment	Enrolled Oneidas*	Total Population
Less than HS Diploma	3%	6%
HS Graduate	22%	24%
Some College or Associate's	31%	29%
Bachelor's Degree or Higher	44%	41%
Total	4,506	100%

Source: 2024 U.S. Census Bureau American Community Survey 5-Year Estimates *2025 Oneida Enrollment Records, 2024 Oneida Quality of Life Survey

Income and Employment

The median household income within the Oneida Reservation area is approximately $98,971, and $56,681 for enrolled Oneidas, which slightly below the Wisconsin statewide median. The unemployment rate of all residents living on the reservation is 2.6% and 5.1% for enrolled members. Family poverty rate is 19% and the individual poverty rate is 21% for enrolled members which is significantly higher than the family poverty rate (4%) and individual poverty rate (7%) of the reservation population.

Employment among Tribal members spans multiple sectors, with concentration in:

- Tribal government and enterprises (casino, health, and education services)
- Manufacturing and logistics
- Agriculture and environmental stewardship

Commuting and Travel Patterns

The mean travel time to work is approximately 18.7 minutes for those living on the reservation. The vast majority of households (87%) with workers 16 years and over have 2 or more vehicles available, while 12% have only one vehicle available and less than 1% have no vehicle available.

Most of the working population living on the reservation commute to work via car, truck, or van (82%). Of those, 75% drove alone while 7% carpooled. Approximately 16% worked from home. Less than 1% of the population travels by public transportation and only 83 residents or .6% biked or walked to work. This may indicate that the public feels the roadways are unsafe for commuting via active transportation.

Commuting patterns indicate that many members travel to employment centers in Green Bay, Ashwaubenon, and De Pere, often along high-volume routes such as County Highway E, Highway 172, and Packerland Drive. This dynamic reinforces the need for coordinated safety improvements across jurisdictional boundaries.

Vulnerable Populations

Identifying vulnerable road users is essential to equitable safety planning. Within the Oneida Nation, the following groups are prioritized:

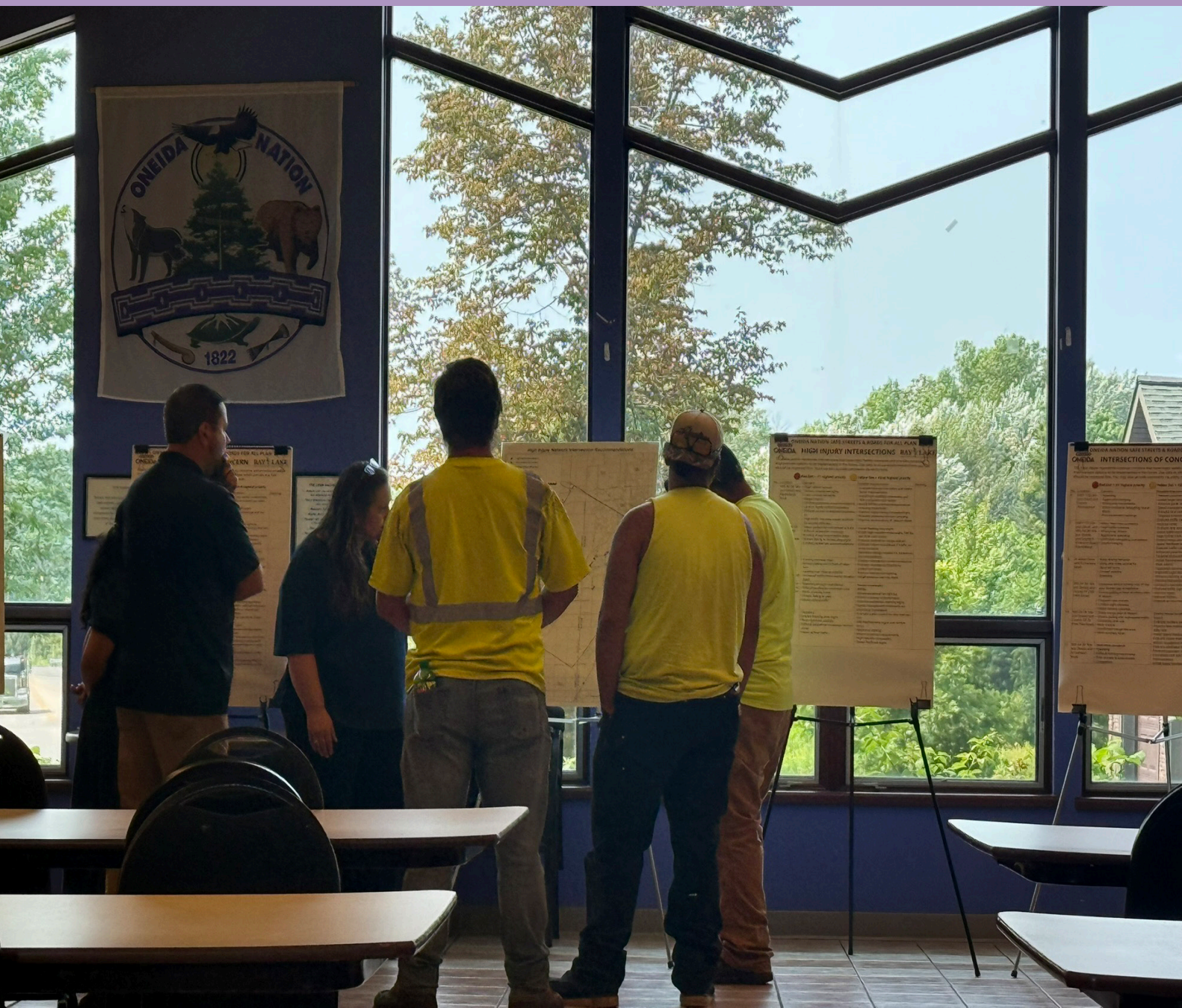
- Elders and individuals with disabilities who rely on accessible sidewalks, lighting, and transit connections.
    - 20% of the population living on the reservation is aged 62+
    - 10.5% of residents, and 16% of Oneidas, aged 18+, living on the reservation have a disability of some type.
- Youth and school-aged children, especially in residential clusters near the Oneida Nation Elementary and High School.
    - There are over 6,300 children (aged 0-17) residing within the reservation boundary.
- Low-income households and car-limited residents who depend on walking, biking, or carpooling.
- Pedestrians and bicyclists who utilize non-motorized paths connecting community facilities, residential areas, and employment sites.

Safety interventions must account for these groups' higher exposure to risk and ensure culturally relevant, inclusive engagement in planning and implementation.

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2

Public Outreach and Engagement



Introduction

A safe and effective transportation system must be guided not only by data and engineering but also by the lived experiences, perspectives, and priorities of the community it serves. For the Oneida Nation, public outreach and engagement are essential components of building a Comprehensive Action Plan that reflects cultural values, addresses local needs, and advances the Nation's long-standing commitment to safety, sustainability, and community well-being.

This chapter outlines the strategies and activities undertaken to meaningfully involve community members, Tribal leaders, elders, youth, partner agencies, and other stakeholders in the development of the Safe Streets and Roads for All Plan. Engagement efforts were designed to be inclusive, transparent, and respectful of Oneida traditions and governance structures, while also meeting federal requirements for public involvement.

Steering Committee

The Steering Committee, made up of representatives from WisDOT, Brown County, Outagamie County, Oneida Nation, OES, and Bay-Lake RPC. This Committee provided oversight of the Action Plan's development and offers feedback on its components, including project recommendations.

Furthermore, an internal working committee was created and made up of staff from OES, Oneida Nation, and Bay-Lake RPC. This committee met regularly and worked together on developing the plan by determining the planning area and plan components, collecting and analyzing data and results, developing maps, and reviewing the document as it progressed.

Public Engagement Opportunities

Feedback was collected through surveys, community events, and consultation with Tribal departments and external partners which ensured that a wide range of voices informed this Plan. The resulting feedback guided the identification of priority safety issues, the selection of strategies, and the alignment of proposed actions with both cultural values and federal safety standards.

The public was invited to join multiple events throughout the plan development. Below is a summary of each event or public engagement opportunity offered to members of the public.

Online Survey and Mapping Exercise

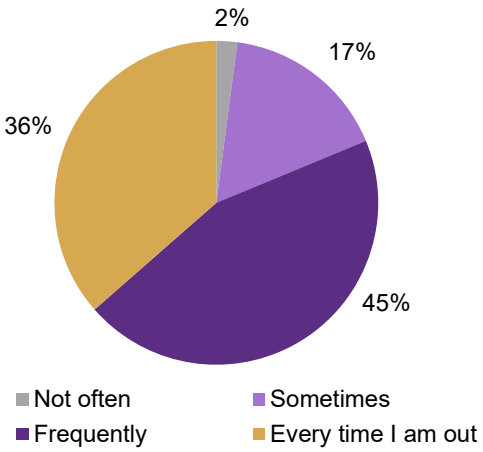
A survey accompanied by a mapping exercise was created to collect feedback on the perceived safety of streets and roads within the Oneida Nation. The survey included behavioral, safety, and infrastructure and enforcement related questions in addition to a mapping exercise that allowed individuals to pinpoint perceived problem areas. The survey was advertised at a tribal meeting in September 2025 and remained open between 9/1/2025 and 10/31/2025. The survey received 98 unique responses and is summarized below. Full survey results can be found in the appendix.

Behavioral Questions

When it comes to getting from place A to place B, the survey results indicate that driving a private motor vehicle is the dominant mode of transportation (90%) followed by active transportation: 43% walk and 21% bike. Public transportation use is limited (10%), while a small number of respondents reported other wheeled options or alternative modes such as work vans, motorcycles, skateboards, or running.

Driving behavior responses reveal a clear pattern of modest speeding. A majority of drivers (57%) report typically driving 1–5 mph over the speed limit, while only one in five (20%) state they drive at or below the posted limit. More excessive speeding is less common, with approximately 12% reporting speeds of 6 mph or more above the limit.

Figure 2.1: How often do you observe speeding?

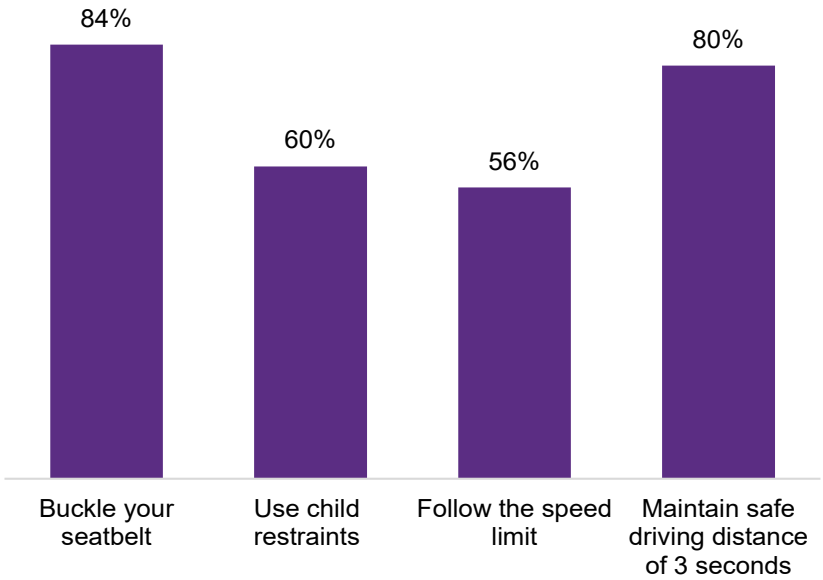


A vast majority of respondents witness others speeding either every time they are out on the roadways (36%) or frequently (44%). Red-light or stop sign running is observed less often but remains a concern, with roughly 44% reporting they see it at least sometimes. Specific intersections were repeatedly identified as problem locations, most notably Packerland and W. Mason St.; Seminary and Ranch Rds.; and Highway 172 and Packerland, suggesting clear candidates for targeted enforcement, engineering, or signal timing improvements.

When asked about risk-related behaviors while driving, 10% admit to texting while driving, 29% eat while driving, and 10% report frequently speeding. Notably, over half of respondents (52%) indicated none of these behaviors. Among those who do engage in these activities, most do so on a recurring weekly basis rather than rarely, indicating habitual rather than occasional behavior.

Self-reported safe driving practices are relatively strong. More than 80% of people report buckling their seatbelt and maintaining a safe following distance, and over half report following the speed limit. Nearly 84% of respondents state they practice these safe driving habits frequently or every time they are out, reflecting a high level of self-reported compliance with safe driving norms.

Figure 2.2: When driving do you...

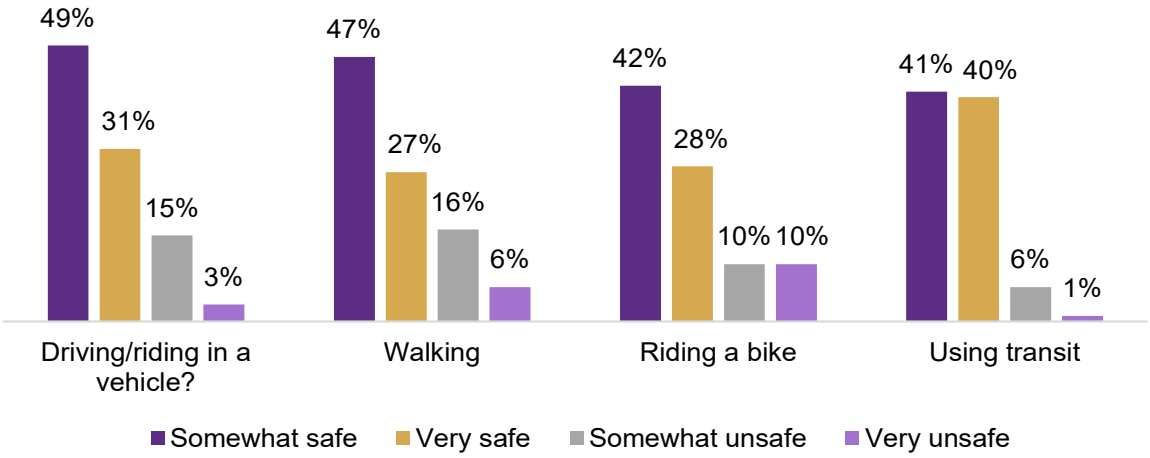


Safety Questions

Overall, while most respondents have not been directly involved in a traffic crash on Oneida Nation roads in the past year, crashes remain a visible community issue, with more than one-quarter of respondents reporting either personal involvement or knowing someone who was involved. This exposure influences how residents perceive safety. In general, people indicated they feel very safe when using public transit. About 80% of people feel very safe or somewhat safe driving/riding in a vehicle. Many people feel somewhat safe when walking or biking, but a noticeable number also feel very unsafe while using these types of transportation.

When considering vulnerable users, such as pedestrians, cyclists, children, and seniors, using the roadways, roughly half of respondents expressed some level of concern. The strongest safety concerns are associated with people who have limited vision or mobility challenges, where a clear majority of respondents believe current transportation systems are unsafe.

Figure 2.3: How safe do you feel when using the transportation system in each of the following way?



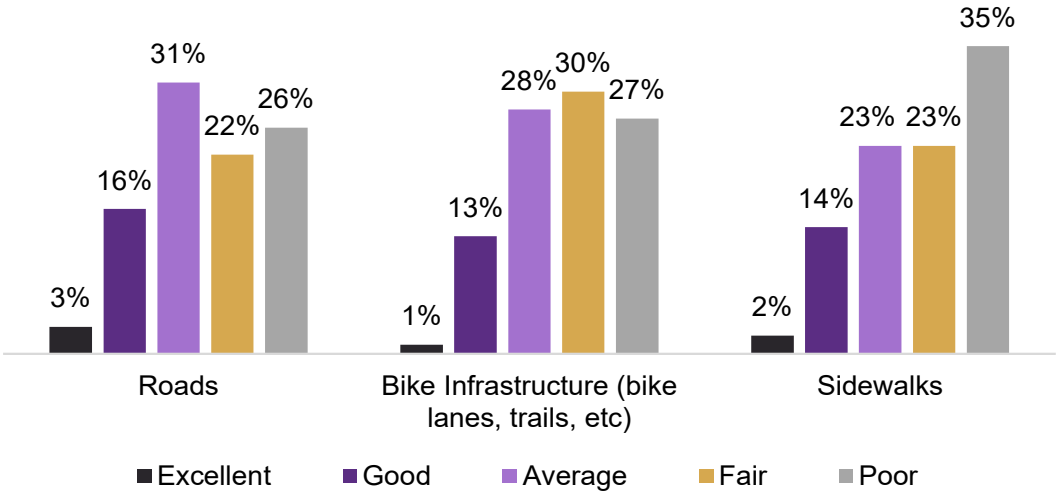
When asked about what safety issues are most important to be prioritized, distracted driving (69%), lack of walking and biking infrastructure (68%), roadway construction and maintenance (68%), and blind spots at intersections (67%) rank at the top as very important by roughly two-thirds of respondents. Speeding, drivers failing to yield to pedestrians, unsafe crossings, blind curves, and roundabout safety also emerged as high-priority concerns, with clear majorities rating them as very or somewhat important. Across nearly all categories, fewer than 10% of respondents considered these issues unimportant, indicating broad agreement rather than divided opinion.

Open-ended responses reinforce themes noted above. Residents repeatedly cited deteriorated road surfaces, potholes, poor maintenance, blocked sightlines from vegetation, inadequate lighting, and unsafe conditions near schools and key intersections. Many comments focused on pedestrian and child safety, especially around schools, trails, and crossings, as well as accessibility concerns for seniors and people with disabilities.

Infrastructure and Enforcement Questions

The condition of transportation infrastructure in the Oneida Nation is rated as okay to poor across all categories. Nearly half of respondents rated roadway conditions as fair or poor and only a small fraction viewed them as excellent or good. Bike infrastructure and sidewalks are viewed even less favorably. Furthermore, only about one-third of respondents believe crossings are both clearly marked and well-lit, while the majority report deficiencies in lighting, markings, or both. Seminary, W. Mason St., and Ranch Rd. are repeatedly identified as problem locations.

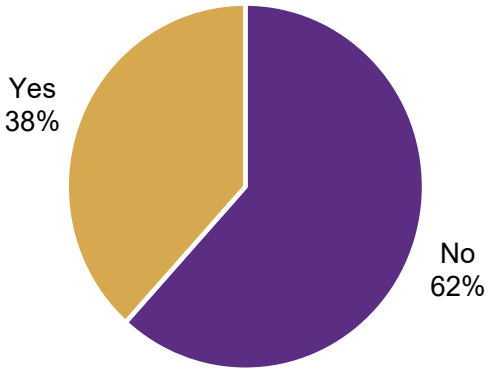
Figure 2.4: Rate the conditions of transportation infrastructure in the Oneida Nation



Traffic signal coordination is seen as inconsistent with a large share of respondents reporting poor coordination, particularly along major corridors such as W. Mason and Packerland, where delays and safety conflicts are more noticeable.

Most respondents believe road safety improvements are not distributed evenly across neighborhoods, with Seminary, Ranch, and Old Seymour Rd. cited most often. Open-ended comments overwhelmingly emphasize deteriorated road surfaces, potholes, inadequate lighting, unsafe crossings near schools, and the lack of connected sidewalks and trails. Overall, it appears residents want fundamental infrastructure repairs, better lighting and crossings, and visible improvements in neglected corridors before more complex or cosmetic interventions are pursued.

Figure 2.5: Do you believe that all neighborhoods receive equal attention regarding road safety improvements?



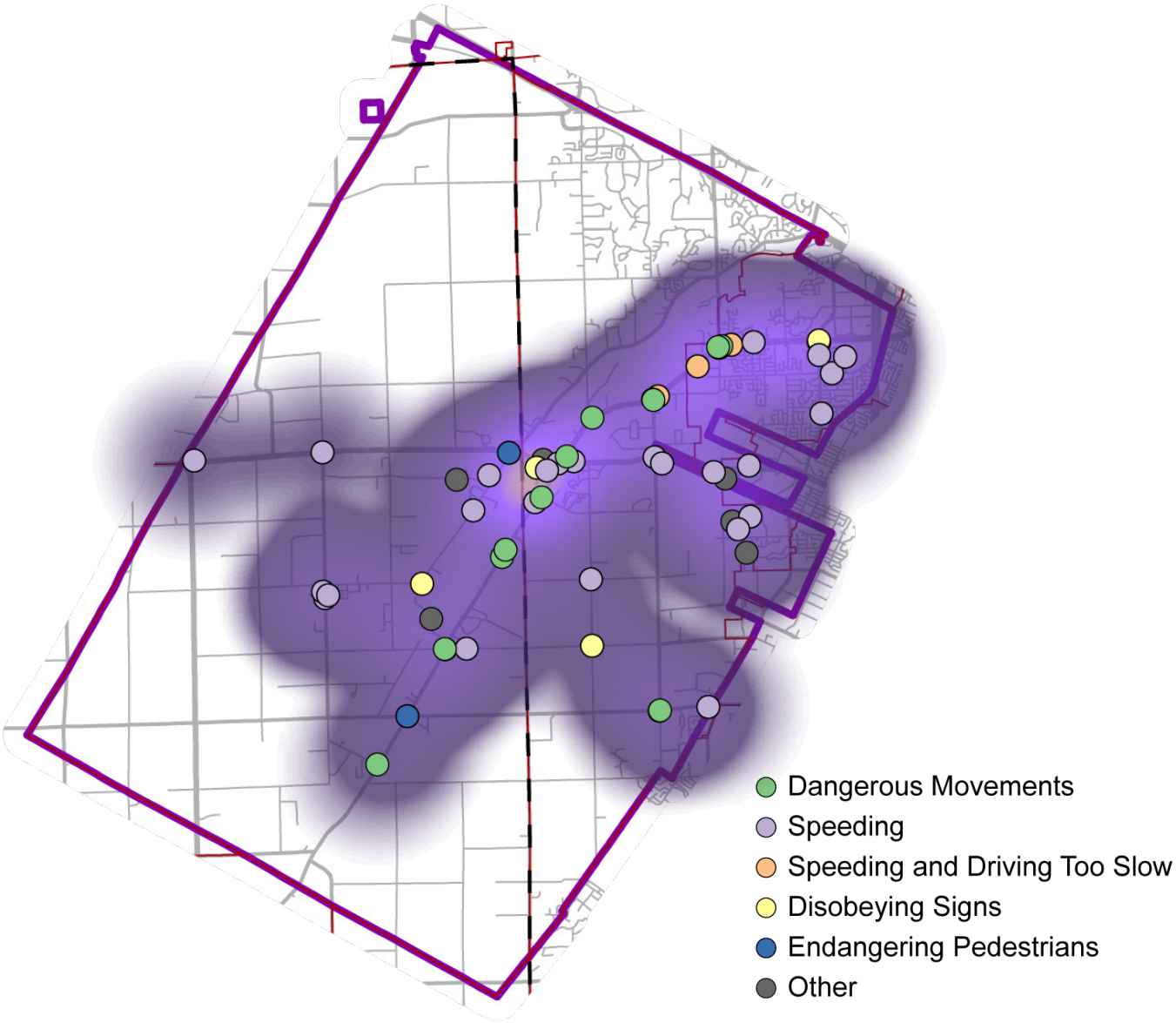
Mapping Questions

In addition to the survey the respondents were also provided with an opportunity to share their experience by pointing out the location on the map where they encountered specific transportation concerns. There was also an option to comment on their experience at these locations. Below is the summary of each mapping question.

The survey asked respondents to place a point where you see drivers engaging in risky driving behavior and detail what kind of behavior was witnessed and to suggest an improvement for that site. Nearly 60 points were placed calling out areas drivers have observed risky driving behavior. The map below shows responses by type of risky behavior. Speeding was by far the most frequently identified issue. Excessive speed, racing, aggressive driving, and speeding through roundabouts were recurring themes. Dangerous movements was the second most identified risky behavior, described by drivers pulling out into traffic, unsafe merging, failure to yield, illegal passing, and near misses at intersections.

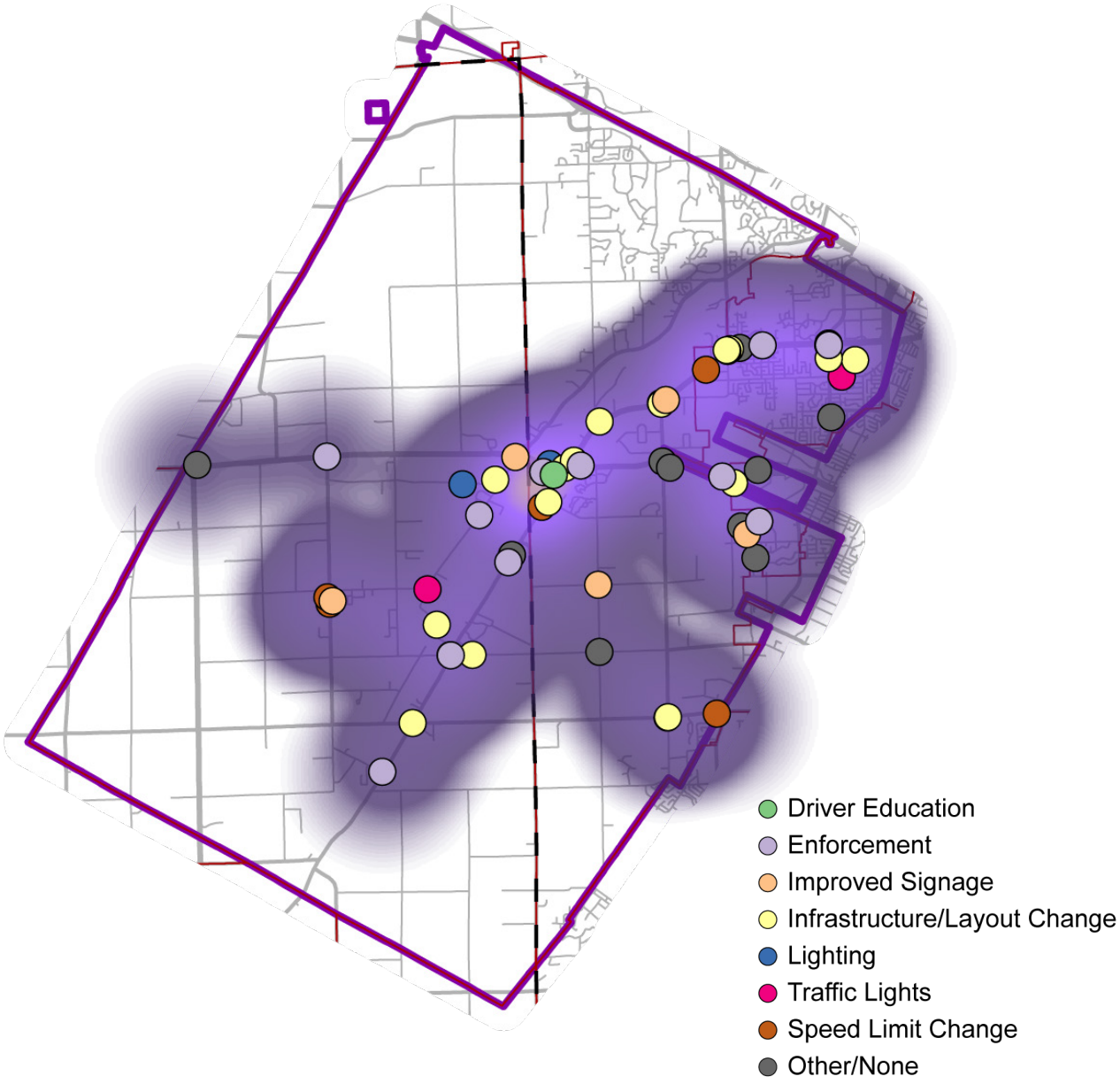
The W. Mason St./WIS 54 corridor, particularly at Hillcrest Dr., Packerland Dr., and S. Pine Tree Rd., generated the highest concentration of safety concerns, whether that be speeding, dangerous movements or disobeying signs. Vehicles pulling out in front of other cars were mentioned on multiple roadways including W. Mason St./Hillcrest and Orlando Dr. and S. Pine Tree Rd..

Figure 2.6: Risky Behavior by Type



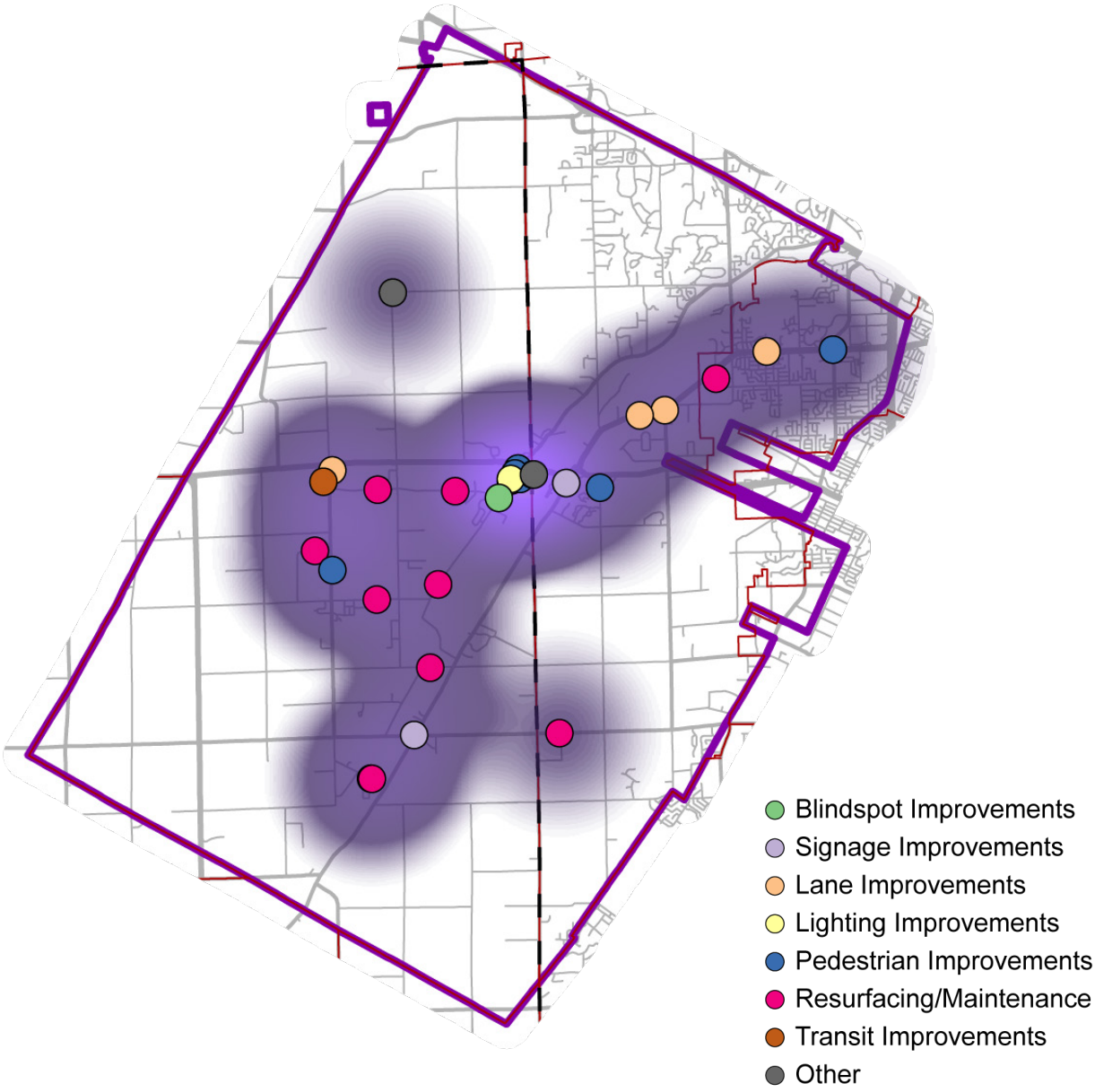
The survey also asked for respondents to make suggestions to improve those areas that they noted observing risky behavior. Suggested solutions can be seen in the map below. Many suggested infrastructure/layout changes as a solution along W. Mason St., specifically suggesting a roundabout for W. Mason St. and Hillcrest Dr.. Increasing police presence was frequently mentioned throughout all roadways. Additionally, there were many points placed that suggested pedestrian infrastructure/ layout improvements, such as adding crosswalks and flashing beacons. In summary, respondents overwhelmingly favored engineering and roadway design improvements, including roundabouts, improved traffic control, pedestrian facilities, and lane modifications, while also supporting targeted enforcement and speed management measures at high-risk locations.

Figure 2.7: Suggested Solutions to Risky Behaviors by Type



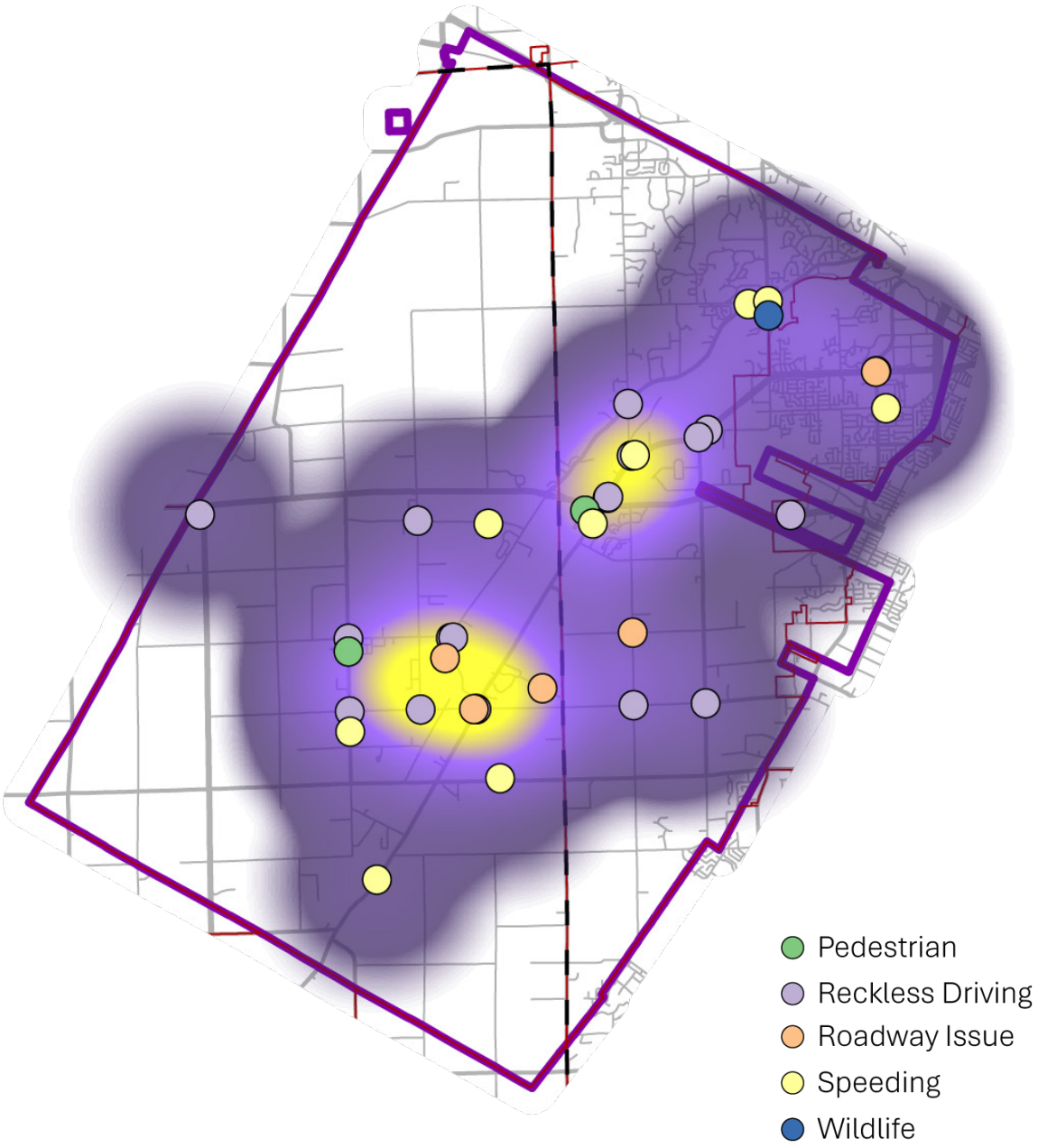
Similar to the previous question, the survey asked to place a point where you think transportation system in Oneida Nation is unsafe or needs improvement and what about this location feels unsafe/ needs improvement. Resurfacing/maintenance, land improvements and pedestrian improvements were most frequently noted.

Figure 2.8: Unsafe Places and Suggested Improvements by Type



Lastly, the survey asked to place a point where you were involved or witnessed a near miss accident. Nearly 40 points were placed on this question. Reckless driving was the most frequently noted type of “near miss”. Fishcreek Rd., Freedom Rd., and County Road E and H were heavily noted as well as W. Mason St. and WIS 54. Intersections along Riverdale Dr. were frequently mentioned as being unsafe. Speeding, followed by pedestrian and roadway issues were the next most noted type of situation that caused a near miss accident.

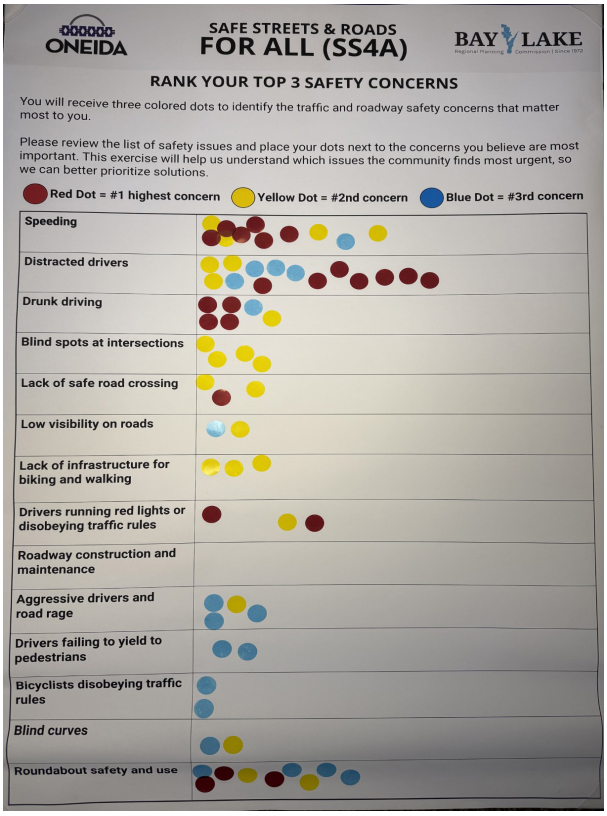
Figure 2.9: Near Miss Locations by Type

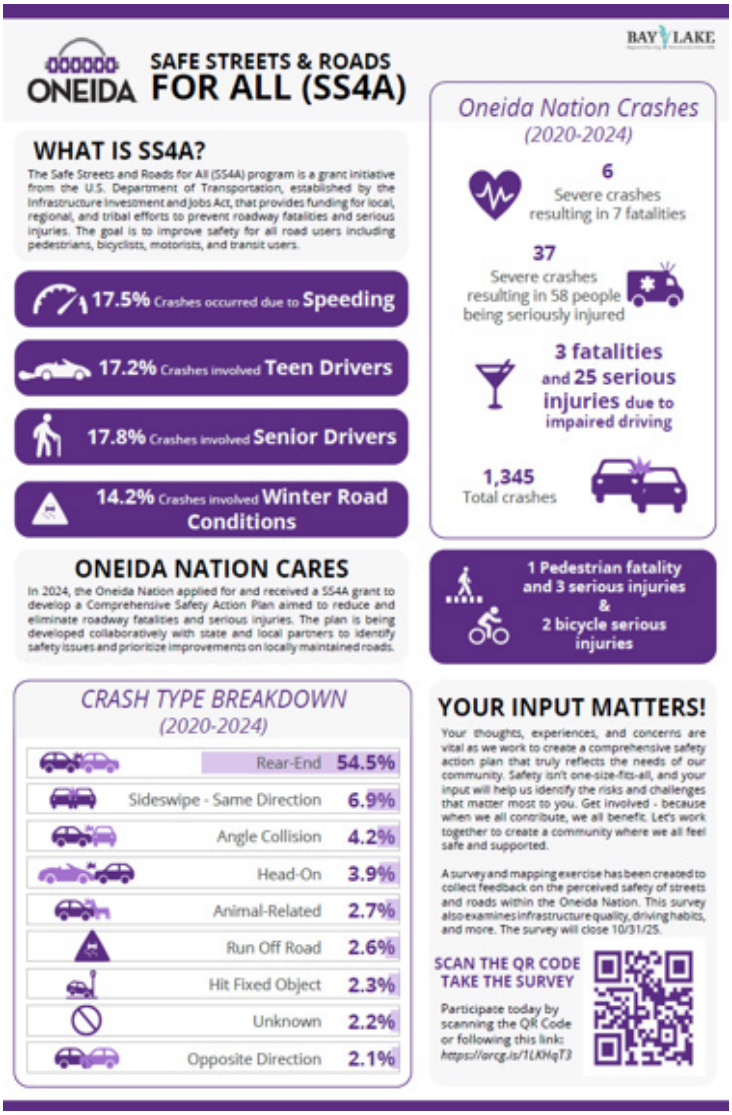


Oneida Nation Farmers Market

Planners attended the Oneida Nation Farmers Market on 9/25/2025 to further collect input and promote the project. The public viewed and discussed statistics on Oneida Nation crash and roadway safety data and provided input on their top three safety concerns when it comes to driving on Oneida Nation Roadways.

Participants were given three colored dots representing their highest to lowest priority that could be placed on a poster containing 14 different safety concerns. Overall, the top three safety concerns included: 1) distracted drivers, 2) speeding, and 3) roundabout safety and use.





Using a map to identify areas of concern, the public primarily commented on blind spots, speeding, lack of sidewalk infrastructure, and infrastructure improvement needs such as filling potholes and fixing roadways.



Public Open House

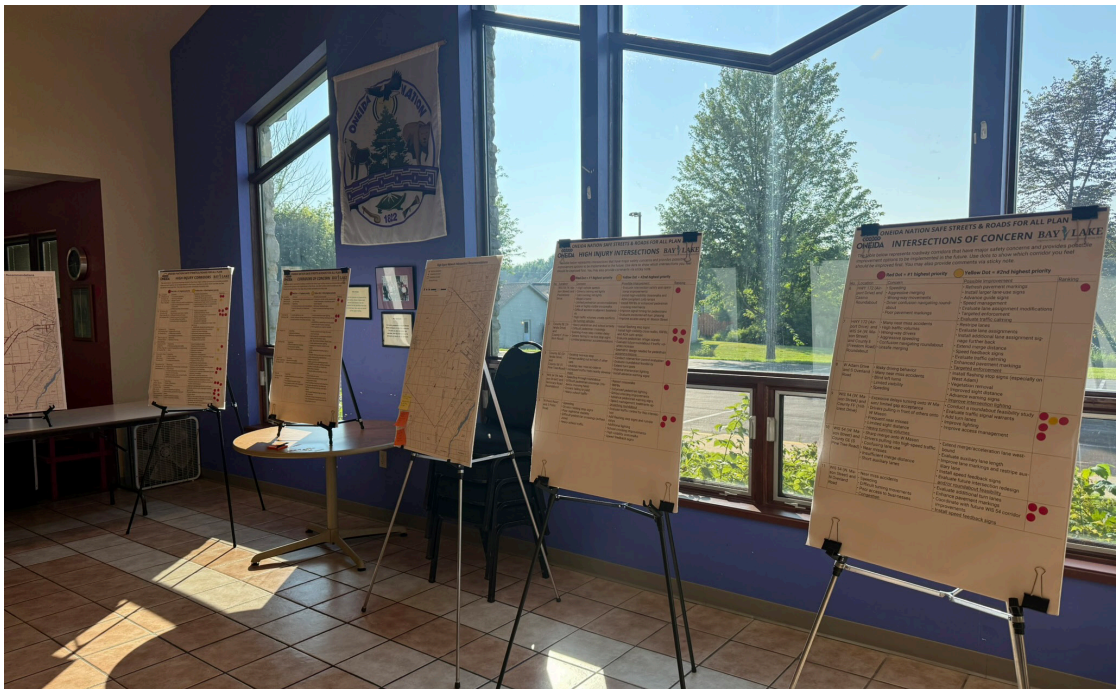


A public open house was held on 07/27/2026 at the Oneida VFW. Members of the public were encouraged to attend to learn about the plan and its recommendations and provide feedback on projects they feel should be prioritized for improvement.

Poster boards were used to list out high injury corridors and intersections and other corridors and intersections of concern. Two reference maps showed the locations of each corridor and intersection. Each poster board listed the location of the corridor or intersection, the concern or issue with that location, possible improvement ideas, and a space for the public to rank which project they felt should be prioritized. Attendees were able to interact with planners to discuss different locations and project recommendations. Comment cards and post-it notes were also used to allow for additional feedback. See Appendix B for a list of attendees and comments.

The open house results on priority projects were mixed. Nearly every location was selected as a priority by an attendee, but some locations received multiple votes and thus ranked higher in priority. Top prioritized corridors included W. Mason St. (County GE/Pine Tree Rd. to N. Overland Rd.) and Seminary Rd. (WIS 54 to Ranch Rd.), which both received six priority votes each. Top prioritized intersections included the intersection at WIS 54 (W. Mason St.) and County GE (S. Pine Tree Rd.), and the intersection at County EE (Orlando Dr.) and County E (Freedom Rd.).

Public outreach is not a one-time effort but an ongoing commitment. As this Comprehensive Action Plan moves into implementation, the Oneida Nation will continue to foster communication, transparency, and accountability ensuring that community members remain at the center of building safer streets for generations to come.



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3

Crash and Safety Analysis



Introduction

Over the past decade, transportation safety has emerged as a major concern both across the country and within the state of Wisconsin. The Oneida Nation reflects this trend — between 2015 and 2024, approximately 2,823 crashes were reported on Oneida Nation roads. These incidents are largely preventable and could be reduced through the implementation of strategic policies, innovative roadway design, and enhanced public education.

This chapter examines the history and types of crashes occurring on Oneida Nation roads. The data analysis encompasses a breakdown of fatal and serious injury crashes by severity, mode, type, and primary crash factors. The crash data was collected by Oneida Engineering Solutions LLC and analyzed by Bay-Lake Regional Planning Commission. The maps were made by Oneida Nation GIS Technician.

Safe System Approach

The Safe System Approach provides a comprehensive framework for improving roadway safety by recognizing that humans make mistakes and that the transportation system should be designed to prevent those mistakes from leading to serious injuries or fatalities. This philosophy aligns with Wisconsin's commitment to the Toward Zero Deaths initiative and national Vision Zero strategies.

The Safe System Approach emphasizes shared responsibility among road users, planners, engineers, law enforcement, and policymakers. Instead of relying solely on individual behavior to ensure safety, it focuses on designing and managing the transportation system so that when crashes occur, they do not result in severe harm. This perspective shifts the goal from simply reducing crashes to eliminating deaths and serious injuries.

The Safe System Approach is built upon five key principles; each element plays a critical role in building a safer transportation environment:



Source: U.S.DOT

Safe Roads: Safe roads and roadsides are designed to reduce the likelihood and severity of crashes through forgiving infrastructure and appropriate speed management.

Safe Speeds: Speed management is crucial for crashes not resulting in serious injuries or fatalities.

Safe Vehicles: Safe vehicles integrate technology and design features that protect both occupants and other road users.

Safe Road Users: Safe road users are supported through education, enforcement, and community engagement to promote responsible behavior.

Post-Crash Care: Effective post-crash care ensures rapid and coordinated emergency response to reduce the consequences of injury.

Historical Crash Analysis

Crash severity is evaluated using both a policy-focused and a data-driven framework to ensure consistency with national safety guidance and to support detailed analysis. Killed or Seriously Injured (KSI) crashes defined as crashes involving fatality (K) or suspected serious injury (A) are used as the primary performance metric. KSI crashes represent the highest-priority events for intervention and are used throughout this plan to track progress toward reducing fatal and life-altering injuries on the transportation network.

Crash data of the past ten years was collected, January 1, 2015, through December 31, 2024, using Traffic Operations and Safety Laboratory (TOPs Lab) University of Wisconsin, Madison. Figure 4.1 shows breakdown of the type of severe crashes occurring from 2015 through 2024. During this time, there were 17 fatality crashes and 78 serious injury crashes, averaging 1.7 fatal crashes and 7.8 serious injury crashes per year on Oneida Nation roads. It is noted that the average fatality rate has reduced in the past five years (2020 – 2024) compared to the previous years (2015-2019). There has been a steep decline in serious injury crashes in the years 2021 and 2022, one of the reasons for this decline could be the aftereffects of the pandemic. The number of serious injury crashes remained consistent in the past decade with some variations, except for the years 2021 and 2022.

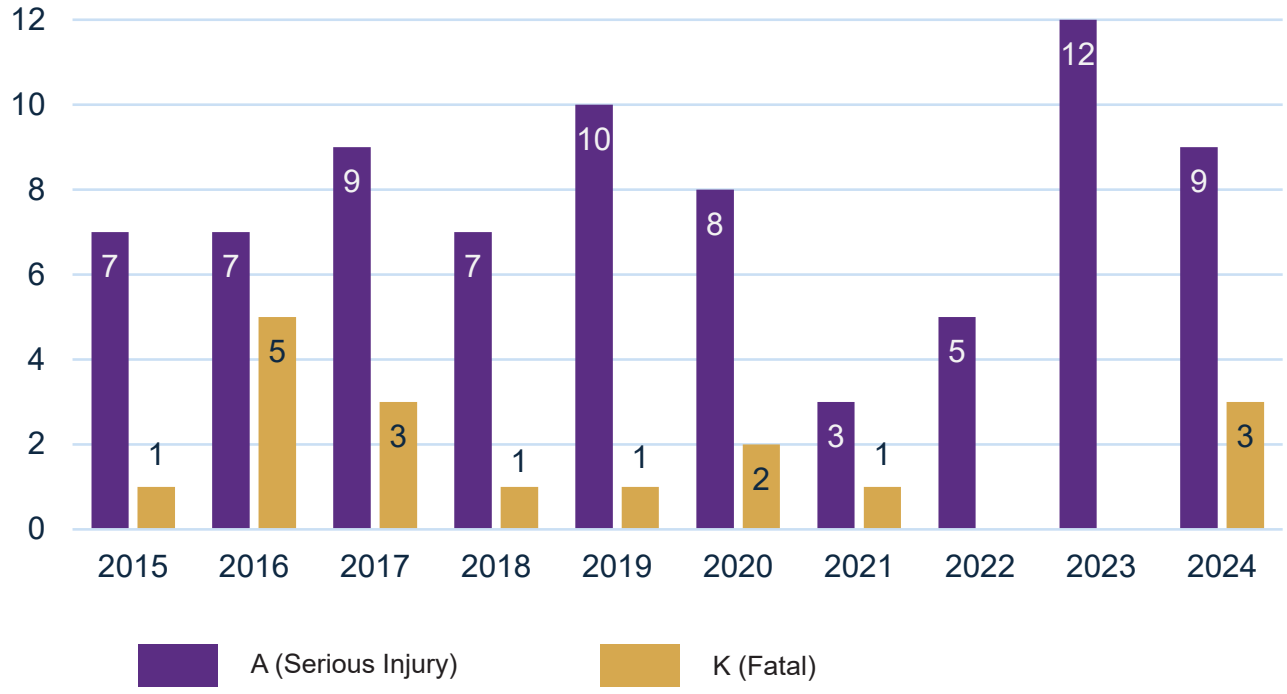


15% of crashes resulted in serious injuries



3.5% of crashes resulted in fatalities

Figure 3.1: Severe (KSI) Crashes by year, Oneida Nation (2015 – 2024)



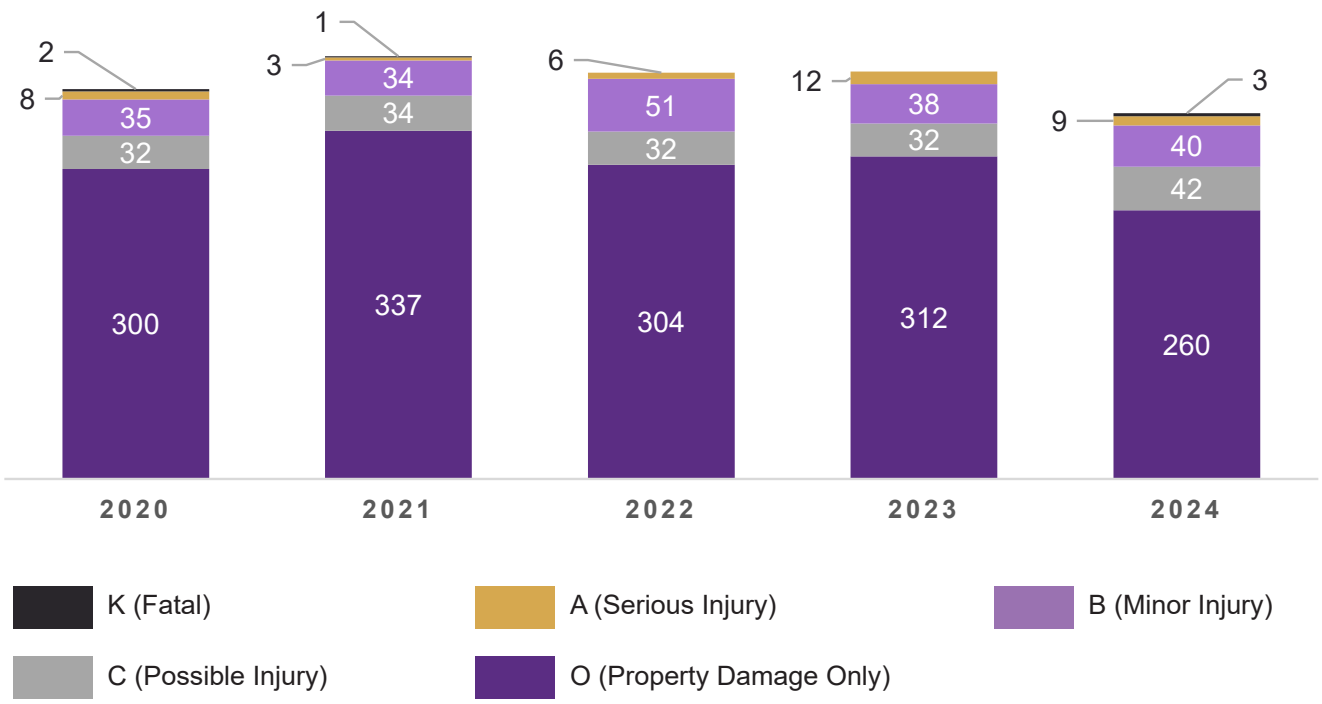
Source: TOPS Lab 2025, OES, Bay-Lake RPC

To provide additional context and better understand overall crash trends, crash data are also presented using the full K-A-B-C-O severity scale from police reports, where K represents fatal injury, A - suspected serious injury, B - suspected minor injury, C - possible injury, and O - property damage only. This breakdown allows for analysis of less severe but more frequent crashes, particularly suspected minor injury (B) crashes, which are included in the non-KSI category along with C and O crashes. Examining these lower-severity crashes alongside KSI trends helps identify emerging safety risks and potential precursor conditions that may contribute to more severe outcomes over time. Together, these complementary frameworks support a more comprehensive understanding of crash patterns and help guide data-driven safety strategies.

The figure 3.2 shows 5-year breakdown of crash severity and indicates relatively stable total crash volumes over this period, with annual totals ranging from the mid-300s to just over 400 crashes per year. The majority of crashes each year resulted in non-fatal, non-serious injury outcomes, while fatal and serious injury (KSI) crashes remained a small but persistent share of total crashes, generally ranging from four to twelve per year. B-injury crashes ranged from the mid-30s to just under 50 annually, peaking in 2022, while A-injury crashes fluctuated between three and twelve per year, with higher counts observed in 2023 and 2024. Fatal crashes occurred sporadically, with zero or very low counts in most years.

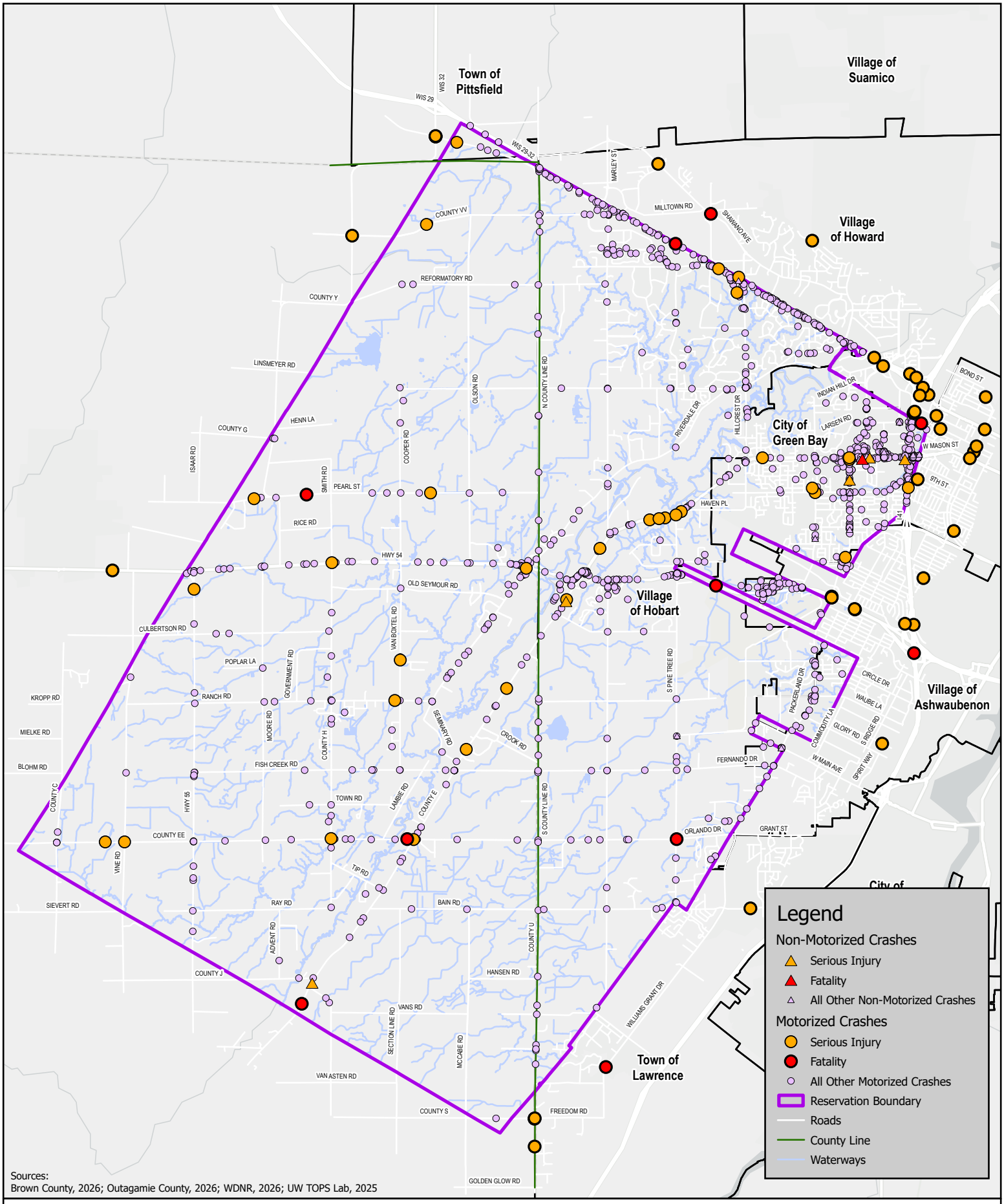
While the absence or low frequency of fatal crashes is encouraging, the persistence of A and B injury crashes indicates ongoing risk of serious harm. These patterns emphasize the importance of implementing systemic countermeasures such as speed management, safer roadway design, and behavioral interventions to reduce the severity of crashes and advance long-term safety goals.

Figure 3.2: 5-year breakdown of crash severity



Source: TOPS Lab 2025, OES, Bay-Lake RPC

Map 3.1: Motorized and Non-motorized Crashes in Oneida Nation (2020 – 2024)



Sources:
Brown County, 2026; Outagamie County, 2026; WDNR, 2026; UW TOPS Lab, 2025

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Oneida, WI 54155
920-869-4563
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Date: 09/09/2026

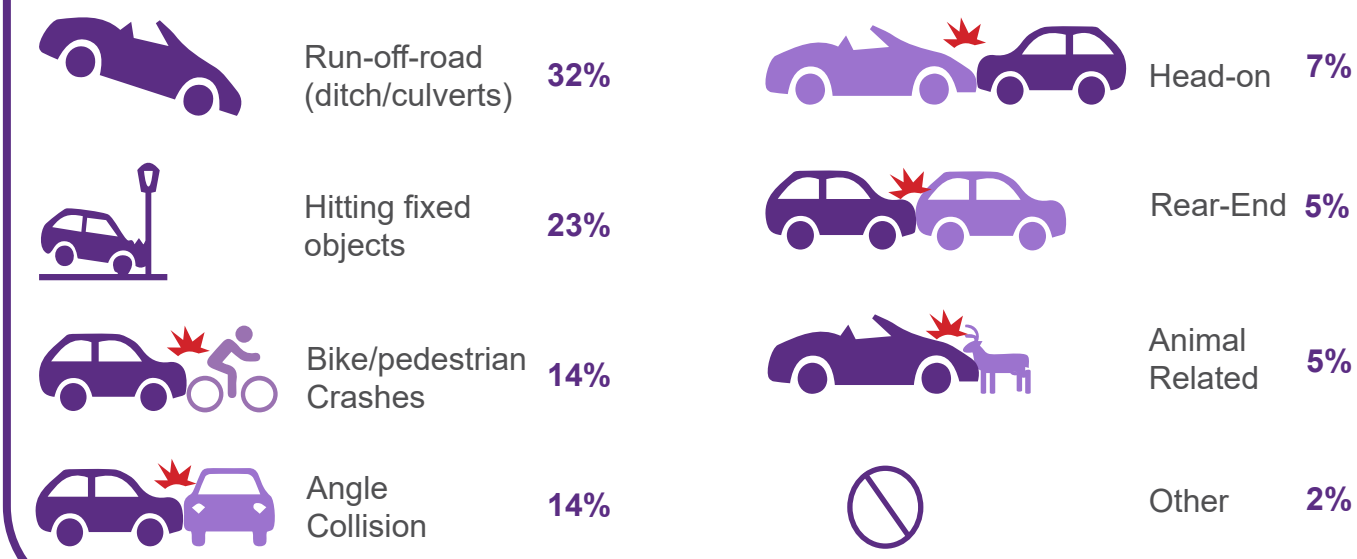
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Source: DOLM & Photography 2018
Coordinate System: Wisconsin State Plane, Central Zone
Lambert Projection, U.S. Foot
Horizontal Datum: NAD83
Vertical Datum: Nav88

Crash Type

Analysis of the 44 fatal and serious injury (KSI) crashes indicates that roadway departure crashes represent the most significant safety concern within the study area. Crashes involving vehicles leaving the roadway and entering a ditch (10 crashes, 23%) and crashes involving fixed objects (10 crashes, 23%) together accounted for nearly half of all KSI crashes. Angle collisions and bicycle/pedestrian crashes were the next most prevalent crash types, with six crashes each (14%), followed by culvert crashes (4 crashes, 9%) and head-on collisions (3 crashes, 7%). Rear-end crashes and animal-related crashes each represented two crashes (5%), while other crash types accounted for one crash (2%). Although only six crashes resulted in fatalities, fatal crashes occurred across multiple crash types, demonstrating that severe injuries and fatalities are not isolated to a single crash pattern. The crash distribution suggests a need for a comprehensive Safe System Approach that prioritizes countermeasures to reduce roadway departure crashes, mitigate roadside hazards, improve intersection safety, reduce conflict points, enhance protections for vulnerable road users, and minimize the likelihood and severity of head-on collisions. These findings will help guide the identification and prioritization of infrastructure improvements.

Figure 3.3: Crash Type Breakdown (2020-2024)
Fatal and Serious Injury Crashes only



Source: TOPS Lab 2025, OES, Bay-Lake RPC

Crash Age Profile

Crash age profile analysis examines the distribution of crashes and crash severity across different age groups to identify populations that are disproportionately represented in fatal and serious injury crashes. Age is closely linked to driving experience, risk perception, physical vulnerability, and travel behavior, making it a critical factor in understanding crash outcomes. Older adults and youth, in particular, often experience higher injury severity due to increased physical fragility or risk-taking behaviors.

While there were no fatal crashes during the analysis period, seniors ages 65 and older were involved in 16% of the severe crashes, reflecting increased vulnerability to severe outcomes even at lower



11% of Severe Crashes Involve Teen Drivers



16% of Severe Crashes Involve Seniors

crash frequencies. Teen drivers ages 15–20 were involved in 11% of severe crashes, underscoring elevated risk associated with inexperience and risk-taking behaviors. Notably, two of the severe crashes involving teens included pedestrians, highlighting heightened exposure and injury risk for vulnerable road users in youth-related crashes.

Figure 3.4: Teen Drivers (age 15-20) in Severe Crashes

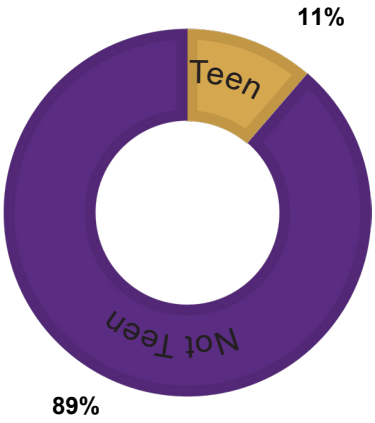
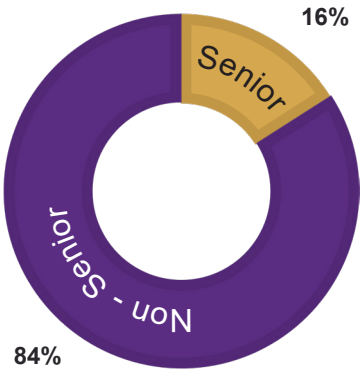


Figure 3.5: Senior Drivers (age 65+) in Severe Crashes



Source: TOPS Lab 2025, OES, Bay-Lake RPC

Environmental Conditions

An analysis of environmental conditions and crash patterns provides a data-driven foundation for identifying safety risks and prioritizing countermeasures. This assessment examines how roadway conditions, weather, and lighting conditions influence crash frequency and severity across the study area.

The 44 severe crashes were evaluated alongside contextual environmental factors to identify systemic trends, and conditions associated with serious injury and fatal crashes.

Crash severity varies significantly by lighting conditions, indicating a systemic safety risk related to nighttime visibility. In Oneida Nation fatal crashes are disproportionately concentrated during dark conditions on unlit roadways, accounting for approximately 67 % of all fatal crashes. An additional 17 % of fatal crashes occurred on lighted roadways at night, and the remaining 17 % during daylight hours. While serious injury crashes occur more frequently during daylight conditions (55 %), a substantial share still occurs at night, with 26 % on unlit roadways and 19 % on lighted roadways. These patterns demonstrate that inadequate lighting and reduced visibility are strongly associated with higher crash severity, particularly fatal outcomes, and represent a systemic risk across the roadway network. Further analysis of weather and time-of-day conditions confirms that nighttime exposure, rather than adverse weather alone, is a primary contributor to severe crashes. Snowy conditions accounted for only 5 % of severe crashes, while 13 % occurred on wet pavement. In contrast, approximately 50% of severe crashes occurred during nighttime hours, regardless of weather conditions. This disparity



5% of severe crashes happened in snow conditions



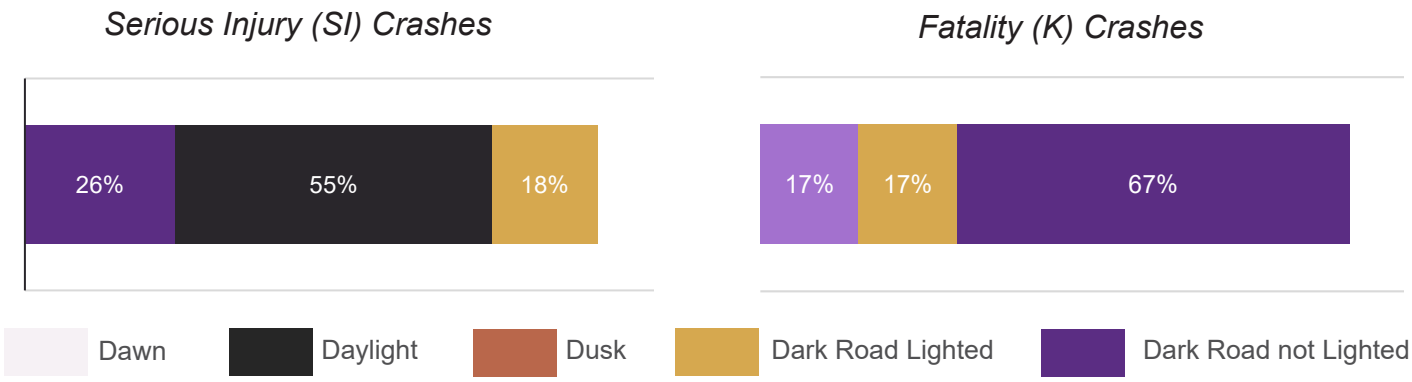
13% of severe crashes happened in wet conditions



50% of severe crashes happened at nighttime

indicates that factors such as limited visibility, higher operating speeds, and increased likelihood of impairment or fatigue during nighttime periods contribute more significantly to severe crash outcomes than weather-related conditions alone. These findings support the prioritization of proven, systemic night-time safety countermeasures, including enhanced roadway lighting, high-visibility pavement markings, speed management, and impaired driving strategies.

Figure 3.6: Crash Types by Lighting Conditions, Oneida Nation (2020 - 2024)



Source: TOPS Lab 2025, OES, Bay-Lake RPC

Driver Behavior

Driver behavior is a critical determinant of crash severity locally, with more than half of severe (KSI) crashes tied to controllable behaviors rather than external conditions, underscoring the need for targeted behavioral safety actions. This underscores the importance of complementing infrastructure improvements with targeted behavioral safety strategies.

Impaired driving: Impaired driving is the most significant behavioral risk, contributing to approximately 53% of KSI crashes. By comparison, the 2024 Wisconsin Traffic Crash Facts report indicates that approximately 27% of severe crashes statewide involved alcohol and/or drugs, suggesting that impairment is a disproportionately greater safety concern on Oneida Nation roadways. This trend is even more evident among fatal crashes, where impaired driving was a contributing factor in three of the six fatal crashes, resulting in four fatalities, including one pedestrian. Map 3.2 shows the crashes that involved drivers under the influence.



50% of the fatal crashes involved impaired drivers

Speed-related behavior: Speed-related driving behaviors also represent a substantial local safety concern, contributing to approximately 43% of KSI crashes. This exceeds the statewide average, where approximately 28% of fatal crashes in 2024 were speed-related, indicating that excessive speed is an elevated risk factor on Oneida Nation roadways and increases both the likelihood and severity of crashes.



43% of KSI crashes involve speeding

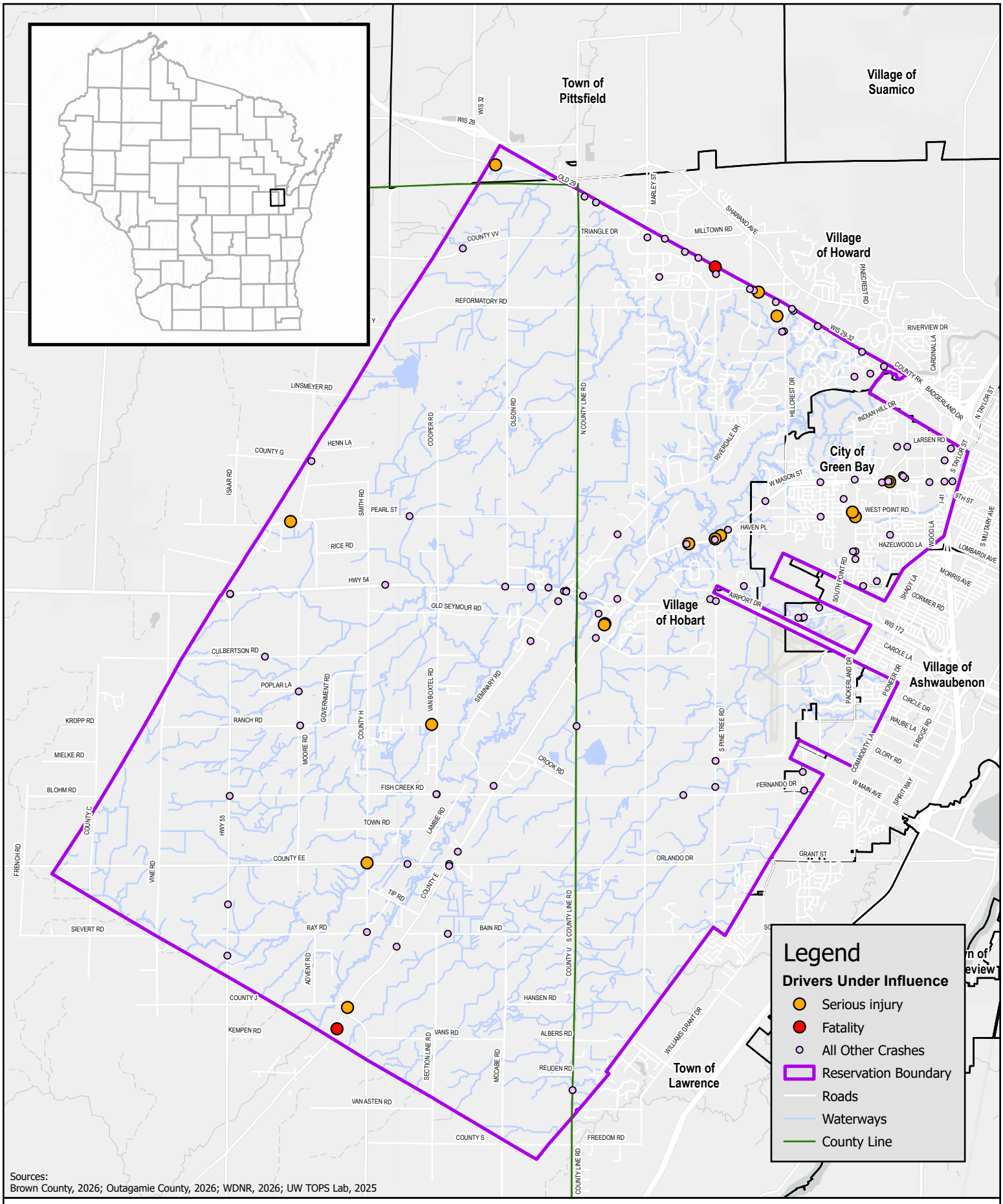
Distracted driving: Distracted driving was identified as a contributing factor in 13.6% of KSI crashes. While statewide data indicate distracted driving contributes to approximately 7%–8% of crashes and fatalities (2024 Wisconsin Traffic Crash Facts), the higher local proportion suggests distraction remains a meaningful contributor to serious crashes.



14% of KSI crashes involve distracted drivers

Other behaviors: Other contributing factors were minimal on Oneida Nation roads (2.3 %), consistent with statewide patterns where a variety of less common behaviors are typically coded at lower frequencies.

Map 3.2: Crashes involving Drivers Under the Influence in Oneida Nation (2020 – 2024)



Sources:
Brown County, 2026; Outagamie County, 2026; WDNR, 2026; UW TOPS Lab, 2025

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Oneida, WI 54155
920-869-4563

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Source: DOLM & Photography 2018
Coordinate System: Wisconsin State Plane, Central Zone
Lambert Projection, U.S. Foot
Horizontal Datum: NAD83
Vertical Datum: Nav88

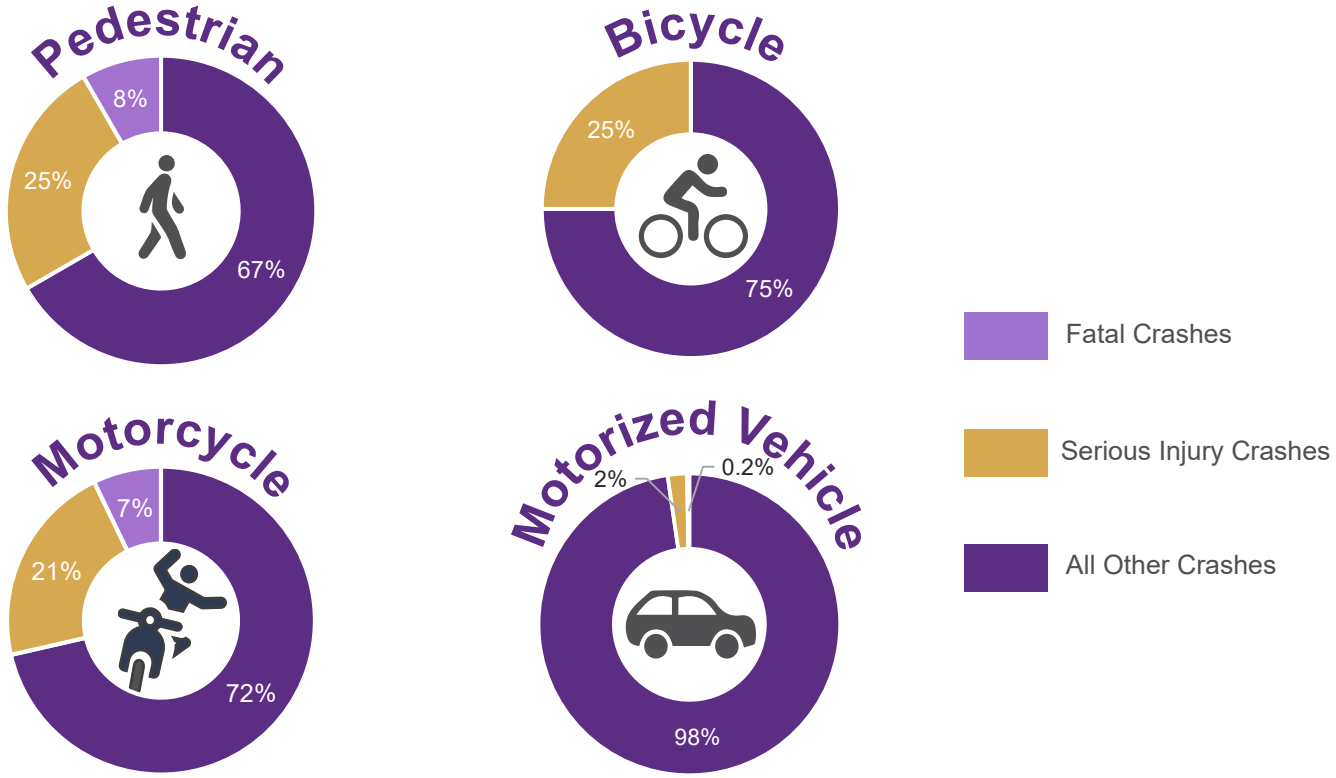
Vulnerable Road User Crashes

Crashes involving pedestrians, bicyclists, and motorcyclists represent a smaller share of overall roadway users compared to motorists; however, these vulnerable road users are disproportionately represented in fatal and serious injury (KSI) crashes due to their limited physical protection and greater exposure to impact forces.

Pedestrian crashes demonstrate highest severity, with 8% of crashes resulting in fatalities and 25% in serious injuries, leaving 67% as non-KSI outcomes. Motorcyclists similarly experience elevated risk, with 7% of crashes resulting in fatalities and 21% resulting in serious injuries. Bicyclist crashes demonstrate 25% of serious injuries crashes, with no fatal crashes, and 75% resulting in less severe outcomes.

In contrast, motorists experience substantially lower severity outcomes, with fatalities accounting for just 0.2% and serious injuries 2% of crashes, while almost 98% result in less severe outcomes. This contrast highlights the inherent vulnerability of non-motorized and two-wheeled users and reinforces the need for targeted safety strategies such as speed management, modal separation, and safer intersection design to reduce crash severity among vulnerable road users.

Figure 3.7: Vulnerable Road User Crashes

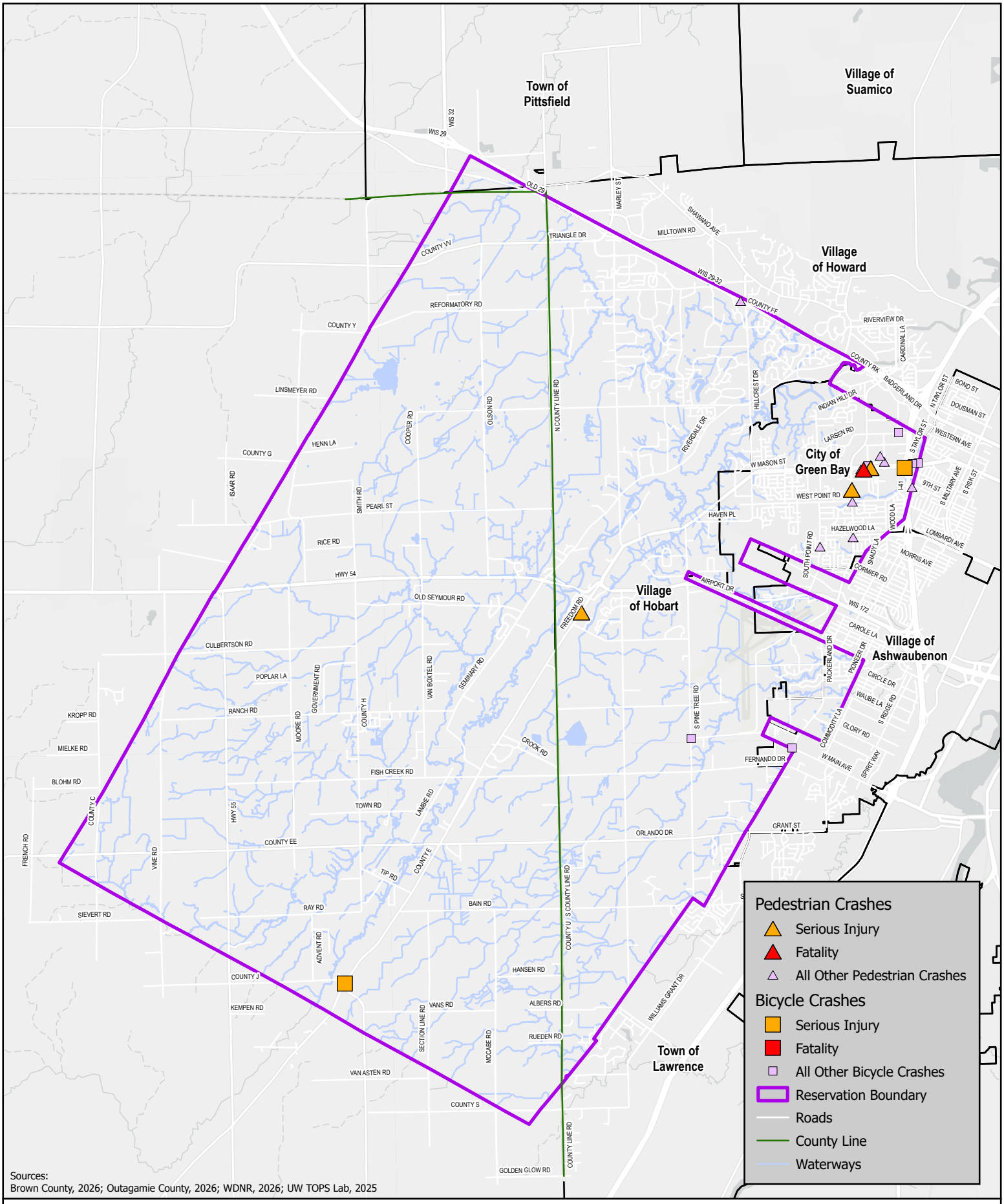


Source: TOPS Lab 2025, OES, Bay-Lake RPC

Among the 44 severe crashes analyzed during the five-year study period, there were three pedestrian serious injury crashes, one pedestrian fatality, and two bicycle serious injury crashes. These crashes highlight the vulnerability of pedestrians and bicyclists on Oneida Nation roads and underscore the need for continued investment in safe, accessible, and connected pedestrian and bicycle infrastructure, including sidewalks and high-visibility crosswalks.

Two of the four pedestrian crashes involved impaired drivers, including the fatal crash. One pedestrian crash involved a senior driver. Notably, one pedestrian serious injury crash, the pedestrian fatality,

Map 3.3: Pedestrian and Bicycle Crashes in Oneida Nation (2020 – 2024)



Sources:
Brown County, 2026; Outagamie County, 2026; WDNR, 2026; UW TOPS Lab, 2025

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Source: DOLM & Photography 2018
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and one bicycle crash occurred along West Mason Street, identifying this corridor as an important area for targeted safety improvements.

Three of the four pedestrian crashes occurred during road crossings, including the fatal crash. This finding emphasizes that the presence of a crosswalk is very important and reinforces the importance of evaluating crosswalk design, visibility, lighting, signage, crossing distances, and other roadway characteristics.



2
bicyclists seriously injured in crashes



3
pedestrians seriously injured in crashes

1
pedestrian died in a crash

High Injury Network Analysis

A High Injury Network (HIN) is a data-driven tool used to identify the small portion of a roadway system where the majority of severe crashes occur. Instead of looking at all crashes equally, a HIN focuses specifically on fatal and serious injury (KSI) crashes, revealing patterns that might otherwise be hidden. However, in this case we have looked at some corridors and intersections that have high number of other crashes due to discussions with the committee and getting feedback through the survey.

The HIN is a foundational element for prioritizing investments and strategies. It supports a transparent, evidence-based approach to decision-making by directing attention and funding toward locations with the highest need, while often incorporating equity considerations to ensure underserved communities are not overlooked. The HIN ultimately guides the selection of projects such as roadway redesigns, traffic calming measures, and pedestrian improvements and strengthens grant applications by clearly demonstrating where safety improvements can save the most lives.

What are Priority Corridors and Intersections

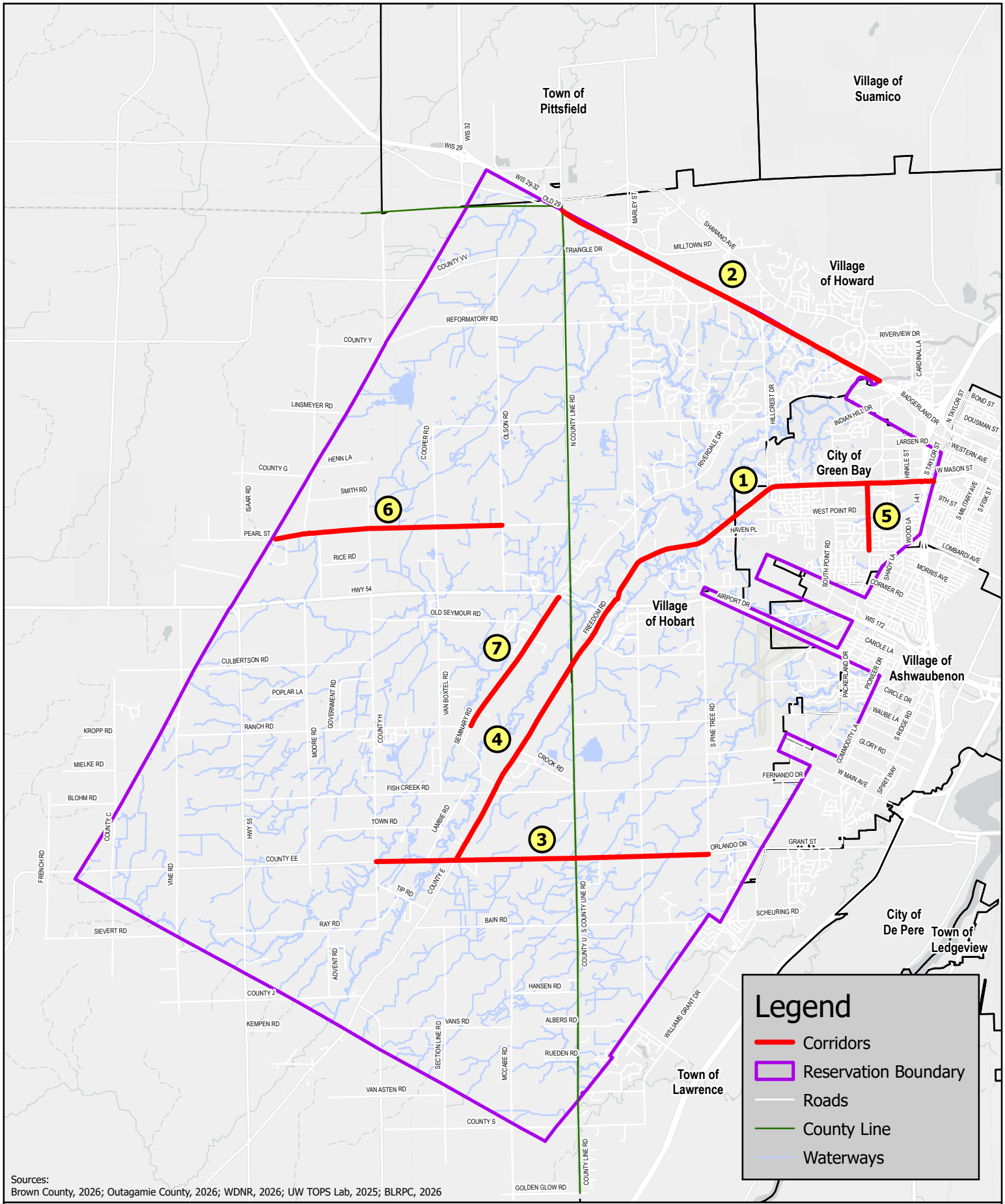
Within the High Injury Network, priority corridors and priority intersections represent the locations with the greatest potential for safety improvements. Priority corridors are roadway segments that experience recurring patterns of severe crashes due to factors such as high travel speeds, roadway design, multimodal conflicts, or traffic volumes. Priority intersections are specific locations where crash frequency and severity indicate a need for targeted safety interventions, often involving conflicts between vehicles, pedestrians, and bicyclists or operational and geometric deficiencies.

The locations of the highest fatal and serious injury crashes were finalized to study further. These locations were separated based on corridors and intersections, and were examined to determine if there were crash patterns that attributed to the crash or concentration of incidents in a particular area. The following section provides a detailed overview of the identified high injury corridors and intersections with number of crashes and the analysis of the severe crash characteristics. The high injury corridor and intersections were selected based on the number of severe crashes occurred as well as public comments received on some of the corridors and intersections during the survey and outreach. Maps 3.4 and 3.5 shows the locations of the high injury corridors and intersections respectively. The corridors and intersection analysis are separated into two tables, Table 3.1 and Table 3.2 respectively.

Table 3.1: High Injury Corridor Safety Analysis

Map Lable	Corridor Location	No. of Crashes			Severe Crash Characteristics
		Total	Serious Injuries	Fatal	
1	WIS 54/W. Mason St. - WIS 172/Airport Dr. to S. Taylor St.	203	9	0	• Run off the road • Angle crashes • Rear-end crashes • Pedestrian crash • Significant amount of other crashes involved speeding and teen drivers
2	WIS 29	125	2	1	• Head-on collision • Run off the road with one driver being impaired • Alcohol involvement in severe crashes • Significant amount of other crashes involved speeding and teen drivers
3	County EE/Orlando Dr. - S. Pine Tree R. to County TK	28	2	2	• Run off the road • Speeding and alcohol involvement • Angle crash • Head-on collision
4	County E - WIS 54 to County EE	27	5	0	• Hitting fixed object/run off road • Angle crashes • Pedestrian crash • Significant amount of other crashes involved hitting an animal
5	Packerland Dr. - W. Mason St. to Hazelwood Ln.	55	2	0	• Pedestrian crash • Angle Crash
6	Pearl St. - Olson Rd. to Bodart Ct.	12	2	1	• Crash involving Speeding • Angle Crash
7	Seminary Rd. - WIS 54 to Ranch Rd.	22	1	0	• Run off the road • Speeding

Map 3.4: High Injury Corridor



Sources:
Brown County, 2026; Outagamie County, 2026; WDNR, 2026; UW TOPS Lab, 2025; BLRPC, 2026

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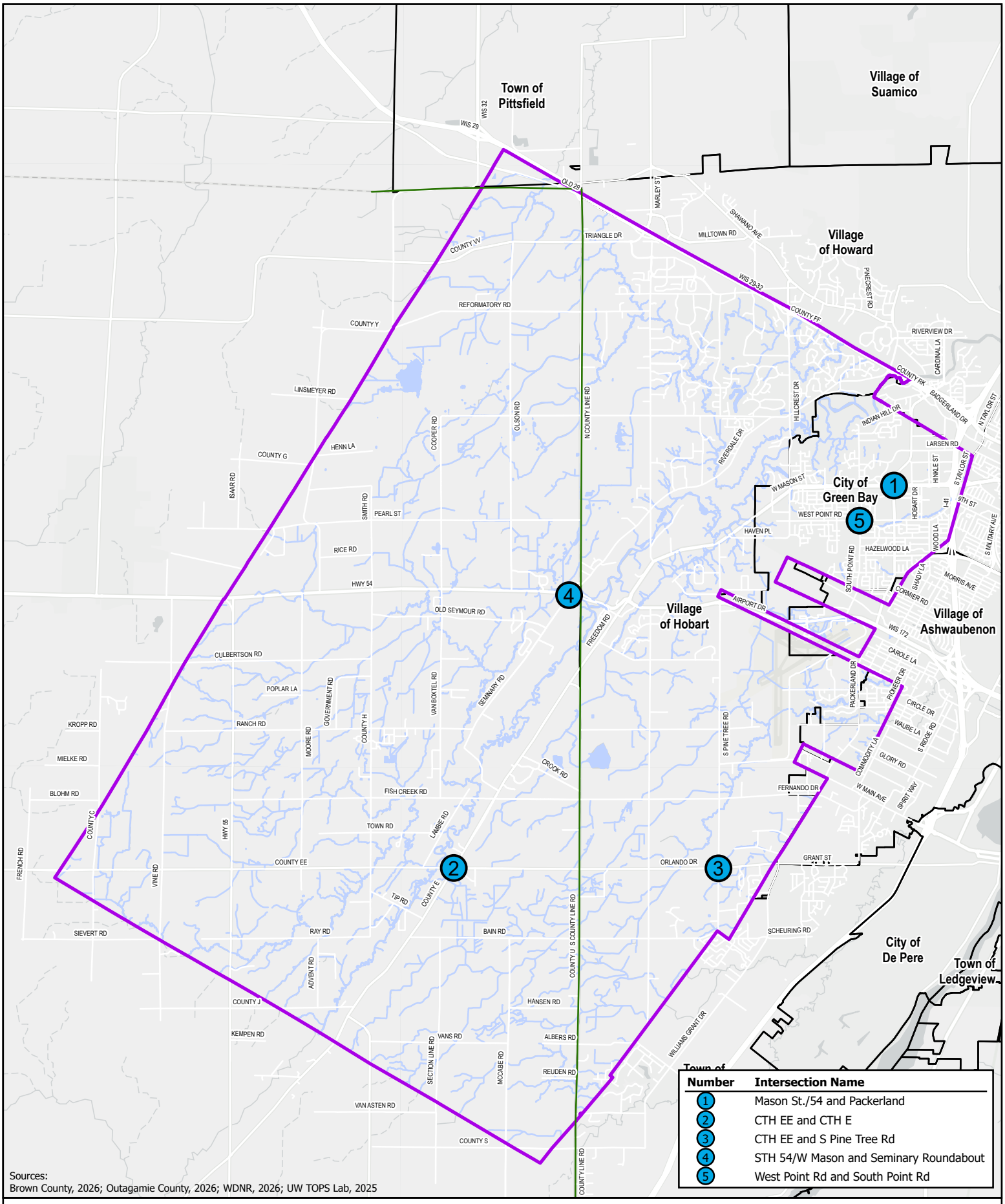
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Source: DOLM & Photography 2018
Coordinate System: Wisconsin State Plane, Central Zone
Lambert Projection, U.S. Foot
Horizontal Datum: NAD83
Vertical Datum: Nav88

Table 3.2: High Injury Intersection Safety Analysis

Map Lable	Intersection Location	No. of Crashes			Severe Crash Characteristics
		Total	Serious Injuries	Fatal	
1	WIS 54/W. Mason St. and Packerland Dr.	51	2	1	• Speeding and alcohol involvement • Significant amount of other crashes involved teenage drivers and Angle crashes
2	County EE/Orlando Dr. and County E	11	1	1	• Failure to stop / stop-sign compliance • Angle crash
3	County EE/ Orlando Dr. and S. Pine Tree Rd.	2	0	1	• Run off the road
4	WIS 54/W. Mason St. and Seminary Roundabout	24	1	0	• The serious injury crash involved speeding • Other crashes involved speeding and Angle crashes
5	W. Point Rd. and S. Point Rd.	3	1	0	• Speeding and alcohol involvement

Map 3.5: High Injury Intersection



Number	Intersection Name
1	Mason St./54 and Packerland
2	CTH EE and CTH E
3	CTH EE and S Pine Tree Rd
4	STH 54/W Mason and Seminary Roundabout
5	West Point Rd and South Point Rd

Sources:
Brown County, 2026; Outagamie County, 2026; WDNR, 2026; UW TOPS Lab, 2025

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Countermeasures, High Injury Network and Other Project Improvements



Introduction

The Safety Action Plan identifies transportation safety needs based on an analysis of fatal and serious injury crashes, total crash frequency, crash characteristics, contributing factors, and the involvement of vulnerable and high-risk road users. The analysis identified several intersections and corridors that warrant additional attention because of their crash frequency, severity, or recurring crash patterns. A key outcome is to provide a set of projects and strategies to address the specific safety needs that can be implemented to reduce the frequency of fatalities and serious injuries.

The recommendations in this chapter are intended to provide a framework for reducing fatal and serious injury crashes throughout the planning area. Consistent with the Safe System Approach, the recommendations recognize that people will make mistakes and that transportation facilities should be designed and operated to minimize the likelihood that those mistakes result in death or serious injury.

Safety Countermeasures

The recommended countermeasures are informed by guidance and research from the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO), National Cooperative Highway Research Program (NCHRP), Manual on Uniform Traffic Control Devices (MUTCD), and other recognized transportation safety resources. The AASHTO Highway Safety Manual (HSM) provides a quantitative framework for evaluating existing and proposed roadway facilities, identifying crash patterns, selecting countermeasures, and estimating the expected safety effectiveness of improvements.

FHWA's Proven Safety Countermeasures (PSC) initiative provides a collection of strategies that have demonstrated effectiveness in reducing roadway fatalities and serious injuries. The FHWA'S PSC are listed below along with hyperlinks to provide a more detailed description of the effectiveness of the full safety countermeasure.

Pedestrian



Crosswalk Visibility Enhancements



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Rectangular Rapid Flashing Beacons (RRFB)



Walkways

Roadway Departure



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barriers



Roadside Design Improvements at Curves



Safety Edge



Wider Edge Lines

Intersections



Backplates with Retroreflective Borders



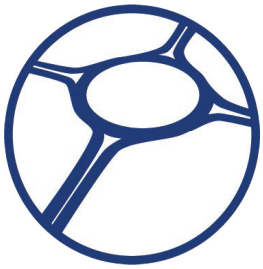
Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



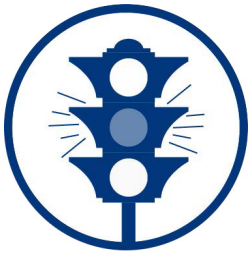
Reduced Left-Turn Conflict Intersections



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

Safety Concerns and Countermeasures within Study Area

After the safety analysis the study team listed prominent safety concerns noticed throughout the study area. The study team provided countermeasures for the prominent safety concerned identified. The countermeasures identified below should be considered during project development and refined through site-specific engineering analysis. The inclusion of a countermeasure in this Safety Action Plan does not constitute a determination that the treatment is appropriate for every location.

Speed Management

Speeding was identified as a contributing factor at several priority intersections and corridors, including WIS 54/W. Mason Street, WIS 29, County E, W. Point Road/S. Point Road, and the WIS 54/W. Mason Street and Seminary Road roundabout. Given the relationship between vehicle speed and crash severity, speed management should be considered a systemic safety strategy throughout the planning area.

For locations with documented speeding-related fatal or serious injury crashes, the implementing agency should conduct an engineering speed study and evaluate the relationship between posted speed limits, operating speeds, roadway context, and crash history. Appropriate treatments may include speed feedback signs, improved signing and pavement markings, targeted enforcement, context-appropriate traffic-calming measures, and roadway design modifications that encourage appropriate operating speeds. Speed management should also be incorporated into roadway reconstruction and resurfacing projects where excessive operating speeds contribute to safety risk.

These strategies are consistent with FHWA's speed management guidance, which emphasizes a combination of engineering, enforcement, and education approaches and consideration of speed within the context of roadway and surrounding land use. The AASHTO Highway Safety Manual can also be used to evaluate crash patterns and the expected safety effects of potential improvements.

Application to High Injury Network (HIN) at the following locations: WIS 54/W. Mason Street; WIS 29; County E; W. Point Road/S. Point Road; and the intersection of WIS 54/W. Mason Street and Seminary Road.

Intersection Safety

Angle and rear-end crashes were among the most common crash types identified in the study area. The WIS 54/W. Mason Street and Packerland Drive intersection, in particular, experienced a high number of angle crashes, while rear-end crashes were prominent along WIS 29, County E, and Packerland Drive.

For priority intersections, agencies should conduct site-specific safety and operational assessments to determine the underlying causes of observed crashes. Depending on the crash pattern and intersection characteristics, improvements may include signal timing and phasing modifications, protected left-turn operations, improved signal visibility, intersection lighting, enhanced pavement markings, turn-lane modifications, access management, improved sight distance, and pedestrian signal improvements. Roundabouts or other reduced-conflict intersection designs may also be considered where appropriate.

Countermeasure selection should be based on the specific crash pattern rather than applying a single treatment to all intersections. The FHWA Proven Safety Countermeasures initiative identifies several intersection treatments, including roundabouts, reduced left-turn conflict intersections, corridor access management, and retroreflective signal backplates. The AASHTO Highway Safety Manual provides additional guidance for diagnosing intersection safety problems and evaluating potential countermeasures.

Application to HIN at the following locations: WIS 54/W. Mason Street and Packerland Drive; WIS 54/W. Mason Street and Seminary Road; County E; Packerland Drive; and WIS 29.

Pedestrian Safety

Pedestrian involvement in serious injury and fatal crashes was identified along several priority corridors, including WIS 54/W. Mason Street, County E, and Packerland Drive. The presence of severe pedestrian crashes indicates a need to consider pedestrian safety not only at locations with a documented crash history but also at crossings with high pedestrian exposure and roadway characteristics associated with elevated risk.

Pedestrian safety improvements should focus on providing safe, visible, and predictable crossing opportunities. Depending on site conditions, agencies may consider high-visibility crosswalk markings, pedestrian refuge islands, RRFBs, pedestrian hybrid beacons, leading pedestrian intervals, improved lighting, sidewalk connections, accessible curb ramps, and treatments that reduce pedestrian crossing distances. The appropriate treatment should be determined based on roadway speed, traffic volume, crossing distance, pedestrian exposure, intersection characteristics, and available sight distance.

These treatments are supported by FHWA's Proven Safety Countermeasures initiative and should be designed and implemented consistent with the MUTCD, applicable ADA requirements, and relevant AASHTO guidance.

Application to HIN at the following locations: WIS 54/W. Mason Street; County E; and Packerland Drive.

Roadway Departure and Roadside Safety

Roadway departure crashes represent a significant safety concern along County EE/Orlando Drive and Seminary Road. Two fatal crashes along County EE/Orlando Drive involved vehicles leaving the roadway and entering a ditch or hitting a culvert, while collisions involving no other vehicle were the most common crash type along Seminary Road.

The Safety Action Plan recommends evaluating these corridors for roadway departure risk and roadside hazards. Safety improvements should seek to prevent vehicles from leaving the travel lane, reduce the likelihood of a crash when a vehicle departs the lane, and reduce the severity of a crash when departure occurs. Depending on site conditions, this may involve improved pavement edge markings, rumble strips, enhanced curve delineation, shoulder improvements, roadside

hazard removal or shielding, guardrail improvements, clear-zone improvements, adding a safety edge, and treatment of hazardous drainage structures or culverts.

This approach is consistent with FHWA's Focus on Reducing Rural Roadway Departures (FoRRRwD) initiative and the FHWA Proven Safety Countermeasures framework. Site-specific engineering analysis should be conducted before selecting individual treatments.

Application to HIN at the following locations: County EE/Orlando Drive and Seminary Road.

Teen Driver Safety

Teen driver involvement was identified as a recurring safety concern within several priority corridors and intersections. Teen drivers were also involved in serious injury crashes. The concentration of teen-driver crashes across multiple locations suggests that teen driver safety should be addressed as a systemic strategy rather than through location-specific improvements alone.

The Safety Action Plan recommends a coordinated approach that combines education, enforcement, and roadway safety improvements. The Oneida Nation and local jurisdictions should consider partnerships with local schools, driver education programs, parents, law enforcement, and community organizations to promote safe driving practices among young drivers. Education efforts may address speeding, distracted driving, impaired driving, seat belt use, passenger limitations, and other behaviors associated with increased crash risk among inexperienced drivers. Targeted enforcement and safety campaigns may also be considered at locations and times where teen-driver crashes are concentrated. Where teen-driver crash patterns overlap with roadway or intersection deficiencies, infrastructure improvements should be evaluated in conjunction with these behavioral strategies.

The National Highway Traffic Safety Administration (NHTSA) provides additional resources and evidence-based strategies addressing young driver safety, including graduated driver licensing, distracted driving, seat belt use, and impaired driving prevention.

Application to HIN at the following locations: WIS 54/W. Mason Street; WIS 29; Packerland Drive; WIS 54/West Mason Street and Packerland Drive intersection.

Impaired Driving

Impaired driving was identified as an important contributing factor in fatal and serious injury crashes throughout the planning area. The crash analysis identified alcohol involvement in severe crashes at WIS 54/W. Mason Street and Packerland Drive, W. Point Road and S. Point Road, WIS 29, and County EE/Orlando Drive. The broader crash analysis also identified impaired driving as the most prevalent contributing factor among fatal and serious injury crashes, accounting for approximately 53 percent of severe crashes. This pattern indicates that impaired driving should be addressed as a network-wide behavioral safety priority.

The Safety Action Plan recommends a coordinated impaired-driving strategy that combines high-visibility enforcement, public education, and partnerships with community organizations. Law enforcement agencies should consider targeted impaired-driving enforcement during periods and at locations associated with elevated crash risk. Public education efforts can reinforce the consequences of impaired driving and promote alternatives to driving while impaired, including designated drivers, safe-ride programs, and other available transportation options. Partnerships with schools, employers, community organizations, and local businesses can further expand the reach of impaired-driving prevention efforts. Where impaired driving overlaps with other contributing factors, such as speeding or roadway departure, complementary engineering and speed-management strategies should also be considered.

Application to HIN at the following locations: WIS 54/W. Mason Street and Packerland Drive; W. Point Road and S. Point Road; WIS 29; County EE/Orlando Drive; and other locations identified through ongoing crash monitoring.

The next section provides an overview of each selected high injury corridors and intersections with the road context, characteristics, and potential countermeasures based on the safety analysis and review committee discussions. Each corridor and intersections are also provided with a priority status based on the severity of crashes occurred as well as the priority ranking received during the public outreach. Each corridor and intersection is accompanied by a map showing the location of the crashes and its severity.

High Injury Network Corridor Profiles



HIN Corridor

WEST MASON STREET / WIS 54 | *Airport Drive to South Taylor Street*

West Mason Street is a major, busy east-west commercial and commuter corridor (part of WIS 54) located on the west side of Green Bay, Wisconsin. It spans residential neighborhoods, retail centers, and is a major corridor connecting to the east side of City of Green Bay.

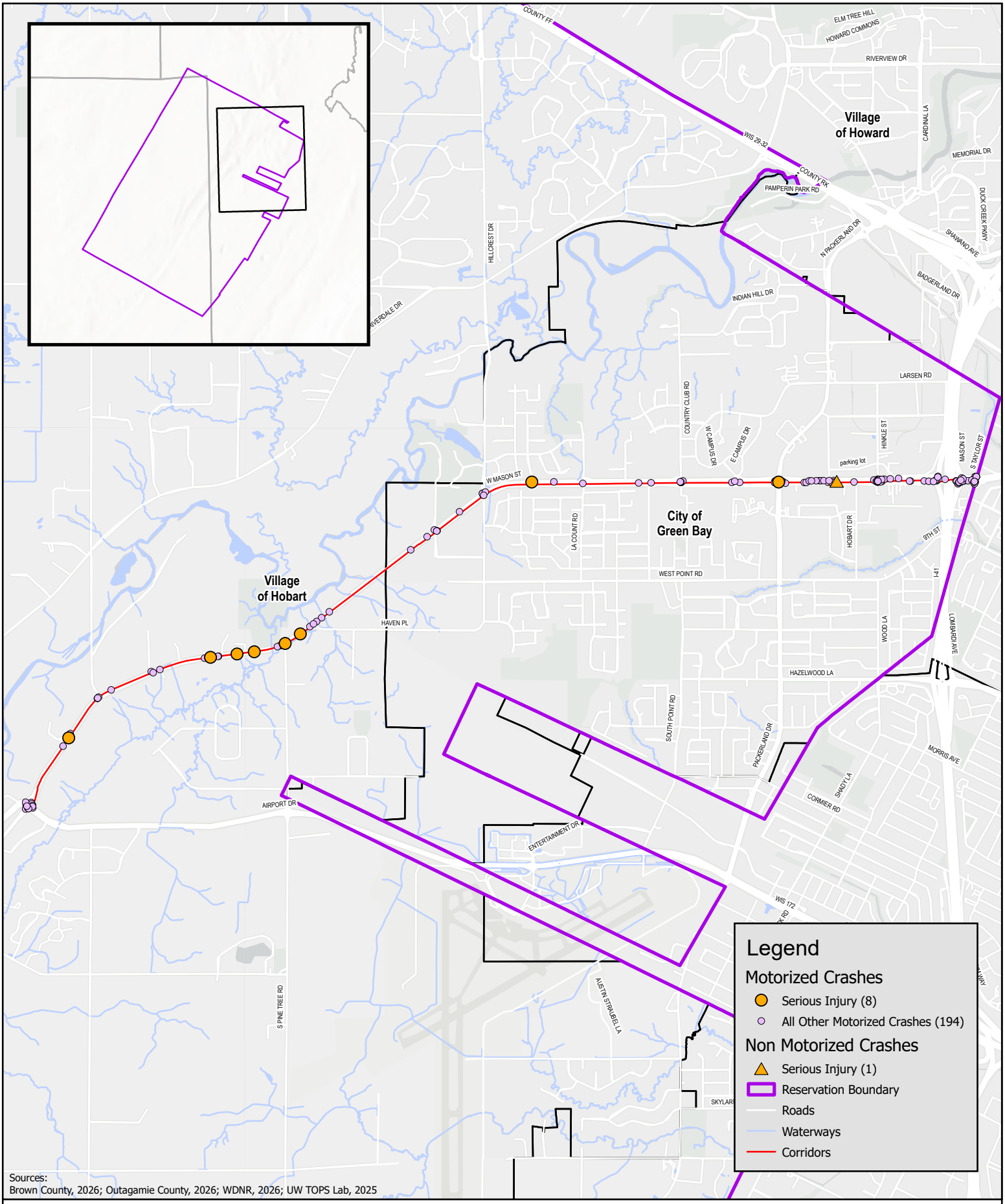
W. Mason St. (within Oneida Nation Reservation boundaries) experienced 203 crashes between the years 2020 and 2024, including nine serious injury crashes and no fatality. Severe crashes are a mix of run-off-the-road crashes, and angle and rear-end crashes. Speeding has also been noticed as a major issue on this stretch of W. Mason St.

The street is more urban within the eastern limits of Oneida Nation and becomes more rural moving towards west into the Village of Hobart and Town of Oneida. To easily understand the issues and the safety concerns and provide appropriate countermeasures we have divided this street countermeasures into three separate sections.

	W. Mason St. West of Pleasant Ln	W. Mason St. East of Pleasant Ln
Number of Lanes:	2 Lanes	4 Lanes
Jurisdiction:	WisDOT	WisDOT/Brown County/ City of Green Bay
Average Annual Daily Traffic:	7,000 Vehicles/day	9,000 to 29,000 Vehicles/day
Speed Limit:	55 MPH	35 MPH

No.	*Corridor Location*	*Safety Concerns*	*Potential Countermeasures*	*Priority*
1a	W. Mason St. - S. Taylor St. to County GE/ Pine Tree Rd.	• Excessive speeding • Running red lights • Illegal U-turns • Drivers failing to yield to pedestrians • Lack of sidewalks and marked crosswalk • Difficult access to businesses	• Corridor redesign with a comprehensive corridor safety assessment • Install RRFBs at key crossings • Construct sidewalks along both sides with pedestrian crossings at intersections • Install raised/high visible crosswalks • Improve signal timing for pedestrians • Improve frontage road access	Medium High
1b	W. Mason St. - County GE/ Pine Tree Rd. to N. Overland Rd.	• Speeding • Numerous near-miss crashes • Difficult/limited left turns • Unsafe access to businesses • Drivers pulling into traffic • Confusing lane configuration	• Evaluate reducing speed Limit with a corridor speed study • Additional left-turn lanes/bypass lanes • Access management improvements • Median treatments • Intersection redesign • Consider roundabouts at major intersections • Additional advance warning signs for curves and turns	High
1c	W. Mason St. - N. Overland Rd. to Airport Dr.	• Speeding • Aggressive driving • Pedestrian conflicts • Roundabout confusion	• Reduce speed limit in this stretch • Additional lane markings • Enhanced pavement markings • Additional pedestrian crossings	Medium Low

Map 4.1: West Mason Street/WIS 54 - *Airport Drive to South Taylor Drive*



Sources:
Brown County, 2026; Outagamie County, 2026; WDNR, 2026; UW TOPS Lab, 2025

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HIN Corridor

WISCONSIN 29 | *Part in Oneida Nation Boundaries*

Wisconsin 29 (also called WIS 29) is a major highway spanning the entire width of central Wisconsin. Functioning as a primary economic “Backbone Route” for the state, it serves as the most heavily traveled corridor north of Interstate 94, linking Minnesota to Wausau and Green Bay. The segment between Elk Mound to Green Bay is a high-speed, four-lane divided freeway and expressway completed in 2005 to handle intense commercial truck traffic.

WIS 29 (within Oneida NationReservation boundaries) experienced 125 crashes between the years 2020 and 2024, including two serious injury crashes and one fatality. Severe crashes are a mix of speeding and drivers involved in alcohol use. Speeding has also been noticed as a major issue on this stretch as well as other crashes were rear-ends and side-swept crashes.

The predominance of rear-end and sideswipe crashes suggests potential operational issues associated with speed, congestion, lane changes, access, or traffic interactions. Speeding and impaired driving also contribute to the severity risk. A corridor operational and safety assessment study should be conducted to evaluate speeding patterns, lane-changing and weaving areas, access points, accidents response time to ensure no further rear-ends happen, and targeted enforcement opportunities.



Number of Lanes:
4 Lanes

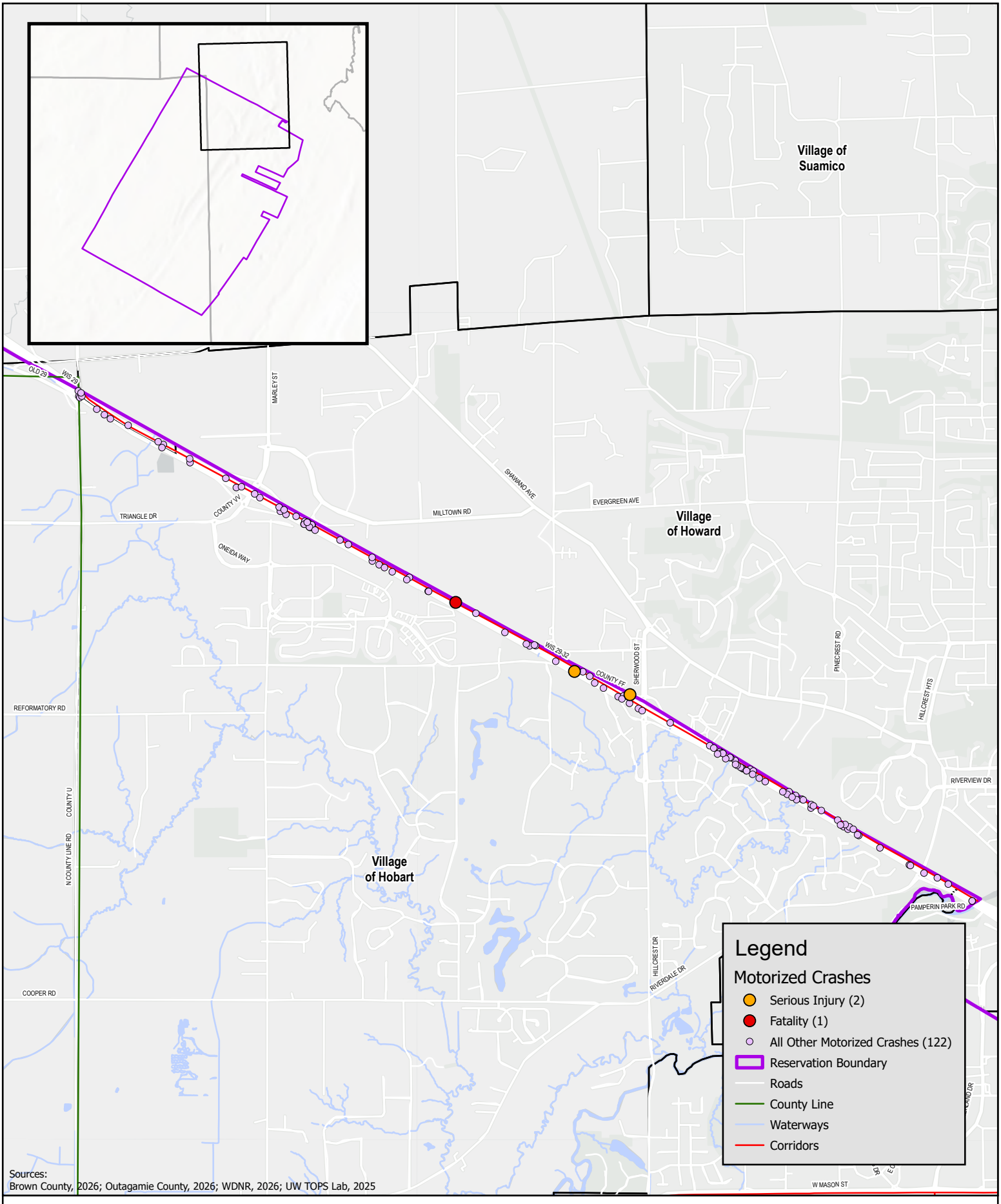
Jurisdiction:
WisDOT

Average Annual Daily Traffic:
27,300 Vehicles/day

Speed Limit:
70 MPH

No.	Corridor Location	Safety Concerns	Potential Countermeasures	Priority
2	WIS 29 (part in Oneida Nation boundaries)	• Speeding • Reckless Driving	• Speed feedback signs • Targeted speed enforcement • Targeted campaign to eliminate impaired driving	Low

Map 4.2: Wisconsin 29 - *Part in Oneida Nation Boundaries*



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Source: DOLM & Photography 2018
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HIN Corridor

COUNTY EE/ORLANDO DRIVE | *South Pine Tree Road to County TK*

Orlando Drive (also called County EE) is a local road situated just south of WIS 54, heavily integrated within the Oneida Nation reservation boundaries and overlapping the Village of Hobart and the western edge of De Pere, Wisconsin. It serves as a transitional corridor blending rural-residential living with surrounding tribal and municipal land management.

Orlando Drive experienced 28 crashes between the years 2020 and 2024, including two serious injury crashes and two fatalities. Severe crashes are a mix of speeding and alcohol use and running-off-road into the ditch/culvert. Speeding has also been noticed as a major issue on this stretch as well as other crashes were rear-end and side-swept crashes.

The severity of the crashes indicates a significant roadway departure and roadside hazard concern. A few things to evaluate are guardrails, shoulder conditions, pavement marking, roadside fixed objects, and lighting.



Number of Lanes:
2 Lanes

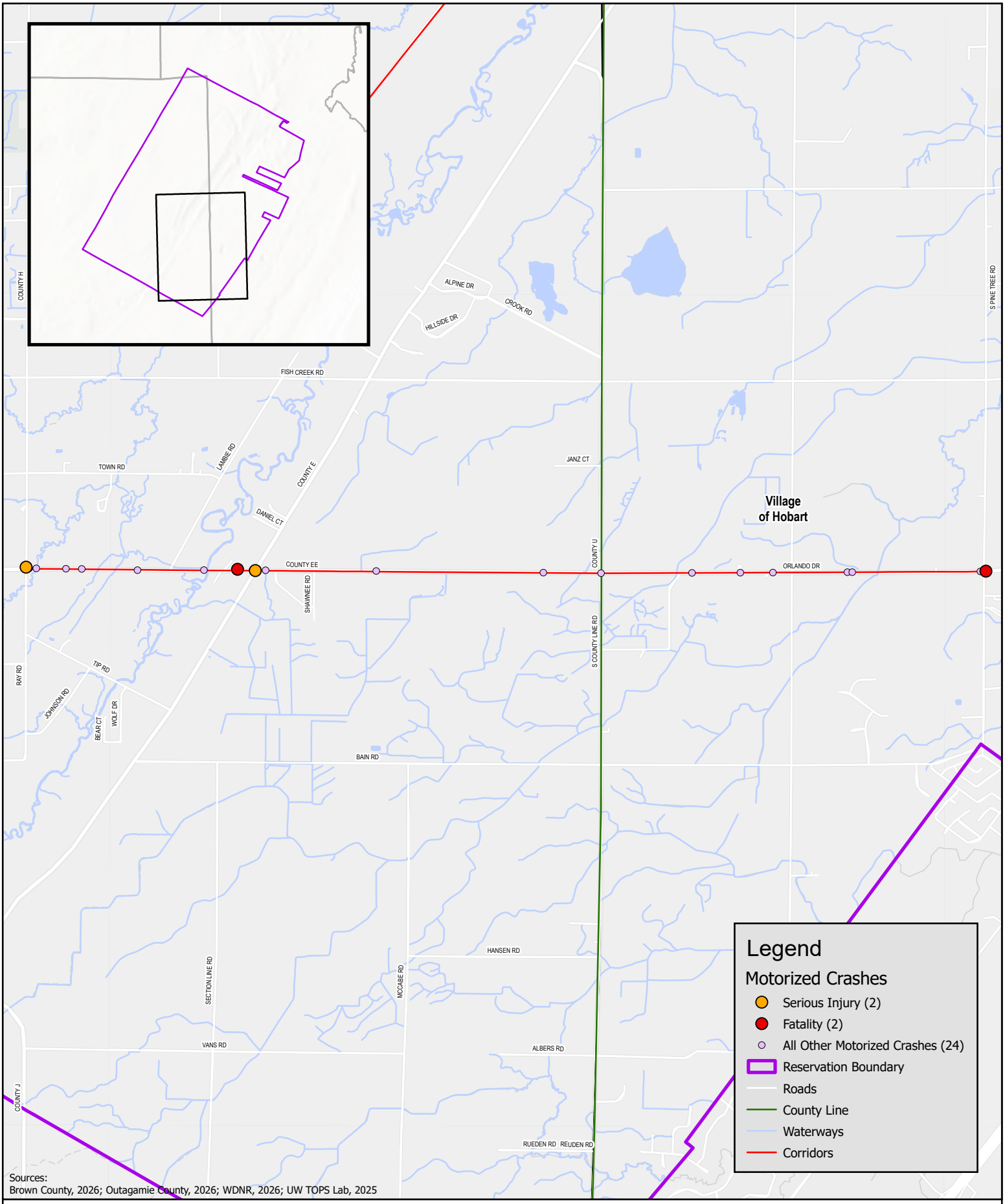
Jurisdiction:
Outagamie and Brown Counties

Average Annual Daily Traffic:
2,300 Vehicles/day

Speed Limit:
45 MPH

No.	Corridor Location	Safety Concerns	Potential Countermeasures	Priority
3	County EE/ Orlando Dr. - S. Pine Tree Rd. to County TK	• Speeding • Vehicles pulling into traffic • Lack of pedestrian accommodations	• Speed feedback signs • Targeted enforcement • Add pedestrian crossings • Evaluate roundabout • Extend turn lanes • Targeted campaign to eliminate impaired driving	Medium High

Map 4.3: County EE/Orlando Drive - *South Pine Tree Road to County TK*



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HIN Corridor

COUNTY E | *WIS 54 to County EE*

County E is a notable rural-transitional corridor located primarily within the southwest pocket of the Oneida Nation Reservation footprint, straddling the Outagamie and Brown County lines. The segment begins at a prominent roundabout intersection with WIS 54 and WIS 172 (Airport Dr. / W. Mason St. extension). This acts as a gateway point directly connecting the rural reservation land to western Green Bay and the Austin Straubel International Airport area. Moving north the road is predominantly rural with open agriculture fields, woodlands, and rural-residential subdivisions.

County E experienced 27 crashes between the years 2020 and 2024, including five serious injury crashes and no fatalities. Severe crashes involved one pedestrian crash. Other cashes involved angle and rear-end collisions as the most common type. This corridor presents a combination of intersection, speed, and pedestrian safety concerns.



Number of Lanes:
2 Lanes

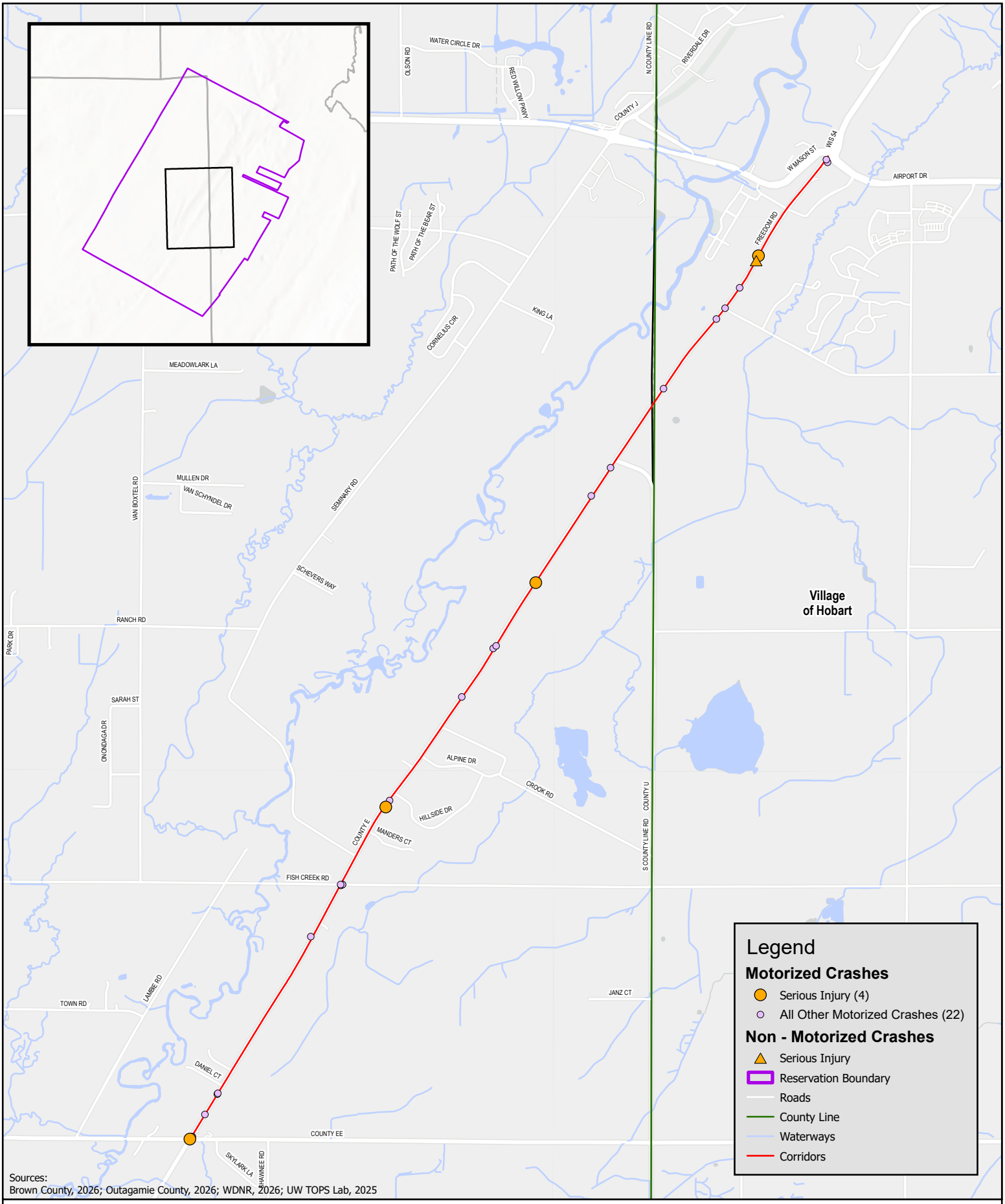
Jurisdiction:
Outagamie and Brown Counties

Average Annual Daily Traffic:
2,300 Vehicles/day

Speed Limit:
55 MPH

No.	Corridor Location	Safety Concerns	Potential Countermeasures	Priority
4	County E - WIS 54 to County EE	• Speeding • Vehicles pulling into traffic • Lack of pedestrian accommodations	• Speed feedback signs • Targeted enforcement • Add pedestrian crossings with high visibility crosswalks • Evaluate roundabout • Extend turn lanes • Intersection safety assessment • Sight distance improvement	Medium Low

Map 4.4: County E - *Wis 54 to County EE*



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Oneida Nation SS4A Safety_2025-0702 09/09/2026

N

Source: DOLM & Photography 2018
Coordinate System: Wisconsin State Plane, Central Zone
Lambert Projection, U.S. Foot
Horizontal Datum: NAD83
Vertical Datum: Nav88

HIN Corridor

PACKERLAND DRIVE | *West Mason Street to Hazelwood Lane*

Packerland Drive (also County EB) is a heavily traveled multi-lane minor arterial corridor situated on the far west side of Green Bay, Wisconsin. It acts as a critical link between urban commercial districts and residential spaces. Packerland Dr. and W. Mason St. is a highly active intersection. This junction sits just west of the Interstate 41 interchange, functioning as a core commercial node. Heading south, Packerland Dr. is formatted as a divided boulevard with multiple driving lanes in each direction. It features a center median and controlled intersections to manage localized commuter traffic

Packerland Dr. experienced 55 crashes between the years 2020 and 2024, including two serious injury crashes and no fatalities. One of the serious injury crash involved a pedestrian and another teen driver. Significant other crashes involved teen drivers and the most common crash types was angle and rear-end collisions.



Number of Lanes:
4 Lanes

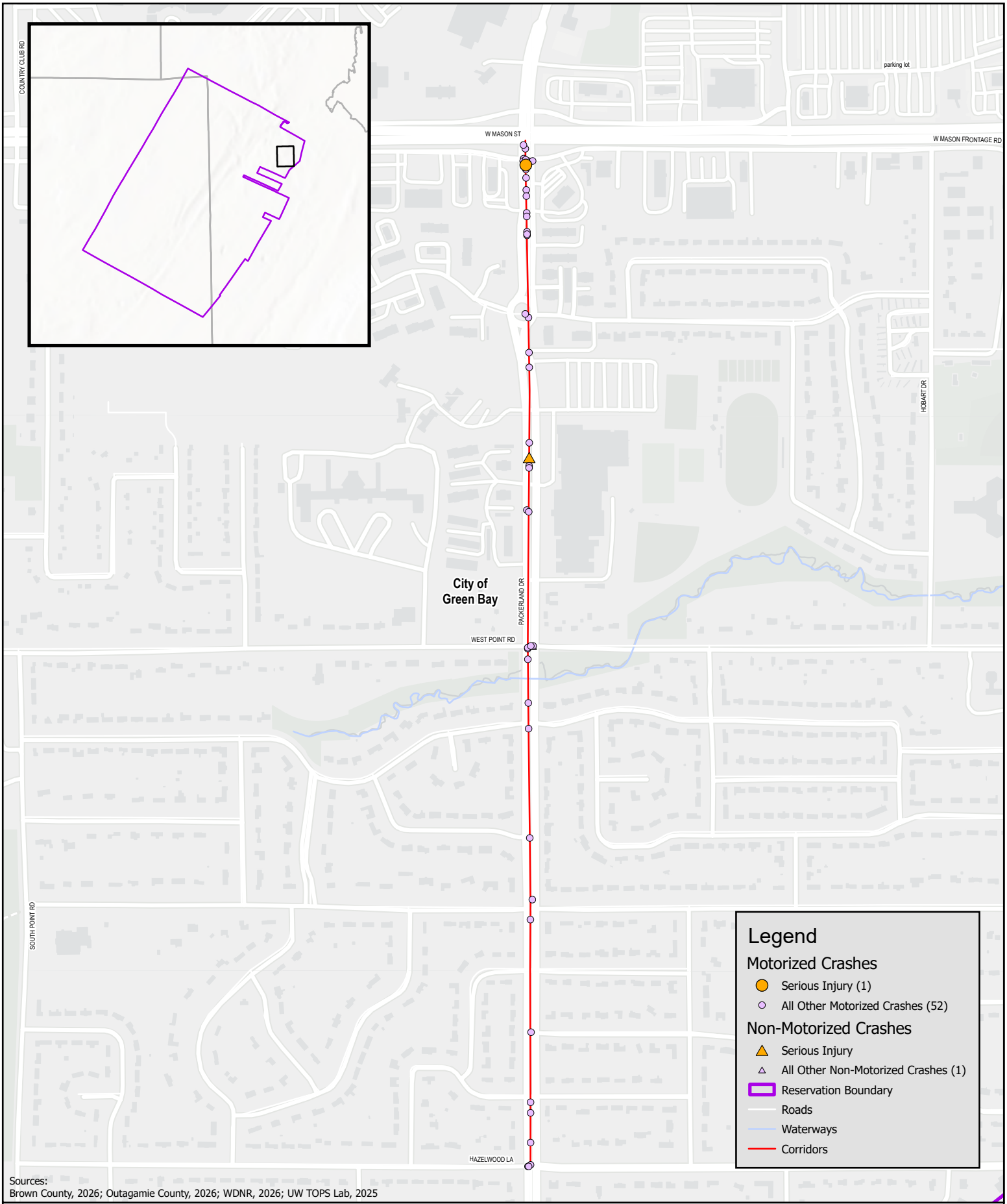
Jurisdiction:
Brown County

Average Annual Daily Traffic:
11,300 Vehicles/day

Speed Limit:
35 MPH

No.	*Corridor Location*	*Safety Concerns*	*Potential Countermeasures*	*Priority*
5	Packerland Dr. - W. Mason St. to Hazelwood Ln.	• Speeding • Aggressive driving near Southwest High School • Limited pedestrian accommodations in some areas • Safety concerns near school traffic and turning movements	• Install speed feedback signs • Evaluate school-related warning signs and pavement markings • Construct or improve sidewalks and pedestrian crossings • Add traffic calming measures • Increase targeted enforcement during school arrival and dismissal times	High

Map 4.5: Packerland Drive - *West Mason Street to Hazelwood Lane*



Sources:
Brown County, 2026; Outagamie County, 2026; WDNR, 2026; UW TOPS Lab, 2025

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HIN Corridor

PEARL STREET | *Olson Road to Bodart Court*

Pearl Street is a quiet, rural-residential street situated entirely within the town of Oneida and the Oneida Nation Reservation boundaries (in Outagamie County). This stretch of the road is a local, low-traffic neighborhood connection.

Pearl St. experienced 12 crashes between the years 2020 and 2024, including two serious injury crashes and one fatality. Although the corridor has a relatively low total crash frequency, the number of severe outcomes warrants additional investigation. With this street being a low-traffic road with an average annual daily traffic of approximately 200 vehicles/day the severe crash count seems disturbing. The fatal crash involved a motorcyclist hitting an animal. One of the serious injury crash involved driving under the influence. Both serious injury crash resulted in driving into the ditch.



Number of Lanes:
2 Lanes

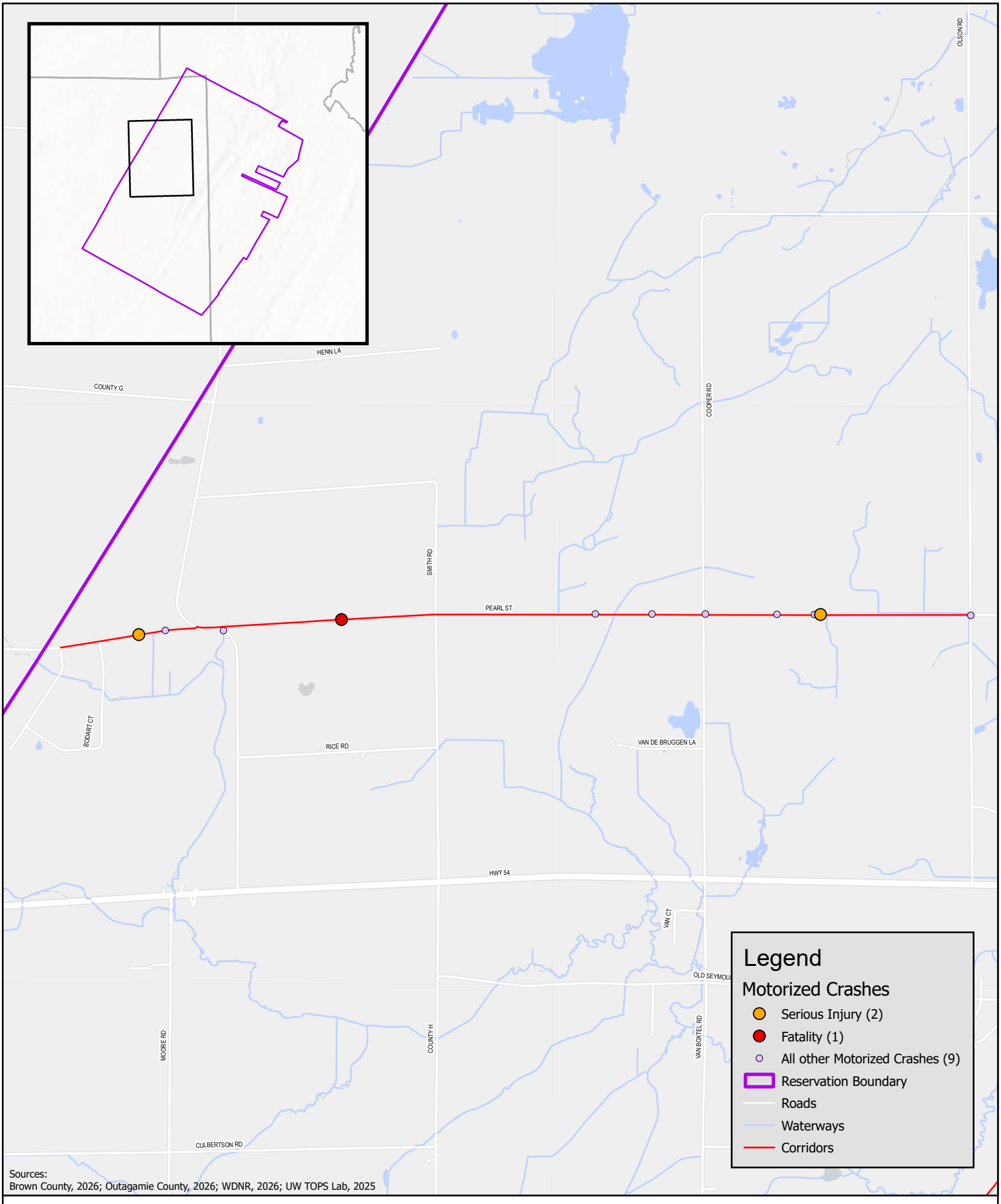
Jurisdiction:
Town of Oneida

Average Annual Daily Traffic:
100-200 Vehicles/day

Speed Limit:
25 MPH

No.	Corridor Location	Safety Concerns	Potential Countermeasures	Priority
6	Pearl St. - Olson Rd. to Bodart Ct.	• Speeding • Hidden Driveways • Intersections	• Improve pavement condition as part of routine maintenance • Upgrade signage/pavement markings • Add lighting at hidden driveways • Targeted campaign to eliminate impaired driving	High

Map 4.6: Pearl Street - *Olson Road to Bodart Court*



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Coordinate System: Wisconsin State Plane, Central Zone
Lambert Projection, U.S. Foot
Horizontal Datum: NAD83
Vertical Datum: Nav88

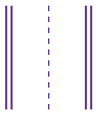
HIN Corridor

SEMINARY ROAD | *WIS 54 to Ranch Road*

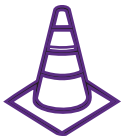
Seminary Road is a primary local and institutional connector situated entirely within the town of Oneida and the core of the Oneida Nation Reservation. In the north of the road the landscape transforms from open agricultural buffers into the primary civic hub of the Oneida Nation. The road is heavily defined by essential tribal infrastructure, community centers, and local schools.

Seminary Rd. experienced 22 crashes between the years 2020 and 2024, including one serious injury crash and no fatality. Vehicle running-off-road was the most common type of crash. The primary safety concerns along Seminary Rd. extend beyond the reported vehicle crashes and include limited pedestrian infrastructure and safe access to the school. The students have also experienced near miss accidents while crossing the road. This road was also the most concerning according to the survey respondents.

A comprehensive school-zone and corridor safety assessment should be conducted to identify opportunities to improve safe access to the school. The assessment should evaluate the feasibility of continuous sidewalks or other separated pedestrian facilities, designated and high-visibility pedestrian crossings, appropriate crossing control, pedestrian-scale lighting, accessible curb ramps, and improved signage and pavement markings.



Number of Lanes:
2 Lanes



Jurisdiction:
Town of Oneida



Average Annual Daily Traffic:
3,000 Vehicles/day

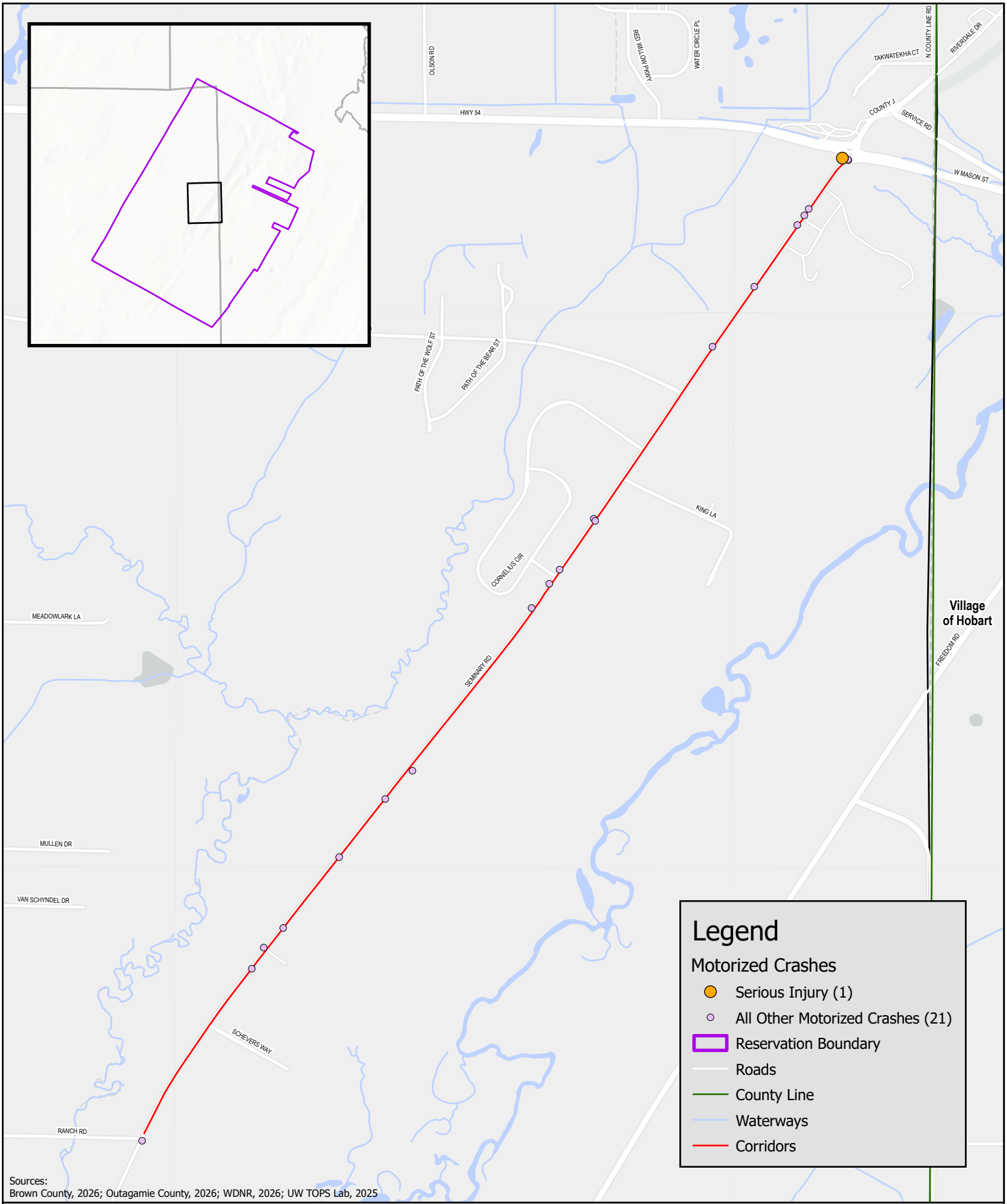


Speed Limit:
25 MPH (school area)
55 MPH



No.	Corridor Location	Safety Concerns	Potential Countermeasures	Priority
7	Seminary Rd. - WIS 54 to Ranch Rd.	• Speeding • Lack of pedestrian lighting • Deteriorating pavement and potholes • Unsafe school crossing • Poor crosswalk visibility	• School-zone and corridor safety assessment • Evaluate school zone signage/ roadway geometry • Speed feedback signs before entering school zone • RRFB at the crosswalk and optionally elevate crosswalk. (currently in progress) • Shared-use path and pedestrian lighting • The Town of Oneida recently completed the roadway reconstruction and pavement resurfacing	High

Map 4.7: Seminary Road - *WIS 54 to Ranch Road*



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High Injury Network Intersection Profiles



HIN Intersection

WIS 54/W. MASON STREET & PACKERLAND DRIVE

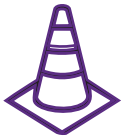
The WIS 54/W. Mason Street and Packerland Drive intersection is one of the most critical and hazardous conflict nodes in the planning area. The intersection experienced 51 crashes between the years 2020 and 2024, including two serious injuries and one fatality. The two severe crashes included one involving alcohol and speeding and another involving a teen driver. The most common other crash types were angle crashes, rear-end crashes, and a few head-on crashes.

The safety analysis shows a dominant regional trend of high-velocity left-turn T-bone crashes. Drivers attempting to turn left across multi-lane traffic frequently have their line of sight blocked by opposing left-turning vehicles. A major design flaw is the extreme proximity of the southern commercial frontage road to the main intersection. Drivers exiting these driveways create immediate, dangerous weaving patterns across multiple lanes of Packerland Dr.. The intersection is particularly dangerous for pedestrian crossings due to massive crossing distances and unexpected vehicle conflict angles.

Brown County completed an intermediate tactical intervention to stop an escalating pace of injury accidents without waiting years for complete reconstruction, outcome of county's recent SS4A Safety Action Plan. Heavy concrete barriers were installed in the middle of Packerland Dr. just south of W. Mason St.. These barriers effectively eliminated left-turn modifications out of the immediate frontage road and fast-food driveways. Traffic moving into and out of these commercial properties was restricted strictly to right-in, right-out traffic flows to clear up driver decision-making. See Brown County's Long-Term Strategic Safety Action plan for the detail improvement list for this intersection.



Number of Lanes:
4 Lanes



Jurisdiction:
WisDOT/ Brown County/ City of Green Bay



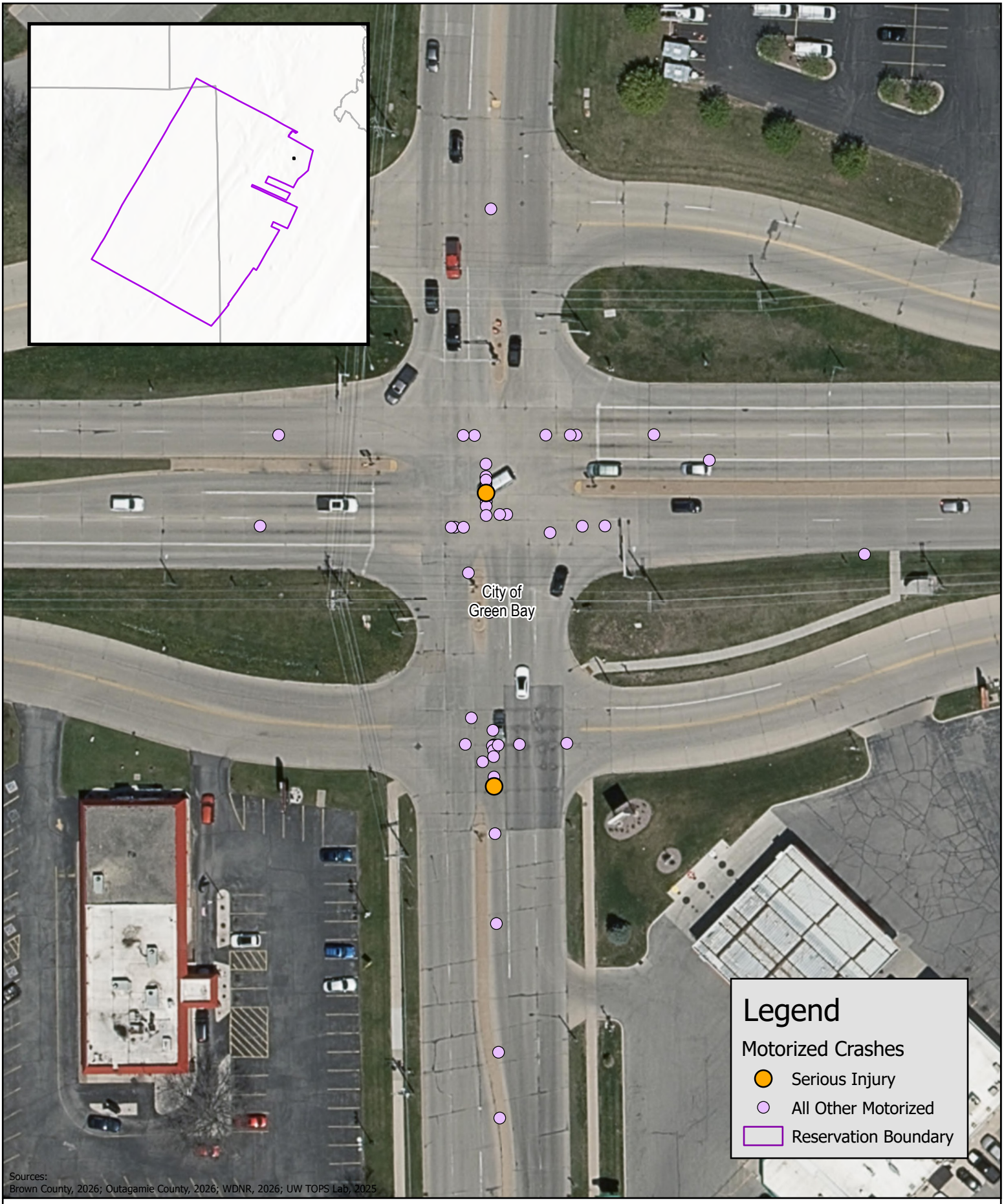
Average Annual Daily Traffic:
25,000 Vehicles/day



Speed Limit:
35 MPH

No.	*Intersection Location*	*Safety Concerns*	*Potential Countermeasures*	*Priority*
1	WIS 54/W. Mason St. and Packerland Dr.	• High vehicle speeds • Drivers running red lights • Cars running red lights • Illegal U-turns • Limited pedestrian accommodations • Lack of highly visible crosswalks • Difficult access to adjacent businesses • High traffic volumes create conflicts for turning vehicles	• WisDOT is entirely reconstructing the intersection to feature positive offset left-turn lanes. (Planned for future) • Coordinate with Brown County and WisDOT and provide input on their recommended strategy and planned projects • Install high-visibility crosswalks and ADA-compliant curb ramps • Install RRFBs or enhanced pedestrian crossing treatments • Improve signal timing for pedestrians • Improve access along W. Mason Street	Medium High

Map 4.8: WIS 54/W Mason Street & Packerland Drive



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Horizontal Datum: NAD83
Vertical Datum: Nav88

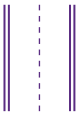
HIN Intersection

COUNTY EE/ORLANDO DRIVE & COUNTY E

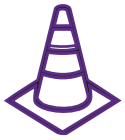
This intersection sits squarely inside the Oneida Nation Reservation boundaries, in Outagamie County. The intersection experienced 10 crashes between the years 2020 and 2024, including one serious injury and one fatality.

At these types of rural intersections vehicles are traveling at full regional speeds (55 mph). When a driver fails to yield or misjudges a gap from a stop sign, the resulting side-impact collisions carry a significantly higher risk of fatal or disabling injury. Drivers entering the junction from the stop-controlled legs often face visual limitations due to rolling rural topography, seasonal crop growth (such as tall cornfields), or roadside brush. Drivers sometimes creep too far into the intersection to peer around blind spots, placing them directly in the path of cross-traffic.

Rather than waiting for the multi-million-dollar funding required for massive roundabouts or full signalization it is recommended to implement proven countermeasures provided by FHWA and other sources, such as targeted, lower-cost physical modifications designed to force driver awareness. These measures include advanced visual warnings, such as highly reflective “Stop Ahead” warning signs paired with prominent pavement markings to eliminate the excuse of an unexpected cross-street. To combat driver inattention and highway hypnosis on straight rural stretches, tactical plans include cutting transverse rumble strips into the asphalt approach. Maintaining strict seasonal clearing schedules to cut back trees, tall brush, and agricultural obstructions to optimize the physical “sight triangles” for waiting motorists.



Number of Lanes:
2 Lanes



Jurisdiction:
Outagamie County



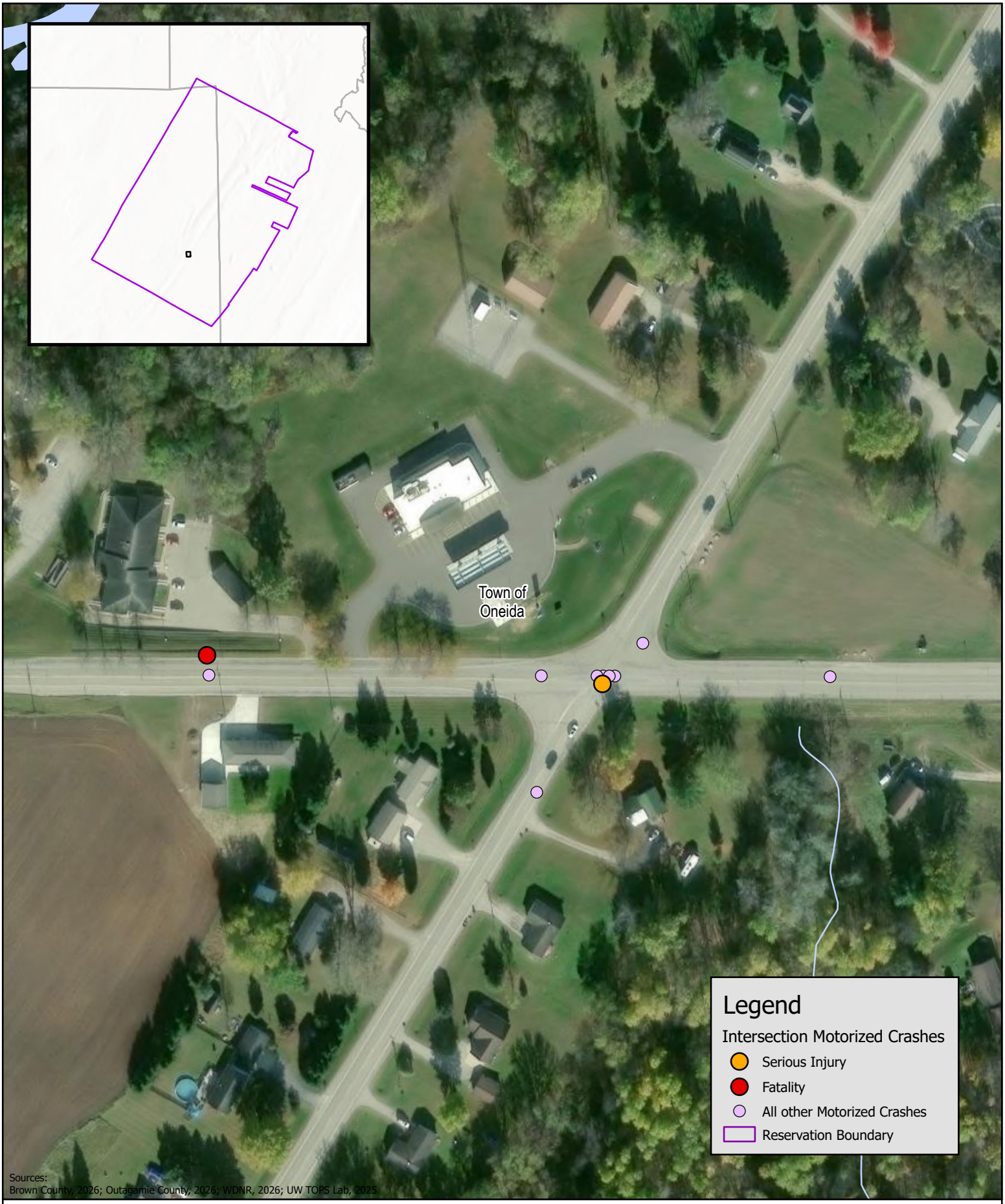
Average Annual Daily Traffic:
2,300 Vehicles/day



Speed Limit:
55 MPH

No.	*Intersection Location*	*Safety Concerns*	*Potential Countermeasures*	*Priority*
2	County EE/ Orlando Dr. and County E/ Freedom Rd.	• Heavy pedestrian and school activity • Difficult pedestrian crossings • Existing 4-way stop creates delay • Drivers failing to notice stop signs • Limited pedestrian accommodations	• The intersection is being evaluated for roundabout construction by Outagamie County • Coordinate with Outagamie County to accommodate pedestrian/bicycle infrastructure during roudabout construction • Install high-visibility cross-walks, RRFBs, and ADA curb ramps • Strategic sight-triangle clearing • Advanced visual warnings before the stop signs • Adding transverse rumble strips to notify drivers of the approaching stop sign • Evaluate pedestrian refuge islands	High

Map 4.9: County EE/Orlando Drive & County E



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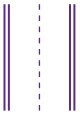
Source: DOLM & Photography 2018
Coordinate System: Wisconsin State Plane, Central Zone
Lambert Projection, U.S. Foot
Horizontal Datum: NAD83
Vertical Datum: Nav88

HIN Intersection

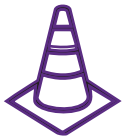
COUNTY EE/ORLANDO DR & S PINE TREE RD/COUNTY GE

This intersection sits entirely within the Oneida Nation Reservation and the Village of Hobart boundaries. The intersection experienced a fatal roadway-departure crash during the 2020–2024 analysis period. An eastbound vehicle traveling on Orlando Dr. left the roadway, struck roadside trees, and overturned, resulting in the death of the driver. The documented crash indicates a potential concern with roadway departure and the severity of roadside hazards along the Orlando Drive approach. Safety improvements should consider roadside clear-zone conditions, fixed-object exposure, roadway delineation, and other factors that may reduce the likelihood and severity of roadway-departure crashes.

County EE handles vehicles traveling at regional highway speeds (55 mph). Meanwhile, South Pine Tree Road feeds local residential neighborhoods, creating severe angle (T-bone) conflict risks when turning vehicles miscalculate the acceleration curves of approaching mainline commuters. Unlike completely flat agricultural roads, the intersection of County EE and Pine Tree Rd. deals with localized, rolling topography and heavy roadside tree lines. This creates significant sight-distance limitations for vehicles stopped on Pine Tree Rd. trying to judge gaps in high-speed, east-west cross-traffic moving along County EE.



Number of Lanes:
2 Lanes



Jurisdiction:
Brown County



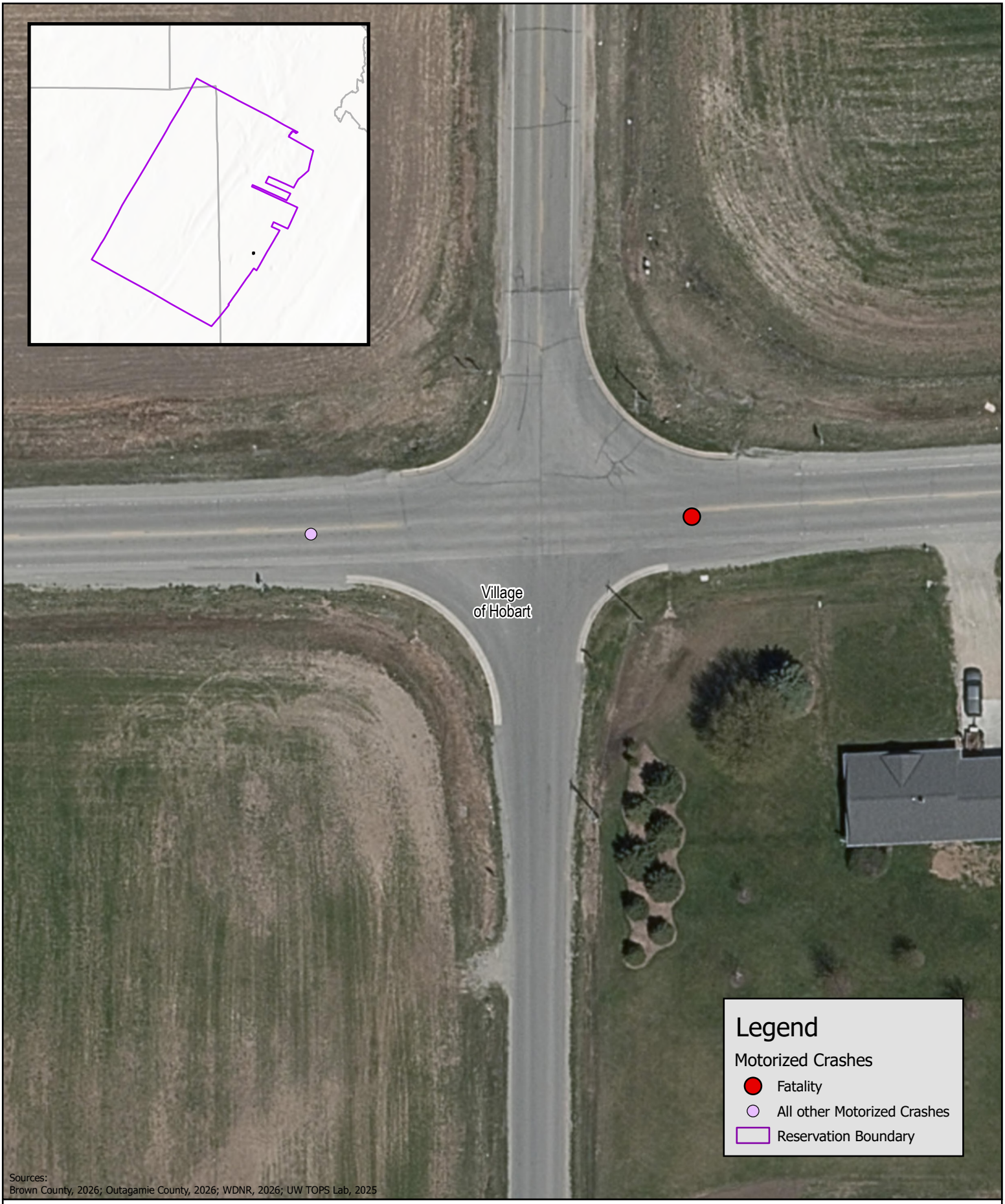
Average Annual Daily Traffic:
3,400 Vehicles/day



Speed Limit:
55 MPH

No.	*Intersection Location*	*Safety Concerns*	*Potential Countermeasures*	*Priority*
3	County EE/ Orlando Dr. and S. Pine Tree Rd./ County GE	• Existing two-way stop • Limited gap acceptance and crossing/merging conflicts • Increased traffic from nearby development	• Conduct intersection control evaluation • Evaluate roundabout feasibility • Evaluate turn-lane and auxiliary-lane needs • Improve intersection lighting Improve advance warning/ delineation • Evaluate roadside clear-zone and fixed-object conditions • Consider speed management measures	Medium High

Map 4.10: County EE/Orlando Drive & South Pine Tree Road/County GE



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HIN Intersection

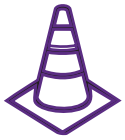
W. MASON STREET & SEMINARY ROAD ROUNDABOUT

The intersection of W. Mason Street and Seminary Road is structured as a modern, single-lane roundabout. It serves as a major transition point between high-speed highway travel and the civic heart of the Oneida Nation. The roundabout experienced 24 crashes between the years 2020 and 2024, including one serious injury and no fatality. Speeding through the roundabout has been a major issue resulting in angle crashes.

This roundabout is also one of the major concerns for vulnerable road users, especially school students biking or walking to school through the roundabout. Because Seminary Road anchors critical civic and educational infrastructure including the Oneida Nation Elementary School, high school, and tribal administrative headquarters traditional intersection configurations left students and tribal pedestrians highly exposed to high-speed vehicle lanes.



Number of Lanes:
2 Lanes



Jurisdiction:
WisDOT/ Town of Oneida



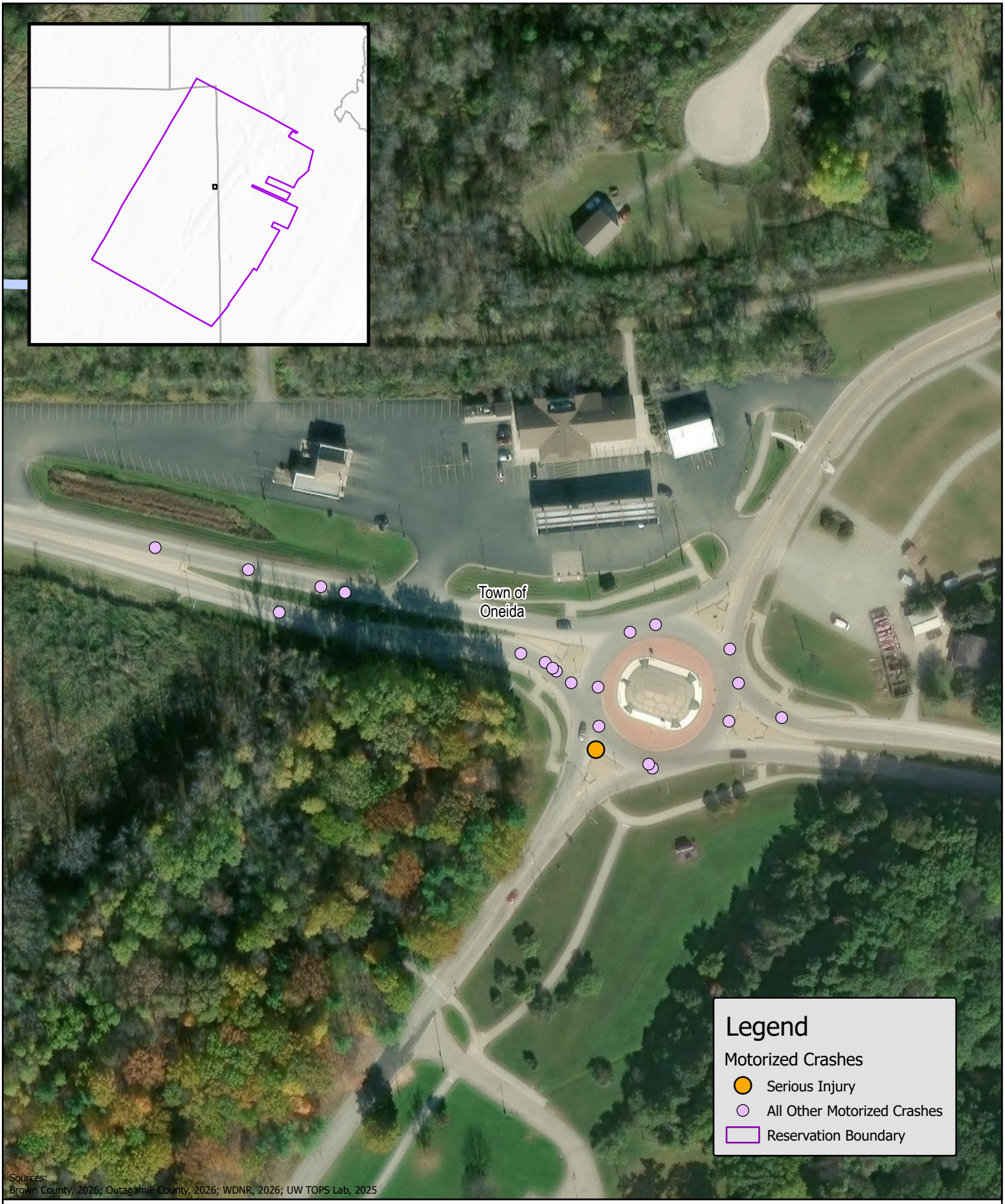
Average Annual Daily Traffic:
2,200 Vehicles/day



Speed Limit:
55 MPH

No.	*Intersection Location*	*Safety Concerns*	*Potential Countermeasures*	*Priority*
4	W. Mason St./ WIS 54 and Seminary Rd. Roundabout	• Speeding through roundabout • Difficult pedestrian crossings (students crossing here) • Drivers failing to yield • Heavy school traffic	• Raised crosswalks • Install RRFBs at crosswalks • Enhanced pedestrian lighting • School crossing improvements • Advance pedestrian warning signs • Speed management treatments approaching roundabout • Coordinate with Outagamie County and WisDOT to implement the pedestrian safety changes	Medium High

Map 4.11: West Mason Street/WIS 54 & Seminary Road Roundabout



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HIN Intersection

WEST POINT ROAD & SOUTH POINT ROAD

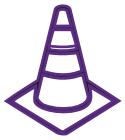
The intersection sits within a critical school and residential zone. Located on the far west side of Green Bay, this residential junction serves as the primary northern approach to Lombardi Middle School. The intersection experienced 3 crashes between the years 2020 and 2024, including one serious injury and no fatality. One of the severe crash involved driver under the influence and speeding. West Point Road has a dedicated bike lane.

Because the intersection sits directly adjacent to school grounds, peak traffic volumes are highly volatile. Severe safety conflicts spike during morning drop-off and afternoon pick-up windows when hundreds of middle school students, pedestrians, and cyclists cross paths with buses and parent vehicles. The turning maneuvers from West Point Road onto South Point Road to access school parking lots create multiple rotational conflict points where drivers are forced to scan for quick-moving children and bicyclists.

Some of the improvements that can be implemented are modifying traffic lanes on both South Point Road and West Point Road. By narrowing the physical vehicle lanes, engineers create a psychological “pinch point” that naturally forces drivers to slow down and comply with the school zone speed threshold.



Number of Lanes:
2 Lanes



Jurisdiction:
City of Green Bay



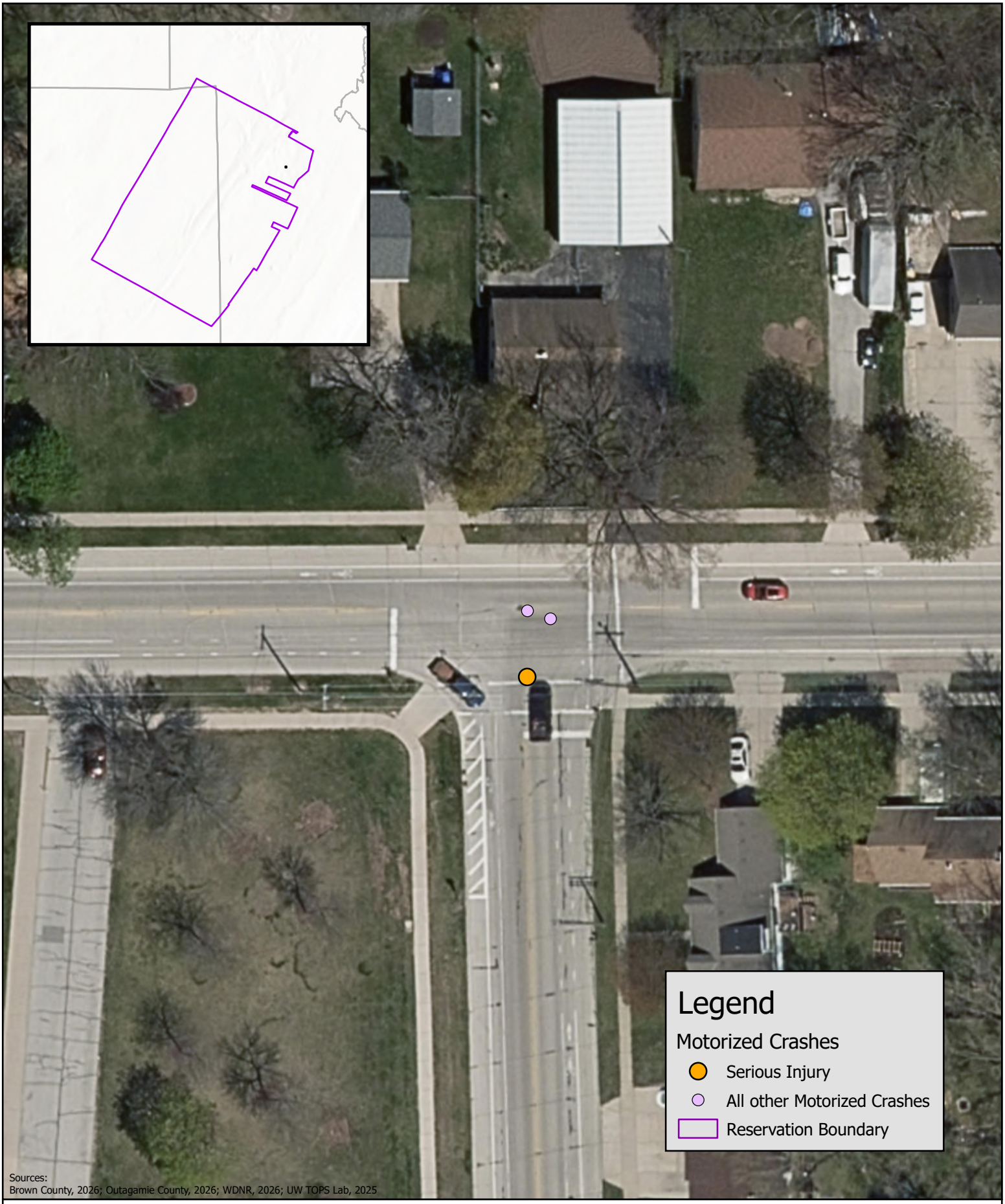
Average Annual Daily Traffic:
2,500-4,000
Vehicles/day



Speed Limit:
25 MPH

No.	*Intersection Location*	*Safety Concerns*	*Potential Countermeasures*	*Priority*
5	W. Point Rd. and S. Point Rd.	• Speeding • Drivers missing stop signs • Poor nighttime visibility • Difficult pedestrian crossings (school zone) • Heavy school traffic	• Evaluate traffic control for this intersection • Add flashing stop signs and rumble strips • Additional lighting • School crossing improvements • High-visibility crosswalks • Speed feedback signs and speed management	High

Map 4.12: West Point Road & South Point Road



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Other Concerned Projects and Potential Improvements



Table 4.1: Concerned Corridors and Potential Improvements

No.	Corridor Location	Jurisdiction	Safety Concerns	Potential Project Improvements	Priority
8	County J/ Riverdale Dr. - WIS 54 to N. Overland Dr.	Brown County	• Residential traffic and increasing vehicle volumes • Speeding • Limited pedestrian accommodations • Lack of sidewalks or shared-use paths	• Conduct a corridor safety assessment • Install sidewalks or shared-use paths where feasible • Add speed feedback signs • Improve pavement markings and signage	High
9	Trail next to Seminary Rd.	Town of Oneida	• Limited lighting on trail • Safety concerns during evening hours • Limited visibility at roadway crossing	• Install pedestrian-scale lighting • Improve trail crossing markings and signage • Add RRFBs or pedestrian warning signs where the trail crosses roadways • Trim vegetation to improve visibility • Extend the trail to the south	High
10	Hobart Dr.	City of Green Bay	• Speeding • Aggressive passing • Residential neighborhood area	• Install centerline and edge line pavement markings • Add temporary or permanent powered radar speed feedback signs • Add “Slow Down Children Playing” sign	Low
11	W. Point Rd.	City of Green Bay	• Speeding • Difficult pedestrian crossing • Limited street lighting • Stop sign compliance issues	• Install additional street lighting • Construct or improve marked crosswalks • Install pedestrian crossing signs or RRFBs • Evaluate flashing stop signs and rumble strips approaching intersections	Medium /High
12	County H - Fish Creek Rd. to Ranch Rd.	Outagamie County	• Speeding • Ignored crosswalks • Near miss pedestrian accident	• Reduce speed limit • Adjust pavement marking/geometry • Add RRFB and traffic calming measures • Construct sidewalks or shared-use paths where feasible • Evaluate additional lighting at crossings	Low
13	WIS 54 - WIS 172/ Airport Dr. to WIS 55	WisDOT	• Speeding • Aggressive driving and unsafe lane changes • Roundabout navigation issues • High-speed corridor with limited pedestrian accommodations	• Speed feedback signs • Targeted enforcement Corridor speed management study • Install additional lane-use and directional signage approaching roundabouts • Refresh pavement markings and delineation • Install speed feedback signs at strategic locations • Evaluate access management and future intersection improvements as development occurs	Low

Map 4.13: High Injury Corridors and Other Concerned Corridors

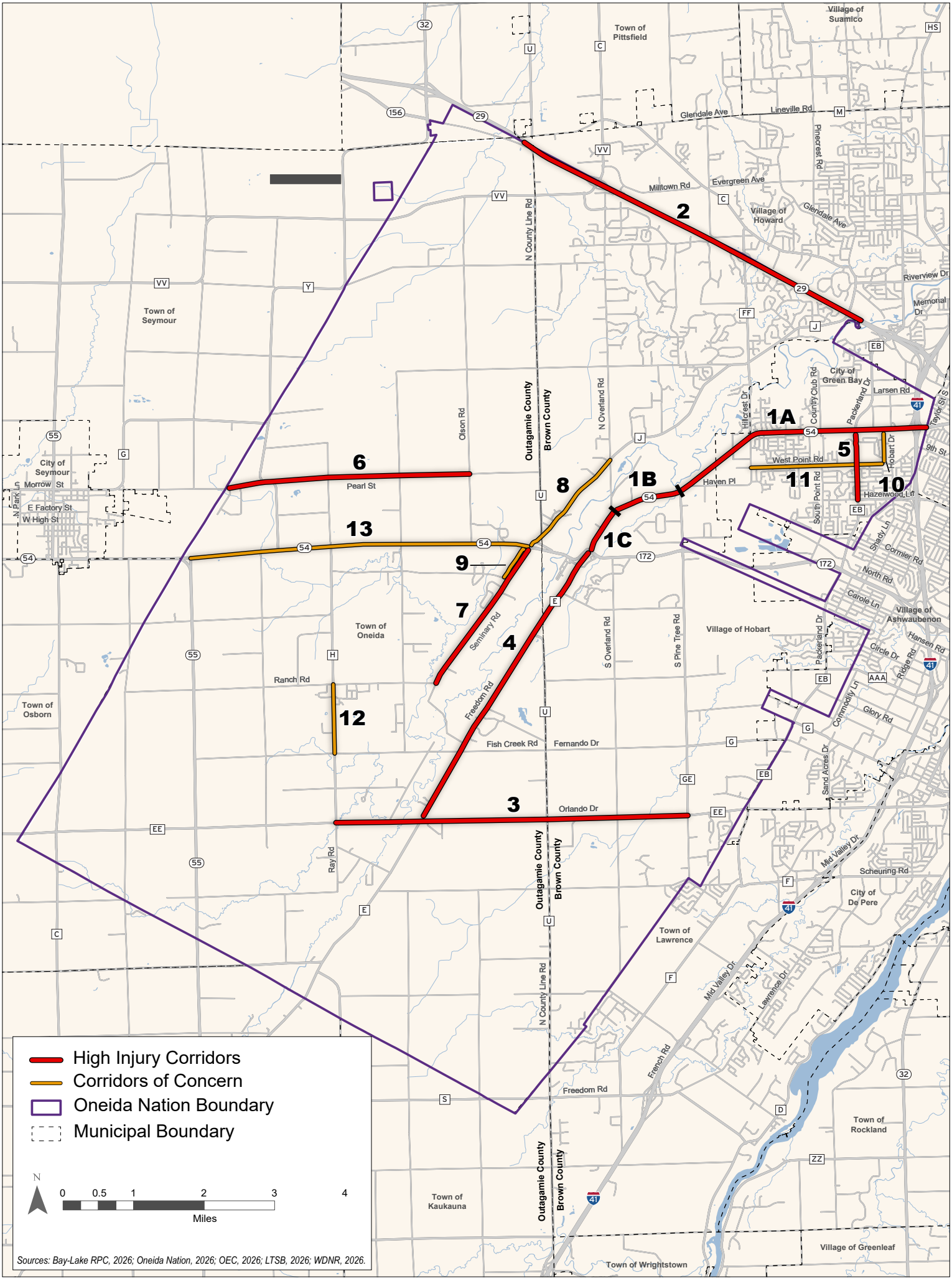
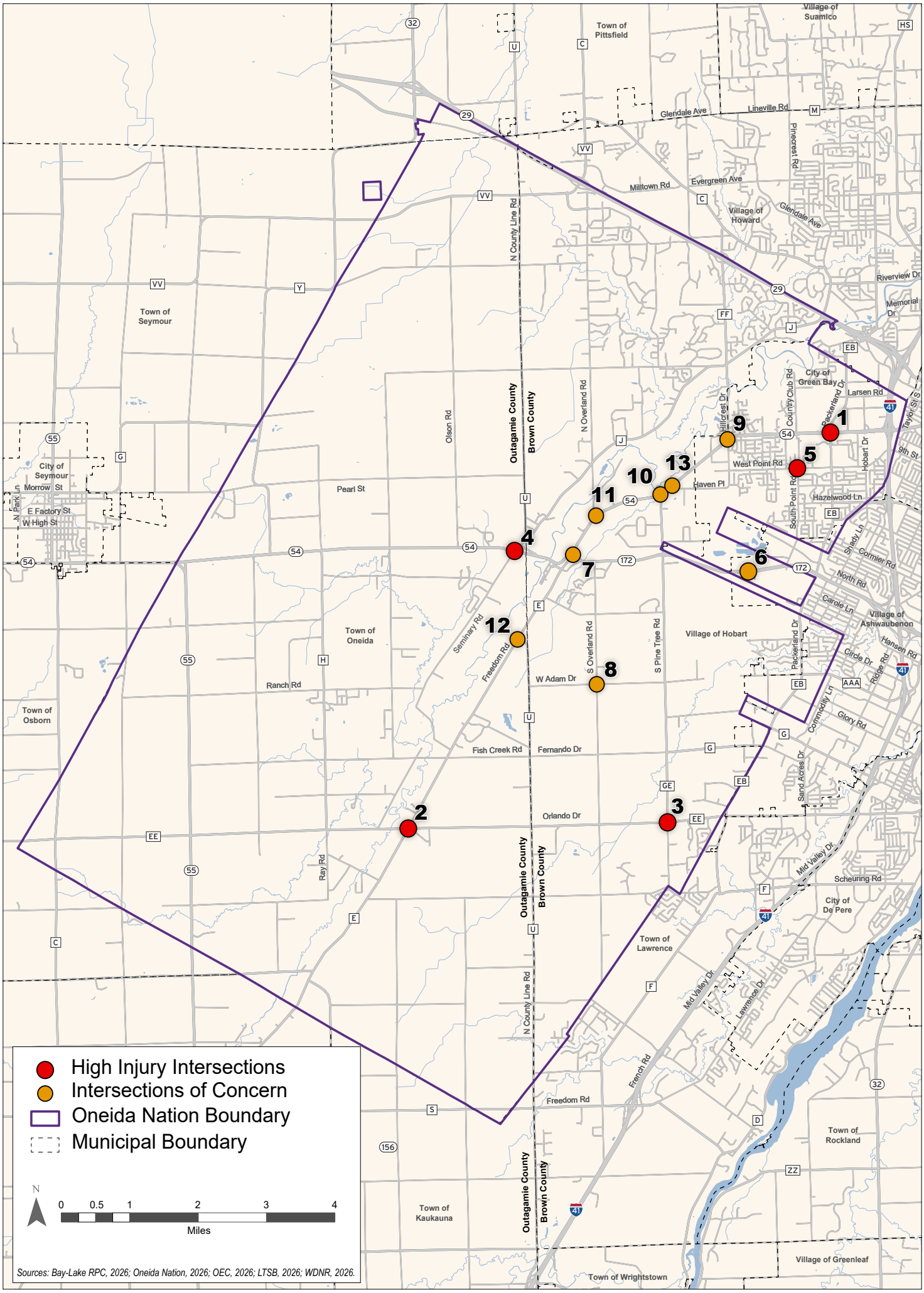


Table 4.2: Concerned Intersections and Potential Improvements

No.	Intersection Location	Jurisdiction	Safety Concerns	Potential Project Improvements	Priority
6	WIS 172/ Airport Dr. and Casino ***Roundabout***	WisDOT	• Speeding • Aggressive merging • Wrong-way movements • Driver confusion navigating roundabout • Poor pavement markings	• Refresh and maintain pavement markings • Install larger lane-use signs • Advance guide signs • Speed management • Evaluate lane assignment modifications • Targeted enforcement • Evaluate traffic calming	Medium /High
7	WIS 172/ Airport Dr. and W. Mason St. and County E/ Freedom Rd. ***Roundabout***	WisDOT/ Outagamie County	• Many near miss accidents • High traffic volumes • Wrong-way drivers • Aggressive speeding • Confusion navigating roundabout • Unsafe merging	• Re-stripe lanes • Evaluate lane assignments • Install additional lane assignment signage further back • Extend merge distance • Speed feedback signs • Evaluate traffic calming • Enhanced pavement markings • Targeted enforcement	Low
8	W. Adam Dr. and S. Overland Rd. ***2-way stop sign on Adam Dr.***	Village of Hobart	• Risky driving behavior • Many near miss accidents • Blind left turns • Limited visibility • Speeding	• Install flashing stop signs (especially on West Adam) • Vegetation removal • Improved sight distance • Advance warning signs • Improve intersection lighting	Low
9	W. Mason St. and County FF/Hillcrest Dr. ***2-way stop sign on Hillcrest Dr.***	WisDOT/ Brown County	• Excessive delays turning onto W Mason/ limited gap acceptance • Drivers pulling in front of others onto W Mason • Frequent near misses • Limited sight distance • Heavy turning volumes	• Conduct a roundabout feasibility study • Evaluate traffic signal warrants • Add turn lanes • Improve lighting • Improve access management	High
10	W. Mason St. and County GE/S. Pine Tree Rd. ***Stop sign on S. Pine Tree Rd.***	WisDOT/ Brown County	• Sharp merge onto W Mason • Drivers pulling into high-speed traffic • Confusing lane use • Near miss accidents • Insufficient merge distance • Short auxiliary lanes	• Evaluate acceleration/merge geometry • Evaluate auxiliary lane length • Improve pavement markings/lane-use signing • Evaluate operating speeds and gap acceptance • Coordinate with future WIS 54 corridor improvements • Consider broader intersection redesign if warranted	Low
No.	**Intersection Location**	**Jurisdiction**	**Safety Concerns**	**Potential Project Improvements**	**Priority**

11	W. Mason St. and N. Overland Rd. ***Stop sign on N. Overland Rd.***	WisDOT/ Town of Hobart	• Near miss accidents • Speeding • Difficult turning movements • Poor access to businesses • Congestion	• Evaluate additional turn lanes • Enhance pavement markings • Coordinate with future WIS 54 corridor improvements • Install speed feedback signs	High
12	Freedom Rd. and S. County Line Rd. ***Stop sign on S. County Line Rd.***	Outgamie County/ Brown County	• Near miss accidents • Speeding • Difficult turning movements	• Install flashing stop signs • Improved sight distance • Advance warning signs • Improve intersection lighting • Install horizontal rumble strips	Medium /Low
13	W. Mason St. and Haven Pl. ***Stop sign on Haven Pl***	WisDOT/ City of Green Bay	• Near miss accidents • Drivers pulling into high-speed traffic	• Install flashing stop signs • Improved sight distance • Advance warning signs • Improve intersection lighting • Install horizontal rumble strips	Medium /Low

Map 4.14: High Injury Intersections and Other Concerned Intersections



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5

Implementation and Next Steps



Introduction

The completion of the Oneida Nation Safe Streets and Roads for All Comprehensive Safety Action Plan represents an important step toward creating a safer transportation system, but the effectiveness of the Plan will ultimately depend on implementation. The Plan identifies priority corridors and intersections, systemic safety concerns, and a range of engineering, enforcement, education, and operational strategies intended to reduce fatalities and serious injuries. Moving these recommendations from planning to implementation will require sustained investment, coordination, and commitment from the Oneida Nation and its transportation partners.

The Oneida Nation should approach implementation as an ongoing process rather than as a single capital improvement effort. Some recommendations can be implemented relatively quickly through maintenance activities, signage, pavement markings, targeted enforcement, public education, and operational changes. Other improvements, including intersection reconstruction, pedestrian facilities, roadway improvements, and larger corridor projects, will require additional engineering, environmental review, right-of-way considerations, and outside funding.

Implementation should continue to follow the Safe System Approach established throughout this Plan. The approach recognizes that roadway users will make mistakes and that the transportation system should be designed so those mistakes do not result in death or serious injury. The Plan's five Safe System elements, Safer Road Users, Safer Roads, Safer Speeds, Safer Vehicles, and Post-Crash Care, should therefore remain the guiding framework for future transportation investments and programs.

The Oneida Nation should also use this Plan as a tool when pursuing future funding opportunities and coordinating with other jurisdictions. The Nation's existing Tribal Transportation Improvement Plan provides an established mechanism for prioritizing transportation investments, while Oneida Public Transit provides an existing foundation for improving mobility and transportation options within the Reservation and surrounding areas.

Implementation should initially focus on projects that address the highest documented safety risks while also pursuing lower-cost improvements that can be completed in the near term. The Plan's public engagement process identified W. Mason St., Seminary Rd., WIS 54/W. Mason Street and County GE/S. Pine Tree Rd. intersection, and County EE/Orlando Dr. and County E/Freedom Rd. intersection among the highest-priority locations.

Coordination and Partnerships

Transportation safety within the Oneida Reservation cannot be addressed by the Oneida Nation alone. The Reservation crosses Brown and Outagamie counties and includes areas within or adjacent to the City of Green Bay and the villages of Ashwaubenon and Hobart. Major transportation corridors including WIS 29, WIS 54, WIS 55, WIS 172, County E, County EE, County J, and County U connect the Nation to the surrounding transportation network.

Many of the highest-priority safety locations identified in this Plan are located on roadways or at intersections where jurisdictional responsibility is shared among the Oneida Nation, counties, municipalities, and WisDOT. As a result, successful implementation will depend on continued cooperation and regular communication among these agencies.

Surrounding Local Jurisdictions

Oneida Nation should continue to maintain regular coordination with communities adjacent to or connected with the Reservation. Coordination should focus on transportation issues that extend

beyond individual jurisdictions, including roadway connections, pedestrian and bicycle facilities, development impacts, traffic operations, emergency response, and safety improvements.

Where transportation facilities cross jurisdictional boundaries, Oneida Nation and surrounding communities should ensure they work together to provide continuous facilities rather than addressing individual segments independently. This is particularly important for sidewalks, shared-use paths, crossings, and other bicycle and pedestrian improvements. Continuing to coordinate with neighboring jurisdictions when development or redevelopment may affect traffic patterns or safety can help identify potential access, intersection, pedestrian, and roadway issues before development occurs.

Where appropriate, Oneida Nation should pursue joint planning efforts, shared data collection, coordinated public engagement, and joint grant applications. Projects that benefit both the Nation and surrounding communities may be stronger candidates for funding when the agencies demonstrate a coordinated regional approach.

Brown and Outagamie Counties

Several transportation facilities serving the Reservation are county-maintained or connect directly to county transportation systems. Oneida Nation should continue to maintain regular communication with both county highway departments regarding roadway conditions, crash trends, planned improvements, maintenance, and future transportation needs.

Oneida Nation should receive early notification from counties of significant county transportation projects that may affect Tribal lands, Tribal facilities, or important connections to the Reservation and Oneida Nation should provide the counties with information regarding planned Tribal transportation projects that may affect county roads or regional traffic patterns.

Wisconsin Department of Transportation

WisDOT should be one of the Nation's primary transportation partners for projects involving state highways and the broader state transportation system. This coordination should occur through both the appropriate WisDOT technical staff and the WisDOT Tribal Affairs program.

The WIS 54/W. Mason Street and Packerland Drive intersection is an example of where this coordination is particularly important. The intersection experienced 51 crashes between 2020 and 2024, including two serious injuries and one fatality. The Plan recommends coordination with Brown County and WisDOT as future improvements are developed.

WisDOT's Tribal Affairs program is intended to facilitate communication and coordination between Tribes and the Department on transportation matters affecting Tribal communities. Regional Tribal liaisons serve as points of contact for transportation issues affecting Tribal communities.

Oneida Nation should continue to participate in applicable WisDOT transportation planning and Tribal Affairs initiatives, including opportunities through the Inter-Tribal Task Force and other Tribal transportation programs.

Federal Transportation Agencies

Oneida Nation should continue developing a direct working relationship with the Federal Highway Administration Office of Tribal Transportation and, where appropriate, the Bureau of Indian Affairs and other federal transportation agencies.

Federal coordination should focus on both funding and project development. Oneida Nation

should continue to communicate regularly with its federal transportation contacts regarding eligible projects, funding cycles, project requirements, environmental review, engineering, procurement, and implementation. Oneida Nation should also use federal technical assistance to strengthen its transportation planning capabilities.

Where projects involve both Tribal and non-Tribal transportation facilities, formal agreements with state or local governments to coordinate project development and funding should be explored. Federal law provides mechanisms for transferring state or local transportation funds into the Tribal Transportation Program to facilitate cooperation between Tribes and state or local governments.

Progress and Transparency

Successful implementation of the Oneida Nation Comprehensive Safety Action Plan will require ongoing monitoring, coordination, and communication among the Oneida Nation, local governments, WisDOT, law enforcement agencies, schools, community organizations, and the public. Progress toward the Plan's goal of reducing fatalities and serious injuries will be evaluated through measurable performance indicators, implementation tracking, and periodic review of crash data.

Monitoring and Measuring Progress

The Oneida Nation transportation department will monitor progress toward the Comprehensive Safety Action Plan's goals through a combination of crash outcome measures and implementation measures. Crash data will be reviewed periodically to identify changes in fatal and serious injury crashes, crash patterns, contributing factors, and the safety performance of priority corridors and intersections. Table 5.1 shows the performance measures that should be tracked annually and the purpose of tracking the suggested measures.

Table 5.1: Key Performance Measures and Its purpose

Performance Measures	*Purpose*
Fatal crashes	Measure progress toward eliminating traffic fatalities
Serious injury crashes	Measure progress toward reducing severe crashes
Fatal and serious injury crashes along HIN corridor/ intersection	Evaluate conditions at identified high-risk locations
Pedestrian and bicycle fatal and serious injury crashes	Monitor vulnerable road user safety
Speed-related fatal and serious injury crashes	Evaluate speed-management efforts
Impaired-driving fatal and serious injury crashes	Evaluate behavioral safety strategies
Roadway departure fatal and serious injury crashes	Evaluate roadway and roadside safety improvements
Number of safety projects implemented	Track implementation of identified strategies
Miles of HIN corridors receiving safety improvements	Measure network-level implementation
Number of HIN intersections improved	Track intersection safety improvements
Safety funding secured	Measure progress in advancing projects

Crash trends should be interpreted carefully because annual crash totals can fluctuate, particularly at locations with relatively few crashes. Where appropriate, the Oneida Nation should examine multi-year trends rather than relying on changes in a single year.

Implementation Tracking and Reporting

The Oneida Nation transportation department should maintain an implementation tracking system to document the status of projects and strategies identified in the Safety Action Plan. The tracking system should add to the existing potential improvements table for the HIN corridors and intersections as well as concerned corridors and intersections. The addition to the table may include estimated cost, funding source, implementation status, and anticipated completion date.

Implementation status can be categorized as:

- **Planned** – strategy has been identified but implementation has not begun.
- **In Development** – project is undergoing study, design, or engineering review.
- **Funded** – funding has been identified or programmed.
- **Under Construction/Implementation** – project is actively being implemented.
- **Completed** – improvement has been implemented.
- **Ongoing** – systemic strategies such as education, enforcement, monitoring, or policy initiatives are being carried out on a continuing basis.

This tracking process will allow Oneida Nation and participating jurisdictions to identify implementation challenges, coordinate funding opportunities, and prioritize projects that are ready to advance.

Oneida Nation will use the results of ongoing monitoring and implementation tracking to report progress to its policy board, transportation committees, participating jurisdictions, and the public. Progress reporting should clearly distinguish between activities completed, projects in progress, projects funded but not yet implemented, and strategies requiring additional resources or coordination.

Oneida Nation should also document the funding leveraged to implement Safety Action Plan strategies, including SS4A and other federal, state, regional, and local funding sources. This will help demonstrate the Plan's effectiveness in advancing safety investments and provide a basis for future grant applications and transportation programming decisions.

Public Transparency and Communication

Transparency will be an important component of the Safety Action Plan implementation process. Oneida Nation should provide periodic updates to the public, elected officials, transportation committees, and other stakeholders regarding progress toward the Plan's goals.

Progress updates may be provided through Oneida Nation's website, public meetings, newsletters, social media, transportation committee and policy board meetings, and other appropriate public engagement activities. Updates should communicate both accomplishments and remaining challenges, including projects completed, projects under development, funding secured, strategies being pursued, and changes in crash trends.

Where feasible, Oneida Nation should maintain a publicly accessible Safety Action Plan implementation dashboard or webpage that provides information on priority locations, implemented projects, funding, and performance measures. Information should be presented in a clear and accessible format so that community members can understand how safety investments are being used and what progress is being made.

Community Feedback

Community input should remain an important component of Safety Action Plan implementation. Residents, students, people walking and bicycling, transit users, motorists, businesses, schools,

and other community members may identify safety concerns that are not fully captured in crash data.

Oneida Nation and participating jurisdictions should provide opportunities for the public to report safety concerns and provide feedback on proposed improvements. Public feedback may be collected through public meetings, online comment forms, surveys, community events, school engagement, and other outreach activities.

ThIs Comrehensive Safety Action Plan is intended to be a living document rather than a static plan. Continued monitoring of crash data, implementation progress, community feedback, and emerging safety needs will allow Oneida Nation and its partners to adapt strategies and investment priorities over time. Maintaining transparent reporting and meaningful opportunities for public involvement will help ensure that safety investments remain responsive to community needs and continue to advance the Plan's ultimate goal of eliminating fatal and serious injury crashes.

Transportation Plans, Programs, and Policies

The Safety Action Plan should be viewed as one component of a broader transportation planning framework for the Oneida Nation. Developing additional transportation plans and policies can help the Nation establish long-term priorities, coordinate investments, and better position itself for future funding.

Long-Range Transportation Plan

The Oneida Nation plans to develop a Tribal Long-Range Transportation Plan (LRTP) to establish a comprehensive, long-term vision for the Nation's transportation system. An LRTP can evaluate roadway conditions, traffic patterns, land use, economic development, pedestrian and bicycle transportation, transit, safety, and future transportation needs.

The LRTP should incorporate the recommendations and data developed through this Safety Action Plan and establish a prioritized list of transportation projects for the next 10 to 20 years. The plan should also be coordinated with Brown County, Outagamie County, WisDOT, surrounding municipalities, and other transportation partners.

Bicycle and Pedestrian Plan

The Oneida Nation should consider the development of a Bicycle and Pedestrian Plan to establish a connected network of sidewalks, shared-use paths, bicycle facilities, crossings, and other pedestrian improvements. The plan could identify existing gaps, priority connections, barriers to mobility, locations requiring improved crossings, and opportunities to connect neighborhoods with schools, employment centers, Tribal facilities, recreational facilities, and surrounding communities.

Transportation Safety Program

An onging Transportation Safety Program could be established to maintain and implement the recommendations of this Plan. The program could include annual crash-data review, identification of emerging safety concerns, Road Safety Audits, speed studies, public education, enforcement coordination, and tracking of completed safety projects.

This would allow for the continuation of addressing safety concerns as new data become available rather than waiting for a future plan update. FHWA identifies transportation safety plans as a tool for organizing multiple agencies and identifying strategies, projects, and programs to reduce transportation risk.

Complete Streets and Multimodal Transportation Policy

An adopted Complete Streets or Multimodal Transportation Policy ensures that the needs of pedestrians, bicyclists, transit users, motorists, elders, children, and people with disabilities are considered during transportation planning and project development. This policy could establish expectations for sidewalks, crossings, bicycle facilities, accessibility, lighting, and connectivity when new roads are constructed or existing roads are reconstructed.

Transportation Data and Asset Management

The Oneida Nation should continue improving its transportation data and asset management capabilities. A centralized inventory of Tribal roads, pavement conditions, signs, lighting, sidewalks, crossings, drainage structures, and other transportation assets helps to prioritize maintenance and capital investments. Combining this information with crash data would allow better identification of locations where infrastructure conditions and crash risk overlap.

Grant Funding

The Oneida Nation should pursue a combination of Tribal, federal, and state transportation funding to advance planning, engineering, construction, and implementation of the recommendations identified in this Plan. Funding availability and eligibility requirements change over time, so it is necessary to confirm current requirements with the administering agency before pursuing a specific program. The Oneida Nation can also reach out to Bay-Lake Regional Planning Commission for assistance in determining grant program availability and eligibility.

Tribal Transportation Program (TTP)

The Tribal Transportation Program should remain one of Oneida Nation's primary funding sources for transportation planning and infrastructure. TTP funds can support planning, design, engineering, construction, and other eligible transportation activities. The program also includes specific funding opportunities for Tribal safety projects.

Oneida Nation could use TTP funding to advance projects identified in the TTIP and future LRTP, including roadway improvements, safety projects, pedestrian and bicycle facilities, and project development activities.

Tribal Transportation Program Safety Fund (TTPSF)

The Tribal Transportation Program Safety Fund is particularly well aligned with this Safety Action Plan. The program supports projects and activities intended to reduce transportation-related fatalities and serious injuries on Tribal lands and can support safety planning, safety analysis, and implementation of safety countermeasures. Recent awards have supported roadway departure improvements, safety plans, safety data analysis, and other safety improvements. TTPSF funding could be considered for projects directly implementing the recommendations of this Plan.

Safe Streets and Roads for All (SS4A)

The Safe Streets and Roads for All (SS4A) program supports Tribal governments and can fund planning, design, development, and implementation of projects identified in a Comprehensive Safety Action Plan.

Because the Oneida Nation has developed this Comprehensive Safety Action Plan through the SS4A program, future SS4A opportunities should be monitored closely for implementation activities, when funding rounds are available. The Plan provides the necessary foundation for demonstrating the need for safety investments.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides funding for projects intended to reduce traffic fatalities and serious injuries on public roads, including roads on Tribal lands. Wisconsin's HSIP program uses a data-driven approach and places emphasis on projects addressing documented crash problems. Coordination should occur with WisDOT when seeking HSIP funding for eligible projects, particularly where a project involves a state or county roadway or requires coordination with a Local Public Agency.

Transportation Alternatives Program (TAP)

WisDOT's Transportation Alternatives Program (TAP) can provide funding for pedestrian and bicycle facilities, trails, Safe Routes to School activities, and other transportation alternatives. Tribal governments are eligible sponsors under Wisconsin's current TAP guidelines. TAP should be considered for projects identified through a future Bicycle and Pedestrian Plan, particularly sidewalk and shared-use path connections, bicycle facilities, pedestrian improvements, and trail-related projects.

Surface Transportation Program – Local (STP-L)

The Surface Transportation Program – Local (STP-L) provides federal funding administered through WisDOT for improvements to eligible local roadways. Oneida Nation should coordinate with WisDOT and appropriate local partners to determine whether specific Tribal projects or coordinated projects are eligible.

Local Roads Improvement Program (LRIP)

The Local Roads Improvement Program (LRIP) assists Wisconsin local governments with improvements to deteriorating county highways and municipal streets. While the program is generally administered through counties and municipalities, Tribal governments can participate in certain funding arrangements and may provide Tribal funds as a local match for eligible county projects. Oneida Nation could work with Brown and Outagamie counties to identify opportunities where county transportation projects affecting the Reservation could benefit from LRIP funding.

Other Federal Competitive Programs

Oneida Nation should also monitor federal competitive transportation programs for larger or more complex projects. Depending on future program availability and eligibility, these may include:

- RAISE – for significant local and regional transportation projects;
- BUILD or successor programs – f+or larger transportation infrastructure investments;
- Active Transportation Infrastructure Investment Program (ATIIP) – for connected active transportation networks;
- Bridge Investment Program – for eligible bridge improvements;
- Tribal High Priority Projects Program – for high-priority Tribal transportation projects where regular TTP funding is insufficient; and
- Nationally significant or multimodal discretionary programs for projects with broader regional impacts.

FHWA's Tribal funding resources identify several of these programs as potential funding sources for Tribal transportation needs. The Tribal High Priority Projects Program is specifically intended to assist Tribes when annual TTP allocations are insufficient to complete a highest-priority project or when an eligible transportation emergency occurs.

Transit Funding

Transportation safety and mobility should also include public transportation. Oneida Public Transit provides service within the Reservation and surrounding areas, and the Nation should continue to evaluate opportunities to improve transit access and coordination.

Potential funding sources include the Federal Transit Administration's Tribal Transit Program, WisDOT's Tribal Transportation for Elders Program, and other rural or specialized transportation programs. WisDOT currently identifies Tribal Transportation for Elders, the Federal Formula Grant Program for Rural Areas, and Enhanced Mobility of Seniors and Individuals with Disabilities as transportation resources available to Tribal governments.

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Appendix



Appendix A - Survey Results

Reading the tables. Percentages are calculated from valid responses to each question. Questions allowing multiple selections are identified and may total more than 100%. Percentages may not total exactly 100% because of rounding.

1. Which neighborhood of the Oneida Nation do you live or work in?

- Pearl St. & County Y
- Fish creek road
- Site 2
- 1915 wood lane
- Across from Hillcrest road Pulaski elementary school
- Airport Dr and 172
- Edgehillndrive
- Three Sisters
- Sand hill circle
- Work in the school system for Oneida
- Adam and overland
- I work at the school
- Ranch Road and County H
- I'm all over the reservation
- Riverdale dr and county u
- Sarah street & Van Boxtel road
- Cornelius Circle
- Cormier & packerland
- Hwy 54
- Cornelius cr
- Freedom Rd and Fish Creek
- Standing Stone Dr and Freedom Rd and Airport Dr
- Fish Creek Rd, Cty U/Cty E
- Evergreen Dr
- Cornelius
- North Overland Rd
- Path of the Bear/old Seymour
- Entire tribe roads i use
- Hillcrest drive and Sandia
- Airport Drive & Standing Stone Drive
- Fish Creek
- Airport/Standing Stone
- Centennial Center
- Hillcrest
- Path of the bear
- Silas Drive cul de sac
- Van Boxtel & Ranch rd
- Site 2
- Rona Lane
- Freedom Rd
- Sandia street and Hillcrest Drive
- Highway 54 and N Overland Road
- South Overland Road
- Bear Court
- Ranch/Vanboxtel Rd
- Riverdale Dr and Berkshire Dr
- Bain Road and Mccabe Road
- Hillcrest Drive and Pleasant valley way
- I work in the NHC. I life in Freedom so not on the reservation.
- Seminary road and old seymour road
- Tip and Ray Rd area.
- crosswalk by the nhc/school when you push a button the light light up so you can cross safety
- Hobart Drive
- I live near Belmont and Hazelwood. I work on Water Circle Place.
- Path of the Wolf and OCHC
- Cooper Road
- Orlando Dr and Overland Rd
- Highway H and Beechtree (work,) Highway H and Government RD (home)
- Packerland Drive
- VanBoxtel, hwy 54, Cooper
- Powless Drive
- Forestville Drive Green Bay close to Southwest High School
- Hillcrest Drive and Pleasant Valley Drive
- Work = Hwy 54 & Seminary / Reside = Hwy172 & Overland Rd
- Airport Drive and S Pine Tree Rd
- Pearl Street
- Airport Drive and Freedom Road.
- Packerland
- County Road H and Fish Creek Road
- Orlando Drive and Packerland Drive - live Airport Drive and Freedom Road -work
- Camelot Court and Hillcrest Drive
- Freedom And Airport Dr
- S Overland and West Adam Dr
- Three Sisters
- Cornelius Cirle
- Path of the wolf and old Seymour.
- Cornelius Circle
- Shenandoah Dr
- Co E, Fish Creek Rd, CoH
- Airport Dr
- 172 & 54
- County road J and County Road U
- Old Seymour Road
- Rolling Hills
- I live in Green Bay
- airport drive and freedom road
- Cty E and EE
- SITE 1 - COMMISSIONER STREET
- The block of Florist and Overland and Adam's Dr

2. What types of transportation do you primarily use?		
Answers	**Count**	**Percentage**
Walking	42	43%
Biking	21	21%
Driving a private motor vehicle	88	90%
Using public transportation	10	10%
Using a wheelchair	1	1%
Using wheeled options (strollers, walkers, scooters, etc)	7	7%
Other (Please specify)	4	4%

2. Other
Work van
Skateboard
Motorcycle
run

3a. When driving, do you normally drive:		
Answers	**Count**	**Percentage**
1-5 mph over the speed limit	56	57%
At or below the speed limit	20	20%
6-10 mph over the speed limit	9	9%
More than 10 mph over the speed limit	3	3%

3b. When driving, do you:		
Answers	**Count**	**Percentage**
Text while driving	10	10%
Drive under the influence of drugs or alcohol	1	1%
Frequently speed	10	10%
Eat while driving	28	29%
None of the above	51	52%

3c. When driving, how often do you do one of the activities above?		
Answers	**Count**	**Percentage**
1-2 times per week	14	14%
3-4 times per week	11	11%
More than 6 times per week	6	6%
5-6 times per week	4	4%

4a. When driving, do you…		
Answers	**Count**	**Percentage**
Buckle your seatbelt	82	84%
Use child restraints	59	60%
Follow the speed limit	55	56%
Maintain safe driving distance of 3 seconds	78	80%
None of the above	0	0%

4b. How often do you practice safe driving habits?		
Answers	**Count**	**Percentage**
Never	0	0%
Not often	0	0%
Sometimes	6	6%
Frequently	36	37%
Every time I am out	46	47%

5. How often do you observe drivers speeding?		
Answers	**Count**	**Percentage**
Never	0	0%
Not often	2	2%
Sometimes	16	16%
Frequently	43	44%
Every time I am out	35	36%

6. How often do you observe drivers running red lights?		
Answers	**Count**	**Percentage**
Never	26	27%
Not often	27	28%
Sometimes	28	29%
Frequently	8	8%
Every time I am out	7	7%

6a. Which intersection(s) do you observe drivers running red lights?
Top 3 key word responses
Packerland and W. Mason
Seminary and Ranch Road
HWY 172 and Packerland

7. Have you participated in any local road safety education programs, or would you like to in the future?		
Answers	**Count**	**Percentage**
No, and I am not interested in participating.	55	56%
No, but I would like to participate.	26	27%
Yes, and I would like to participate again.	11	11%
Yes, but I would not like to participate again.	4	4%

8. Have you or someone you know been involved in a traffic accident on Oneida Nation roads in the last year?		
Answers	**Count**	**Percentage**
No	69	70%
Yes, someone I know has.	21	21%
Yes, I have.	6	6%
Yes, myself and someone I know have.	0	0%

9. How safe do you feel when using the transportation system in each of the following ways?		
Driving/riding a vehicle?		
Answers	**Count**	**Percentage**
Somewhat safe	48	49%
Very safe	30	31%
Somewhat unsafe	15	15%
Very unsafe	3	3%
Walking		
Answers	**Count**	**Percentage**
Somewhat safe	46	47%
Somewhat unsafe	26	27%
Very safe	16	16%
Very unsafe	6	6%
Riding a Bike		
Answers	**Count**	**Percentage**
Somewhat safe	41	42%
Somewhat unsafe	27	28%
Very safe	10	10%
Very unsafe	10	10%
Using Transit		
Answers	**Count**	**Percentage**
Very safe	40	41%
Somewhat safe	39	40%
Somewhat unsafe	6	6%
Very unsafe	1	1%

10. How safe do you think the transportation system in the Oneida Nation is for the following groups?		
Drivers		
Answers	**Count**	**Percentage**
Somewhat safe	60	61%
Very safe	24	24%
Somewhat unsafe	10	10%
Very unsafe	1	1%
Pedestrians		
Answers	**Count**	**Percentage**
Somewhat safe	41	42%
Somewhat unsafe	34	35%
Very safe	11	11%
Very unsafe	9	9%
Cyclists		
Answers	**Count**	**Percentage**
Somewhat safe	44	45%
Somewhat unsafe	35	36%
Very unsafe	9	9%
Very safe	7	7%
Children		
Answers	**Count**	**Percentage**
Somewhat safe	39	40%
Somewhat unsafe	38	39%
Very unsafe	12	12%
Very safe	6	6%
Seniors		
Answers	**Count**	**Percentage**
Somewhat safe	39	40%
Somewhat unsafe	36	37%
Very unsafe	11	11%
Very safe	9	9%
People with limited Vision		
Answers	**Count**	**Percentage**
Somewhat unsafe	41	42%
Somewhat safe	26	27%
Very unsafe	21	21%
Very safe	4	4%
People with mobility challenges		
Answers	**Count**	**Percentage**
Somewhat unsafe	43	44%
Somewhat safe	29	30%
Very unsafe	16	16%
Very safe	6	6%

11. Are existing public transportation options accessible and safe for all community members?		
Answers	**Count**	**Percentage**
They are safe and accessible.	42	43%
They are safe but not accessible.	12	12%
They are accessible but not safe.	7	7%
They are neither safe nor accessible.	2	2%
I am not familiar enough with existing options to answer.	33	34%

12. How important do you feel the following safety concerns are for the Oneida SS4A study group to address?

speeding		
Answers	**Count**	**Percentage**
Very important	53	54%
Somewhat important	30	31%
Somewhat unimportant	5	5%
Very unimportant	3	3%
Not sure	4	4%

Roadway construction/maintenance		
Answers	**Count**	**Percentage**
Very important	67	68%
Somewhat important	19	19%
Somewhat unimportant	7	7%
Very unimportant	0	0%
Not sure	3	3%

distracted drivers		
Answers	**Count**	**Percentage**
Very important	68	69%
Somewhat important	17	17%
Somewhat unimportant	4	4%
Very unimportant	2	2%
Not sure	4	4%

Aggressive drivers/road rage		
Answers	**Count**	**Percentage**
Very important	49	50%
Somewhat important	29	30%
Somewhat unimportant	11	11%
Very unimportant	3	3%
Not sure	3	3%

blind spots at intersection		
Answers	**Count**	**Percentage**
Very important	66	67%
Somewhat important	22	22%
Somewhat unimportant	3	3%
Very unimportant	2	2%
Not sure	2	2%

Drivers failing to yield to pedestrians		
Answers	**Count**	**Percentage**
Very important	61	62%
Somewhat important	20	20%
Somewhat unimportant	9	9%
Very unimportant	1	1%
Not sure	4	4%

lack of safe road crossings		
Answers	**Count**	**Percentage**
Very important	59	60%
Somewhat important	24	24%
Somewhat unimportant	7	7%
Very unimportant	1	1%
Not sure	4	4%

Bicyclists disobeying traffic rules		
Answers	**Count**	**Percentage**
Very important	39	40%
Somewhat important	31	32%
Somewhat unimportant	14	14%
Very unimportant	4	4%
Not sure	5	5%

low visibility		
Answers	**Count**	**Percentage**
Very important	55	56%
Somewhat important	21	21%
Somewhat unimportant	12	12%
Very unimportant	1	1%
Not sure	6	6%

Blind curves		
Answers	**Count**	**Percentage**
Very important	58	59%
Somewhat important	22	22%
Somewhat unimportant	10	10%
Very unimportant	0	0%
Not sure	5	5%

lack of infrastructure for walking/biking		
Answers	**Count**	**Percentage**
Very important	67	68%
Somewhat important	16	16%
Somewhat unimportant	6	6%
Very unimportant	2	2%
Not sure	4	4%

Roundabout safety and use		
Answers	**Count**	**Percentage**
Very important	55	56%
Somewhat important	27	28%
Somewhat unimportant	9	9%
Very unimportant	0	0%
Not sure	4	4%

Drivers disobeying traffic rules		
Answers	**Count**	**Percentage**
Very important	54	55%
Somewhat important	27	28%
Somewhat unimportant	10	10%
Very unimportant	3	3%
Not sure	1	1%

13. Are there other safety concerns not listed above that you think should be addressed?

- We need to keep the kids safe. Between the hwy and the schools. Need light
- We need sidewalks
- we need more bike/walking trails. and we need the trails to be connected so that kids and adults can walk and ride across the Nation without going onto public roads.
- Walkways,street lights, guardrails
- Very poor decision to close our shell station kids still run across the street. You have don't nothing for safe roads in 4 years.
- Trim the intersection on Old Seymour on to Seminary rd
- trees should be removed at are in the right-away
- Too many people texting and driving. Children not using the sidewalks.
- The walking trail (formerly railway) is very unsafe regarding overgrown brush and impossible to see to the hwy. I feel very unsafe walking or riding bike on the trail alone as there is zero visibility and plenty of hiding places for dangerous behavior.
- the primary thing is road surfaces. The have deteriorated to the point where they are unacceptable and dangerous.
- The Pot holes are bad , ive had to get an alignment and a couple new tires in the last year due to pot holes not fixed some roads are so bad i avoid them (which leads to more cost cause need more gas to go around and avoid pot holed roads
- Speed limits
- Signs should be visible and free of vegetation
- Senior citizen drivers can sometimes become distracted/dangerous drivers
- Seminary Rd needs a completely new road. Too many potholes and is unsafe when your trying to avoid them and another car is coming towards you. to
- Safety for pedestrians specifically by the Oneida Schools
- Safe walks to school-maybe signs more sidewalk area
- Safe crossings for pedestrians. People do not always stop at the roundabout in Oneida when there is a pedestrian present.
- roundabout at hwy 54 and 172, right lane should be for turning on to 172 and left lanes should be for going on to 54. Right now the left lane can go to 172 or 54 and cuts off the right lane trying to get to 172.
- Road upkeep
- Questions on pets in car
- Potholes
- POT HOLES - POT HOLES - POT HOLES, DID I FORGET TO MENTION WE NEED TO FIX THE POT HOLES
- People on motorized scooters and bikes but wearing all dark clothing and very hard to see at night
- People after Brain surgery
- Not sure
- need safety lights that blink by the run a bout 54 and seminary road and the cross walk from nhc to the ones school that is blocked with white paint on the road
- Need more sidewalks
- Look at Old Seymour Rd and Seminary Rd traffic for lighting and MAINTENANCE not to include just patching holes in the road every year.
- Lack of lighting in some areas, especially at night.
- I feel some roads need to be widened or larger shoulders, specifically some of the country back roads
- Handicapped accessibility
- Grassy corners on intersections that grow too high and block drivers vision
- Fix the roads lots of potholes
- FishCreek Rd.from EE to hy. U. MAIL CARRIERS TRAVEL ON THE ROAD SHOULDER waring the road shoulder down if you are driving and run off the road pavement you'll get pulled into the ditch
- Ff and mason is not safe. Have seen multiple accidents at this location. Pleasant lane and w mason : traffic starts speeding up and makes it challenging for drivers to exit pleasant lanesafely.
- ELM&COMMISSIONER IN FRONT OF ENROLMNTS, NO PARKING PLEASE!there's a sign.nobody follows.coming into site 1 they tend to just suddenly STOP in front cuz they are lazy to use the parking lot and walk a few more feet to enrollments. during PER cap time.
- Elderly Drivers they can't see over the dasboard and are too slow
- driving - many ppl w/newer auto's don't seem to have blinker lights!
- Crosswalks
- Create more walking trails with fruit bearing trees & bushes
- Clearing corners at stope signs filled with high brush and trees early enough in the season
- Atv s. Golfcarts
- At seminary and old Seymour, the road is very bad. I have seen childern almost get hit because they are using the trail but then across old seymour to continue down seminary. It would be nice to add another connection to the trail from cornelius circle.

14. Rate the conditions of transportation infrastructure in the Oneida Nation		
Roads		
Answers	**Count**	**Percentage**
Excellent	3	3%
Good	16	16%
Average	30	31%
Fair	22	22%
Poor	25	26%
Bike Infrastructure (bike lanes, trails, etc)		
Answers	**Count**	**Percentage**
Excellent	1	1%
Good	13	13%
Average	27	28%
Fair	29	30%
Poor	26	27%
Sidewalks		
Answers	**Count**	**Percentage**
Excellent	2	2%
Good	14	14%
Average	23	23%
Fair	23	23%
Poor	34	35%

15. Are pedestrian crossings clearly marked and well-lit?		
Answers	**Count**	**Percentage**
Clearly marked and well-lit	34	35%
Clearly marked but poorly lit	30	31%
Poorly marked and poorly lit	20	20%
Poor marked but well-lit	8	8%

15a. Which intersections or crossings are poorly marked and/or poorly lit?
Top
Seminary
54
Ranch Road

16. Are traffic signals synchronized to minimize wait times and improve flow?		
Answers	**Count**	**Percentage**
Some intersections are synchronized	40	41%
Most intersections are synchronized	35	36%
Few intersections are synchronized	14	14%

16a. Which sets of intersections would you like to be synchronized?
Top
packerland and Cormier
West Mason and Packerland
West Mason and Isbell
West Mason and Hinkle

17. Traffic laws are adequately enforced in my area.		
Answers	**Count**	**Percentage**
Strongly disagree	6	6%
Disagree	24	24%
Neutral	42	43%
Agree	17	17%
Strongly agree	6	6%

18. I would support increased fines or penalties for traffic violation.		
Answers	**Count**	**Percentage**
Strongly disagree	13	13%
Disagree	9	9%
Neutral	44	45%
Agree	17	17%
Strongly agree	12	12%

19. Do you believe that all neighborhoods receive equal attention regarding road safety improvements?		
Answers	**Count**	**Percentage**
No	58	59%
Yes	36	37%

19a. Which neighborhoods do not receive equal attention?
Top 3
Seminary
Ranch
Old Seymour Road

20. What additional comments or suggestions do you have to improve road safety in the Oneida Nation?

- We have lots of sidewalks and trails in our community and would like to see them improved not only with concrete or blacktop, but also some of the trees and weeds cut back and maintained, specifically the old rail road trail that goes from Pamperin park to Seymour. I know the Oneida Nation High School Track & Field team and Cross-country team would utilize it more if were greatly improved, as well as any community members. I would also like to see more walking/biking paths/trails going to the Oneida Health Center, specifically along Overland Rd and HWY 172. I also see quite frequently people walking on Pinetree rd. between Hwy 54 and 172, I believe the shoulders are large enough but perhaps a walking trail/sidewalk for the residence in that area.
- We definitely need some road work down over by ranch road. The road is so narrow it's sometimes scary passing bigger vehicles when meeting each other going opposite ways.
- Town Rd has an overgrown Willow Tree that obstructs the road.
- There needs to be safe walking paths by festival foods and Walmart. Jeff witty had a great plan and your area has done nothing and I watch my grandchildren cross dangerous road to get to school
- The Roundabout at 172 and 54 coming out of Oneida there are 2 lanes going to 172 but when you go through there is only 1 lane for both when winter comes it will cause accidents when there is a lot of traffic. Maybe just make the outside lane a straight or right turn and the inside a left turn only?
- The kids !!
- That we take the proper steps to keep everyone safe
- teach children-adults when walking to walk on the side of the road facing traffic coming toward you - when walking in evening & early mornings be sure to have a lot of reflective clothing on, use your blinkers all the time & even at roundabouts, speed limits not enforced by churches for services (masses, weddings, funerals)

- start enforcing that no parking in front of enrollments during per cap time (or all the time). people suddenly STOP right in front of the bldg. too old/fat and lazy to walk a few feet to the front door and use the prking lot. there's alot of inside traffic in that area coming and going. there they sit taking a lane up to go into site 1. almost causing rear end collisions. they must cant read the sign NO PKG! and understand yellow curb--no pkg. all along commissioner street parking should not be allowed. i told OPD this also. nobody cares tho. :(sad.
- Slow down traffic on 54 out of Green Bay
- Road repair should be a bigger priority
- Repair Pot Holes
- Reduce the speed limit on Highway H. It's a drag strip since they resurfaced it. Speed bumps would be okay for me! 45 mph so it's a huge ticket if they drag.
- Please take a long look at the trails. I would love to be able to bike across the nation from my home near seymour. but the only path i can get to is the railway grade. I will not ride along the road, that is to dangerous. We should make connnected paths all across the nation. We could connect our residential, workplaces and wildlife areas and use our ag fields to go around the roads. We can spare some of our farmland to turn it into trails. people could bike to work if they didnt have to go on the roads. I know i would.
- Pet requirements when in car
- Pave dead end road and valley drive to improve safety for community. Add roundabout at 54 and red willow an increase in traffic is a safety concern with vehicles speeding up increasing potential accidents
- Pave all of Fish Creek Rd as traffic has increased and likely will continue to brown co. Line as well hwy 55. More persons finding this as an option, yet the road is in terrible condition
- Overland rough
- The biggest improvement needed is road surfaces being replaced. The second is more lighting and better planning and design in a decreasingly safe community. Woods, for example, along 54 create concern for me. You never know if someone could hide in there and hurt someone. The paths that connect NHC grounds to the Turtle school don’t have lights at all. ALL of our paved walking/biking paths SHOULD have lighting or be “closed” after dark. It wasn’t that long ago we had people raped in this community and we don’t need to create situations where that might happen again.
- no passing on Freedom Rd, coming off the roundabout. Twice now someone was passing in the "No Passing" zone, while I was waiting to turn on to Freedom Rd. And most people will pass on the right on the intersection of Freedom rd and Service rd by the ball diamond. Also very unsafe.
- New roads
- Neighborhoods need more speed bumps in sites, and lower speed limits, because of deer and other wildlife. Some corners have trees and makes it blind. For example corner of Bear Ct. And Turtle lane.
- need to fix the roads on the rez! need safety lights that blink by the ones and onhs to cross hwy 54! they have a safe walk way from 54 one stop to the farmer market? but not on hwy 54? need to put up blinking lights on the speed limits etc.... trash trucks pulling out right in front of you! by the apple orchard crossing over hwy 54 to go pick apples
- Need more sidewalks
- More Speed Limit signs
- More sidewalks in frequently walked areas
- More sidewalks for people to walk in neighborhoods and busier roads such as Seminary where people do walk on. More signs of children playing and bus stops or places for children to stand other than the road and they can be safe while waiting for the bus. More patrol of those who speed on back roads where there’s children.
- More cooperation between Brown, Outagamie, Hobart, Oneida to fix large bumps/buckles on Reservation.
- More accessible sidewalks please. Sometimes my grandma walks from the health center home, which means walking on 172 HWY. Need more sidewalks in that area. Maybe even a sidewalk leading all the way to the health center would be nice. Seminary road’s road needs to be redone as well. Summer time NOT during the school year.

- Lower speed limits to ensure even when people speed that is a better chance of less harm
- Lots of speeding on west Adam dr by Oneida cemetery all the way to Pinter. It’s 35 moh but people come roaring down road
- Look for safer ways to cross and to be a pedestrian.
- it would be nice to have more walking paths that connect throughout the reservation.
- Intersection of hwy FF and riverdale needs a roundabout to control traffic. People are in a hurry and barely stop, mostly roll thru. The other important intersection is hwy FF AND hwy 54 here is another badly needed roundabout. Many people zoom across these 2 lanes to get onto hwy 54, causing near misses or crashes.
- I think law enforcement needs to sit on West Mason more from Packerland Drive to the Oneida Veteran's wall. Many cars fly in that area when speed limit is 35 mph and I witness people going at least 45-50 mph.
- I don't live in Oneida. When driving around out there, speed, tailgating is an issue. I also often see Facebook posts warning about where the cops are parked!
- Fix the roads its been years sense ive seen any roads fixed , biden administration did nothing the entire time they was in office our roads are in poor condition causing alot if cost for auto repair
- Fix the roads - even if the county doesnt want to assist, we still need to take care of the roads. Potholes all over the rez need to be fixed now just bandaded
- Expand Seminary Road WIDER. It is also not flat, but full of potholes and curved surface. There is much more traffic there than 5-10 years ago due to the schools and new cornelius circle and path of the wolf and bear neighborhood now. Please speed at high rates also.
- Dead End Road needs to be paved, along with Valley Drive
- Create more safe place for children to walk in the school zone area
- Corner of Oneida elementary roads are always torn up
- Brighter lighting along the walking pathways make sure lights that’s are burnt out are replaced quick l. Fix potholes upgrade roadways
- Between old seymour and ranch, excessive speeding occurs every day. Also, the cross walk between NHC and turtle school should blink when pressed, to alert drivers to stop.
- Asphalt roads to more safety crosswalk lights and sidewalks and bike paths from Oneida to Green Bay
- Again the corner of old Seymour Road and Seminary Road is very poor conditions the road has very big potholes and again I have seen children and adults even get almost hit trying to walk from the trail to continue down Seminary towards Cornelius Circle it'd be nice to get a crosswalk to continue the trail even if you could get the people who live there to mow their dishes a lot of times you can't see over all the weeds
- Additional pavement for bike paths to and from Green Bay
- A good stretch of Seminary Rd. needs to be replaced. Old Seymour Road between seminary rd. and Van Boxtel rd. needs to be replaced. And Ranch Rd. between Van Boxtel Rd. and CTY H needs to be replaced badly. Ranch Rd is deteriorating and I'm surprised that road hasn't caused any accidents yet.
- 1. More lighting for nighttime driving. 2. More crosswalks with pedestrian signals, such as the one by the Oneida Farmer's Market and the 54 One Stop.

Appendix B - Open House Sign-In and Comment Cards

Oneida Nation Safe Streets and Rods for All / Sign In			
	Name	Afiliation	Email
1	Kento Miller	Oneida	Gmiller@oneidanation.org
2	Melvin Bain	oneida	MBain@oneidanation.org [redacted]
3	Kevin House	Oneida	Khouse40@Yahoo.com
4	Stephanie Skenandore	Oneida	Sskena10@oneidanation.org
5	Bobbi Jo King	Oneida Comm. Ber.	BKing1@oneidanation.org
6	Lonzy Barton	Oneida Nation	lbarton2@oneidanation.org
7	[illegible]	oneida	[illegible]@oneidanation.org
8	Dakota Jorden	oneidajo	djorden3@oneidanation.org
9	Dominic Cantu	oneida	DCantu@oneidanation.org
10	Stephanie Metoxen	Oneida	Smetoxen@oneidanation.org
11	Leah Schommer	Oneida	3truthreigns333@gmail.com
12	John Kopp	Oneida	JKopp@oneidanation.org
13	Jameson Wilcox	Oneida	JWilson@Oneidanation.org
14			
15			
16			
17			
18			
19			

Comment Card

Use this card to comment on the project, ask questions, or give your ideas. If you would like a response, leave your email address.

Centennial Centre Blvd - From Pine Tree to City F cars speed, unsafe passing, walkers have to walk in non-paved paths (side of roads) poor lighting.

Comment Card

Use this card to comment on the project, ask questions, or give your ideas. If you would like a response, leave your email address.

① The Mason St frontage road from Packerland to Swamp Rd needs a sidewalk for Sw due to 4 schools in that area. (Southwest, Lombardi, King Elem, and NWJC.

② Better visability for Duck Creek Trail from Red Willow to One-Stop 54, i.e. signage and cut foliage and trees.

Comment Card

Use this card to comment on the project, ask questions, or give your ideas. If you would like a response, leave your email address.

The corner of Y & Pearl St intersection is scary.

Comment Card

Use this card to comment on the project, ask questions, or give your ideas. If you would like a response, leave your email address.

Hwy 54 & Red Willow - Excessive traffic on Hwy 54 causes delays for traffic leaving Red Willow.