Chippewa County

COUNTY TRAFFIC SAFETY COMMISSION

Draft

Meeting Minutes **January 12, 2023**
Regular Meeting **9:00 a.m.**

1. CALL TO ORDER

Commissioner Brian Kelley called the meeting to order at 9:00 AM.

2. ROLL CALL

Attendee Name	Organization	Title	Status
Brian Kelley	Chippewa County Highway Dept.	Highway Commissioner (Chair)	Present
Lt. Mark Bauman	Chippewa County Sheriff Dept.	Lieutenant (Vice Chair)	Present
Russell Bauer	Chippewa County Emergency Mgmt.	Emergency Management Director	Present
Matthew Reddy	Wisconsin DOT	Highway Engineer	Present
Dan Kontos	Bureau of Traffic Safety	Law Enforcement Liaison	Present
Sgt. Jonathan Luck	Wisconsin State Patrol	Sergeant	Present
Brian Misfeldt	Bloomer School District	Education Superintendent	Present
Jim Sherman	Chippewa County Corp Counsel	Deputy Corporation Counsel	Absent
Jason Thom	City of Chippewa Falls – Fire & EMS	Chief - Emergency Medicine	Present
Lt. Ryan Douglas	City of Chippewa Falls PD	Patrol Lieutenant	Present
Rick Rubenzer	City of Chippewa Falls Public Works	Director of Public Works	Absent
Joe Simon	Chippewa County Highway Dept.	Patrol Superintendent - State	Absent
Jenny Lenbom	Chippewa County	Public Health Nurse, RN	Present

Others Present: Bill McElroy (City of Chippewa Falls – Engineering), Eric Anderson (West Central Wisconsin Regional Planning Commission)

Recorder: Tami Pieper

3. MEMBERS OF THE PUBLIC WISHING TO BE HEARD

There were no members of the public present.

4. CONSENT AGENDA

1. Approve the Agenda
2. Approve the Minutes – October 13, 2022
3. Schedule Next Meeting Date – April 13, 2023 9:00 AM

Motion to approve was made by Lt. Bauman. Bauer seconded.

RESULT: **APPROVED [UNANIMOUS]**
MOVER: Lt. Bauman
SECONDER: Bauer

5. BUSINESS ITEMS

There were no business items to discuss.

6. REPORTS

1. Introduction of Sheriff Travis Hakes

Kelley introduced Sheriff Travis Hakes and Travis provided a short self-introduction.

Kelley introduced the new education representative, Brian Misfeldt and Brian provided a short self-introduction.

2. State Highway Projects – M. Reddy

Reddy provided an update on 2023 state projects. There will be work on bridge decks along STH 29.

3. County Highway Projects – B. Kelley

Kelley gave an update on county highway projects. The Cobban project is ongoing and will continue through winter as long as work can be continued. The project is on track to open late summer or early fall. Kelley will provide an update on summer projects at the next meeting.

4. County Crash Report – E. Anderson

Eric Anderson from West Central Wisconsin Regional Planning Commission provided a detailed crash report in follow up from the last meeting. The report included data for each individual city, village and town in Chippewa County and highlighted areas that may have a greater concentration of activity. The purpose of the report is to give communities a resource to identify areas where there could be an opportunity to increase safety.

5. Chippewa County Crash Statistics – M. Bauman

Lt. Bauman provided an update and overview on county crash statistics (on file). Crash statistics remained consistent with previous year.

a. 12-30-22 Crash in Town of Delmar

Bauman commented and reported details of this crash.

Group discussed intersection safety. Kontos commented on number of crashes at this intersection in the past five years and recommended conducting a detailed review. Details of review will be discussed at next meeting.

6. City of Chippewa Falls Crash Statistics

City of Chippewa Falls statistics were included with county statistics. Douglas commented on bridge deck icing on STH 53 over the Chippewa River.

7. Wisconsin DOT Traffic Safety Updates – D. Kontos

Kontos provided presentation from Bureau of Transportation Safety. Lenbom inquired about data involving car seat related injuries. Kontos will research and provide for next meeting.

8. Roundtable report – All

Reddy inquired about the new Country Jam site and possible traffic routing on STH 29 and CTH T. Kelley shared that a traffic study is underway to look at this, but information from engineer has not yet been received. A no parking ordinance will likely be put in place along CTH T.

Lenbom shared that the Public Health Department has three car seat technicians on staff and continues to receive funding to provide free seats to those determined to be in need. Lenbom will provide handouts at the next meeting.

Bauer commented on declaration of disaster following December 16 winter storm. Declaration was requested to assist with emergency power restoration and help for municipalities with storm-related cleanup costs.

McElroy commented on the upcoming 2024 River Street project and coordination with state projects.

Kelley followed up on parking concerns along CTH X during school athletic events. The school is providing transportation and no parking at golf course. Kelley feels confident these should eliminate any future concerns.

Kelley also shared the highway department will be reviewing speeds at CTH X & XX. Findings will be reported at the next meeting.

7. AGENDA ITEMS FOR FUTURE CONSIDERATION

There were no future agenda items to consider at this time.

8. ADJOURN

Lt. Bauman motioned to adjourn the meeting. Thom seconded the motion. Meeting was adjourned at 10:35 AM.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Lt. Bauman
SECONDER:	Thom

Chippewa County shall attempt to provide reasonable special accommodations to the public for access to its public meetings, provided reasonable notice of special need is given. If special accommodations for a meeting are desired, contact the County Clerk's Office at 726-7980.

Members of the Chippewa County Board of Supervisors who are not members of this committee are entitled to attend this meeting. It is possible that the attendance of one or more such nonmember Supervisors may create a quorum of some other county board committee, board or commission. Such a quorum is unintended and the nonmember Supervisors are not meeting for the purpose of exercising the responsibility, authority, power, or duties of any other committee, board or commission.

Chippewa County

COUNTY TRAFFIC SAFETY COMMISSION

Agenda	**Chippewa County Courthouse**	**October 13, 2022**
Regular Meeting	**Room 302**	**9:00 a.m.**

1. CALL TO ORDER

Brian Kelley called the meeting to order at 9:00 AM.

2. ROLL CALL

Attendee Name	Organization	Title	Status	Arrived
Brian Kelley	Chippewa County	Highway Commissioner (Chair)	Present	
Mark Bauman	Chippewa County	Law Enforcement (Vice Chair)	Present	
Russell Bauer	Chippewa County	TSC Coordinator	Absent	
Jim Sherman	Chippewa County	Deputy Corporation Counsel	Absent	
Sgt. Jonathan Luck	Wisconsin State Patrol		Absent	
Jim Walrath		Education Representative	Present	
Dan Kontos	Bureau of Traffic Safety		Present	
Lt. Ryan Douglas	City of Chippewa Falls PD	Police Department	Absent	
Matthew Reddy	Wisconsin DOT	Engineer	Present	
Jason Thom	City of Chippewa Falls	Fire & Emergency Services	Absent	
Rick Rubenzer	City of Chippewa Falls Pub	Public Works	Absent	
Mike Marcks	UP Railroad Police		Absent	
Scott Bernette	Chippewa Fire District	Fire & Emergency Services	Absent	
Jenny Lenbom	Chippewa County	Public Health	Absent	

Others Present: Bill McElroy (City of Chippewa Falls Public Works), Eric Anderson (West Central Wisconsin Regional Planning Commission), Dave Reischel, Anson Albarado, Jim Buetow, Gary Rykal, Randy Kuehni, Travis Tompkins
Recorder: Tami Pieper

3. MEMBERS OF THE PUBLIC WISHING TO BE HEARD

Dave Rieschel shared a safety concern when exiting the northbound STH 53 ramp at CTH B in Tilden. Dave requested speed limit be reviewed. Dave also had concerns with an area on STH 40 in Bloomer by Kwik Trip and on CTH C west of CTH F.

4. CONSENT AGENDA

1. Approve the Agenda

2. Approve the Minutes – July 14, 2022

3. Schedule Next Meeting Date – January 12, 2023 9:00 AM

Motion to approve was made by Kontos. Bauman seconded.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Kontos
SECONDER:	Bauman

5. BUSINESS ITEMS

1. CTH X Speed Study in Village of Cadott and Town of Sigel – B. Kelley

Kelley reviewed results of speed study (on file). Four individuals from the Village of Cadott were present (Village President Anson Albarado, Village Board Member Randy Kuehni, Jim Buetow, and Gary Rykal) expressing concerns with the posted speed limit and safety in this area. These individuals were supportive of a decrease in speed from 40 MPH to 35 MPH and allowing the village to place an ATV route on CTH X from the downtown area out to 67th Avenue. Kelley explained speed study results and how data supports that lowering the speed limit could actually cause a greater concern with a greater speed differential. Reddy agreed and answered several questions about speed study methodology. Lt. Bauman made a motion to approve the recommendation to maintain currently posted speeds and Sgt. Luck seconded the motion. Motion carried unanimously.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Bauman
SECONDER:	Luck

2. Traffic Safety Statutory Membership Requirements and Education Representative Vacancy – B. Kelley

The Traffic Safety Commission had a retirement announcement which has prompted a review of current membership. Kelley reviewed current roles and asked members to assist in providing alternates for each seat. School districts will be contacted in the next week, to solicit interest for vacancy.

3. Recognition of Jim Walrath for Service – B. Kelley

Kelley presented Walrath with a plaque and thanked him for over two decades of dedicated service.

6. REPORTS

4. Role of West Central Wisconsin Regional Planning Commission – E. Anderson

Anderson provided an overview of the West Central Wisconsin Regional Planning Commission's planning and project development capabilities. Anderson provided a summary of services and shared several report samples. They will be working with Counties in the region to identify areas of need. Anderson will provide a Chippewa County crash report to be shared at the next meeting.

5. CTH X / 169th Intersection Control – B. Kelley

Kelley reviewed map showing area of CTH X/169th Street in the Town of Lafayette. Travis Tompkins, an area business owner, was present to express his safety concerns with the intersection. Traffic has been increasing in this area causing increased concern. County/State jurisdiction questions were also discussed. Reddy suggested that a closer look be taken at traffic counts and crash history to see if further study would be needed.

6. CTH M / CC Intersection Signage – B. Kelley

Kelley was contacted by an individual with a safety concern regarding the intersection of CTH M and CTH CC. Kelley showed the area on an aerial map and in the street view. The visibility is currently very good and the stop sign has a red, reflective strip on the post. Crash history for last ten years was reviewed with only two other known crashes

in the past 10 years. The consensus of the committee was that there wasn't a need for additional signage.

7. Use of Children at Play/Deaf/Autistic Warning Signs – B. Kelley & M. Reddy

Kelley received a request from a parent who lives on CTH F, near the Eau Claire city limits, regarding the placement of a warning sign. Kelley received guidance from the state and summarized the process. Research has not found this type of warning sign to be effective and the Federal Highway Administration actually discourages the use of them. WisDOT policy states no new children at play/deaf/autistic warning signs are to be installed. After discussion, commission members agreed that signs in these situations could provide a false sense of security that a sign would help.

8. Pedestrian Safety Concerns at Future Library Site in Village of Cadott – B. Kelley

Anson Albarado contacted Kelley with a concern about pedestrian safety at the future library site in the Village of Cadott, at the intersection of Mill Street and STH 27. Reddy commented and suggested starting a conversation with the state on access planning. The Village will work with their engineer to start this process.

9. Safety Review of STH 64 in Town of Cleveland – M. Reddy

Reddy commented on the state's recent safety review of an area that experienced a major crash on STH 64. Safety improvement funding would need to consider the cost vs. anticipated safety benefit, which would not qualify for improvement funding in this case. Any safety improvements would be looked at during design of future road improvements, however that is not scheduled to take place for several years in this location. Guardrail may be looked at during that design project.

10. Status of STH 178 Intersections w/ Olson Drive and Cashman Drive – M. Reddy

Reddy provided follow up to the project information meeting that was hosted with public involvement one week prior. Several options are being reviewed and they are asking for input from the public to incorporate into decision making. A website has also been setup, which shows concepts currently being considered.

11. State Highway Projects – M. Reddy

Reddy provided an update on state projects. The STH 27 bridge rehab project is 50% complete while all other projects are complete. Traffic control on STH 27 is single lane closure with temporary traffic signals.

12. County Highway Projects – B. Kelley

Kelley provided an update on county construction projects and reviewed the construction project update page on highway website: (https://www.co.chippewa.wi.us/government/highway/construction-updates).

13. Chippewa County Crash Statistics – M. Bauman

Lt. Bauman provided an update and overview on county crash statistics. (on file). Fatal crashes from January through October increased from three to five.

a. 7-30-22 Crash in Town of Lafayette

   Bauman reviewed details of this fatal crash.

b. 9-11-22 Crash in Town of Sigel

   Bauman reviewed details of this fatal crash.

Crashes involving motorcycles year-to-date were also reviewed (on file).

14. City of Chippewa Falls Crash Statistics

Bauman commented that city statistics are included in the county statistic report. There were no members of the Chippewa Falls Police Department present to comment.

15. Wisconsin DOT Traffic Safety Updates – D. Kontos

Kontos provided presentation from Bureau of Transportation Safety. (on file)

16. Roundtable report – All

Jim Walrath – mock crashes are back at schools and thank you.

Kelley – issues with Cadott CTH X cross country meets causing congestion in the area. This will be on the highway committee agenda for the next meeting.

7. AGENDA ITEMS FOR FUTURE CONSIDERATION

There were no future agenda items to consider at this time.

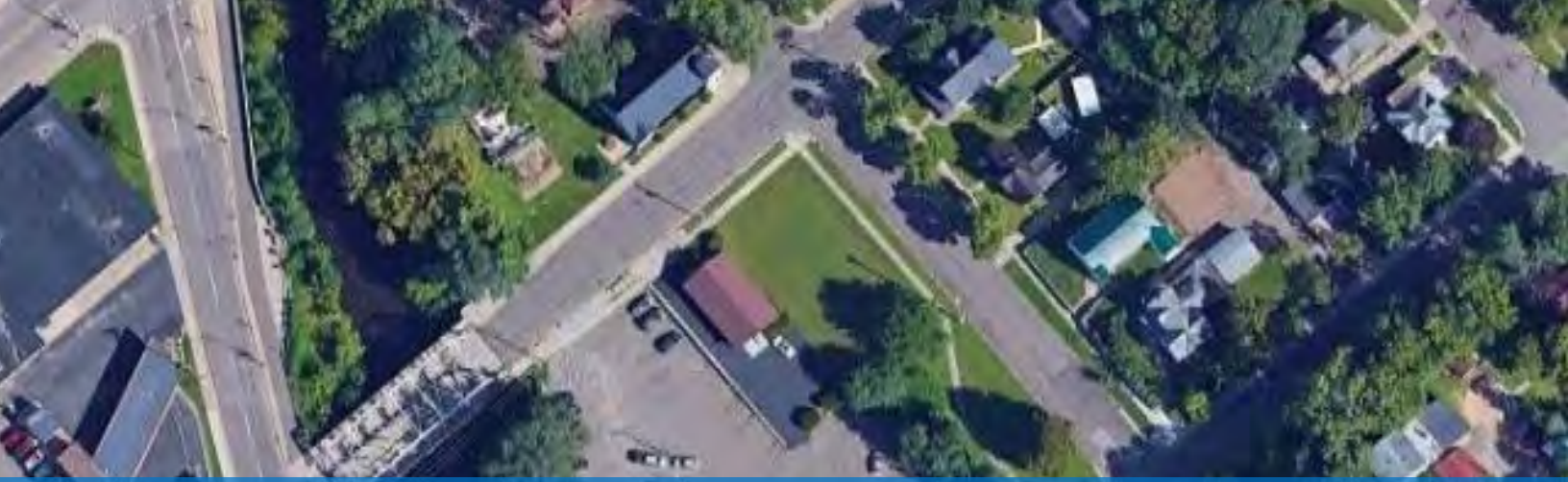
8. ADJOURN

Kontos motioned to adjourn the meeting. Bauman seconded the motion. Meeting was adjourned at 10:47 AM.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Kontos
SECONDER:	Bauman

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CHIPPEWA COUNTY, WISCONSIN
COUNTY CRASH REPORT 2022





PREPARED BY:
WEST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Chippewa County

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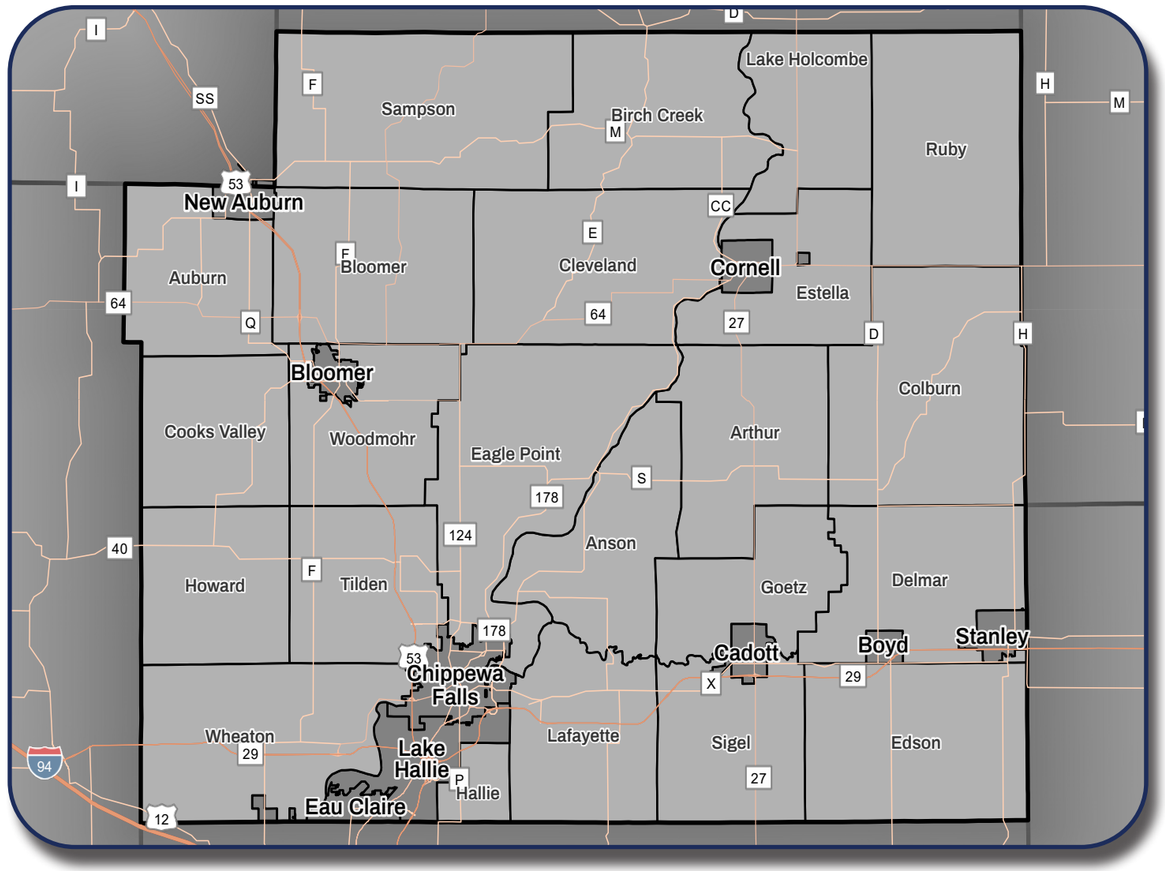
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Chippewa County

Introduction



Prepared By:

West Central Wisconsin Regional Planning Commission
800 Wisconsin Street
Mailbox 9
Eau Claire, WI,54703
Phone:715.836.2918
wcwrpc.org

Crash Report

This document contains crash reports for each municipality in Chippewa County and the County as a whole. The report details different issues for each city, village, and town, then provides a tool for the County and local governments to review crash data. The goal of this report is to understand and apply the following data to create safer roads in our communities. Each report contains a map with location data showing areas that have high concentrations of crashes.

Data

The data in the crash reports discuss the number of vehicle crashes, crashes involving a bicyclist or pedestrian, and crashes that involve a deer. In addition, the reports identify the severity of crashes involving vehicles, pedestrians, and bicyclists. The final section evaluates common contributing factors including: alcohol or drugs, night or dark, snow or ice, and rain or wet. Lastly, the County and each community has a heat map that highlights the areas with the highest concentration of crashes. The heat maps do not include crashes that involve deer.

The Traffic Operations and Safety Laboratory (TOPS), based out of the University of Wisconsin-Madison, compiles individual crash reports from local law enforcement in to a single database. Personal information is removed from the data, but crash attributes such as location and vehicles involved are maintained. West Central Wisconsin Regional Planning Commission (WCWRPC) staff downloaded and organized the data for the creation of this report.

Disclaimer: There is potential overlap for contributing factors. A crash could be both at night and also involve snow/ice. In addition, serious and fatal crashes can involve more than one serious and/or fatal injury. For instance, a crash labeled as serious could have more than one person seriously injured and a fatal crash could include multiple fatalities and serious injuries. In addition, the City of Eau Claire and the Village of New Auburn span two counties. Crashes that occured within the Chippewa County section of the City of Eau Claire were included in the overall county report. The small section of New Auburn in Barron County was included, but had no addtional crashes.

Per TOPS, “a reportable crash is defined as a crash resulting in injury or death of any person, any damage to government-owned non-vehicle property to an apparent extent of $200 or more, or total damage to property owned by any one person to an apparent extent of $1000 or more. It is important to note, however, that not all reportable crashes are reported. In order for a crash to be in the database, an MV4000 or DT4000 crash report must have been completed by a police officer”.

Issues/Highlights

In addition to collecting and organizing the data, WCWRPC staff compiled a list of issues and highlights for each government. This list gives a more detailed look at the local level and highlights locations to focus on, as well as any contributing factors that have a high rate of occurrence.

Future

These maps are an introduction to crash map options that can be generated for counties and communities. WCWRPC is able to do more detailed mapping for counties and communities and/or analyze specific crash related issues (e.g. locating serious and fatal crashes, cross referencing types of crashes and contributing factors, & locating contributing factors). In addition, WCWRPC can do sub-area analysis and plans. Mapping crash data allows entities to see where their highest need locations are located and where they need to invest resources, both fiscal and non-fiscal. Many strategies to increase safety on streets are inexpensive.

Chippewa County

Existing Trends

Before analyzing each municipality's data, it is important to identify existing County trends. Understanding crash data can lead local communities, counties, and the State to make the transportation system safer for all users. Infrastructure improvements are an effective strategy, but public outreach that identify and educate the public on a variety of transportation issues are critical to building a safer system. This can include what intersections and corridors have the most crashes, when serious and fatal crashes are most likely to occur, what age groups are more likely to be in a crash, and a variety of other issues. The following pages highlight a variety of existing trends in the County for crashes between 2017-2021*.

Age/Gender of Driver

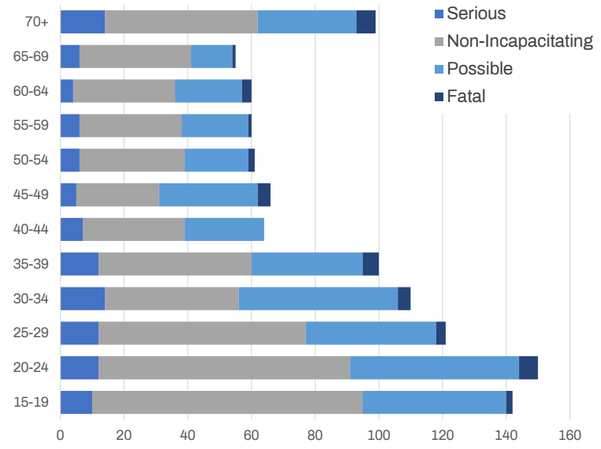
These graphs show a variety of crash data statistics, through the context of age of the first crash participant. Injury severity and age were chosen in an effort to understand the broader trends of these types of crashes. *Please note, the "70+" category contained crashes from a total of 23 different ages, while the other classes only contained 5 ages.*

Drivers from the ages of 45-49 and 70+ groups had the highest percent of fatal crashes. The most non-incapacitating crashes occurred in the 15-19 age group. However, the age group of 65-69 had the highest rate of non-incapacitating crashes.

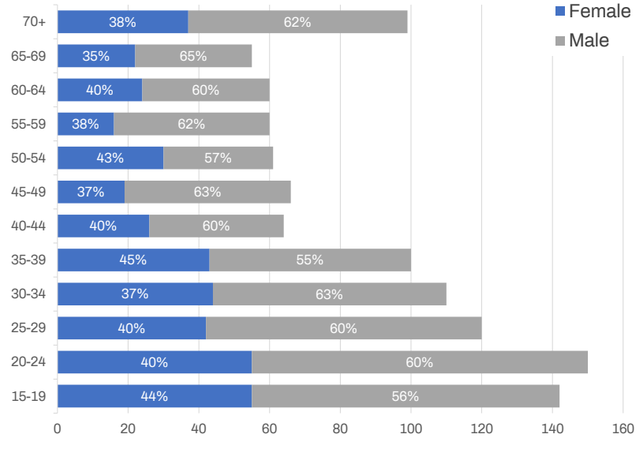
Male drivers were involved in more crashes than female drivers. In all age groups, male drivers were involved in crashes between 55% to 65% of the time. This could be a result of multiple factors, including but not limited to: a likelihood to drive recklessly, a greater number of drivers, or a limited use of occupant protection. Males between the ages of 20-24 accounted for the most crashes of any age and sex.

*If any of the attributes of the graphs were not completed on the police crash report, the crash was not included in the graph.

Age With Injury Type



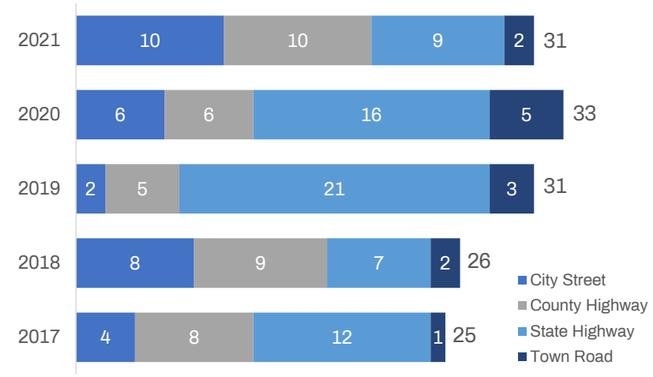
Gender With Total Crashes



Road Type of Serious and Fatal Crashes

The chart to the right shows the number of serious or fatal crashes on the different types of roads throughout the County. State Highways had the highest number of serious and fatal crashes. These roads often have high speed limits and varying volumes of traffic. County Highways had the second largest number of serious or fatal crashes. 2020 had the most crashes out of the five year period analyzed, while 2017 was the lowest.

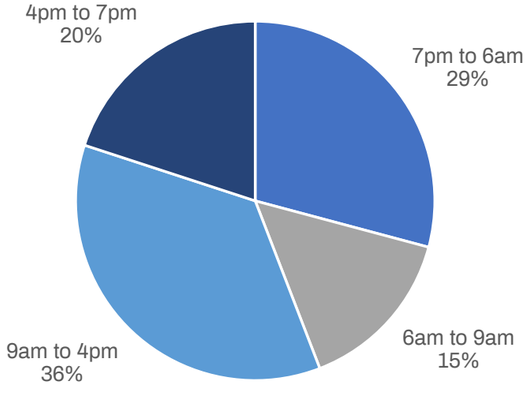
Serious and Fatal Crashes Per Year



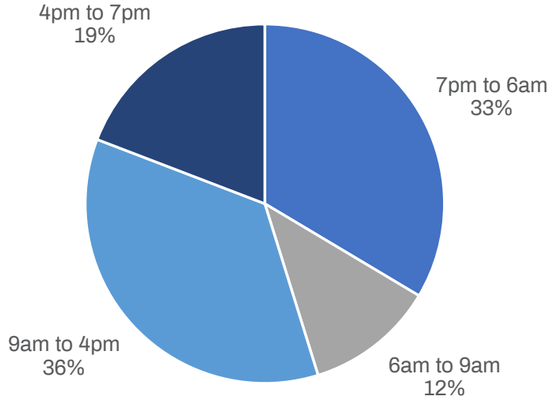
Crash Time of Day

These pie charts split crashes into four different times of day. The times include the traditional morning and afternoon commute hours and the two time periods in-between. Similar trends occurred in both graphs, however, there was a significant increase of crashes during the overnight period that involved either serious or fatal injuries. A likely cause for this increase is the addition of darkness as a possible contributing factor as well as an increased use of alcohol or drugs at night.

All Crashes



Only Serious and Fatal Crashes*



*Only for crashes that injury severity was indicated.

Chippewa County

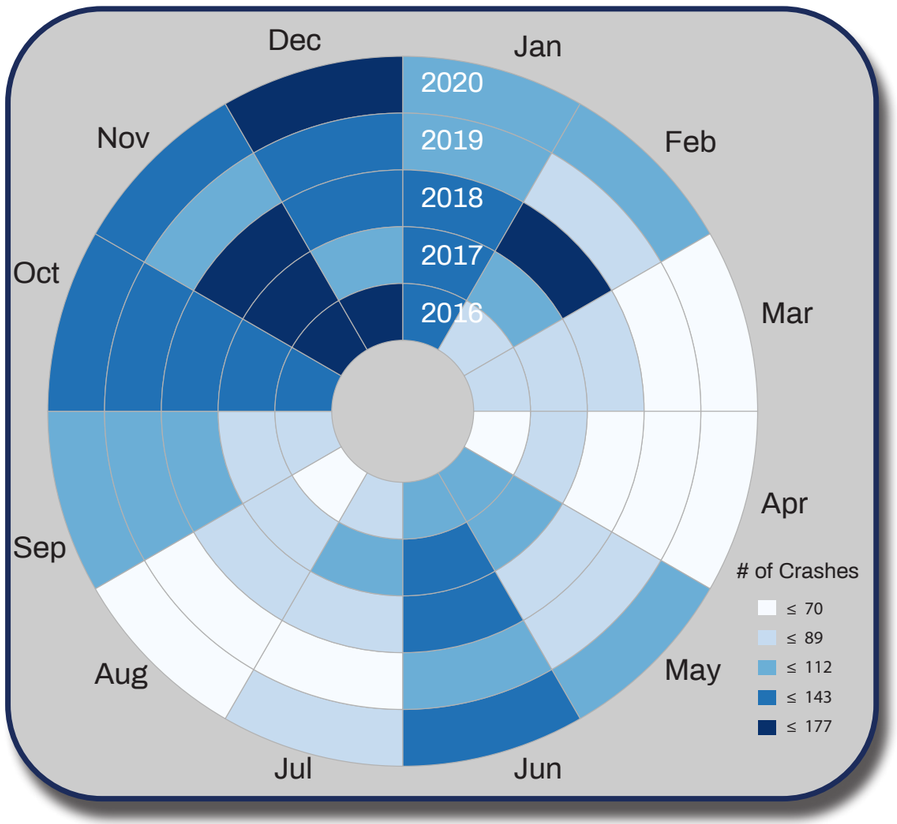
Existing Trends

Data Clocks

The charts on the next two pages show monthly crash data in Chippewa County for each of the five years from 2017-2021. Each colored section represents a specific month in a specific year.

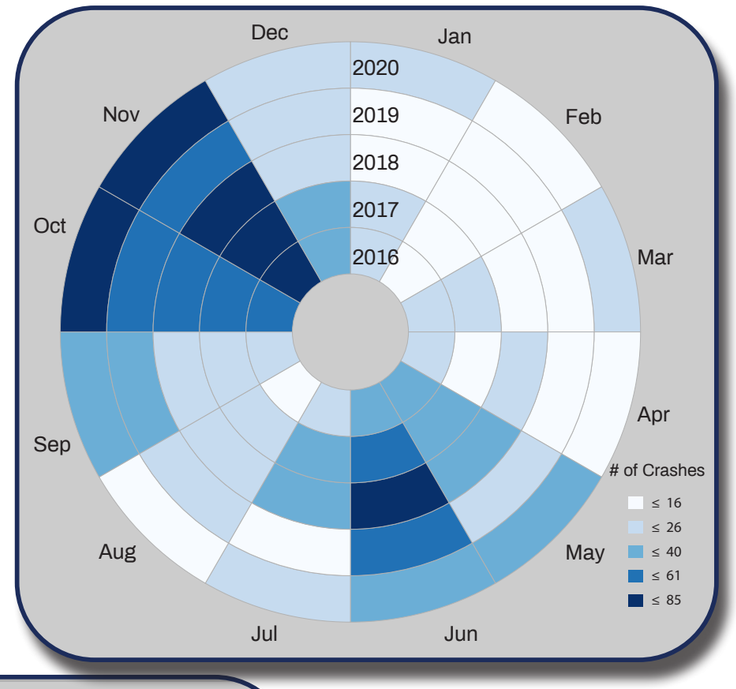
All Crashes

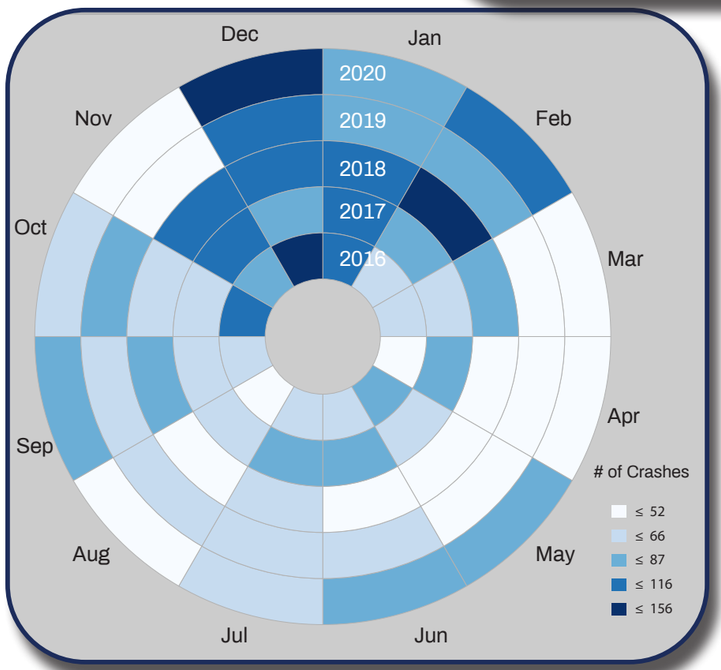
In Chippewa County, the month of November had the highest number of crashes, followed closely by December. March, April, and August typically had the lowest number of crashes. This crash data does include deer-related crashes, however they are separated out in the following charts. The highest rate for a contributing factor in the County was Night or Dark conditions, which explains the higher crash rates in the winter months with longer periods of darkness.



Deer Only

This graph shows monthly data for deer-related crashes. Nearly a third of all crashes in Chippewa County involve a deer. The months of October and November see the most deer-related crashes, followed by May and June. These months correlate with the breeding and birthing cycle of white-tailed deer. It should be noted that a higher percentage of deer-related crashes are unreported compared to non-deer crashes. Therefore, deer-related crashes likely accounted for more than 30.1% of total crashes in the County.





No Deer

The graph to the left shows monthly crash data for all non-deer related crashes. The months of December and January traditionally had the highest number of crashes, followed by February. April and August consistently had the least number of crashes. While it is important to analyze all types of crashes, accidents without deer may offer more actionable takeaways for local governments. The months that involve winter weather had the highest number of crashes, which is likely due to inclement weather and additional time spent driving in the dark.

Chippewa County

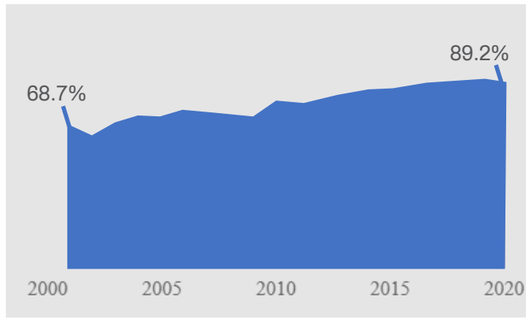
Existing Trends

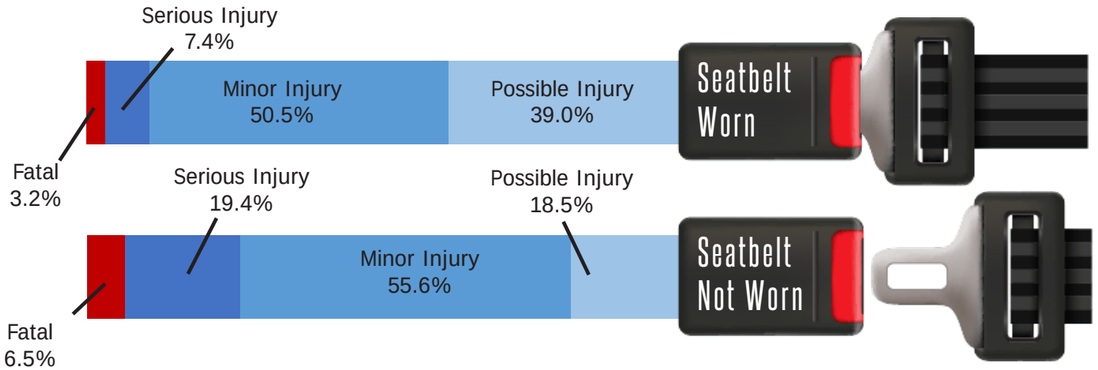
Occupant Protection

The usage of seatbelts across the state of Wisconsin increased to 89.2% in 2020 according to an annual seatbelt survey conducted in 2021. According to TOPs data for the County, 26% of people not wearing some form of safety device resulted in a serious or fatal accident, as opposed to only 11% when using a safety device.

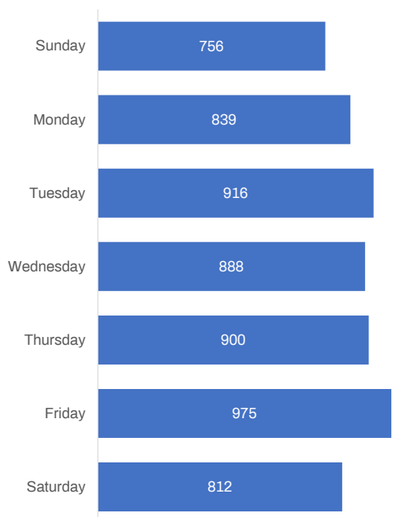
The graphic below shows data for Chippewa County.

Seatbelt use in Wisconsin





This graph was created only for crashes that occupant protection and injury severity were indicated.



Day of Crash

Friday had the highest number of crashes of all the days of the week. Some potential causes for this may be additional drivers traveling beyond their typical commute (i.e. weekend trips). Another potential factor is the increased use of drugs or alcohol on the weekends. Friday had the third highest number of crashes involving drugs or alcohol behind Saturday and Sunday, respectively.

While Friday had the highest number of crashes overall, Sunday had the highest number of serious or fatal crashes with 21 serious and 5 fatal.

Zero In Wisconsin

Zero in Wisconsin is a campaign that was launched by Wisconsin's Department of Transportation (WisDOT) that holds the belief that even one preventable death is too many. The program lays out clear methods to reduce the occurrence of severe injury or death relating to crashes along Wisconsin's roadways.

The Chippewa County Crash Report can help the County and local communities work with Wisconsin Department of Transportation (WisDOT) to achieve the goal of *Zero in Wisconsin*. At the same time, the County and communities could implement their own *Zero* program at a county and local level. This document can help them find specific locations and contributing factors that can help them reduce crashes, specifically serious and fatal crashes, and make travel in their communities safer for all persons.

The matrix focuses on three intervals of time and four areas in which change could be made, offering examples of countermeasures for each. The pre-crash time frame is meant to limit the occurrence of crashes, the crash phase would not stop it from happening but aims to reduce injury and death, and the post-crash phase is meant to provide better care to those injured in a crash.

Period	Human	Vehicle/ Equipment	Physical Environment	Socio-Economic
Pre-Crash	Poor vision or reaction time, alcohol, speeding, risk taking	Failed brakes, missing lights, lack of warning systems	Narrow shoulders, ill-timed signals	Cultural norms permitting speeding, red light running, DUI
Crash	Failure to use occupant restraints	Malfunctioning saftey belts, poorly engineered air bags	Poorly designed guardrails	Lack of vehicle design regulations
Post-Crash	High susceptibility, alcohol	Poorly designed fuel tanks	Poor emergency communication systems	Lack of support for EMS and trauma systems

Source: TOPS Lab

Chippewa County

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

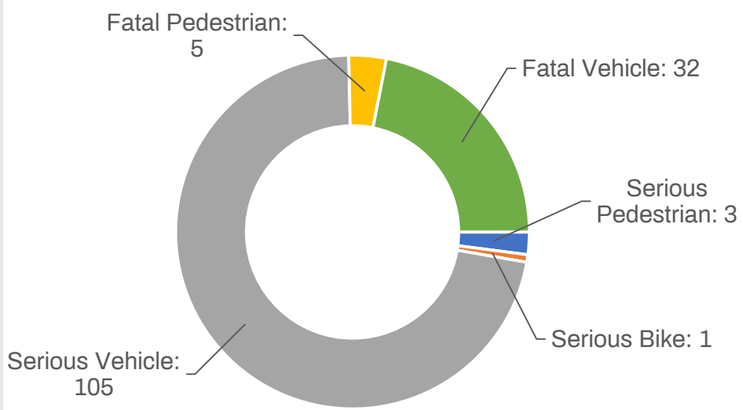
Highest Concentration of Crashes:
Downtown Chippewa Falls had the highest density of crashes in the County.

Second Highest Concentration:
The other area with a high rate of crashes occured in Lake Hallie.

Urban areas typically have more crashes overall due to higher populations and larger volumes of traffic. However, the areas with a lower population density typically have a higher rate of serious and fatal crashes than the urban areas. Which make traffic safety no less of a concern for in these communities.

Total Crashes: 6,086

Serious and Fatal Crashes: 146

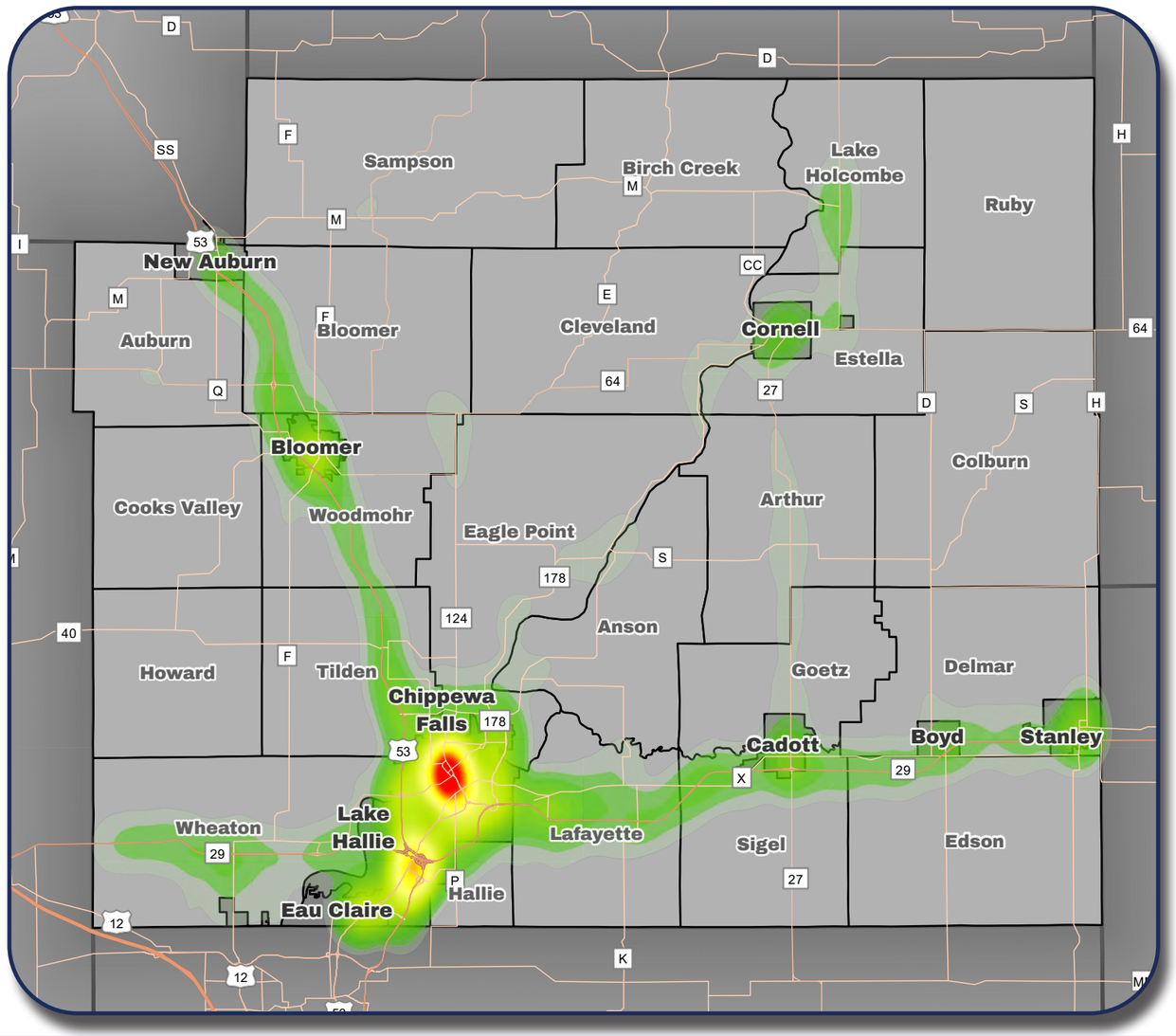


Deer Crashes	Bicycle Crashes	Pedestrian Crashes
1,833	11	25
30.1%	0.2%	0.4%

Heat Map of Crashes

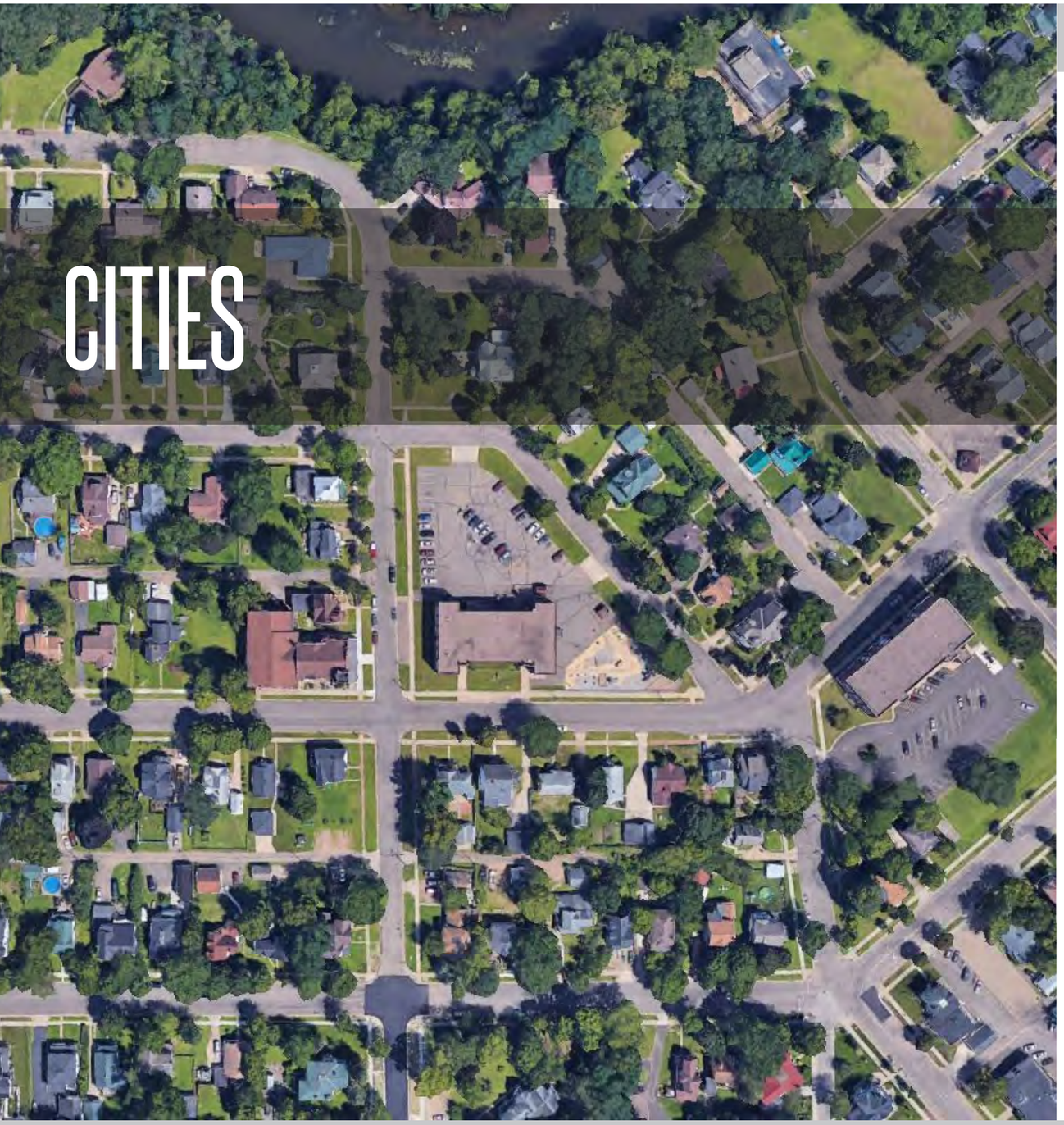
Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
377	993	932	745
6.2%	16.3%	15.3%	12.2%



CITIES

General Statistics

Deer Crashes	Bicycle Crashes	Pedestrian Crashes
179	9	13
11.2%	**0.6%**	**0.8%**

Based on population and total crashes, the City of Chippewa Falls had the highest per capita crash rate of any city.

Snow or icy conditions had the highest total of any contributing factor, with 19.1% of crashes involving this condition. Rain or wet conditions contributed to 14.3% of accidents. Deer crashes accounted for 11.2% of all crashes within city limits.

Crashes Per Road Type Totals

State Highway	515
County Road	2
Local Street/Road	1,077

CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
73	103	304	228
4.6%	**6.5%**	**19.1%**	**14.3%**

Bloomer

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The highest concentration of crashes was located along Main Street/State Highway 40, between 14th Avenue and 16th Avenue. Additionally, west and east of the State Highway 40 and U.S. Highway 53 intersection had a higher density.

Besides Chippewa Falls, Bloomer was the only other City with a reported bicycle crash. Snow/ice was the primary contributing factor in Bloomer.

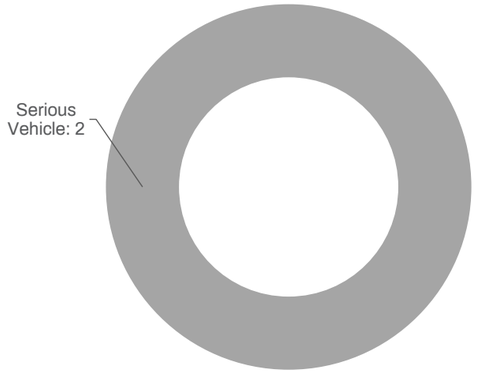
The City had the lowest reported rate of alcohol or drugs contributing to crashes of any city.

Crashes Per Road Type

State Highway	70
County Road	0
Local Street/Road	86

Total Crashes: 156

Serious and Fatal Crashes: 2



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
4	9	28	16
2.6%	5.8%	17.9%	10.3%

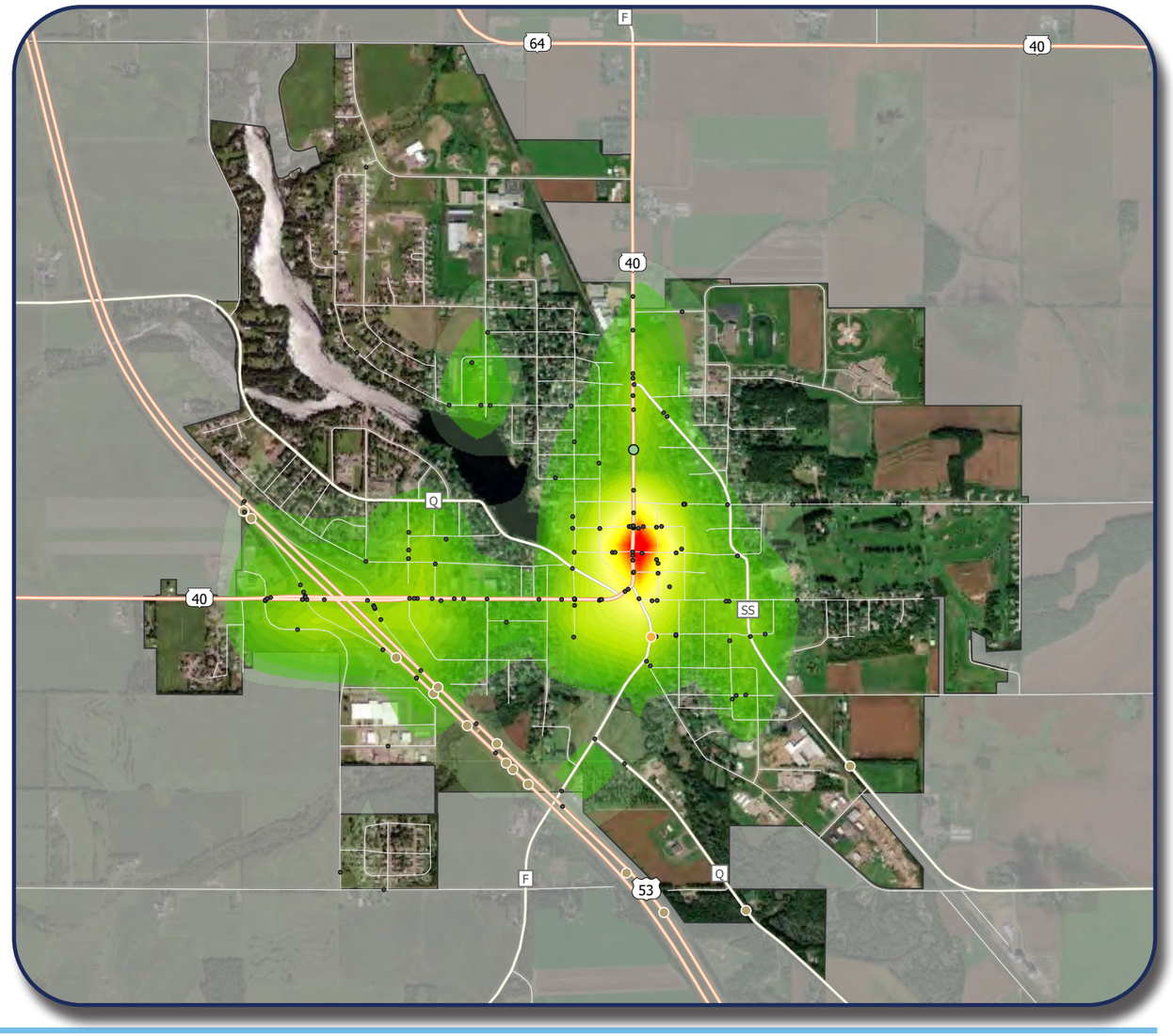
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
15	1	1
8.9%	0.3%	0.6%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Chippewa Falls

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The highest concentration of crashes was in the downtown area of the City, with the two intersections of highest concern being Grand Ave./Rushman Dr. and Bay St./W. Willow St.

Other concentrations are Woodward Ave./Business U.S. Highway 53, State Highway 178/County Highway I, and at the U.S. Highway 53/State Highway 29 interchange.

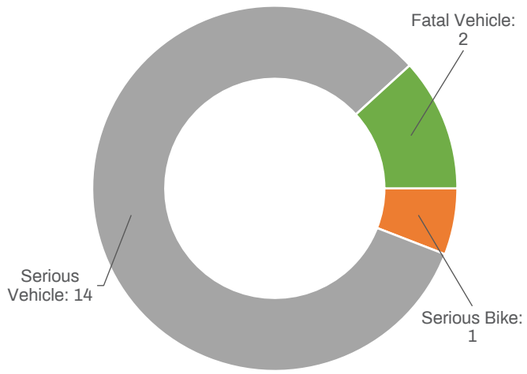
Roughly 1/5 of all crashes had snow or ice as a contributing factor.

<u>Crashes Per Road Type</u>

State Highway	343
County Road	0
Local Street/Road	730

Total Crashes: 1,073

Serious and Fatal Crashes: 17



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
51	73	207	165
4.8%	6.8%	19.3%	15.4%

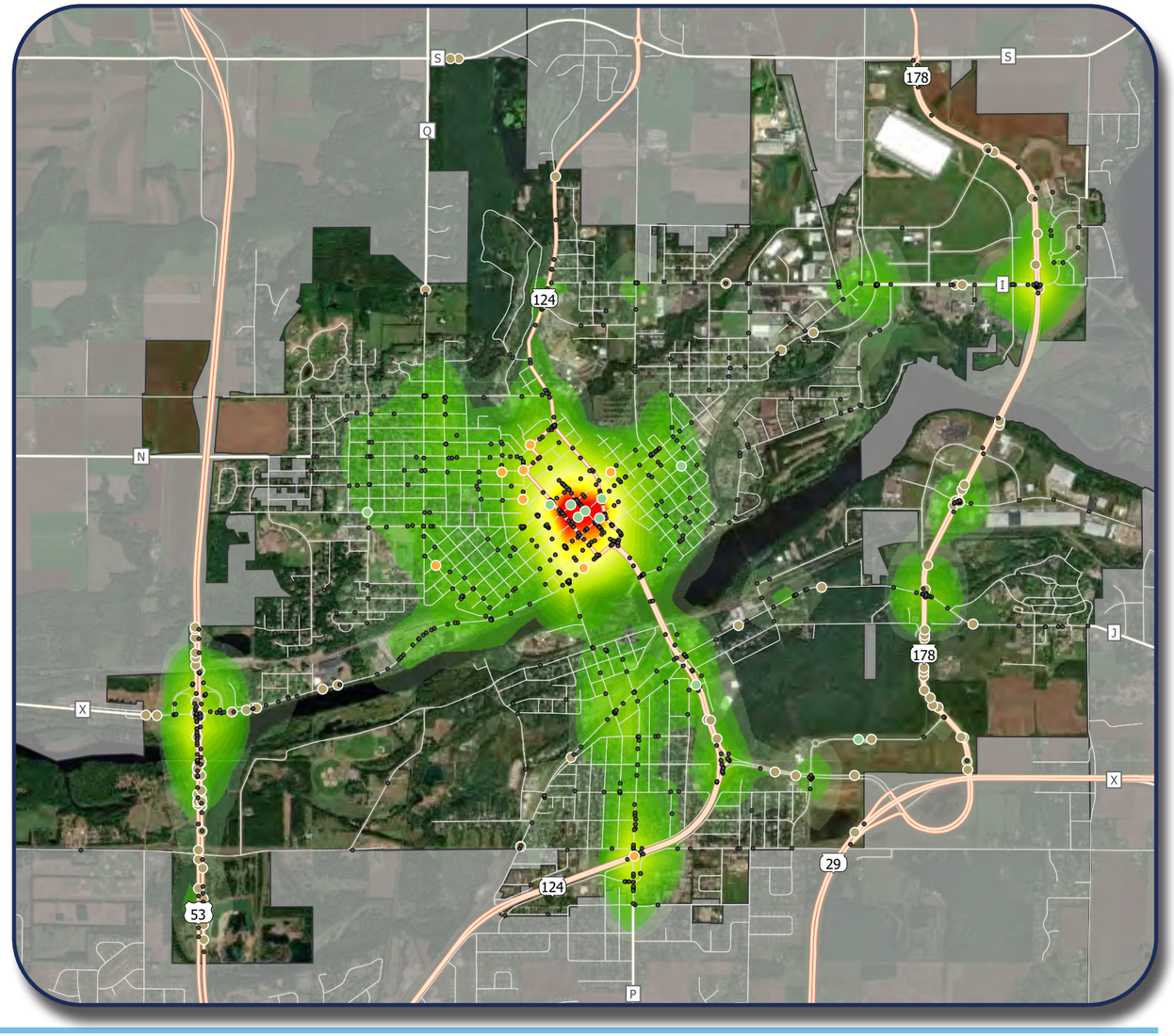
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
98	8	10
9.1%	0.7%	0.9%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Cornell

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The highest concentration of crashes occurred along and north of State Highway 64.

Another high concentration was at the State Highway and County Highway CC intersection.

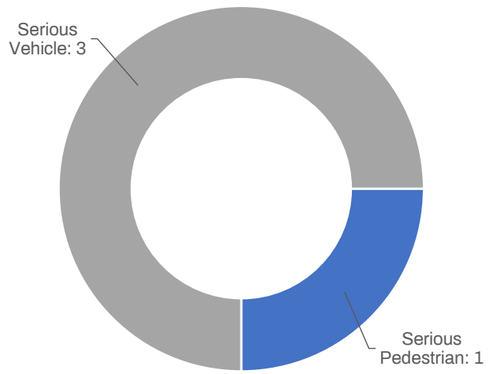
Cornell has the highest rate of alcohol or drugs contributing to crashes of any city in the county. Night or dark conditions also had the largest effect in Cornell when compared to the other cities in the County.

Crashes Per Road Type

State Highway	58
County Road	0
Local Street/Road	30

Total Crashes: 88

Serious and Fatal Crashes: 4



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
6	9	12	11
6.8%	10.2%	13.6%	12.5%

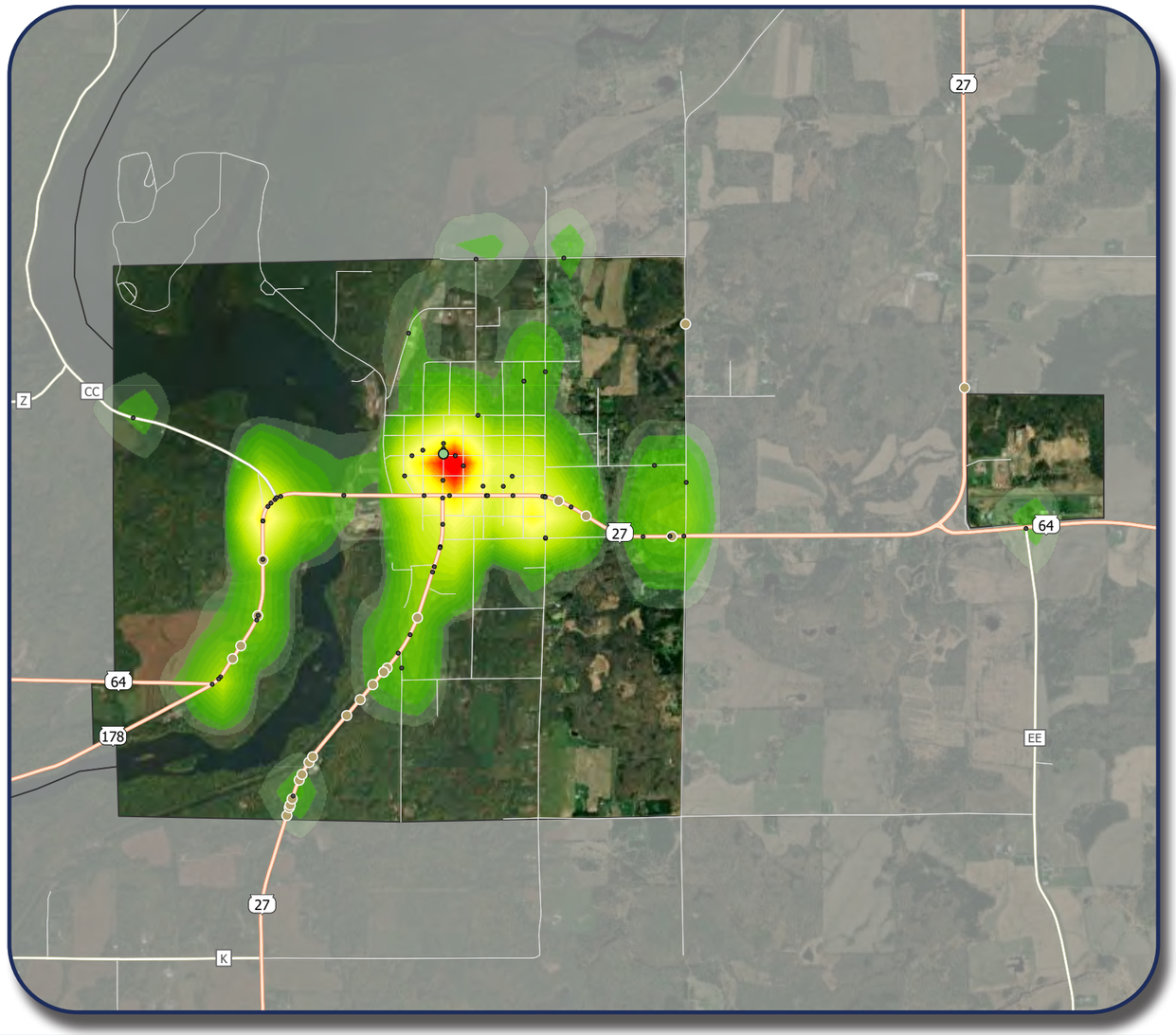
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
24	0	1
27.3%	0.0%	1.1%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Stanley

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The City's highest concentration of crashes was along S. Broadway St. between the intersections of 1st Ave. and Maple St.

The County Highway H/Broadway St. corridor contains a large percentage of crashes in the City.

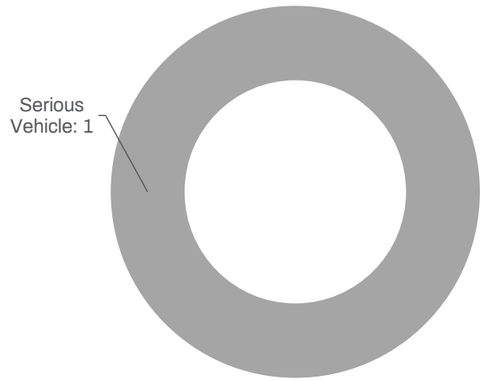
Snow and ice contributed to the most crashes in the City. 25% of all crashes within the municipality involved deer. Most of which were along State Highway 29.

Crashes Per Road Type

State Highway	44
County Road	0
Local Street/Road	81

Total Crashes: 125

Serious and Fatal Crashes: 1



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
4	5	19	10
3.2%	4.0%	15.2%	8.0%

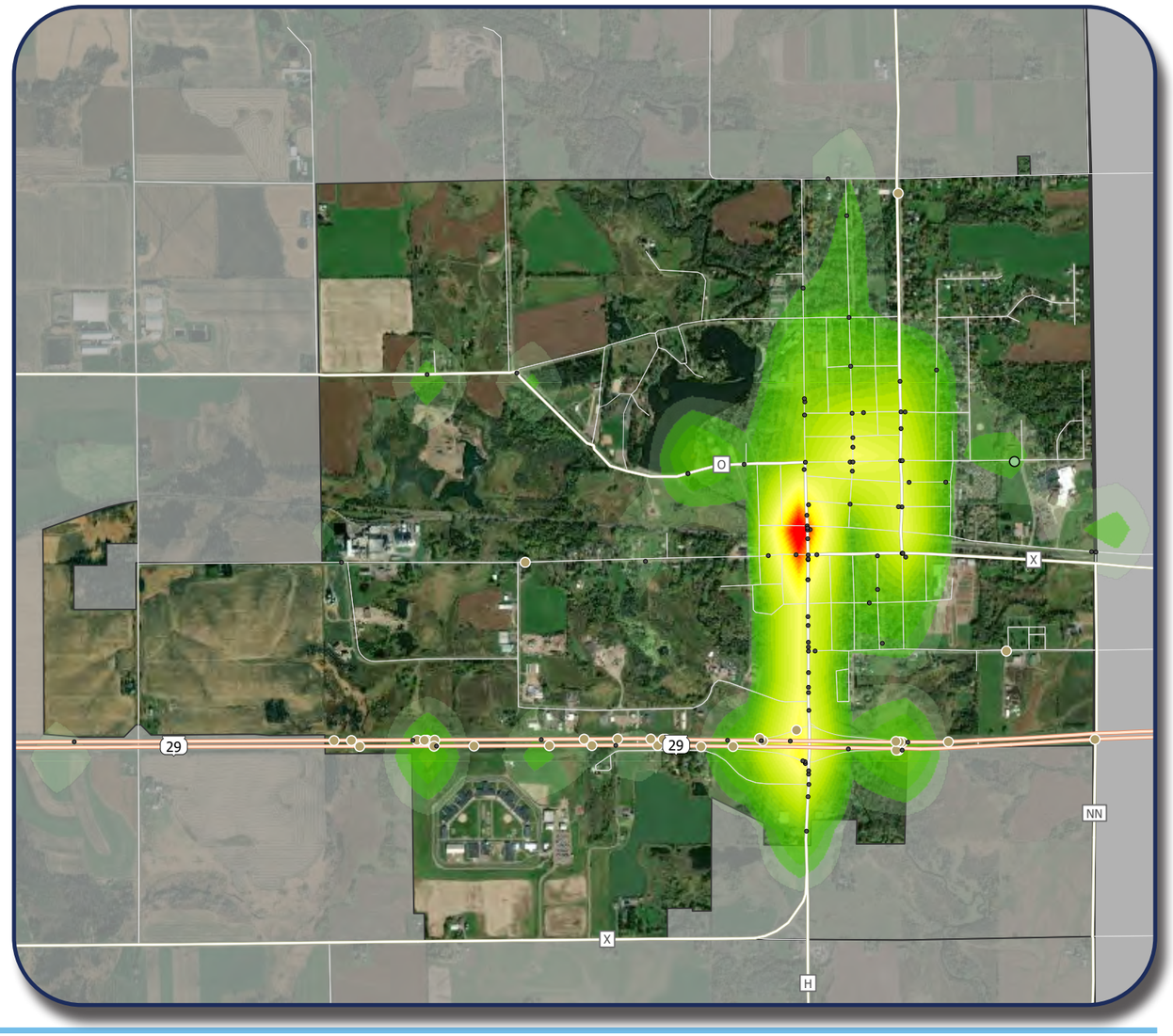
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
32	0	1
25.6%	0.0%	0.8%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only





VILLAGES

General Statistics

Deer Crashes	Bicycle Crashes	Pedestrian Crashes
161	1	6
15.8%	**0.1%**	**0.6%**

The statistics shown on this page are based on the total crashes within the four villages in the County. Approximately 15% of the County's population lives in Villages.

Snow or ice contributed the highest number of total crashes, with 17.2%.

Crashes Per Road Type Totals

State Highway	658
County Road	0
Local Street/Road	364

CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
68	152	176	140
6.7%	**14.9%**	**17.2%**	**13.7%**

Boyd

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

Due to a low volume of crashes there are no main concentrations of crashes in the Village. There is a higher percentage of crashes along E. Murray St. and S. Center St.

Roughly 1 in 4 crashes involved snow or ice as a contributing factor and 1 in 5 crashes involved night or dark as a contributing factor.

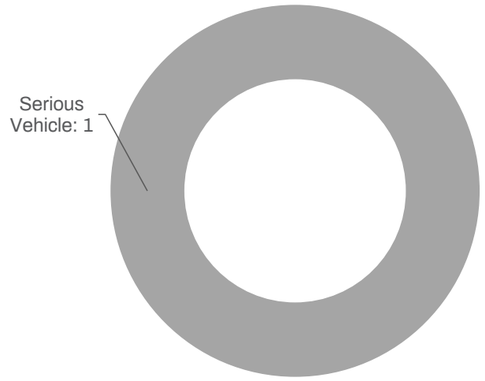
There were no bike or pedestrian crashes within the Village.

Crashes Per Road Type

State Highway	14
County Road	0
Local Street/Road	23

Total Crashes: 37

Serious and Fatal Crashes: 1



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
3	0	0
8.1%	0.0%	0.0%

CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
2	8	9	5
2.7%	21.6%	24.3%	13.5%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Cadott

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Village was along State Highway 27, specifically at and north of the intersection of E. Chippewa St.

Other locations with high concentrations are along N. Main St. and around the State Highway 27 and State Highway 29 interchange.

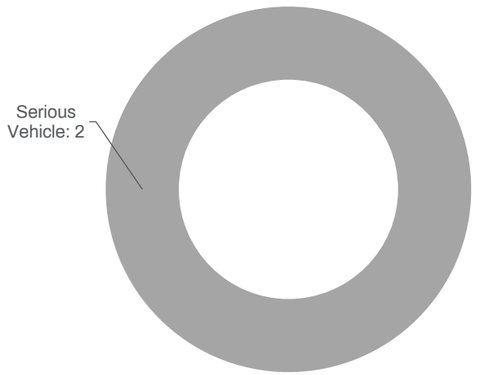
Cadott had the lowest percent of crashes involving night or dark conditions for villages in the County.

Crashes Per Road Type

State Highway	57
County Road	0
Local Street/Road	39

Total Crashes: 96

Serious and Fatal Crashes: 2



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
15	0	1
15.6%	0.0%	1.0%

CONTRIBUTING FACTORS

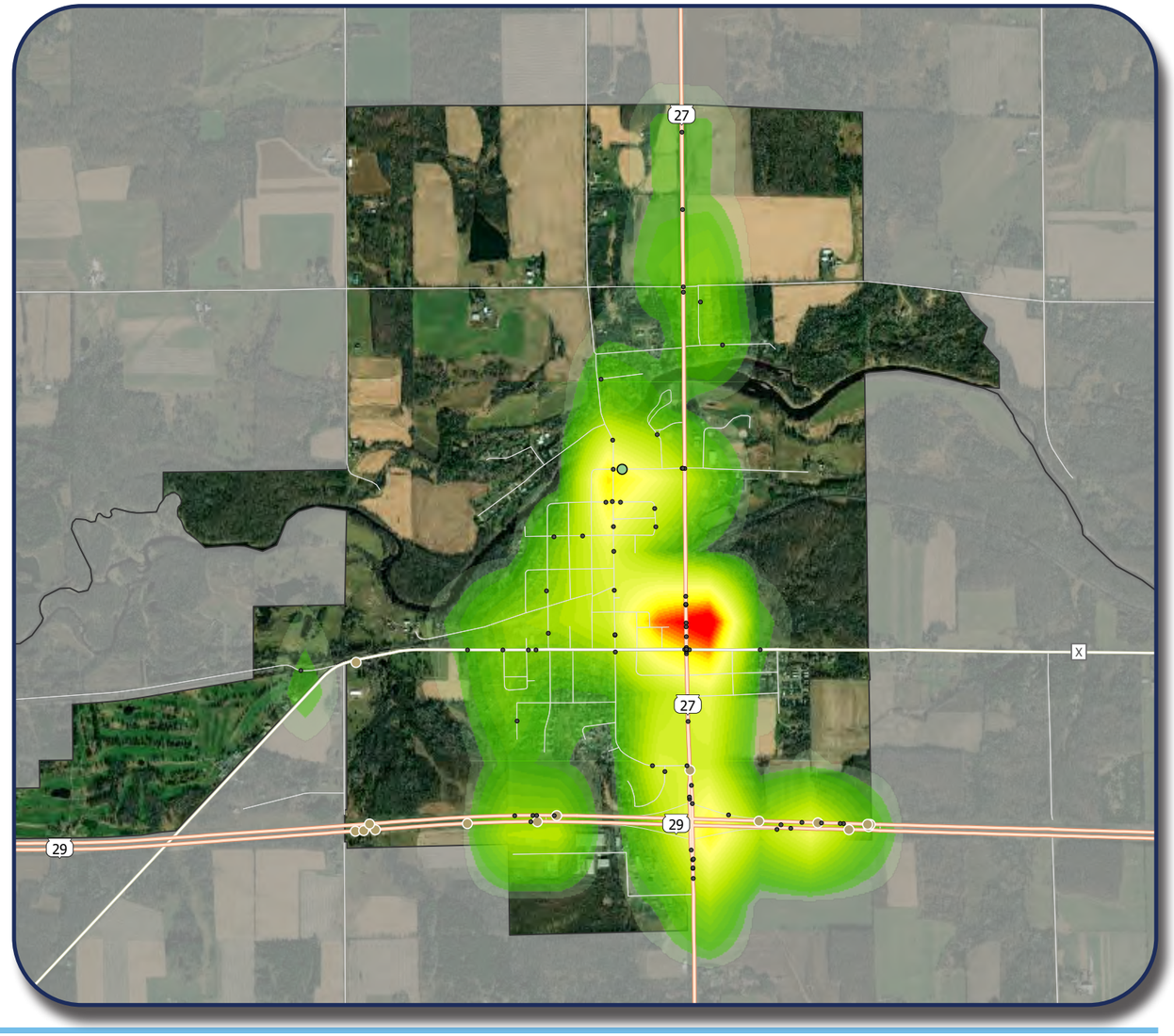
Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
6	10	10	11
6.3%	10.4%	10.4%	11.5%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Lake Hallie

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

County Highway OO, between U.S. Highway 53 and U.S. Business 53, had the largest concentration of crashes.

Additional high concentration areas are located along U.S. Business 53 and the State Highway 29 and Seymour Cray Blvd. interchange.

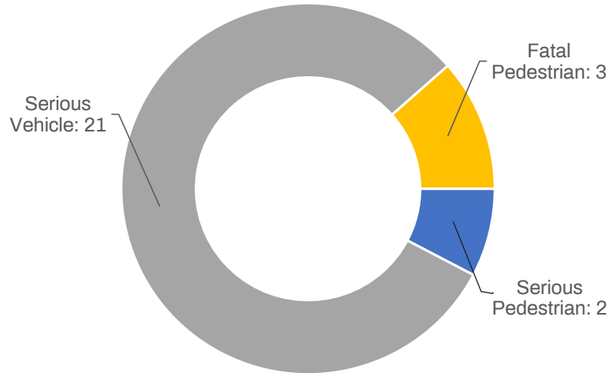
Lake Hallie had the highest rate of crashes involving alcohol or drugs of all cities and villages in the County.

Crashes Per Road Type

State Highway	554
County Road	0
Local Street/Road	277

Total Crashes: 831

Serious and Fatal Crashes: 26



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
119	1	5
14.3%	0.1%	0.6%

CONTRIBUTING FACTORS

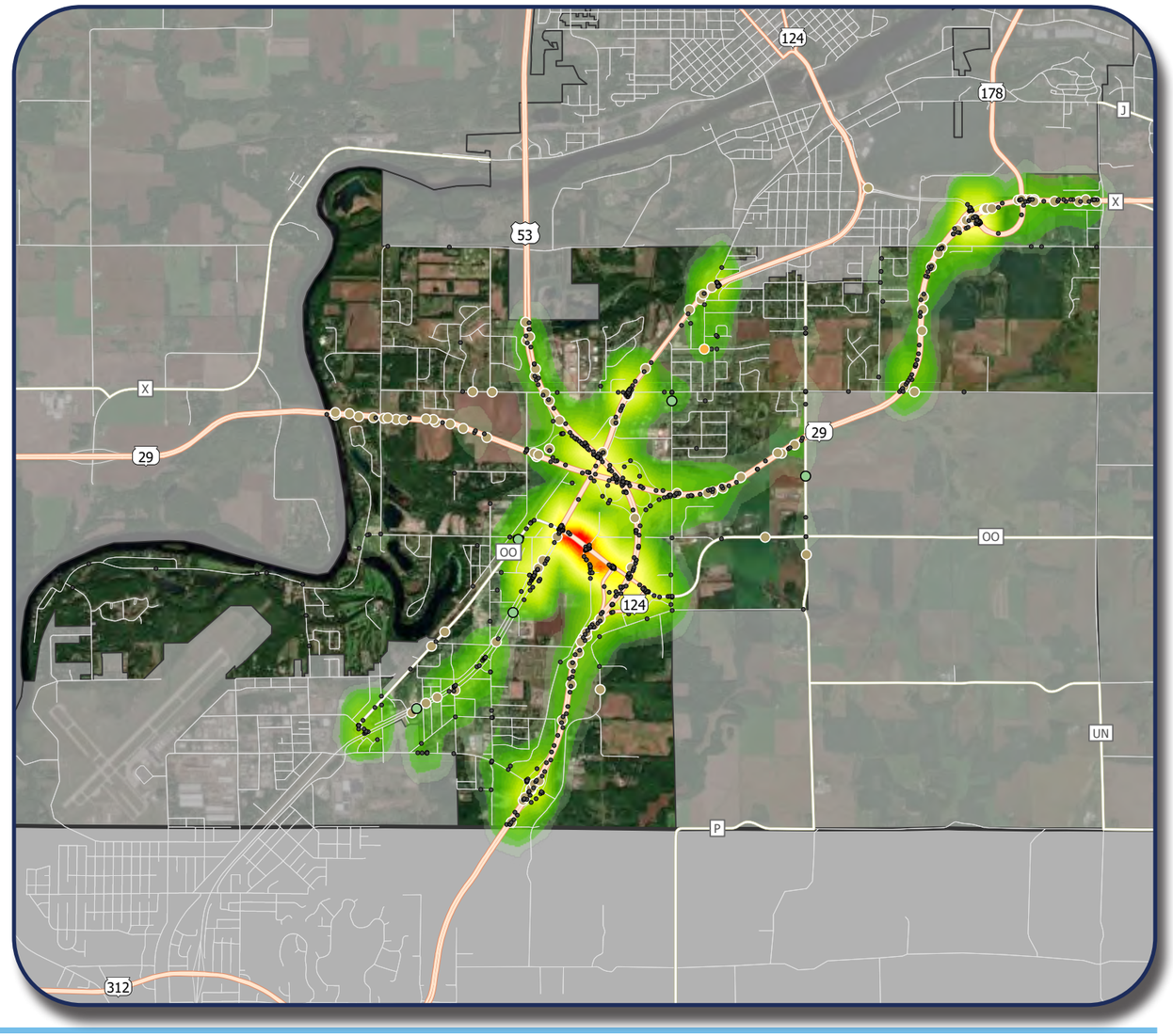
Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
57	126	145	121
6.9%	15.2%	17.4%	14.6%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



New Auburn

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

Crashes in New Auburn occurred most frequently at the intersection of W. Main St. and Old U.S. Highway 53.

New Auburn had the highest percent of deer crashes out of any Village in the County, with nearly 41% of all crashes reported over the last five years. All of these crashes were on U.S. Highway 53.

Roughly 1/5 of crashes had a snow or ice contributing factor.

Crashes Per Road Type

State Highway	33
County Road	0
Local Street/Road	25

Total Crashes: 58

Serious and Fatal Crashes: 0



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
3	8	12	3
5.2%	13.8%	20.7%	5.2%

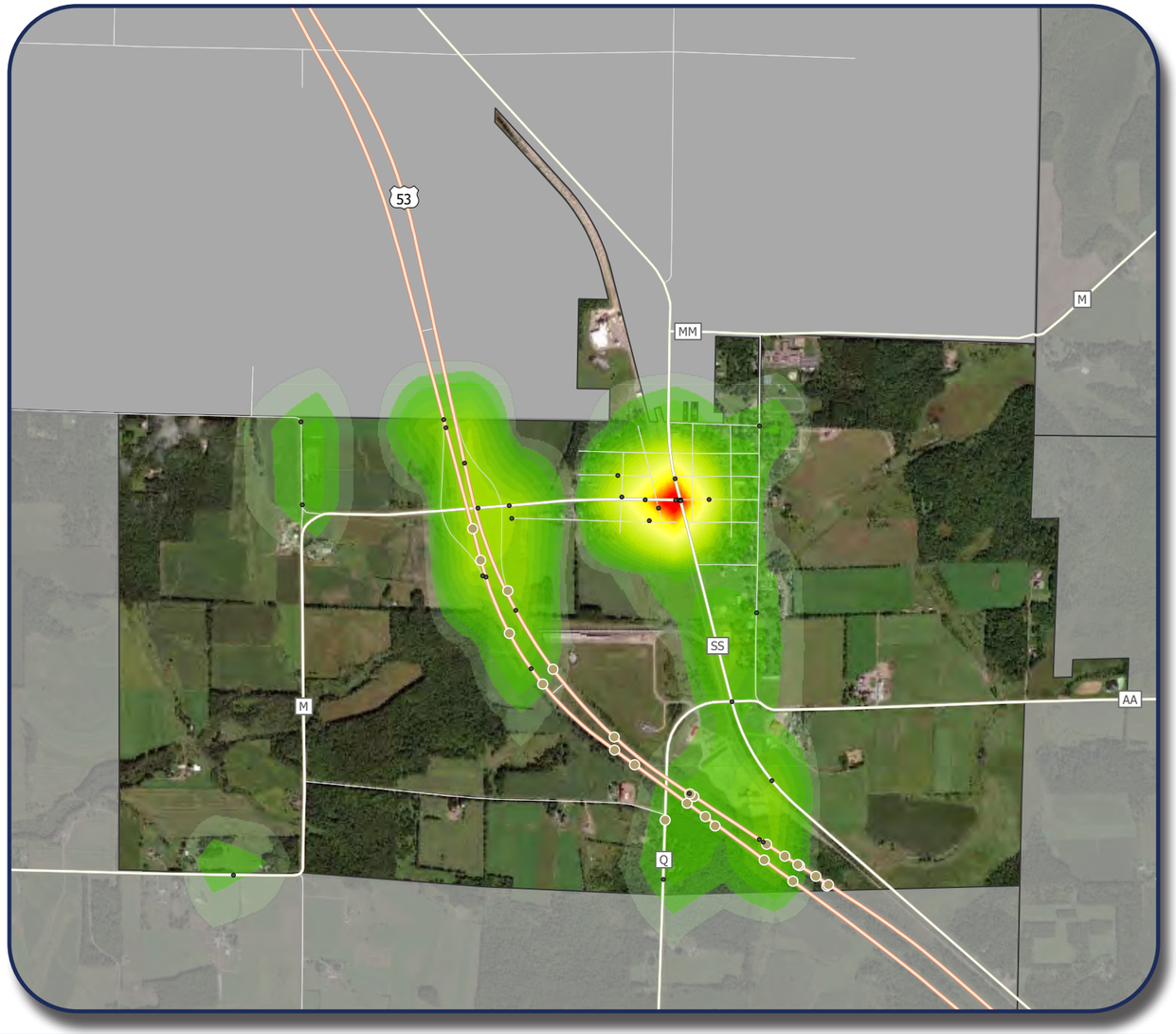
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
24	0	0
41.4%	0.0%	0.0%

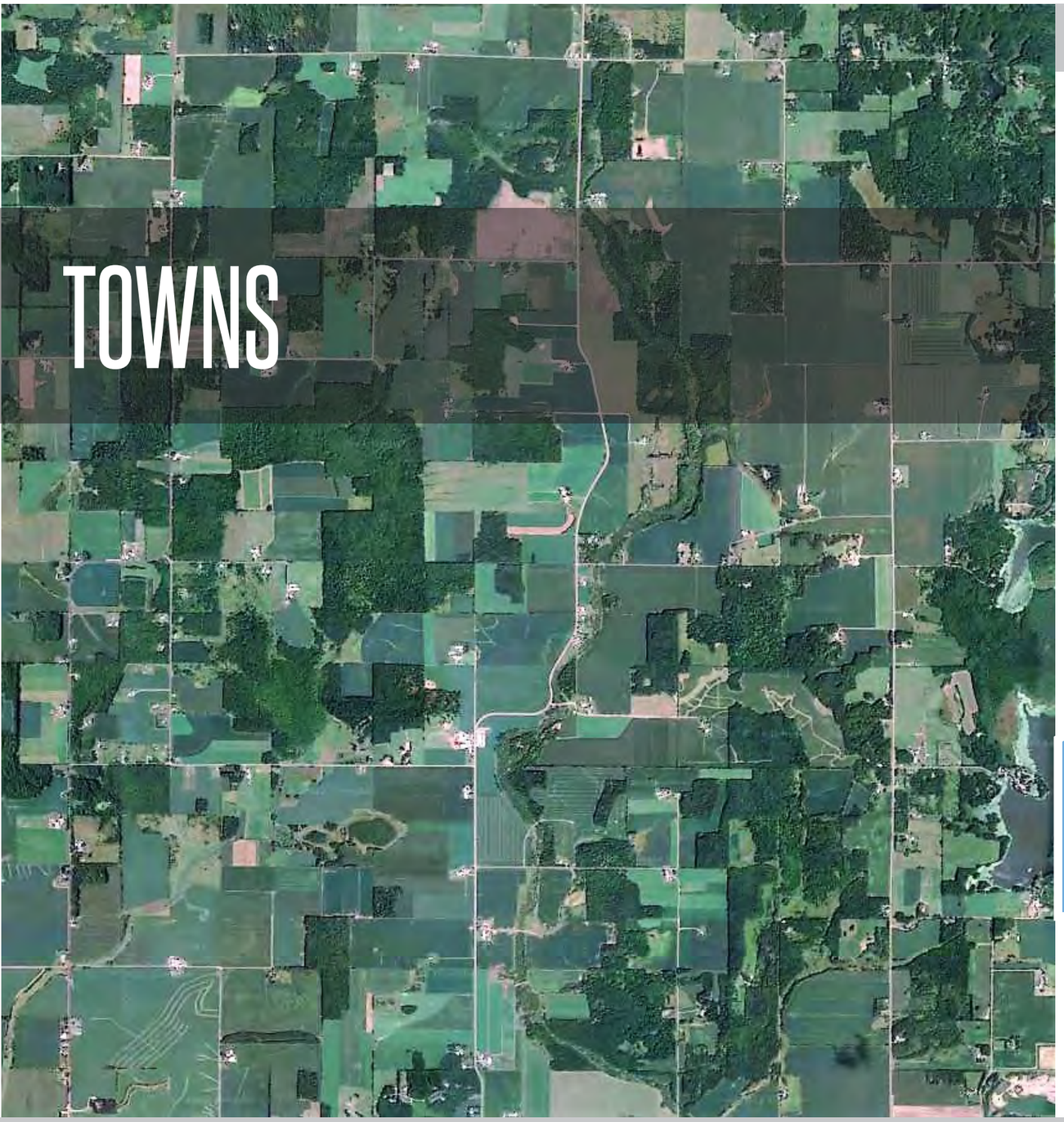
Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only





TOWNS

General Statistics

Deer Crashes	Bicycle Crashes	Pedestrian Crashes
1,493	1	6
43.0%	0.0%	0.2%

The statistics shown on this page are based on the total crashes within all the towns in the County. Based on population and total crashes, Hallie had the highest per capita crash rate of any town.

Night or dark conditions contributed to 21.3% of crashes in Chippewa County towns.

Crashes Per Road Type Totals

State Highway	1,784
County Road	1,042
Local Street/Road	644

CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
236	738	452	377
6.8%	21.3%	13.0%	10.9%

Anson

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The highest concentration of crashes was at and near the County Highway S and County Highway O intersection, specifically along County Highway S between where the highway travels north/south and east/west.

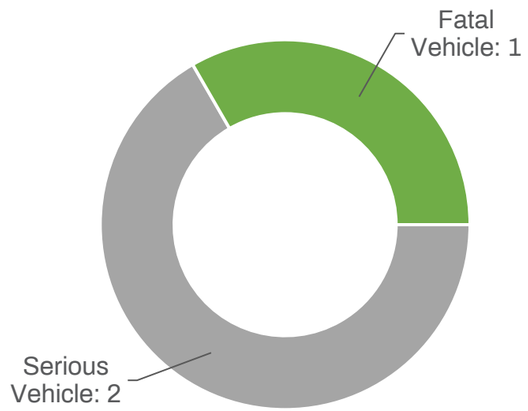
Overall, the Town of Anson had fairly average statistics compared to the other towns in the County. However, based on the 2020 population and the total crashes, Anson had the lowest amount of crash per capita of any town in the County.

Crashes Per Road Type

State Highway	1
County Road	78
Local Street/Road	31

Total Crashes: 110

Serious and Fatal Crashes: 3



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
50	0	0
45.5%	0.0%	0.0%

CONTRIBUTING FACTORS

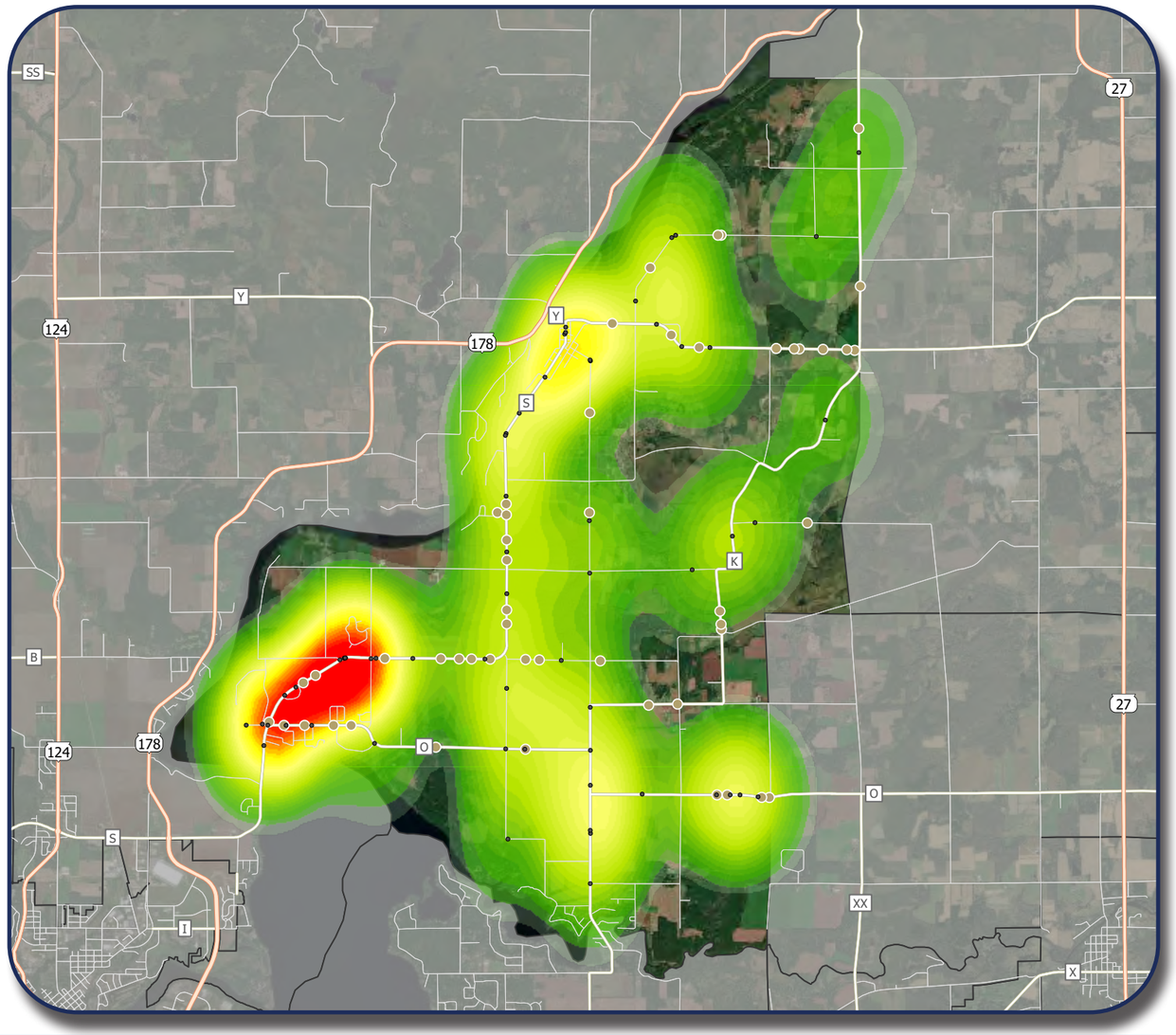
Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
6	18	11	11
5.5%	16.4%	10.0%	10.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Arthur

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

State Highway 27 had the greatest number of crashes in the Town. One area of concern is at the curve with the intersections of Jensen Rd. and 170th Ave. Which includes a pedestrian crash. The other concentration is at and north and south of both the County Highway S and 135th Ave. intersections.

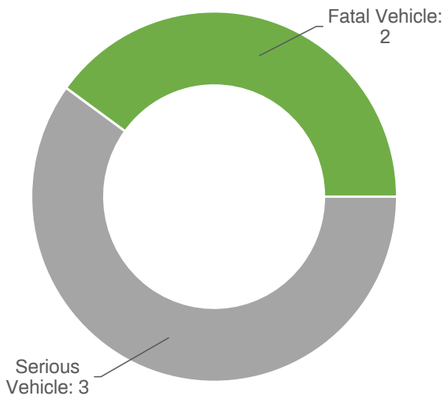
The Town of Arthur has one of the highest rates (14.5%) of crashes involving rain or wet conditions in Chippewa County towns.

Crashes Per Road Type

State Highway	70
County Road	28
Local Street/Road	12

Total Crashes: 110

Serious and Fatal Crashes: 5



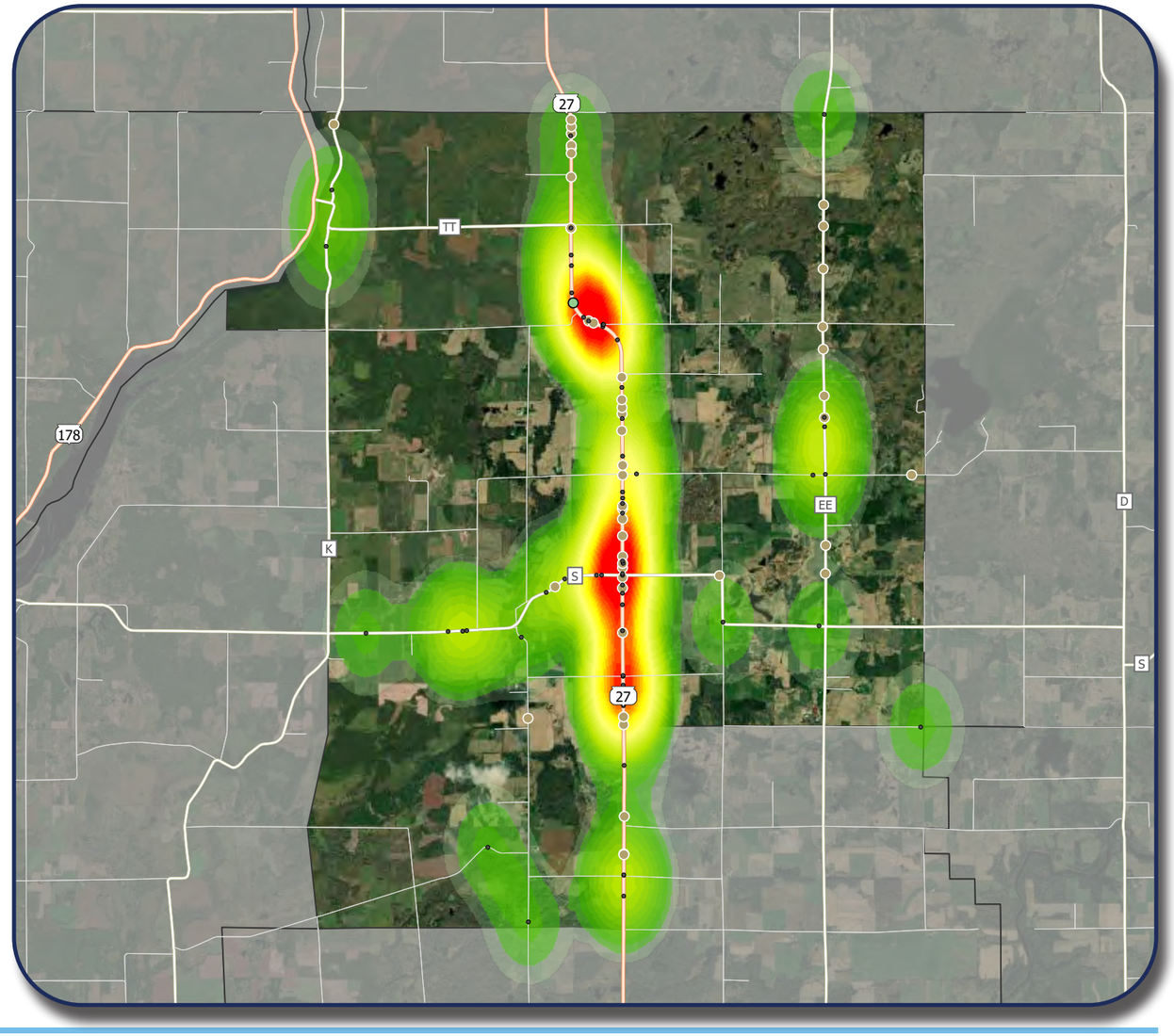
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
47	0	1
42.7%	0.0%	0.9%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
4	22	11	16
3.6%	20.0%	10.0%	14.5%

Auburn

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The highest concentration of crashes was on U.S. Highway 53. The next two highest concentrations were located along State Highway 64 at and east of the intersection of County Highway DD and at and east of the intersection of 30th St. The crashes on State Highway 64 were all reported going east, towards U.S. Highway 53.

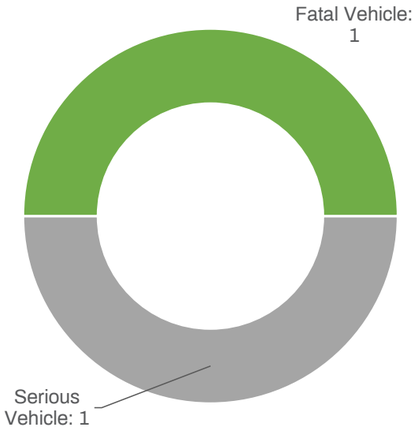
The Town of Auburn has the second highest rate of crashes involving deer in the County. Just under 1/4 of all crashes happened at night or in the dark.

Crashes Per Road Type

State Highway	50
County Road	26
Local Street/Road	8

Total Crashes: 84

Serious and Fatal Crashes: 2



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
45	0	0
53.6%	0.0%	0.0%

CONTRIBUTING FACTORS

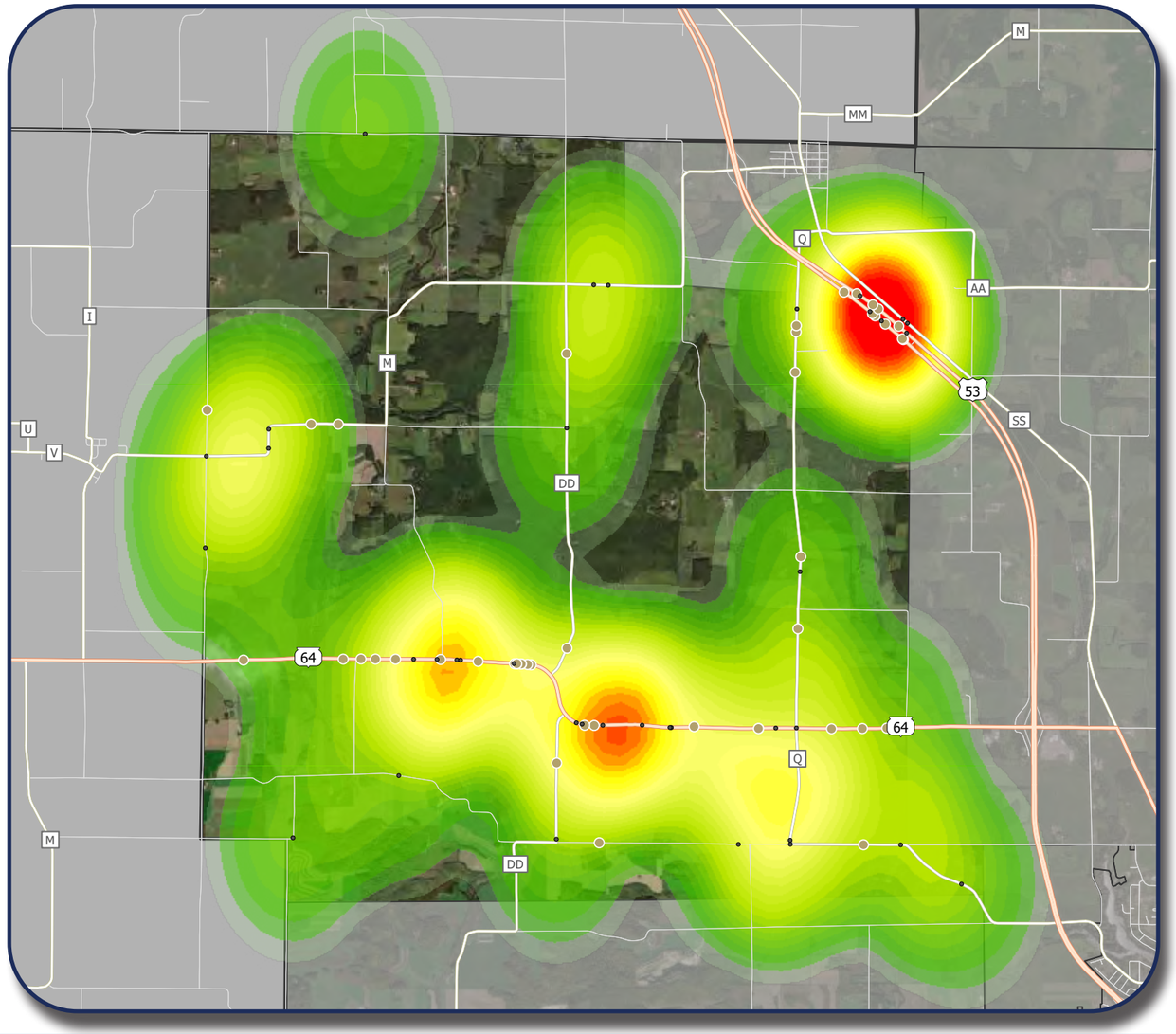
Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
9	19	6	4
10.7%	22.6%	7.1%	4.8%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Birch Creek

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The highest concentration of crashes in the Town was located along 260th Street, between the County Highway M intersection and southwest of the intersection with 266th St. 260th St. has a large curve in it between these two locations. Of the 10 crashes within the hotspot, five of them involved alcohol.

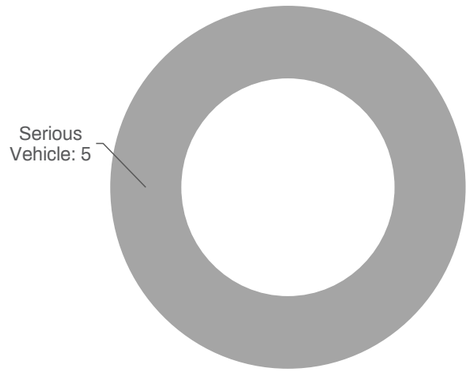
Not only did alcohol impact 22% of crashes in the town, 10% of total crashes involved a serious injury. Both of these rates are the highest for any municipality in the County.

Crashes Per Road Type

State Highway	0
County Road	27
Local Street/Road	23

Total Crashes: 50

Serious and Fatal Crashes: 5



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
11	16	12	8
22.0%	32.0%	24.0%	16.0%

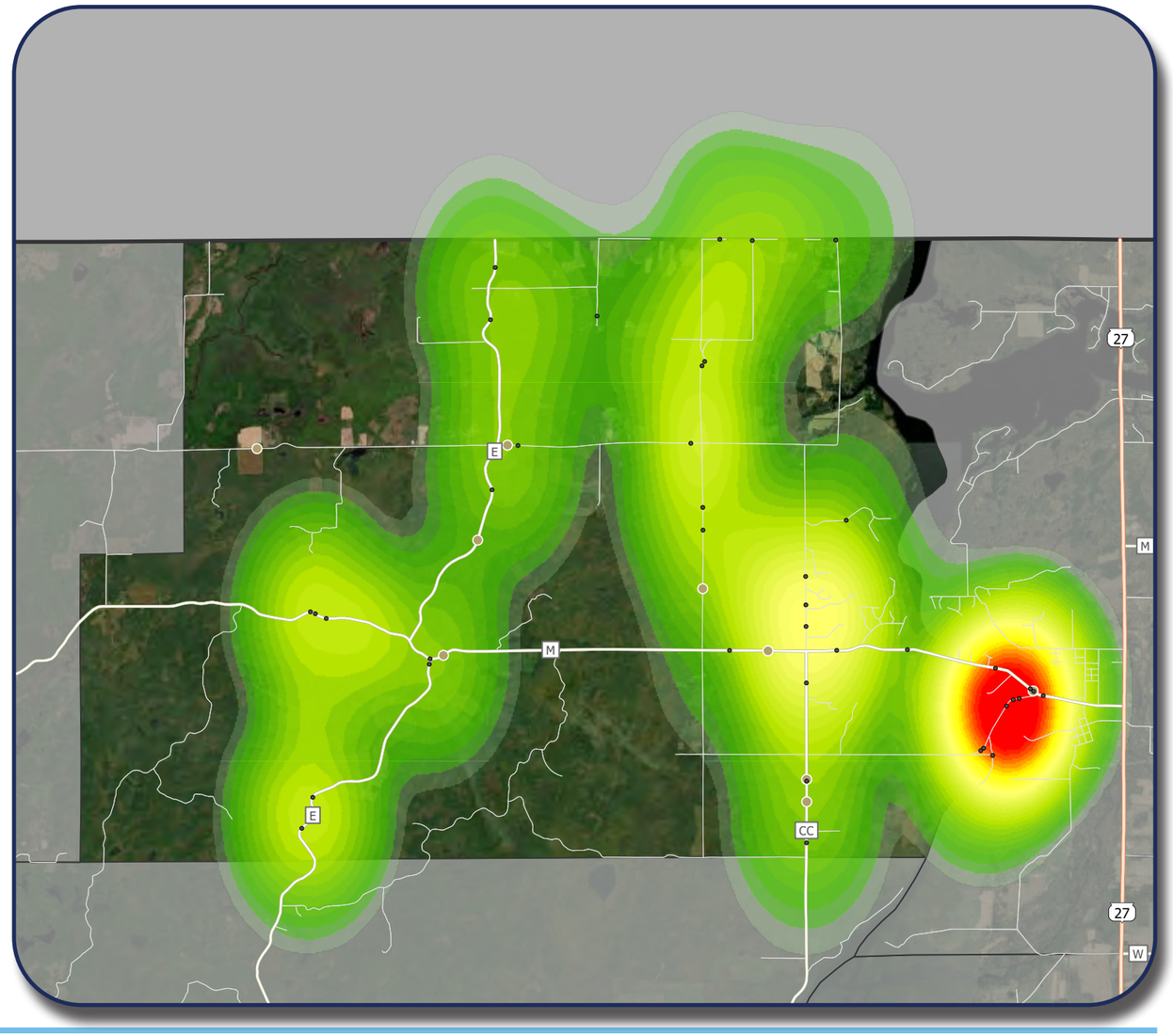
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
9	0	0
18.0%	0.0%	0.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower — *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Bloomer

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The highest concentration of crashes in the Town is located at the intersection of the towns two busiest roads, U.S. Highway 53 and State Highway 64.

Other concentrations included the curve along County Highway F at 220th Ave. and at intersections along State Highway 64.

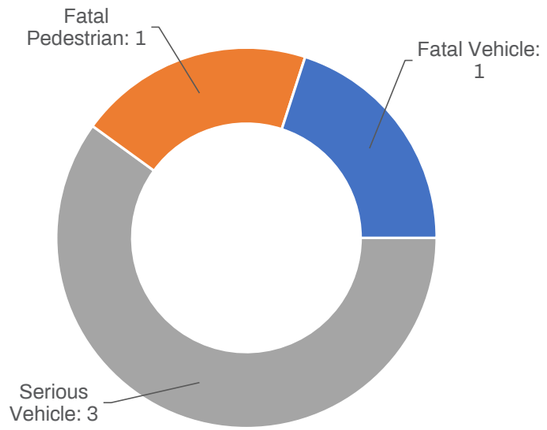
Nearly a quarter of all crashes occurred in night or dark conditions.

Crashes Per Road Type

State Highway	150
County Road	47
Local Street/Road	19

Total Crashes: 216

Serious and Fatal Crashes: 5



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
11	46	27	16
5.1%	21.3%	12.5%	7.4%

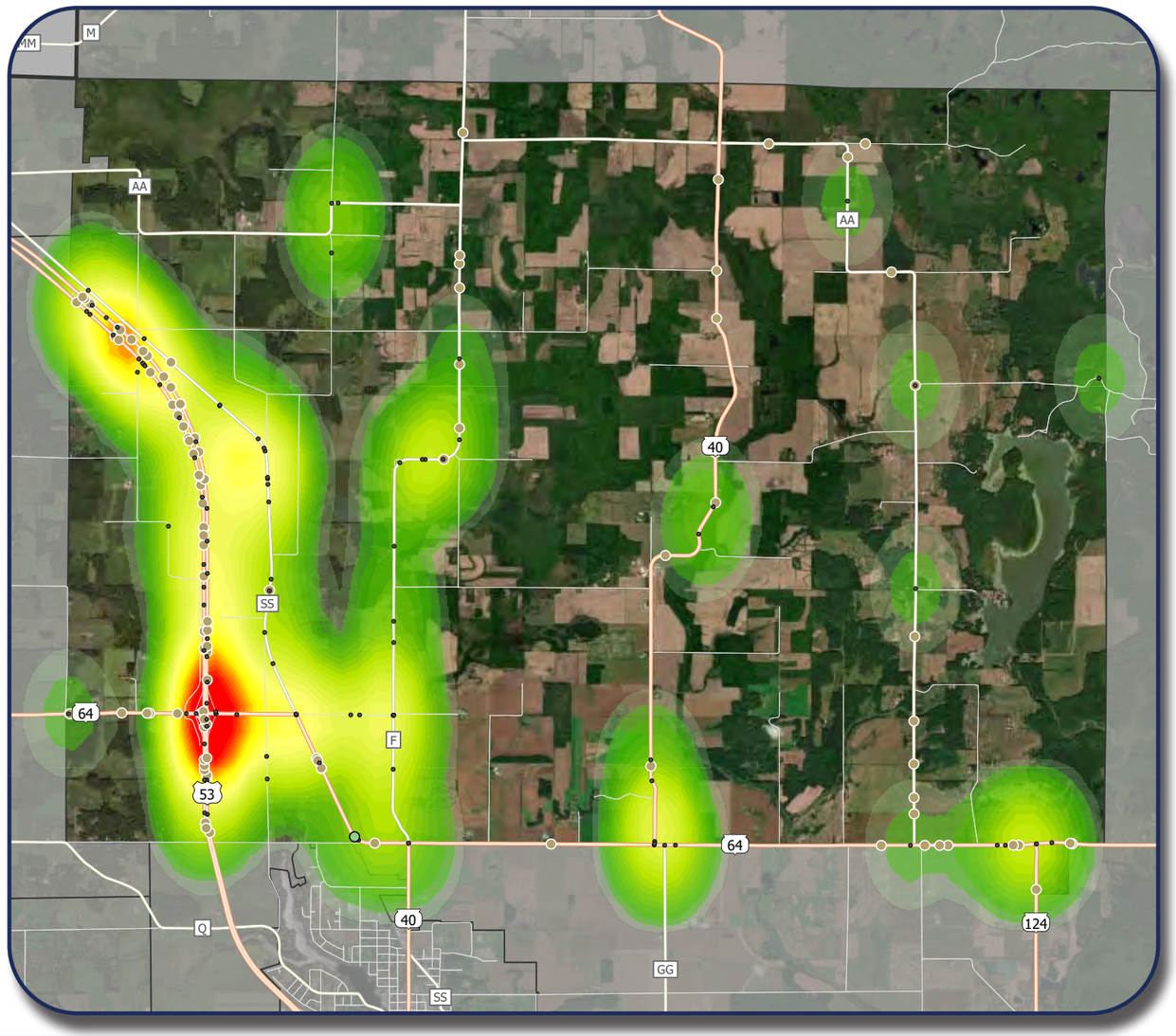
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
108	0	1
50.0%	0.0%	0.5%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Cleveland

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The highest concentration of crashes was on State Highway 64 on the curve at County Highway ZZ. Three of the four crashes that occurred on the curve involved the cars overturning.

Another major concentration of crashes was on State Highway 178 between County Highway R and southwest of the intersection with State Highway 64.

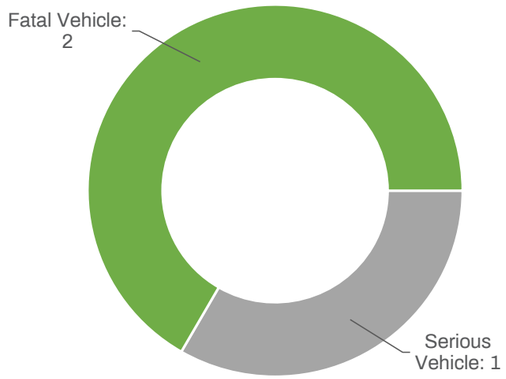
Deer were involved in over 50% of the crashes in the Town, which is one of the highest rates in the County.

Crashes Per Road Type

State Highway	73
County Road	40
Local Street/Road	10

Total Crashes: 123

Serious and Fatal Crashes: 3



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
11	25	16	11
8.9%	20.3%	13.0%	8.9%

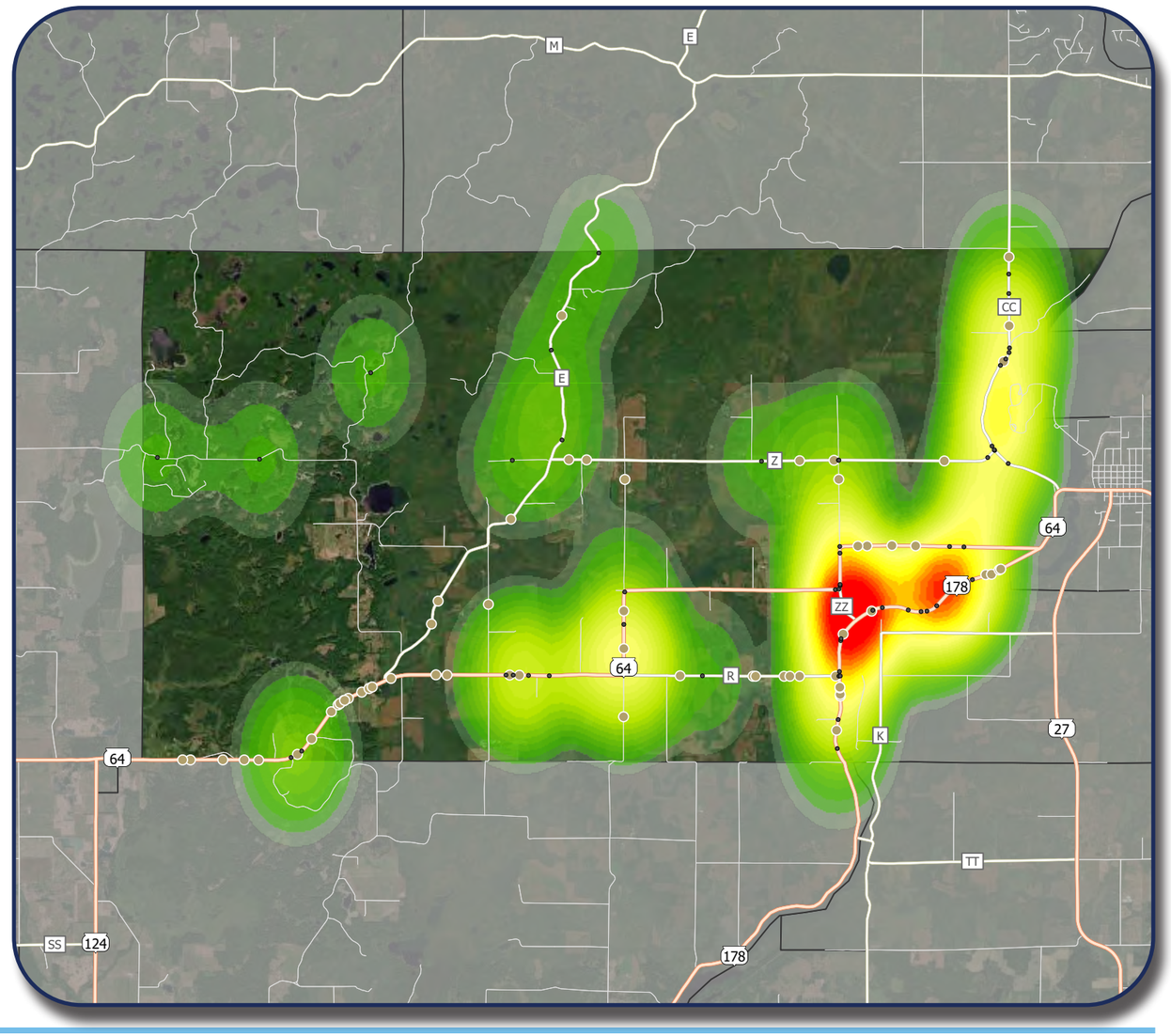
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
64	0	0
52.0%	0.0%	0.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Colburn

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

State Highway 64, near County Highway D, has the highest concentration of crashes in the Town. Due to the spread out nature of the Town's crashes, the heat map analysis created several smaller concentrations, rather than one central corridor or intersection.

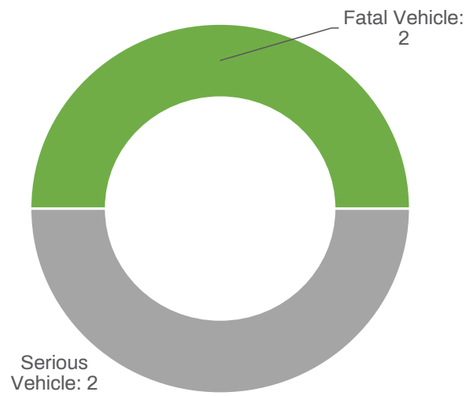
The contributing weather conditions (rain/wet and snow/ice) that were analyzed were both fairly low in comparison to other towns. Almost 1/4 of all crashes were at night or dark.

Crashes Per Road Type

State Highway	14
County Road	45
Local Street/Road	14

Total Crashes: 73

Serious and Fatal Crashes: 4



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
5	16	6	5
6.8%	21.9%	8.2%	6.8%

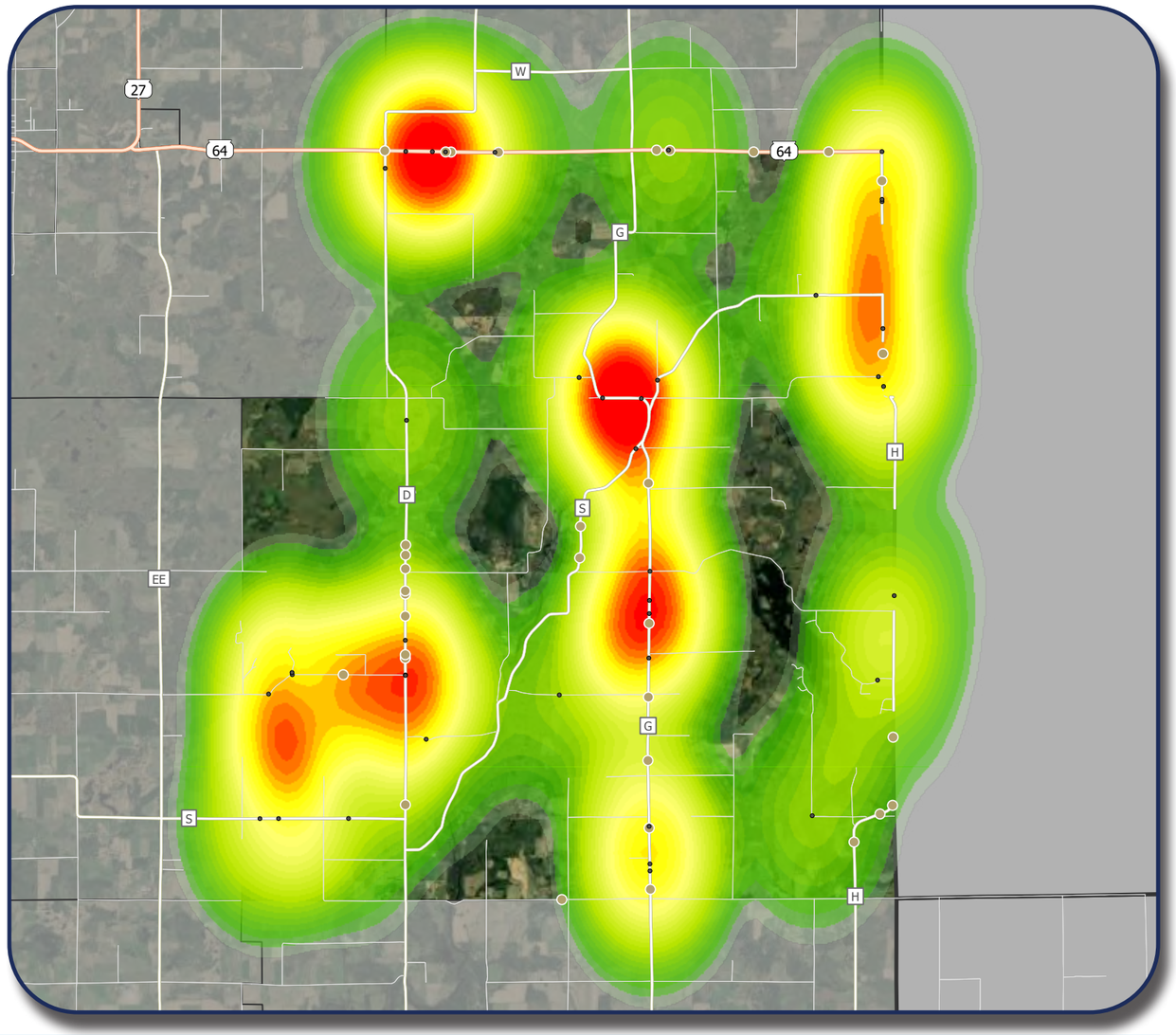
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
33	0	0
23.1%	0.0%	0.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Cooks Valley

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The curve on State Highway 40 at Gun Club Rd. and County Highway A had the largest concentration of crashes. This area is just outside the City of Bloomer, making it a high volume area in the Town. Nearly all of the crashes near this location were heading towards the City.

Cooks Valley had the lowest rate of crashes in snow or ice conditions. However, it had one of the higher rates for night or dark conditions, with over 26%.

Crashes Per Road Type

State Highway	24
County Road	10
Local Street/Road	11

Total Crashes: 45

Serious and Fatal Crashes: 0



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
4	12	2	5
8.9%	26.7%	4.4%	11.1%

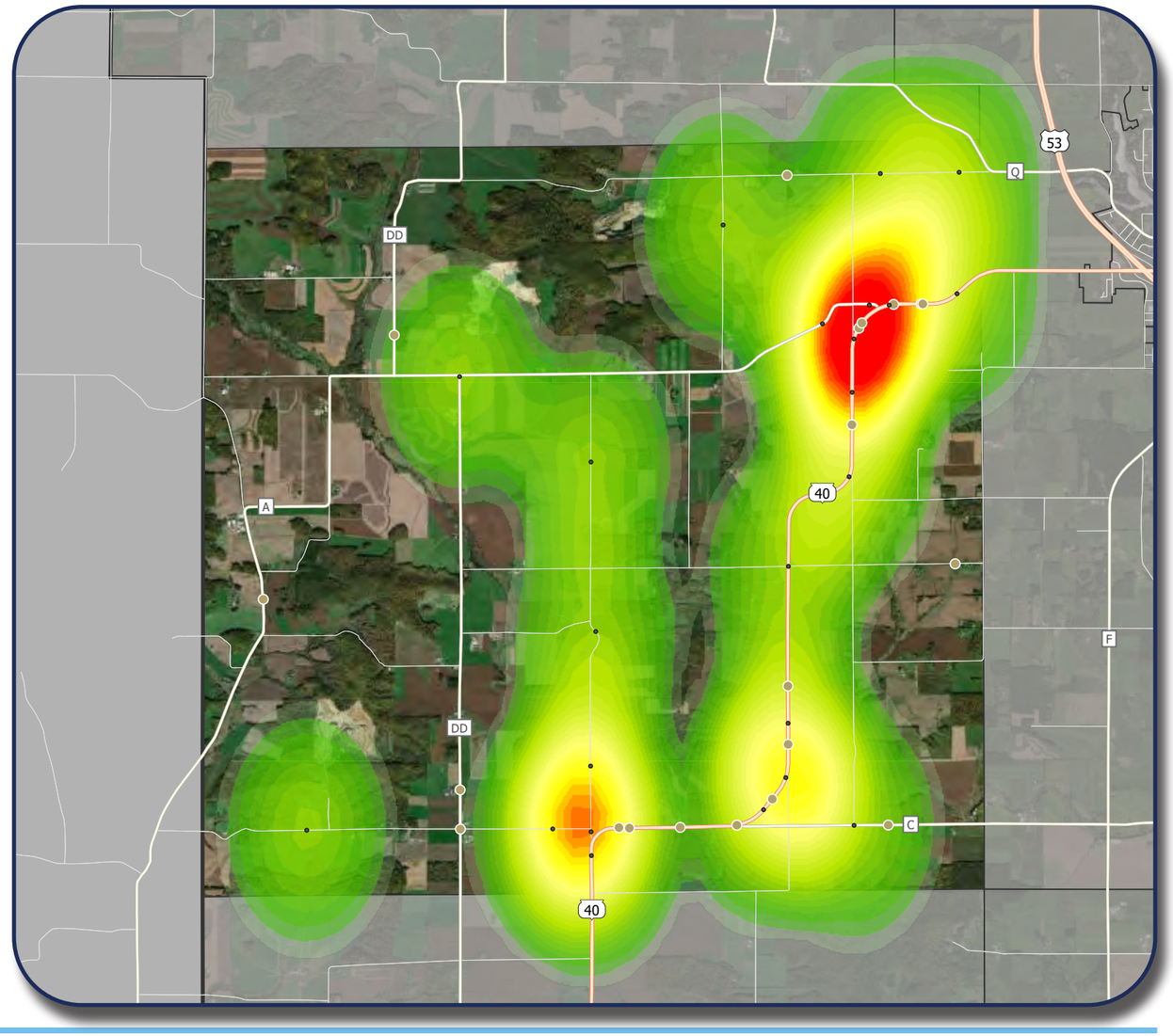
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
22	0	0
48.9%	0.0%	0.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Delmar

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was along State Highway 29. The second largest was at and in proximity to the intersection of County Highway D and County Highway O. 70% of the crashes within this area occurred during dark conditions.

Delmar was the only town in the County that had a bike crash. Overall, based on population and total crashes, the Town had a slightly above average total crash rate.

Crashes Per Road Type

State Highway	62
County Road	78
Local Street/Road	26

Total Crashes: 166

Serious and Fatal Crashes: 0



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
70	1	0
42.2%	0.6%	0.0%

CONTRIBUTING FACTORS

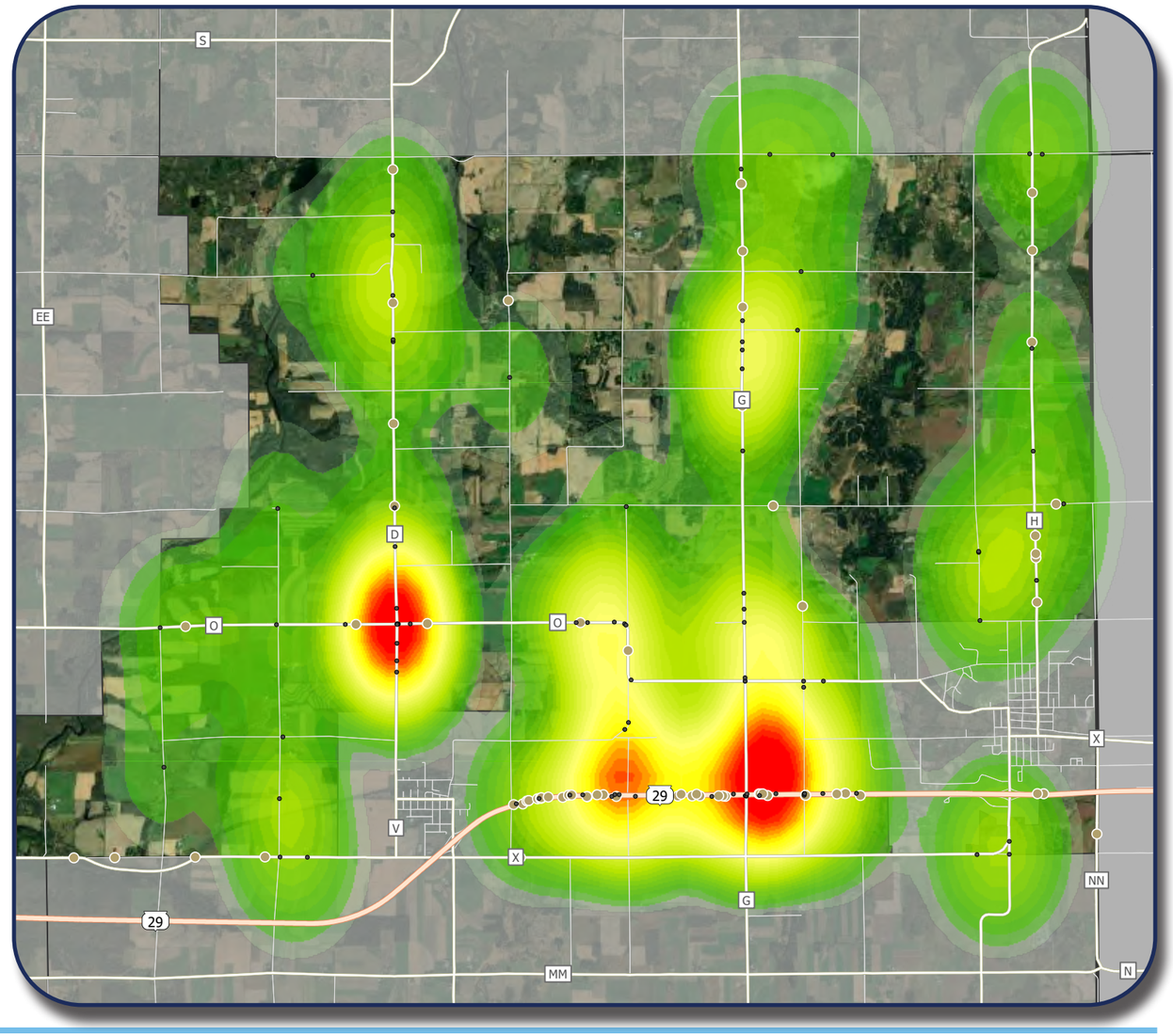
Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
10	38	21	15
6.0%	22.9%	12.7%	9.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Eagle Point

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The two largest concentrations of crashes in the Town were on County Highway S at and in close proximity to the State Highway 124 and State Highway 178 intersections. These roads serve as primary corridors out of Chippewa Falls.

Outside of the more urban area, the highest concentration is located along State Highway 178, just west of Jim Falls.

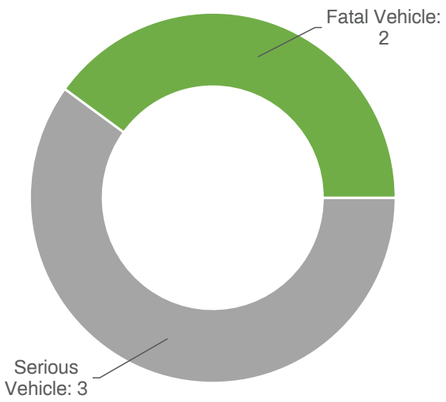
The Town had the third highest rate of rain or wet conditions contributing to crashes among towns in the County.

Crashes Per Road Type

State Highway	192
County Road	36
Local Street/Road	76

Total Crashes: 304

Serious and Fatal Crashes: 5



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
25	65	38	46
8.2%	21.4%	12.5%	15.1%

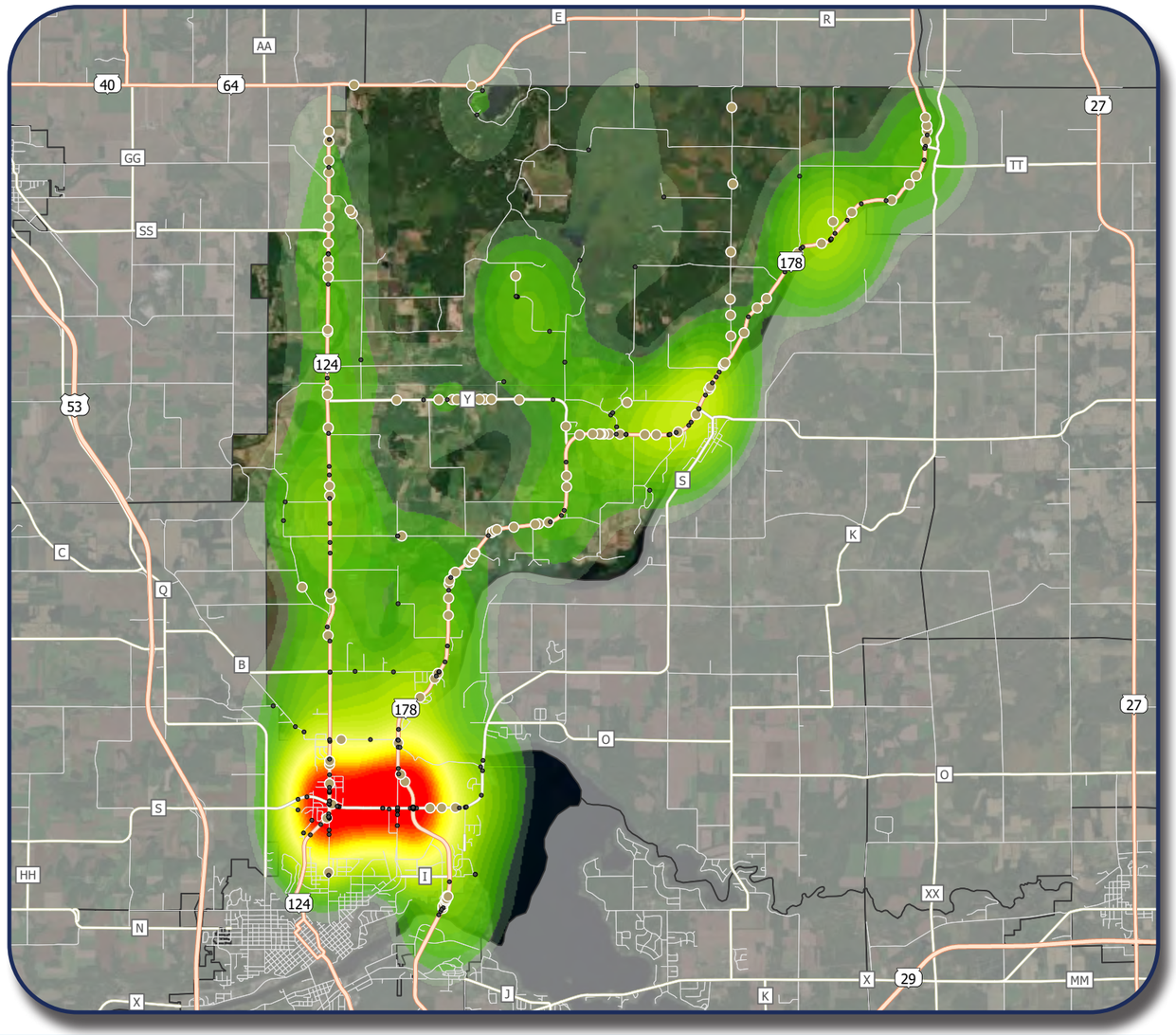
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
124	0	0
40.8%	0.0%	0.3%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Edson

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was along State Highway 29, specifically at the intersection with 300th St.

Other concentrations are along County Highway G and along Sawmill Rd., specifically at the two curves in the road.

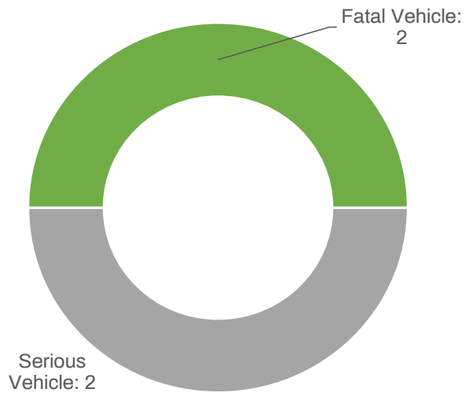
The Town had the third highest rate of snow or ice contributing to crashes among towns in the County.

Crashes Per Road Type

State Highway	65
County Road	52
Local Street/Road	10

Total Crashes: 127

Serious and Fatal Crashes: 4



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
6	40	26	11
4.7%	31.5%	20.5%	8.7%

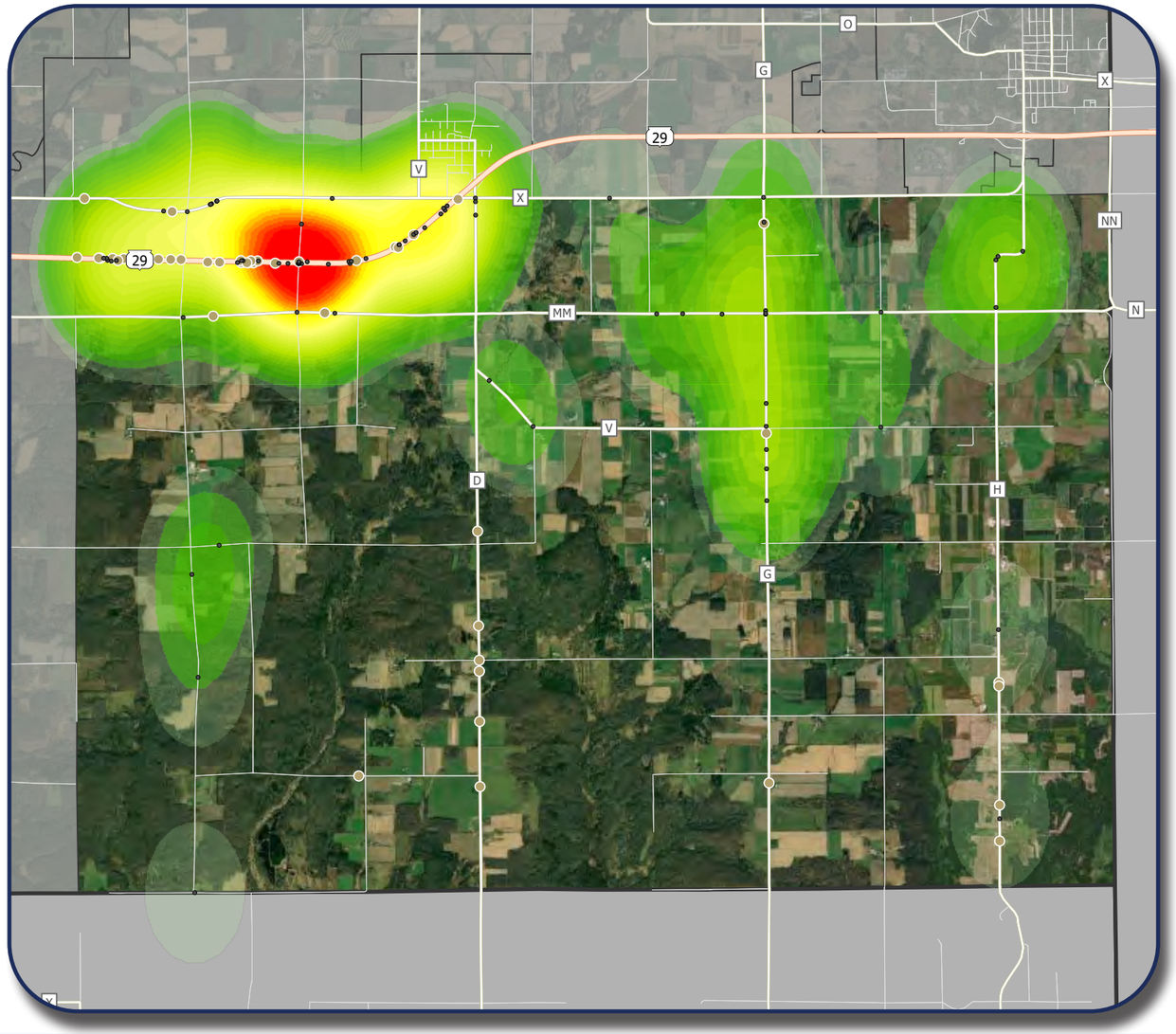
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
48	0	0
37.8%	0.0%	0.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Estella

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was at the intersection of State Highway 64 and State Highway 27. The intersection is along a curve and is also adjacent to a parking lot for a restaurant.

State Highway 27, north of the State Highway 64 intersection and State Highway 64, west of County Highway D also have higher concentrations.

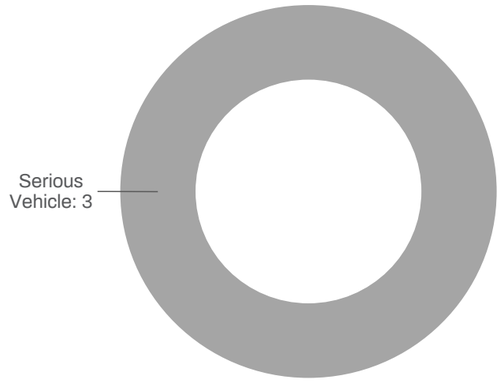
Based on population and total crashes, Estella had one of the lowest rates of crashes.

Crashes Per Road Type

State Highway	72
County Road	17
Local Street/Road	11

Total Crashes: 100

Serious and Fatal Crashes: 3



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
4	21	9	8
4.0%	21.0%	9.0%	8.0%

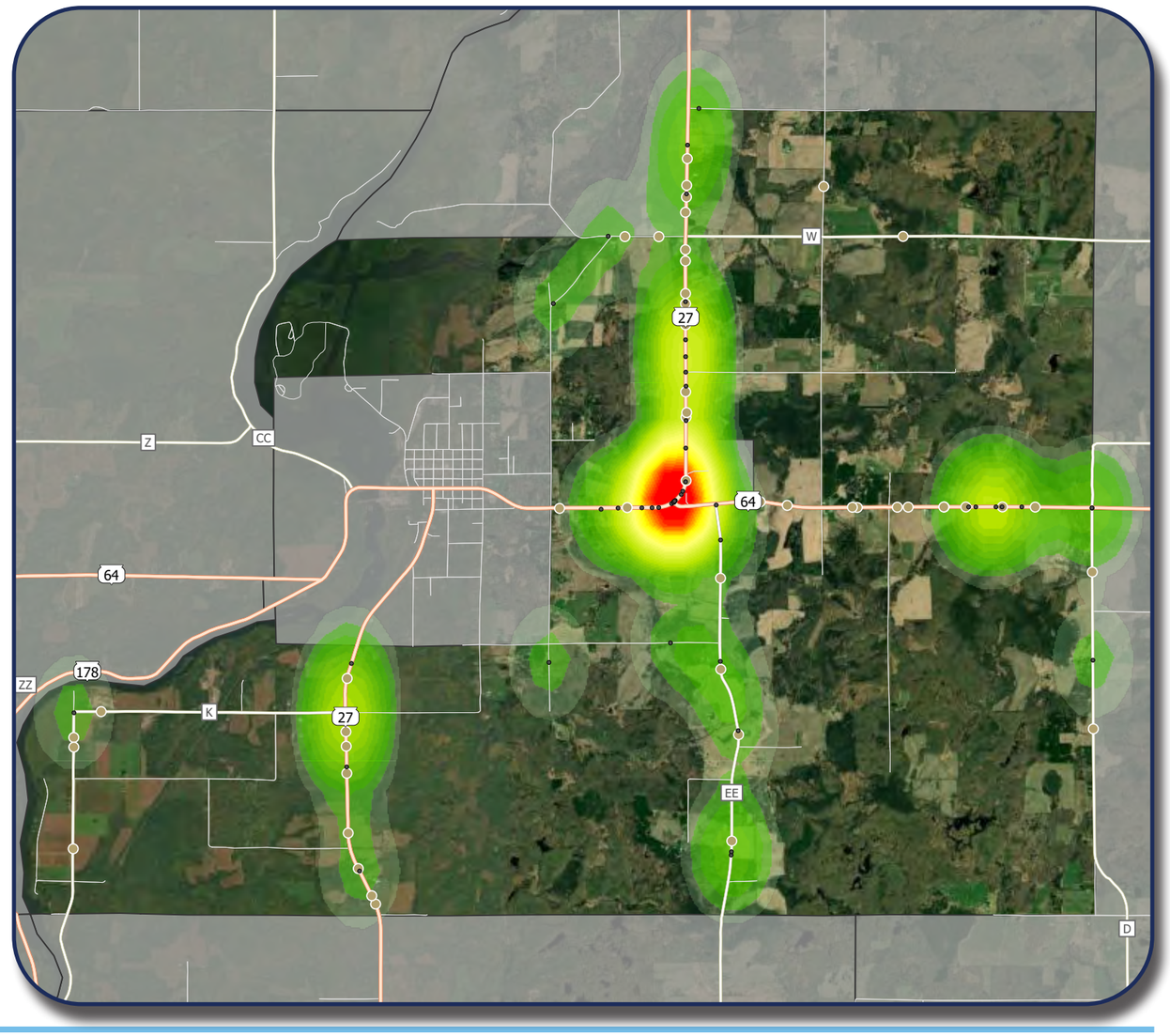
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
49	0	0
49.0%	0.0%	0.3%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower — *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Goetz

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was along State Highway 27, near the intersection with County Highway O. The area also included a pedestrian crash.

The second highest concentration is at and east and north of the County Highway O and County Highway XX intersection.

Goetz had above average crash rates involving rain or wet conditions and night or dark.

Crashes Per Road Type

State Highway	27
County Road	29
Local Street/Road	22

Total Crashes: 78

Serious and Fatal Crashes: 0



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
36	0	1
46.2%	0.0%	1.3%

CONTRIBUTING FACTORS

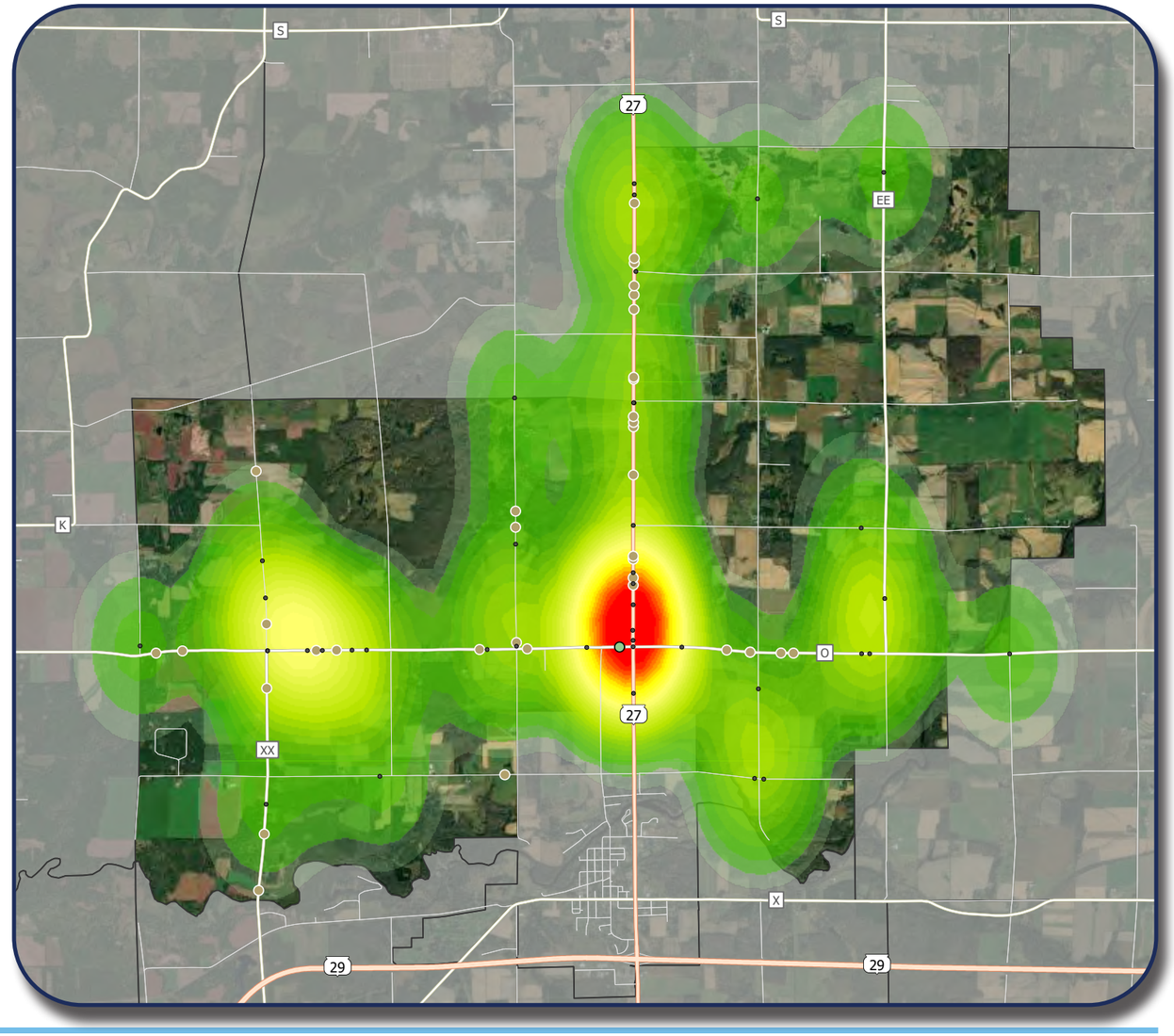
Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
6	20	9	10
7.7%	25.6%	11.5%	12.8%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Hallie

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was along State Highway 29 at the curve between County Highway P and 40th Ave.

In total, 14 crashes occurred in the area. Half of the crashes involved snow or ice. The majority of the crashes were going west, towards Lake Hallie.

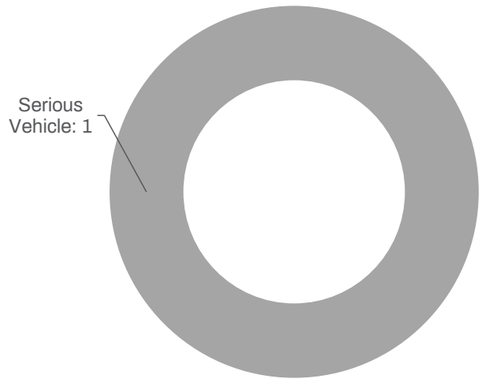
The Town's crash rate involving snow or ice was more than double the average in the County. In addition, over 1/3 were at night or dark.

Crashes Per Road Type

State Highway	25
County Road	10
Local Street/Road	12

Total Crashes: 47

Serious and Fatal Crashes: 1



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
1	16	13	8
2.1%	34.0%	27.7%	17.0%

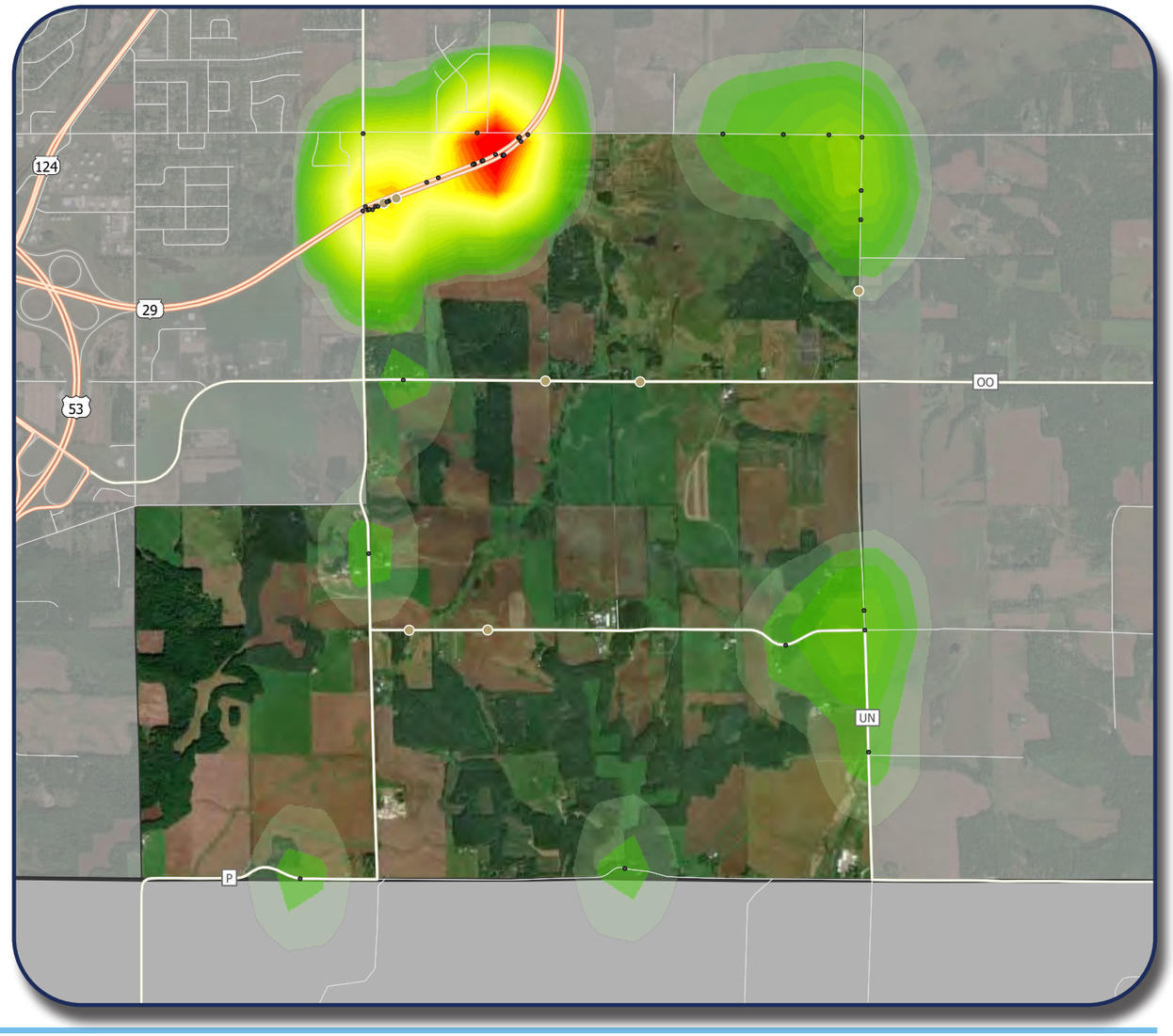
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
7	0	0
14.9%	0.0%	0.3%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Howard

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was along County Highway B along the curve between 42nd St. and a private drive to the east, and at the intersection of State Highway 40.

Due to the sparsely located crashes in the Town, there are no other major concentrations of crashes in the Town.

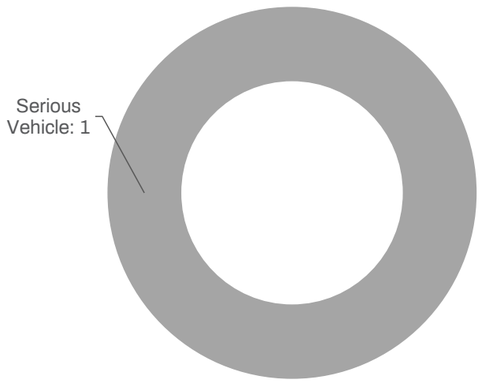
Almost 1/3 of all crashes were at night or dark conditions, which was slightly above average as a contributing factor.

Crashes Per Road Type

State Highway	15
County Road	21
Local Street/Road	10

Total Crashes: 46

Serious and Fatal Crashes: 1



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
5	14	4	3
10.9%	30.4%	8.7%	6.5%

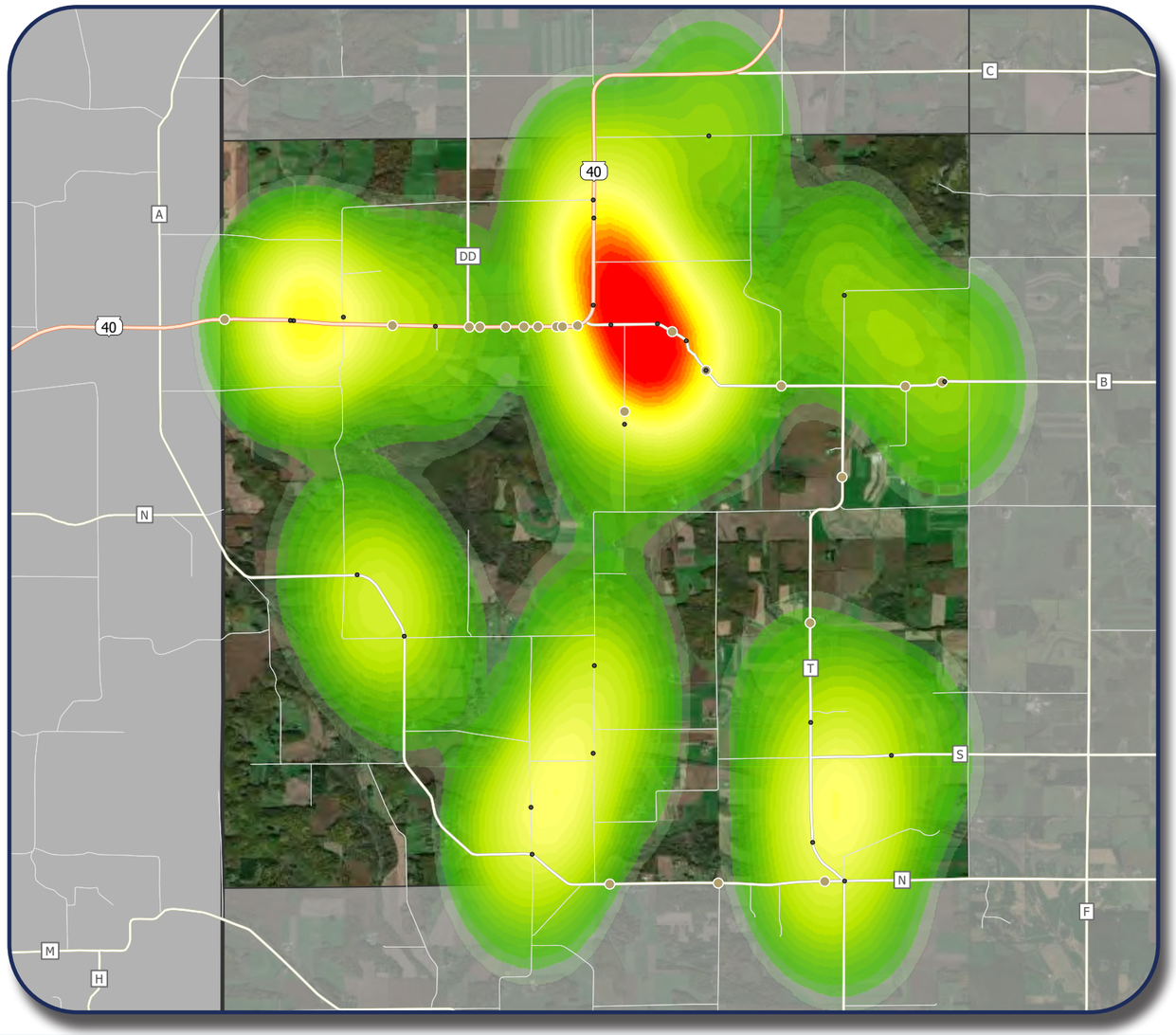
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
21	0	0
45.7%	0.0%	0.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Lafayette

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was at and in close proximity to the intersection of County Highway J and County Highway X.

The State Highway 29 and County Highway X corridors had high concentrations of crashes. In addition, the area around the County Highway K and 70th Ave. curve had a high concentration.

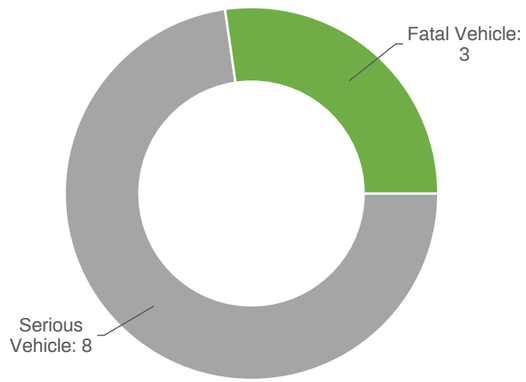
The rate of rain or wet conditions affecting crashes was 50% higher than the County average.

Crashes Per Road Type

State Highway	157
County Road	118
Local Street/Road	117

Total Crashes: 392

Serious and Fatal Crashes: 11



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
106	0	0
27.0%	0.0%	0.0%

CONTRIBUTING FACTORS

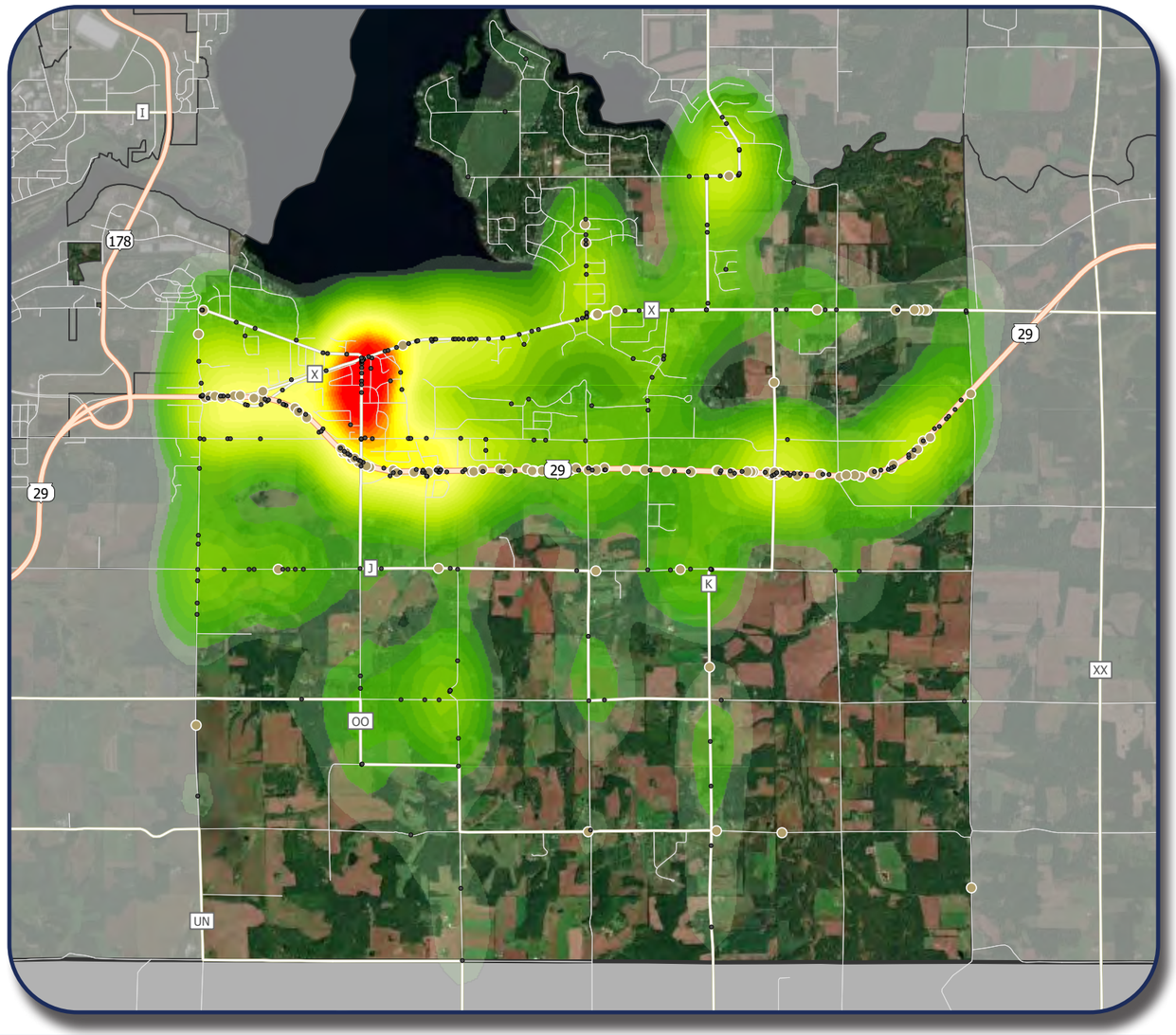
Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
39	89	57	59
9.9%	22.7%	14.5%	15.1%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Lake Holcombe

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was along State Highway 27 at and between the intersections of County Highway M and 263rd Ave. There were 14 crashes within this area. A smaller concentration was along 263rd Ave., between 274th St. and Hughitt St.

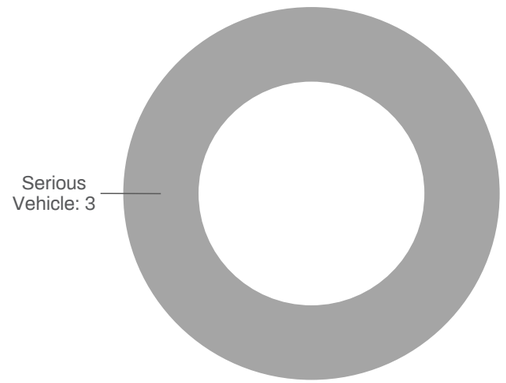
Lake Holcombe has a below average amount of crashes with rain or wet conditions.

Crashes Per Road Type

State Highway	63
County Road	9
Local Street/Road	24

Total Crashes: 96

Serious and Fatal Crashes: 3



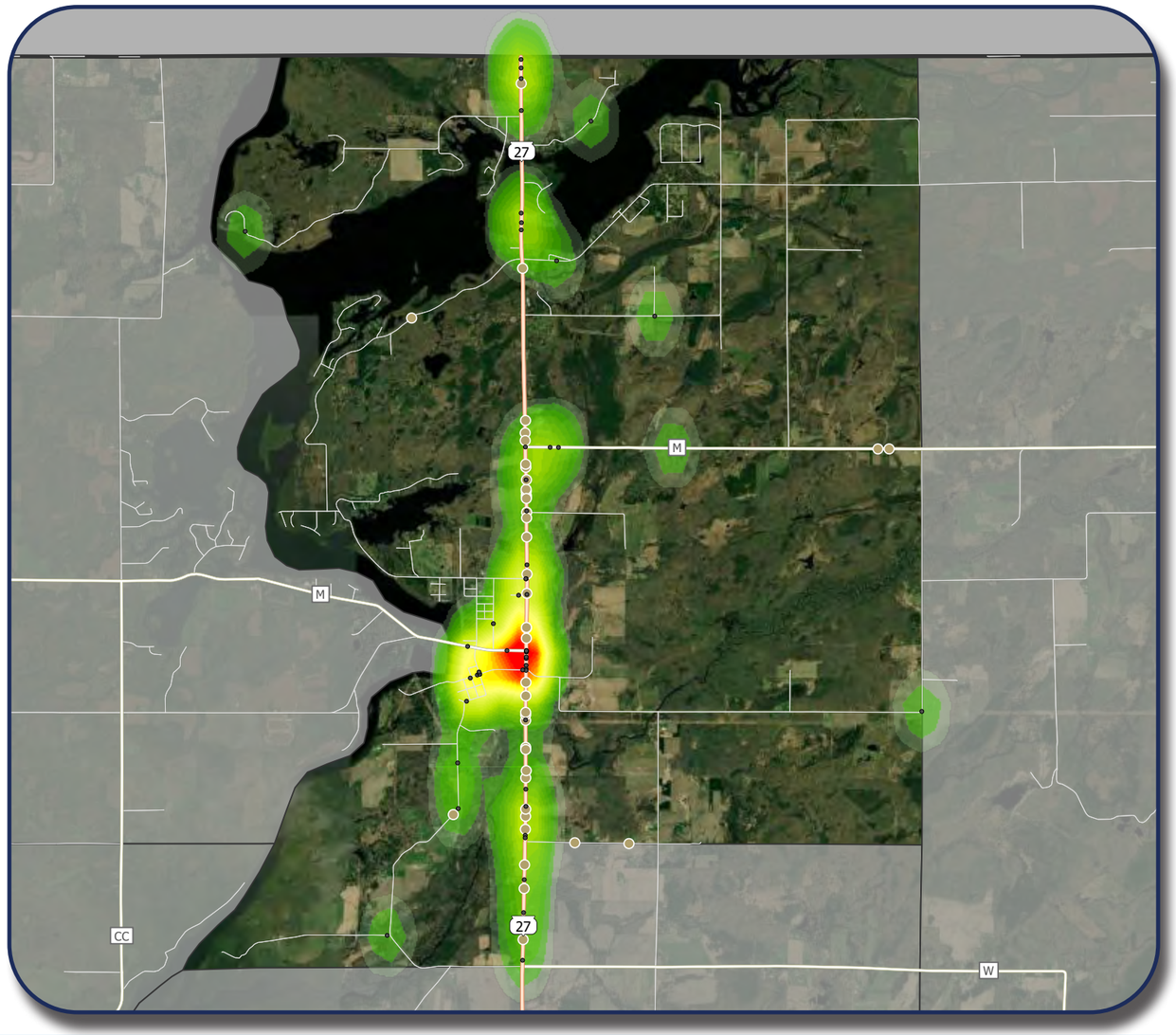
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
42	0	0
43.8%	0.0%	0.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
7	14	7	6
7.3%	14.6%	7.3%	6.3%

Ruby

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was at and just west and east of the State Highway 64 and County Highway G intersection.

Over 6% of all crashes in the Town are fatal.

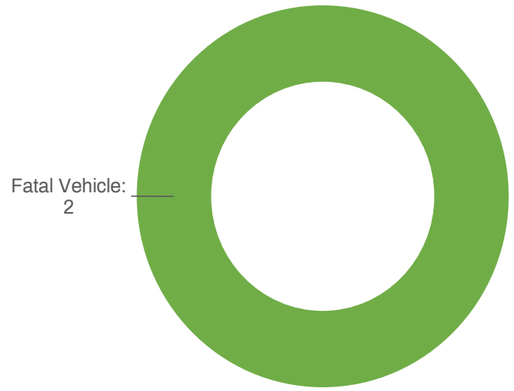
Ruby has the least amount of total crashes in the County, however 40% of them involved night or dark conditions. This is the highest rate for this contributing factor in any municipality.

Crashes Per Road Type

State Highway	7
County Road	19
Local Street/Road	6

Total Crashes: 32

Serious and Fatal Crashes: 2



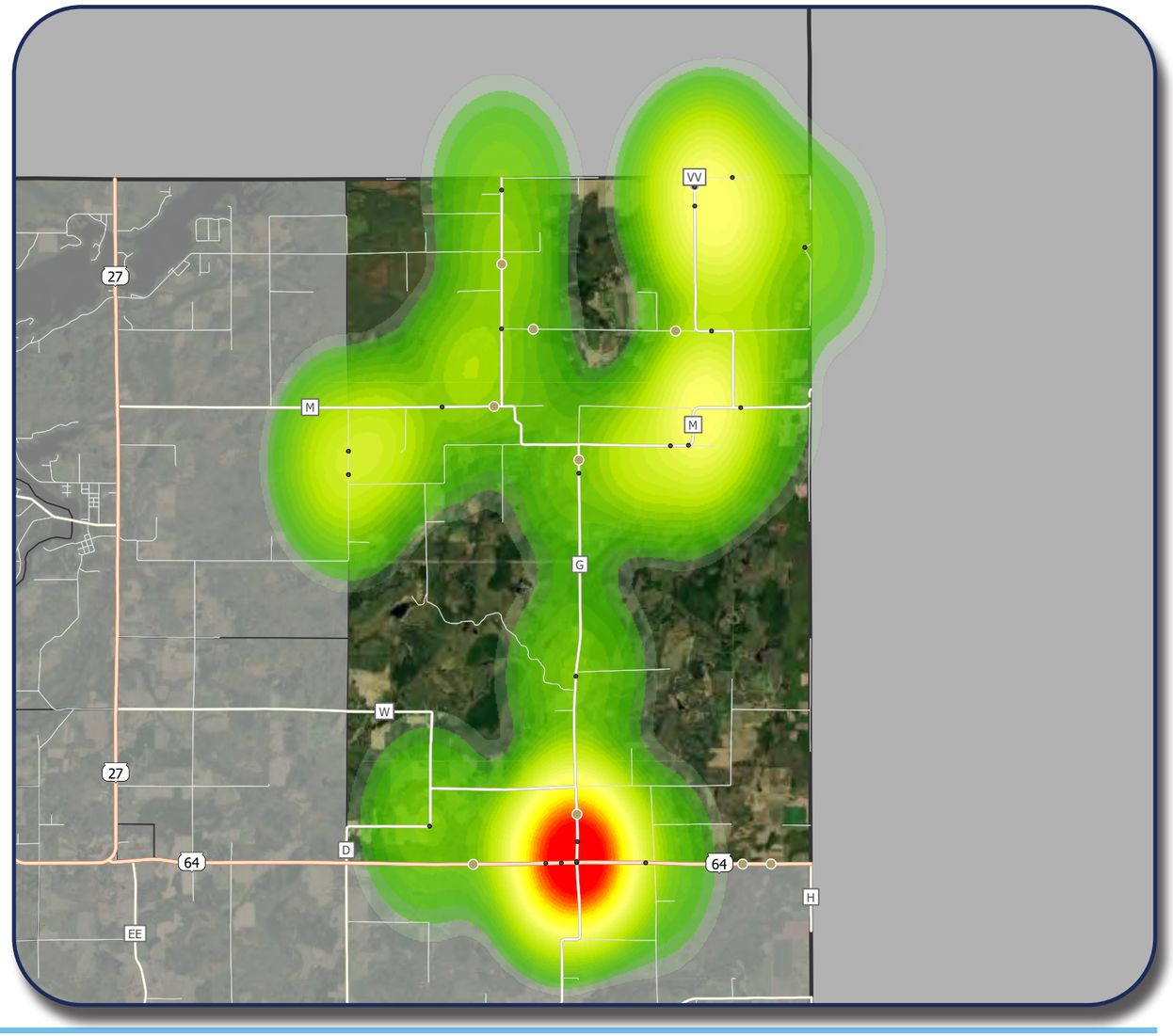
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
10	0	0
31.3%	0.0%	0.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
2	13	4	2
6.3%	40.6%	12.5%	6.3%

Sampson

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

Two primary concentrations exist in the Town, both along County Highway M. The first, and largest, is near the intersection with State Highway 40. The second is near the intersection with 145th Street. A third concentration is located on State Highway 40 around Morris-Erickson County Park and also along other curves on State Highway 40.

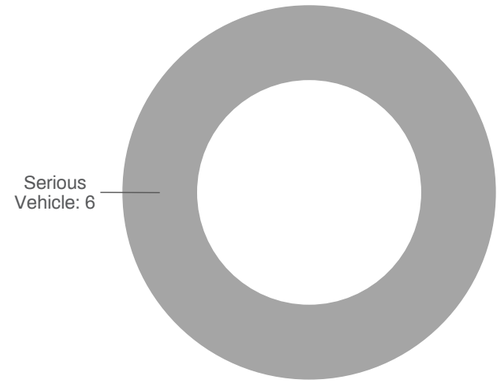
Sampson has the second highest rate of crashes involving alcohol and drugs. The percent of serious crashes was also the second highest in the County.

Crashes Per Road Type

State Highway	30
County Road	49
Local Street/Road	39

Total Crashes: 118

Serious and Fatal Crashes: 6



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
17	20	21	15
14.4%	16.9%	17.8%	12.7%

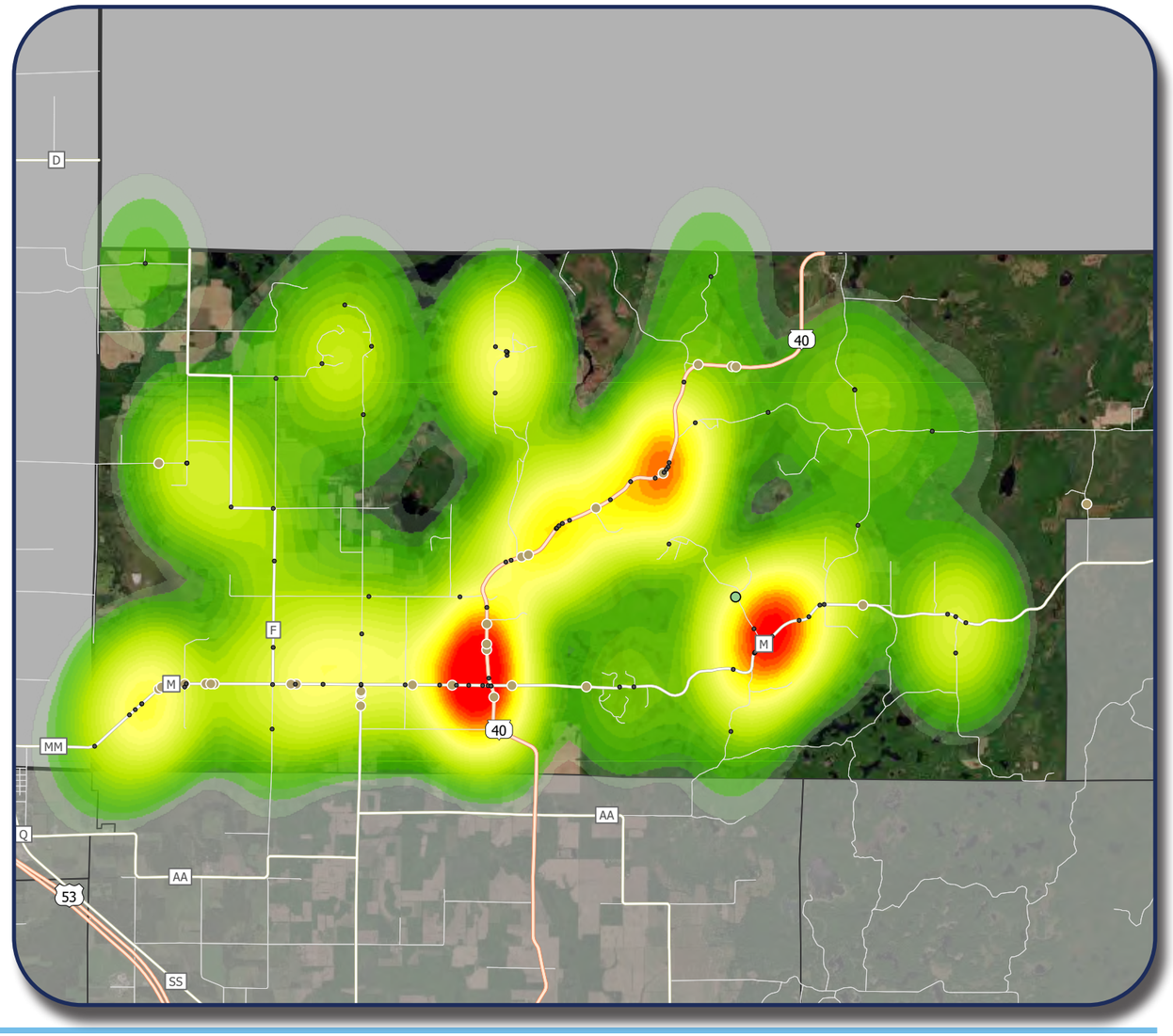
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
32	0	1
27.1%	0.0%	0.8%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer Bicycle Pedestrian Vehicle Only



Sigel

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

State Highway 29 has the majority of crashes within the Town. Particularly before and after the on/off ramp for County Highway X. Two other concentrations are at the intersections of County Highway X and County Highway XX and County Highway X and County Highway MM.

The Town had the highest rate of deer crashes of any municipality in the County.

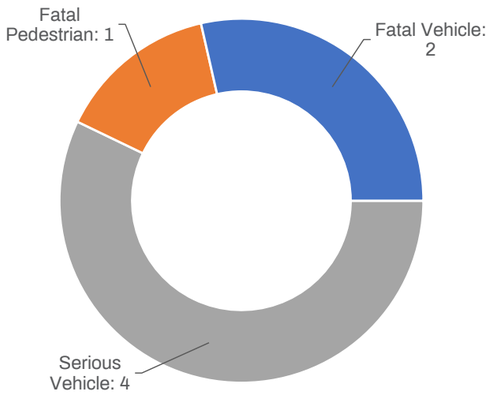
The Town had one of the lowest rates of alcohol or drugs contributing to the crash.

Crashes Per Road Type

State Highway	145
County Road	54
Local Street/Road	19

Total Crashes: 218

Serious and Fatal Crashes: 7



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
131	0	1
60.1%	0.0%	0.5%

CONTRIBUTING FACTORS

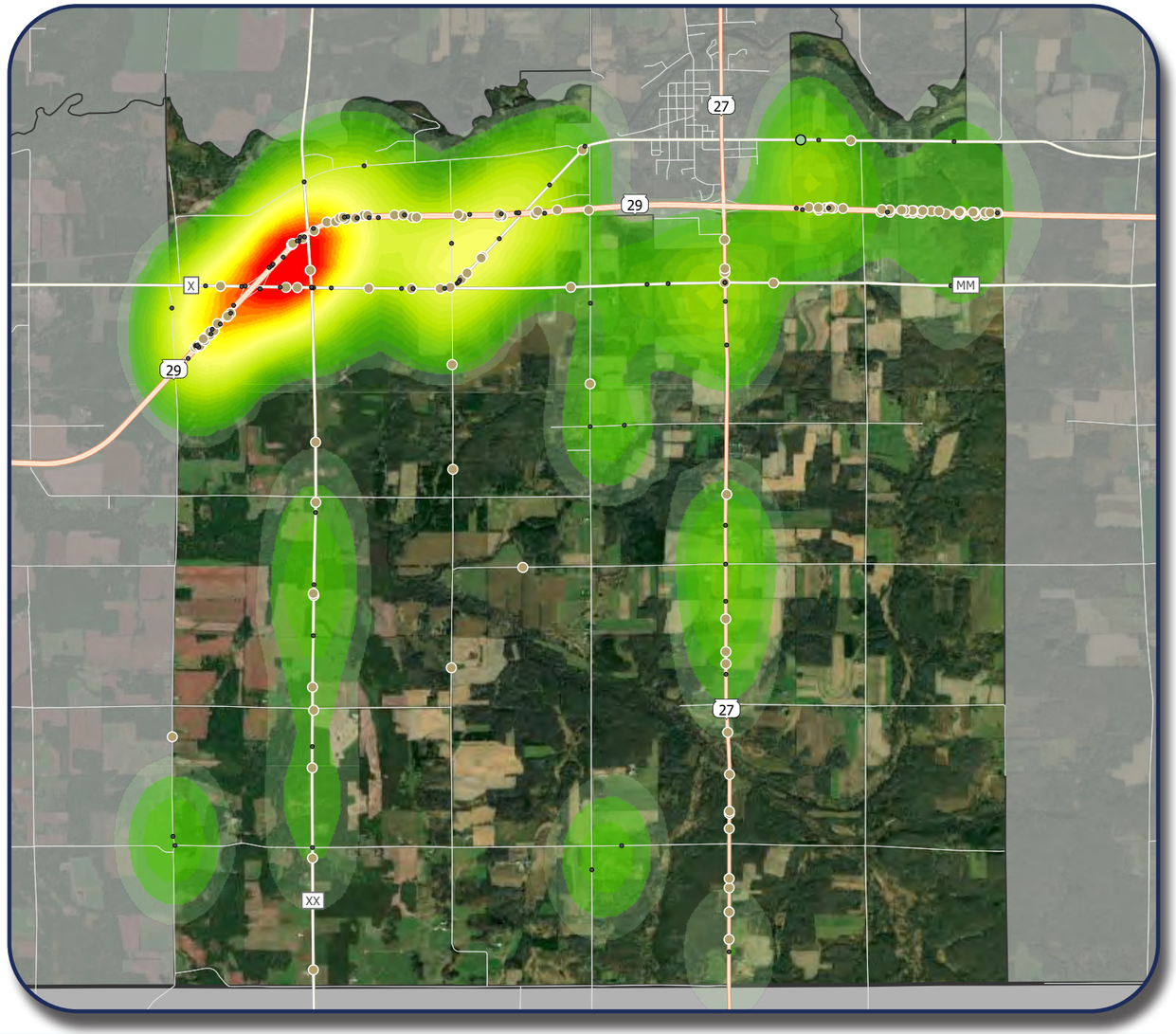
Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
5	30	13	22
2.3%	13.8%	6.0%	10.1%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Tilden

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The interchange of State Highway 53 and County Highway S had the largest concentration of crashes in the Town of Tilden.

Outside of State Highway 53, the largest concentration was at and east of the County Highway S and County Highway Q intersection.

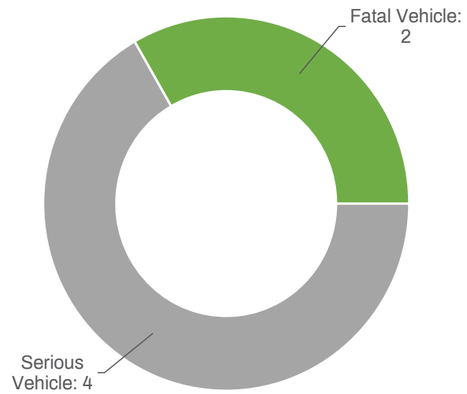
Deer crashes occurred at one of the highest rates for towns in the County. For other contributing factors, they were all below the town averages in the County.

Crashes Per Road Type

State Highway	161
County Road	85
Local Street/Road	21

Total Crashes: 267

Serious and Fatal Crashes: 6



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
13	51	25	23
4.9%	19.9%	9.4%	8.6%

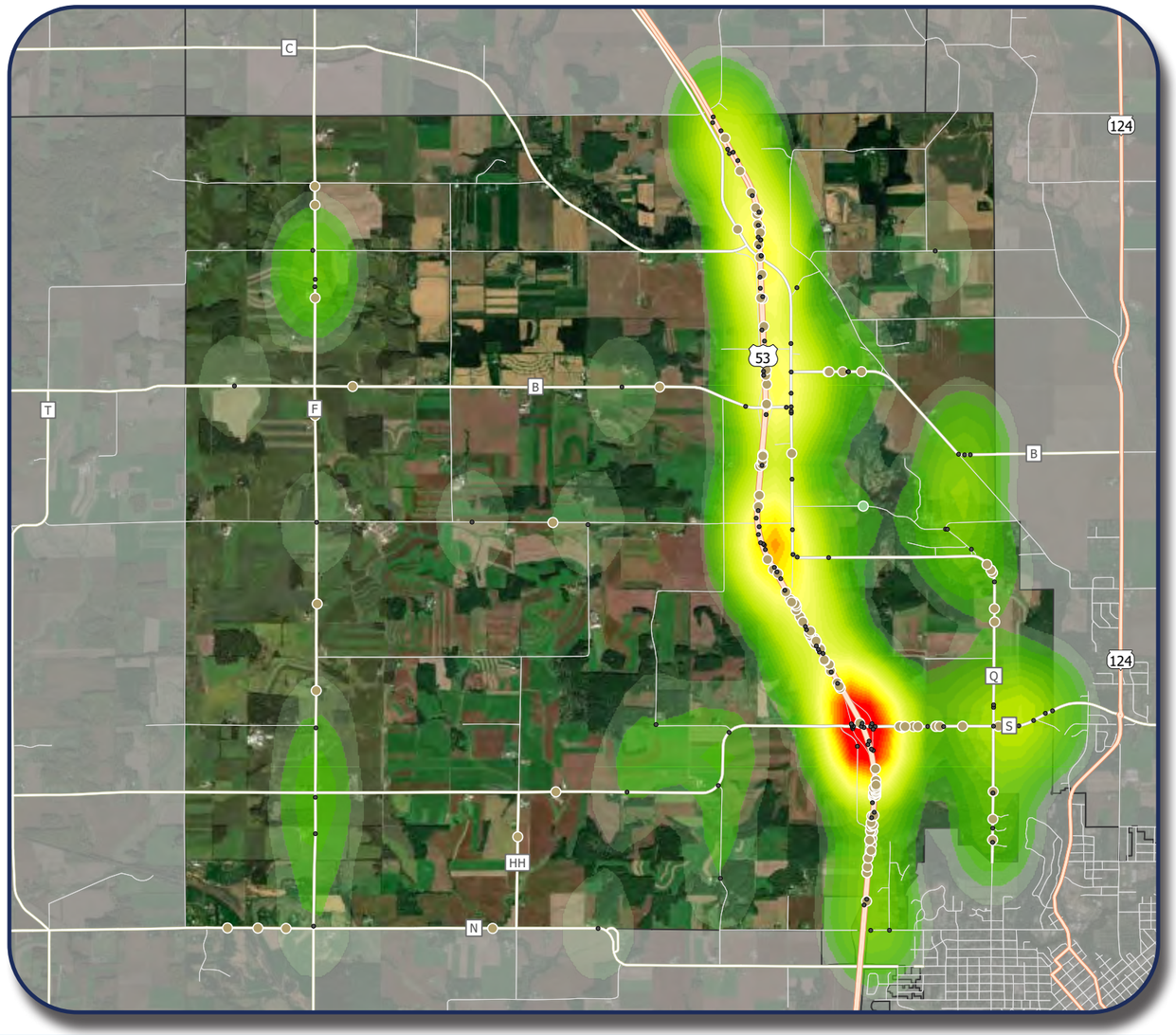
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
143	0	1
53.6%	0.0%	0.4%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower ⟷ *Higher*

Deer · Bicycle · Pedestrian · Vehicle Only



Wheaton

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was along County Highway T, near State Highway 29. The intersection of County Highway T and 33rd Avenue had 13 crashes on its own.

The second highest concentration was located at and east of the State Highway 29 at the 90th St. interchange.

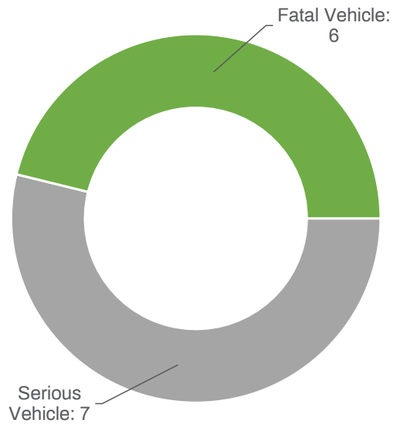
Snow and ice contributed to 1/5 of all crashes in the Town. The average rate for this factor in towns was 12.6%.

Crashes Per Road Type

State Highway	229
County Road	119
Local Street/Road	103

Total Crashes: 451

Serious and Fatal Crashes: 13



CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
26	92	89	52
5.8%	20.4%	19.7%	11.5%

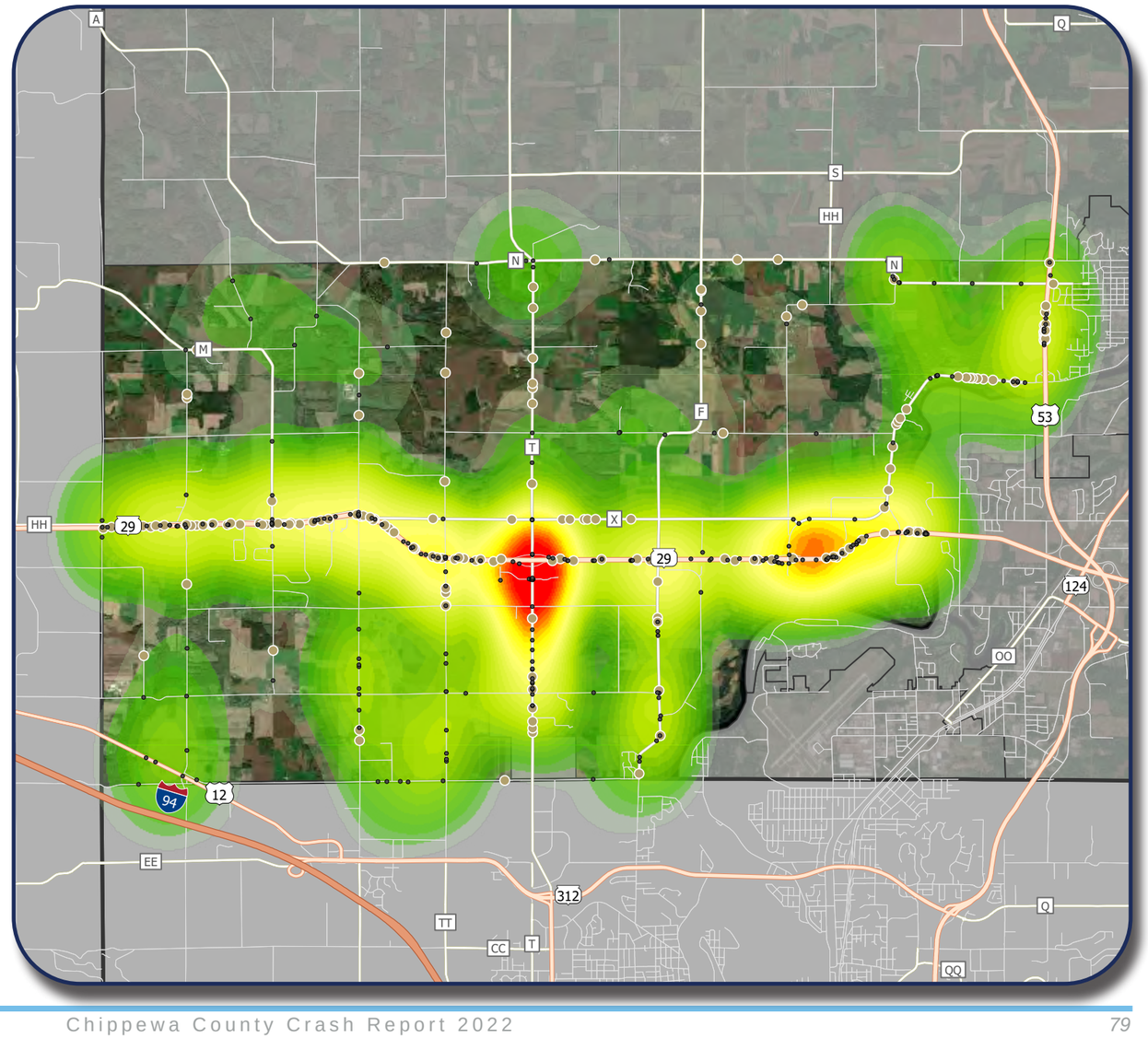
Deer Crashes	Bicycle Crashes	Pedestrian Crashes
182	0	0
40.4%	0.0%	0.0%

Heat Map of Crashes

Crash Density
(excluding deer crashes)

Lower → *Higher*

Deer Bicycle Pedestrian Vehicle Only



Woodmohr

Crash Assessment & Heat Map *2017-2021*

Issues/Highlights

The largest concentration of crashes in the Town was along State Highway 53.

Off State Highway 53, the highest concentrations were at State Highway 64 and State Highway 40 intersection, along the County Highway F curve, and the County Highway SS and 97th St. and 98th St. intersections.

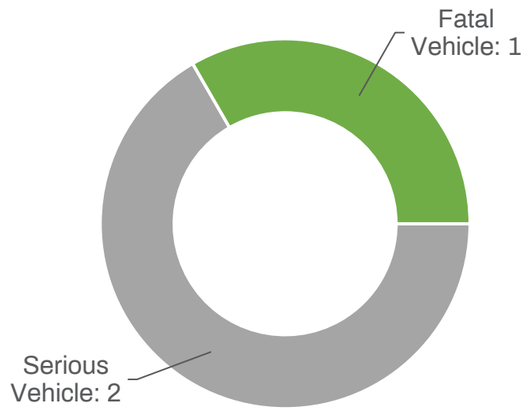
For the factors that were analyzed in this report, Woodmohr was below the average rate for all of the factors.

Crashes Per Road Type

State Highway	152
County Road	45
Local Street/Road	20

Total Crashes: 217

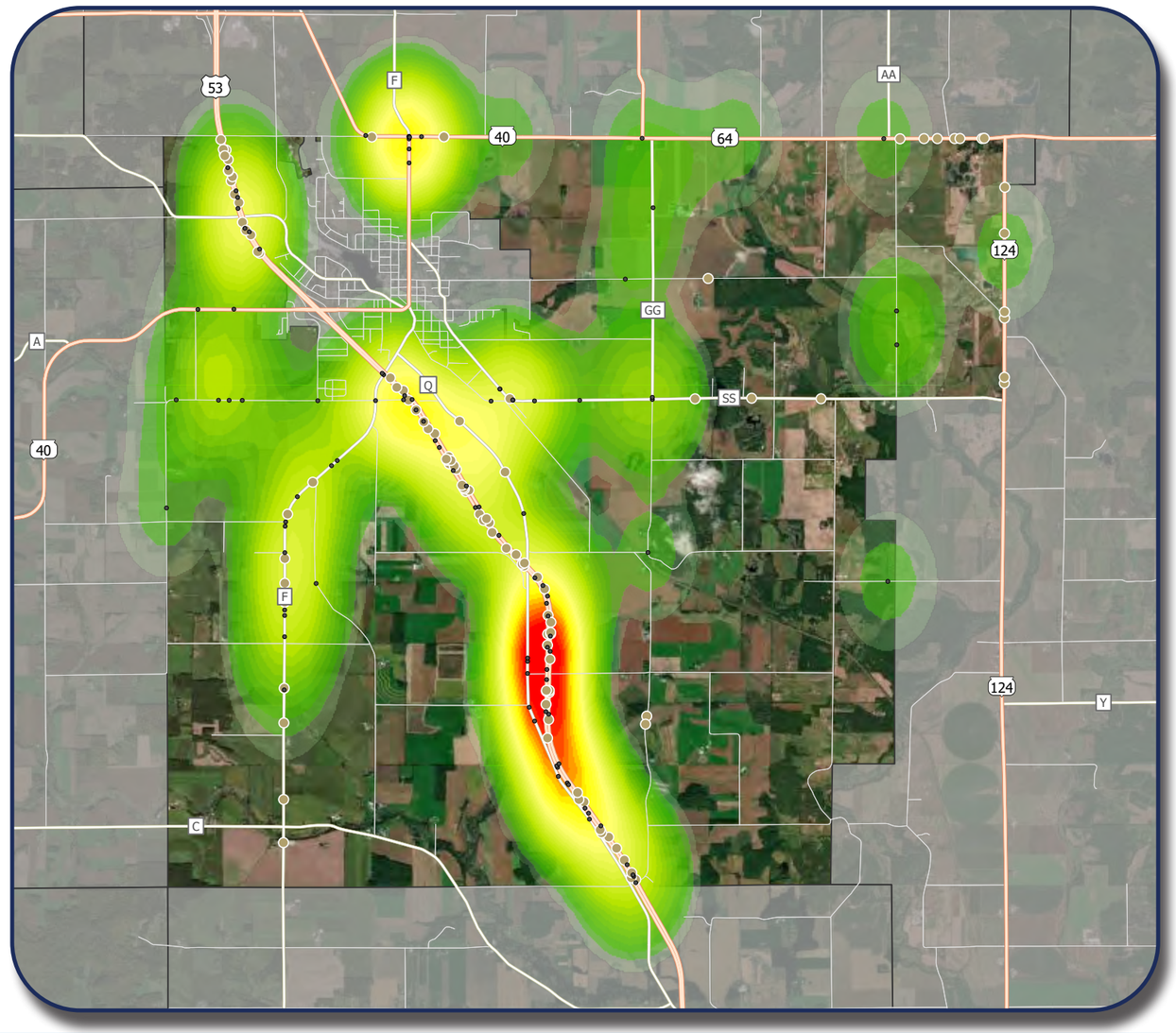
Serious and Fatal Crashes: 3



Deer Crashes	Bicycle Crashes	Pedestrian Crashes
114	0	0
52.5%	0.0%	0.0%

CONTRIBUTING FACTORS

Alcohol or Drugs	Night or Dark	Snow or Ice	Rain or Wet
9	41	25	21
4.1%	18.9%	11.5%	9.7%



CHIPPEWA COUNTY, WISCONSIN
COUNTY CRASH REPORT 2022

Prepared By:

West Central Wisconsin
Regional Planning Commission
800 Wisconsin Street
Mailbox 9
Eau Claire, WI,54703
Phone:715.836.2918
wcwrpc.org

Chippewa County

Top Crash Intersections

This map locates and visualizes the top 10 road intersections in Chippewa County with the most vehicular crashes between the years of 2017 and 2021. Intersections with 30 or more crashes were identified with callouts to understand the general location of the crashes that occurred.



38

STH 178 & E Park Ave

22

Main St & Park Ave

20

STH 124 & Business 29

21

STH 178 & STH 29

26

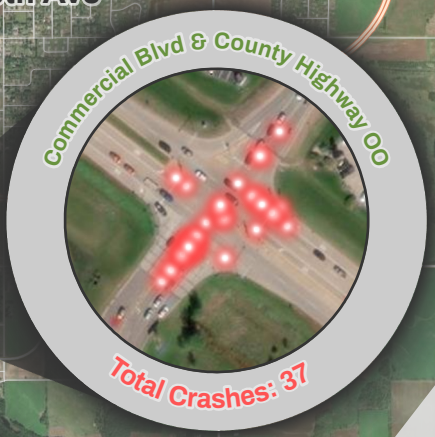
21

STH 124 & Woodward Ave



STH 124 & 40th Ave

25



36

37



33

Crash

County Boundary

Total Crashes

Intersection

N

0 0.75 1.5 Miles

Maxar, Microsoft, WISLR, Wisconsin Traffic Operations and Safety Laboratory crash data ranges from 2017-2021

WCWRPC

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coordinate. partner. advocate. serve.

Chippewa County

Top Unincorporated Crash Intersections

This map locates and visualizes the top 7 road intersections in Chippewa County with the most vehicular crashes between the years of 2017 and 2021. The top 3 intersections were identified with callouts to understand the general location of the crashes that occurred.

STH 27 & STH 64

7

STH 64 & STH 40 & CTH F

7

State Highway 124 & 140th St



Total Crashes: 9

9

STH 29 & 300th St

8

STH 29 & 40th St

8

12

13

County Highway X & County Highway J



Total Crashes: 12

County Highway T & 33rd



Total Crashes: 13

Crash

County Boundary

Total Crashes

Intersection

N

0 3.5 7 Miles

WCWRPC

An innovative leader in responsible planning and development for over 40 years

coordinate. partner. advocate. serve.

Maxar, Microsoft, WISLR, Wisconsin Traffic Operations and Safety Laboratory crash data ranges from 2017-2021

CHIPPEWA COUNTY SHERIFF'S OFFICE

	JAN 1ST-DEC 2ND 2022	JAN 1ST-DEC 2ND 2021	
COUNTY	**2022 YTD TOTALS**	**2021 YTD TOTALS**	**YTD VARIANCE**
Car Deer	**290**	**323**	**-10.2%**
Property	**568**	**564**	**0.7%**
Injury	**198**	**196**	**1.0%**
Fatal	**5**	**5**	**0.0%**
CITY OF CHIPPEWA FALLS			
Car Deer	**23**	**17**	**35.3%**
Property	**179**	**174**	**2.9%**
Injury	**44**	**33**	**33.3%**
Fatal	**0**	**0**	**0.0%**
LAFAYETTE TOWNSHIP			
Car Deer	**20**	**15**	**33.3%**
Property	**52**	**48**	**8.3%**
Injury	**12**	**20**	**-40.0%**
Fatal	**1**	**2**	**-50.0%**
VILLAGE OF LAKE HALLIE			
Car Deer	**23**	**39**	**-41.0%**
Property	**149**	**140**	**6.4%**
Injury	**38**	**46**	**-17.4%**
Fatal	**0**	**0**	**0.0%**

Traffic Safety Commission

Bureau of Transportation Safety and Technical Services

Chippewa County

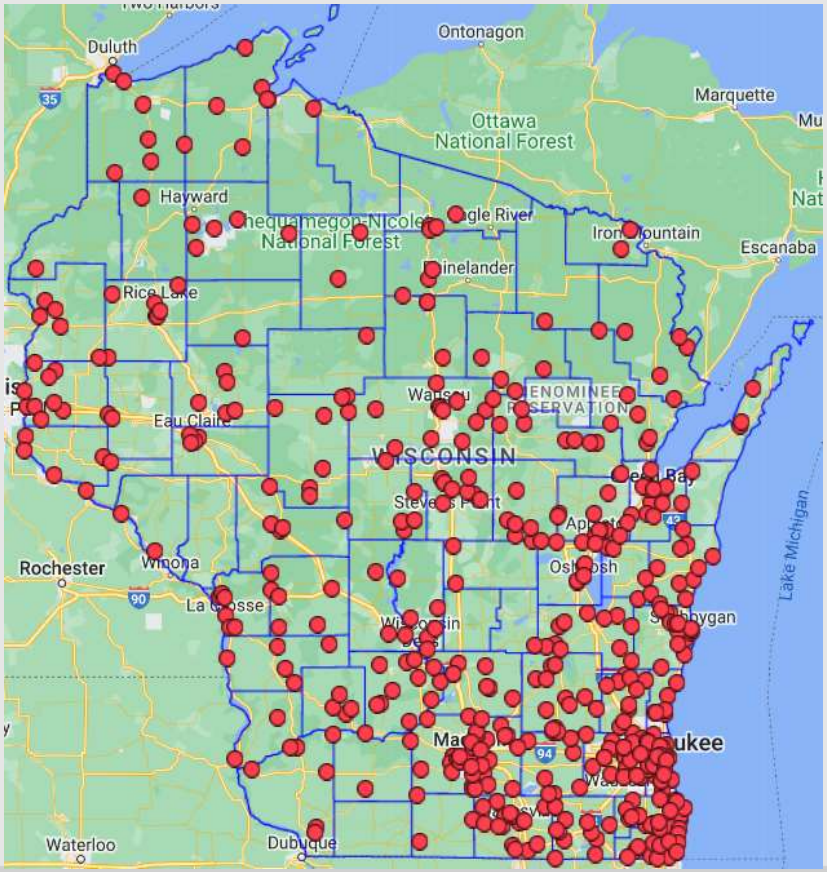
January 12, 2023

2022 Statewide Crash Statistics

As of 1/11/2023
*Preliminary Data

	2022*	2021	2020
Total Crashes =	111,567	112,092	98,150
Resulting in:			
Injuries =	33,074	35,112	31,851
Fatal Injuries =	596	593	591

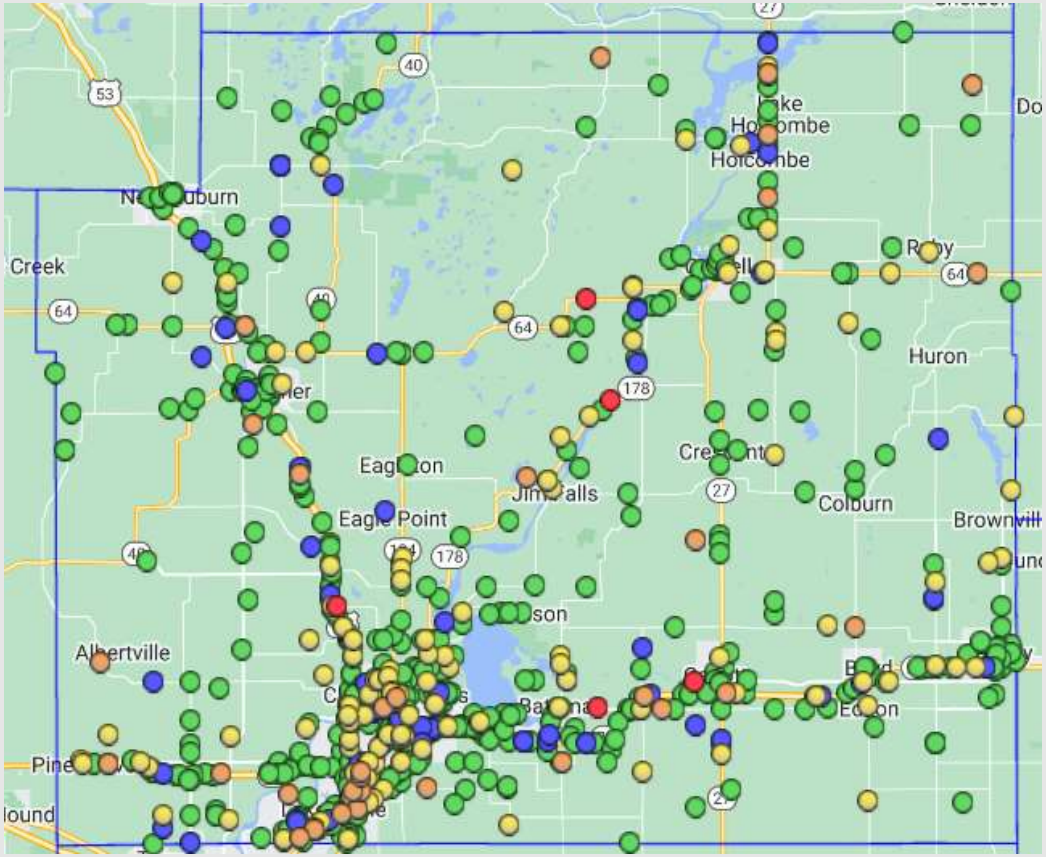
5 Yr. Fatality Average = 581



2022 Spot Map

As of 1/11/2023
*Preliminary Data

	2022*
Total Crashes =	1029
Fatalities (K) =	6
Injuries (ABC) =	308



2022 Fatal Crashes

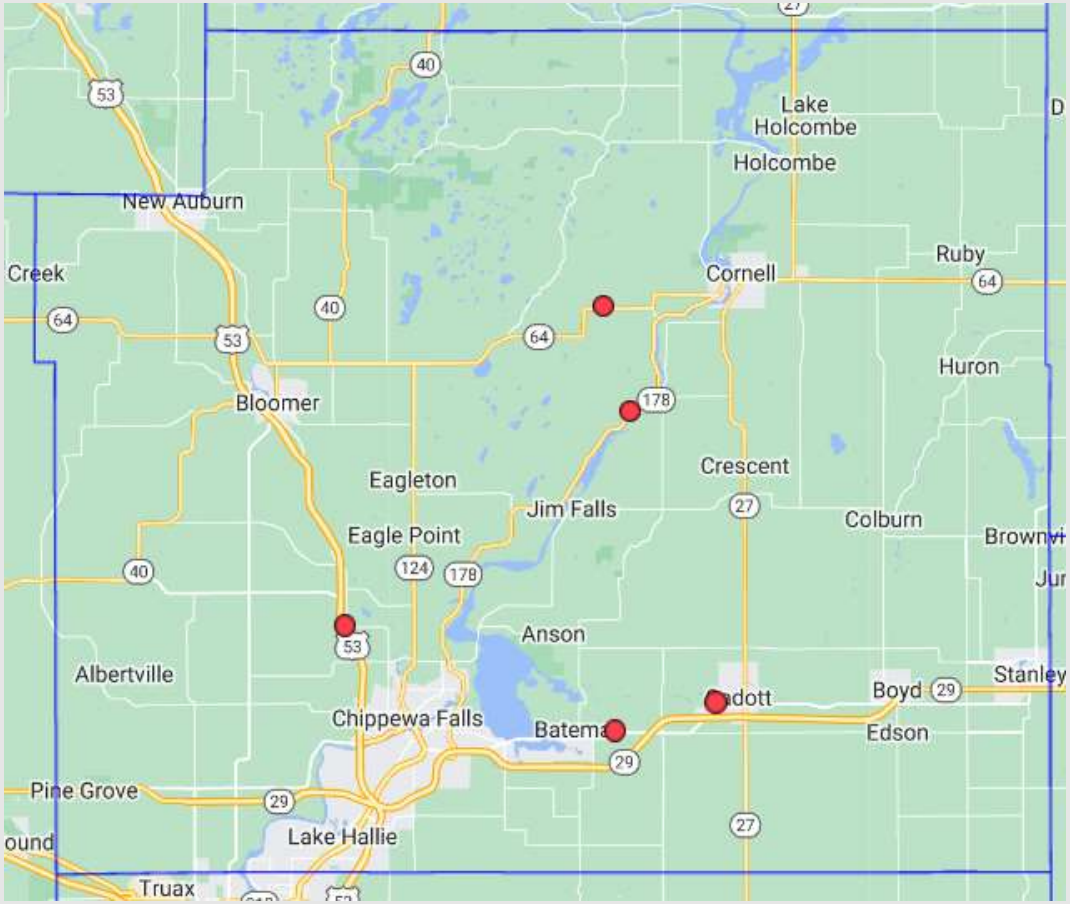
As of 1/11/2023
Preliminary Data

1Q Fatalities
1/1/2022 – 3/31/2022

2Q Fatalities
4/1/2022 – 6/30/2022

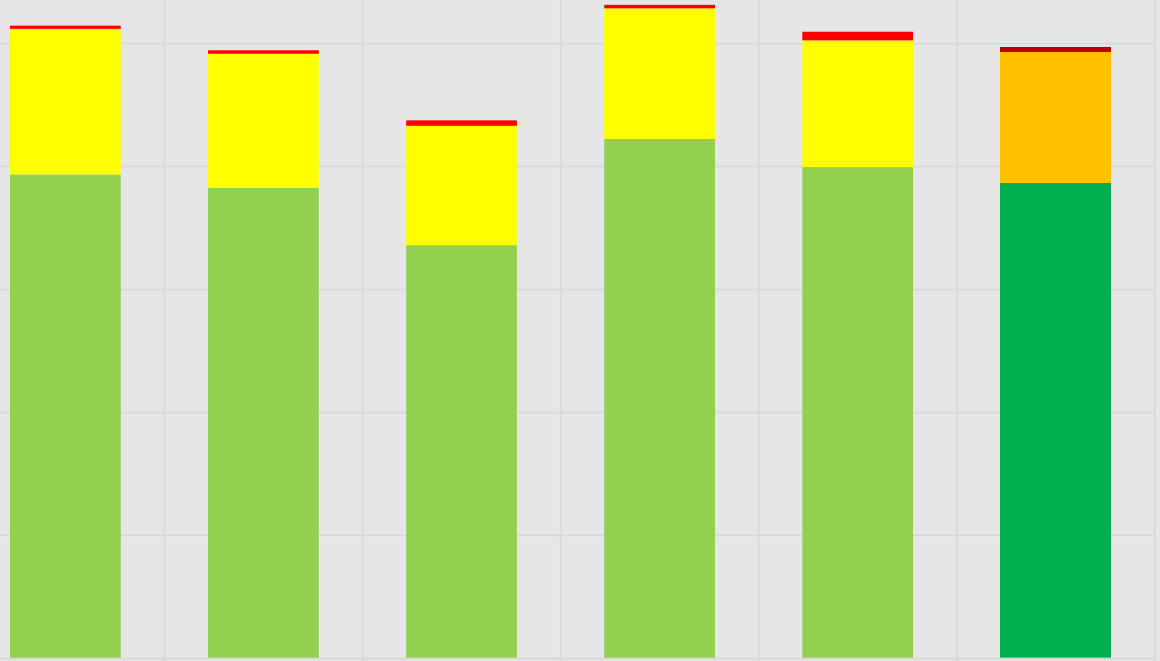
3Q Fatalities
7/1/2022 – 9/30/2022

4Q Fatalities
10/1/2022 – 12/31/2022



Crashes Over Past Five Years

As of 1/11/2023
Excludes Deer & PP/PL Crashes
*Preliminary Data



	2022*	2021	2020	2019	2018	Average
K	5	6	9	6	14	8.0
ABC	237	218	194	212	206	213.4
O	787	765	672	845	799	773.6

2022 Crash Flags

As of 1/11/2023
Excludes Deer & PP/PL Crashes
Preliminary Data

Causation	%age	State	5-Year Change
Speed	26.2%	13.7%	+31%
Distracted	11.8%	7.6%	-17%
Aggressive	6.1%	4.4%	+2%

As of 1/11/2023
Preliminary Data

2022 Crash Flags

Nature	%age	5-Year Change
Lane Departure (1 Unit)	40.2%	-26%
Intersection/Related	26.6%	+13%
Lane Departure (2+ Units)	9.2%	+12%
Work Zone	0.5%	-49%

2019-2021 Data

2022 Lane Departure Crashes

First Harmful Event	County	State
Ditch/Culvert	34%	23%
Overturn/Rollover	18%	12%
Guardrail/Barrier	4%	4%
Tree	10%	9%
MV in Transport	9%	20%
Sign Post/Utility Pole	9%	8%

As of 1/11/2023
Excludes PP/PL Data
Preliminary Data

2022 Deer Crashes

Severity	%age	5-Year Change
K	0	
A	1	
B	8	
C	3	
O	308	
Total	320	+8%

2022 Crash Flags

As of 1/11/2023
Excludes Deer & PP/PL Crashes
Preliminary Data

Age	%age	Pop.	State %age	5-Year Change
65+	19.4%	22%	17.5%	+16%
20-64	61.6%	73%	68.0%	
Teens	19.0%	5%	14.5%	+18%

Impaired Drivers

As of 1/11/2023
Preliminary Data

Identified	2022	State 2022	5-Year Change
Alcohol and/or Drugs	7.4%	5.8%	-5%

Unique Crashes

As of 1/3/2023
Excludes Deer & PP/PL Crashes
Preliminary Data

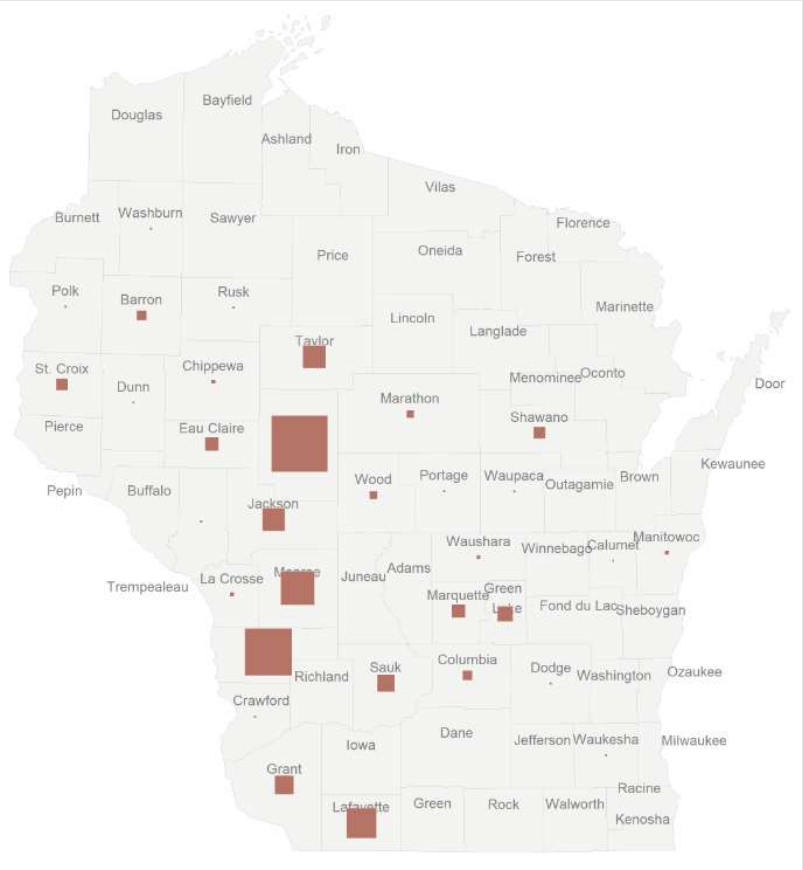
Class A-C, M, O	2022	5-Year Change
Pedestrian	4	-80%
Bicycle	2	-9%
ATV/UTV	1	+17%
Motorcycle	21	+5%
School Bus	7	+29%
CMV	70	-7%

DT-4000 Mapping Accuracy

Accuracy	2022	2021	2020	2019	2018
All Agencies	97.0%	96.9%	96.8%	96.6%	96.6%

Horse and Buggy Crashes

2017-2022 Data



Horse and Buggy Crashes

2017-2022 Data
Statewide

Year	Fatal	Injury	PDO	Total
2022	0	16	13	29
2021	5	18	19	42
2020	1	14	16	31
2019	1	14	18	33
2018	2	12	16	30
2017	2	16	20	38
				203

2017-2022 Data

Top 6 Counties for H&B Crashes

County	Fatal	Injury	PDO	Total
Clark	1	15	14	30
Vernon	0	12	13	25
Monroe	1	6	11	18
Lafayette	1	6	9	16
Jackson	1	4	7	12
Taylor	1	5	6	12

- 11 involved a suspected driver (all non-HB). 3 were fatals.
- 23 involved a speeding driver (all non-HB). 1 was a fatal crash.
- 17 HB drivers were age 8-15.



2017-2022 Data
Statewide

Manner of H&B Collision

Manner	%age
Front To Rear	44.3%
No Coll W/Veh In Transport	19.2%
Sideswipe/Same Direction	14.8%
Front To Side	10.3%
Sideswipe/Opposite Direction	4.9%
Front To Front	3.4%
Other	3.0%

H&B Crashes Contributing Factors

2017-2022 Data
Statewide

Contributing Factor	H&B	Non-H&B
None	60.1%	39.0%
Inattentive/Careless/Negligent/Erratic		22.9%
Failure to Have Control	7.2%	9.0%
Unknown	8.5%	7.2%
Looked But Did Not See	3.1%	7.2%
Failure to Yield ROW	8.1%	
Other	5.4%	
Speed Too Fast for Conditions		5.4%



Dates to Watch Q1

January 2023

1 New Years – Impaired Driving

22-29 National Passenger Safety Week

February 2023

12 Super Bowl – Impaired Driving (*Fans Don't Let Fans Drive Drunk*)

March 2023

6-12 Vehicle Recall Week

17 St. Patrick's Day – Impaired Driving (*Buzzed Driving is Drunk Driving*)

Dates to Watch Q2

April 2023 – Distracted Driving Awareness Month

3-10 Distracted Driving Campaign (*U Drive, U Text, U Pay*)

20 Impaired Driving Campaign (*If You Feel Different, You Drive Different*)

May 2023 – Youth Traffic, Bicycle, & Motorcycle Safety Month

1 Heatstroke Prevention Day

15-4 Occupant Protection Campaign (*Click-it or Ticket* HVE)

17 Bike to School/Work Day

June 2023

6 Secure your Load Day

26-3 Tire Safety Week

Governor's Conference on Highway Safety

Save the Date:

August 29-31, 2023
Kalahari Resort, Wisconsin Dells



Community Maps User Group Meetings

Zoom User Group Meetings: 1:00 – 2:00 PM

- March 22
- September 20

Governor's Conference: TBD

- August 30-31

CommunityMaps.wi.gov

Community Maps Updates

Release Version 1.3.35, January 4, 2023

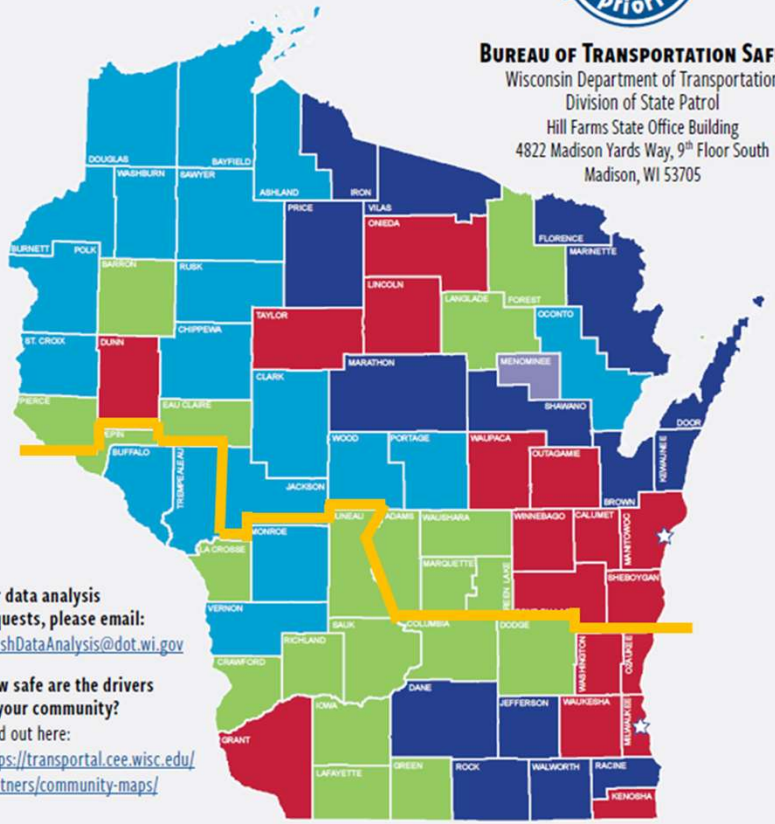
- Deer Flag Changes: default to "Exclude Deer Crashes“
- Deer Crashes filter replaced with drop-down list similar to Basic & Advanced. The default selection excludes deer crashes
- Added a new "Optimize for Roadway Segment" analysis setting
- Renamed "Apply Injury Severity Weights" to "Optimize for Injury Severity"
- Fixed Intersection and Lane Departure flags not getting populated in CSV files
- Default auto "Min Radius" setting .05 mi. for municipalities and 0.1 mi. others
- Added a buffer to Analysis Areas to improve visualization for narrow areas
- Miscellaneous algorithm and data processing improvements
- More…

Our Team

ZERO IN WISCONSIN

Traffic Safety Is a WisDOT Priority

Program Analysis and Policy Review Unit



Bureau of Transportation Safety
Wisconsin Department of Transportation
Division of State Patrol
Hill Farms State Office Building
4822 Madison Yards Way, 9th Floor South
Madison, WI 53705

For data analysis requests, please email:
CrashDataAnalysis@dot.wi.gov

How safe are the drivers in your community?
Find out here:
https://transportal.cee.wisc.edu/partners/community-maps/

Supervisor

Valerie K. Payne
4822 Madison Yards Way
Madison, WI 53705
(608) 709-0065
valeriek.payne@dot.wi.gov

Law Enforcement Liaisons

Randy Wiessinger
(608) 516-6767
rpw@wiessinger.com

Trace Frost
(920) 382-2424
trace@tracefrost.com

Rick Olig
(920) 979-0459
rick@oligconsulting.net

Daniel Kontos
(715) 498-6762
IncidentResponseLLC@gmail.com

Regional Program Managers
Grant Programs

Mike Panosh
Northern Region
3651 Dewey Street
Manitowoc, WI 54220
(920) 360-2858 (mobile)
Michael.Panosh@dot.wi.gov

Wesley Starkey II
Southern Region
4822 Madison Yards Way
Madison, WI 53705
(608) 709-0086;
(608) 572-2584 (mobile)
wesley.starkeyii@dot.wi.gov

CCS rev.09/2022

If I Can Help…

Dan Kontos
Law Enforcement Liaison
Wisconsin Department of Transportation
Wisconsin State Patrol/Bureau of Transportation Safety
IncidentResponseLLC@gmail.com
(715) 498-6762

Stay Safe