

CHIPPEWA COUNTY
COUNTY TRAFFIC SAFETY COMMISSION
REGULAR MEETING
January 14, 2021
9:00 AM

DRAFT

Due to the COVID pandemic, this meeting was held via conference call to comply with social distancing guidelines.

1. CALL TO ORDER

Brian Kelley remotely called the meeting to order at 9:00 AM. Roll call was confirmed through Webex participation.

2. ROLL CALL

Attendee Name	Organization	Title	Status	Arrived
Brian Kelley	Chippewa County	Highway Commissioner (Chair)	Remote	
Mark Bauman	Chippewa County	Law Enforcement	Remote	
Dennis Brown	Chippewa County	TSC Coordinator	Remote	
Jim Sherman	Chippewa County	Deputy Corporation Counsel	Remote	
Sgt. Jonathan Luck	Wisconsin State Patrol		Remote	
Jim Walrath		Education Representative	Remote	
Dan Kontos	Bureau of Traffic Safety		Remote	
Dave BeBeau	City of Chippewa Falls PD		Remote	
Matthew Reddy	Wisconsin DOT	Engineer	Remote	
Mark Roshell	Chippewa Fire District	Medical Representative (Vice Chair)	Remote	
Rick Rubenzer	City of Chippewa Falls Public Works		Remote	
Mike Marcks	UP Railroad Police		Absent	
Jason Thom	City of Chippewa Falls Fire & Emergency Services		Remote	

Others Present (Remotely): Chad Gudis – Chippewa County Highway Department

Recorder: Tami Pieper

3. MEMBERS OF THE PUBLIC WISHING TO BE HEARD

There were no members of the public wishing to be heard.

4. CONSENT AGENDA

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Walrath
SECONDER:	Brown

1. Approve the Agenda
2. Approve the Minutes – Regular Meeting – October 10, 2020
3. Schedule Next Meeting Date – April 8, 2021 at 9:00 AM

5. BUSINESS ITEMS

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Rubenzer
SECONDER:	Walrath

1. Review Speed Study for CTH X in City of Stanley – Brian Kelley (Broadway Street to 0.52 miles east)

Kelley presented speed study results along with map showing the area of concern (on file). The committee discussed changes in use for this area including a new Kwik Trip. After committee discussion, a motion was made to change the speed limit on the proposed section to 25 mph with a 35-mph transition. Committee was in consensus.

6. REPORTS

1. Policy for Use of Centerline and Edge Line Rumble Strips on State Highways – M. Reddy

Reddy explained policy lane width constraints for placement of rumble strips on state highways. Committee discussed historical incidents that have happened along State Highway 178 and Kelley indicated county would be willing to participate in a pilot program placing rumble strips on a narrower roadway to increase driver safety.

2. State Highway 53 Horse Incident – M. Bauman Signage for Alternate Highway 53 Routes – M. Reddy

(Items #2 and # 5 on the agenda were related and discussed together.)

Bauman gave a brief overview of an incident that happened with an uncontained wild horse on December 1, 2020. There were concerns regarding the safety of traffic on State Highway 53 and how traffic could quickly and efficiently be detoured when necessary – maintaining adequate staffing for additional emergency response. Alternate route signage was discussed. Reddy explained this type of signage is only setup permanently in areas where frequent and predictable closures occur. Reddy suggested creating an alternate highway routes guide and Kontos gave summary of current program being used in Portage County. Digital message boards were another suggestion, however current placement was a concern in providing communication. Gudis requested Reddy check into possibly adding additional message boards near CTH S in the next construction project.

3. State Highway Projects – M. Reddy

Reddy gave an update on the state project planned for 2021. The intersection at STH 178 and CTH I will have dual left turn lanes added on NB 178 as well as a change in signals.

4. Chippewa County Highway Projects – B. Kelley

Kelley provided summary of the 5-year county highway improvement plan, highlighting the projects slated for 2021. A more detailed schedule should be available by the next meeting.

5. Signage for Alternate Highway 53 Routes – M. Reddy

See notes above under item #2. State Highway 53 horse incident and signage for alternate routes were discussed together.

6. Chippewa County Crash Map – M. Bauman

Bauman presented an update on county statistics in comparison to 2019 (on file). There is a reduction from last year's numbers compared year-to-date, however the severity of injuries has increased. Decrease in numbers could still be related to COVID and fewer cars on the road.

a. October 15th crash in Town of Edson

b. October 21st crash in Town of Lafayette

- c. November 5th crash in Town of Colburn
- d. December 5th crash in Town of Wheaton

7. City of Chippewa Falls Crash Statistics – D. BeBeau

BeBeau did not have anything further to report. City statistics were given with county crash update (on file).

8. Wisconsin DOT Traffic Safety Updates – D. Kontos

Kontos went through his presentation (on file). Driver behavior is reflected in the numbers. Crashes are down, however crashes are more severe. They are seeing more drug activity and impaired drivers on roadways. Drug and alcohol involved crashes are up from last year. They also saw an increase in work zone related incidents in Chippewa County.

The State is looking for a tool kit to use in schools to get message out to younger drivers to use seat belts more as they continue to see usage decline. Badger TraCS update was given. Kontos reported everything will be switching over to this interface by end of 2021 requiring older systems to be updated. Grant funding is available to law enforcement through 2024 if state hosts data.

9. Roundtable report – All

Brian Kelley – Shared that COVID vaccine will be coming to highway department in February. Will be providing information to help answer questions and encourage more staff to receive while being offered.

Dan Kontos – No further comments.

Jim Walrath – Shared that law enforcement and other committee members have spoken to driver's ed classes in the past. Jim encourages committee members to reach out to programs to provide further education for new drivers.

Rick Rubenzer – No further comments.

Chad Gudis – Shared weather system is coming – stay safe everyone!

Dave BeBeau – Shared concern with increasing number of accidents at Willow/Bay Street intersection.

Drivers on EB Willow Street have failed to yield. Some have indicated they were focused on the upcoming signal at Bridge Street and missed the stop sign. Discussion on LED flashing stop signs and rotating reflectors.

Mark Roshell – Shared that Chippewa Fire District will be sponsoring a TIMS (Traffic Incident Management Systems) training put on by Sheriff's Department. All committee members are invited to attend. Training will take place on June 2 at 1800 at Howard Fire Department.

Matthew Reddy – No further comments.

Jason Thom – No further comments.

Mark Bauman – No further comments.

Sgt. Jonathon Luck – No further comments.

7. AGENDA ITEMS FOR FUTURE CONSIDERATION

No future agenda items were noted.

8. ADJOURN

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Walrath
SECONDER:	Roshell

Meeting was adjourned at 10:06 AM.

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
REGULAR MEETING
October 8, 2020
9:00 AM

1. CALL TO ORDER

Brian Kelley called the meeting to order at 9:15 due to audio technical difficulties with Webex callers. Roll call was taken.

2. ROLL CALL

Attendee Name	Organization	Title	Status	Arrived
Brian Kelley	Chippewa County	Highway Commissioner (Chair)	Present	
Mark Bauman	Chippewa County	Law Enforcement	Present	
Dennis Brown	Chippewa County	TSC Coordinator	Remote	
Jim Sherman	Chippewa County	Deputy Corporation Counsel	Absent	
	Wisconsin State Patrol		Absent	
Jim Walrath		Education Representative	Remote	
Dan Kontos	Bureau of Traffic Safety		Present	
Dave BeBeau	C. of Chippewa Falls PD		Present	
Matthew Reddy	Wisconsin DOT	Engineer	Present	
Mark Roshell	Chippewa Fire District	Medical Representative (Vice Chair)	Remote	
Rick Rubenzer	City of Chippewa Falls Public Works		Remote	
Mike Marcks	UP Railroad Police		Present	

Others Present: Brad Smith, Town of Wheaton

Recorder: Tami Pieper

3. MEMBERS OF THE PUBLIC WISHING TO BE HEARD

Brad Smith, Town of Wheaton

4. CONSENT AGENDA

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Bauman
SECONDER:	Walrath

1. Approve the Agenda
2. Approve the Minutes – Regular Meeting – July 9, 2020
3. Schedule Next Meeting Date – January 14, 2021 at 9:00 AM

5. BUSINESS ITEMS

There were no business items to discuss.

6. REPORTS

1. Speed study request on CTH X in Stanley between Broadway & Franklin – B. Kelley

Kelley presented a map showing the area of concern on CTH X in Stanley and summarized existing speed limits (on file). Committee discussed a citizen call stating the speed in this area should be lowered. Kelley will conduct a traffic and speed study to bring results back to January meeting in order to determine if a 25 MPH speed zone is warranted.

2. Speed study request on CTH F in Town of Wheaton – B. Kelley

Kelley presented a map showing the area of concern in the Town of Wheaton. Brad Smith, a concerned resident of the Town of Wheaton spoke on behalf of himself and other residents. Smith asked the committee to address two concerns: speed and engine-breaking noise. Kelley stated that construction of a new business is planned in that area, with tree clearing already completed. After discussion, the committee decided to postpone scheduling another speed study until after opening of the business. This will allow for more accurate data collection as traffic could increase. A speed study was done slightly north of this area a couple of years earlier and was determined safe at that time. Kelley will have a radar speed trailer placed as a visual reminder to current traffic. In regards to engine-breaking noise, Kelley recommended Smith reach out to his Town chair to address the possibility of a local ordinance.

3. STH 40 No Parking Signs at Long Lake boat ramp – M. Reddy

Reddy gave an update on the site limitations and parking along STH 40 near Morris Erickson County Park. No Parking signs have been placed. Future enforcement may be necessary during high boat traffic weekends. Kelley pointed out there will likely be complaints in regards to the new signs from recreational users but safety is priority.

4. Crash Scene Sequential Flares – B. Kelley

Kelley presented a short video showing crash scene sequential flares. This is a new technology that Kelley is looking at purchasing for the highway department and recommended law enforcement officers review also. Kelley will forward TIME cooperative purchasing pricing to committee members (on file).

5. State Highway Projects – M. Reddy

Reddy gave an update on the status of state projects. USH 53 from STH 64 north to county line should be complete by end of October. STH 27 culverts will be complete by end of October. All other state projects have already been completed. Reddy informed the committee of a project for next year, STH 178 at the CTH I intersection will be redone to improve safety. Dual left turn lanes will be added as well as a change with signals.

6. Chippewa County Highway Projects – B. Kelley

Kelley provided an update on Chippewa County projects. Kelley talked through completed construction projects shown on the construction update webpage. The CTH Q bridge is still under construction due to delays from utility companies but is expected to be complete by end of October.

7. Chippewa County Crash Map – M. Bauman

Bauman presented an update on county statistics since the last meeting in July. There is a reduction from last year's numbers compared year-to-date. He stated this could be related

to COVID and fewer cars on the road. OWI's have gone up, but crashes have gone down.

a. August 9th crash in Town of Eagle Point

Bauman gave an overview of the August 9th motorcycle vs. trailer crash fatality. This crash is still under investigation.

b. September 16th crash in Town of Bloomer

Bauman gave an overview of the pedestrian fatality crash that happened on September 16. This crash is also still under investigation.

c. September 19th crash in Town of Cleveland

Bauman also gave an overview of the September 19th vehicle vs. motorcycle fatal crash that happened on the S-curve just north of CTH R on STH 64. This crash is also still under investigation.

8. City of Chippewa Falls Crash Statistics – D. BeBeau

BeBeau reported statistics are close to the same as last year. There have been a total of two fatalities this year.

9. Wisconsin DOT Traffic Safety Updates – D. Kontos

Kontos went through his presentation (on file). Driver behavior is reflected in the numbers. Crashes are down and number of vehicle miles traveled are down, however the crashes are more severe. They are seeing more drug activity out on roadways. Drug and alcohol involved crashes are up from last year. The State is looking for a tool kit to use in schools to get message out to younger drivers to use seat belts more. Grants are being completed now for next year. Mobilization equipment grants have been suspended and won't be available moving forward. Badger Tracks virtual conference agenda was released today and links have been sent out. Conference will be by virtual attendance this year including three days of webinars. Kontos shared that DOT data analysts are willing to help access more unusual data statistics if the committee ever has the need.

10. Roundtable report – All

Mark Roshell – Shared they are focusing more on road safety while responding to incidents. Traffic does not slow down or move over. He is interested in learning more about the flares Kelley shared earlier in the meeting.

Jim Walrath – Reported on road test question from last meeting. Road test procedures have remained the same for individuals 18 years and older with the exception of drivers needing to provide their own mask. The process is different for drivers under the age of 18. A parent or guardian can sign off on the test after course completion and 30 hours of supervised driving.

Dave BeBeau – No further comments.

Mark Bauman – Commented on increase of horse-drawn vehicle traffic. More signs may be needed on CTH S between STH 27 and CTH D.

Matt Reddy – No further comments.

Dan Kontos – No further comments.

Brian Kelley – Kelley reported that temporary work zone speed reductions have been used since the last meeting and are working well. Speed limit was reduced to 45 MPH on CTH F paving job. Kelley also asked committee to let him know if there are any locations that would benefit from having the speed trailer placed. Trailer will be placed on CTH F next week. BeBeau also stated it might be helpful on 175th between CTH O and CTH S where it goes from 45 mph to 25 mph in the Town of Anson. Kelley also made the committee aware of first amendment audits. Kelley explained training and signage. WCA has training available on their website. Bauman mentioned podcasts committee members could watch to become more informed. Kelley shared there are currently at least three routes on County highways that snowmobiles are using without

County permission. Committee may hear more about these going forward. There is a process to gain proper approval, similar to ATV routes.

7. AGENDA ITEMS FOR FUTURE CONSIDERATION

No future agenda items were noted.

8. ADJOURN

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Bauman
SECONDER:	BeBeau

Meeting was adjourned at 10:20 AM

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.

**Speed Study for CTH X in Stanley
(Broadway Street to the East 0.52miles)
Analysis & Conclusions
Chippewa County Highway Department**

GENERAL INFORMATION

A speed study was performed to determine existing traffic conditions on CTH X in the area between Broadway Street and the end of the existing 35 mph speed zone to the east in the City of Stanley. The speed study was proposed to determine if the current posted speed limit should be reduced. A radar recorder used for this study. The posted speed limit in the study area is 35 mph. CTH X is an East/West road in the study area and intersects with Broadway Street on the west end at a four way stop. Recently a new Quik Trip gas station was opened in the northeast corner of the intersection of CTH X and Broadway Street. The western 1,915 feet of the study area consists of an urban cross section with two undivided 12' driving lanes, 8' of parking on each side, and curb & gutter. This section of urban roadway is bordered immediately to the south and one block to the north by residential areas. The remaining 885' of the study area consists of a rural cross section with two undivided 11' driving lanes, 5' gravel shoulders, and roadside ditches.

TRAFFIC

The Average Daily Traffic (ADT) at the study location on CTH X is 3,715 vehicles on the typical weekday. The radar recorder is not capable of accurately classifying vehicles, therefore truck counts were not performed on this study.

85TH PERCENTILE

According to the Wisconsin Statewide Speed Management Guidelines, the speed limit should be set within 5 mph of the 85th percentile speed. The speed at which 85 percent of the observed traffic traveled at or below was observed to be 32.7 mph. It is widely accepted that speed limits at unrealistic levels above or below the 85th percentile speed have little impact on a driver's choice of speed. In addition, the lowest risk of being in a crash occurs at approximately the 85th percentile. 5 mph above or below the 85th percentile speed would require the speed limit to be either 30 mph or 35 mph.

MEAN/AVERAGE SPEED

According to the Wisconsin Statewide Speed Management Guidelines, crash rates decrease when the posted speed limit is within 10 mph of the mean (average) speed. The average speed on CTH X is 28 mph. 10 mph above or below the average speed would allow for the speed limit to range anywhere between 20 mph and 35 mph.

10 MPH PACE

A 10-mph pace is a type of data bin where the greatest number of vehicles are traveling. The number of vehicles traveling at a speed within this pace range is greater than the number of vehicles in any other 10 mph interval. For CTH X, the lower bound of the pace range is 24 mph and the upper bound is 33 mph.

SPEED DISTRIBUTION

The normal speed distribution curve would show 70% of vehicles within the pace range while the remaining vehicles are evenly split going above and below the pace range. On CTH X, 86.8% of the vehicles were traveling at a speed within the pace range. 7.5% were going over the pace range and 5.7% were going below.

50TH PERCENTILE/MEDIAN SPEED

The 50th percentile speed, also known as the median speed, is the speed at which 50% of the observed traffic traveled at or below. In this study, the 50th percentile speed is 28 mph. The 50th percentile speed may be a suitable alternate speed limit when significant secondary roadway attributes exist, such as access density, median type, street parking, and pedestrian activity.

PROPORTION OF VEHICLES EXCEEDING THE SPEED LIMIT

The speed data that was used in this study is displayed to the nearest one mile per hour. A one mph tolerance was used in this study to judge the percentage of vehicles exceeding the limit. The study found 4.5% of observed vehicles traveling at a speed greater than the posted speed limit.

DESIGN SPEED/STOPPING SIGHT DISTANCE

The segment of CTH X that is being studied is a relatively straight road within the study limits. The road does have one slight horizontal curve in the stretch of road that does not limit sight distance. There are also two slight vertical curves that do not significantly limit sight distance at the current posted speed of 35mph. A test on sight distance was performed on CTH X to determine the furthest distance a driver can see. This test was done on each driveway and access point throughout the study area. A 24" tall cone was placed at each driveway and the distance was measured until the cone was out of the driver's sight. Stopping sight distance was checked for a total of 26 access points within the area of study. All stopping sight distances meet or exceed the minimum required distances for a 35mph speed zone. Spacing and SSD is recorded in the attached table.

ACCESS SPACING

There are 5 side streets, 6 alleys, and 15 driveways on CTH X within the study area. Average spacing of all access points is 115 feet.

CRASH INFORMATION

Two reported crashes have occurred on CTH X in the study area since January, 2010. Both crashes resulted in property damage. One of the two crashes resulted in one injury. There have been zero fatalities on this stretch of road in the last ten years. One of the accidents was cited due to speed and it resulted in injuries.

- One accident was at the intersection of CTH H when a car pulled out into traffic and was hit by westbound traffic on CTH X.
- One accident was when a vehicle backed out from a driveway into CTH X and was struck by an eastbound vehicle.

The crash data was collected from the Community Maps – Wisconsin County TSC Crash Mapping Site, by searching the segment of road in the study and recording all of the crashes that have occurred in that area.

SIGNIFICANT SECONDARY ROADWAY CONDITIONS

There is a total of 26 access points on CTH X, 21 of which can be classified as secondary roadway conditions. These access points are the driveways and alleys. All except the two at Quik Trip get much less traffic than the intersecting road access points. The stopping sight distance was checked for each of these driveways and field entrances. Stopping sight distance is adequate for a 35mph speed limit throughout the study area. Other secondary roadway conditions on CTH X include on street parking and significant turning movements into and out of the Quik Trip. Although not counted specifically in this study, higher truck traffic into and out of the Quik Trip is expected. And finally, while not observed at the time of the study, there is a likelihood for high pedestrian and bicycle traffic due to the close proximity of residential areas to Quik Trip.

RECOMMENDATIONS & ADDITIONAL OBSERVATIONS

The data from the speed study suggests that the current speed limit could be lowered from the current 35mph posting. The average speed is 28mph, the median speed is 28mph, and the 85th percentile speed is 32.7mph. The stopping sight distance that was measured for each of the 26 access points is adequate for the 35mph speed limit that is currently posted. There are also enough secondary roadway conditions to warrant lowering the speed limit. In accordance with the Wisconsin Statewide Speed Management Guidelines, the speed limit should be either 25mph or 30mph. It should be noted that the surrounding streets all operate at 25mph speed limits which suggests that this study area could also be posted at 25mph for continuity within the City.

Based on the analysis and results of the speed study, and Statute 346.57(4) for fixed limits within the corporate limits of a city, the recommendation is to reduce the posted speed limit on CTH X to 25mph from the intersection with Broadway Street (at the Quik Trip) to just east of Dewey Street where the urban cross section ends. It is also recommended to keep the remainder of the existing 35mph speed zone in place as a transitional speed limit entering or exiting the City from the statutory 55mph zone.

REFERENCES

State of Wisconsin Department of Transportation, Traffic Guidelines Manual, August 2009, pages 1 – 25.

State of Wisconsin Department of Transportation, Facilities Development Manual Chapter 11.

Community Maps – Wisconsin County TSC Crash Mapping, <https://transportal.cee.wisc.edu/>. December 27, 2018.

REFERENCES

- Map of Area
- Speed Summary
- Spacing and SSD Table
- Speed Study Summary Information
- Traffic Counter Summary Sheets

CTH X Speed Limits in Stanley



Printed 10/08/2020

Scale = 1:204'



Note: All city streets are posted at 25mph.

Disclaimer: This map is a compilation of records as they appear in the Chippewa County Offices affecting the area shown and is to be used only for reference purposes.

Speed Summary

CTH X in Stanley (Broadway east to City Limits) SPEED STUDY

Radar Counter

EASTBOUND & WESTBOUND COMBINED

dates	volume	85%	mean/average speed	median/50% speed	lower bound pace	upper bound pace	% over pace	% under pace	% in pace	exceeding speed limit	% exceeding speed limit	peak hour AM	peak hour PM
Tuesday, November 3, 2020	3780	32	28	28	24	33	4.3%	6.5%	73.5%	163	4.3%	7:15	3:15
Wednesday, November 4, 2020	3555	33	28	28	24	33	5.0%	4.7%	75.3%	178	5.0%	7:00	2:45
Thursday, November 5, 2020	3800	33	28	28	24	33	4.2%	6.4%	72.4%	160	4.2%	7:00	3:15
Volume Weighted Average:		32.7	28.0	28.0	24.0	33.0	4.5%	5.9%	73.7%	166.8	4.5%	7:00	3:00
Average ADT:	3715						43.2%	56.77%	↓				
							↓	↓	26.3%				
							5.7%	7.5%	13.2%				
							↓	↓	↓				
percentage projected to adjust for in/out pace (split the difference)							5.7%	7.5%	86.8%				

CTH X in Stanley (Broadway east to City Limits) SPEED 5
Access Spacing & SSD

Posted Speed Limit: 35 mph

Description of Access Point	Location	Station (ft)	Access Spacing (ft)	Westbound Measured SSD (looking East from access)	Eastbound Measured SSD (looking West from access)
Start (Stop bar at Broadway)	-	0	0		
Quick Trip	L	119	119	>250'	stop condition
Alley	R	137	18	>250'	stop condition
Washington Street	R	306	169	>250'	>250'
Quick Trip	L	326	20	>250'	>250'
PE	L	441	115	>250'	>250'
Alley	R	466	25	>250'	>250'
PE/Alley	L	542	76	>250'	>250'
Garfield Street	R	641	99	>250'	>250'
CE	L	651	10	>250'	>250'
CE	L	732	81	>250'	>250'
CE	R	734	2	>250'	>250'
PE	R	771	37	>250'	>250'
Alley	R	808	37	>250'	>250'
Lincoln Street	R	973	165	>250'	>250'
Alley	R	1134	161	>250'	>250'
CTH H/Franklin Street	L/R	1307	173	>250'	>250'
CE	L	1378	71	>250'	>250'
CE	L	1458	80	>250'	>250'
Alley	R	1471	13	>250'	>250'
CE/Dewey Street	L/R	1639	168	>250'	>250'
CE (end of curb)	R	1915	276	>250'	>250'
PE	R	2456	541	>250'	>250'
PE	R	2541	85	>250'	>250'
FE	R	2750	209	>250'	>250'
end of study - 35 mph zone		2800			

Average spacing of all access points	114.6
Average spacing within urban section	91.2

FDM 11-10-5.1.1.1 + Ch. 3 FHWA Policy on Geometric	SSD Calculations
$SSD: d = 1.47Vt + \frac{V^2}{30\left(\frac{a}{32.2}\right) \pm G}$ d= SSD (ft) V= MPH t= 2.5 sec react time a= 11.2 ft/s^2 decel time G= % on grade (÷100)	Average Speed: 28 MPH = 178' 85th Percentile: 32.7 MPH = 223' Statutory Speed: 55 MPH = 495' Posted Speed: 35 MPH = 250' Desired Speed: 25 MPH = 155'

Chippewa County Highway Department
Speed Study Summary
CTH X in Stanley

STUDY LOCATION

Highway/Street Name: CTH X (East Maple Street)

From: CTH X (Broadway Street)

To: East end of 35mph Zone

Municipality: City of Stanley

Segment Length (mi): 0.52 miles

County: Chippewa

Reason(s) for Speed Limit Change:

Construction of the new Quik Trip increases the amount of vehicle and pedestrian traffic in the area.

Chippewa County Highway Department
Speed Study Summary
CTH X in Stanley

ROADWAY CHARACTERISTICS

Posted Speed Limit: <u>35</u> mph Design Speed Limit: <u>-</u> mph Number of lanes: <u>2</u> Lane Width (feet): <u>12 foot + 8 foot parking lanes</u> AADT (vehicles/day): <u>3715</u> Year AADT Performed: <u>2020</u> Land Use (<u>bold</u>): <u>Urban</u> Suburban Rural Roadway Type (<u>bold</u>): <u>Freeway</u> <u>Non-Freeway</u> Functional Class: <u>Major Collector</u> Shoulder Type(s) (<u>bold</u>): <u>Paved</u> <u>Gravel</u> <u>C&G</u> Shoulder Width: <u>5'</u> Median Type (<u>bold</u>): <u>Divided</u> <u>Undivided</u> <u>TWLTL</u>	Is Segment a Transition Zone (<u>bold</u>): Yes <u>No</u> (If 'Yes', please explain on page 3) Significant On-Street Parking (<u>bold</u>): <u>Yes</u> No (If 'Yes', please explain on page 3) Significant Ped/bike activity (<u>bold</u>): <u>Yes</u> No (If 'Yes', please explain on page 3) Horizontal Curves Present (<u>bold</u>): <u>Yes</u> No Vertical Curves Present (<u>bold</u>): <u>Yes</u> No Number of access points in Segment: <u>5 side roads, 24 total with driveways & alleys</u>
CRASH HISTORY Years: <u>2010</u> to <u>2020</u> Number of Years: <u>10</u> Speed Related Crashes: <u>2</u> Crash Rate: <u>28.3 per 100 million vehicle miles of travel</u> Severity Rate: <u>N/A</u>	

SPEED STUDY RESULTS

Posted Speed Limit (mph): <u>35</u> *50th Percentile Speed (mph): <u>28</u> **85th Percentile Speed (mph): <u>32.7</u> Range of Speeds (mph): <u>7 to 57</u> Percent observed vehicles non-compliant to speed limit: (greater than 35.0 mph) <u>4.5</u>	Number of observed vehicles: <u>11,135</u> *** 10 mph Pace Range: <u>24-33</u> Percent vehicles in Pace: <u>73.7</u> Percent vehicles over Pace: <u>4.5</u> Percent vehicles under Pace: <u>5.9</u>
---	---

*50th Percentile: the speed at which 50% of traffic moves or under. Also known as "Median Speed"

**85th Percentile: the speed at which 85% of traffic moves or under.

***10 mph pace is the 10 mph window where the highest number of vehicles is found, compared to any other 10 mph window.

Chippewa County Highway Department
Speed Study Summary
CTH X in Stanley

Calculations

Crash Rate

$\frac{\text{Number of Crashes per year} * 100,000,000}{365 * \text{ADT} * \text{Length of segment (miles)}}$	= number of crashes per 100 million vehicle miles of travel
---	---

$\frac{\text{Number of Crashes per year} * 100,000,000}{365 * \text{ADT} * (\text{Length of segment})}$	= (value) Crashes per 100 million vehicle miles of travel
---	---

Chippewa County Highway Department

801 E Grand Avenue
Chippewa Falls, WI 54729
715-726-7914

Date Printed: 09-Nov-20

COMBINED

Report for 11/3/2020 to Midnight

Vehicles	Peak Periods			
	AM		PM	
3,780	Time	07:15	Time	03:15
	Count	312	Count	396
	PHF	0.821	PHF	0.853

COMBINED GAP STATISTICS - 4 to 28+ by 2 Seconds

Seconds	2	4	6	8	10	12	14	16	18	20	22	24	26	28
Count	1161	357	275	239	195	158	153	139	95	96	79	71	56	705
Percent	30.7	9.4	7.3	6.3	5.2	4.2	4.0	3.7	2.5	2.5	2.1	1.9	1.5	18.7

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	1 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
Count	41	206	822	1659	889	147	12	3	0	1	0	0	0	0
Percent	1.1	5.4	21.7	43.9	23.5	3.9	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
Count	3739	3533	2711	1052	163	16	4	1	1	0	0	0	0	0
Percent	98.9	93.5	71.7	27.8	4.3	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
Speed	20	22	23	27	28	28	32	34	35

Average (Mean) 28

Pace Speed 24-33

Number in Pace 2779

Percent in Pace 73.5

Chippewa County Highway Department

801 E Grand Avenue
Chippewa Falls, WI 54729
715-726-7914

Date Printed: 09-Nov-20

COMBINED

Speed	Volume
8	1
9	0
10	5
11	2
12	5
13	8
14	12
15	8
16	18
17	25
18	37
19	52
20	74
21	93
22	127
23	150
24	201
25	251
26	336
27	352
28	324
29	347
30	300
31	284
32	211
33	173
34	136
35	85
36	70
37	29
38	22
39	19
40	7
41	4
42	4
43	2
44	1
45	1
46	1
47	0
48	0
49	1
50	1
51	0
52	0
53	0
54	0
55	0
56	0
57	1

Chippewa County Highway Department

801 E Grand Avenue
Chippewa Falls, WI 54729
715-726-7914

Date Printed: 09-Nov-20

COMBINED

Report for Wednesday, November 4, 2020

Vehicles	Peak Periods			
	AM		PM	
	Time	07:00	Time	02:45
3,555	Count	305	Count	347
	PHF	0.803	PHF	0.850

COMBINED GAP STATISTICS - 4 to 28+ by 2 Seconds

Seconds	2	4	6	8	10	12	14	16	18	20	22	24	26	28
Count	1058	284	248	183	154	150	144	124	108	115	81	62	59	783
Percent	29.8	8.0	7.0	5.2	4.3	4.2	4.1	3.5	3.0	3.2	2.3	1.7	1.7	22.0

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	1 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
Count	33	133	710	1570	931	168	8	1	0	1	0	0	0	0
Percent	0.9	3.7	20.0	44.2	26.2	4.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
Count	3522	3389	2679	1109	178	10	2	1	1	0	0	0	0	0
Percent	99.1	95.3	75.4	31.2	5.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
Speed	21	23	24	28	28	29	33	34	35

Average (Mean) 28

Pace Speed 24-33

Number in Pace 2677

Percent in Pace 75.3

Chippewa County Highway Department

801 E Grand Avenue
Chippewa Falls, WI 54729
715-726-7914

Date Printed: 09-Nov-20

COMBINED

Speed	Volume
8	1
9	2
10	1
11	5
12	1
13	7
14	5
15	11
16	13
17	27
18	31
19	22
20	40
21	68
22	84
23	143
24	166
25	249
26	292
27	314
28	323
29	326
30	315
31	279
32	253
33	160
34	126
35	113
36	63
37	43
38	36
39	16
40	10
41	5
42	3
43	0
44	0
45	0
46	1
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	1

Chippewa County Highway Department

801 E Grand Avenue
Chippewa Falls, WI 54729
715-726-7914

Date Printed: 09-Nov-20

COMBINED

Report for Thursday, November 5, 2020, Midnight to 11:59 PM

Vehicles	Peak Periods			
	AM		PM	
3,800	Time	07:00	Time	03:15
	Count	289	Count	365
	PHF	0.840	PHF	0.886

COMBINED GAP STATISTICS - 4 to 28+ by 2 Seconds

Seconds	2	4	6	8	10	12	14	16	18	20	22	24	26	28
Count	1179	338	293	208	168	166	157	128	90	94	83	79	65	750
Percent	31.0	8.9	7.7	5.5	4.4	4.4	4.1	3.4	2.4	2.5	2.2	2.1	1.7	19.7

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	1 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
Count	63	182	844	1628	923	147	10	2	1	0	0	0	0	0
Percent	1.7	4.8	22.2	42.8	24.3	3.9	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
Count	3737	3555	2711	1083	160	13	3	1	0	0	0	0	0	0
Percent	98.3	93.6	71.3	28.5	4.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
Speed	20	22	23	28	28	29	33	34	35

Average (Mean) 28

Pace Speed 24-33

Number in Pace 2752

Percent in Pace 72.4

Chippewa County Highway Department

801 E Grand Avenue
Chippewa Falls, WI 54729
715-726-7914

Date Printed: 09-Nov-20

COMBINED

Speed	Volume
7	1
8	1
9	3
10	3
11	8
12	9
13	5
14	13
15	20
16	28
17	23
18	21
19	37
20	73
21	107
22	137
23	158
24	196
25	246
26	309
27	299
28	353
29	343
30	324
31	269
32	232
33	181
34	142
35	99
36	52
37	39
38	29
39	16
40	11
41	3
42	3
43	1
44	3
45	0
46	1
47	0
48	0
49	1
50	0
51	0
52	1

CHIPPEWA COUNTY SHERIFF'S OFFICE

	JAN 1ST-DEC 31ST 2020	JAN 1ST-DEC 31ST 2019	
COUNTY	2020 YTD TOTALS	2019 YTD TOTALS	YTD VARIANCE
Car Deer	272	308	-11.7%
Property	473	577	-18.0%
Injury	152	171	-11.1%
Fatal	9	6	50.0%
CITY OF CHIPPEWA FALLS			
Car Deer	16	21	-23.8%
Property	170	234	-27.4%
Injury	46	43	7.0%
Fatal	1	0	100.0%
LAFAYETTE TOWNSHIP			
Car Deer	18	21	-14.3%
Property	53	43	23.3%
Injury	7	14	-50.0%
Fatal	1	0	100.0%
VILLAGE OF LAKE HALLIE			
Car Deer	25	16	56.3%
Property	128	166	-22.9%
Injury	34	40	-15.0%
Fatal	1	1	0.0%



Chippewa County Traffic Safety Commission Quarterly Informational Slides

Wisconsin Department of Transportation
Division of State Patrol
Bureau of Traffic Safety and Technical Services
Law Enforcement Liaison

January 14, 2021

2020 County Spot Map



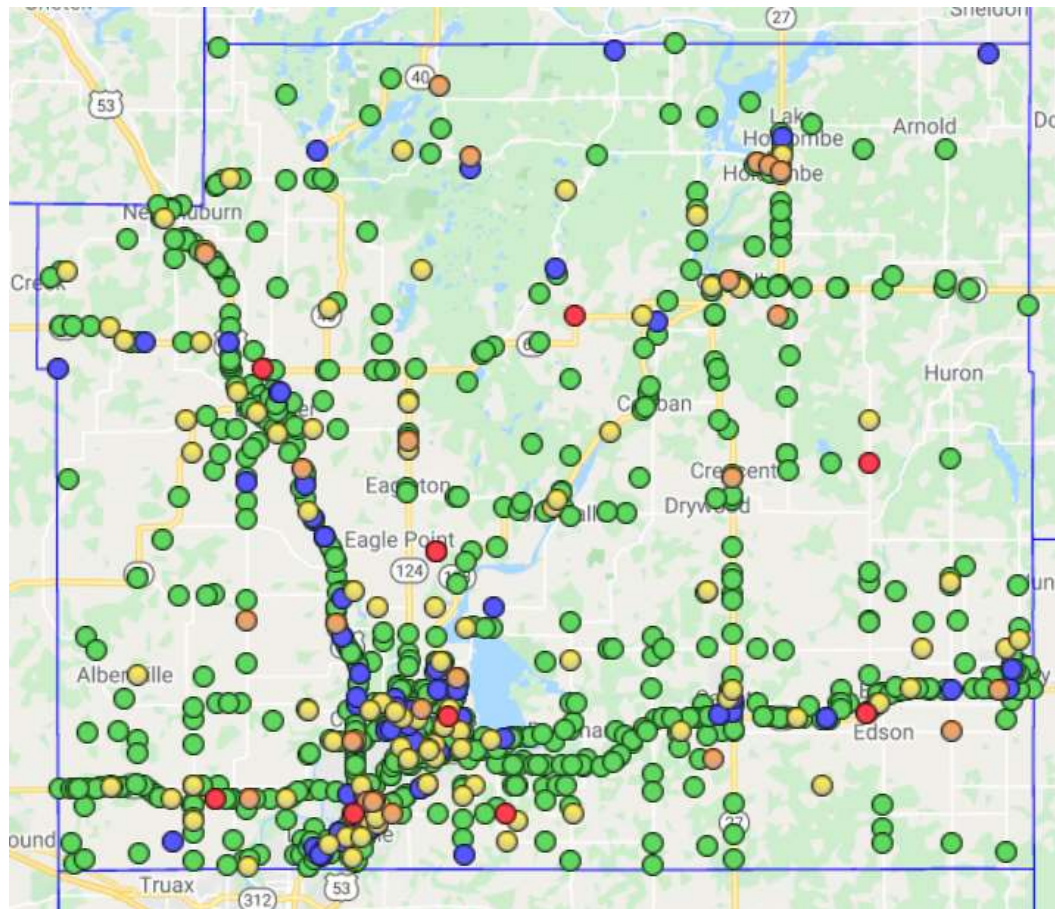
Total Crashes = 1165 [1412]

● Fatalities (K) = 10 [6]

●● Injuries (ABC) = 267 [288]

Preliminary CY 2020

[CY 2019]



<https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>

County Fatal Crashes

Preliminary CY 2020



1Q Fatalities

1/1/2020 – 3/31/2020



2Q Fatalities

4/1/2020 – 6/30/2020



3Q Fatalities

7/1/2020 – 9/30/2020

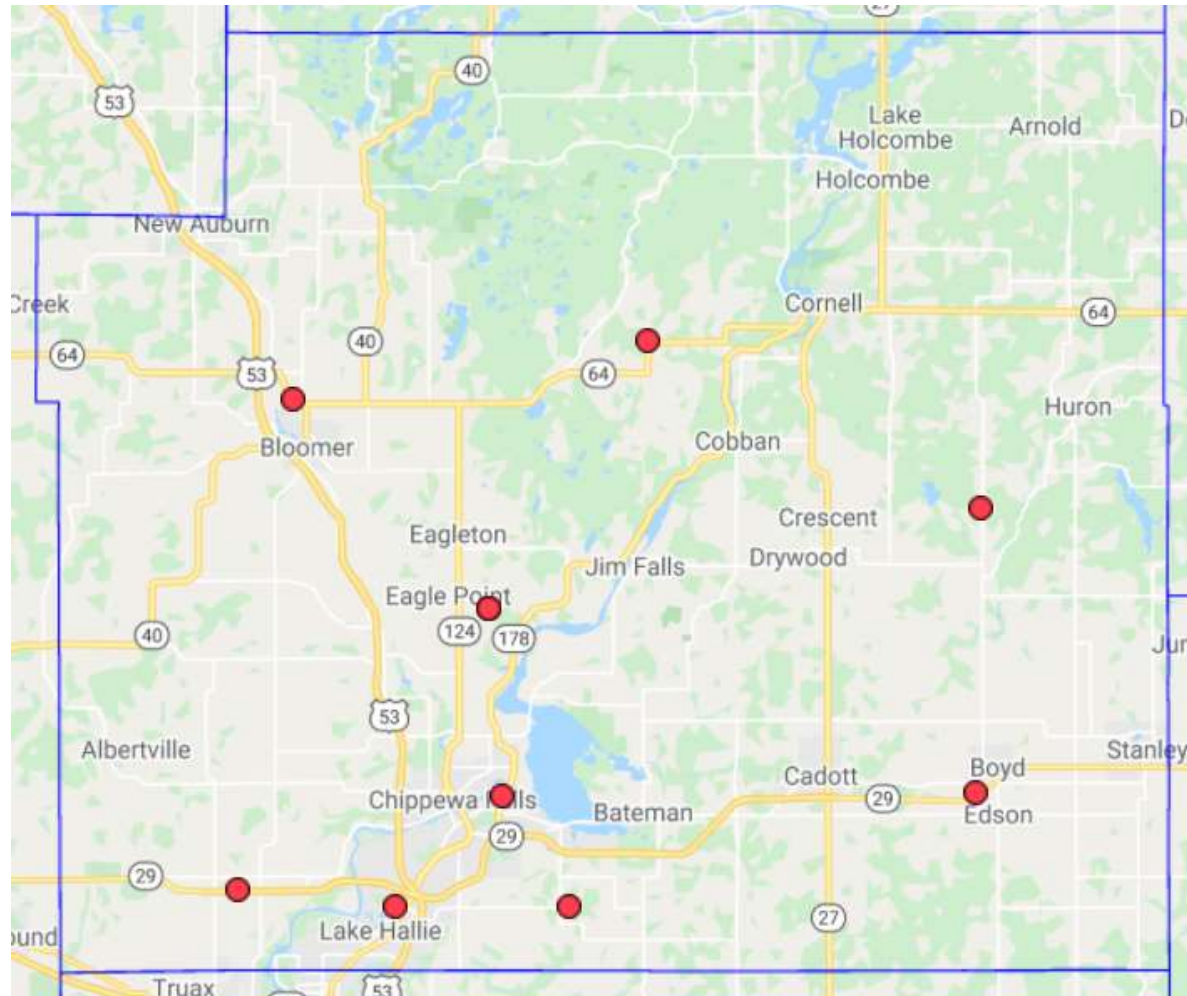


4Q Fatalities

10/1/2020 – 12/31/2020



2015 – 2019 Average = 8



<https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>



Total Crashes = 111,720 [145,288]

- Injuries = 31,480 [29,723]

A map of Wisconsin with county boundaries outlined in blue. Numerous red dots are scattered across the state, representing sampling locations. The map includes labels for major cities such as Duluth, Marquette, Escanaba, Green Bay, Appleton, Oshkosh, Madison, Janesville, Dubuque, Waterloo, and Rockford. It also shows the Chequamegon-Nicolet National Forest and Lake Michigan.

YTD Bicycle/Pedestrian



Preliminary CY 2020

	2020			2019		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
County Bicycle	2	0	2	1	0	1
County Pedestrian	9	2	7	11	1	10
State Bicycle	614	13	551	759	14	693
State Pedestrian	1079	49	1058	1460	53	1435

<https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>

2020 Drug and/or Alcohol



Preliminary Data



	2020			2019		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
County	87	2	53	71	2	39
State	7062	201	3725	6938	168	3507

<https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>

Motorcycle



Preliminary 2020



	2020 YTD			2019 YTD		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
County	24	3	15	17	0	16
State	2088	115	1868	1806	84	1612

<https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>

Work Zone Related



Preliminary 2020

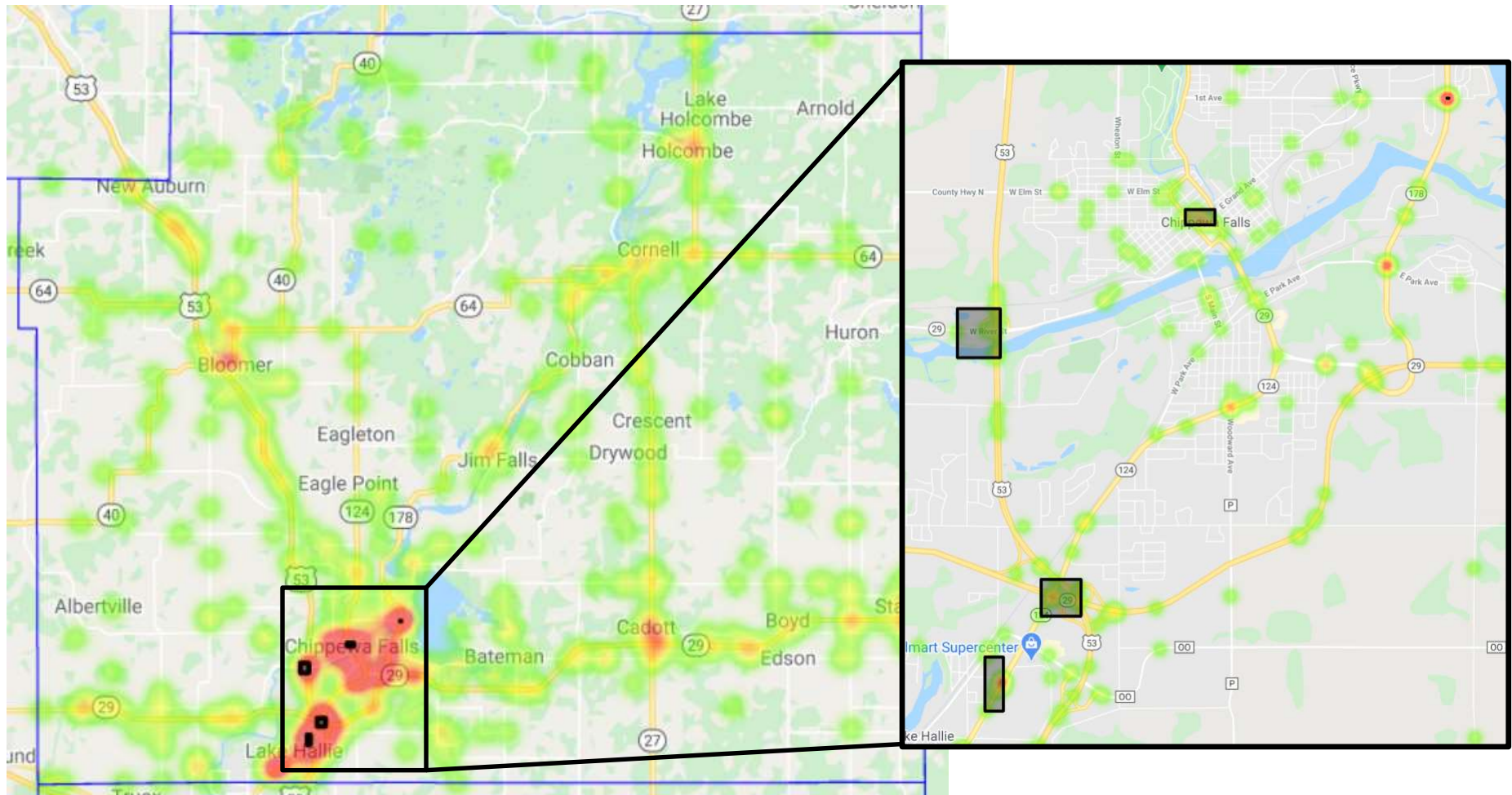


	2020 YTD			2019 YTD		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
County	6	0	6	1	0	1
State	1799	17	659	2489	17	899

<https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>

Predictive Analytics

Top county high crash probability locations based on previous five years worth of (KAB) crash data.



<https://transportal.cee.wisc.edu/partners/community-maps/crash/advanced/HeatMap.do>

Crashes Mapped

County Crashes = 97.6% [97.3%]

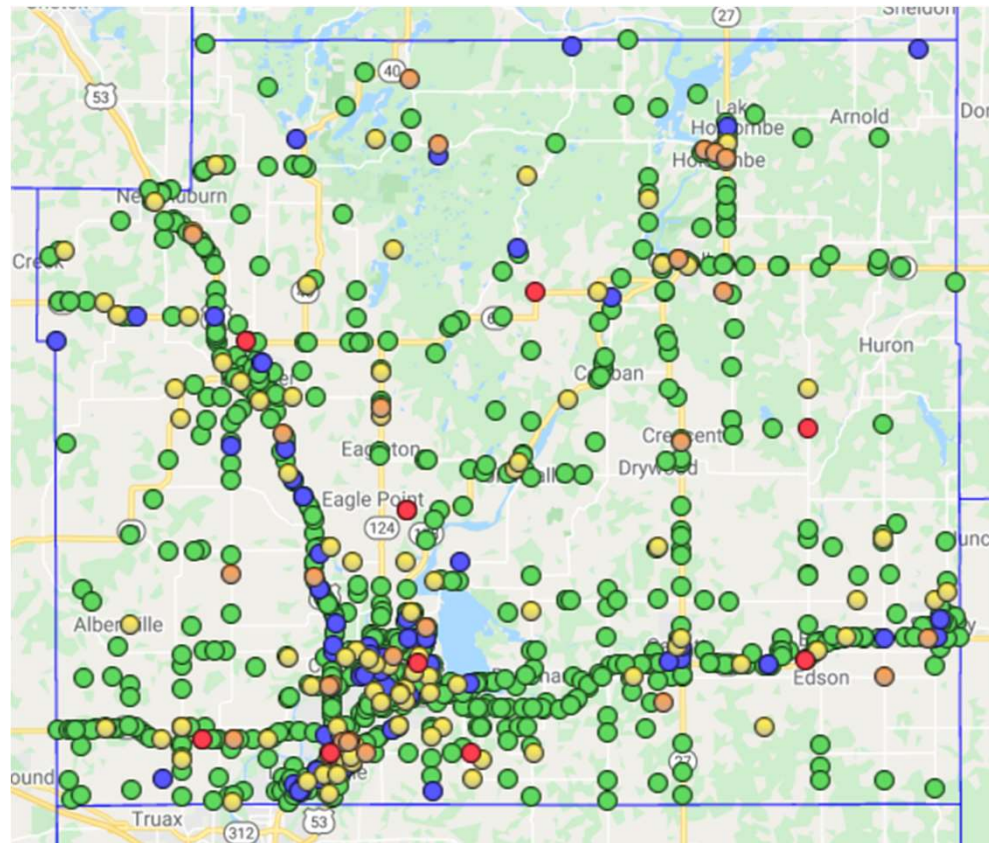
Statewide Crashes = 98.4% [98.4%]



*Preliminary 2020
[CY 2019]*



TLT is Key!



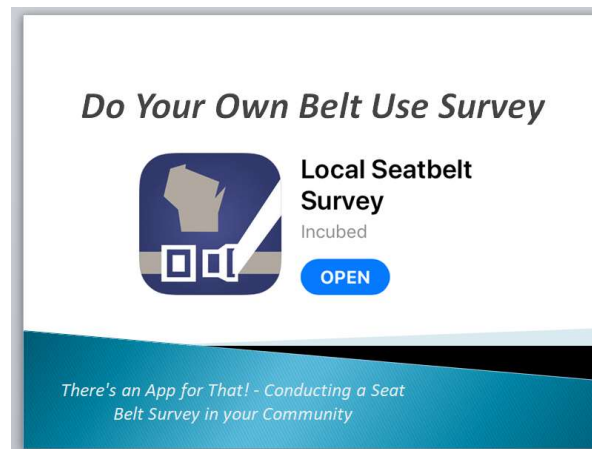
<https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>

Youth Seat Belt Usage

2020 Preliminary Results
Data from Crashes



- Statewide Overall Usage = 89.2%
- Statewide Age 16-24 Usage = 84.0%
- County Overall Usage = 92.7%
- County Age 16-19 Usage = 92.1%



<https://transportal.cee.wisc.edu/partners/community-maps/crash/public/TSCResources.do>

Mobilizations

(High Visibility Enforcement)



2021

Click-It or Ticket

- May 24 – Jun 6



Drive Sober

- Aug 20 – Sep 6
- Dec 17 – Jan 1 (2022)



NHTSA Outreach Plan 2021

S	M	T	W	T	F	S	JANUARY
					1	2	Happy New Year!
3	4	5	6	7	8	9	
10	11	12	13	14	15	16	
17	18	19	20	21	22	23	
24	25	26	27	28	29	30	
31							

S	M	T	W	T	F	S	FEBRUARY
	1	2	3	4	5	6	February 7 Super Bowl LV
8	9	10	11	12	13		IMPAIRED DRIVING
14	15	16	17	18	19	20	Primary Message: Farm Don't Let Farm Drive Drunk.
21	22	23	24	25	26	27	
28							

S	M	T	W	T	F	S	MARCH
	1	2	3	4	5	6	March 8-12 Vehicle Safety Recalls Week
7	8	9	10	11	12	13	March 17 St. Patrick's Day
14	15	16	17	18	19	20	IMPAIRED DRIVING
21	22	23	24	25	26	27	Primary Message: Buzzed Driving Is Drunk Driving
28	29	30	31				March 22 - April 12 Rall Grade Crossing Campaign

S	M	T	W	T	F	S	APRIL
	1	2	3	4	5	6	National Distracted Driving Awareness Month
7	8	9	10	11	12	13	April 5-12 U Drive U Tow U Pay
14	15	16	17	18	19	20	IMPAIRED DRIVING
21	22	23	24	25	26	27	Primary Message: U Drive, U Tow, U Pay
28	29	30					April 20 Drug-Impaired Driving Campaign

S	M	T	W	T	F	S	MAY
	1	2	3	4	5	6	National Youth Traffic Safety Month
7	8	9	10	11	12	13	Motorcycle Safety Awareness Month
14	15	16	17	18	19	20	May 1 National Heartstroke Prevention Day
21	22	23	24	25	26	27	HEARTSTROKE AWARENESS
28	29	30	31				May 17 - June 6 Click It or Ticket

S	M	T	W	T	F	S	JUNE
	1	2	3	4	5	6	June 21 National Ride to Work Day
7	8	9	10	11	12	13	MOTORCYCLE SAFETY
14	15	16	17	18	19	20	Primary Message: Share the Road With Motorcyclists
21	22	23	24	25	26	27	
28	29	30					

S	M	T	W	T	F	S	JULY
	1	2	3	4	5	6	Vehicle Theft Prevention Month
7	8	9	10	11	12	13	July 4 IMPAIRED DRIVING
14	15	16	17	18	19	20	DRUG-IMPAIRED DRIVING
21	22	23	24	25	26	27	Primary Message: Buzzed Driving Is Drunk Driving

S	M	T	W	T	F	S	AUGUST
	1	2	3	4	5	6	August 18 - September 6 Impaired Driving National Enforcement
7	8	9	10	11	12	13	Drive Sober or Get Pulled Over
14	15	16	17	18	19	20	IMPAIRED DRIVING
21	22	23	24	25	26	27	DRUG-IMPAIRED DRIVING
28	29	30	31				Primary Message: Drive Sober or Get Pulled Over

S	M	T	W	T	F	S	SEPTEMBER
	1	2	3	4	5	6	September 6 - 27 Rall Grade Crossing Campaign
7	8	9	10	11	12	13	Primary Message: Stop, Train, Caution
14	15	16	17	18	19	20	September 10 - 25 Child Passenger Safety Week
21	22	23	24	25	26	27	OCCUPANT PROTECTION
28	29	30					September 25 National Seat Check Saturday

S	M	T	W	T	F	S	OCTOBER
	1	2	3	4	5	6	Pedestrian Safety Month
7	8	9	10	11	12	13	October 17 - 23 National Teen Driver Safety Week
14	15	16	17	18	19	20	TEEN DRIVING ISSUES
21	22	23	24	25	26	27	October 31 Halloween
28	29	30					IMPAIRED DRIVING

S	M	T	W	T	F	S	NOVEMBER
	1	2	3	4	5	6	November 24 - 28 Thanksgiving Holiday Travel
7	8	9	10	11	12	13	IMPAIRED DRIVING
14	15	16	17	18	19	20	DRUG-IMPAIRED DRIVING
21	22	23	24	25	26	27	November 24 Blackout Wednesday
28	29	30					Primary Message: Buzzed Driving Is Drunk Driving

S	M	T	W	T	F	S	DECEMBER
	1	2	3	4	5	6	December 15 - January 1, 2022 Holiday Season
7	8	9	10	11	12	13	IMPAIRED DRIVING
14	15	16	17	18	19	20	DRUG-IMPAIRED DRIVING
21	22	23	24	25	26	27	Primary Message: Drive Sober or Get Pulled Over
28	29	30	31				December 26 - 31 TV Bureau of Advertising Roadblock

S	M	T	W	T	F	S	JANUARY 2022
	1	2	3	4	5	6	January 1 - 15, 2022 New Year's Eve
7	8	9	10	11	12	13	IMPAIRED DRIVING
14	15	16	17	18	19	20	DRUG-IMPAIRED DRIVING
21	22	23	24	25	26	27	Primary Message: Drive Sober or Get Pulled Over
28	29	30	31				January 15 - 31, 2022 National Enforcement Mobilization



Legislative Updates



- *Legislature is now back in session.*
- All current traffic safety proposals will be updated weekly.
- Latest Legislative Update can be found on the [Resources Tab](#) of Community Maps.



Badger TraCS Updates



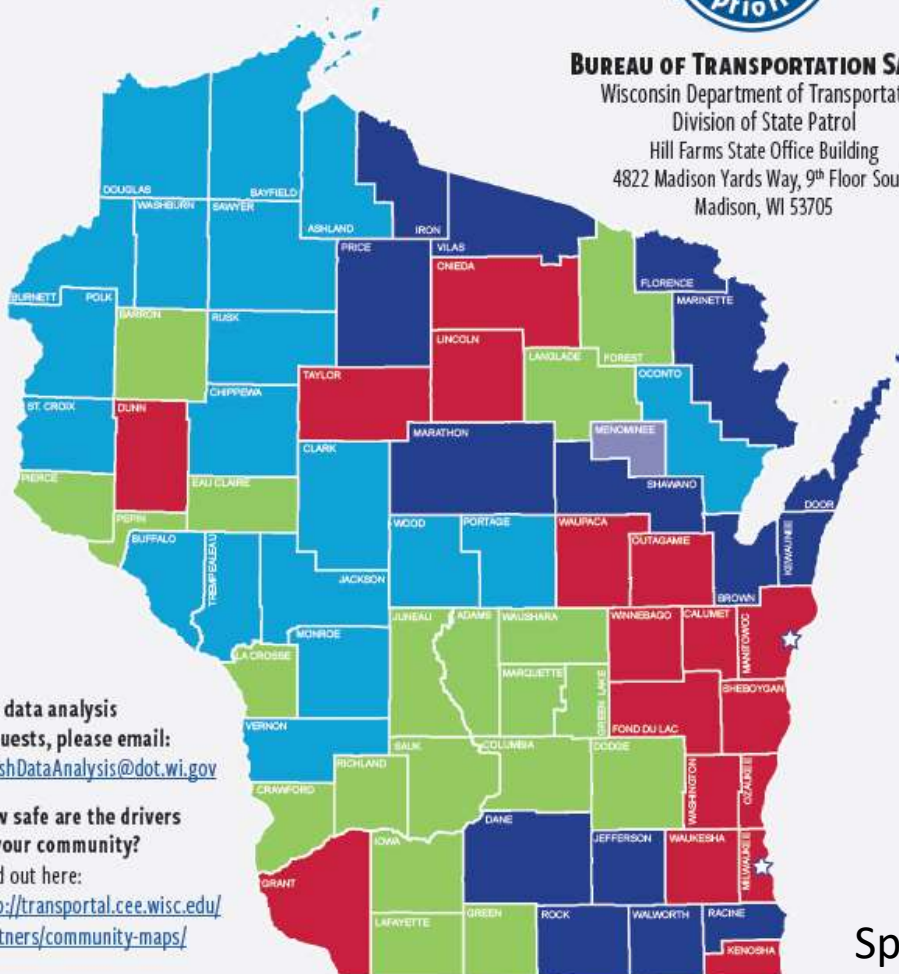
- Fall update is available as of 10/20/2020
- TraCS migration from Access to SQL by December 2021
 - All computers must run a 64 bit version of Windows
 - Agencies have three options:
 1. Move to their own SQL server
 2. Join with another agency
 3. Join the Badger TraCS hosted environment
 - Four year user agreement (through 12/31/2024)
 - No cost to LEAs
 - Many maintenance and functional advantages
 - If interested, send an email to BadgerTracs@dot.wi.gov

Our Team



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:
<http://transportal.cee.wisc.edu/partners/community-maps/>

SUPERVISOR

Laura Vande Hey
(608) 709-0065
Laura.VandeHey@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

Joe Davis
Southern Region
433 W. Saint Paul Avenue
Milwaukee, WI 53203
(608) 598-9668 (mobile)
Joseph.DavisSr@dot.wi.gov

Specialized Data Analysis Requests:
CrashDataAnalysis@dot.wi.gov



If I Can Help...



Dan Kontos

Law Enforcement Liaison

Wisconsin Department of Transportation

Bureau of Transportation Safety/Wisconsin State Patrol

IncidentResponseLLC@gmail.com

(715) 498-6762

Stay Safe