

Chippewa County
COUNTY TRAFFIC SAFETY COMMISSION

DRAFT

Agenda
Regular Meeting

February 13, 2025
9:00 a.m.

1. CALL TO ORDER

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)	Absent
Tyler Thibodeaux	Chippewa County Emergency Mgmt.	Traffic Safety Coordinator	Absent
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	Altoona School District	Education Superintendent	Absent
Brady Seidlitz	Chippewa County Corp Counsel	Deputy Corporation Counsel	Absent
Jason Thom	City of Chippewa Falls – Fire & EMS	Chief - Emergency Medicine	Present
Lt. Sheridan Pabst	City of Chippewa Falls PD	Patrol Lieutenant	Present
Brandon Cesafsky	City of Chippewa Falls Public Works	Director of Public Works	Present
Joe Simon	Chippewa County Highway Dept.	Patrol Superintendent - State	Absent
Jenny Lenbom	Chippewa County	Public Health Nurse, RN	Present

Others Present: Eric Anderson (West Central Wisconsin Regional Planning Commission), Fred Anderson (Chippewa County Highway Department), Nicole Bitzan (SRF Consultants), Shannon Berg (Village of New Auburn President), Bradley Hanson (Village of New Auburn Administrator), Mark Woodford (Town of Anson resident), Holly Kitchell (City of Stanley resident)

Recorder: Marla Prissel

3. MEMBERS OF THE PUBLIC WISHING TO BE HEARD

4. CONSENT AGENDA

1. Approve the Agenda
2. Approve the Minutes – November 14, 2024
3. Schedule Next Meeting Date – May 8, 2025 9:00 AM

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Cesafsky
SECONDER:	Thom

5. BUSINESS ITEMS

1. Request to lower CTH S speed limit on east side of Jim Falls – B. Kelley

Kelley received a request from a concerned citizen regarding the speed limit on CTH S to the east of Jim Falls. Kelley shared a map of the speed zones in this area. Mark Woodford, a resident of the Town of Anson, was present to express his concerns with the posted speed limit and safety in this area. Motion was made by Cesafsky to proceed with a speed study. Motion was seconded by Pabst.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Cesafsky
SECONDER:	Pabst

2. Request to lower CTH X speed limit on west side of Stanley – B. Kelley

Kelley discussed a request he received from a City of Stanley resident requesting a lower speed limit on CTH X located on the west side of Stanley. A map of the area speed limits was shown. City of Stanley resident Holly Kitchell voiced her concerns regarding vehicles traveling at high speeds on that section of road. Kontos showed there wasn't much for crash data for the area. Sgt. Luck suggested education and enforcement could be helpful and offered to have State Patrol monitor the area on occasion. The decision was made to start with requesting increased enforcement in this area.

3. CTH SS/M Intersection Control in Village of New Auburn – B. Hanson

Brad Hanson, Administrator of the Village of New Auburn, was present to discuss his concerns with the CTH SS/CTH M intersection in the Village of New Auburn. Fred Anderson reviewed the results from the MioVision study that was conducted in August 2024. Kelley suggested the area could be investigated by SRF Consulting Group in the ongoing Safe Streets & Roads for All Safety Action Plan for possible safety improvements, which the group agreed would be appropriate.

6. REPORTS

1. Chippewa County Safe Streets & Roads for All (SS4A) Safety Action Plan – N. Bitzan

Bitzan gave an update to the committee on their progress so far identifying areas of safety concern for the SS4A safety action plan. They're almost halfway through the data collection phase. The plan's goal will be to achieve a 55% reduction in accidents by 2040. Bitzan stated that they will be seeking public input at community events this summer. Bitzan also outlined a new page on the Chippewa County Highway Department website for community comments regarding SS4A. The site has been up for a week and 25 responses have been received. There was discussion on more ways to get this information out to the public. Eric Anderson shared how successful social media sharing has been for a survey the MPO is conducting.

2. Chippewa County Crash Statistics – M. Bauman

In Bauman's absence, Kelley presented the updated crash statistics for the County. He reviewed the 2023/2024 statistics, as well as the year to date comparison for this year vs. last year. Kelley also provided a brief summary of the details in regards to the incidents listed below.

- a. 11-13-24 Crash in Town of Howard
- b. 11-19-24 Crash in Village of Lake Hallie
- c. 11-21-24 Crash in City of Chippewa Falls
- d. 1-12-25 Crash in Town of Lake Holcombe
- e. 1-21-25 Crash in Town of Tilden
- f. 1-25-25 Crash in Town of Lafayette
- g. 2-2-25 Crash in City of Stanley

3. Wisconsin DOT Traffic Safety Updates – D. Kontos

Kontos provided a presentation from the Bureau of Traffic Safety that included preliminary crash statistics for 2024 for both the State and County.

4. Roundtable report - All

Matt Reddy discussed a speed study that will result in a 10 MPH reduction for STH 64 on the west side of Cornell. A study in this area in 2022 did not result in the 45 MPH speed limit being reduced, however the 2024 study will reduce the speed limit to 35 MPH. Reddy discussed new guidance on speed studies.

Eric Anderson appreciates the new speed study guidance as it may result in increased safety if more speed limits can be reduced. Anderson also shared that MPO is working on their long-range transportation plan. A high number of the responses they have received rated increased traffic safety as an issue the community would like to see improved. Anderson wanted the County to know that MPO would happily work with them on any SS4A implementation where they could be of service.

Jenny Lenbom updated the committee on car seat safety checks conducted in 2024. They checked 68 car seats and 54 of those car seats were provided by the County. Public Health received a grant to purchase car seats for distribution.

Brandon Cesafsky advised the committee of two construction projects taking place in the City of Chippewa Falls this coming year. The West River Street project will start early this spring. Traffic will be open with flagging operations. The STH 124 project is being rebid. They are hoping to complete the downtown portion in 2025, with the remainder being completed in 2026. Bay Street will be closed to traffic.

7. AGENDA ITEMS FOR FUTURE CONSIDERATION

8. ADJOURN

Meeting was adjourned at 11:00 AM

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Cesafsky
SECONDER:	Pabst

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
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Tyler Thibodeaux	Chippewa County Emergency Mgmt.	Traffic Safety Coordinator	Absent
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	Altoona School District	Education Superintendent	Absent
Jim Sherman	Chippewa County Corp Counsel	Deputy Corporation Counsel	Absent
Jason Thom	City of Chippewa Falls – Fire & EMS	Chief - Emergency Medicine	Present
Lt. Sheridan Pabst	City of Chippewa Falls PD	Patrol Lieutenant	Present
Brandon Cesafsky	City of Chippewa Falls Public Works	Director of Public Works	Absent
Joe Simon	Chippewa County Highway Dept.	Patrol Superintendent - State	Present
Jenny Lenbom	Chippewa County	Public Health Nurse, RN	Present

Others Present: Eric Anderson (West Central Wisconsin Regional Planning Commission), Fred Anderson (Chippewa County Highway Department), Nicole Bitzan (SRF Consultants), John Ferguson (Chippewa County Emergency Management), Brady Seidlitz (Corporation Counsel)

Recorder: Marla Prissel

3. MEMBERS OF THE PUBLIC WISHING TO BE HEARD

(Comments from the public will be limited to 5 minutes per speaker)

4. CONSENT AGENDA

1. Approve the Agenda
2. Approve the Minutes – August 8, 2024
3. Schedule Next Meeting Date – February 13, 2025 9:00 AM

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

5. BUSINESS ITEMS

1. CTH P Speed Limit between 40th Avenue and Colome Street – B. Kelley
Kelley updated the committee on some research done since the last meeting regarding the speed limit on CTH P. Based on the WisDOT TEOpS manual, the existing 35 MPH speed limit could be reduced as low as 15 MPH without WisDOT approval, but a speed study would be needed. Kelley asked the committee if they thought the Highway Department should proceed with the speed study. Bauman stated that he thinks the current speed limit is adequate for that area. Eric Anderson would like to see a speed study done. Reddy discussed population density along the road and stated it may be appropriate to reduce the speed limit on the northern portion of the road segment. Simon made a motion to direct the Highway

Department to proceed with the speed study. Ferguson seconded the motion. Bauman was opposed. The speed study will be conducted in the spring.

RESULT:	APPROVED [9 TO 1]
MOVER:	Simon
SECONDER:	Ferguson
AYES:	Kelley, Ferguson, Reddy, Kontos, Luck, Thom, Pabst, Simon, Lenbom
NAYS:	Bauman

2. CTH SS Intersections in Village of New Auburn – F. Anderson

Fred Anderson gave an update to the committee regarding the CTH SS / CTH M intersection in the Village of New Auburn. The Highway Department had received a request from the Village to make the intersection a four-way stop. Vehicle speed is the main concern. Anderson shared that four-way stops should not be used for speed control, but that potentially a speed study could be done to see if lowering the speed limit would be appropriate. WCWRPC's MioVision cameras were used to monitor pedestrian and traffic movements and that data was presented to the committee. Kelley stated that he hadn't received an official request from the Village for a speed study. Pabst would be interested in hearing more from the Village of New Auburn before making a decision regarding the speed study. The consensus was to postpone this discussion until the Village of New Auburn can attend a future meeting to explain their concerns.

6. REPORTS

1. State Highway Projects – M. Reddy

Reddy updated the committee on state highway construction projects for 2024 and gave a brief overview of projects coming up in 2025.

2. County Highway Projects – B. Kelley

Kelley gave an update on the Chippewa County Highway Department's 2024 road construction projects, which are all completed for the year. The Highway Department website will be updated to include 2025 construction projects in the coming months.

<https://www.chippewacountywi.gov/government/highway/construction-updates-copy>

3. City of Chippewa Falls Street Projects – B. Cesafsky

Cesafsky was not in attendance.

4. Chippewa County Crash Statistics – M. Bauman

Bauman gave a report on year-to-date crashes in Chippewa County. Chippewa County has seen 8 fatal accidents so far this year. Bauman also summarized the factors in four fatal crashes that occurred since the last meeting. These occurred on 9-29-24, 10-12-24, 10-13-24, and 11-13-24.

5. City of Chippewa Falls Crash Statistics

None

6. Wisconsin DOT Traffic Safety Updates – D. Kontos

Kontos provided a presentation from the Bureau of Traffic Safety that included crash statistics through the third quarter of 2024 for both the state and county.

7. Chippewa County Safe Streets & Roads for All (SS4A) Safety Action Plan – N. Bitzan

Nicole Bitzan with SRF Consulting gave a presentation to the committee regarding the Chippewa County Safety Action Plan. She outlined the information and tools that are used to identify where safety measures would be needed. She will be reporting to the Traffic Safety Commission each quarter and requesting feedback until the plan is completed.

8. Roundtable report - All

Ferguson gave an update on the 911 Database. Block ranges are now in use within the county 911 system. Also, they are still working on getting all roads in the county named. Any unnamed road with 3 or more improved properties should have a name, even if they are private roads. One of the biggest issues they are having is with renaming service roads.

Pabst updated the committee on White Cane Awareness Day, which was October 15th.

Thom stated that he has been preparing his crew for the upcoming change in weather and the effects that will have on emergency response.

Luck discussed how the State Patrol has been using predictive analytics in looking at crash maps. They have identified a few areas of concern in the County and will be increasing their presence to help reduce crashes.

Lenbom stated that Chippewa County Public Health was renewed with DOT to be able to continue to purchase and distribute car seats to those in need. Car seats are available to those in need at the Public Health office.

Kelley discussed the amount of speed study requests that the County continues to receive. Two areas in particular that may be coming up at future meetings include CTH S on the east side of Jim Falls and also CTH X near the prison on the west side of Stanley.

7. AGENDA ITEMS FOR FUTURE CONSIDERATION

8. ADJOURN

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

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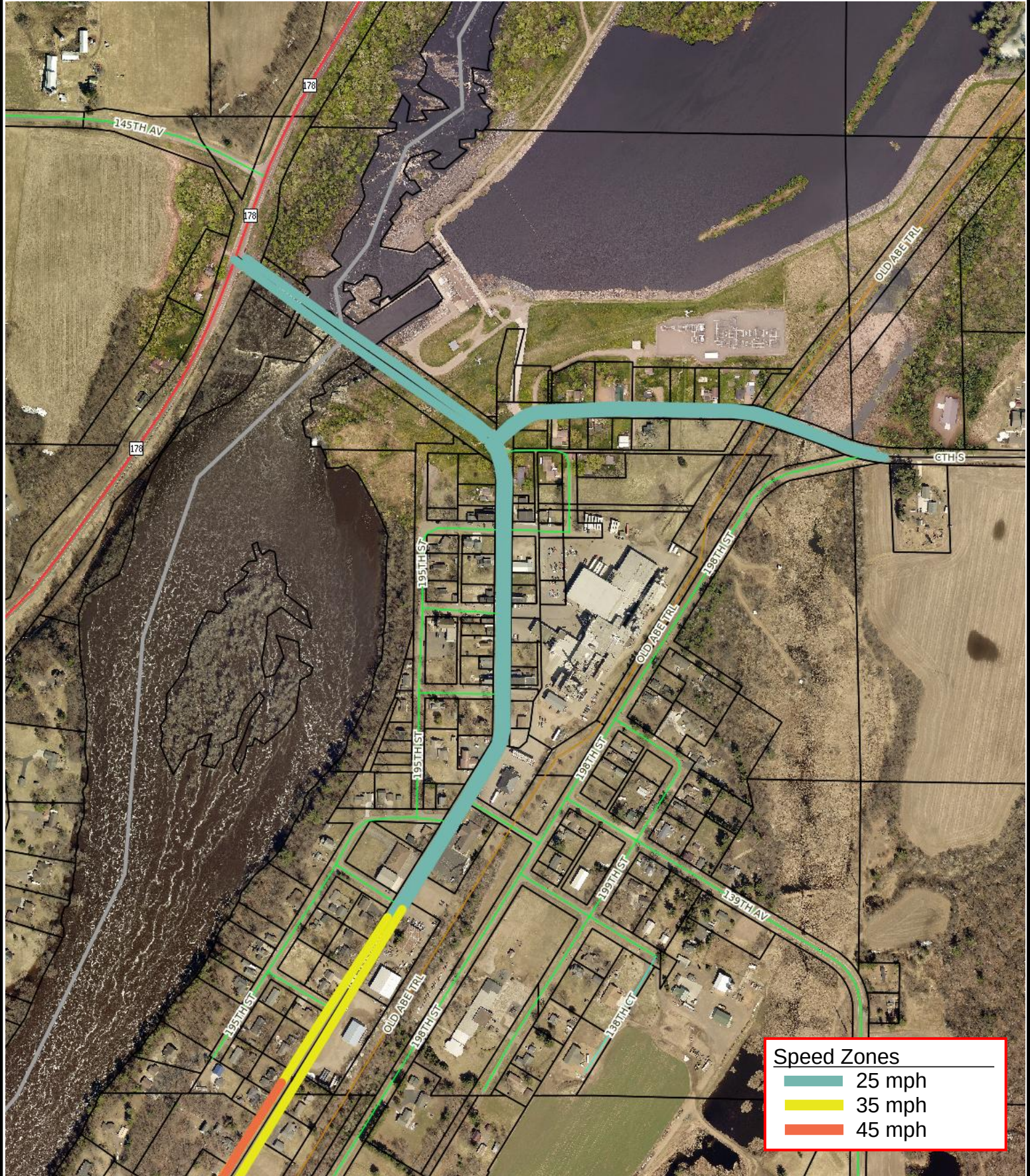
Members of the Chippewa County Board of Supervisors who are not members of this committee are entitled to attend this meeting. It is possible that the attendance of one or more such nonmember Supervisors may create a quorum of some other county board committee, board or commission. Such a quorum is unintended 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 Zones - Jim Falls



Printed 02/05/2025

Scale = 1:518'



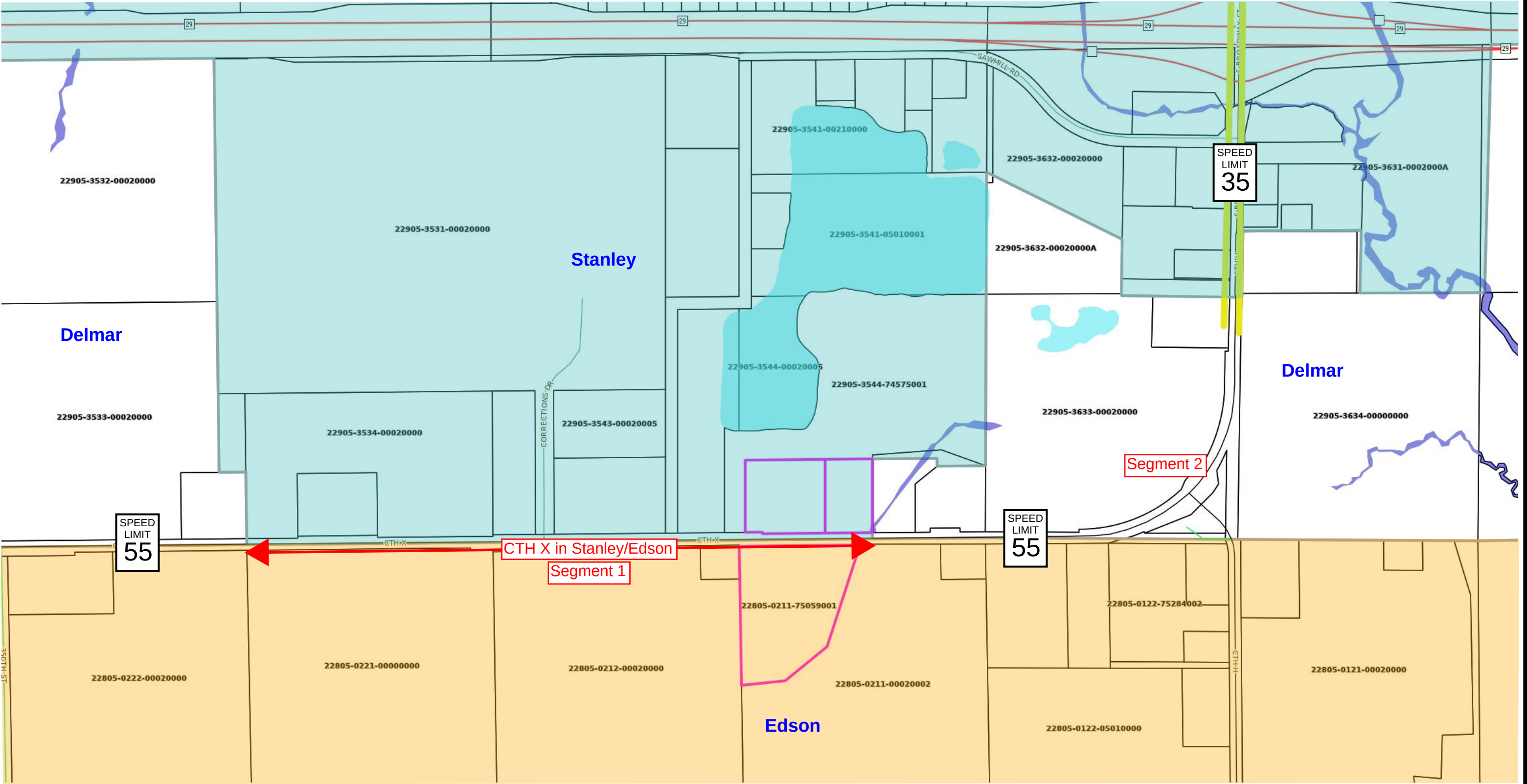
Speed Zones	
	25 mph
	35 mph
	45 mph

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.

CTH X - Stanley/Delmar/Edson



Printed 11/13/2024 Scale = 1:500'



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.

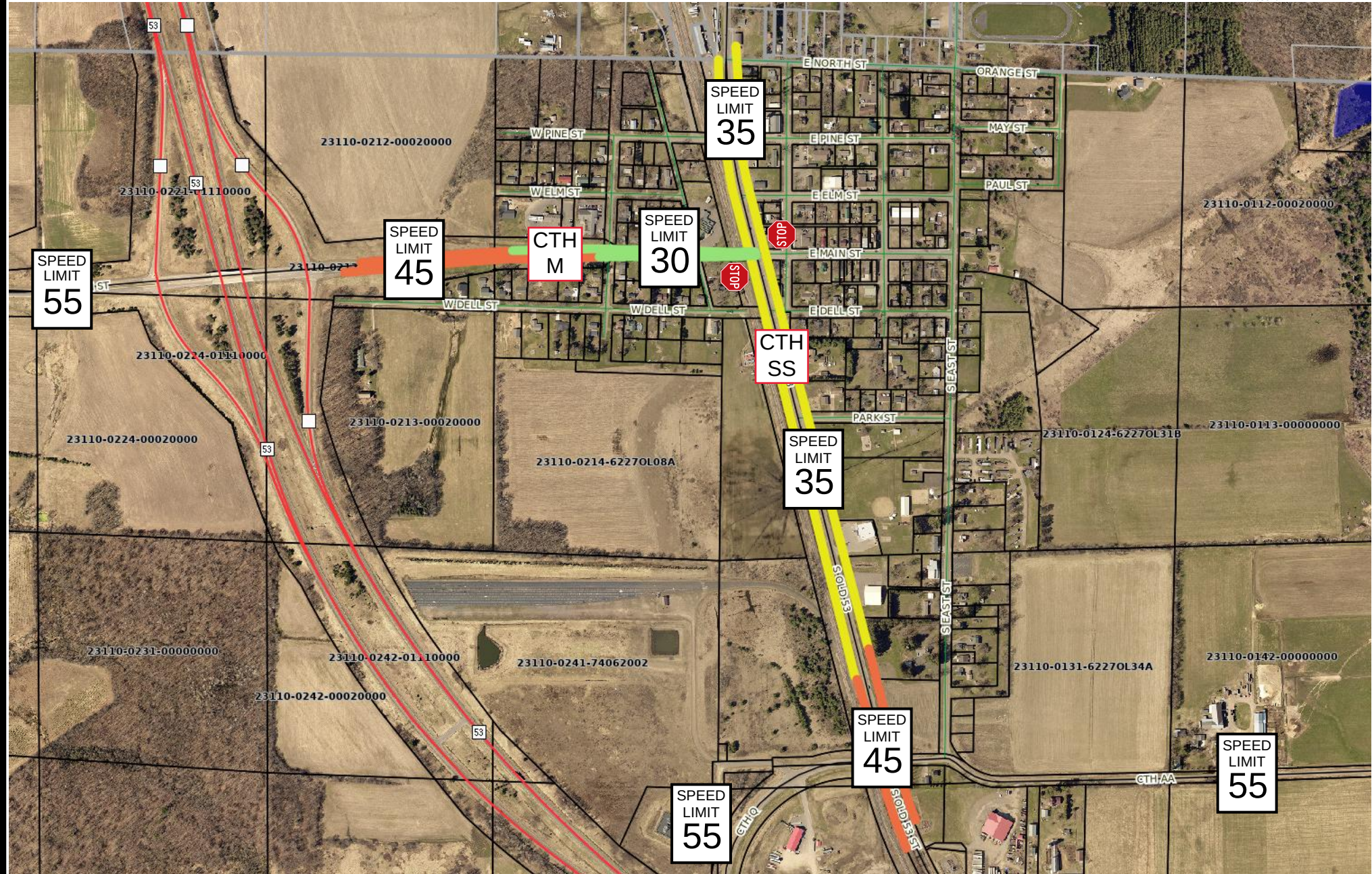
Village of New Auburn - County Highway Speed Zones



Printed 09/23/2024

Scale = 1:734'

EXISTING

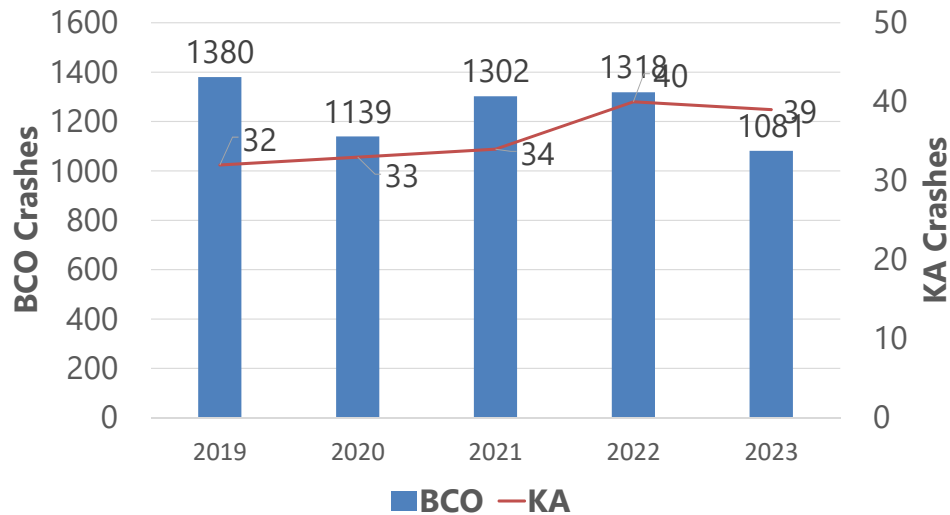


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Nicole Bitzan, SRF Consulting

- | | 2024 | | | | | | | | | | | | 2025 | | | | | | | | | | | | 2026 | |
|---|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|------|--|
| | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | | | | | |
| Project Management | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bi-weekly Check-ins | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leadership and Commitment Goal Setting | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Planning Structure | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Safety Analysis | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stakeholder and Public Engagement | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Engagement Plan | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Events/Pop-up Meetings | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Equity Analysis | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Policy and Process Changes | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Safety Strategy and Project Selection | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Final Plan, Progress and Transparency | | | | | | | | | | | | | | | | | | | | | | | | | | |
- Safety Committee Meeting
 ▲ Draft
 ▲ Final
 ▲ Adopt

Goal Setting: Performance Measures



Goal Considerations



- Goal Focused on getting to Zero
 - Reduce all traffic deaths and severe injuries on streets within the county to zero by 2040
- Goal focused on a percent reduction
 - Reduce serious injuries and fatalities by 55% by 2040
- Goal focused on aligning with the Wisconsin Strategic Highway Safety Plan (2023-2027)
 - 5% reduction of traffic deaths and severe injuries on streets within the MPO by 2027

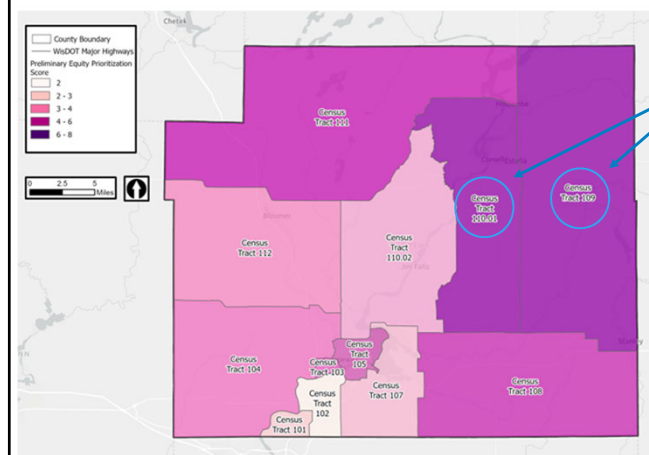
Goal Considerations



Chippewa County's Goal

		Goal Focused on getting to Zero	Goal Focused on a percent reduction	Goal Focused on aligning with the Wisconsin Strategic Highway Safety Plan (2023-2027)
		"Reduce traffic deaths and severe injuries on streets within Chippewa County to zero by 2040."	"Reduce serious injuries and fatalities by 55% by 2040."	"5% reduction of traffic deaths and severe injuries on streets within Chippewa County by 2027."
Reductions Required	Fatalities and Serious Injuries (all roadways)	39	18	<2
	Fatalities and Serious Injuries/Year (all roadways)	2.6 (linear reduction)	1.2 (linear reduction)	<1
	Fatalities and Serious Injuries (CTH Only – used the filter in crash data)	16	7	<1
	Fatalities and Serious Injuries/Year (CTH Only – used the filter in crash data)	Approx 1	.5 (1 every other year)	<1

Equity Analysis

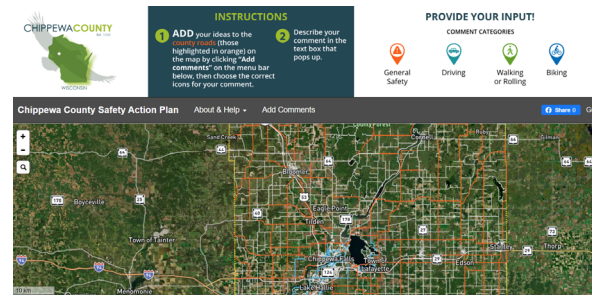


Equity Prioritization Map of Chippewa County

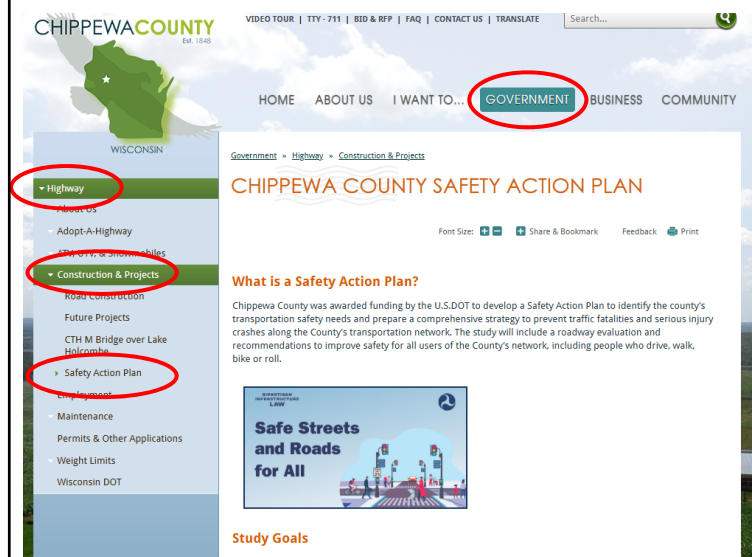
- The darker shades of color represent higher levels of underserved communities within the census tracts
 - Experience barriers to access the transportation system
 - Experience higher levels of poverty
 - Experience high rates of disabilities
- This equity map will be further used to locate potential sites for community engagement. (next slide) The map will also assist in the prioritizing future projects.

Public Engagement – Targeted Community Group

- From the results of the equity analysis, the County identified targeted community groups to engage and request response to the online map survey.
 - Focused on the two census tracts 110.01 and 109
 - Population 65 and older
 - Population 17 years or younger
- Identified the following community groups.
 - Boys and Girls Club of greater Chippewa Valley
 - Aging and Disability Resource
 - Chippewa County 4H
 - Chippewa Falls Area Senior Center
 - Bloomer Senior Civic Center
- Developing a flyer to post at each location.

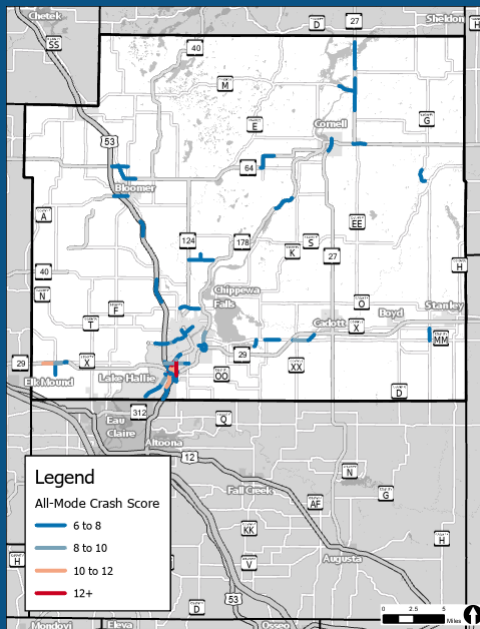


Public Engagement – County Website

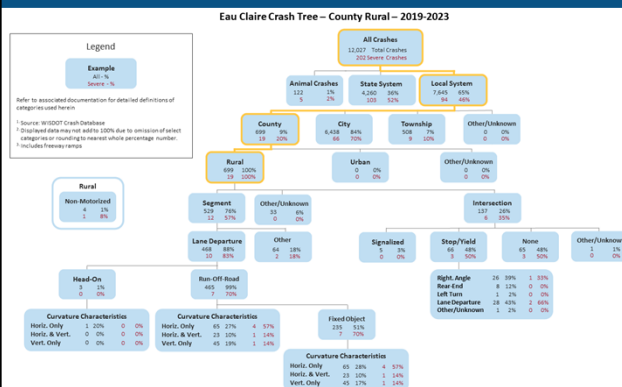


- Published project website
 - Live on Jan 31st
 - Includes the map survey
 - Number of comments: 21 (as of Feb 4th)
- To find the project
 - Go to "Government"
 - Then select "Highway"
 - Under "Construction & Project"

Consolidated HIN (All Modes)

Existing Crash Trends: *High Injury Network*

- Reviewed crashes (2019-2023)
 - 6,398 Crashes Total
 - 178 Fatal and serious injury crashes
- Developed two HINs – motorized and non-motorized
- HIN considered fatal and serious injuries PLUS minor injuries for non-motorized crashes only.
- To be on the HIN, the location experienced two fatal or serious injuries, OR one fatal or serious injury and three minor injury per mile over the past five years.

Existing Crash Trends: *Crash Trees*

- Out of the 178 severe crashes in the County, 54% are on the local system.**
- Out of the local system, the county experiences the most severe crashes.**
- County Rural:** All crashes are categorized as rural. The most common county crash were run off the road lane departure crashes.

Existing Crash Trends Continued



- City Rural:** Half of municipal severe crashes were on city rural roads. These crashes were split between lane departure crashes and at intersections with stop/yield . Identified four severe non-motorized crashes (highest of all crash trees).
- City Urban 2-Lane Divided:** Most common severe crash occurred at intersections with a stop sign.
- Township Rural:** Township crashes made up 16 percent of crashes on local roads, 60% of severe crashes on township roads occurred on segments. The majority of those crashes were run-off-road with a fixed object.

Emphasis Areas

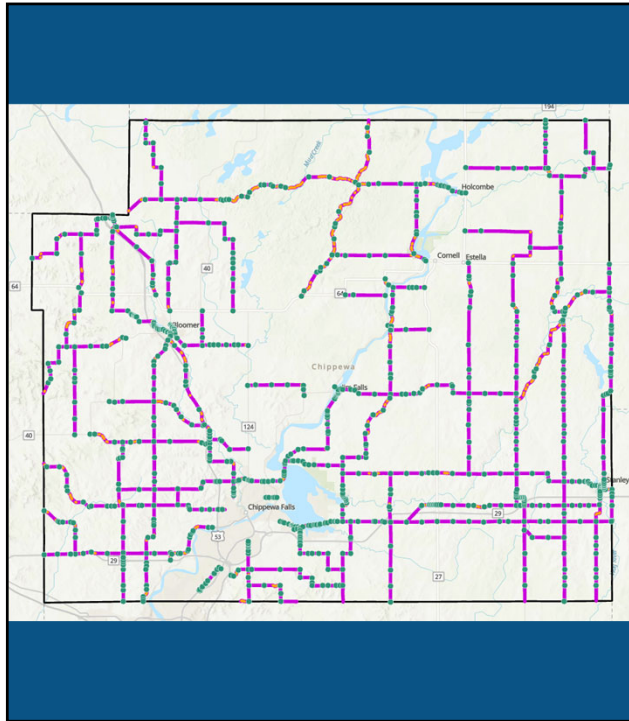


Top Six All Systems Emphasis Areas

- Lane Departure
- Speeding
- Intersection
- Motorcycle
- Unbelted
- Older Driver

	Countywide								Statewide					
	All Systems		State System		County System		Local System		All Systems		State System		County System	
Total Severe Crashes	178	100%	79	100%	48	100%	51	100%	16,251	100%	6,836	100%	2,699	100%
Core Areas														
Intersection	41	23%	15	19%	12	25%	14	27%	4,998	31%	1,916	28%	650	24%
Lane Departure	125	70%	53	67%	36	75%	36	71%	10,477	64%	4,009	59%	2,003	74%
Run-Off-Road	112	63%	47	59%	32	67%	33	65%	9,187	57%	3,305	48%	1,816	67%
Head-On	13	7%	6	8%	4	8%	3	6%	1,290	8%	704	10%	187	7%
Impaired	18	10%	7	9%	2	4%	6	12%	1,352	8%	631	9%	217	8%
Speed/Aggressive	47	26%	22	28%	13	27%	12	24%	4,842	30%	1,969	29%	885	33%
Unbelted	27	15%	7	9%	6	13%	14	27%	2,461	15%	1,021	15%	482	18%
Inattentive	18	10%	9	11%	2	4%	7	14%	1,328	8%	655	10%	217	8%
Older Driver	26	15%	10	13%	6	13%	10	20%	2,047	13%	919	13%	375	14%
Motorcycle	37	21%	14	18%	12	25%	11	22%	3,151	19%	1,160	17%	719	27%
Strategic														
Younger Driver (Teen)	24	13%	9	11%	6	13%	9	18%	2,036	13%	755	11%	323	12%
Non-motorist	8	4%	2	3%	0	0%	6	12%	2,038	13%	566	8%	102	4%
Pedestrian	8	4%	2	3%	0	0%	6	12%	1,577	10%	460	7%	60	2%
Bicyclist	0	0%	0	0%	0	0%	0	0%	461	3%	106	2%	42	2%
Commercial Vehicles	15	8%	8	10%	1	2%	6	12%	1,199	7%	813	12%	153	6%
Work Zone	2	1%	0	0%	1	2%	1	2%	314	2%	230	3%	15	1%
Other														
Deer/Animal	8	4%	1	1%	4	8%	3	6%	470	3%	173	3%	188	7%
Winter Weather	5	3%	3	4%	0	0%	2	4%	449	3%	273	4%	63	2%

a. Focus Area definitions consistent with the 2023-2027 Wisconsin Strategic Highway Safety Plan



Systemic Analysis (Proactive Approach)



■ Data Collection

- Intersections - completed
- Segments – completed
- Curves – in progress

Risk Factors

- AADT Single Vehicle Road Run-off-Road
- AADT Multi-Vehicle
- Lane Departure Density
- Access Density
- Critical Curve Radius Density
- Edge Risk
- Speed

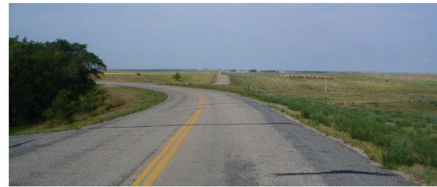
Systemic Analysis (Rural Segment Risk Factors)



Risk Factors

- High Side Shoulder Width
- Total Cross Section Width
- Lane Width
- Adjacent Intersection
- Visual Trap
- Outside Edge Risk
- Critical Curve Radius
- AADT

Systemic Analysis (Rural Curve Risk Factors)



Risk Factors

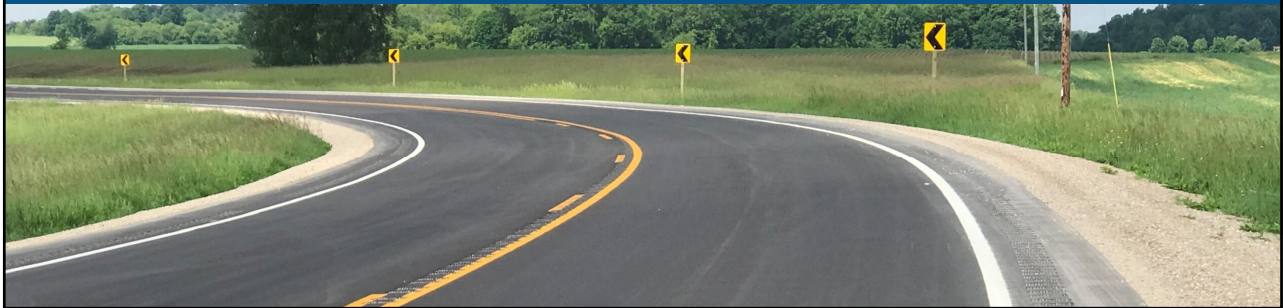
- Leg Configuration
- Alignment Skew
- Adjacent Railroad Crossing
- Adjacent Curve
- Previous Stop
- Adjacent Commercial Development
- Major Approach Turn Lane Configuration
- Speed
- Total Entering AADT or AADT Cross Product

Systemic Analysis (Proactive Approach)



Next Steps

- Systemic Analysis
 - Risk Factor Analysis
 - Identify Prioritization and Project Selection
- Policy Review
- Recommend Potential Countermeasures to Implement
- Draft Engagement Materials



QUESTIONS?

CHIPPEWA COUNTY CRASH STATISTICS

	JAN 1ST-DEC 31ST 2023	JAN 1ST-DEC 31ST 2024	
	2023	2024	
	YTD	YTD	YTD
	TOTALS	TOTALS	VARIANCE
ALL ACCIDENTS WITHIN THE COUNTY			
Car Deer	253	236	-6.7%
Property	626	609	-2.7%
Injury	206	228	10.7%
Fatal	5	10	100.0%
CITY OF CHIPPEWA FALLS			
Car Deer	16	12	-25.0%
Property	166	168	1.2%
Injury	39	37	-5.4%
Fatal	0	3	
VILLAGE OF LAKE HALLIE			
Car Deer	19	34	78.9%
Property	110	117	6.4%
Injury	27	34	25.9%
Fatal	0	2	
ACCIDENTS INVOLVING IMPAIRED DRIVERS	84	88	4.7%
ACCIDENTS INVOLVING DISTRACTED DRIVERS	81	102	26.0%
ACCIDENTS INVOLVING MOTORCYCLES	16	23	43.7%
ACCIDENTS INVOLVING DRIVERS 65+	219	217	-1.0%
ACCIDENTS WITH TEEN DRIVERS	197	187	-5.0%
ACCIDENTS WHERE SPEED WAS A FACTOR	190	165	-13.1%

CHIPPEWA COUNTY CRASH STATISTICS

	JAN 1ST-FEB 1ST 2024	JAN 1ST-FEB 1ST 2025	
	2024	2025	
	YTD	YTD	YTD
	TOTALS	TOTALS	VARIANCE
ALL ACCIDENTS WITHIN THE COUNTY			
Car Deer	14	14	0.0%
Property	77	49	-36.4%
Injury	16	6	-62.5%
Fatal	0	3	
CITY OF CHIPPEWA FALLS			
Car Deer	3	0	-100.0%
Property	19	14	-26.3%
Injury	3	1	-200.0%
Fatal	0	0	
VILLAGE OF LAKE HALLIE			
Car Deer	2	0	-100.0%
Property	12	10	-16.7%
Injury	4	0	-100.0%
Fatal	0	0	
ACCIDENTS INVOLVING IMPAIRED DRIVERS	3	2	-33.3%
ACCIDENTS INVOLVING DISTRACTED DRIVERS	7	5	-28.6%
ACCIDENTS INVOLVING MOTORCYCLES	0	0	
ACCIDENTS INVOLVING DRIVERS 65+	18	13	-27.8%
ACCIDENTS WITH TEEN DRIVERS	23	10	-56.5%
ACCIDENTS WHERE SPEED WAS A FACTOR	30	15	-50.0%



Traffic Safety Commission

Bureau of Transportation Safety and Technical Services

Chippewa County

February 13, 2025



Safe System Approach



- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-crash Care

2019-2024 Statewide Crash Statistics

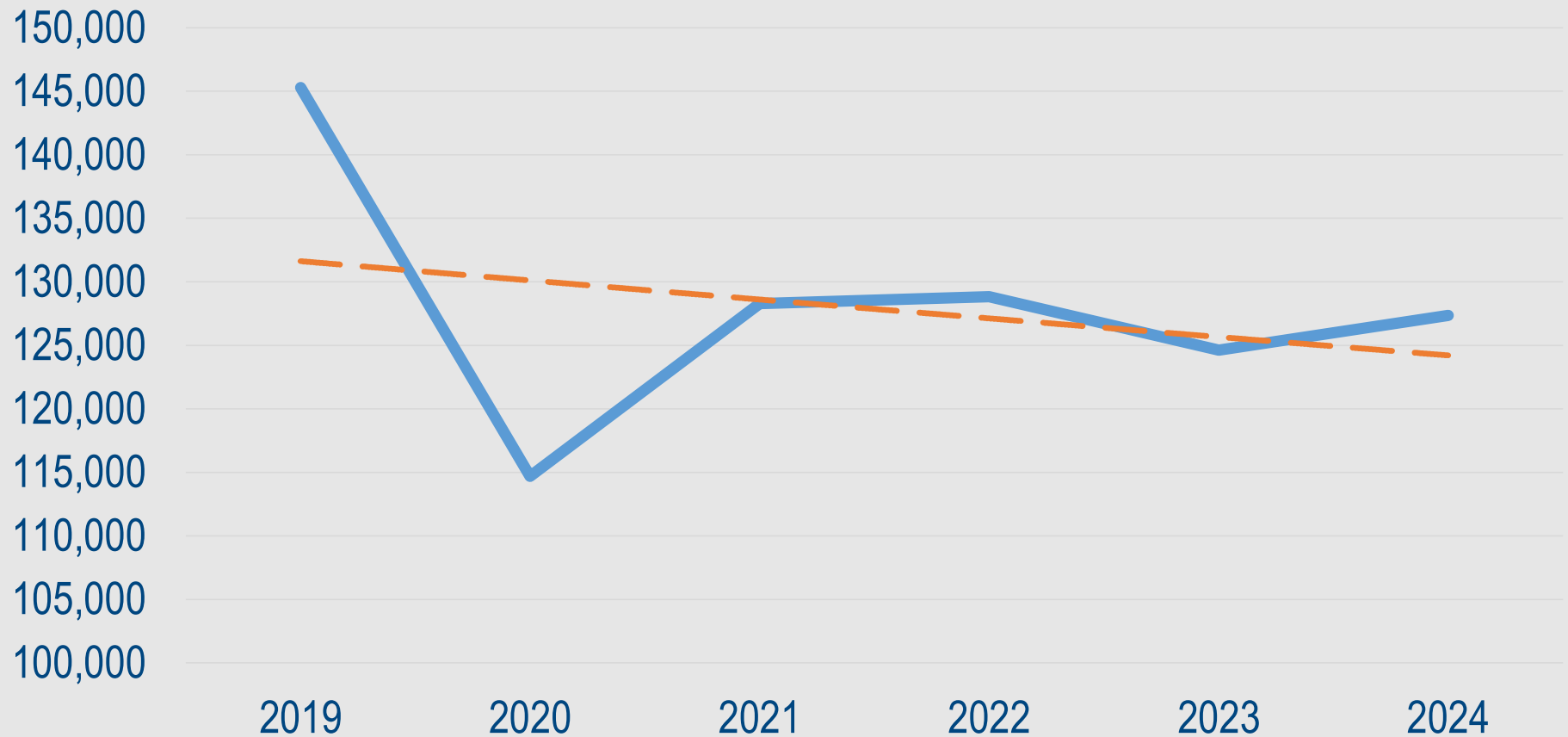
	<u>2024*</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Total Crashes =	127,345	124,627	128,830	128,296	114,697	145,288
Resulting in: Injuries =	33,230	33,370	33,813	35,676	32,374	39,723
Fatal Injuries =	570	563	595	595	592	551

5 Yr. Fatality Average = 578

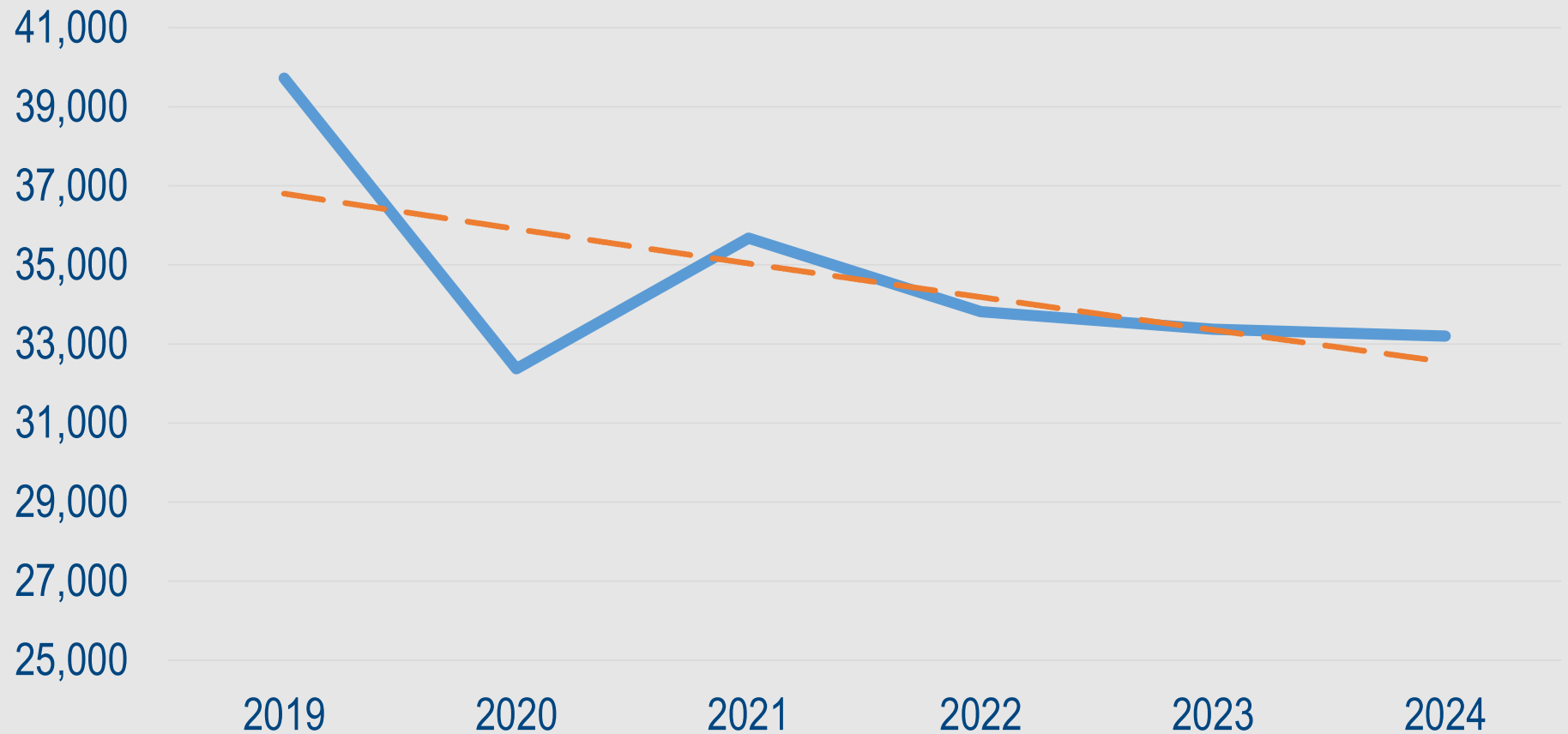
* Indicates Preliminary Numbers



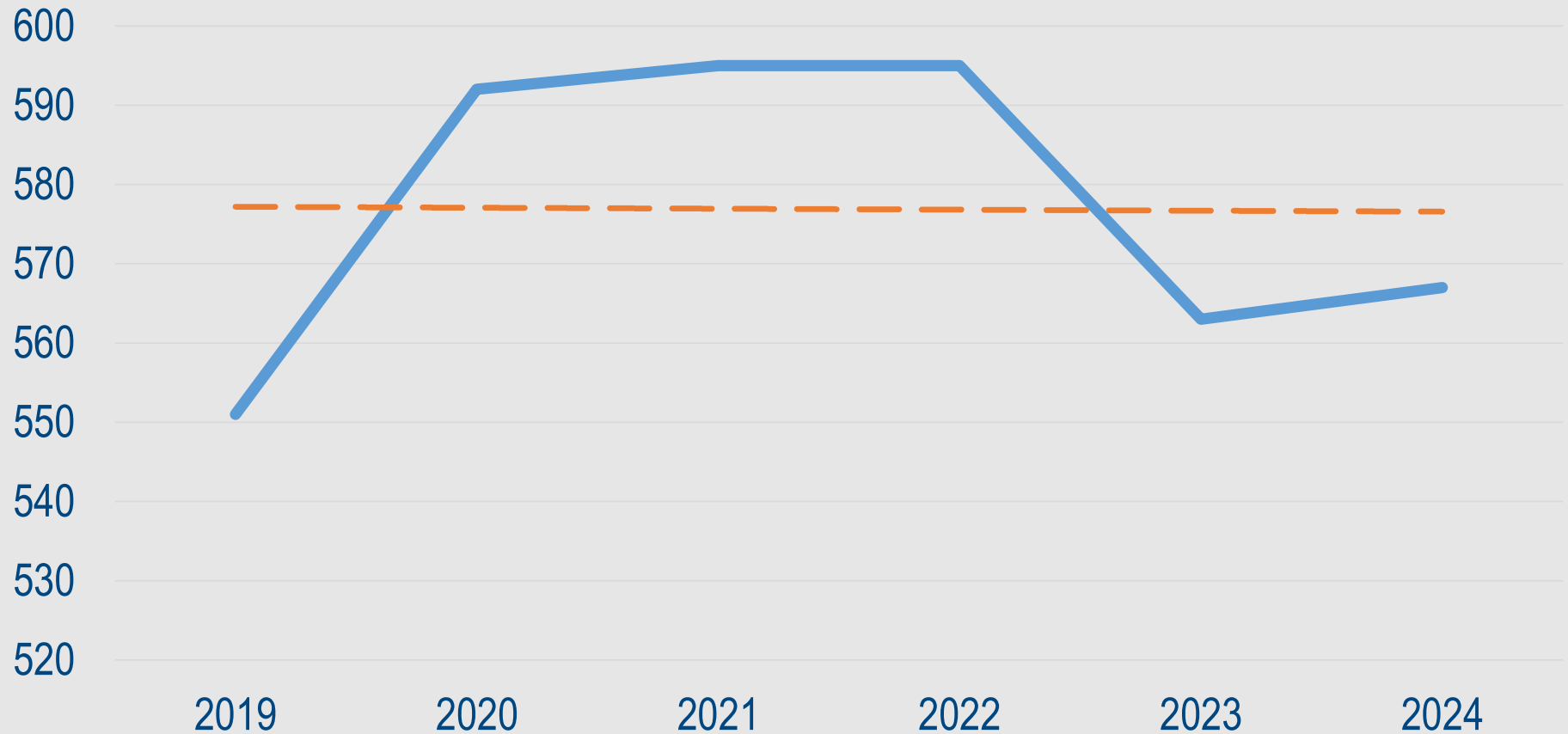
2019-2024 Statewide Crashes



2019-2024 Statewide Injuries

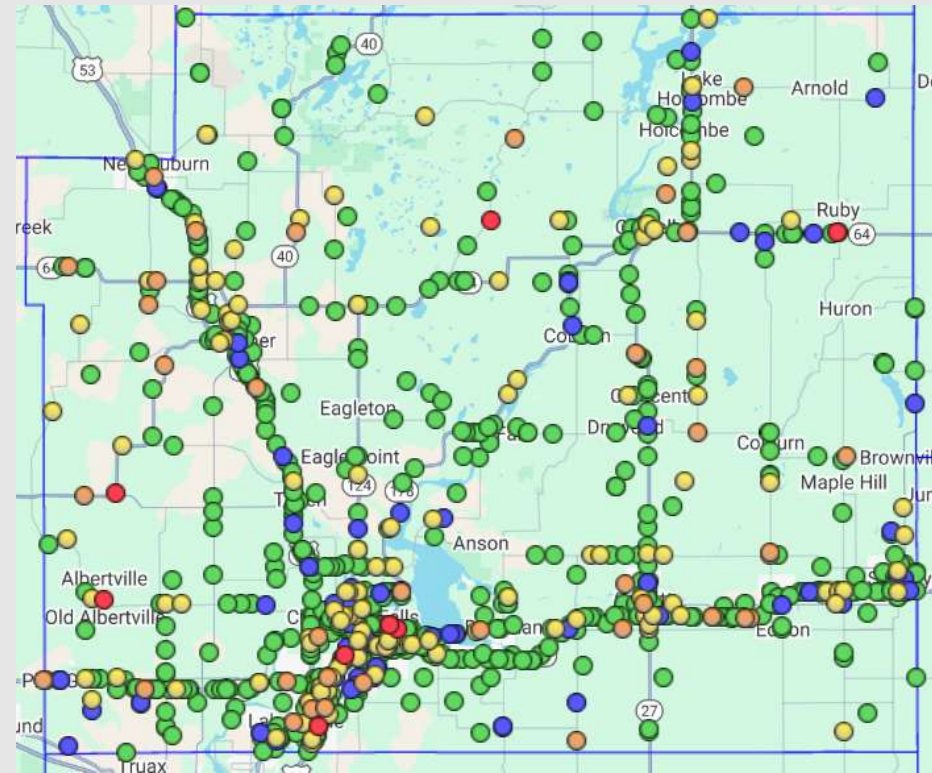


2019-2024 Statewide Fatalities

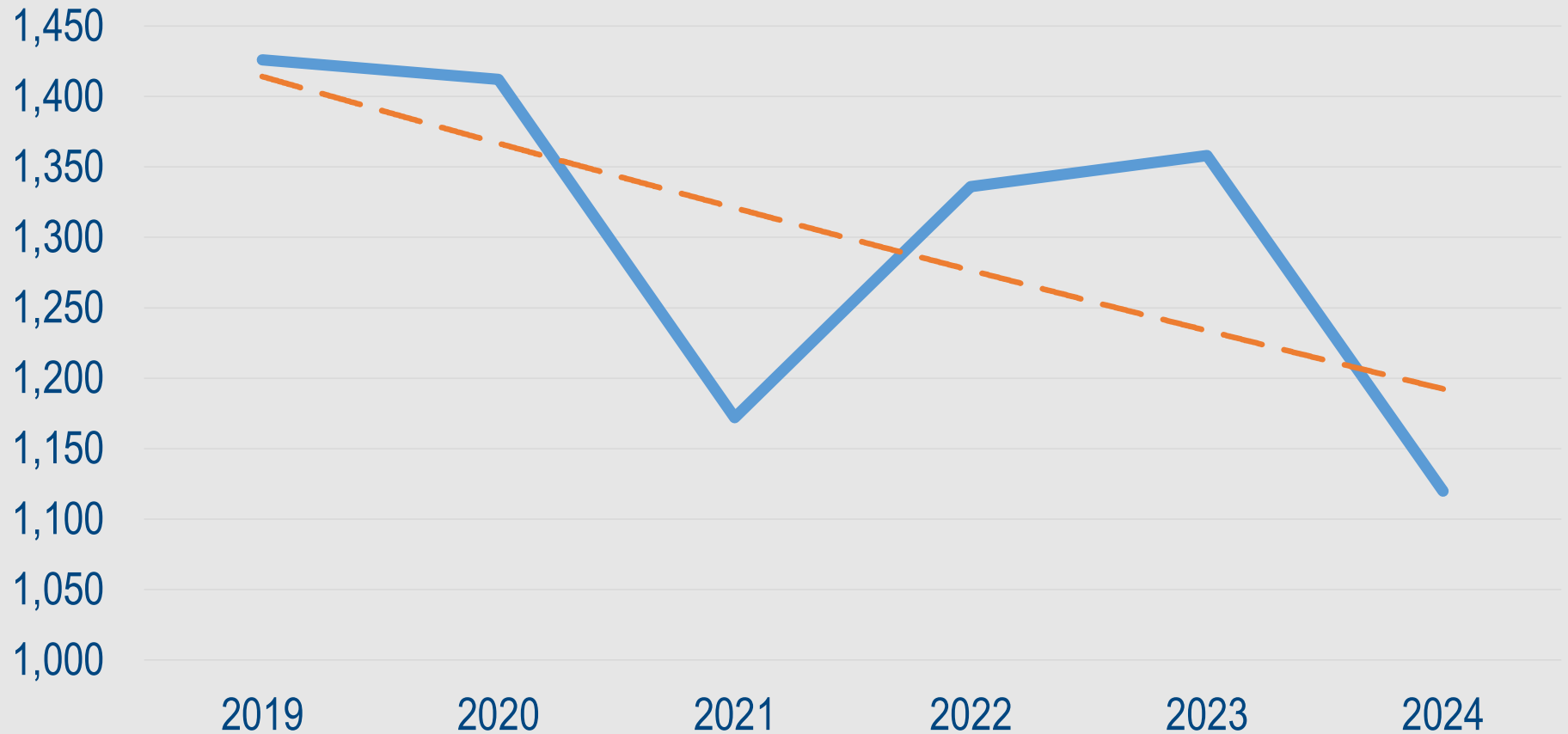


2019-2024 County Crash Statistics

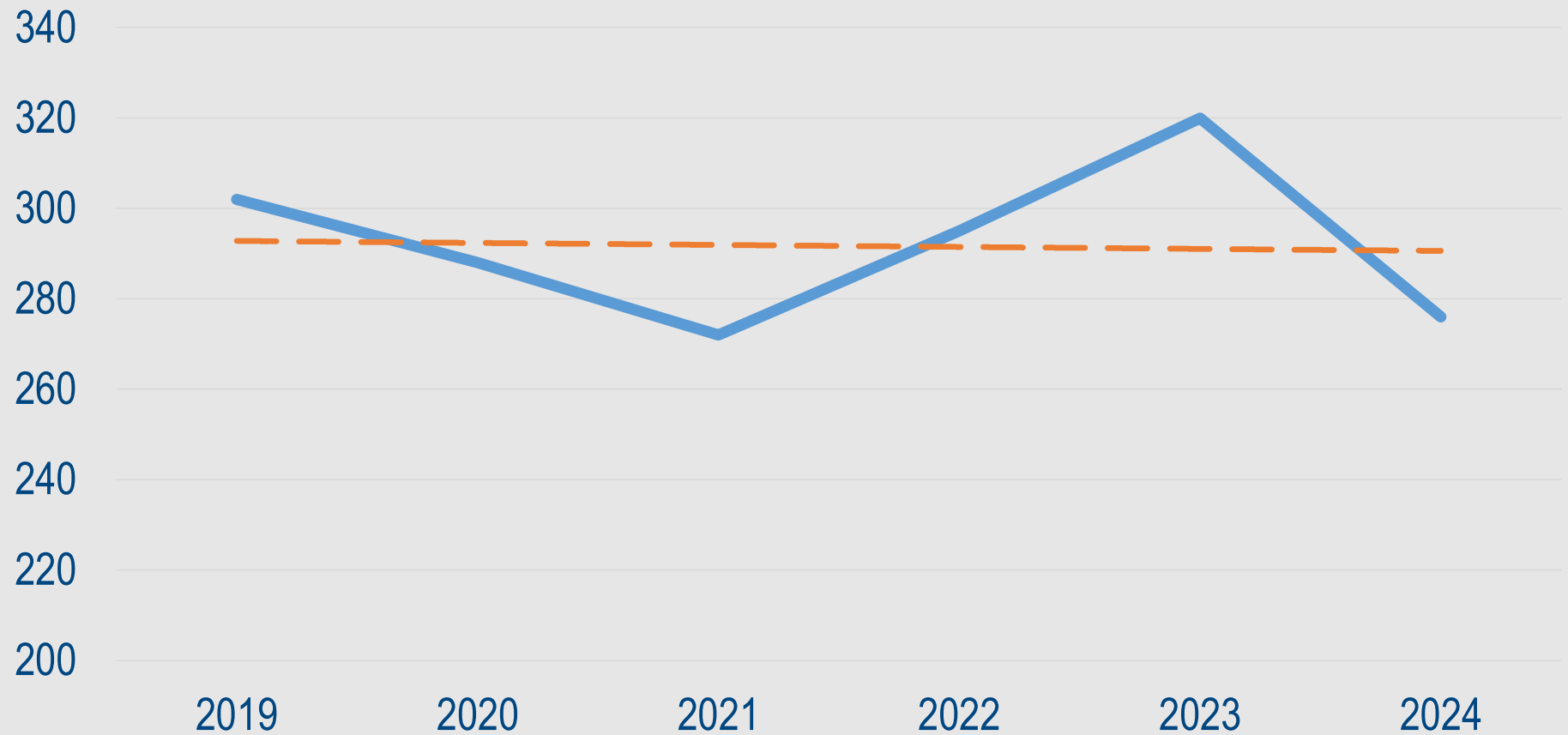
<u>Year</u>	<u>Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
2024	1116	8	302
2023	1120	4	276
2022	1358	6	320
2021	1336	6	295
2020	1172	9	272
2019	1412	6	288
Ave. 19-23:	1280	6	290



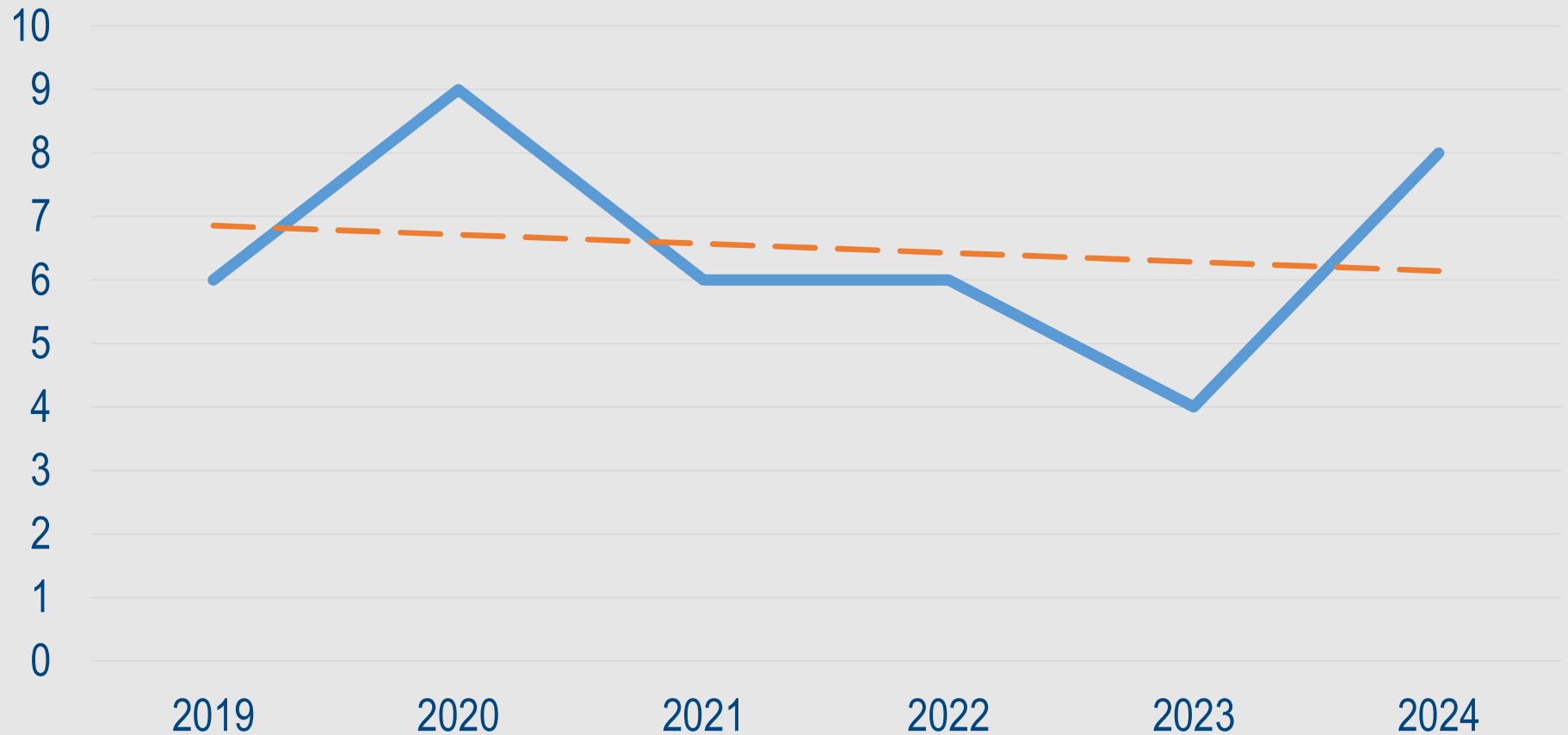
2019-2024 County-wide Crashes



2019-2024 County-wide Injuries



2019-2024 County-wide Fatalities



2024 Fatal Crashes

1Q Fatalities

1/1/2024 – 3/31/2024

2Q Fatalities

4/1/2024 – 6/30/2024

• • •

3Q Fatalities

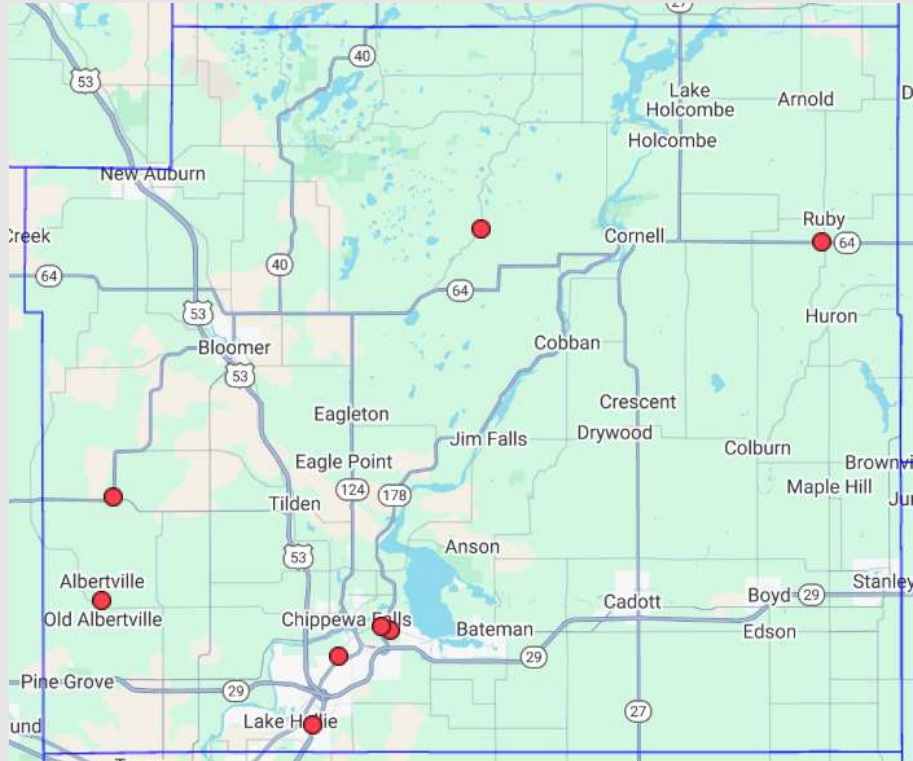
7/1/2024 – 9/30/2024

•

4Q Fatalities

10/1/2024 – 12/31/2024

• • • •

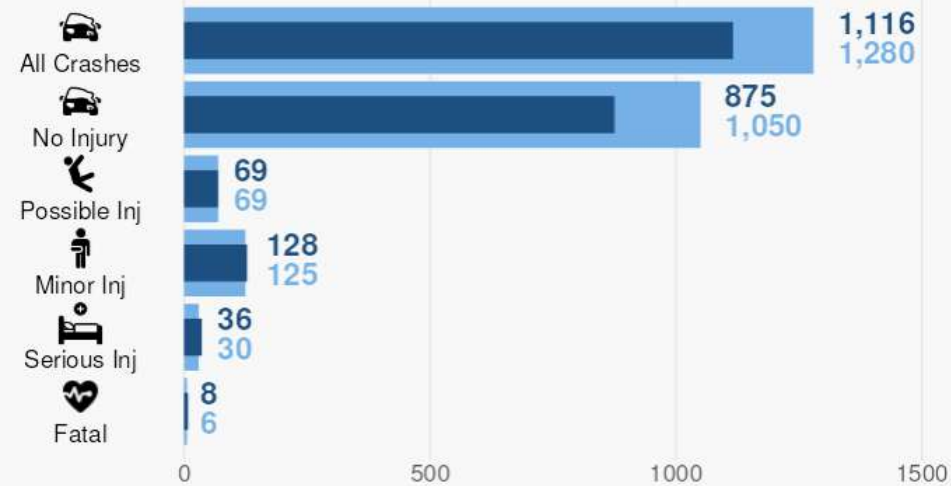


2024 Fatality Rates: State = 0.45% NW Region = 0.81% County = 0.72%

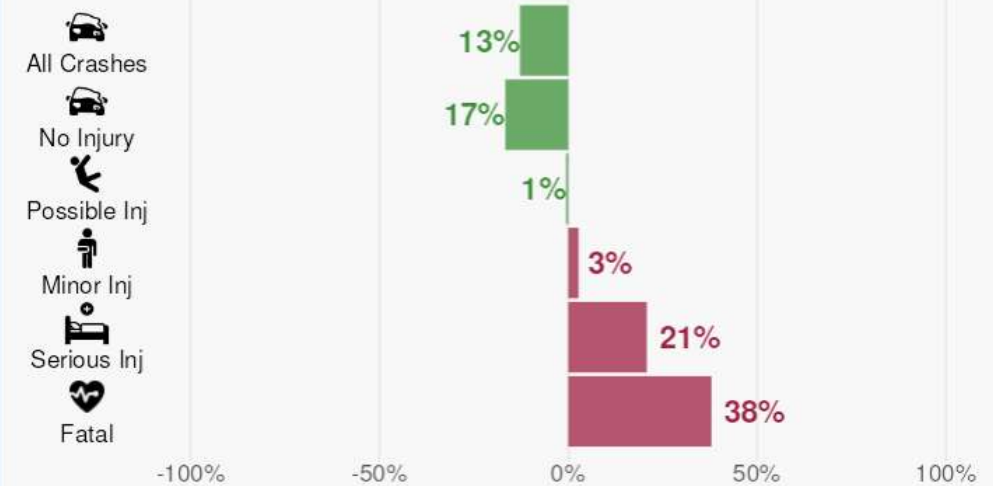


2024 Crash Flags

Crashes by Injury Severity



Percent Change

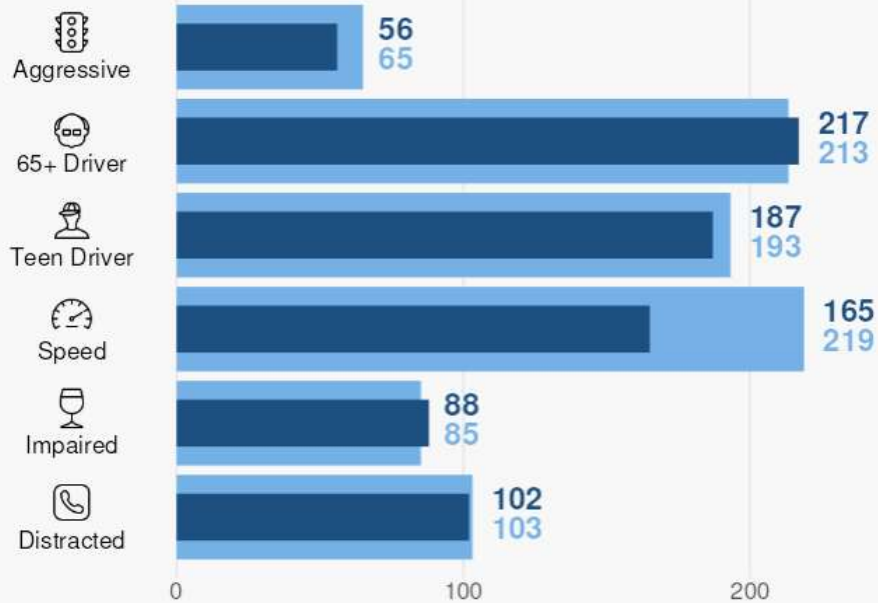


2024 vs. Average of Previous Five Years

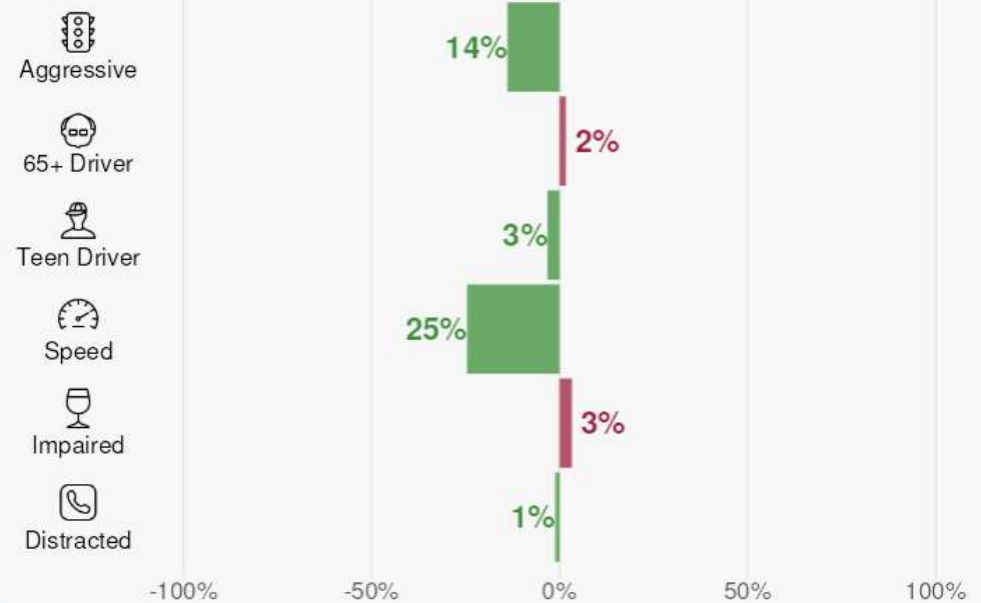


2024 Crash Flags

Driver Behavior



Percent Change

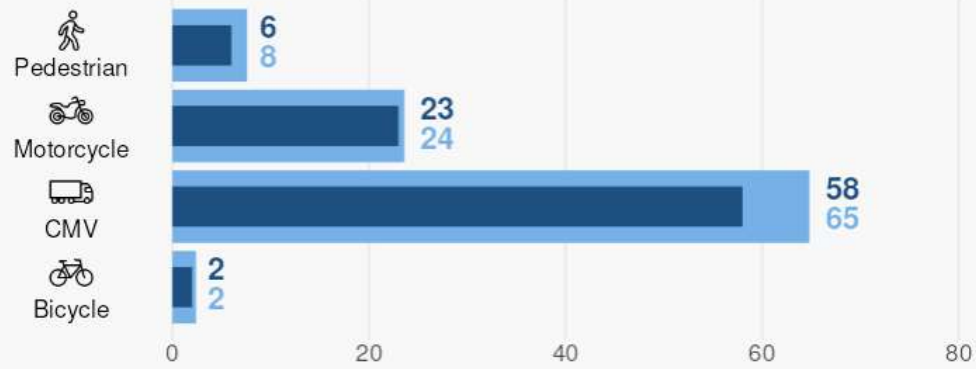


2024 vs. Average of Previous Five Years

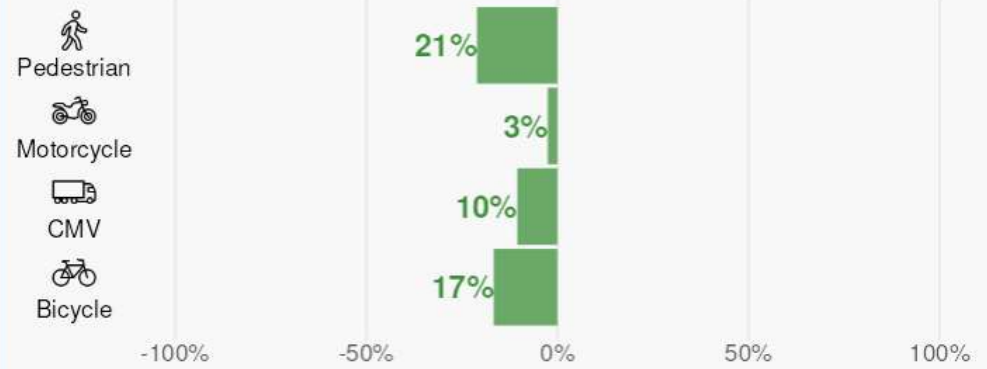


2024 Crash Flags

Flags by Unit



Percent Change

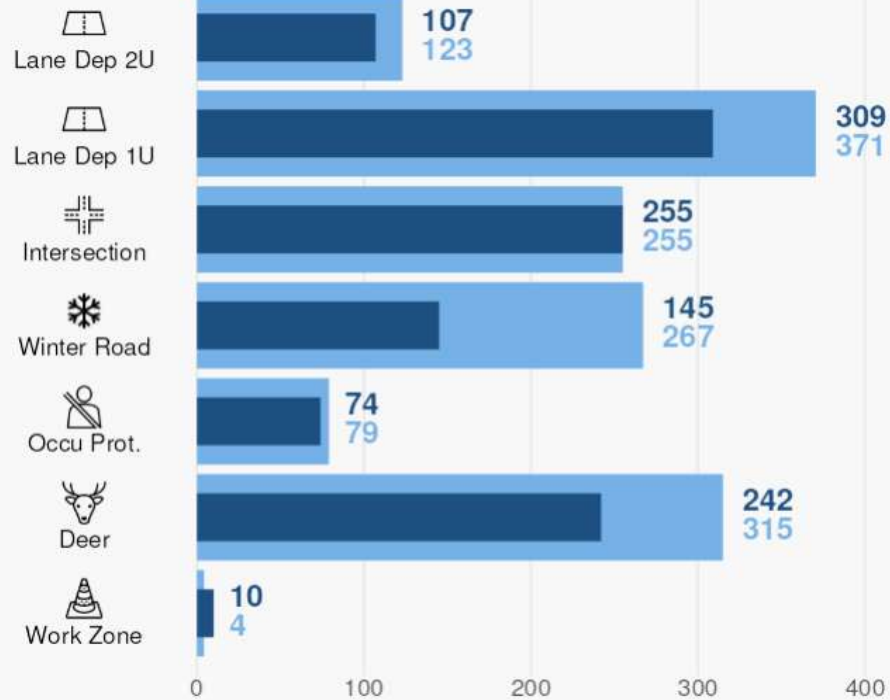


2024 vs. Average of Previous Five Years

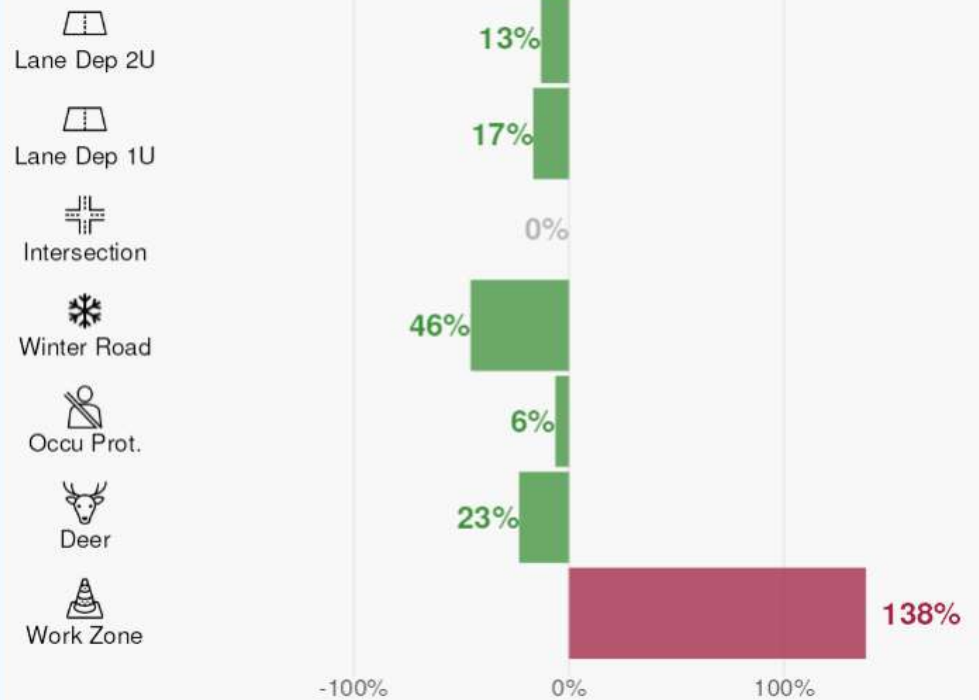


2024 Crash Flags

Other Crash Flags



Percent Change



2024 vs. Average of Previous Five Years



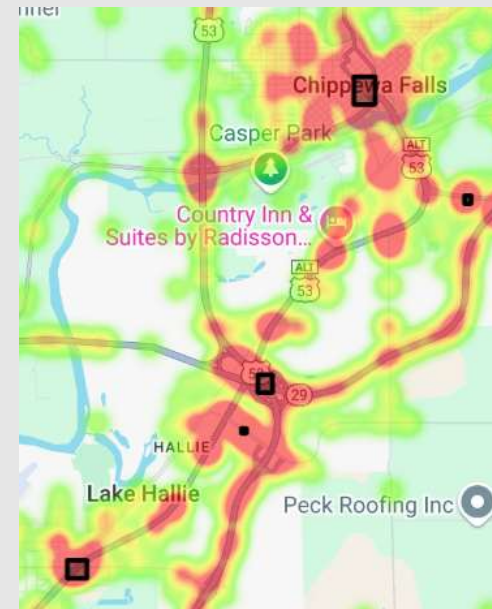
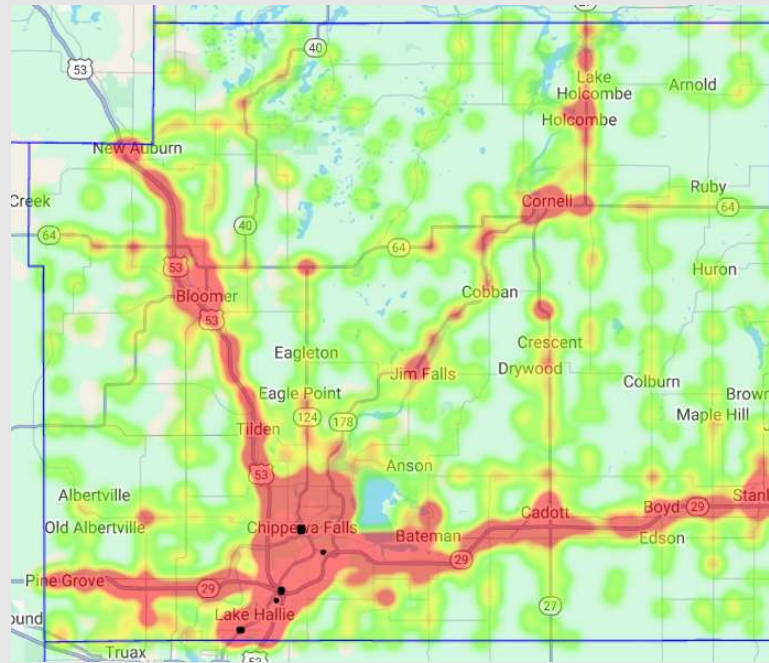
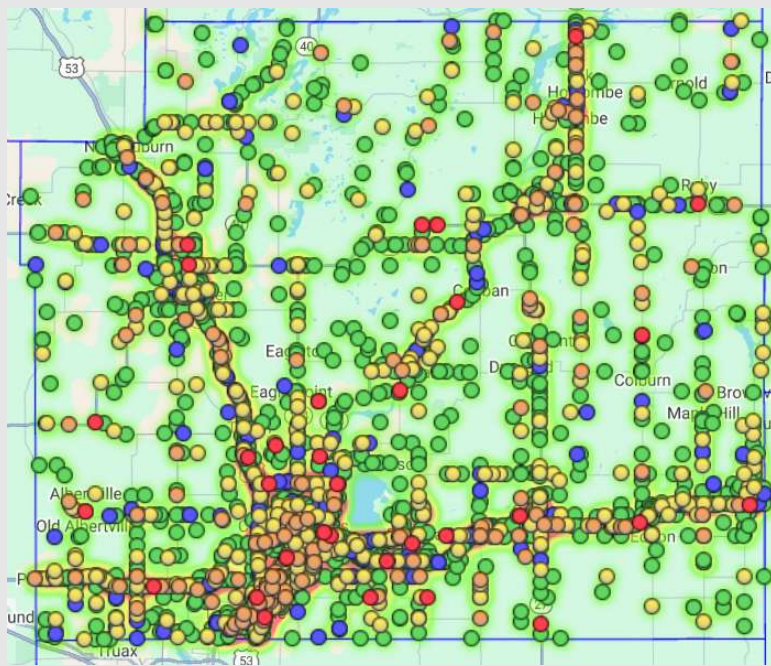


Specialty Crash Flags

<u>Flag</u>	<u>2024</u>	<u>Ave. 2019-2023</u>
Horse & Buggy	0	0.4
ATV/UTV	3	0.6
Train	1	1.0
School Bus	5	6.2



Predictive Analytics



Effectiveness of Predictive Analytics

In a 2010 study by Wyatt and Alexander, they found a place-based predictive traffic crash analysis to focus law enforcement interventions (traffic stops) resulted in a nearly:

- **16% decrease in fatal crashes**
- **31% decrease in non-fatal injury crashes.**



Law Enforcement Crash Mapping Accuracy

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
State:	98.4%	98.5%	98.8%	99.1%	99.3%	99.4%
County:	97.3%	97.6%	97.4%	97.6%	98.5%	97.8%



Legislative Update

as of 2/7/2025

- SB-6, Vehicle Impoundment Traffic Offenses (I)
- SB-9, Black and White Registration Plates (I)



Dates to Watch 1Q

January 2025

- 1 Operation Roadblock: *Buzzed Driving Is Drunk Driving*
- 25-31 Impaired Driving Campaigns: *Buzzed Driving & If You Feel Different*

February 2025

- 9 Superbowl LIX: *Fans Don't Let Fans Drive Drunk*

March 2025

- 3-9 Vehicle Safety Recalls Week
- 17 Saint Patrick's Day: *Buzzed Driving Is Drunk Driving*

WisDOT LEAKs can be found at: [WisconsinDOT.gov/Pages/safety/enforcement/agencies/grants.aspx](https://wisconsinDOT.gov/Pages/safety/enforcement/agencies/grants.aspx)
Other campaign material available at www.TrafficSafetyMarketing.gov



Dates to Watch 2Q

April 2025 – National Distracted Driving Awareness Month

- 7-14 Distracted Driving Campaign: *Put The Phone Away or Pay*
14-20 Drug-Impaired Driving Campaign: *If You Feel Different, You Drive Different: 420*

May 2025 – National Bicycle and Motorcycle Safety Month

- 12-1 National Mobilization: *Click-it or Ticket*

June 2025

- 30-6 Impaired Driving Campaigns: *Buzzed Driving is Drunk Driving; If You Feel Different, You Drive Different; Drive Sober or Get Pulled Over; If you Feel Different, You Drive Different; Drive High, Get a DWI; Ride Sober or Get Pulled Over*



Save
the
Date



— 50 YEARS —
EST. 1975
**GOVERNOR'S
CONFERENCE ON
HIGHWAY SAFETY**



SAVE THE DATE
August 19-20, 2025

Business Meetings and Specialized Training:
August 18, 2025

More Info:



topslab.wisc.edu/gchs

Kalahari
Convention Center
Wisconsin Dells, WI

Guest appearance
by former Green Bay
Packer Donald Driver



2025 Drug Recognition Expert (DRE) Training Opportunities

- **Spring Class:** April 1 – May 2, 2025 (**Registration Deadline: 2/21/2025**)
- **Fall Class:** Sept. 30 – Oct. 31, 2025 (Registration Deadline: 7/1/2025)
- BOTS grant funding can cover wages & expenses.

To apply or for more information:

Steve Krejci, WisDOT/BOTS DRE/SFST State Coordinator
10300 W. Juniper St. Milwaukee, WI. 53224

skrejci911@earthlink.net

(414) 550-0979



10/24



Preliminary Breath Test (PBT) Grant

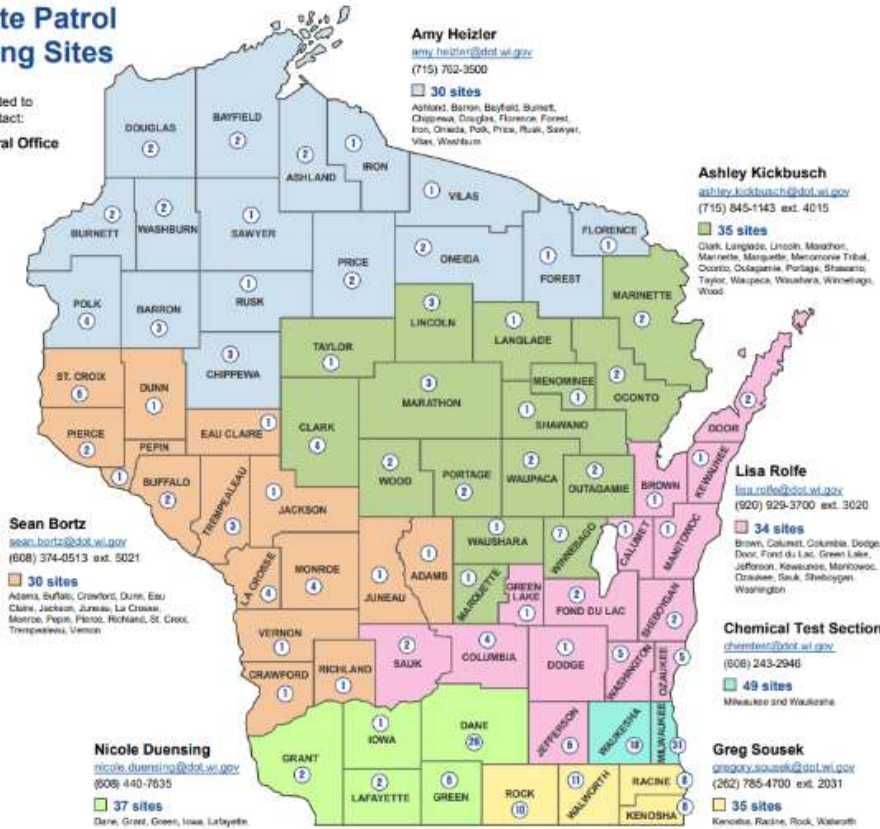


Division of State Patrol Chemical Testing Sites

For all other general inquiries related to
breath alcohol testing, please contact:

Chemical Test Section—Central Office
3502 Kinsman Boulevard
Madison, WI 53704

chemtest@dot.wi.gov
Phone (608) 243-2946
FAX (608) 243-2954
wisconsin.gov/chemtest



Community Maps Virtual Office Hours

Second Monday of Each Month from Noon to 1 PM

Who Should Attend?

- Traffic Safety Commission Members
- Law Enforcement Agency Supervisors
- Highway/Traffic Safety Professionals
- Current and New Users
- Anyone Interested in Community Maps

<https://uwmadison.zoom.us/j/97091429213?pwd=FUHjPsYlQxhYK1vxtWCiiOEvAAVmAhn.1>



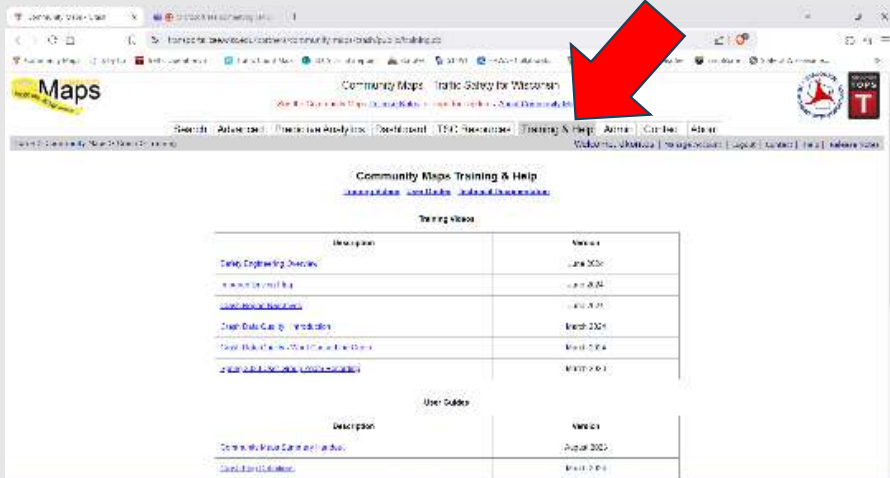
Scan the QR code to join the Zoom meeting!

6/24



Community Maps Training and Help

Training Videos



Training Videos	
Description	
Safety Engineering Overview	
Impaired Driving Flag	
Crash Report Narratives	
Crash Data Quality - Introduction	
Crash Data Quality - What Caused the Crash	
Spring 2023 User Group Zoom Recording	

11/24



New TSC Tool Kit



Traffic Safety Commission Tool Kit

1. [Increasing partner involvement and commitment](#)
2. [Leveraging crash data to create actionable countermeasures](#)
3. [Increasing law enforcement collaboration with the TSC](#)
4. [Engaging your local community in traffic safety to take action](#)
5. [Communication with media and the community](#)

1/15



Safe Roads Challenge

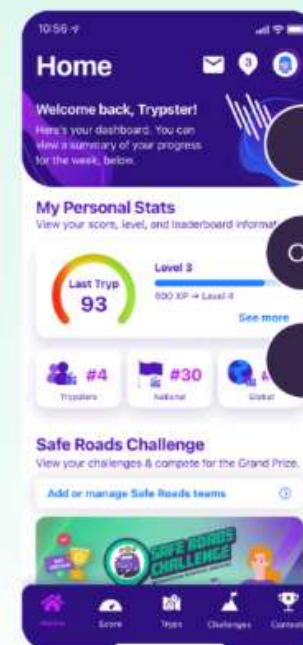
[Home](#)[About The App](#)[Become A Partner](#)[Resources ▾](#)[Download now](#)

Safe Roads Challenge

Powered by TrypScore

The ultimate safe driving app for fun and exciting rewards!

Meet your new safe driving companion—bringing fun and confidence to your every drive.

[Download the app](#)

1/15



Driver Orientated Screening (for) Cognitive Impairment



A new roadside screening tool for Wisconsin law enforcement

1/15



DOSCI – Roadside Screening Tool for Law Enforcement

- Utilized for drivers who display some level of impairment
- Most frequently used for the elderly driver
- A tool to provide law enforcement with information and justification to complete a driver condition report
- Developed by University of California San Diego Transportation Research and Education for Driving Safety (TREDS)
- Wisconsin DMV supports use of tool to gather information roadside



DOSCI Tool Visor Card

DOSCI

DRIVER ORIENTATION SCREEN FOR COGNITIVE IMPAIRMENT

RULE OUT INTOXICATION AND URGENT MEDICAL CONDITIONS

ASK ALL 9 QUESTIONS -

GIVE ONE POINT FOR EACH INCORRECT
RESPONSE

1. What is your date of birth
2. What is your full home address
3. What state are we in now?
4. What city/town are we in now?
5. Without looking at your watch, can you estimate what time it is now? (Answer provided must be plus or minus one hour of correct time)
6. What day of the week is it?
- 7 – 9. What is today's date?
 - Month • Day • Year(May prompt for month, day, & year if needed)

See reverse side for scoring

5 OR MORE INCORRECT: Unsafe to drive today; refer to department policy

Additional questions may help determine orientation

1. Where are you coming from and where are you going?
2. Will you please spell your name?
3. Do you have an emergency contact? What is their name and phone number?

0-2 INCORRECT: Based on totality of circumstances. Does not need referral for examination based on cognition

3-4 INCORRECT: Potentially unsafe to drive today; consider totality of circumstances and may want to submit Driver Condition Report

5 OR MORE INCORRECT: Unsafe to drive today; refer to department procedures for alternative transportation and vehicle removal. Recommend submitting Driver Condition or Behavior Report

Wisconsin's Driver Condition or Behavior Report (form MV3141) can be submitted by law enforcement, medical professionals, or private citizen (requires two citizens).



DOSCI Training for Law Enforcement

- 30 minute (explains background)

<https://www.youtube.com/watch?v=3V8mMi0Yylw&list=PLx4FtL2thtM6MIBc8ulWdTtt6UScqWGj&index=5>

- 10 minute (explains screening tool only)

<https://www.youtube.com/watch?v=DVwfSEEjyo8&list=PLx4FtL2thtM6MIBc8ulWdTtt6UScqWGj&index=1>



Options for using the DOSCI Tool



Printed Visitor Card



Mobile app

Search DOSCI in app store

Tool is applicable for all, but some information in the app is CA specific





Todd Horn
Telephone (608) 617-3347
Email todd@toddhorn.com

[illegible]

If I can help...

Dan Kontos

Law Enforcement Liaison

Bureau of Transportation Safety and Technical Services
Wisconsin State Patrol | Wisconsin Department of Transportation
IncidentResponseLLC@gmail.com

(715) 498-6762

Stay Safe...

