

Chippewa County
COUNTY TRAFFIC SAFETY COMMISSION

Agenda
Regular Meeting

August 14, 2025
9:00 a.m.

1. CALL TO ORDER

2. ROLL CALL

Attendee Name	Organization	Title	Status
Chris Elstran	Chippewa County Highway Dept.	Highway Commissioner (Chair)	Present
Lt. Mark Bauman	Chippewa County Sheriff Dept.	Lieutenant (Vice Chair)	Present
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	Absent
Brian Misfeldt	Altoona School District	Director of Finance and Operations	Absent
Brady Seidlitz	Chippewa County Corp Counsel	Deputy Corporation Counsel	Present
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	Absent

Others Present: Fred Anderson (Chippewa County Highway Department), Nicole Bitzan (SRF Consultants), Scott Bernette (Chippewa Fire District), Marcy Trubshaw (Chippewa County Emergency Management), Kyle Hoel (Chippewa County Highway Department), Andy Clark (Chippewa County Sheriff's Department), Chuck Hebert (Town of Eagle Point), William Kleich, Wanda Bucholz, Mark Woodford

Recorder: Marla Prissel

3. MEMBERS OF THE PUBLIC WISHING TO BE HEARD

Wanda Bucholz – expressed concern regarding safety at the intersection of CTH MM and CTH G in Boyd and suggested the installation of rumble strips and flashing stop signs as potential improvements.

4. CONSENT AGENDA

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

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

5. BUSINESS ITEMS

1. CTH S No Parking Zone – C. Elstran

Elstran presented a map of the area and outlined the proposed changes, which were identified in response to public concerns. Elstran also shared a photo highlighting limited visibility at the location. William Kleich, co-owner of the Wissota 1917 restaurant that would be affected by the proposed change, spoke in opposition. It was agreed that the Highway Department, Highway Committee members and restaurant owners will meet at the sight to further discuss options. Kleich asked if the speed limit could be lowered to 35 MPH. Jen Leech from

WisDOT stated that lowering the number on the sign does not make it safer. That could create more variance in the actual speed of travel. It is harder for pedestrians to judge how fast cars are going. In general, lowering the speed is not always the answer. Leech said WisDOT would likely not approve a reduction to 35 MPH without other traffic calming controls in place such as a narrower roadway with curb and gutter. No motions for action were made by the Commission.

2. CTH P Speed Study – F. Anderson

Anderson presented a speed study that was completed for CTH P between 47th Ave and 40th Ave in the Village of Lake Hallie. The current speed limit is 35 MPH with the 85th percentile speed at 38 MPH and the average speed of 34.2 MPH. The sight distance meets 35 MPH standards at all access points. Based on the traffic study, it is the recommendation of the Highway Department to keep the 35 MPH posted speed limit unchanged. A motion was made by Bauman to follow the recommendations of the study. The motion was seconded by Pabst.

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

3. CTH S Speed Study – F. Anderson

Anderson reviewed the speed study that was completed for CTH S between 198th Street and 21298 CTH S near Jim Falls. The current speed limit is 55 MPH with the 85th percentile speed at 57 MPH and the average speed is 51 MPH. This section of road has experienced a low number of recorded accidents. Based on the traffic study, the Highway Department recommends extending the 25 MPH speed zone to the East 500 feet, maintain the 55 MPH speed limit for the remainder of the study limits and installing “School Bus Stop Ahead” Signs in advance of the residence at 20815 CTH S. Jennifer Leech from the Wisconsin DOT suggested implementing a step-down speed zone rather than extending the 25 MPH speed zone and also voiced support in maintaining the existing 55 MPH zone. The Chippewa County Highway Department will also explore adding enhancements to the curve speed signs to improve visibility. Mark Woodford spoke in favor of lowering the speed limit and expressed strong support for additional safety measures. Cesafsky made a motion to look into implementing a step down zone, add “School Bus Stop Ahead” signs and maintain the 55 MPH limit outside of those changes. Bauman seconded the motion.

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

6. REPORTS

1. Introduction of Chris Elstran, Committee Chair

Elstran introduced himself to the commission.

2. State Highway Projects – M. Reddy

Matthew Reddy announced that this would be his final meeting and introduced Jennifer Leech as his successor. Leech provided an update on state highway construction projects. STH 29 at 50th Ave will have two nightly closures between August 18–20, with completion expected by early September. STH 124 in downtown Chippewa Falls is reduced to one lane, with project completion anticipated in October; Bay St/River St intersection work is planned for next year. The STH 53 spot repair from 40th Ave to Golf Rd includes a ramp closure next week and is expected to finish in November. Cable barriers are being installed at three locations along the STH 29 median. The Hay Creek Bridge is scheduled for completion in October, and the Yellow River Bridge on CTH G is expected to be finished in late October.

3. County Highway Projects – C. Elstran

Elstran provided an update on the County construction plans. Construction projects are posted on the Chippewa County Highway Department website and are updated throughout the construction season.

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

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

Nicole Bitzan with SRF Consulting provided an update on progress since the last meeting regarding the Chippewa County Safety Action Plan. She provided an overview of the information collected from two public events held to gather input on the project.

6. Chippewa County Crash Statistics – M. Bauman

Bauman announced that he would be stepping down from the Traffic Safety Commission and introduced Sergeant Andrew Clark from the Chippewa County Sheriff's Department, who will serve as his replacement at future meetings. Bauman also gave an update on year-to-day crashes in Chippewa County. He also provided a summary of three fatal crashes that occurred in the county since the last meeting.

7. City of Chippewa Falls Crash Statistics

8. Wisconsin DOT Traffic Safety Updates – D. Kontos

Kontos provided a presentation from the Bureau of Traffic Safety (BOTS) that included crash statistics for both the State and County. Kontos also provided information regarding wrong-way drivers and how law enforcement reports these incidents.

9. Roundtable report – All

Jennifer Leech recommended that the commission revisit the issue raised by Wanda Bucholz concerning the CTH G/CTH MM intersection at the next Traffic Safety Commission meeting.

7. AGENDA ITEMS FOR FUTURE CONSIDERATION

8. ADJOURN

Meeting was adjourned at 11:25 AM

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

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
Regular Meeting

May 8, 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)	Present
Tyler Thibodeaux	Chippewa County Emergency Mgmt.	Traffic Safety Coordinator	Absent
Matthew Reddy	Wisconsin DOT	Highway Engineer	Present
Todd Rasmussen	Bureau of Traffic Safety	Law Enforcement Liaison	Present
Sgt. Joshua Maurer	Wisconsin State Patrol	Sergeant	Present
Brian Misfeldt	Altoona School District	Education Superintendent	Present
Brady Seidlitz	Chippewa County Corp Counsel	Deputy Corporation Counsel	Present
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), Scott Bernette (Chippewa Fire District), John Ferguson (Chippewa County Emergency Management), Bradley Hanson, (Village of New Auburn Administrator)

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 – February 13, 2025
3. Schedule Next Meeting Date – August 14, 2025 9:00 AM

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

5. REPORTS

1. State Highway Projects – M. Reddy

Reddy provided an update on the 2025 construction season. The pavement replacement project on STH 53 is currently underway. Resurfacing work on STH 124 will begin later this summer. A cable median barrier will also be installed on STH 29 during the summer months. Additionally, the STH 29/50th Avenue bridge replacement project is underway and expected to be completed in September.

2. County Highway Projects – B. Kelley

Kelley provided a report on the County's 2025 construction project plans. He shared a list of upcoming projects. Construction projects will be posted on the Chippewa County Highway Department website and will be updated throughout the construction season.

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

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

Cesafsky discussed the ongoing work on W. River Street, along with several smaller projects that are scheduled to begin soon in the City of Chippewa Falls. He also noted that the start date for the STH 124 project has not yet been determined.

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

Nicole Bitzan with SRF Consulting provided an update on progress since the last meeting regarding the Chippewa County Safety Action Plan. Two public events are scheduled for this summer to gather public input on the project. Brad Hanson, Village Administrator for the Village of New Auburn, also expressed interest in promoting community involvement in New Auburn.

5. Chippewa County Crash Statistics – M. Bauman

Bauman gave a report on year-to-date crashes in Chippewa County. Chippewa County has seen 5 fatal accidents so far this year.

a. 4-14-25 Crash in Town of Woodmohr

Bauman summarized the factors in this fatal crash.

6. Wisconsin DOT Traffic Safety Updates – D. Kontos

In Kontos' absence, Todd Rasmussen delivered a presentation on behalf of the Bureau of Transportation Safety (BOTS). He also provided information regarding the reporting of work zone crashes.

7. Roundtable report – All

Pabst discussed an accident that occurred in April at the intersection of Chippewa Crossing Blvd. and STH 178, which was caused by a failure to yield. He requested that the incident be noted for future planning considerations in the area. Cesafsky added that traffic in the vicinity is currently being studied due to upcoming developments.

Lenbom discussed a recent personnel change among the car seat technicians at the Health Department, noting that there are still three technicians on staff. She also reported that the department still has car seats available for distribution to families in need.

Cesafsky discussed an upcoming bike race that will pass through the City of Chippewa Falls during the Northern Wisconsin State Fair. To avoid fair-related traffic, the race route will be adjusted. A final map of the revised route is not yet available.

Kelley thanked the committee members for their support over the past six-plus years.

6. BUSINESS ITEMS

1. Election of Traffic Safety Commission Chair – All

Kelley asked the committee if anyone was interested in serving as the next chairperson. He noted that interviews for his position will be held in a few weeks and suggested the committee could wait to see if the new Highway Commissioner would be interested in taking on the role. A motion was made to postpone the discussion until the next meeting.

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

7. AGENDA ITEMS FOR FUTURE CONSIDERATION

8. ADJOURN

The meeting was adjourned at 9:51 AM

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

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CTH S at 1917



7/7/2025

Scale = 1:100'

CTH S is posted at 45 mph at this location.
Stopping Sight Distance (SSD) at 45 mph = 360'.
- WisDOT FDM 11-10 Att. 5.1

Vehicles Exiting 97th Avenue
Visibility to the south meets SSD with
on-street vehicle parking starting at 205'.
SSD to south > 360'.

Vehicles Exiting Driveway at 9536 CTH S
Visibility to the north meets SSD with
on-street vehicle parking starting at the
45mph sign. (approx. 130' north of
driveway) Visibility to the south meets SSD.
SSD to North > 360'.
SSD to South > 360'.

Vehicles Exiting 96th Avenue
Visibility to the south and north **DOES NOT MEET** SSD with on-street vehicle parking.

Visibility of oncoming traffic from both directions is obstructed if vehicles are parked along the road.

SSD to South = 135'.
SSD to North = 120'.

Vehicles Exiting 95th Avenue
Visibility to the south and north **DOES NOT MEET** SSD with on-street vehicle parking.

Visibility of oncoming traffic from both directions is obstructed if vehicles are parked along the road.

SSD to south = 130'.
SSD to north = 125'.

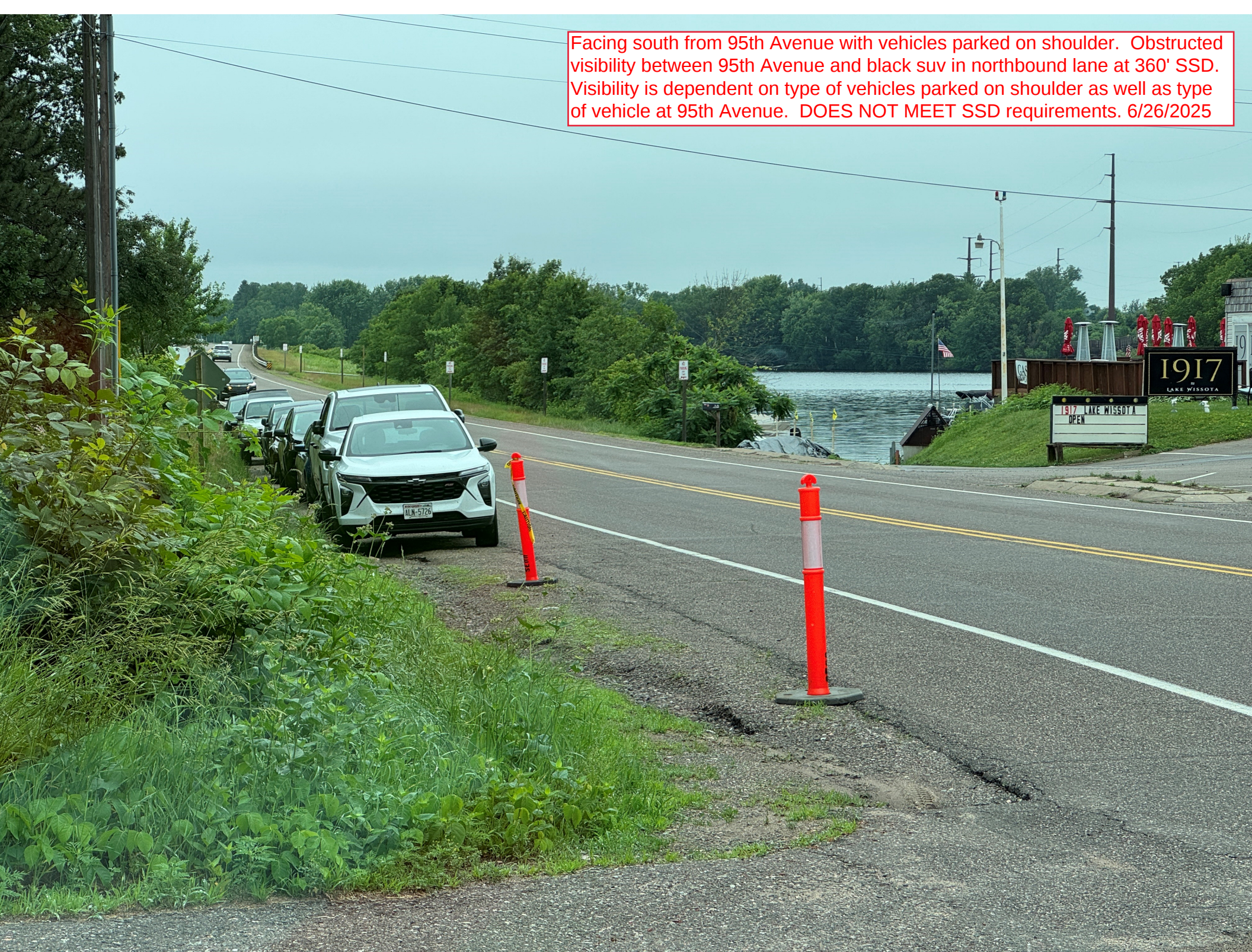
Vehicles Exiting 1917 Parking Lot
Visibility to the south meets SSD with
on-street vehicle parking starting at 135'.
SSD to south > 360'.

This area is currently
posted no-parking.
Recommend to remove
the no-parking zone here.

Proposed No-Parking Zone
Existing No-Parking Zone

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.

Facing south from 95th Avenue with vehicles parked on shoulder. Obstructed visibility between 95th Avenue and black suv in northbound lane at 360' SSD. Visibility is dependent on type of vehicles parked on shoulder as well as type of vehicle at 95th Avenue. DOES NOT MEET SSD requirements. 6/26/2025



Speed Study for CTH P (40th Avenue – 47th Avenue West)
Analysis & Conclusions
Chippewa County Highway Department

GENERAL INFORMATION

A speed study was performed to determine existing traffic conditions on County Trunk Highway P (CTH P) between 40th Avenue and 47th Avenue in the Village of Lake Hallie. This segment of CTH P runs north/south, is generally used as a thoroughfare/commuter route and is classified as a minor arterial. This segment has two undivided 12' paved lanes, 4' paved shoulders with an additional 2' of gravel shoulders. The north end of the study at 47th Avenue is the Chippewa Falls city limits. The speed study was proposed to determine if the posted speed limit should be reduced in the 35-mph zone. To the south of 40th Avenue the posted speed increases to 45-mph. To the north of 47th Avenue at the City Limits the speed zone drops to 25-mph citywide.

One radar traffic counter was placed along CTH P just south of 45th Avenue to record traffic volume & traffic speeds. Sight distances were measured for all driveways, parking lots, field entrances and intersecting roads to check if the sight distance for each is adequate.

TRAFFIC

The Average Daily Traffic (ADT) for the study area was 4,020 vehicles. Truck percentages and vehicle classifications were not recorded in this study.

SPEED PERFORMANCE METRICS

- **85th PERCENTILE SPEED: The 85th percentile speed was 38-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 an accident typically occurs at approximately the 85th percentile.
- **MEAN/AVERAGE SPEED: The average speed recorded was 35-mph.** Average speed is the typical speed of the sample of free-flowing vehicles. This is calculated by taking the sum of all observed speeds within the same sample and dividing by the total number of observations.
- **10 MPH PACE & SPEED DISTRIBUTION: 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. The pace range was 30 – 39 miles per hour.** A total of 79.1% of the vehicles traveled within the pace range. 12.2% traveled over it and 8.7% traveled under it.

- **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 was 34.2-mph.**
- A total of 4,542 vehicles exceeded the 35-mph speed limit during this count. This equates to 46.1% of all vehicles.

DESIGN SPEED/STOPPING SIGHT DISTANCE

This segment of CTH P is straight with no horizontal curves. The vertical curves on this segment of roadway are slight with the steepest grade being roughly 2%. Overall visibility is very good. The segment of CTH P between 42nd Avenue and 47th Avenue has 41 access points. This includes 34 driveways, 1 field entrance and 6 intersecting side streets. The stopping sight distance for each of these access points was measured and then compared with the required stopping sight distance for the 85th percentile speed, posted speed, average speed, and statutory speed (see spacing and SSD data table). The current sight distances for all access points were determined to be acceptable for speeds ranging from the current posted speed limit of 35-mph all the way up to 55-mph.

ACCESS SPACING

The average access spacing for all access points within the study limits of CTH P is 91 feet. Starting at 42nd Avenue and heading north, the spacing average is only 80 feet. This is relatively close spacing and is due to the high-density driveways along CTH P. Access types are a mix between private residences and Village streets.

SAFETY INFORMATION

Two (2) reported accidents occurred on CTH P between 40th Avenue and 47th Avenue West during the five-year period between January 2020 and December 2024. Both accidents were single vehicle run-off-the-road with property damage. One of the accidents had a minor injury. There are no reported accidents during that time involving pedestrians or bicycles.

The accident data was collected from the Community Maps – Wisconsin County TSC Accident Mapping Site, by searching the segment of road in the study and recording all the accidents that have occurred in the given area in the last 5 years. The crash rate was calculated to be 36.3 crashes per 100 million vehicle miles of travel, which is low.

SIGNIFICANT PRIMARY & SECONDARY ROADWAY CONDITIONS

The study limits start at the south end at 40th Avenue where the driving environment is that of a rural roadway with open views, large gaps between access points, and 4'+ 2' paved/gravel shoulders with open ditches to the right-of-way line. About 1/3 of a mile into the study limits the driving environment changes to that of an outlying residential area. The gaps between access points have lessened but there is still very good visibility with 4'+ 2' paved/gravel shoulders and wide roadside ditches. Building setbacks from edge of pavement range between 42 and 70 feet with the average setback being over 50 feet. **This area does not have the feel of a 25-mph city street with on-street parking and curb and gutter.**

No pedestrians were seen walking along the road during inspection, however, with the number of homes along this stretch of road it can be expected. One bicyclist was observed during inspection, and it can be expected that this is a common occurrence. The presence of wide paved shoulders with additional 2' of gravel shoulders provides adequate safe space for bicycle and pedestrian use at the current posted speed.

RECOMMENDATIONS & ADDITIONAL OBSERVATIONS

The speed data from the study generally supports keeping the posted speed limit of 35-mph within the study area. The average speed matches the 35-mph posted zone, the 38-mph 85th percentile speed aligns with the 35-mph posted zone, and lastly the 10-mph pace supports the use of a 35-mph zone. A very large percentage of vehicles (79.1%) travelled within that 30-39-mph pace. Most drivers in this study area are complying with the current speed limit which also suggests that this is a reasonable speed.

The northern part of the study area, while more highly populated, does not fit the driving environment typically expected of a 25-mph zone that is found further to the north within the Chippewa Falls city limits. Changing this to a 25-mph zone might be considered an irrational speed limit. From TEOpS 13-5-5: "Unreasonably low speed limits, also called irrational speed limits, are not effective in changing driver behavior and have several negative effects. While irrational speed limits do not result in desired driver behavior, resulting negative effects include higher financial cost due to the need for increased enforcement, higher potential for crashes due to larger variability in vehicle speeds, and encouragement of motorist disregard of other, rational posted speed limits. Irrationally low speed limits also promote a false sense of security among residents and pedestrians who may expect that posting lower limits will change drivers' speed behavior."

The study recommendation is to keep the 35-mph speed limit as currently posted.

REFERENCES

State of Wisconsin Department of Transportation, Traffic Engineering, Operations & Safety Manual, Chapter 13 Traffic Regulations, Section 5 Speed Limits – November 2024

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

Wisconsin Traffic Operations and Safety Laboratory – The WisTransPortal System
Community Maps – Traffic Safety for Wisconsin

<https://transportal.cee.wisc.edu/partners/community-maps/> May 2025

ATTACHMENTS

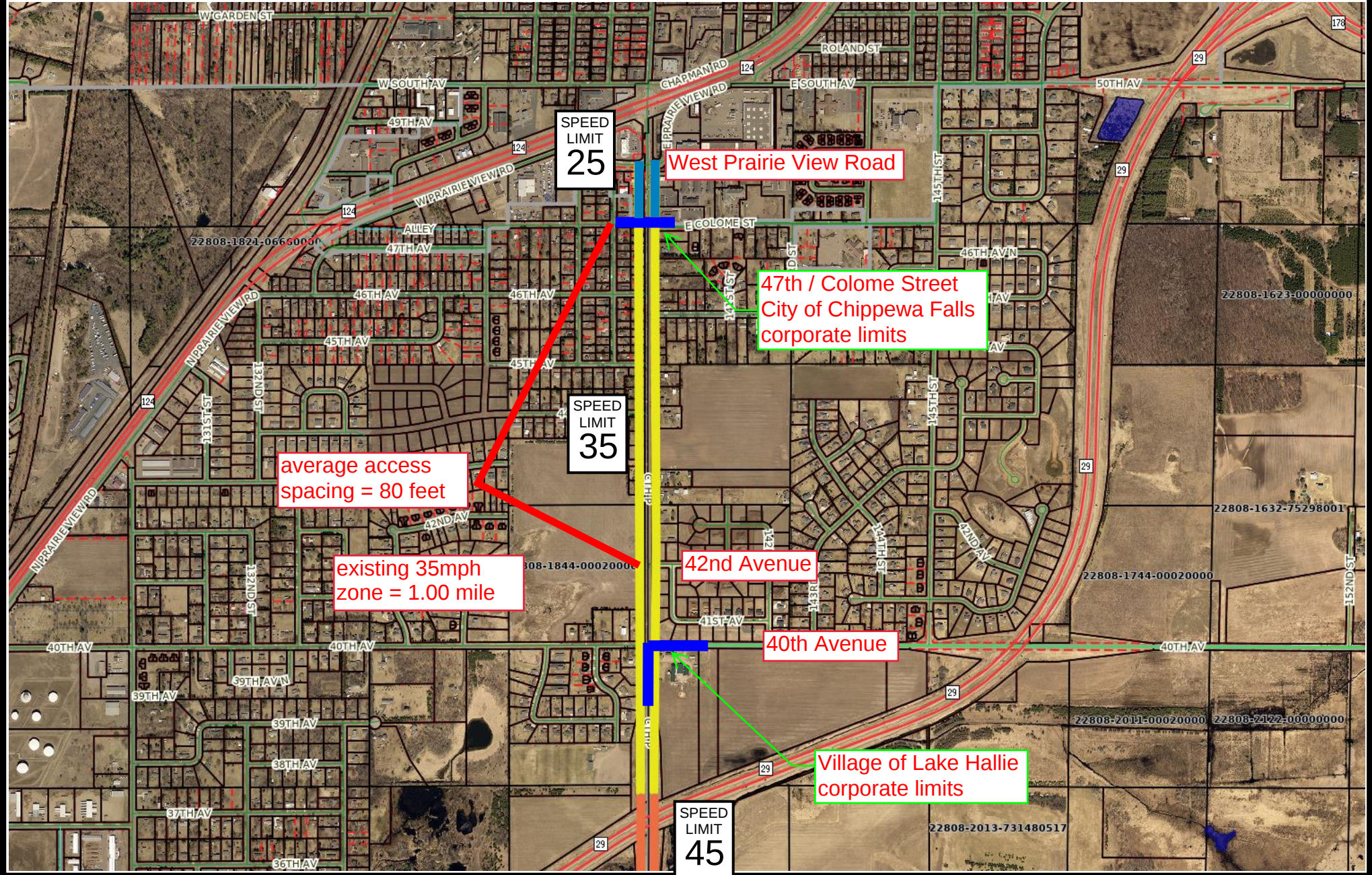
- Speed Study Map
- Speed Summary Sheet
- Spacing and SSD Table
- Traffic Counter Summary Sheets

CTH P



Printed 08/19/2024

Scale = 1:1208'



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.

Chippewa County Highway Department
Speed Study Summary
CTH P from 40th Avenue to 47th Avenue West

STUDY LOCATION

Highway/Street Name: CTH P

From: 40th Avenue 47th Avenue West

Municipality: Village of Lake Hallie

Segment Length (mi): 0.75 miles County: Chippewa

Reason(s) for Speed Limit Change:

Request to lower speed limit from 35 mph to 25 mph.

ROADWAY CHARACTERISTICS

Posted Speed Limit: 35 mph

Design Speed Limit: 35 mph

Number of lanes: 2

Lane Width (feet): 12 feet

AADT (vehicles/day): 4,020

Is Segment a Transition Zone (**bold**): Yes **No**
(If 'Yes', please explain on page 3)

Significant On-Street Parking (**bold**): Yes **No**
(If 'Yes', please explain on page 3)

Significant Ped/bike activity (**bold**): Yes **No**
(If 'Yes', please explain on page 3)

Horizontal Curves Present (**bold**): Yes **No**

Vertical Curves Present (**bold**): **Yes** No

Year AADT Performed: 2021

Number of access points in Segment: Total Access Points: 42; 35 driveways; 2 field entrances; 6 intersecting streets

Land Use (**bold**): Urban **Suburban** Rural

Roadway Type (**bold**): Freeway **Non-Freeway**

Functional Class: Minor Arterial

Shoulder Type(s) (**bold**): **Paved &** **Gravel** C&G

Shoulder Width: 6 ft

Median Type (**bold**): Divided **Undivided** TWLTL

CRASH HISTORY

Years: 2020 to 2024 (present)

Number of Years: 5

Speed Related Crashes: 2

Crash Rate: 36.3

Severity Rate:

Chippewa County Highway Department
Speed Study Summary
CTH P from 40th Avenue to 47th Avenue West

SPEED STUDY RESULTS			
Posted Speed Limit (mph):	35	Number of observed vehicles:	9,852
50 th Percentile Speed (mph):	34.2	*** 10 mph Pace Range:	30-39
85 th Percentile Speed (mph):	38	Percent vehicles in Pace:	79.1%
Range of Speeds (mph):	7 - 68	Percent vehicles over Pace:	12.2%
Percent observed vehicles non-compliant to speed limit:	46.1%	Percent vehicles under Pace:	8.7%

*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.

Calculations

Crash Rate

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

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

$$\text{Crash Rate} = \frac{\left(\frac{2 \text{ crashes}}{5 \text{ years}} \right) \cdot 100,000,000}{365 \text{ days} \cdot \frac{4020 \text{ vehicles}}{\text{day}} \cdot (0.75 \text{ miles})}$$

Crash Rate = 36.3 crashes per 100 million vehicle miles of travel

CTH P (40th Avenue - West Prairie View Road) SPEED STUDY

Access Spacing & SSD

Existing posted 35mph speed

Description of Access Point	Location	Station (ft)	Access Spacing (ft)	Northbound Measured SSD (looking South from access)	Southbound Measured SSD (looking North from access)	Current
Starting Point: 40th Avenue CL		0	0			
4026 PE	West	195	195		>500'	
FE	West	660	465	>500'	>500'	
42nd Avenue	East	760	100	>500'	>500'	
PE	East	1030	270	>500'	>500'	
4235 PE	East	1260	230	>500'	>500'	
4269 PE	East	1433	173	>500'	>500'	
4282 PE HI-PT	West	1509	76	>500'	>500'	
4301 PE	East	1595	86	>500'	>500'	
CE	East	1703	108	>500'	>500'	
4302 PE	West	1710	7	>500'	>500'	
4320 PE	West	1832	122	>500'	>500'	
4336 PE	West	1970	138	>500'	>500'	
4401 PE	East	2162	192	>500'	>500'	
44th Avenue	West	2182	20	>500'	>500'	
4430 PE	West	2300	118	>500'	>500'	
4441 PE	East	2308	8	>500'	>500'	
4470 PE HI-PT	West	2395	87	>500'	>500'	
4486 PE	West	2490	95	>500'	>500'	
4481 PE	East	2544	54	>500'	>500'	
PE	West	2544	0	>500'	>500'	
45th Avenue	West	2653	109	>500'	>500'	
4499 PE	East	2655	2	>500'	>500'	
4527 PE	East	2739	84	>500'	>500'	
PE	East	2808	69	>500'	>500'	
4530 PE	West	2812	4	>500'	>500'	
4544 PE	West	2843	31	>500'	>500'	
4552 PE	West	2916	73	>500'	>500'	
4553 PE	East	2930	14	>500'	>500'	
4574 PE	West	2988	58	>500'	>500'	
4588 PE	West	3065	77	>500'	>500'	
46th Avenue East	East	3113	48	>500'	>500'	
4600 PE	West	3244	131	>500'	>500'	
4601 PE	East	3296	52	>500'	>500'	
46th Avenue West	West	3304	8	>500'	>500'	
4628 PE	West	3403	99	>500'	>500'	
4657 PE	East	3457	54	>500'	>500'	
4674 PE	West	3508	51	>500'	>500'	
4677 PE	East	3557	49	>500'	>500'	
4680 PE	West	3667	110	>500'	>500'	
4681 PE	East	3671	4	>500'	>500'	
4690 PE	West	3773	102	>500'	>500'	
4696 PE	West	3800	27	>500'	>500'	
47th Avenue East	East	3933	133	>500'	>500'	
47th Avenue West (City Limits)	West	3967	34	>500'	>500'	
1031 CE	East	4110	143	>500'	>500'	
1028 PE	West	4145	35	>500'	>500'	
1026 PE	West	4219	74	>500'	>500'	
1021 CE	East	4274	55	>500'	>500'	
1010 CE	West	4343	69	>500'	>500'	
1017 CE	East	4350	7	>500'	>500'	
West Prairie View Road		4524	174	>500'		

35 mph

Study Limits

25 mph

Average spacing within study limits: 91
Average spacing 42nd Ave - 47th Ave: 80

FDM 11-10-5.1.1.1 + Ch. 3 FHWA Policy on Geometric $SSD: d = 1.47Vt + \frac{V^2}{30\left(\left(\frac{a}{32.2}\right) \pm G\right)}$ d= SSD (ft) V= MPH t= 2.5 sec react time a= 11.2 ft/s^2 decel time G= % on grade (÷100)

SSD Calculations

Average Speed: 35 mph = 250'
85th Percentile: 38 mph = 280'
Statutory Speed: 55 mph = 495'
Posted Speed: 35 mph = 250'

Speed Summary

CTH P SPEED STUDY

Study Limits: On CTH P between 40th Avenue and 47th Avenue (City Limits)

TimeMark Black Cat II Radar
Counter Location: CTH P on power pole in northwest corner at 45th Avenue, facing southeast
Current Posted Speed Limit: 35 mph

Dates: Tuesday, May 20th & Wednesday, May 21st, 2025

S/B + N/B COMBINED														
Dates	Volume	85% Speed	Mean/Average Speed	Median/50% Speed	Lower Bound Pace	Upper Bound Pace	In Pace	% in Pace	Over Pace	% Over Pace	Exceeding Speed Limit	% Exceeding Speed Limit	Peak Hour AM	Peak Hour PM
Combined Totals/Averages:	4,020	38	34.7	34.2	30	39	7,794	79.1%	1,199	12.2%	4,542	46.1%	7:00	4:00

Speed Study for CTH S (198th Street to address 21298 CTH S)

Analysis & Conclusions

Chippewa County Highway Department

GENERAL INFORMATION

A speed study was performed to determine existing traffic conditions on County Trunk Highway S (CTH S) between 198th Street in Jim Falls and address 21298 CTH S located just east of the two large curves east of town. (Study Limits) The length of the study is approximately 1.45 miles. The western limits of the study begin in Jim Falls in a 25-mph speed zone. This transitions to a 55-mph statutory speed zone east of 198th Street and continues eastward through the first big curve (West Curve) near the intersection with 142nd Avenue and then through the second big curve (East Curve) near the intersection with 210th Street and into a straightaway where the study limits end at 21298 CTH S. (see attachment A: CTH S – EXISTING CONDITIONS map) CTH S is functionally classified as a major collector. The driving environment for the length of the study is that of a rural country road with roadside ditches and a mix of driveways and field entrances. This segment has two undivided 11' paved lanes with 4' gravel shoulders.

The speed study was proposed to determine if the posted speed limit should be reduced throughout the study limits for safety reasons. This study will address two areas of interest:

1. The speed entering Jim Falls where the 55-mph zone transitions to a 25-mph zone.
2. The speed through the two big curves at the east end of the study limits.

Two traffic counters were used to record traffic volume, traffic speeds, and vehicle classification. The first counter, Tube Counter C, was set up in the straightaway located between the two big curves on the east end of the study limits. The second counter, Radar Counter #2, was set up at the westbound 25-mph sign entering Jim Falls just east of 198th Street. Sight distances were measured for all driveways, field entrances and intersecting roads to check if the stopping sight distance (SSD) for each is adequate.

TRAFFIC

The Average Daily Traffic (ADT), from the tube counts, for the study area was 635 vehicles per day. Truck percentages were also recorded... 386 trucks were recorded over the course of two days which equated to 30.6%.

SPEED PERFORMANCE METRICS IN THE 55 MPH ZONE

- 85th PERCENTILE SPEED: **The 85th percentile speed was 57-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 an accident typically occurs at approximately the 85th percentile.

- **MEAN/AVERAGE SPEED: The average speed recorded was 51-mph.** Average speed is the typical speed of the sample of free-flowing vehicles. This is calculated by taking the sum of all observed speeds within the same sample and dividing by the total number of observations.
- **10 MPH PACE & SPEED DISTRIBUTION:** 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. **The pace range was 47 - 57 miles per hour. A total of 57.6% of the vehicles traveled within the pace range. 12.5% traveled over it and 29.9% traveled under it.**
- **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 was 51-mph.**
- A total of 343 vehicles exceeded the 55-mph speed limit during this count. This equates to 27.2% of all vehicles.

SPEED PERFORMANCE METRICS IN THE 25 MPH ZONE

The speed performance metrics for this part of the study use the westbound traffic ONLY. The reason for using the westbound traffic is due to some site-specific conditions. A driver approaching the start of the 25-mph zone is on a 3% downgrade where trees, at times, partially obstruct the visibility of the 25-mph sign as you enter a horizontal curve at an intersection. These conditions likely have a negative effect on motorist conformance with the speed zone.

- **85th PERCENTILE SPEED: The 85th percentile speed was 40-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 an accident typically occurs at approximately the 85th percentile.
- **MEAN/AVERAGE SPEED: The average speed recorded was 35-mph.** Average speed is the typical speed of the sample of free-flowing vehicles. This is calculated by taking the sum of all observed speeds within the same sample and dividing by the total number of observations.
- **10 MPH PACE & SPEED DISTRIBUTION:** 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. **The pace range was 31 - 40 miles per hour. A total of 58.9% of the vehicles traveled within the pace range.**

- **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 was 34-mph.**
- **A total of 1,015 vehicles exceeded the 25-mph speed limit during this count. This equates to 93.3% of all westbound vehicles.**
- Traffic travelling eastbound in the location of the radar counter are subject to a 55-mph speed limit. A total of 8 vehicles exceeded the 55-mph speed limit during this count. This equates to 1.7% of all eastbound vehicles.

DESIGN SPEED/STOPPING SIGHT DISTANCE

This segment of roadway on CTH S, starting at the west end and heading east, has a long straight segment, approximately 0.7 miles in length. After that, continuing eastward, there are two back-to-back large radius curves before continuing on a straight segment to the end of the study limits. The entire length of the study limits contains numerous vertical curves that obstruct visibility in varying amounts.

This segment of CTH S has 28 access points. This includes 16 residential driveways, 3 business entrances, 5 field entrances and 4 intersecting side streets. The current SSD for each of these were measured and then compared with what the adequate SSD should be for the posted speed (see spacing and SSD data table). The required SSD were slope adjusted to account for all of the vertical curves in the study limits. Existing road slopes were calculated using Chippewa County LiDAR contours. SSD was measured using a standard 24" tall construction cone placed at the entrance and then measuring the distance at which that cone becomes visible as a vehicle approached the entrance.

A number of access points did not meet the minimum required SSD using the cone. See Spacing and SSD Table for more details.

ACCESS SPACING

The average access spacing for all access points within the study limits of CTH S is 274.1 feet. Access types are a mix between private residences, businesses, field entrances and side streets.

SAFETY INFORMATION

Three (3) reported accidents have occurred on CTH S in the Study Limits in the past 5 years. (January of 2020 through December of 2024) Deer flags were omitted.

- 1/19/2024 – Accident was a single vehicle run-off-the-road located in the west curve. Accident report stated icy roads as the cause of the accident. No injury.
- 1/5/2024 – Accident was a single vehicle run-off-the-road located in the east curve. Driver fell asleep at the wheel. No injury.
- 3/21/2020 – Accident was a single vehicle run-off-the-road located in the east curve. Driver was travelling too fast for the curve. No injury.

In summary, all three accidents were single vehicle. One happened in the west curve and two happened in the east curve. Falling asleep at the wheel was the cause of one accident, icy roads was responsible for one and driving too fast for the curve was the last. In total, one accident was flagged as speed related.

The accident data was collected from the Community Maps – Wisconsin County TSC Accident Mapping Site, by searching the segment of road in the study and recording all the accidents that have occurred in the given area in the last 5 years. The accident rate was calculated to be 178.5. This is higher than the 2017-2021 statewide average crash rate of 94.41 for rural 2-lane highways with AADT < 2,000.

SIGNIFICANT SECONDARY ROADWAY CONDITIONS

During on-site visits no pedestrians were seen walking along the road. Similarly, no bicyclists were observed during time on-site. The presence of 4' wide gravel shoulders and steep roadside slopes does not make for a comfortable walking or bicycling experience within the study limits.

There is one school bus stop location signed within the study limits. SCHOOL BUS STOP AHEAD signs are placed in advance of 210th Street in each direction. The location is such that a stopped school bus with flashing lights is visible with 440' of SSD for westbound traffic and 650' of SSD for eastbound traffic. (440' SSD corresponds to 51-mph and 650' SSD exceeds the standard) This curve's advisory speed limit is 35-mph.

There is another known location where school buses stop at 20815 CTH S. It does not have SCHOOL BUS STOP AHEAD signs. This location is on the south side of the road in the west curve. Reports have been made of a vehicle not stopping for a school bus when it was stopped on the road. The location is such that a stopped school bus with flashing lights is visible with 495' of SSD for westbound traffic and 410' of SSD for eastbound traffic. (495' SSD meets the standard and 410' SSD corresponds to 48-mph) This curve's advisory speed limit is 45-mph.

RECOMMENDATIONS & ADDITIONAL OBSERVATIONS

The recommendations for this speed study are as follows:

1. **Extend the 25-mph speed zone (eastbound and westbound) 500' farther east up the hill and into the straightaway.** This increases visibility of the speed zone signing entering town. It also moves it into a flatter portion of the roadway so vehicles are not trying to slow down considerably in a downslope.
2. **Maintain the current 55-mph speed limit for the remainder of the study limits.**
There are four access points within the curves that do not meet the 55-mph minimum SSD. However, advisory speed limit signs are in place at these curves (45-mph at the west curve and 35-mph at the east curve). Traffic must adhere to these advisory limits to safely navigate these curves. This is common practice throughout the county and state. If traffic obeys the advisory speed limit signing there is adequate SSD for all access points except one field entrance on the south side of the west curve, Station 4282. All speed metrics indicate leaving the speed limit at 55-mph. The driving environment does not support a reduction in the speed limit through the remainder of the study limits.
3. An additional recommendation as part of this study is to add SCHOOL BUS STOP AHEAD signs in advance of the residence at 20815 CTH S for each direction of travel.

(see attachment B: CTH S – PROPOSED CONDITIONS map)

REFERENCES

State of Wisconsin Department of Transportation, Traffic Engineering, Operations & Safety Manual, Chapter 13 Traffic Regulations, Section 5 Speed Limits – November 2024

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

Wisconsin Traffic Operations and Safety Laboratory – The WisTransPortal System
Community Maps – Traffic Safety for Wisconsin

<https://transportal.cee.wisc.edu/partners/community-maps/> May 2025

ATTACHMENTS

- Speed Summary Sheet
- Spacing and SSD Table
- Traffic Counter Summary Sheets
- attachment A: CTH S – EXISTING CONDITIONS map
- attachment B: CTH S – PROPOSED CONDITIONS map

Chippewa County Highway Department
Speed Study Summary
CTH S from 198th Street to address 21298 CTH S

STUDY LOCATION

Highway/Street Name: CTH S

From: 198th Street

21298 CTH S

Municipality: Town of Anson

Segment Length (mi): 1.45 miles

County: Chippewa

Reason(s) for Speed Limit Change:

Request to lower speed limit from 55 mph
to 45 mph in the area of the two curves
east of Jim Falls.

ROADWAY CHARACTERISTICS

Posted Speed Limit: 55 mph

Is Segment a Transition Zone (**bold**): Yes **No**
(If 'Yes', please explain on page 3)

Design Speed Limit: 55 mph

Significant On-Street Parking (**bold**): Yes **No**
(If 'Yes', please explain on page 3)

Number of lanes: 2

Significant Ped/bike activity (**bold**): Yes **No**
(If 'Yes', please explain on page 3)

Lane Width (feet): 11 feet

Horizontal Curves Present (**bold**): **Yes** No

AADT (vehicles/day): 635

Vertical Curves Present (**bold**): **Yes** No

Year AADT Performed: 2025

Number of access points in Segment: Total Access Points: 42; 35
driveways; 2 field entrances; 6
intersecting streets

Land Use (**bold**): Urban Suburban **Rural**

CRASH HISTORY

Roadway Type (**bold**): Freeway **Non-Freeway**

Years: 2020 to 2024 (present)

Functional Class: Major Collector

Number of Years: 5

Shoulder Type(s) (**bold**): Paved **Gravel** C&G

Speed Related Crashes: 1

Shoulder Width: 4 ft

Crash Rate: 178.5

Median Type (**bold**): Divided **Undivided** TWLTL

Severity Rate: LOW – all just property damage

Chippewa County Highway Department
Speed Study Summary
CTH S from 198th Street to address 21298 CTH S

SPEED STUDY RESULTS			
Posted Speed Limit (mph):	55	Number of observed vehicles:	1,261
50 th Percentile Speed (mph):	51	*** 10 mph Pace Range:	47-57
85 th Percentile Speed (mph):	57	Percent vehicles in Pace:	57.6%
Range of Speeds (mph):	15-72	Percent vehicles over Pace:	12.5%
Percent observed vehicles non-compliant to speed limit:	27.2%	Percent vehicles under Pace:	29.9%

*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.

Calculations

Crash Rate

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

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

$$\text{Crash Rate} = \frac{\left(\frac{3 \text{ crashes}}{5 \text{ years}}\right) \cdot 100,000,000}{365 \text{ days} \cdot \frac{635 \text{ vehicles}}{\text{day}} \cdot (1.45 \text{ miles})}$$

Crash Rate = 178.5 crashes per 100 million vehicle miles of travel

Access Spacing & SSD

RED TEXT = DOES NOT MEET SLOPE ADJUSTED STOPPING SIGHT DISTANCE

Description of Access Point	Location	Station (ft)	Access Spacing (ft)	Eastbound Measured SSD (looking West from access) +	Eastbound Slope*	Eastbound SSD Slope Adjusted	Westbound Measured SSD (looking East from access) +	Westbound Slope*	Westbound SSD Slope Adjusted	25 mph	Study Limits
Old Abe Trail Centerline	AR	0	0	358 H	0.0%	155	530 H	4.1%	150		
198th Street	South	378	378	530 H	1.9%	150	750 V	-2.1%	160		
6/11/2025 Traffic Counter Location (RADAR) - at westbound 25mph sign										55 mph	
20063 PE	South	647	269	>840 H	1.9%	480	508 V	-2.8%	520		
20082 PE	North	741	94	440 H	3.0%	470	515 V	-2.2%	515		
DNR Station	North	1074	333	716 V	2.8%	475	>1500 V	-0.6%	500		
FE	South	1099	25	758 H	2.8%	475	>1000 V	-0.6%	500		
DNR Station	North	1194	95	523 V	2.2%	475	>1000 V	-0.2%	495		
20164 PE	North	1296	102	580 V	1.6%	480	>1000 V	-0.2%	495		
20216 PE	North	1571	275	770 V	0.6%	490	>1000 V	-0.2%	495		
20251 CE	South	1734	163	815 V	0.2%	495	>1000 V	-2.0%	510		
20262 PE	North	1806	72	961 V	0.2%	495	950 V	-2.2%	515		
20297 PE	South	1965	159	>1000 V	0.6%	490	780 V	-2.6%	520		
20361 PE	South	2165	200	>1000 V	1.6%	480	557 V	-2.4%	515		
20388 PE	North	2284	119	>1000 V	2.2%	475	490V	-1.6%	510		
FE	North	2382	98	>1000 V	2.6%	475	880 V	-1.0%	505		
20361 PE	South	2398	16	>1000 V	2.8%	475	880 V	-0.8%	500		
FE	South	2607	209	>1000 V	2.6%	475	>1000 V	-0.6%	500		
205th Street	AR	3007	400	653 V	0.6%	490	686 V	-0.8%	500		
20528 PE	North	3112	105	761 V	0.6%	490	981 V	-0.6%	500		
20633 PE	South	3638	526	>1000 V	0.4%	490	879 H	0.2%	495		
FE	North	3638	0	1049 V	0.4%	490	914 H	0.2%	495		
FE	South	4282	644	1212 V	-0.4%	500	350 H	-1.4%	505		
142nd Avenue	North	4405	123	>1000 V	0.4%	490	525 H	-1.0%	505		
20815 PE	South	4665	260	381 H	0.8%	490	427 H	-1.0%	505		
5/7/2025 Traffic Counter Location (tubes) - midway between curves										West Curve	
210th Street	North	6154	1489	410 H	2.2%	475	284 H	-0.2%	495		
20991 PE	South	6154	0	438 H	2.4%	475	905 H	0.0%	495		
21155 PE	South	6929	775	691 H	-0.4%	500	1324 V	0.0%	495		
21155 PE	South	7036	107	795 H	-0.4%	500	1187 V	-0.4%	500		
21298 PE	North	7676	640	1376 H	1.4%	485	1088 V	-0.2%	495		
											East Curve

* slopes are based on LiDAR contours, elevations rounded to nearest 1 foot, distance measured = standard flat SSD
+ H = sight distance Horizontally controlled, V = sight distance Vertically controlled

Average spacing of all access points 274.1

FDM 11-10-5.1.1.1 + Ch. 3 FHWA Policy on Geometric Design	SSD - FDM 11-10 Att. 5.1
$SSD: d = 1.47Vt + \frac{V^2}{30\left(\frac{a}{32.2} \pm G\right)}$	Average Speed 25 Zone: 35 mph = 250' 85th Percentile 25 Zone: 40 mph = 305' In-Town Speed: 25mph = 155'
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 55 Zone: 51 mph = 440' 85th Percentile 55 Zone: 57 mph = 525' Statutory Speed: 55 mph = 495' Posted Speed 55 Zone: 55 mph = 495' Reduced Speed: 45 mph = 360'

Speed Summary

CTH S SPEED STUDY

Study Limits: On CTH S between 198th Street and address 21298 CTH S

TimeMark Delta IIIC Tube Counter C

Counter Location: at school bus sign 742' north of 210th Street intersection

Current Speed Limit: 55 mph

E/B + W/B COMBINED

Dates	Volume	85% Speed	Mean/Average Speed	Median/50% Speed	Lower Bound Pace	Upper Bound Pace	In Pace	% in Pace	Over Pace	% Over Pace	Exceeding Speed Limit	% Exceeding Speed Limit	Peak Hour AM	Peak Hour PM	% Trucks/Buses	# Trucks
Tuesday, May 6th, 2025	612	58	51.0	51.4	48	58	366	59.8%	82	13.4%	162	26.4%	6:30	3:15	27.9%	171
Wednesday, May 7th, 2025	649	57	50.5	50.9	47	57	360	55.5%	76	11.7%	181	27.9%	7:00	4:30	33.1%	215
Combined Totals/Averages:	635	57	51	51	47	57	363	57.6%	158	12.5%	343	27.2%	6:30-7:00	3:15-4:30	30.6%	386

TimeMark Black Cat RADAR Counter

Counter Location: on westbound 25mph sign east of 198th Street

Current Speed Limit: 25 mph

W/B ENTERING TOWN

Dates	Volume	85% Speed	Mean/Average Speed	Median/50% Speed	Lower Bound Pace	Upper Bound Pace	In Pace	% in Pace	Over Pace	% Over Pace	Exceeding Speed Limit	% Exceeding Speed Limit	Peak Hour AM	Peak Hour PM
Combined June 10 & 11, 2025	405	40	35	34	31	40	598	58.9%			1,015	93.3%	6:45	4:00

Current Speed Limit: 55 mph

E/B LEAVING TOWN

Dates	Volume	85% Speed	Mean/Average Speed	Median/50% Speed	Lower Bound Pace	Upper Bound Pace	In Pace	% in Pace	Over Pace	% Over Pace	Exceeding Speed Limit	% Exceeding Speed Limit	Peak Hour AM	Peak Hour PM
Combined June 10 & 11, 2025	470	41	36	35	34	43	710	60.1%			8	1.7%	10:00	5:00

CTH S - EXISTING CONDITIONS



Printed 04/08/2025 Scale = 1:500'

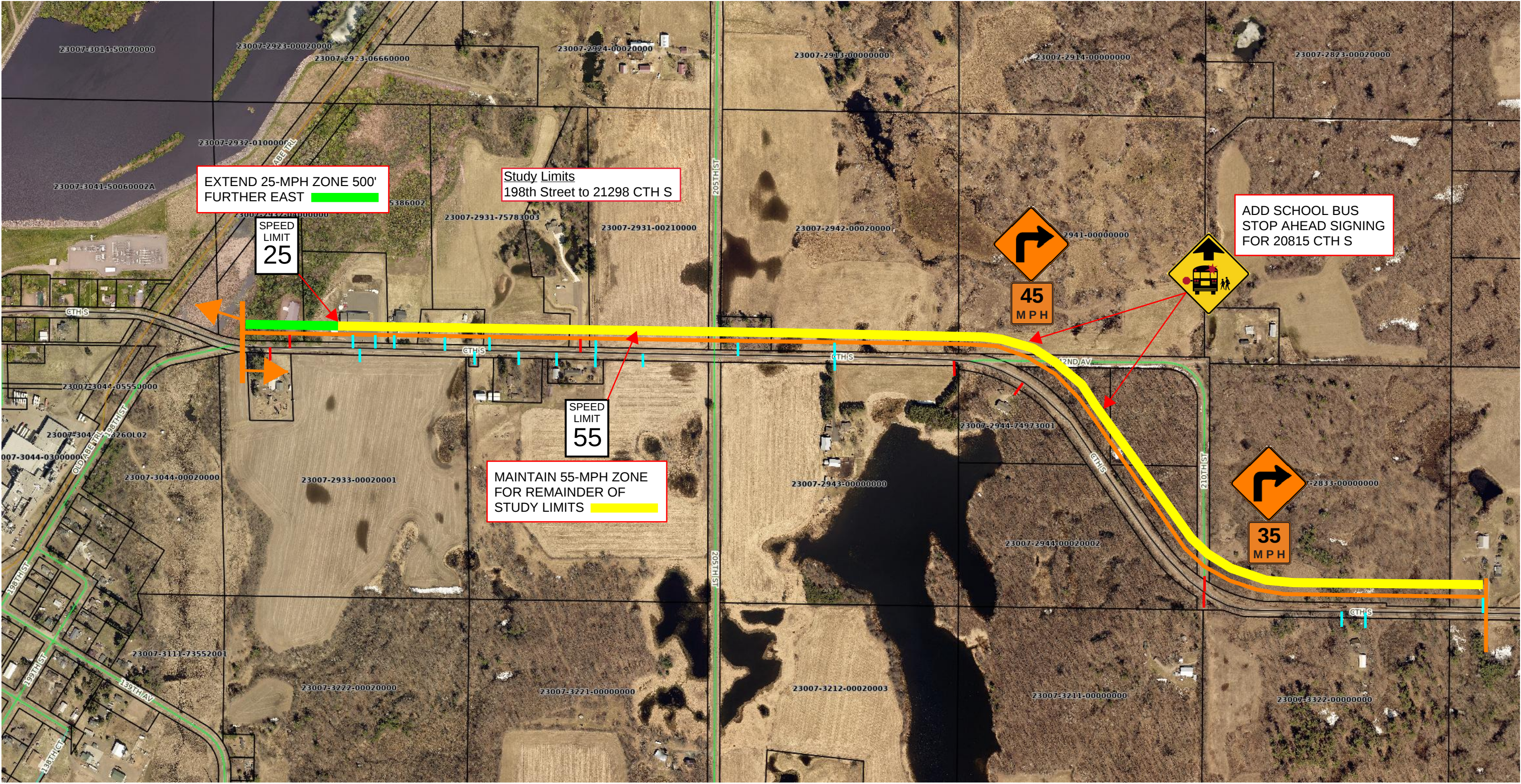


Disclaimer: This map is a compilation of records as they appear in the Chippewa County Offices affecting the area shown and is to be used only for reference purposes.

CTH S - PROPOSED CONDITIONS



Printed 04/08/2025 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.



Traffic Safety Commission Meeting

Chippewa County

Nicole Bitzan, SRF Consulting

August 14, 2025



- | | 2024 | | | | | 2025 | | | | | | | | | | | | 2026 | | |
|---|------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 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 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

Engagement

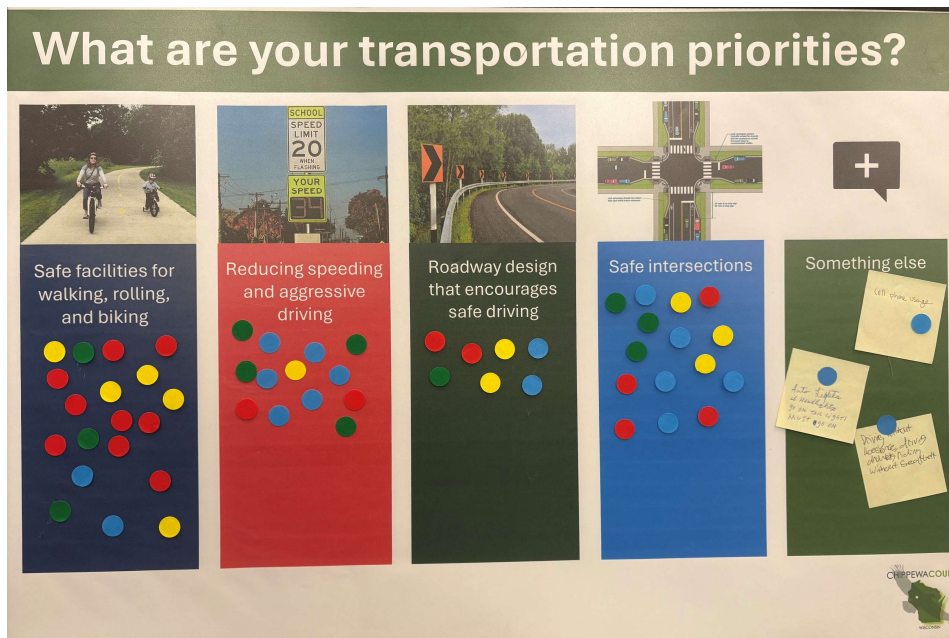


- Summer engagement activities:
 - July 11 – County Fair
 - 75+ people engaged
 - July 25 – Jamboree Days
 - 20+ people engaged
 - Aug 9 – Pure Water Days
 - upcoming event; info to be added.

Northern Wisconsin State Fair

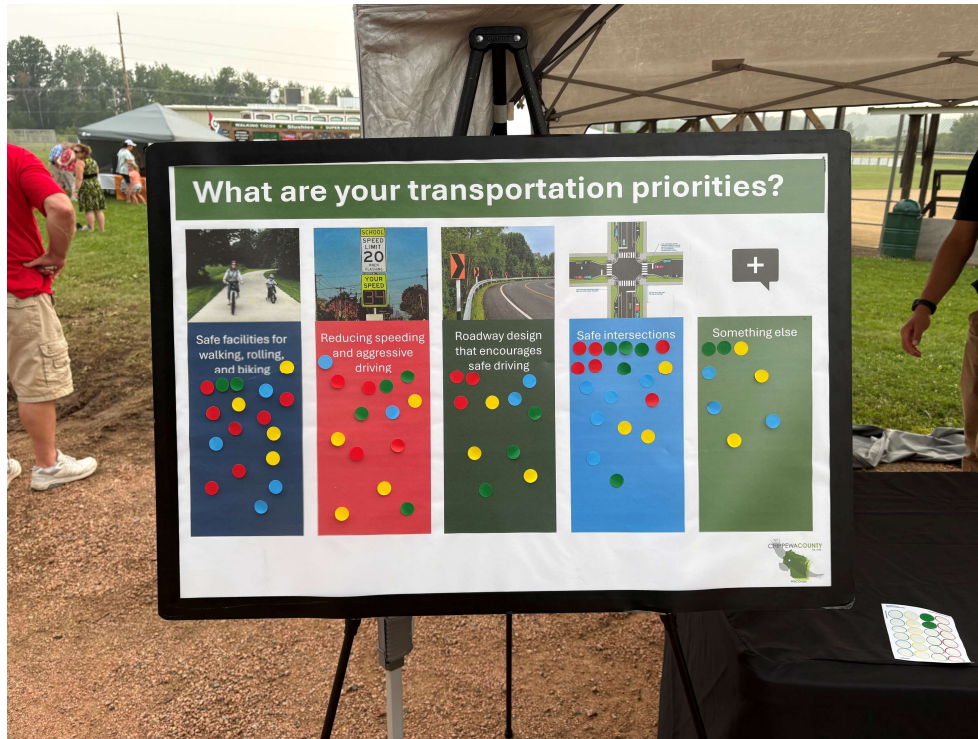


What are your transportation priorities?



- July 11
 - People engaged: 77
 - Location: Chippewa Falls
- Engagement Themes:
 - Speeding is a problem everywhere
 - CTHs need lighting
 - Streets need either bike lanes or shoulders, they feel dangerous when they don't exist.

Jamboree Days



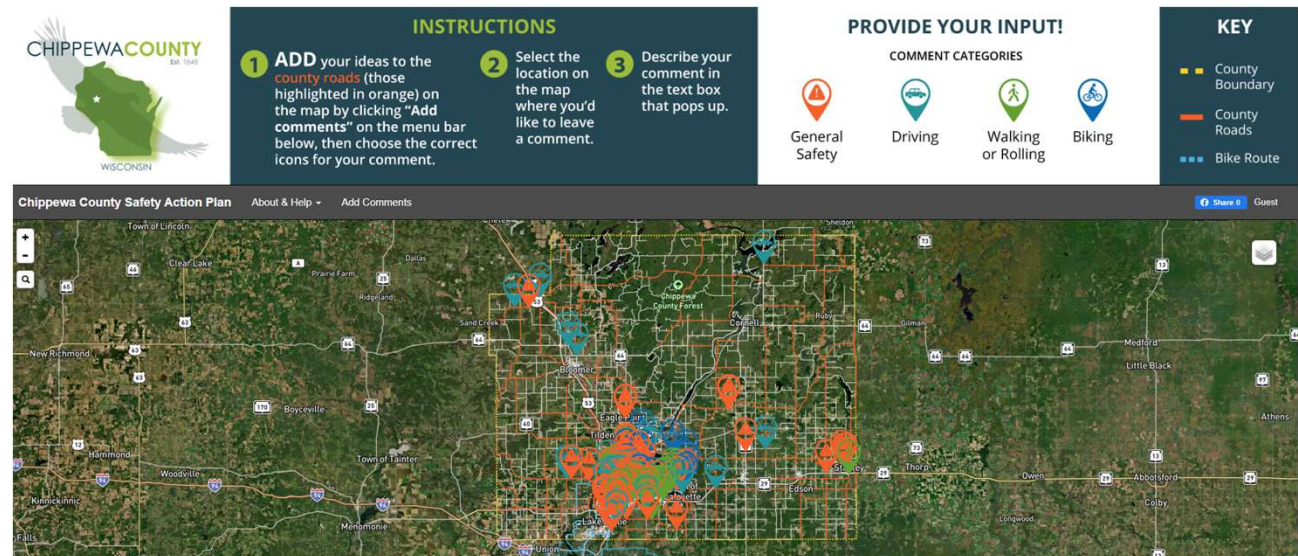
Dot Board

- July 25
 - People engaged: 21
 - Location: New Auburn
- Engagement Themes:
 - Concerns with intersection of CTH F and M
 - Rough roads are hard to drive on
 - Visibility along shoulders with overgrown trees and plants

Engagement/Collaboration



- Received 209 comments
- Comments expressed
 - Speeding concerns
 - Spot specific locations with challenges
 - Identified areas of rapid growth – need for walking paths and safe crossing



What's Next with Engagement

- All Comments will be summarized and compiled into themes.
- Themes will be tied to prioritized recommendations both engineering and non-engineering.
- Location specific comments will be overlayed on top of the safety analysis results



Systemic Analysis *Strategy and Project Selection*



In contrast to a historical crash evaluation, a systemic approach is future-focused through the identification of risk factors that can be applied across the roadway network, not just at locations with a history of crashes.

“Risk factors” are characteristics whose presence is correlated with an increased likelihood of a fatal or serious injury crash type.



Systemic Analysis - Segments

- Evaluated 197 segments
- 102 (52%) were identified as a high priority.
 - These locations had two or more severe crash risk factors.
- Recommended projects totaled just under \$2 million



DRAFT UNDER REVIEW - Top 10 Locations (out of 102)

Pri. No.	Segment ID	Route Name	Start Description	End Description	Length [miles]	Total Stars	Enhanced Edgeline	Edgeline Rumble Strip	Cost
1	O.1	CTH O	CTH S (CTH S South)	Lake Wissota State Park Access Road	1.89	★★★★★	1	0	\$13,253
2	O.3	CTH O	CTH K	CTH XX	3.01	★★★★★	1	0	\$21,104
3	OO.3	CTH OO	USH 53 NB Ramps	CTH P	1.58	★★★★★	1	1	\$22,130
4	CC.3	CTH CC	STH 64 (S Riverside Dr)	CTH Z	0.91	★★★★	1	0	\$6,356
5	F.4	CTH F	CTH N	CTH S	1.00	★★★★	1	0	\$6,993
6	J.3	CTH J	50th Ave	147th Ave	0.34	★★★★	1	0	\$2,409
7	K.7	CTH K	South T-intersection of CTH K & CTH O	North T-intersection of CTH K & CTH O	0.49	★★★★	1	0	\$3,455
8	M.4	CTH M	CTH F	CTH F (100th St)	1.00	★★★★	1	0	\$7,005
9	N.3	CTH N	CTH T (60th St)	CTH F (80th St)	1.95	★★★★	1	0	\$13,621
10	N.5	CTH N	CTH HH (95th St)	123ft W of Hilary St	3.41	★★★★	1	0	\$23,859

Systemic Analysis –Curves

- Evaluated 421 curves
- 167 (40%) were identified as a high priority.
 - These locations had three or more severe crash risk factors.
- Recommended projects totaled \$11.3 million

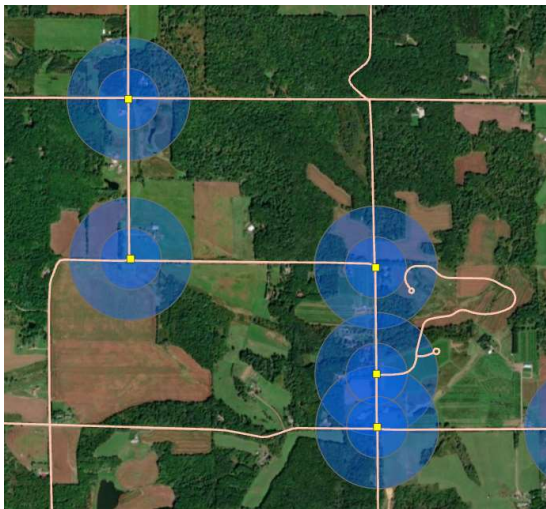


DRAFT UNDER REVIEW - Top 10 Locations (out of 167)

Pri. No.	Curve ID	Route Name	Total Stars	Clear Zone Enhancements	Reconstruct TT to a Single T	Chevrons or Arrow Board	Curve Warning Sign	Speed Advisory Sign	Cost
1	M.1.2	CTH M	★★★★★	1	1	1	1	1	\$507,000
2	Q.9.4	CTH Q	★★★★★	1	0	1	1	1	\$107,000
3	X.15.4	CTH X	★★★★★	0	0	1	1	1	\$7,000
4	X.5.1	CTH X	★★★★★	0	0	1	0	0	\$3,000
5	F.1.1	CTH F	★★★★	1	0	1	0	0	\$103,000
6	F.13.1	CTH F	★★★★	1	0	0	0	0	\$100,000
7	F.13.4	CTH F	★★★★	0	0	1	1	1	\$7,000
8	H.4.1	CTH H	★★★★	0	0	1	1	1	\$7,000
9	K.11.5	CTH K	★★★★	0	1	1	1	1	\$407,000
10	K.12.1	CTH K	★★★★	1	1	1	1	1	\$507,000

Systemic Analysis - Intersections

- Evaluated 674 intersections.
- Preliminary prioritization results were completed.
- Including an additional risk factor to evaluate vertical curves at intersections.



Using the County's Contour Lines, assessing vertical curves using 1000ft sight distance from an intersection and complying with Wisconsin's Application of Stopping sight distances.

5.1.1.3 Applications of Stopping Sight Distances (SSDs) and Decision Sight Distances (DSDs)

In computing and measuring sight distances along roadways, the heights of the driver's eyes are 3.5 feet above the pavement surfaces, and the height of the object to be seen by the driver is 24-inches. A 24-inch object is equivalent to the taillight height of a passenger car because stopping is generally in response to another vehicle or large hazard in the roadway⁵.

Next steps



- Finalize systemic analysis
 - Review results with Fred
 - Complete the intersection vertical curve analysis
- Finalize policy recommendations
- Develop engagement summary and identify recommendations
- Develop a report plan template and compile the draft report



QUESTIONS?

CHIPPEWA COUNTY CRASH STATISTICS

	JAN 1ST-JULY 31ST 2024	JAN 1ST-JULY 31ST 2025	
	2024	2025	
	YTD	YTD	YTD
	TOTALS	TOTALS	VARIANCE
ALL ACCIDENTS WITHIN THE COUNTY			
Car Deer	135	115	-14.8%
Property	372	403	8.3%
Injury	120	135	12.5%
Fatal	3	8	266.0%
CITY OF CHIPPEWA FALLS			
Car Deer	9	5	-44.0%
Property	94	109	16.0%
Injury	21	29	27.6%
Fatal	0	0	0.0%
VILLAGE OF LAKE HALLIE			
Car Deer	24	8	-200.0%
Property	68	91	33.8%
Injury	15	21	40.0%
Fatal	1	0	-100.0%
ACCIDENTS INVOLVING IMPAIRED DRIVERS	50	49	-2.0%
ACCIDENTS INVOLVING DISTRACTED DRIVERS	55	60	9.1%
ACCIDENTS INVOLVING MOTORCYCLES	14	9	-35.7%
ACCIDENTS INVOLVING DRIVERS 65+	130	134	3.1%
ACCIDENTS WITH TEEN DRIVERS	103	118	14.6%
ACCIDENTS WHERE SPEED WAS A FACTOR	87	120	37.9%



Traffic Safety Commission

Bureau of Transportation Safety and Technical Services

Chippewa County

August 14, 2025



2020-2025 2Q Statewide Crash Statistics

	<u>2025*</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>
Total Crashes =	29,000	31,259	29,402	29,532	30,021	23,220
Resulting in:						
Injuries =	8,002	8,762	8,573	8,264	9,379	7,241
Fatal Injuries =	133	161	161	153	153	157

5 Yr. Fatality Average = 584

* Indicates Preliminary Numbers



2025 1Q & 2Q Statewide Crash Statistics

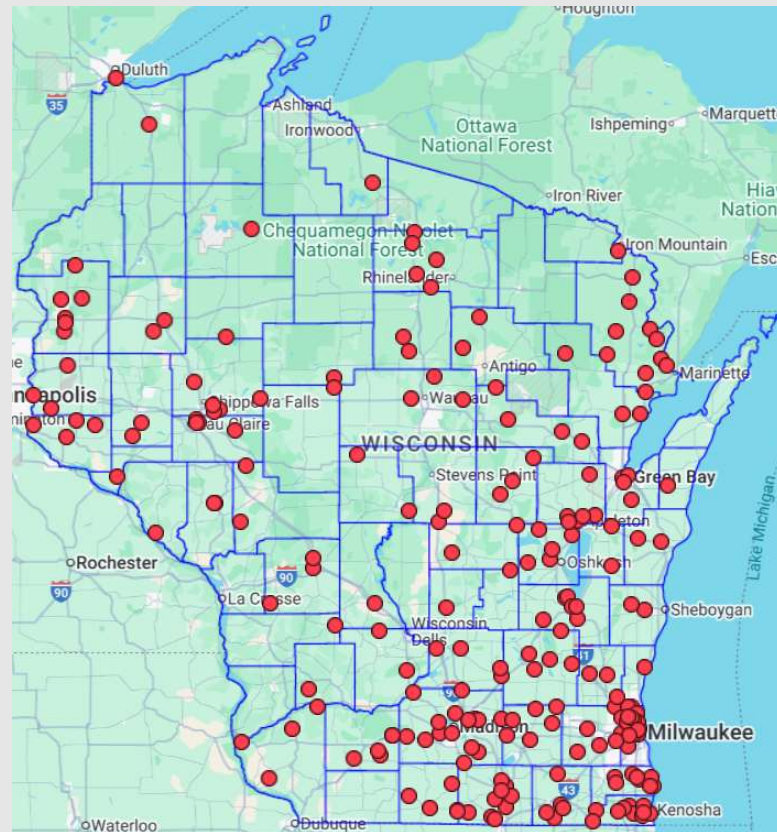
Total Crashes = 58,949

**Resulting in:
Injuries = 14,731**

Fatal Injuries = 244

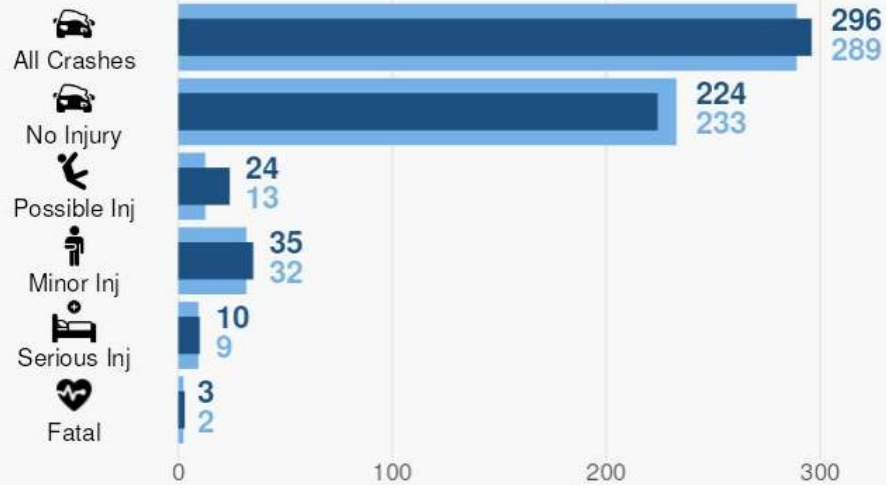
5 Yr. Fatality Average = 584

All are Preliminary Numbers

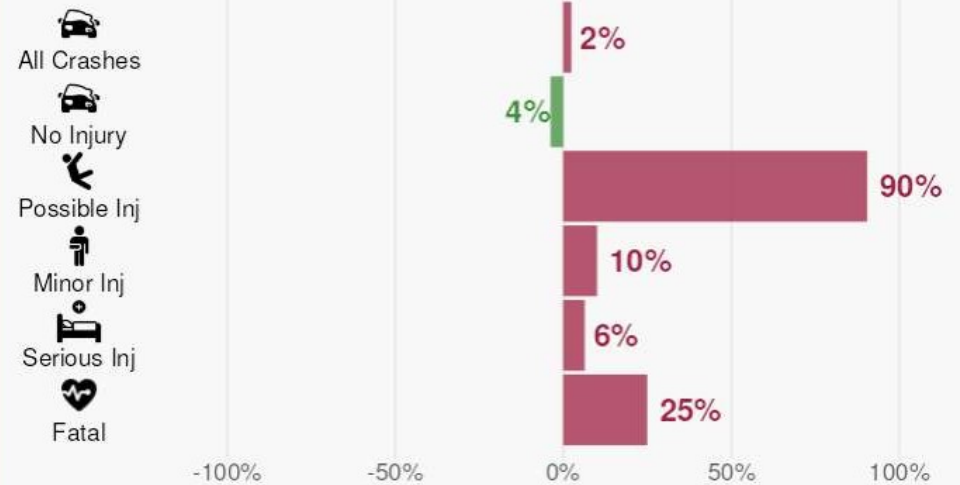


2025 2Q County Crash Statistics

 Crashes by Injury Severity



 Percent Change

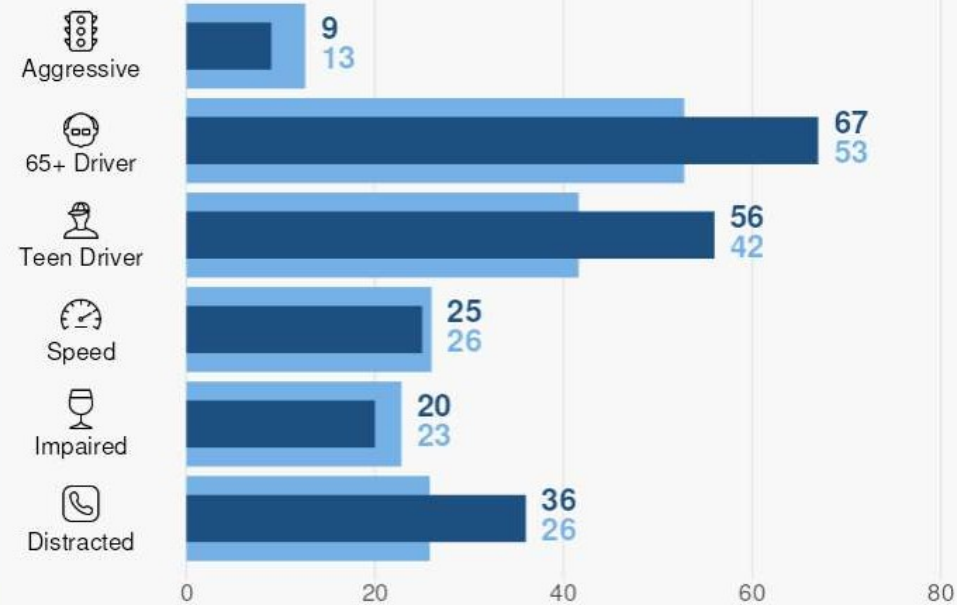


2025 vs. Average of Previous Five Years

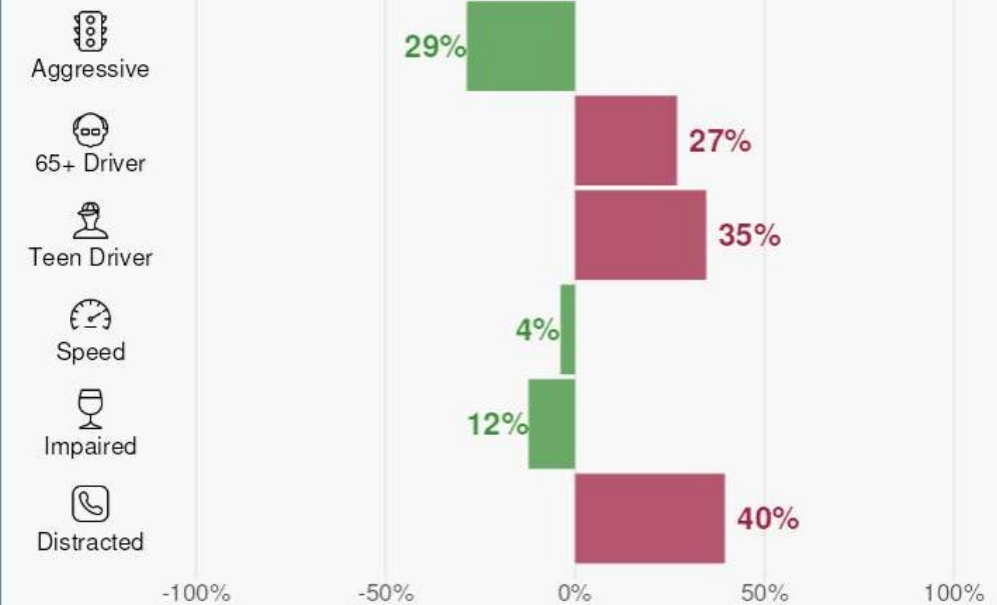


2025 2Q County Crash Statistics

Driver Behavior



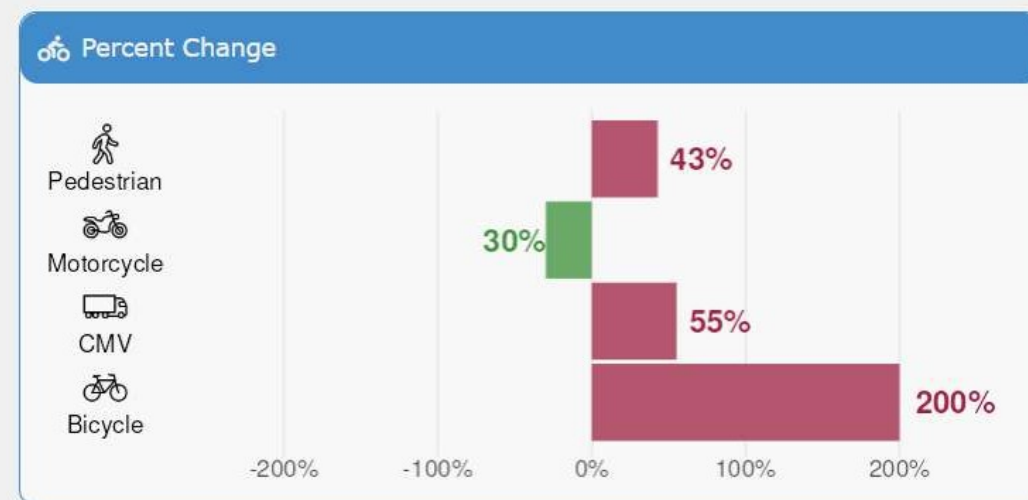
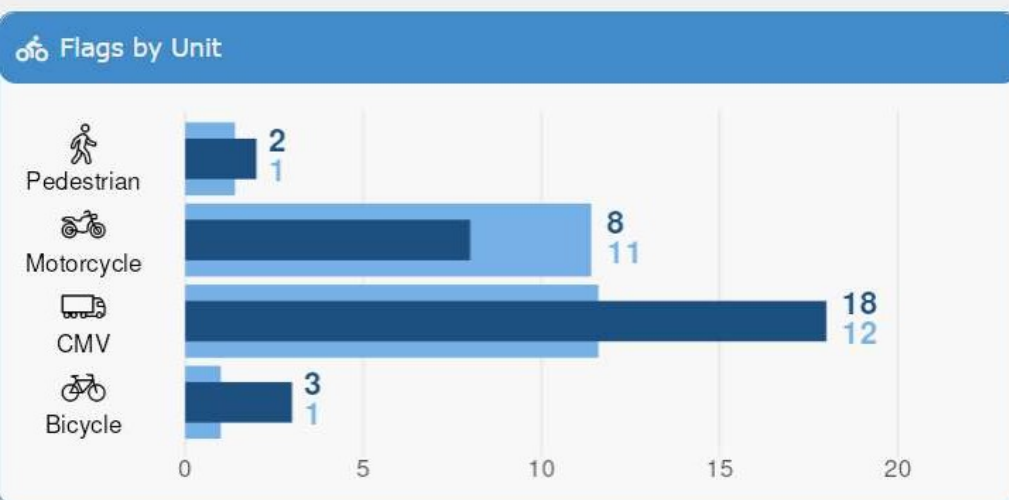
Percent Change



2025 vs. Average of Previous Five Years



2025 2Q County Crash Statistics

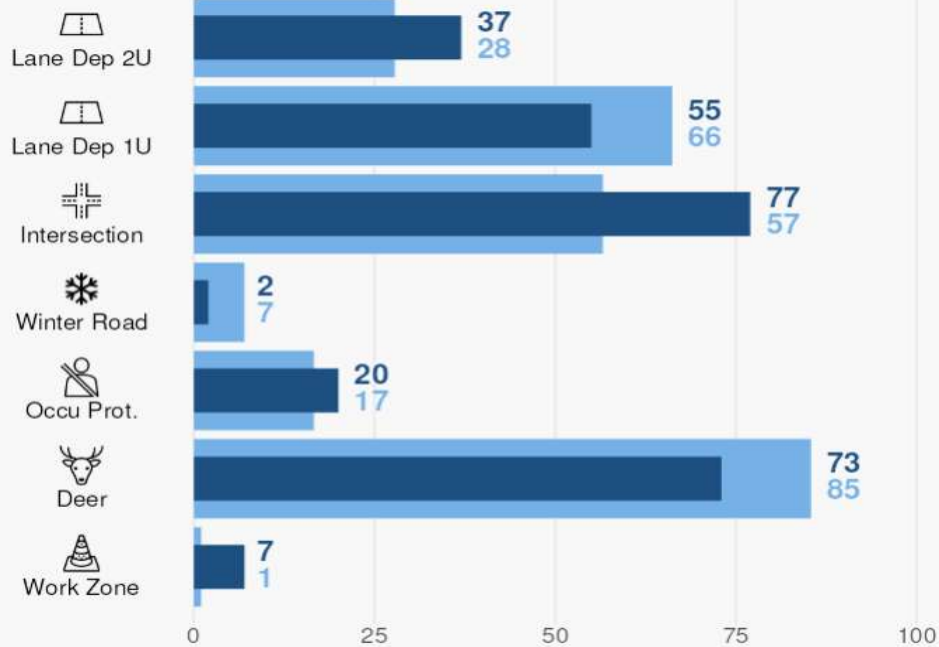


2025 vs. Average of Previous Five Years

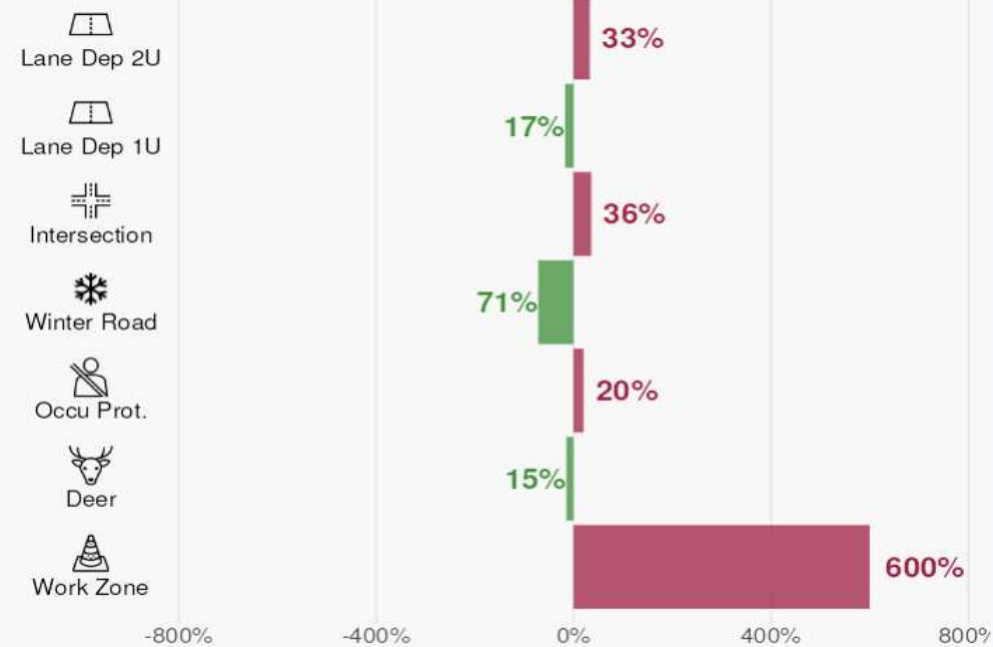


2025 2Q County Crash Statistics

Other Crash Flags



Percent Change

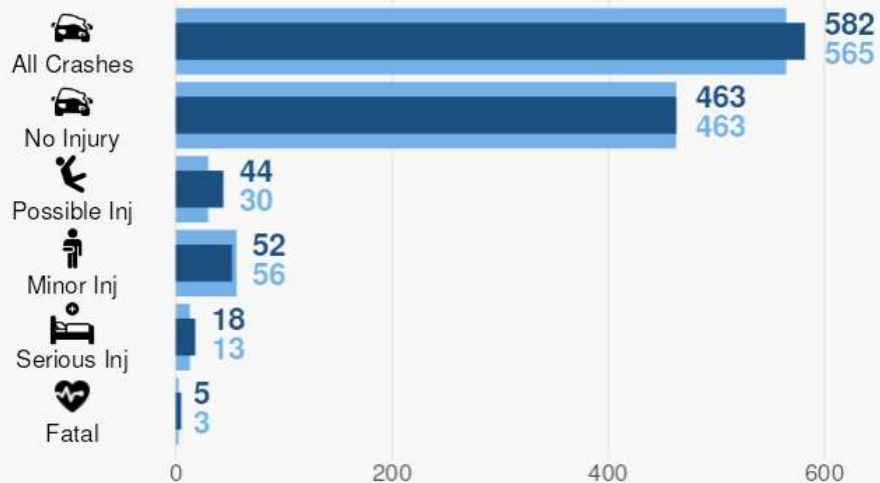


2025 vs. Average of Previous Five Years

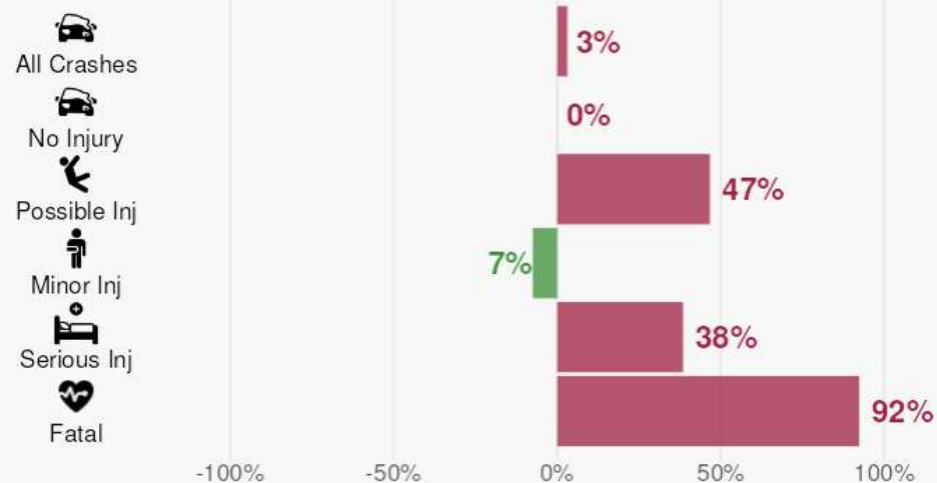


2025 1Q & 2Q County Crash Statistics

 Crashes by Injury Severity



 Percent Change



2025 vs. Average of Previous Five Years



2025 YTD Fatal Crashes

1Q Fatalities

1/1/2025 – 3/31/2025

••

2Q Fatalities

4/1/2025 – 6/30/2025

•••

3Q Fatalities

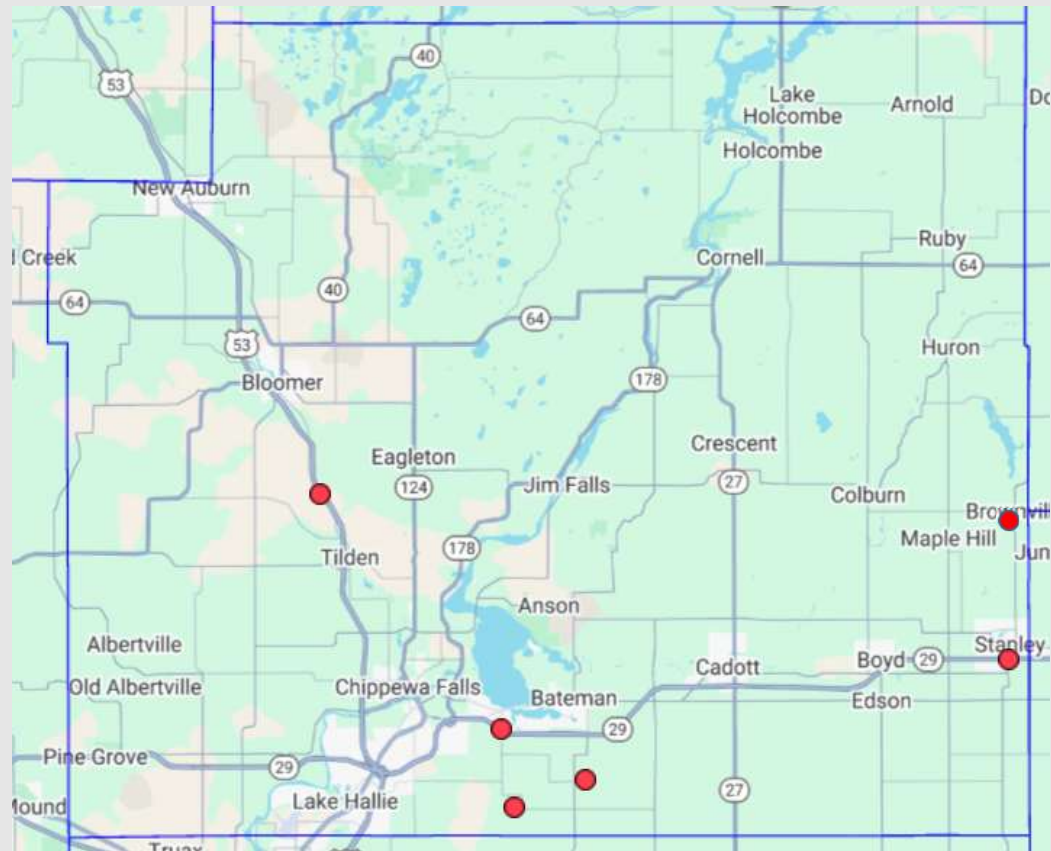
7/1/2025 – 9/30/2025

•

4Q Fatalities

10/1/2025 – 12/31/2025

5 Year Average = 6



Legislative Update

- SB-6/AB-29, Vehicle Impoundment Traffic Offenses
- SB-9/AB-28, Black and White Registration Plates
- SB-65/AB-78, Reckless Driving Vehicle Impoundment
- SB-66/AB-77, License Plate Concealment Devices
- SB-136/AB-126, School Bus Lamps
- SB-141/AB-143, Unlicensed Person Using a Vehicle
- SB-159/AB-179, Police Vehicle Lights
- SB-182/AB-198, EMS Education and Live 911 Pilot Program
- SB-192/AB-192, Fatality Review Teams
- SB-221/AB-221, ATV/UTVs Registered out of State...



Legislative Update

- SB-248/AB-248, Ignition Interlocks
- SB-288/AB-302, Purple Funeral Lights
- SB-299/AB-300, ALPR Grants
- SB-309/AB-308, Dispatcher Immunity
- SB-311/AB-329, ATV/UTV Operation & Patrol ATV/UTV, OHM, Snowmobile
- SB-399/AB-327, Increased Weight Limits for UTVs
- SB-345/AB-332, Stop for Pedestrians
- SB-365/AB-346, Fleet Registration
- SB-141/AB-143, Unlicensed Person Using a Vehicle
- SB-373/AB-371, CMV Cameras “Mirror Eyes”...



Legislative Update

- SB-375/AB-371, Speed and Red Light Running Cameras (Milwaukee)
- LRB-2150, Driver Education Curriculum (School Bus)
- LRB-2151, School Bus Camera Recording
- LRB-2195, School Bus Operation over 70
- LRB-4023, Move Over Slow Down for Disabled Vehicle



Dates to Watch 3Q

July 2025

7-31 National Campaign: *Speeding Catches Up With You*

August 2025

13-1 National Mobilization: *Drive Sober or Get Pulled Over; Drive High, get a DUI; Ride Sober or Get Pulled Over*

19-20 Governor's Conference on Highway Safety

September 2025

21-27 Child Passenger Safety Week & National Seat Check Saturday



Dates to Watch 4Q

October 2025 – Pedestrian Safety Month

19-25 Teen Driver & National School Bus Safety Weeks

25-31 National Mobilizations: *Buzzed Driving..., If You Feel Different...*

November 2025

22-30 National Mobilizations: *Buckle Up..., Click-it..., Buzzed Driving..., If You Feel Different...*

December 2025

1-5 Older Driver Safety Awareness Week

1-31 National Mobilizations: *Buzzed Driving..., If You Feel Different..., Drive Sober..., Drive High and Get a DUI*



GCHS Website is Active

- Agenda
- Registration
- Lodging
- TSC Coordinator's Dinner, 8/18



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!



Wrong Way Driving

Together we can save lives

Traffic Safety Commission Meetings
Second Quarter 2025



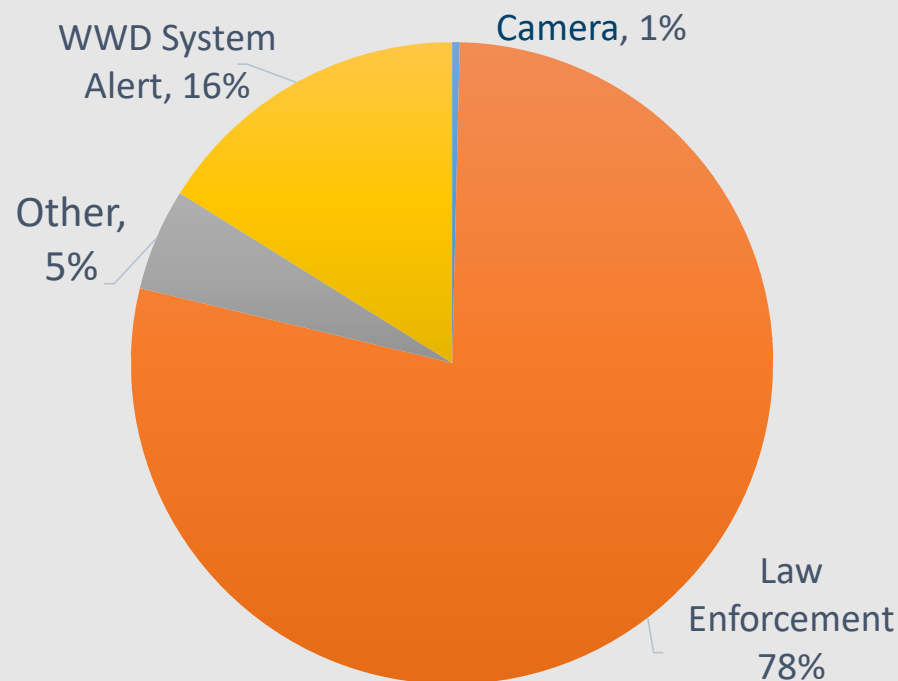
WWD crashes often:

- Involved more impaired motorists
 - Occurred more at night and on weekends
 - Involved more senior drivers
 - Involved a driver entering from a side-by-side ramp
 - Resulted in more serious injuries or fatalities
- WWD Task Force is investigating:
 - Divided freeways and highways on the state truck network, not local roads and cross-median and cross-centerline crashes



WWD and WisDOT Notification

- About 4,500 WWD incidents reported across Wisconsin
 - 2012 through January 2025
- Communication from statewide law enforcement agencies or dispatchers. Reporting is either...
 - Real-time of live event
 - After the fact



After the Fact WWD reports

TMC contacted about WWD

Incident documented in the Significant Incident Notification System (SINS)

Email notification sent by TMC

Wrong Way Driver (WWD) Incident Form

Main Notes, Video

WWD ID:

Date Time County

WWD Begin Location:

State Highway

Cross Street

WWD Exited/Lost Visual:

State Highway

Cross Street

WWD Began With WWD Direction

How Was STOC Notified?

WWD Alert Location: State Highway Cross Street

WWD Alert Date WWD Alert Dismissed Date

WWD Alert Time WWD Alert Dismissed Time

Law Enforcement Contact Date Visual Confirmation of WWD by Cameras? ☐ Yes ☐ No

Law Enforcement Contact Time

WWD Stopped by Law Enforcement? ☐ Yes ☐ No Citation Written? ☐ Yes ☐ No ☐ Unknown

Crash? ☐ Yes ☐ No Number of Vehicles Involved in Crash

Crash Location: State Highway Cross Street

Event Mgr Crash Severity ☐ PDO ☐ PI ☐ FAT

Buttons: Save, Edit, Clear Data, Print, Exit

TMC Report Form

Wrong Way Drivers

8/14/2023 To 8/21/2023

NorthEast
Green Bay
Sheboygan

Date/Time 8/20/2023 4:14:00 AM
Alert Location
WWD Began With Other (explain in Notes)
Direction NB in SB Lanes
Stopped by Law En. No Crash
Crash Location
STOC Notified By Law Enforcement
Alert Date/Time
Begin Location WIS 57 SB @ HWY 55
Law Contact D/T
No Crash
#Vehicles in Crash
Cameras No
Alert Dismissed D/T
Exited/Lost Visual
Citation No
CrashSeverity
EventMgriD
Notes At 4:14 AM TMC received a call from the Sheboygan County Sheriff's Department about a wrong way driver. Vehicle was traveling NB in the SB lanes of HWY 57 at HWY 55. At 4:15 AM TMC activated an alert within the ATMS system. Deputies could not locate the vehicle. Vehicle was not spotted on camera. TMC terminated the alert at 4:25 AM. No crash occurred.

Winnebago

Date/Time 8/19/2023 9:00:00 PM
Alert Location
WWD Began With Other (explain in Notes)
Direction EB in WB Lanes
Stopped by Law En. No Crash
Crash Location
STOC Notified By Law Enforcement
Alert Date/Time
Begin Location US 10 WB @ HWY 45 N
Law Contact D/T
No Crash
#Vehicles in Crash
Cameras No
Alert Dismissed D/T
Exited/Lost Visual
Citation No
CrashSeverity
EventMgriD
Notes At about 9:00 PM TMC received a call from the Winnebago County Sheriff's Department about a wrong way driver. Vehicle was traveling EB in the WB lanes of HWY 10 at HWY 45 N. Deputies could not locate the vehicle. Vehicle was not spotted on camera. No crash occurred.

Monday, August 21, 2023

Page 1 of 4

Weekly Report to WisDOT stakeholders



How WisDOT Uses the Data

WWD Treatments:

- Install additional signs and/or mount signs lower based on impaired drivers' line of sight
- Supplemental pavement markings
- Install blinker signs
- Install additional delineation (reflective strips)
- Alert/detection systems
- Geometric improvements



We Need Your Help

Call the WisDOT Traffic Management Center (TMC) any time you have info on an active WWD or after the fact.

Provide the following info to the TMC operators:

- Location
- Ramp or intersection where wrong way entry started (if known)
- Nearest crossroad and direction WWD is traveling
- Was WWD stopped by law enforcement?
- Was there a crash?



DT4000 form

VEHICLE	Driver Actions
	WRONG SIDE OR WRONG WAY, FAILED TO KEEP IN DESIGNATED LANE



Questions?

Contact: Kevin Scopoline (kevinm.scopoline@dot.wi.gov)

Task Force focus areas

- Communications / Outreach
- Intelligent Transportation System (ITS) equipment
- Enforcement
- Signing and marking
- Network screening

Task Force activities

- Update signing and marking standards for ramp terminals / expressway intersections
- Create a WisDOT webpage on WWD
- Develop guide for installing WWD treatments
- Install 10 new alert systems
- Gather / map WWD incident and crash data



Our Team



Division of State Patrol Bureau of Transportation Safety and Technical Services Law Enforcement Liaisons and Regional Program Managers Region Map

Hill Farms State Office Building (HFSOB)
4822 Madison Yards Way, 9th Floor South
Madison, WI 53705

SUPERVISOR

Valerie K. Payne

Telephone (608) 709-0065

Email ValerieK.Payne@dot.wi.gov

LAW ENFORCEMENT LIAISONS (LEL)

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Trace Frost

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Todd Rasmussen

Telephone (715) 412-2805

Email tgrasmussenconsulting@gmail.com

Daniel Kontos

Telephone (715) 498-6762

Email IncidentResponseLLC@gmail.com

Todd Horn

Telephone (608) 617-3347

Email todd@toddhorn.com

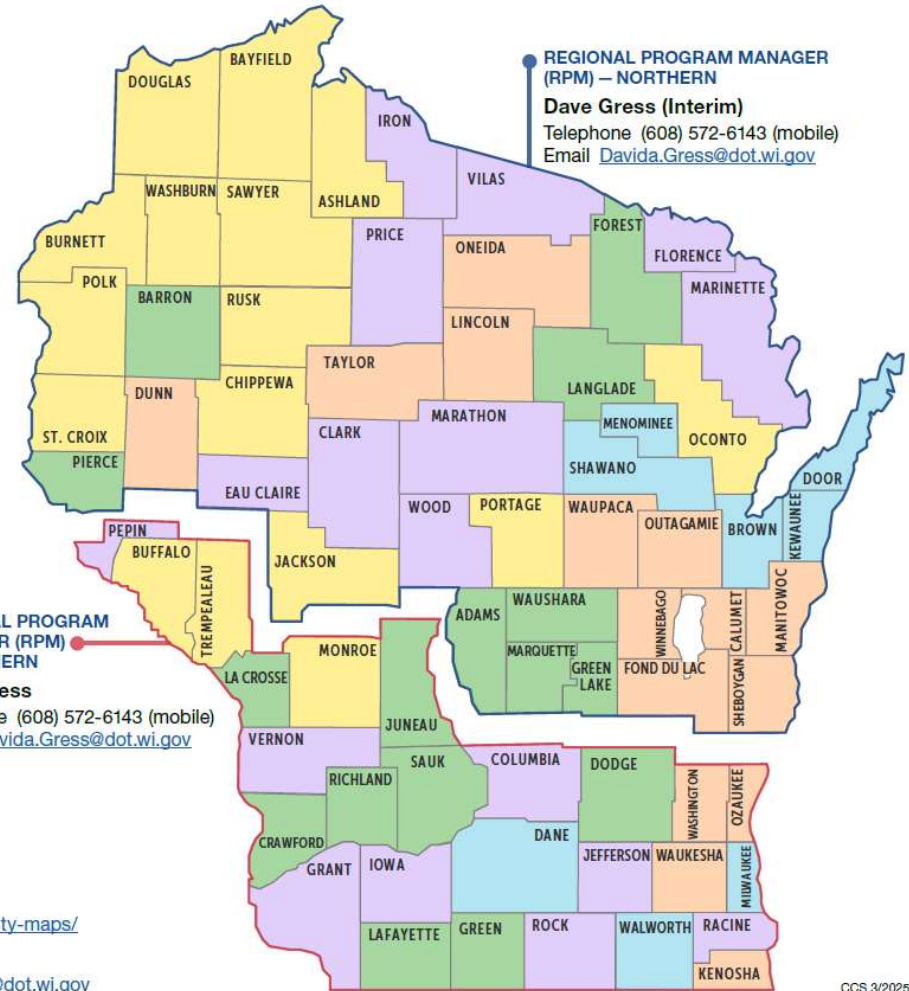


How safe are the drivers in your community?

Find out here

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

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



CCS 3/2025



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...

