



# AGENDA

Eau Claire County Traffic Safety Commission  
Tuesday, July 23, 2024, 9:00 a.m. CST  
Eau Claire County Highway Department  
5061 US Hwy 53, Room 103, Eau Claire, WI 54701

## WebEx Teleconference

**Join from the meeting link:**

<https://eauclairecounty.webex.com/eauclairecounty/j.php?MTID=m728283f9c3146726bb736929886d82a5>

**Join by meeting number:**

Meeting number (access code): 2535 203 6191

Meeting password: MTcJywMe474

**Tap to join from a mobile device (attendees only):**

[+1-415-655-0001](tel:+14156550001),[25352036191](tel:+14156550001)## US Toll

**Join by phone:**

+1-415-655-0001 US Toll

**Join from a video system or application:**

Dial [25352036191@eauclairecounty.webex.com](tel:+14156550001)

You can also dial 173.243.2.68 and enter your meeting number.

Those wishing to make a written public comment must e-mail [ecchwy@eauclairecounty.gov](mailto:ecchwy@eauclairecounty.gov) at least 30 minutes prior to the start of the meeting or attend the meeting in-person or virtually. You will be called on during the public comment session to make your comments. Comments are limited to 3 minutes per person and 30 minutes maximum for the public comment period. PLEASE MUTE DEVICES UPON ENTRY INTO MEETING.

*A majority of the county board may be in attendance at this meeting, however, only members of the committee may take action on an agenda item.*

1. Call to Order and Confirmation of Meeting Notice
2. Review/Approval of Past Committee Meeting Minutes (04/23/24) - Discussion/Action
3. Public Comment
4. Safe Roads for All Grant Update – Discussion
5. Highway 53 Work Group - Discussion
6. Whitetail Woods Development Traffic Concerns - Discussion
7. Update on Adding Metropolitan Planning Organization (MPO) as a Member - Discussion
8. Traffic Crash Summary
  - Eau Claire County
  - City of Eau Claire

PREPARED BY: Natalie Szews

PLEASE NOTE: Upon reasonable notice, efforts will be made to accommodate the needs of individuals with disabilities through sign language, interpreters, remote access, or other auxiliary aids. Contact the clerk of the committee or Administration for assistance (715-839-5106). For additional information on ADA requests, contact the County ADA Coordinator at 839-6945, (FAX) 839-1669 or 839-4735, TTY: use Relay (711) or by writing to the ADA Coordinator, Human Resources, Eau Claire County Courthouse, 721 Oxford Avenue, Eau Claire, WI 54703.

- City of Altoona
- City of Augusta

9. Commission Member Reports

- DOT Traffic Safety Coordinator
- Wisconsin State Patrol
- DOT Highway Engineer

10. Construction Status Report

11. Future Meeting Dates/Times/Agenda Items – Discussion/Action

12. Announcements

13. Adjourn

PREPARED BY: Natalie Szews

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## MINUTES

Eau Claire County Traffic Safety Commission  
Tuesday, April 23, 2024, 9:00 a.m. CST  
Eau Claire County Highway Department  
5061 US Hwy 53, Room 103, Eau Claire, WI 54701

**In Attendance:** Jon Johnson-ECC Highway Dept., Natalie Szews-ECC Highway Dept., Travis Pickering-ECC Engineer, Scott Gooch – MCHS, Todd Horn-BOTS LEL, Dustin Walters – ECC Sheriff, Sonja Leenhouts – ECC Risk Manager, Scott Kelley – Altoona PD, Chad Hoyard – ECPD, Al Rinka – CEC, Dean Haigh – WSP, Chad Hines – WisDOT, Edwin Rothrock – WCWRPC/MPO, Tyler Esh – ECC Emergency Mgmt.

### **1. Meeting called to order by Jon Johnson at 9:00 a.m.**

### **2. Review/Approval of Past Meeting Minutes (01/23/24) – Discussion/Action**

- Jon Johnson reviewed ATV/UTV routes and ordinance. Routes will start getting signed this year starting at the east end of the county.
- Chad Hoyard made a motion to approve the minutes. All in favor, motion carried.

### **3. Public Comment**

- Jon Johnson discussed letter from a member of the public regarding fencing by the dog park at Ferry Street and interstate bridge.

### **4. Highway T Corridor – Discussion**

- Received \$10 million congressional funding, will be moving forward with design of the corridor from two lanes to four lanes. Hoping to have a plan in place by Thursday to decide on how to use funds. The goal is to start on Chippewa County side from north to south. The goal is to start the first phase of the project in 2026, and the second phase in 2028.

### **5. Resolution to Add New Members – Discussion/Action**

- Resolution will be brought forward to Highway Committee and then County Board to add a representative from the Metropolitan Planning Organization (MPO) to the Traffic Safety Commission.
- Still looking for legal and driver's education representatives for meetings.
- Hosting a site in Osseo on 94 for revealing new program for construction area driver's education program.
- No action taken.

### **6. Traffic Crash Summary**

- Todd Horn presented crash summary data for Eau Claire County, and the Cities of Eau Claire, Altoona, and Augusta – see attached presentation.

### **7. Commission Member Reports**

- **Wisconsin State Patrol**

PREPARED BY: Natalie Szews

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- Aircraft zone on 94. Hoping to make an impact on speeds within construction zones since it's difficult to stop drivers within those areas.
- Have staffing issues, just had transfers into our region from other regions.
- Have eight people in ECC which may be okay, but spots are open in surrounding counties.
- Have low class numbers and it affects how many people can be placed in areas.
- Trying to do more outreach in schools about driving safety and can bring someone along with a trooper to schools.
- **DOT Traffic Safety Coordinator**
  - Todd Horn presented TSC Quarterly Informational Slides and fatal/serious crashes in ECC – see attached presentation.
  - City of EC police want to look at vehicle speeds on Clairemont Ave. to find out where/when there is speeding.
- **DOT Highway Engineer**
  - 94 eastbound Lowes Creek bridge, single lane closures through May 10. After that shift lanes to the south and have off-peak lane closures for access in/out which should be done by Memorial Day.
  - 94 from 53 to Mallard Road off-peak lane closures.
  - Concrete pavement repairs on 94 through the Hwy 53 interchange should be done by Memorial Day.
  - 93 over the interstate bridge work with lane closures on top.
  - 94 pier work with off-peak lane closures in June or July.
  - Hwy 53 deck sealing projects at night, which is not scheduled yet.
  - Fairfax Street supposed to be done by the end of July and State St./CTH F precon is tomorrow with an estimated start date of May 13<sup>th</sup> and should be done by Halloween.

## 8. Construction Status Report

- City of Eau Claire
  - Chipsealing projects around the city this year with no detours, just single-lane closures.
  - Only two STP projects being held by WisDOT.
  - Sonnentag Center on Menomonie St. will be starting at the end of the month or early May.
  - Working on Galloway railroad project. Construction wouldn't be starting for a couple years.
  - Transit center is planned to be open this summer.
- Eau Claire County
  - State St/CTH F project and phase two for Folsom St./CTH CC project will be later in the summer.
  - In-house projects include CTH SS from Pine Rd. to CTH K and N from 27 to Rolleen Dr. Plan sets are getting completed right now, no schedule on these right now. CTH N project will probably start in July then will start on CTH SS.
  - CTH AF from Strawberry Dr. to CTH V is being contracted out. Bids are due May 6<sup>th</sup> and possibly start in June.
  - Bridge project on CTH H near Fairchild pushed out to next year and CTH KK bridge project at the end of July.
  - Large culvert projects include CTH Z culvert over Coon Creek and CTH R cattle pass which will be replaced by a culvert. Will also be doing several smaller culvert projects this summer.

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- Have a lot of developments happening in the area. Need to stay focused on overall safety with signage, marking, and speed limits. Will be looking at adjusting speed limits based on traffic volumes and growth.

#### **9. Future Meeting Dates/Times/Agenda Items – Discussion**

- Next meeting will be July 23, 2024.
- Review 53 corridor at next meeting. 53 maintenance on ramp closures.
- Bridge maintenance on state system for next month and a half and checking ramps.
- Two bridge inspections for Dewey St and northbound Hastings Way the morning of April 25.
- Many bridge inspections this year during August, September, and October.

#### **10. Adjourn at 9:54 a.m.**

Respectfully submitted,

*Natalie Szews*

Natalie Szews, Administrative Associate III  
Eau Claire County Highway Department

PREPARED BY: Natalie Szews

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# **Eau Claire County Traffic Safety Commission Quarterly Informational Slides**

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

April 23, 2024

# Eau Claire County

(K,A,B,C) 1-23-23 to 4-23-23

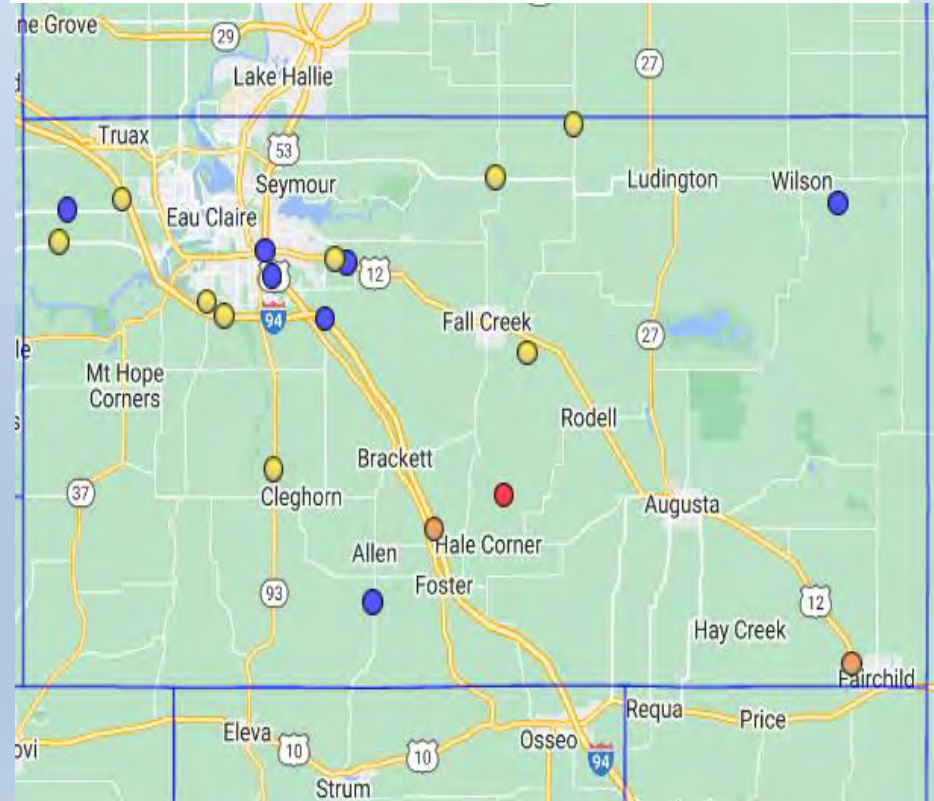
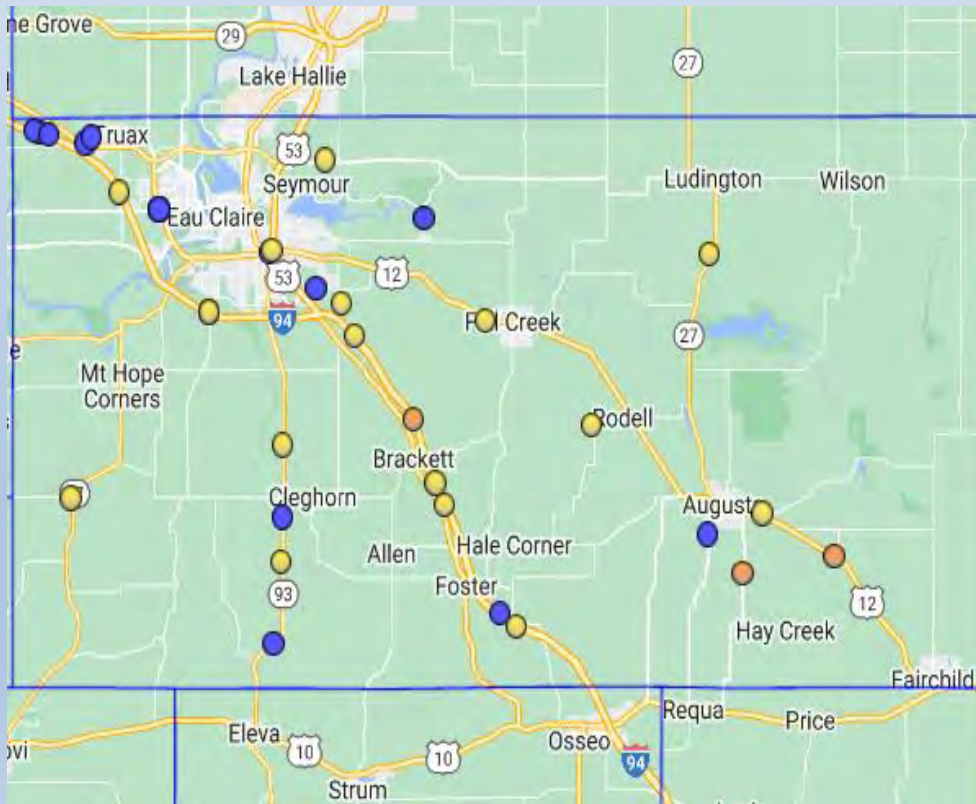
(K,A,B,C) 1-23-24 to 4-23-24

- Fatality
- Injury (A)
- Injury (B)
- Injury (C)
- Property Damage

There were **35** total crashes reported resulting in **0** fatalities and **54** injuries. Of this total, **35** crashes are mapped. [\[More\]](#)

- Fatality
- Injury (A)
- Injury (B)
- Injury (C)
- Property Damage

There were **19** total crashes reported resulting in **1** fatalities and **20** injuries. Of this total, **19** crashes are mapped. [\[More\]](#)





# Eau Claire County

**(O) 1-23-23 to 4-23-23**

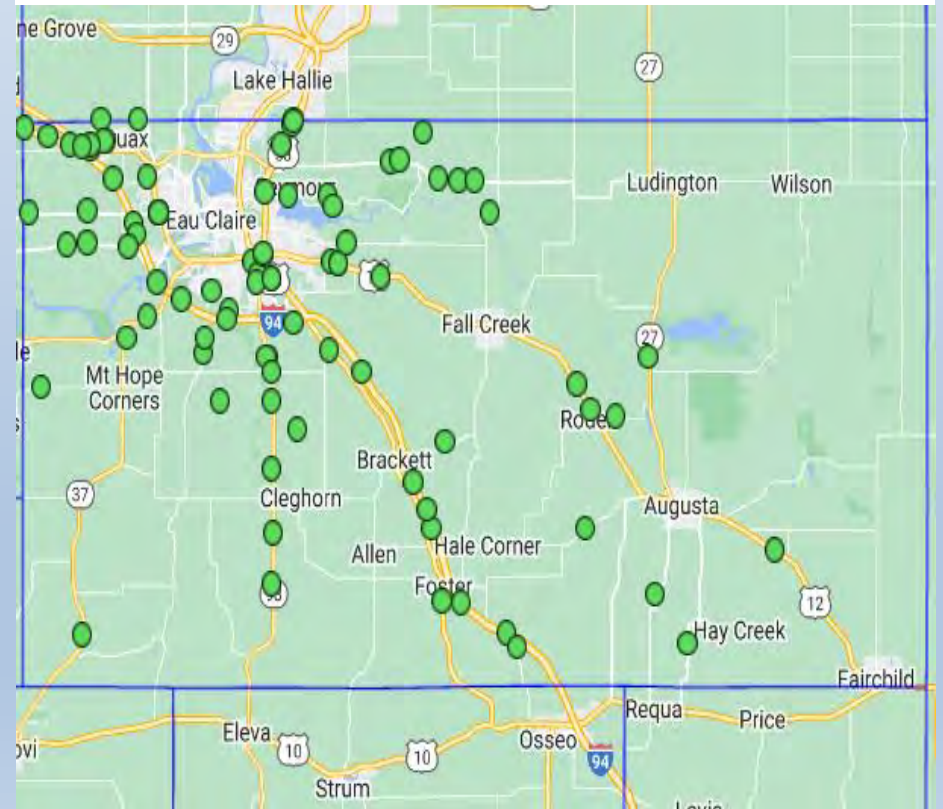
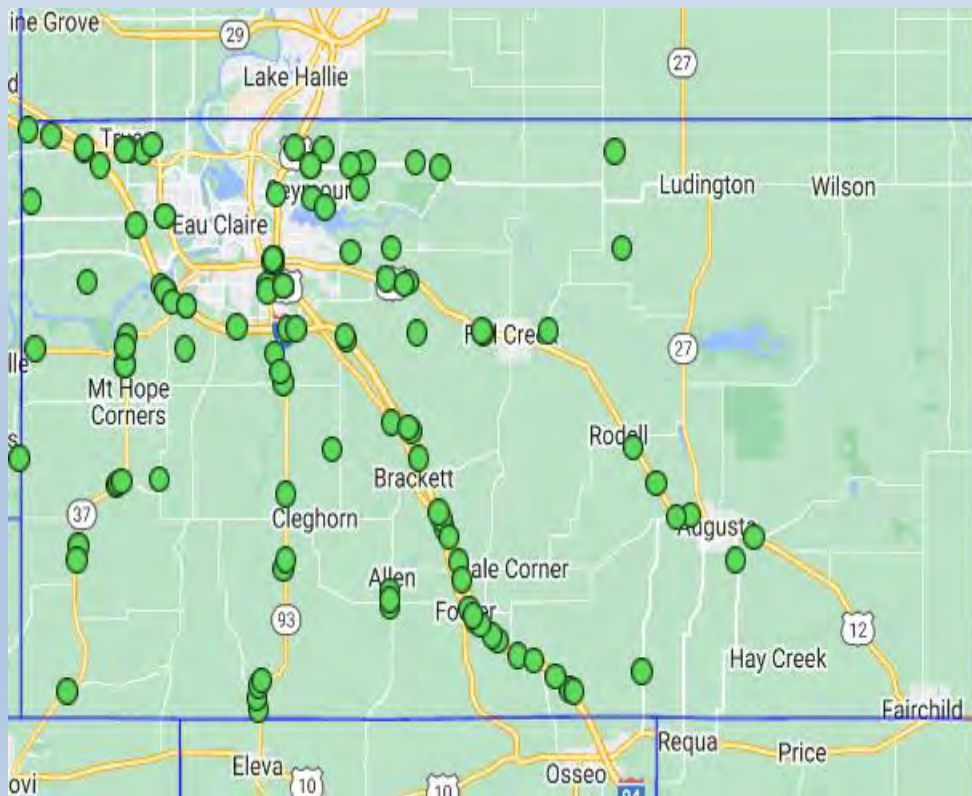
**(O) 1-23-24 to 4-23-24**

● Fatality ● Injury (A) ● Injury (B) ● Injury (C)  
● Property Damage

There were **119** total crashes reported resulting in **0** fatalities and **0** injuries. Of this total, **119** crashes are mapped. [\[More\]](#)

● Fatality ● Injury (A) ● Injury (B) ● Injury (C)  
● Property Damage

There were **91** total crashes reported resulting in **0** fatalities and **0** injuries. Of this total, **89** crashes are mapped. [\[More\]](#)





# City of Eau Claire

(K,A,B,C) 1-23-23 to 4-23-23

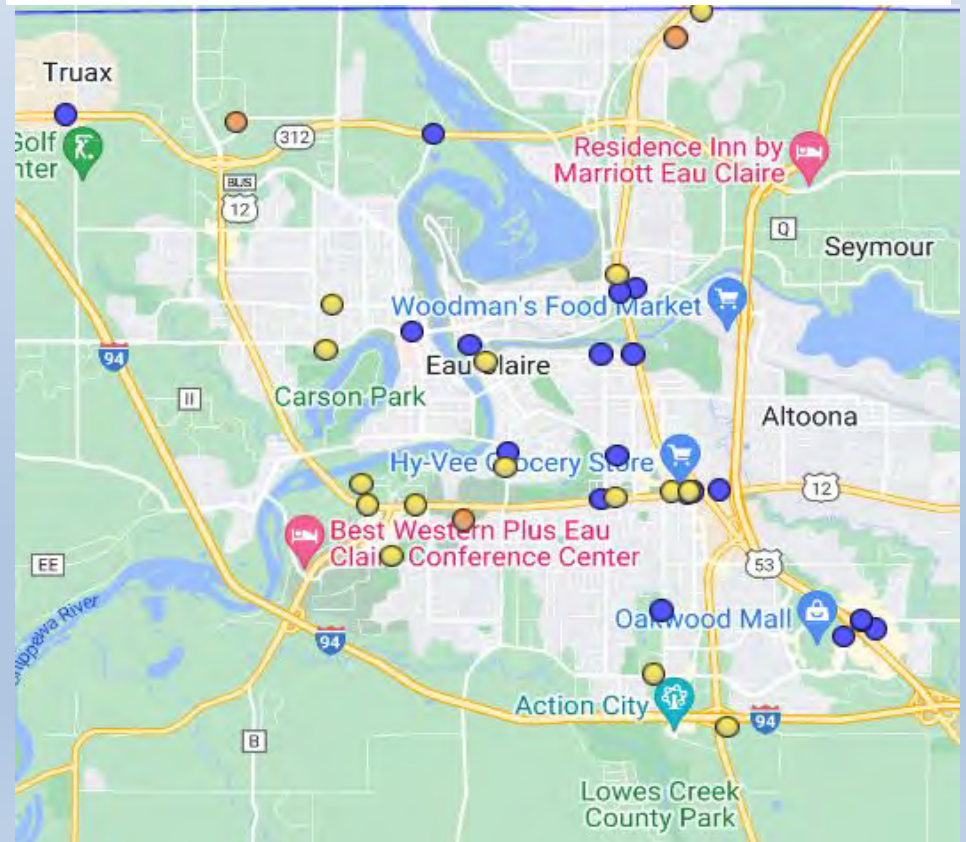
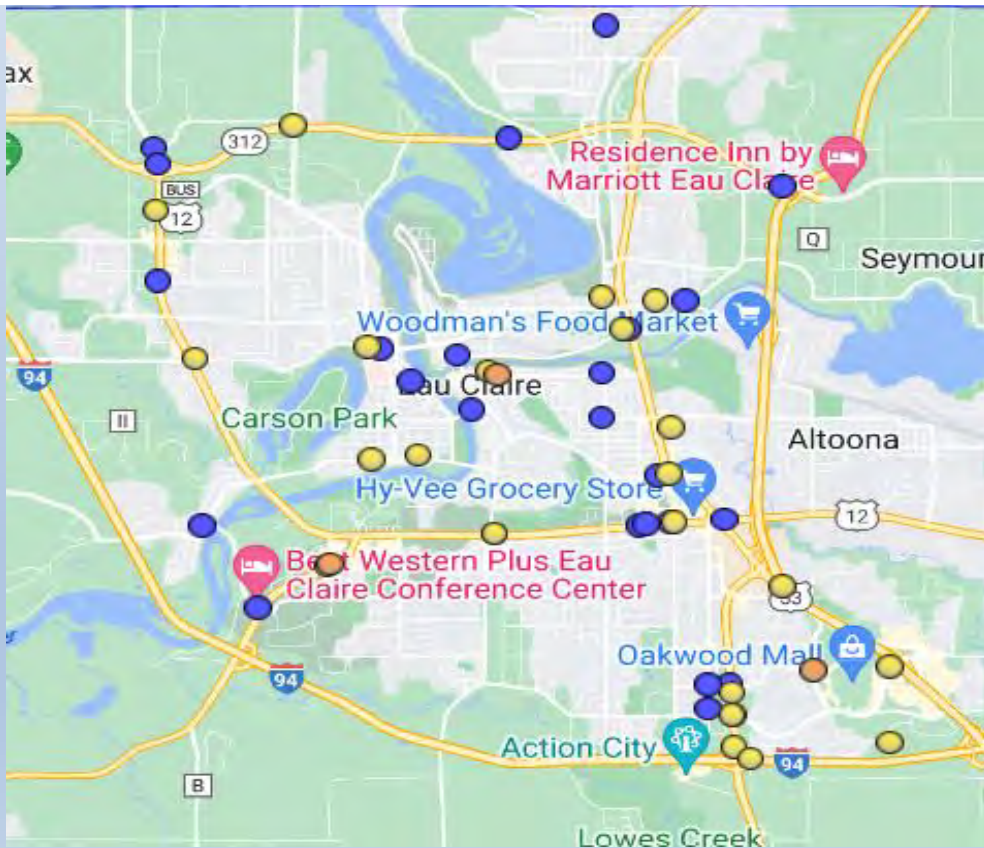
(K,A,B,C) 1-23-24 to 4-23-24

- Fatality
- Injury (A)
- Injury (B)
- Injury (C)
- Property Damage

There were **51** total crashes reported resulting in **0** fatalities and **67** injuries. Of this total, **51** crashes are mapped. [\[More\]](#)

- Fatality
- Injury (A)
- Injury (B)
- Injury (C)
- Property Damage

There were **38** total crashes reported resulting in **0** fatalities and **51** injuries. Of this total, **38** crashes are mapped. [\[More\]](#)



# City of Eau Claire

(O) 1-23-23 to 4-23-23

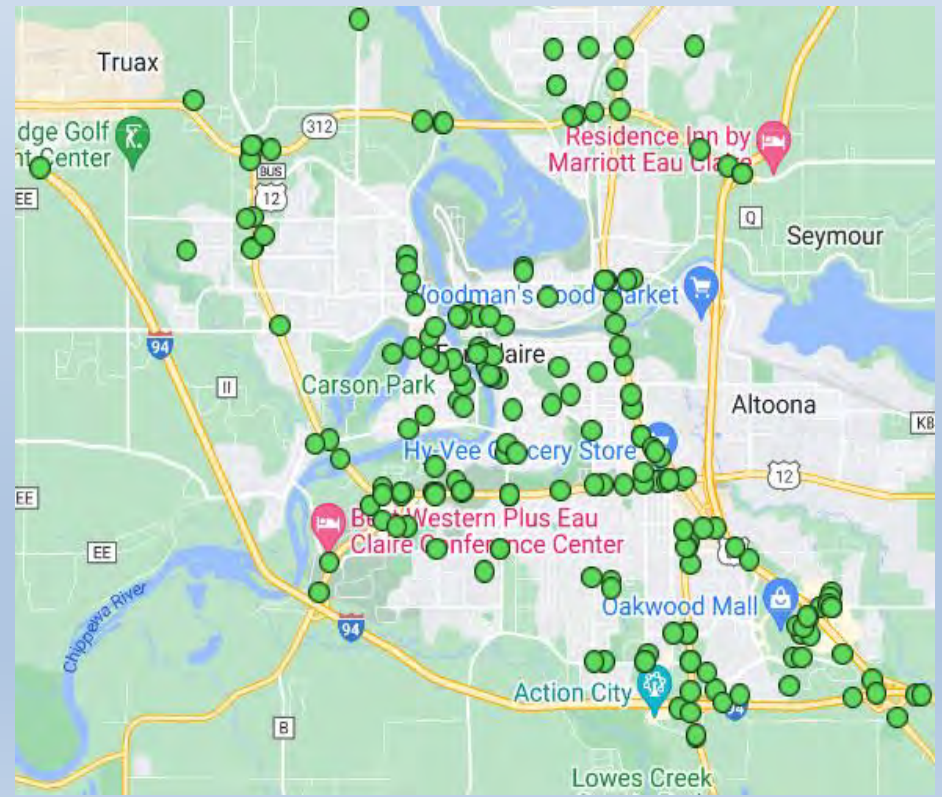
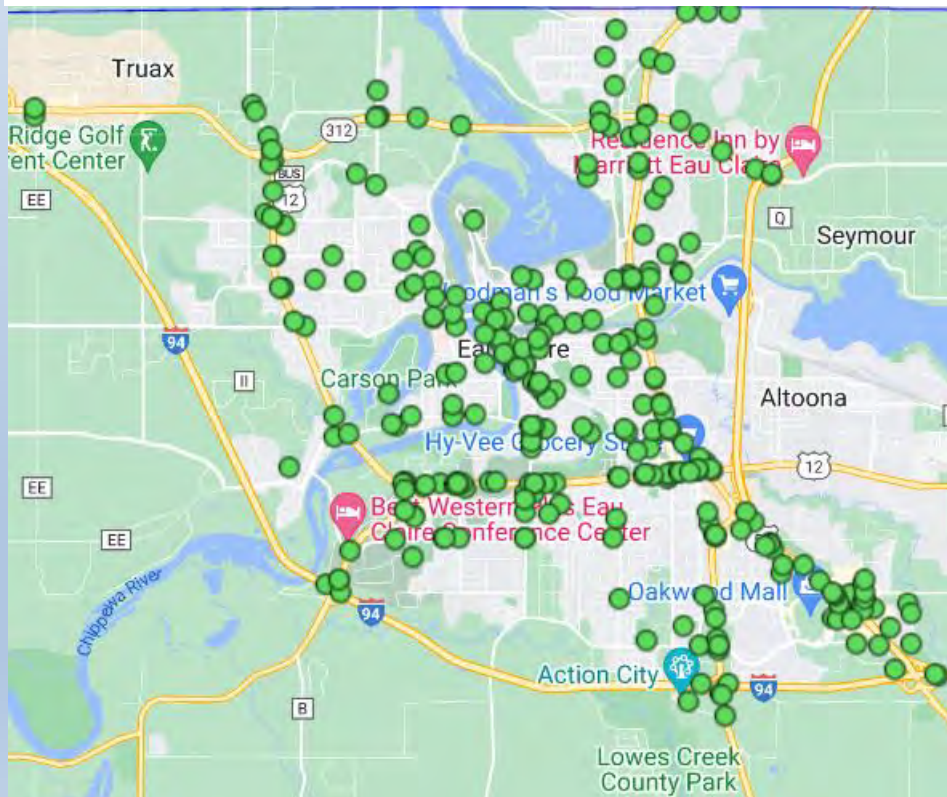
(O) 1-23-24 to 4-23-24

- Fatality
- Injury (A)
- Injury (B)
- Injury (C)
- Property Damage

- Fatality
- Injury (A)
- Injury (B)
- Injury (C)
- Property Damage

There were **328** total crashes reported resulting in **0** fatalities and **0** injuries. Of this total, **327** crashes are mapped. [\[More\]](#)

There were **203** total crashes reported resulting in **0** fatalities and **0** injuries. Of this total, **202** crashes are mapped. [\[More\]](#)



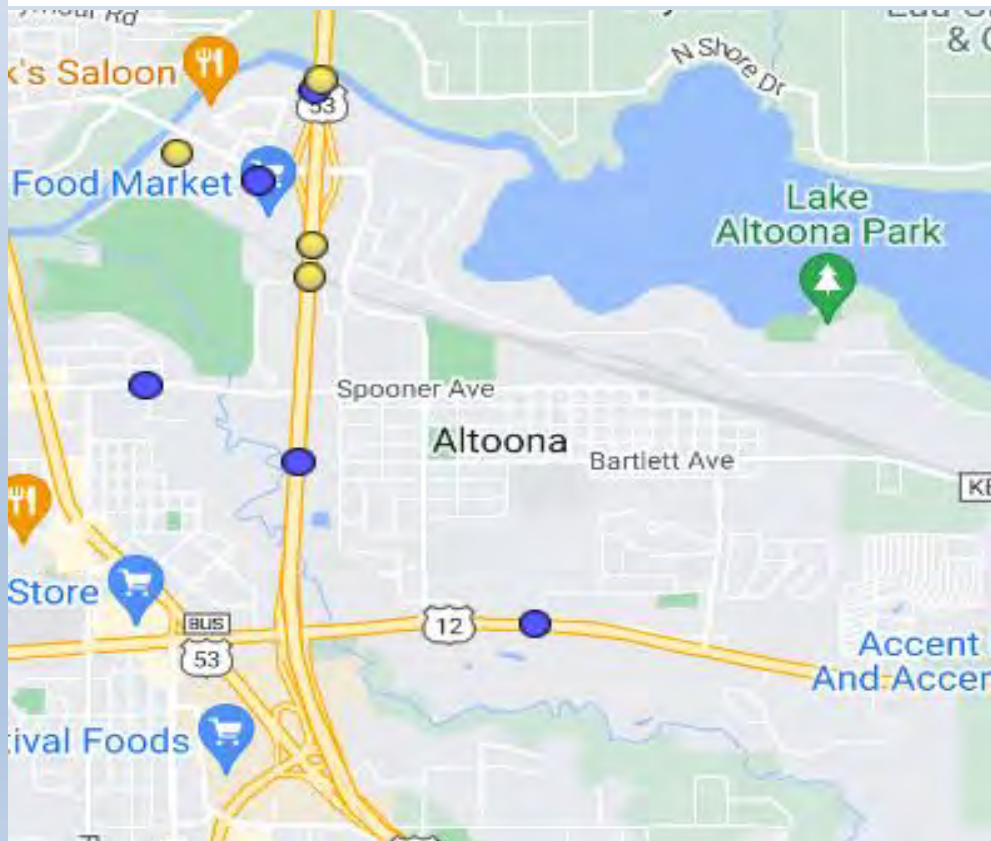


# City of Altoona

(K,A,B,C) 1-23-23 to 4-23-23

● Fatality ● Injury (A) ● Injury (B) ● Injury (C)  
● Property Damage

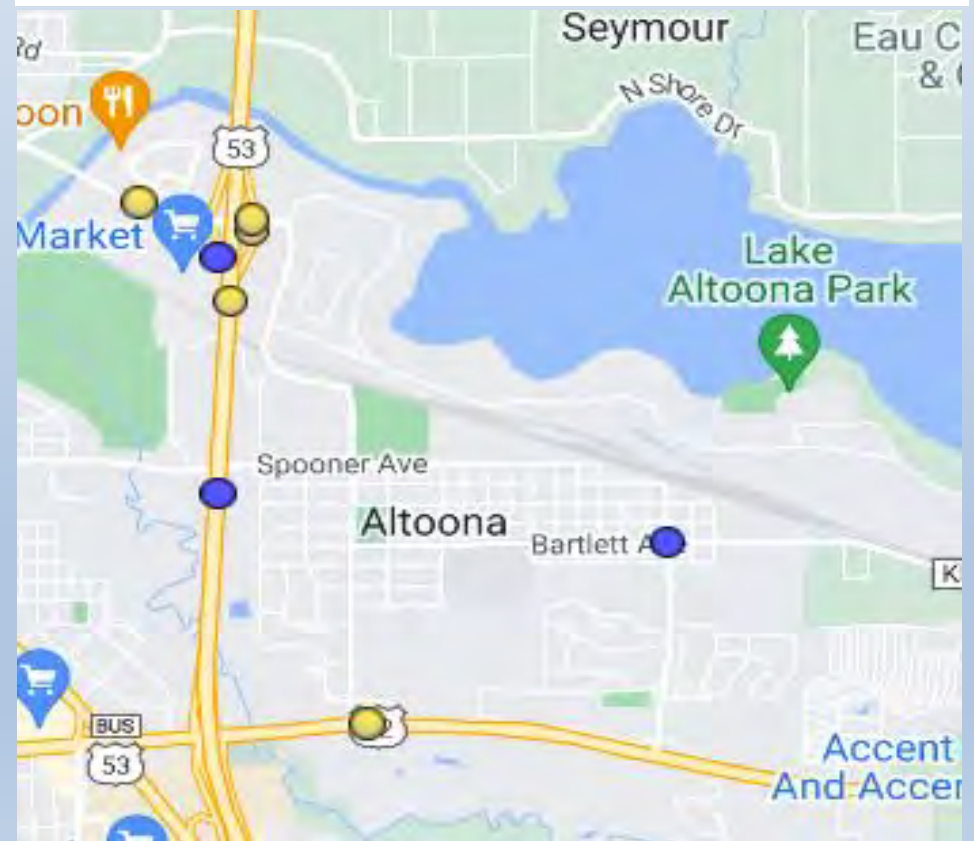
There were **9** total crashes reported resulting in **0** fatalities and **12** injuries. Of this total, **9** crashes are mapped. [\[More\]](#)



(K,A,B,C) 1-23-24 to 4-23-24

● Fatality ● Injury (A) ● Injury (B) ● Injury (C)  
● Property Damage

There were **9** total crashes reported resulting in **0** fatalities and **11** injuries. Of this total, **9** crashes are mapped. [\[More\]](#)



# City of Altoona

(O) 1-23-23 to 4-23-23

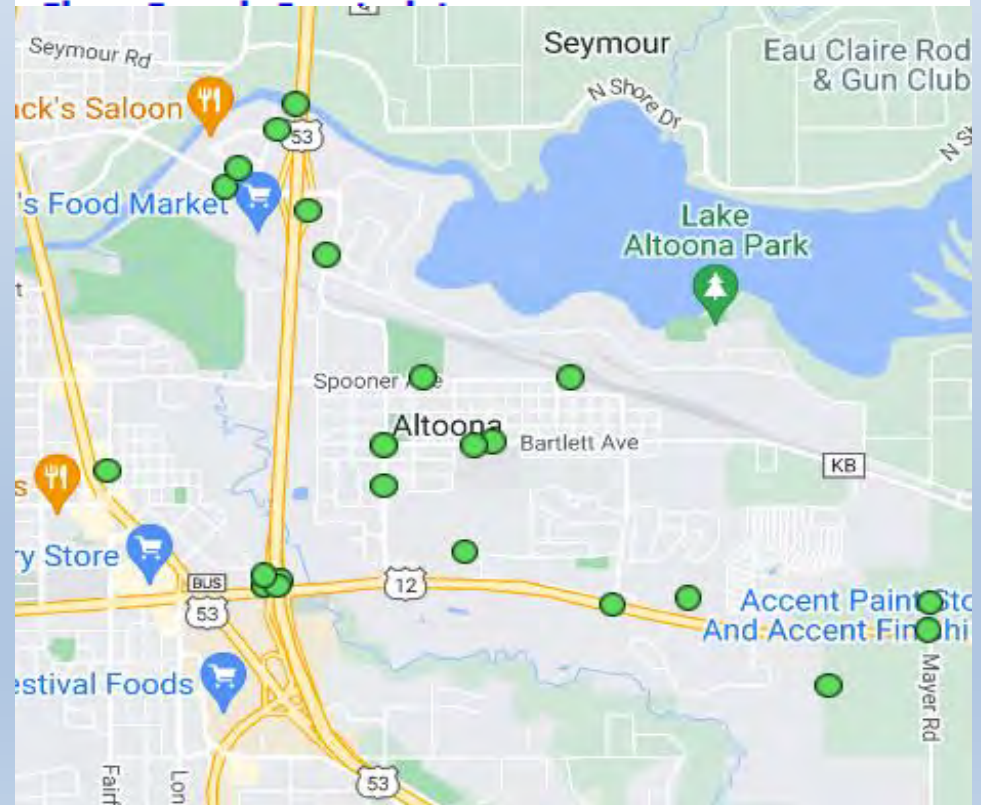
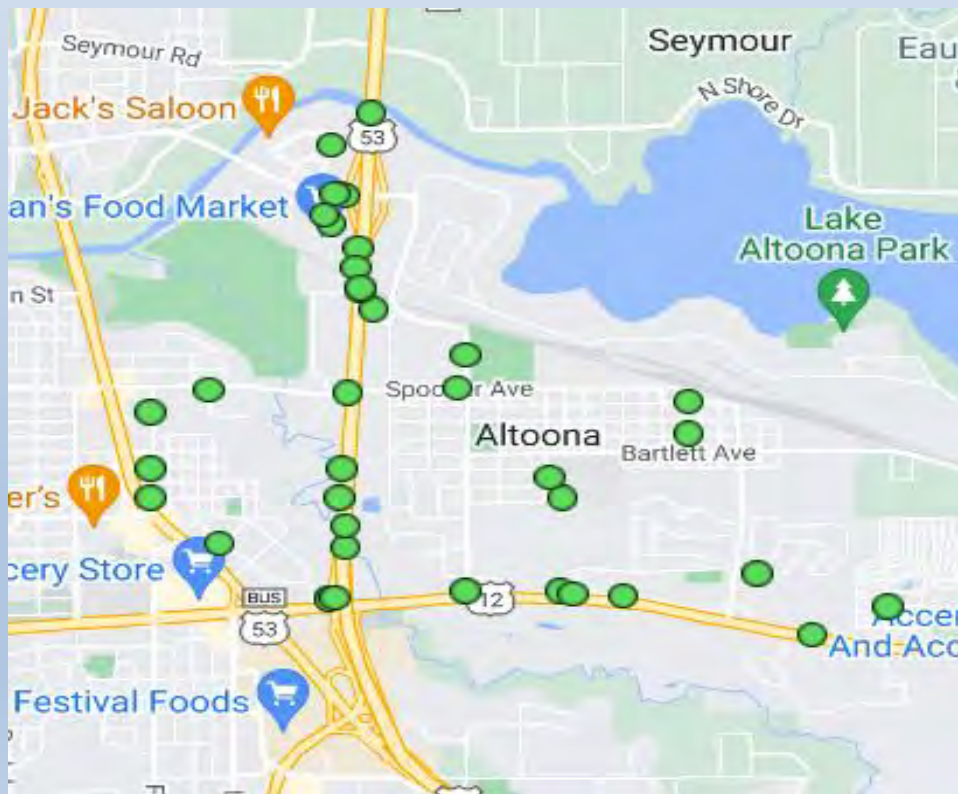
(O) 1-23-24 to 4-23-24

● Fatality ● Injury (A) ● Injury (B) ● Injury (C)  
● Property Damage

There were **38** total crashes reported resulting in **0** fatalities and **0** injuries. Of this total, **38** crashes are mapped. [\[More\]](#)

● Fatality ● Injury (A) ● Injury (B) ● Injury (C)  
● Property Damage

There were **24** total crashes reported resulting in **0** fatalities and **0** injuries. Of this total, **24** crashes are mapped. [\[More\]](#)





# City of Augusta

(K,A,B,C) 1-23-23 to 4-23-23

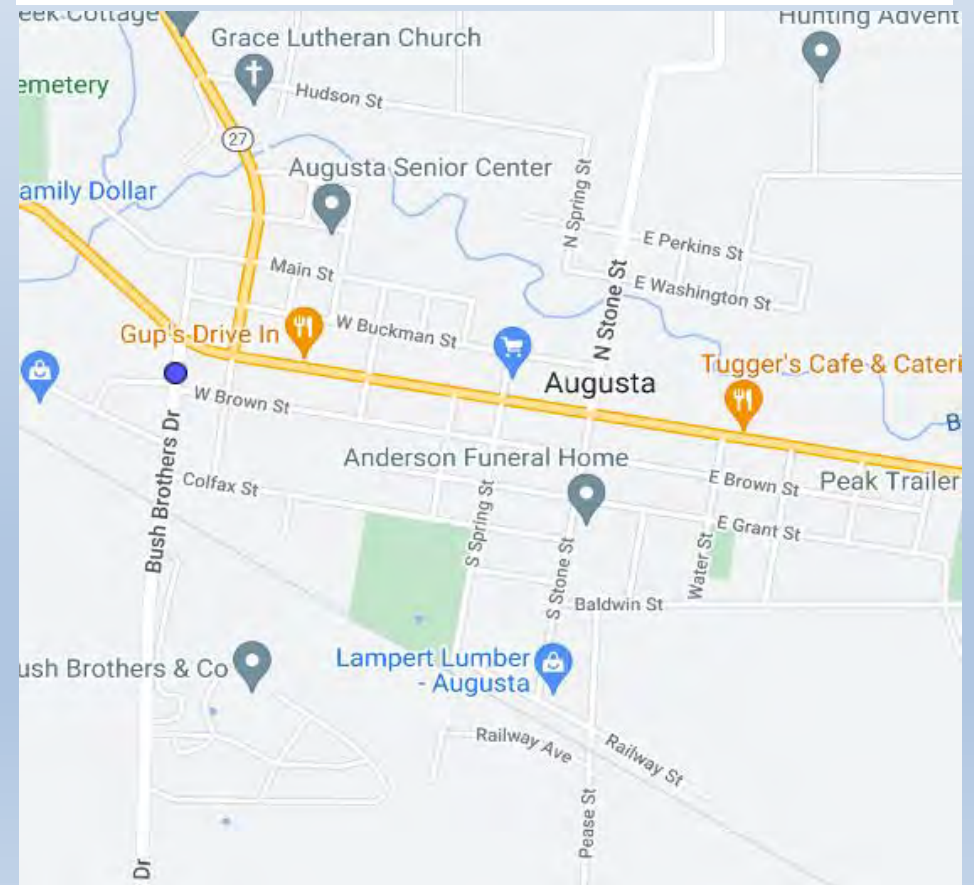
(K,A,B,C) 1-23-24 to 4-23-24

● Fatality ● Injury (A) ● Injury (B) ● Injury (C) ● Property Damage

There were **0** total crashes reported resulting in **0** fatalities and **0** injuries. Of this total, **0** crashes are mapped. [\[More\]](#)

● Fatality ● Injury (A) ● Injury (B) ● Injury (C) ● Property Damage

There were **1** total crashes reported resulting in **0** fatalities and **1** injuries. Of this total, **1** crashes are mapped. [\[More\]](#)



# City of Augusta

(0) 1-23-23 to 4-23-23

(0) 1-23-24 to 4-23-24

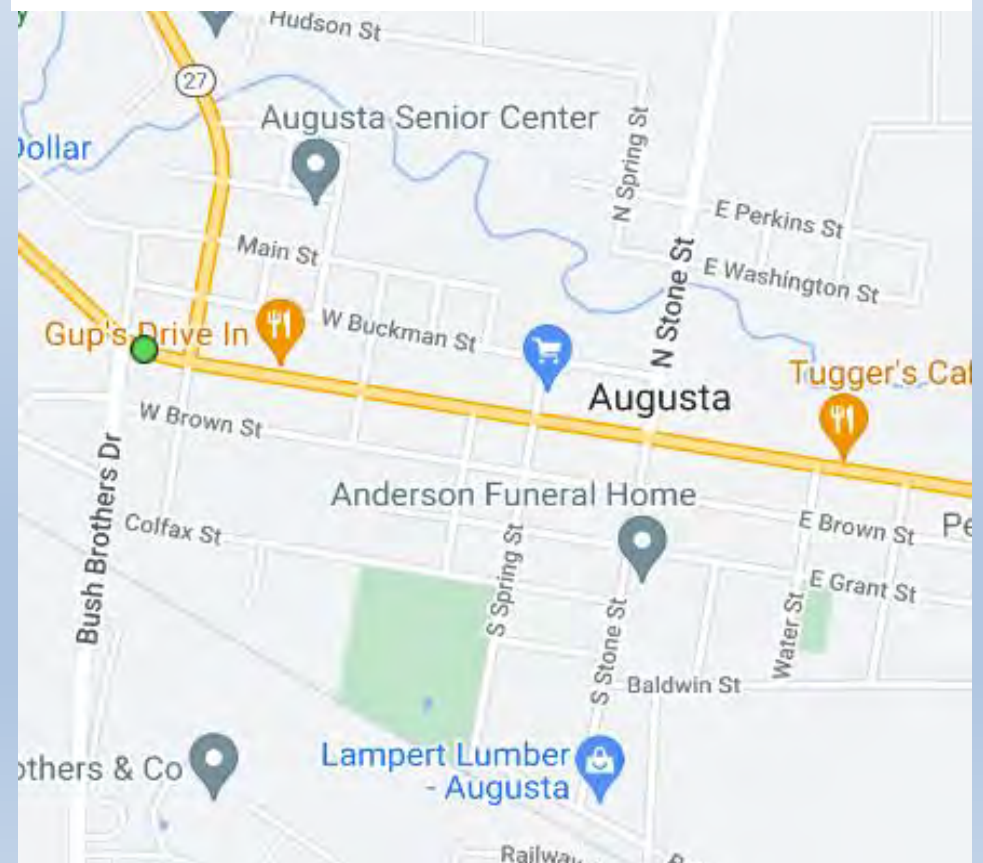
● Fatality ● Injury (A) ● Injury (B) ● Injury (C) ● Property Damage

There were **0** total crashes reported resulting in **0** fatalities and **0** injuries. Of this total, **0** crashes are mapped. [\[More\]](#)



● Fatality ● Injury (A) ● Injury (B) ● Injury (C) ● Property Damage

There were **1** total crashes reported resulting in **0** fatalities and **0** injuries. Of this total, **1** crashes are mapped. [\[More\]](#)





# Impaired **Fatal** and **Serious** Crashes by Time and Day of Week. (2021-2023)

|              | Sunday   | Monday   | Tuesday  | Wednesday | Thursday | Friday   | Saturday |  | TOTAL     |
|--------------|----------|----------|----------|-----------|----------|----------|----------|--|-----------|
| 12:00 AM     | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 1:00 AM      | 0        | 0        | 0        | 0         | 0        | 2        | 0        |  | 2         |
| 2:00 AM      | 0        | 0        | 1        | 0         | 0        | 1        | 1        |  | 3         |
| 3:00 AM      | 1        | 0        | 0        | 0         | 0        | 0        | 0        |  | 1         |
| 4:00 AM      | 1        | 0        | 0        | 0         | 0        | 0        | 0        |  | 1         |
| 5:00 AM      | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 6:00 AM      | 0        | 0        | 0        | 0         | 0        | 0        | 1        |  | 1         |
| 7:00 AM      | 0        | 0        | 1        | 0         | 0        | 0        | 0        |  | 1         |
| 8:00 AM      | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 9:00 AM      | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 10:00 AM     | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 11:00 AM     | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 12:00 PM     | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 1:00 PM      | 0        | 0        | 0        | 0         | 1        | 0        | 0        |  | 1         |
| 2:00 PM      | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 3:00 PM      | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 4:00 PM      | 0        | 0        | 0        | 0         | 0        | 0        | 1        |  | 1         |
| 5:00 PM      | 0        | 0        | 0        | 1         | 0        | 0        | 0        |  | 1         |
| 6:00 PM      | 0        | 1        | 0        | 0         | 0        | 1        | 0        |  | 2         |
| 7:00 PM      | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 8:00 PM      | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 9:00 PM      | 0        | 0        | 0        | 0         | 0        | 1        | 2        |  | 3         |
| 10:00 PM     | 0        | 0        | 0        | 0         | 0        | 0        | 0        |  | 0         |
| 11:00 PM     | 1        | 0        | 1        | 0         | 0        | 0        | 1        |  | 3         |
| UNKNOWN      | 0        | 0        | 0        | 0         | 0        | 0        | 1        |  | 1         |
| <b>TOTAL</b> | <b>3</b> | <b>1</b> | <b>3</b> | <b>1</b>  | <b>1</b> | <b>5</b> | <b>7</b> |  | <b>21</b> |

# Impaired (ALL) Crash Types by Time of Day and Day of Week. (2021-2023)

|              | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |  | TOTAL |
|--------------|--------|--------|---------|-----------|----------|--------|----------|--|-------|
| 12:00 AM     | 0      | 2      | 0       | 0         | 1        | 0      | 1        |  | 4     |
| 1:00 AM      | 0      | 0      | 0       | 0         | 0        | 2      | 1        |  | 3     |
| 2:00 AM      | 2      | 1      | 1       | 0         | 0        | 1      | 2        |  | 7     |
| 3:00 AM      | 2      | 0      | 0       | 0         | 0        | 0      | 1        |  | 3     |
| 4:00 AM      | 1      | 0      | 0       | 0         | 0        | 0      | 0        |  | 1     |
| 5:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 6:00 AM      | 0      | 1      | 0       | 0         | 0        | 0      | 1        |  | 2     |
| 7:00 AM      | 0      | 0      | 1       | 0         | 0        | 0      | 0        |  | 1     |
| 8:00 AM      | 1      | 0      | 0       | 0         | 0        | 0      | 0        |  | 1     |
| 9:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 10:00 AM     | 0      | 0      | 1       | 0         | 0        | 0      | 0        |  | 1     |
| 11:00 AM     | 0      | 0      | 0       | 0         | 1        | 1      | 0        |  | 2     |
| 12:00 PM     | 0      | 0      | 0       | 1         | 0        | 0      | 0        |  | 1     |
| 1:00 PM      | 1      | 0      | 0       | 0         | 2        | 0      | 0        |  | 3     |
| 2:00 PM      | 2      | 2      | 0       | 0         | 1        | 1      | 1        |  | 7     |
| 3:00 PM      | 0      | 1      | 0       | 1         | 0        | 0      | 2        |  | 4     |
| 4:00 PM      | 0      | 0      | 0       | 0         | 0        | 1      | 2        |  | 3     |
| 5:00 PM      | 1      | 1      | 0       | 1         | 0        | 0      | 2        |  | 5     |
| 6:00 PM      | 1      | 1      | 0       | 1         | 2        | 2      | 3        |  | 10    |
| 7:00 PM      | 1      | 1      | 1       | 0         | 1        | 0      | 1        |  | 5     |
| 8:00 PM      | 3      | 1      | 2       | 0         | 1        | 1      | 1        |  | 9     |
| 9:00 PM      | 0      | 0      | 1       | 0         | 0        | 1      | 5        |  | 7     |
| 10:00 PM     | 0      | 0      | 1       | 1         | 2        | 1      | 0        |  | 5     |
| 11:00 PM     | 1      | 1      | 1       | 1         | 1        | 2      | 5        |  | 12    |
| UNKNOWN      | 0      | 0      | 0       | 0         | 0        | 2      | 4        |  | 6     |
| <b>TOTAL</b> | 16     | 12     | 9       | 6         | 12       | 15     | 32       |  | 102   |

# Unbelted **Fatal** and **Serious** Crashes by Time and Day of Week. (2021-2023)

|              | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |  | TOTAL |
|--------------|--------|--------|---------|-----------|----------|--------|----------|--|-------|
| 12:00 AM     | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 1:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 2:00 AM      | 0      | 0      | 1       | 0         | 0        | 1      | 0        |  | 2     |
| 3:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 4:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 5:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 6:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 1        |  | 1     |
| 7:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 8:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 9:00 AM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 10:00 AM     | 0      | 1      | 0       | 0         | 0        | 0      | 0        |  | 1     |
| 11:00 AM     | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 12:00 PM     | 0      | 0      | 0       | 0         | 1        | 0      | 0        |  | 1     |
| 1:00 PM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 2:00 PM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 3:00 PM      | 0      | 1      | 0       | 0         | 0        | 0      | 0        |  | 1     |
| 4:00 PM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 5:00 PM      | 0      | 0      | 0       | 1         | 0        | 0      | 0        |  | 1     |
| 6:00 PM      | 0      | 1      | 0       | 0         | 0        | 0      | 0        |  | 1     |
| 7:00 PM      | 0      | 0      | 0       | 0         | 1        | 0      | 0        |  | 1     |
| 8:00 PM      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 9:00 PM      | 0      | 0      | 0       | 0         | 0        | 0      | 2        |  | 2     |
| 10:00 PM     | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| 11:00 PM     | 0      | 0      | 0       | 0         | 0        | 0      | 1        |  | 1     |
| UNKNOWN      | 0      | 0      | 0       | 0         | 0        | 0      | 0        |  | 0     |
| <b>TOTAL</b> | 0      | 3      | 1       | 1         | 2        | 1      | 4        |  | 12    |

# Unbelted (ALL) Crashes by Time of Day and Day of Week. (2021-2023)

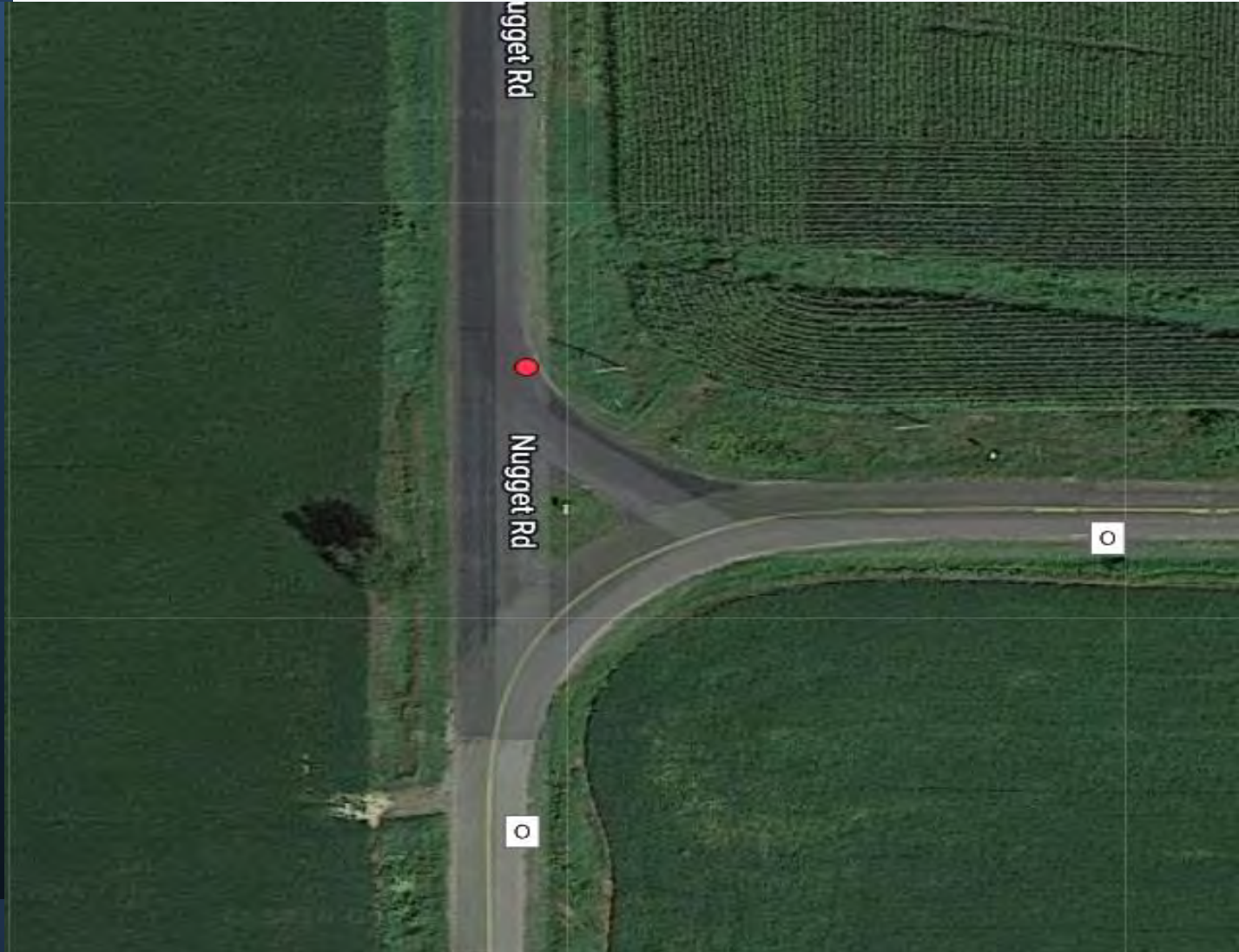
|              | Sunday   | Monday    | Tuesday  | Wednesday | Thursday  | Friday    | Saturday  |  | TOTAL     |
|--------------|----------|-----------|----------|-----------|-----------|-----------|-----------|--|-----------|
| 12:00 AM     | 0        | 1         | 0        | 0         | 0         | 0         | 0         |  | 1         |
| 1:00 AM      | 0        | 0         | 0        | 0         | 0         | 0         | 0         |  | 0         |
| 2:00 AM      | 0        | 0         | 1        | 0         | 0         | 1         | 1         |  | 3         |
| 3:00 AM      | 0        | 0         | 0        | 1         | 0         | 0         | 0         |  | 1         |
| 4:00 AM      | 0        | 0         | 0        | 0         | 0         | 0         | 0         |  | 0         |
| 5:00 AM      | 0        | 0         | 2        | 0         | 1         | 0         | 0         |  | 3         |
| 6:00 AM      | 0        | 2         | 0        | 0         | 0         | 1         | 1         |  | 4         |
| 7:00 AM      | 0        | 0         | 0        | 1         | 1         | 1         | 0         |  | 3         |
| 8:00 AM      | 1        | 1         | 1        | 0         | 0         | 0         | 0         |  | 3         |
| 9:00 AM      | 0        | 1         | 0        | 0         | 0         | 0         | 1         |  | 2         |
| 10:00 AM     | 1        | 2         | 0        | 0         | 0         | 0         | 0         |  | 3         |
| 11:00 AM     | 1        | 1         | 0        | 0         | 2         | 1         | 0         |  | 5         |
| 12:00 PM     | 0        | 0         | 1        | 1         | 1         | 0         | 1         |  | 4         |
| 1:00 PM      | 0        | 0         | 1        | 0         | 2         | 1         | 0         |  | 4         |
| 2:00 PM      | 1        | 0         | 0        | 1         | 1         | 0         | 1         |  | 4         |
| 3:00 PM      | 0        | 1         | 1        | 1         | 0         | 1         | 2         |  | 6         |
| 4:00 PM      | 0        | 0         | 0        | 0         | 1         | 0         | 0         |  | 1         |
| 5:00 PM      | 1        | 2         | 0        | 1         | 1         | 1         | 1         |  | 7         |
| 6:00 PM      | 1        | 1         | 0        | 3         | 1         | 0         | 1         |  | 7         |
| 7:00 PM      | 0        | 2         | 1        | 0         | 2         | 1         | 0         |  | 6         |
| 8:00 PM      | 0        | 0         | 0        | 0         | 0         | 1         | 0         |  | 1         |
| 9:00 PM      | 1        | 0         | 0        | 0         | 1         | 0         | 3         |  | 5         |
| 10:00 PM     | 0        | 0         | 0        | 0         | 0         | 2         | 0         |  | 2         |
| 11:00 PM     | 0        | 0         | 0        | 1         | 0         | 0         | 2         |  | 3         |
| UNKNOWN      | 2        | 0         | 0        | 4         | 1         | 0         | 2         |  | 9         |
| <b>TOTAL</b> | <b>9</b> | <b>14</b> | <b>8</b> | <b>14</b> | <b>15</b> | <b>11</b> | <b>16</b> |  | <b>87</b> |

## FATALITIES

1-23-24

4-23-24

1 Crash involving  
1 Fatality



**2WL09426QB**

NUGGET RD AT O

LINCOLN (T), EAU CLAIRE County

(K) Fatality

03/21/2024

Flags: Impaired, Occp Protection, Lane

Depart 1U





2WL09426QB  
24SO01435

WISCONSIN MOTOR VEHICLE  
CRASH REPORT

EAU CLAIRE COUNTY SHERIFFS DEP  
721 OXFORD AVE / SUITE 1400  
EAU CLAIRE, WI 54703  
(715) 839-4701

FATALITIES

3/21/2024

Time Unknown  
Notified 8:21 PM

Nugget Rd by CTH O

Township of Lincoln

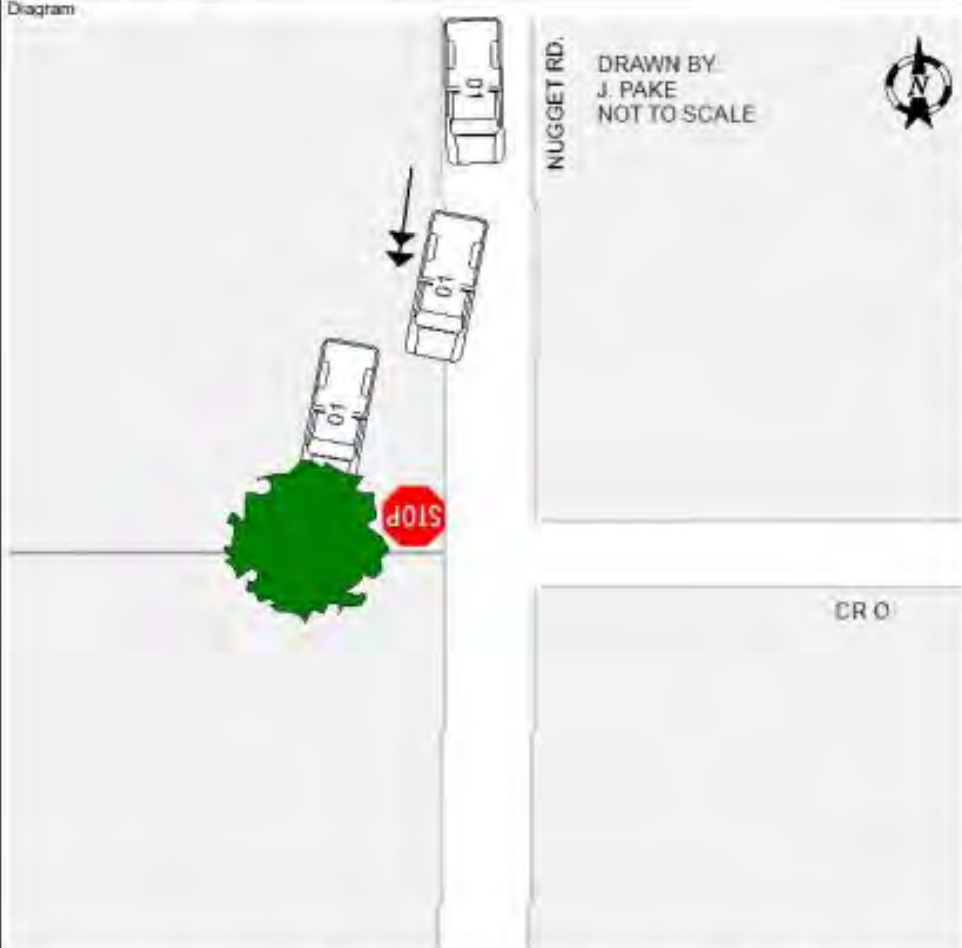
'03 Silverado operated  
by 44-year-old-male.

Vehicle left the  
roadway and struck a  
tree

2WL09426QB

|  |  |                                       |  |   |  |
|--|--|---------------------------------------|--|---|--|
| Document Number Override                       | Primary Crash Document #                     | Agency Crash Number                   | Investigating Officer/Deputy<br><b>J. PAKE</b> |   |  |
| Crash Date<br><b>03/21/2024</b>                | Crash Time<br><b>99:99</b>                   | Date Arrived<br><b>03/21/2024</b>     | Time Arrived<br><b>08:28 PM</b>                |   |  |
| Date Notified<br><b>03/21/2024</b>             | Time Notified<br><b>08:21 PM</b>             | Total Units<br><b>01</b>              | Total Injured<br><b>00</b>                     | Total Killed<br><b>01</b>                 |  |
| <input type="checkbox"/> On Emergency          | <input type="checkbox"/> Hit and Run         | <input type="checkbox"/> Lane Closure | <input type="checkbox"/> Work Zone             | <input type="checkbox"/> Trailer or Towed | <input type="checkbox"/> Reporting Threshold |
| <input type="checkbox"/> Government Property   | <input type="checkbox"/> Active School Zone  | School Bus Related<br><b>NO</b>       | Tags   |   |  |
| <input checked="" type="checkbox"/> Reportable | Crash Type<br><b>DT4000 (STANDARD CRASH)</b> |                                       | <input type="checkbox"/> Amended               | <input type="checkbox"/> Secondary Crash  |  |

Description

|  |                                       |
|--|---------------------------------------|
| Diagram<br> | Reconstruction By                     |
| PHOTOS BY: J. PAKE<br>NOT TO SCALE   | Photos By<br><b>PAKE, JAMES, RING</b> |
| Additional Information<br><b>PHOTOS, FATAL CRASH SUPPLEMENT</b>                                |                                       |

I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.

UNIT 01 WAS TRAVELING SOUTHBOUND ON NUGGET RD. UNIT 01 APPROACHED A LEFT CURVE AND DROVE RIGHT INTO THE DITCH. UNIT 01 CONTINUED TO DRIVE IN THE DITCH UNTIL STRIKING A TREE. UNIT 01 CAME TO A REST IN THE DITCH ON THE WEST SIDE OF THE ROADWAY.



# FATALITIES

Dark/Unlit Roadway

Dry Roadway

Curve Left and  
Downhill Roadway

Cloudy Conditions

No Roadway Factors  
Listed

No Precrash Tire  
Marks Noted

| Location  |              |               |
|---|--------------|---------------|
| ON NUGGET RD<br>75 FT N<br>OF CTHO SB<br>IN THE TOWN OF LINCOLN<br>IN EAU CLAIRE COUNTY | Latitude     | Longitude     |
|   | 44.683594791 | -91.261417278 |
|   | X Coordinate | Y Coordinate  |
|   | 162288.0625  | 4958642       |
| Structure Type  |              | NO STRUCTURE  |

| Crash Scene                              |                                     |                   |
|--|-------------------------------------|-------------------|
| First Harmful Event                      | First Harmful Event Location        |                   |
| DITCH                                    | SHOULDER RIGHT                      |                   |
| Manner of Collision                      | Light Condition                     |                   |
| 00 - NO COLLISION W/VEHICLE IN TRANSPORT | DARK/UNLIT                          |                   |
| Road Surface Condition(s)                | Roadway Factor(s)                   |                   |
| DRY                                      | NONE                                |                   |
| Environment Factor(s)                    | NONE                                |                   |
| Weather Condition(s)                     | NONE                                |                   |
| CLOUDY                                   | NONE                                |                   |
| Animal Type                              | Relation To Trafficway              |                   |
|  | TRAFFICWAY - NOT ON ROAD            |                   |
| Crash Classification - Location          | Crash Classification - Jurisdiction |                   |
| PUBLIC PROPERTY                          | NO SPECIAL JURISDICTION             |                   |
| Tribal Land                              | Access Control                      | Special Study     |
|  | PARTIAL CONTROL                     |                   |
| Within Interchange Area                  | Junction Location                   | Intersection Type |
| YES                                      | INTERSECTION                        | T-INTERSECTION    |

| Unit Summary          |                                    |                                     |  |                             |                    |  |
|-----------------------|------------------------------------|-------------------------------------|--|-----------------------------|--------------------|--|
| UNIT<br>01            | Unit Status                        | Vehicle Operating As Classification |  | Unit Type                   |                    |  |
|                       | IN TRANSIT                         | D CLASS                             |  | TRUCK                       |                    |  |
|                       | Vehicle Type                       | Operating As Endorsements           |  |                             |                    |  |
|                       | UTILITY TRUCK/PICKUP TRUCK         |                                     |  |                             |                    |  |
|                       | Total Occs                         | Train/Bus # Recorded                | Total # Citations Issued                     | Total Trailers              | Total HazMat Types |  |
|                       | 1                                  |                                     | 0  | 0                           | 0                  |  |
|                       | Insurance?                         | Direction Of Travel                 | <input type="checkbox"/> Pre Crash Tire Mark | Speed Limit                 | Total Lanes        |  |
|                       | UNKNOWN                            | SOUTHBOUND                          |  | 55                          | 2                  |  |
|                       | Most Harmful Event: Collision With | Special Function                    |  | Emergency Motor Vehicle Use |                    |  |
|                       | DITCH                              | NO SPECIAL FUNCTION                 |  | NOT APPLICABLE              |                    |  |
| Traffic Way           | Traffic Control                    |                                     | Traffic Control Inoperative/Missing          |                             |                    |  |
| TWO-WAY, NOT DIVIDED  | STOP SIGN                          |                                     | NO   |                             |                    |  |
| Surface Type          | Road Curvature                     |                                     | Road Grade                                   |                             |                    |  |
| BLACKTOP (BITUMINOUS) | CURVE LEFT                         |                                     | DOWNHILL                                     |                             |                    |  |
| Truck Bus or HazMat   | NO                                 |                                     |  |                             |                    |  |

| Vehicle               |                               |                   |         |                     |
|-----------------------|-------------------------------|-------------------|---------|---------------------|
| UNIT<br>01<br>VEHICLE | License Plate Number          | Plate Type        | St      | Country of Issuance |
|                       | TA4278                        | LTK - LIGHT TRUCK | WI      | UNITED STATES       |
|                       | Vehicle Identification Number | Make              | Year    | Model               |
|                       | 2GCEK19T331145061             | CHEVROLET         | 2003    | SILVERADO           |
|                       | Color                         | Body Style        | Bus Use |                     |
|                       | MAR - MAROON (BURGUNDY)       | PK - PICKUP       |         |                     |
| Initial Contact Point | Vehicle Damage                |                   |         |                     |
| 12 - FRONT            | 15 - ALL AREAS                |                   |         |                     |
| Extent Of Damage      |                               |                   |         |                     |
| DISABLING DAMAGE      |                               |                   |         |                     |



# FATALITIES

No Seat belt used

Air bag deployed  
Front

Driver not ejected  
but Trapped

Driver actions are  
unknown

ETOH suspected with  
no Test Given

|   |   |  |   |   |
|---|---|--|---|---|
| UNIT<br>VEHICLE   | Towed Due To Damage<br><b>TOWED DUE TO DISABLING DAMAGE</b> |  | Vehicle Removed By<br><b>AUGUSTA TIRE</b>   |   |
|   | What Driver Was Doing<br><b>NEGOTIATING CURVE</b>           |  | Vehicle Factors   |   |
|   | Driver Prior Action Other                                   |  | <b>UNKNOWN</b>  |   |
| Driver Actions<br><b>RAN OFF ROADWAY, FAILED TO KEEP IN DESIGNATED LANE</b> |   |  |   |   |
| 01<br>01  | Owner Name<br><b>CHAD JAMES LADWIG</b>                      |  | Owner Address<br><b>14212 5TH ST # 7<br/>OSSEO, WI 54758 , US</b>                         |   |
|   | <b>Sequence Of Events</b>                                   |  |   |   |
| 01<br>02<br>03<br>04  | Event<br><b>MOTOR VEH IN TRANSPORT</b>                      |  |   |   |
|   | Event<br><b>DITCH</b>                                       |  |   |   |
|   | Event<br><b>TREE</b>  |  |   |   |
|   | Event   |  |   |   |
| UNIT<br>INDIVIDUAL  | <b>Individual</b>   |  |   |   |
|   | Driver<br><b>CHAD JAMES LADWIG</b>                          |  | Citations Issued<br><b>0</b>  | Sex<br><b>MALE</b>                                      |
|   | Address<br><b>14212 5TH ST # 7<br/>OSSEO, WI 54758 , US</b> |  | Date of Birth<br><b>12/31/1979</b>  | Race<br><b>WHITE</b>                                    |
|   |   |  | Driver License Number<br><b>L3201107947108</b><br>STATE: WISCONSIN COUNTRY: UNITED STATES |   |
| 01<br>001   | <b>Safety Equipment</b>                                     |  | On Duty Crash   |   |
|   | Row<br><b>01 - FRONT ROW</b>                                |  | Seat Position<br><b>07 - LEFT</b>   | Safety Equipment<br><b>NONE USED - VEHICLE OCCUPANT</b> |
|   | Helmet Use  |  | Helmet Compliance   |   |
|   | Eye Protection  |  | Tint Compliance   |   |
|   | <b>Injury</b>   |  | Injury Severity<br><b>FATAL INJURY</b>  | Airbag<br><b>DEPLOYED-FRONT</b>                         |
| Ejected<br><b>NOT EJECTED</b>   |   | Ejection Path<br><b>NOT EJECTED/NOT APPLICABLE</b> |   | Trapped/Extricated<br><b>TRAPPED/EXTRICATED</b>         |
| Medical Transport<br><b>NOT TRANSPORTED</b>                                 |   | EMS Agency Identifier                              |   | EMS Run #   |
| Hospital  |   | Date of Death<br><b>03/21/2024</b>                 |   | Time of Death<br><b>21:13</b>                           |
| <b>Distracted By</b>  |   | Distracted By Source<br><b>UNKNOWN</b>             |   |   |
| Distracted By Action<br><b>UNKNOWN</b>                                      |   |  |   |   |
| <b>Non Motorist</b>   |   | Sinking Unit #                                     | Location  |   |

# WISCONSIN FATALITY TOTALS

4/15/2024

## YEAR-TO-DATE TRAFFIC DEATHS AND FATAL CRASHES:

|                         | 2024       | 2023       |               |
|-------------------------|------------|------------|---------------|
| <b>FATALITIES</b>       |            |            |               |
| Drivers                 | 66         | 79         | -16.5%        |
| Passengers              | 18         | 21         | -14.3%        |
| Occupant Total          | 84         | 100        | -16.0%        |
| Motorcycle Drivers      | 3          | 4          | -25.0%        |
| Motorcycle Passengers   | 0          | 1          | -100.0%       |
| Motorcycle Total        | 3          | 5          | -40.0%        |
| Pedestrians             | 18         | 16         | 12.5%         |
| Bicyclists              | 1          | 0          | 0.0%          |
| Unknown                 | 0          | 0          | 0             |
| <b>TOTAL FATALITIES</b> | <b>106</b> | <b>121</b> | <b>-12.4%</b> |
| <b>FATAL CRASHES</b>    | <b>87</b>  | <b>115</b> | <b>-24.3%</b> |
| <b>DEATHS Per CRASH</b> | 1.22       | 1.05       | 15.8%         |
| <b>PASS/DRVR RATIO</b>  | 0.27       | 0.27       | 2.6%          |

## Community Maps - Traffic Safety for Wisconsin

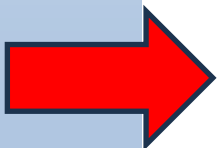
See the [Community Maps Release Notes](#) for important updates. [About Community Maps crash data.](#)

[About](#)[Search](#)[Advanced](#)[Predictive Analytics](#)[Dashboard](#)[TSC Resources](#)[Admin](#)[Contact](#)[Help](#)

Welcome, thorn

### The following Traffic Safety Commission (TSC) resources are available:

| Name  | Description   | Version        |
|---|---|----------------|
| <a href="#">Regional Contact Information</a>      | For information about where and when your TSC meets, please contact one of the WisDOT Bureau of Transportation Safety (BOTS) Statewide Law Enforcement Liaisons (LELs).   | January 2024   |
| <a href="#">TSC Guidelines (Revised Feb 2023)</a> | Download the new TSC Guideline document.  | February 2023  |
| <a href="#">TSC Master Schedules</a>              | Click here for a statewide schedule of Traffic Safety Commission meetings. Please note that meeting dates, times and locations are set by each local TSC, and therefore may change. You are encouraged to contact the local TSC or a LEL to verify meeting information. | 2024           |
| <a href="#">Wisconsin SHSP 2023-27</a>            | The current version of the Wisconsin Strategic Highway Safety Plan (SHSP) articulates strategies for the Wisconsin Department of Transportation and its many partners to address key challenges in the highway safety arena through 2027.                               | 2023-2027      |
| <a href="#">Legislative Summary</a>               | This document is produced by DSP/BOTS Analysts to provide our traffic safety partners with information on pending legislation that has an impact on traffic safety. Document is updated weekly.   | Updated Weekly |
| <a href="#">Teen Driver Safety Presentation</a>   | Customizable Power Point presentation intended for law enforcement to use in Driver's Education classes.  | June 2023      |
| <a href="#">Teen Driver Safety Resources</a>      | Additional resources to be used as needed in the Teen Driver Safety ppt presentation.   | June 2023      |





# Legislative Update

Signed Into Law as of  
4/19/2024



# SIGNED INTO LAW BY GOV. EVERS

[2023 Act 1 / AB-56 / SB-92](#), Reckless Driving Impoundment: (AB-56, Public Hearing 2/28/23, Voted out of Committee 3/7/23) (SB-92, Public Hearing 3/14/23, Voted out of Committee 2/16/23, Passed Senate and Assembly 3/22/23, Signed into Law by Governor 4/3/23) Under this new law, a political subdivision may enact an ordinance authorizing law enforcement officers to impound vehicles used in reckless driving offenses when the person cited for reckless driving is the owner of the vehicle and has a prior reckless driving conviction for which a forfeiture was imposed that has not been fully paid.

[Act 28 / SB-66 / AB-74](#), Farm License Endorsement: (SB-66, Public Hearing 3/15/23, Voted out of Committee 4/12/23, Passed Senate 4/19/23, Passed Assembly 6/21/23 [as amended](#), Passed Senate 6/28/23 [as amended](#), Signed into Law by Governor Evers 8/4/23) (AB-74, Public Hearing 5/23/23, vehicles for a seasonal period not to exceed 180 days in any calendar year. This law increases the seasonal period for an "F" endorsement to 210 days. [SB-66: Sen. Tomczyk, R – Mosinee / AB-74: Rep. Plumer, R - Lodi]

[Legislative Council Act Memo Act 28](#) (Effective Date August 6, 2023)



# SIGNED INTO LAW BY GOV. EVERS

[Act 86](#) / [SB-396](#) / [AB-394](#), Driver Education Grants: (AB-394, Public Hearing 9/20/23, Voted out of Committee **as amended** 10/11/23, Passed Assembly 10/17/23, Voted out of Senate Committee 11/2/23, Passed Senate 11/7/23, Signed into Law by Governor Evers 12/6/23) (SB-396, Public Hearing 10/24/23) This act creates a grant program under the DOT which provides funding for either a provider of a driver education course or to a person enrolled in or seeking to be enrolled in a driver education course. [SB-396: Sen. Knodl, R – Germantown / AB-394: Rep. Donovan, R- Greenfield]

[Legislative Council Act Memo Act 86](#) (Effective Date 12/8/23)

[2023 Act 10](#) / [AB-52](#) / [SB-76](#), Carjacking: (AB-52 Public Hearing 3/2/23, Voted out of Committee 3/7/23) (SB-76, Public Hearing 3/7/23, Voted out of Committee 3/16/23, Passed Senate 3/22/23, Passed Assembly 4/18/23, Signed into Law by Governor Evers 5/10/23) Under previous law, it is a Class C felony to intentionally take a vehicle without the consent of the owner if the person possesses a weapon and uses or threatens to use force or the weapon. It is a Class E felony to intentionally take a This new law reorganizes the carjacking crimes under their own statutory section titled “Carjacking” and changed the statutory references to the carjacking statutes so as to maintain current law. Further, the law increased the penalty for carjacking from a Class C felony to a Class B felony if the person possesses a weapon and uses or threatens to use force or the weapon. The penalty for a Class C felony is a fine that is not more than \$100,000 or imprisonment for not more than 40 years, or both. The penalty for a Class B felony is imprisonment for not more than 60 years. [SB-76: Sen. James, R – Altoona / AB-52: Rep. Spiros, R - Marshfield]

(Effective Date May 12, 2023)

[Legislative Council Act Memo Act 10](#) (Effective Date May 12, 2023)



# Signed into Law by Gov. Evers

**[Act 160](#) / [SB-591](#) / [AB-629](#), Driver Education (Work Zones): (SB-591, Public Hearing 12/5/23, Voted out of Committee 1/11/24, Passed Senate 1/16/24, Passed Assembly 2/22/24, Signed into Law by Governor Evers 3/21/24) (AB-629, Public Hearing 2/6/24) This act requires approved driver education courses to include 30 minutes of instruction in work zone safety. DOT is required to determine the materials to be used in in the work zone safety instruction. [SB-591: Sen. Testin, R - Stevens Point / AB-629: Rep. Callahan, R – Tomahawk]**

**[Act 226](#) / [SB-514](#) / [AB-536](#), Fleeing an Officer: (AB-536: Public Hearing 1/11/24, Voted out of Committee 1/17/24, Passed Assembly 2/15/24) (SB-514, Public Hearing 1/30/24, Voted out of Committee 2/8/24, Passed Senate 2/13/24, Passed Assembly 2/15/24, Signed into Law by Governor Evers 3/27/24) This act increases the penalties for fleeing an officer as follows:**

1. The penalty for fleeing an officer is increased from a Class I felony to a Class H felony.
2. The penalty for fleeing an officer and causing bodily harm to another or damage to the property of another is increased from a Class H felony to a Class G felony.
3. The penalty for fleeing an officer and causing great bodily harm to another is increased from a Class F felony to a Class E felony, with a mandatory minimum of 1.5 years imprisonment.
4. The penalty for fleeing an officer and causing death to another is increased from a Class E felony to a Class D felony, with a mandatory minimum of 2.5 years imprisonment. [SB-514: Sen. Knodl, R – Germantown / AB-536: Rep. Donovan, R- Greenfield]

# Click It Or Ticket Enforcement Mobilization May 20 - June 2, 2024



**CLICK IT. DON'T RISK IT.**

**NHTSA**



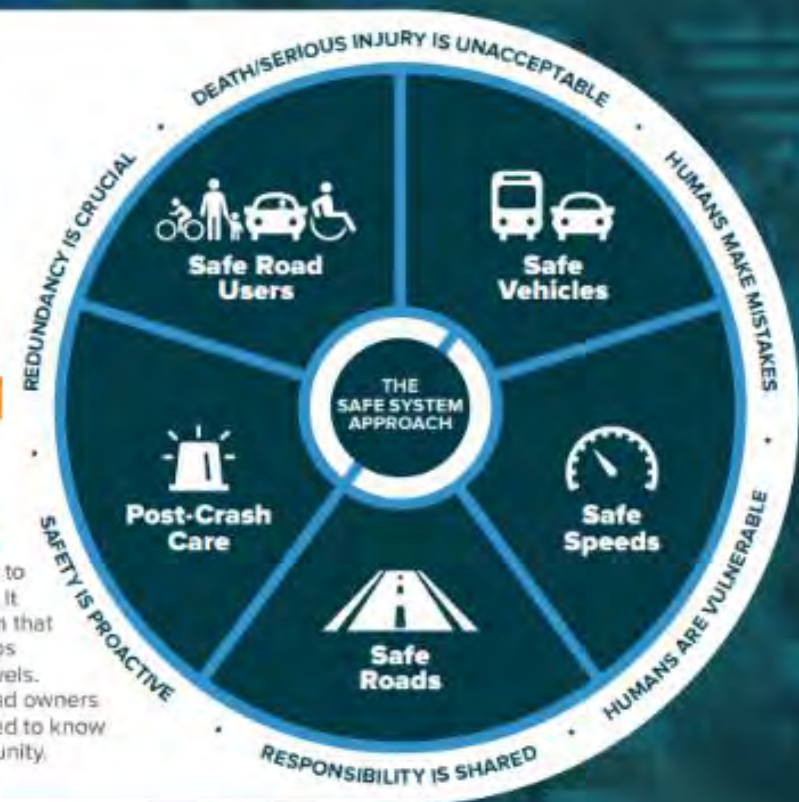
# SAFE SYSTEM APPROACH

## THE SAFE SYSTEM

### APPROACH

**Zero is our goal. A Safe System is how we will get there.**

**Imagine a world where nobody has to die from vehicle crashes.** The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



### SAFE SYSTEM PRINCIPLES



#### Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



#### Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



#### Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



#### Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



#### Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



#### Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.





# Possible ideas for applying the SSA

## Comparative View

| Type                       | Road Users   | Roads & Roadsides  | Speeds   | Vehicles  |
|----------------------------|--|--|--|---|
| <p><b>Action Items</b></p> | <p>-Outreach to public in and around the hotspot including:</p> <ul style="list-style-type: none"> <li>• <b>Businesses</b><br/>(Especially bars and workplaces)</li> <li>• Schools</li> <li>• Parks</li> </ul> <p>-Identifying community leaders that can drive message, assign TSC members to specific outreach tasks/locations</p> <p>-Pamphlet distribution as part of traffic stop</p> <p>-Specific outreach to groups associated with leading flags</p> | <p>-Signage notifying motorist they are in a “crash hotspot” or “enhanced enforcement zone”</p> <p>-Developing bike/pedestrian infrastructure (rails to trails, green crosswalk, bicycle lanes)</p> <p>-Increased use of traffic calming measures (narrower roads, portable speed bumps, midblock crossings) on local roads</p> <p>-Engineering tools:</p> <ul style="list-style-type: none"> <li>• Speed boards/counters</li> </ul> | <p>-Pavement markings for aerial speed enforcement</p> <p>-Recording speeds of motorists in/around hotspot</p> <p>-Lower cultural tolerance for driving above the speed limit (Rosendale effect)</p> <p>-Obtaining compliance with speed limits</p> <p>-Reconsidering posted speed limits on local roads (“20 is plenty”)</p> <p>-Rethinking how we set speed limits</p> | <p>-Incentivizing public transport</p> <p>-Safe Routes to School</p> <p>-Encouraging parents to carpool (if hotspot in school)</p> <p>-Expanding alternative transportation programs (Utilizing Uber/Lyft, “SafeRide”/Bar Buddies)</p> <p>-Hosting child restraint/senior citizen instructional events on occupant protection (fitting stations)</p> <p>-New vehicle technology education resources (mycardoeswhat.org)</p> |



- 65+ Driver (Retirement communities, ADRC)
- Alcohol (Bars, liquor stores)
- Teen Driver (Bowling alleys, schools, competitions)
- Pedestrian/Bike (Bike paths, Wisconsin Bike Federation, bike shops)
- Motorcycle (Motorcycle vendors, Encouraging/leading helmet safety demonstrations)

-Social Media: Utilizing Facebook, Instagram, and

- Dynamic message boards
  - Improved lighting
- Improving visibility of more vulnerable user groups
- Lighting up bike lanes/pedestrian crossways at night
- Increased signage

- Providing incentives for motorists to make vehicle repairs/upgrade (Working with local auto companies, bike stores for discounts, etc.)
- Driver Safety mobile app
- bicycle rodeos

# *Speed Awareness Day*

July 31, 2024

A Letter will be sent to all Wisconsin LE Agencies asking them to take part.

WSP will be working all that week on speed enforcement efforts.

LE agencies will be asked for traffic contact numbers after the week is up via Microsoft forms



# Wrong-way Drivers in Wisconsin:

What the Traffic Management Center (TMC)

is doing to keep motorists safe

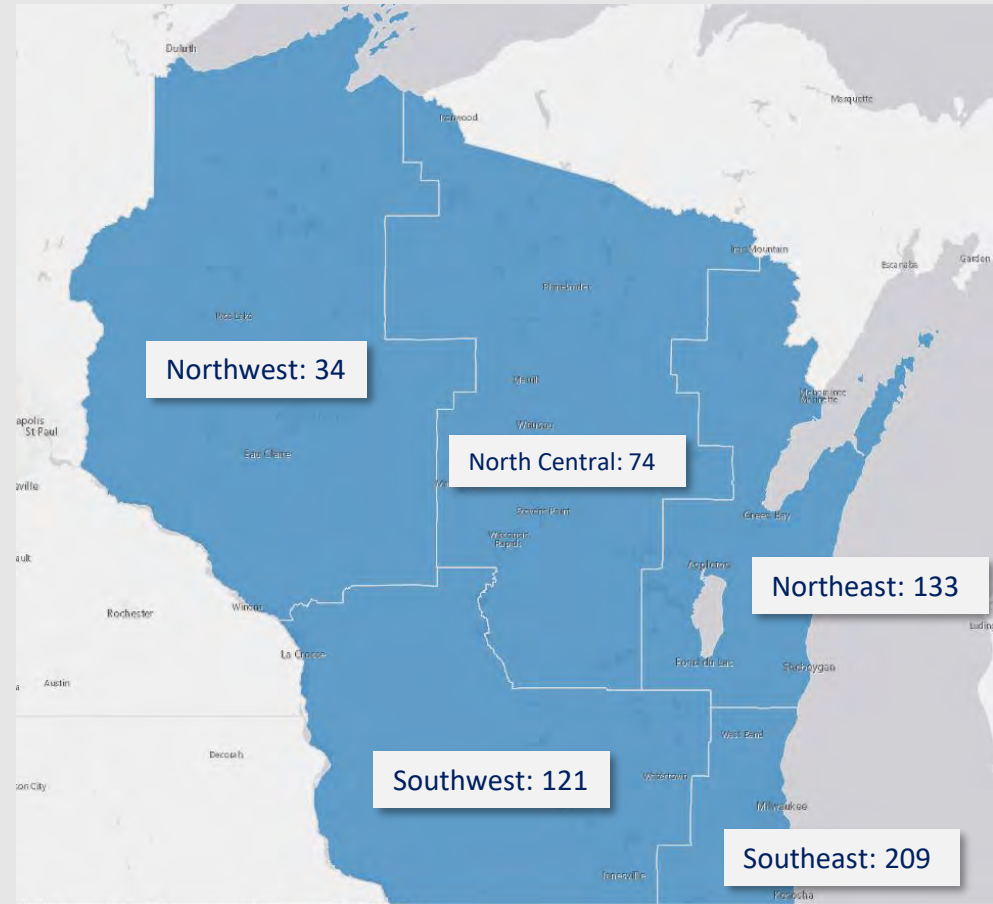
Wisconsin Traffic Safety Commission (TSC)

Q2 (April – June)

2024



# Reported Wrong Way Drivers



**2023 Total Reported**

**571**

Reported Wrong-Way Drivers

**2022 Total Reported**

**528**

Reported Wrong-Way Drivers

**Top 5 Counties (reported) in 2023**

|             |      |
|-------------|------|
| Milwaukee   | 184* |
| Dane        | 95   |
| Sheboygan   | 56   |
| Fond du Lac | 37   |
| Winnebago   | 29   |

\*Milwaukee data includes wrong way detection

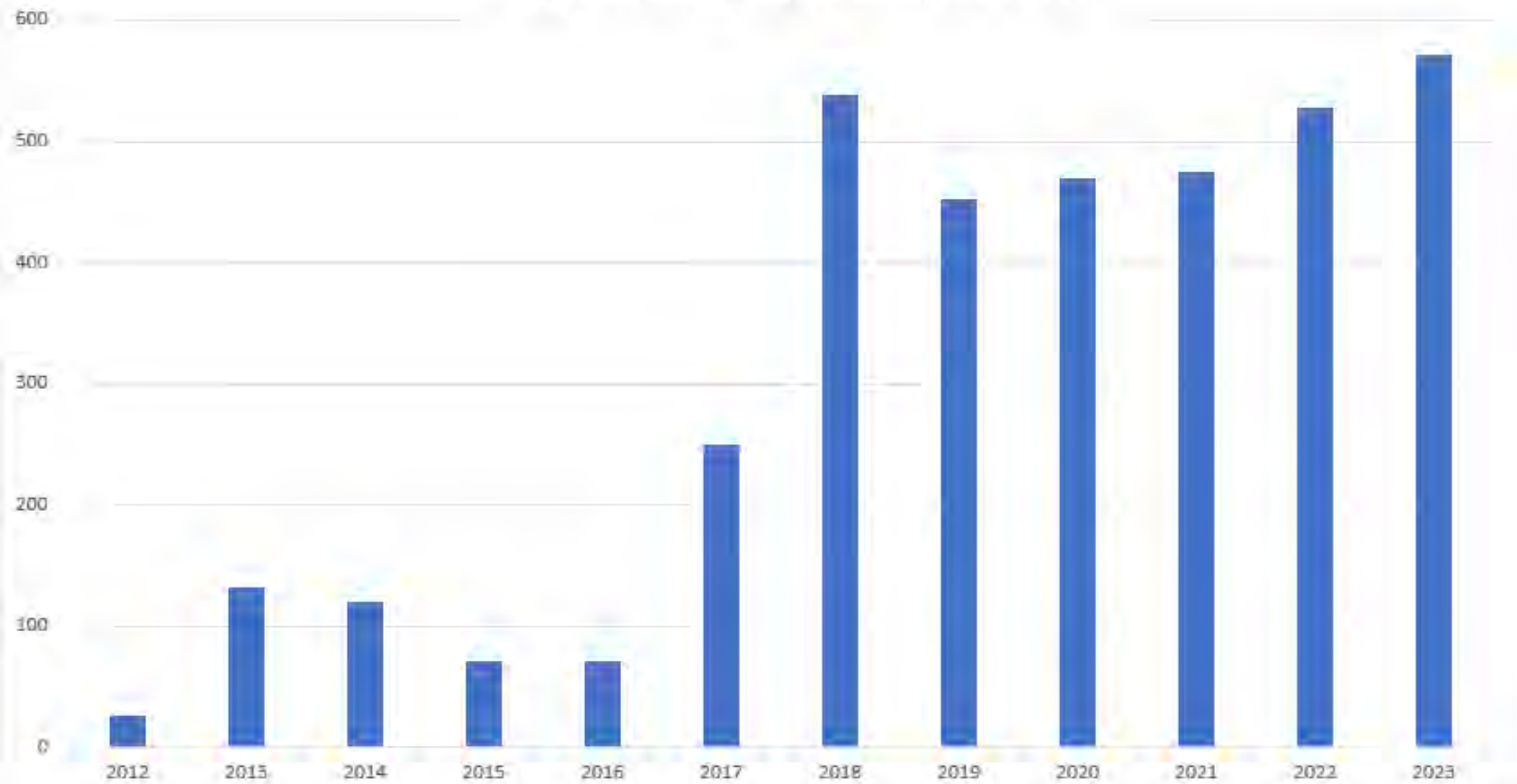




NE

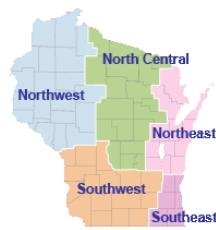
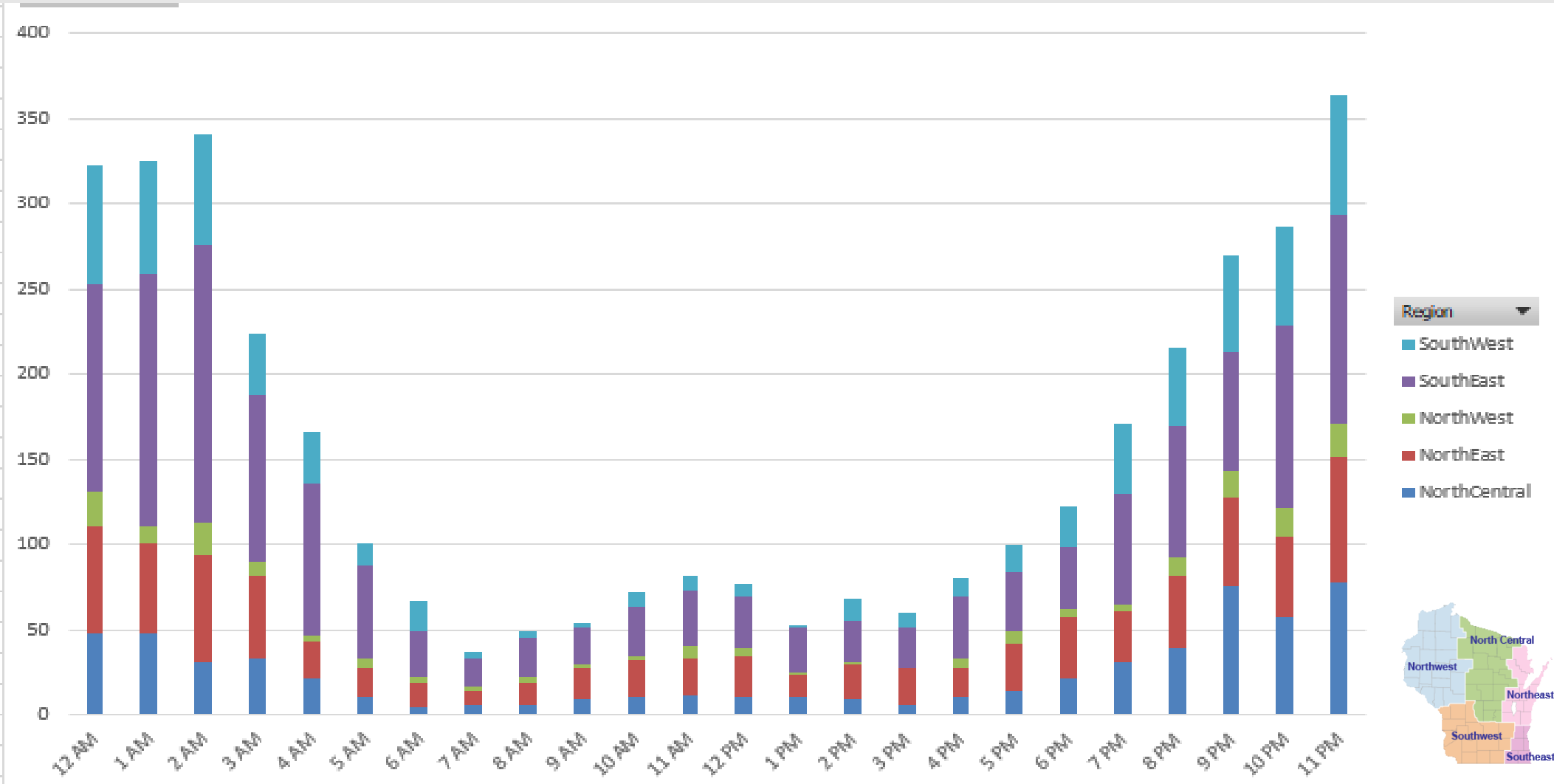
I-794 @ 2ND ST

TMC Reported Wrong Way Drivers (2012-2023)

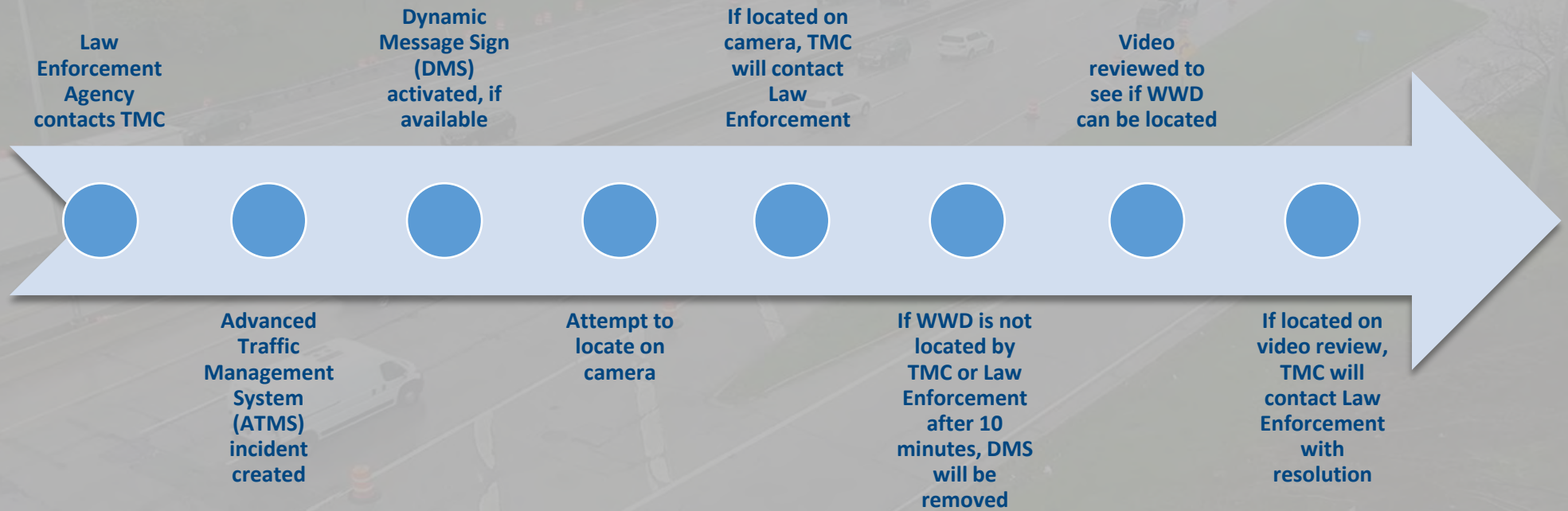




# TMC Reported Wrong-way Drivers (2012-2023)



# Real-time WWD reports



I-43 @ WRIGHT ST



# Potential Countermeasures

- Signing and Marking Solutions

- Verify if proper signage exists or needs to be adjusted/replaced
- Install additional signs and/or mount signs lower
- Alternative pavement markings
- Install additional delineation (reflective strips)
- Install blinker signs





# Potential Countermeasures

- Radar detection
  - Limited Use
  - Existing Devices (Milwaukee County)
    - 9 ramps in 2012
    - Additional 12 in 2016



# Contact Information

Rebecca Klein

Statewide Control Room Engineer

Wisconsin Department of Transportation

Bureau of Traffic Operations

(262) 548-8728

[Rebecca.Klein@dot.wi.gov](mailto:Rebecca.Klein@dot.wi.gov)



# 100 Safest Days Promotional Video





August 19–21, 2024

# SAVE THE DATE

Wisconsin's 49<sup>th</sup> Annual

## Governor's Conference on Highway Safety

Kalahari Convention Center  
Wisconsin Dells, WI



**GOVERNOR'S CONFERENCE ON HIGHWAY SAFETY**

# TSC Coordinator's Meeting & Dinner

## 49<sup>th</sup> Annual Governor's Conference on Highway Safety

The Wisconsin Department of Transportation would like to extend an invitation to all of the Traffic Safety Coordinators to join us for an informal dinner and meeting at the 49<sup>th</sup> Annual Governor's Conference on Highway Safety. This will be an opportunity to learn about the latest happenings in the world of TSCs, raise issues and questions, and network with your fellow traffic safety professionals.

**Who:** TSC Coordinator (or designee) plus up to one additional member (each needs to register)

**When:** Monday, August 19, 2023, 5:00 PM – 7:00 PM

**Where:** Kalahari Resort, Wisconsin Dells, Wisconsin. Room information can be found at the Conference registration table.

**Cost: Free**

### Agenda:

1. Introductions
2. Best Practices
3. TSC Guidelines and Other Coordinator Resources
4. Roundtable Discussion
5. Session Adjournment and Networking

**Registration:** The deadline for registration is **July 8, 2024**. You can sign-up online for the TSC Coordinator Meeting & Dinner at: <https://forms.gle/eR92jCrqbyP9xjvc6>

**Questions:** Feel free to contact your TSC LEL with any questions.



# COMMUNITY MAPS USER GROUP MEETING

Community Maps User Group Meeting

When: May 29, 2024 01:00 PM Central Time (US and Canada)

Register in advance for this meeting:

[https://uwmadison.zoom.us/meeting/register/tJ0rd-iqpjsjHdaHnlqfayuqX\\_y5sUXLM\\_U-](https://uwmadison.zoom.us/meeting/register/tJ0rd-iqpjsjHdaHnlqfayuqX_y5sUXLM_U-)

After registering, you will receive a confirmation email containing information about joining the meeting.



# 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](mailto:ValerieK.Payne@dot.wi.gov)

### LAW ENFORCEMENT LIAISONS (LEL)

**Randy Wiessinger**  
Telephone (608) 516-6767  
Email [rpw@wiessinger.com](mailto:rpw@wiessinger.com)

### Trace Frost

Telephone (920) 382-2424  
Email [trace@tracefrost.com](mailto:trace@tracefrost.com)

### Rick Olig

Telephone (920) 979-0459  
Email [rick@oligconsulting.net](mailto:rick@oligconsulting.net)

### Daniel Kontos

Telephone (715) 498-6762  
Email [IncidentResponseLLC@gmail.com](mailto:IncidentResponseLLC@gmail.com)

### Todd Horn

Telephone (608) 617-3347  
Email [todd@toddhorn.com](mailto: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](mailto:CrashDataAnalysis@dot.wi.gov)



### REGIONAL PROGRAM MANAGER (RPM) – NORTHERN

**Mike Panosh**  
Telephone (920) 360-2858 (mobile)  
Email [Michael.Panosh@dot.wi.gov](mailto:Michael.Panosh@dot.wi.gov)

### REGIONAL PROGRAM MANAGER (RPM) – SOUTHERN

**Dave Gress**  
Telephone (608) 572-6143 (mobile)  
Email [Davida.Gress@dot.wi.gov](mailto:Davida.Gress@dot.wi.gov)

# If I Can Help...



## Todd Horn

*Law Enforcement Liaison*

Wisconsin Department of Transportation

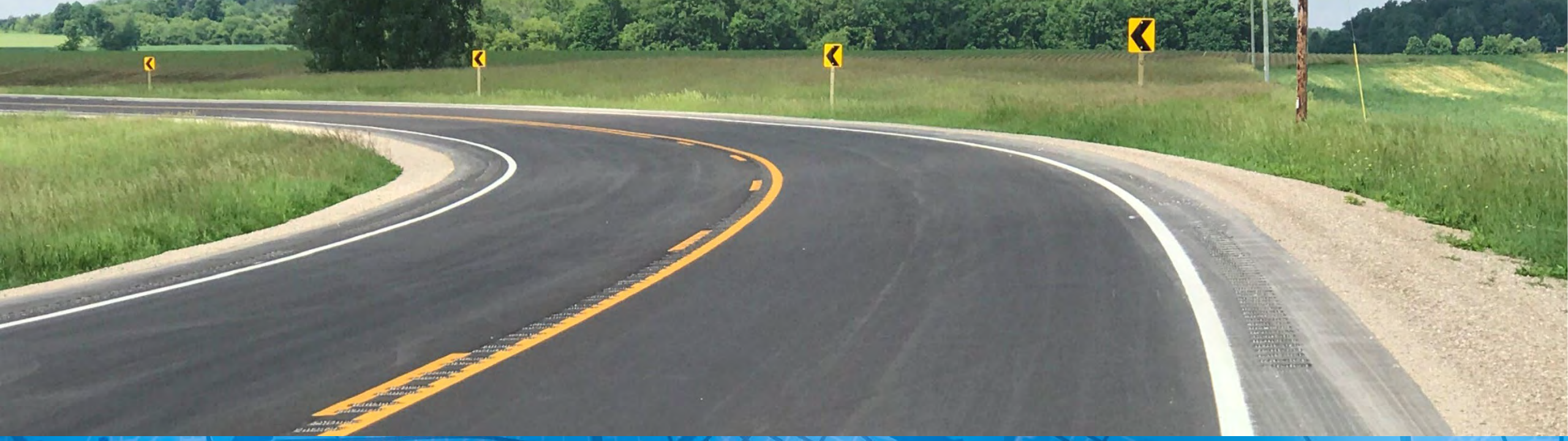
Bureau of Transportation Safety/Wisconsin State Patrol

[todd@toddhorn.com](mailto:todd@toddhorn.com)

[608-617-3347](tel:608-617-3347)

*Stay Healthy and Safe*





# Traffic Safety Commission Meeting

## Eau Claire County – Safety Action Plan

Renae Kuehl, SRF Consulting

Nicole Bitzan, SRF Consulting

July 23, 2024



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SAFE STREETS AND ROADS  
FOR ALL (SS4A) GRANT

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# SS4A Grant Program – General Overview



SS  
4A

- **About:** The Bipartisan Infrastructure Law (BIL) established the new SS4A discretionary program with \$5 billion in appropriated funds over the next 5 years.
- **Purpose:** Promote Safety, Employ low-cost, high-impact strategies, Ensure equitable investment, Incorporate evidence-based project.

# Funding Opportunities

- Supplemental Activities
  - Enhances or Improves an Action Plan
- Demonstration
  - Informs Action Plan
- Implementation Project
  - Infrastructure improvements



# Safety Action Plan Components

**S | S**  
**4 | A**

## Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

**Leadership Commitment and Goal Setting**  
An official public commitment (e.g., resolution) from a local government (e.g., Mayor, City Council) or governing body (e.g., Mayor, City Council) with an eventual goal of zero roadway fatalities and a timeline for eliminating roadway fatalities or both, of the following:  
(1) the target date for achieving zero roadway fatalities  
(2) an ambitious percentage reduction in roadway fatalities with an eventual goal of eliminating roadway fatalities

**Planning Structure**  
A committee, task force, implementation team, or other structure for the development, implementation, and monitoring of the Action Plan.

**Safety Analysis**  
Analysis of existing conditions and history involving fatalities and serious injuries (e.g., analysis of locations where there are high concentrations of crashes, contributing factors and crash types by users, etc.). Analysis of systemic and high-risk road features, specific safety analysis of the built environment, demand, and other factors. Based on the analysis performed, a list of high-risk locations is developed (a High-Injury Network).

**Engagement and Collaboration**  
Robust engagement with the public and community groups, that allows for information received from engagement to be incorporated into the Action Plan. Overlapping jurisdictions should be coordinated and aligned with other goals and strategies.

**Equity Considerations**  
Plan development using inclusive and representative processes. Underserved communities\* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

**Policy and Process Changes**  
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

**Strategy and Project Selections**  
Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.  
Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

**Progress and Transparency**  
Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

\* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/02/02-21-21.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table: <https://datahub.transportation.gov/stories/s/ty9d-44j>; any tribal land; or any territory or possession of the United States.

U.S. Department of Transportation

U.S. Department of Transportation

Still have questions? Visit the [SS4A website](https://www.transportation.gov/SS4A).  
SS4A Action Plan Components | Page 2 of 2

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selection
- Progress and Transparency

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EAU CLAIRE COUNTY  
SAFETY ACTION PLAN

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# Crash Analysis/Emphasis Areas

A data-driven crash analysis is the basis for understanding safety issues



Review crash data and contributing factors



Analyze crash data to identify trends



Map data to understand where severe crashes occur



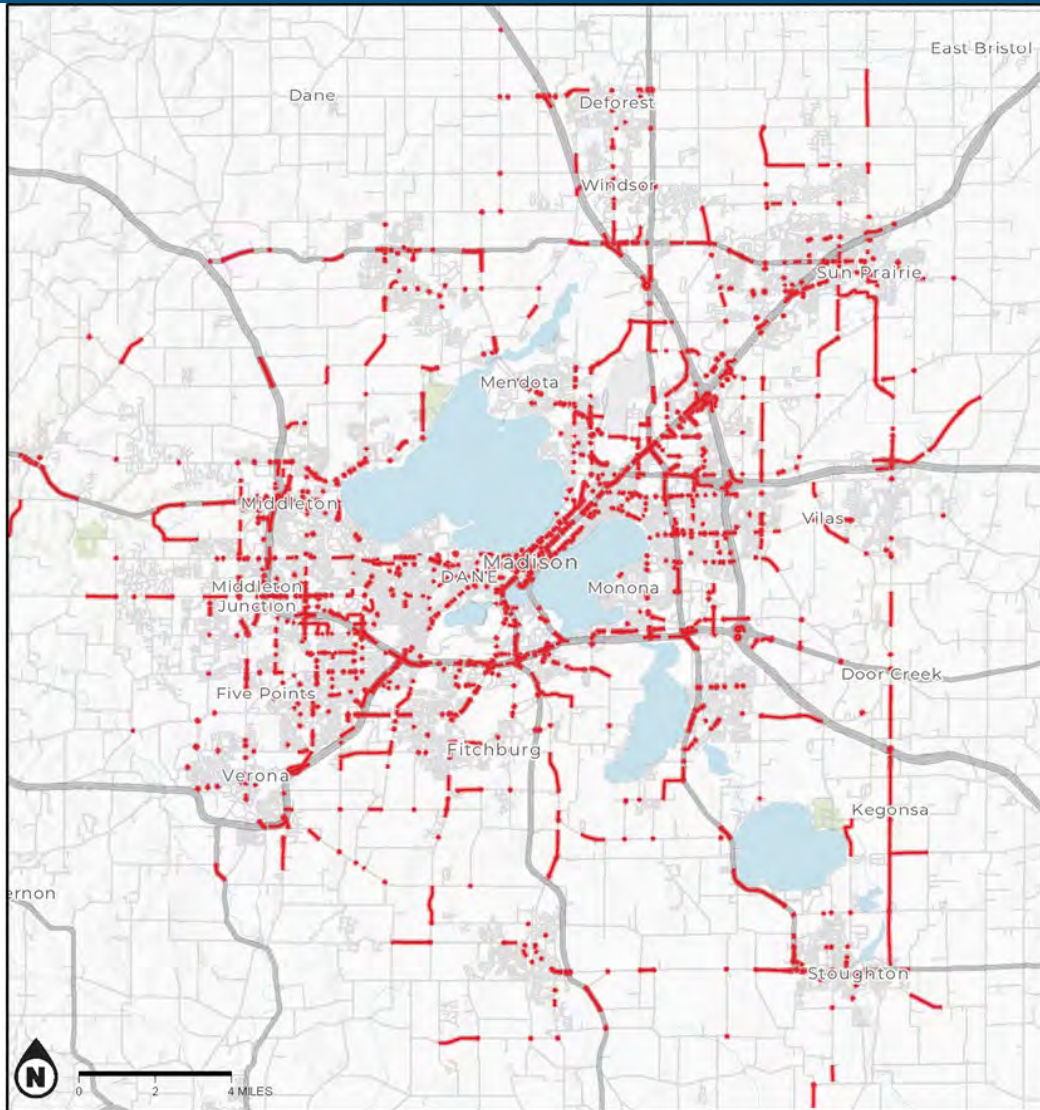
Identify High Priority Intersections and Corridors



# Existing Crash Trends

## *High Injury Network*

- Includes all roadways within the County
- Crashes (2019-2023)
  - 12,027 Crashes Total
  - 202 Fatal and Serious Crashes



### Example

MADISON MPO HIN (2017 - 2020)  
SEGMENTS AND INTERSECTIONS

MADISON MPO  
SAFETY ACTION PLAN

HIGH INJURY NETWORK  
— HIN Roadway or  
Intersection Segment

# Draft Eau Claire Crash Tree – County Rural – 2019-2023

## Legend

### Example

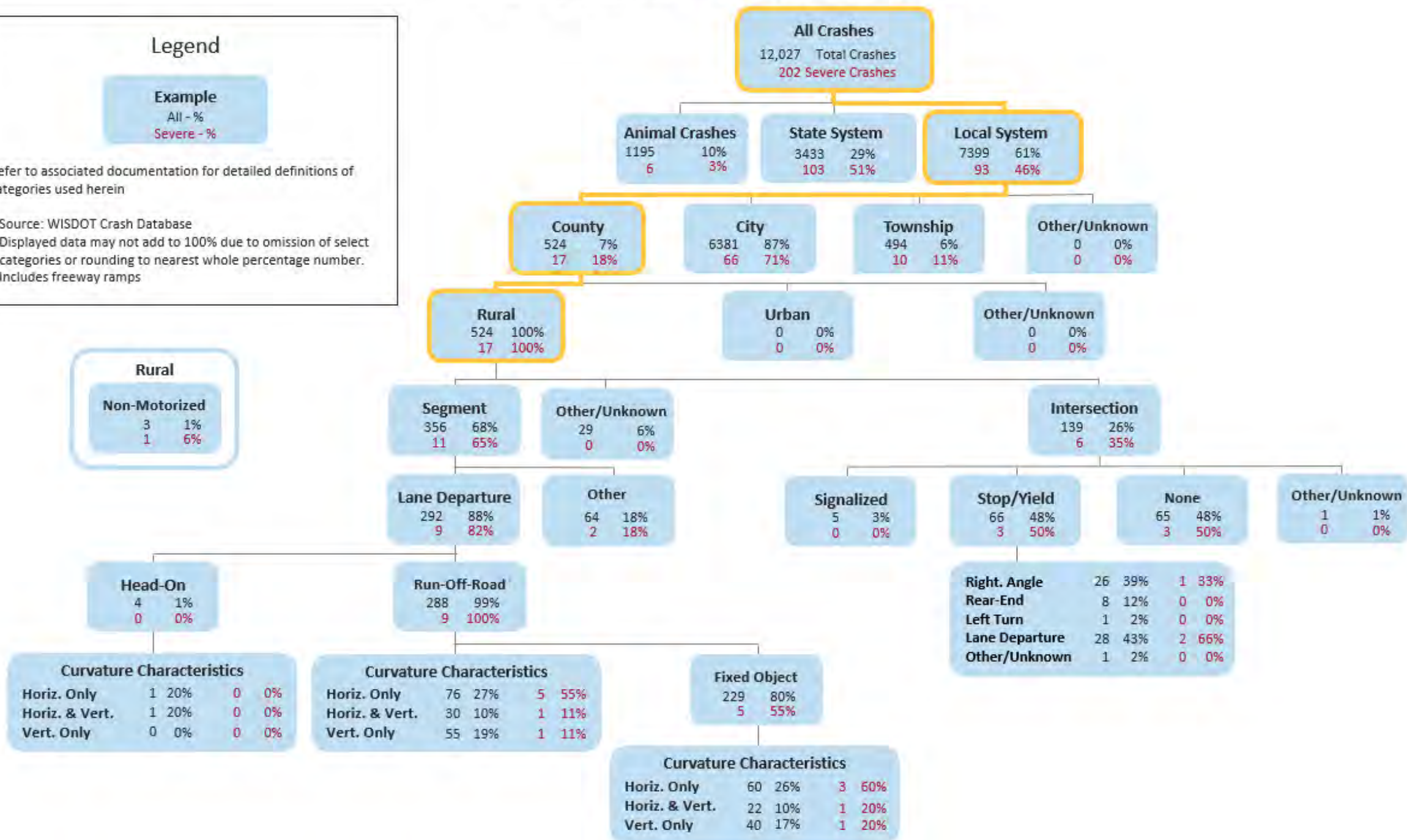
All - %  
Severe - %

Refer to associated documentation for detailed definitions of categories used herein

<sup>1</sup> Source: WISDOT Crash Database

<sup>2</sup> Displayed data may not add to 100% due to omission of select categories or rounding to nearest whole percentage number.

<sup>3</sup> Includes freeway ramps



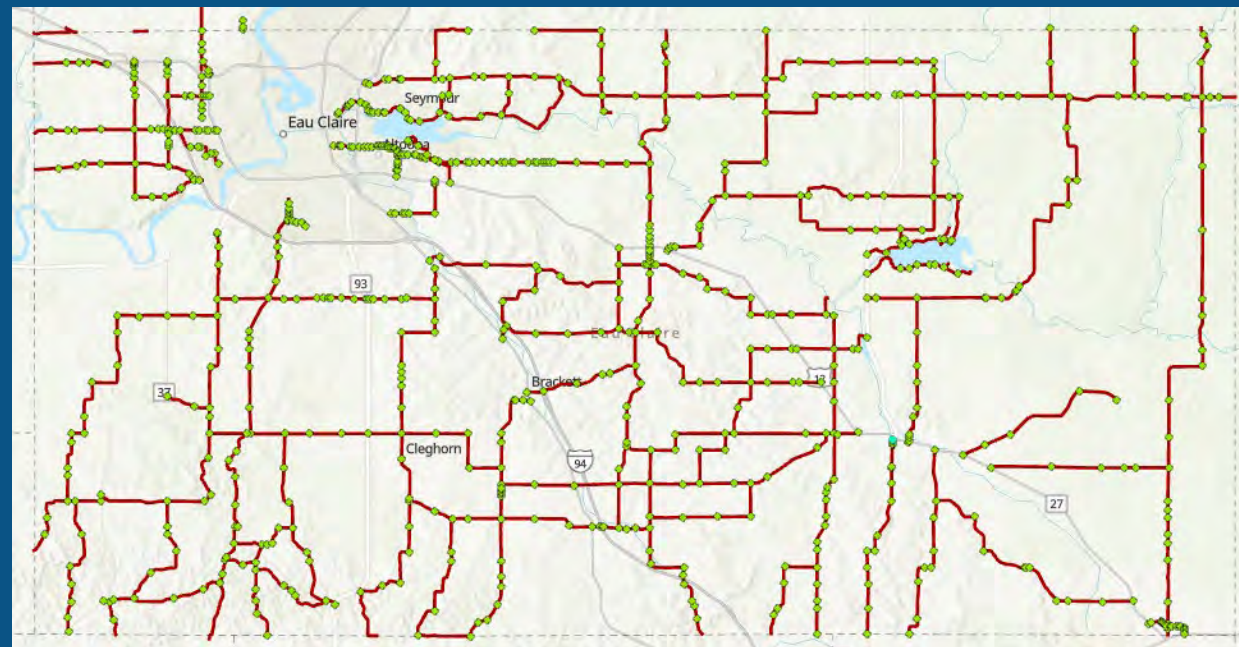
# Emphasis Areas

|                             | Countywide  |             |              |             |               |             |              |             | Statewide     |             |              |             |               |             |              |             |
|-----------------------------|-------------|-------------|--------------|-------------|---------------|-------------|--------------|-------------|---------------|-------------|--------------|-------------|---------------|-------------|--------------|-------------|
|                             | All Systems |             | State System |             | County System |             | Local System |             | All Systems   |             | State System |             | County System |             | Local System |             |
| <b>Total Severe Crashes</b> | <b>202</b>  | <b>100%</b> | <b>105</b>   | <b>100%</b> | <b>21</b>     | <b>100%</b> | <b>76</b>    | <b>100%</b> | <b>16,251</b> | <b>100%</b> | <b>6,836</b> | <b>100%</b> | <b>2,699</b>  | <b>100%</b> | <b>6,716</b> | <b>100%</b> |
| Intersection                | 82          | 41%         | 42           | 40%         | 6             | 29%         | 34           | 45%         | 4,998         | 31%         | 1,916        | 28%         | 650           | 24%         | 2,432        | 36%         |
| Lane Departure              | 123         | 61%         | 56           | 53%         | 17            | 81%         | 50           | 66%         | 10,477        | 64%         | 4,009        | 59%         | 2,003         | 74%         | 4,465        | 66%         |
| <i>Run-Off-Road</i>         | 104         | 51%         | 44           | 42%         | 16            | 76%         | 44           | 58%         | 9,187         | 57%         | 3,305        | 48%         | 1,816         | 67%         | 4,066        | 61%         |
| <i>Head-On</i>              | 19          | 9%          | 12           | 11%         | 1             | 5%          | 6            | 8%          | 1,290         | 8%          | 704          | 10%         | 187           | 7%          | 399          | 6%          |
| Impaired                    | 13          | 6%          | 4            | 4%          | 1             | 5%          | 8            | 11%         | 1,352         | 8%          | 631          | 9%          | 217           | 8%          | 456          | 7%          |
| Speeding                    | 61          | 30%         | 29           | 28%         | 9             | 43%         | 23           | 30%         | 4,842         | 30%         | 1,969        | 29%         | 885           | 33%         | 1,988        | 30%         |
| Unbelted                    | 23          | 11%         | 14           | 13%         | 3             | 14%         | 6            | 8%          | 2,461         | 15%         | 1,021        | 15%         | 482           | 18%         | 958          | 14%         |
| Inattentive/Distracted      | 38          | 19%         | 20           | 19%         | 4             | 19%         | 14           | 18%         | 1,328         | 8%          | 655          | 10%         | 217           | 8%          | 456          | 7%          |
| Older Driver                | 31          | 15%         | 18           | 17%         | 4             | 19%         | 9            | 12%         | 2,047         | 13%         | 919          | 13%         | 375           | 14%         | 753          | 11%         |
| Motorcycle                  | 36          | 18%         | 12           | 11%         | 6             | 29%         | 18           | 24%         | 3,151         | 19%         | 1160         | 17%         | 719           | 27%         | 1,272        | 19%         |
| Younger Driver (Teen)       | 27          | 13%         | 14           | 13%         | 3             | 14%         | 10           | 13%         | 2,036         | 13%         | 755          | 11%         | 323           | 12%         | 958          | 14%         |
| Non-motorist                | 29          | 14%         | 10           | 10%         | 1             | 5%          | 18           | 24%         | 2,038         | 13%         | 566          | 8%          | 102           | 4%          | 1,370        | 20%         |
| <i>Pedestrian</i>           | 19          | 9%          | 8            | 8%          | 0             | 0%          | 11           | 14%         | 1577          | 10%         | 460          | 7%          | 60            | 2%          | 1,057        | 16%         |
| <i>Bicyclist</i>            | 10          | 5%          | 2            | 2%          | 1             | 5%          | 7            | 9%          | 461           | 3%          | 106          | 2%          | 42            | 2%          | 313          | 5%          |
| Commercial Vehicles         | 26          | 13%         | 20           | 19%         | 2             | 10%         | 4            | 5%          | 1,199         | 7%          | 813          | 12%         | 153           | 6%          | 233          | 3%          |
| Work Zone                   | 1           | 0%          | 1            | 1%          | 0             | 0%          | 0            | 0%          | 314           | 2%          | 230          | 3%          | 15            | 1%          | 69           | 1%          |
| Deer/Animal                 | 6           | 3%          | 2            | 2%          | 4             | 19%         | 0            | 0%          | 470           | 3%          | 173          | 3%          | 188           | 7%          | 109          | 2%          |
| Winter Weather              | 7           | 3%          | 4            | 4%          | 1             | 5%          | 2            | 3%          | 449           | 3%          | 273          | 4%          | 63            | 2%          | 113          | 2%          |



# Systemic Analysis (Proactive Approach)

- Data Collection
  - Intersections - 760
  - Segments - 213
  - Curves - TBD
- Identify risk factors
- Locate high priority locations
  - Locations with the highest number of identified risk factors
- Recommend potential countermeasures to implement



# Typical Intersection Countermeasures

| Safety Strategy            | Crash Reduction Factor*   | Cost                         |
|----------------------------|---|------------------------------|
| <b>Intersections</b>       |   |                              |
| Roundabout                 | 20% to 50% all crashes<br>60% to 90% severe right angle crashes                 | \$1,000,000 per intersection |
| Convert to All Way Stop    | Crash reduction data not available - only used when intersection meets warrants | \$1,000 per intersection     |
| Streetlights               | 25% to 40% of nighttime crashes   | \$6,000 per light            |
| Upgrade Signs and Markings | 40% upgrade of all signs and pavement markings                                  | \$2,640 per approach         |





# Public Engagement

- Online Survey/WikiMap
- Website/Social Media/Newsletter Updates
- Pop-up Events
  - July 25 - County Fair

**INSTRUCTIONS**

**1** ADD your ideas to the map by clicking "Add comments" on the menu bar below, then choose the correct icons for your comment.

**2** Describe your comment in the text box that pops up.

**PROVIDE YOUR INPUT!**

COMMENT CATEGORIES

General Safety

Driving

Walking or Rolling

Biking

**KEY**

County Boundary

County Roads

Eau Claire County Safety Action Plan
About & Help ▾ Add Comments
Share Guest | Draft Project

<https://wikimapping.com/Eau-Claire-County-Safety-Action-Plan.html>

**SAFETY ACTION PLAN**

DUNN COUNTY Wisconsin

Eau Claire COUNTY

ST. CROIX COUNTY Wisconsin

What are your biggest traffic safety concerns?

Speeding and aggressive driving

Disobeying traffic signals

Intersections

Congestion

Distracted driving

Alcohol-impaired driving

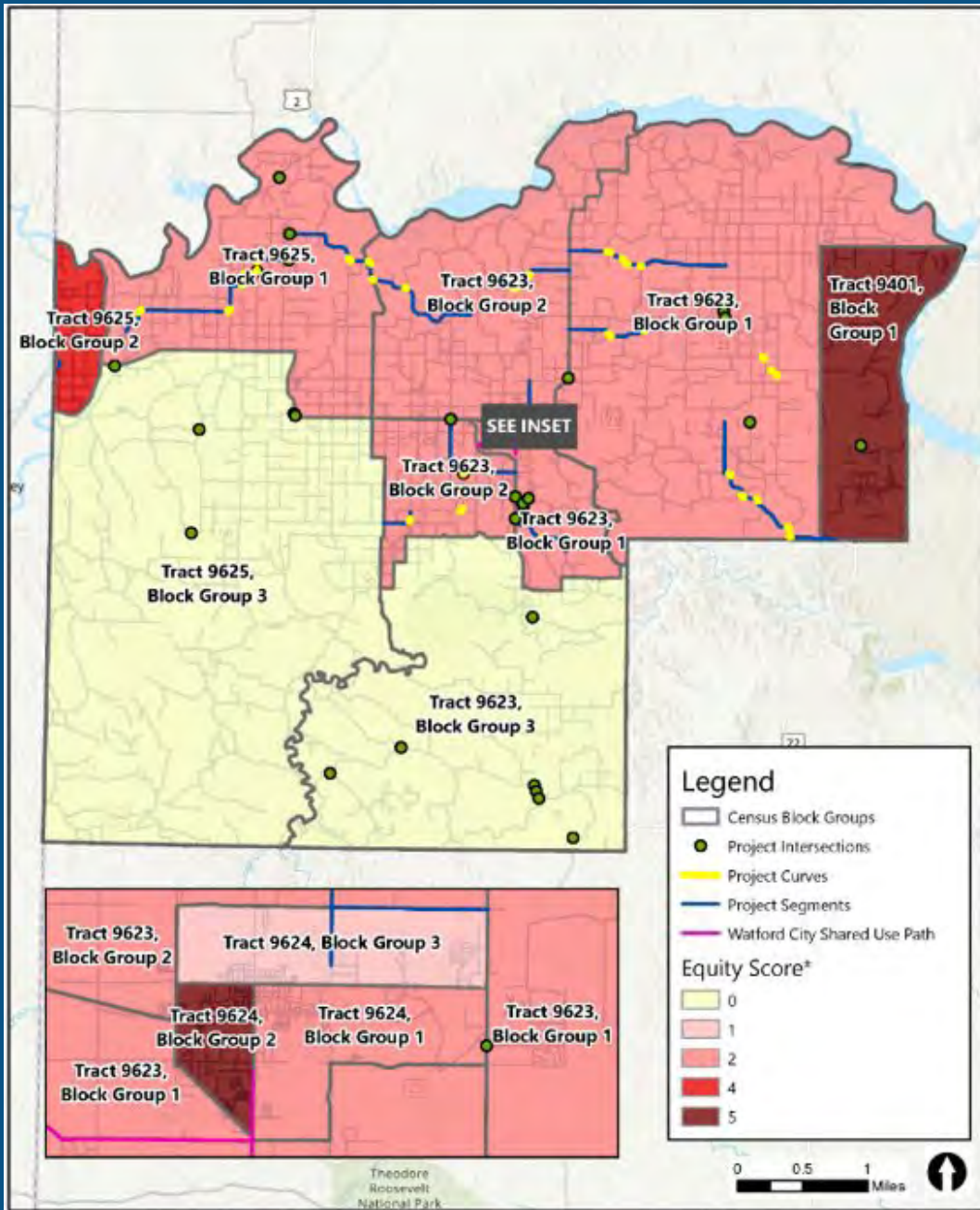


# Example Equity Map

Correlation between:

- Equity Score
- Suggested Safety projects

Developed for successful  
SS4A Implementation Grant  
Application





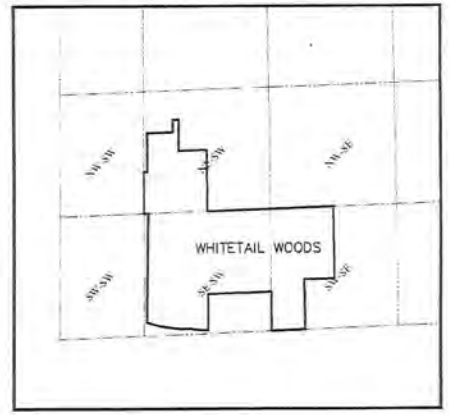
**QUESTIONS?**

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# PRELIMINARY PLAT OF WHITETAIL WOODS

Part of the Southeast Quarter of the Southwest Quarter, the Northeast Quarter of the Southwest Quarter, and the Southwest Quarter of the Southeast Quarter, Section 19, Township 27 North, Range 8 West, City of Altoona, Eau Claire County, Wisconsin.

SECTION 19, TOWNSHIP 27 NORTH, RANGE 8 WEST



- Notes
1. See sheet 3 for curve data and area table.
  2. All setbacks shall comply with their respective zoning districts and are not shown for clarity purposes.
  3. When two attached, single family dwelling units are created, matters of mutual concern to the adjacent property owners, due to construction, catastrophic, and/or maintenance, shall be guarded against by private covenants and deed restrictions and the City of Altoona shall not be responsible for the same.
  4. Outlot 3 shall be dedicated to the public for public use.

### SETBACKS

19.37.030 - TWIN HOME Yard and setback requirements. Setback requirements in Twin Home districts for each twin lot shall be as follows: A. Front Yard, not less than sixteen feet, provided: 1. Street-facing garage doors shall be set back not less than twenty-four feet to the nearest portion of any public sidewalk, trail, or right-of-way line that intersects with the driveway, except all-attached garages or additions to existing garages; B. Side yard, 5 feet in minimum width on each unattached side; C. Rear yard, not less than 20 feet. D. Exceptions as provided in Chapter 19.56.

19.28.030 - R-1 Yard requirements. Yard requirements in R-1 districts shall be as follows: A. Front yard, sixteen feet, except: 1. Street-facing garage doors shall be set back not less than twenty-four feet to the nearest portion of any public sidewalk, trail, or right-of-way line that intersects with the driveway, except all-attached garages or additions to existing garages; (part 12B-17, 2017); 2. Street-facing garage doors are encouraged to be recessed by at least six feet behind either the facade of the ground floor portion of the principal building or covered porch or stoop measuring at least six feet projection by six feet wide on the same visual plane (part Ord 7D-19, 2019); B. Side yards, five feet minimum each side; C. Rear yard, twenty-five feet. D. Exceptions as provided in Chapter 19.56.

19.36.030 - R-3 Side yard requirements. Side yard requirements in R-3 districts shall be the same as R-1 districts, provided that for each building of a height in excess of thirty-five feet, one additional foot of depth of rear yard is required for each four feet or portion thereof of height in excess of thirty-five feet. (Ord. A-56 § 8(C), 1970) 19.36.040 Rear yard requirements. Rear yard requirements in R-3 districts shall be the same as R-1 districts, provided that for each building of a height in excess of thirty-five feet, one additional foot of depth of rear yard is required for each four feet or portion thereof of height in excess of thirty-five feet. (Ord. A-56 § 8(D), 1970) 19.36.050 Front yard requirements. A front yard of not less than sixteen feet in depth is required in R-3 districts, except as provided in Chapter 19.56 (part Ord 6B-11, 2011, Ord. A-56 § 8(E), 1970).

### LEGEND

- ① FOUND ALUMINUM MONUMENT
- ② FOUND BRASS CAP MONUMENT
- ③ FOUND 1" OUTSIDE DIAMETER IRON PIPE
- ④ FOUND 1" IRON BAR
- ⑤ SET 1" OUTSIDE DIAMETER BY 18" IRON PIPE, 1.13 POUNDS / LINEAR FOOT AT ALL OTHER LOT AND OUTLOT CORNERS
- ⑥ SET 1 1/4" BY 18" IRON BAR, 4.39 POUNDS / LINEAR FOOT
- ⑦ RECORD INFORMATION
- ⑧ POINT OF BEGINNING
- ⑨ CERTIFIED SURVEY MAP
- V VOLUME
- P PAGE
- DRAINAGE EASEMENT
- ACCESS & UTILITY EASEMENT
- UTILITY EASEMENT
- LANDSCAPE EASEMENT

