AGENDA

Eau Claire County Traffic Safety Commission
Tuesday, October 22, 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=m6048e0272428080d87c776c1f5a4916c
Join by meeting number: Meeting number (access code): 2533 237 4698 Meeting password: mGuk5ypHc24
Tap to join from a mobile device (attendees only): +1-415-655-0001,,25332374698## US Toll
Join by phone: +1-415-655-0001 US Toll
Join from a video system or application: Dial 25332374698@eauclairecounty.webex.com 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** 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 (07/23/24) - Discussion/Action (pp. 3-49)
3. Public Comment
4. Safe Streets for All Action Plan Update – Discussion
5. Highway 53 Work Group - Discussion
6. Traffic Crash Summary
    - Eau Claire County
    - City of Eau Claire
    - City of Altoona
    - City of Augusta
7. Commission Member Reports
    - DOT Traffic Safety Coordinator

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.

- Wisconsin State Patrol
- DOT Highway Engineer
- Medical Field

8. Construction Status Report
9. Future Meeting Dates/Times/Agenda Items
10. Announcements
11. Adjourn

PREPARED BY: Natalie Szews

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MINUTES

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

In Attendance: Jon Johnson-ECC Highway Dept., Natalie Szews-ECC Highway Dept., Travis Pickering-ECC Engineer, Todd Horn BOTS LEL, Scott Gooch – MCHS, Scott Kelley – Altoona PD, Dustin Walters – ECSO, Chad Hines-WisDOT, Mike Heffernan-WSP, Edwin Rothrock-WCWRPC MPO, John Staber-Augusta PD, Al Rinka – City of EC, Supervisor Connie Russell

1. **Meeting called to order by Jon Johnson at 9:00 a.m.**
2. **Review/Approval of Past Meeting Minutes (04/23/24) – Discussion/Action**
   - Al Rinka made a motion to approve. All in favor, motion carried.
3. **Public Comment**
   - Positive comments regarding ATV routes opening.
4. **Safe Roads for All Grant Update - Discussion**
   - Renae Kuehl and Nicole Bitzan from SRF Consulting presented on Safe Streets and Roads for All (SS4A) grant program and Safety Action Plan.
5. **Highway 53 Work Group - Discussion**
   - The County will be doing maintenance on the gates on bypass, will have a 3-year maintenance rotation.
   - Chad Hines advised of crash analysis report from 2018 to 2023. Most crashes were between Hwy 12 and River Prairie Dr.
6. **Whitetail Woods Development Traffic Concerns – Discussion**
   - Discussed traffic concerns and Traffic Impact Analysis (TIA) results for Whitetail Woods Development on CTH SS / Nine Mile Creek Rd. and the CTH KB bridge over the railroad tracks.
7. **Update on Adding Metropolitan Planning Organization (MPO) as a Member – Discussion**
   - Per State Statute, the County Administrator can appoint MPO as a TSC member, which Jon is currently waiting on.
   - Still looking for someone in education or law that would be interested in joining.
8. **Traffic Crash Summary**
   - Todd Horn presented crash summary data – see attached.
9. **Commission Member Reports**
   - **DOT Traffic Safety Coordinator**
     - Todd Horn presented TSC quarterly slides for Eau Claire County – see attached.
   - **Medical Field**
     - FMCSA instituting a new auditing program for DOT physicals.
   - **Wisconsin State Patrol**

PREPARED BY: Natalie Szews

- Next week is BOTS speed awareness week and the whole state will have extra troopers out.
- Will try to have the airplane out on Wednesday. Pilot on a different duty right now.
- Working in the construction zone on Interstate through end of August/September.
- Will try to do ASU (Air Support Unit) detail in the construction zone this weekend.

- **DOT Highway Engineer**
  - Went over 2024 construction updates on I94, Hwy 53, and Hwy 93.
  - Local projects: Fairfax St. supposed to be done today, and work still being done on CTH F/State Street for another month before paving.

10. Construction Status Report

- Eau Claire County
  - Completed culvert replacement on CTH Z, will pave in the fall to allow it to settle. Will be working on other smaller culverts throughout the summer between projects.
  - CTH N from Hwy 27 to Rolleen Dr. is underway and then will move onto CTH SS from CTH K to Pine Rd.
  - CTH AF from CTH V to Strawberry Dr. will be started by next week or two by Haas.
  - Chip sealing scheduled for August.
  - CTH KK bridge just started this week and will be closed for next month or so.
  - Lots of bridge inspections in August, September, and October.
- City of Eau Claire
  - Menomonie St. roundabout by Sonnentag Center will be done in about a month and the tunnel will be done in November.
  - Chip sealing and micro sealing throughout the city is complete, and just need to complete line striping.
- Received a grant for transportation alternative project from DOT for McKinley Rd. sidewalk/trail.

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

- Next meeting will be October 22.

12. Announcements

- Edwin Rothrack advised that the MPO purchased a device to do intersection turn and speed studies. If someone is interested in having an intersection or speed study done, contact Edwin or Eric Anderson at the MPO.
- Will need someone from ECPD to replace Chad Hoyord.

13. Adjourn at 10:28 a.m.

Respectfully submitted,

Natalie Szews

Natalie Szews, Administrative Associate III
Eau Claire County Highway Department

PREPARED BY: Natalie Szews

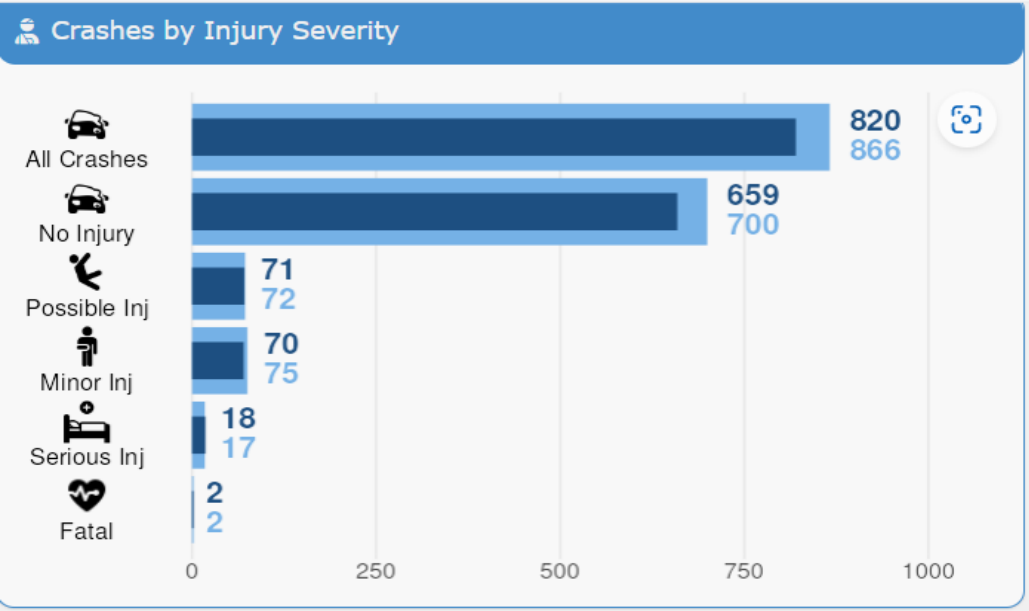
Eau Claire County
Traffic Safety Commission
Quarterly Informational Slides

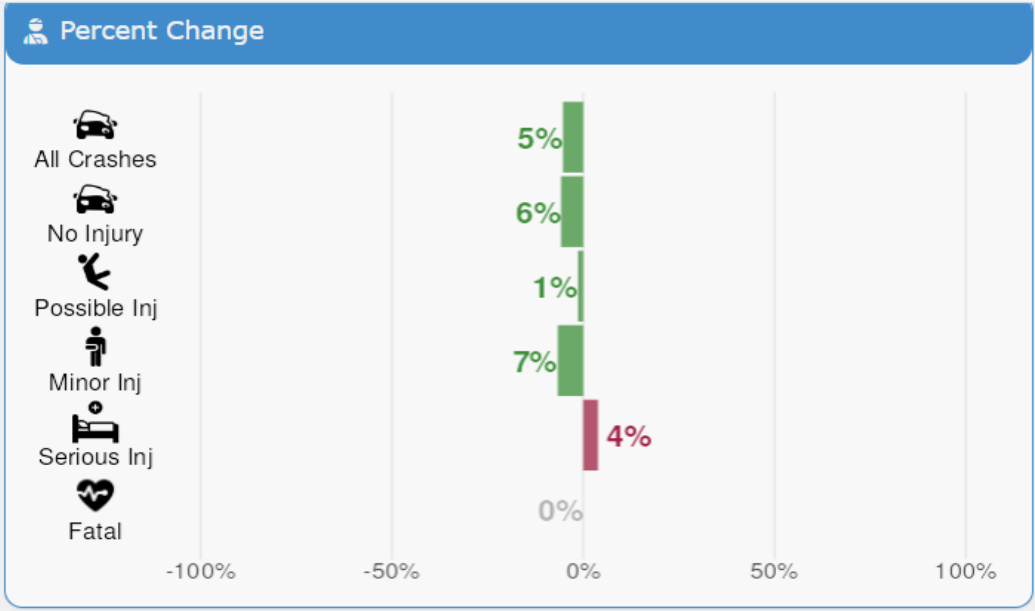
Wisconsin Department of Transportation
Division of State Patrol
Bureau of Traffic Safety and Technical Services
Law Enforcement Liaison

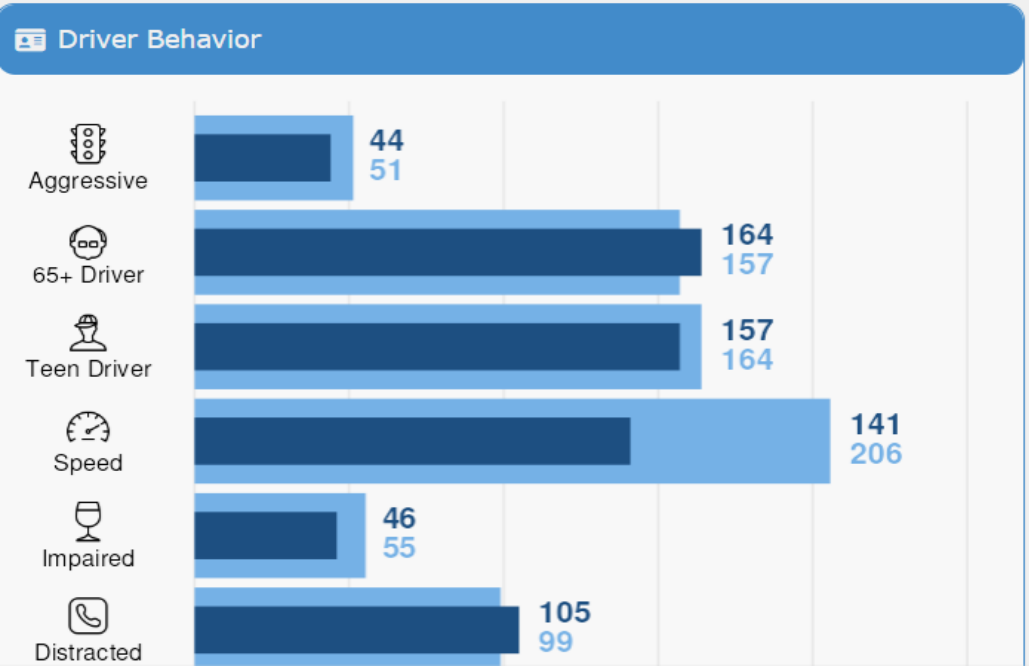
July 23, 2024

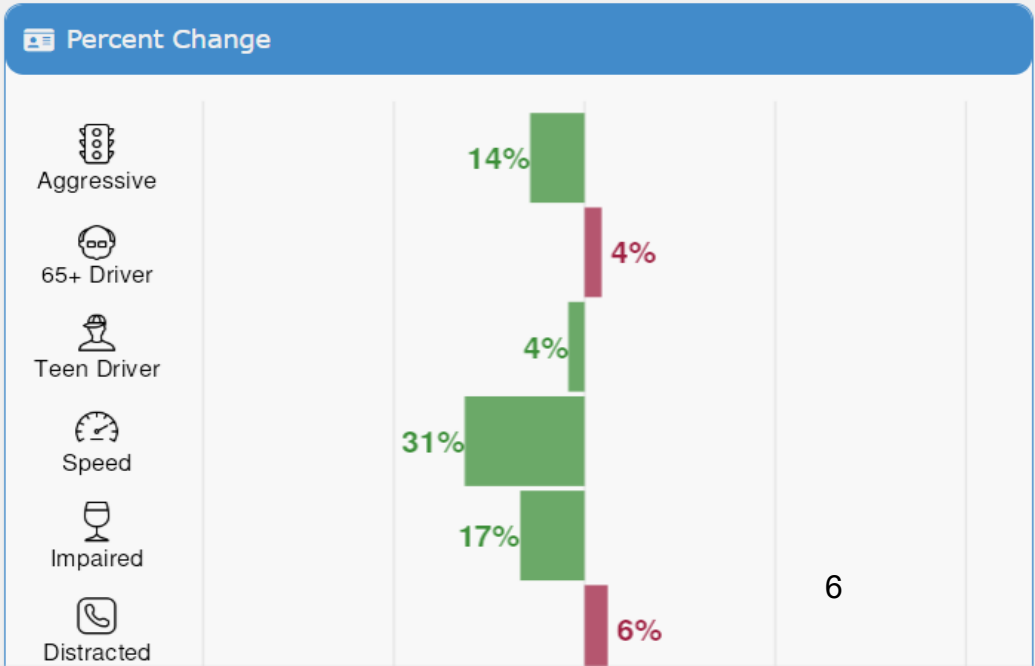
January to June 2024

3 Year Average – Eau Claire County





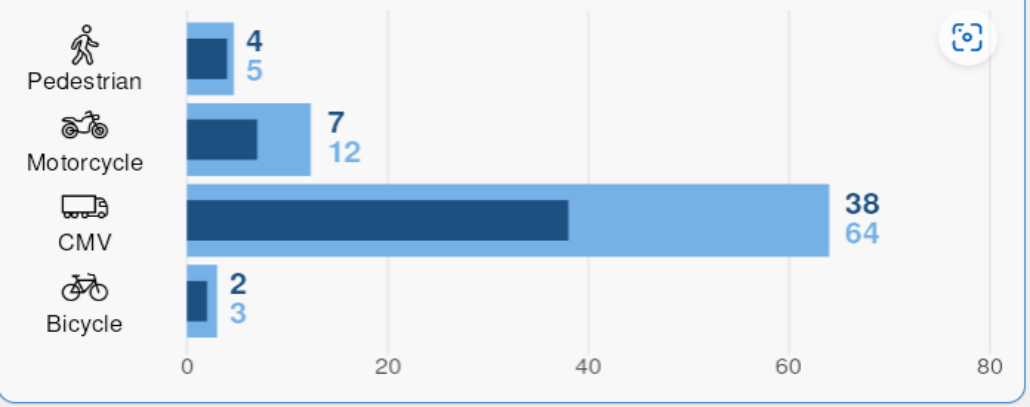




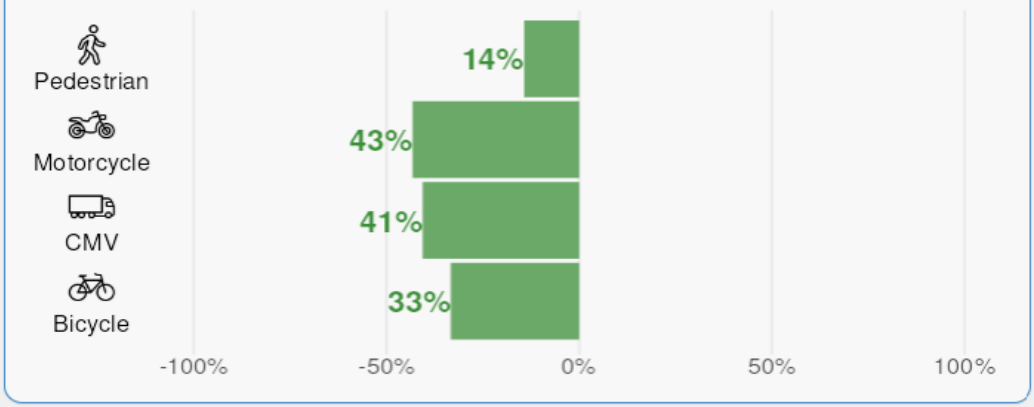
January to June 2024

3 Year Average – Eau Claire County

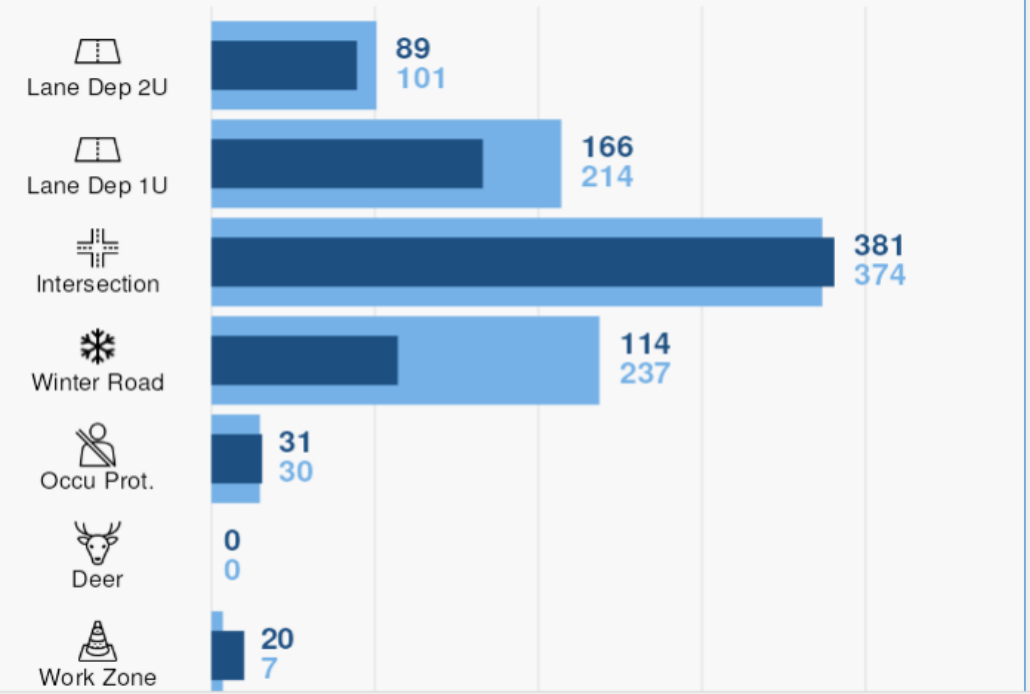
Flags by Unit



Percent Change



Other Crash Flags



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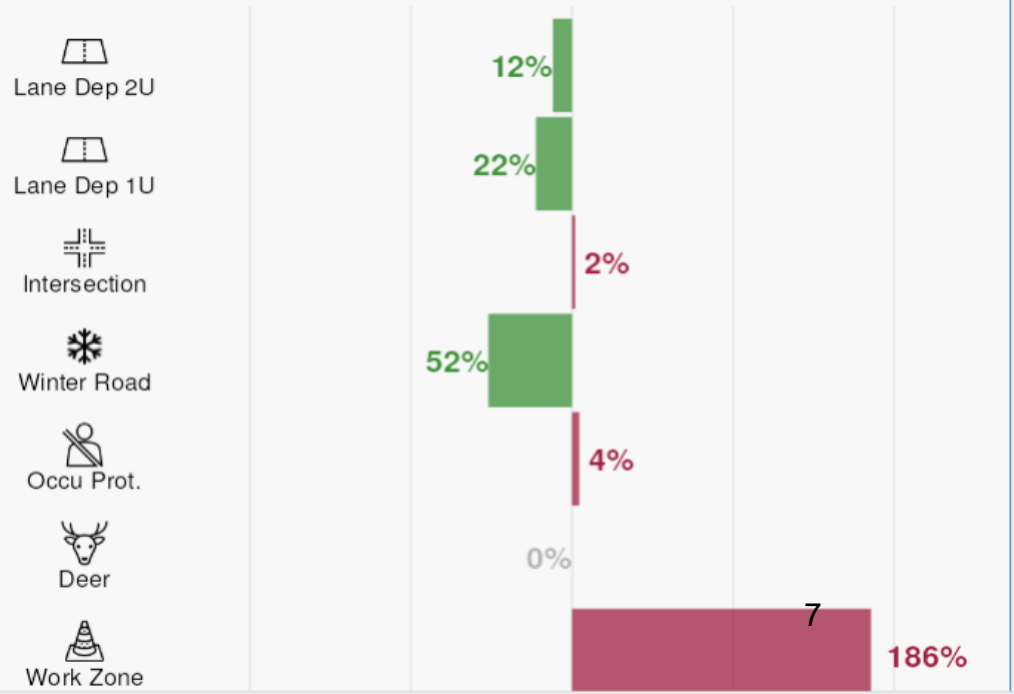
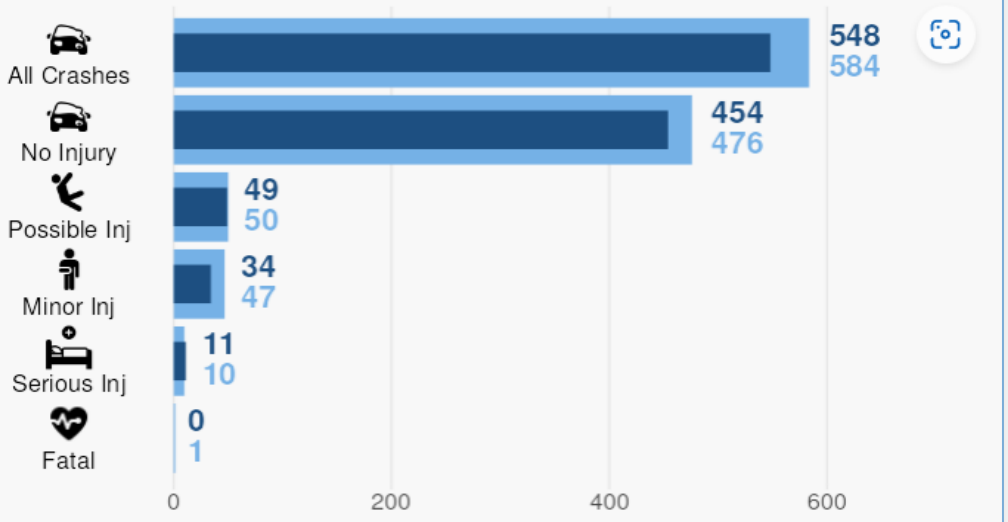


January to June 2024

3 Year Average – Eau Claire PD

Crashes by Injury Severity



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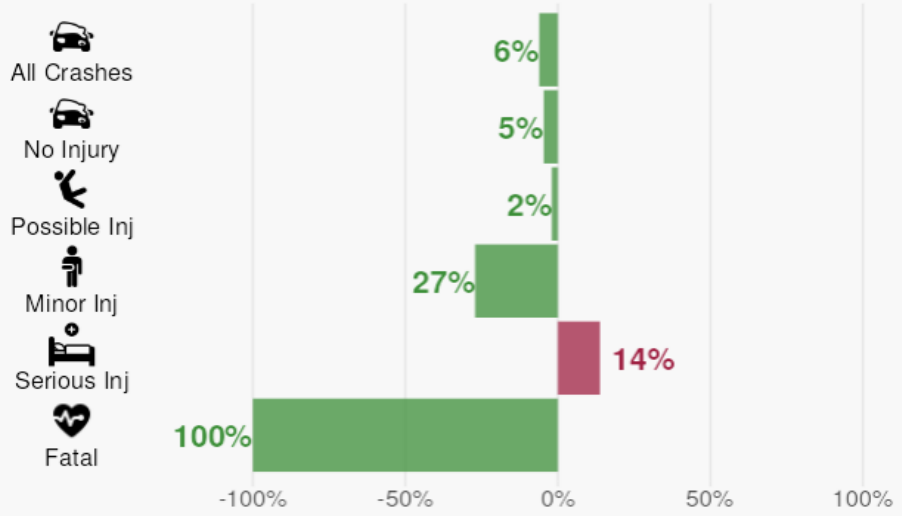
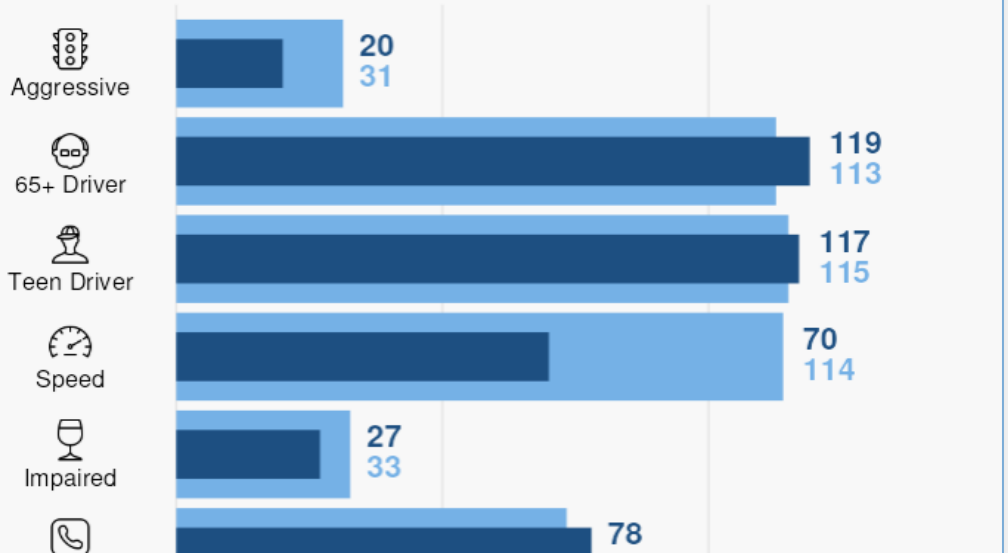


Driver Behavior



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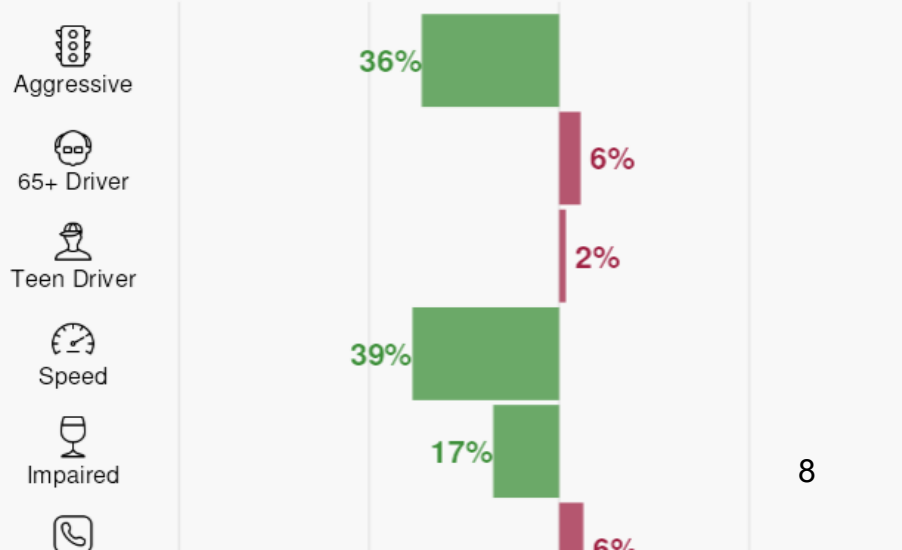
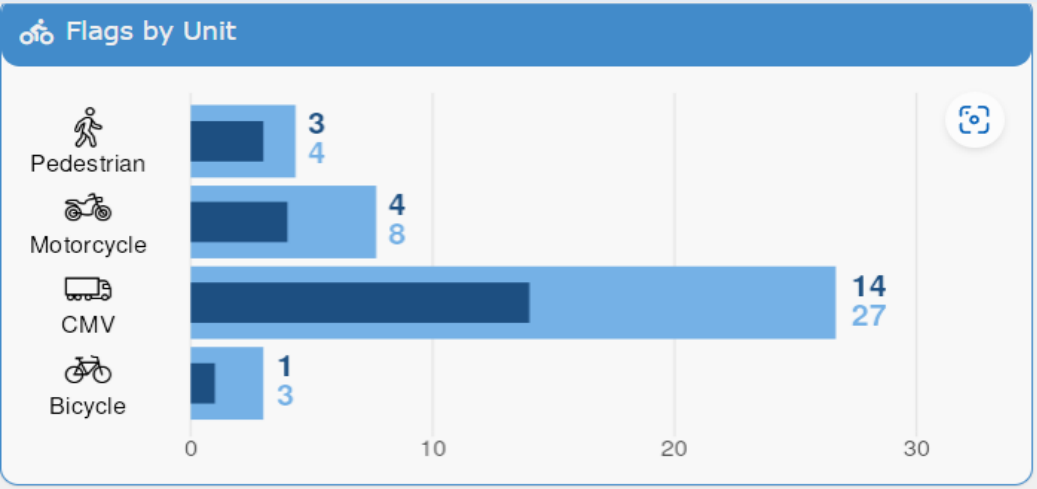
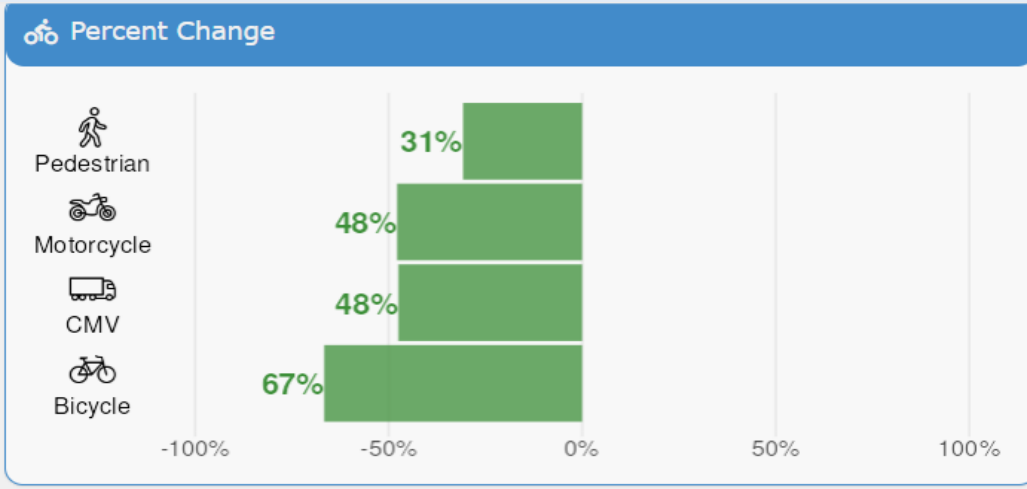
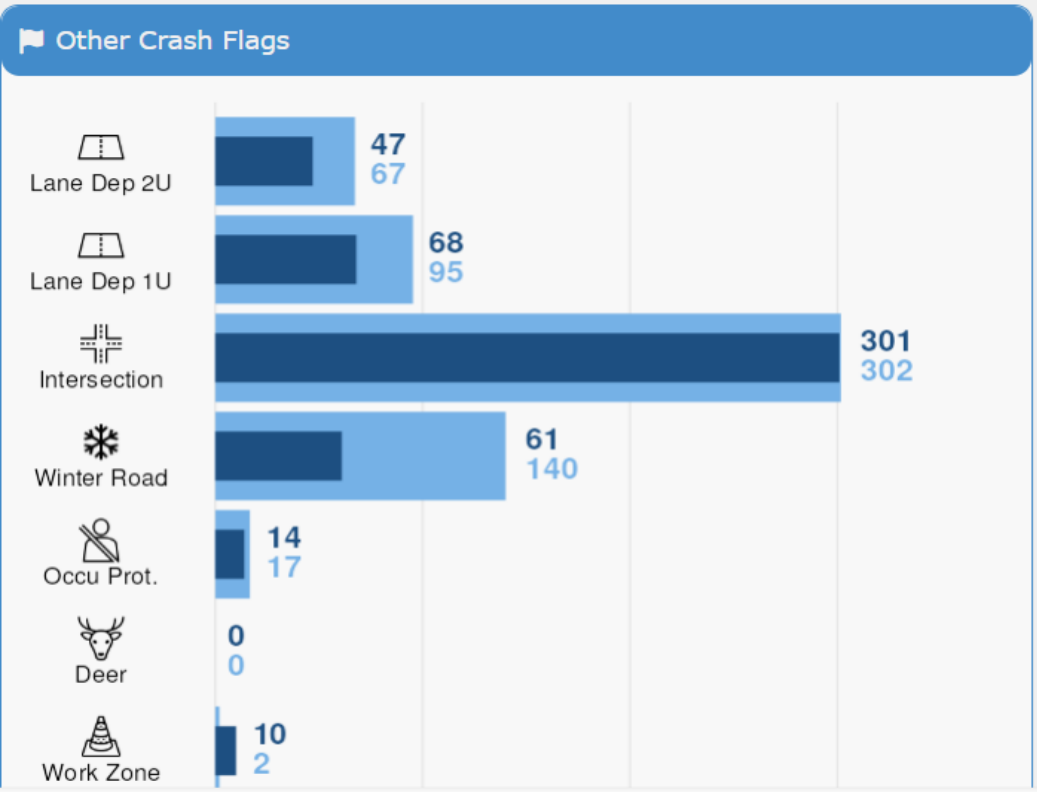


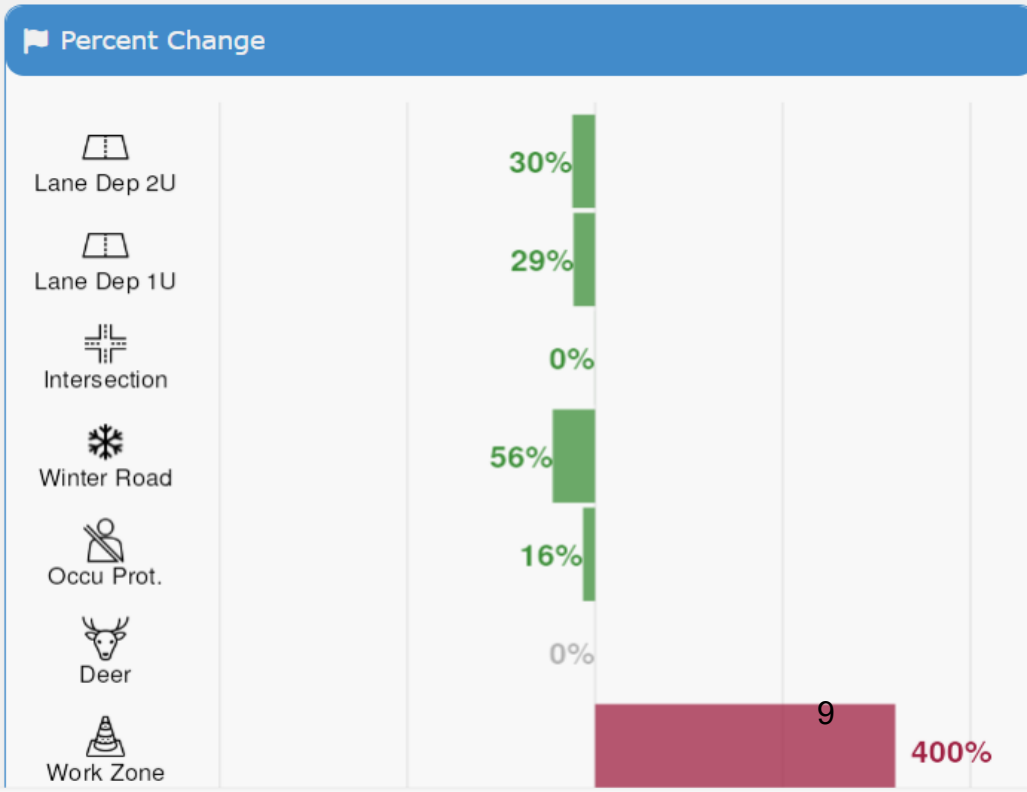
January to June 2024

3 Year Average – Eau Claire PD





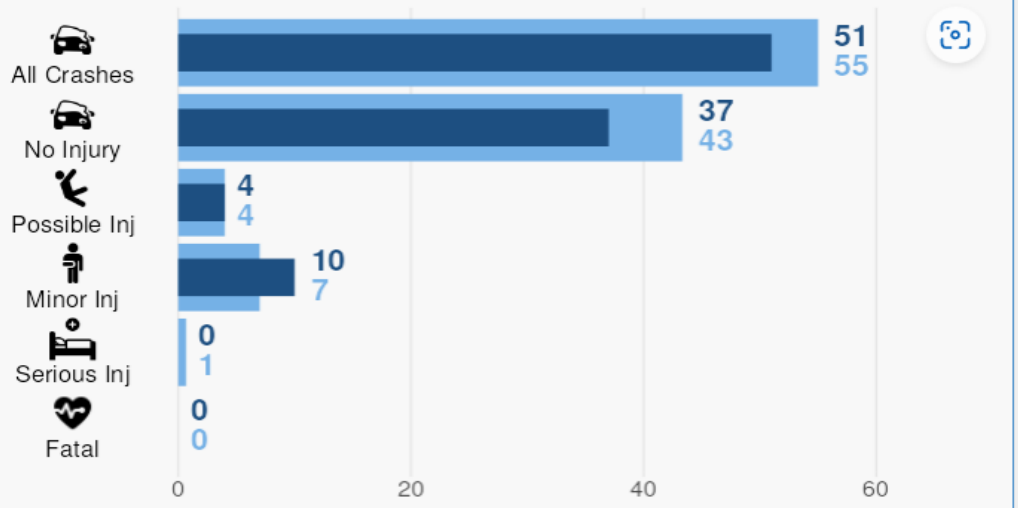




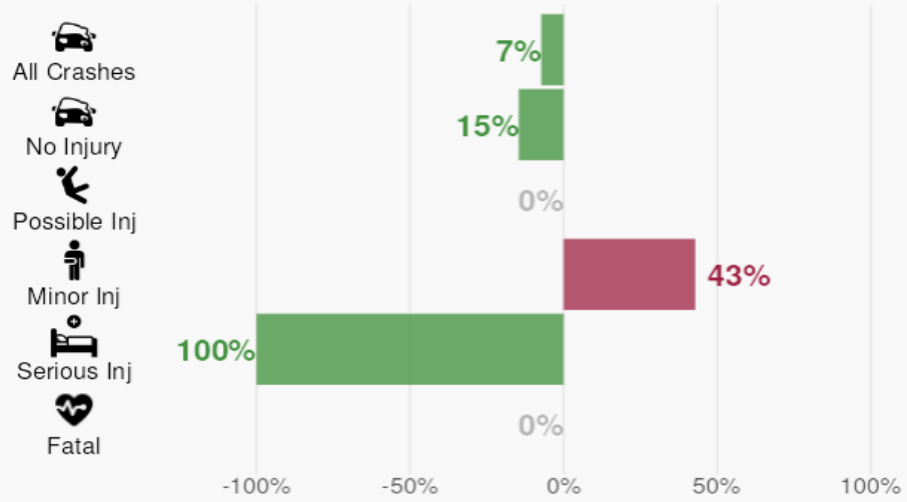
January to June 2024

3 Year Average – Altoona PD

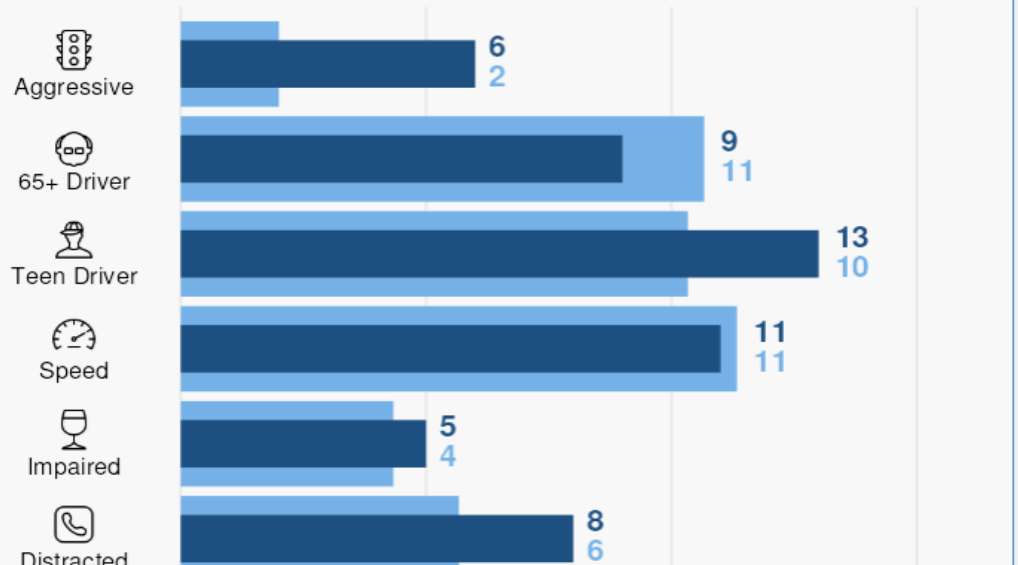
Crashes by Injury Severity



Percent Change



Driver Behavior



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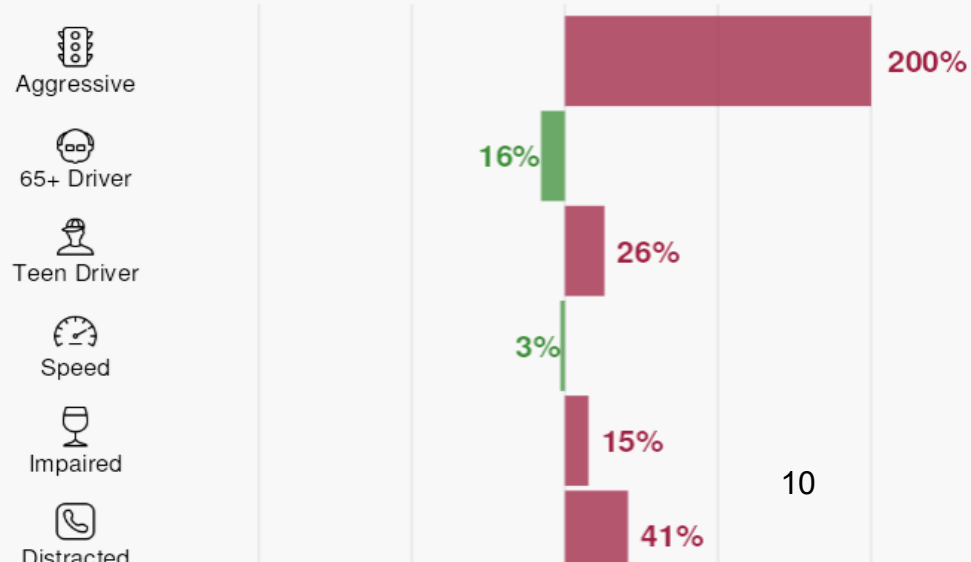
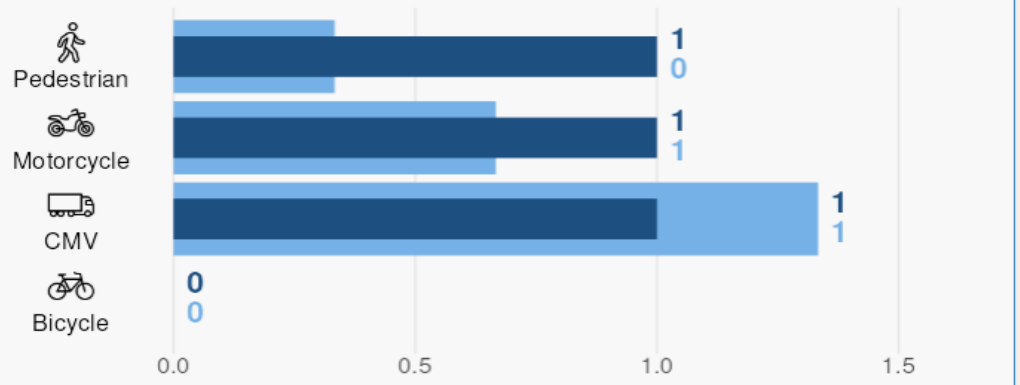


January to June 2024

3 Year Average – Altoona PD

Flags by Unit



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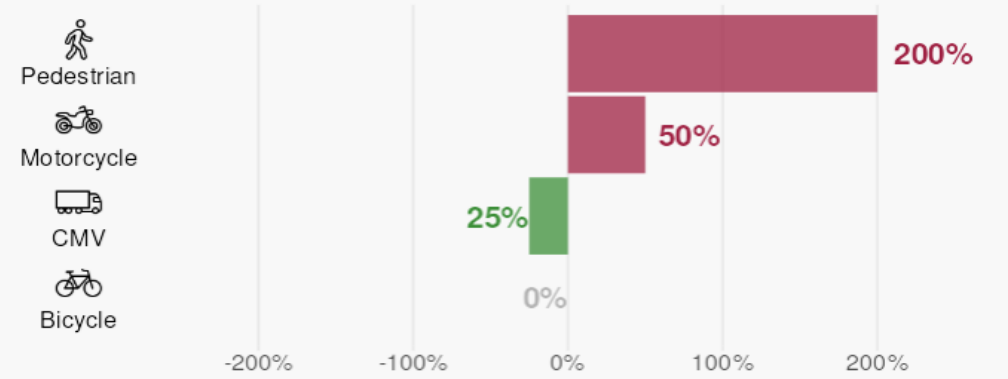
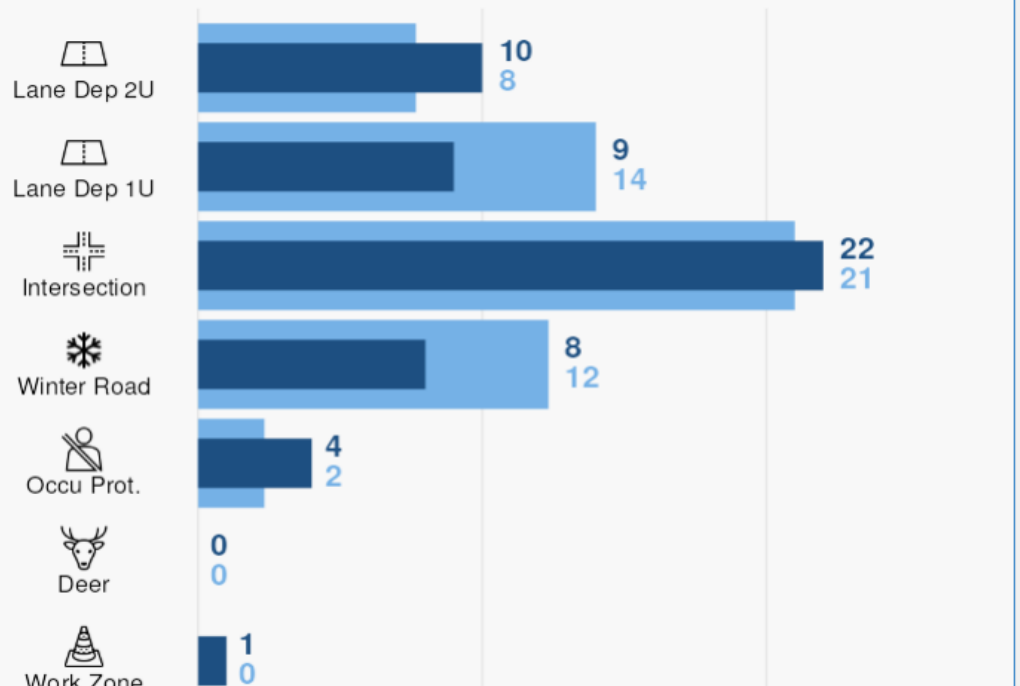


Other Crash Flags



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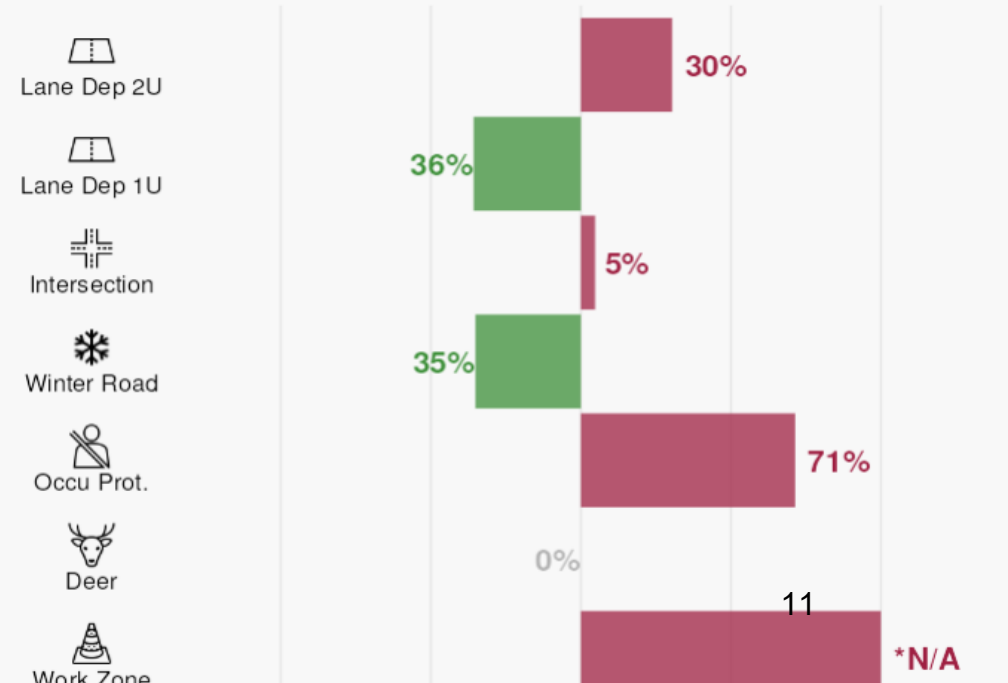
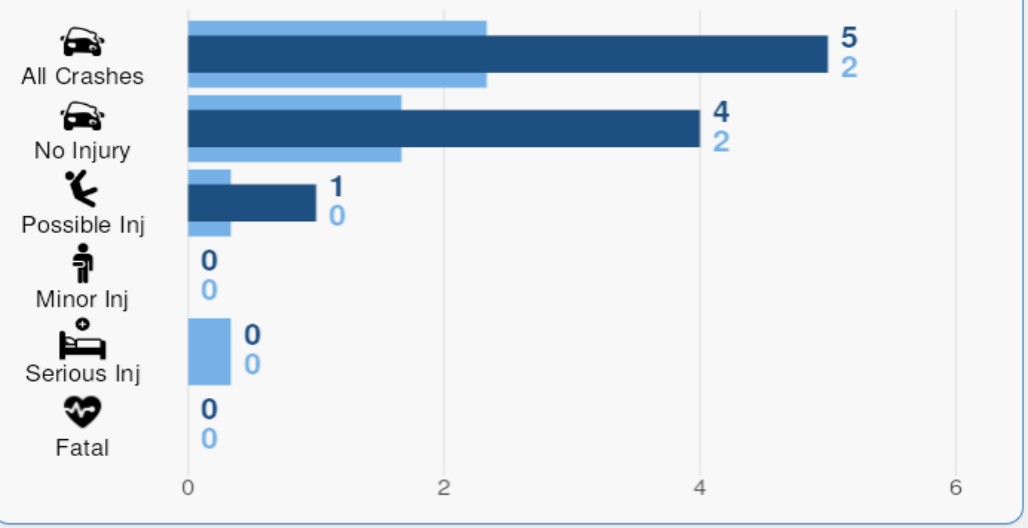


January to June 2024

3 Year Average Augusta PD

Crashes by Injury Severity



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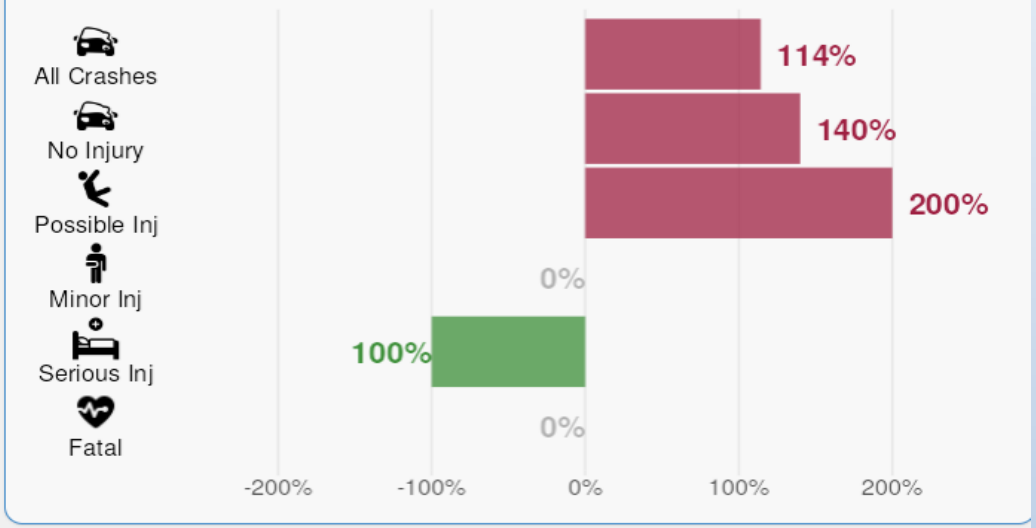
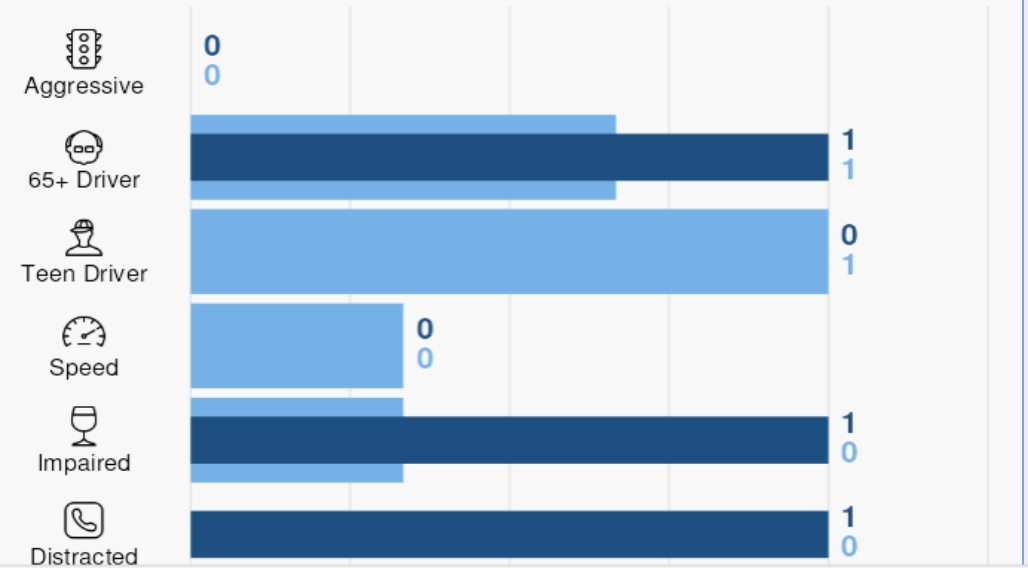


Driver Behavior



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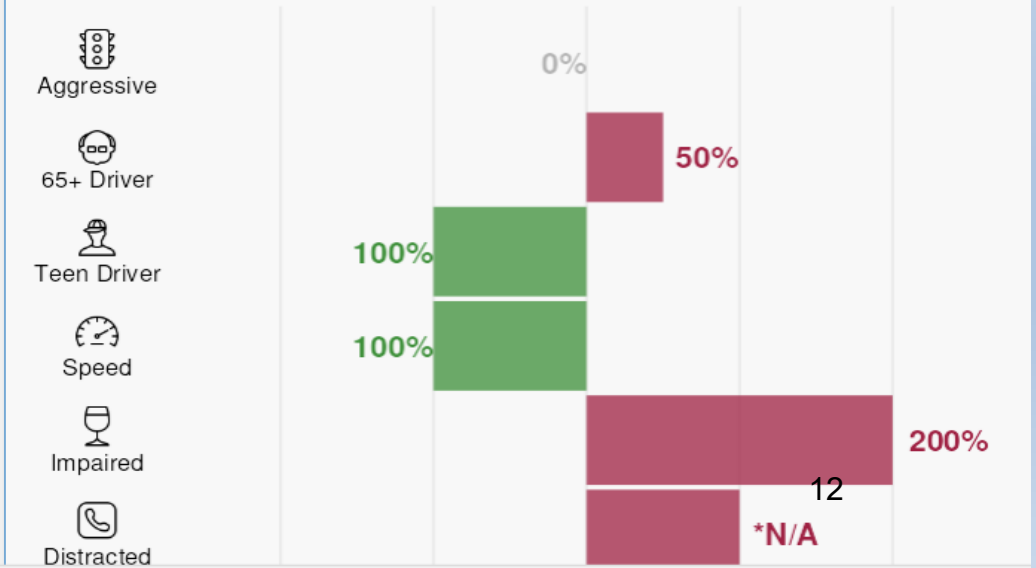
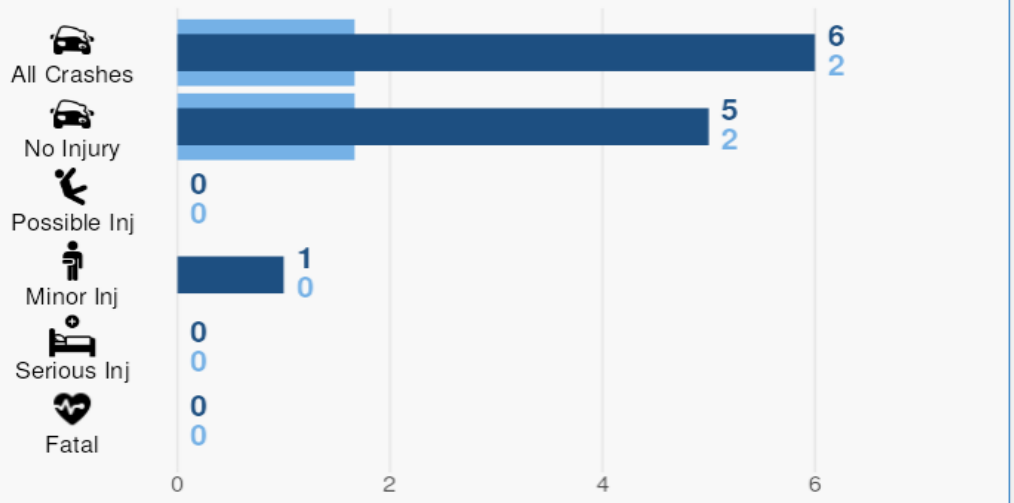


January to June 2024

3 Year Average Fall Creek PD

Crashes by Injury Severity



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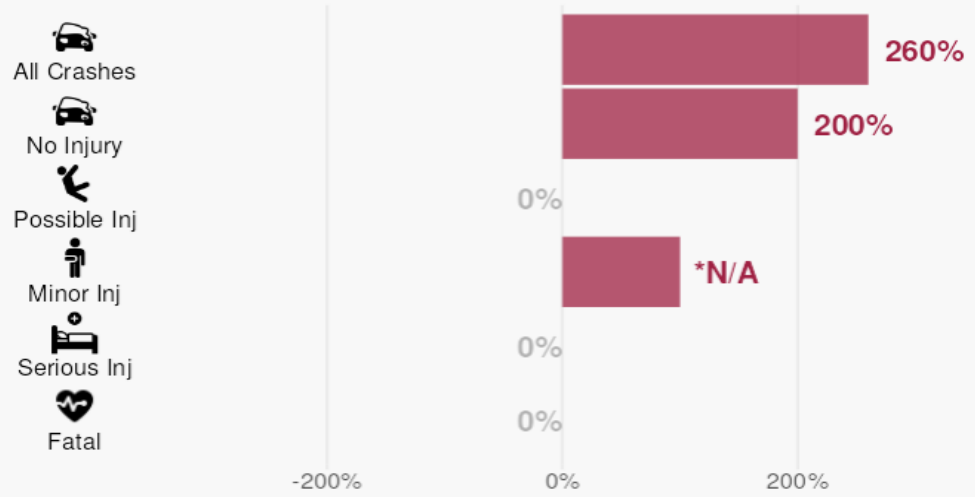

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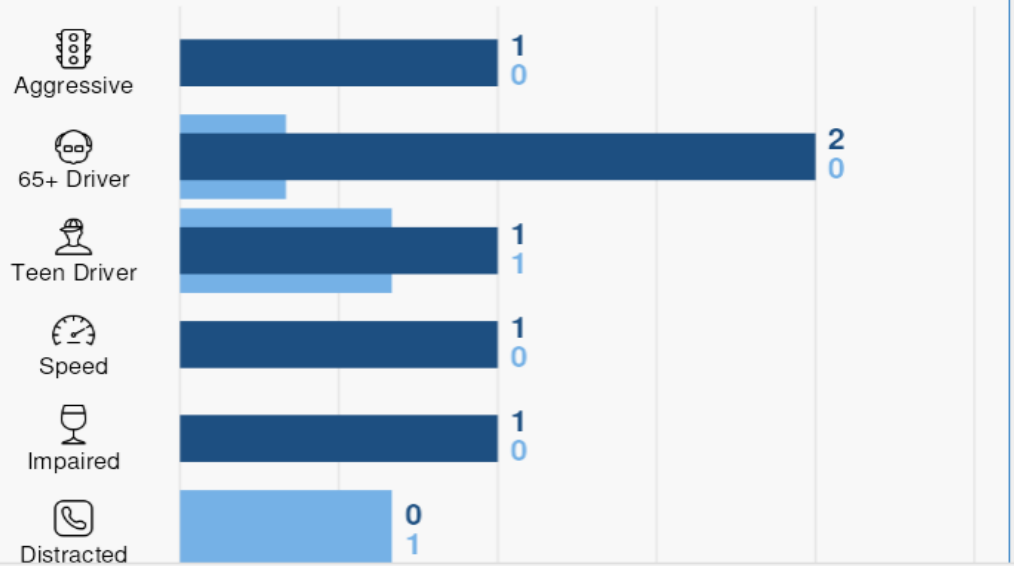

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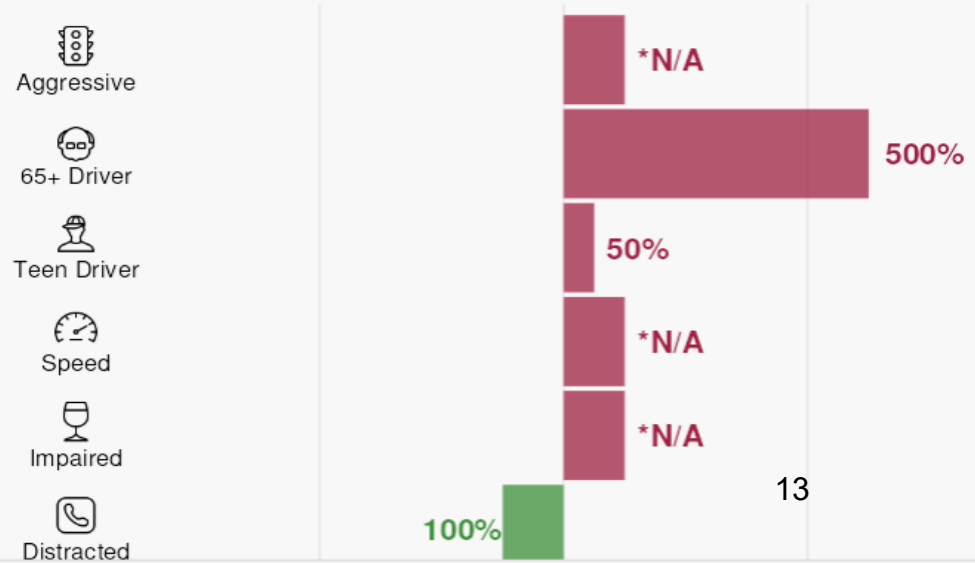
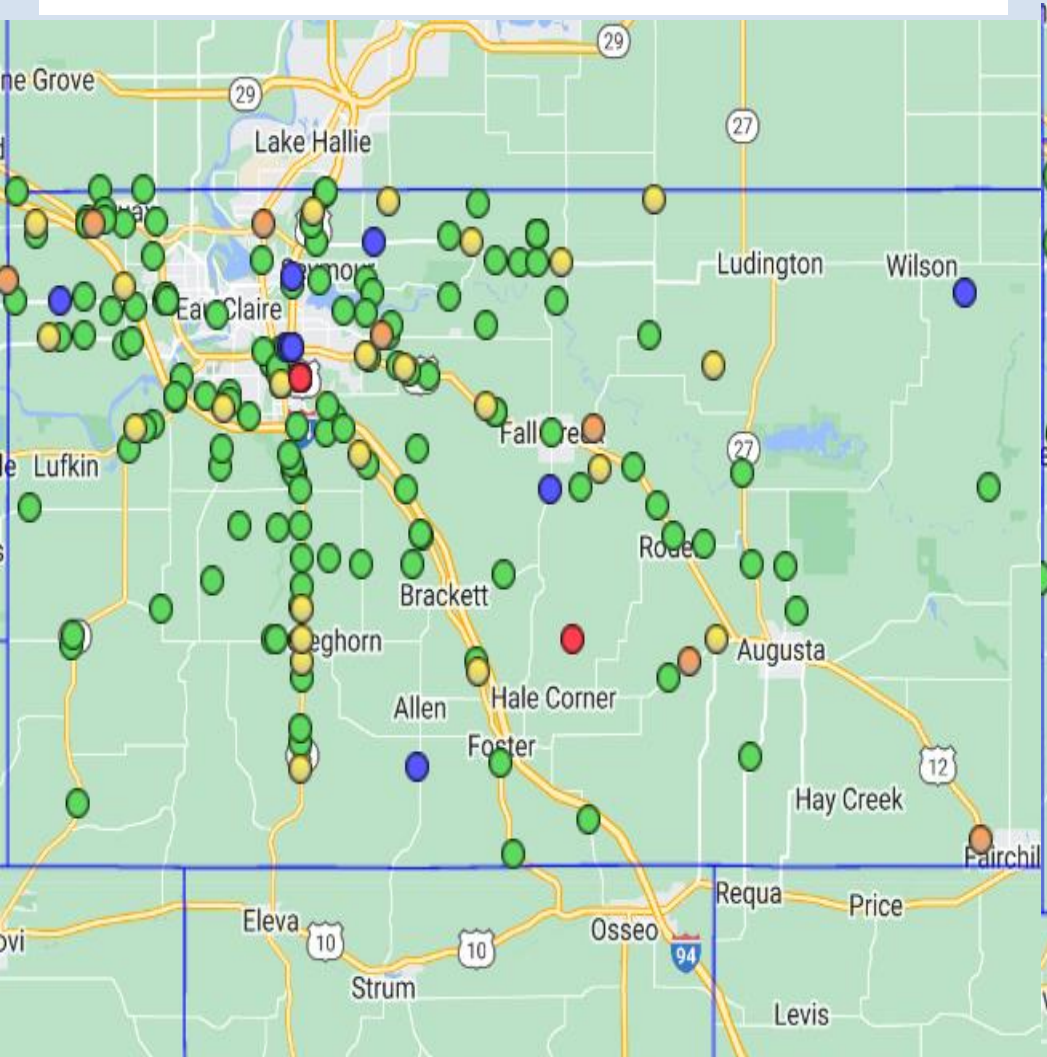


Eau Claire County Sheriff

(K,A,B,C,O) 1-01-24 to 6-30-24

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

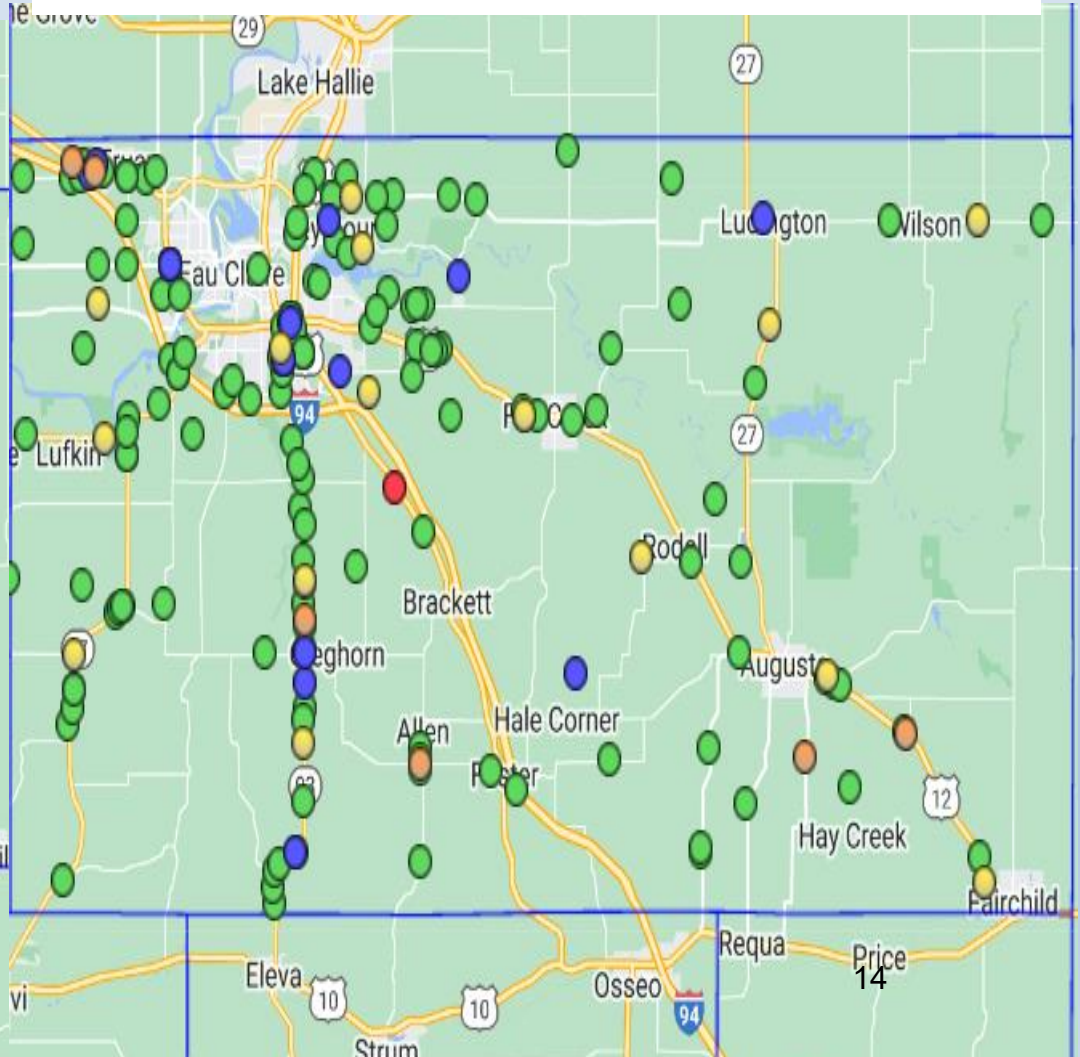
There were **198** total crashes reported resulting in **2** fatalities and **54** injuries. Of this total, **195** crashes are mapped. **[More]**



(K,A,B,C,O) 1-01-23 to 6-30-23

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

There were **193** total crashes reported resulting in **1** fatalities and **52** injuries. Of this total, **192** crashes are mapped. **[More]**

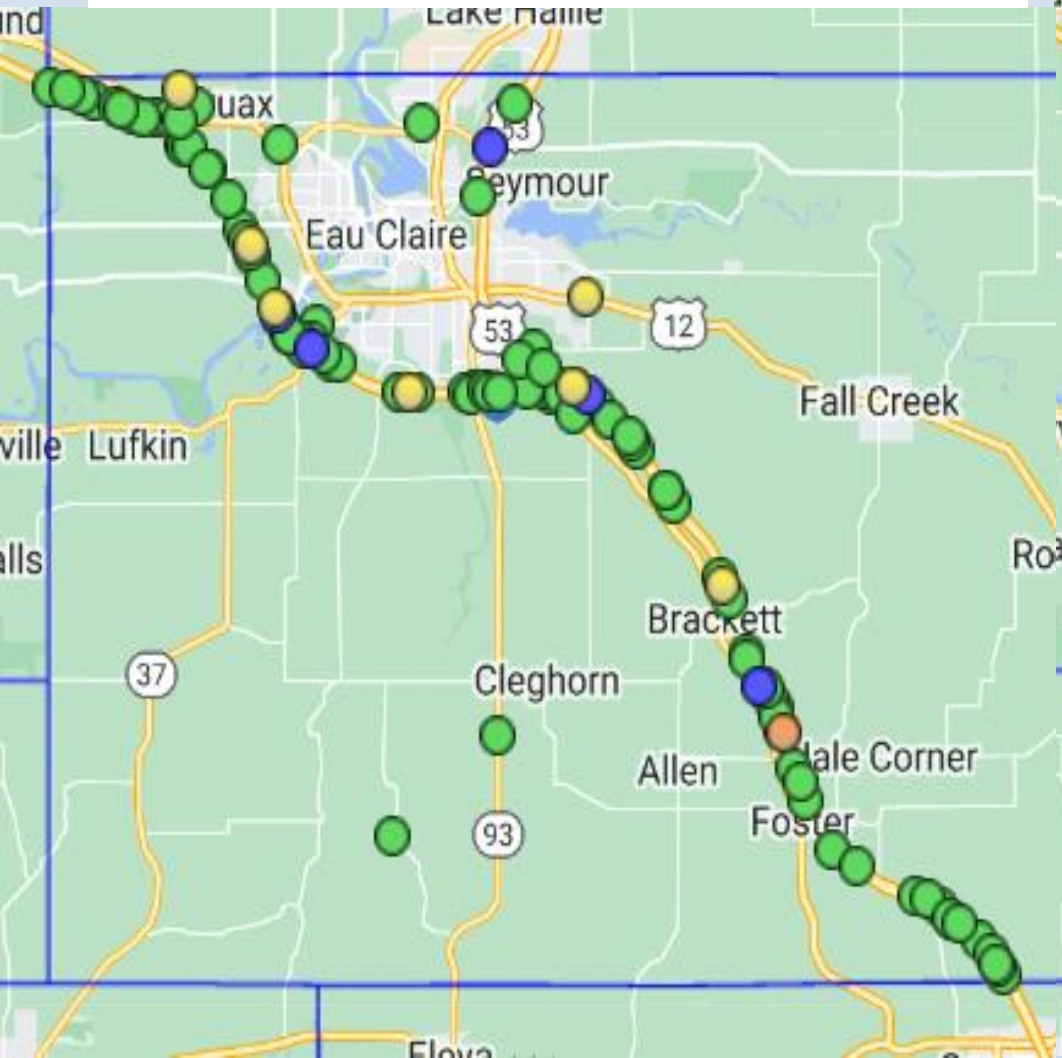


WI State Patrol NWR/EAU

(K,A,B,C,O) 1-01-24 to 6-30-24

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

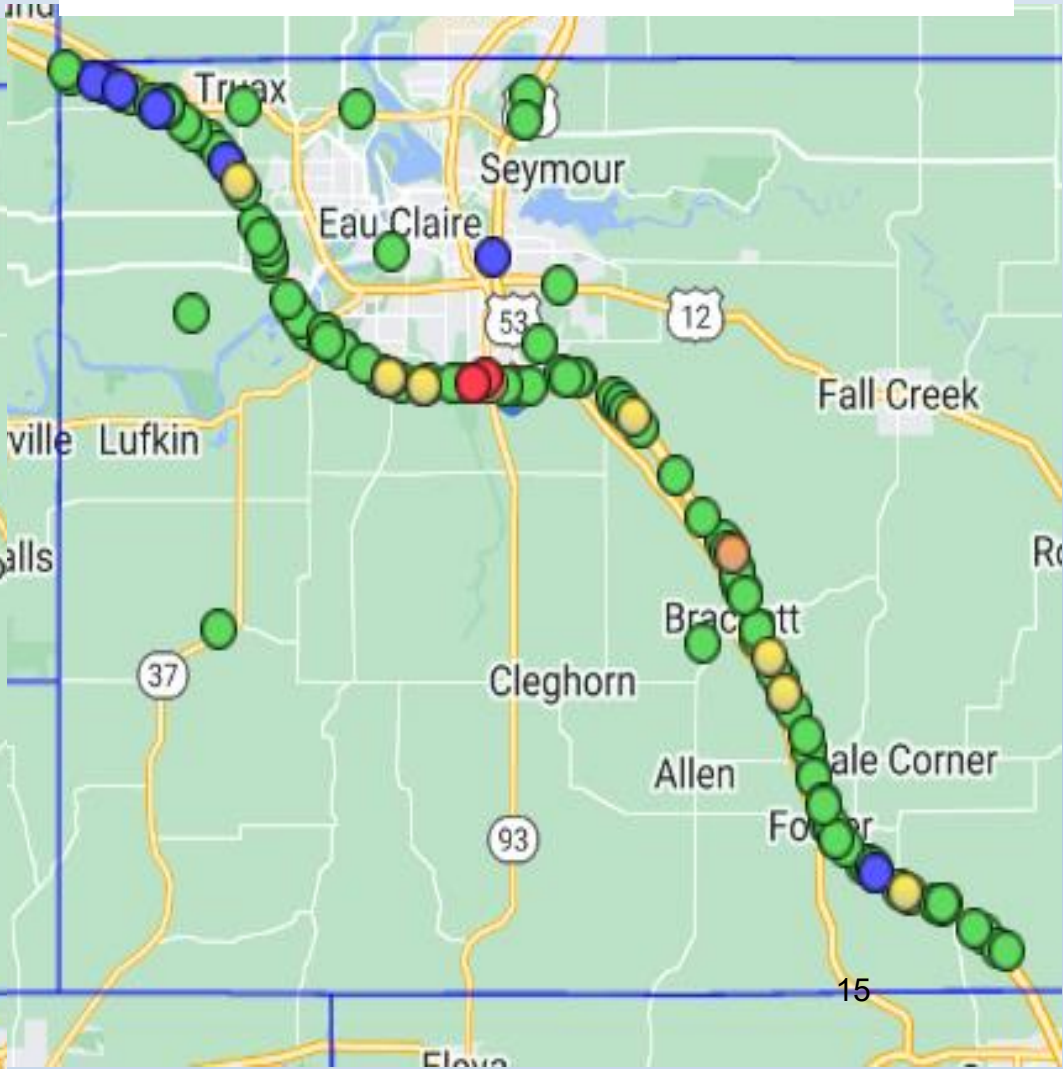
There were **118** total crashes reported resulting in **0** fatalities and **17** injuries. Of this total, **117** crashes are mapped. **[More]**



(K,A,B,C,O) 1-01-23 to 6-30-23

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

There were **136** total crashes reported resulting in **2** fatalities and **30** injuries. Of this total, **135** crashes are mapped. **[More]**



WISCONSIN FATALITY TOTALS

7/21/2024

	Year to Date		Year End Totals	
	Crashes	Fatalities	Crashes	Fatalities
2024	**243**	**285**		
2023	278	302	512	563
2022	283	309	545	593
2021	254	272	544	593
2020	260	292	538	591
2019	241	261	510	550
5 Year Average	**263**	**287**	**530**	**578**

	2024 Interstate Data		2023 Interstate Data	
	Crashes	Fatalities	Crashes	Fatalities
Rural	10	10	16	20
Urban	3	3	4	4

2024 Roles		2023 Roles	
BICYCLIST	1	BICYCLIST	3
DRIVER	153	DRIVER	159
MC DRIVER	41	MC DRIVER	50
MC PASSENGER	6	MC PASSENGER	3
PASSENGER	55	PASSENGER	50
PEDESTRIAN	28	PEDESTRIAN	37
UNKNOWN	1		

WISCONSIN FATALITY TOTALS

SAFEST AND WORST MONTHS OF JUNE

June 2024 (as of 07-01-24)

As of this morning, we are at 48 killed in 39 crashes. Please note that additional fatalities may be incurred because a person is considered a fatality if they pass on within 30 days as a result of their crash.

June 2024 tentative: 48 killed in 39 fatal crashes.
June 2023: 58 killed in 55 fatal crashes.
5-yr average for June (2019-2023): 59 killed in 53 crashes.

10 Safest Junes (since WW II):

41 -- 2019
44 -- 2015
45 -- 1946
49 -- 2014
52 -- 1950, 2011
55 -- 1992, 1994, 2008, 2010

10 Worst Junes (since WW II):

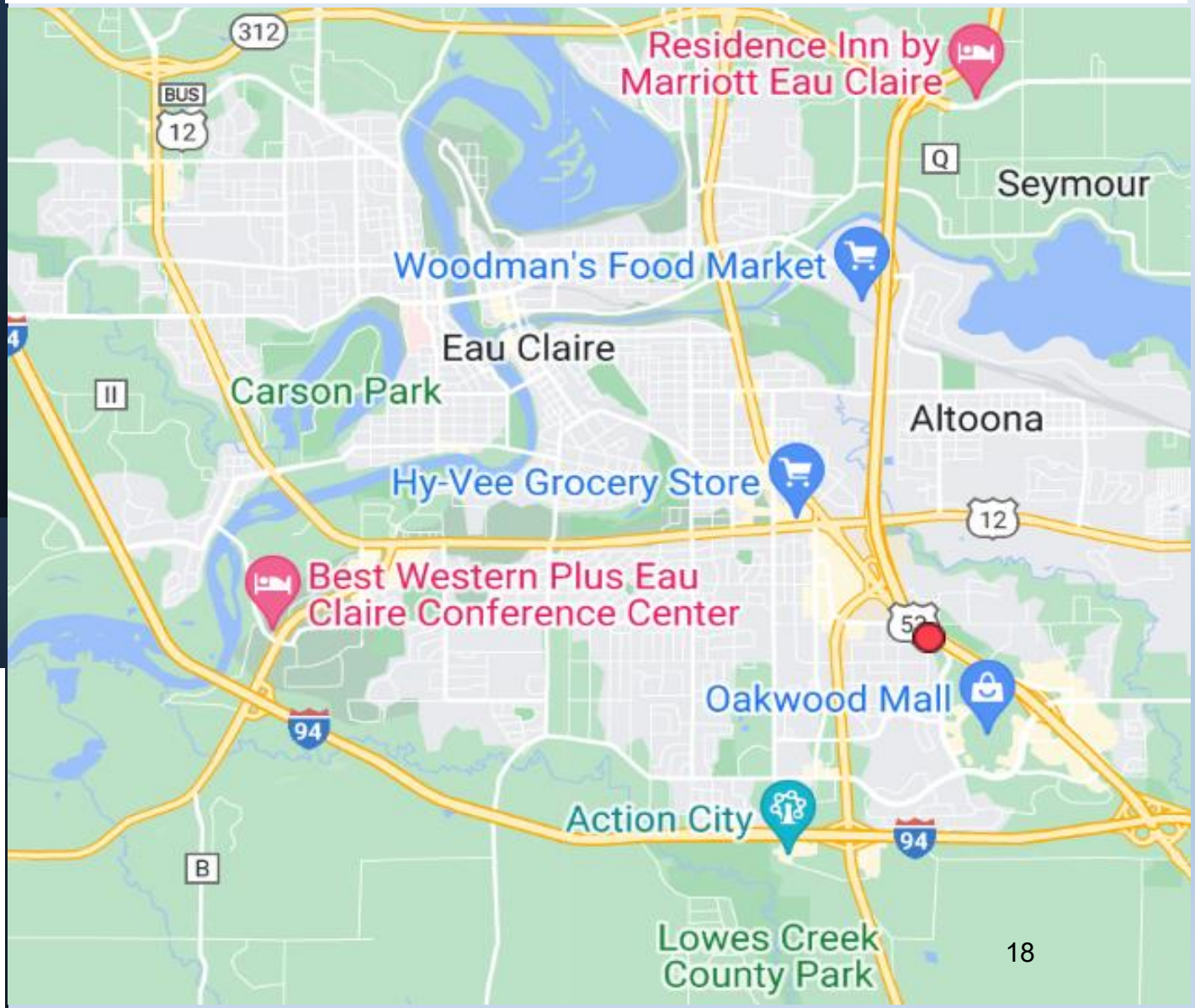
115 -- 1956
114 -- 1962
113 -- 1967
110 -- 1969, 1973
109 -- 1978
106 -- 1972, 1988
104 -- 1966, 1979

EAU CLAIRE FATALITY TOTALS

4/23/24
7/23/24

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

There were **1** total crashes reported resulting in **1** fatalities and **2** injuries. Of this total, **1** crashes are mapped. **[More]**



2WL0B2G273
PINE LODGE RD AT OAKWOOD HILLS PKWY
WASHINGTON (T), EAU CLAIRE County
(K) Fatality
06/25/2024
Flags: Distracted, Occp Protection, 65+ Driver, Lane Depart 2U+

FATAL CRASH REVIEW

6/25/2024 at 11:11 AM

Cypress St. at Oakwood Hills PKWY in town of Washington.

2 vehicle intersection related crash involving a driver who failed to yield right of way while making a left turn into the path of an oncoming vehicle.

2 Injuries with 1 fatality.

Daylight with clear and dry conditions in 30 MPH zone. Full closure for 1 hour.

Intersection was traffic light controlled with level and straight construction.

(715) 839-4701

2WL0B2G273

Document Number Override	Primary Crash Document #	Agency Crash Number	Investigating Officer/Deputy
			B. GUTH

Crash Date	Crash Time	Date Arrived	Time Arrived
06/25/2024	11:11 AM	06/25/2024	11:18 AM

Date Notified	Time Notified	Total Units	Total Injured	Total Killed
06/25/2024	11:12 AM	02	02	01

☐ On Emergency	☐ Hit and Run	☑ Lane Closure	☐ Work Zone	☐ Trailer or Towed	☐ Reporting Threshold

☐ Government Property	☐ Active School Zone	School Bus Related: NO	Tags

☑ Reportable	Crash Type: DT4000 (STANDARD CRASH)	☐ Amended	☐ Secondary Crash

Description

Diagram

Reconstruction By
EAU CLAIRE COUNTY SHERIFF

Photos By
DEPUTY PRUDLICK

Additional Information
FATAL CRASH SUPPLEMENT, PHOTOS, RECONSTRUCTION, WITNESS STATEMENTS

UNIT 1 WAS STOPPED IN THE LEFT TURN LANE OF THE EASTBOUND LANE OF OAKWOOD HILLS PARKWAY AT THE INTERSECTION OF CYPRESS ST. OPERATOR OF UNIT 1 STATED THE TRAFFIC LIGHT TURNED GREEN AND WAITED FOR A VEHICLE TO PROCEED WEST IN LANE 1 OF WESTBOUND OAKWOOD HILLS PKWY. UNIT 2 WAS TRAVELING IN LANE 2 OF WESTBOUND OAKWOOD HILLS PKWY. UNIT 1 STARTED TO MAKE A LEFT TURN, NORTH ONTO CYPRESS ST WHEN UNIT 2 ENTERED THE INTERSECTION AND STRUCK UNIT 1. UNIT 1 CAME TO REST ON THE NORTH SIDE OF THE INTERSECTION PARTIALLY ON THE SIDEWALK. UNIT 2 CAME TO REST IN LANE 2 OF THE WESTBOUND LANE OF OAKWOOD HILLS PKWY. BOTH INDIVIDUALS IN UNIT 1 WERE TRANSPORTED TO MAYO HOSPITAL WITH SERIOUS INJURIES. THE PASSENGER OF UNIT 2 WAS TRANSPORTED TO MAYO HOSPITAL AND THEN DIED AS A RESULT OF THE INJURIES SUSTAINED IN THE CRASH.

Unit #1 Driver's View

Unit #2 Driver's View

Unit #1 was a ‘19 Pacifica driven by a 75-year-old male. The driver was wearing a seatbelt with airbag deployment and reported serious injuries.

Unit #1 driver performed a left turn and pulled in front of oncoming traffic. FYR.

Unit #1 driver was not trapped or ejected and received ground transport by EMS.

Alcohol and Drugs were not suspected with no test given.

Location

ON PINE LODGE RD 26 FT N OF OAKWOOD HILLS PKWY IN THE TOWN OF WASHINGTON IN EAU CLAIRE COUNTY	Latitude: 44.784105103	Longitude: -91.448813908
	X Coordinate: 148048.1875	Y Coordinate: 4968603
	Structure Type: NO STRUCTURE	

Crash Scene

First Harmful Event: MOTOR VEH IN TRANSPORT		First Harmful Event Location: ON ROADWAY	
Manner of Collision: 02 - FRONT TO FRONT		Light Condition: DAYLIGHT	
Road Surface Condition(s): DRY		Roadway Factor(s): NONE	
Environment Factor(s): VISUAL OBSTRUCTION (S), OTHER			
Weather Condition(s): CLEAR			
Animal Type		Relation To Trafficway: TRAFFICWAY - ON ROAD	
Crash Classification - Location: PUBLIC PROPERTY		Crash Classification - Jurisdiction: NO SPECIAL JURISDICTION	
Tribal Land		Access Control: NO CONTROL	Special Study
Within Interchange Area: NO	Junction Location: INTERSECTION	Intersection Type: FOUR-WAY INTERSECTION	
Closure Type: FULL CLOSURE		Reasons for Closure: LAW ENFORCEMENT, TOW TRUCK, FIRE/EMS	
Date Initial Lane/Rd Closed: 06/25/2024	Time Initial Lane/Rd Closed: 11:18 AM		
Date All Lanes Open: 06/25/2024	Time All Lanes Open: 12:03 PM	Date Scene Cleared: 06/25/2024	Time Scene Cleared: 12:04 PM

Unit Summary

UNIT 01

Unit Status: IN TRANSIT		Vehicle Operating As Classification: D CLASS		Unit Type: AUTOMOBILE
Vehicle Type: PASSENGER CAR				Operating As Endorsements
Total Occs: 2	Train/Bus # Recorded	Total # Citations Issued: 0	Total Trailers: 0	Total HazMat Types: 0
Insurance?: YES	Direction Of Travel: EASTBOUND	☐ Pre CrashTire Mark	Speed Limit: 30	Total Lanes: 2
Most Harmful Event: Collision With: MOTOR VEH IN TRANSPORT		Special Function: NO SPECIAL FUNCTION		Emergency Motor Vehicle Use: NOT APPLICABLE
Traffic Way: TWO-WAY, DIVIDED, UNPROTECTED (PAINTED > 4		Traffic Control: TRAFFIC SIGNAL		Traffic Control Inoperative/Missing: NO
Surface Type: BLACKTOP (BITUMINOUS)		Road Curvature: STRAIGHT		Road Grade: LEVEL
Truck Bus or HazMat: NO				

Vehicle

UNIT 01

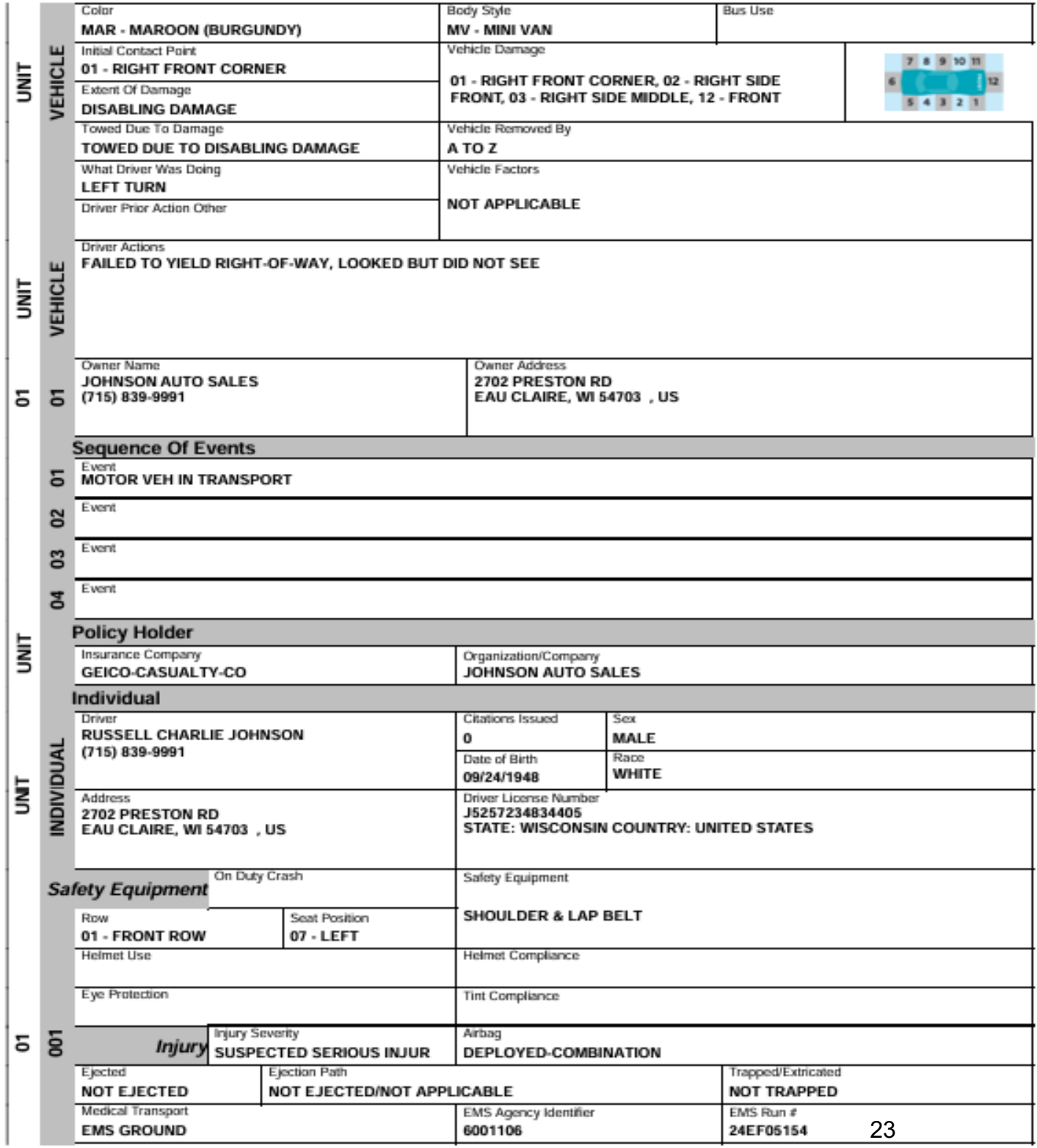
License Plate Number: MV894A	Plate Type: DLR - DEALER	St: WI	Country of Issuance: UNITED STATES
Vehicle Identification Number: 2C4RC1BG1KR625319	Make: CHRYSLER	Year: 2019	Model: PACIFICA

DT4000 reports a “Visual Obstruction” under Environmental Factors in the CRASH SCENE heading

Unit #1 passenger was a 73-year-old female who was not trapped or ejected.

They were wearing a seatbelt and had airbag deployment.

The passenger received serious injuries with ground transport by EMS.



UNIT 01 — VEHICLE

Color: MAR - MAROON (BURGUNDY)	Body Style: MV - MINI VAN
	Bus Use:
Initial Contact Point: 01 - RIGHT FRONT CORNER	Vehicle Damage: 01 - RIGHT FRONT CORNER, 02 - RIGHT SIDE FRONT, 03 - RIGHT SIDE MIDDLE, 12 - FRONT
Extent Of Damage: DISABLING DAMAGE	
Towed Due To Damage: TOWED DUE TO DISABLING DAMAGE	Vehicle Removed By: A TO Z
What Driver Was Doing: LEFT TURN	Vehicle Factors: NOT APPLICABLE
Driver Prior Action Other:	

Driver Actions: FAILED TO YIELD RIGHT-OF-WAY, LOOKED BUT DID NOT SEE

UNIT 01 — VEHICLE 01

Owner Name: JOHNSON AUTO SALES (715) 839-9991	Owner Address: 2702 PRESTON RD EAU CLAIRE, WI 54703 , US

Sequence Of Events

01	Event: MOTOR VEH IN TRANSPORT
02	Event:
03	Event:
04	Event:

UNIT 01 — INDIVIDUAL 001

Policy Holder

Insurance Company: GEICO-CASUALTY-CO	Organization/Company: JOHNSON AUTO SALES

Individual

Driver: RUSSELL CHARLIE JOHNSON (715) 839-9991	Citations Issued: 0	Sex: MALE
	Date of Birth: 09/24/1948	Race: WHITE
Address: 2702 PRESTON RD EAU CLAIRE, WI 54703 , US	Driver License Number: J5257234834405 STATE: WISCONSIN COUNTRY: UNITED STATES	

Safety Equipment

On Duty Crash:	Safety Equipment: SHOULDER & LAP BELT	
Row: 01 - FRONT ROW	Seat Position: 07 - LEFT	
Helmet Use:	Helmet Compliance:	
Eye Protection:	Tint Compliance:	

Injury

Injury Severity: SUSPECTED SERIOUS INJUR	Airbag: DEPLOYED-COMBINATION	
Ejected: NOT EJECTED	Ejection Path: NOT EJECTED/NOT APPLICABLE	Trapped/Extricated: NOT TRAPPED
Medical Transport: EMS GROUND	EMS Agency Identifier: 6001106	EMS Run #: 24EF05154

Wisconsin Motor Vehicle Crash Form DT4000

This report does not include any CJIS data.

3 of 8

Crash Date 06/25/2024

Crash Time 11:11 AM

Unit #2 was a ’12 Ford Explorer driven by a 41-year-old female. The driver was not wearing a seatbelt with airbag deployment.

Unit #2 driver was not trapped or ejected with no injury reported.

Unit #2 driver was determined to be distracted by looking away from the task of driving. The source of the distraction was listed as the passenger.

Unit #2 was not suspected of ETOH/Drugs, with no test completed.

UNIT 01 — INDIVIDUAL 001

Hospital: MAYO CLINIC HEALTH SYS-EAU CLAIRE	Date of Death:	Time of Death:
Distracted By — Distracted By Source: NOT APPLICABLE (NOT DISTRACTED)		
Distracted By Action: NOT DISTRACTED		
Non Motorist — Striking Unit #:	Location:	
Prior Action:		
Action:		
Action Other:		To/From School:
Drug & Alcohol — Suspected Alcohol Use: NO	Suspected Drug Use: NO	
Alcohol Test Given: TEST NOT GIVEN	Alcohol Test Type:	Alcohol Test Results:
Drug Test Given: TEST NOT GIVEN	Drug Test Type:	Drug Test Results:
Drug Type:		
Individual Condition: APPEARED NORMAL		

UNIT 01 — INDIVIDUAL 002

Individual

Passenger: JANE MARIE JOHNSON (715) 839-9991	Citations Issued: 0	Sex: FEMALE
	Date of Birth: 06/26/1950	Race: WHITE
Address: 2702 PRESTON RD EAU CLAIRE, WI 54703 , US	Driver License Number: J5254535072603 STATE: WISCONSIN COUNTRY: UNITED STATES	
Safety Equipment — On Duty Crash:	Safety Equipment: SHOULDER & LAP BELT	
Row: 01 - FRONT ROW	Seat Position: 09 - RIGHT	
Helmet Use:	Helmet Compliance:	
Eye Protection:	Tint Compliance:	
Injury — Injury Severity: SUSPECTED SERIOUS INJUR	Airbag: DEPLOYED-COMBINATION	
Ejected: NOT EJECTED	Ejection Path: NOT EJECTED/NOT APPLICABLE	Trapped/Extricated: NOT TRAPPED
Medical Transport: EMS GROUND	EMS Agency Identifier: 6001106	EMS Run #: 24EF05154
Hospital: MAYO CLINIC HEALTH SYS-EAU CLAIRE	Date of Death:	Time of Death:

Unit #2 passenger was a 45-year-old male. He was not wearing a seatbelt with combination airbag deployment.

Not trapped or ejected from the vehicle.

Unit #2 passenger was believed to be under the influence of drugs.

Unit #2 passenger received ground transport by EMS but listed as a fatal injury.

(715) 839-4701

UNIT 01 — INDIVIDUAL 002

Distracted By
Distracted By Source
Distracted By Action

Non Motorist
Striking Unit #
Location
Prior Action
Action
Action Other
To/From School

Drug & Alcohol
Suspected Alcohol Use: NO
Suspected Drug Use: NO
Alcohol Test Given: TEST NOT GIVEN
Alcohol Test Type
Alcohol Test Results
Drug Test Given: TEST NOT GIVEN
Drug Test Type
Drug Test Results
Drug Type
Individual Condition: APPEARED NORMAL

Unit Summary

UNIT 02

Unit Status: IN TRANSIT		Vehicle Operating As Classification: D CLASS		Unit Type: AUTOMOBILE
Vehicle Type: PASSENGER CAR				Operating As Endorsements
Total Occs: 2	Train/Bus # Recorded	Total # Citations Issued: 0	Total Trailers: 0	Total HazMat Types: 0
Insurance?: YES	Direction Of Travel: WESTBOUND	☐ Pre CrashTire Mark	Speed Limit: 30	Total Lanes: 2
Most Harmful Event: Collision With: MOTOR VEH IN TRANSPORT		Special Function: NO SPECIAL FUNCTION		Emergency Motor Vehicle Use: NOT APPLICABLE
Traffic Way: TWO-WAY, DIVIDED, UNPROTECTED (PAINTED > 4		Traffic Control: TRAFFIC SIGNAL		Traffic Control Inoperative/Missing: NO
Surface Type: BLACKTOP (BITUMINOUS)		Road Curvature: STRAIGHT		Road Grade: LEVEL
Truck Bus or HazMat: NO				

Vehicle

UNIT 02

License Plate Number: AHW2266	Plate Type: AUT - AUTOMOBILE	St: WI	Country of Issuance: UNITED STATES
Vehicle Identification Number: 1FMHK7D83CGA12155	Make: FORD	Year: 2012	Model: EXPLORER
Color: WHI - WHITE	Body Style: UT - SPORT UTILITY VEHICLE		Bus Use
Initial Contact Point: 12 - FRONT			

Unit #1 driver was determined to be at fault for the crash.

The driver reported a green light, looked but did not see an oncoming vehicle as it turned left across 2 lanes of traffic.

The DT4000 mentions environmental factors causing a visual obstruction.

Unit #2 driver was identified as being distracted while driving which also led to the crash occurring.

UNIT VEHICLE 02

Extent Of Damage: DISABLING DAMAGE	Vehicle Damage: 01 - RIGHT FRONT CORNER, 02 - RIGHT SIDE FRONT, 10 - LEFT SIDE FRONT, 11 - LEFT FRONT CORNER, 12 - FRONT
Towed Due To Damage: TOWED DUE TO DISABLING DAMAGE	Vehicle Removed By: RODELL TOWING
What Driver Was Doing: GOING STRAIGHT	Vehicle Factors: NOT APPLICABLE
Driver Prior Action Other:	
Driver Actions: OTHER CONTRIBUTING ACTION	

Owner Name: CORY WAYNE HUIRAS (715) 379-5043	Owner Address: 3626 SEYMOUR RD # 34 EAU CLAIRE, WI 54703 , US

Sequence Of Events

01 Event: MOTOR VEH IN TRANSPORT	
02 Event:	
03 Event:	
04 Event:	

Policy Holder

Insurance Company: GEICO-CASUALTY-CO	Individual: CORY HUIRAS

UNIT INDIVIDUAL 003

Individual

Driver: SARAH MARIE HUIRAS (715) 379-8997	Citations Issued: 0	Sex: FEMALE
	Date of Birth: 09/07/1982	Race: WHITE
Address: 3626 SEYMOUR RD # 48 EAU CLAIRE, WI 54703 , US	Driver License Number: H6207938282702 STATE: WISCONSIN COUNTRY: UNITED STATES	

Safety Equipment

On Duty Crash		Safety Equipment: NONE USED - VEHICLE OCCUPANT
Row: 01 - FRONT ROW	Seat Position: 07 - LEFT	
Helmet Use		Helmet Compliance
Eye Protection		Tint Compliance

Injury

Injury Severity: NO APPARENT INJURY		Airbag: DEPLOYED-COMBINATION
Ejected: NOT EJECTED	Ejection Path: NOT EJECTED/NOT APPLICABLE	Trapped/Extricated: NOT TRAPPED
Medical Transport: NOT TRANSPORTED	EMS Agency Identifier	EMS Run #
Hospital	Date of Death	Time of Death

Community Maps Training Videos

Community Maps - Traffic Safety for Wisconsin

See the Community Maps Release Notes for important updates. About Community Maps crash data.

Search | Advanced | Predictive Analytics | Dashboard | TSC Resources | Training & Help | Admin | Contact | About

raining Welcome, thorn | Manage Account |

Community Maps Training & Help

Training Videos | User Guides | Technical Documentation

Training Videos

Description	Version
Safety Engineering Overview	June 2024
Impaired Driving Flag	June 2024
Crash Report Narratives	June 2024
Crash Data Quality - Introduction	March 2024
Crash Data Quality - What Caused the Crash	March 2024
Spring 2023 User Group Zoom Recording	March 2023

User Guides

Description	Version
Community Maps Summary Handout	August 2023
Crash Flag Definitions	March 2024
Crash Flag Technical Documentation	March 2024

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: Resources

Welcome, thorn | Manage Account |

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

Name	Description	Version
Regional Contact Information	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
TSC Guidelines (Revised Feb 2023)	Download the new TSC Guideline document.	February 2023
TSC Master Schedules	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
Wisconsin SHSP 2023-27	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
Legislative Summary	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
Teen Driver Safety	Customizable Power Point presentation intended for law enforcement to use in	June 2023

Community Maps Legislative Update

Community Maps - Traffic Safety for Wisconsin

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Welcome, thorn

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Teen Driver Safety Presentation	Customizable Power Point presentation intended for law enforcement to use in Driver's Education classes.	June 2023
Teen Driver Safety Resources	Additional resources to be used as needed in the Teen Driver Safety ppt presentation.	June 2023

Community Maps Virtual Office Hours

Second Monday of each Month from 12 pm to 1 pm

This is a great way to learn how to use Community Maps to promote traffic safety for your community and organization.

Community Maps Virtual Office Hours

Second Monday of Each Month from 12 to 1 PM

If you are interested in learning more about Community Maps or have questions that need answers, please join us on the second Monday of each month at noon, beginning on July 8th. Community Maps Virtual Office Hours will be held on Zoom. Simply click the link below to join us!

https://uwmadison.zoom.us/j/97091429213?pwd=FHjPsYlQxhYK1vxtWCiiOEvAAVmAhn.1

Scan the QR code to join the Zoom meeting!

Who Should Attend?

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

Why Should You Attend?

To explore exciting new features, learn and share best practices, get your questions answered, and provide feedback.

Community Maps provides Wisconsin's law enforcement agencies and county Traffic Safety Commissions (TSCs) with a statewide map of all police reported motor vehicle crashes from 2010 to the current year. Fatal crashes are included from 2001. Crashes are updated on a nightly basis using geo-coded locations from the Wisconsin Department of Transportation (WisDOT) DT4000 police crash report. The Community Maps system was designed to support and enhance traffic safety planning, resource allocation, and decision support at the local level, in particular through the regular review of crashes at each of the county TSC quarterly meetings.

GOVERNOR'S CONFERENCE ON HIGHWAY SAFETY

TSC Coordinator's Meeting & Dinner
49th 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 49th 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:

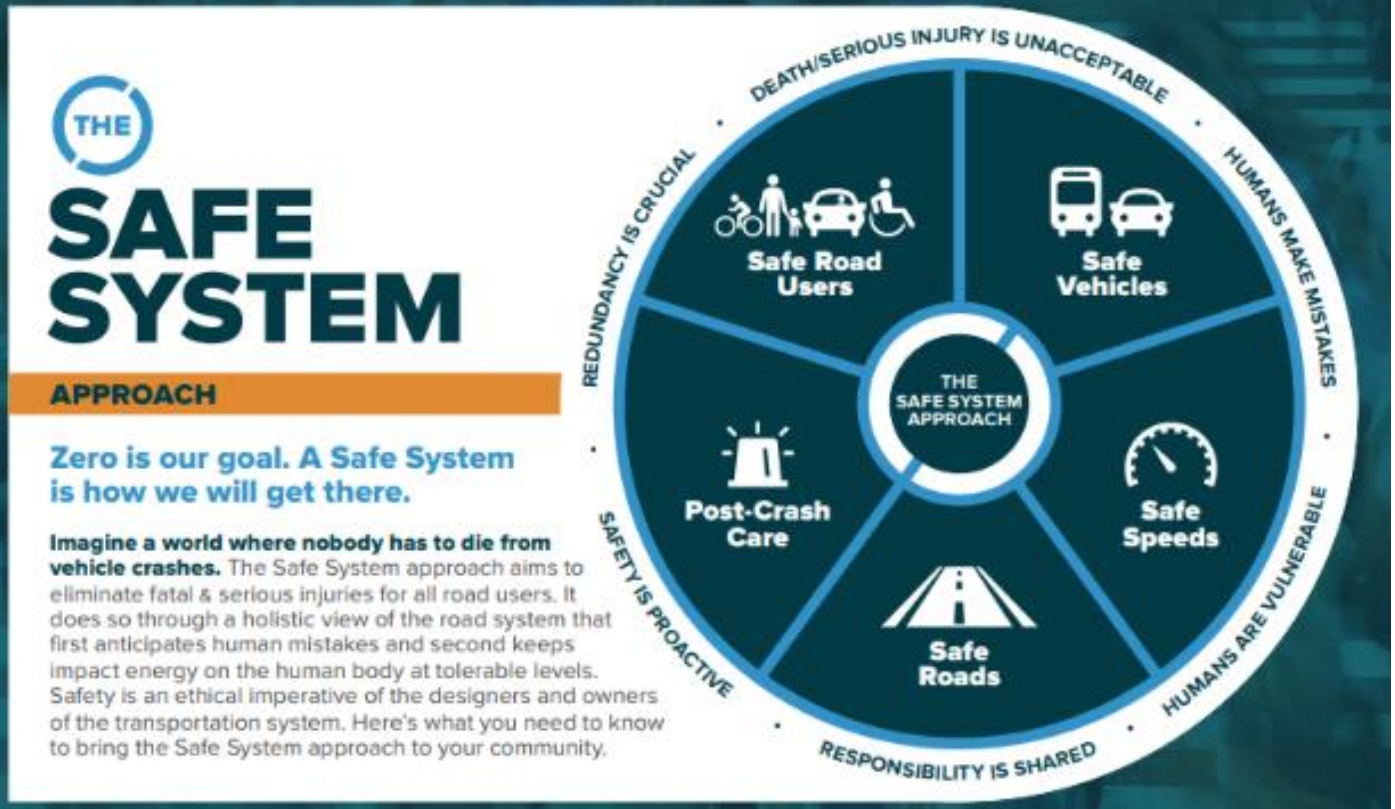
1. Introductions
2. Best Practices
3. TSC Guidelines and Other Coordinator Resources
4. Roundtable Discussion
5. Session Adjournment and Networking

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.

SAFE SYSTEM APPROACH

SAFE ROADS



Federal Highway Administration

Proven Safety Countermeasures in Rural Communities

U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

FHWA-SA-24-005

SPEED MANAGEMENT

Speed Safety Cameras

Variable Speed Limits

Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE

Wider Edge Lines

Enhanced Delineation for Horizontal Curves

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

SafetyEdge℠

Roadside Design Improvements at Curves

Median Barriers

INTERSECTIONS

Backplates with Retroreflective Borders

Corridor Access Management

Dedicated Left- and Right-Turn Lanes at Intersections

Reduced Left-Turn Conflict Intersections

Roundabouts

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Yellow Change Intervals

PEDESTRIANS/BICYCLES

Crosswalk Visibility Enhancements

Bicycle Lanes

Rectangular Rapid Flashing Beacons (RRFB)

Leading Pedestrian Interval

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

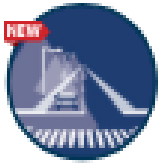
Pedestrian Hybrid Beacons

Road Diets (Roadway Reconfiguration)

Walkways

CROSSCUTTING

Pavement Friction Management



Lighting

Local Road Safety Plans

Road Safety Audit

Figure 3. Wider edge lines enhance visibility of the travel lane. Source: Thurston County, WA

Wider Edge Lines

Rural Applications/Considerations Wider edge lines (6 inches, per MUTCD Section 3A) improve visibility of travel lane boundaries compared to traditional edge lines (4 inches) and can provide safety benefits to all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways). Wider edge lines are commonly installed on rural two-lane highways, particularly those with a history of single-vehicle roadway departure crashes. Wider edge lines are a low-cost countermeasure. Installing wider edge lines over rumble strips (i.e., rumble stripes) can improve marking longevity and visibility in areas with snowplow operations.

Effectiveness of Widening Edge Lines (from 4 to 6 inches)

- 37% reduction in fatal and injury crashes on rural two-lane roads (CMF ID 4737).

Case Studies

- Missouri undertook a major road surface improvement program in 2005-06 and analyzed three years of both pre- and post-installation crash data. The analysis revealed a 22% reduction in fatal and injury crashes on rural freeways from installing wider edge line markings as a standalone treatment. https://spexternal.modot.mo.gov/sites/cm/CORDT/cmr12-002.pdf
- Idaho evaluated the safety effects of using wider edge line markings on their rural two-lane highway system. Results indicated a benefit-to-cost ratio of 25:1. https://rosap.ntl.bts.gov/view/dot/63580#:~:text=The%20reduction%20in%20crash%20rates,the%2095%20percent%20confidence%20level

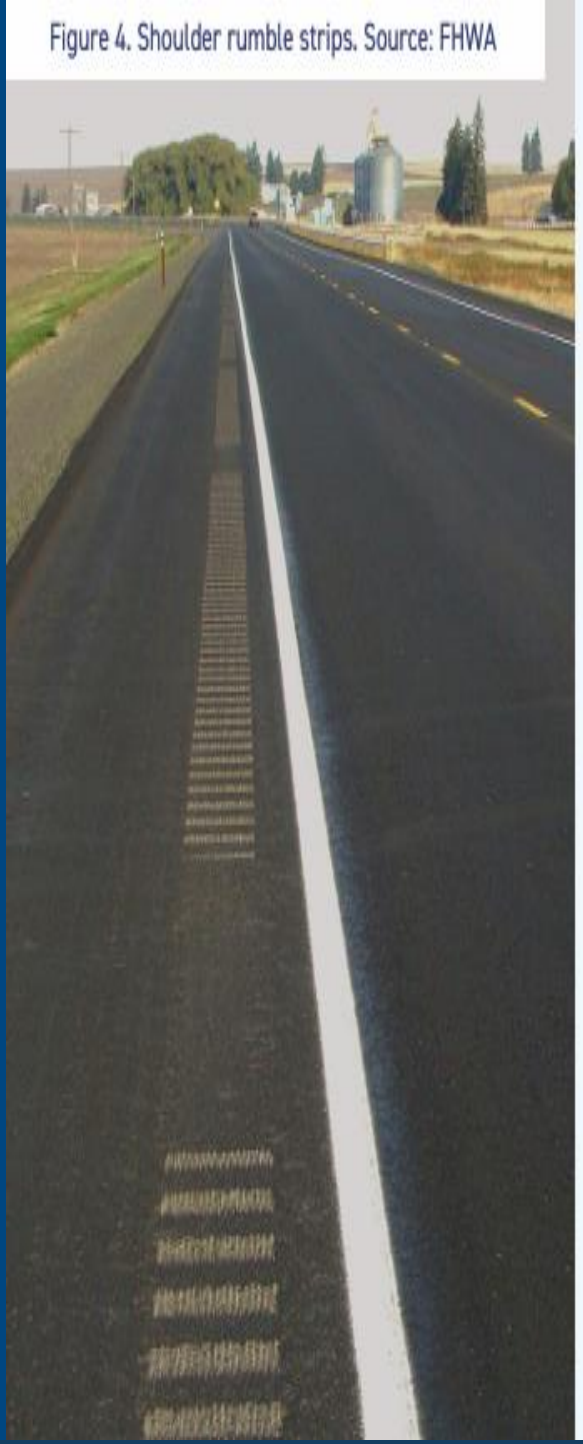


Figure 4. Shoulder rumble strips. Source: FHWA

Rumble Strips and Stripes

Rural Applications/Considerations Center line and shoulder rumble strips and stripes (where the pavement marking is placed over the rumble strip) are milled or rolled-in corrugations in the pavement to alert inattentive drivers that they are leaving their lane. Center line rumble strips/stripes can be used in both passing and no passing zones wherever an agency has identified risk factors (such as lane width, shoulder width, median type, horizontal curvature, or crash history), that indicate a higher probability of head-on crashes. Consider shoulder or edge line rumble strips/stripes wherever risk factors indicate a higher probability of run-off-road crashes.

Effectiveness

- Center line rumble strips on two-lane roads have resulted in a 44% to 64% reduction in head-on and opposite direction sideswipe fatal and injury crashes (CMF IDs 3358, 3356).
- Shoulder rumble strips on rural freeways have resulted in a 13% to 51% reduction in run-off-road fatal and injury crashes (CMF IDs 3425, 3648).

Case Study and Resources

- To reduce roadway departure crashes on rural roads, Mercer County, NJ implemented 6 miles of center line rumble stripes across 18 different roads after seeing favorable results from pilot projects. Community backlash subsided after public outreach regarding safety benefits. https://safety.fhwa.dot.gov/FoRRRwD/Countermeasure4-pager.pdf
- FHWA developed the Sweet Sound of Safety informational video to highlight the safety benefits of centerline and shoulder rumble strips for community outreach purposes. https://youtu.be/2V5-M4-070E

4

Figure 5. Curve delineation enhancements may include in-lane curve warning pavement markings and chevron signs with retroreflective strips on sign posts. Source: FHWA

Enhanced Delineation for Horizontal Curves

Rural Applications/Considerations Horizontal curves are common crash locations, particularly at night or during inclement weather. Improving curve delineation through signage and/or pavement markings can promote proper vehicle alignment through the curve. There are a wide range of options available for improving horizontal curve delineation in advance of or within curves, either in combination or individually; common treatments include pavement markings, in-lane curve warning pavement markings, retroreflective strips on signposts, delineators (post-mounted or guardrail-mounted), chevrons, improving sign conspicuity (larger, fluorescent, and/or retroreflective signs), and dynamic warning signs or chevrons.

Effectiveness

- Installing chevrons on horizontal curves on rural two-lane roads has resulted in a 16% reduction in fatal and injury crashes overall and a 25% reduction in nighttime crashes. (CMF IDs 2438, 2439).
- Installing in-lane curve warning pavement markings on rural two-lane roads has resulted in 35% reduction in total crashes. (CMF ID 10312).

Case Study and Resources

- Bonner County, ID improved visibility at higher-risk rural horizontal curves by installing edge lines and delineators. The public has responded positively and requested the countermeasures at more locations. https://safety.fhwa.dot.gov/FoRRRwD/Countermeasure4-pager.pdf
- FHWA developed an instructional video for proper chevron sign spacing on horizontal curves. https://www.youtube.com/watch?v=LeI9_rffS34

Figure 6. Inside shoulder widening at a horizontal curve. Source: FHWA

Roadside Design Improvements at Curves

Rural Applications/Considerations Horizontal curves are associated with about 27 percent of all fatal crashes, and around 80 percent of those are roadway departure crashes. Improving the roadside environment can give vehicles space to recover safely and reduce the severity of crashes that occur. Typical roadside design improvements include vegetation management, delineation/relocation/removal of roadside objects, clear zone widening, flattening of side slopes, adding or widening shoulders, and installing roadside barrier.

Effectiveness

Widening the clear zone through tree removal on rural two-lane highways:

Increase distance to treeline by

- 5 to 8 ft: 35-49% reduction in total crashes.
- 10 to 13 ft: 57-66% reduction in total crashes.

(Source: NCHRP Report 440 https://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_440.pdf)

Case Study and Resources

- Lapeer County, MI, developed a proactive tree removal and trimming program by targeting locations for treatment using identified risk factors to reduce fixed object crashes on rural roads. https://safety.fhwa.dot.gov/FoRRRwD/Countermeasure4-pager.pdf
- Refer to the *Rural Roadway Departure Countermeasure Pocket Guide* for more information on this PSC. https://safety.fhwa.dot.gov/FoRRRwD/RwDPocketGuide.pdf

Intersections

Figure 7. Single lane roundabout in a rural area.
Source: Caltrans

Roundabouts

Rural Applications/Considerations Roughly one-third of intersection fatalities occur on rural two-lane highways, with posted speed limits over 40 mph. Unlike traditional intersections, roundabouts require yield control on entry and splitter islands on the approaches to reduce speeds both on approach and within the intersection. Single lane roundabouts at 4-legged intersections have 8 conflict points compared to 32 conflict points for a stop-controlled intersection. Roundabouts can reduce severe crashes (i.e., angle crashes) at intersections and travel delays at both isolated intersections and within rural town centers.

Effectiveness of Converting High-Speed Rural Intersection (4-leg) to Roundabout

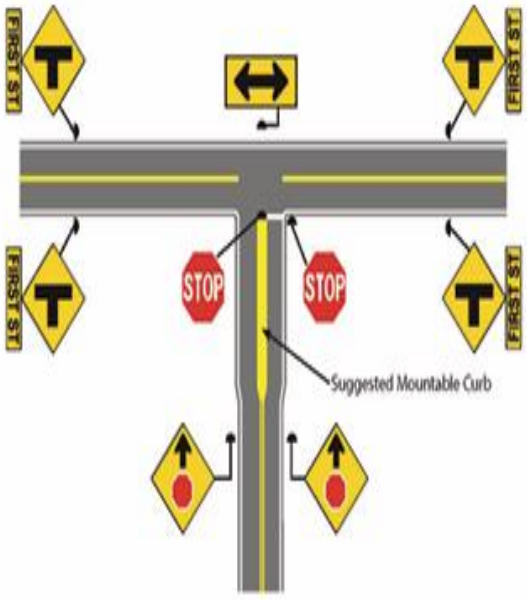
- 68% reduction in total crashes (CMF ID 4697).
- 88% reduction in injury crashes (CMF ID 4698).

Case Studies

- Kansas DOT collaborated with freight stakeholders to design a roundabout that would reduce speeds and crashes without sacrificing mobility for truck drivers. In the 6 years following installation, there were zero injury crashes recorded at the intersection. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa14013_0.pdf
- A successful community outreach program on roundabouts educating skeptical residents in Brown County, WI resulted in the implementation of two successive roundabouts within a busy school zone and the reverse of a policy prohibiting students from biking and walking to school. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa11031.pdf

Figure 8. Doubled up "Stop Ahead" warning signs with retro-reflective strips on sign posts. Source: PennDOT

Basic plan showing low-cost countermeasures at a stop-controlled T-intersection. Source: FHWA



Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Rural Applications/Considerations Systemically deploying multiple low-cost treatments to many stop-controlled intersections throughout a jurisdiction can maximize resources and reduce crashes. Examples of common treatments include enhanced pavement markings, retroreflective signpost sheeting, advance warning signs, doubled-up signs, flashing beacons, oversized signs, and sight distance improvements.

Effectiveness

- 15% reduction in nighttime crashes at all intersection locations/types/areas (CMF ID 8870).
- 27% reduction in fatal and injury crashes at rural intersections (CMF ID 8874).

Case Studies

- Louisiana DOT installed low-cost safety treatments at 89 stop-controlled intersections and found a 56% reduction at three-legged intersections and 64% reduction at four-legged intersections of fatal and injury crashes. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa18047.pdf
- South Carolina DOT implements a variety of low-cost countermeasures at stop-controlled intersections throughout the State as part of their proactive approach to intersection safety. According to a follow-up study, this approach led to a 27% reduction in fatal/injury crashes and a 25% reduction in total crashes at rural intersections. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa12021.pdf

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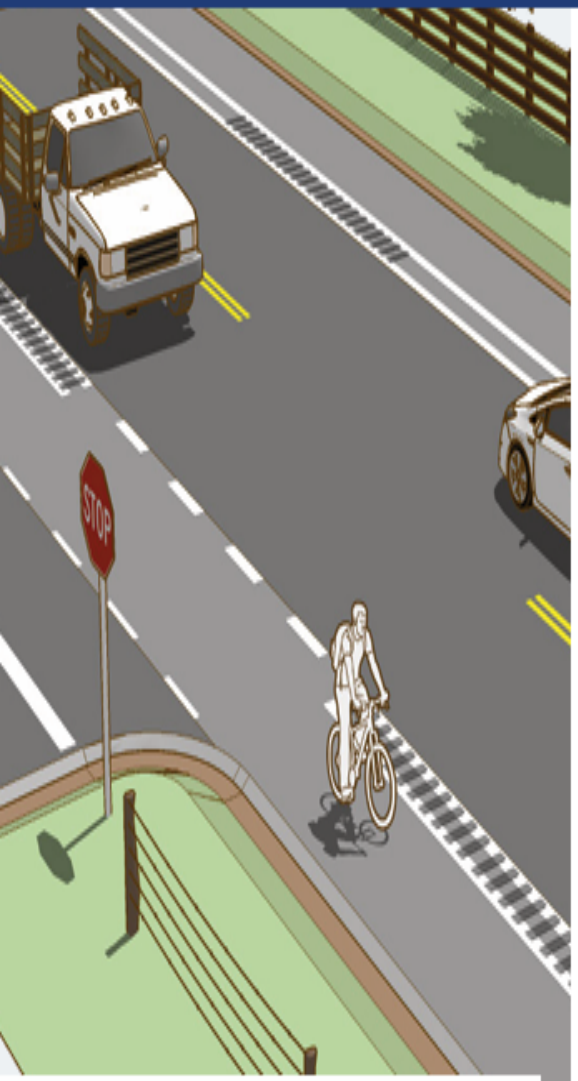

Figure 9. Example of a roadway reconfiguration using available roadway width to include bicycle lanes. Source: Rural Design Guide

Road Diets/Reconfiguration

Rural Applications/Considerations A road diet is a conversion of an existing road to reduce the number of through lanes and reallocate roadway space to other uses (e.g., bicycle lanes, sidewalks, and parking). Often this will consist of reducing four-lane roads to three lanes, with the middle lane serving as a two-way left-turn lane or combination of median and left-turn lanes; this can reduce travel speeds, ease pedestrian crossing difficulties, and reduce crashes. In rural areas without sidewalks, increasing the paved shoulder width by removing a travel lane can accommodate non-motorized users. A road diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay.

Effectiveness

- Convert 4-lane undivided road to 2-lanes plus turning lane: 37% reduction in injury crashes (CMF ID 11231).

Case Studies

- Battle Lake, MN revitalized their downtown streets with a successful road diet implementation alongside pedestrian and bicycle improvements. MnDOT noted that crashes have been reduced in the four years following the road diet. https://www.dot.state.mn.us/trafficeng/safety/road-diet-battle-lake.html
- Residents of Colorado have been advocating for bicycle infrastructure since the 1940s to connect western townships and improve non-vehicular mobility throughout the region. The Eagle Valley Trail, set to be completed in 2024, consists of over 60 miles of paved pathways throughout the region. https://www.eaglevalleytrail.org/

Figure 10. Crosswalk visibility enhancements include advance yield markings, high visibility crosswalk markings, lighting, and a rectangular rapid flashing beacon. Source: FHWA

Crosswalk Visibility Enhancements

Rural Applications/Considerations High-visibility crosswalk markings, lighting, and supplemental signing and pavement markings can improve driver awareness of crosswalks and non-motorized road users (e.g., pedestrians, bicyclists, wheelchair and other mobility device users, public transit users) at rural locations. These devices also hel channelize crossing movements to locations where drivers expect them to occur. Crosswalk visibility enhancements can be installed as standalone devices if desired, but multiple treatments are encouraged to maximize safety benefit

Effectiveness

- Install intersection lighting: 42% reduction in nighttime vehicle-pedestrian injury crashes and 78% reduction in fatal vehicle-pedestrian crashes (CMF IDs 436, 435).
- Install rural highway lighting: 28% reduction in nighttime injury crashes (CMF ID 192).
- Install high-visibility crosswalks at urban intersections (i.e., town centers): 40% reduction in pedestrian injury crashes (CMF ID 4123).

Case Study and Resources

- In Kansas, the Flint Hills Metropolitan Planning Organization has modified crosswalks with a multitude of quick-build (i.e., common projects include curb extensions and pedestrian islands) techniques and public demonstrations. Common projects include curb extensions and pedestrian islands. https://www.flinthillsmpo.org/demoprojects
- The *Pedestrian Lighting Primer* provides information on lighting design considerations for locations with pedestrian activity. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/Pedestrian_Lighting_Primer_Final.pdf
- FHWA is promoting traffic control devices and properly designed lighting to improve safety for all users as part of the Every Day Counts Nighttime Visibility for Safety initiative. https://www.fhwa.dot.gov/innovation/everydaycounts/edc_7/nighttime_visibility.cfm

Figure 11. Flashing beacons alerting drivers to decrease speeds in a school zone. Source: FHWA

Appropriate Speed Limits for All Road Users

Rural Applications/Considerations Setting speed limits that are consistent and reasonable for local conditions is critical for effectively managing travel speeds and reducing crash severity. When setting speed limits, agencies should consider non-vehicular activities, types of road users present, crash history, land use context, traffic volumes, and observed speeds, among other factors. An effective speed management program uses multiple strategies concurrently with setting speed limits, such as traffic calming features, design features, high-visibility enforcement, and speed safety cameras, that encourage compliance with the posted speed limit.

Effectiveness

- Research shows setting a lower speed limit, in conjunction with other speed management strategies, on rural roads can reduce fatal and injury crashes up to 40% and lead to drivers complying more closely with the posted speed limit (CMF ID 10249).
- Installing a speed feedback sign in advance of horizontal curves on high-speed rural roads can reduce all crashes by 7% (CMF ID 6886).

Case Studies

- Iowa DOT used a variety of speed management techniques to address transitions zones from 55 mph to 25 mph in rural communities, resulting in a 53% to 100% decline in excessive speeding (i.e., >15 mph over speed limit) and 2.3 to 7.6 mph decline in average speeds across the range of treatments. https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa16079/
- Jefferson County, MO evaluated speed limits at 19 school zone locations on County-maintained roads and found that 11 locations had 85th percentile speeds higher than posted speed limits when school was in session. https://www.jeffcomo.org/DocumentCenter/View/12886/JCPW-Traffic-Safety-Improvement-Program-Summary-PDF

Figure 12. HFST applied at a horizontal curve.
Source: Maricopa County, AZ

Pavement Friction

Rural Applications/Considerations Pavement friction is a critical component of roadway performance, particularly in rural areas with higher speeds and sharp curves or intersections. Measuring, monitoring, and maintaining pavement friction at locations where vehicles frequently turn, slow, or stop can improve performance and reduce roadway departure, intersection-related, wet-road, and pedestrian crashes. Where increased friction is desired, agencies can install a High Friction Surface Treatment (HFST) on the pavement to enhance friction and skid resistance. HFSTs are applied directly on stable, existing pavement and costs can be reduced by bundling installations at multiple locations.

Effectiveness of Installing HFSTs on two-lane rural roads

- 48% reduction in injury crashes (CMF ID 10333).
- 72% reduction in run-off-road crashes (CMF ID 10334).

Case Study

▷ Maricopa County, AZ applied HFST to multiple horizontal curves identified based on crash history. Before HFST installation, one location had 35 crashes (7 of which resulted in severe injuries) over a 5-year period. Only 1 crash occurred on the curve in the 13 months following installation. https://safety.fhwa.dot.gov/forrrwd/hfst4localsstoryboard/page09.html

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Contact Information

Dan Brugman
State Traffic Safety Engineer - Improvement
Wisconsin Department of Transportation
Bureau of Traffic Operations
(715) 421-8337
Daniel.Brugman@dot.wi.gov

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)

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

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

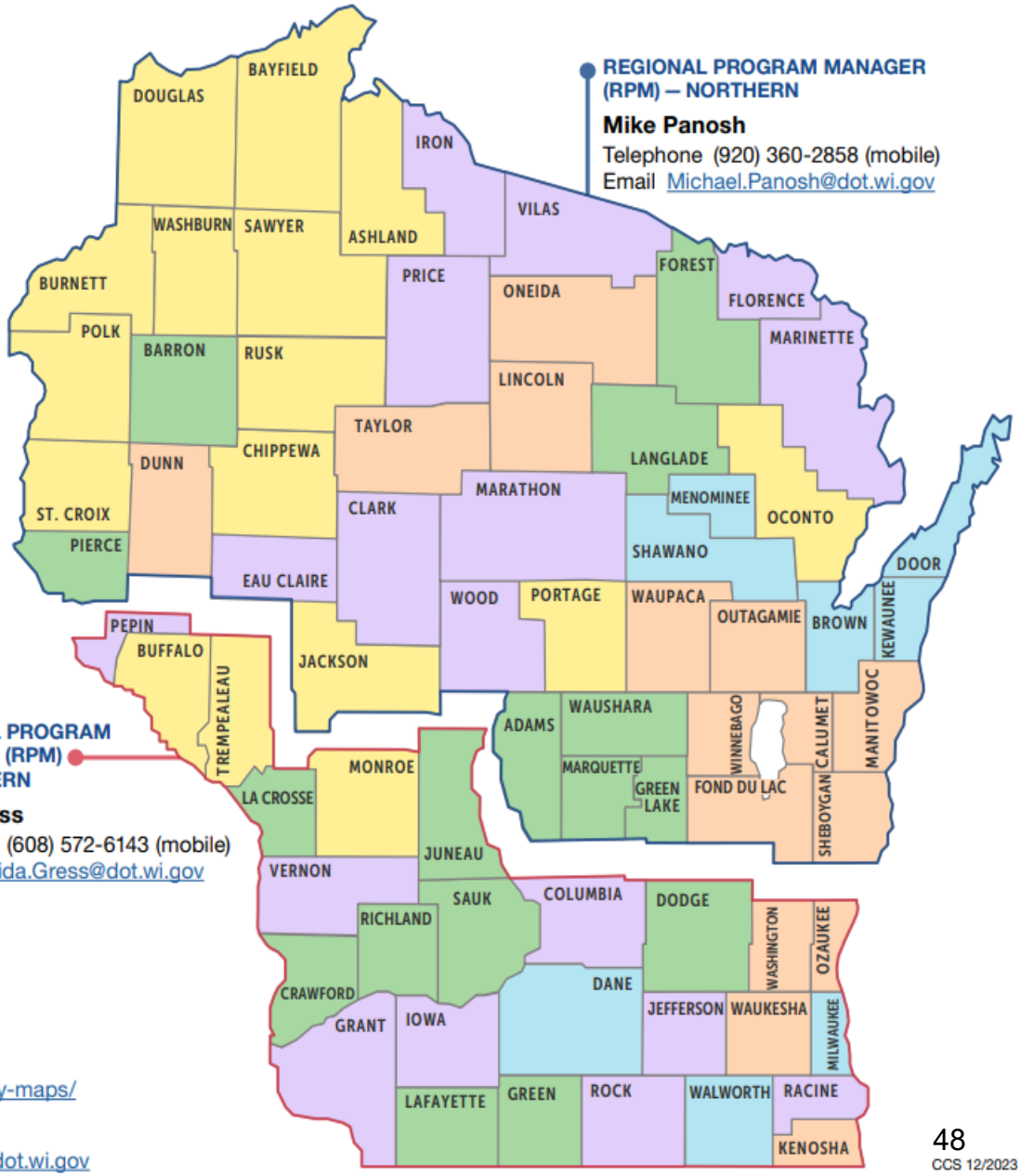
Rick Olig
Telephone (920) 979-0459
Email rick@oligconsulting.net

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



If I Can Help…

Todd Horn

Law Enforcement Liaison

Wisconsin Department of Transportation

Bureau of Transportation Safety/Wisconsin State Patrol

todd@toddhorn.com

608-617-3347

Stay Healthy and Safe