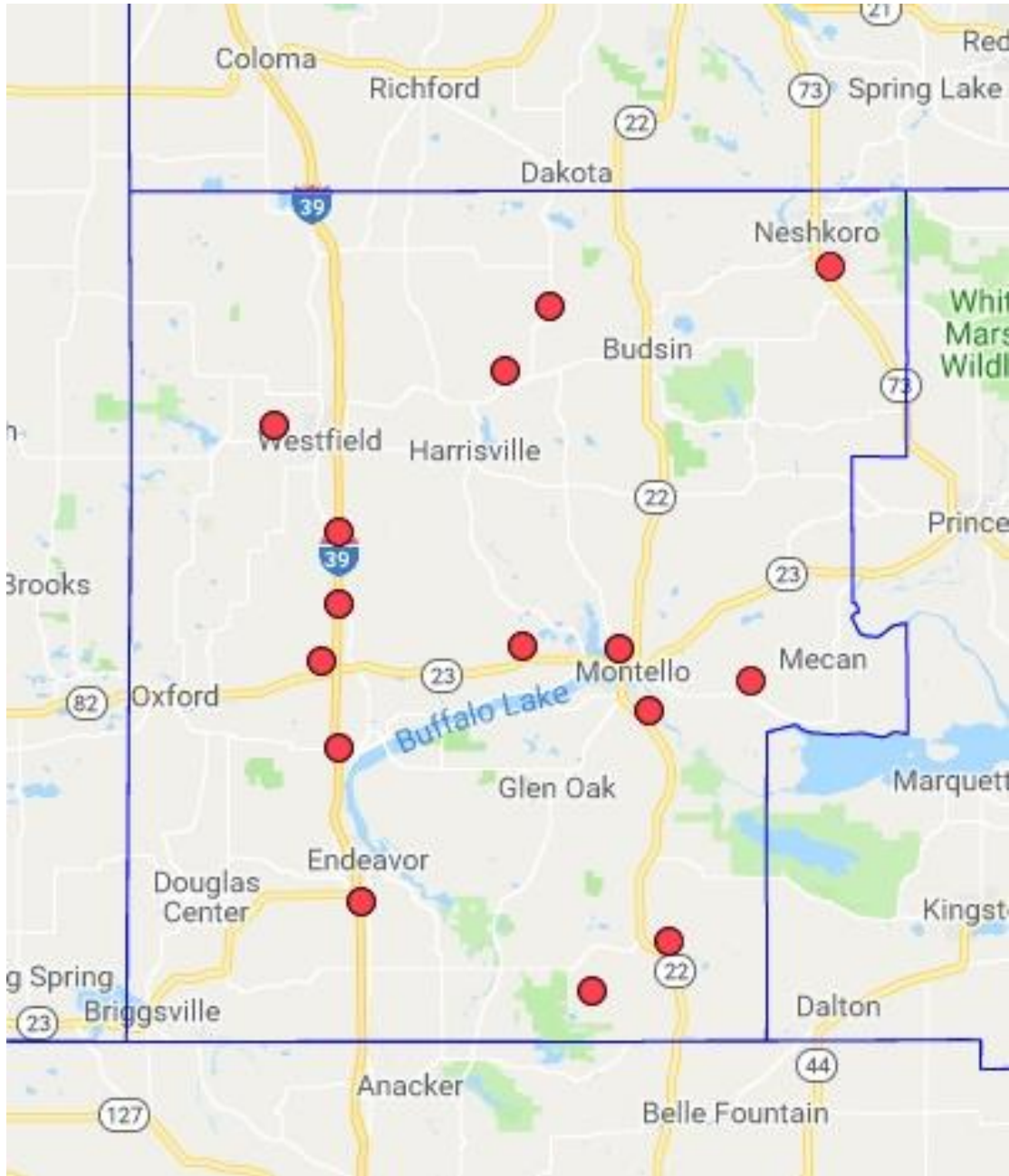


ANATOMY OF MARQUETTE COUNTY: A TRAFFIC SAFETY SUMMARY



THE PLACE

Section Summary

The principal routes in the county are I-39, STH 23 east of I-39, and STH 82. Marquette County is among the top ten counties for VMT per capita and miles of county highways per capita. It is among the bottom ten counties for miles of roads, miles of state highways, and miles of local roads. The entire county is rural.

Urbanization

Marquette County is adjacent to the Madison metropolitan area. The entire county is rural.¹

Road Network

Interstate 39 goes through the county from north to south, bypassing Westfield and Endeavor, carrying traffic to and from Madison via Portage to the south and Wausau via Stevens Point to the north. U.S. Highway (USH) 51 is concurrent with I-39 through the entire county.

State Trunk Highway (STH) 23 is designated as an east-west highway. East of I-39, STH 23 carries traffic through Montello to and from Fond du Lac and Sheboygan via Princeton and Ripon. STH 23 is concurrent with I-39 for six miles from the junction of those two highways at a point eight miles west of central Montello, bypassing Endeavor, to a point just south of Endeavor. At this junction, STH 23 goes west and south carrying traffic to and from Wisconsin Dells, Lake Delton, and Reedsburg. STH 82 begins at I-39 at the junction of I-39 and STH 23 west of Montello and heads west through Oxford carrying traffic to and from Mauston and points west. The combination of STH 23 and STH 82 is a primary arterial connecting I-90/94 at Mauston with Fond du Lac and Sheboygan.

STH 22 is a north-south highway traveling the length of the county through Montello where it has a small concurrency with STH 23. To the north, STH 22 carries traffic to and from Waupaca via Wautoma. To the south, STH 22 carries traffic to and from Pardeeville and Wycocena. STH 73 is a north-south highway that cuts across the northeast corner of the county through Neshkoro. STH 73 carries traffic to and from Wisconsin Rapids via Wautoma to the northwest and Princeton and Randolph to the south.

Miles of Roadway

There are 860 miles of roads in Marquette County, of which 87 (10.1%) are state roads, 237 (27.6%) are county roads, and 536 (62.3%) are local roads.²

Vehicle Registrations and Vehicle Miles of Travel (VMT)

In 2016, there were 6,450 autos, 1,239 cycles, 1,732 trailers, and 11,203 trucks registered in Marquette County.³ VMT in 2016 was 285,375,980.⁴

¹ United States Census Bureau. "Percent urban and rural in 2010 by state and county." Accessed Sept. 29, 2017.

<https://www.census.gov/geo/reference/ua/urban-rural-2010.html>

² Wisconsin Department of Transportation. "County Maps." Accessed Sept. 29, 2017. <http://wisconsindot.gov/Pages/travel/road/hwy-maps/county-maps/default.aspx>

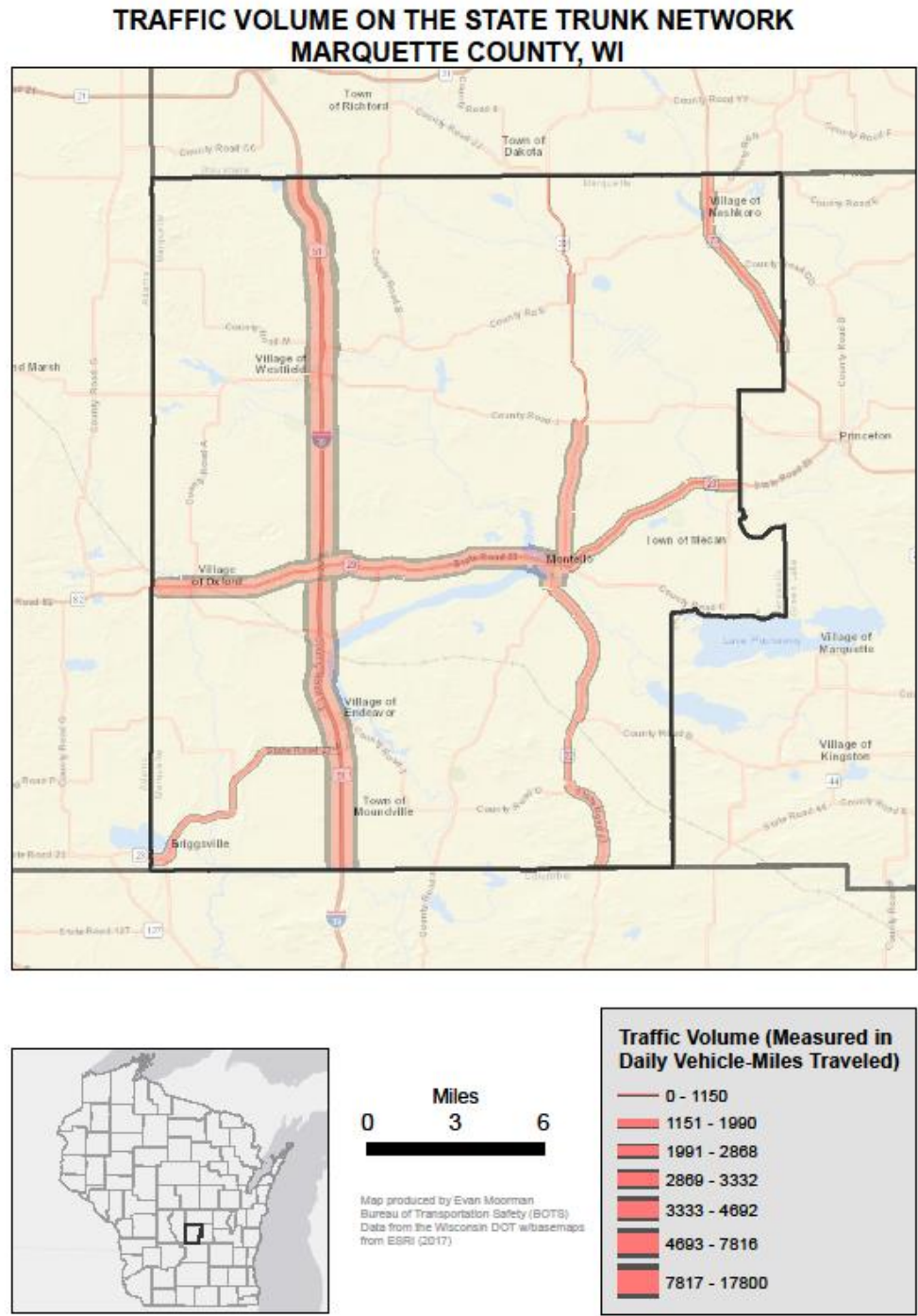
³ Wisconsin Department of Transportation. "Facts and Figures 2016, Vehicles Registered by County." Accessed Nov. 6, 2017. <http://wisconsindot.gov/Documents/about-wisdot/newsroom/statistics/factsfig/vehregcounty.pdf>

⁴ Wisconsin Department of Transportation. "2016 Vehicles Miles of Travel (VMT) by County." Accessed Nov. 6, 2017. <http://wisconsindot.gov/Documents/projects/data-plan/veh-miles/vmt2016-c.pdf>

Traffic Volume

As can be seen in Figure 1, traffic volumes in Marquette County are highest in the western portion of the county, on Interstate 39. The maximum daily VMT (vehicle-miles traveled) in the county is reported at about 18,000.

FIGURE 1:



Commuting Flows

As seen below in Figure 2, the majority of workers who reside in Marquette County also work in Marquette County, and vice versa.

FIGURE 2: COMMUTING FLOWS AMONG COUNTIES

| Workers who Reside in Marquette County Work in: | | People who Work in Marquette County Reside in: | |
|---|-------|--|-------|
| Marquette County | 3,029 | Marquette County | 3,029 |
| Columbia County | 1,451 | Columbia County | 302 |
| Dane County | 517 | Adams County | 273 |
| Sauk County | 335 | Waushara County | 236 |
| Green Lake County | 300 | Green Lake County | 167 |
| Waushara County | 256 | Wood County | 92 |
| Adams County | 170 | Fond du Lac County | 38 |
| Fond du Lac County | 154 | Sauk County | 35 |
| Winnebago County | 95 | | |
| Dodge County | 63 | | |
| Milwaukee County | 60 | | |
| Waukesha County | 52 | | |
| Portage County | 28 | | |
| Others | 201 | Others | 177 |

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As seen below in Figure 3, the most common commuting flow between two different municipalities is between residences in the town of Packwaukee and workplaces in Portage.

FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 15)

| Residence | Place of Work | Number |
|--------------------|------------------|--------|
| Packwaukee (Town) | Portage | 158 |
| Montello (Town) | Montello | 150 |
| Buffalo (Town) | Portage | 131 |
| Montello | Portage | 105 |
| Westfield (Town) | Westfield | 94 |
| Douglas (Town) | Portage | 86 |
| Moundville (Town) | Portage | 86 |
| Oxford (Town) | Portage | 80 |
| Endeavor | Portage | 79 |
| Westfield | Westfield (Town) | 78 |
| Westfield (Town) | Portage | 72 |
| Montello (Town) | Portage | 61 |
| Packwaukee (Town) | Montello | 60 |
| Westfield | Portage | 60 |
| Springfield (Town) | Westfield (Town) | 58 |

6

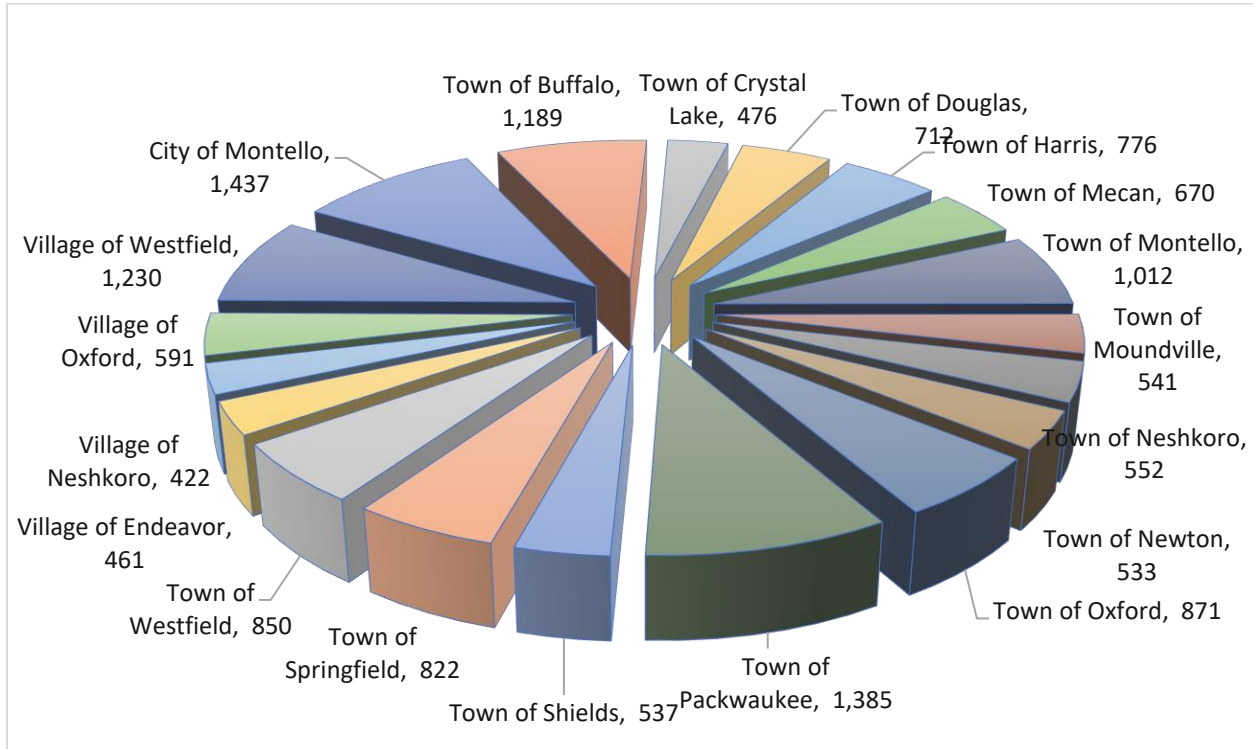
⁵ United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

⁶ United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Oct. 5, 2017.

THE POPULATION

The population of Marquette County—about 15,000 individuals—is distributed through 19 different jurisdictions, with no dominant population center. The city of Montello reports the largest population, but this jurisdiction contains only about 10% of the county population.

FIGURE 4: POPULATION OF MARQUETTE COUNTY MUNICIPALITIES (2016)



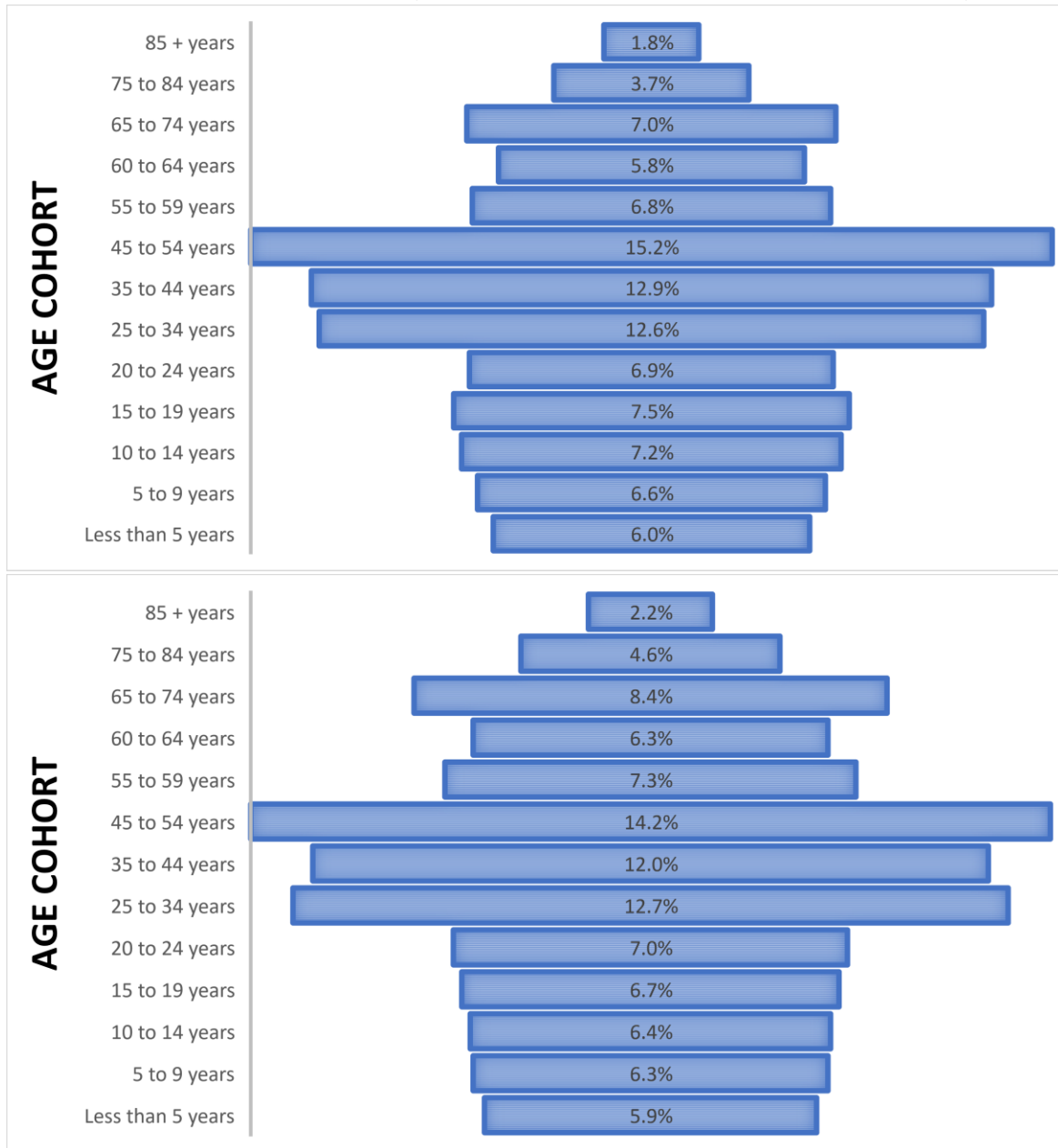
7

Population Trends

Between 2010 and 2016, the county’s population decreased by about 2.6%. The average age of the county is significantly older than that of the state (49.1 vs. 39 years). Marquette County’s population pyramid is therefore more “top-heavy” than that of the state.

⁷ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 4th, 2017.

FIGURE 5⁸: POPULATION PYRAMIDS (MARQUETTE COUNTY ABOVE AND STATE BELOW)



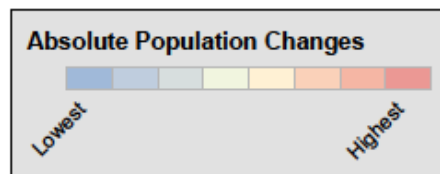
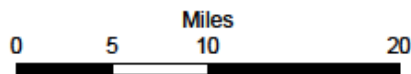
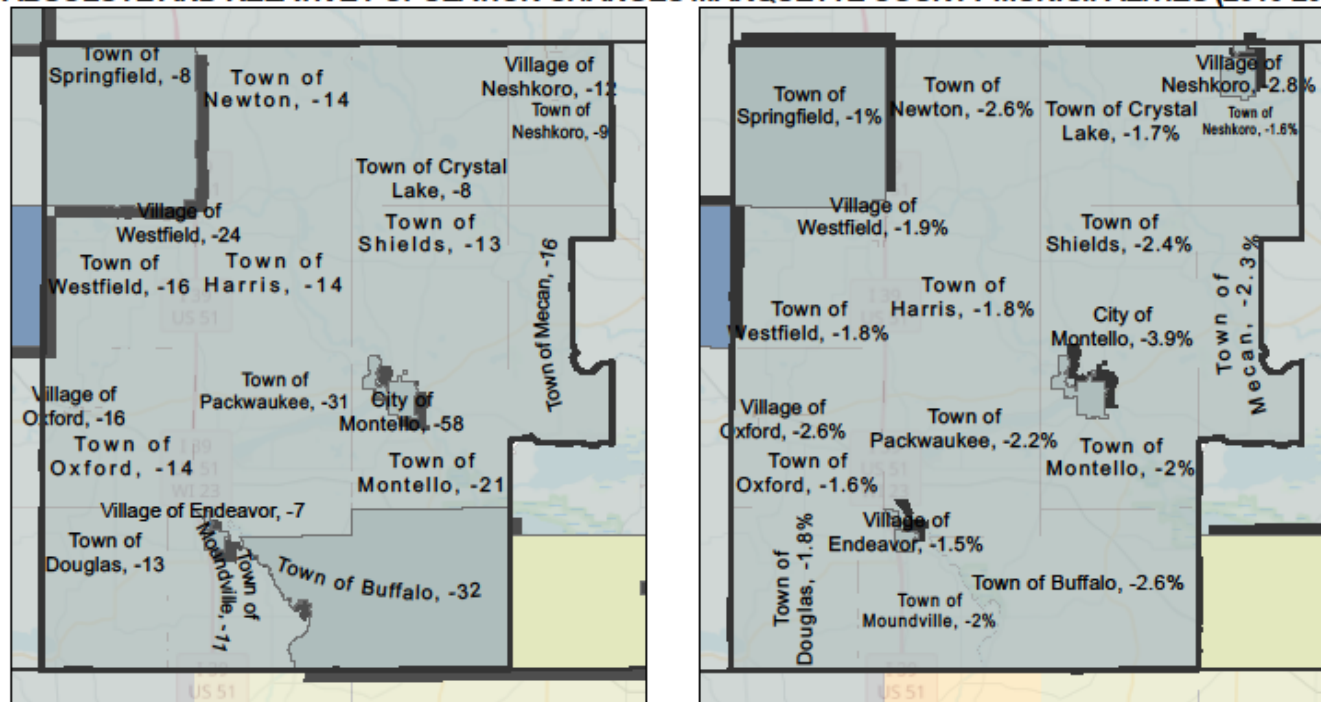
All jurisdictions in the county save one are experiencing negative absolute and relative population growth. (In the Figure 6, the measure of absolute population change merely shows the raw population changes between 2010 and 2016, while the measure of “relative population change” weights such absolute changes by the base population figures of 2010).⁹

⁸ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 6th, 2017.

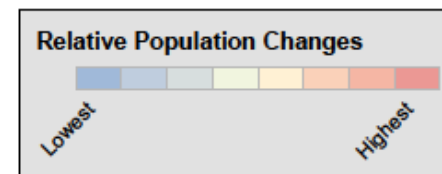
⁹ The highlighted jurisdiction in the image shows the two jurisdictions that are growing fastest and the two jurisdictions growing the slowest.

FIGURE 6:

ABSOLUTE AND RELATIVE POPULATION CHANGES MARQUETTE COUNTY MUNICIPALITIES (2010-2016)



Produced by E. Moorman, Bureau of Transportation Safety and the Division of State Patrol, Data from ESRI and the US Census Bureau, 2016

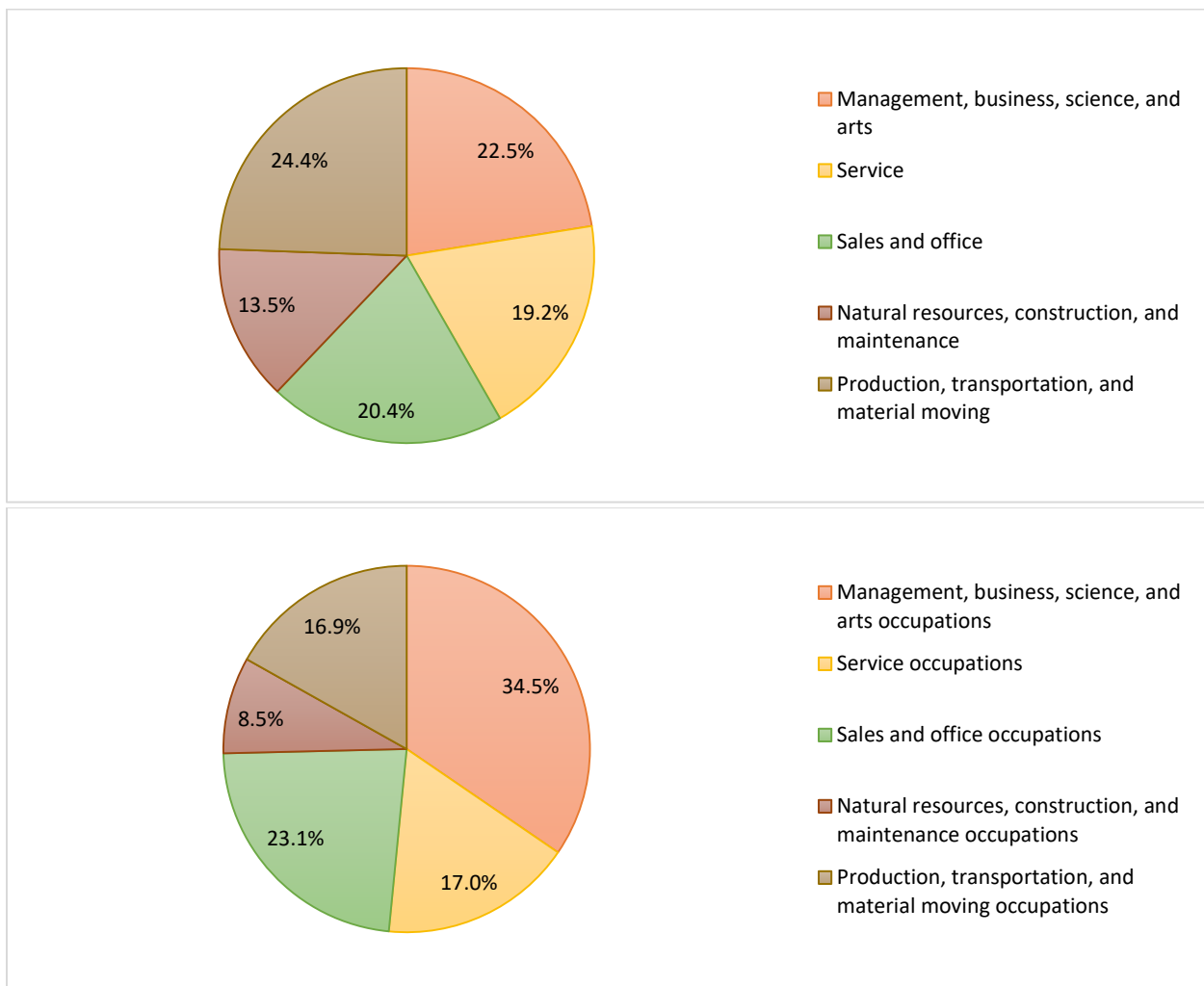


THE ECONOMY

Section Summary

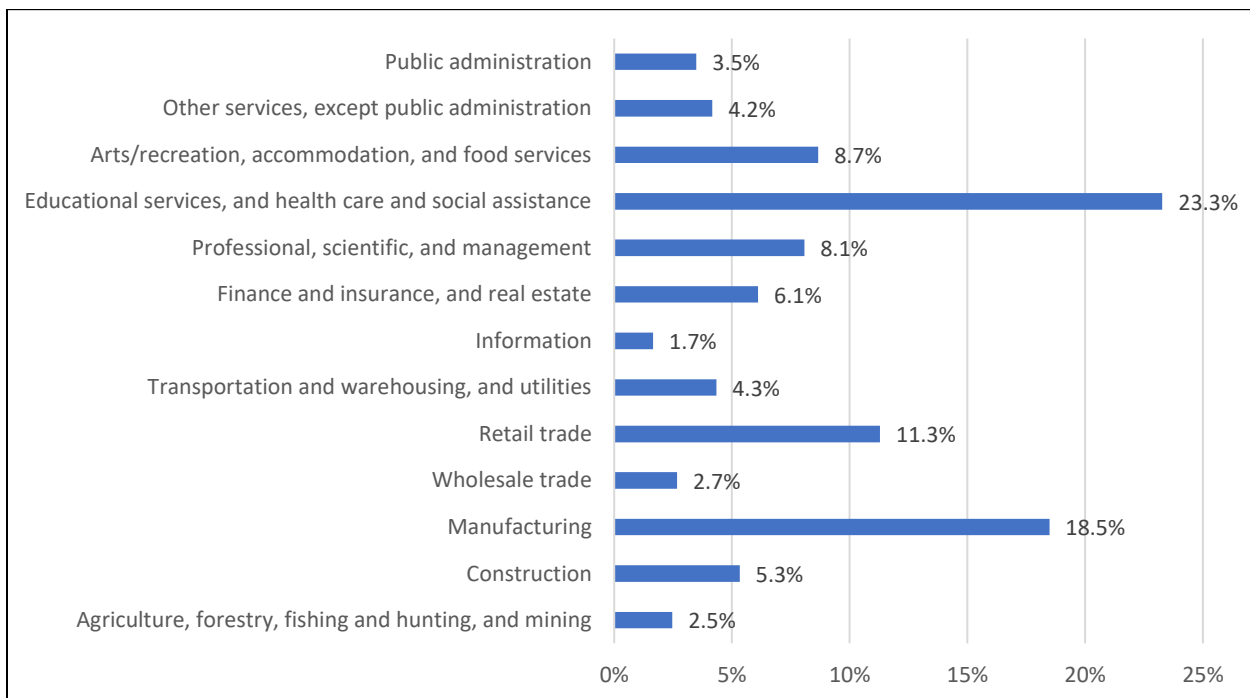
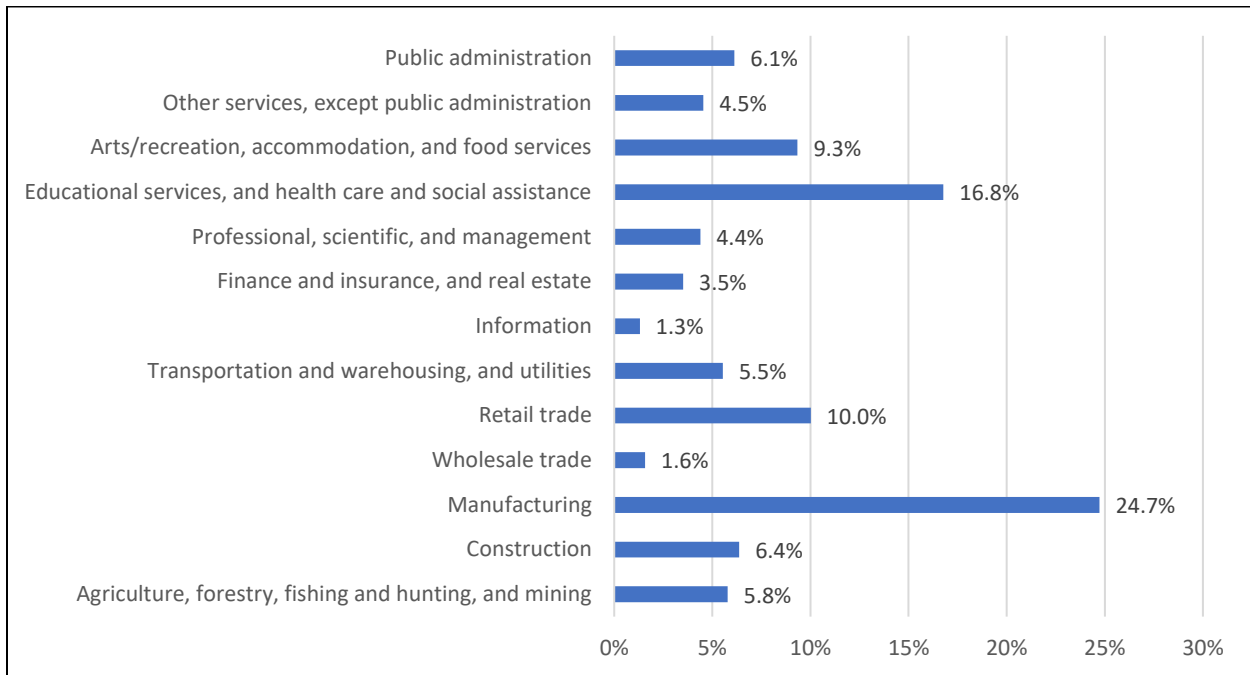
The unemployment rate in Marquette County has been, on average, 1.7% higher than that of the state over the last decade. Generally, the county has a comparatively low number of jobs in management, business, science, and the arts, while it has a comparatively high number of jobs in natural resources, construction, maintenance, production, transportation, or material moving. The proportion of the population that works in the educational services, health care, or social assistance is small, while the proportion that works in the agriculture, forestry, fishing and hunting, or mining industries is large. The proportion of the population that works in the professional, scientific, or management industries is fairly small. The county has a large manufacturing industry.

FIGURE 7: EMPLOYMENT BY OCCUPATION (MARQUETTE ON TOP AND THE STATE BELOW)¹⁰



¹⁰ United States Census Bureau. "Selected Economic Characteristics DP03, Employment Status." 2011-2015 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed September 29, 2017.

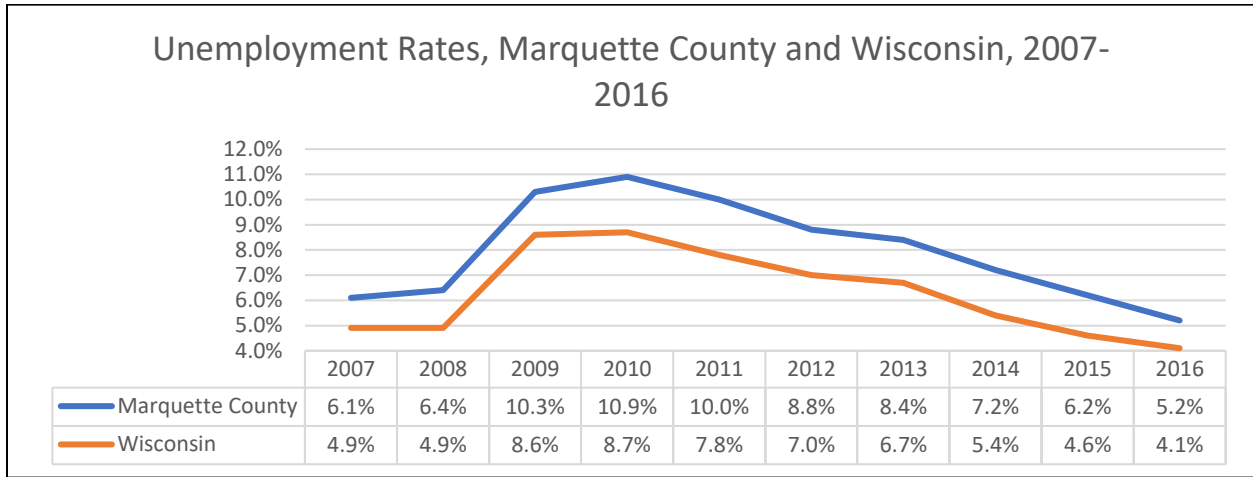
FIGURE 8: EMPLOYED POPULATION BY INDUSTRY (MARQUETTE ON TOP AND STATE BELOW)



11

¹¹ United States Census Bureau. "Selected Economic Characteristics DP03, Employment Status." 2011-2015 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed September 29, 2017.

FIGURE 9: UNEMPLOYMENT RATES, MARQUETTE COUNTY AND WISCONSIN, 2007-2016



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¹² United States Department of Labor, Bureau of Labor Statistics. Local Area Unemployment Statistics. "Labor Force Data by County," annual averages. <https://www.bls.gov/lau/#tables> Accessed Sept. 29, 2017.

ALCOHOL RISK FACTORS

Section Summary

Fifty-seven percent of licensees have liquor for sale for consumption on site. Twenty-two percent of the licenses are in Montello, 12% are in Westfield, 8% are in Neshkoro, 8% are in Oxford, and 49% are in towns.

FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, MARQUETTE COUNTY

| | Endeavor | Montello | Neshkoro | Oxford | Westfield | Towns | Total (By Liq. License) |
|--------------------------------|----------|-----------|----------|----------|-----------|-----------|-------------------------|
| AB or AC | | 2 | 1 | 1 | 2 | 4 | 10 |
| AL or ALB | | 2 | 1 | 1 | 2 | 7 | 13 |
| BB or CW | | 3 | 1 | 2 | 1 | 3 | 10 |
| BL or BLB | 1 | 10 | 3 | 2 | 4 | 23 | 43 |
| Others | | | | | | | 0 |
| Total (By Municipality) | 1 | 17 | 6 | 6 | 9 | 37 | 76 |

13

Establishments within a municipality but outside the county are not included in the table.

| CODE | DESCRIPTION |
|------|--|
| AB | Beer for sale off site (convenience stores, grocery stores) |
| AC | Cider for sale off site (convenience stores, grocery stores) |
| AL | Liquor for sale off site (drug stores, wineries) |
| ALB | Beer, wine, or liquor for sale off site |
| BB | Beer for sale on site or off site |
| BL | Liquor for sale on site (winery) |
| BLB | Beer or liquor for sale on site (taverns, supper clubs) |
| CW | Wine for sale on site (restaurants) (usually in conjunction with BB) |

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¹³ Wisconsin Department of Revenue. Oct. 4, 2017. "WI Liquor Licenses 2017-18."

¹⁴ Wisconsin Department of Revenue. "Liquor License Report, Liquor License Codes." <https://www.revenue.wi.gov/Pages/OnlineServices/liqlicrpt.aspx>. Accessed Oct. 25, 2017.

FIGURE 10.2: ALCOHOL LICENSES IN MARQUETTE COUNTY BY JURISDICTION

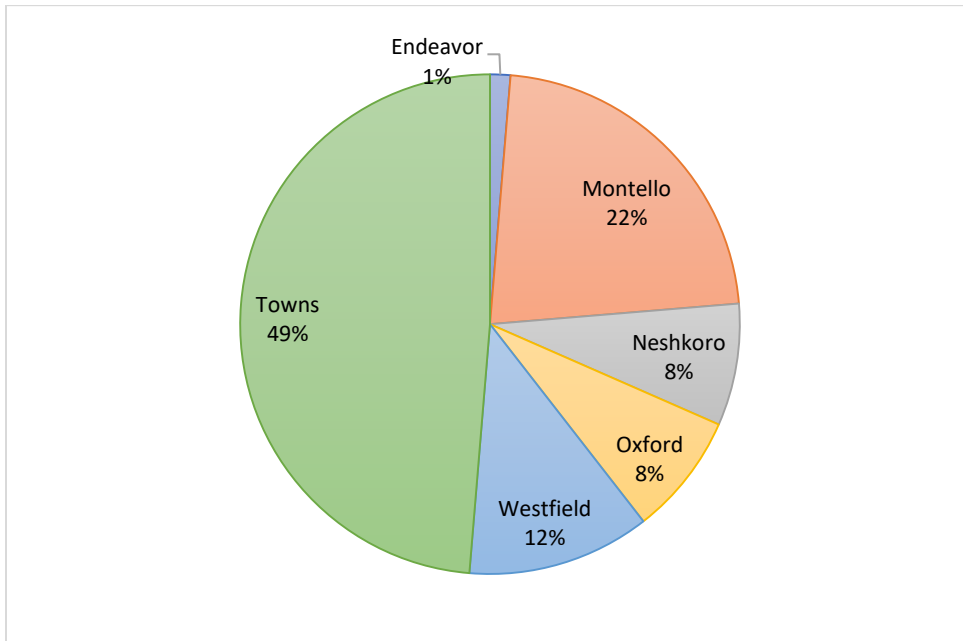
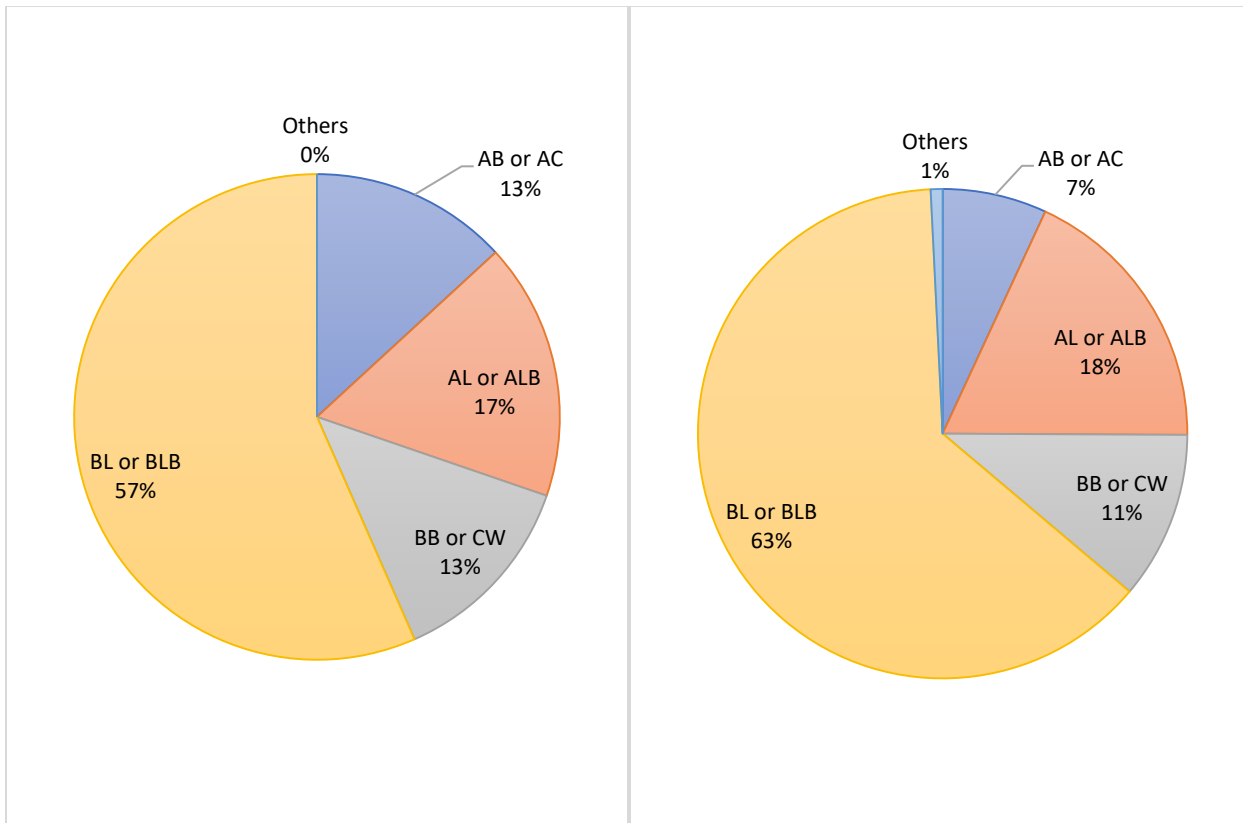


FIGURE 11: ALCOHOL BEVERAGE LICENSES BY TYPE, 2017-2018 (MARQUETTE COUNTY ON THE LEFT, STATE ON THE RIGHT)



HEALTH INFRASTRUCTURE

Injury-to-Death Ratios

Injury-to-Death ratios are computed by dividing the total number of crash injuries by the crash fatalities. Higher rates are positive in that fatalities comprise a smaller percentage of crash victims. In general, higher rates are found in the state's urbanized southeastern and south-central regions and the Fox Valley, where crashes are more likely to occur in more developed areas (and thus at slower speeds). In rural areas, the converse is true (highways and county roads predominate, with crashes occurring at higher average speeds). Generally, rural areas also suffer from a relative lack of proximate hospitals and emergency response services, which means that some crashes which would be survivable in urban areas correspond to fatalities in more rural areas.

Between 2012 and 2017, as can be seen in Figure 12, Marquette County reported a far lower injury-to-death ratio than the state generally (25.1. 73.1).

Emergency Services

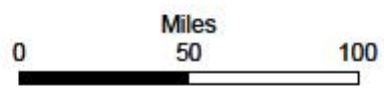
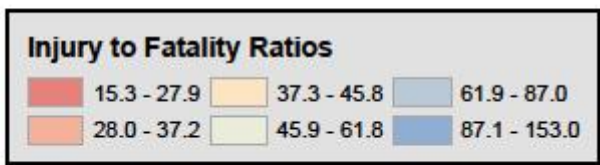
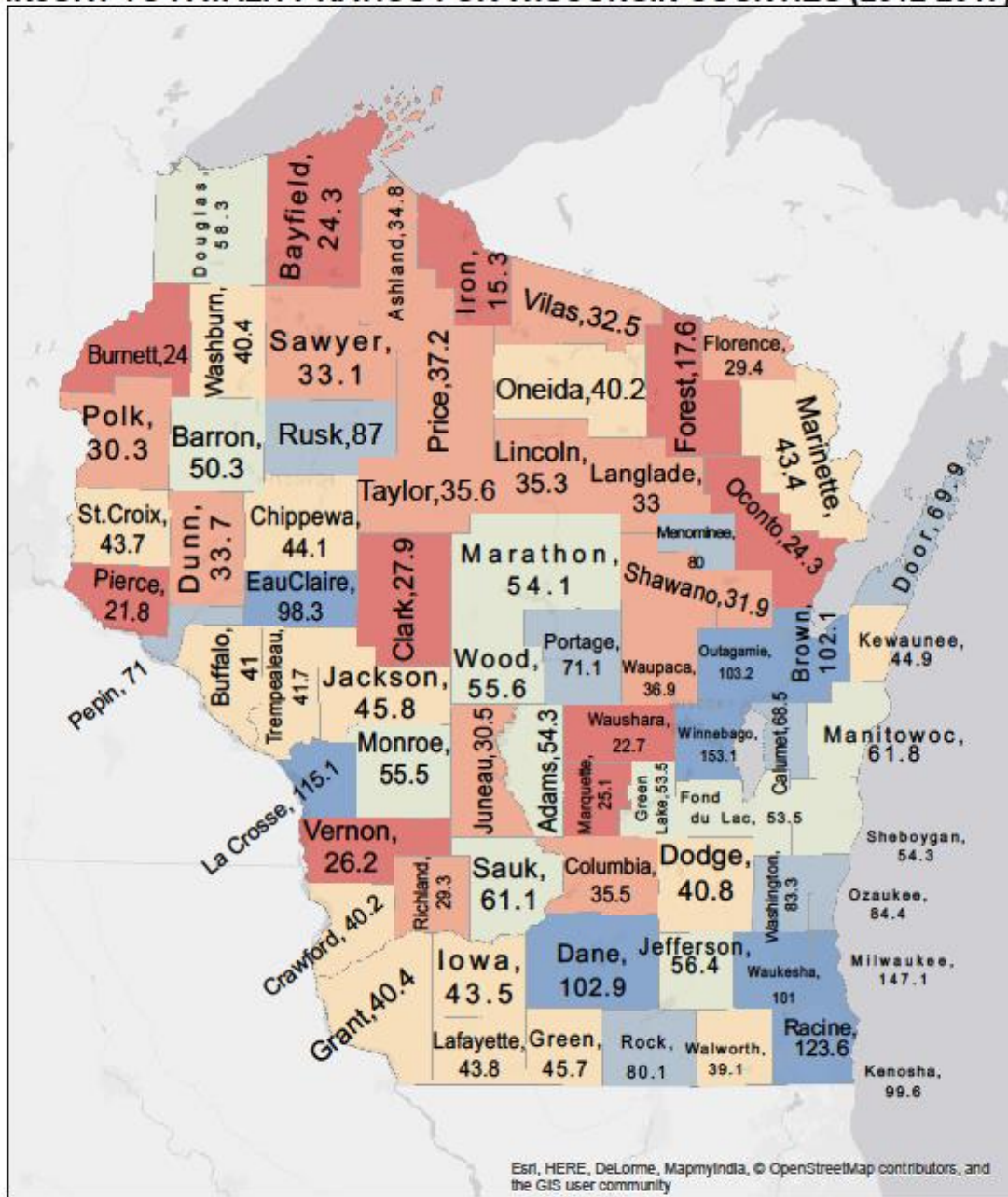
As can be seen in Figure 13, Marquette County doesn't contain a single classified trauma center within its boundaries.¹⁵ A level IV trauma center can be accessed in neighboring Adams County, while a level III trauma center is in Columbia County to the south. The closest level II and level I trauma centers are in Dane County (Madison).

Marquette County maintains 4 different emergency providers (listed below). These companies employ 129 emergency personnel. Consequently, the county is the site of 8.6 emergency response personnel per 1,000 residents. This is higher than the state figure of 4.02 emergency response personnel per 1,000 residents, which may somewhat counteract the fact the lack of trauma centers in the county.

¹⁵ The trauma capacities of hospitals are rated on a I-IV scale, with some remaining unrated; level I hospitals have the greatest capacity. In the image, brighter colors show hot spots, where crash numbers are (locally) concentrated.

FIGURE 12:

INJURY TO FATALITY RATIOS FOR WISCONSIN COUNTIES (2012-2017)



Prepared by Evan Moorman, 2017
Bureau of Transportation Safety, Division of State Patrol
Data from WisTransPortal and ESRI

FIGURE 13:

MARQUETTE COUNTY FATALITIES AND SERIOUS INJURIES (2014-2017) WITH MAP OF HOSPITALS

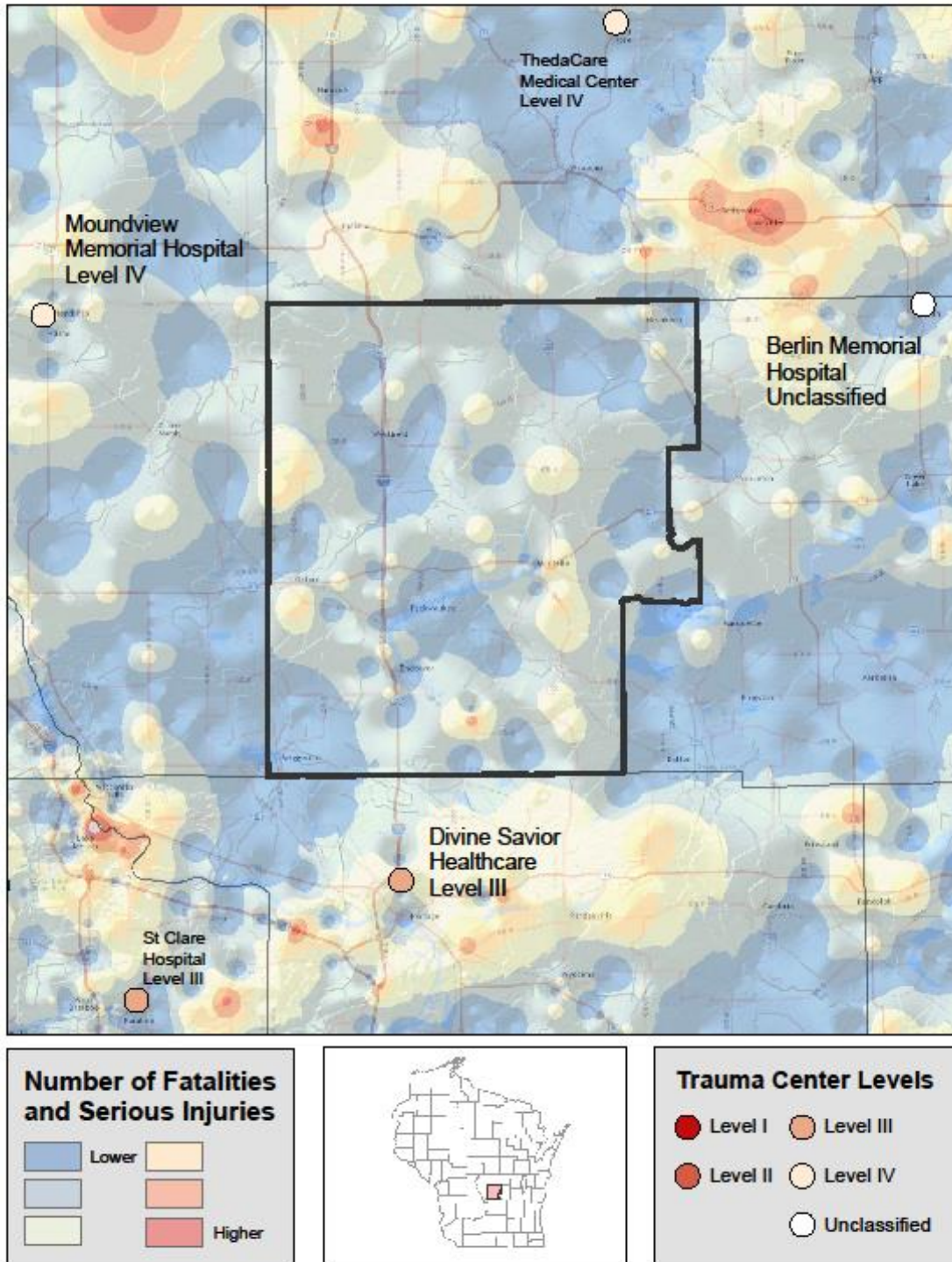
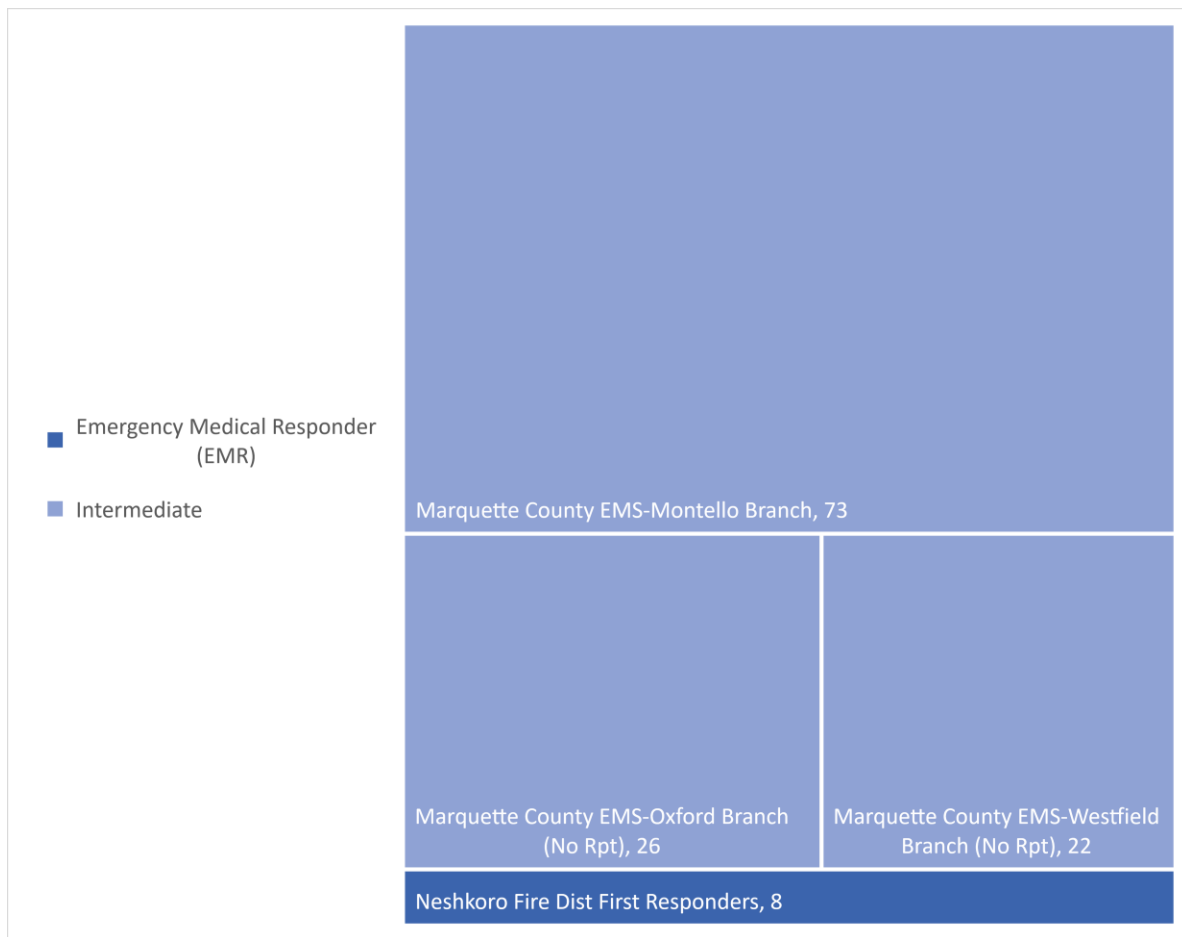


FIGURE 14: NUMBER OF EMT PERSONNEL/JURISDICTION ¹⁶

| Primary address county name | Service License Level | Service Name | Number of Personnel |
|-----------------------------|-----------------------------------|--|---------------------|
| Marquette | Emergency Medical Responder (EMR) | Neshkoro Fire Dist First Responders | 8 |
| Marquette | Intermediate | Marquette County EMS-Montello Branch | 73 |
| Marquette | Intermediate | Marquette County EMS-Oxford Branch (No Rpt) | 26 |
| Marquette | Intermediate | Marquette County EMS-Westfield Branch (No Rpt) | 22 |

FIGURE 14.2: NUMBER AND LEVEL OF EMERGENCY RESPONDERS PER JURISDICTION



¹⁶ Department of Health Services, 2017, Received through Happel, C.

THE CRASHES

The state of Wisconsin, in a months-long process, solicited input from a diverse variety of stakeholders to create the most recent version of our Strategic Highway Safety Plan (SHSP), a document that guides investment and safety decisions for three years. The plan has ten different issue areas. General crash-related statistics for Marquette County are listed below, and then facts and figures are organized to correspond with these ten issue areas.

GENERAL CRASH-RELATED STATISTICS

FIGURE 15: NUMBER OF CRASHES BY MOST SEVERE INJURY IN THE CRASH AND PERSONS INVOLVED IN CRASHES BY INJURY SEVERITY

| | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | | 2012-2016 Average | |
|---------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------------------|---------|
| | Crashes | Persons | Crashes | Persons | Crashes | Persons | Crashes | Persons | Crashes | Persons | Crashes | Persons |
| Fatality | 5 | 5 | 1 | 1 | 3 | 4 | 4 | 5 | 2 | 2 | 3 | 3.4 |
| Incapacitating Injury | 19 | 19 | 12 | 12 | 12 | 12 | 20 | 23 | 6 | 7 | 13.8 | 14.6 |
| Non-Incapacitating Injury | 34 | 45 | 48 | 63 | 39 | 53 | 38 | 49 | 31 | 36 | 38 | 49.2 |
| Possible Injury | 21 | 26 | 15 | 24 | 16 | 24 | 26 | 33 | 23 | 29 | 20.2 | 27.2 |
| No Apparent Injury | 264 | 387 | 265 | 431 | 288 | 449 | 306 | 483 | 319 | 460 | 288.4 | 442 |
| Totals | 343 | 482 | 341 | 531 | 358 | 542 | 394 | 593 | 381 | 534 | 363.4 | 536.4 |

FIGURE 16: FATALITIES AND INCAPACITATING INJURIES BY ROLE, MARQUETTE COUNTY, 2012-2016

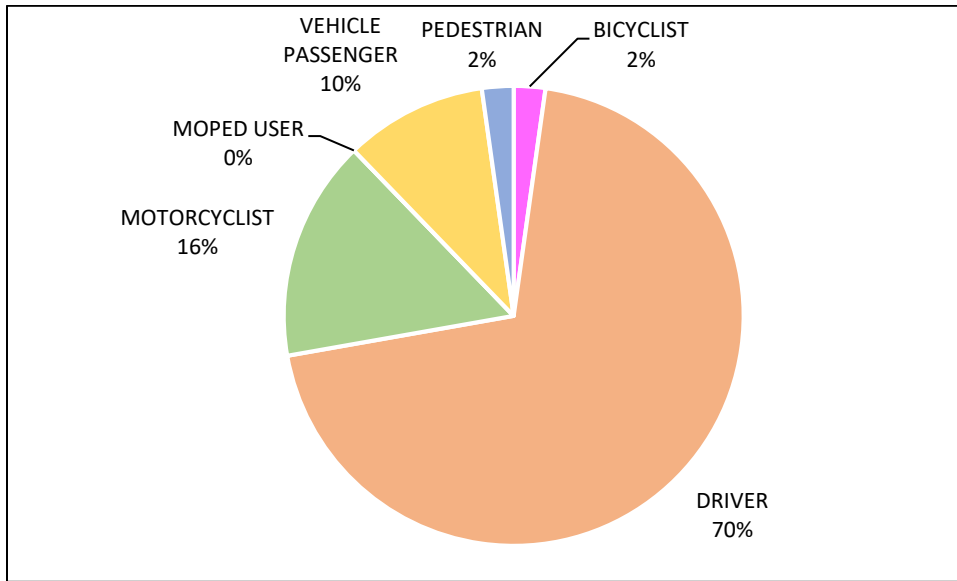
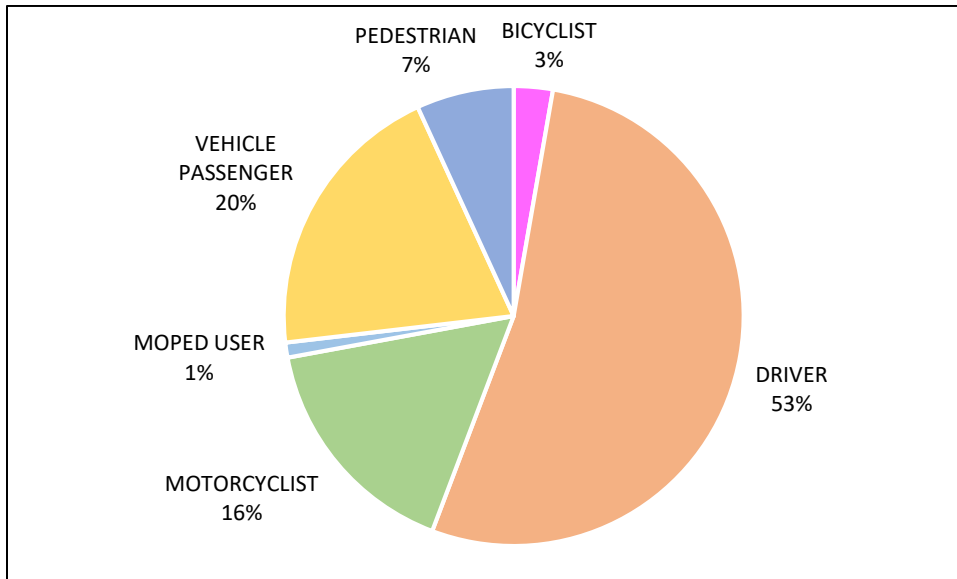


FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016



Vehicle drivers make up the highest percentage of fatalities and incapacitating injuries within Marquette County and the state of Wisconsin.

FIGURE 18: FATAL AND INCAPACITATING INJURIES BY AGE IN MARQUETTE COUNTY, 2012-2016

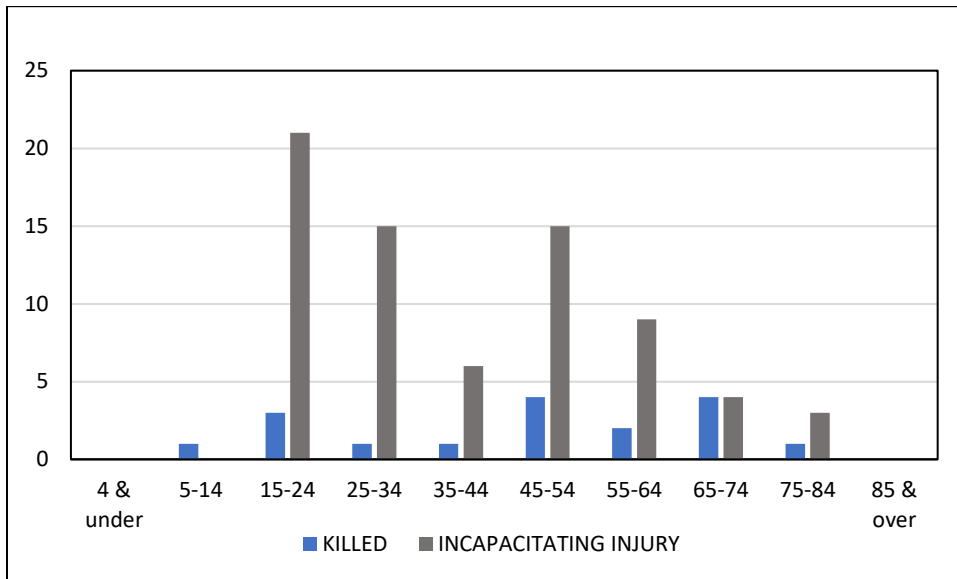
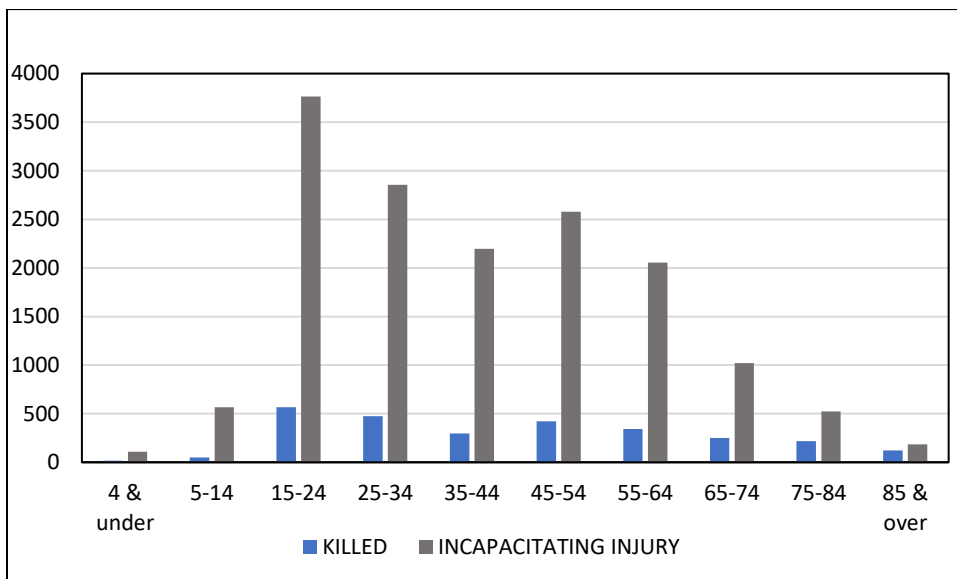
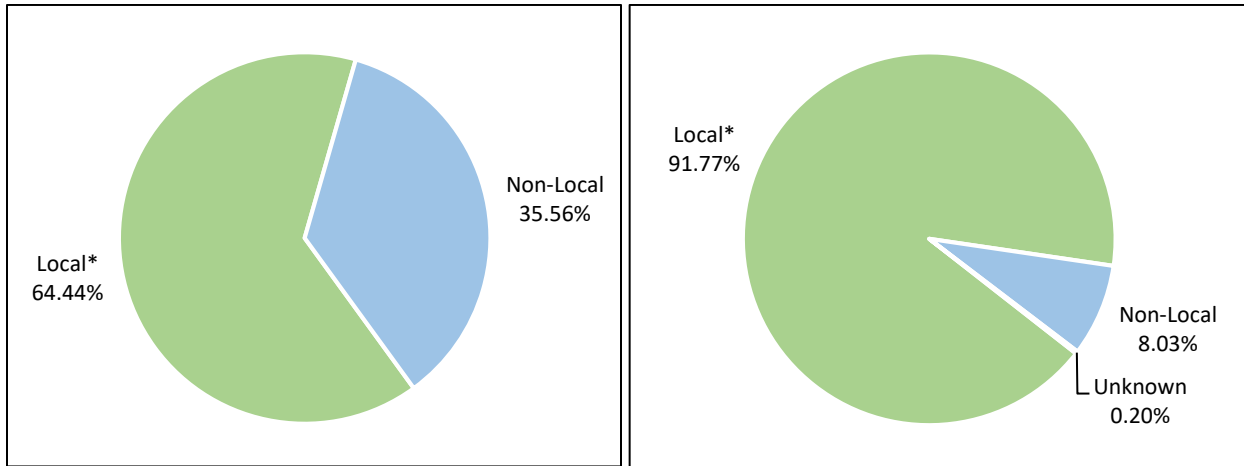


FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016



The highest number of Incapacitating Injuries occurred in the age group 15-24 within Marquette County, the same for the state of Wisconsin. The highest number of fatalities occurred in the age groups 45-54 and 65-74 in Marquette County and 15-24 for the state of Wisconsin as well.

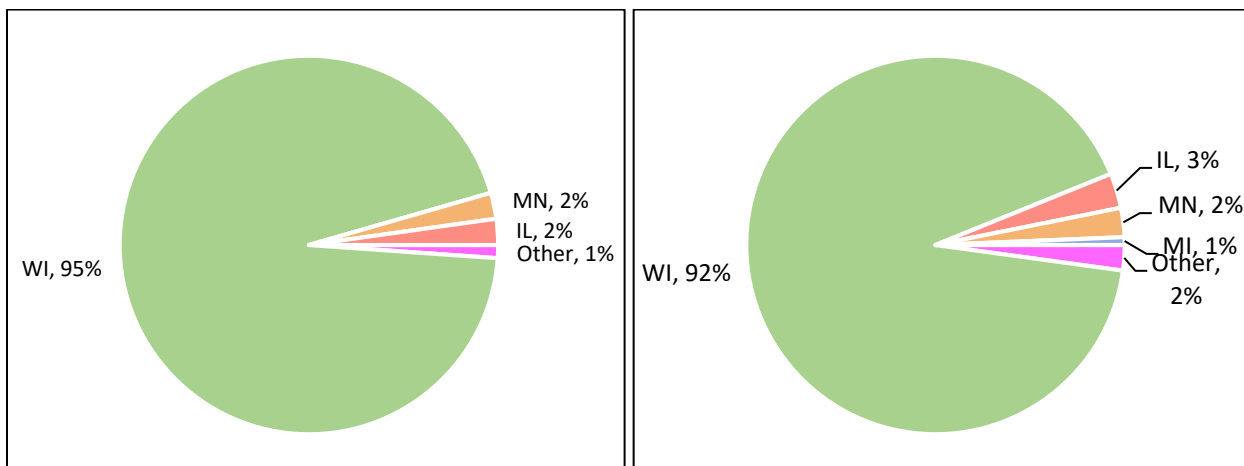
FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (MARQUETTE COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016



*Local is defined as persons with addresses that have ZIP codes fully or partially within the county.

Over 1/3 of the fatalities and injuries in Marquette County occurred to non-local individuals.

FIGURE 21: FATALITIES AND INCAPACITATING INJURIES BY STATE OF RESIDENCE (MARQUETTE COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016



95% of fatality and injury crashes in Marquette County occur to Wisconsin residents.

FIGURE 22: LOCATION OF CRASHES BY ROAD TYPE IN MARQUETTE COUNTY, 2012-2016

| | Total Fatal Crashes | Total Non-Fatal Injury Crashes |
|---------------------|---------------------|--------------------------------|
| Interstate Highways | 20.0% | 16.9% |
| US/State Highways | 33.3% | 30.8% |
| County Highways | 26.7% | 31.4% |
| Local Roads | 20.0% | 20.8% |

The highest percentage of fatal crashes occurred on US/state highways within Marquette County.

FIGURE 23: REPORTING OF FATAL AND SERIOUS INJURY CRASHES BY AGENCY, 2012-2016

| LEA | TOTAL |
|----------------------------|-------|
| MARQUETTE COUNTY SHERIFF | 79 |
| MONTELLO POLICE DEPARTMENT | 1 |
| WISCONSIN STATE PATROL | 4 |
| TOTAL | 84 |

Marquette County Sheriff's Office has the highest reporting of fatal and serious injury crashes within Marquette County.

ISSUE AREA: IMPROVE SAFETY CULTURE, SAFETY DATA, AND DATA TECHNOLOGY

Because this information is difficult to quantify and visualize, we recommend that readers view the most recent edition of the Wisconsin Strategic Highway Safety Plan at the following location: <http://wisconsindot.gov/Documents/safety/education/frms-pubs/strategichwy-17-20.pdf>

ISSUE AREA: REDUCE DRIVER DISTRACTION/IMPROVE DRIVER ALERTNESS

FIGURE 24: INATTENTION-RELATED FATAL AND INJURY-CAUSING CRASHES BY LOCATION, 2012-2016

| | Inattention-Related Fatal Crashes | Inattention- Related Non-Fatal Injury Crashes |
|---------------------|-----------------------------------|---|
| Interstate Highways | 25.0% | 16.7% |
| US/State Highways | 25.0% | 48.9% |
| County Highways | 25.0% | 21.1% |
| Local Roads | 25.0% | 13.3% |

Marquette County fatal crashes are evenly distributed between all types of roads. The most common location for inattention-related serious injury crashes is on US/state highways.

ISSUE AREA: REDUCE ALCOHOL & DRUG-IMPAIRED DRIVING

FIGURE 25: ALCOHOL OR DRUG-RELATED CRASHES BY LOCATION, 2012-2016

| | Alcohol or Drug-Related Fatal Crashes | Alcohol or Drug Related Non-Fatal Injury Crashes |
|---------------------|---------------------------------------|--|
| Interstate Highways | 0.0% | 8.6% |
| US/State Highways | 60.0% | 32.8% |
| County Highways | 20.0% | 34.5% |
| Local Roads | 20.0% | 24.1% |

The most common location for alcohol/drug-related fatal crashes in Marquette County is on US/state highways.

FIGURE 26: IMPAIRED DRIVING STATISTICS IN MARQUETTE COUNTY, 2012-2016

| Average Total Fatal Crashes | Average Non-Fatal Injury Crashes | Average Alcohol or Drug-Related Fatal Crashes | Average Alcohol or Drug-Related Non-Fatal Injury Crashes |
|-----------------------------|----------------------------------|---|--|
| 3.0 | 72.0 | 1.0 | 11.6 |

| | | |
|-------------------------|---|-------|
| Marquette County | % of alcohol or drug-related fatal crashes to all fatal crashes | 33.3% |
| Wisconsin | % of alcohol or drug-related fatal crashes to all fatal crashes | 45.0% |

Marquette County has a smaller percentage of alcohol or drug-related fatal crashes than the state of Wisconsin.

ISSUE AREA: REDUCE THE INCIDENCE AND SEVERITY OF MOTORCYCLE CRASHES

FIGURE 27: MARQUETTE COUNTY MOTORCYCLISTS KILLED OR SERIOUSLY INJURED, 2012-2016

| | % Killed | % Seriously Injured | 5-Yr Ave Killed | 5-Yr Ave Seriously Injured |
|--------|----------|---------------------|-----------------|----------------------------|
| County | 17.6% | 15.1% | 0.6 | 2.2 |
| State | 15.3% | 16.5% | 84.8 | 525.6 |

Marquette County had a lower percentage of motorcyclists seriously injured when compared to the state, but a higher percentage of motorcyclist fatalities.

ISSUE AREA: IMPROVE NON-MOTORIST SAFETY

FIGURE 28: MARQUETTE COUNTY PEDESTRIANS KILLED OR SERIOUSLY INJURED, 2012-2016

| | % Killed | % Seriously Injured | 5-Yr Ave Killed | 5-Yr Ave Seriously Injured |
|--------|----------|---------------------|-----------------|----------------------------|
| County | 5.9% | 1.4% | 0.2 | 0.2 |
| State | 8.1% | 6.6% | 44.8 | 211.2 |

Marquette County had lower percentages of crashes where pedestrians were killed and seriously injured, compared to the state.

FIGURE 29: PEDESTRIANS INVOLVED IN CRASHES BY ACTION AND LOCATION, 2012-2016

| PEDESTRIAN ACTION | PEDESTRIAN LOCATION | | | TOTAL |
|------------------------|---------------------|------------|----------------|-------|
| | IN CROSSWALK | IN ROADWAY | NOT IN ROADWAY | |
| BLANK | 0 | 0 | 1 | 1 |
| DARTING INTO ROAD | 0 | 1 | 0 | 1 |
| DARK CLOTHING | 0 | 1 | 0 | 1 |
| WALKING FACING TRAFFIC | 1 | 0 | 0 | 1 |
| TOTAL | 1 | 2 | 1 | 4 |

FIGURE 30: MARQUETTE COUNTY BICYCLISTS KILLED OR SERIOUSLY INJURED, 2012-2016

| | % Killed | % Seriously Injured | 5-Yr Ave Killed | 5-Yr Ave Seriously Injured |
|--------|----------|---------------------|-----------------|----------------------------|
| County | 0.0% | 2.7% | 0.0 | 0.4 |
| State | 1.8% | 2.9% | 10.2 | 92.4 |

Marquette County had a lower percentage of crashes where bicyclists were seriously injured, compared to the state. Marquette County also had zero bicyclist fatalities from 2012-2016.

ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS

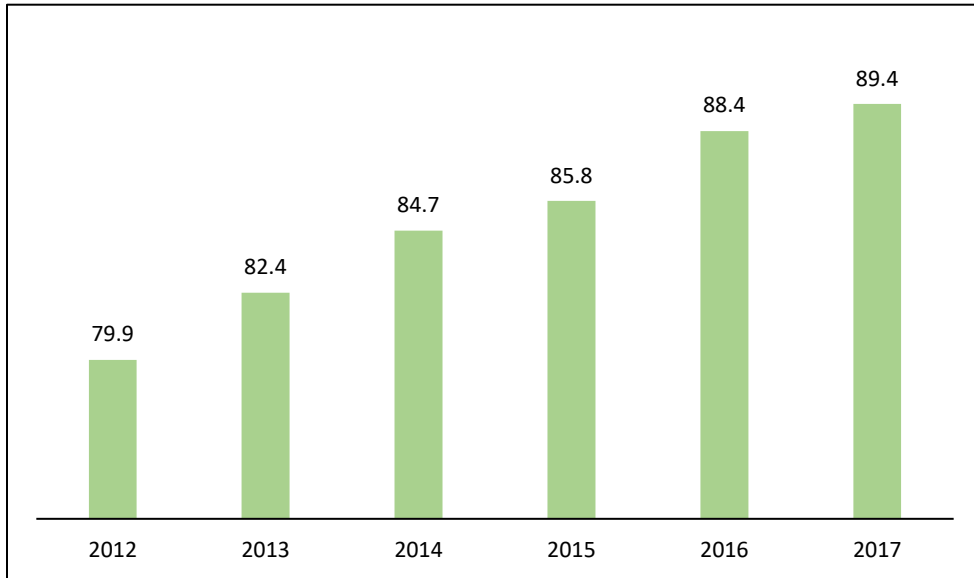
FIGURE 31: MARQUETTE COUNTY TOTAL CRASHES BY LOCATION, 2012-2016

| | County | State |
|--------------------|--------|-------|
| % Intersection | 11.1% | 37.8% |
| % Non-Intersection | 88.9% | 62.8% |

There were more crashes at non-intersections in Marquette County, compared to the state of Wisconsin.

ISSUE AREA: INCREASE OCCUPANT PROTECTION

FIGURE 32: SEATBELT USE STATEWIDE, 2012-2017



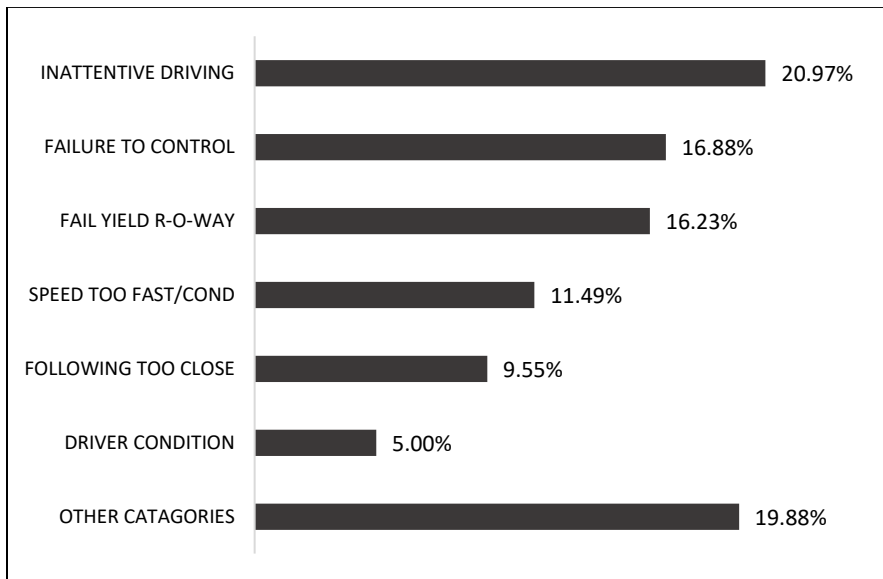
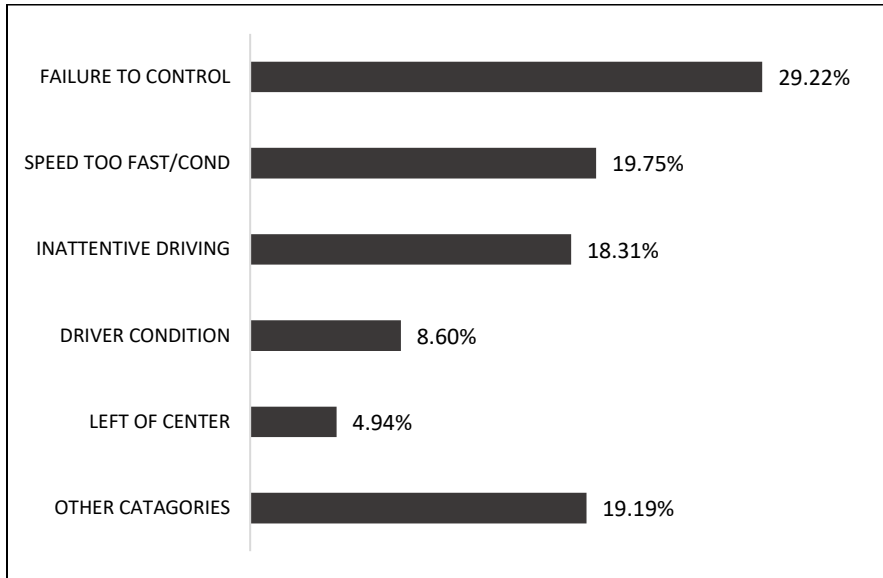
Seatbelt usage statewide has increased over the past six years.

FIGURE 32.2: SAFETY EQUIPMENT USAGE IN PASSENGER CAR AND LIGHT TRUCKS DURING CRASHES, 2012-2016

| | Belted | Unbelted |
|---------------------------------|--------|----------|
| Fatalities and Serious Injuries | 71.4% | 28.6% |

ISSUE AREA: CURB AGGRESSIVE DRIVING/REDUCE SPEED-RELATED CRASHES

FIGURE 33: DRIVER POSSIBLE CONTRIBUTING CIRCUMSTANCES FOR CRASHES IN MARQUETTE COUNTY (TOP) AND STATEWIDE (BOTTOM), 2012-2016



Failure to control is the most significant contributing factor for all crashes within Marquette County.

FIGURE 34: AGGRESSIVE DRIVING STATISTICS IN MARQUETTE COUNTY, 2012-2016

| | |
|-------------------------------------|--|
| Average Speed Related Fatal Crashes | Average Speed Related Non-Fatal Injury Crashes |
| 0.6 | 20.0 |

| | | |
|-------------------------|---|-------|
| Marquette County | % of speed related fatal crashes to all fatal crashes | 20.0% |
| Wisconsin | % of speed related fatal crashes to all fatal crashes | 28.9% |

| | Total Fatal Crashes | Total Non-Fatal Injury Crashes | Speed Related Fatal Crashes | Speed Related Non-Fatal Injury Crashes |
|---------------------|---------------------|--------------------------------|-----------------------------|--|
| Interstate Highways | 20.0% | 16.9% | 0.0% | 15.0% |
| US/State Highways | 33.3% | 30.8% | 0.0% | 14.0% |
| County Highways | 26.7% | 31.4% | 66.7% | 38.0% |
| Local Roads | 20.0% | 20.8% | 33.3% | 33.0% |

Marquette County has a smaller percentage of speed related fatal crashes than the state. The most common location for speed related fatal crashes in Marquette County is on US/state highways.

ISSUE AREA: REDUCE LANE DEPARTURE CRASHES

FIGURE 35: MARQUETTE COUNTY RUN-OFF-THE-ROAD CRASHES, 2012-2016

| | 5 Year Average of Run-Off-the-Road Crashes | % of Run-Off-the-Road Crashes to Total Crashes |
|--------|--|--|
| County | 128.8 | 35.4% |
| State | 30,395.6 | 25.4% |

Marquette County had a greater percentage of run-off-the-road crashes when compared to the state.

THE IMPACT

The number of persons involved in traffic crashes is low, comparatively. Medical costs are high. Crash-related hospitalizations, quality of life costs, and lost years of life due to crashes are all very high.

2011-2015 Annual Averages

| | Marquette County | Wisconsin |
|--|------------------|--------------|
| Average Annual Population | 15,333 | 5,716,883 |
| Persons in Crashes (per 1,000 residents) | 28.7 | 46.0 |
| Crash-Related Emergency Room Visits (per 100,000 residents) | 335.9 | 407.3 |
| Crash-Related Hospitalizations (per 100,000 residents) | 93.9 | 49.3 |
| Quality of Life Costs (per 100,000 residents) | \$73,395,964 | \$36,819,900 |
| Lost Years of Life (per 1,000 residents) | 7.83 | 3.04 |
| Medical Costs (per 100,000 residents) | \$14,691,168 | \$10,482,526 |

^{17,18}

¹⁷University of Wisconsin-Madison, Center for Health Systems Research & Analysis. Wisconsin Crash Outcome Data Evaluation System Project. "Wisconsin CODES Report Builder Custom Reporting System," <http://www.chsra.wisc.edu/codes/query/overview.html> Accessed Oct. 2, 2017.

¹⁸University of Wisconsin-Madison, Center for Health Systems Research & Analysis. Wisconsin Crash Outcome Data Evaluation System Project. "Community Crash Reports," <http://www.chsra.wisc.edu/codes/community/default.htm> Accessed Oct. 3, 2017.

THE GRANTS

The Bureau of Transportation Safety targets counties throughout the state based on crash frequency and severity, considering their size, location, and contributing behavioral factors as indicated on crash forms received from local law enforcement agencies. Overtime enforcement grants are offered to the law enforcement agencies of a county to form a high-visibility enforcement task force that will coordinate efforts with each other and locals to change the driving behavior in their county. If a county makes the targeting list for an enforcement grant to address a behavioral highway safety issue, all law enforcement agencies within the county are eligible to participate on a task force to address the problem. National priority issue areas include impaired driving, seat belt use, speeding, and distracted driving.

2016 Task Forces

| | Grant Amount |
|---------------------------------------|--------------|
| Marquette County OWI Task Force | \$35,904 |
| Marquette County Speed Task Force | \$50,392 |
| Marquette County Seat Belt Task Force | \$38,080 |

2016 Grant Participation

| | Impaired Driving | Occupant Protection | Speed |
|-----------------------------------|------------------|----------------------|-------------------------------|
| Marquette County Sheriff’s Office | OWI Task Force | Seat Belt Task Force | Speed Task Force; \$10,252 |
| Endeavor Police Dept. | OWI Task Force | | Speed Task Force |
| Montello Police Dept. | OWI Task Force | Seat Belt Task Force | Speed Task Force |
| Neshkoro Police Dept. | OWI Task Force | | Speed Task Force |
| Oxford Police Dept. | OWI Task Force | Seat Belt Task Force | Speed Task Force |
| Westfield Police Dept. | OWI Task Force | Seat Belt Task Force | Speed Task Force |

2017 Task Force Participation and 2018 Task Force Eligibility

| | Impaired Driving | Occupant Protection | Speed |
|---|------------------|---------------------|--------------|
| Marquette County Law Enforcement Agencies | not eligible | not eligible | not eligible |

Agency Mobilizations 2016-2017

| | FY2016 Drive Sober or Get Pulled Over- Winter Holidays | 2016 Click It or Ticket | 2016 Drive Sober or Get Pulled Over – Labor Day | FY2017 Drive Sober or Get Pulled Over- Winter Holidays | 2017 Click It or Ticket | 2017 Drive Sober or Get Pulled Over – Labor Day |
|-----------------------------------|--|----------------------------|---|--|----------------------------|---|
| Marquette County Sheriff’s Office | | yes | yes | yes | yes | yes |
| Endeavor Police Dept. | | | | | | |
| Montello Police Dept. | | | | | yes | |
| Neshkoro Police Dept. | | | | | | |
| Oxford Police Dept. | | | | | | |
| Westfield Police Dept. | | | | | | |

The Wisconsin State Patrol participates in all three mobilizations each year. Law enforcement agencies should participate for the chance to receive an equipment grant for ongoing high-visibility enforcement.