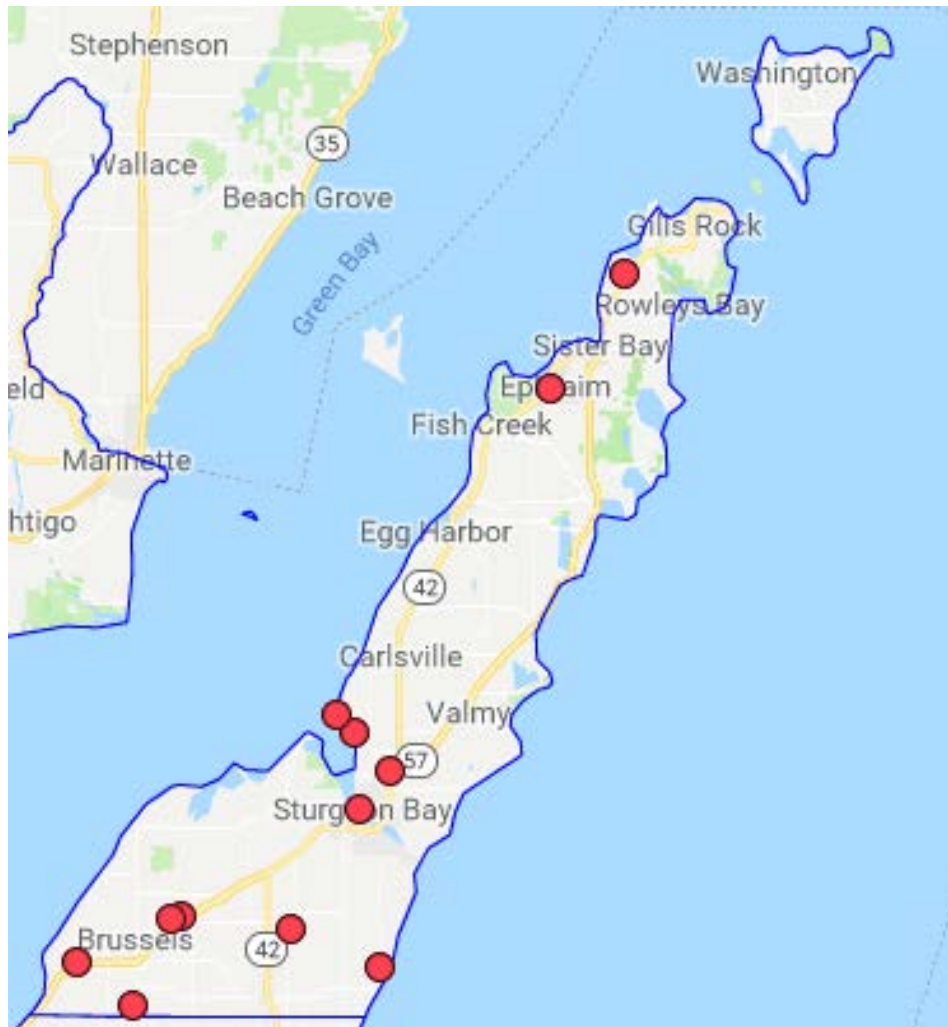


ANATOMY OF DOOR COUNTY: A TRAFFIC SAFETY SUMMARY



There were 13 fatal crashes in Door County from 2012 to 2016.

THE PLACE

Section Summary

The county's principal route is STH 57 south of Sturgeon Bay. Door County is among the bottom ten counties for miles of state highways. It is among the top ten counties for number of registered vehicles per capita.

Urbanization

Door County is peninsular county adjacent to the Green Bay metropolitan area. 31.01% of its population lives in urban areas, and 1.14% of the county's land area is urban.¹ The county includes approximately 300 miles of Lake Michigan coastline. The Sturgeon Bay Shipping Canal divides the county, and there are several islands off the northern coast—the most significant of which is Washington Island.

Road Network

State Trunk Highway (STH) 42 begins at the end of the peninsula at the Porte des Morts Strait in the town of Liberty Grove and travels across the length of the county through Sister Bay, Ephraim, Egg Harbor, Sturgeon Bay, and Forestville before continuing south along Lake Michigan toward Algoma, Kewaunee, and Manitowoc. STH 57 is a north-south highway that begins at STH 41 in Sister Bay and runs down the length of the county through Sturgeon Bay and continues to the west toward Green Bay. Both highways are part of the "Great Lakes Circle Tour," a designated scenic route. STH 57 is an expressway southwest of its junction with STH 42 in the town of Nasewaupee, and STH 42/57 is a multilane divided highway in the town of Nasewaupee and the west side of Sturgeon Bay.

Washington Island is connected to the peninsula via ferry routes.

Miles of Roadway

There are 1,269 miles of roadway in the county, including 102 (8.0%) miles of state roads, 294 (23.2%) miles of county roads, and 873 (68.8%) miles of local roads.²

Vehicle Registrations and Vehicle Miles of Travel (VMT)

In 2016, there were 13,058 autos, 3,440 cycles, 2,643 trailers, and 21,166 trucks registered in Door County.³ VMT in 2016 was 459,399,950.⁴

Traffic Volume

As can be seen in Figure 1, traffic volumes in Door County are highest on Highways 42 near the community of Sturgeon Bay. The maximum daily VMT in the county is reported at about 15,000, although because Door County is such a popular place for Wisconsinites to vacation, traffic volumes are quite dependent upon the season.

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.

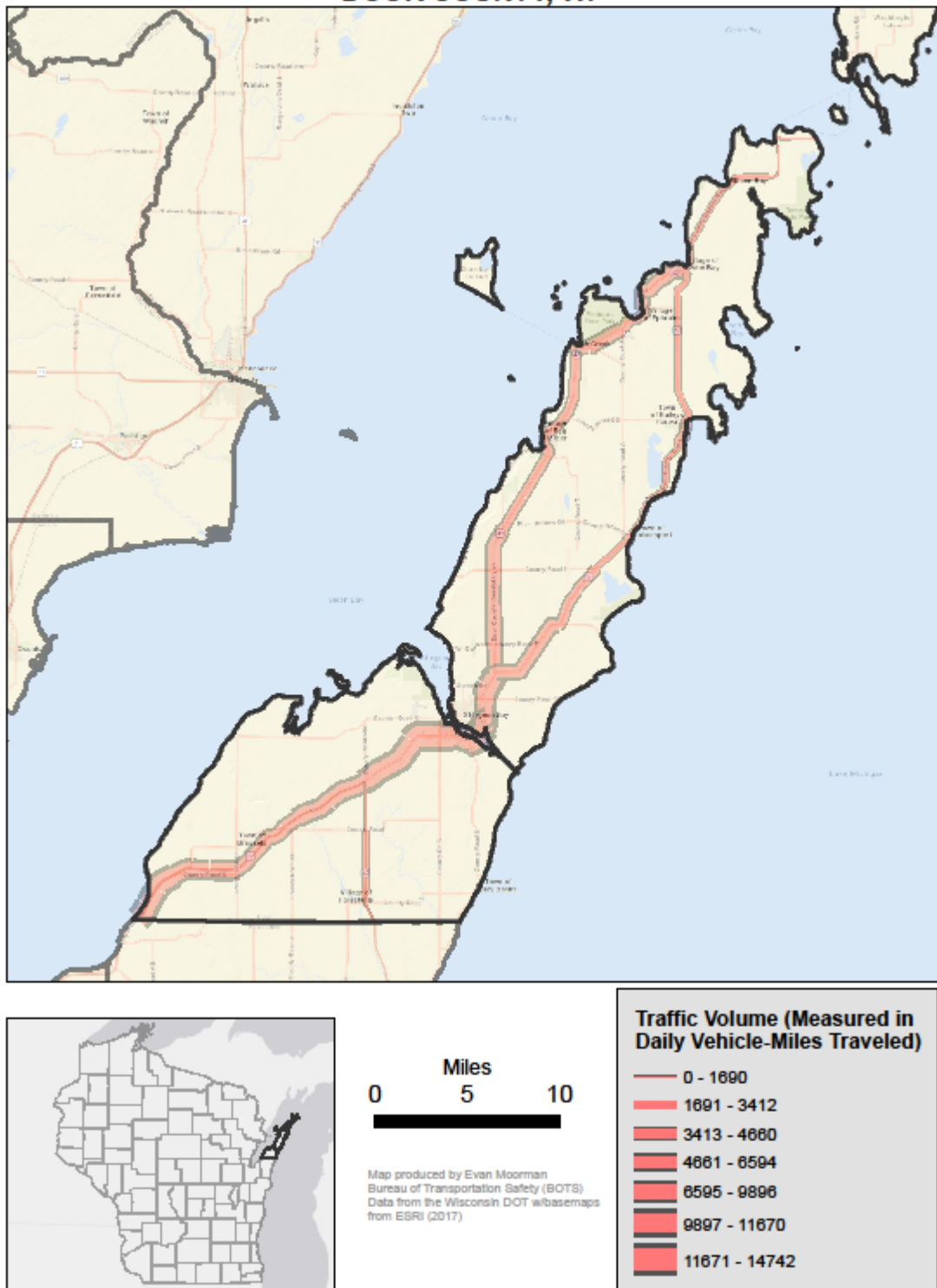
<http://wisconsindot.gov/Documents/about-wisdot/newsroom/statistics/factsfig/vehregcounty.pdf>

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>

FIGURE 1:

**TRAFFIC VOLUME ON THE STATE TRUNK NETWORK
DOOR COUNTY, WI**



Commuting Flows

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

FIGURE 2: COMMUTING FLOWS AMONG COUNTIES

Workers who Reside in Door County Work in:		People who Work in Door County Reside in:	
Door County	11,649	Door County	11,649
Brown County	862	Kewaunee County	714
Kewaunee County	469	Brown County	398
Manitowoc County	135	Manitowoc County	45
Others	594	Others	268

5

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

FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 17)

Residence	Place of Work	Number
Sevastopol (Town)	Sturgeon Bay	678
Nasewaupsee (Town)	Sturgeon Bay	458
Gardner (Town)	Sturgeon Bay	291
Sturgeon Bay (Town)	Sturgeon Bay	271
Algoma	Sturgeon Bay	231
Forestville (Town)	Sturgeon Bay	212
Forestville	Sturgeon Bay	183
Green Bay	Sturgeon Bay	171
Liberty Grove (Town)	Sister Bay	166
Brussels (Town)	Sturgeon Bay	151
Baileys Harbor (Town)	Gibraltar (Town)	129
Sturgeon Bay	Sturgeon Bay (Town)	128
Union (Town)	Green Bay	121
Egg Harbor (Town)	Egg Harbor	120
Egg Harbor (Town)	Sturgeon Bay	118
Liberty Grove (Town)	Gibraltar (Town)	118
Sturgeon Bay	Sister Bay	118

6

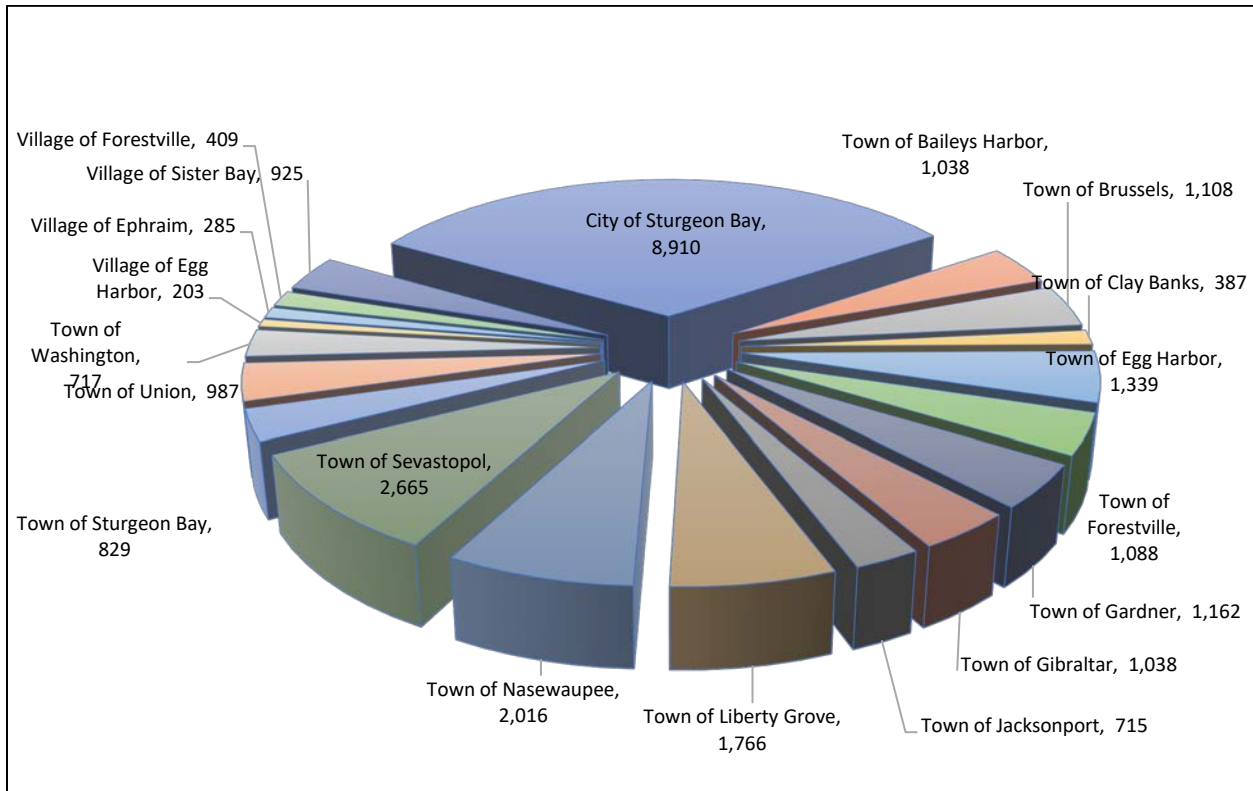
⁵United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

⁶United 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 Door County—almost 28,000 individuals—is dispersed through 19 different jurisdictions. The largest city, the city of Beaver Dam, reports a population of about 9,000 individuals—about a third of the total county population—while other larger communities include the towns of Nasewaupee and Sevastopol.

FIGURE 4: POPULATION OF DOOR COUNTY MUNICIPALITIES (2016)



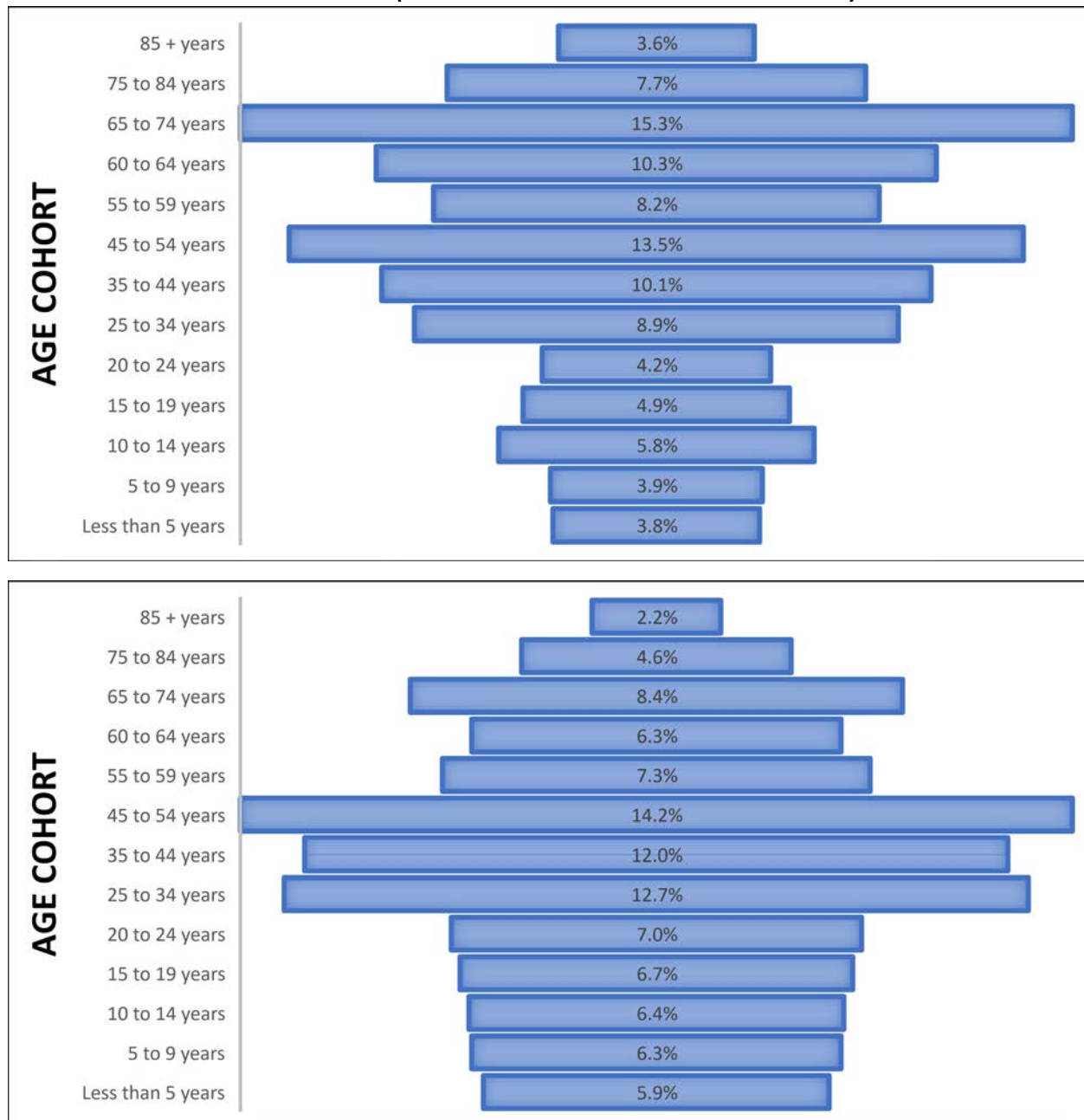
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Population Trends

Between 2010 and 2016, the county's population decreased (by about 1%). The average age of the county is significantly older than the state generally (48.7 compared to 39 years). As can be seen in the population pyramids (Figure 5), Door County's population is "top heavy," with a low percentage of children and teens.

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 5 ⁸: POPULATION PYRAMIDS (DOOR COUNTY ABOVE AND STATE BELOW)

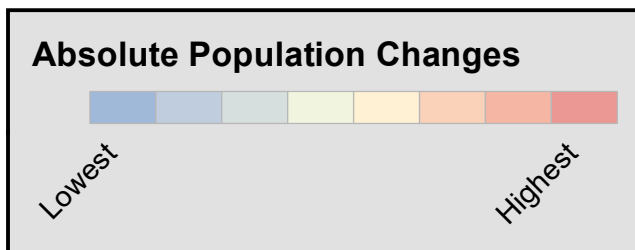
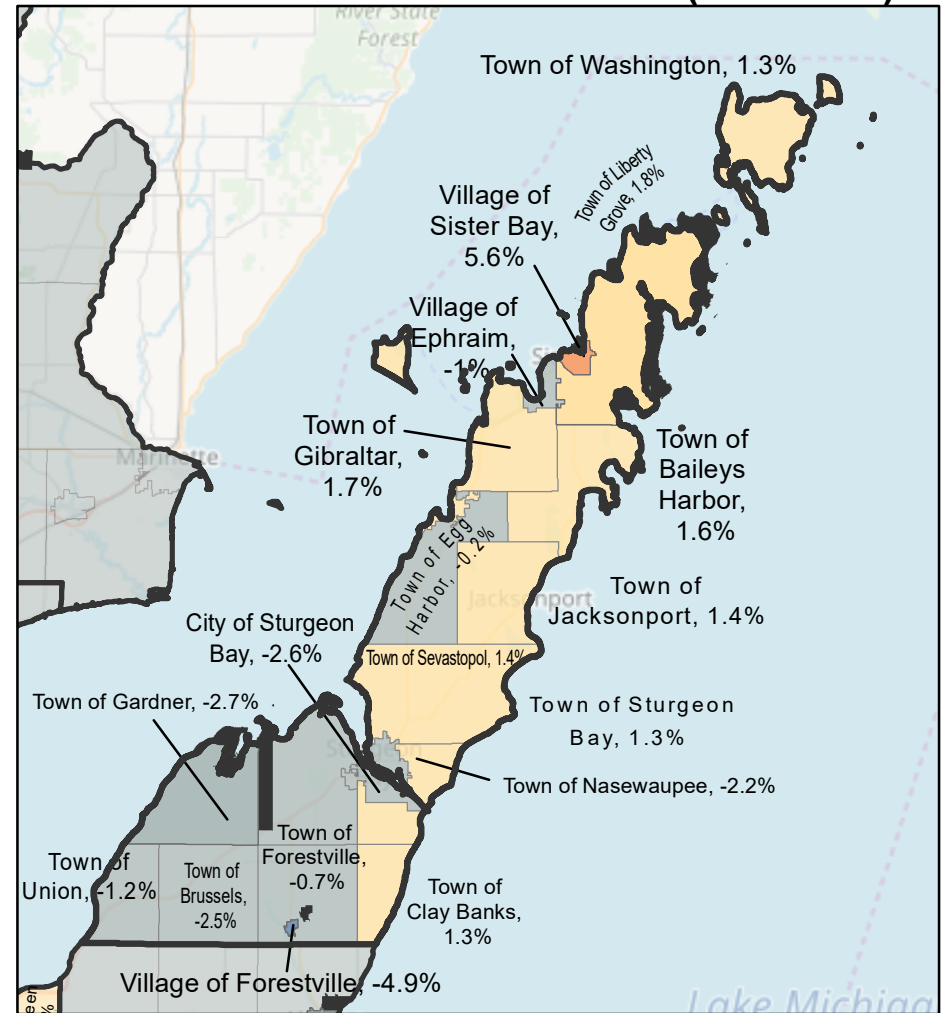
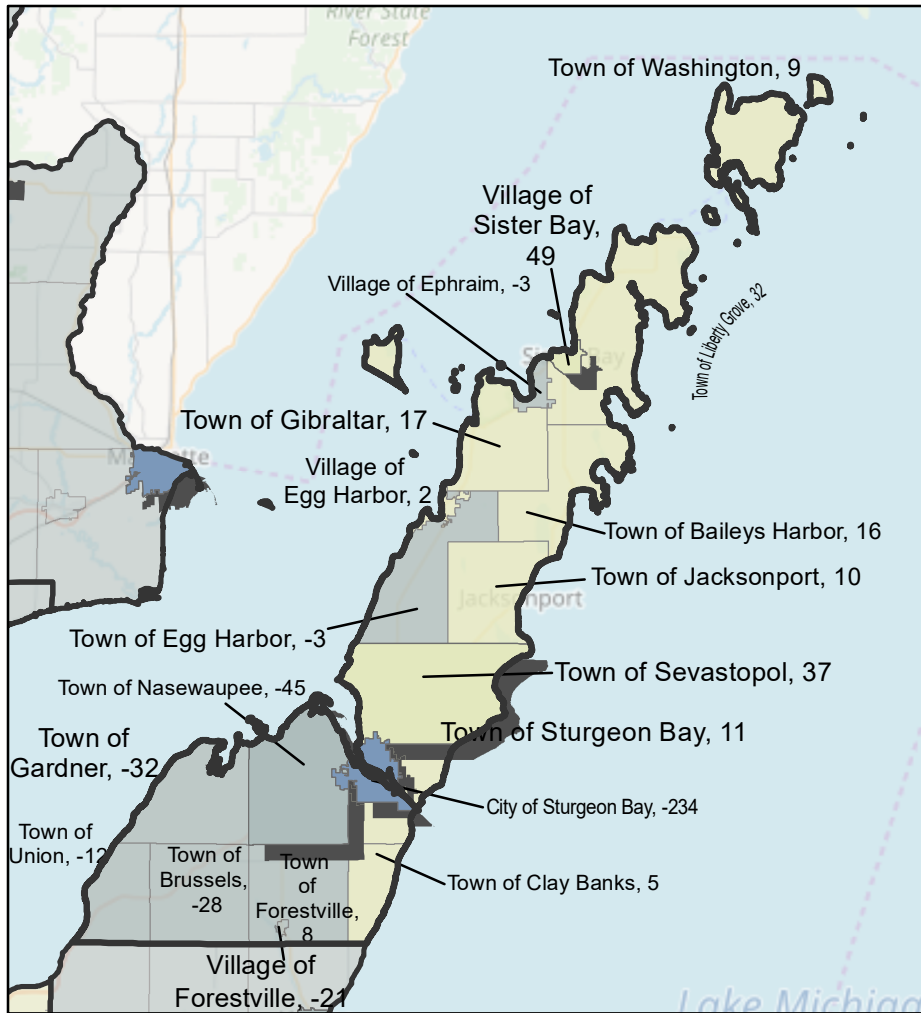


Almost all the jurisdictions in the northern portion of the county are gaining population, although these increases are modest (1-6% between 2010 and 2016). Conversely, most of the larger jurisdictions in the southern portion of the county are losing population (In the images, the measure of absolute 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

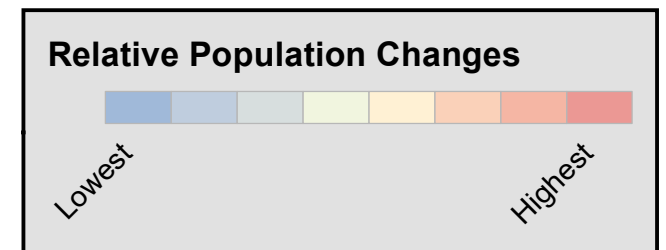
⁸ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 6th, 2017.

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

ABSOLUTE AND RELATIVE POPULATION CHANGES DOOR 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

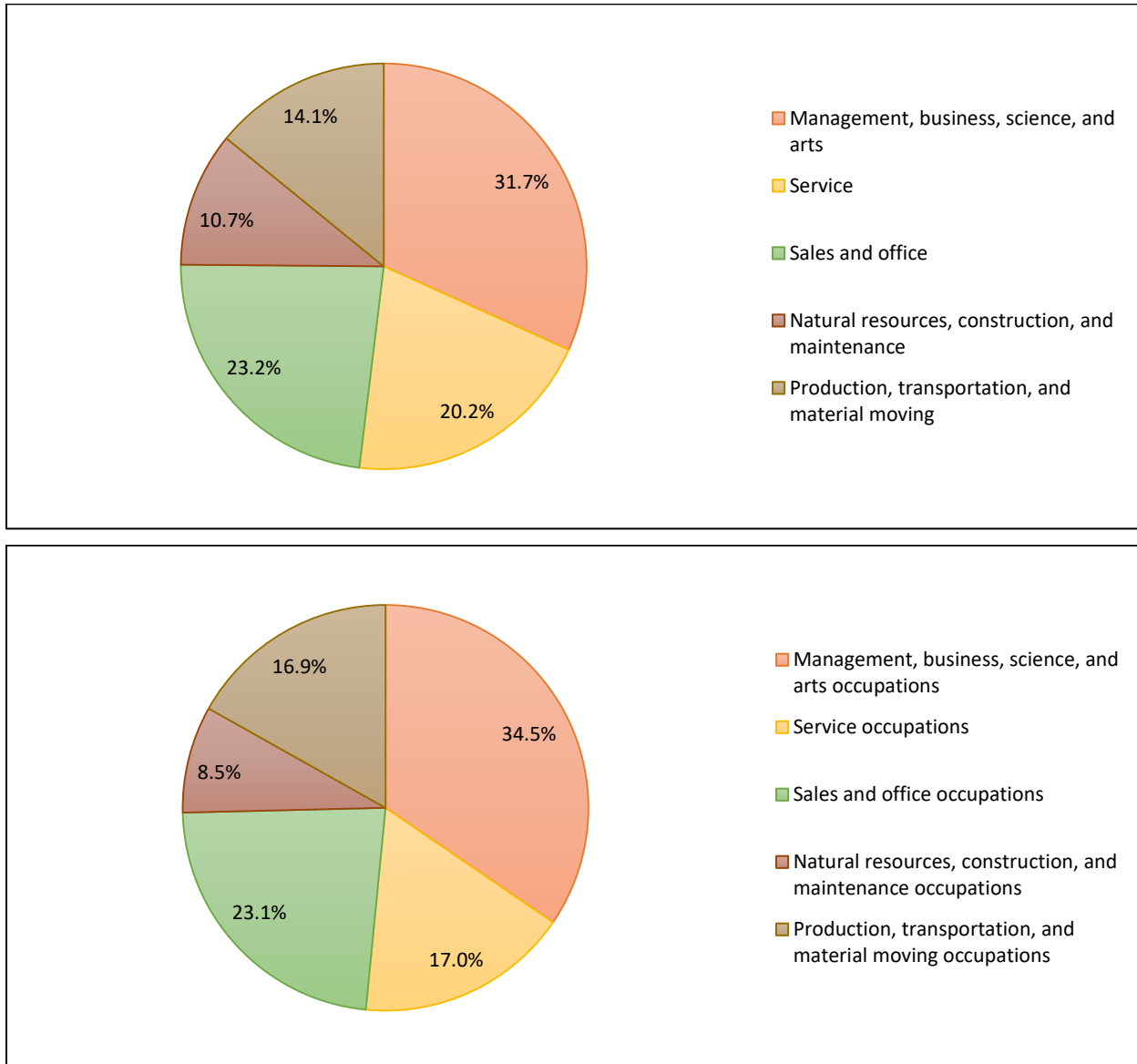


THE ECONOMY

Section Summary

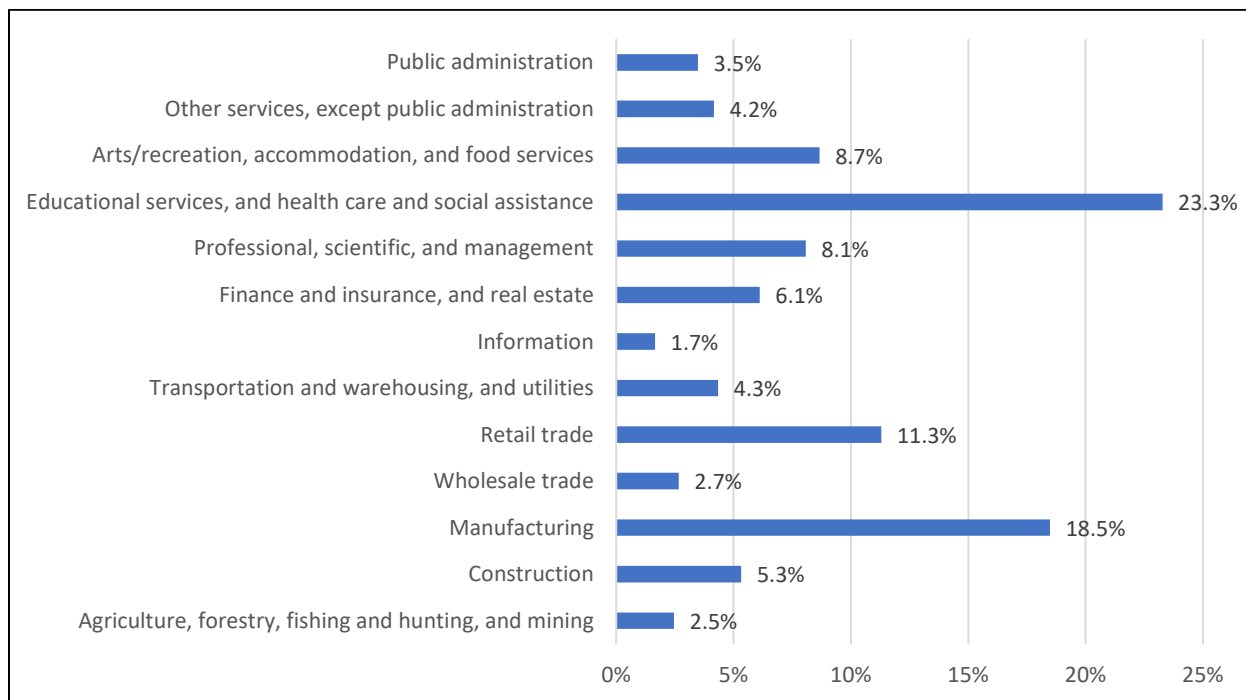
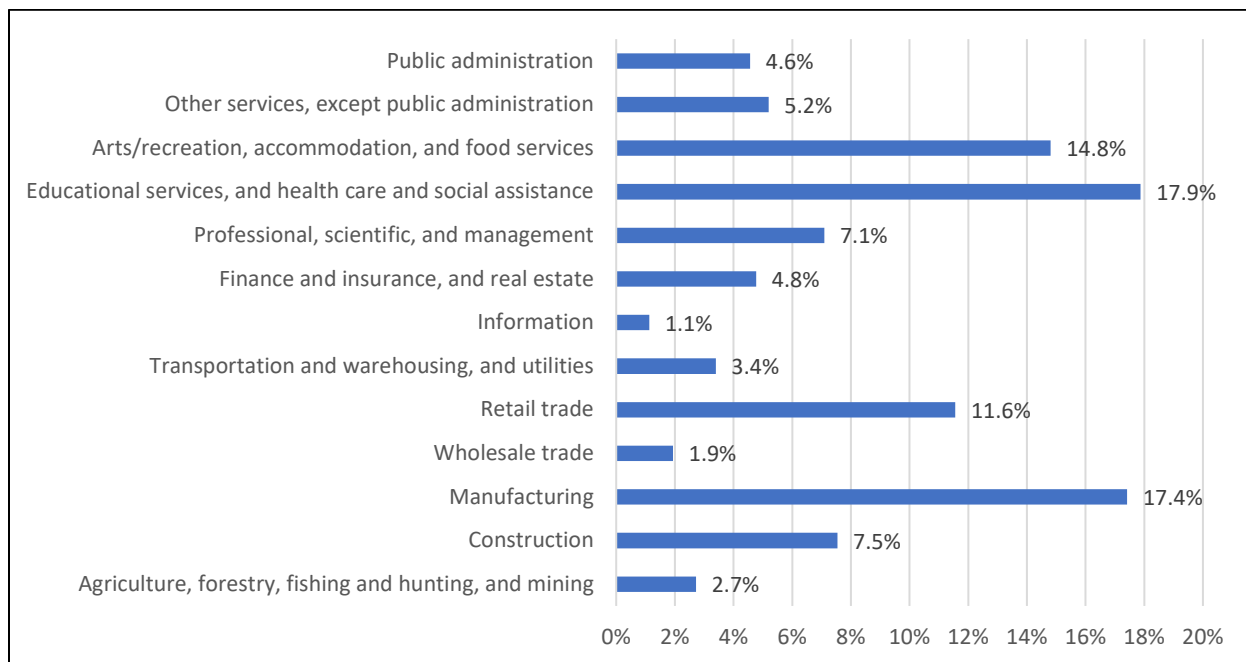
The unemployment rate in Door County has been, on average, 2.0% higher than that of the state over the last decade. The proportion of the population that works in the arts, recreation, accomodation, or food services industries is large, while the proportion that works in the educational services, health care, or social assistance industries is fairly small, comparatively.

FIGURE 7: EMPLOYMENT BY OCCUPATION (DOOR 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.

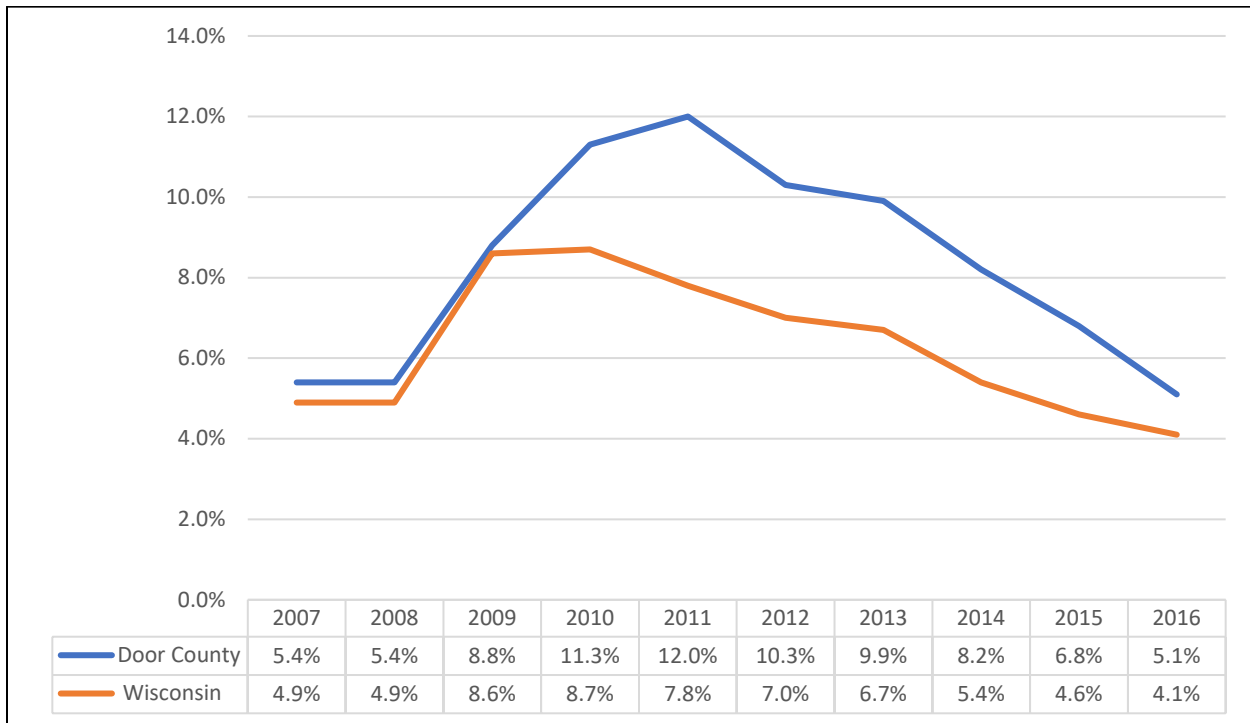
FIGURE 8: EMPLOYED POPULATION BY INDUSTRY (DOOR ON TOP AND STATE BELOW)



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, DOOR COUNTY AND WISCONSIN, 2007-2016



12

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

Forty-three percent of licensees have liquor for sale for consumption on site. Twenty-three percent of licenses are in Sturgeon Bay, 10% are in the town of Gibraltar, 9% are in Sister Bay, and 46% are in other towns.

FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, DOOR COUNTY

	Egg Harbor	Ephraim	Forestville	Sister Bay	Sturgeon Bay	Town of Baileys Harbor	Town of Gibraltar	Town of Washington	Other Towns	Total (By Liq. License)
AB or AC				1	3				2	6
AL or ALB	9		2	7	20	1	7	3	17	66
BB or CW	5	7		9	18	4	13	12	13	81
BL or BLB	7		2	7	23	12	8	6	55	120
Others				1			1		3	5
Total (By Municipality)	21	7	4	25	64	17	29	21	90	278

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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)

14

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/liqlcrpt.aspx>. Accessed Oct. 25, 2017.

FIGURE 10.2: ALCOHOL LICENSES IN DOOR COUNTY BY JURISDICTION

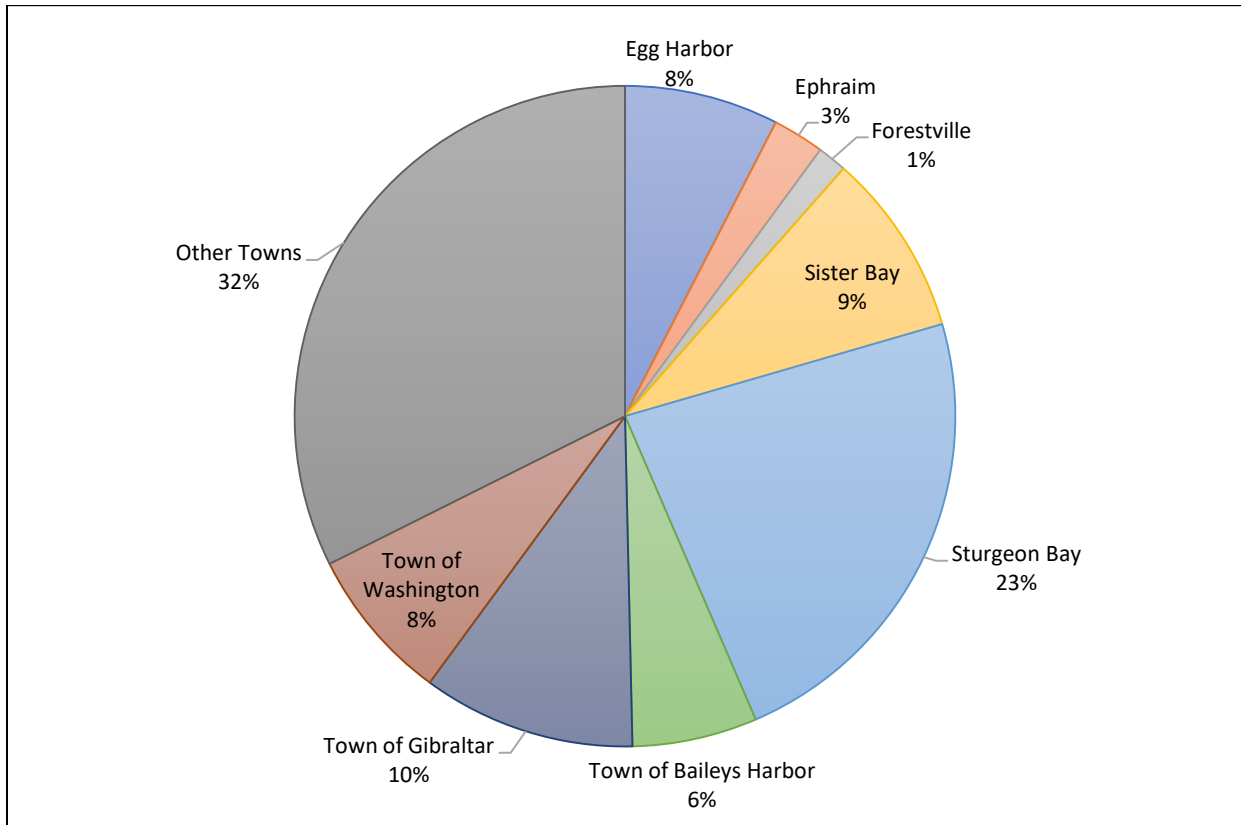
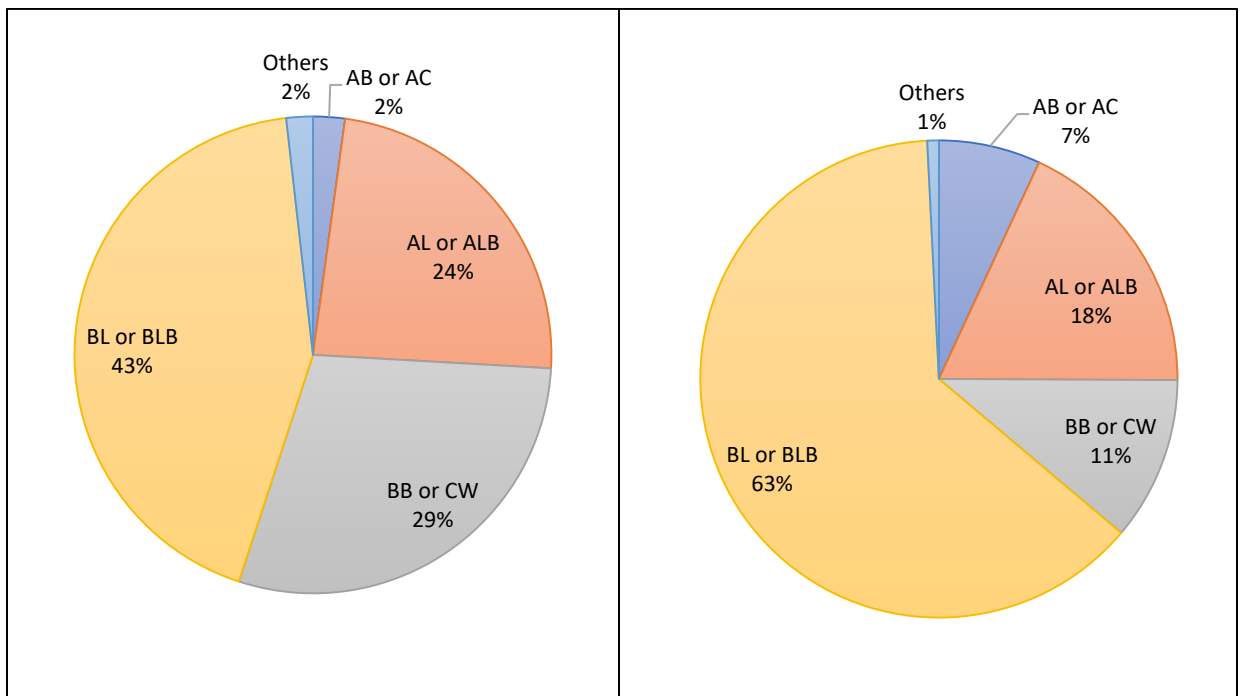


FIGURE 11: ALCOHOL BEVERAGE LICENSES BY TYPE, 2017-2018 (DOOR COUNTY ON THE LEFT, STATE ON THE RIGHT)



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, Door County reported a similar injury-to-death ratio than the state generally (69.8 vs. 73.1).

Emergency Services

As can be seen in Figure 13, Door County is the site a single classified trauma center (a level IV trauma center). ¹⁵ A level II trauma center (Aurora Baycare Medical Center) is located a few miles west of the county border and a level I trauma center can be accessed in Milwaukee, some 130 miles to the south.

Door County maintains 13 different emergency providers (Figure 14). These companies employ 350 emergency personnel. Consequently, the county is the site of 12.65 emergency response personnel per 1,000 residents. This is far higher than the state figure of 4.02 emergency response personnel per 1,000 residents (and may help counteract the negative health outcomes that can emerge from having low hospital access).

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)

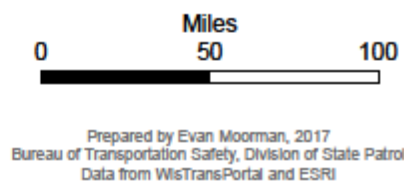
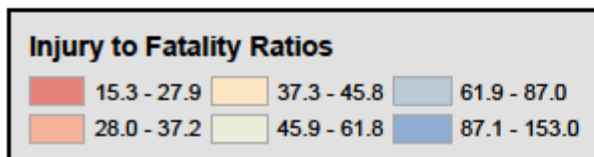
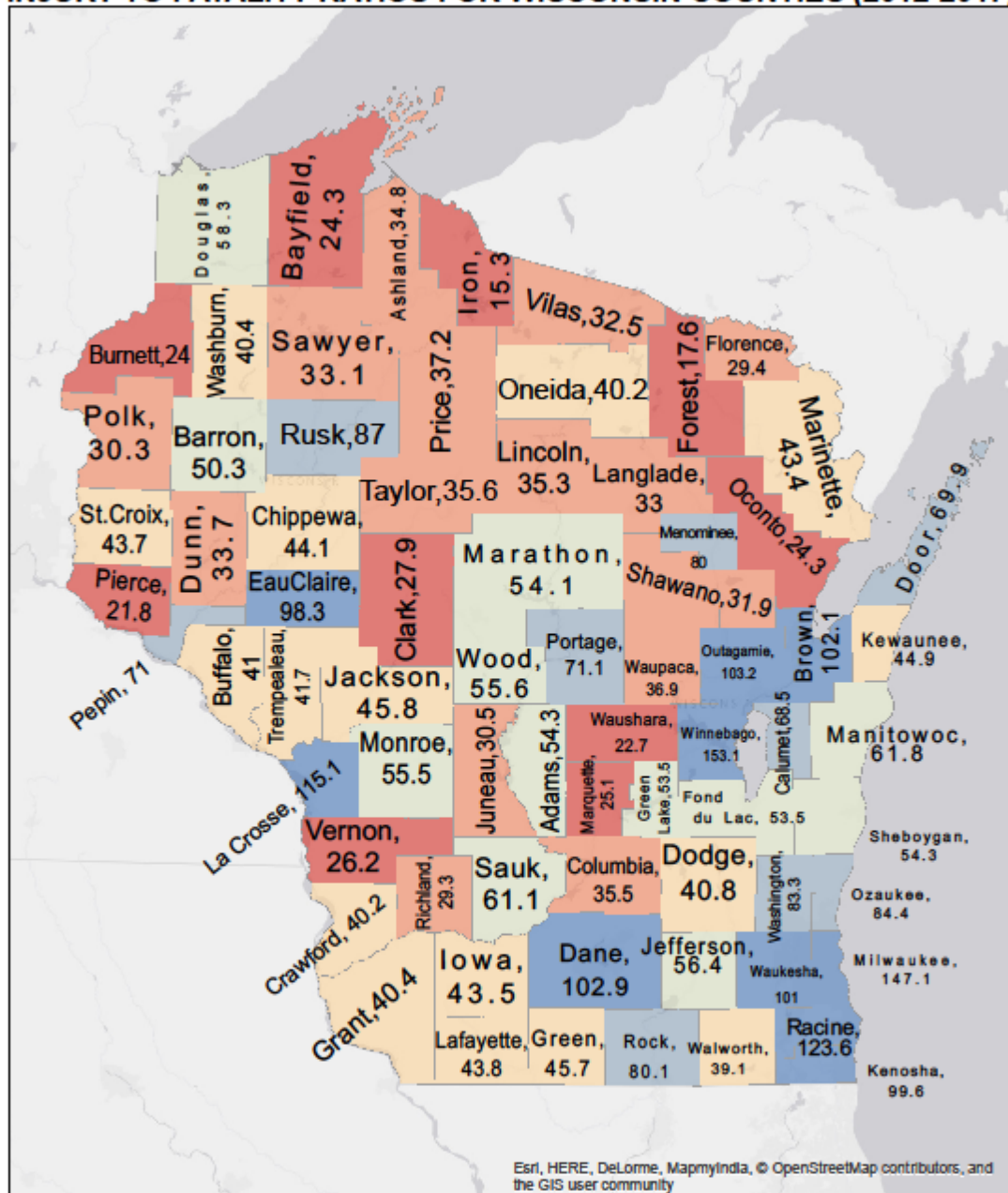


FIGURE 13:

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

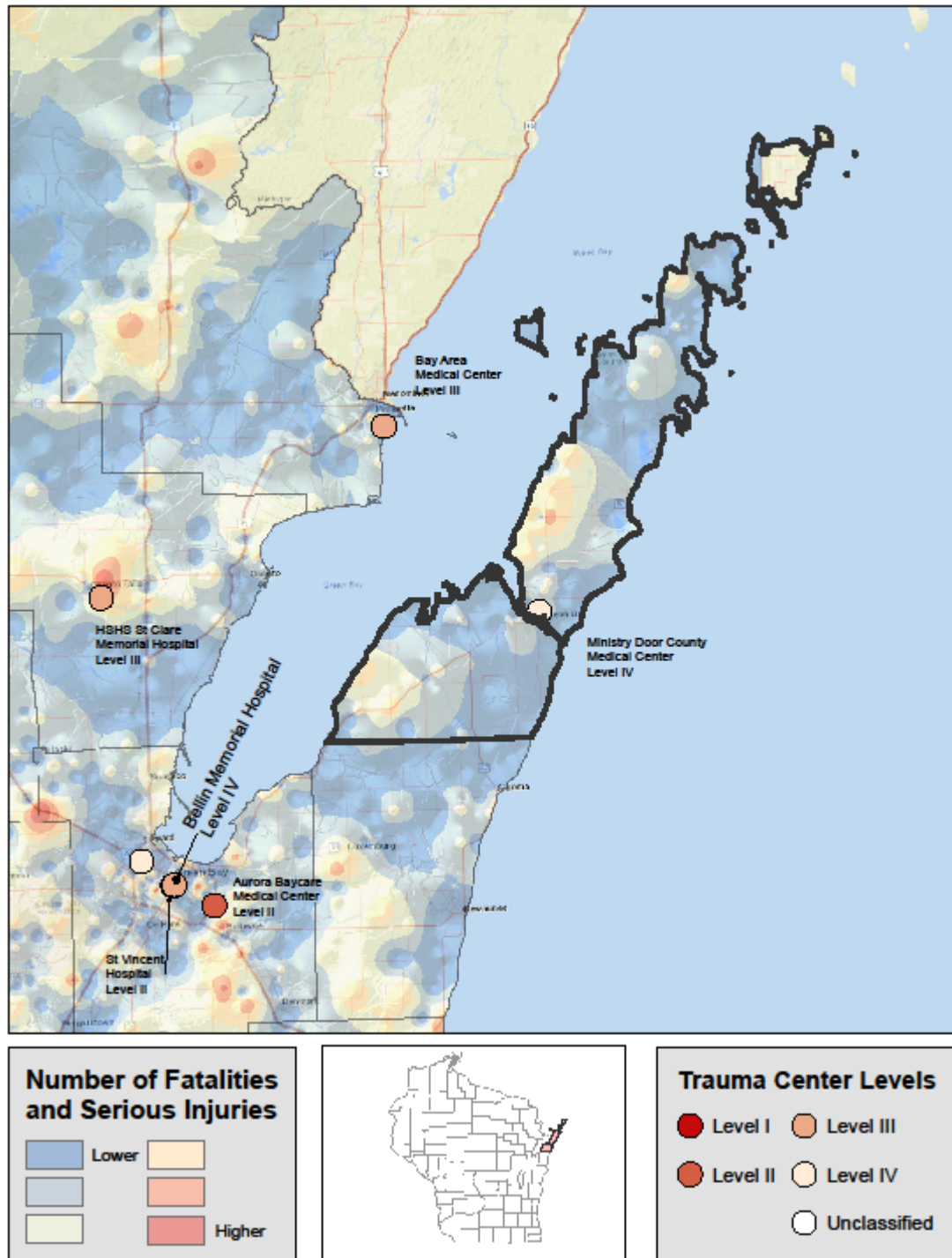
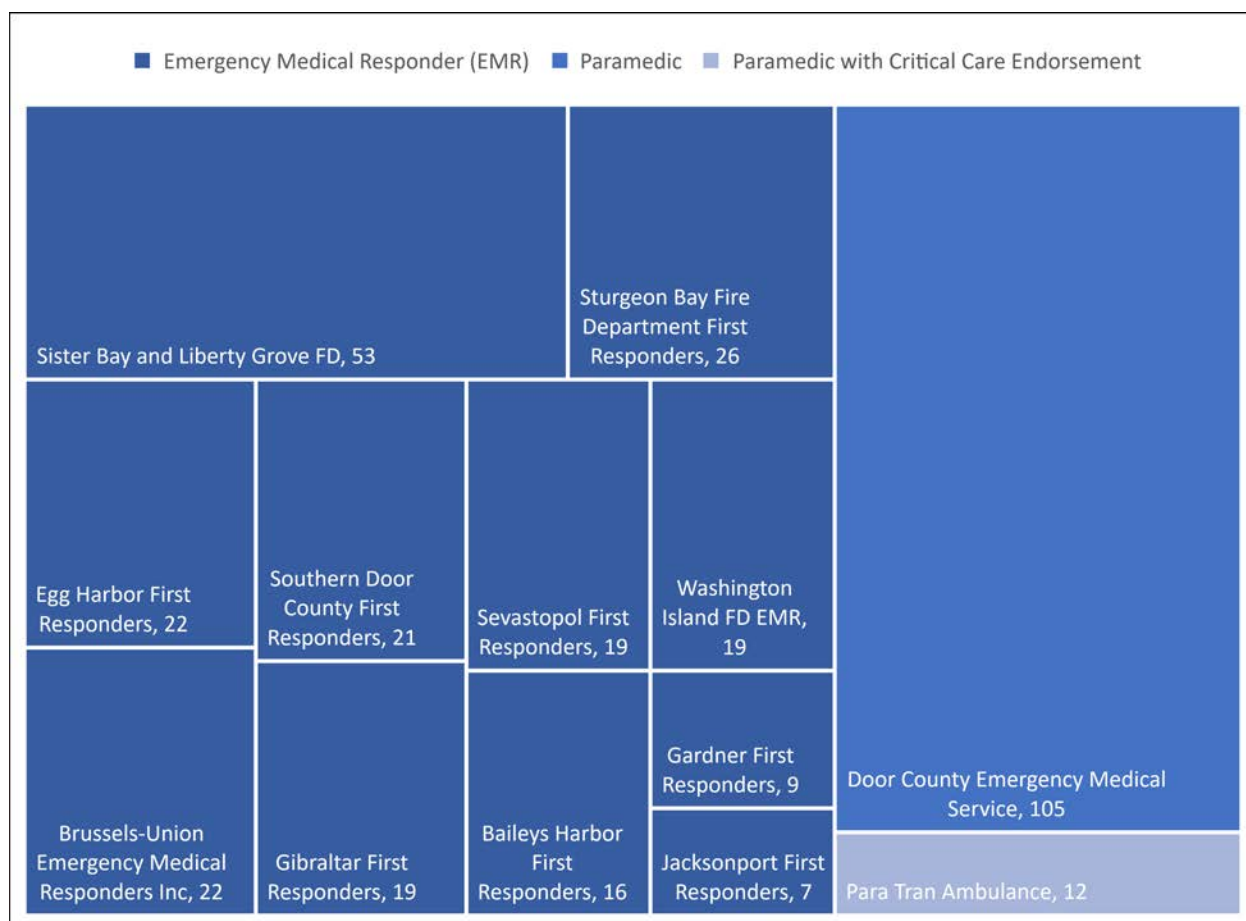


FIGURE 14: NUMBER OF EMT PERSONNEL/JURISDICTION ¹⁶

Service License Level	Service Name	Number of Personnel
Emergency Medical Responder (EMR)	Sister Bay and Liberty Grove FD	53
Emergency Medical Responder (EMR)	Sturgeon Bay Fire Department First Responders	26
Emergency Medical Responder (EMR)	Egg Harbor First Responders	22
Emergency Medical Responder (EMR)	Brussels-Union Emergency Medical Responders Inc	22
Emergency Medical Responder (EMR)	Southern Door County First Responders	21
Emergency Medical Responder (EMR)	Gibraltar First Responders	19
Emergency Medical Responder (EMR)	Sevastopol First Responders	19
Emergency Medical Responder (EMR)	Washington Island FD EMR	19
Emergency Medical Responder (EMR)	Baileys Harbor First Responders	16
Emergency Medical Responder (EMR)	Gardner First Responders	9
Emergency Medical Responder (EMR)	Jacksonport First Responders	7
Paramedic	Door County Emergency Medical Service	105
Paramedic with Critical Care Endorsement	Para Tran Ambulance	12

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 Door 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	2	2	3	3	1	1	3	4	4	4	2.6	2.8
Incapacitating Injury	17	22	18	20	17	20	24	28	16	18	18.4	21.6
Non-Incapacitating Injury	64	85	58	77	51	62	45	53	58	71	55.2	69.6
Possible Injury	47	76	67	91	68	102	60	79	65	112	61.4	92.0
No Apparent Injury	633	1,118	712	1,223	680	1,136	737	1,210	752	1,317	702.8	1,200.8
Totals	763	1,303	858	1,414	817	1,321	869	1,374	895	1,522	840.4	1,386.8

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

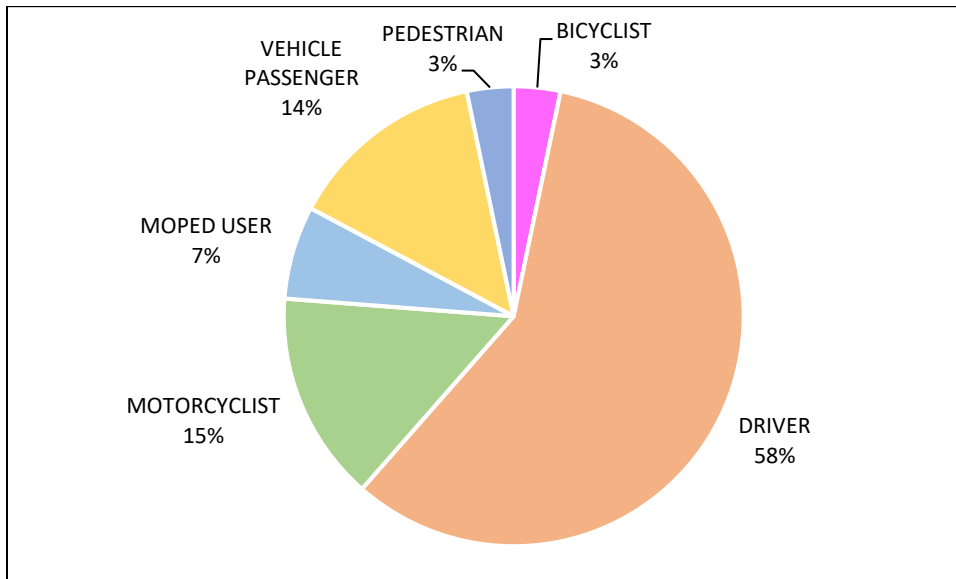
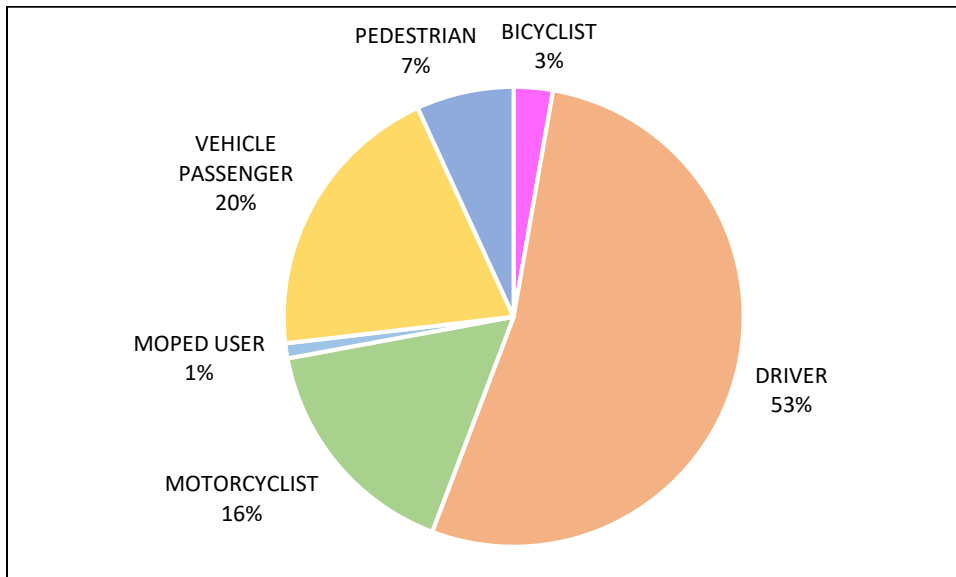


FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016



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

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

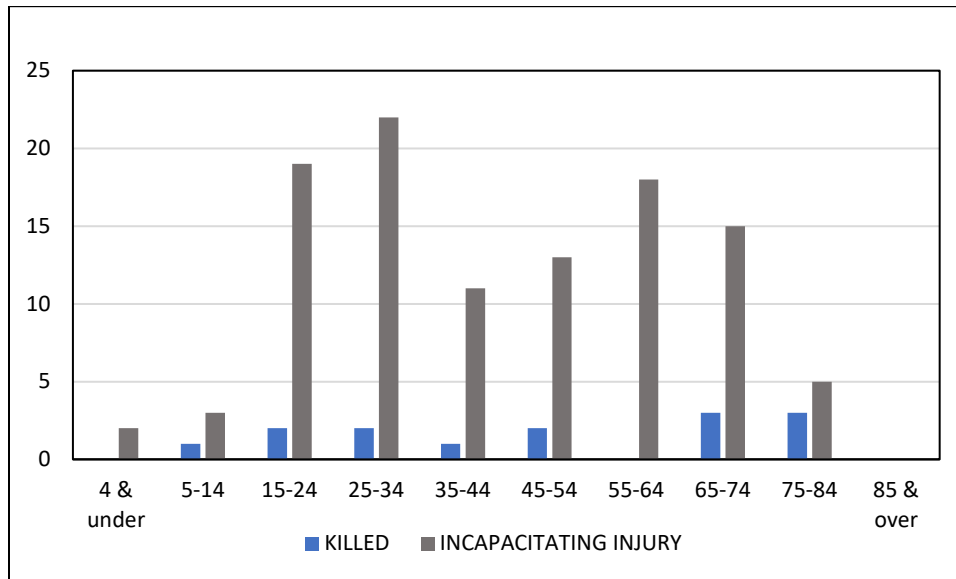
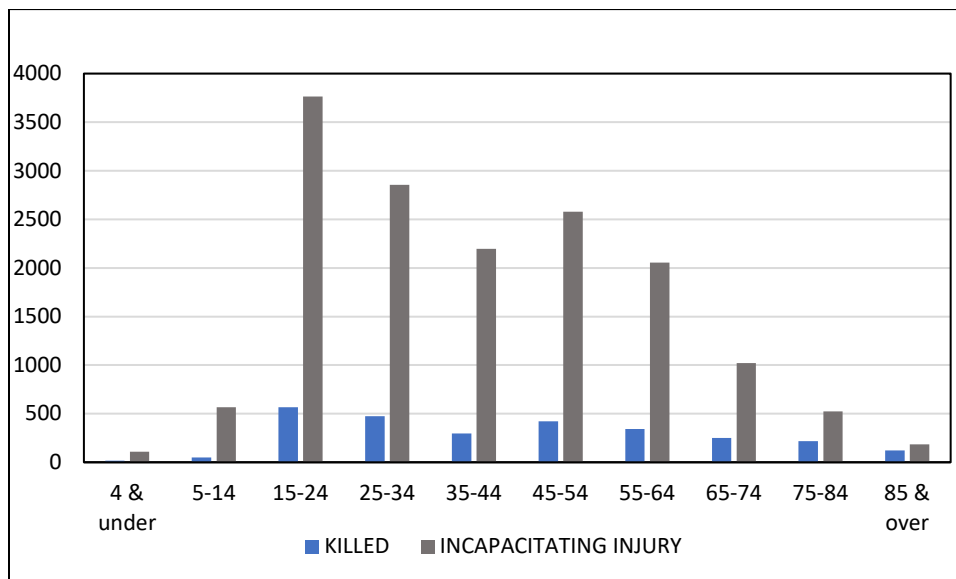
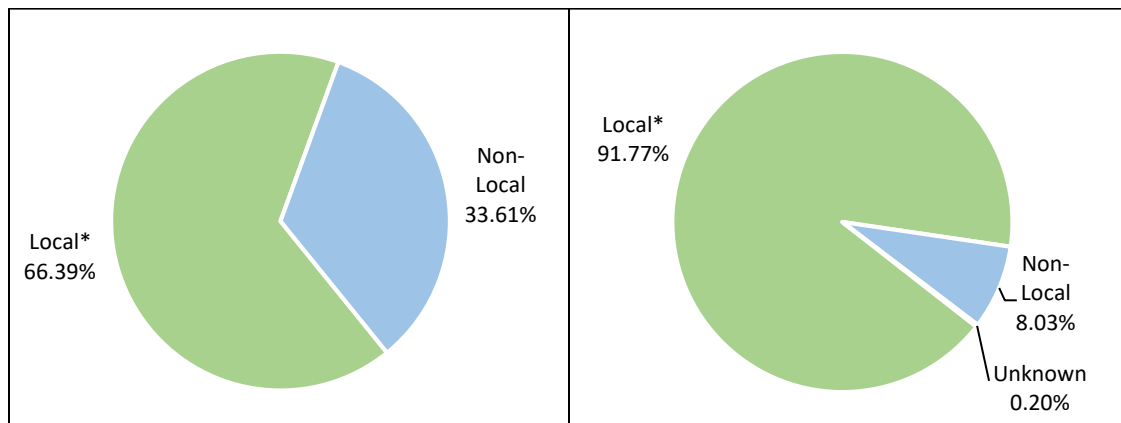


FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016



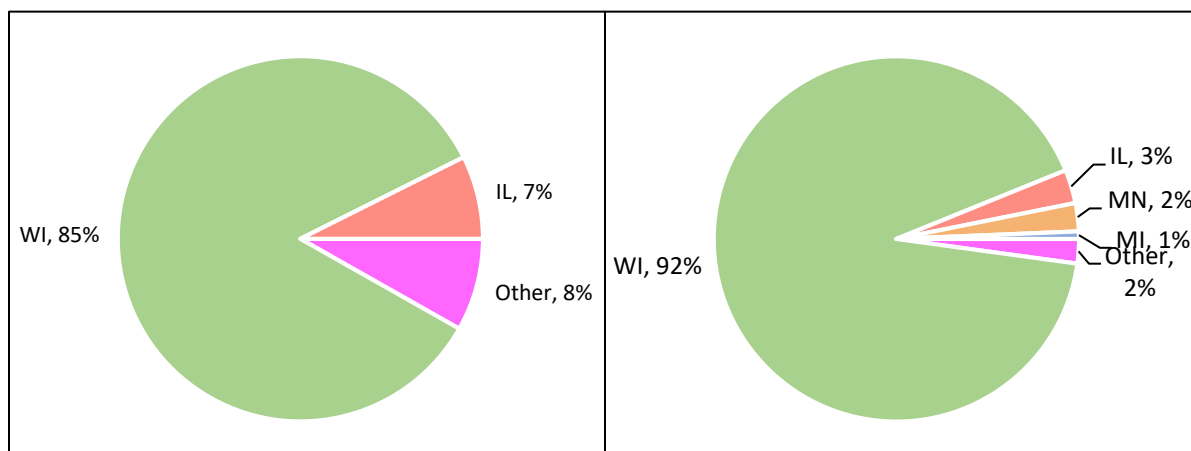
The highest number of incapacitating injuries occurred in the age group 25-34 within Door County, compared to 15-24 for the state of Wisconsin. The highest number of fatalities occurred in the age groups 65-74 and 75-84 in Door County, compared to 15-24 for the state of Wisconsin.

FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (DOOR 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 Door County occurred to non-local individuals.

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



15% of fatality and injury crashes in Door County occurred to non-Wisconsin residents.

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

	Total Fatal Crashes	Total Non-Fatal Injury Crashes
Interstate Highways	N/A	N/A
US/State Highways	38.5%	42.2%
County Highways	30.8%	24.1%
Local Roads	30.8%	33.6%

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

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

LEA	TOTAL
DOOR COUNTY SHERIFF	85
STURGEON BAY POLICE DEPARTMENT	12
WASHINGTON ISLAND POLICE DEPARTMENT	7
WISCONSIN STATE PATROL	1
TOTAL	105

The Door County Sheriff's Department had the highest reporting of fatal and serious injury crashes within Door 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	N/A	N/A
US/State Highways	0.0%	47.4%
County Highways	0.0%	18.8%
Local Roads	100.0%	33.8%

The most common location for inattention-related fatal crashes in Door County was on local roads.

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	N/A	N/A
US/State Highways	0.0%	18.8%
County Highways	50.0%	28.1%
Local Roads	50.0%	53.1%

The most common locations for alcohol/drug-related fatal crashes in Door County were on county highways and local roads.

FIGURE 26: IMPAIRED DRIVING STATISTICS IN DOOR 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
2.6	135.0	0.8	12.8

Door County	% of alcohol or drug-related fatal crashes to all fatal crashes	30.8%
Wisconsin	% of alcohol or drug-related fatal crashes to all fatal crashes	45.0%

Door County had a lower 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: DOOR COUNTY MOTORCYCLISTS KILLED OR SERIOUSLY INJURED, 2012-2016

	% Killed	% Seriously Injured	5-Yr Ave Killed	5-Yr Ave Seriously Injured
County	7.1%	15.7%	0.2	3.4
State	15.3%	16.5%	84.8	525.6

Door County had a lower percentage of motorcyclist fatalities and serious injuries than the state of Wisconsin.

ISSUE AREA: IMPROVE NON-MOTORIST SAFETY

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

	% Killed	% Seriously Injured	5-Yr Ave Killed	5-Yr Ave Seriously Injured
County	0.0%	3.7%	0.0	0.8
State	8.1%	6.6%	44.8	211.2

Door County had a lower percentage of pedestrian serious injuries than the state of Wisconsin. There were zero pedestrian fatalities in Door County from 2012 to 2016.

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

PEDESTRIAN ACTION	PEDESTRIAN LOCATION					TOTAL
	BLANK	IN CROSSWALK	IN ROADWAY	NOT IN ROADWAY	ON SIDEWALK	
BLANK	1	3	1	1	0	6
WALKING NOT FACING TRAFFIC	1	0	0	1	1	3
DARTING INTO ROAD	0	1	3	0	0	4
DARK CLOTHING	0	0	1	0	0	1
WALKING FACING TRAFFIC	0	2	0	0	0	2
TOTAL	2	6	5	2	1	16

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

	% Killed	% Seriously Injured	5-Yr Ave Killed	5-Yr Ave Seriously Injured
County	0.0%	3.7%	0.0	0.8
State	1.8%	2.9%	10.2	92.4

Door County had a higher percentage of crashes where bicyclists were seriously injured, compared to the state. However, Door County had zero bicyclist fatalities from 2012 to 2016.

ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS

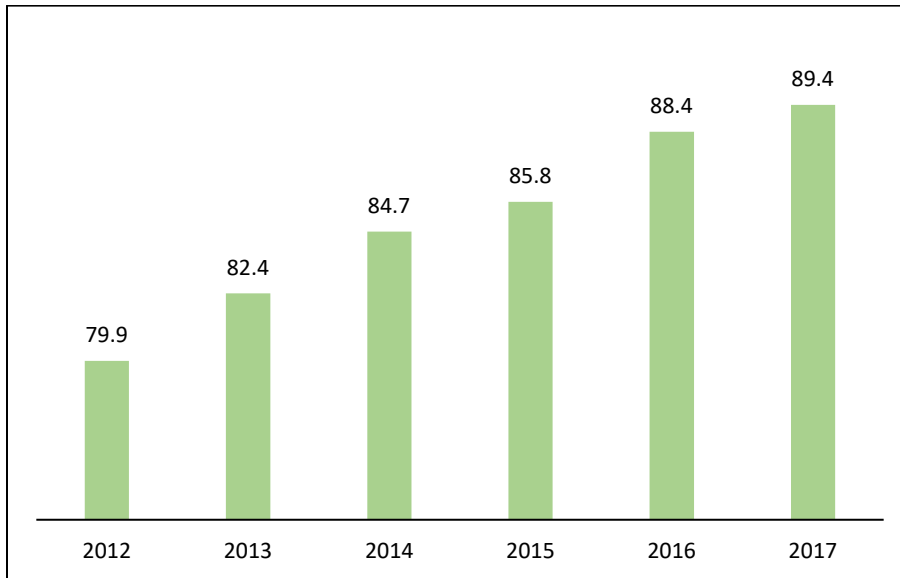
FIGURE 31: DOOR COUNTY TOTAL CRASHES BY LOCATION, 2012-2016

	County	State
% Intersection	23.2%	37.8%
% Non-Intersection	76.8%	62.8%

There were fewer crashes at intersections in Door 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.

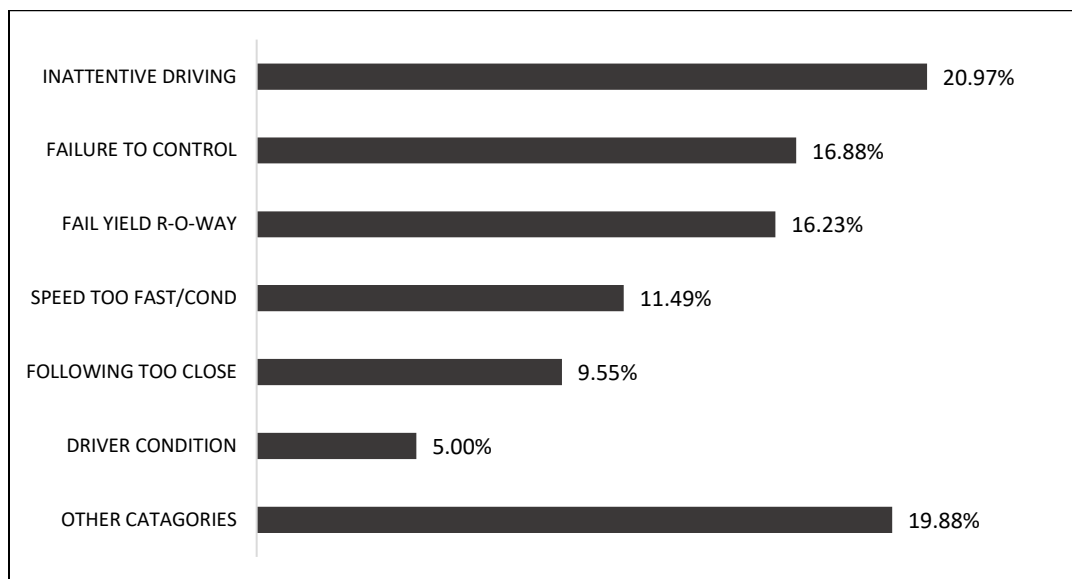
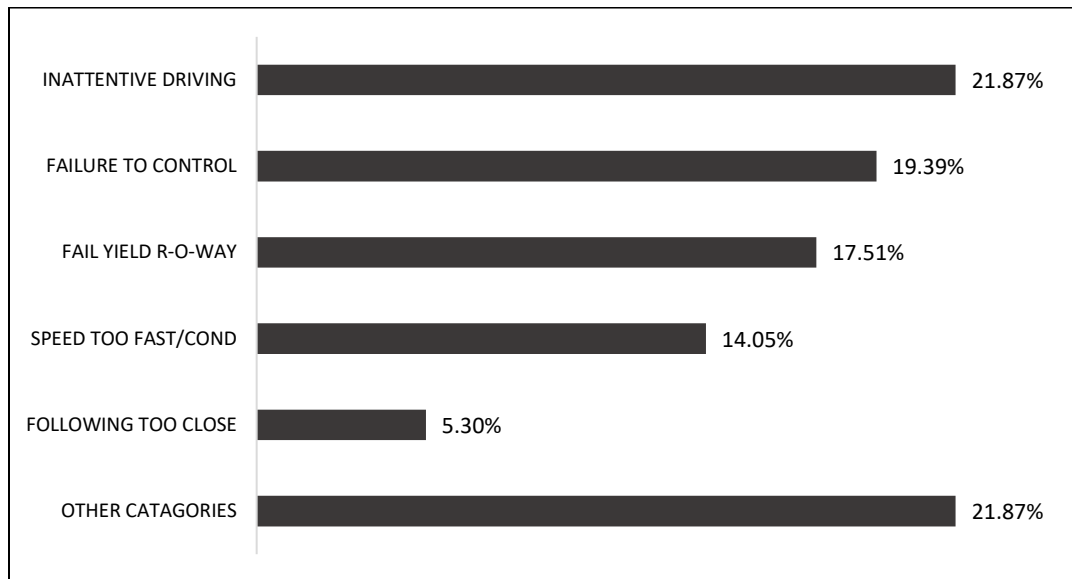
FIGURE 32.2: SAFETY EQUIPMENT USAGE IN PASSENGER CAR AND LIGHT TRUCKS DURING CRASHES, 2012-2016

	Belted	Unbelted
Fatalities and Serious Injuries	67.5%	32.5%

32% of the people killed or seriously injured in crashes in Door County were not wearing a seatbelt.

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

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



Inattentive driving is the most significant contributing factor for all crashes within Door County.

FIGURE 34: SPEEDING STATISTICS IN DOOR COUNTY, 2012-2016

Average Speed-Related Fatal Crashes	Average Speed-Related Non-Fatal Injury Crashes
0.6	33.2

Door County	% of speed-related fatal crashes to all fatal crashes	23.1%
Wisconsin	% of speed-related fatal crashes to all fatal crashes	28.9%

	Speed-Related Fatal Crashes	Speed-Related Non-Fatal Injury Crashes
Interstate Highways	N/A	N/A
US/State Highways	0.0%	28.3%
County Highways	100.0%	35.5%
Local Roads	0.0%	36.1%

Door County had a lower percentage of speed-related fatal crashes than the state. The most common location for speed-related fatal crashes in Door County was on county highways.

ISSUE AREA: REDUCE LANE DEPARTURE CRASHES

FIGURE 35: DOOR 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	166.0	19.8%
State	30,395.6	25.4%

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

THE IMPACT

Crashes in Door County result in 18 hospitalizations and over 80 lost years of life annually.

2011-2015 Annual Averages

	Door County	Wisconsin
Average Annual Population	27,914	5,716,883
Persons in Crashes (per 1,000 residents)	41.6	46.0
Crash-Related Emergency Room Visits (per 100,000 residents)	333.2	407.3
Crash-Related Hospitalizations (per 100,000 residents)	64.5	49.3
Quality of Life Costs (per 100,000 residents)	\$37,033,597	\$36,819,900
Lost Years of Life (per 1,000 residents)	2.87	3.04
Medical Costs (per 100,000 residents)	\$10,368,563	\$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.htm> 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 Grant Participation

	Impaired Driving	Occupant Protection	Speed
Door County Law Enforcement Agencies	no participation	no participation	no participation

2017 Task Force Participation and 2018 Task Force Eligibility

	Impaired Driving	Occupant Protection	Speed
Door 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
Door County Sheriff's Office				yes		
Baileys Harbor Town Constable						
Gibraltar Town Police Dept.						
Sturgeon Bay Police Dept.	yes	yes	yes	yes	yes	
Washington Island Police Dept.	yes	yes		yes	yes	yes

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.