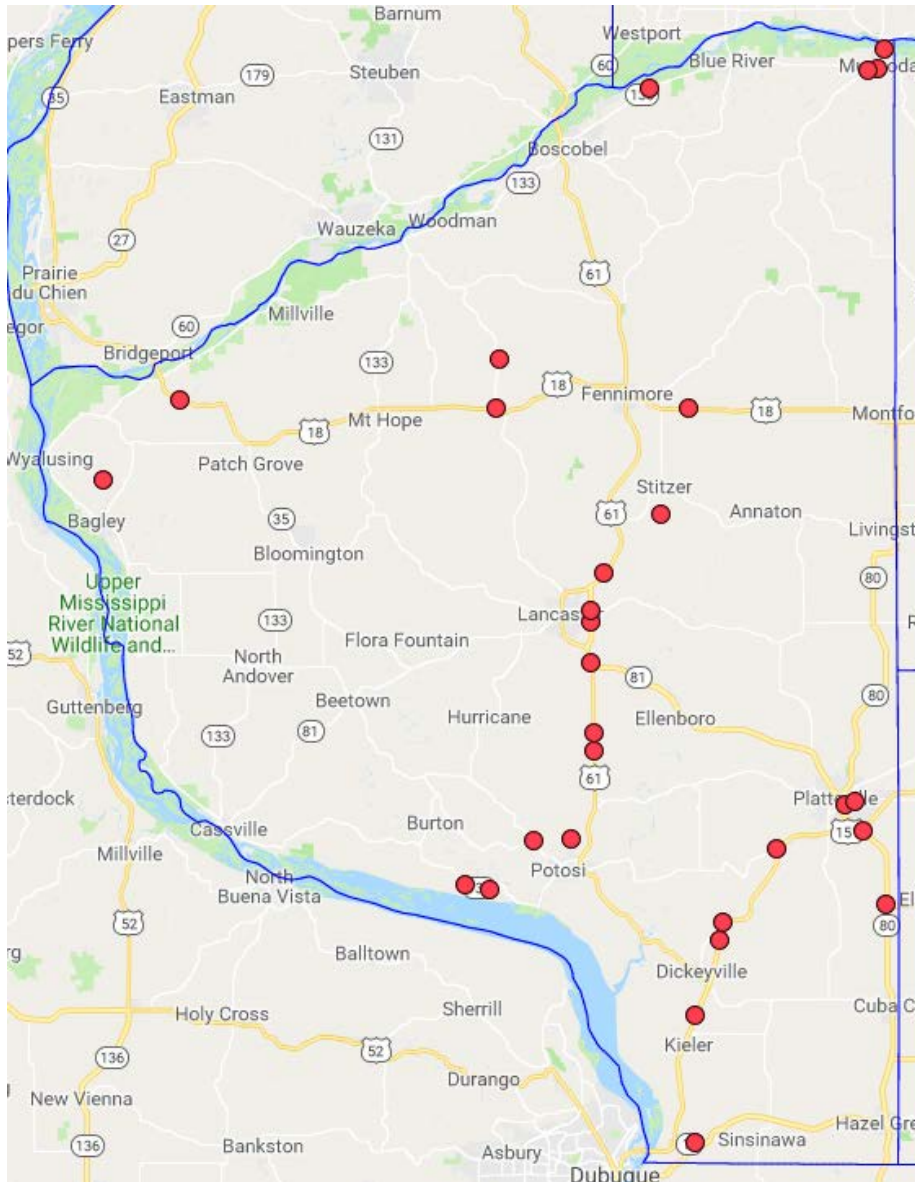


ANATOMY OF GRANT COUNTY: A TRAFFIC SAFETY SUMMARY



DID YOU KNOW...

One individual is killed or injured in a crash in Grant County every 1.3 days?

THE PLACE

Section Summary

Primary routes in the county include USH 151, USH 18, STH 11, STH 129, and USH 61, except for the part of the highway that travels through the center of Lancaster. Grant County is among the top ten counties for miles of roads and for miles of state highways.

Urbanization

Grant County contains the Platteville urban cluster, and it is adjacent to the Dubuque and Madison metropolitan areas. 35.51% of the county's population lives in urban areas, and 0.68% of the area of the county is urban.¹ The Mississippi River comprises the entire western border of the county, across which is the state of Iowa. The southern border of the county is the southern border of the state, across which is the state of Illinois. The Wisconsin River comprises the entire northern border of the county.

Road Network

United States Highway (USH) 151 is an expressway designated as a north-south highway. USH 151 travels from southwest to northeast bypassing Dickeyville and Platteville carrying traffic between Belmont, Dodgeville, and Madison to the north and Dubuque, Cascade, and Cedar Rapids in Iowa to the south. USH 151 has freeway standards as it enters the county on the Dubuque-Wisconsin Bridge for nearly four miles. In addition, USH 151 has freeway standards as it enters the county from Lafayette County for nearly five miles as the highway bypasses Platteville. USH 61 is a primary arterial that travels from north to south through the center of the county through Dickeyville, Tennyson, Lancaster, Fennimore, and Boscobel. USH 61 is concurrent with USH 151 as it enters the county from Iowa to Dickeyville. To the north, USH 61 travels to Soldiers Grove, Viroqua, and La Crosse. To the south, USH 61 travels to Dubuque, Maquoketa, and Davenport in Iowa. USH 18 is a primary arterial that travels from east to west through Montfort, Fennimore, and Mount Hope. To the east, USH 18 travels to Cobb, Dodgeville, and Madison, and to the west, it travels to Prairie du Chien, and then to Marquette and Postville in Iowa. USH 18 is concurrent with USH 61 for one-half mile in Fennimore.

State Trunk Highway 129 is a primary arterial that bypasses Lancaster to the east of the city. USH 61 travels through the center of the Lancaster, while through traffic uses STH 129.

STH 35 is a north-south highway that travels through Dickeyville, Tennyson, Lancaster, Bloomington, and Patch Grove. STH 35 is concurrent with USH 61 from Lancaster south to Exit 1 in the town of Jamestown (which is also concurrent with USH 151 from Dickeyville to Exit 1), and it is concurrent with USH 18 from the town of Patch Grove just north of the village to the north as the highways exit the county. To the north, STH 35 travels to Prairie du Chien, Stoddard, and La Crosse. To the south, STH 35 becomes Illinois Route 35 carrying traffic to and from East Dubuque, Illinois. STH 11 begins at Exit 1 on USH 61/151 and heads east through Hazel Green on its way to Benton, Shullsburg, Monroe, Janesville, and Racine. STH 11 is concurrent with STH 35 from its beginning for less than one-half mile. STH 81 begins in Cassville

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>

and heads east through Lancaster and Platteville on its way to Darlington, Argyle, and Monroe. STH 81 is concurrent with STH 35 for ten miles (three miles of which is also a concurrency with USH 61) from the town of South Lancaster two miles south of Lancaster through Lancaster to the town of Beetown seven miles west of Lancaster. STH 80 travels from north to south in eastern sections of the county through Hazel Green, Cuba City, Platteville, Livingston, Montfort, and Muscoda. At Montfort, STH 80 exits the county to travel through Cobb and Highland before re-entering the county at Muscoda. To the north, STH 80 travels to Richland Center, Hillsboro, and New Lisbon. To the south, STH 80 becomes Illinois Route 84 carrying traffic to Galena, Savanna, and Fulton in Illinois. STH 80 is concurrent with STH 11 for nearly three miles from Hazel Green heading north. STH 80 is concurrent with STH 81 for over five miles from Platteville heading south. STH 133 is designated as a north-south highway. STH 133 begins in Tennyson at USH 61/STH 35 and heads west to Potosi and Cassville, north to Bloomington and Patch Grove, east to Mount Hope, and north and then northeast through Woodman, Boscobel, Blue River, and Muscoda before it leaves the county to head toward Avoca. STH 133 is concurrent with STH 35 for 5.5 miles from Bloomington through Patch Grove to USH 18, with USH 18 for 5.8 miles from that junction east to Mount Hope, and with USH 61 for 0.8 miles in Boscobel. STH 133 is concurrent with STH 80 as the two highways enter the county from Iowa County into Muscoda.

Bagley is west of Bloomington along County Trunk Highway (CTH) A. CTH P connects Bagley with USH 18/STH 35 in the town of Patch Grove.

There is a seasonal ferry across the Mississippi River in Cassville. It runs to and from a landing in rural Clayton County, Iowa between the cities of Guttenberg and North Buena Vista.

The Lower Wisconsin State Riverway follows the Wisconsin River for the entirety of its course through the county. The Wisconsin Great River Road primarily follows STH 35 through the state from Grant County to Pierce County, but in Grant County the Wisconsin Great River Road diverges slightly from STH 35, and so tourist traffic will be taking county highways. From the south, the road diverges from STH 35 onto STH 133 from Tennyson to Cassville, then CTH VV through the towns of Cassville and Glen Haven to the town of Bloomington on CTH VV, then CTH A to Bagley, and then CTH X followed by CTH C in the town of Wyalusing back to STH 35.

Miles of Roadway

There are 2,128 miles of roadway in the county, including 259 (12.2%) miles of state roads, 311 (14.6%) miles of county roads, and 1,558 (73.2%) miles of local roads.²

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

Vehicle Registrations and Vehicle Miles of Travel (VMT)

In 2016, there were 17,373 autos, 3,679 cycles, 6,163 trailers, and 29,521 trucks registered in Grant County.³ VMT in 2016 was 568,752,855.⁴

Traffic Volume

As can be seen, traffic volumes in Grant County are highest in the southwestern portion of the county, northeast of Dubuque, Iowa, and along Highway 61/151. The maximum daily VMT along this roadway peaks at almost 30,000.

FIGURE 1:



³ Wisconsin Department of Transportation. "Facts and Figures 2016, Vehicles Registered by County." Accessed Nov. 6, 2017. <http://wisconsin.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://wisconsin.gov/Documents/projects/data-plan/veh-miles/vmt2016-c.pdf>

Commuting Flows

FIGURE 2: COMMUTING FLOWS AMONG COUNTIES

Workers who Reside in Grant County Work in:		People who Work in Grant County Reside in:	
Grant County	16,908	Grant County	16,908
Dubuque County, IA	2,734	Lafayette County	1,028
Iowa County	1,480	Crawford County	770
Crawford County	1,107	Dubuque County, IA	538
Lafayette County	644	Iowa County	530
Richland County	544	Richland County	338
Dane County	483	Jo Daviess County, IL	255
Jo Daviess County, IL	445	Dane County	135
Sauk County	156	La Crosse County	112
Clayton County, IA	120	Vernon County	71
Rock County	76	Clayton County, IA	46
Others	579	Others	348

5

FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 15)

Residence	Place of Work	Number
Jamestown (Town)	Dubuque Co., Iowa [all municipalities]	496
Platteville	Dubuque Co., Iowa [all municipalities]	455
Platteville (Town)	Platteville	358
Platteville	Platteville (Town)	285
Hazel Green (Grant Co. portion)	Dubuque Co., Iowa [all municipalities]	240
Platteville	Belmont	235
Dickeyville	Dubuque Co., Iowa [all municipalities]	218
Cuba City (Grant Co. portion)	Dubuque Co., Iowa [all municipalities]	180
Paris (Town)	Dubuque Co., Iowa [all municipalities]	175
Platteville	Dodgeville	173
Muscoda (Grant Co. portion)	Richland Center	168
Dubuque Co., Iowa [all municipalities]	Jamestown (Town)	165
Platteville	Lancaster	161
Cuba City	Platteville	158
Belmont	Platteville	154

6

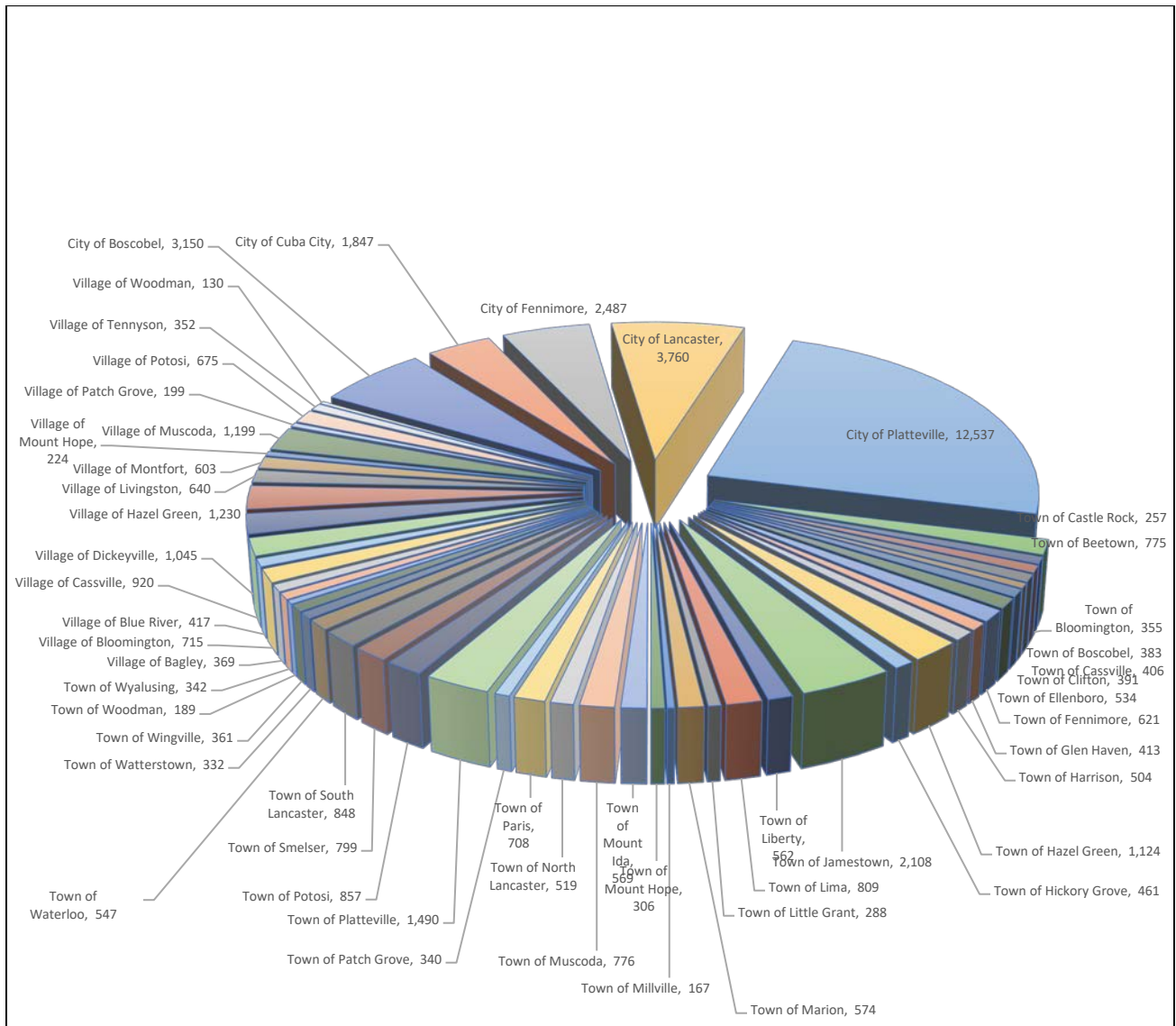
⁵United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

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 Grant County—about 51,700 individuals—is distributed through 52 different jurisdictions, with no dominant population center. The largest city, the city of Platteville, reports a population of about 12,500 individuals, which is less than a quarter of the county’s total. The next largest communities (the cities of Lancaster and Boscobel) each have a population of over 3,000 individuals.

FIGURE 4: POPULATION OF GRANT COUNTY MUNICIPALITIES (2016)



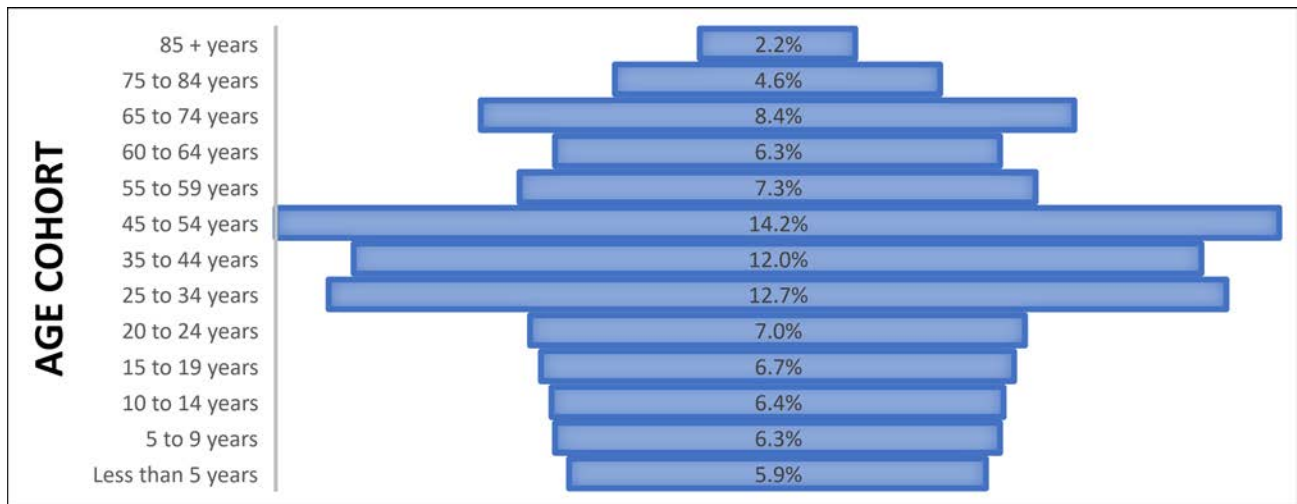
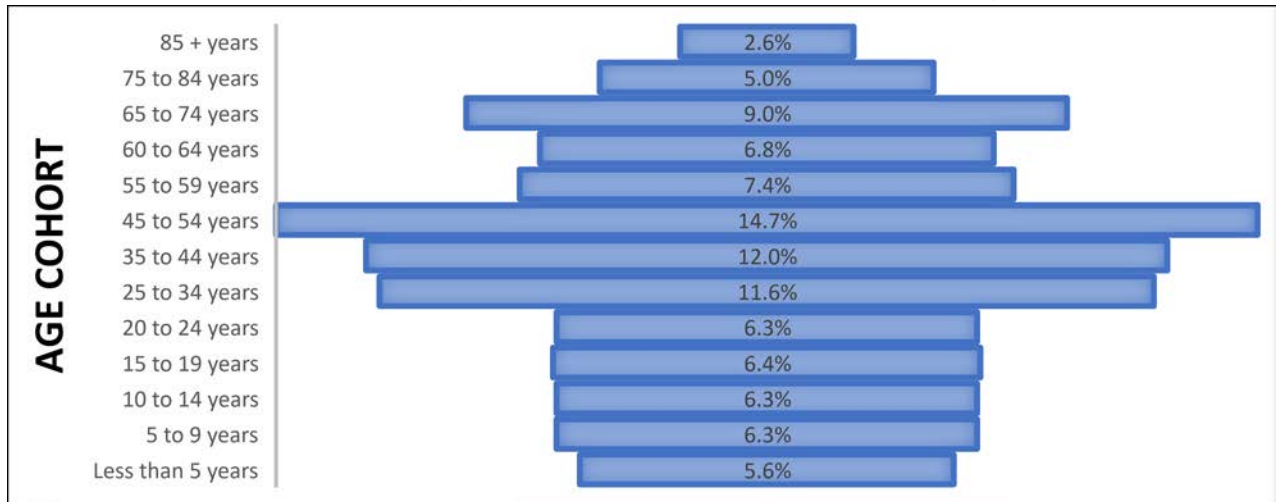
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⁷ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt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

Population Trends

Between 2010 and 2016, the county’s population grew by about 2.0%, although almost all the numerical increase in population was accounted for by a single jurisdiction (the city of Platteville). The average age of the county is slightly younger than that of the state generally (36 compared to 39 years). As can be seen below, Grant County’s population pyramid appears visually like the state’s population pyramid. Most of the jurisdictions in the county are modestly gaining population, although most jurisdictions in the eastern portion of the county are experiencing declining populations. The city of Platteville experienced strong absolute and relative population growth (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).⁸

FIGURE 5 ⁹: POPULATION PYRAMIDS (GRANT COUNTY ABOVE AND STATE BELOW)



⁸ The highlighted jurisdiction in the image shows the two jurisdictions that are growing fastest and the two jurisdictions growing the slowest.

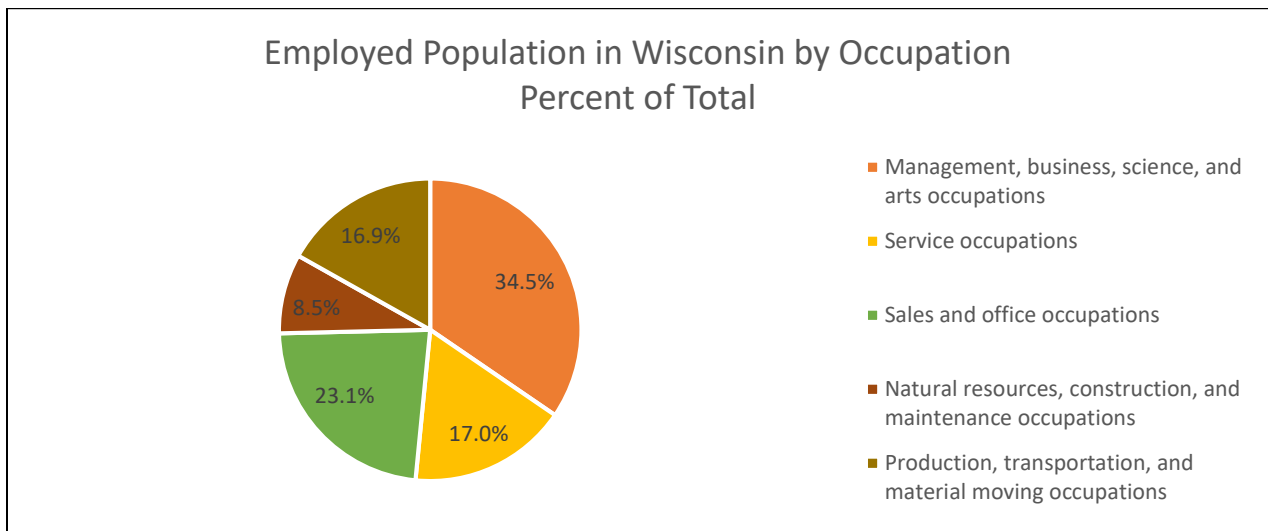
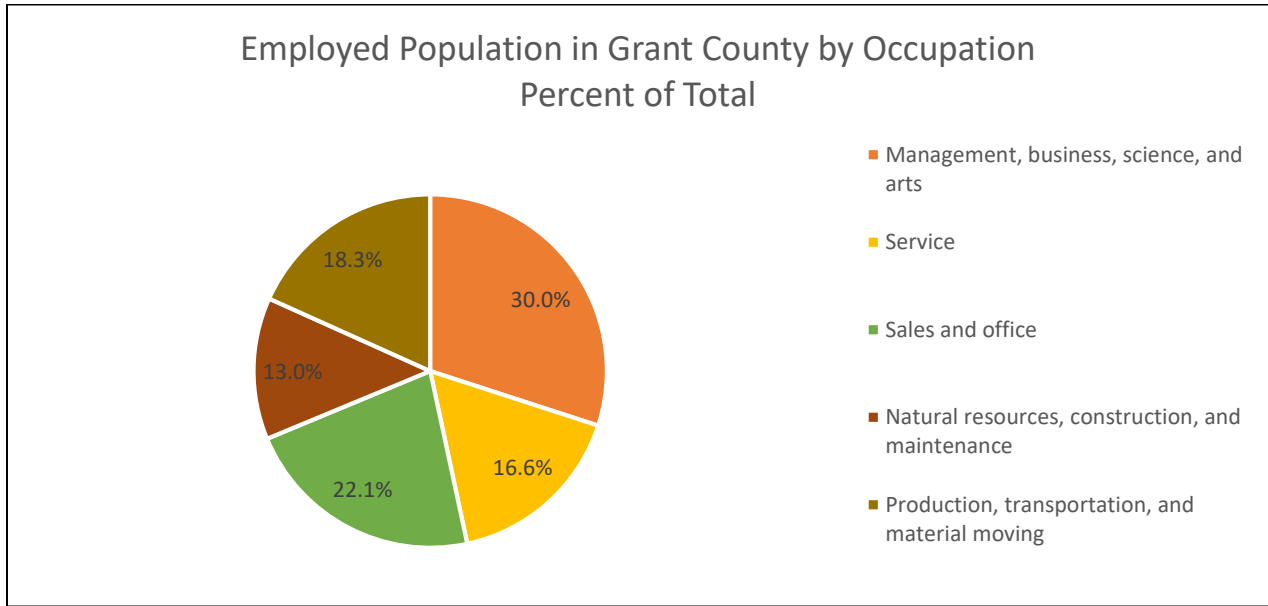
⁹ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 6th, 2017.

THE ECONOMY

Section Summary

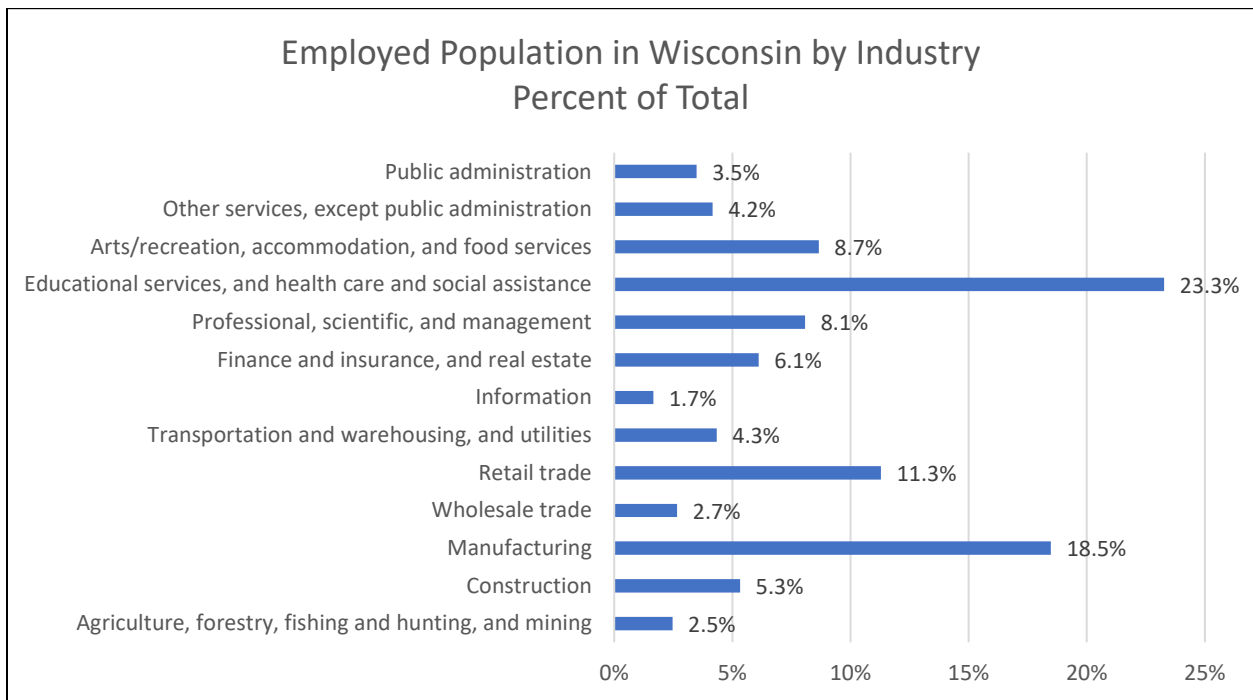
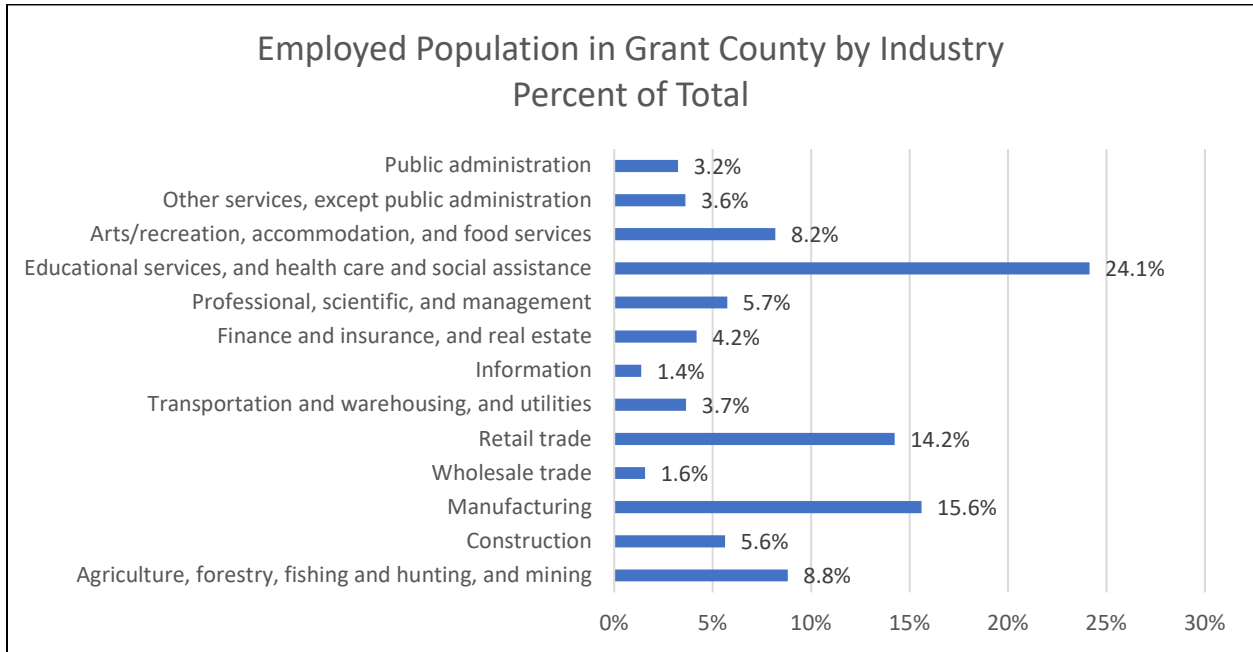
The unemployment rate in Grant County has been, on average, 0.6% lower than that of the state over the last decade. The proportion of the population that works in the agriculture, forestry, fishing and hunting, or mining industries is large.

FIGURE 7: EMPLOYMENT BY OCCUPATION 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.

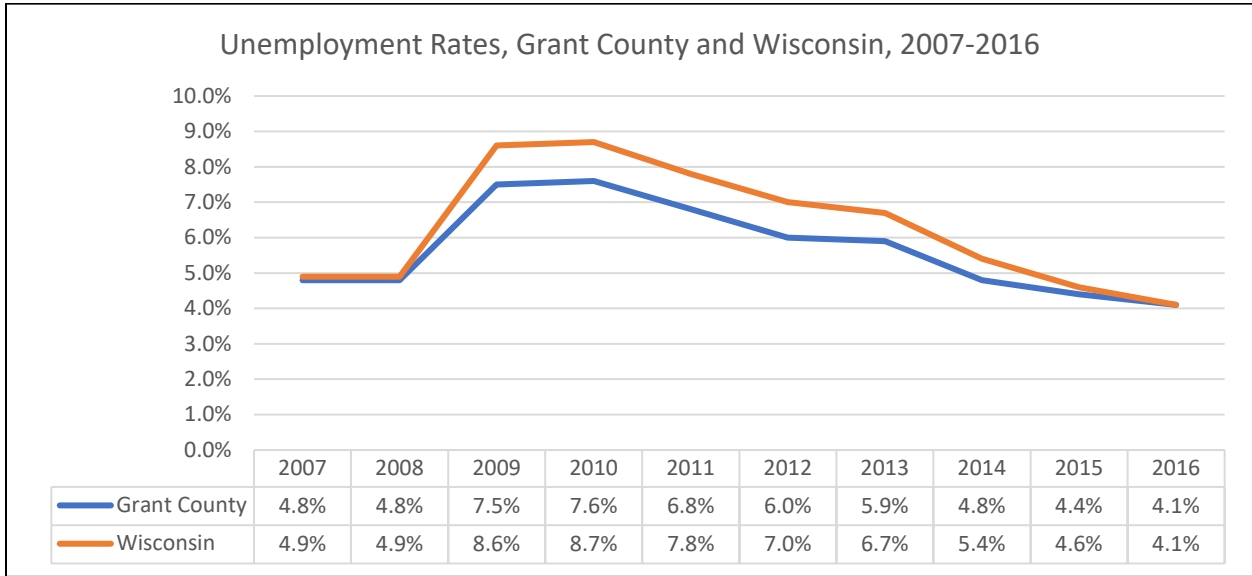
FIGURE 8: EMPLOYED POPULATION BY INDUSTRY



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



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

Sixty-two percent of licensees have liquor for sale for consumption on site. Twenty percent of the licenses are in Platteville, 9% are in Lancaster, 7% are in Boscobel, and 27% are in towns.

FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, GRANT COUNTY

	AB or AC	AL or ALB	BB or CW	BL or BLB	Others	Total (By Municipality)
Bagley			1	3	1	5
Bloomington		2		2		4
Blue River	1					1
Boscobel	3	3	2	6		14
Cassville	1	1		5		7
Cuba City		2	1	4		7
Dickeyville	1	2	1	4		8
Fennimore	1	4	1	4		10
Hazel Green		2		2		4
Lancaster	2	5	3	7		17
Livingston				3		3
Montfort		1		2		3
Mount Hope				1		1
Muscoda		3		4		7
Patch Grove		1		2		3
Platteville	2	9	2	25		38
Potosi		1	1	3		5
Tennyson		1		2		3
Towns		5	7	41		53
Total (By Liq. License)	11	42	19	120	1	193

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)

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

FIGURE 10.2: ALCOHOL LICENSES IN GRANT COUNTY BY JURISDICTION

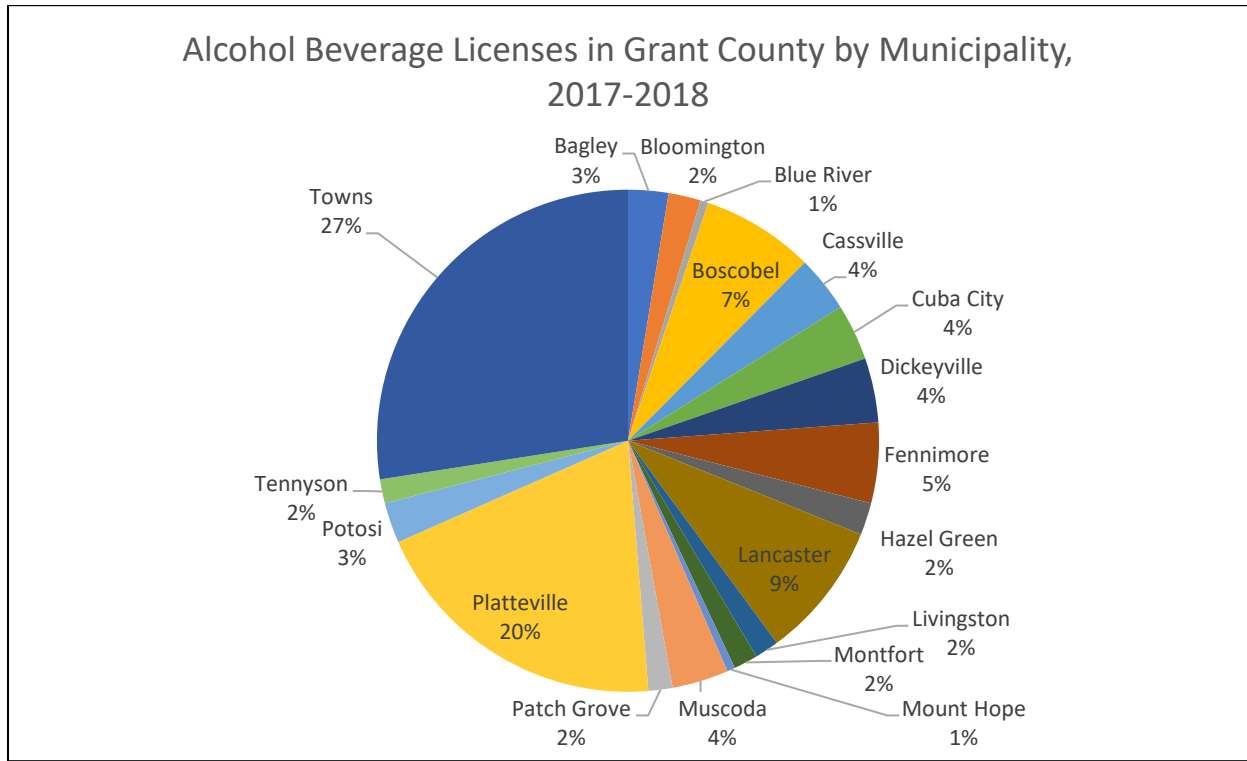
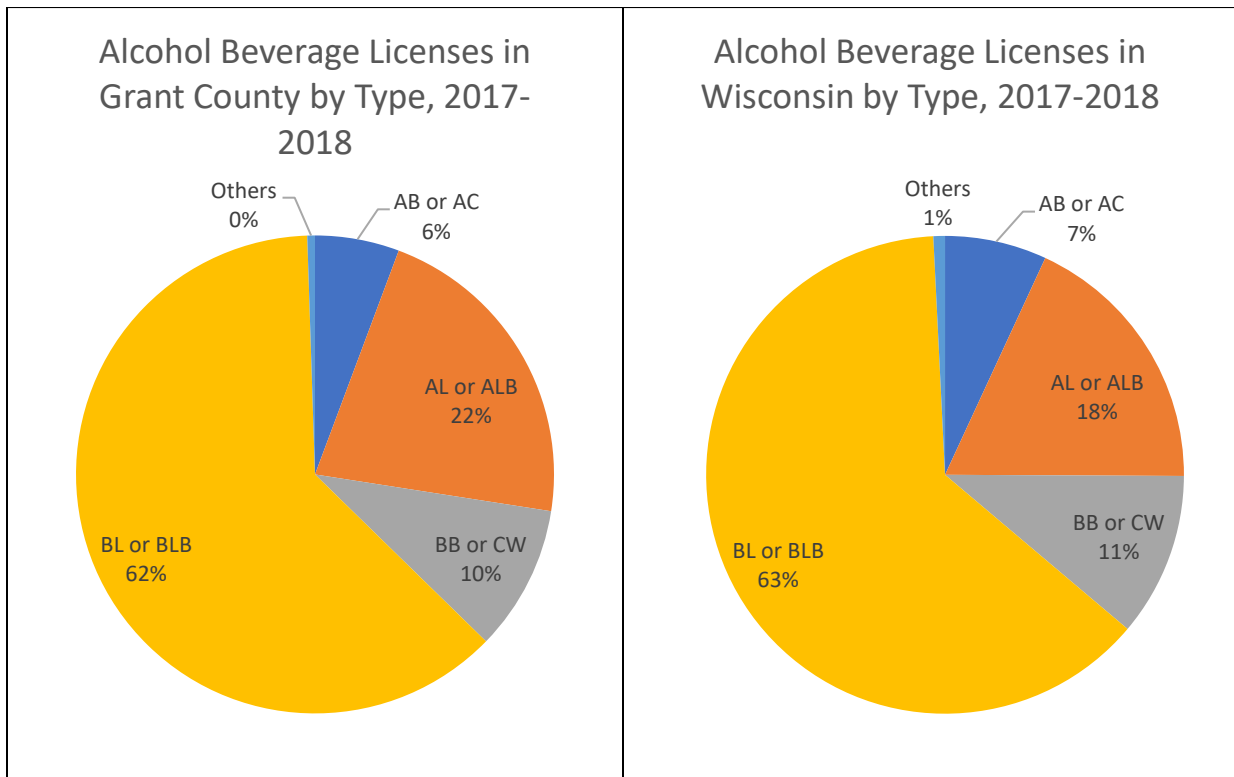


FIGURE 11: ALCOHOL BEVERAGE LICENSES BY TYPE



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, Grant County reported a lower injury-to-death ratio than the state generally (40.4 vs. 73.1).

Emergency Services

As can be seen, Grant County contains three different level IV trauma centers within its borders; several other hospitals can be found in neighboring communities like Dubuque. The closest level II and level I trauma centers are in La Crosse and Madison respectively.¹⁵

Grant County maintains 19 different emergency providers (listed below). These companies employ 418 emergency personnel. Consequently, the county is the site of 8.1 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 can help compensate for the poor access to trauma centers faced by residents of 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 13:

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

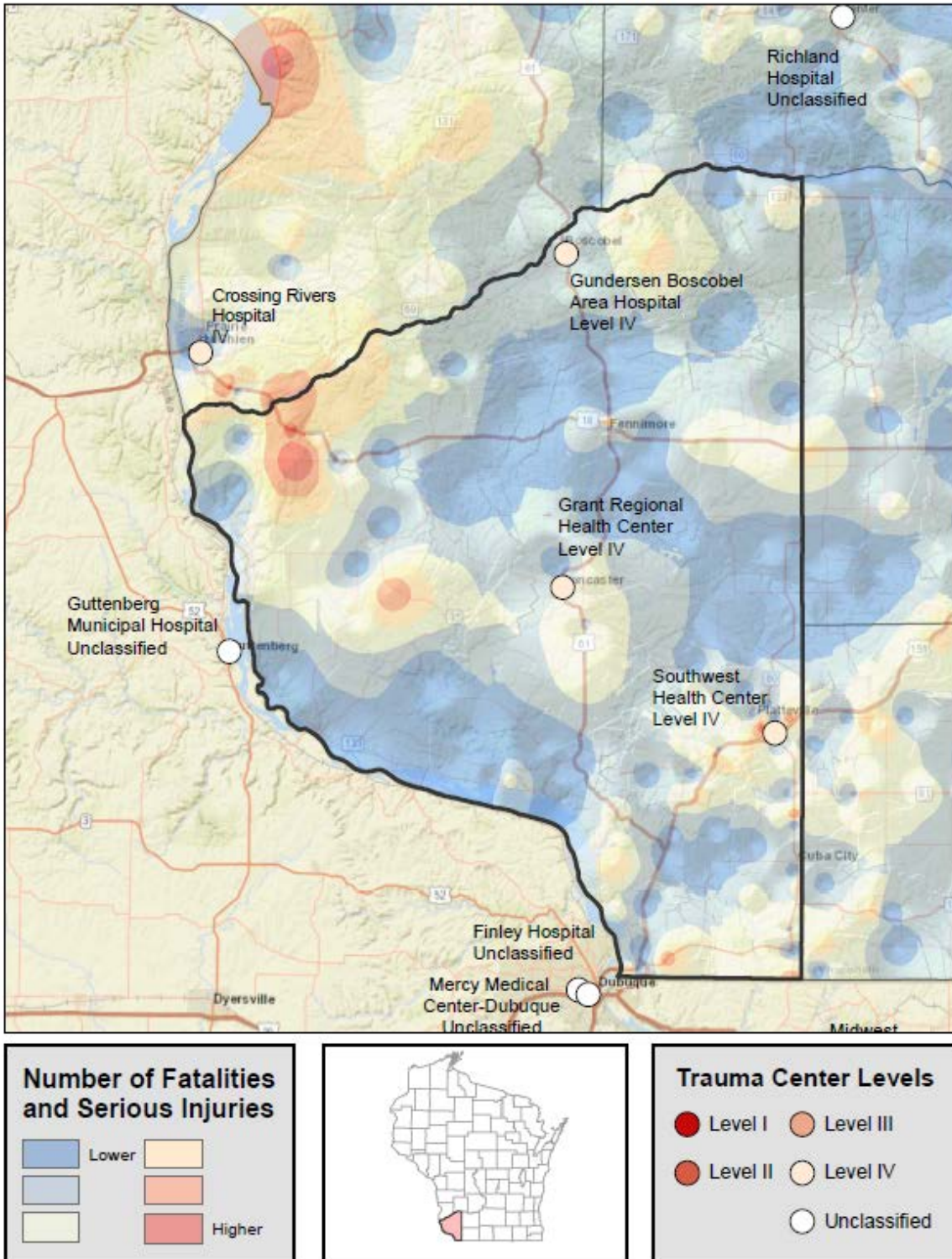
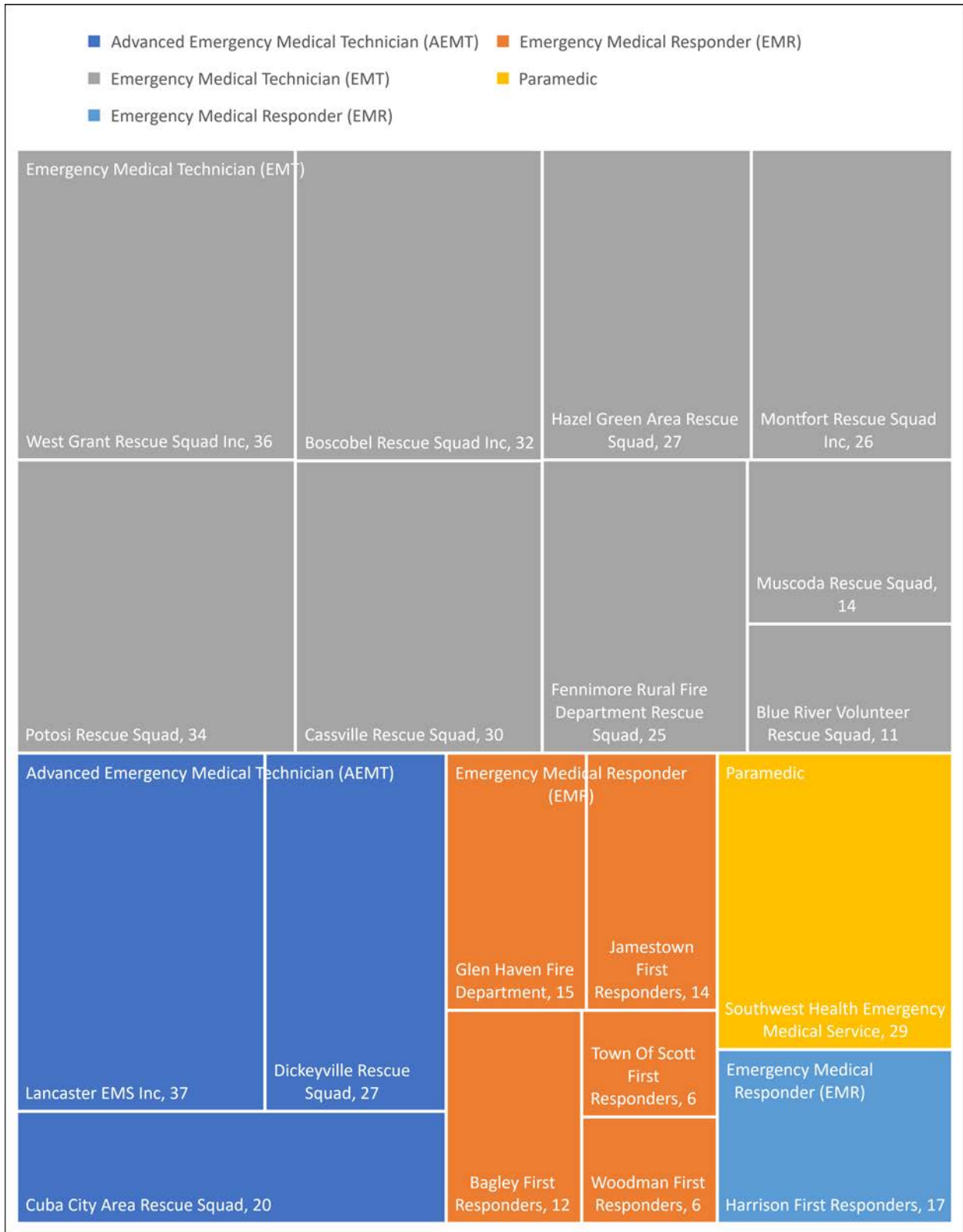


FIGURE 14: NUMBER OF EMT PERSONNEL/JURISDICTION ¹⁶

Primary Address County Name	Service License Level	Service Name	Number of Personnel
Grant	Advanced Emergency Medical Technician (AEMT)	Lancaster EMS Inc	37
Grant	Advanced Emergency Medical Technician (AEMT)	Dickeyville Rescue Squad	27
Grant	Advanced Emergency Medical Technician (AEMT)	Cuba City Area Rescue Squad	20
Grant	Emergency Medical Responder (EMR)	Glen Haven Fire Department	15
Grant	Emergency Medical Responder (EMR)	Jamestown First Responders	14
Grant	Emergency Medical Responder (EMR)	Bagley First Responders	12
Grant	Emergency Medical Responder (EMR)	Town Of Scott First Responders	6
Grant	Emergency Medical Responder (EMR)	Woodman First Responders	6
Grant	Emergency Medical Technician (EMT)	West Grant Rescue Squad Inc	36
Grant	Emergency Medical Technician (EMT)	Potosi Rescue Squad	34
Grant	Emergency Medical Technician (EMT)	Boscobel Rescue Squad Inc	32
Grant	Emergency Medical Technician (EMT)	Cassville Rescue Squad	30
Grant	Emergency Medical Technician (EMT)	Hazel Green Area Rescue Squad	27
Grant	Emergency Medical Technician (EMT)	Montfort Rescue Squad Inc	26
Grant	Emergency Medical Technician (EMT)	Fennimore Rural Fire Department Rescue Squad	25
Grant	Emergency Medical Technician (EMT)	Muscoda Rescue Squad	14
Grant	Emergency Medical Technician (EMT)	Blue River Volunteer Rescue Squad	11
Grant	Paramedic	Southwest Health Emergency Medical Service	29
Grant	Emergency Medical Responder (EMR)	Harrison First Responders	17

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

FIGURE 14.2: NUMBER AND LEVEL OF EMERGENCY RESPONDERS PER JURISDICTION



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 Grant 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	4	4	5	6	5	5	7	7	8	11	5.8	6.6
Incapacitating Injury	25	32	24	26	29	35	37	45	29	32	28.8	34.0
Non-Incapacitating Injury	80	108	86	104	92	117	60	84	89	114	81.4	105.4
Possible Injury	105	142	103	140	93	124	92	129	80	125	94.6	132.0
No Apparent Injury	895	1,574	916	1,636	909	1,651	942	1,580	1,070	1,747	946.4	1,637.6
Totals	1,109	1,860	1,134	1,912	1,128	1,932	1,138	1,845	1,276	2,029	1,157.0	1,915.6

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

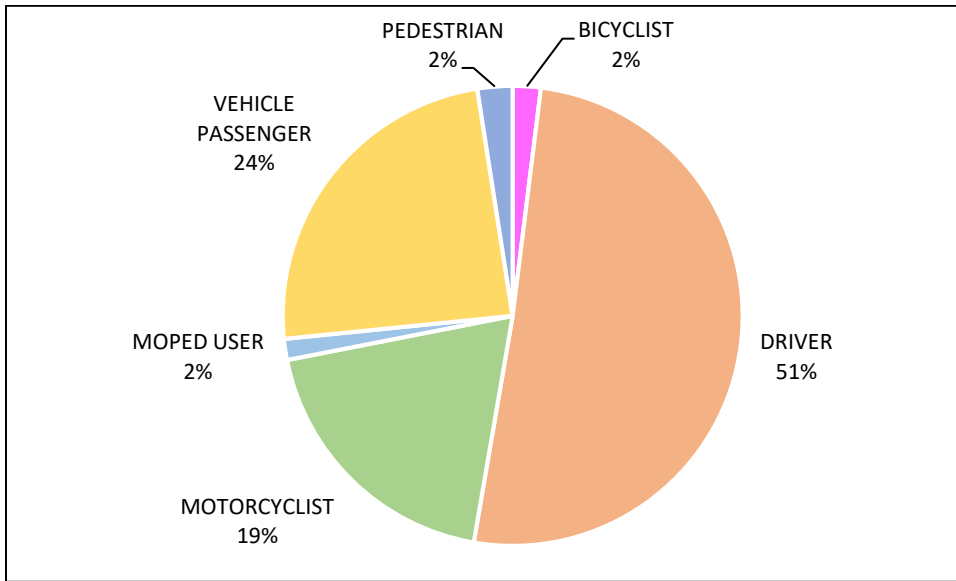
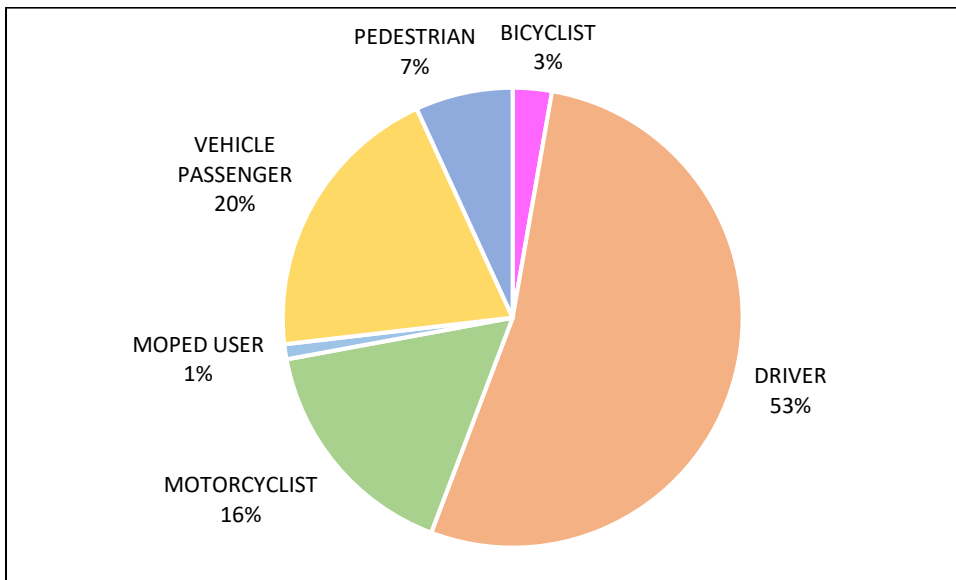


FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016



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

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

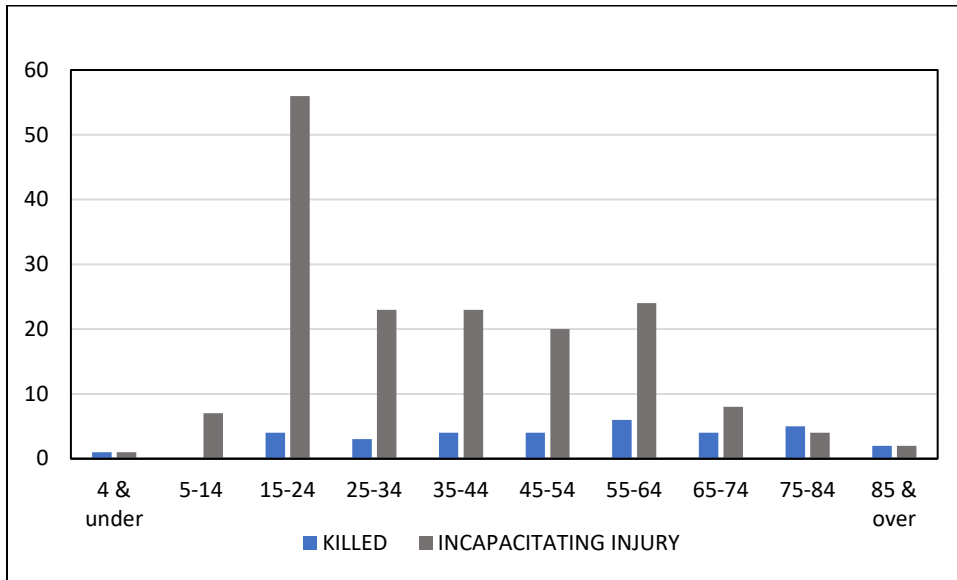
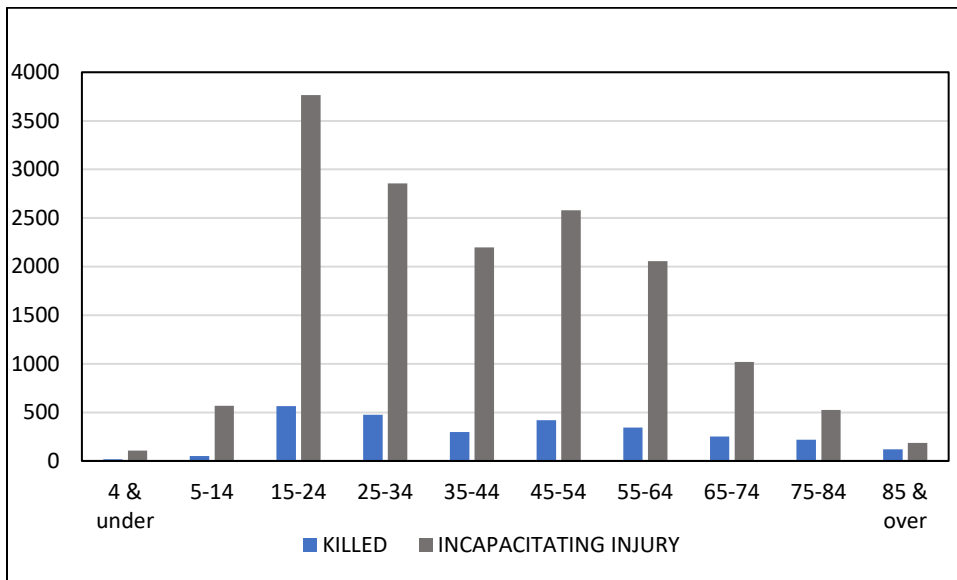
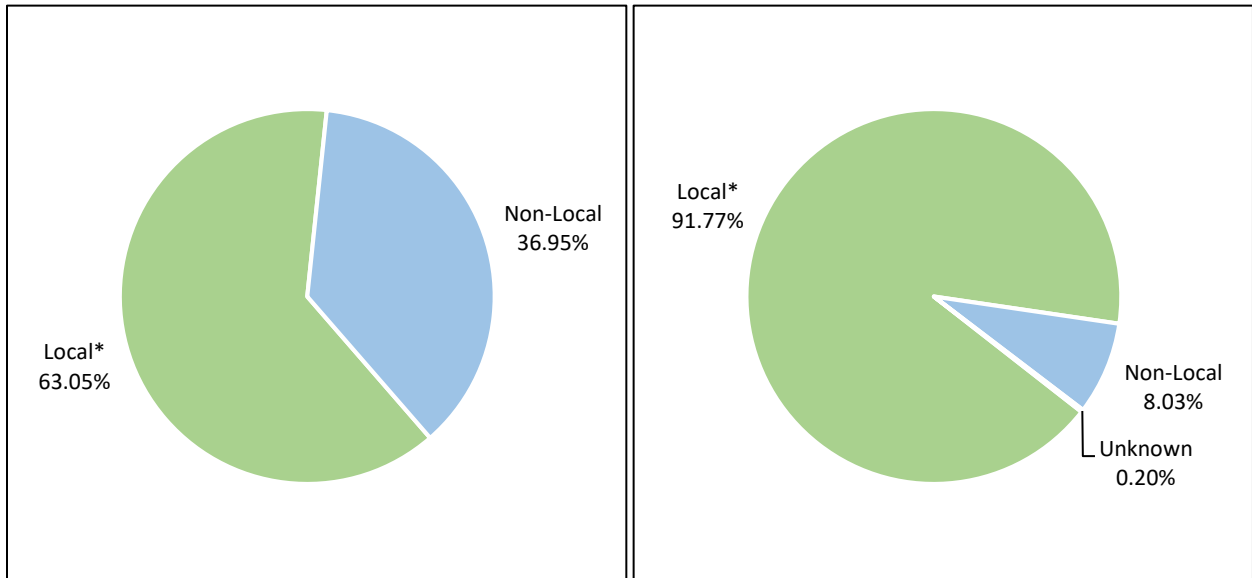


FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016



The highest number of incapacitating injuries occurred in the age group 15-24 for both Grant County and the state of Wisconsin. The highest number of fatalities occurred in the age group 55-64 within Grant County, compared to 15-24 for the state of Wisconsin.

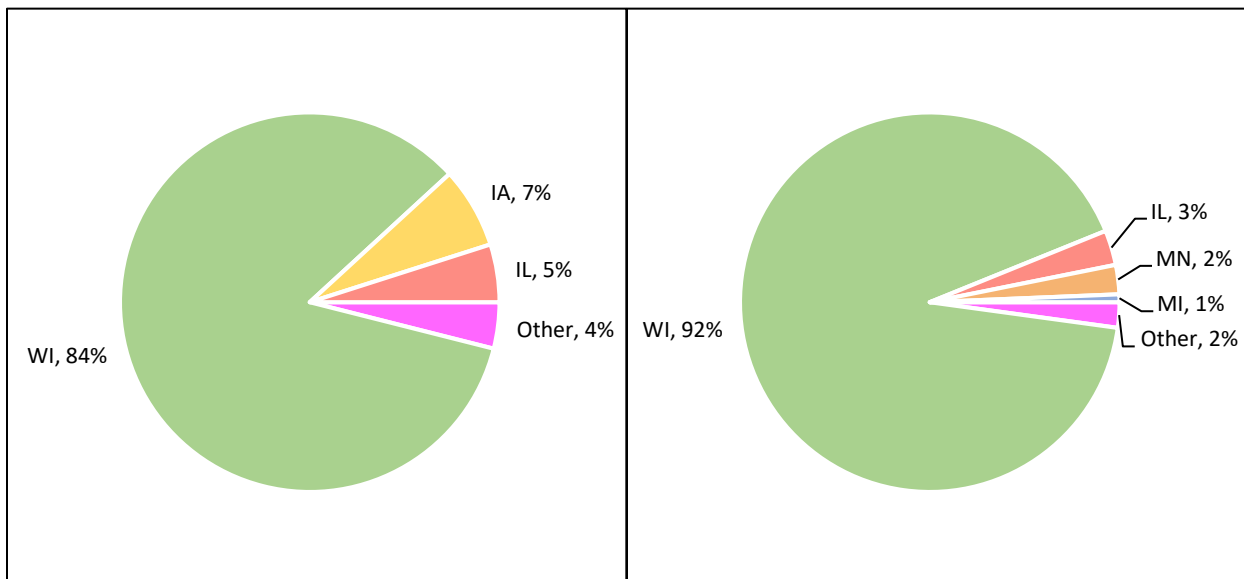
FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (GRANT COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016



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

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

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



16% of fatalities and incapacitating injuries in Grant County were of non-Wisconsin Residents.

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

	Total Fatal Crashes	Total Non-Fatal Injury Crashes
US/State Highways	65.5%	49.6%
County Highways	10.3%	14.6%
Local Roads	24.1%	35.8%

The highest percentage of fatal crashes occurred on US/state Highways within Grant County.

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

LEA	TOTAL
BOSCOBEL POLICE DEPARTMENT	10
CUBA CITY POLICE DEPARTMENT	1
FENNIMORE POLICE DEPARTMENT	2
GRANT COUNTY SHERIFF	119
HAZEL GREEN POLICE DEPARTMENT	1
LANCASTER POLICE DEPARTMENT	1
MUSCODA POLICE DEPARTMENT	2
PLATTEVILLE POLICE DEPARTMENT	12
WISCONSIN STATE PATROL	25
TOTAL	173

Grant County Sheriff’s Office has the highest reporting of fatal and serious injury crashes within Grant 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://wisconsin.gov/Documents/safety/education/frms-pubs/strategichwy-17-20.pdf>

ISSUE AREA: REDUCE DRIVER DISTRACTION/IMPROVE DRIVER ALERTNESS

FIGURE 24: INATTENTION-RELATED STATISTICS, 2012-2016

Average Inattention-Related Fatal Crashes	Average Inattention-Related Non-Fatal Injury Crashes
1.6	81.8

	Inattention-Related Fatal Crashes	Inattention-Related Non-Fatal Injury Crashes
US/State Highways	62.5%	57.2%
County Highways	25.0%	13.0%
Local Roads	12.5%	29.8%

Grant County	% of inattention-related fatal crashes to all fatal crashes	27.6%
Wisconsin	% of inattention-related fatal crashes to all fatal crashes	18.5%

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
US/State Highways	63.6%	38.5%
County Highways	18.2%	21.1%
Local Roads	18.2%	40.4%

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

Average Total Fatal Crashes	Average Alcohol or Drug-Related Fatal Crashes	Average Alcohol or Drug-Related Non-Fatal Injury Crashes
5.8	2.2	21.8

Grant County	% of alcohol or drug-related fatal crashes to all fatal crashes	37.9%
Wisconsin	% of alcohol or drug-related fatal crashes to all fatal crashes	45.0%

Among fatal crashes, Grant County has a lower percentage of alcohol/drug and speed-related fatal crashes, but a higher percentage of inattention-related fatalities when compared to the state.

ISSUE AREA: REDUCE THE INCIDENCE AND SEVERITY OF MOTORCYCLE CRASHES

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	15.2%	20.0%	1.0	6.8
State	15.3%	16.5%	84.8	525.6

Among those killed or injured in traffic crashes, Grant County had a lower percentage of motorcyclists killed, but a higher percentage of motorcyclists seriously injured when compared to the state.

GRANT COUNTY MOTORCYCLISTS KILLED OR INJURED BY INJURY SEVERITY AND EQUIPMENT USAGE, 2012-2016 AVERAGE

INJURY SEVERITY	HELMET WORN	EYE PROTECTION	NONE	UNK/OTHER	TOTAL
NOT INJURED	2	1.4	0.8	0.8	5
INCAPACITATING	1.8	2.6	2.4	0	6.8
NONINCAPACITATING	5	2.6	2.6	0.6	10.8
POSSIBLE	2.4	2.6	1	0.2	6.2
KILLED	0.2	0.4	0.4	0	1
TOTAL	11.4	9.6	7.2	1.6	29.8

Approximately 38% of motorcyclists killed or injured in Grant County from 2012-2016 were wearing a helmet.

ISSUE AREA: IMPROVE NON-MOTORIST SAFETY

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	0.0%	2.9%	0.0	1.0
State	8.1%	6.6%	44.8	211.2

Zero pedestrians were killed in Grant County from 2012 to 2016. Pedestrians were seriously injured in a lower percentage of crashes in Grant County compared to the state.

FIGURE 28.2: PEDESTRIANS INVOLVED IN CRASHES BY ACTION AND LOCATION, 2012-2016

PEDESTRIAN ACTION	PEDESTRIAN LOCATION			TOTAL
	BLANK	IN CROSSWALK	IN ROADWAY	
BLANK	2	2	7	11
WALKING NOT FACING TRAFFIC	0	1	0	1
DISREGARDED SIGNAL	0	0	1	1
DARTING INTO ROAD	0	0	4	4
WALKING FACING TRAFFIC	0	0	1	1
TOTAL	2	3	13	18

The most common pedestrian action leading to crashes is darting into the road.

FIGURE 29: GRANT COUNTY BICYCLISTS KILLED OR SERIOUSLY INJURED, 2012-2016

	% Killed	% Seriously Injured	5-Yr Ave Killed	5-Yr Ave Seriously Injured
County	3.0%	1.8%	0.2	0.6
State	1.8%	2.9%	10.2	92.4

Grant County had a higher percentage of crashes where there was a bicyclist fatality when compared to the state. The percentage of crashes with a seriously injured bicyclist was lower than the state during this time.

ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS

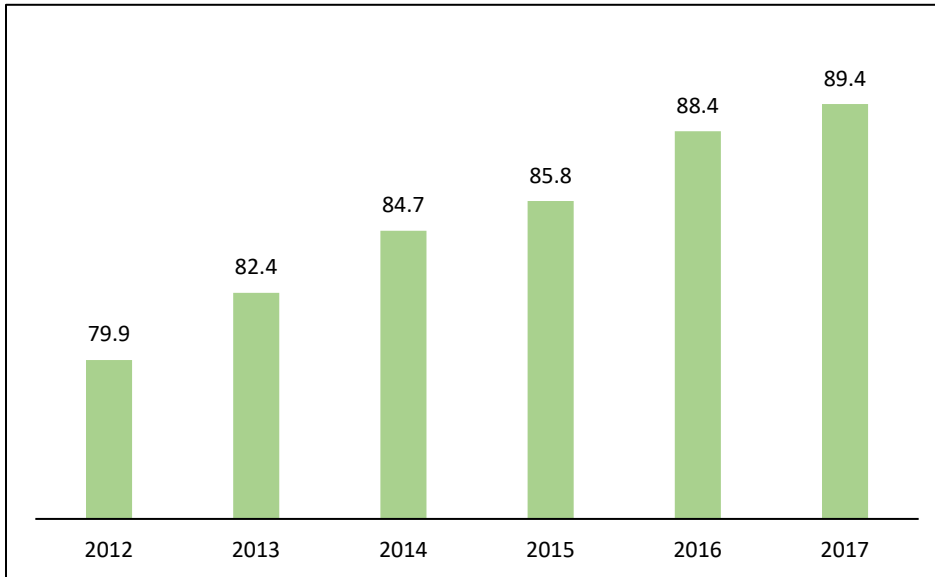
FIGURE 30: GRANT COUNTY TOTAL CRASHES BY LOCATION, 2012-2016

	County	State
% Intersection	22.3%	37.8%
% Non-Intersection	77.7%	62.8%

Compared to the state, a higher percentage of crashes occurred at non-intersections within Grant County.

ISSUE AREA: INCREASE OCCUPANT PROTECTION

FIGURE 31: SEATBELT USE STATEWIDE, 2012-2017



Seatbelt usage statewide has increased over the past six years.

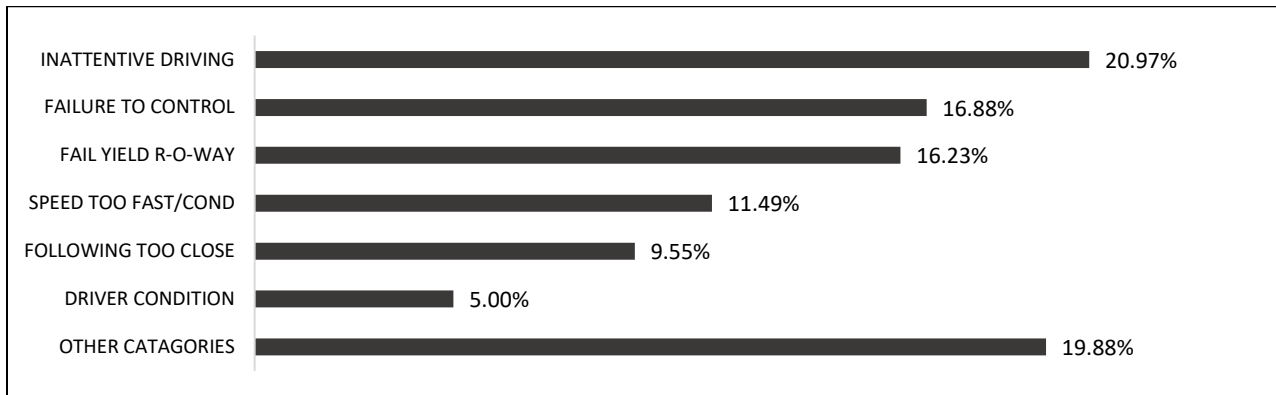
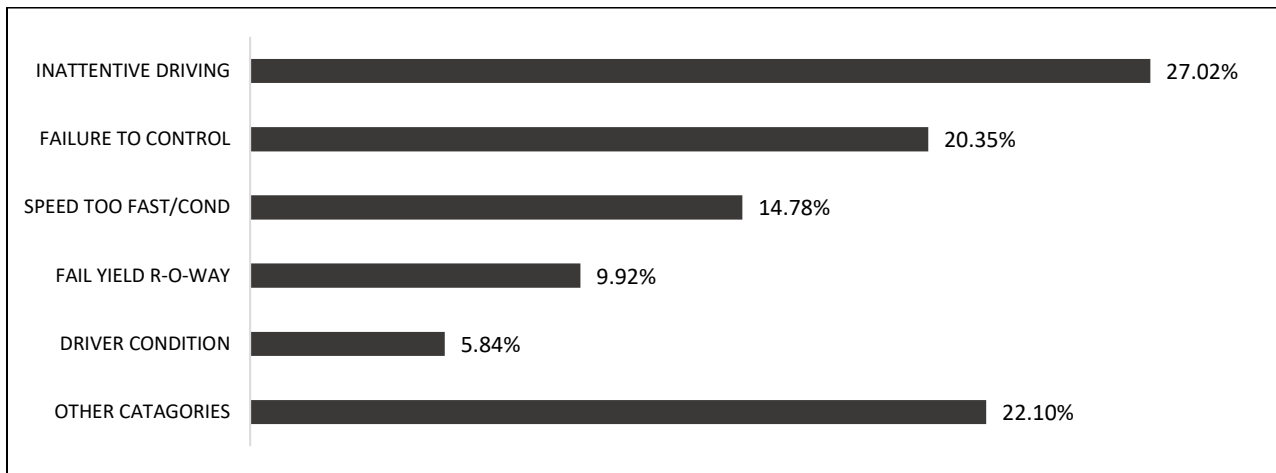
FIGURE 31.2: SAFETY EQUIPMENT USAGE IN PASSENGER CAR AND LIGHT TRUCKS DURING CRASHES, 2012-2016

	Belted	Unbelted
Fatalities and Serious Injuries	77.9%	22.1%

Over 1/5 of fatalities and serious injuries in passenger cars and light trucks fatalities were unbelted.

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

FIGURE 32: DRIVER POSSIBLE CONTRIBUTING CIRCUMSTANCES FOR CRASHES IN GRANT COUNTY (TOP) AND STATEWIDE (BOTTOM), 2012-2016



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

FIGURE 33: SPEEDING STATISTICS IN GRANT COUNTY, 2012-2016

Average Speed-Related Fatal Crashes	Average Speed-Related Non-Fatal Injury Crashes
1.6	44.8

	Total Fatal Crashes	Total Non-Fatal Injury Crashes	Speed-Related Fatal Crashes	Speed-Related Non-Fatal Injury Crashes
US/State Highways	65.5%	49.6%	37.5%	40.6%
County Highways	10.3%	14.6%	12.5%	21.0%
Local Roads	24.1%	35.8%	50.0%	38.4%

Grant County	% of speed-related fatal crashes to all fatal crashes	27.6%
Wisconsin	% of speed-related fatal crashes to all fatal crashes	28.9%

ISSUE AREA: REDUCE LANE DEPARTURE CRASHES

FIGURE 34: GRANT 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	329.6	28.5%
State	30,395.6	25.4%

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

THE IMPACT

The number of persons involved in crashes and crash-related emergency room visits are low, comparatively.

2011-2015 ANNUAL AVERAGES

	Grant County	Wisconsin
Average Annual Population	51,971	5,716,883
Persons in Crashes (per 1,000 residents)	32.9	46.0
Crash-Related Emergency Room Visits (per 100,000 residents)	266.0	407.3
Crash-Related Hospitalizations (per 100,000 residents)	44.6	49.3
Quality of Life Costs (per 100,000 residents)	\$36,442,996	\$36,819,900
Lost Years of Life (per 1,000 residents)	2.67	3.04
Medical Costs (per 100,000 residents)	\$8,760,804	\$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 Grant Participation

	Impaired Driving	Occupant Protection	Speed
Grant County Sheriff's Office		\$7,544	\$11,568
Boscobel Police Dept.			
Cassville Police Dept.			
Cuba City Police Dept.			
Dickeyville Police Dept.			
Fennimore Police Dept.			\$5,208
Hazel Green Police Dept.			
Lancaster Police Dept.		\$4,950.72	\$7,467.20
Muscoda Police Dept.			
Platteville Police Dept.			\$7,200
UW-Platteville Police Dept.			

Grant County Sheriff's Office, Lancaster Police Department, Fennimore Police Department, and Platteville Police Department participated on the Grant County Speed Task Force. Grant County Sheriff's Office, Muscoda Police Department, Hazel Green Police Department, Cuba City Police Department, Dickeyville Police Department, Fennimore Police Department, Platteville Police Department, Cassville Police Department, Lancaster Police Department, Potosi Police Department, and UW-Platteville Police Department participated on the Grant County Distracted Driving Task Force. Grant County Sheriff's Office, Lancaster Police Department, and Platteville Police Department participated on the Grant County Seat Belt Task Force.

2017 Task Force Participation and 2018 Task Force Eligibility

	Impaired Driving	Occupant Protection	Speed
Grant 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
Grant County Sheriff's Office		yes	yes	yes	yes	yes
Boscobel Police Dept.	yes	yes	yes	yes	yes	
Cassville Police Dept.						
Cuba City Police Dept.						
Dickeyville Police Dept.					yes	
Fennimore Police Dept.	yes	yes	yes	yes	yes	yes
Hazel Green Police Dept.						
Lancaster Police Dept.	yes	yes	yes	yes	yes	yes
Muscoda Police Dept.		yes		yes	yes	yes
Platteville Police Dept.		yes	yes	yes	yes	
UW-Platteville 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.