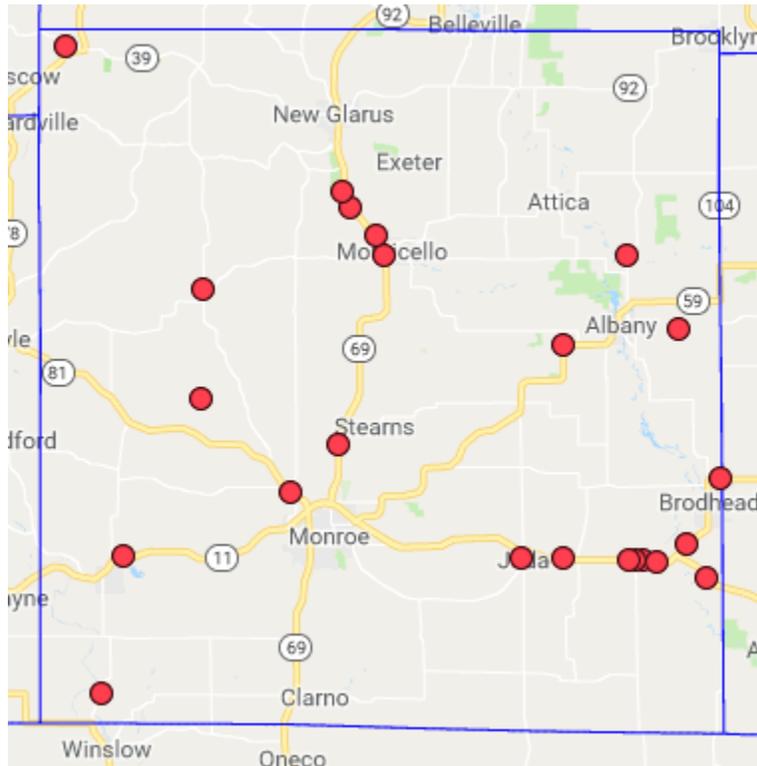


# ANATOMY OF GREEN COUNTY: A TRAFFIC SAFETY SUMMARY



## DID YOU KNOW...

One individual is killed or injured in a crash in Green County every 1.5 days?

## **THE PLACE**

### *Section Summary*

Primary routes in the county include STH 11 and STH 69. Green County is among the bottom ten counties for VMT per capita. It is among the top ten counties for registered vehicles per VMT.

### *Urbanization*

Green County is within the Madison metropolitan area, and it is adjacent to the Janesville and Rockford metropolitan areas as well as the Freeport urban cluster. 39.78% of the county's population lives in urban areas, and 1.08% of the area of the county is urban.<sup>1</sup>

### *Road Network*

State Trunk Highway (STH) 69 is a north-south primary arterial that begins at the Illinois border to the south, coming from Freeport, where it is signed as Illinois Route 26. STH 69 travels through Monroe, Monticello, New Glarus, and then departs the county, going through Belleville on the way to Verona carrying traffic to and from the greater Madison area. STH 11 is an east-west primary arterial that traverses the county from west to east, traveling through Browntown, around Monroe, and through Brodhead. To the west, STH 11 heads toward Hazel Green and Dubuque, Iowa, and to the east it carries traffic to and from Janesville. STH 11 bypasses Monroe as a multilane divided highway, and it remains a divided highway for several miles thereafter to the east of the city. For much of the eastern half of the county. STH 81 carries traffic to and from Beloit to the east. Between Monroe and a point southwest of Brodhead, STH 81 has a concurrency with STH 11. To the west, STH 81 heads northwest to Argyle and Darlington. STH 59 begins at Monroe at STH 11/81, traveling northeast through Albany toward Evansville. STH 39 is an east-west highway that begins at STH 69 in New Glarus and heads west toward Mineral Point. STH 104 is a north-south highway that begins at Brooklyn and runs along the Rock County border to Brodhead. STH 92 is an east-west highway that carries traffic to and from Mount Horeb through Belleville and Brooklyn toward USH 14 in Dane County. STH 78 cuts across the northwest corner of the county.

### *Miles of Roadway*

There are 1,260 miles of roads in the county, of which 122 (9.7%) are state roads, 278 (22.1%) are county roads, and 860 (68.3%) are local roads.<sup>2</sup>

### *Vehicle Registrations and Vehicle Miles of Travel (VMT)*

In 2016, there were 14,172 autos, 2,983 cycles, 3,353 trailers, and 22,435 trucks registered in Green County.<sup>3</sup> VMT in 2016 was 338,788,620.<sup>4</sup>

### *Traffic Volume*

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<sup>1</sup> 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>

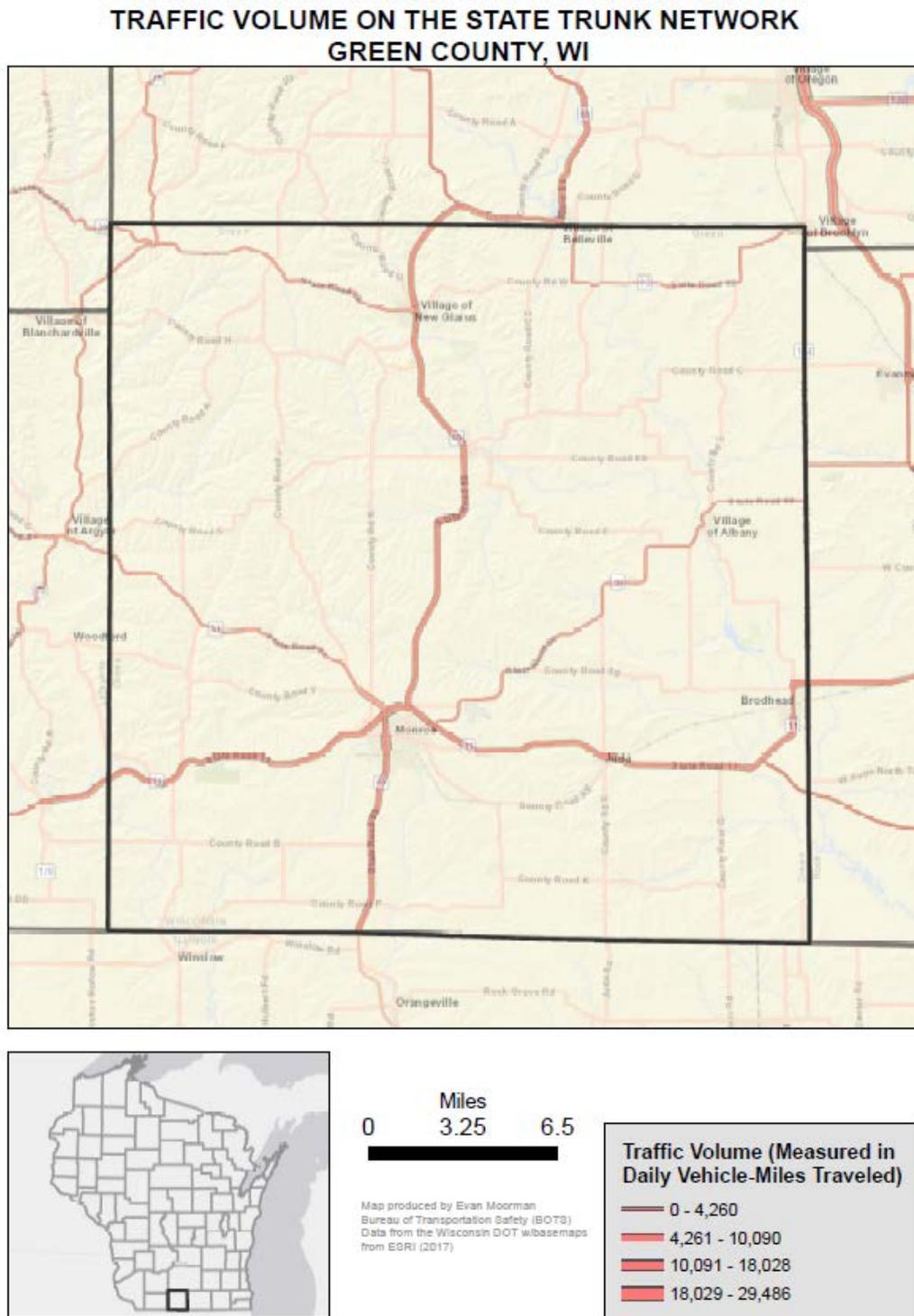
<sup>2</sup> Wisconsin Department of Transportation. "County Maps." Accessed Sept. 29, 2017. <http://wisconsindot.gov/Pages/travel/road/hwy-maps/county-maps/default.aspx>

<sup>3</sup> 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>

<sup>4</sup> 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>

As can be seen, traffic volumes in Green County are highest in the south-central portion of the county, near the city of Monroe and at the intersections of Highways 11 and 69.

**FIGURE 1:**



Commuting Flows

**FIGURE 2: COMMUTING FLOWS AMONG COUNTIES**

Workers who Reside in Green County Work in:		People who Work in Green County Reside in:	
Green County	11,721	Green County	11,721
Dane County	5,337	Stephenson County, IL	1,168
Rock County	931	Lafayette County	1,116
Lafayette County	296	Rock County	1,050
Stephenson County, IL	290	Dane County	659
Winnebago County, IL	205	Winnebago County, IL	219
Iowa County	73	Jo Daviess County, IL	205
Milwaukee County	46	Iowa County	87
Sauk County	34		
Others	293	Others	258

5

**FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 15)**

Residence	Place of Work	Number
Stephenson Co., Illinois [all municipalities]	Monroe	899
Exeter (Town)	Madison	429
New Glarus	Madison	340
Clarno (Town)	Monroe	326
Jefferson (Town)	Monroe	283
New Glarus (Town)	Madison	260
Cadiz (Town)	Monroe	258
Brodhead	Monroe	257
Sylvester (Town)	Monroe	255
Monroe (Town)	Monroe	240
Monroe	Monroe (Town)	196
Brooklyn (Town)	Madison	191
Albany (Town)	Madison	186
Monroe	New Glarus	178
Monroe	Brodhead	174

6

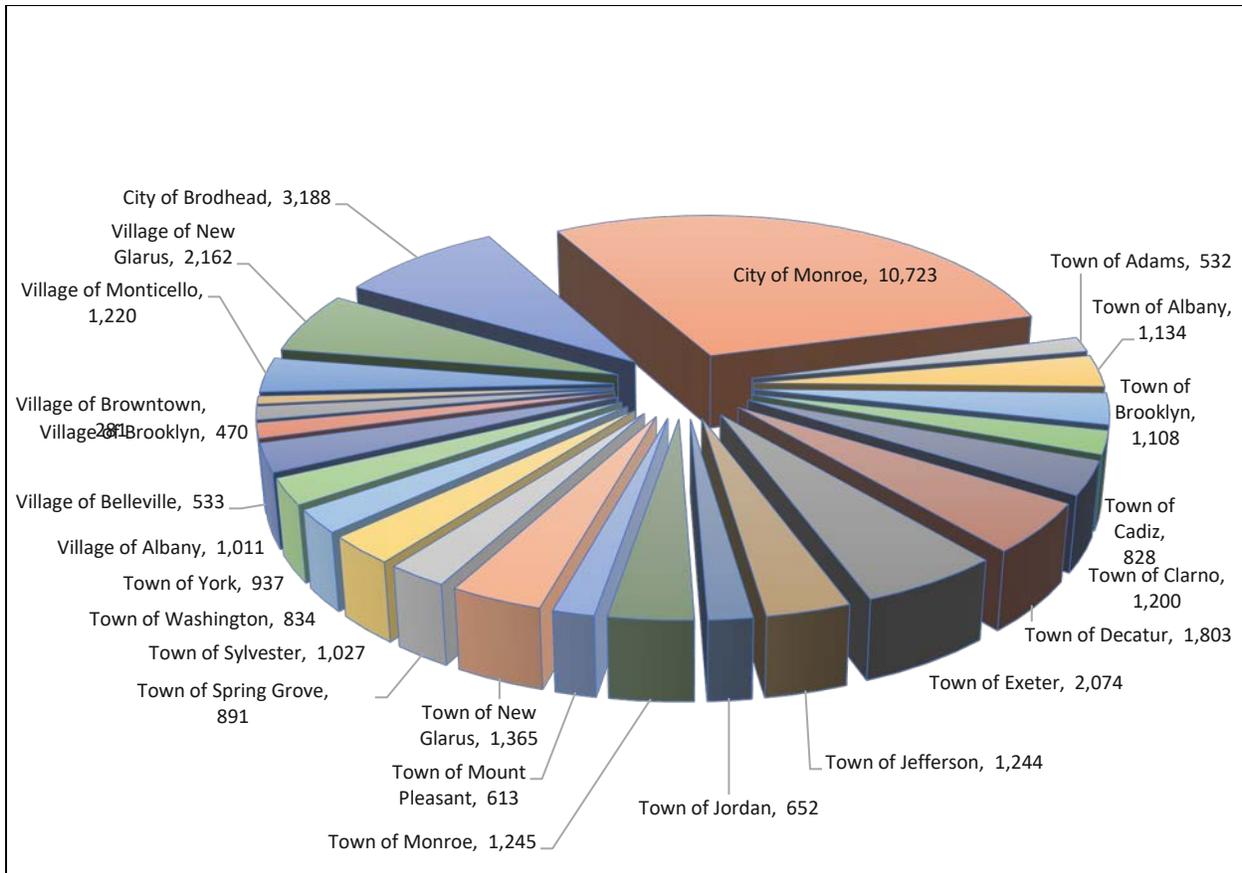
<sup>5</sup>United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

<sup>6</sup>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 Green County—about 37,000 individuals—is distributed through 24 different jurisdictions, with no dominant population center. The largest city, the city of Monroe, reports a population of about 11,000 individuals, slightly more than a quarter of the county’s total. The next largest communities (the city of Brodhead and the village of New Glarus) report populations of over 2,000.

**FIGURE 4: POPULATION OF GREEN COUNTY MUNICIPALITIES (2016)**



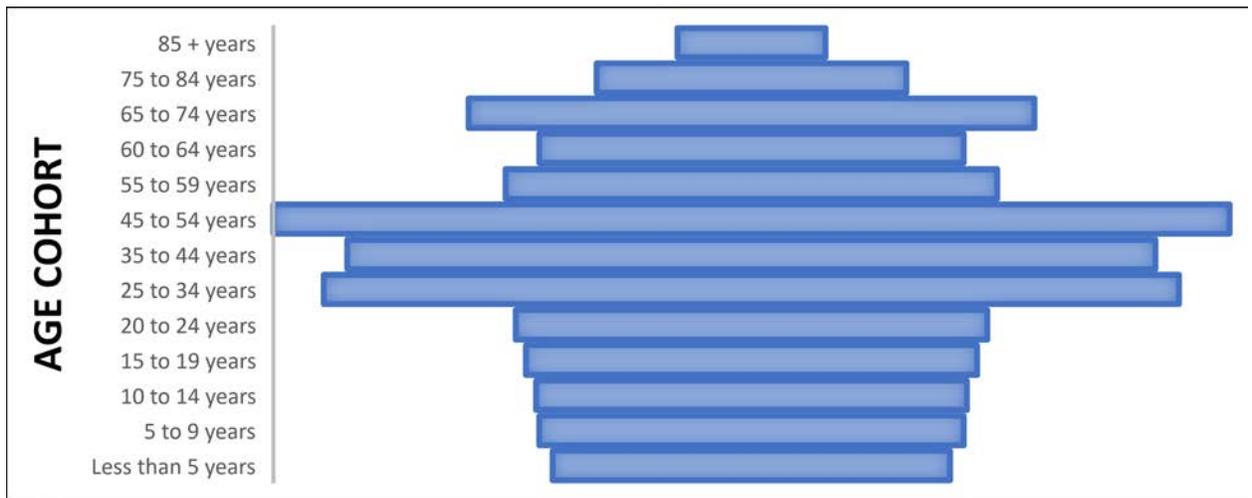
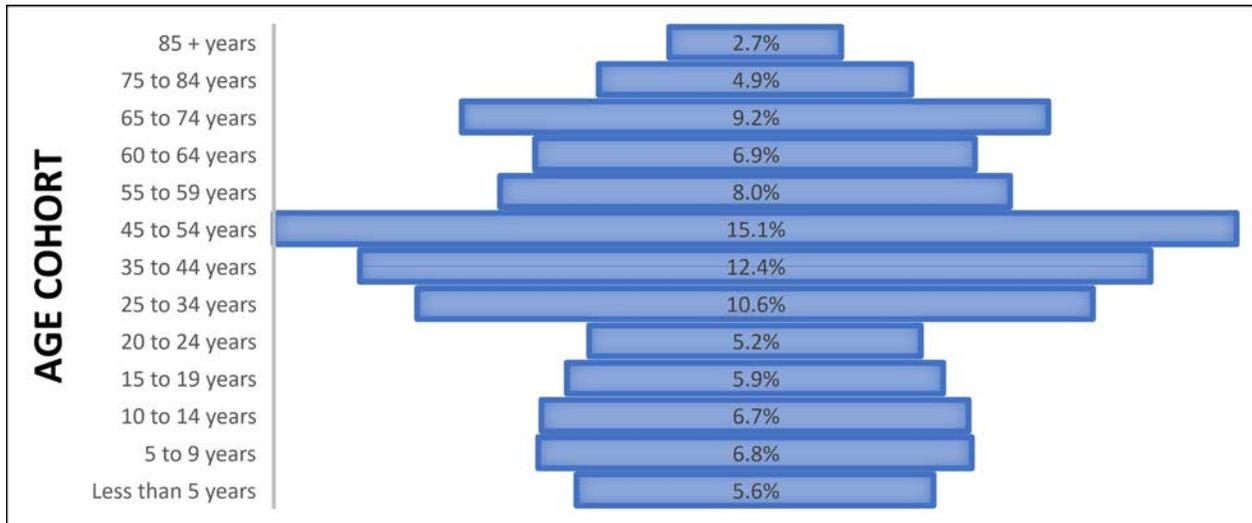
7

### *Population Trends*

Between 2010 and 2016, the county’s population grew by about 1.5%, although almost this growth would have been far more pronounced without the significant population decline in the largest city, Monroe. The average age of the county is somewhat older than that of the state generally (42.6 compared to 39 years). As can be seen below, Green County’s population pyramid contains a somewhat greater percentage of middle-aged and elderly individuals, and a lower percentage of children and teens than the state’s population pyramid.

<sup>7</sup> 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](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt) Accessed November 4th, 2017.

**FIGURE 5<sup>8</sup>: POPULATION PYRAMIDS (GREEN COUNTY ABOVE AND STATE BELOW)**

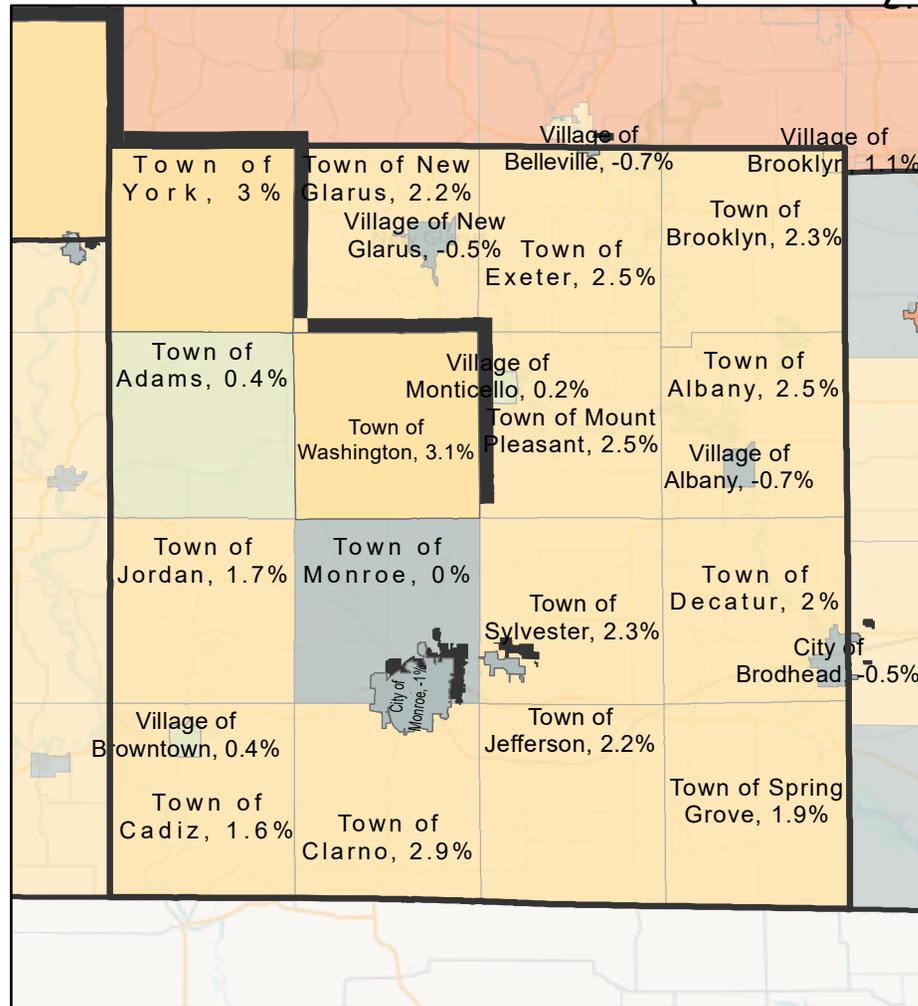
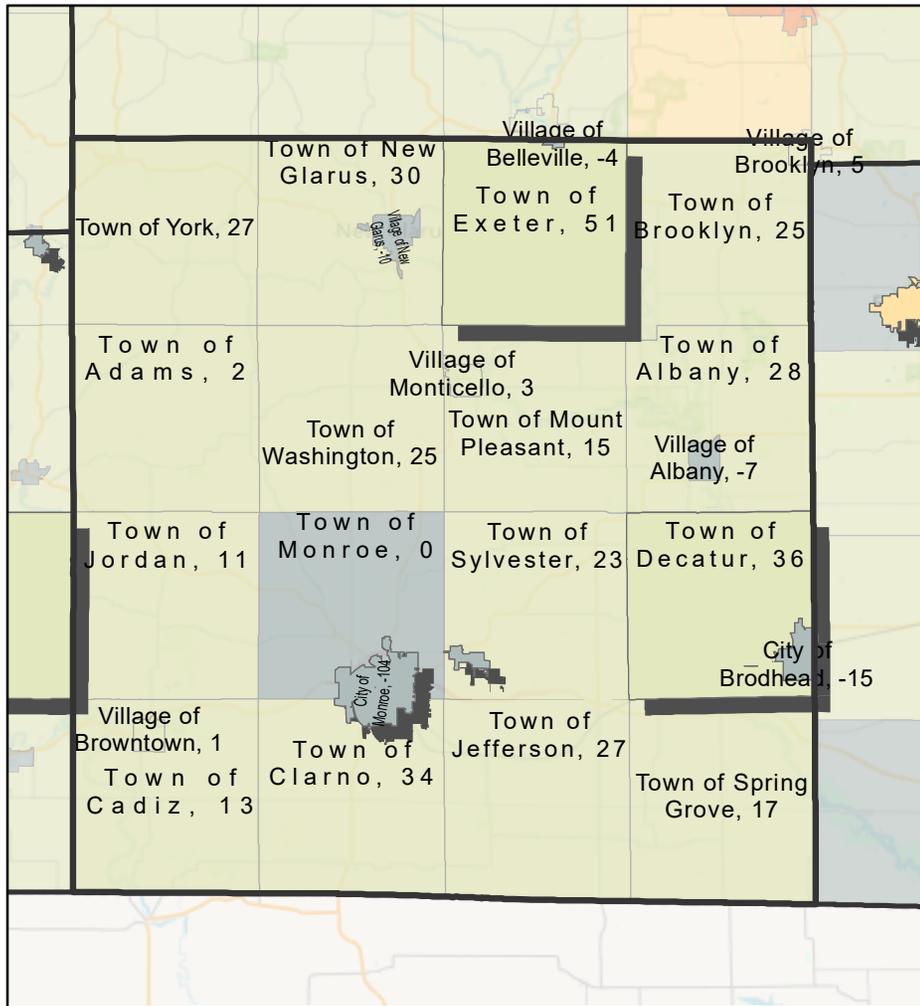


Most of the jurisdictions in the county are modestly gaining population, although the largest jurisdiction in the county (the city of Monroe experienced a population decline). Green County is likely growing because its jurisdictions are within close access to Dane County’s important job centers (while offering a lower cost-of-living). (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).<sup>9</sup>

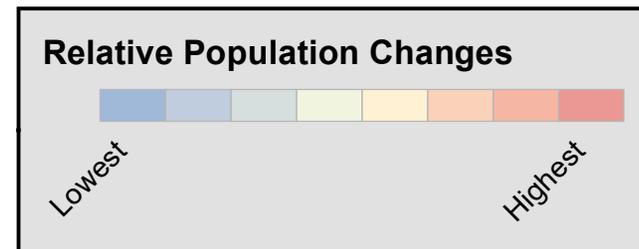
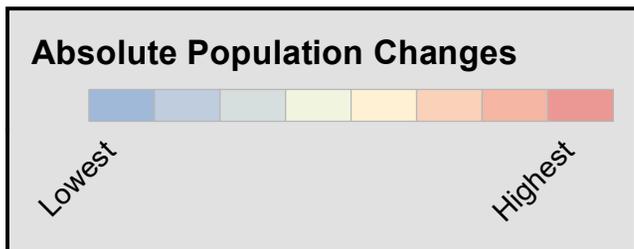
<sup>8</sup> United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. [https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_15\\_5YR\\_DP03&src=pt](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt) Accessed November 6th, 2017.

<sup>9</sup> 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 GREEN 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

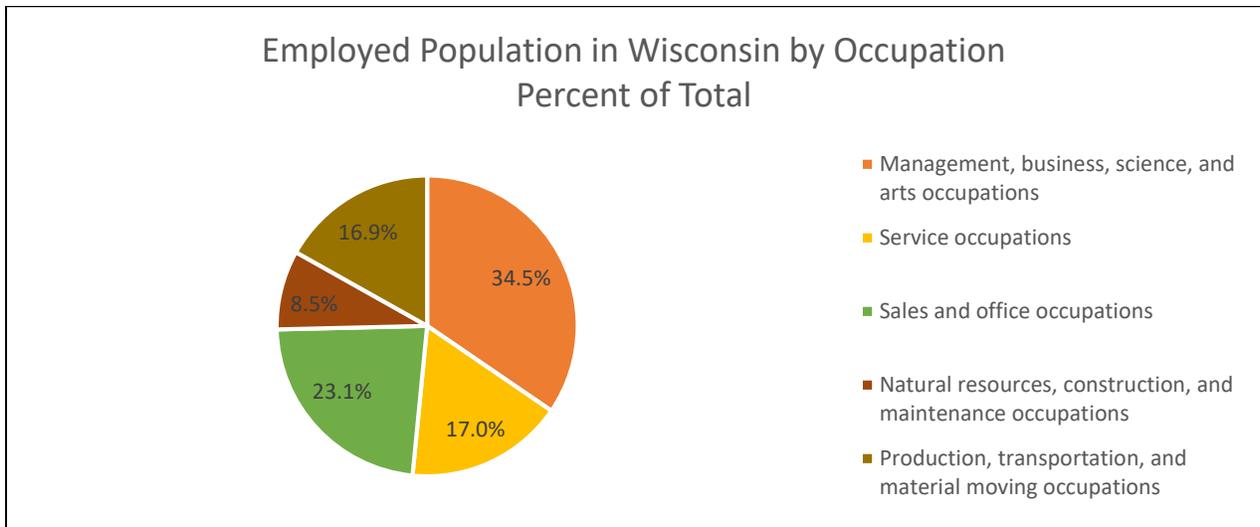
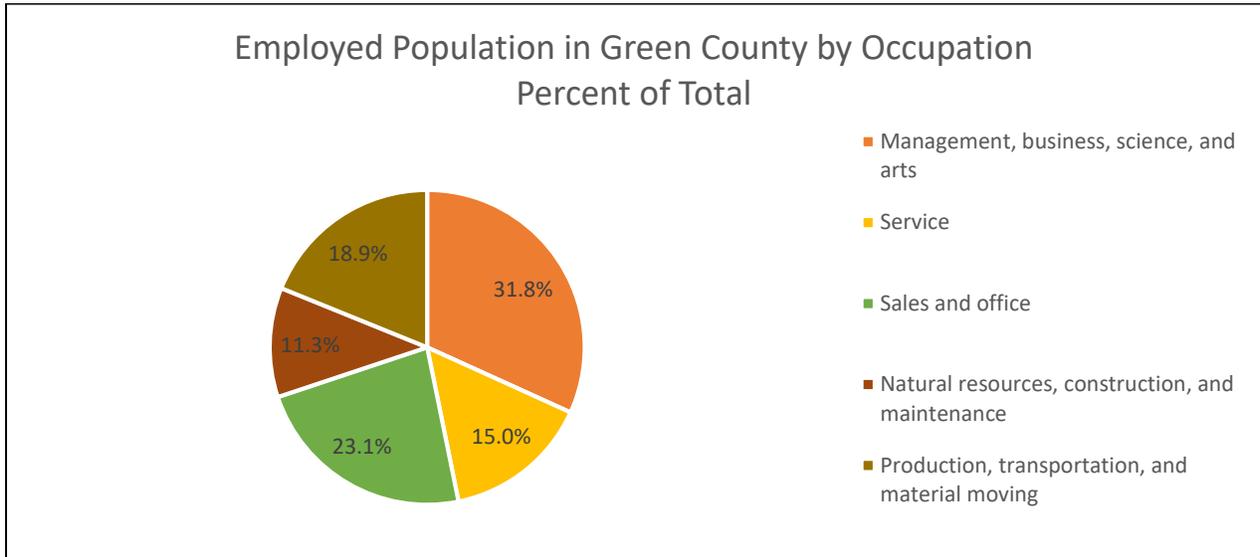


## THE ECONOMY

### Section Summary

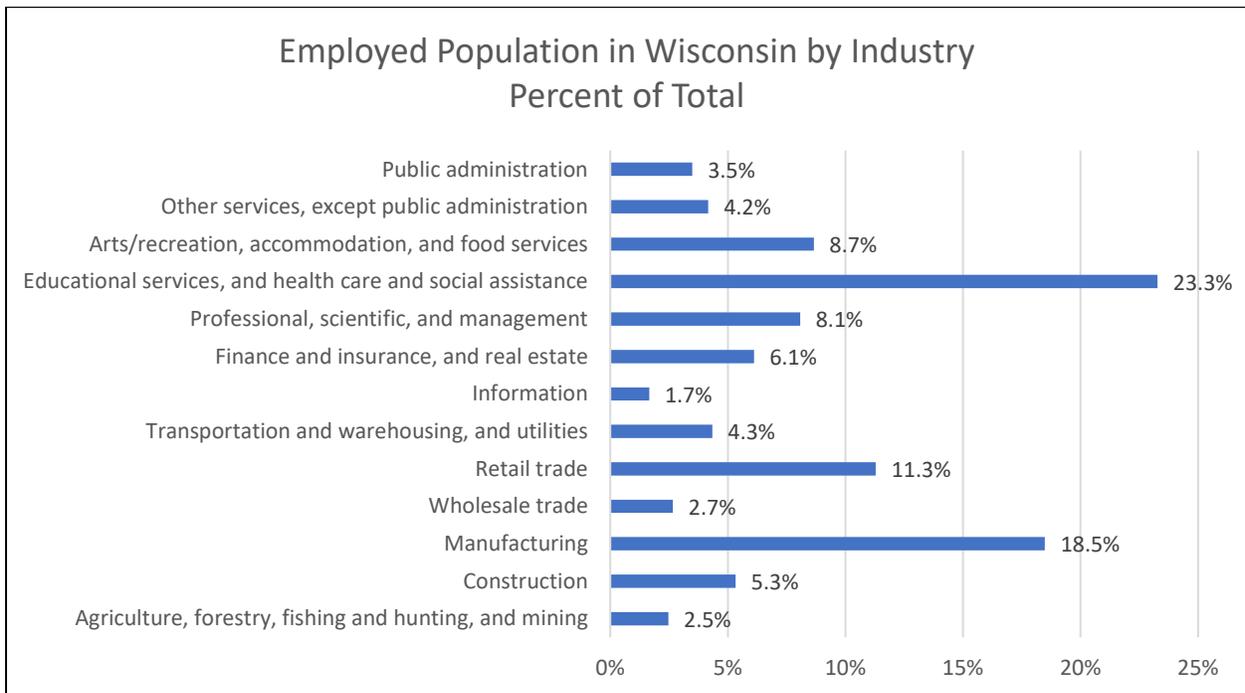
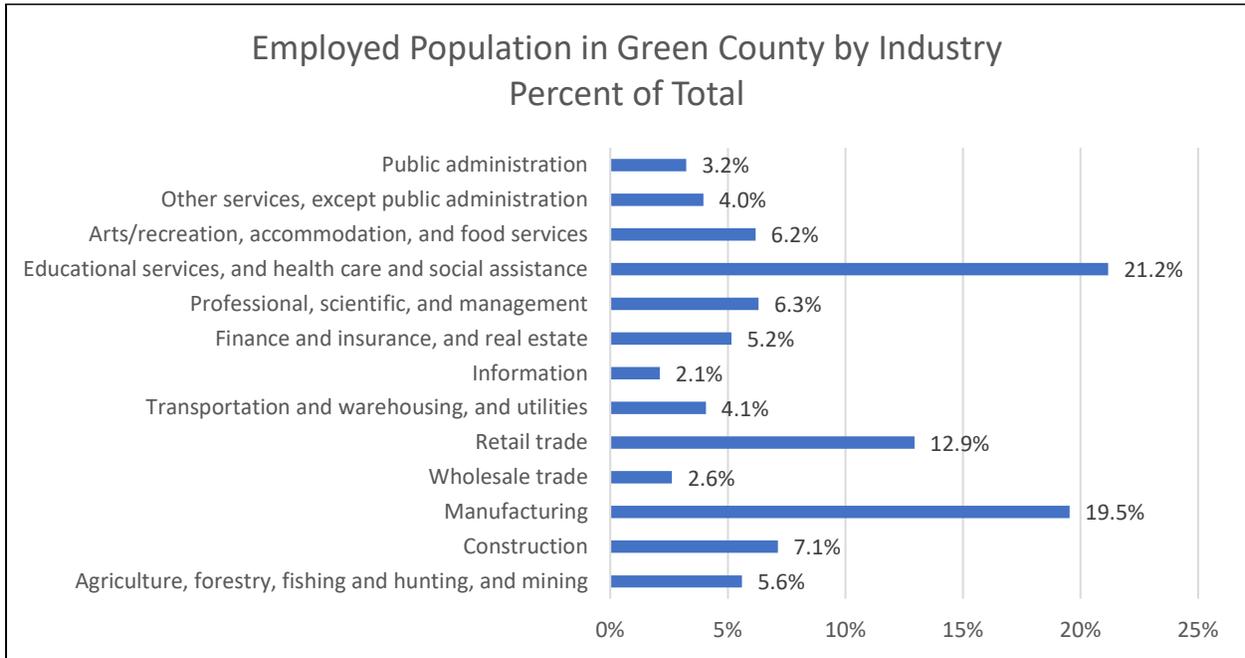
The unemployment rate in Green County has been, on average, 0.6% lower than that of the state over the last decade. The proportion of the population that works in the agriculture, forestry, fishing and hunting, or mining industries is large.

**FIGURE 7: EMPLOYMENT BY OCCUPATION** <sup>10</sup>



<sup>10</sup> 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](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt) Accessed September 29, 2017.

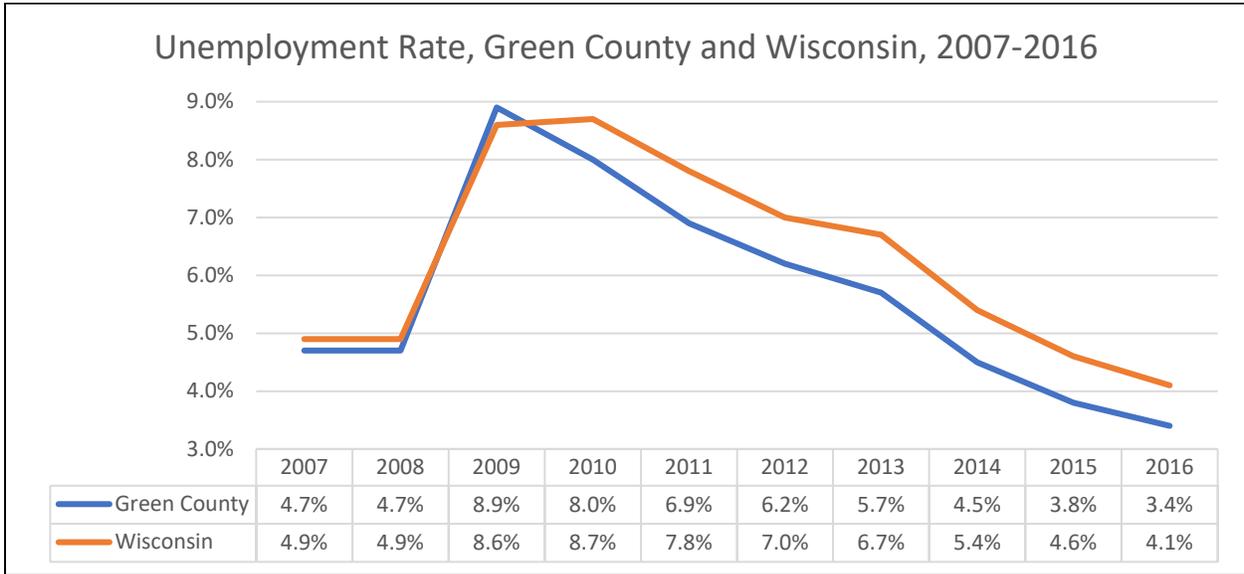
**FIGURE 8: EMPLOYED POPULATION BY INDUSTRY**



11

<sup>11</sup> 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](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

<sup>12</sup> 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-eight percent of licensees have liquor available for sale on site. Thirty-six percent of the licenses are in Monroe, 19% are in New Glarus, 10% are in Brodhead, and 17% are in towns.

**FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, GREEN COUNTY**

	Albany	Brodhead	Brooklyn	Browntown	Monroe	Monticello	New Glarus	Towns	Total (By Lic. License)
AB or AC		1			2			1	4
AL or ALB	2	3			12	2	7	1	27
BB or CW	3	1			4		5	6	19
BL or BLB	4	7	2	2	26	7	11	11	70
Others								1	1
<b>Total (By Municipality)</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>9</b>	<b>23</b>	<b>20</b>	<b>121</b>

13

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

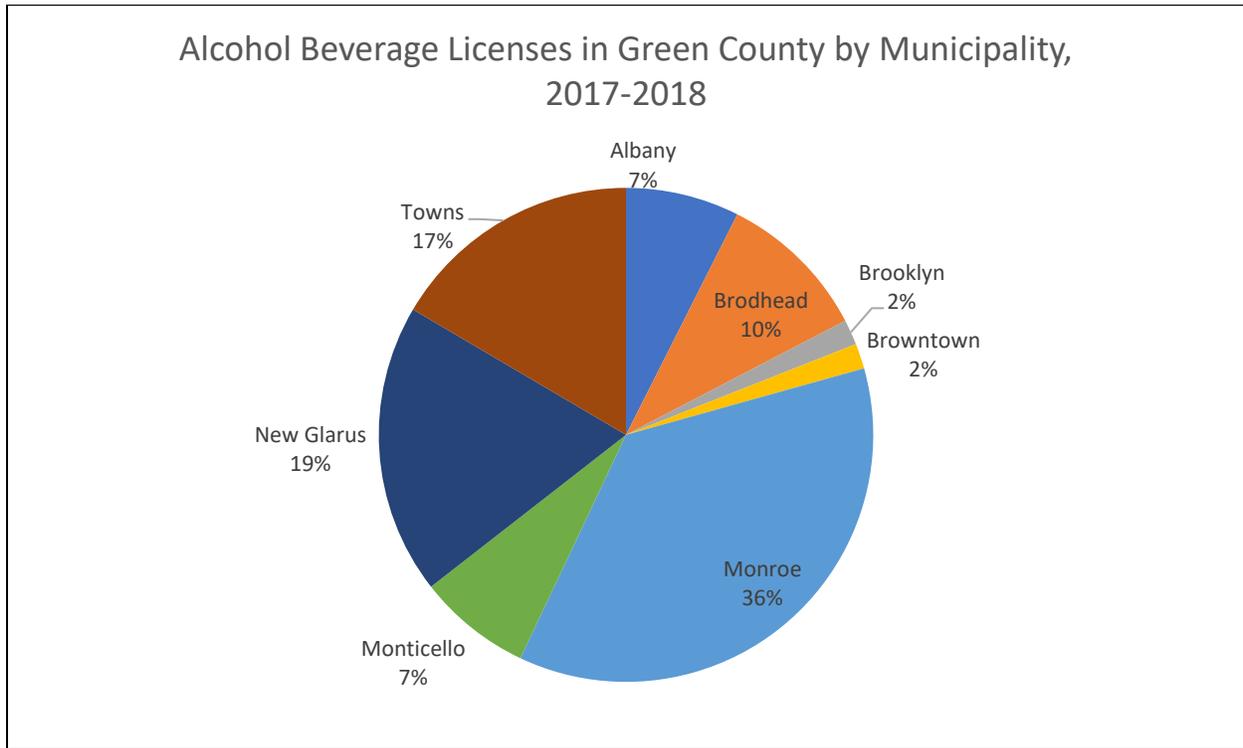
CODE	DESCRIPTION
AB	Beer for sale off site (convenience stores, grocery stores)
AC	Cider for sale off site (convenience stores, grocery stores)
AL	Liquor for sale off site (drug stores, wineries)
ALB	Beer, wine, or liquor for sale off site
BB	Beer for sale on site or off site
BL	Liquor for sale on site (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

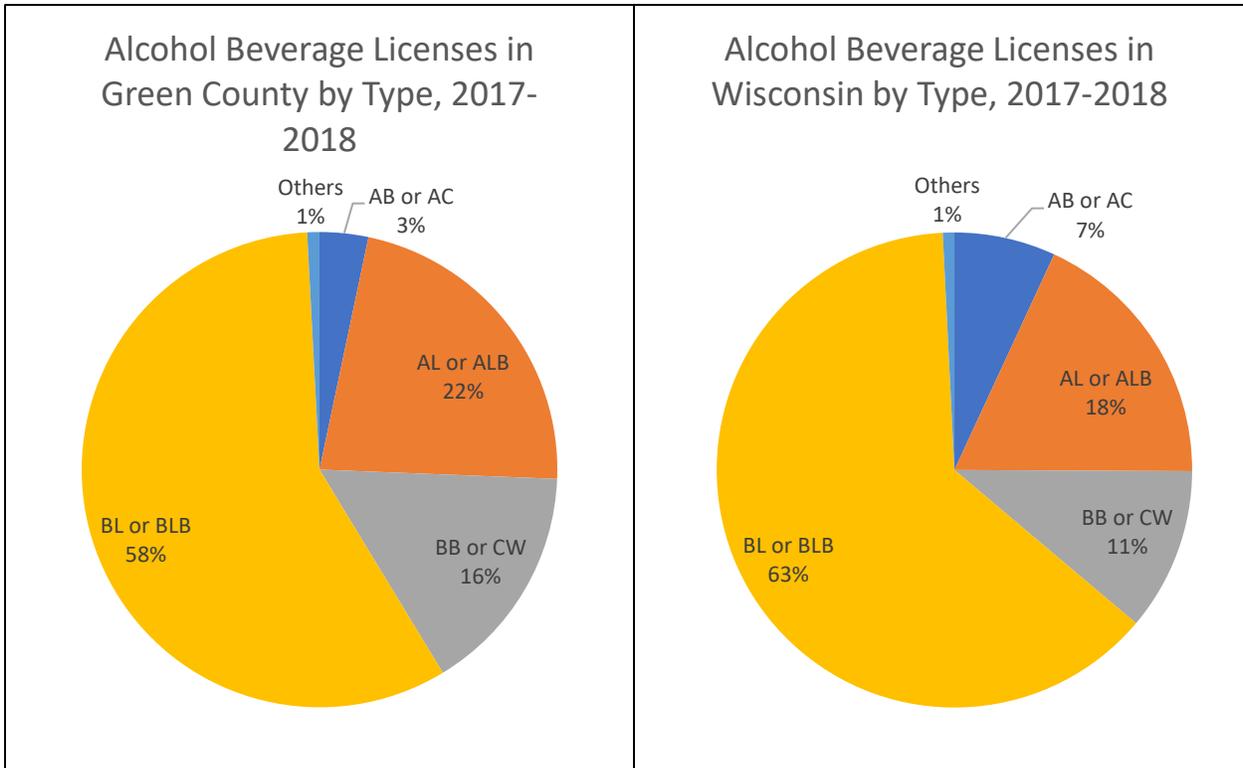
<sup>13</sup> Wisconsin Department of Revenue. Oct. 4, 2017. "WI Liquor Licenses 2017-18."

<sup>14</sup> 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 GREEN 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, Green County reported a lower injury-to-death ratio than the state generally (45.7 vs. 73.1).

### *Emergency Services*

As can be seen, Green County contains a single trauma center within its boundaries (a Level IV facility); however, many other hospitals can be found in neighboring communities. The closest Level II trauma center is located in neighboring Rock County, while the closest level I trauma center is located in central Madison.<sup>15</sup>

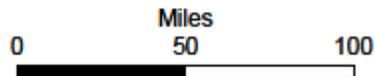
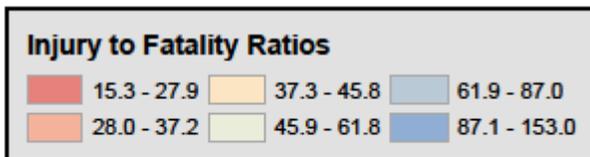
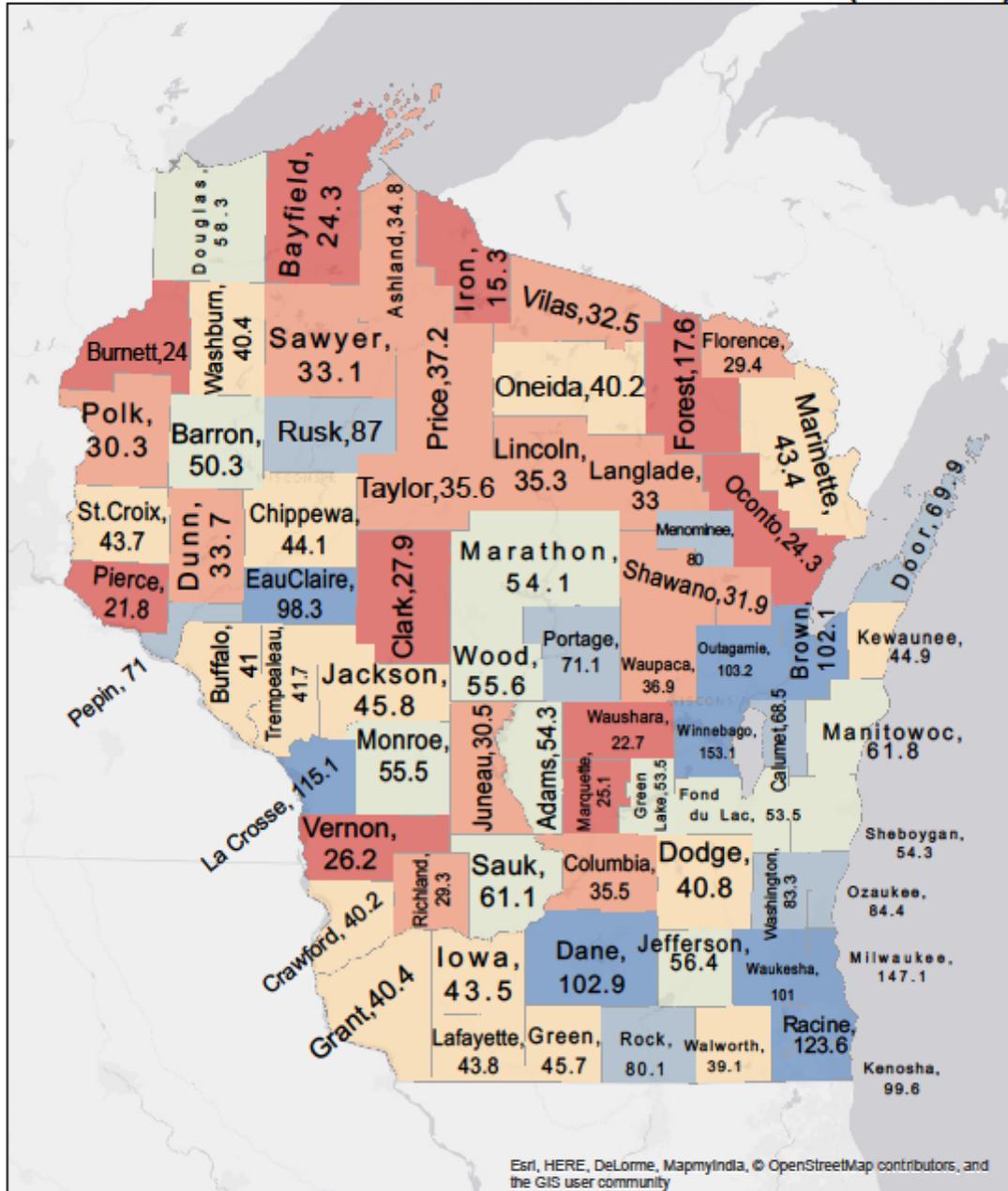
Green County maintains 13 different emergency providers (listed below). These companies employ 298 emergency personnel. Consequently, the county is the site of 8.0 emergency response personnel per 1,000 residents. This is far higher than the state figure of 4.02 emergency response personnel per 1,000 residents and can help compensate for the poor access to trauma centers faced by residents of the county.

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<sup>15</sup> 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:

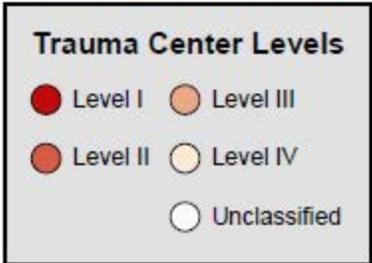
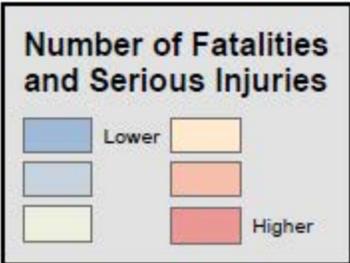
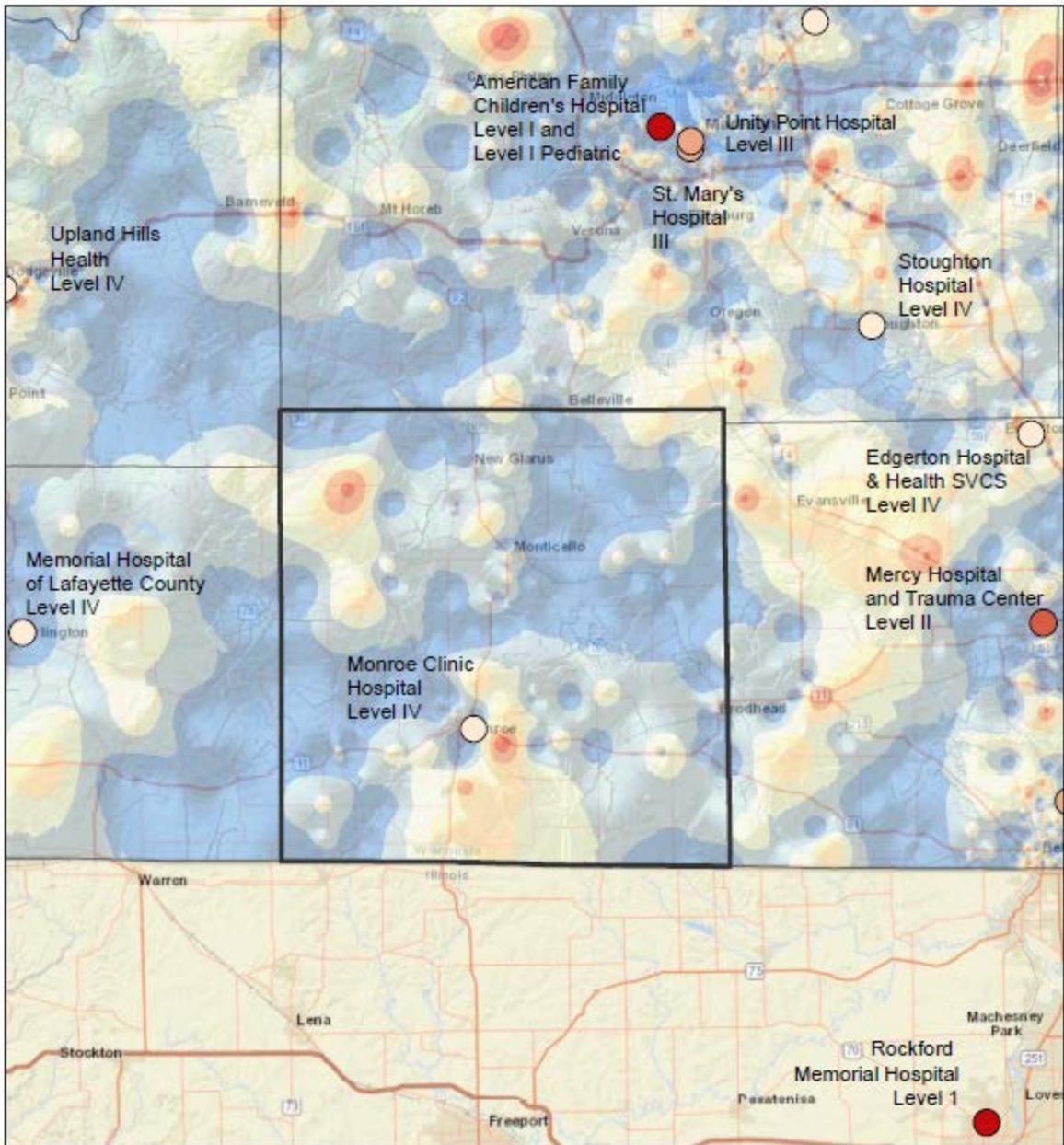
**INJURY TO FATALITY RATIOS FOR WISCONSIN COUNTIES (2012-2017)**



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

**FIGURE 13:**

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



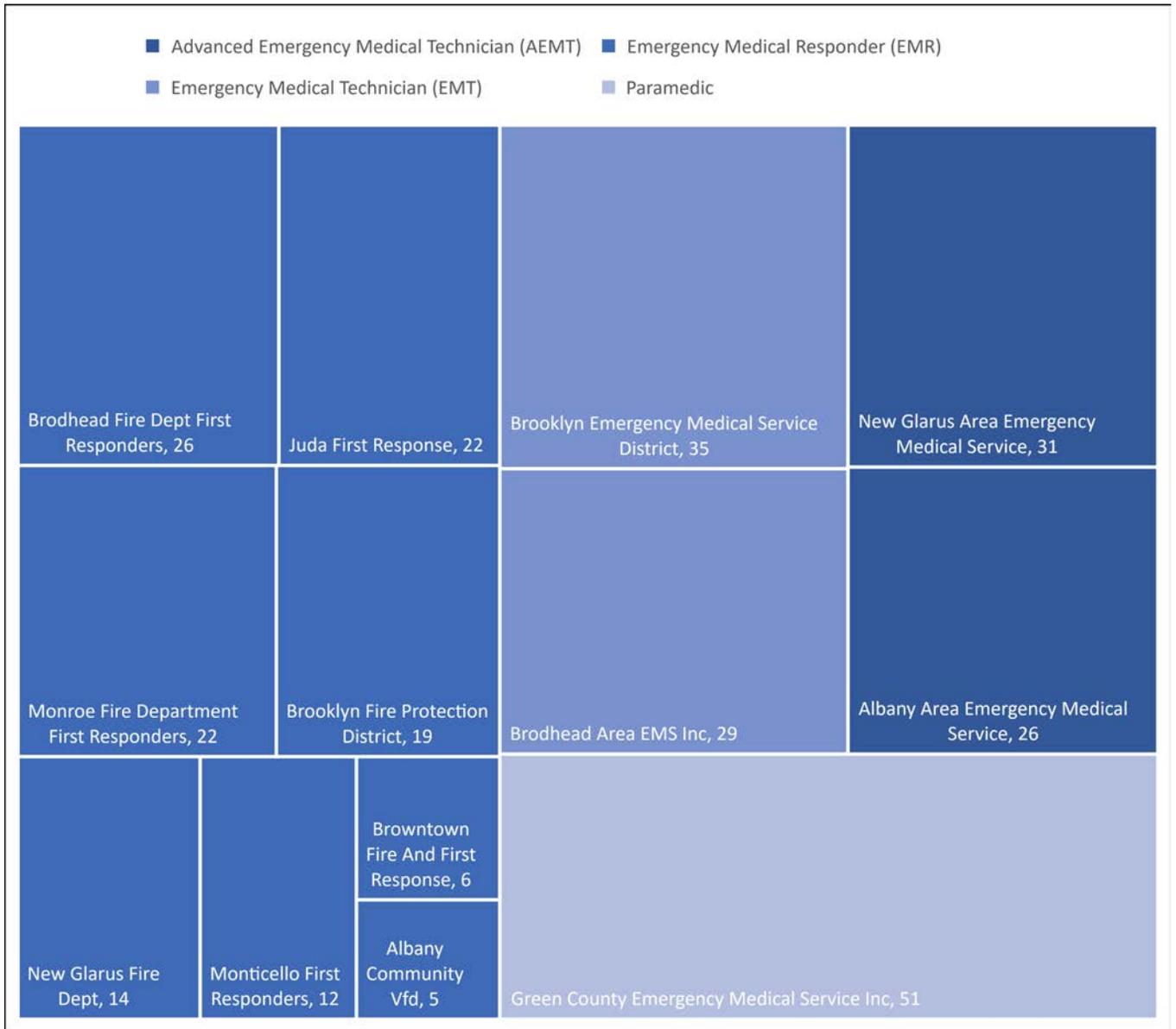
**FIGURE 14: NUMBER OF EMT PERSONNEL/JURISDICTION <sup>16</sup>**

Primary Address County Name	Service License Level	Service Name	Number of Personnel
Green	Advanced Emergency Medical Technician (AEMT)	New Glarus Area Emergency Medical Service	31
Green	Advanced Emergency Medical Technician (AEMT)	Albany Area Emergency Medical Service	26
Green	Emergency Medical Responder (EMR)	Brodhead Fire Dept First Responders	26
Green	Emergency Medical Responder (EMR)	Juda First Response	22
Green	Emergency Medical Responder (EMR)	Monroe Fire Department First Responders	22
Green	Emergency Medical Responder (EMR)	Brooklyn Fire Protection District	19
Green	Emergency Medical Responder (EMR)	New Glarus Fire Dept	14
Green	Emergency Medical Responder (EMR)	Monticello First Responders	12
Green	Emergency Medical Responder (EMR)	Browntown Fire And First Response	6
Green	Emergency Medical Responder (EMR)	Albany Community Vfd	5
Green	Emergency Medical Technician (EMT)	Brooklyn Emergency Medical Service District	35
Green	Emergency Medical Technician (EMT)	Brodhead Area EMS Inc	29
Green	Paramedic	Green County Emergency Medical Service Inc	51

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<sup>16</sup> Department of Health Services, 2017, Received through Happel, C.

**FIGURE 14.2: NUMBER AND LEVEL OF EMERGENCY RESPONDERS PER JURISDICTION**



## **THE CRASHES**

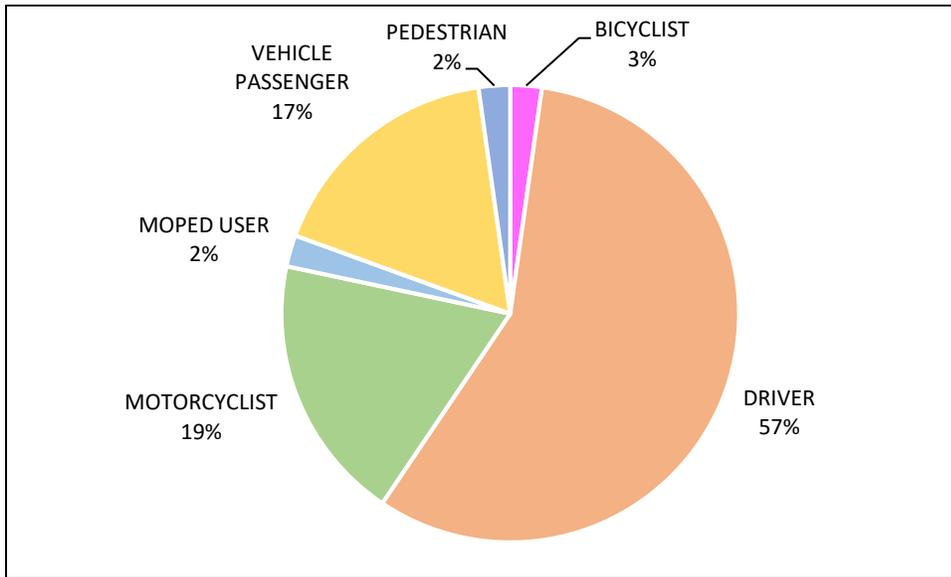
*The State of Wisconsin, in a months-long process, solicited input from a diverse variety of stakeholders to create the most recent version of our Strategic Highway Safety Plan (SHSP), a document that guides investment and safety decisions for three years. The plan has ten different issue areas. General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

### **GENERAL CRASH-RELATED STATISTICS**

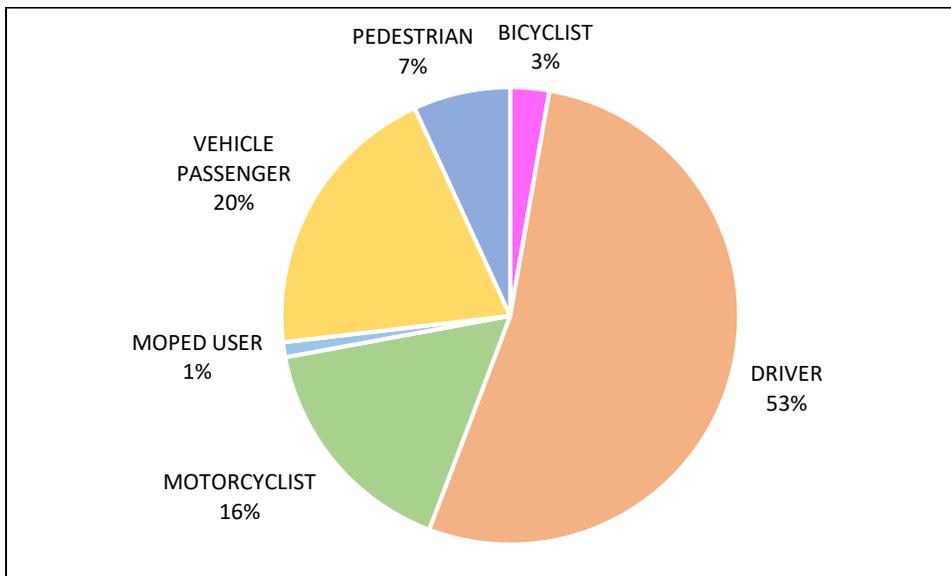
**FIGURE 15: NUMBER OF CRASHES BY MOST SEVERE INJURY IN THE CRASH AND PERSONS INVOLVED IN CRASHES BY INJURY SEVERITY**

	2012		2013		2014		2015		2016		2012-2016 Average	
	Crashes	Persons	Crashes	Persons								
Fatality	6	7	5	6	1	1	6	6	6	6	4.8	5.2
Incapacitating Injury	33	39	21	35	23	26	23	27	23	27	24.6	30.8
Non-Incapacitating Injury	98	132	88	112	84	94	89	113	86	111	89.0	112.4
Possible Injury	65	106	57	86	83	117	65	98	67	105	67.4	102.4
No Apparent Injury	601	1,111	692	1,220	714	1,311	710	1,204	634	1,110	670.2	1,191.2
Totals	803	1,395	863	1,459	905	1,549	893	1,448	816	1,359	856.0	1,442.0

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

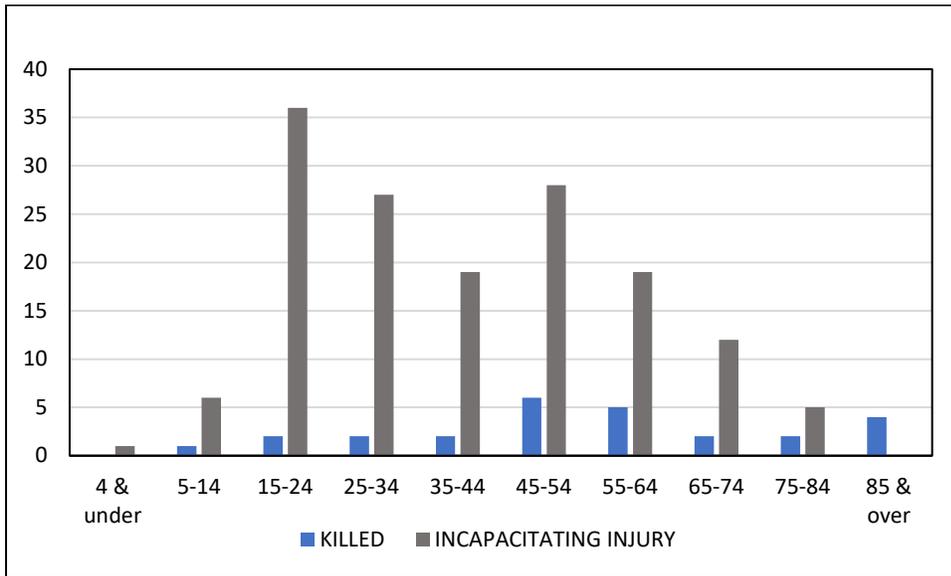


**FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016**

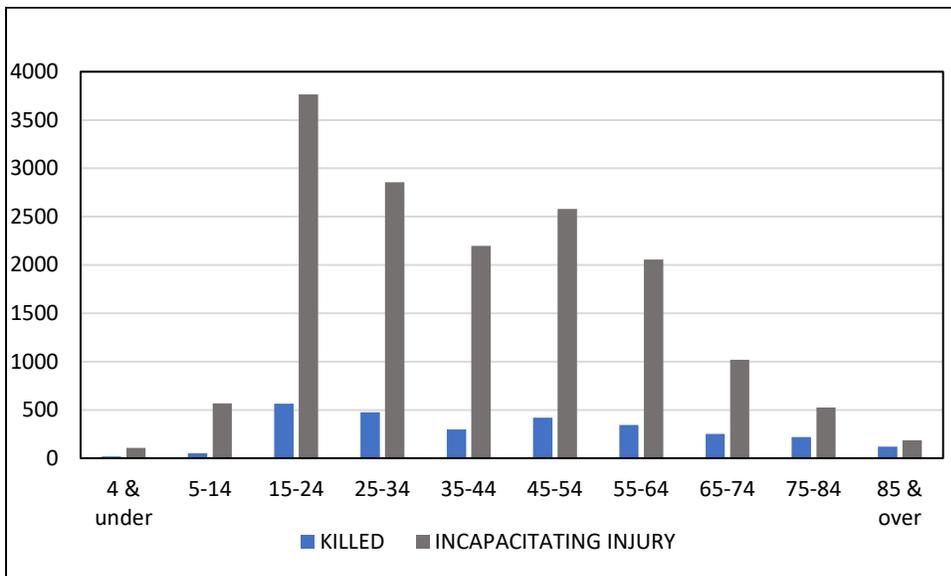


Vehicle drivers make up the highest percentage of fatalities and incapacitating injuries within Green County and the state of Wisconsin as a whole. Motorcyclists make up the second highest percentage of fatalities and incapacitating injuries within Green County.

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

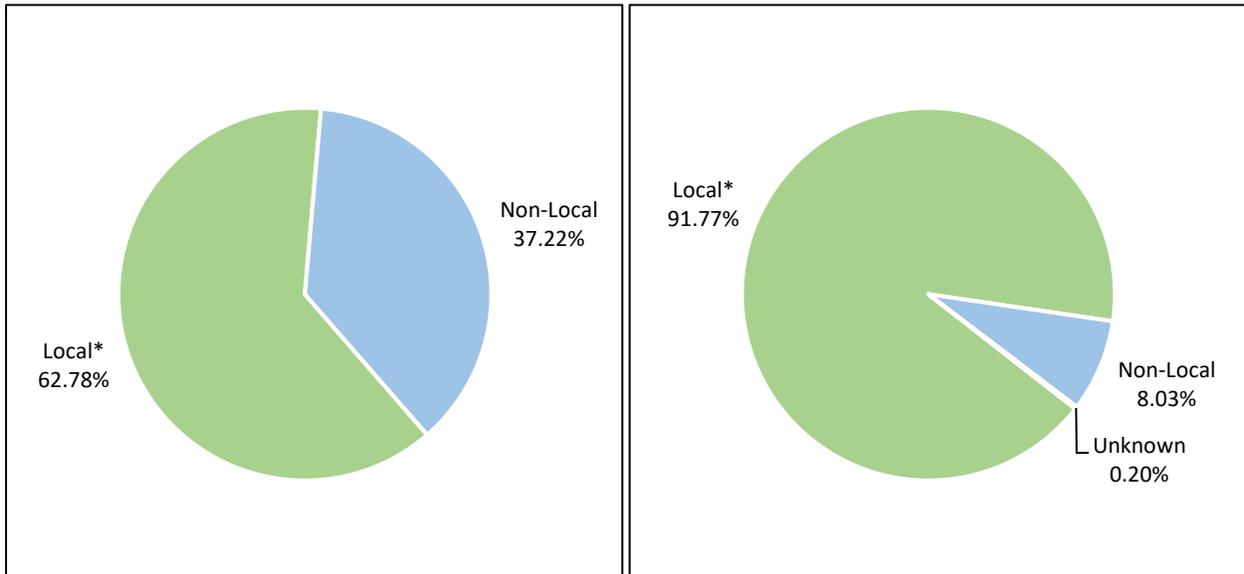


**FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016**



The highest number of incapacitating injuries occurred in the age group 15-24 for both Green County and the state of Wisconsin. The highest number of fatalities occurred in the age group 45-54 within Green County, compared to 15-24 for the state of Wisconsin.

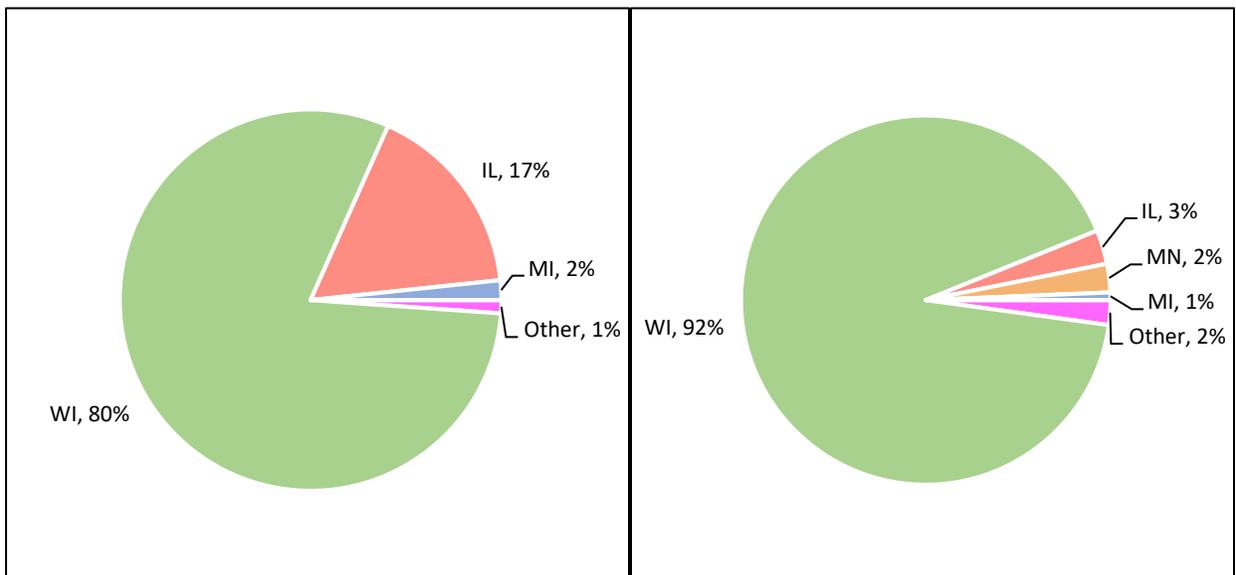
**FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (GREEN COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016**



\*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 Green County occurred to non-local individuals.

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



1/5 of fatalities and incapacitating injuries in Green County were Non-Wisconsin Residents.

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

	Total Fatal Crashes	Total Non-Fatal Injury Crashes
US/State Highways	70.8%	37.6%
County Highways	20.8%	25.0%
Local Roads	8.3%	37.5%

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

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

LEA	TOTAL
ALBANY POLICE DEPARTMENT	3
BRODHEAD POLICE DEPARTMENT	3
GREEN COUNTY SHERIFF	129
MONROE POLICE DEPARTMENT	8
MONTICELLO POLICE DEPARTMENT	1
NEW GLARUS POLICE DEPARTMENT	2
ROCK COUNTY SHERIFF	1
TOTAL	147

Green County Sheriff's Department has the highest reporting of fatal and serious injury crashes within Green 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 STATISTICS, 2012-2016**

	Inattention-Related Fatal Crashes	Inattention-Related Non-Fatal Injury Crashes
US/State Highways	100.0%	45.3%
County Highways	0.0%	20.5%
Local Roads	0.0%	34.2%

<b>Green County</b>	% of inattention-related fatal crashes to all fatal crashes	25.0%
<b>Wisconsin</b>	% 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	50.0%	33.9%
County Highways	30.0%	31.4%
Local Roads	20.0%	34.7%

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

Average Total Fatal Crashes	Average Alcohol or Drug-Related Fatal Crashes	Average Alcohol or Drug-Related Non-Fatal Injury Crashes
4.8	2.0	24.2

<b>Green County</b>	% of alcohol or drug-related fatal crashes to all fatal crashes	41.7%
<b>Wisconsin</b>	% of alcohol or drug-related fatal crashes to all fatal crashes	45.0%

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

**ISSUE AREA: REDUCE THE INCIDENCE AND SEVERITY OF MOTORCYCLE CRASHES**

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	11.5%	20.1%	0.6	6.2
State	15.3%	16.5%	84.8	525.6

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

**ISSUE AREA: IMPROVE NON-MOTORIST SAFETY**

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	12.1%	9.6%	4.0	18.2
State	8.1%	6.6%	44.8	211.2

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

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

	% Killed	% Seriously Injured	5-Yr Ave Killed	5-Yr Ave Seriously Injured
County	0.0%	2.6%	0.0	0.8
State	1.8%	2.9%	10.2	92.4

Zero bicyclists were killed in Green County from 2012-2016. Among those injured in traffic crashes, the percentage of seriously injured bicyclists for the county was lower than the state during this time.

**ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS**

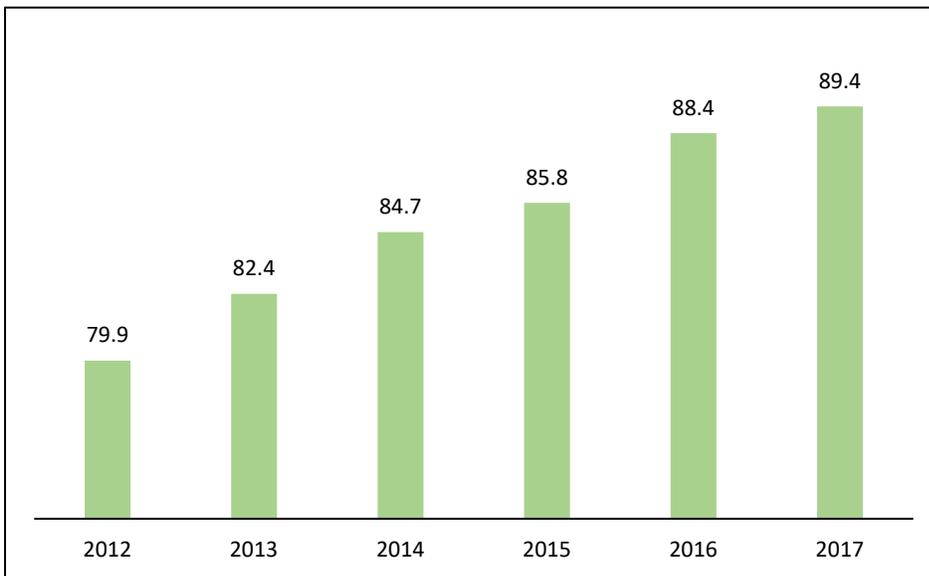
**FIGURE 30: GREEN COUNTY TOTAL CRASHES BY LOCATION, 2012-2016**

	County	State
% Intersection	22.4%	37.8%
% Non-Intersection	77.6%	62.8%

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

**ISSUE AREA: INCREASE OCCUPANT PROTECTION**

**FIGURE 31: SEATBELT USE STATEWIDE, 2012-2017**



Seatbelt usage statewide has increased over the past six years.

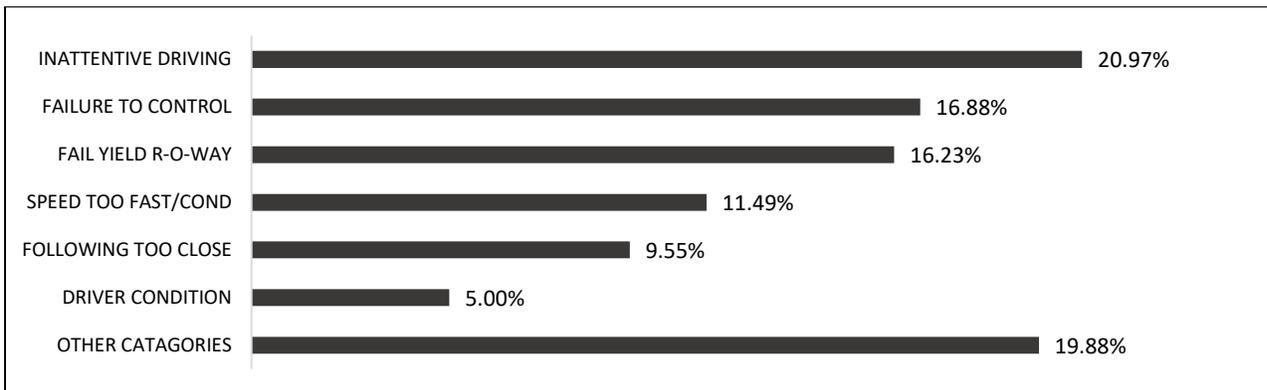
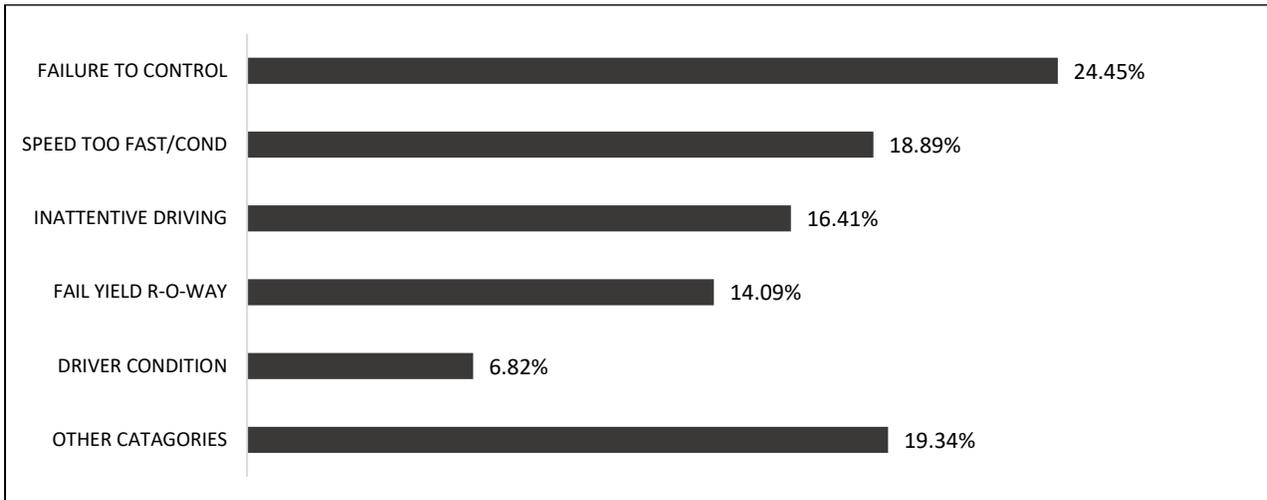
**FIGURE 31.2: SAFETY EQUIPMENT USAGE IN PASSENGER CAR AND LIGHT TRUCKS DURING CRASHES, 2012-2016**

	Belted	Unbelted
Fatalities and Serious Injuries	72.4%	27.6%

72.4% of all fatalities and serious injuries in passenger cars and light trucks had a belted driver or passenger. 27.6% of all fatalities and serious injuries in passenger cars and light trucks had unbelted drivers.

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

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



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

**FIGURE 33: SPEEDING STATISTICS IN GREEN COUNTY, 2012-2016**

Average Speed-Related Fatal Crashes	Average Speed-Related Non-Fatal Injury Crashes
1.4	55.8

	Total Fatal Crashes	Total Non-Fatal Injury Crashes	Speed-Related Fatal Crashes	Speed-Related Non-Fatal Injury Crashes
US/State Highways	70.8%	37.6%	14.3%	33.3%
County Highways	20.8%	25.0%	71.4%	31.9%
Local Roads	8.3%	37.5%	14.3%	34.8%

<b>Green County</b>	% of speed-related fatal crashes to all fatal crashes	29.2%
<b>Wisconsin</b>	% of speed-related fatal crashes to all fatal crashes	28.9%

**ISSUE AREA: REDUCE LANE DEPARTURE CRASHES**

**FIGURE 34: GREEN 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	248.2	29.0%
State	30,395.6	25.4%

Green 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 is low, comparatively. The number of crash-related hospitalizations is high.

### **2011-2015 ANNUAL AVERAGES**

	Green County	Wisconsin
Average Annual Population	36,918	5,716,883
Persons in Crashes (per 1,000 residents)	34.2	46.0
Crash-Related Emergency Room Visits (per 100,000 residents)	280.4	407.3
Crash-Related Hospitalizations (per 100,000 residents)	73.7	49.3
Quality of Life Costs (per 100,000 residents)	\$48,704,340	\$36,819,900
Lost Years of Life (per 1,000 residents)	4.22	3.04
Medical Costs (per 100,000 residents)	\$12,180,682	\$10,482,526

17,18

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<sup>17</sup>University 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.

<sup>18</sup>University 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
Green County Sheriff's Office			
Albany Police Dept.			
Belleville Police Dept.			
Brodhead Police Dept.			\$9,836
Brooklyn Police Dept.			
Monroe Police Dept.			
Monticello Police Dept.			
New Glarus Police Dept.			\$17,551

*2016 Task Forces*

	Grant Amount
Green County OWI Task Force	\$18,276.60

*2016 Task Force Participation*

	Impaired Driving	Occupant Protection	Speed
Green County Sheriff's Office	Green County OWI Task Force		
Albany Police Dept.	Green County OWI Task Force		
Belleville Police Dept.			
Brodhead Police Dept.	Green County OWI Task Force		
Brooklyn Police Dept.			
Monroe Police Dept.	Green County OWI Task Force		
Monticello Police Dept.	Green County OWI Task Force		
New Glarus Police Dept.	Green County OWI Task Force		

*2017 Task Forces*

	Grant Amount
Green County OWI Task Force	\$55,680

*2017 Task Force Participation*

	Impaired Driving	Occupant Protection	Speed
Green County Sheriff's Office	Green County OWI Task Force		
Albany Police Dept.			
Belleville Police Dept.	Green County OWI Task Force	Dane Suburban Belts Task Force	
Brodhead Police Dept.	Green County OWI Task Force		
Brooklyn Police Dept.	Green County OWI Task Force	Dane Suburban Belts Task Force	
Monroe Police Dept.	Green County OWI Task Force		
Monticello Police Dept.			
New Glarus Police Dept.	Green County OWI Task Force		

*2018 Task Force Eligibility*

	Impaired Driving	Occupant Protection	Speed
Green County Law Enforcement Agencies	eligible	not eligible	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
Green County Sheriff's Office						
Albany Police Dept.						
Belleville Police Dept.			yes	yes	yes	
Brodhead Police Dept.	yes	yes	yes	yes	yes	yes
Brooklyn Police Dept.	yes	yes		yes	yes	yes
Monroe Police Dept.	yes					yes
Monticello Police Dept.						yes
New Glarus Police Dept.	yes	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.