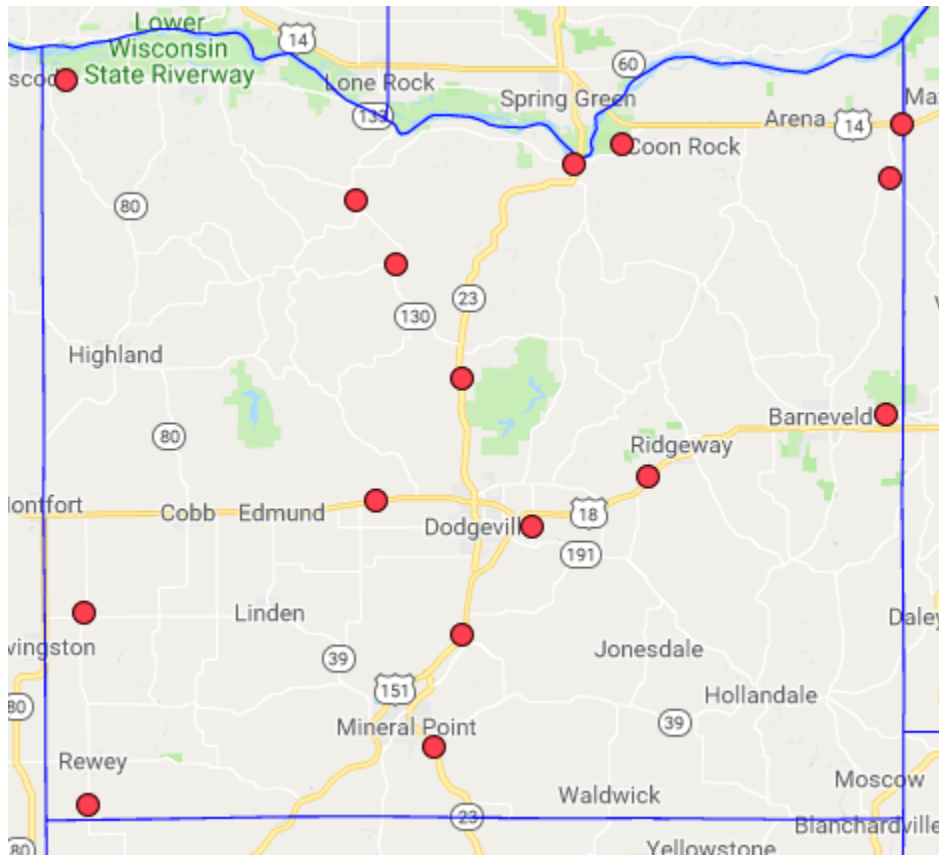


ANATOMY OF IOWA COUNTY: A TRAFFIC SAFETY SUMMARY



DID YOU KNOW...

One individual is killed or injured in a crash in Iowa County every 2.6 days?

THE PLACE

Section Summary

The principal routes in the county are USH 151, USH 14, and USH 18. Iowa County is among the top ten counties in the state for VMT per capita and for miles of county highways per capita. It is among the bottom ten counties for registered vehicles per VMT.

Urbanization

Iowa County is within the Madison metropolitan area, and it is adjacent to the Platteville and Baraboo urban clusters. 20.08% of the county's population lives in urban areas, and 0.40% of the area of the county is urban.¹ The Wisconsin River forms a large valley along the county's northern boundary, and the entire portion of the river in the county is a part of the Lower Wisconsin State Riverway.

Road Network

United States Highway (USH) 151 is an expressway that is designated as a north-south highway, and it travels through the county from southwest to northeast around Mineral Point and Dodgeville and through Ridgeway and Barneveld. USH 151 has freeway standards around Dodgeville as well as around Mineral Point. USH 151 carries traffic between Belmont, Platteville, and Dubuque, Iowa, to the southwest and Blue Mounds, Mount Horeb, Verona, Fitchburg, and Madison to the east. USH 18 is a primary arterial that is concurrent with USH 151 as USH 18/151 enters the county from the east through Barneveld and Ridgeway. USH 18 diverges from USH 151 traveling straight west to travel through Dodgeville, Cobb, and Montfort. To the west, USH 18 travels to Fennimore, Mount Hope, and Prairie du Chien.

USH 14 is a primary arterial that travels from east to west in the northeastern section of the county through Arena. USH 14 carries traffic between Mazomanie, Black Earth, Cross Plains, Middleton, and Madison to the east and Spring Green, Lone Rock, Richland Center, and Viroqua to the west.

State Trunk Highway (STH) 23 travels north to south through the center of the county through Dodgeville and Mineral Point. STH 23 is concurrent with USH 151 from a point just south of Dodgeville to a point just north of Mineral Point. To the north, STH 23 travels to Spring Green, Reedsburg, Lake Delton, and Wisconsin Dells, and to the south, it travels to Darlington. STH 39 is an east-west highway that begins at USH 18 near the community of Edmund, and then it travels south to Linden, southeast through Mineral Point, and then east through Hollandale. To the east, STH 39 travels to New Glarus.

STH 130 begins at STH 23 in the town of Dodgeville. STH 130 continues through rural sections of the county and exits the county to the north across the Wisconsin River into Lone Rock. STH 133 is designated as a north-south highway, and it enters the county concurrent with STH 130 on the bridge from Lone Rock, after which the highways diverge with STH 133 traveling west along the Wisconsin River

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>

through Avoca and Muscoda. To the west and south, STH 133 travels to Blue River, Boscobel, and Cassville.

STH 80 is a north-south highway in western sections of the county through Muscoda, Highland, Cobb, Montfort, and Livingston. To the north, STH 80 travels to Richland Center, Hillsboro, and New Lisbon, and to the south, it travels to Platteville, Cuba City, and Hazel Green. STH 80 is concurrent with USH 18 between Cobb and Montfort. STH 80 is concurrent with STH 133 from a point west of Avoca in the town of Pulaski to Muscoda.

STH 191 connects Dodgeville and Hollandale. STH 78 cuts across the southeastern corner of the county traveling through Blanchardville. To the north, STH 78 travels to Mount Horeb, Black Earth, and Sauk City, and to the south, it travels to Argyle, Gratiot, and Warren, Illinois. Rewey is in the southwestern corner of the county. County Trunk Highway (CTH) A, which has a junction with USH 151 in the town of Mineral Point, travels west from USH 151 to Rewey. CTH G travels south from Cobb to Rewey.

Miles of Roadway

There are 1,319 miles of roadway in the county, including 170 (12.9%) miles of state roads, 365 (27.7%) miles of county roads, 783 (59.4%) miles of local roads, and one mile of another type.²

Vehicle Registrations and Vehicle Miles of Travel (VMT)

In 2016, there were 8,977 autos, 1,574 cycles, 3,336 trailers, and 14,511 trucks registered in Iowa County.³ VMT in 2016 was 427,832,925.⁴

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

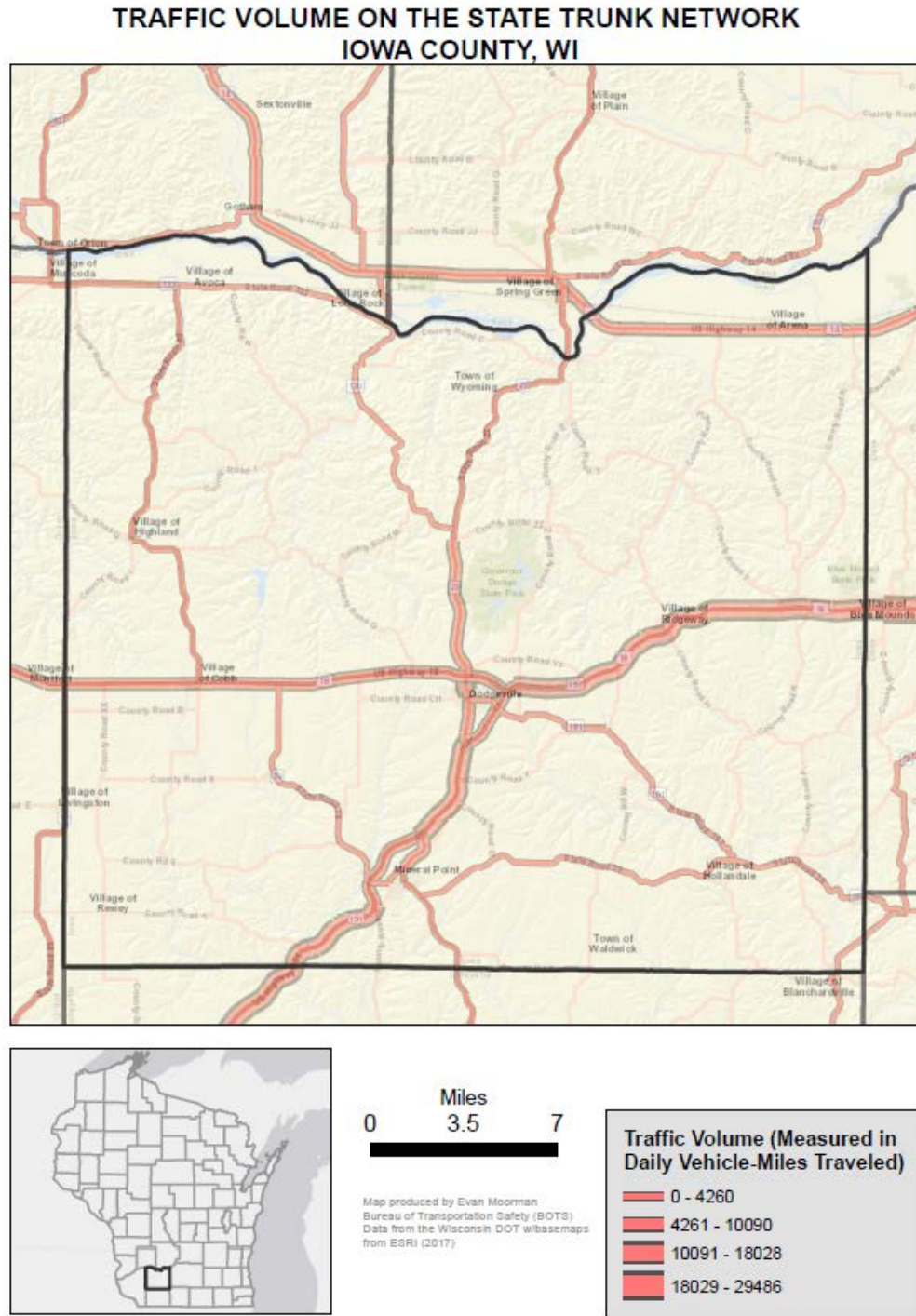
³ Wisconsin Department of Transportation. "Facts and Figures 2016, Vehicles Registered by County." Accessed Nov. 6, 2017. <http://wisconsin.gov/Documents/about-wisdot/newsroom/statistics/factsfig/vehregcounty.pdf>

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>

Traffic Volume

As can be seen, traffic volumes in Iowa County are highest in the central portion of the county, along Highway 12 and along Highway 151. The maximum daily VMT (vehicle-miles traveled) in the county is reported at about 30,000.

FIGURE 1:



Commuting Flows

FIGURE 2: COMMUTING FLOWS AMONG COUNTIES

Workers who Reside in Iowa County Work in:		People who Work in Iowa County Reside in:	
Iowa County	7,581	Iowa County	7,581
Dane County	3,221	Grant County	1,480
Grant County	530	Lafayette County	761
Sauk County	408	Dane County	751
Lafayette County	175	Sauk County	374
Richland County	114	Richland County	156
Green County	87	Green County	73
Rock County	34	Crawford County	37
Columbia County	33		
Others	193	Others	211

5

As seen below in Figure 3, the most common commuting flow between two different municipalities is between residences in Mineral Point and workplaces in Dodgeville.

FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 15)

Residence	Place of Work	Number
Mineral Point	Dodgeville	350
Dodgeville (Town)	Dodgeville	309
Arena (Town)	Madison	253
Dodgeville	Madison	206
Barneveld	Madison	192
Platteville	Dodgeville	173
Madison	Dodgeville	171
Highland	Dodgeville	138
Darlington	Dodgeville	124
Brigham (Town)	Madison	121
Linden	Dodgeville	121
Mineral Point	Madison	120
Mineral Point (Town)	Dodgeville	118
Mineral Point (Town)	Mineral Point	111
Verona	Dodgeville	106

6

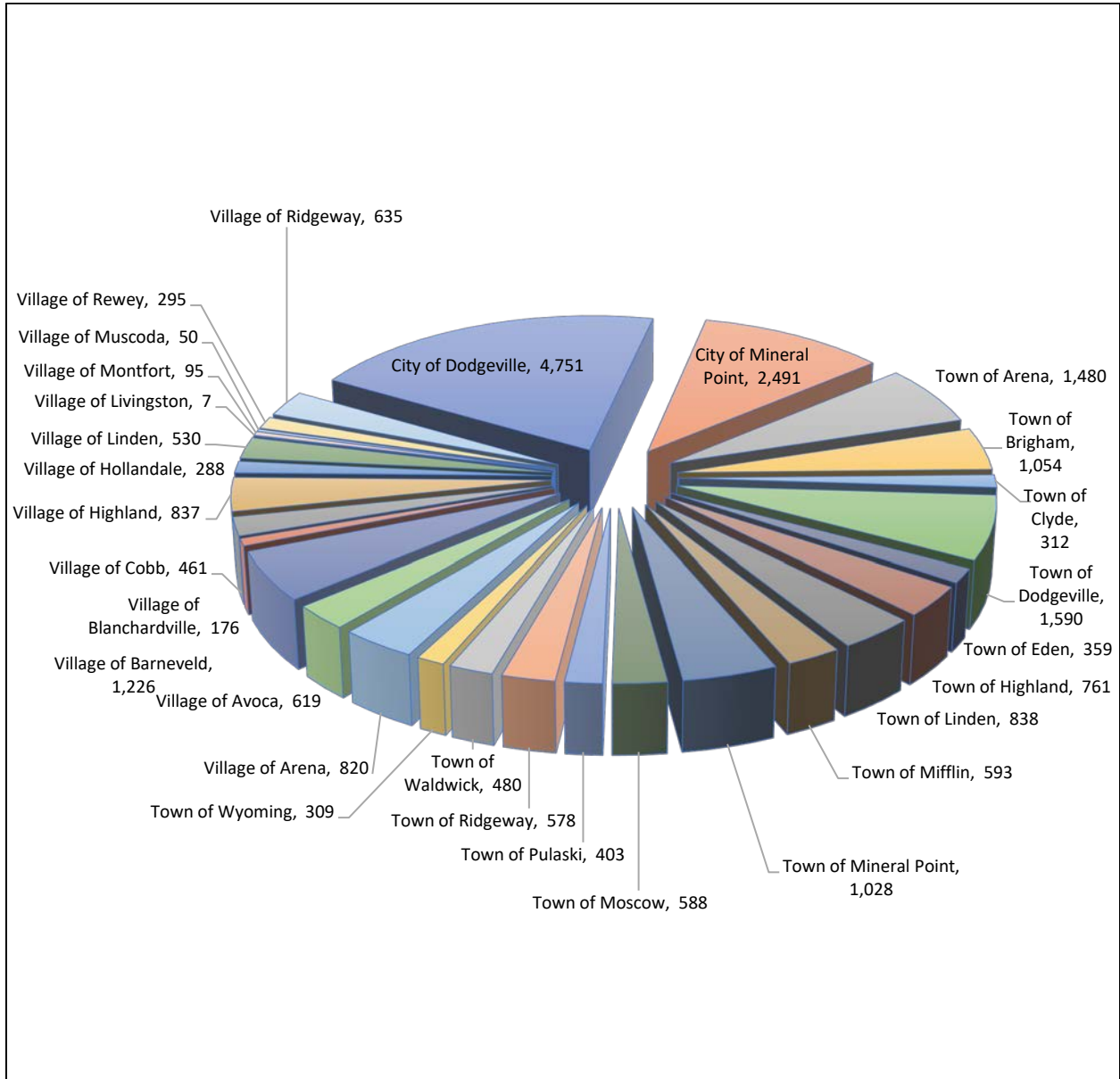
⁵United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

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 Iowa County—almost 24,000 individuals—is distributed through 29 different jurisdictions, with no dominant population center. The largest city, the city of Dodgeville, reports a population of about 4,700 individuals, about 20% of the county’s total. The next largest communities in order are the city of Mineral Point and the town of Dodgeville.

FIGURE 4: POPULATION OF IOWA COUNTY MUNICIPALITIES (2016)



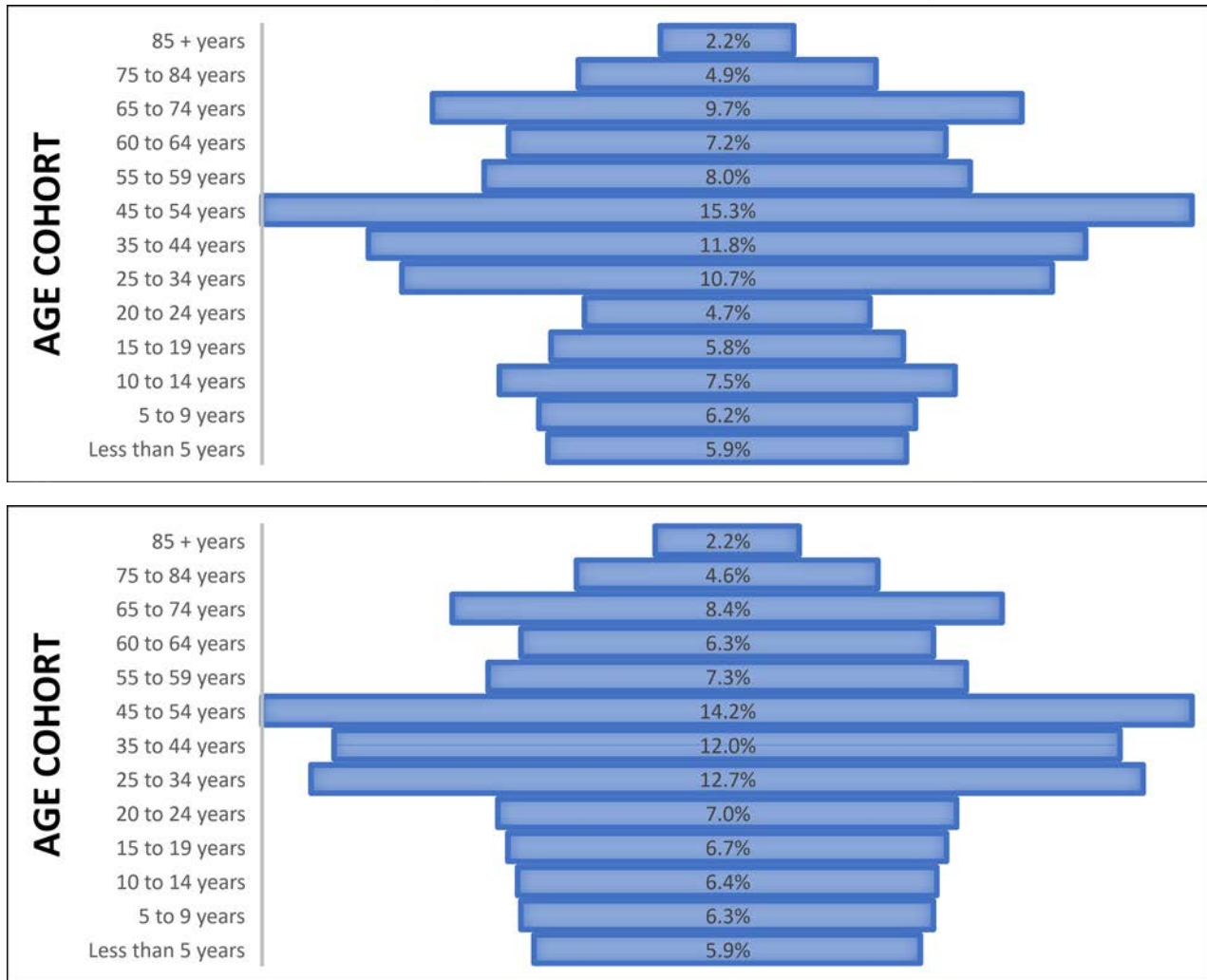
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⁷ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt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

Population Trends

Between 2010 and 2016, the county’s population declined by about 0.4%. The average age of the county is like that of the state generally (40.5 compared to 39 years). Considering this, it is unsurprising that Iowa County’s population pyramid mirrors that of the state. Most of the jurisdictions in the county are modestly gaining population, with typical increases between 0.5 and 3%. Some of this growth is likely attributable to the continuing growth of greater Madison, particularly on its western side (near the communities of Middleton and Verona). (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

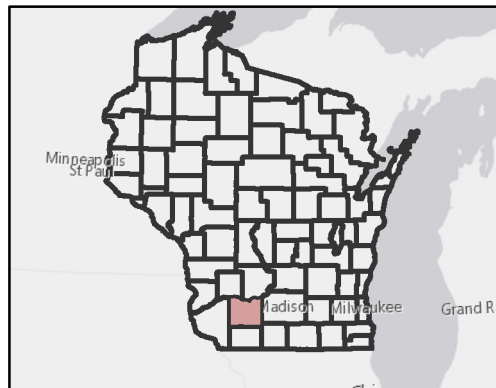
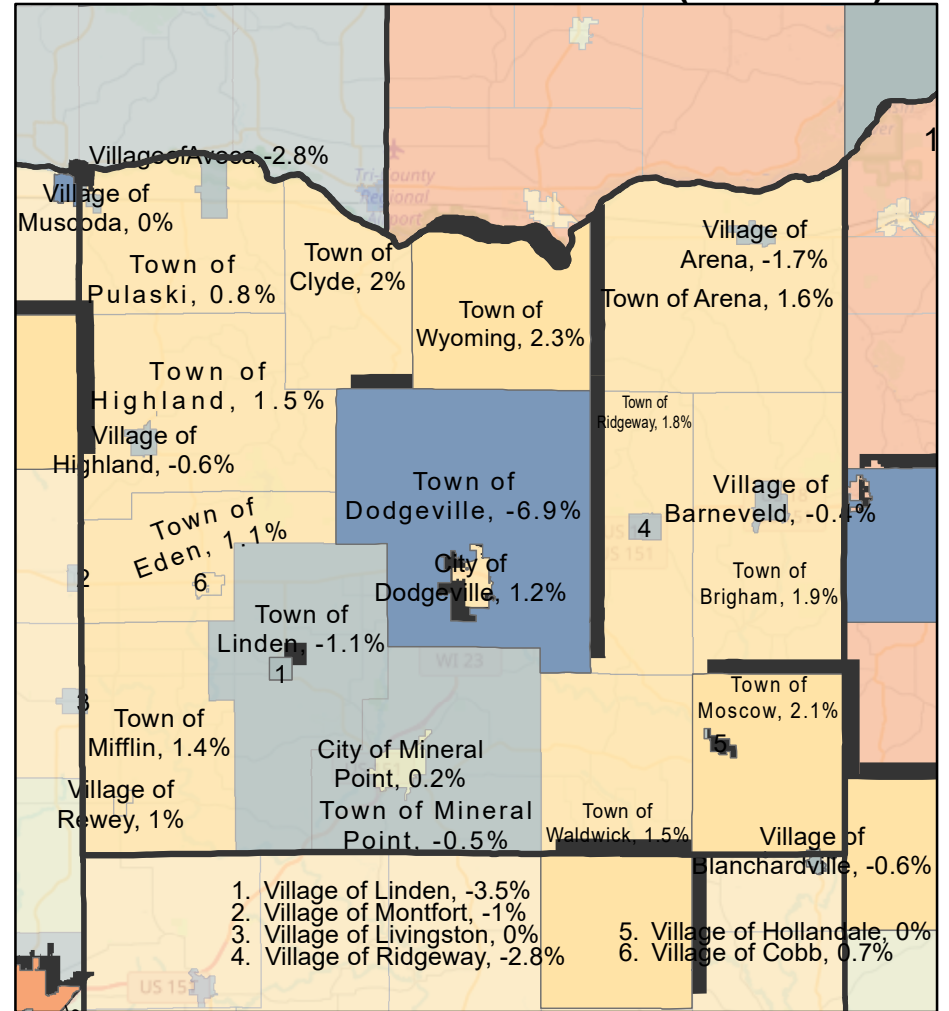
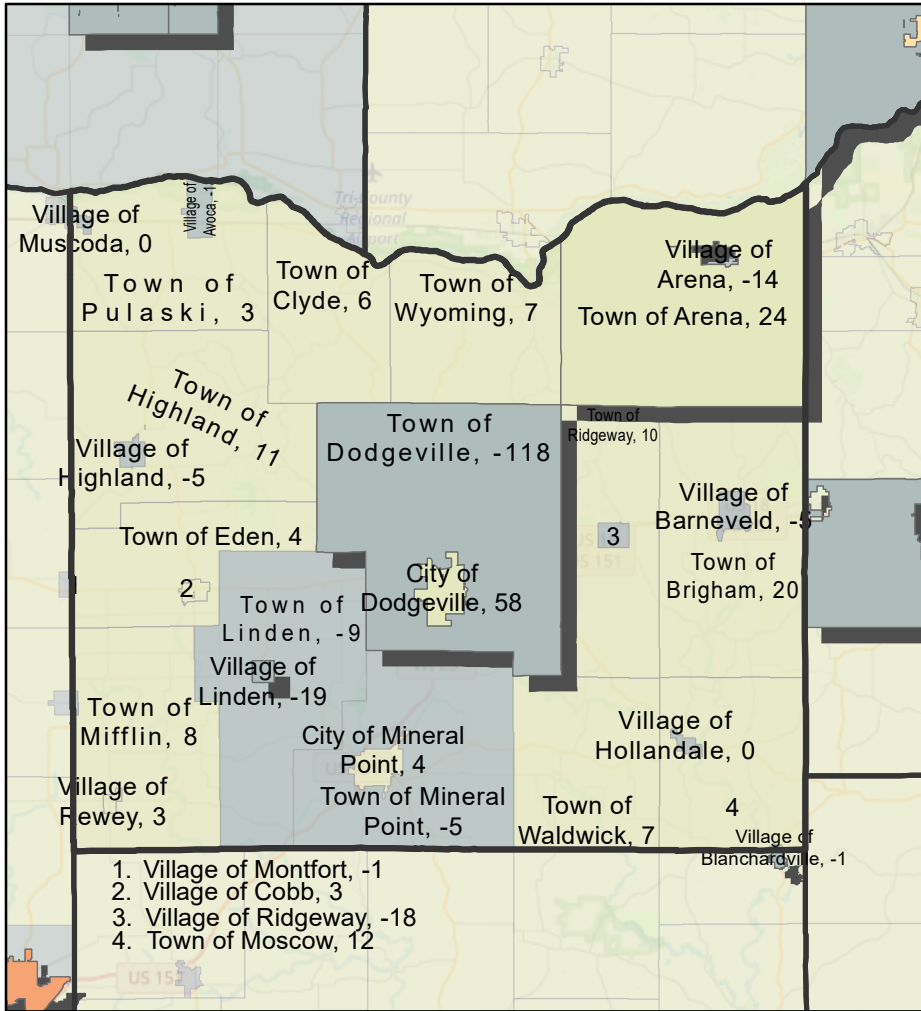
FIGURE 5 ⁹: POPULATION PYRAMIDS (IOWA COUNTY ABOVE AND STATE BELOW)



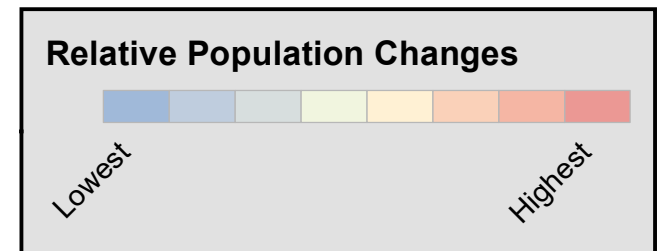
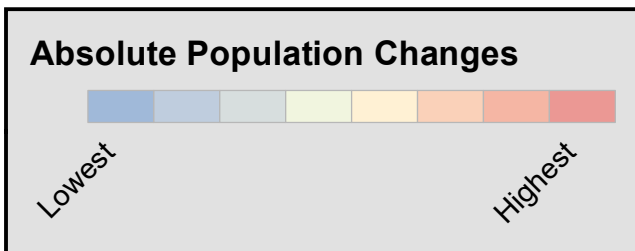
⁸ The highlighted jurisdiction in the image shows the two jurisdictions that are growing fastest and the two jurisdictions growing the slowest.

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.

ABSOLUTE AND RELATIVE POPULATION CHANGES IOWA 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

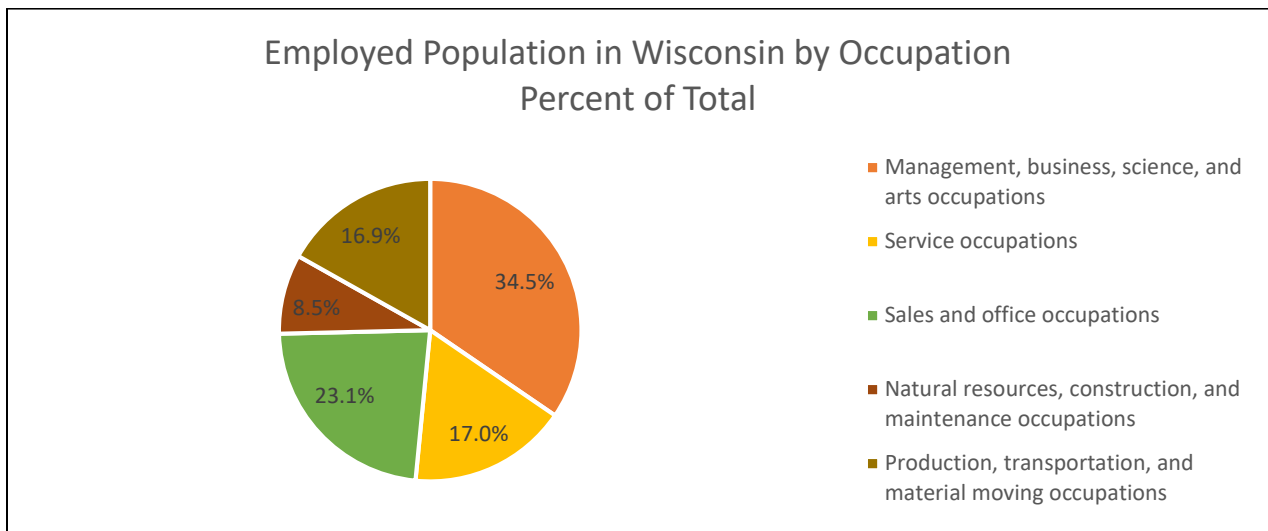
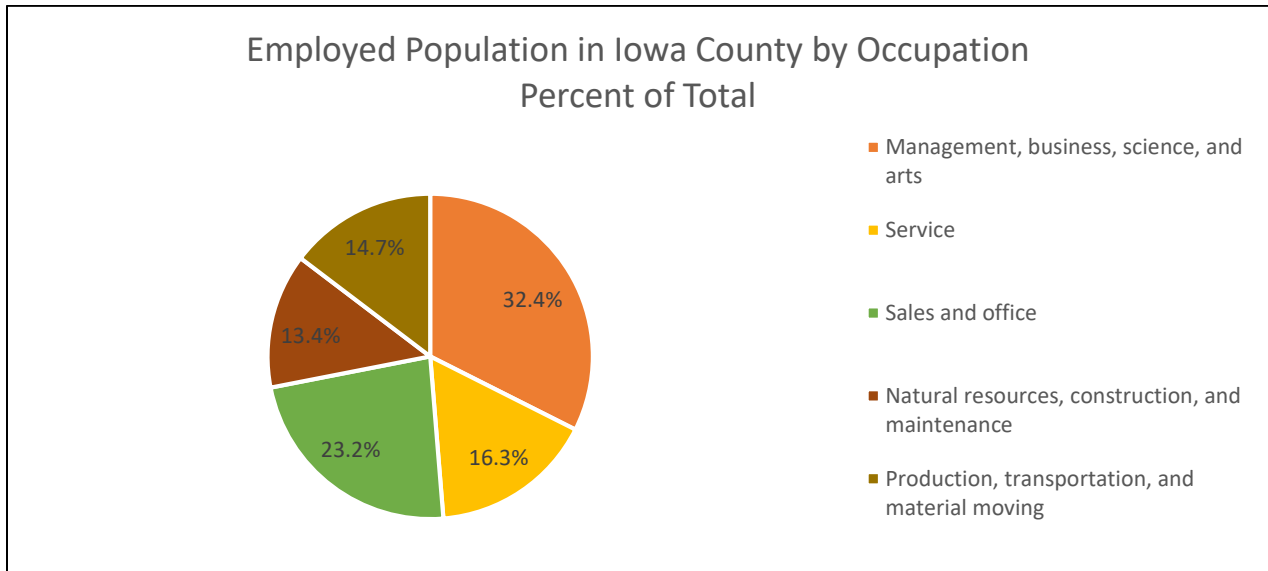


THE ECONOMY

Section Summary

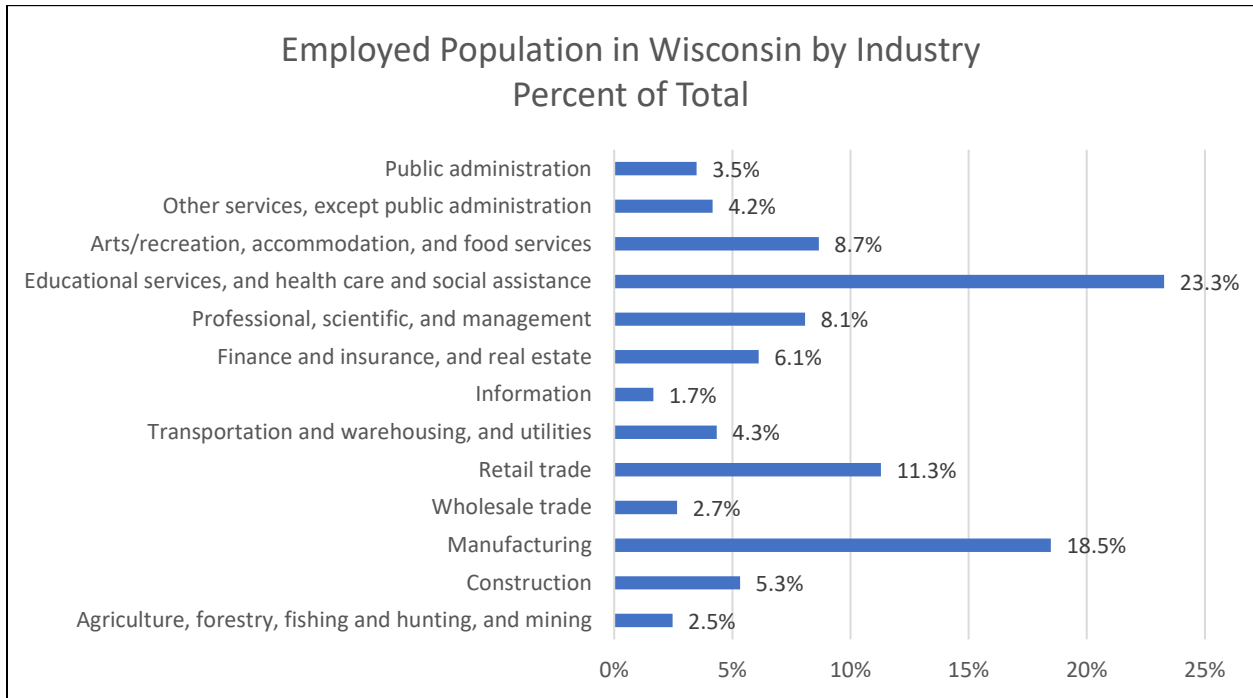
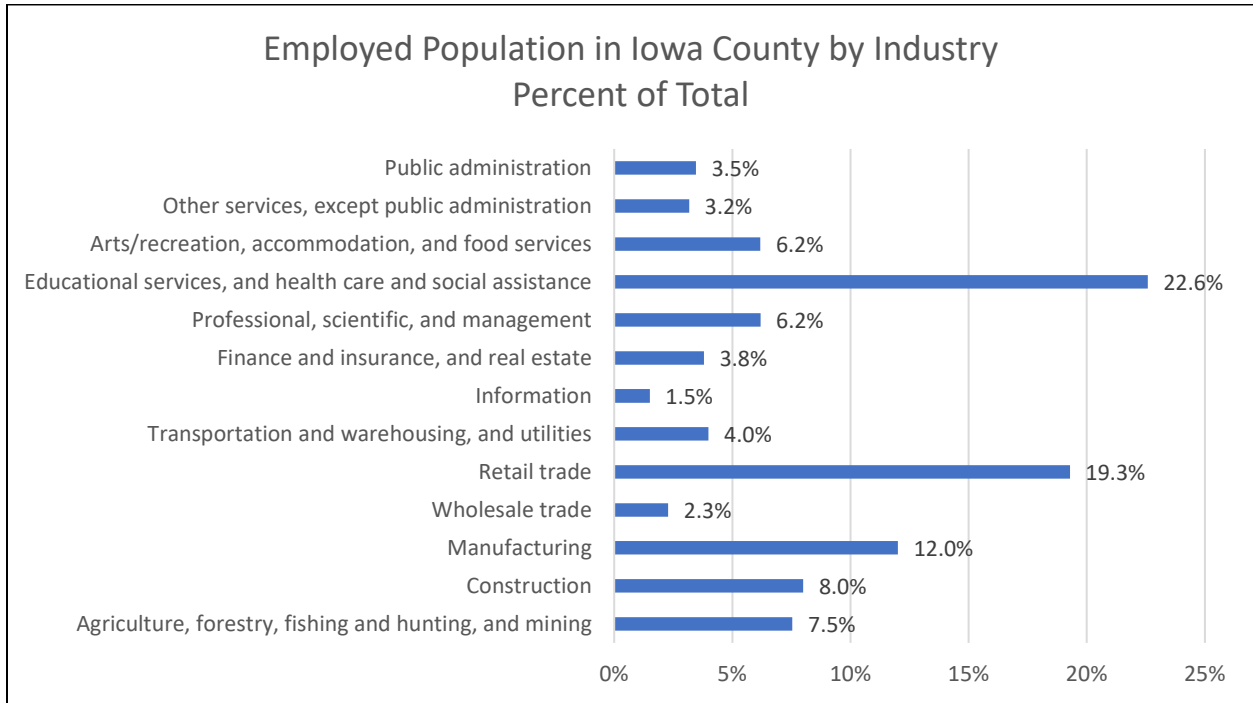
The unemployment rate in Iowa County has been, on average, 0.4% lower than that of the state over the last decade. Generally, the county has a fairly high proportion of jobs in natural resources, construction, or maintenance. The proportion working in retail trade as well as the agriculture, forestry, fishing and hunting, or mining industries is large. The county has a comparatively small manufacturing sector.

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.

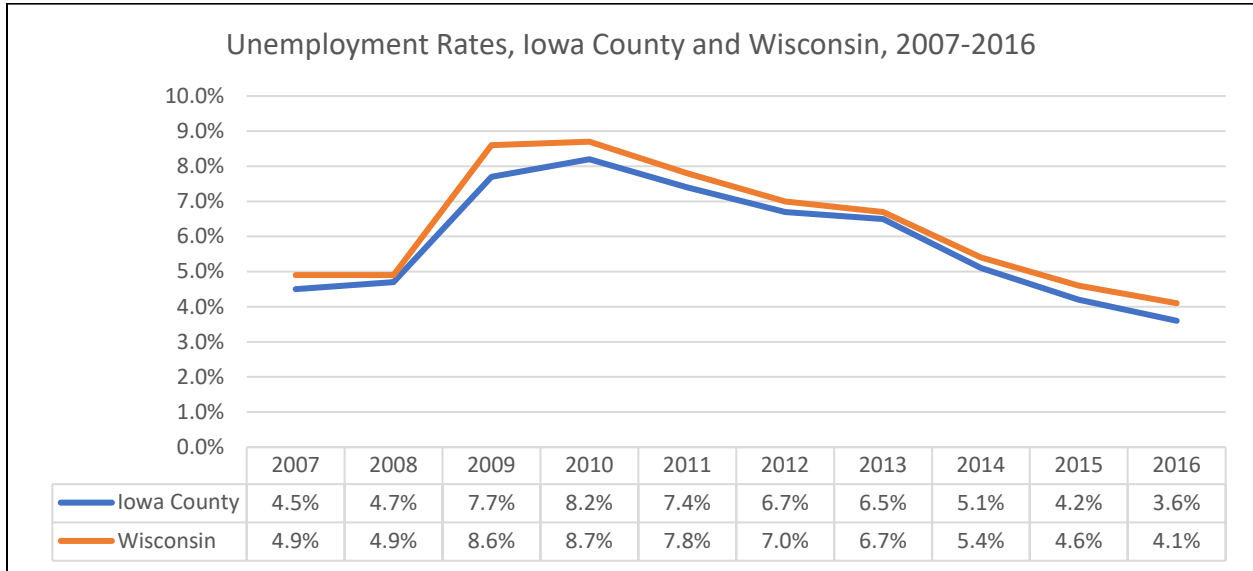
FIGURE 8: EMPLOYED POPULATION BY INDUSTRY



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

Fifty-eight percent of licensees have liquor for sale for consumption on site. Nineteen percent of the licenses are in Mineral Point, 16% are in Dodgeville, 5% are in Arena, 5% are in Barneveld, 5% are in Highland, 5% are in Ridgeway, and 31% are in towns.

FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, IOWA COUNTY

	Arena	Avoca	Barneveld	Cobb	Dodgeville	Highland	Hollandale	Linden	Livingston	Mineral Point	Montfort	Rewey	Ridgeway	Towns	Total (By Liq. License)
AB or AC		1			1			1	1					1	5
AL or ALB	3		1	1	8	1	1			5	1		1	4	26
BB or CW			1							5				6	12
BL or BLB	2	2	4	1	8	4	2	2		10		1	4	20	60
Others														1	1
Total (By Municipality)	5	3	6	2	17	5	3	3	1	20	1	1	5	32	104

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 IOWA COUNTY BY JURISDICTION

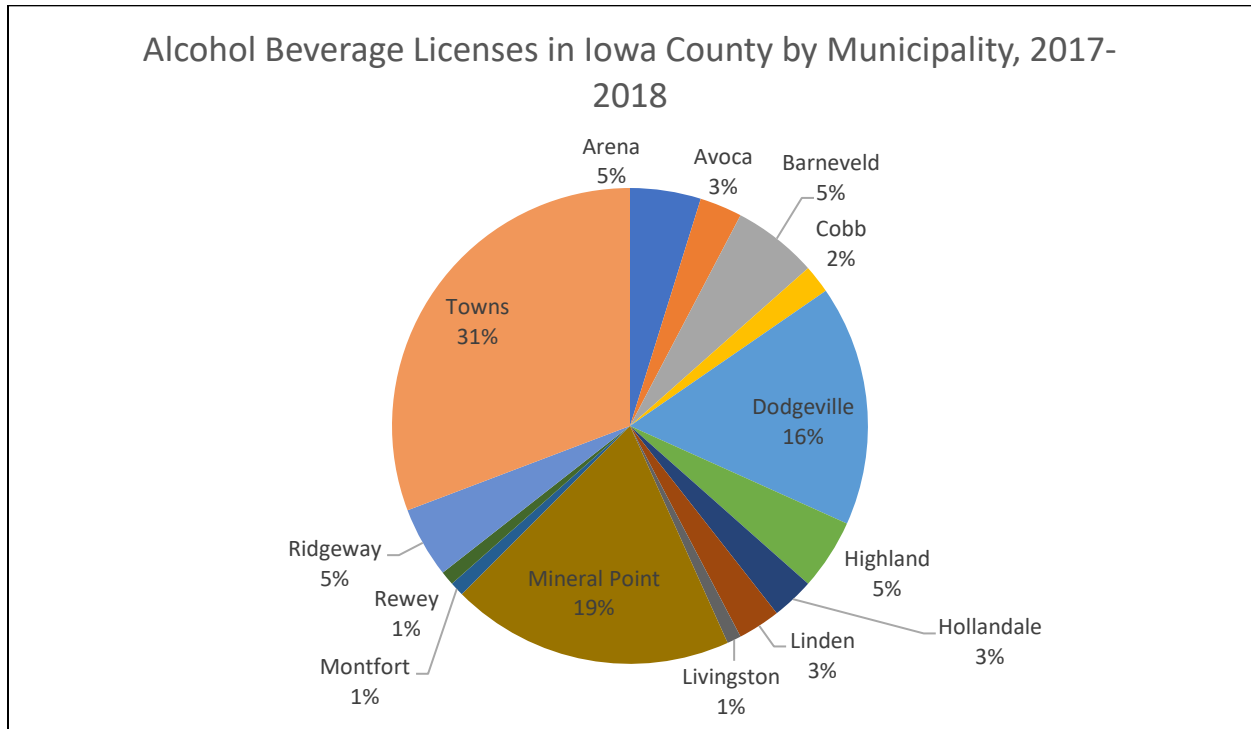
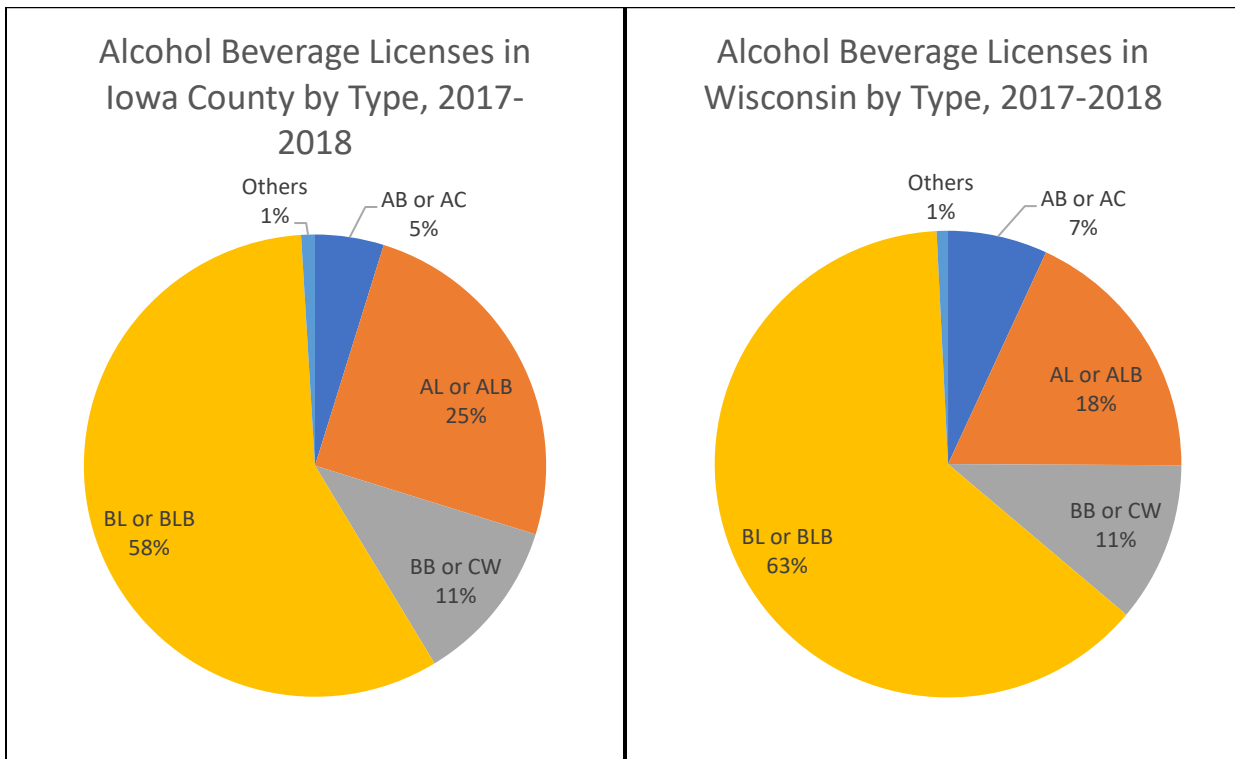


FIGURE 11: ALCOHOL BEVERAGE LICENSES BY TYPE



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, Iowa County reported a lower injury-to-death ratio than the state generally (43.5 vs. 73.1).

Emergency Services

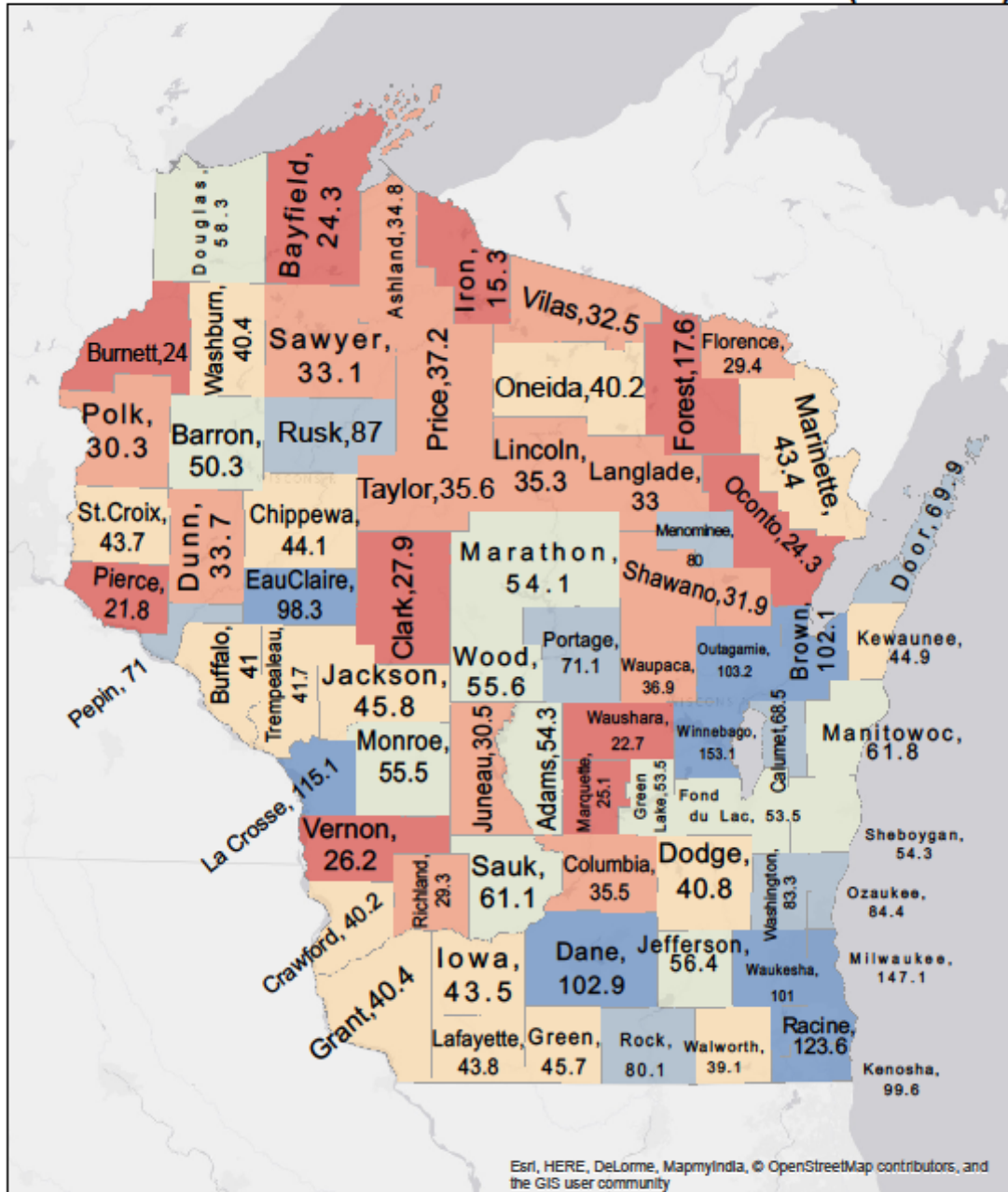
As can be seen, Iowa County contains a single hospital within its boundaries (a level IV trauma center); however, many other hospitals can be found in neighboring communities. Level III, level II, and level I trauma centers are all located in neighboring Dane County.¹⁵ The western portions of the county are some distance away from most of these higher-rated medical facilities.

Iowa County maintains 11 different emergency providers (listed below). These companies employ 196 emergency personnel. Consequently, the county is the site of 8.3 emergency response personnel per 1,000 residents. This is 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.

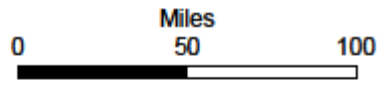
¹⁵ The trauma capacities of hospitals are rated on a I-IV scale, with some remaining unrated; Level I hospitals have the greatest capacity. In the image, brighter colors show hot spots, where crash numbers are (locally) concentrated.

FIGURE 12:

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



Injury to Fatality Ratios		
15.3 - 27.9	37.3 - 45.8	61.9 - 87.0
28.0 - 37.2	45.9 - 61.8	87.1 - 153.0



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

FIGURE 13:

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

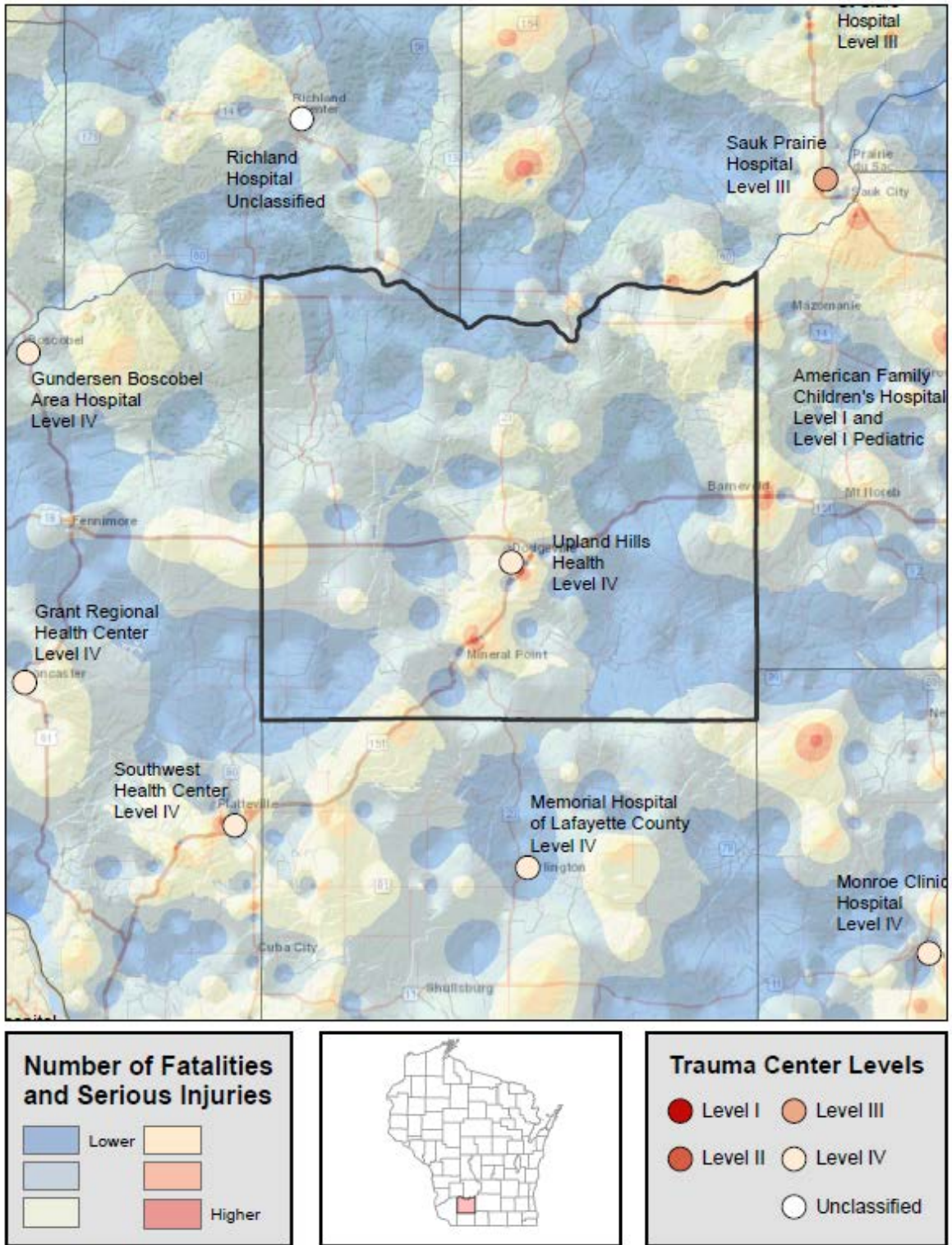
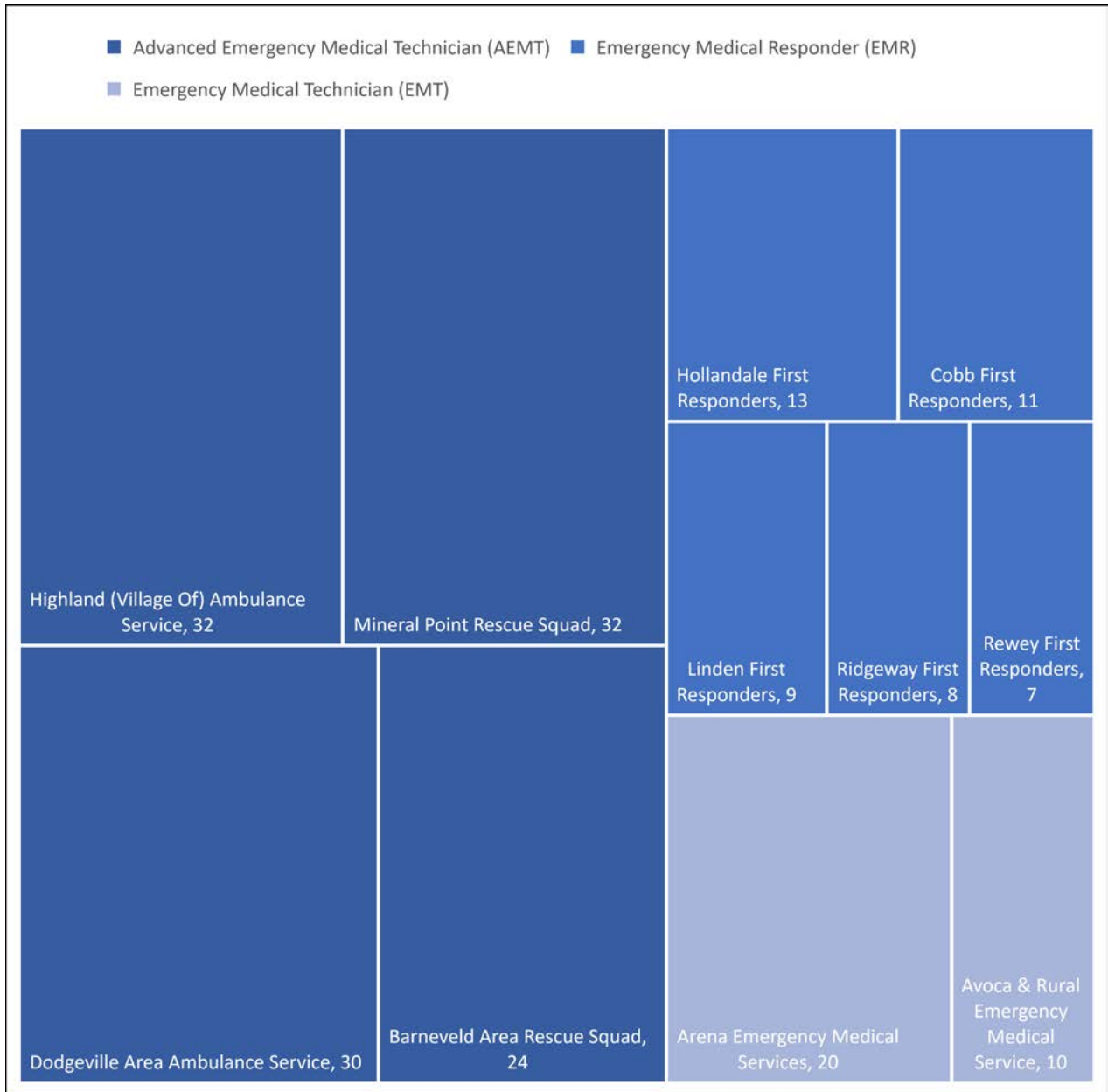


FIGURE 14: NUMBER OF EMT PERSONNEL/JURISDICTION ¹⁶

Primary Address County Name	Service License Level	Service Name	Number of Personnel
Iowa	Advanced Emergency Medical Technician (AEMT)	Highland (Village Of) Ambulance Service	32
Iowa	Advanced Emergency Medical Technician (AEMT)	Mineral Point Rescue Squad	32
Iowa	Advanced Emergency Medical Technician (AEMT)	Dodgeville Area Ambulance Service	30
Iowa	Advanced Emergency Medical Technician (AEMT)	Barneveld Area Rescue Squad	24
Iowa	Emergency Medical Responder (EMR)	Hollandale First Responders	13
Iowa	Emergency Medical Responder (EMR)	Cobb First Responders	11
Iowa	Emergency Medical Responder (EMR)	Linden First Responders	9
Iowa	Emergency Medical Responder (EMR)	Ridgeway First Responders	8
Iowa	Emergency Medical Responder (EMR)	Rewey First Responders	7
Iowa	Emergency Medical Technician (EMT)	Arena Emergency Medical Services	20
Iowa	Emergency Medical Technician (EMT)	Avoca & Rural Emergency Medical Service	10

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 Iowa 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	7	7	2	2	3	3	2	2	3.2	3.2
Incapacitating Injury	19	22	13	18	21	30	18	20	14	16	17.0	21.2
Non-Incapacitating Injury	40	53	36	58	45	57	28	40	31	38	36.0	49.2
Possible Injury	51	69	48	67	60	75	33	51	43	63	47.0	65.0
No Apparent Injury	291	528	323	549	286	548	295	490	337	566	306.4	536.2
Totals	403	674	427	699	414	712	377	604	427	685	409.6	674.8

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

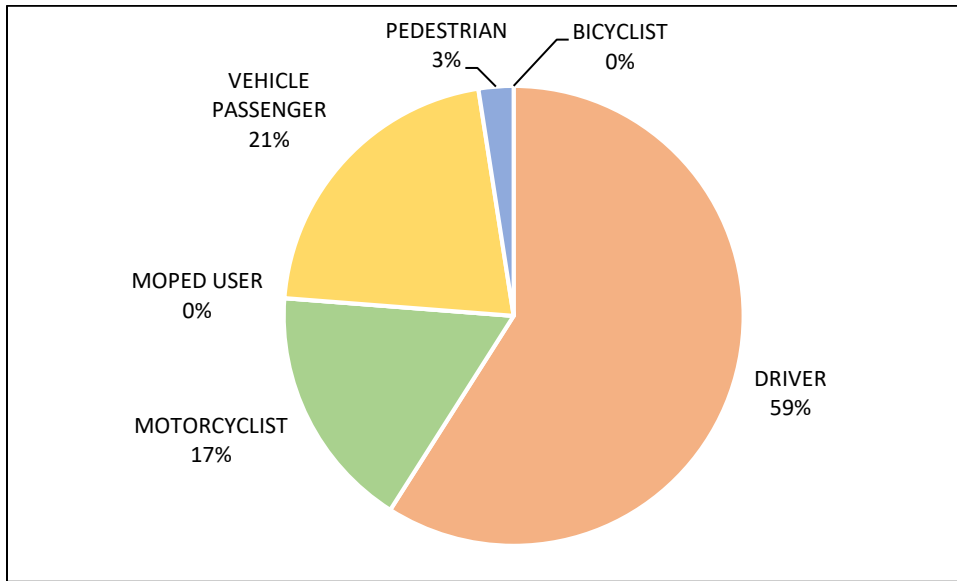
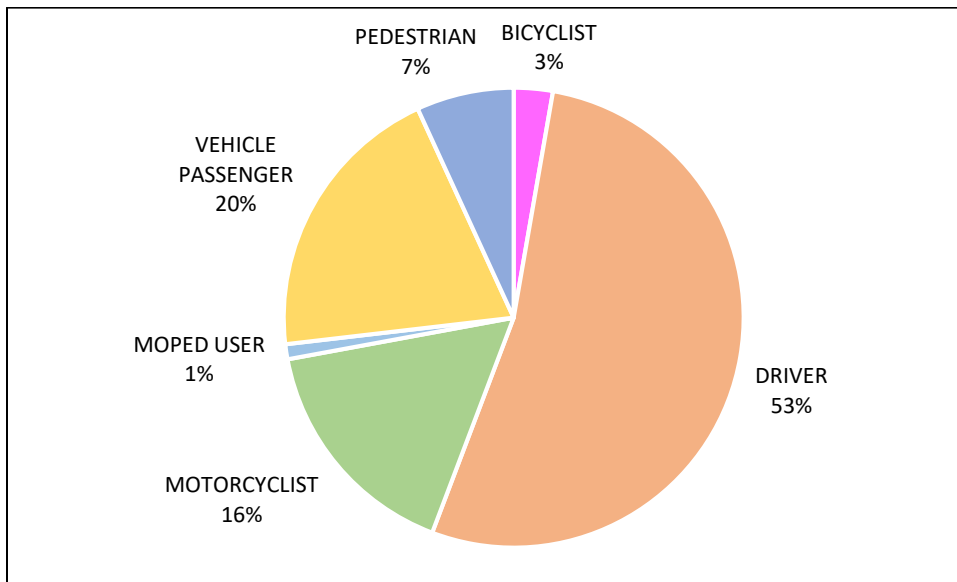


FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016



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

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

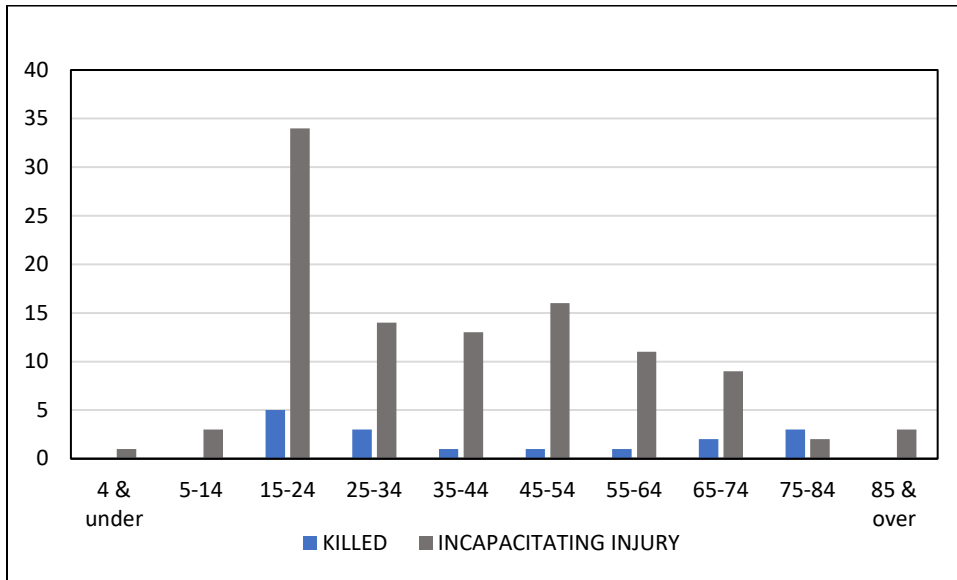
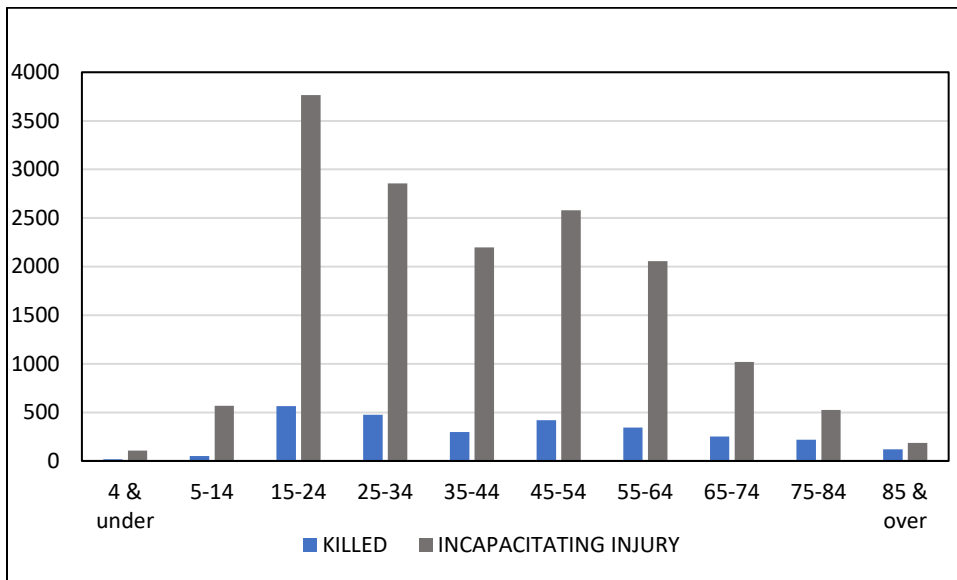
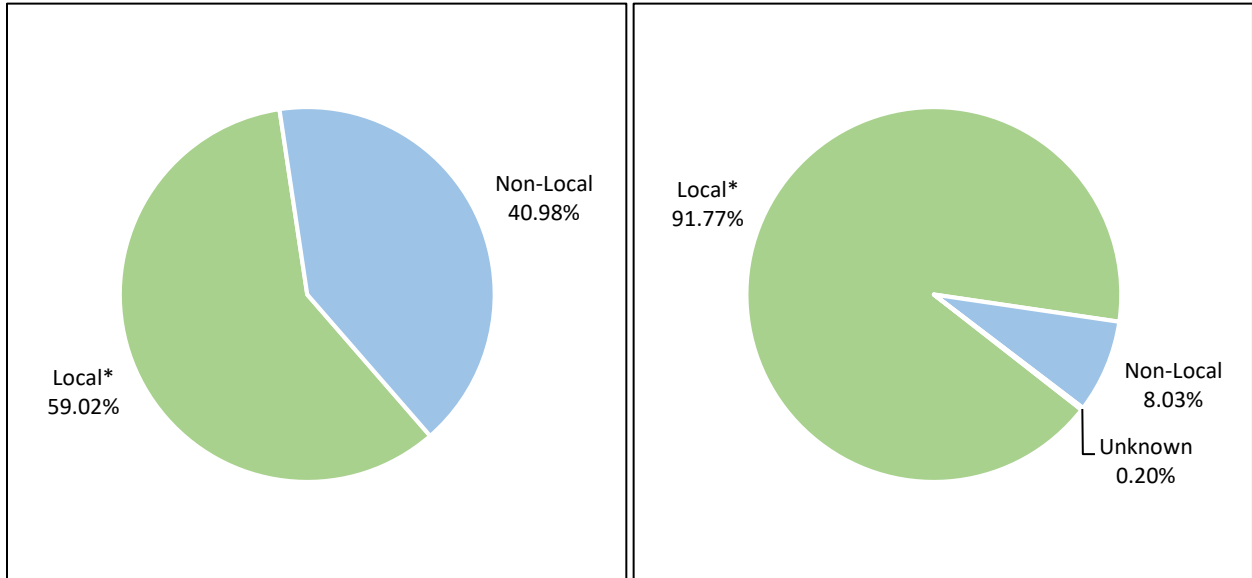


FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016



The highest numbers of fatalities and incapacitating injuries occurred in the age group 15-24 within Iowa County and for the state of Wisconsin.

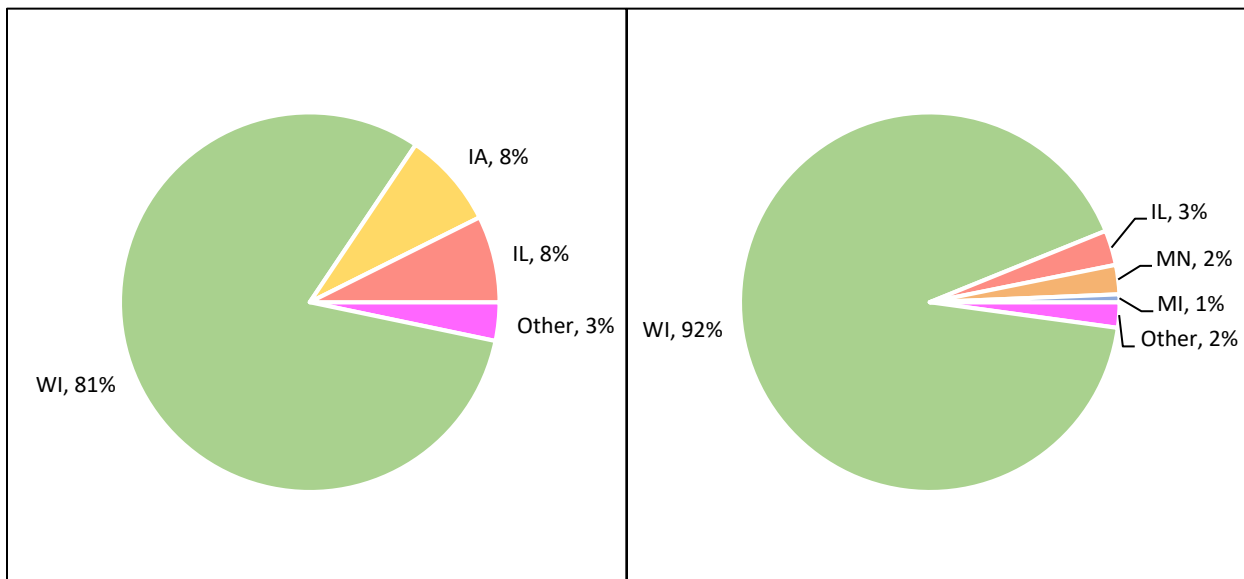
FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (IOWA COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016



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

41% of the fatalities and incapacitating injuries in Iowa County were of non-local individuals.

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



19% of fatalities and incapacitating injuries in Iowa County were of non-Wisconsin residents.

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

	Total Fatal Crashes	Total Non-Fatal Injury Crashes
US/State Highways	62.5%	59.2%
County Highways	37.5%	21.2%
Local Roads	0.0%	19.6%

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

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

LEA	TOTAL
ARENA POLICE DEPARTMENT	2
AVOCA POLICE DEPARTMENT	1
BARNEVELD VILLAGE POLICE DEPARTMENT	1
DODGEVILLE POLICE DEPARTMENT	6
IOWA COUNTY SHERIFF	82
MINERAL POINT POLICE	1
WISCONSIN STATE PATROL	8
TOTAL	101

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

Average Inattention-Related Fatal Crashes	Average Inattention-Related Non-Fatal Injury Crashes
1.2	22.4

	Inattention-Related Fatal Crashes	Inattention-Related Non-Fatal Injury Crashes
US/State Highways	83.3%	61.6%
County Highways	16.7%	17.9%
Local Roads	0.0%	20.5%

Iowa County	% of inattention-related fatal crashes to all fatal crashes	37.5%
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	50.0%	40.0%
County Highways	50.0%	26.2%
Local Roads	0.0%	33.8%

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

Average Total Fatal Crashes	Average Alcohol or Drug-Related Fatal Crashes	Average Alcohol or Drug-Related Non-Fatal Injury Crashes
3.2	1.2	13.0

Iowa County	% of alcohol or drug-related fatal crashes to all fatal crashes	37.5%
Wisconsin	% of alcohol or drug-related fatal crashes to all fatal crashes	45.0%

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

ISSUE AREA: REDUCE THE INCIDENCE AND SEVERITY OF MOTORCYCLE CRASHES

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	12.5%	17.9%	0.4	3.8
State	15.3%	16.5%	84.8	525.6

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

IOWA 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	1	0.2	1	0	2.2
INCAPACITATING	1.8	1.2	0.8	0	3.8
NONINCAPACITATING	2.2	1.2	0.4	0.2	4
POSSIBLE	0.8	0	1	0	1.8
KILLED	0.2	0	0.2	0	0.4
TOTAL	6	2.6	3.4	0.2	12.2

Less than 1/2 of motorcyclists killed or injured in Iowa County from 2012 to 2016 were wearing a helmet.

ISSUE AREA: IMPROVE NON-MOTORIST SAFETY

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	0.0%	2.8%	0.0	0.6
State	8.1%	6.6%	44.8	211.2

Zero pedestrians were killed in Iowa County from 2012 to 2016. Among those killed or injured in traffic crashes, there was a lower percentage of crashes where pedestrians were seriously injured when compared to the state.

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

PEDESTRIAN ACTION	PEDESTRIAN LOCATION			TOTAL
	IN CROSSWALK	IN ROADWAY	NOT IN ROADWAY	
BLANK	1	1	1	3
DARTING INTO ROAD	0	2	0	2
TOTAL	1	3	1	5

Most pedestrian-involved crashes in Iowa County occurred in the roadway.

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

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

Zero bicyclists were killed or seriously injured in Iowa County from 2012 to 2016.

ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS

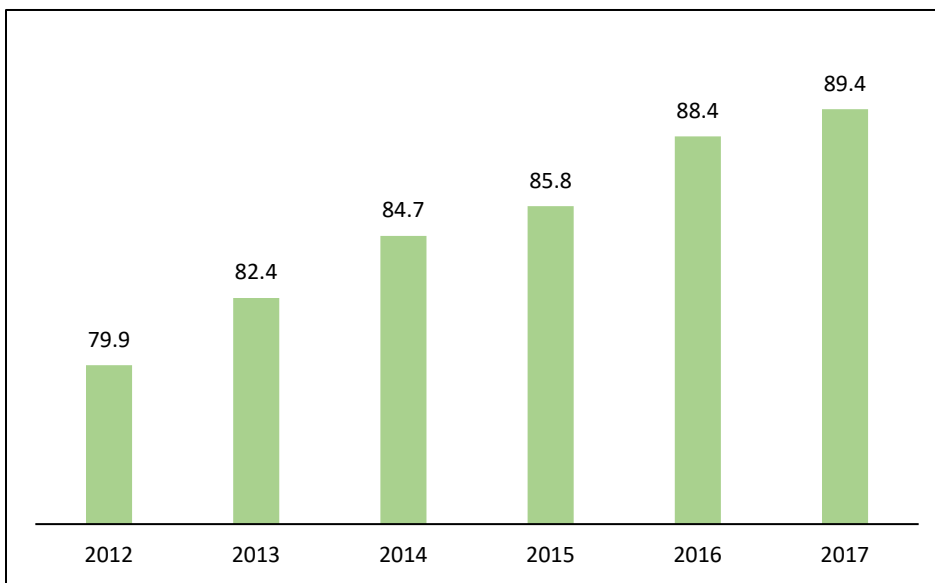
FIGURE 30: IOWA COUNTY TOTAL CRASHES BY LOCATION, 2012-2016

	County	State
% Intersection	22.9%	37.8%
% Non-Intersection	77.1%	62.8%

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

ISSUE AREA: INCREASE OCCUPANT PROTECTION

FIGURE 31: SEATBELT USE STATEWIDE, 2012-2017



Seatbelt usage statewide has increased over the past six years.

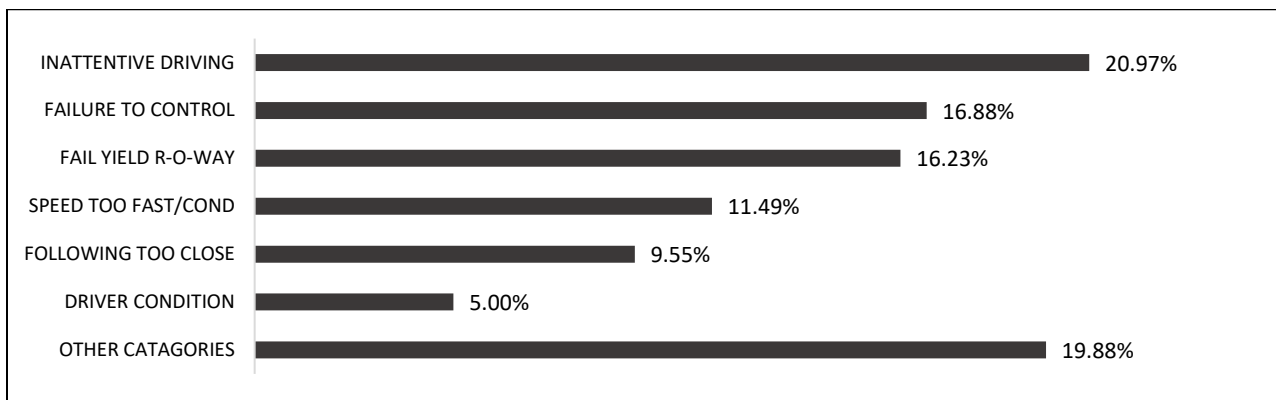
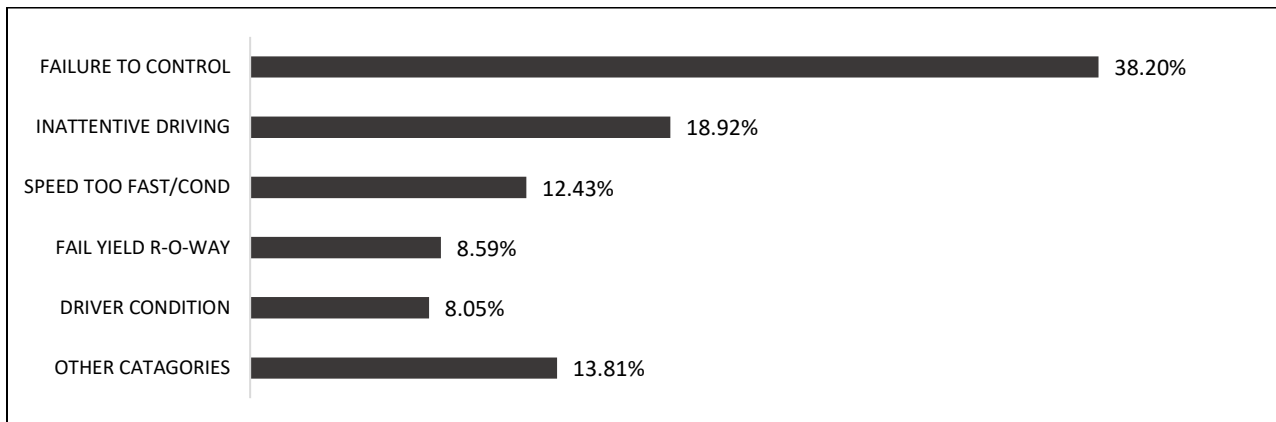
FIGURE 31.2: SAFETY EQUIPMENT USAGE IN PASSENGER CAR AND LIGHT TRUCKS DURING CRASHES, 2012-2016

	Belted	Unbelted
Fatalities and Serious Injuries	72.0%	28.0%

28% 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 IOWA COUNTY (TOP) AND STATEWIDE (BOTTOM), 2012-2016



Failure to control is the most significant contributing factor for all crashes within Iowa County. Inattentive driving is the most significant contributing factor for crashes in the state.

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

Average Speed-Related Fatal Crashes	Average Speed-Related Non-Fatal Injury Crashes
1.0	30.4

	Total Fatal Crashes	Total Non-Fatal Injury Crashes	Speed-Related Fatal Crashes	Speed-Related Non-Fatal Injury Crashes
US/State Highways	62.5%	59.2%	80.0%	53.9%
County Highways	37.5%	21.2%	20.0%	22.4%
Local Roads	0.0%	19.6%	0.0%	23.7%

Iowa County	% of speed-related fatal crashes to all fatal crashes	31.3%
Wisconsin	% of speed-related fatal crashes to all fatal crashes	28.9%

ISSUE AREA: REDUCE LANE DEPARTURE CRASHES

FIGURE 34: IOWA 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	166.6	40.7%
State	30,395.6	25.4%

Iowa 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. Quality of life costs and medical costs are also high.

2011-2015 ANNUAL AVERAGES

	Iowa County	Wisconsin
Average Annual Population	23,771	5,716,883
Persons in Crashes (per 1,000 residents)	26.7	46.0
Crash-Related Emergency Room Visits (per 100,000 residents)	347.1	407.3
Crash-Related Hospitalizations (per 100,000 residents)	83.3	49.3
Quality of Life Costs (per 100,000 residents)	\$58,804,650	\$36,819,900
Lost Years of Life (per 1,000 residents)	4.31	3.04
Medical Costs (per 100,000 residents)	\$14,961,212	\$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
Iowa County Sheriff’s Office		\$7,465.92	\$15,211.16
Arena Police Dept.	\$9,600	\$4,800	\$10,021.99
Avoca Police Dept.			
Barneveld Police Dept.		\$2,439.36	\$8,013.68
Blanchardville Police Dept.			
Dodgeville Police Dept.			
Highland Police Dept.		\$2,160	\$7,015.36
Linden Police Dept.		\$3,988.80	\$10,051.48
Mineral Point Police Dept.			\$10,039
Muscoda Police Dept.			
Ridgeway Police Dept.		\$2,537.92	\$8,235.48

The Iowa County Sheriff’s Office participated on the Sheriffs’ Traffic and OWI Patrols (STOP) Task Force with sheriff’s offices in Dane, Rock, Sauk, Jefferson, and Columbia counties. The Iowa County Task Force for Distracted Driving consisted of the Iowa County Sheriff’s Office, Arena Police Department, Linden Police Department, Highland Police Department, and Ridgeway Police Department. Muscoda Police Department participated on the Grant County Distracted Driving Task Force. Arena Police Department participated on the Sauk Countywide Traffic Safety Task Force—OWI.

2017 Task Force Participation and 2018 Task Force Eligibility

	Impaired Driving	Occupant Protection	Speed
Iowa 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
Iowa County Sheriff's Office	yes	yes		yes	yes	yes
Arena Police Dept.	yes	yes	yes	yes	yes	
Avoca Police Dept.						
Barneveld Police Dept.	yes	yes	yes	yes	yes	yes
Blanchardville Police Dept.						
Dodgeville Police Dept.	yes	yes	yes	yes	yes	
Highland Police Dept.	yes	yes	yes	yes	yes	
Linden Police Dept.	yes	yes	yes	yes	yes	yes
Mineral Point Police Dept.		yes		yes	yes	
Muscoda Police Dept.		yes		yes	yes	yes
Ridgeway 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.