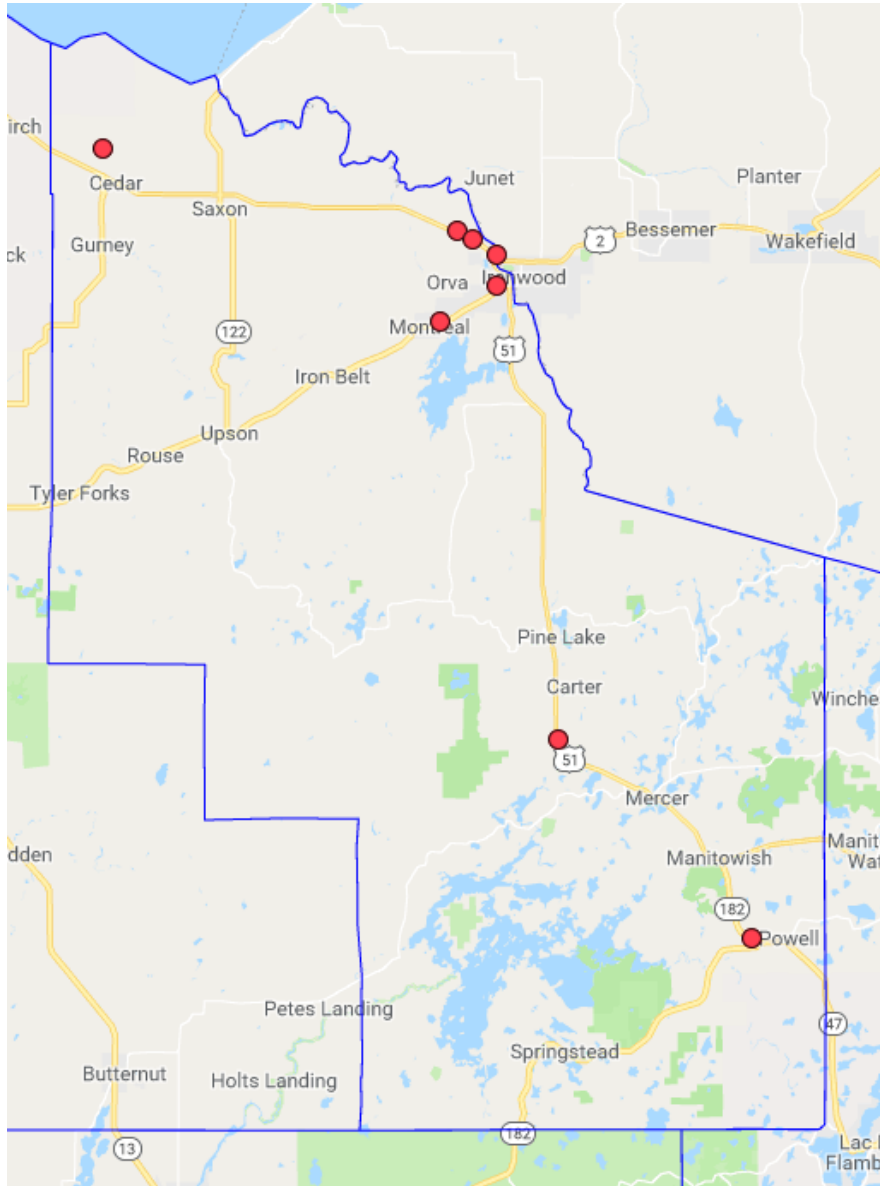


ANATOMY OF IRON COUNTY: A TRAFFIC SAFETY SUMMARY



DID YOU KNOW...

One individual is killed or injured in a crash in Iron County every 13.9 days?

THE PLACE

Section Summary

The principal routes in the county are USH 2 and USH 51. Iron County is the top county in the state for miles of state highways per capita. Iron County is among the bottom ten counties in the state for VMT, miles of roads, miles of county highways, miles of local roads, and number of registered vehicles. It is among the top ten counties in the state for miles of roads per capita and per VMT, miles of state highways per VMT, miles of local roads per capita, and number of registered vehicles per capita.

Urbanization

Iron County is a nonmetropolitan county bordering Lake Superior. Michigan is to the north and east of the county. 32.2% of the population of county lives in urban areas, and 0.22% of the area of the county is urban.¹ The Montreal River separates much of the county from Michigan. There are 175,193 acres of county forest in Iron County.² Two reservations are partially within Iron County—the Lac du Flambeau Reservation in the southeast corner and the Bad River Reservation in the northwest corner along Lake Superior.

Road Network

United States Highway (USH) 2 and USH 51 intersect at Hurley. The northern terminus of USH 51 is at USH 2. USH 2 connects the county with places to the west including Ashland, Superior, and Duluth, Minnesota, and cities in Michigan to the east, including Ironwood, Bessemer, Wakefield, and Iron River. USH 51 goes south from Hurley, turning east into Vilas County and then south toward Tomahawk, Merrill, and Wausau.

State Trunk Highway (STH) 77 begins in Hurley and heads west to Montreal, and then it continues west and south to Mellen and Hayward. STH 47 and STH 182 begin in a concurrency at USH 51 in the community of Manitowish. STH 47 and STH 182 diverge, with STH 47 heading south toward Rhinelander and STH 182 heading west toward Park Falls. STH 122 begins at STH 77 in the community of Upson and heads north through the community of Saxon to the Michigan state line after which it becomes County Road 505 (Lake Road) in Gogebic County, Michigan, traveling along the Lake Superior shoreline. STH 169 begins at USH 2 in the town of Gurney and heads south to Mellen.

Miles of Roadway

There are 795 miles of roads in the county, of which 114 (14.3%) are state roads, 67 (8.4%) are county roads, 552 (69.4%) are local roads, and 62 miles are of another type.³

Vehicle Registrations and Vehicle Miles of Travel (VMT)

In 2016, there were 2,041 autos, 460 cycles, 629 trailers, and 5,279 trucks registered in Iron County. VMT in 2016 was 105,309,435.

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

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

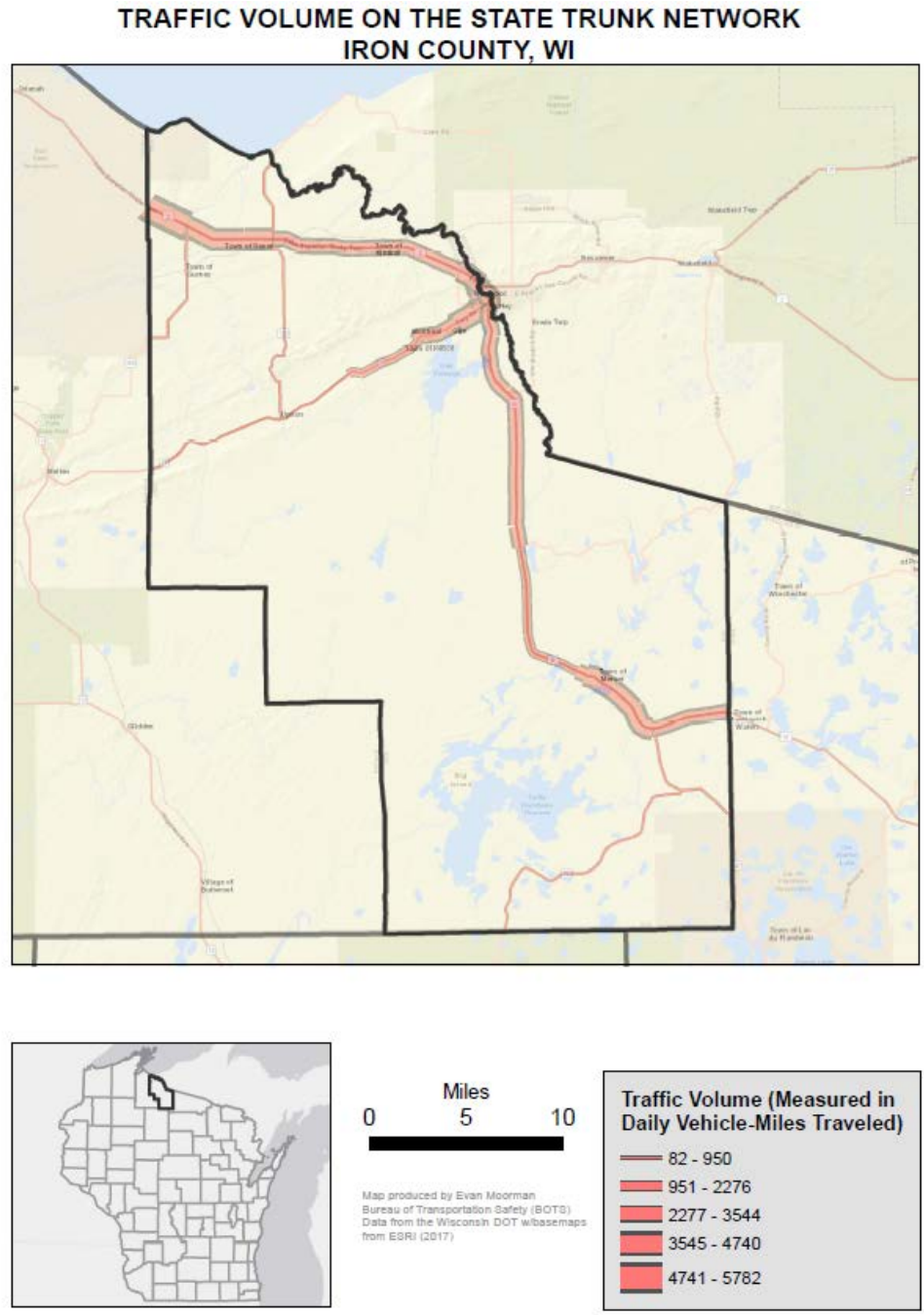
² Wisconsin County Forests Association. "Forest Acres." Accessed Nov. 6, 2017. <http://www.wisconsincountyforests.com/forest-resources/forest-acres/>

³ Wisconsin Department of Transportation. "County Maps." Accessed Sept. 29, 2017. <http://wisconsindot.gov/Pages/travel/road/hwy-maps/county-maps/default.aspx>

Traffic Volume

As can be seen, traffic volumes in Iron County are highest in the northern portion of the county, along Highway 2, 77, and 51 (traffic volumes peak near the community of Hurley-Ironwood. The maximum daily VMT in the county is reported at about 6,000.

FIGURE 1:



Commuting Flows

As seen below in Figure 2, most workers who reside in Iron County work in Iron County, and vice versa.

FIGURE 2: COMMUTING FLOWS AMONG COUNTIES

Workers who Reside in Iron County Work in:		People who Work in Iron County Reside in:	
Iron County	1,292	Iron County	1,292
Gogebic County, MI	689	Gogebic County, MI	617
Vilas County	217		
Ashland County	158		
Oneida County	71		
Price County	53		
Milwaukee County	9		
Others	58	Others	179

4

As seen below in Figure 3, the most common commuting flow between two different municipalities is between residences in Ironwood, Michigan, and workplaces in Hurley.

FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 15)

Residence	Place of Work	Number
Ironwood, Michigan	Hurley	241
Hurley	Ironwood, Michigan	147
Ironwood Charter Township, Gogebic Co., Michigan	Hurley	112
Kimball (Town)	Hurley	112
Montreal	Hurley	93
Mercer (Town)	Manitowish Waters	92
Montreal	Ironwood, Michigan	75
Kimball (Town)	Ironwood, Michigan	66
Mercer (Town)	Lac du Flambeau (Town),	53
Bessemer, Michigan	Hurley	52
Montreal	Kimball (Town)	52
Montreal	Bessemer, Michigan	48
Mercer (Town)	Ironwood, Michigan	47
Saxon (Town)	Hurley	40
Hurley	Mercer (Town)	39

5

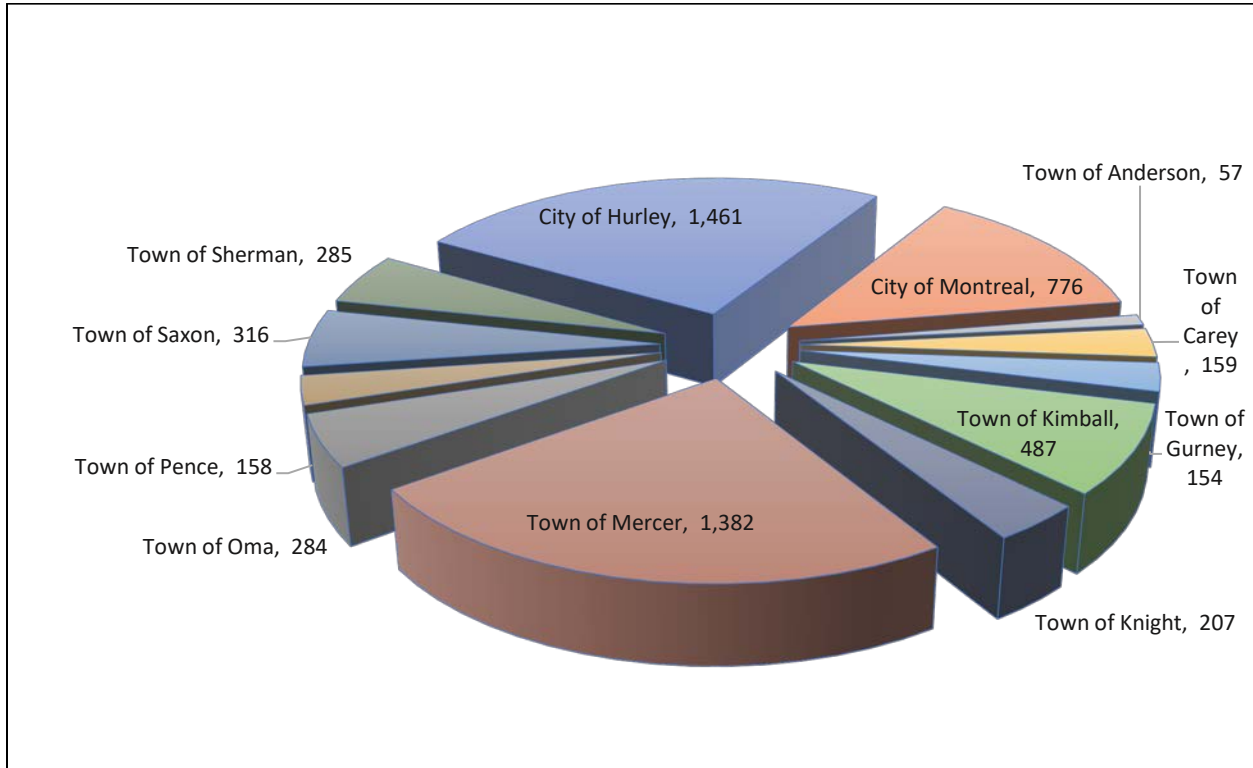
⁴United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

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 Oct. 5, 2017.

THE POPULATION

The population of Iron County—about 5,900 individuals—is distributed through 12 different jurisdictions. The two largest of these—the city of Hurley and the town of Mercer—together comprise about half of the county’s population.

FIGURE 4: POPULATION OF IRON COUNTY MUNICIPALITIES (2016)



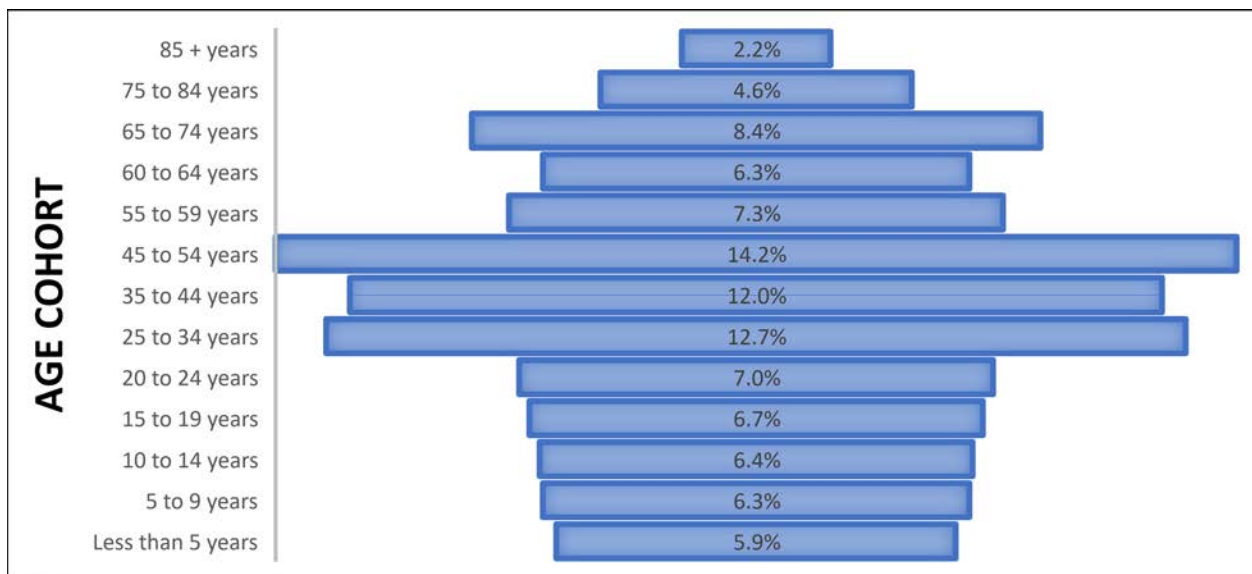
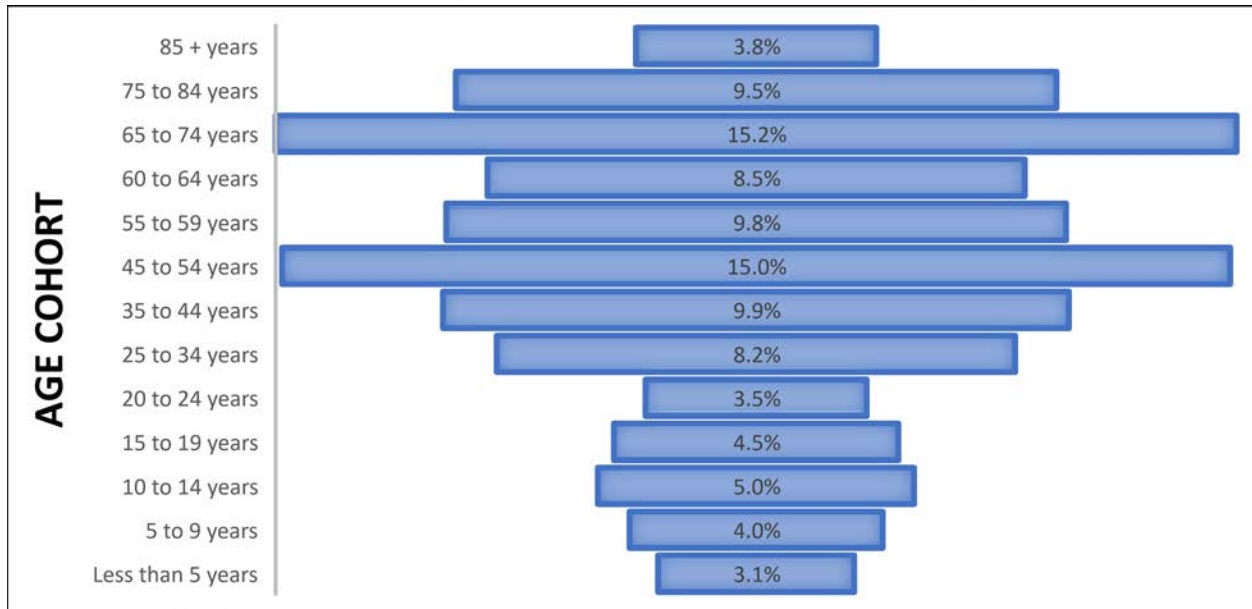
6

Population Trends

Between 2010 and 2016, the county’s population declined by about 3.7%. The average age of the county is far older than that of the state generally (49.9 compared to 39 years). Iron County’s population pyramid contains a far higher percentage of elderly adults and older baby-boomers (and a lower percentage of children and teens) than the state generally.

⁶ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 4th, 2017.

FIGURE 5 ⁷: POPULATION PYRAMIDS (IRON COUNTY ABOVE AND STATE BELOW)

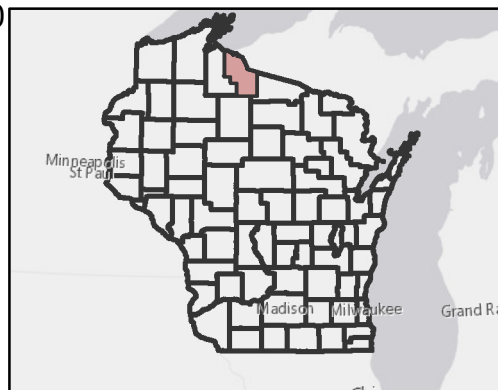
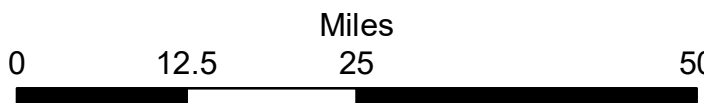
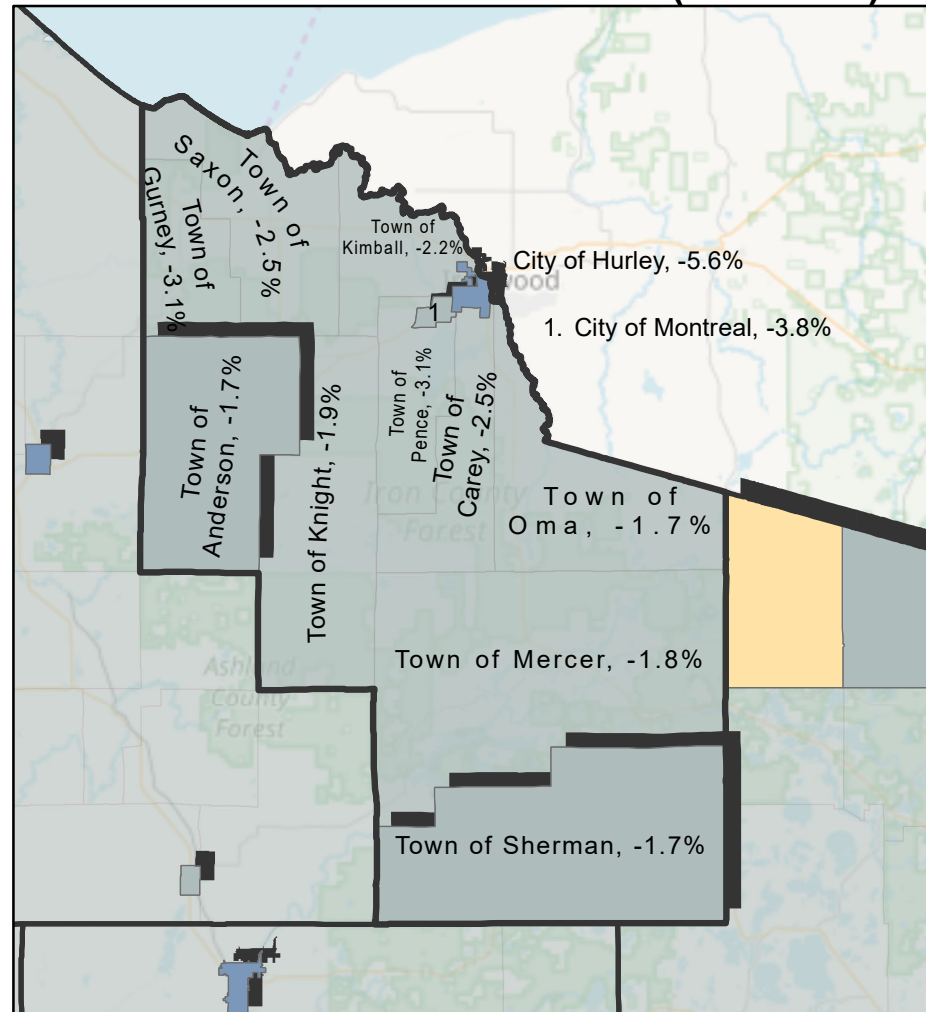
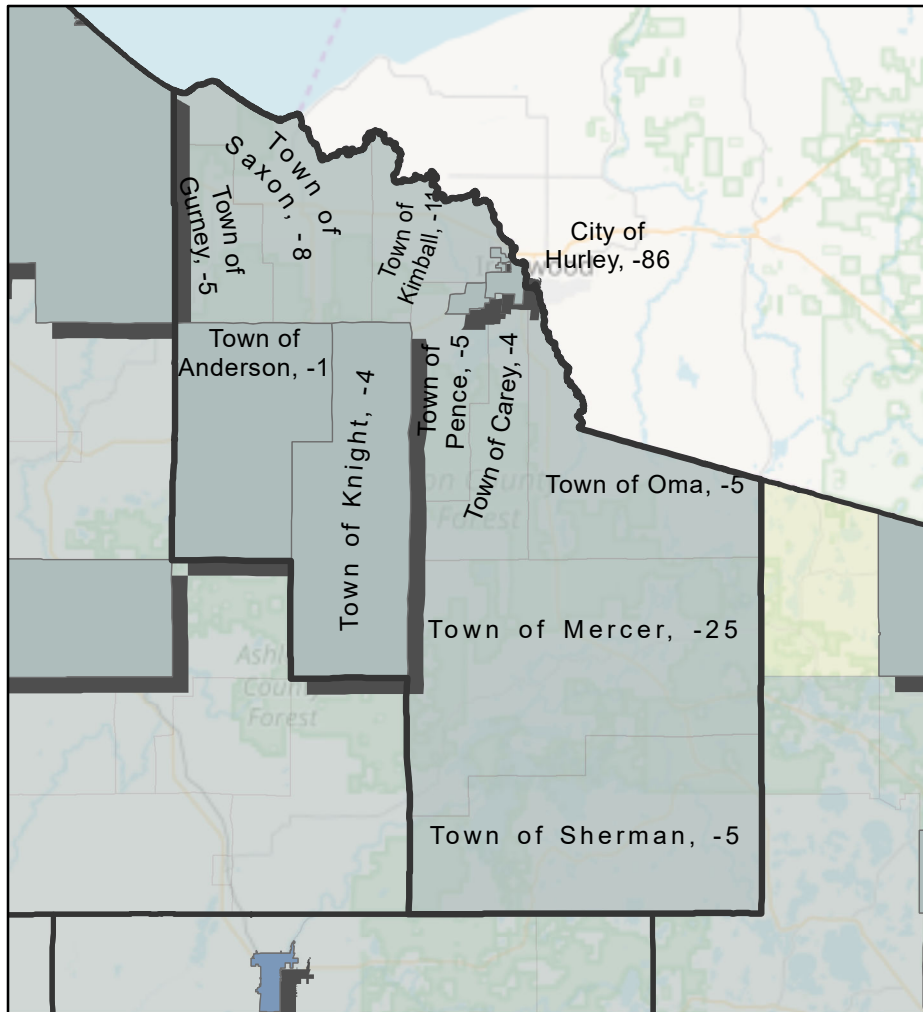


All jurisdictions in the county are losing population, with decreases between 1 and 6%. The City of Hurley—the largest community in the county—is experiencing the largest absolute and relative decreases in population. (In the images, the measure of absolute population change merely shows the raw population changes between 2010 and 2016, while the measure of “relative population change” weights such absolute changes by the base population figures of 2010).⁸

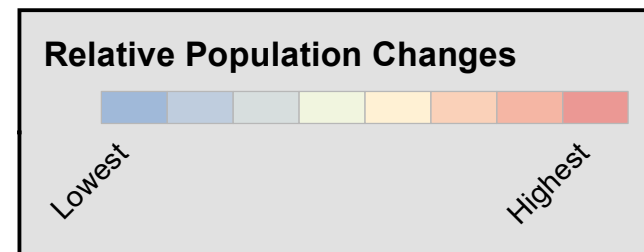
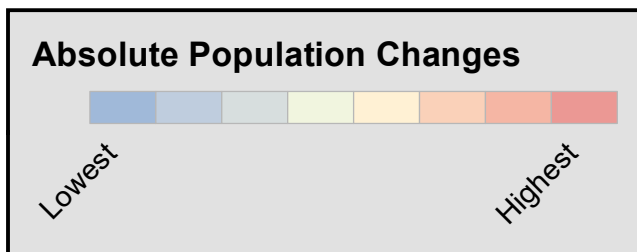
⁷ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 6th, 2017.

⁸ 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 IRON 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

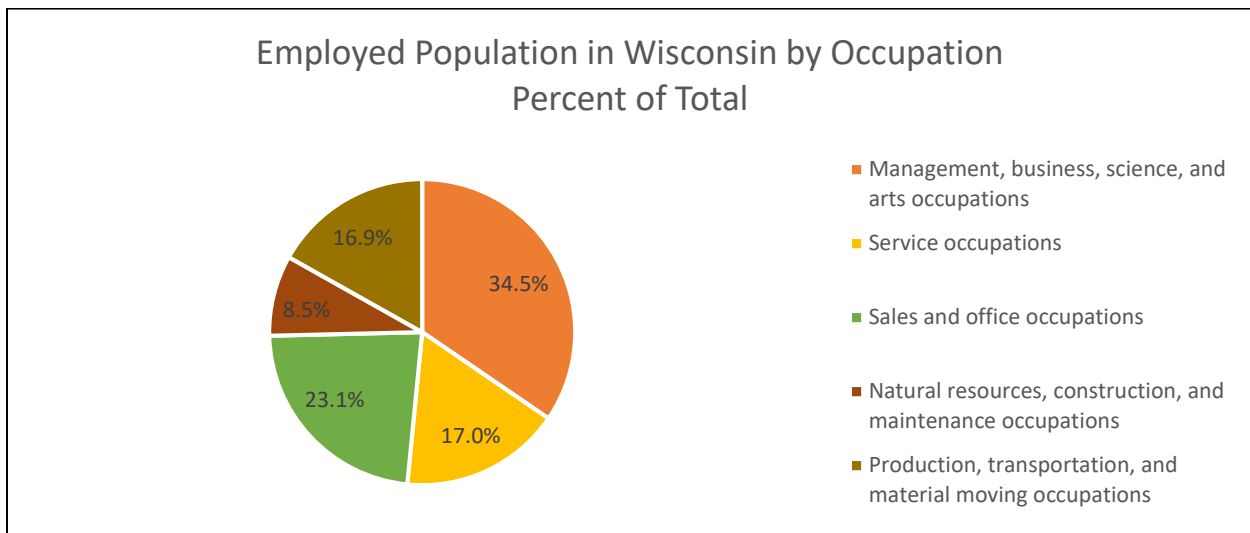
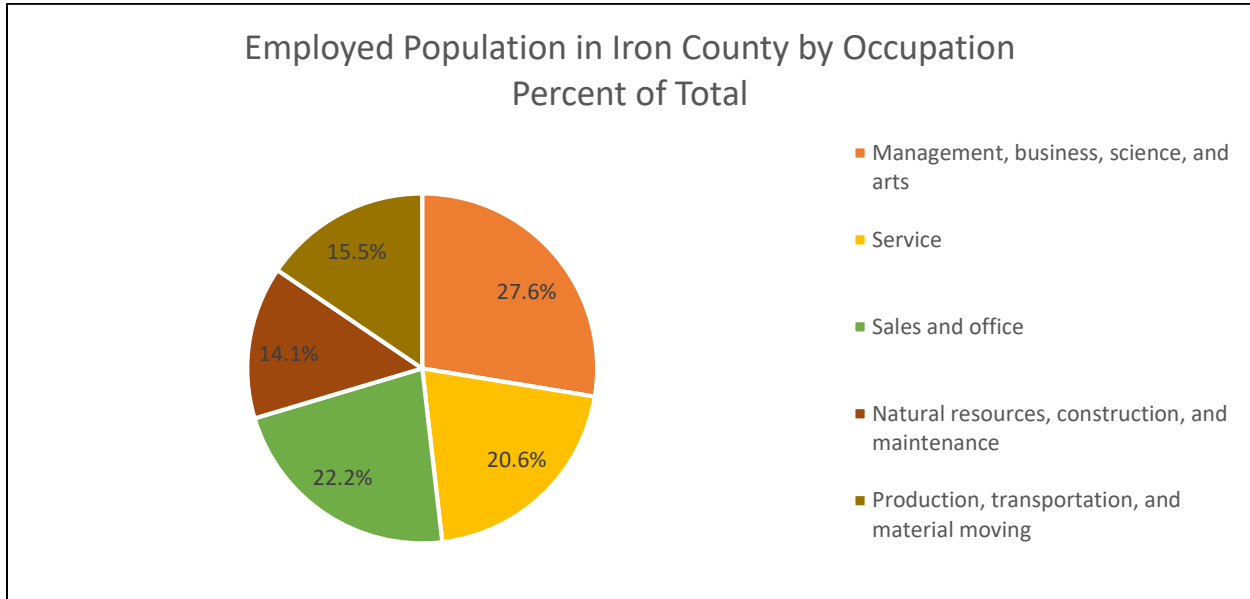


THE ECONOMY

Section Summary

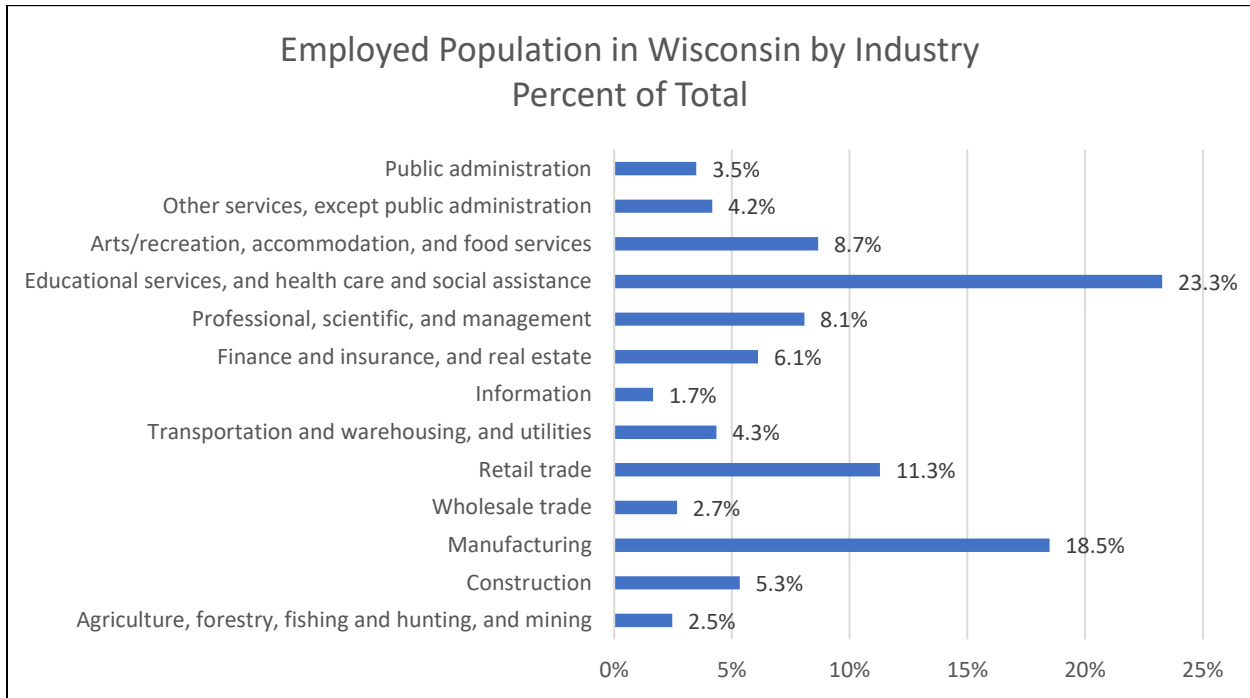
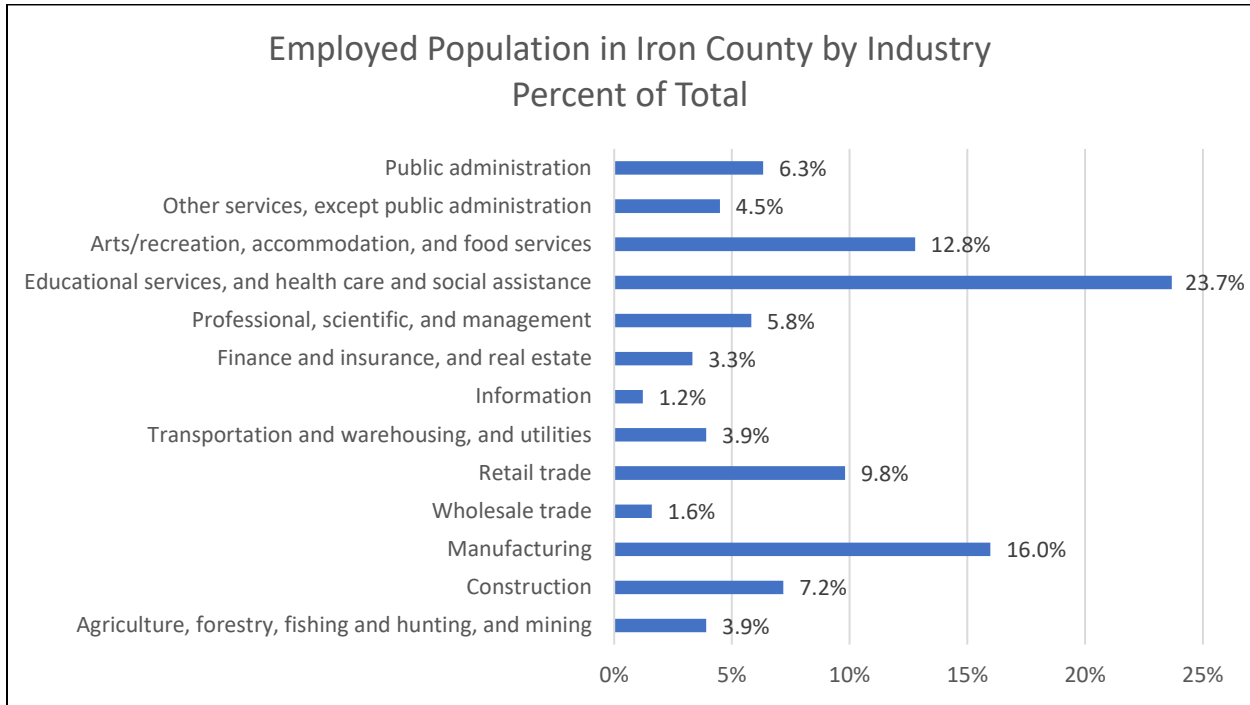
The unemployment rate in Iron County has been, on average, 3.4% higher than that of the state over the last decade. Generally, the county has a comparatively low number of jobs in management, business, science, or the arts and a high proportion of jobs in natural resources, construction, or maintenance. The proportion of the population that works in public administration as well as the recreation, accommodation, or food services industries fairly high.

FIGURE 7: EMPLOYMENT BY OCCUPATION ⁹



⁹ 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.

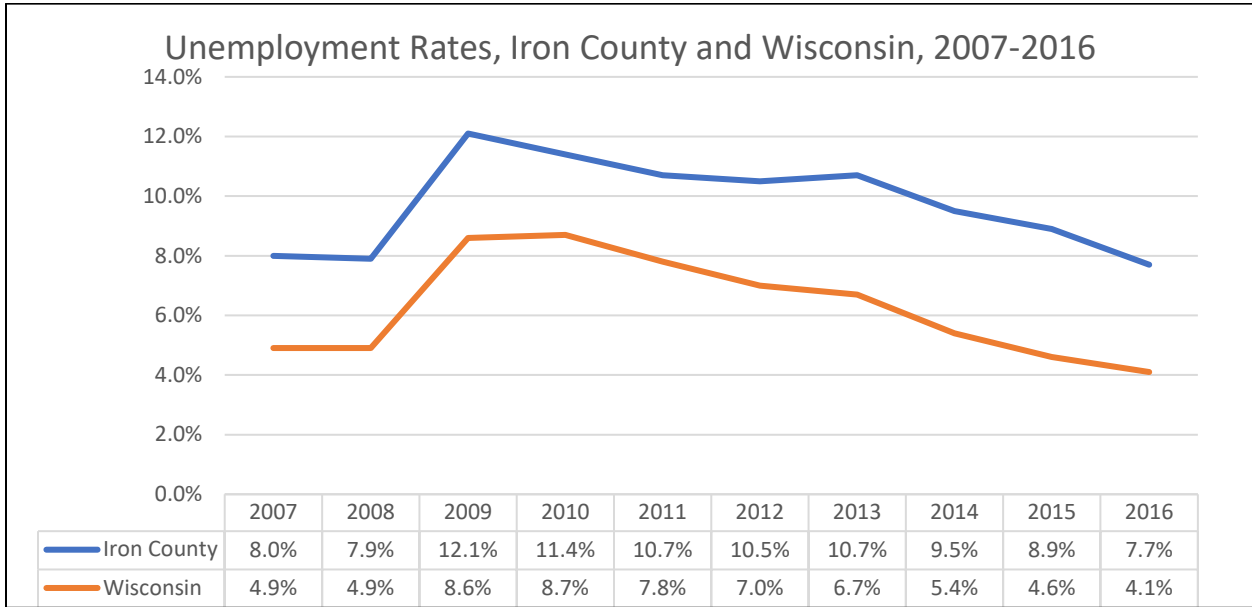
FIGURE 8: EMPLOYED POPULATION BY INDUSTRY



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 9: UNEMPLOYMENT RATES



11

¹¹ 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

Eighty-one percent of licensees have liquor for sale for consumption on site. Thirty-six percent of the licenses are in Hurley, 4% are in Montreal, and 60% are in towns.

FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, IRON COUNTY

	Hurley	Montreal	Towns	Total (By Liq. License)
AB or AC		2	2	4
AL or ALB	3		6	9
BB or CW	2		1	3
BL or BLB	29	1	47	77
Others		1	1	2
Total (By Municipality)	34	4	57	95

12

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)

13

¹² Wisconsin Department of Revenue. Oct. 4, 2017. "WI Liquor Licenses 2017-18."

¹³ 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 IRON COUNTY BY JURISDICTION

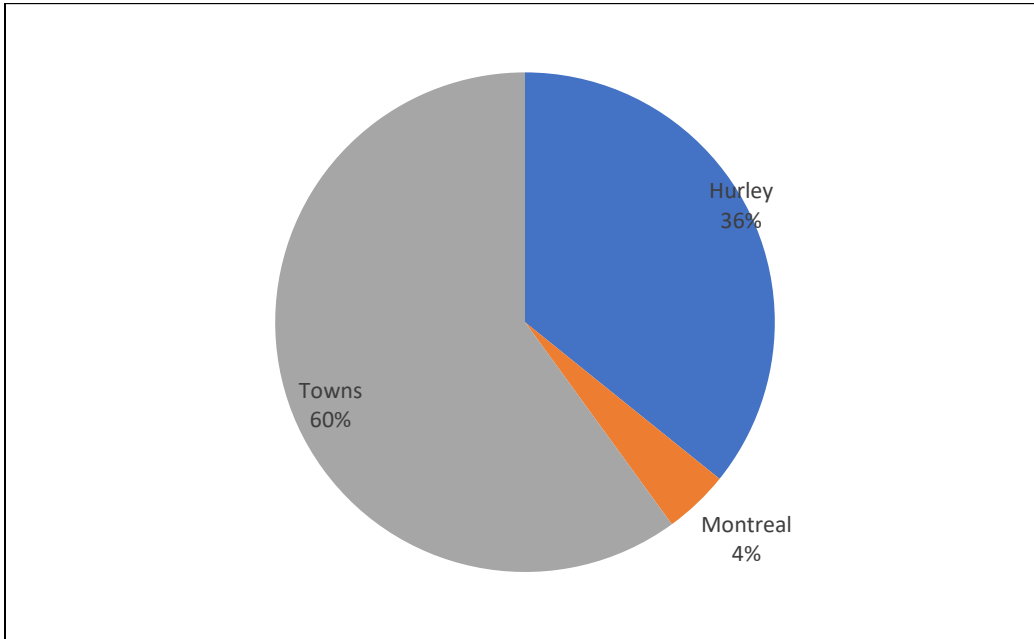
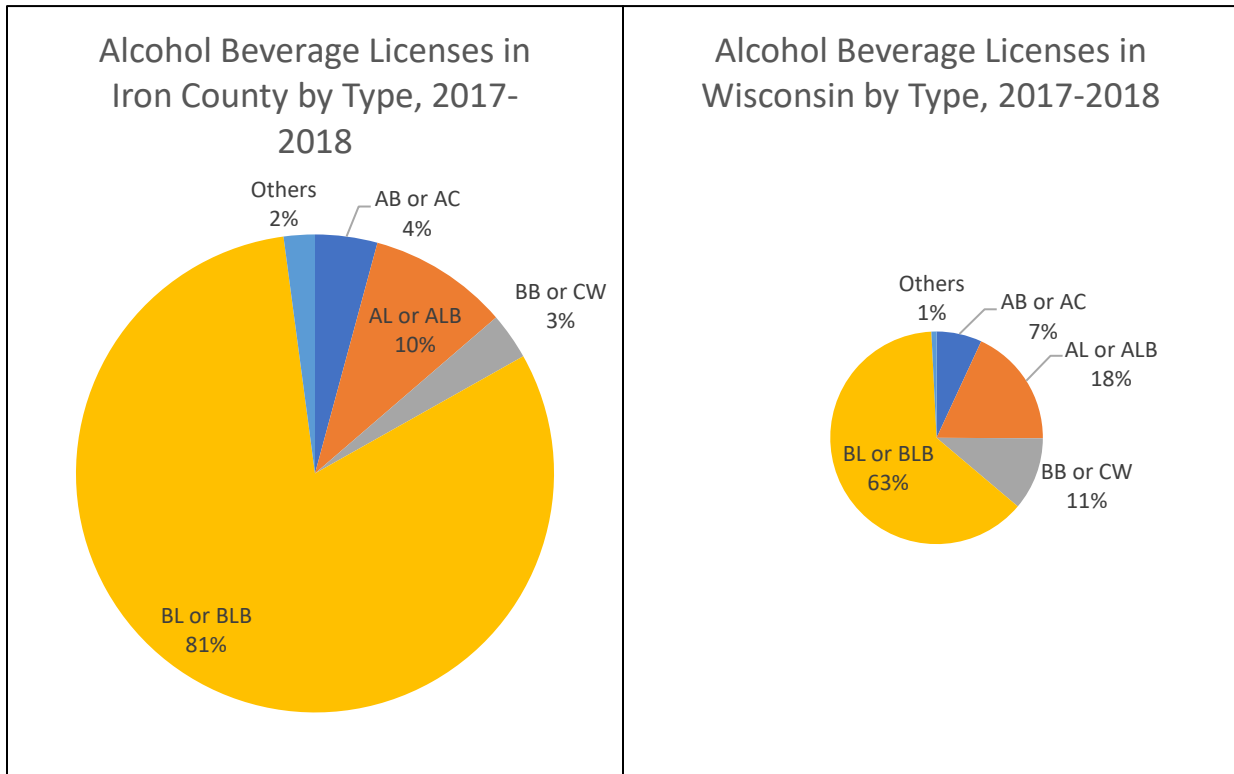


FIGURE 11: ALCOHOL BEVERAGE LICENSES BY TYPE, 2017-2018



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, Iron County reported a far lower injury-to-death ratio than the state generally (15.3 vs. 73.1). Iron County reports the lowest injury-to-death ratio in the entire state.

Emergency Services

As can be seen, Iron County doesn't contain a single hospital within its boundaries. The closest unclassified trauma center is located almost immediately over the northern state boundary, while the closest Level IV trauma center is located in Park Falls, while the closest Level III facility is located in Oneida County (Rhinelander). Level II and Level I trauma centers are located in Wausau and Saint Paul, respectively).¹⁴

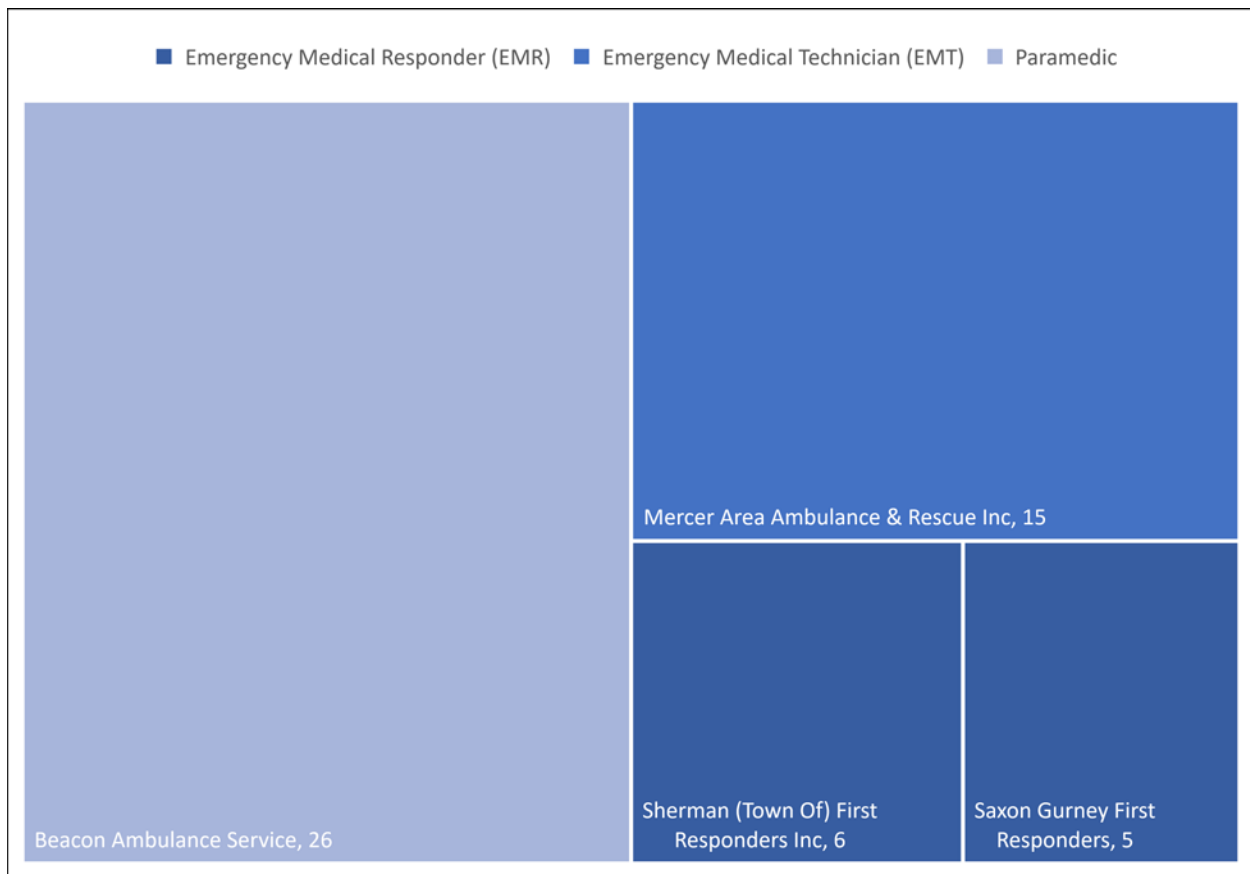
Iron County maintains 4 different emergency providers (listed below). These companies employ 52 emergency personnel. Consequently, the county is the site of 8.9 emergency response personnel per 1,000 residents. This is higher than the state figure of 4.02 emergency response personnel per 1,000 residents and can help compensate for the poor access to trauma centers faced by residents of the county.

¹⁴ 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 14: NUMBER OF EMT PERSONNEL/JURISDICTION ¹⁵

Primary Address County Name	Service License Level	Service Name	Number of Personnel
Iron	Emergency Medical Responder (EMR)	Sherman (Town Of) First Responders Inc	6
Iron	Emergency Medical Responder (EMR)	Saxon Gurney First Responders	5
Iron	Emergency Medical Technician (EMT)	Mercer Area Ambulance & Rescue Inc	15
Iron	Paramedic	Beacon Ambulance Service	26

FIGURE 14.2: NUMBER AND LEVEL OF EMERGENCY RESPONDERS PER JURISDICTION



¹⁵ Department of Health Services, 2017, Received through Happel, C.

THE CRASHES

The State of Wisconsin, in a months-long process, solicited input from a diverse variety of stakeholders to create the most recent version of our Strategic Highway Safety Plan (SHSP), a document that guides investment and safety decisions for three years. The plan has ten different issue areas. General crash-related statistics for Iron 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	2	2	0	0	1	1	3	3	1.6	1.6
Incapacitating Injury	9	10	3	5	2	2	6	9	2	2	4.4	5.6
Non-Incapacitating Injury	5	7	12	16	8	9	5	7	5	7	7.0	9.2
Possible Injury	11	15	7	8	4	5	6	12	5	9	6.6	9.8
No Apparent Injury	44	93	36	83	56	121	72	131	54	109	52.4	107.4
Totals	71	127	60	114	70	137	90	160	69	130	72.0	133.6

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

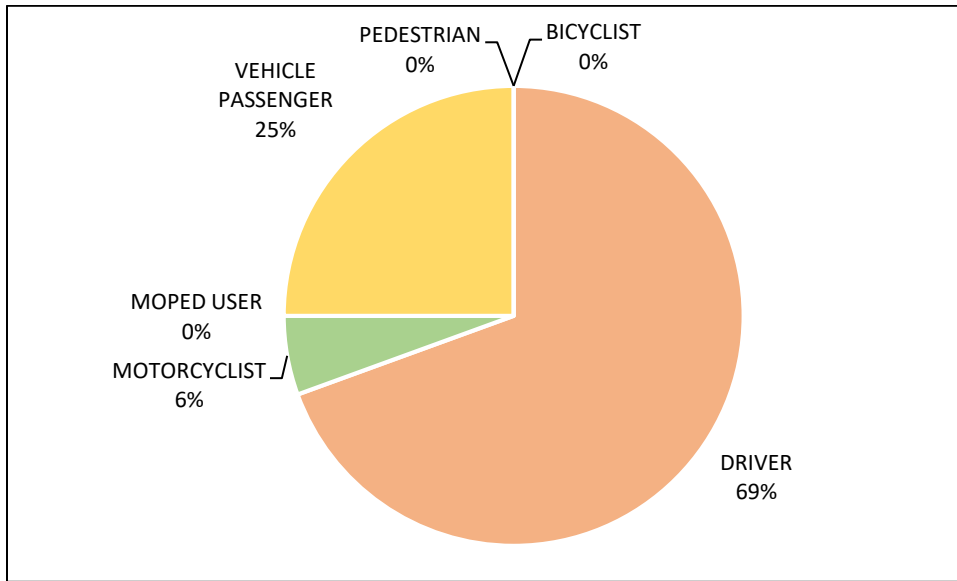
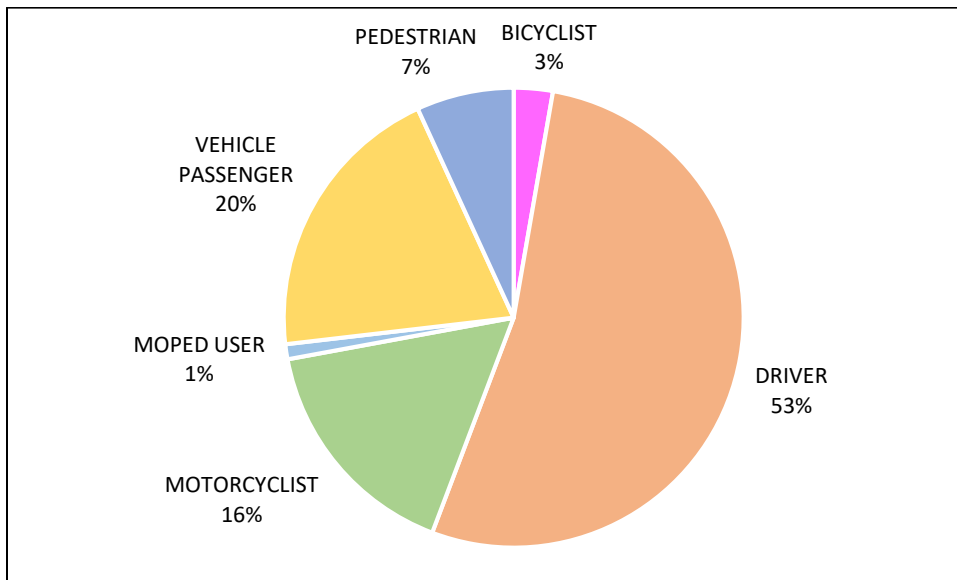


FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016



Vehicle drivers make up the highest percentage of fatalities and incapacitating injuries within Iron County as well as the state.

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

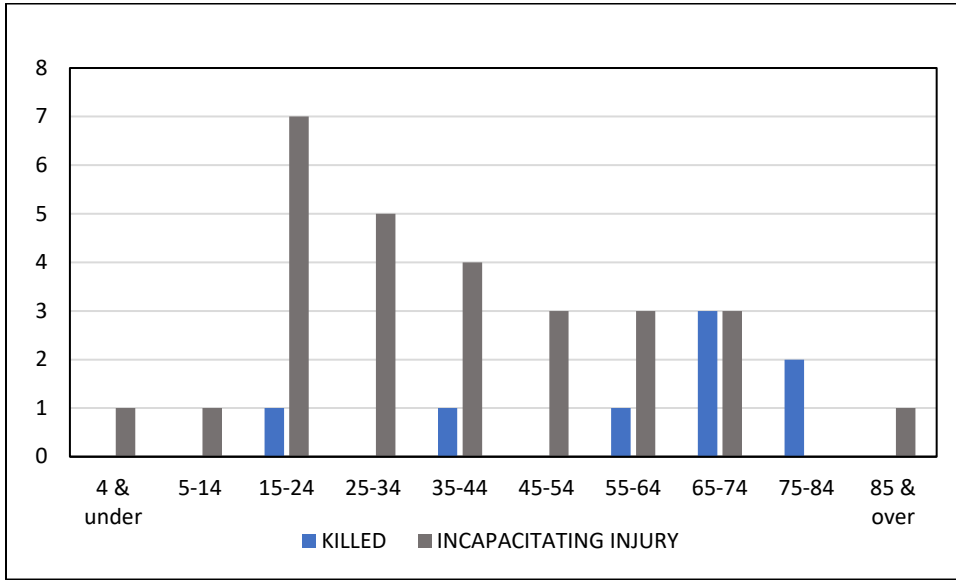
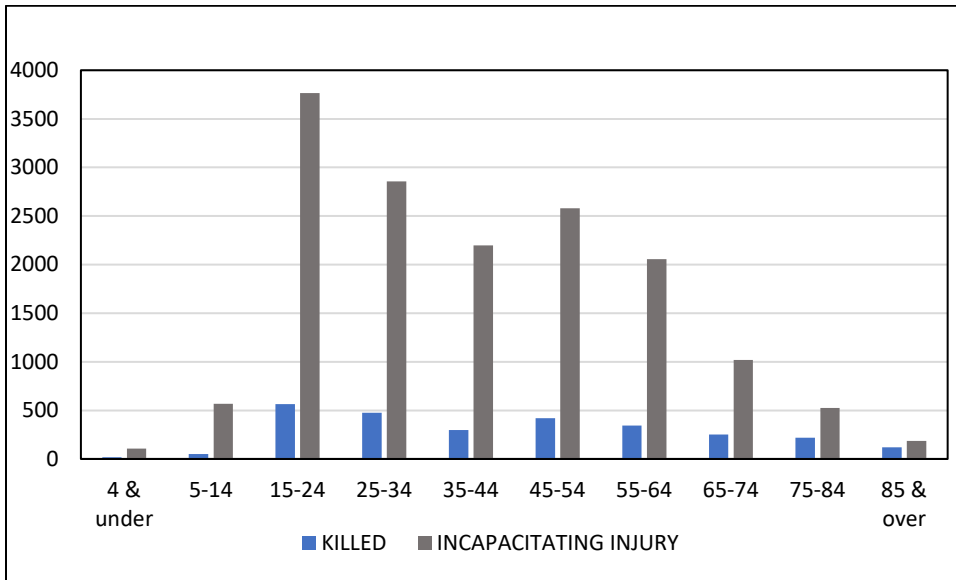
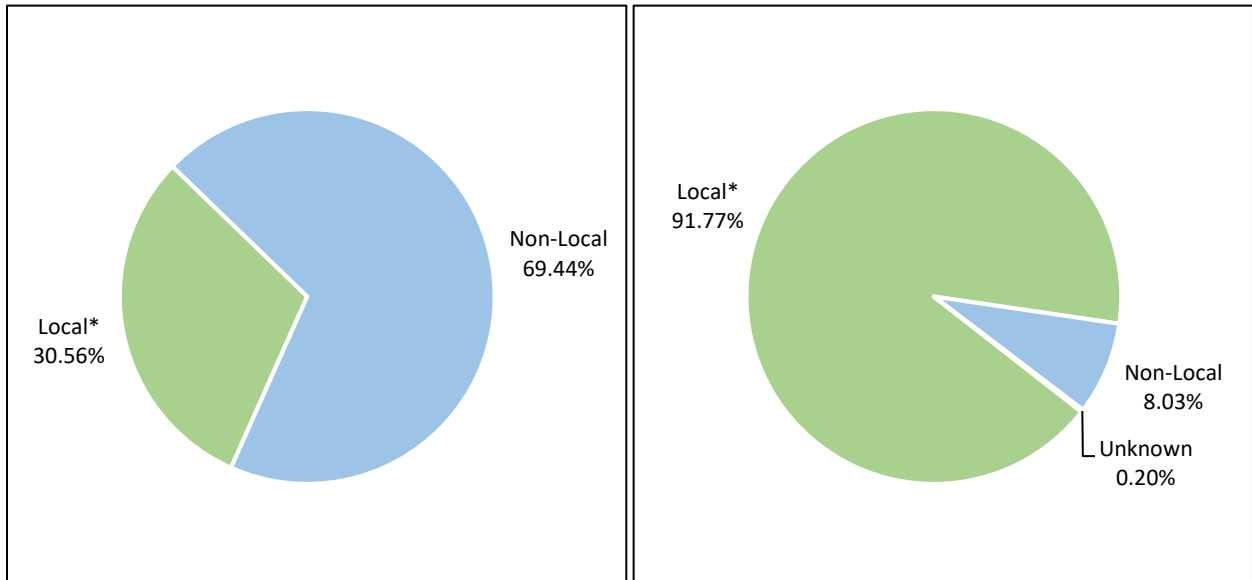


FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016



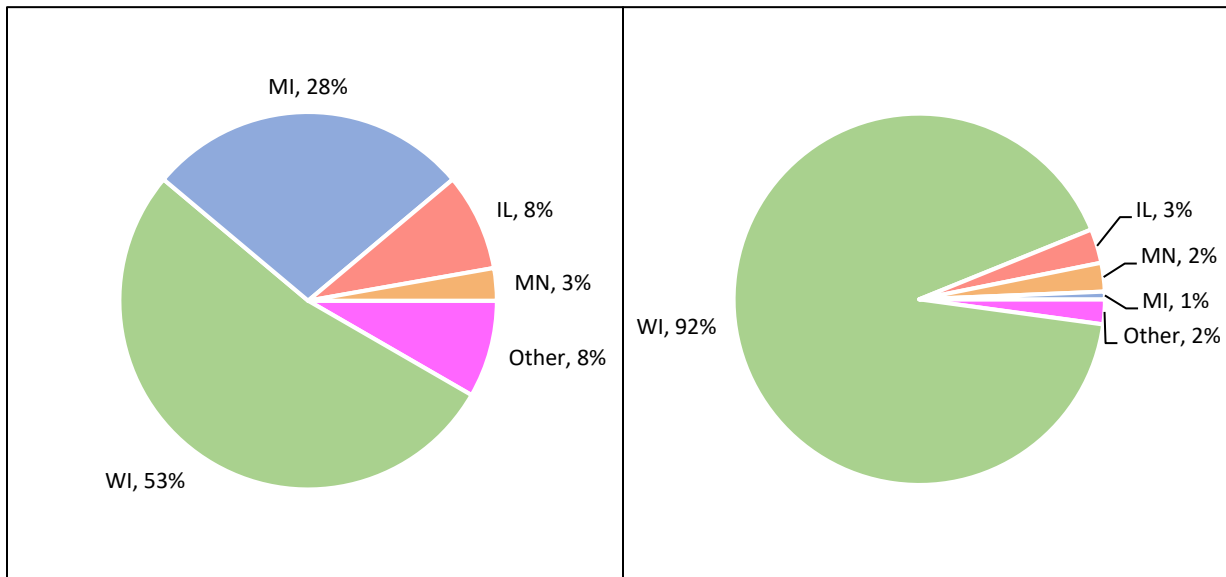
The highest numbers of Incapacitating Injuries occurred in the age group 15-24 within Iron County as well as the state. The highest number of fatalities occurred in the age group 65-74 within Iron County, compared to 15-24 for the state.

FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (IRON 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.

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



47% of fatalities and incapacitating injuries in Iron County were non-Wisconsin residents.

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

	Total Fatal Crashes	Total Non-Fatal Injury Crashes
US/State Highways	75.0%	75.6%
County Highways	12.5%	13.3%
Local Roads	12.5%	11.1%

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

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

LEA	TOTAL
IRON COUNTY SHERIFF	24
WISCONSIN STATE PATROL	6
TOTAL	30

Iron County Sheriff’s Department has the highest reporting of fatal and serious injury crashes within Iron 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 FATAL AND INJURY-CAUSING CRASHES BY LOCATION, 2012-2016

	Inattention-Related Fatal Crashes	Inattention-Related Non-Fatal Injury Crashes
US/State Highways	100.0%	86.4%
County Highways	0.0%	4.5%
Local Roads	0.0%	9.1%

Iron 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	100.0%	83.3%
County Highways	0.0%	8.3%
Local Roads	0.0%	8.3%

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

Average Total Fatal Crashes	Average Alcohol or Drug-Related Fatal Crashes	Average Alcohol or Drug-Related Non-Fatal Injury Crashes
1.6	0.4	2.4

Iron County	% of alcohol or drug-related fatal crashes to all fatal crashes	25.0%
Wisconsin	% of alcohol or drug-related fatal crashes to all fatal crashes	45.0%

Iron County has a **lower** percentage of alcohol/drug and speed related fatalities, but a **higher** percentage of attention related fatalities, when compared to the Wisconsin state average.

ISSUE AREA: REDUCE THE INCIDENCE AND SEVERITY OF MOTORCYCLE CRASHES

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	0.0%	7.1%	0.0	0.4
State	15.3%	16.5%	84.8	525.6

Zero motorcyclists were killed in Iron County from 2012-2016. The county also had a **lower** percentage of serious injuries to motorcyclists when compared to the State.

ISSUE AREA: IMPROVE NON-MOTORIST SAFETY

FIGURE 28: IRON COUNTY PEDESTRIANS 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	8.1%	6.6%	44.8	211.2

Zero pedestrians were killed or seriously injured in Iron County from 2012-2016.

FIGURE 29: IRON 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	1.4
State	1.8%	2.9%	10.2	92.4

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

ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS

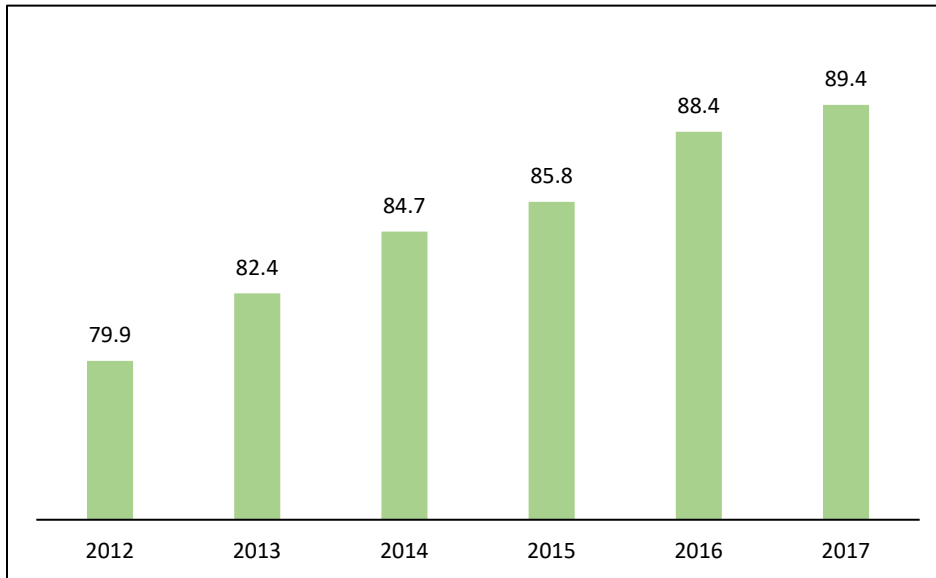
FIGURE 30: IRON COUNTY TOTAL CRASHES BY LOCATION, 2012-2016

	County	State
% Intersection	25.0%	37.8%
% Non-Intersection	75.0%	62.8%

Compared to the state, a higher percentage of crashes (75%) occurred at non-intersections in Iron County.

ISSUE AREA: INCREASE OCCUPANT PROTECTION

FIGURE 31: SEATBELT USE STATEWIDE, 2012-2017



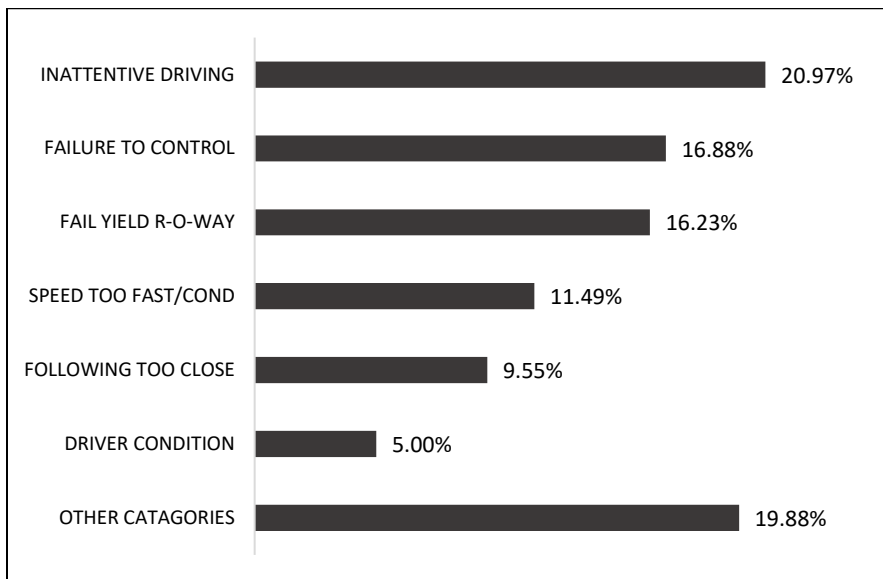
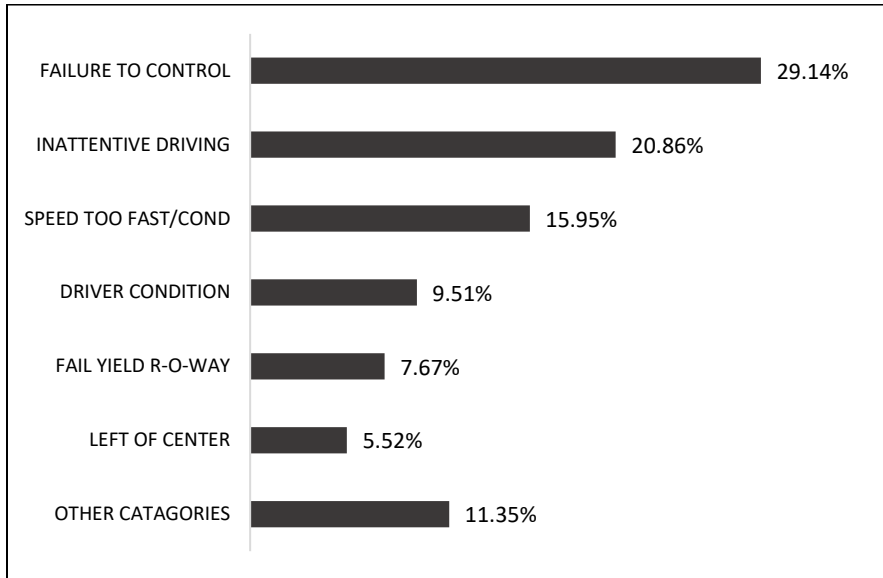
Seatbelt usage statewide has increased over the past six years.

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

	Belted	Unbelted
Fatalities and Serious Injuries	75.0%	25.0%

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

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



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

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

Average Speed-Related Fatal Crashes	Average Speed-Related Non-Fatal Injury Crashes
0.4	5.2

	Total Fatal Crashes	Total Non-Fatal Injury Crashes	Speed-Related Fatal Crashes	Speed-Related Non-Fatal Injury Crashes
US/State Highways	75.0%	75.6%	50.0%	61.5%
County Highways	12.5%	13.3%	50.0%	26.9%
Local Roads	12.5%	11.1%	0.0%	11.5%

Iron County	% of speed-related fatal crashes to all fatal crashes	25.0%
Wisconsin	% of speed-related fatal crashes to all fatal crashes	28.9%

ISSUE AREA: REDUCE LANE DEPARTURE CRASHES

FIGURE 34: IRON 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	30.2	41.9%
State	30,395.6	25.4%

Iron 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 very low, comparatively. Lost years of life due to crashes is high.

2011-2015 ANNUAL AVERAGES

	Iron County	Wisconsin
Average Annual Population	5,880	5,716,883
Persons in Crashes (per 1,000 residents)	22.9	46.0
Crash-Related Emergency Room Visits (per 100,000 residents)	93.5*	407.3
Crash-Related Hospitalizations (per 100,000 residents)	47.6	49.3
Quality of Life Costs (per 100,000 residents)	\$45,461,190	\$36,819,900
Lost Years of Life (per 1,000 residents)	5.51	3.04
Medical Costs (per 100,000 residents)	\$10,273,323	\$10,482,526

*low figure may be due to incomplete emergency room visit data from Michigan

16,17

¹⁶University 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.

¹⁷University 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
Iron County Sheriff's Dept.	\$14,470.68		\$7,148.40
Bad River Tribal Police Dept.			
Hurley Police Dept.	\$14,819		\$7,490
Lac du Flambeau Tribal Police Dept.			

The Iron County Sheriff's Department and Hurley Police Department participated on the Northern Counties OWI Task Force with law enforcement agencies in Ashland and Bayfield counties. The Iron County Speed Enforcement Task Force consisted of the Iron County Sheriff's Department and Hurley Police Department.

2017 Task Force Participation and 2018 Task Force Eligibility

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

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.