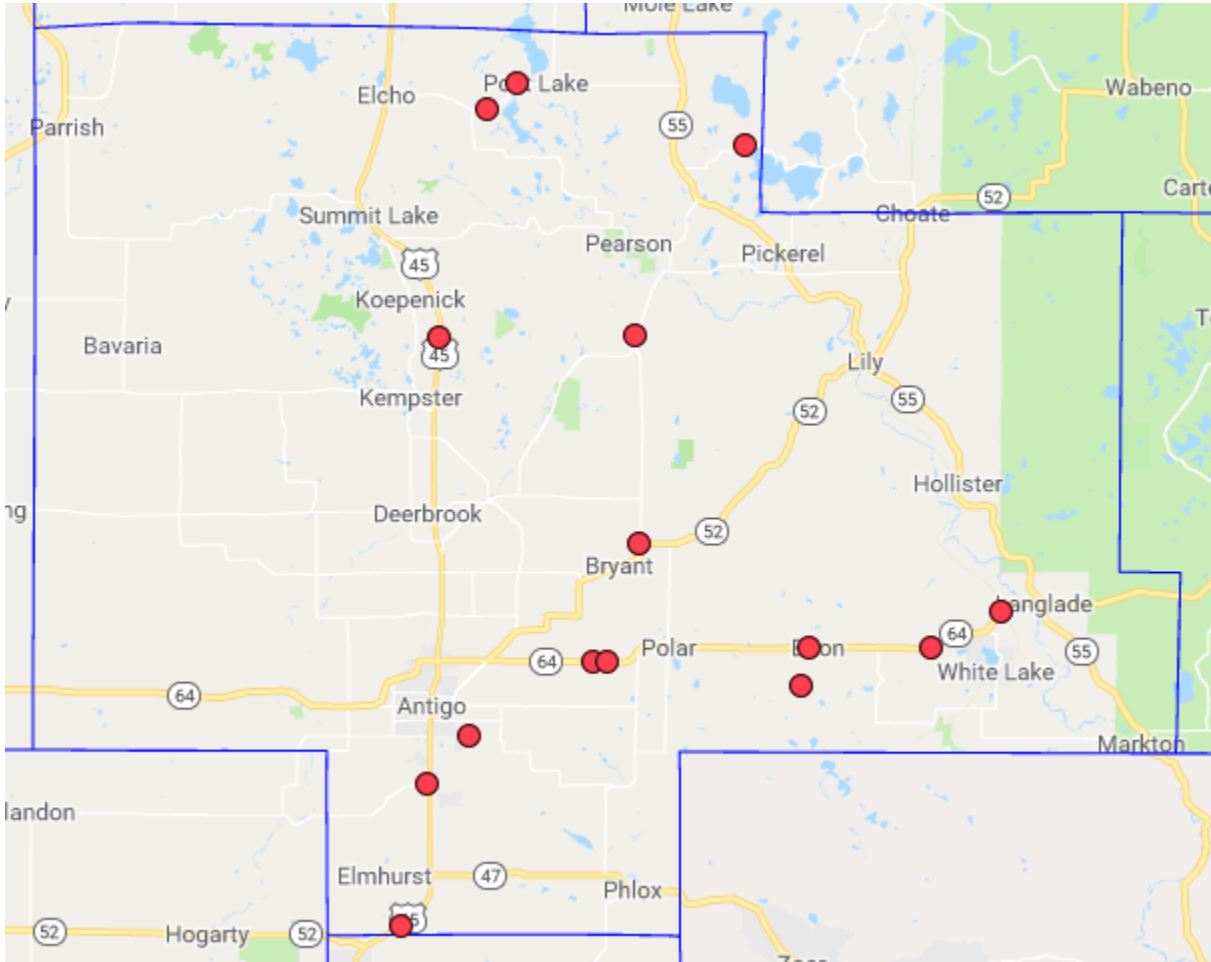


ANATOMY OF LANGLADE COUNTY: A TRAFFIC SAFETY SUMMARY



DID YOU KNOW...

One individual is killed or injured in a crash in Langlade County every 3.2 days?

THE PLACE

Section Summary

The principal route in the county is USH 45. STH 64 connects the two incorporated municipalities in Langlade County.

Urbanization

Langlade County is adjacent to the Green Bay and the Wausau metropolitan areas, as well as the Shawano and Merrill urban clusters. 40.84% of the county's population lives in urban areas, and 0.48% of the area of the county is urban.¹ The county contains a portion of the Nicolet National Forest, and the county has 130,002 acres of county forest.²

Road Network

United States Highway (USH) 45 is a primary arterial that runs from north to south through the county traveling through Antigo. To the north, USH 45 travels to Eagle River and Ontonagon, Michigan, and to the south, it heads to Aniwa, Birnamwood, Wittenberg, and Clintonville. State Trunk Highway (STH) 47 is designated as a north-south highway. STH 47 is co-signed with USH 45 throughout most of the county through Antigo. The two highways diverge in the town of Rolling with USH 45 heading south and STH 47 heading east and eventually south through Menominee County, Shawano, Bonduel, and Appleton. To the north, STH 47 exits the county with USH 45, after which it diverges from USH 45 and travels to Rhinelander.

STH 64 is an east-west highway that travels through Antigo and White Lake. To the east, STH 64 travels through rural areas of northern Oconto County on its way to Pound and Marinette. To the west, STH 64 travels to Merrill, Medford, and Bloomer. STH 52 is designated as an east-west highway that travels from southwest to northeast through the county through Antigo. To the east, STH 52 travels to rural Forest County. To the west, STH 52 travels to Wausau after exiting the county to the south in a concurrency with USH 45.

STH 55 is designated as a north-south highway, and it travels from northwest to southeast in rural areas of eastern Langlade County. To the north, STH 55 travels to Crandon and carries traffic to and from Iron River, Michigan. To the south, STH 55 travels through Menominee County on its way to Shawano, Seymour, and Kaukauna. STH 17 cuts across the northwest corner of the county carrying traffic between Rhinelander and Merrill.

Miles of Roadway

There are 1,158 miles of roadway in the county, including 143 (12.3%) miles of state roads, 271 (23.4%) miles of county roads, 736 (63.6%) miles of local roads, and eight miles of another type.³

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>

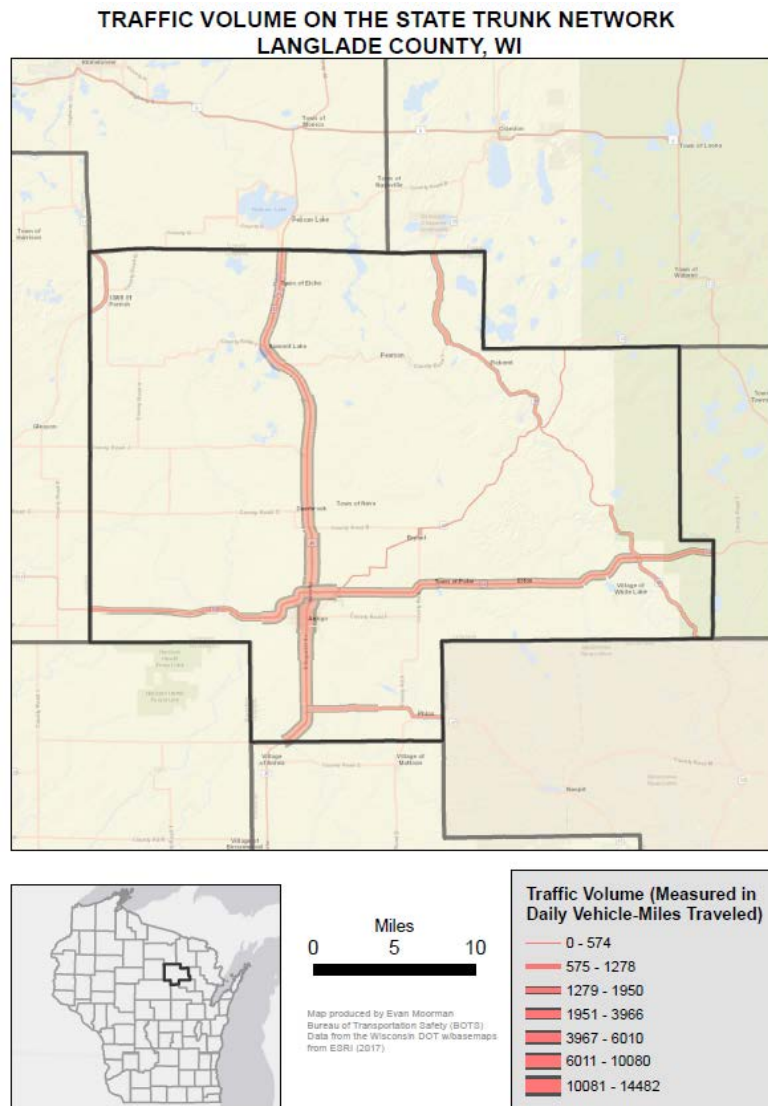
Vehicle Registrations and Vehicle Miles of Travel (VMT)

In 2016, there were 7,181 autos, 1,276 cycles, 3,056 trailers, and 13,898 trucks registered in Langlade County.⁴ Vehicle miles of travel in 2016 was 282,238,805.⁵

Traffic Volume

As can be seen, traffic volumes in Langlade County are highest in the south-central portion of the county, near Antigo and the intersection of Highways 64 and 45. The maximum daily VMT in the county is reported at about 15,000.

FIGURE 1:



⁴ 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>

⁵ Wisconsin Department of Transportation. "2016 Vehicles Miles of Travel (VMT) by County." Accessed Nov. 6, 2017. <http://wisconsin.gov/Documents/projects/data-plan/veh-miles/vmt2016-c.pdf>

Commuting Flows

FIGURE 2: COMMUTING FLOWS AMONG COUNTIES

Workers who Reside in Langlade County Work in:		People who Work in Langlade County Reside in:	
Langlade County	7,393	Langlade County	7,393
Marathon County	626	Shawano County	401
Oneida County	187	Marathon County	293
Shawano County	178	Lincoln County	121
Lincoln County	177	Oneida County	117
Forest County	132	Forest County	88
Oconto County	52	Oconto County	46
Menominee County	33	Portage County	39
Wood County	26		
Brown County	24		
Outagamie County	21		
Others	220	Others	145

6

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

FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 15)

Residence	Place of Work	Number
Antigo (Town)	Antigo	425
Rolling (Town)	Antigo	408
Antigo	Antigo (Town)	290
Neva (Town)	Antigo	267
Polar (Town)	Antigo	255
Norwood (Town)	Antigo	220
Antigo	Wausau	166
Ackley (Town)	Antigo	138
Upham (Town)	Antigo	122
Elcho (Town)	Antigo	109
Peck (Town)	Antigo	85
Wolf River (Town)	Antigo	82
Hutchins (Town), Shawano Co.	Antigo	77
Evergreen (Town)	Antigo	75
Langlade (Town)	Antigo	63

7

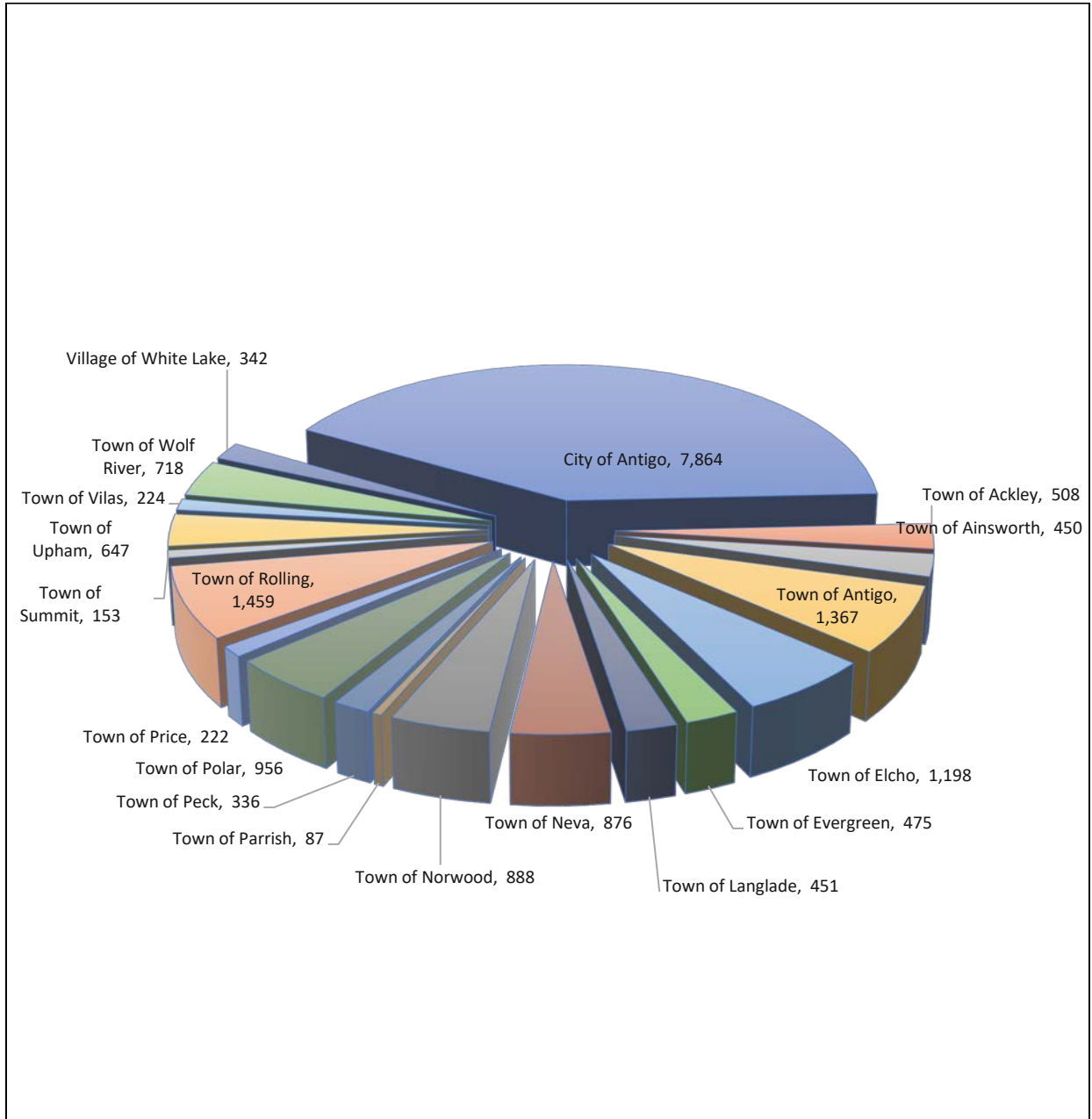
⁶United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

⁷United 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 Langlade County—about 19,500—is distributed through 19 different jurisdictions. The city of Antigo is by far the largest jurisdiction in the county, comprising some 40% of the total county population.

FIGURE 4: POPULATION OF LANGLADE COUNTY MUNICIPALITIES (2016)

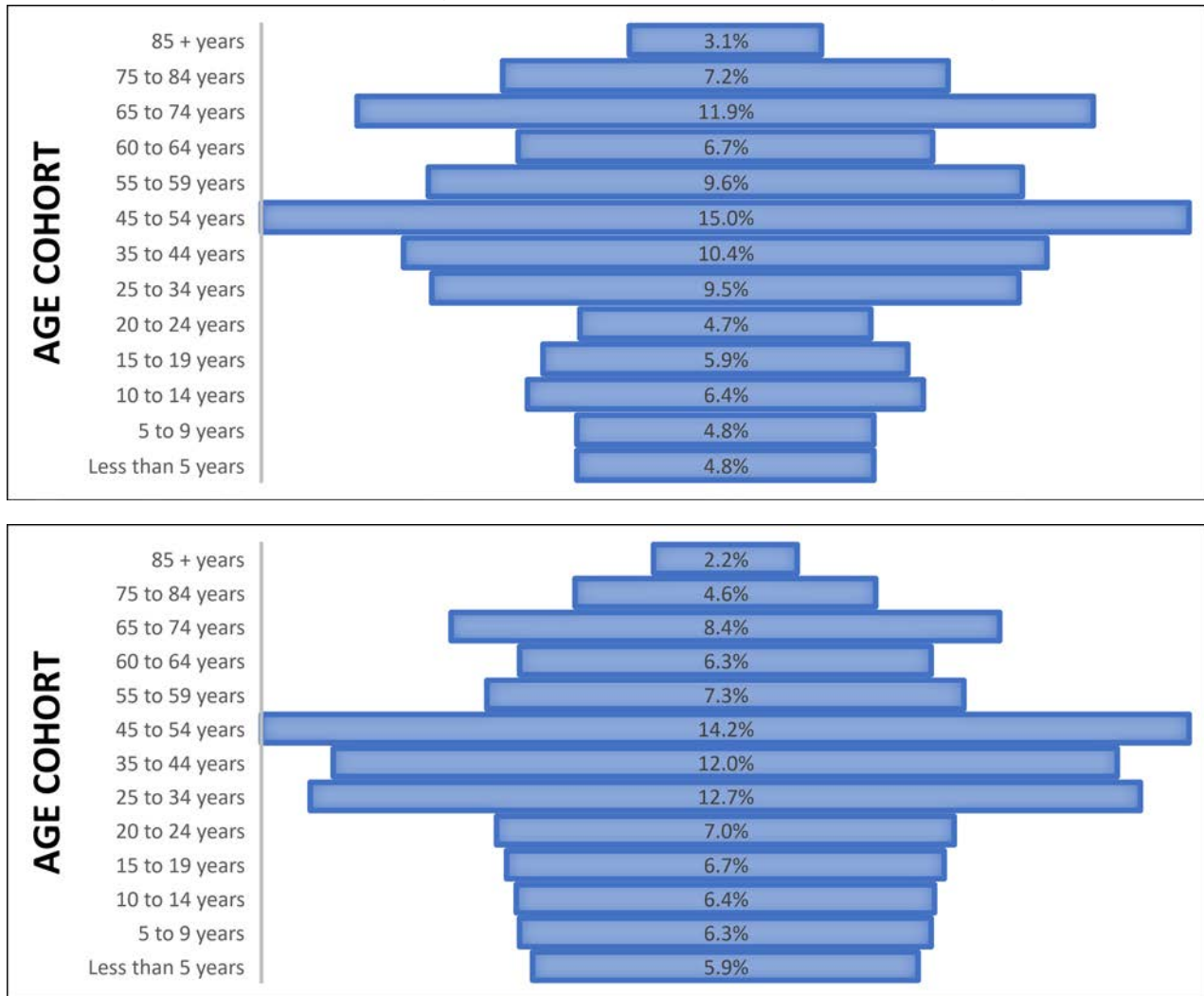


⁸ United States Census Bureau. "Selected Economic Characteristics DP03, Employment Status." 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 4th, 2017.

Population Trends

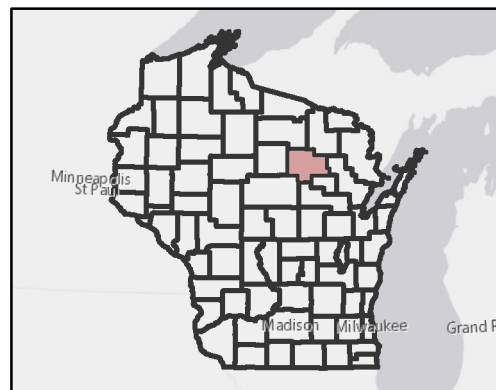
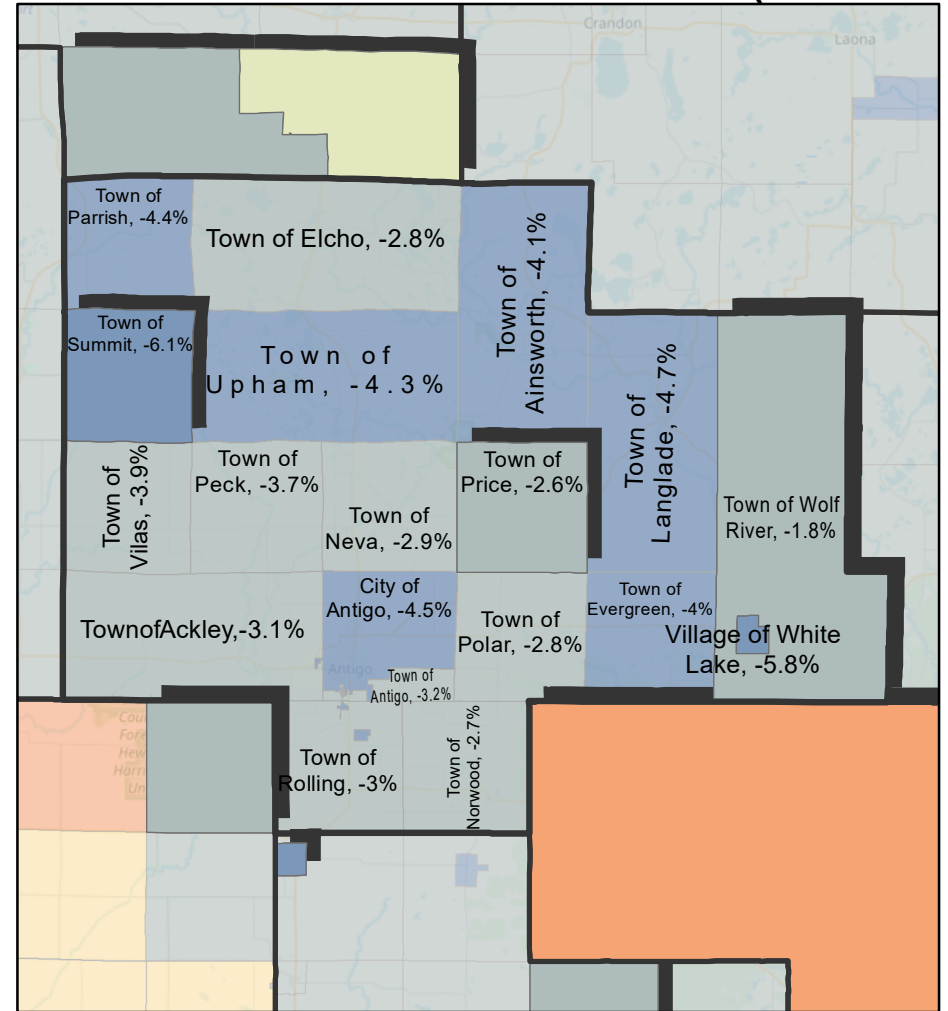
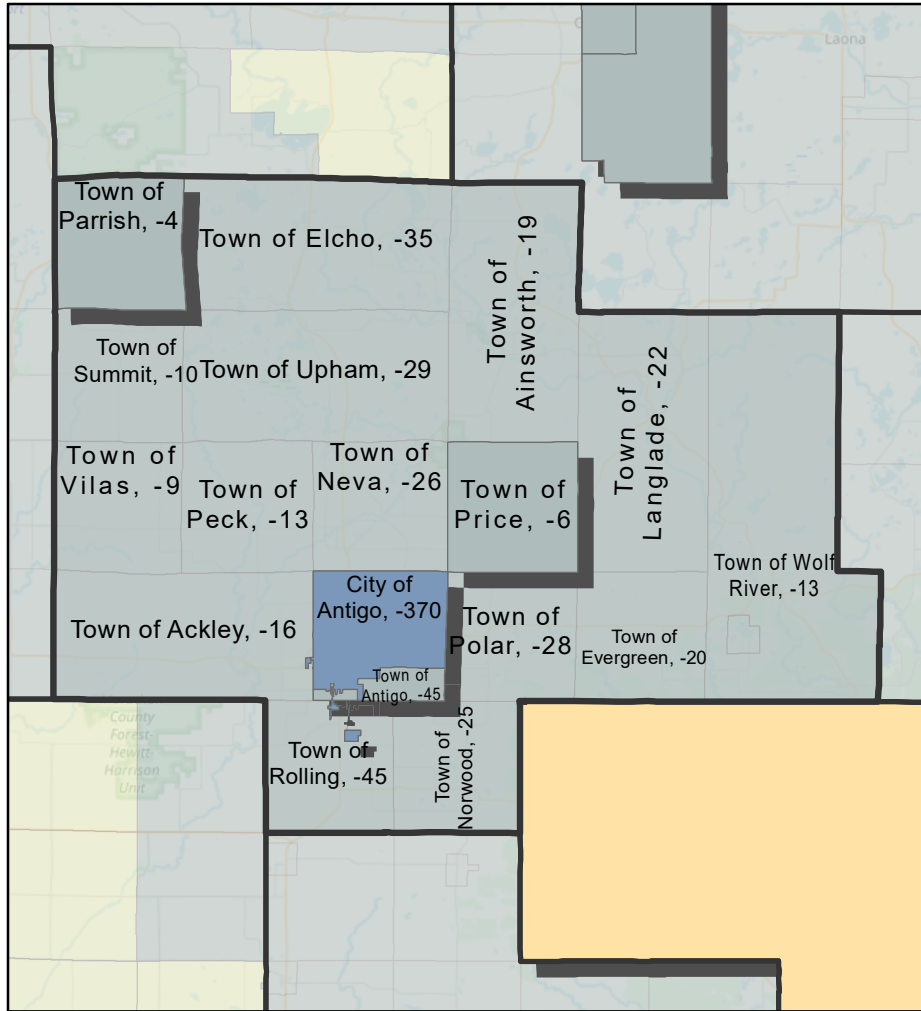
Between 2010 and 2016, the county’s population increased by about 3.9%. The average age of the county is older than that of the state (47.7 vs. 39 years). Langlade County’s population pyramid is significantly top-heavier than the state. (In the images, the measure of absolute population change merely shows the raw population changes between 2010 and 2016, while the measure of “relative population change” weights such absolute changes by the base population figures of 2010).⁹

FIGURE 5 ¹⁰: POPULATION PYRAMIDS (LANGLADE COUNTY ABOVE AND STATE BELOW)

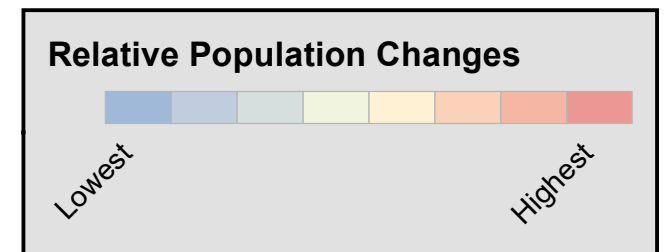
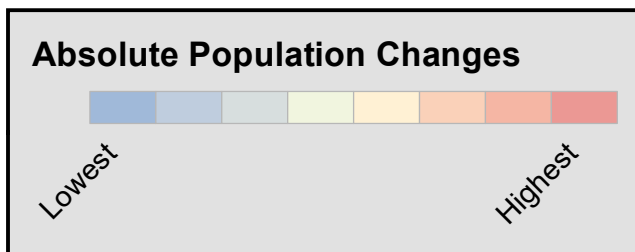


⁹ The highlighted jurisdiction in the image shows the two jurisdictions that are growing fastest and the two jurisdictions growing the slowest.
¹⁰ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 6th, 2017.

ABSOLUTE AND RELATIVE POPULATION CHANGES LANDGLADE 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

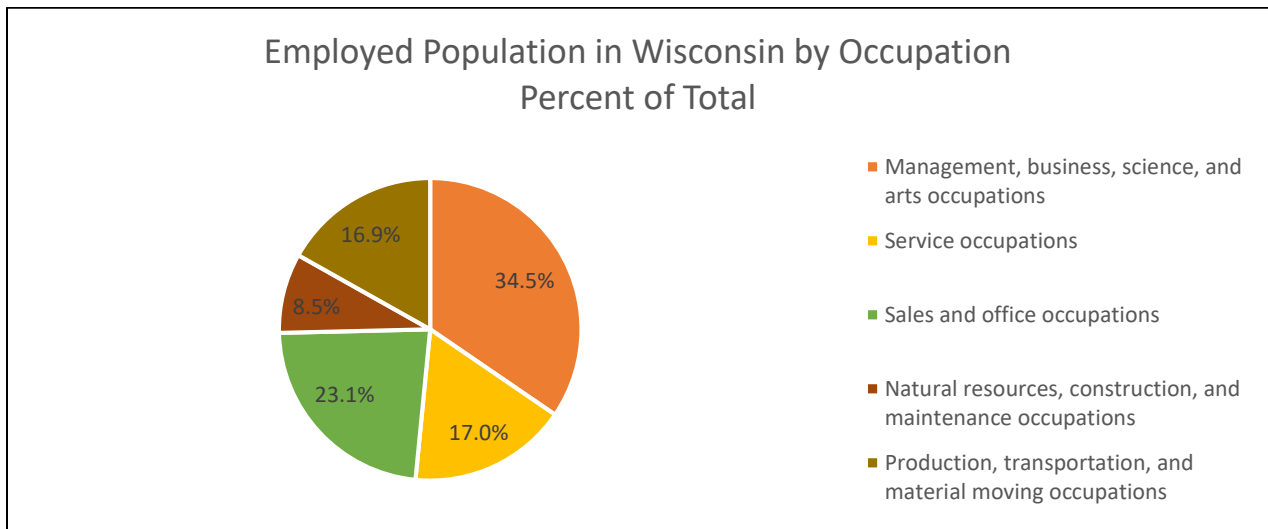
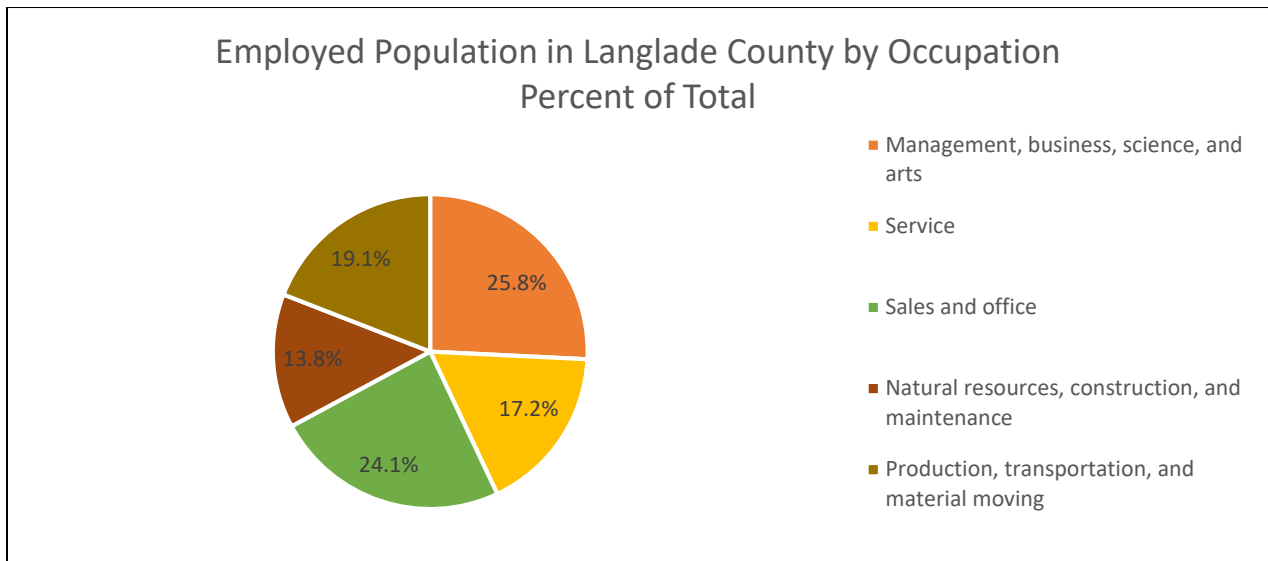


THE ECONOMY

Section Summary

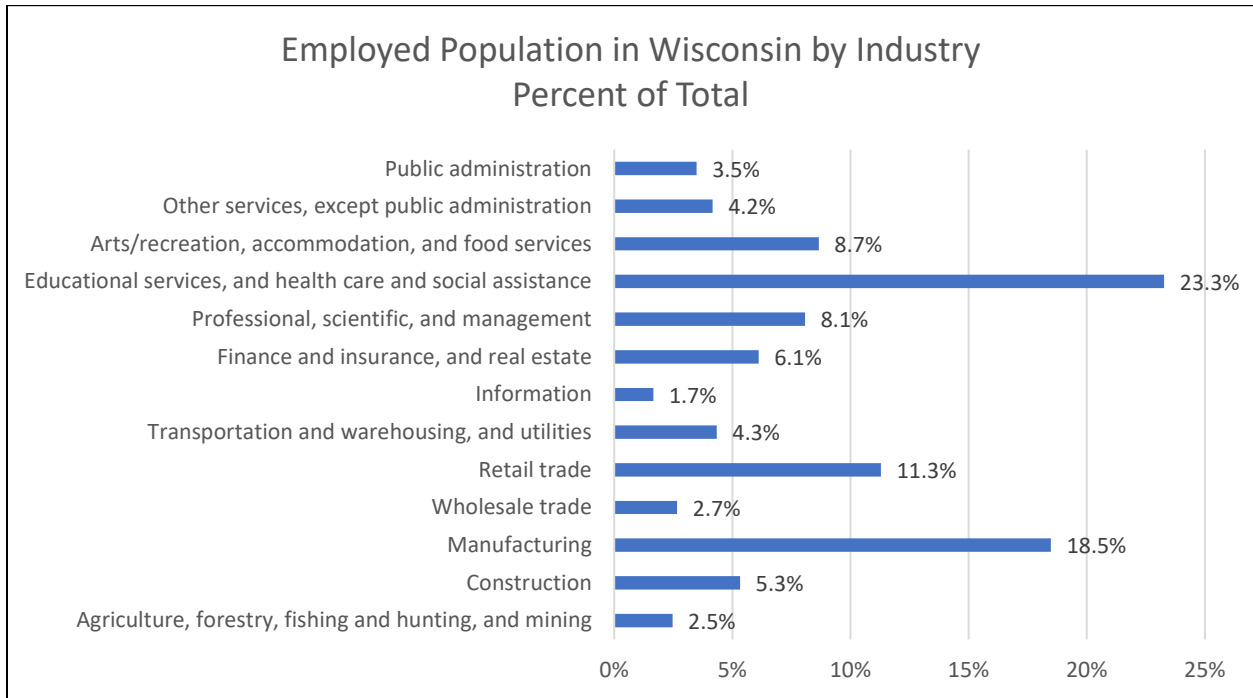
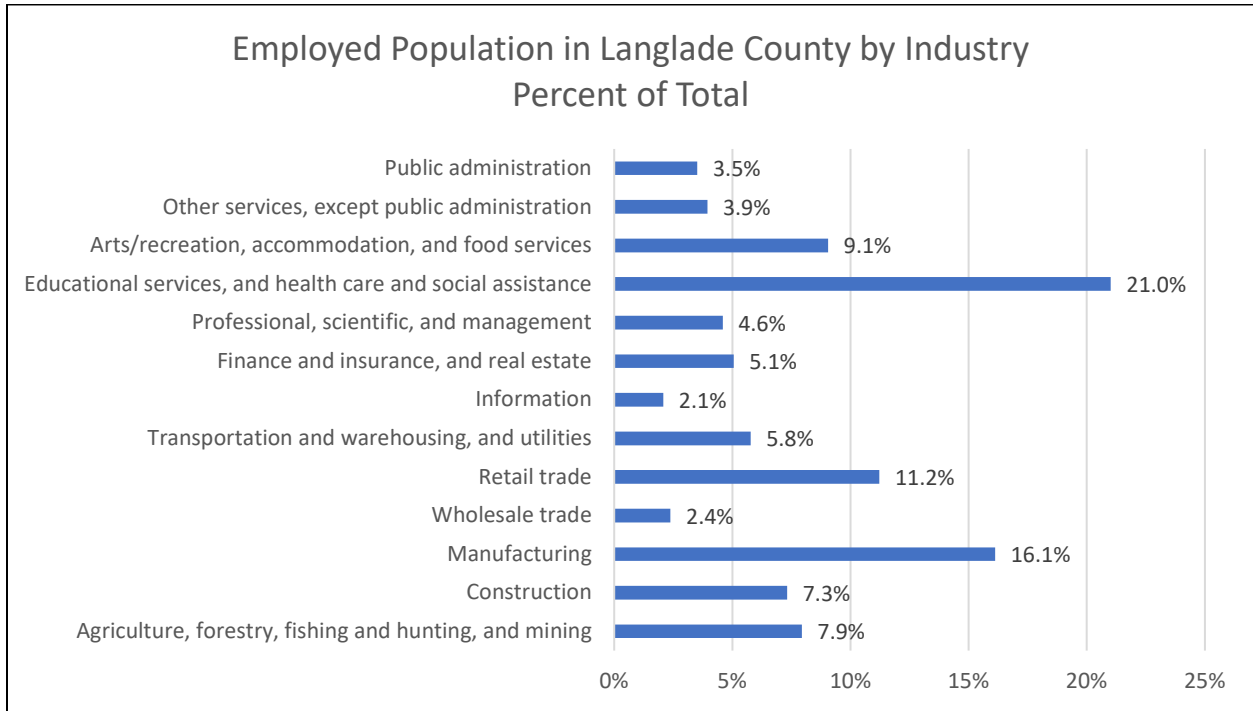
The unemployment rate in Langlade County has been, on average, 1.8% higher than that of the state over the last decade. Generally, the county has a comparatively low number of jobs in management, business, science, or the arts, and it has a comparatively high number of jobs in natural resources, construction, or maintenance. The proportion of the population that works in the professional, scientific, or management industries is fairly small. The county has a large agriculture, forestry, fishing and hunting, or mining industry.

FIGURE 7: EMPLOYMENT BY OCCUPATION 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.

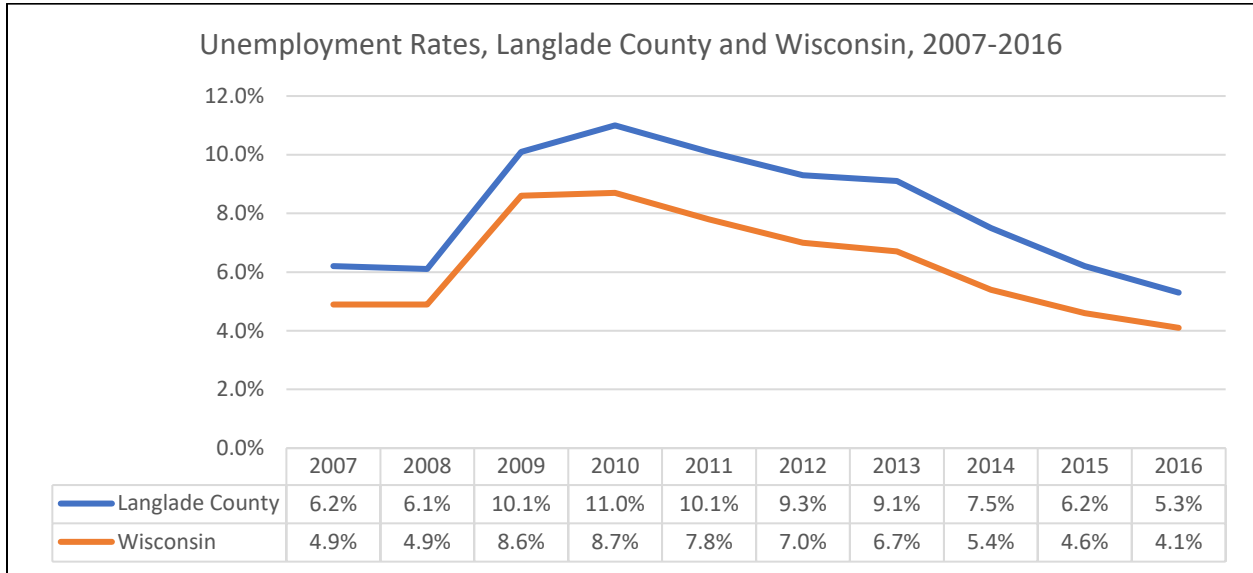
FIGURE 8: EMPLOYED POPULATION BY INDUSTRY



12

¹² 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



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¹³ United States Department of Labor, Bureau of Labor Statistics. Local Area Unemployment Statistics. "Labor Force Data by County," annual averages. <https://www.bls.gov/lau/#tables> Accessed Sept. 29, 2017.

ALCOHOL RISK FACTORS

Section Summary

Sixty-seven percent of licensees have liquor for sale for consumption on site. Thirty-six percent of the licenses are in Antigo, 2% are in White Lake, and 62% are in towns.

FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, LANGLADE COUNTY

	Antigo	White Lake	Towns	Total (By Liq. License)
AB or AC	13			13
AL or ALB	6	1	13	20
BB or CW	2		2	4
BL or BLB	20	1	54	75
Others				0
Total (By Municipality)	41	2	69	112

14

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)

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¹⁴ Wisconsin Department of Revenue. Oct. 4, 2017. "WI Liquor Licenses 2017-18."

¹⁵ 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 LANGLADE COUNTY BY JURISDICTION

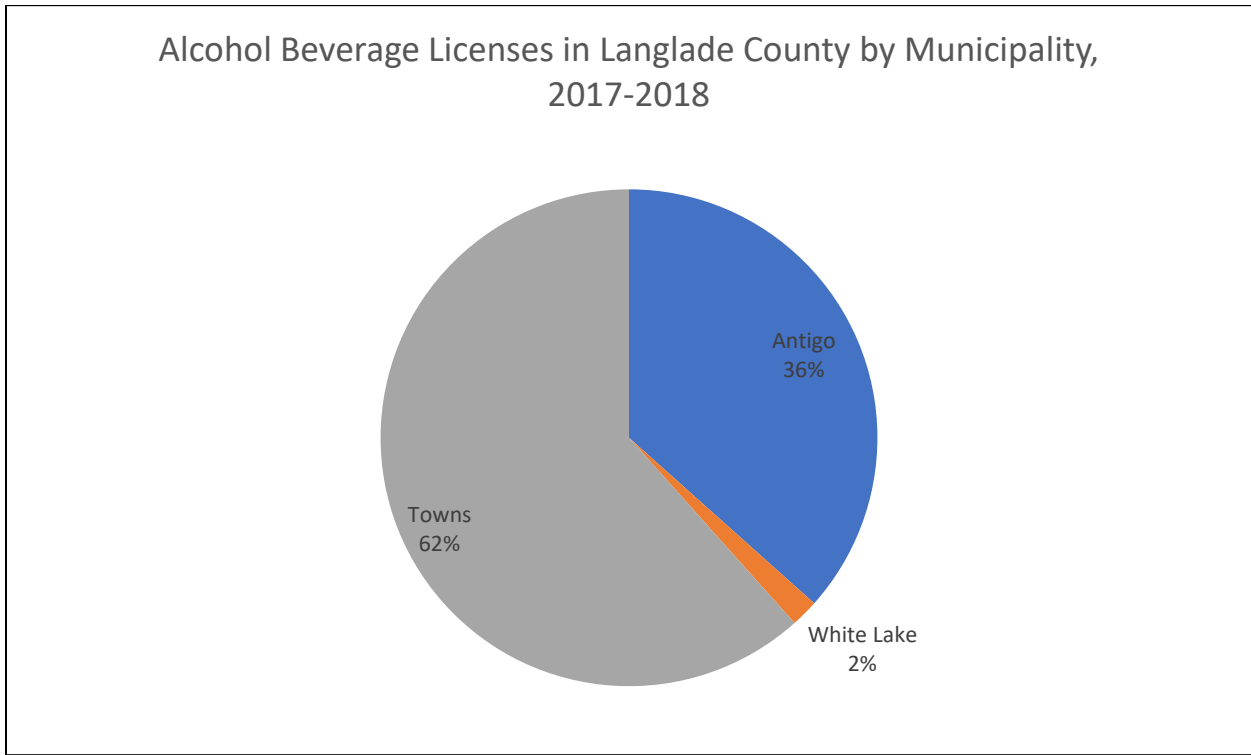
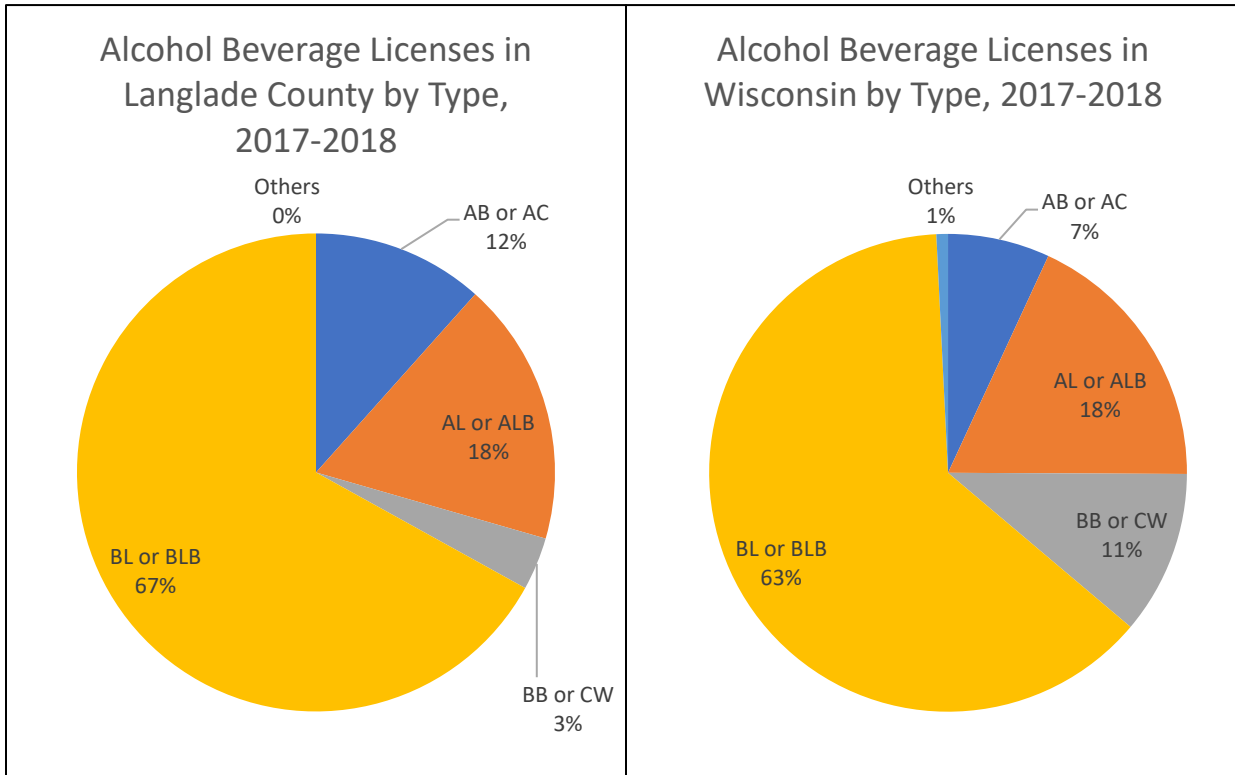


FIGURE 11: ALCOHOL BEVERAGE LICENSES BY TYPE



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, Langlade County reported a lower injury-to-death ratio than the state generally (33.0 vs. 73.1).

Emergency Services

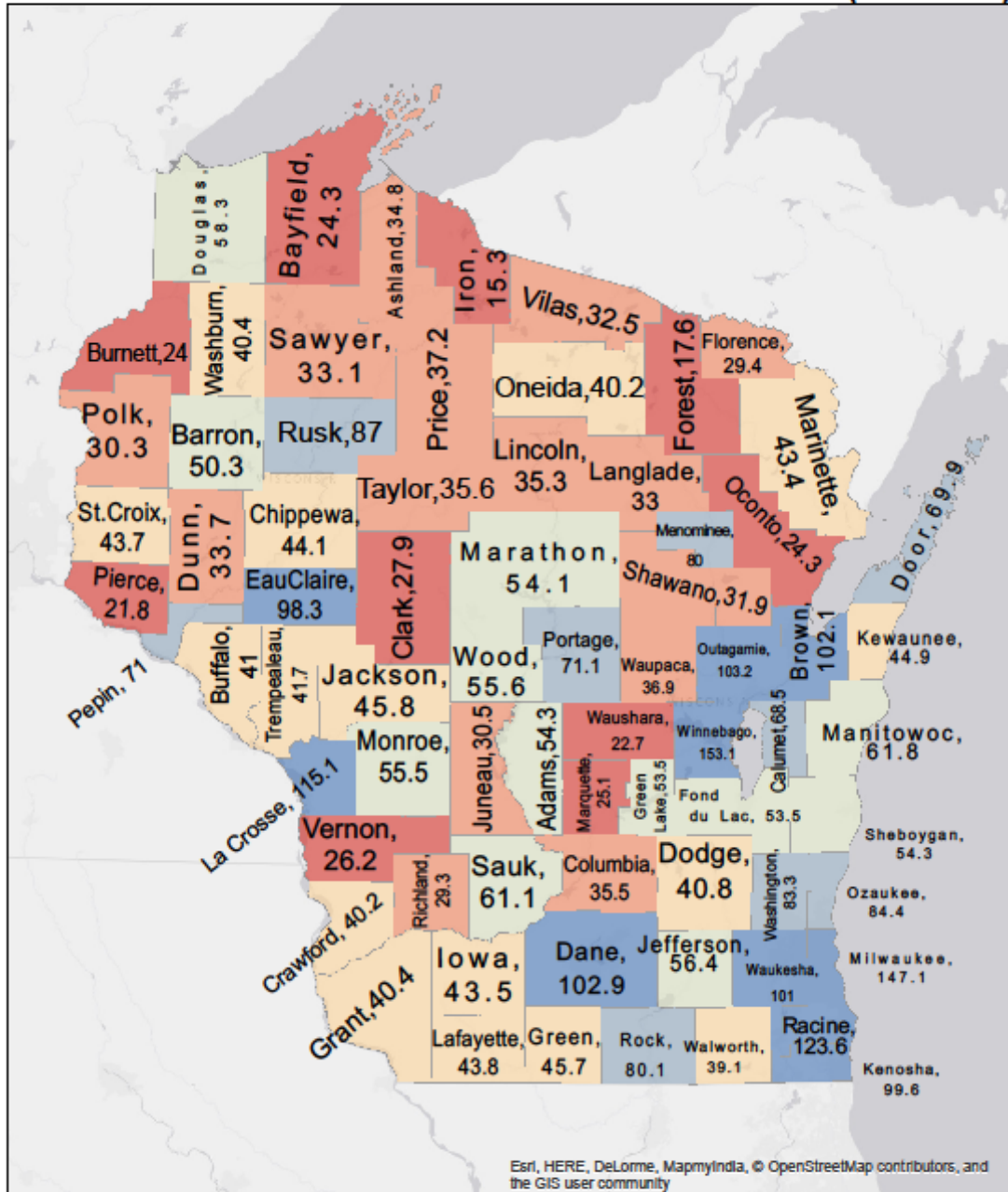
As can be seen, Langlade County contains a single trauma center (level IV) within its boundaries.¹⁶ The closest level II and III trauma centers are located to the southwest, in neighboring Marathon County (residents of the northern portion of Langlade County can also access a level III trauma center in neighboring Oneida County). The closest level I trauma center is in Madison, 160 miles to the south.

Langlade County maintains 8 different emergency providers (listed below). These companies employ 99 emergency personnel. Consequently, the county is the site of 5.9 emergency response personnel per 1,000 residents. This is higher than the state figure of 4.02 emergency response personnel per 1,000 residents.

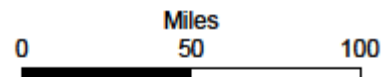
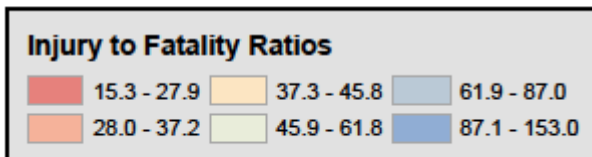
¹⁶ The trauma capacities of hospitals are rated on a I-IV scale, with some remaining unrated; Level I hospitals have the greatest capacity. In the image, brighter colors show hot spots, where crash numbers are (locally) concentrated.

FIGURE 12:

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



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



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

FIGURE 13:

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

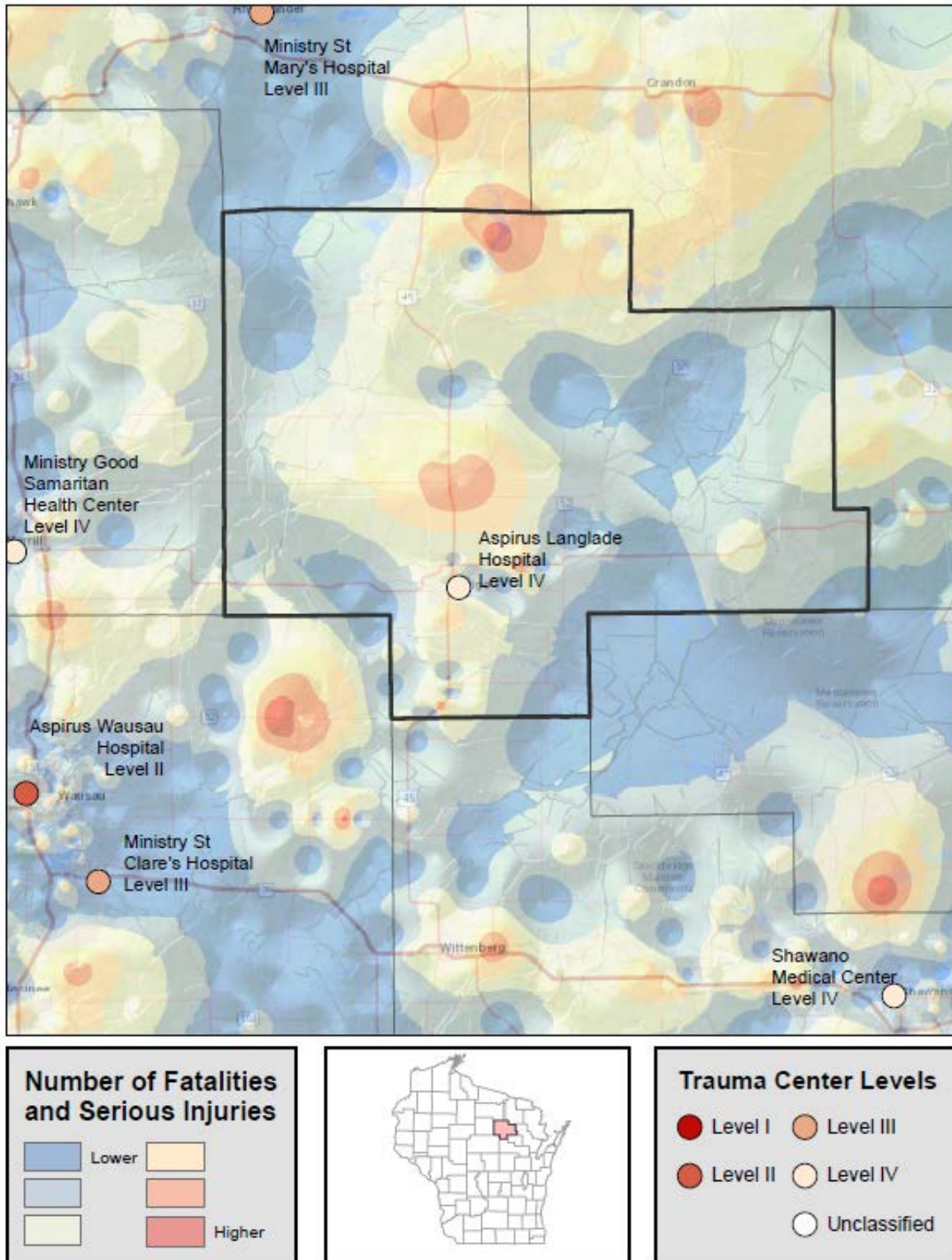
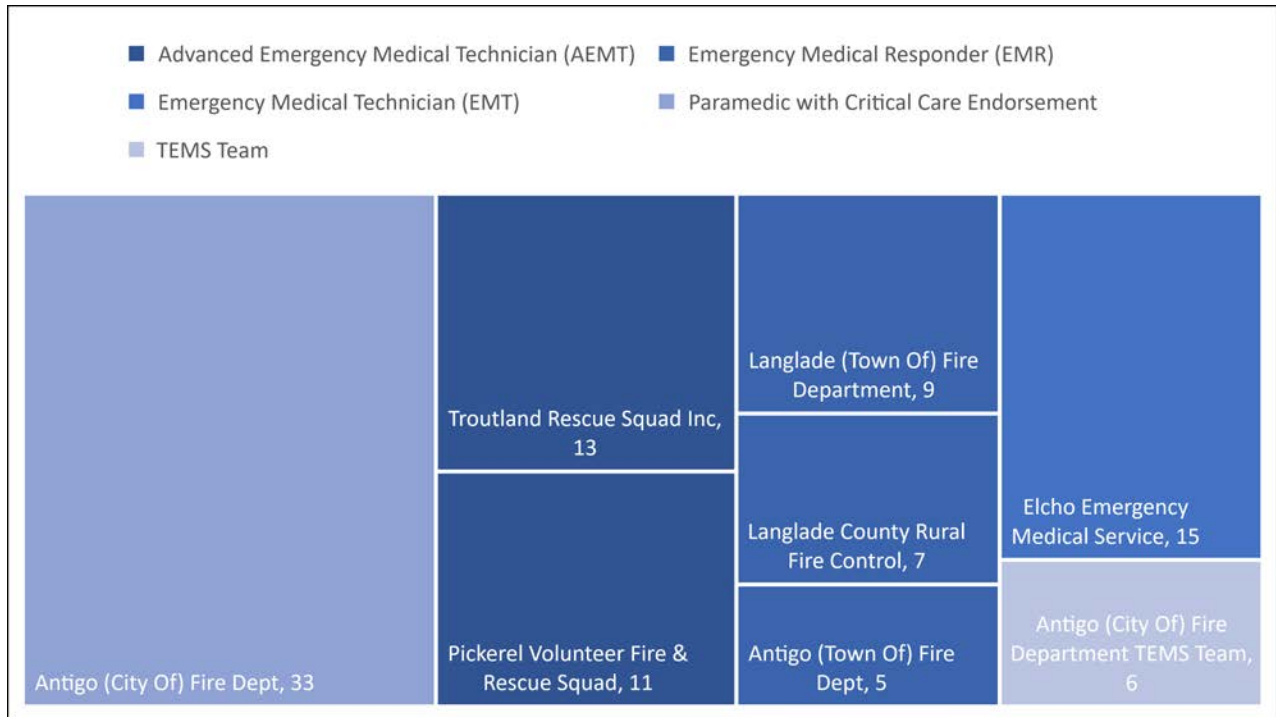


FIGURE 14: NUMBER OF EMT PERSONNEL/JURISDICTION ¹⁷

Primary Address County Name	Service License Level	Service Name	Number of Personnel
Langlade	Advanced Emergency Medical Technician (AEMT)	Troutland Rescue Squad Inc	13
Langlade	Advanced Emergency Medical Technician (AEMT)	Pickerel Volunteer Fire & Rescue Squad	11
Langlade	Emergency Medical Responder (EMR)	Langlade (Town Of) Fire Department	9
Langlade	Emergency Medical Responder (EMR)	Langlade County Rural Fire Control	7
Langlade	Emergency Medical Responder (EMR)	Antigo (Town Of) Fire Dept	5
Langlade	Emergency Medical Technician (EMT)	Elcho Emergency Medical Service	15
Langlade	Paramedic with Critical Care Endorsement	Antigo (City Of) Fire Dept	33
Langlade	TEMS Team	Antigo (City Of) Fire Department TEMS Team	6

FIGURE 14.2: NUMBER AND LEVEL OF EMERGENCY RESPONDERS PER JURISDICTION



¹⁷ Department of Health Services, 2017, Received through Happel, C.

THE CRASHES

Section Summary

For 2012-2016 Langlade County averaged 390 crashes with 4 persons killed and 109 persons injured annually. Langlade County's fatal crashes constituted 0.8% of their total which was twice the amount of the state (0.4%). Under half, (40.0%), of Langlade County's fatal crashes involved alcohol or drug impairment, 13.3% were speed related, and 20.0% were inattention related. The top three driver PCCs for Langlade County crashes were inattentive driving (23%), failure to control (22%), and speed too fast for conditions (16%). Most of the fatal crashes (53.3%) occurred on US/state trunk highways whereas the majority for non-fatal injury crashes (49.0%) also occurred on US/state trunk highways. Intersection crashes constituted 25.5% of crashes whereas non-intersection constituted 74.5%. The state numbers were 37.8% and 62.8% respectively. Langlade County averaged 111.0 run-off-the-road crashes that constituted 28.4% of their total crashes compared to 25.4% for the state. In terms of actual number, the Langlade County Sheriff's Office reported 55 of the 64 (85.9%) fatal and serious injury crashes from 2012-2016, followed by the Wisconsin State Patrol at five (7.8%). Ninety-seven percent (77 of 79) of the killed and seriously injured persons in Langlade County crashes were Wisconsin residents. Fifty-seven percent (45 of 79) resided in Langlade County. The top three roles of persons killed or seriously injured were drivers (66%), vehicle passengers (24%), and motorcyclists (7%). These percentages are comparable to the state for vehicle passengers but greater for drivers and less for motorcyclists. The 15-24 age bracket contained the greatest number of killed and seriously injured persons for both Langlade County and the state of Wisconsin. Of the killed and seriously injured persons in cars and light trucks in Langlade County, 73.1% were belted and 26.9% were unbelted. Pedestrians made up 0.0% of the persons killed from 2012-2016 in Langlade County, (8.1% for the state), with the greatest pedestrian location being in the crosswalk and greatest action being walking not facing traffic for pedestrians involved in crashes. Bicyclists made up 5.6% of the persons killed from 2012-2016 in Langlade County. Motorcyclists made up 5.6% of the fatalities and 6.6% of the seriously injured compared to 15.3% and 16.5% respectively for the state. This result for motorcyclists meant a five-year average of 0.2 killed and 0.8 seriously injured each year. Of all motorcyclists involved in crashes, 50% were not wearing a helmet.

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 Langlade 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	5	6	2	2	3	5	3	3	2	2	3.0	3.6
Incapacitating Injury	11	14	11	14	9	13	12	14	6	6	9.8	12.2
Non-Incapacitating Injury	37	53	34	47	32	43	34	46	40	56	35.4	49.0
Possible Injury	25	35	28	45	36	53	36	58	35	50	32.0	48.2
No Apparent Injury	290	499	321	523	318	599	296	492	326	579	310.2	538.4
Totals	368	607	396	631	398	713	381	613	409	693	390.4	651.4

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

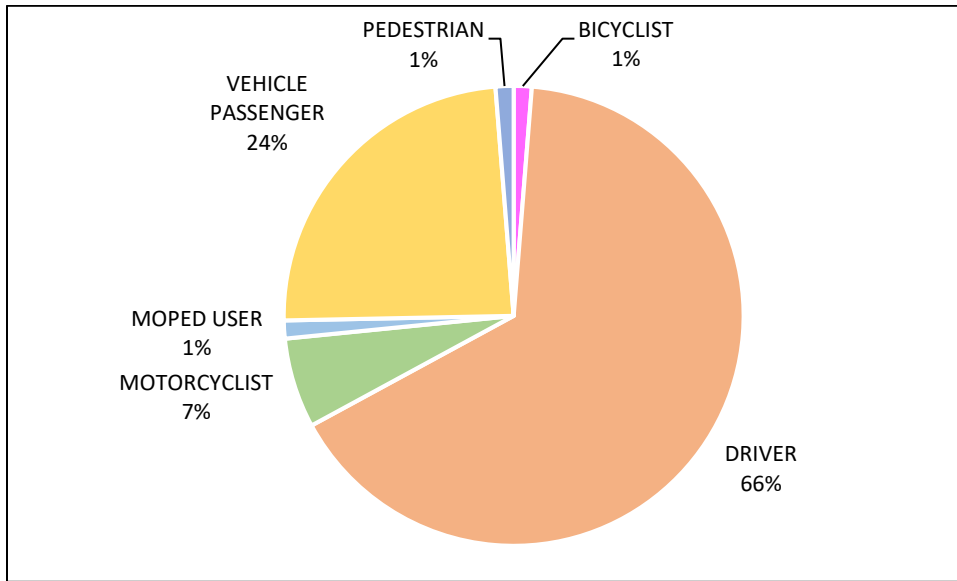


FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016

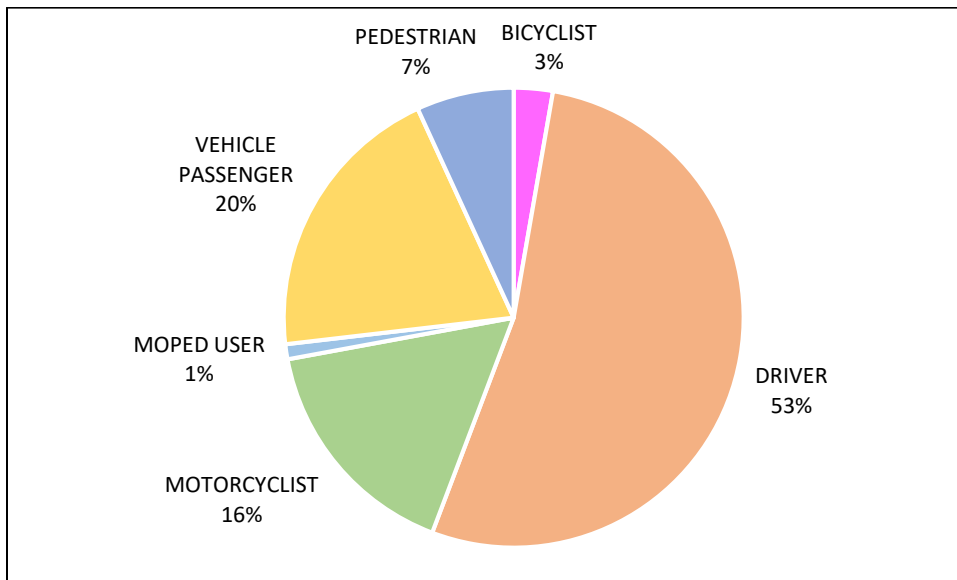


FIGURE 18: FATAL AND INCAPACITATING INJURIES BY AGE IN LANGLADE COUNTY, 2012-2016

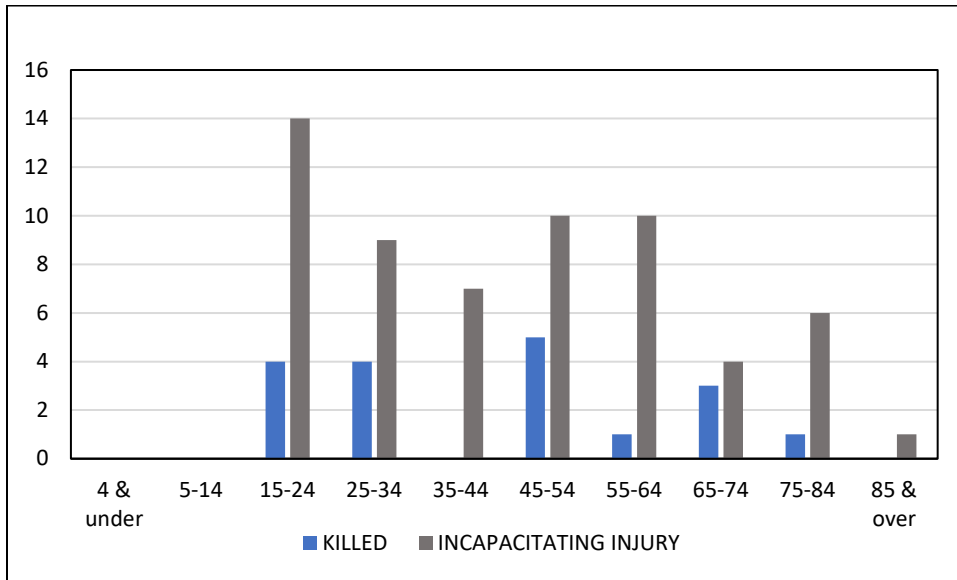


FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016

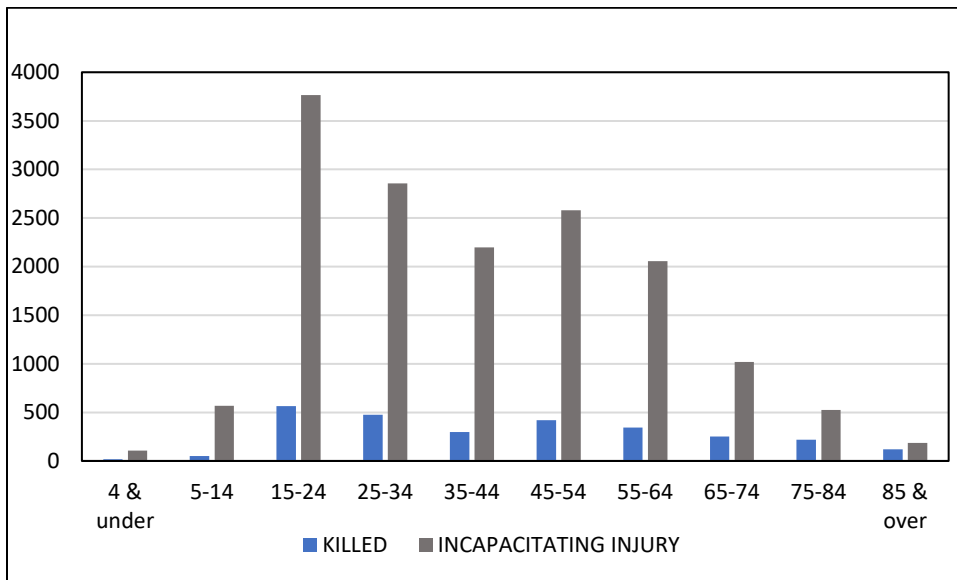
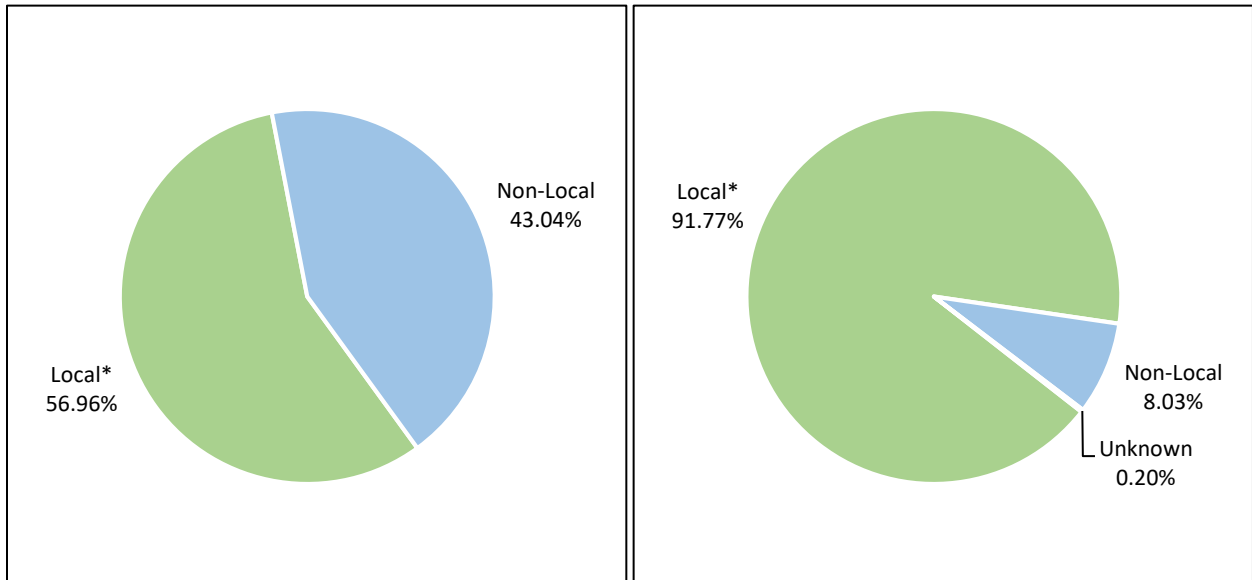


FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (LANGLADE COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016



*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 (LANGLADE COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016

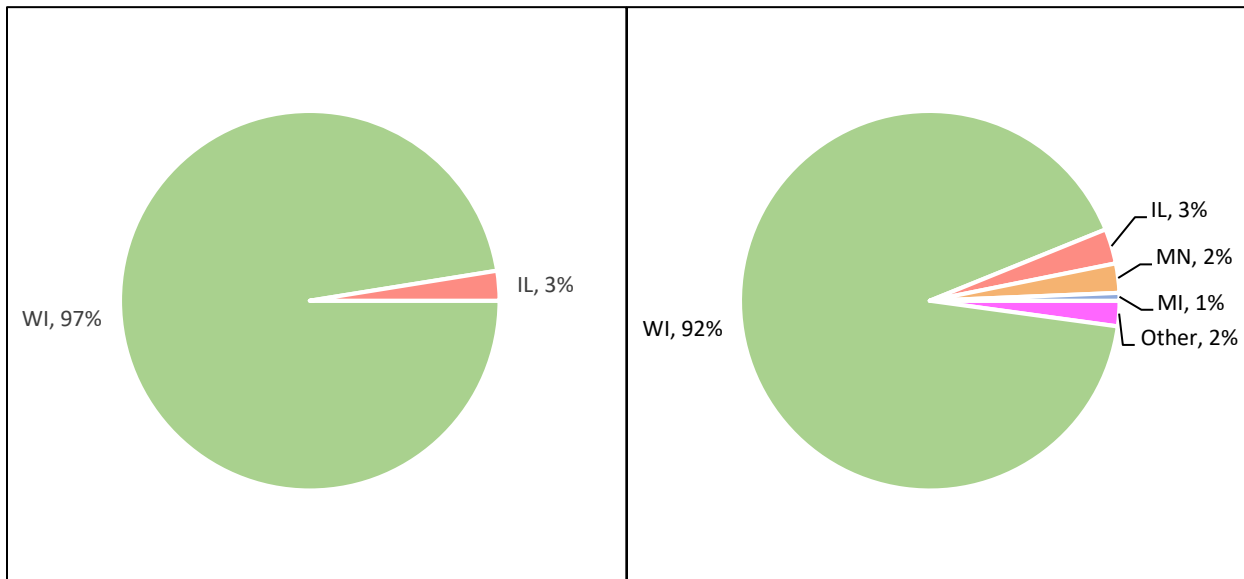


FIGURE 22: LOCATION OF CRASHES BY ROAD TYPE IN LANGLADE COUNTY, 2012-2016

	Total Fatal Crashes	Total Non-Fatal Injury Crashes
US/State Highways	53.3%	49.0%
County Highways	33.3%	23.1%
Local Roads	13.3%	28.0%

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

LEA	TOTAL
ANTIGO POLICE DEPARTMENT	4
LANGLADE COUNTY SHERIFF	55
WISCONSIN STATE PATROL	5
TOTAL	64

ISSUE AREA: IMPROVE SAFETY CULTURE, SAFETY DATA, AND DATA TECHNOLOGY

Because this information is difficult to quantify and visualize, we recommend that readers view the most recent edition of the Wisconsin Strategic Highway Safety Plan at the following location: <http://wisconsin.gov/Documents/safety/education/frms-pubs/strategichwy-17-20.pdf>

ISSUE AREA: REDUCE DRIVER DISTRACTION/IMPROVE DRIVER ALERTNESS

FIGURE 24: INATTENTION-RELATED STATISTICS, 2012-2016

Average Inattention-Related Fatal Crashes	Average Inattention-Related Non-Fatal Injury Crashes
0.6	22.0

	Inattention-Related Fatal Crashes	Inattention-Related Non-Fatal Injury Crashes
US/State Highways	33.3%	52.7%
County Highways	33.3%	24.5%
Local Roads	33.3%	22.7%

Langlade County	% of inattention-related fatal crashes to all fatal crashes	20.0%
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%	42.1%
County Highways	33.3%	31.6%
Local Roads	16.7%	26.3%

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

Average Total Fatal Crashes	Average Alcohol or Drug-Related Fatal Crashes	Average Alcohol or Drug-Related Non-Fatal Injury Crashes
3.0	1.2	7.6

Langlade County	% of alcohol or drug-related fatal crashes to all fatal crashes	40.0%
Wisconsin	% of alcohol or drug-related fatal crashes to all fatal crashes	45.0%

ISSUE AREA: REDUCE THE INCIDENCE AND SEVERITY OF MOTORCYCLE CRASHES

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	5.6%	6.6%	0.2	0.8
State	15.3%	16.5%	84.8	525.6

LANGLADE 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	0	0.2	0	0	0.2
INCAPACITATING	0.2	0.4	0.2	0	0.8
NONINCAPACITATING	2.4	1.4	1.2	0.4	5.4
POSSIBLE	0.8	0.2	0.2	0.2	1.4
KILLED	0	0.2	0	0	0.2
TOTAL	3.4	2.4	1.6	0.6	8

ISSUE AREA: IMPROVE NON-MOTORIST SAFETY

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	0.0%	1.6%	0.0	0.2
State	8.1%	6.6%	44.8	211.2

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

PEDESTRIAN ACTION	PEDESTRIAN LOCATION				TOTAL
	BLANK	IN CROSSWALK	IN ROADWAY	NOT IN ROADWAY	
BLANK	1	4	2	1	8
WALKING NOT FACING TRAFFIC	1	0	1	0	2
DARTING INTO ROAD	0	0	1	0	1
WALKING FACING TRAFFIC	0	1	0	0	1
TOTAL	2	5	4	1	12

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

	% Killed	% Seriously Injured	5-Yr Ave Killed	5-Yr Ave Seriously Injured
County	5.6%	0.0%	0.2	0.0
State	1.8%	2.9%	10.2	92.4

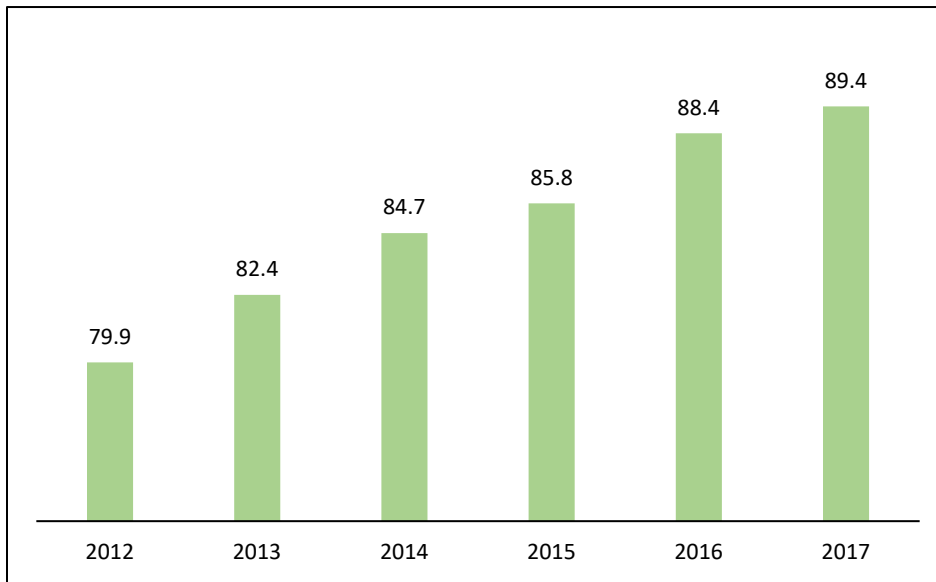
ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS

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

	County	State
% Intersection	25.5%	37.8%
% Non-Intersection	74.5%	62.8%

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	73.1%	26.9%

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

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

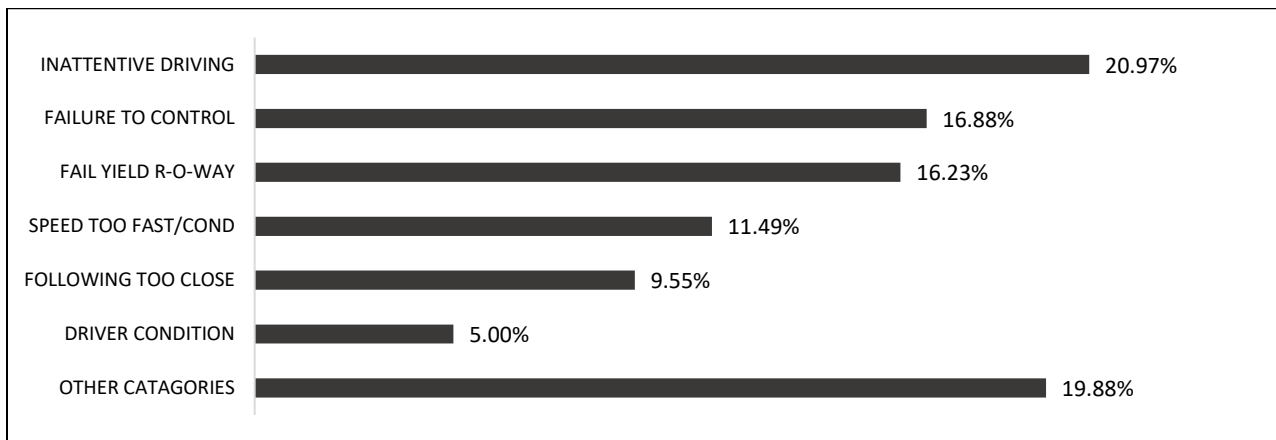
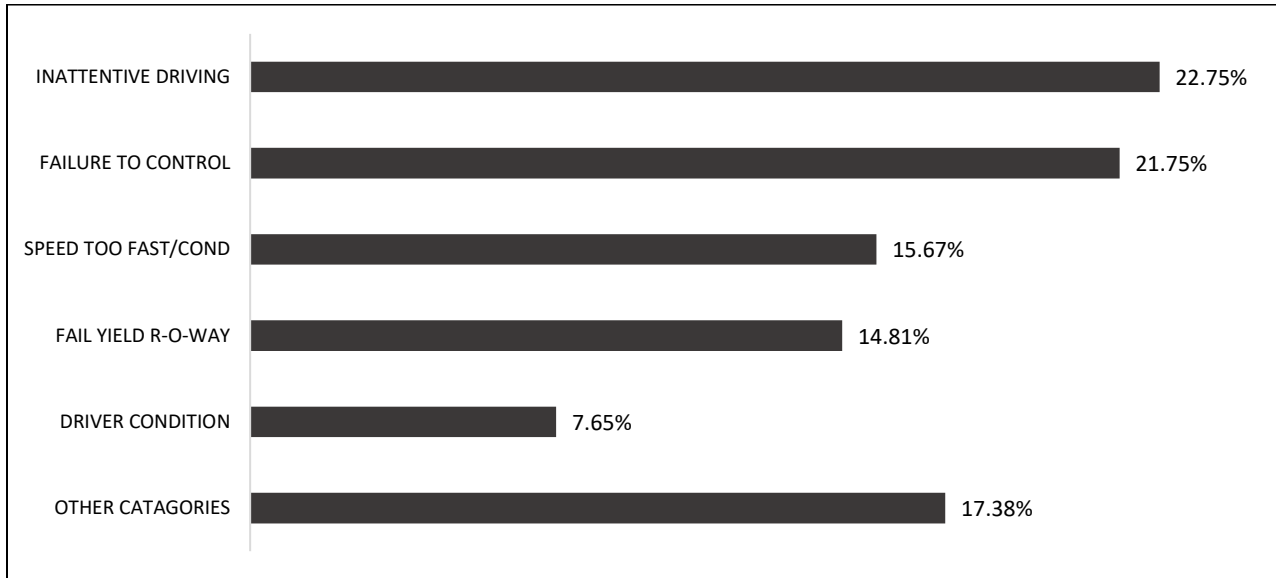


FIGURE 33: SPEEDING STATISTICS IN LANGLADE COUNTY, 2012-2016

Average Speed-Related Fatal Crashes	Average Speed-Related Non-Fatal Injury Crashes
0.4	17.0

	Total Fatal Crashes	Total Non-Fatal Injury Crashes	Speed-Related Fatal Crashes	Speed-Related Non-Fatal Injury Crashes
US/State Highways	53.3%	49.0%	50.0%	45.9%
County Highways	33.3%	23.1%	50.0%	29.4%
Local Roads	13.3%	28.0%	0.0%	24.7%

Langlade County	% of speed-related fatal crashes to all fatal crashes	13.3%
Wisconsin	% of speed-related fatal crashes to all fatal crashes	28.9%

ISSUE AREA: REDUCE LANE DEPARTURE CRASHES

FIGURE 34: LANGLADE 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	111.0	28.4%
State	30,395.6	25.4%

THE IMPACT

The number of persons involved in crashes is low, comparatively. Quality of life costs, lost years of life due to traffic crashes, and medical costs are all very high.

2011-2015 ANNUAL AVERAGES

	Langlade County	Wisconsin
Average Annual Population	19,765	5,716,883
Persons in Crashes (per 1,000 residents)	27.2	46.0
Crash-Related Emergency Room Visits (per 100,000 residents)	404.8	407.3
Crash-Related Hospitalizations (per 100,000 residents)	64.8	49.3
Quality of Life Costs (per 100,000 residents)	\$69,856,016	\$36,819,900
Lost Years of Life (per 1,000 residents)	7.19	3.04
Medical Costs (per 100,000 residents)	\$18,144,927	\$10,482,526

18,19

¹⁸University 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.

¹⁹University 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
Langlade County Law Enforcement Agencies	no participation		

2017 Task Forces

	Grant Amount
Langlade County OWI Task Force	\$59,991.36

2017 Task Force Participation

	Impaired Driving	Occupant Protection	Speed
Langlade County Sheriff's Office			
Antigo Police Dept.	Langlade County OWI Task Force		

The Wisconsin State Patrol participated on the Langlade County OWI Task Force with Antigo Police Department.

2018 Task Force Eligibility

	Impaired Driving	Occupant Protection	Speed
Langlade County Law Enforcement Agencies	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
Langlade County Sheriff's Office						
Antigo Police Dept.	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.