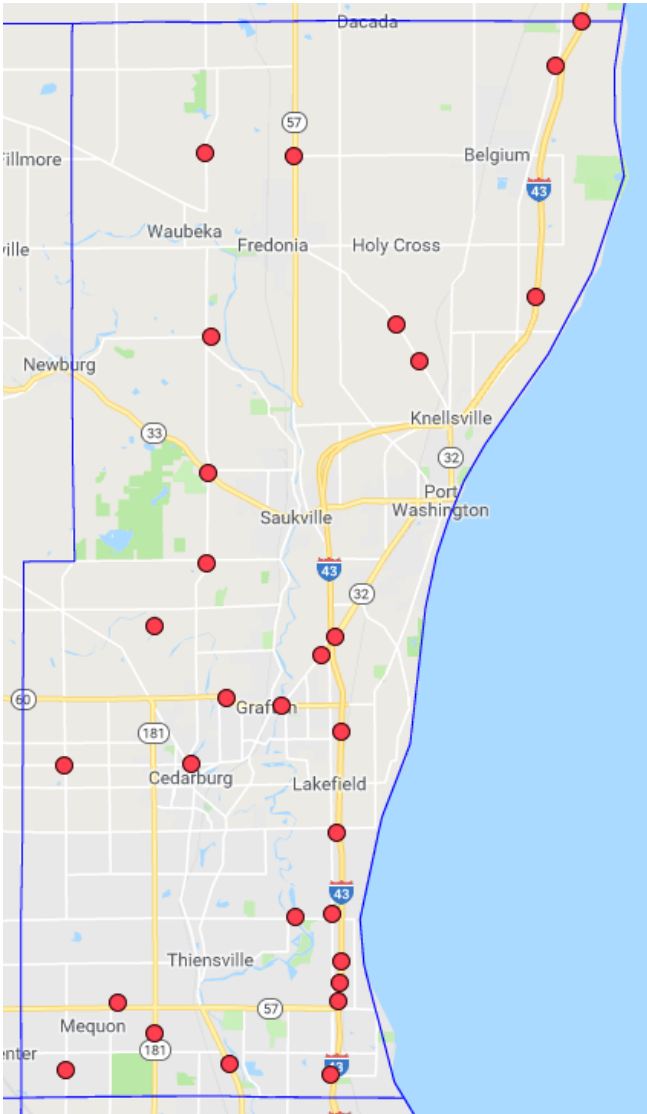


ANATOMY OF OZAUKEE COUNTY: A TRAFFIC SAFETY SUMMARY



DID YOU KNOW...

One individual is killed or injured in a crash in Ozaukee County every 19.5 hours?

THE PLACE

Section Summary

The principal routes in the county are I-43, STH 57 north of I-43, and STH 33 west of I-43. Ozaukee County is among the bottom ten counties in the state for miles of roads, miles of roads per capita and per VMT, miles of state highways, miles of state highways per capita and per VMT, miles of county highways, miles of county highways per capita, miles of local roads per capita, and registered vehicles per capita. It is among the top ten counties in the state for the percentage of its land area that is urban.

Urbanization

Ozaukee County is a part of the Milwaukee-Waukesha-West Allis metropolitan area, and it is adjacent to the Sheboygan metropolitan area. 75.11% of the population of the county lives in urban areas, and 18.25% of the land area of the county is urban.¹ The eastern boundary of the county is the eastern boundary of the state, which is in the center of Lake Michigan.

Road Network

Interstate 43 is a north-south freeway bypassing Belgium, Port Washington, Saukville, Grafton, and traveling through Mequon. I-43 carries traffic to and from Green Bay and points north via Cedar Grove, Oostburg, Sheboygan, and Manitowoc, and it carries traffic to and from Milwaukee and points south and southwest via Bayside, River Hills, and Glendale. State Trunk Highway (STH) 32 is concurrent with I-43 from the Milwaukee County border north to Exit 93, where it heads northeast into Port Washington and later rejoins I-43 at Exit 100 and exits the county to the north. STH 57 enters the county from the south along Cedarburg Rd in Mequon carrying local traffic to and from Brown Deer and Glendale, heads east on W Mequon Rd, and then it joins I-43 at Exit 85 to bypass Grafton and Saukville. At Exit 97 on I-43 where I-43 curves to the east, STH 57 heads north, traveling through Fredonia, carrying traffic to and from Chilton, New Holstein, Kiel, and Plymouth via Adell and Random Lake. STH 57 is a divided highway north of I-43.

STH 33 is a primary arterial that begins at STH 32 in Port Washington and heads west, traveling through Saukville and Newburg, on its way to West Bend and Beaver Dam. STH 33 with I-41 in Washington County, which carries traffic to and from Fond Du Lac and Oshkosh. STH 60 begins at I-43 at Exit 92 and heads west through Grafton and north of Cedarburg on its way to Jackson, Hartford, and Columbus. STH 60 connects Grafton and Cedarburg I-41 in Washington County, which carries traffic to and from Fond du Lac and Oshkosh. STH 167 begins at Exit 85 on I-43 in Mequon and heads west through Mequon on W Mequon Rd, carrying traffic to and from Germantown. STH 181 begins at STH 60 just outside of Cedarburg to its northwest and heads south through Cedarburg and Mequon primarily on Wauwatosa Rd. STH 181 carries local traffic to and from northwest sections of Milwaukee. Thiensville is not on the state trunk highway network, and no county trunk highways travel to Thiensville. Thiensville is surrounded by Mequon along the Milwaukee River north of the western junction of STH 57 and STH 167 along Cedarburg Rd, which is signed as Main St in Thiensville. A small portion of Bayside is in Ozaukee County and the only roads that access it come from Milwaukee County.

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>

Miles of Roadway

There are 942 miles of roads in Ozaukee County, of which 704 (74.7%) are local roads, 82 (8.7%) are state or federal roads, and 156 (16.6%) are county roads.²

Vehicle Registrations and Vehicle Miles of Travel (VMT)

There were 35,985 autos, 5,537 cycles, 3,632 trailers, and 41,121 trucks registered in Ozaukee County in 2016.³ VMT in 2016 was 1,038,698,750.⁴

² Wisconsin Department of Transportation. "County Maps." Accessed Sept. 29, 2017. <http://wisconsindot.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://wisconsindot.gov/Documents/about-wisdot/newsroom/statistics/factsfig/vehregcounty.pdf>

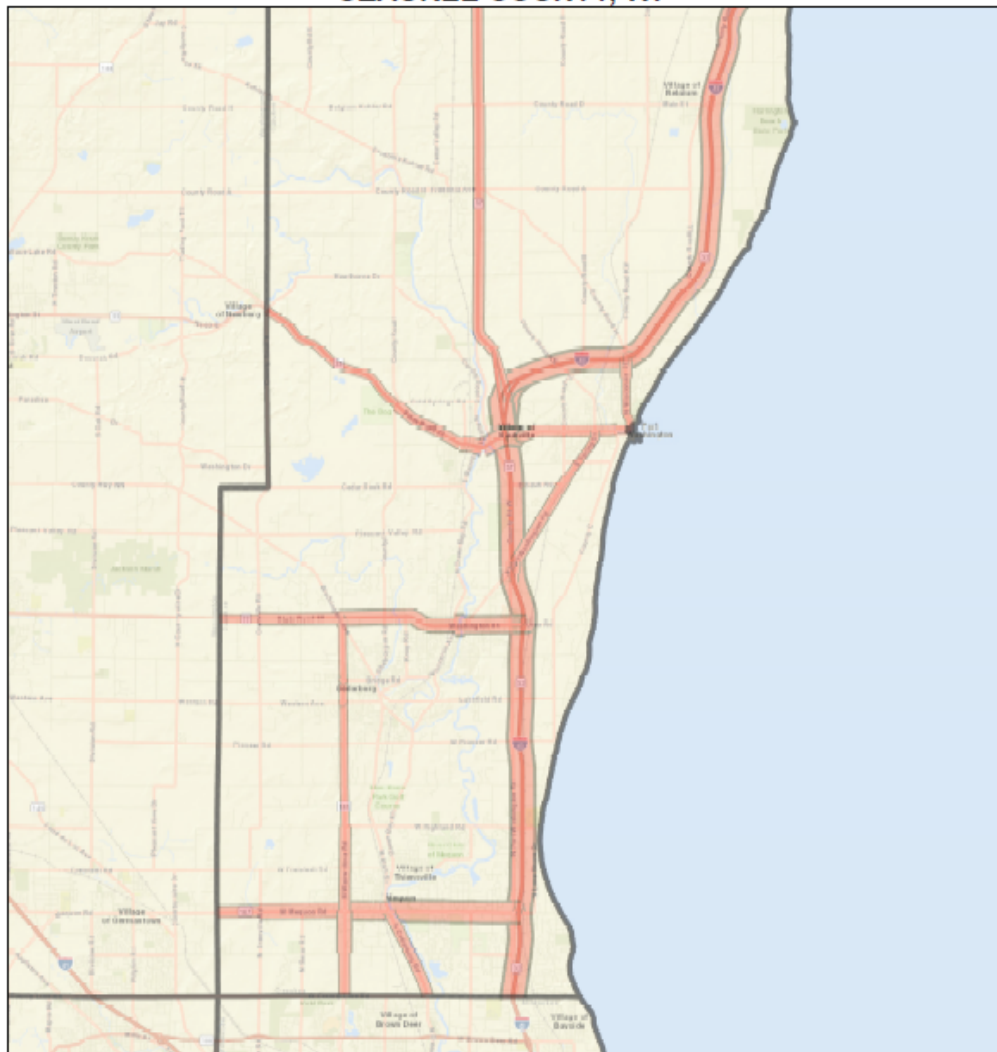
⁴ Wisconsin Department of Transportation. "2016 Vehicles Miles of Travel (VMT) by County." Accessed Nov. 6, 2017. <http://wisconsindot.gov/Documents/projects/data-plan/veh-miles/vmt2016-c.pdf>

Traffic Volume

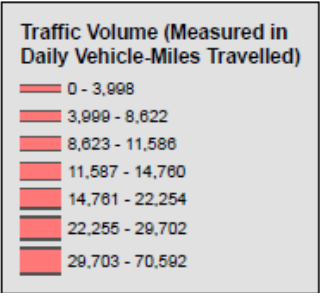
As can be seen, traffic volumes in Ozaukee County are highest along the north-south portion of Interstate 43 between Milwaukee and Port Washington. The maximum daily VMT in county is found on this segment is reported at about 70,000.

FIGURE 1:

**TRAFFIC VOLUME ON THE STATE TRUNK NETWORK
OZAUKEE COUNTY, WI**



Map produced by Evan Moorman
Bureau of Transportation Safety (BOTS)
Data from the Wisconsin DOT wbasemaps
from ESRI (2017)



Commuting Flows

FIGURE 2: COMMUTING FLOWS AMONG COUNTIES

Workers who Reside in Ozaukee County Work in:		People who Work in Ozaukee County Reside in:	
Ozaukee County	21,852	Ozaukee County	21,852
Milwaukee County	14,125	Milwaukee County	6,858
Waukesha County	3,053	Washington County	4,629
Washington County	2,074	Sheboygan County	2,517
Sheboygan County	1,257	Waukesha County	1,666
Cook County, IL	203	Fond du Lac County	198
Manitowoc County	144	Dodge County	169
Dodge County	109	Kenosha County	87
Dane County	104	Racine County	78
Racine County	91	Manitowoc County	72
Fond du Lac County	75		
Brown County	68		
Others	558	Others	466

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

FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 15)

Residence	Place of Work	Number
Mequon	Milwaukee	2,901
Milwaukee	Mequon	2,005
Cedarburg	Milwaukee	1,052
Grafton	Milwaukee	943
Port Washington	Milwaukee	926
Grafton	Mequon	751
Cedarburg	Mequon	663
Cedarburg (Town)	Milwaukee	587
Grafton	Cedarburg	574
Port Washington	Grafton	552
Milwaukee	Grafton	545
Port Washington	Mequon	508
Grafton (Town)	Milwaukee	496
Mequon	Glendale	464
Milwaukee	Port Washington	455

6

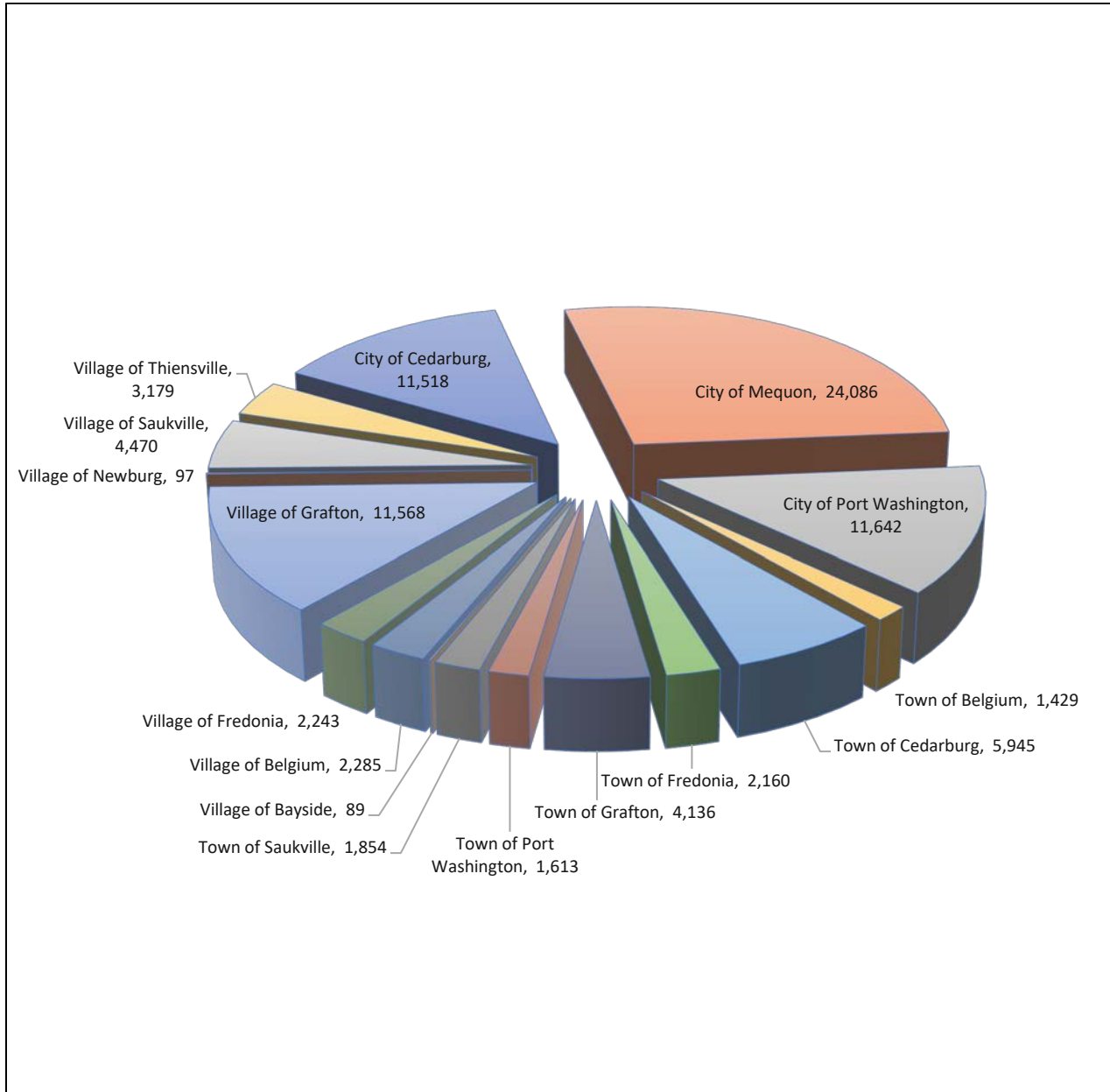
⁵United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

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 Ozaukee County—about 88,000 individuals—is distributed through 16 jurisdictions, with the largest jurisdictions being the city of Mequon, the city of Port Washington, and the village of Grafton in that order.

FIGURE 4: POPULATION OF OZAUKEE COUNTY MUNICIPALITIES (2016)



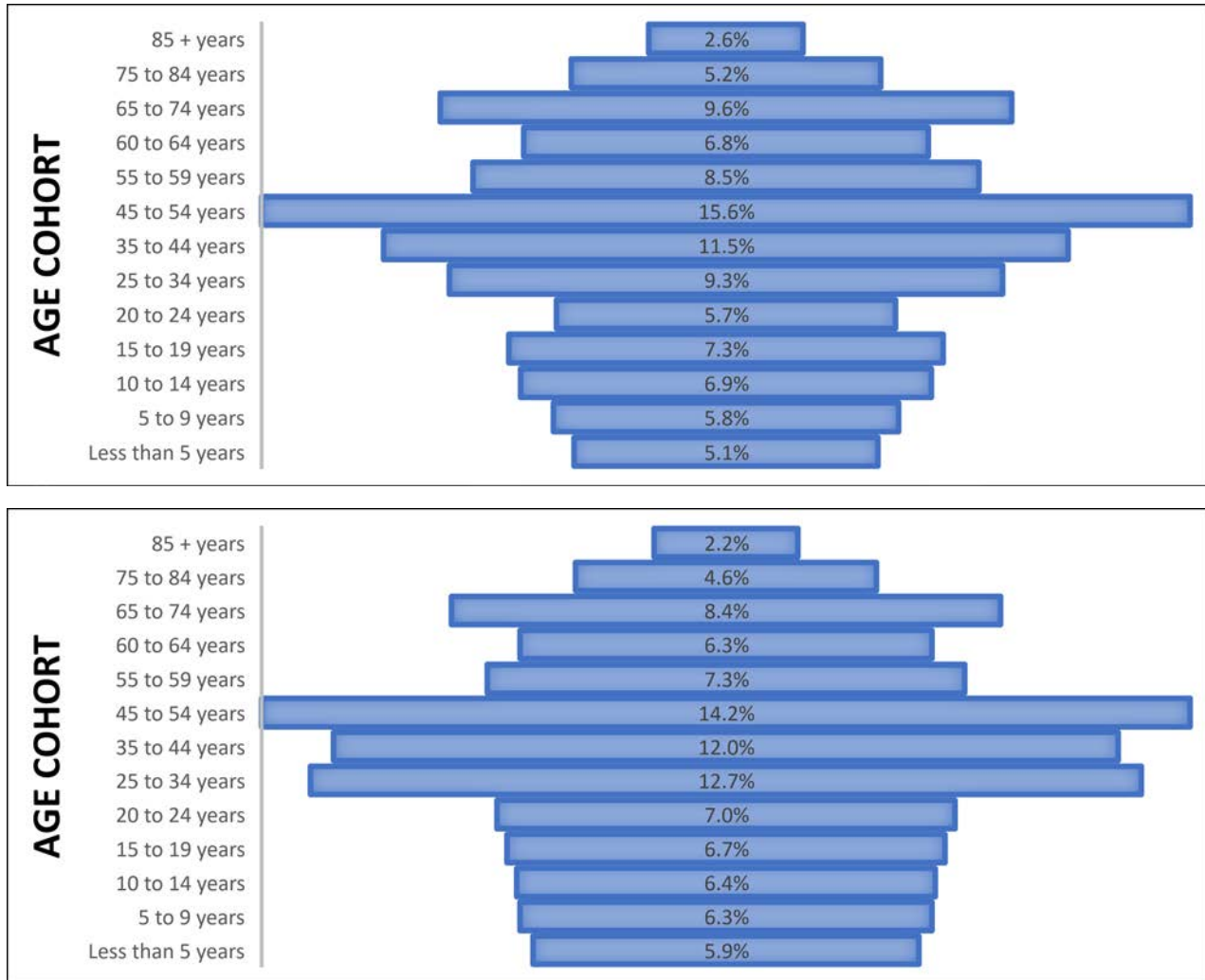
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⁷ United States Census Bureau. "Selected Economic Characteristics DP03, Employment Status." 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt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

Population Trends

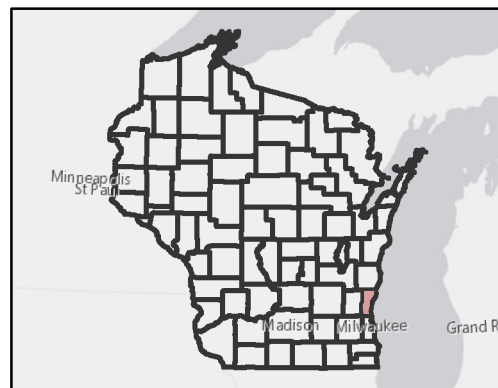
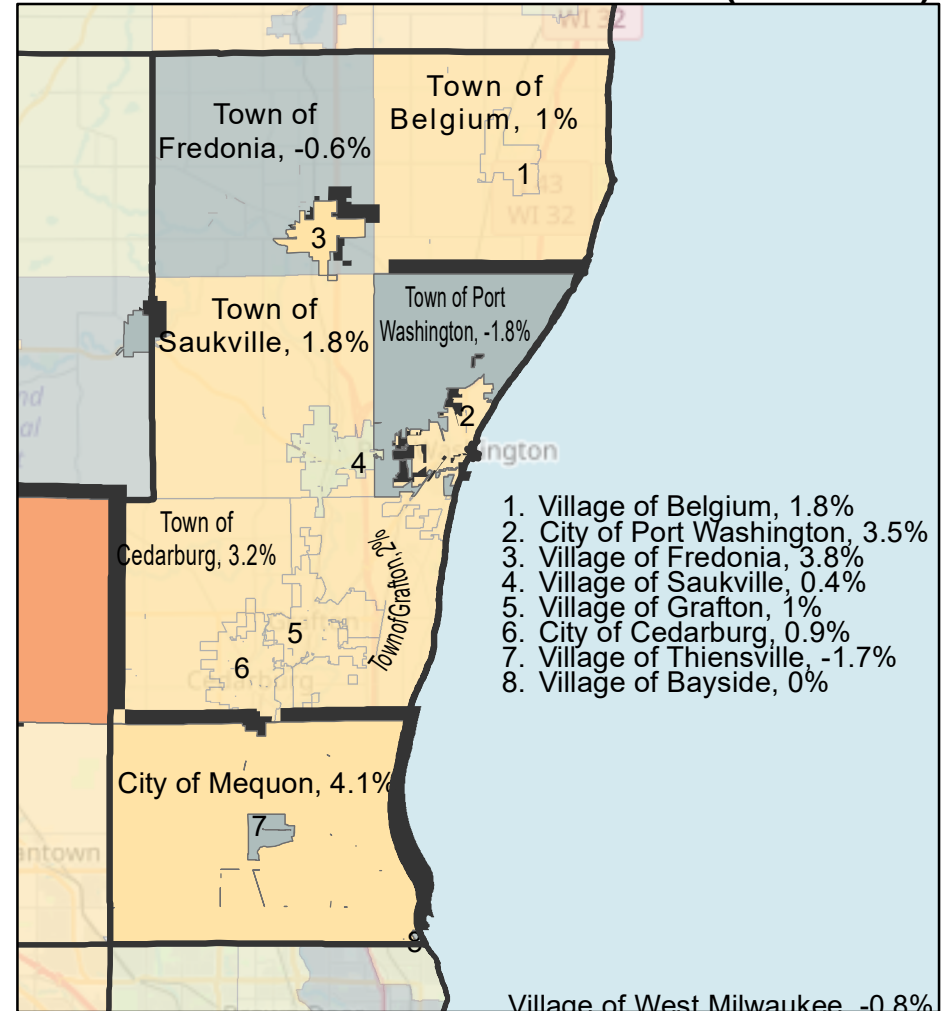
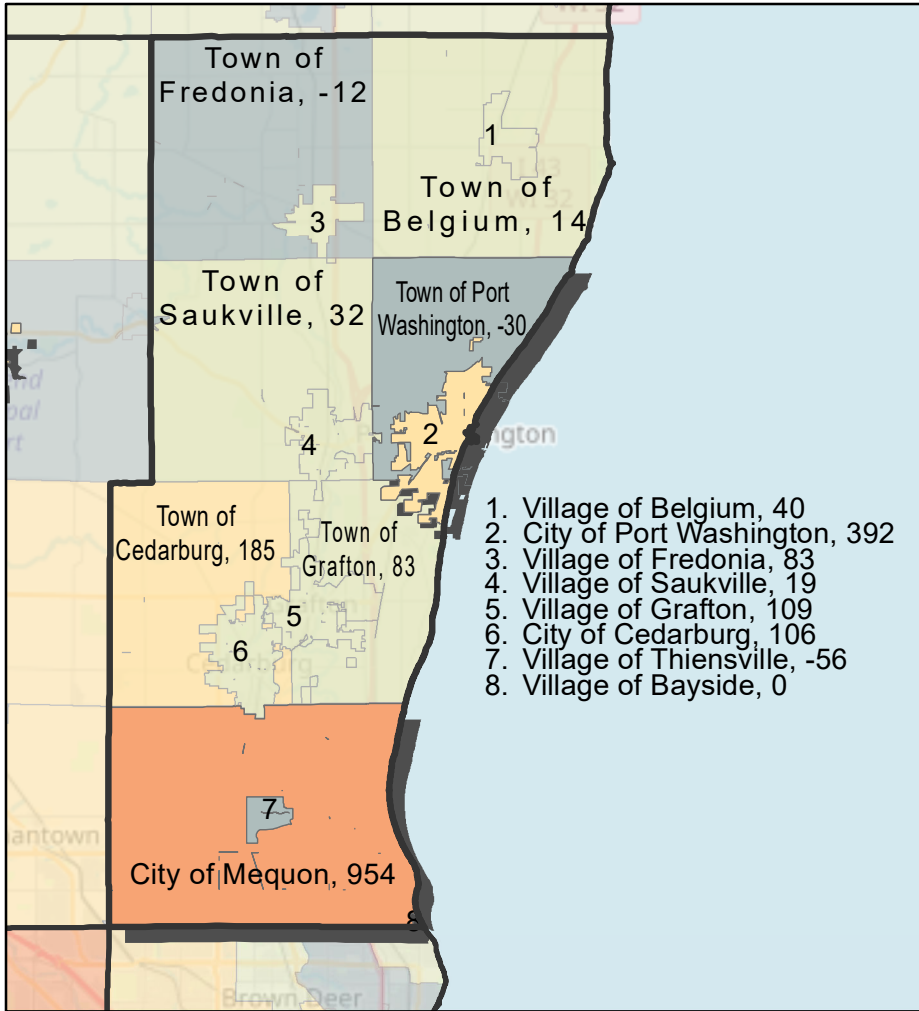
Between 2010 and 2016, the county’s population increased by slightly less than 2%. The average age of the county is significantly older than that of the state (43.9 vs. 39 years) however. Ozaukee County’s population pyramid is thus more “top-heavy” than that of the state. Generally, jurisdictions in the county are experiencing modest population increases of between 1 and 4%, with the strongest growth occurring in the southern portions of the county in the northern suburbs of Milwaukee (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 (OZAUKEE COUNTY ABOVE AND STATE BELOW)

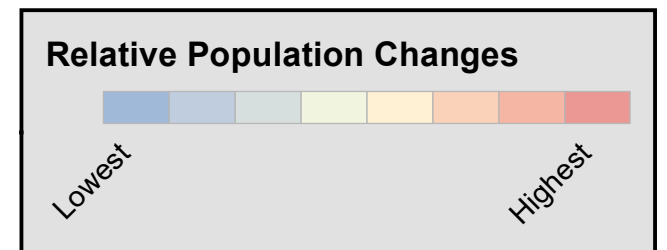
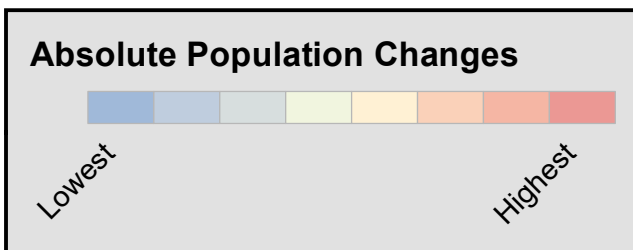


⁸ The highlighted jurisdiction in the image shows the two jurisdictions that are growing fastest and the two jurisdictions growing the slowest.
⁹ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP03&src=pt Accessed November 6th, 2017.

ABSOLUTE AND RELATIVE POPULATION CHANGES OZAUKEE 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

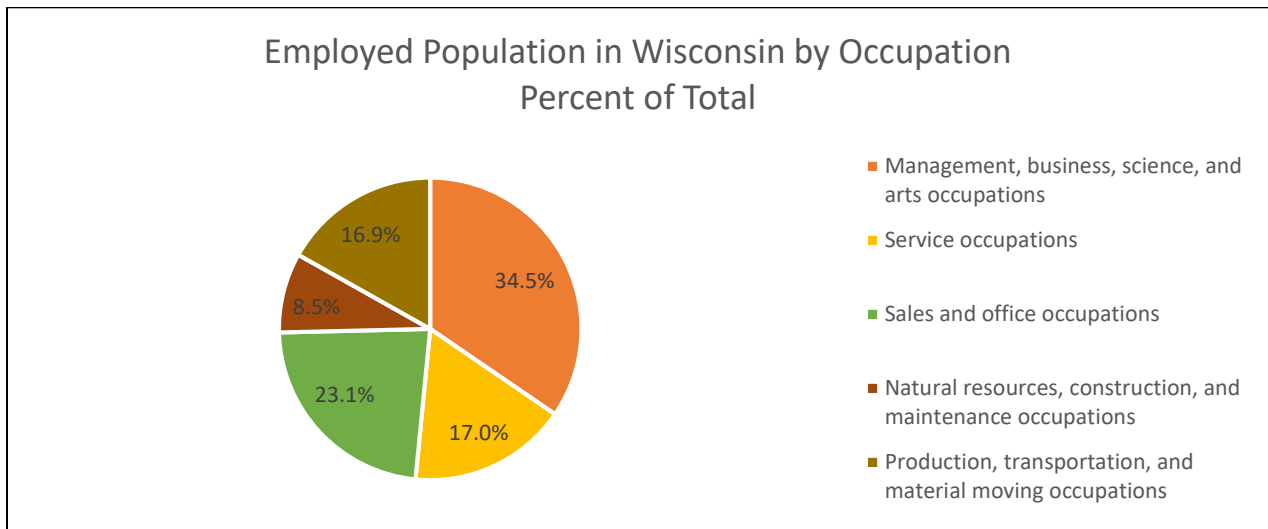
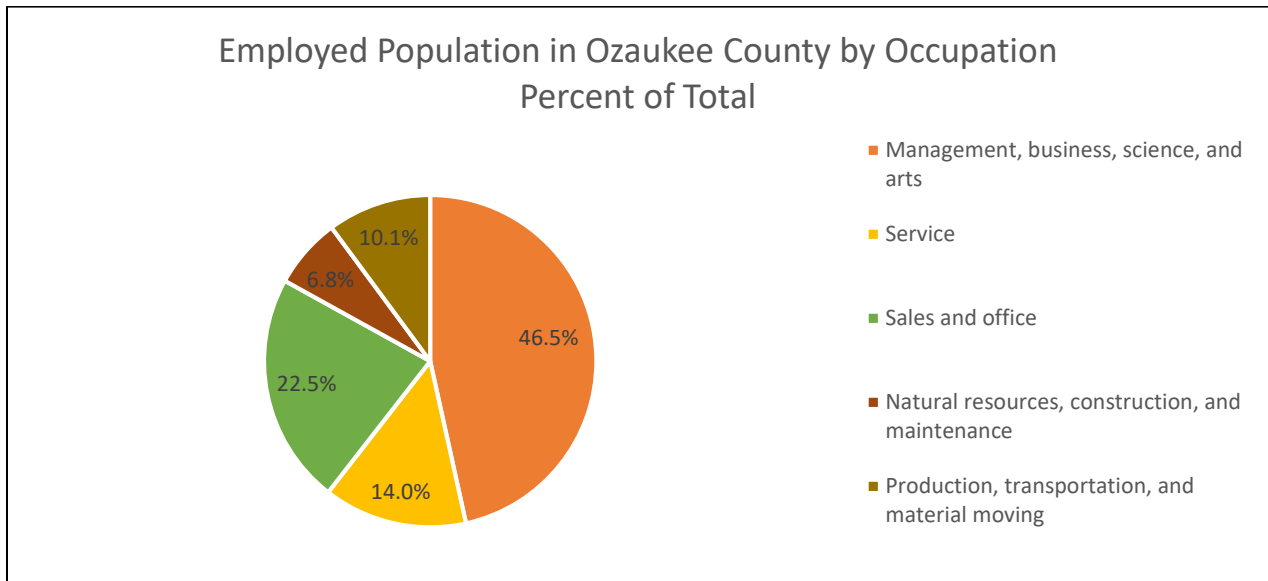


THE ECONOMY

Section Summary

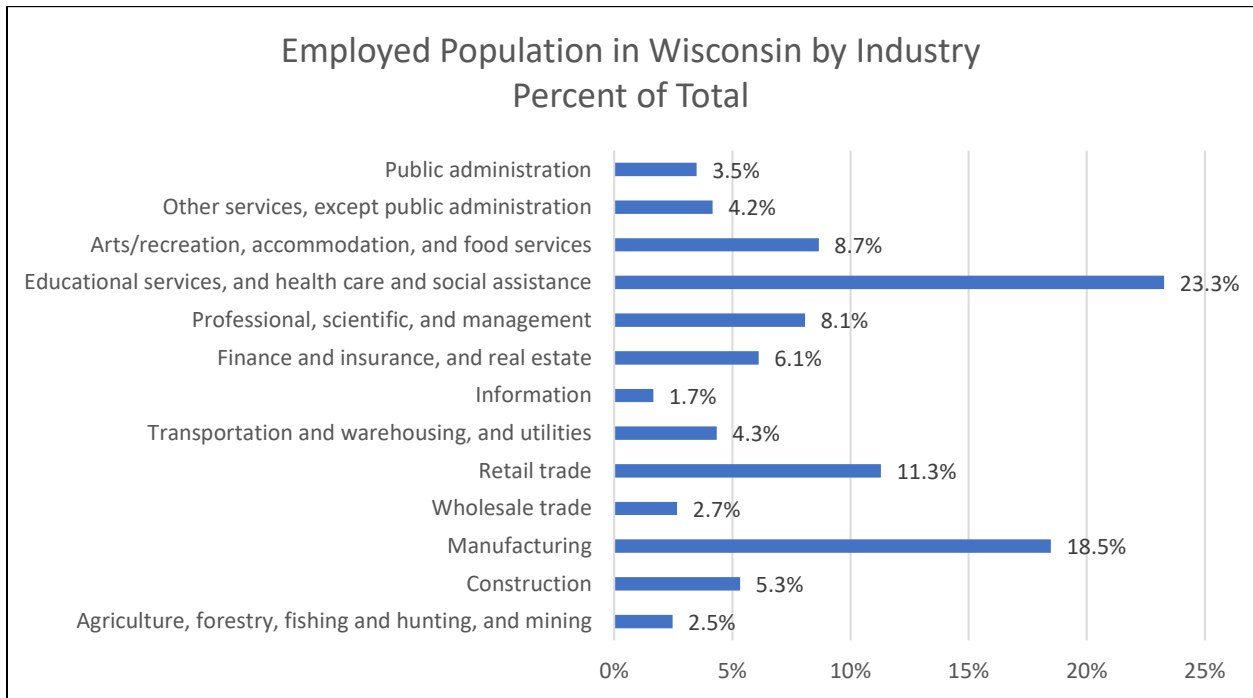
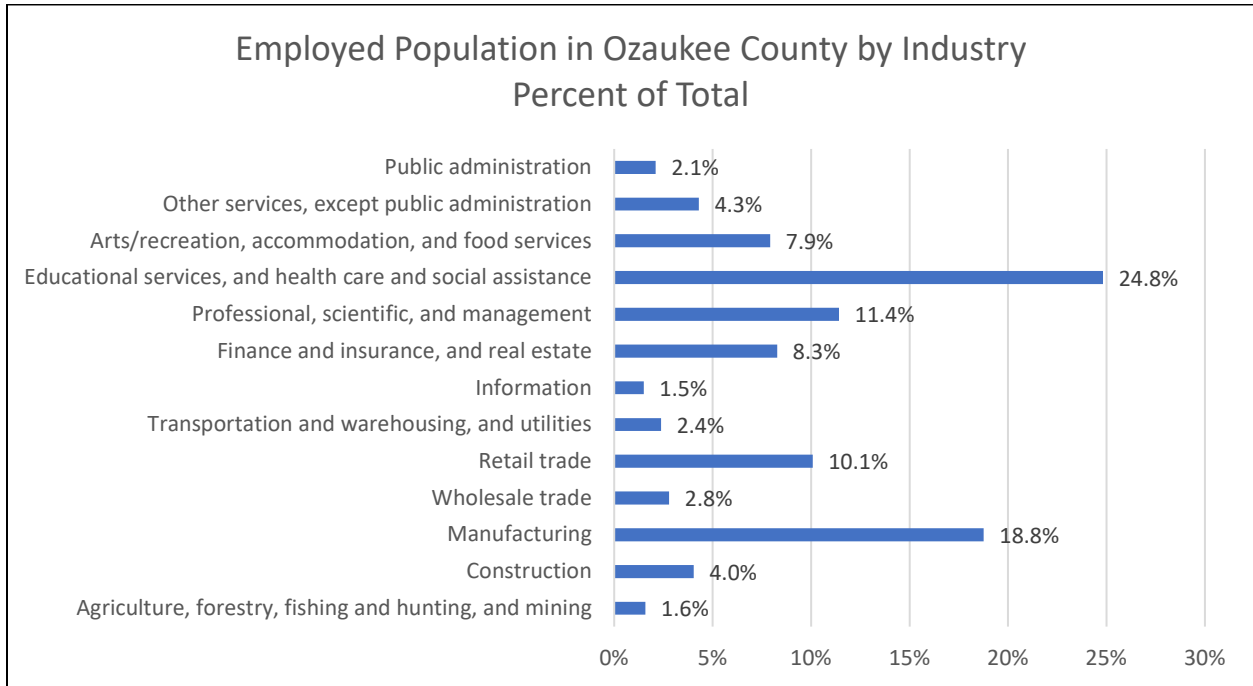
The unemployment rate in Ozaukee County has been, on average, 1.2% lower than that of the state over the last decade. Nearly half of the county's working residents have jobs in management, business, science, or the arts, while a small proportion have jobs in production, transportation, or material moving, comparatively. The county has a fairly large number of persons who work in the professional, scientific, or management industries.

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.

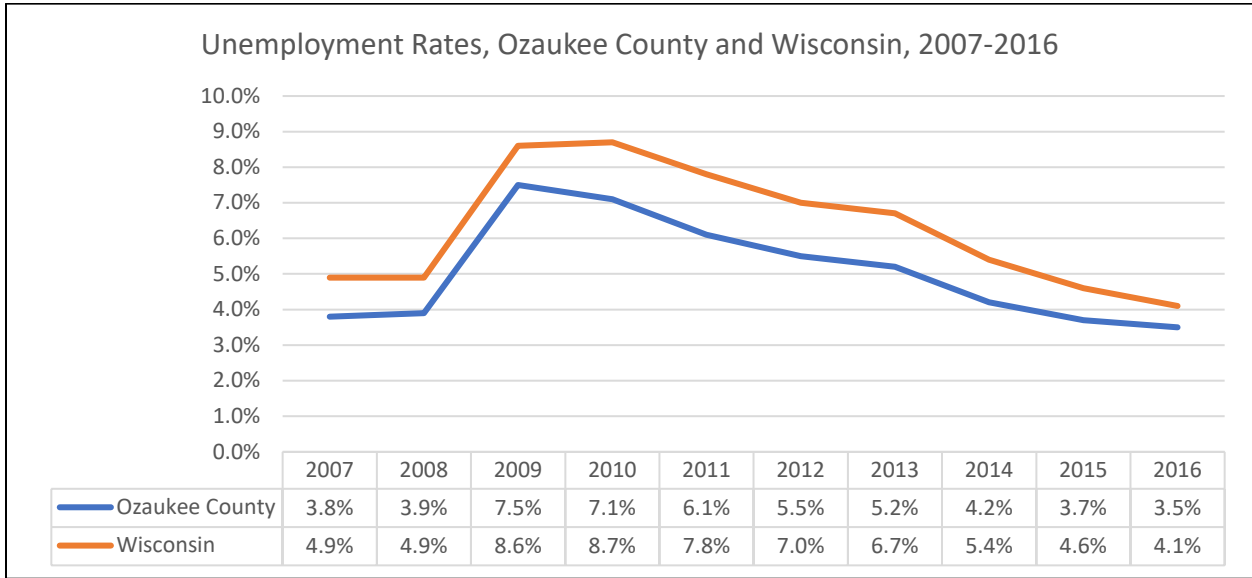
FIGURE 8: EMPLOYED POPULATION BY INDUSTRY



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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



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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. Twenty-three percent of the licensees are in Mequon, 18% are in Cedarburg, 14% are in Grafton, 13% are in Port Washington, and 13% are in towns.

FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, OZAUKEE COUNTY

	Belgium	Cedarburg	Fredonia	Grafton	Mequon	Newburg	Port Washington	Saukville	Thiensville	Towns	Total (By Liq. License)
AB or AC		1		1	3			1			6
AL or ALB	3	6	1	12	7		8	6	3	4	50
BB or CW	1	11		6	10		5	2	4	2	41
BL or BLB	3	24	3	15	34	1	19	9	7	24	139
Others										2	2
Total (By Municipality)	7	42	4	34	54	1	32	18	14	32	238

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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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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 OZAUKEE COUNTY BY JURISDICTION

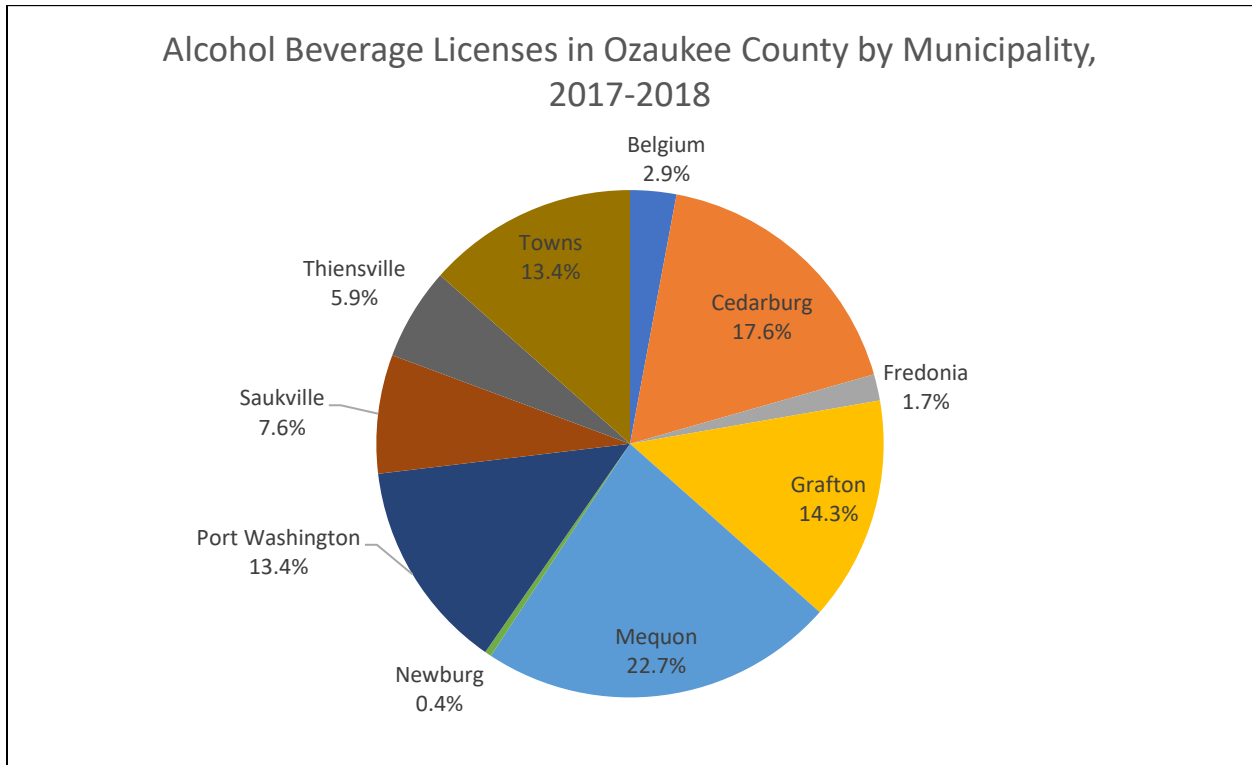
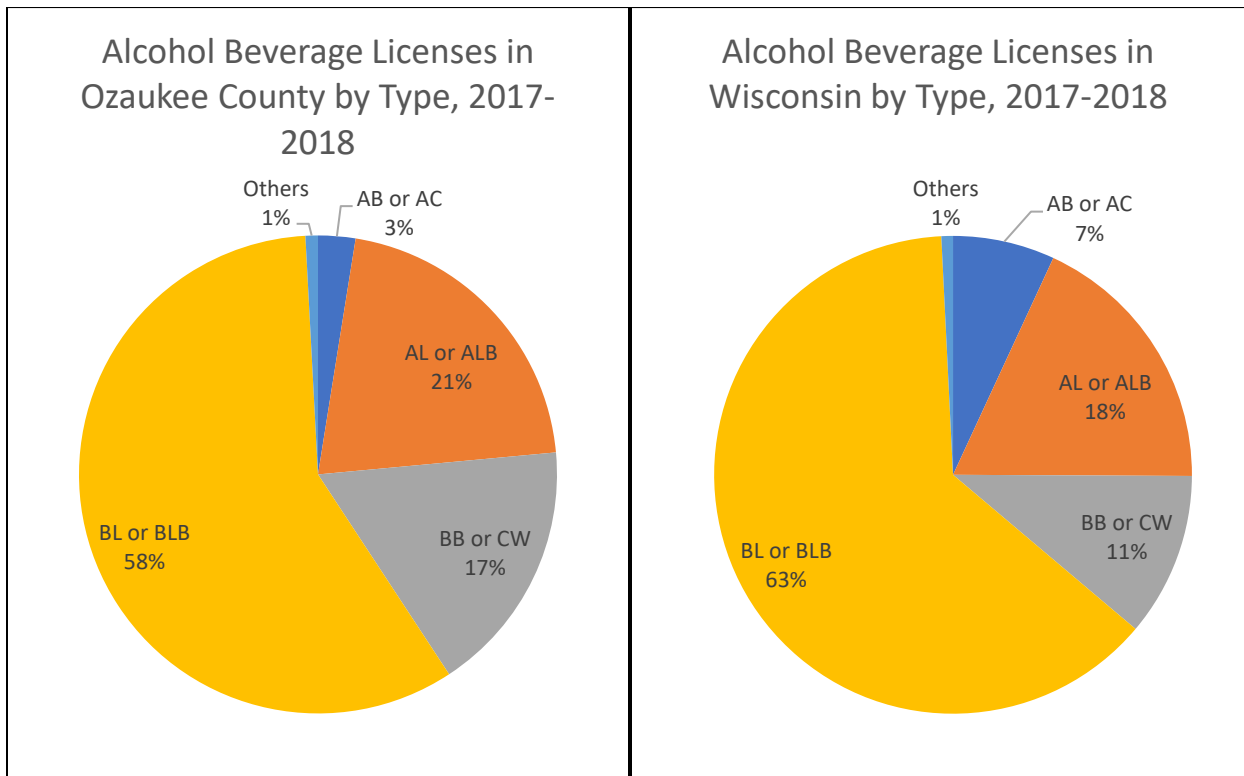


FIGURE 11: ALCOHOL BEVERAGE LICENSES BY TYPE



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, Ozaukee County reported a slightly higher injury-to-death ratio than the state generally (84.4 vs. 73.1).

Emergency Services

As can be seen, Ozaukee County contains two hospitals (one is an unclassified trauma center while the other is a level III trauma center).¹⁵ The closest level II trauma center is located about 30 miles to the southwest in Waukesha County, while the closest level I trauma centers are in the western portion of Milwaukee County.

Ozaukee County maintains 10 different emergency providers (listed below). These companies employ 309 emergency personnel. Consequently, the county is the site of 3.5 emergency response personnel per 1,000 residents. This is slightly lower than the state figure of 4.02 emergency response personnel per 1,000 residents.

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

FIGURE 13:

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

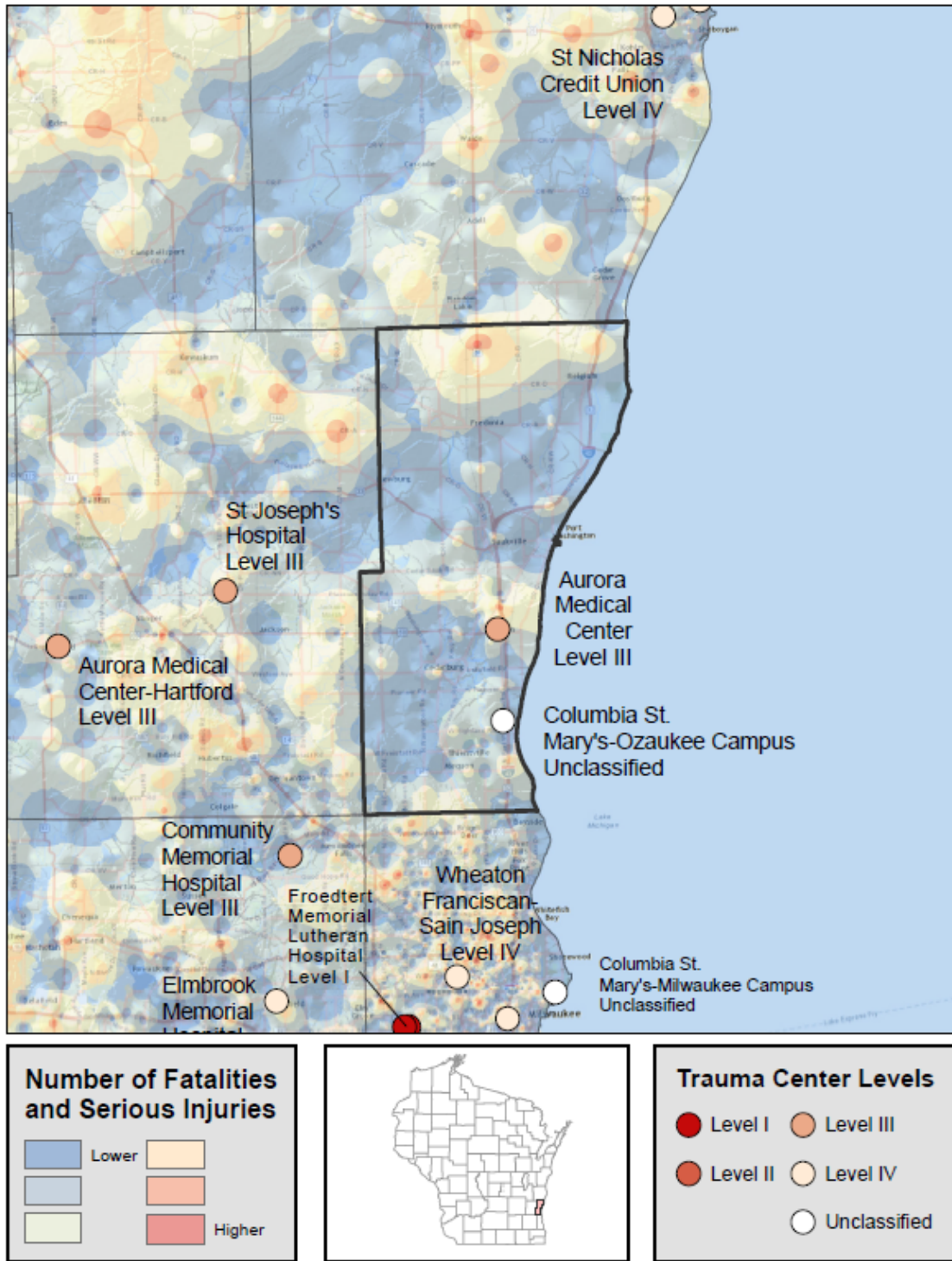
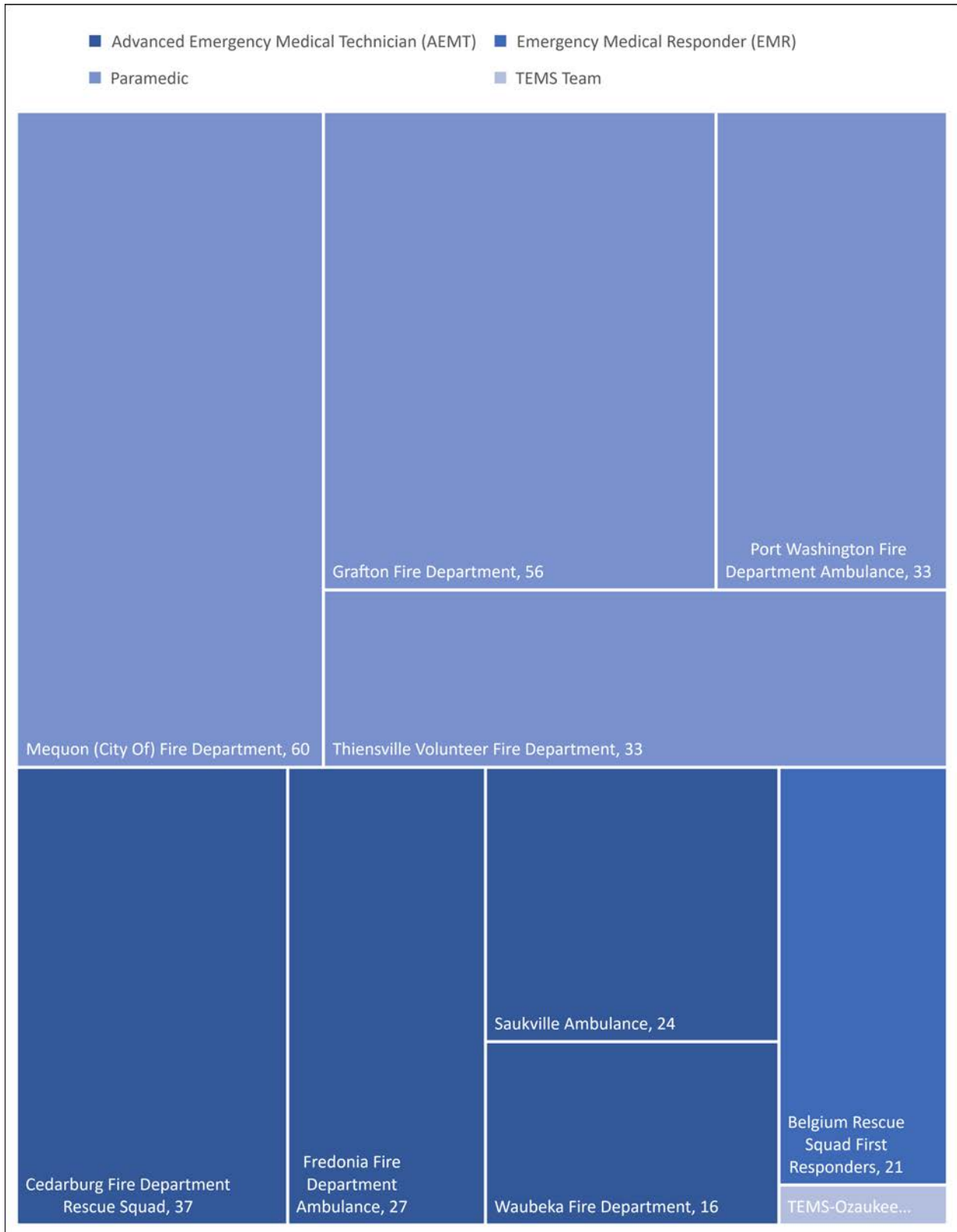


FIGURE 14: NUMBER OF EMT PERSONNEL/JURISDICTION ¹⁶

Primary Address County Name	Service License Level	Service Name	Number of Personnel
Ozaukee	Advanced Emergency Medical Technician (AEMT)	Cedarburg Fire Department Rescue Squad	37
Ozaukee	Advanced Emergency Medical Technician (AEMT)	Fredonia Fire Department Ambulance	27
Ozaukee	Advanced Emergency Medical Technician (AEMT)	Sauville Ambulance	24
Ozaukee	Advanced Emergency Medical Technician (AEMT)	Waubeka Fire Department	16
Ozaukee	Emergency Medical Responder (EMR)	Belgium Rescue Squad First Responders	21
Ozaukee	Paramedic	Mequon (City Of) Fire Department	60
Ozaukee	Paramedic	Grafton Fire Department	56
Ozaukee	Paramedic	Port Washington Fire Department Ambulance	33
Ozaukee	Paramedic	Thiensville Volunteer Fire Department	33
Ozaukee	TEMS Team	TEMS-Ozaukee County Srt	2

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

FIGURE 14.2: NUMBER AND LEVEL OF EMERGENCY RESPONDERS PER JURISDICTION



THE CRASHES

Section Summary

For 2012-2016 Ozaukee County averaged 1,479 crashes with 5 persons killed and 445 persons injured annually. Ozaukee County's fatal crashes constituted 0.3% of their total and was just under the amount of the state (0.4%). Just under half, (48.0%), of Ozaukee County's fatal crashes involved alcohol or drug impairment, 36.0% were speed related, and 16.0% were inattention related. The top three driver PCCs for Ozaukee County crashes were inattentive driving (24%), failure to control (17%), and failure to yield right-of-way (15%). Most of the fatal crashes (40.0%) occurred on local roads whereas the majority for non-fatal injury crashes (41.2%) also occurred on local roads. Intersection crashes constituted 33.9% of crashes whereas non-intersection constituted 66.1%. The state numbers were 37.8% and 62.8% respectively. Ozaukee County averaged 374.2 run-off-the-road crashes that constituted 25.3% of their total crashes compared to 25.4% for the state. In terms of actual number, the Ozaukee County Sheriff's Office reported 105 of the 190 (55.3%) fatal and serious injury crashes from 2012-2016, followed by the Mequon Police Department at 35 (18.4%). Ninety-eight percent (215 of 219) of the killed and seriously injured persons in Ozaukee County crashes were Wisconsin residents. Sixty-nine percent (150 of 219) resided in Ozaukee County. The top three roles of persons killed or seriously injured were drivers (60%), motorcyclists (15%), and vehicle passengers (14%). These percentages for drivers is higher but lower for vehicle passengers when compared to the state. The 15-24 age bracket contained the greatest number of killed and seriously injured persons for both Ozaukee County and the state of Wisconsin. Of the killed and seriously injured persons in cars and light trucks in Ozaukee County, 74.7% were belted and 25.3% were unbelted. Pedestrians made up 3.7% of the persons killed from 2012-2016 in Ozaukee County, (8.1% for the state), with the greatest pedestrian location being in the roadway and greatest action being walking facing traffic. There were no bicyclists killed in Ozaukee county during this time frame. Motorcyclists made up 14.8% of the fatalities and 15.6% 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 0.8 killed and 6.0 seriously injured each year. Of all motorcyclists involved in crashes, 47% 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 Ozaukee 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	7	9	5	5	1	1	5	5	7	7	5.0	5.4
Incapacitating Injury	46	57	33	40	29	33	29	31	28	31	33.0	38.4
Non-Incapacitating Injury	126	165	127	158	122	158	105	139	119	149	119.8	153.8
Possible Injury	185	265	168	236	170	227	181	276	181	260	177.0	252.8
No Apparent Injury	927	2,304	1,129	2,517	1,156	2,499	1,221	2,603	1,288	2,792	1,144.2	2,543.0
Totals	1,291	2,800	1,462	2,956	1,478	2,918	1,541	3,054	1,623	3,239	1,479.0	2,993.4

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

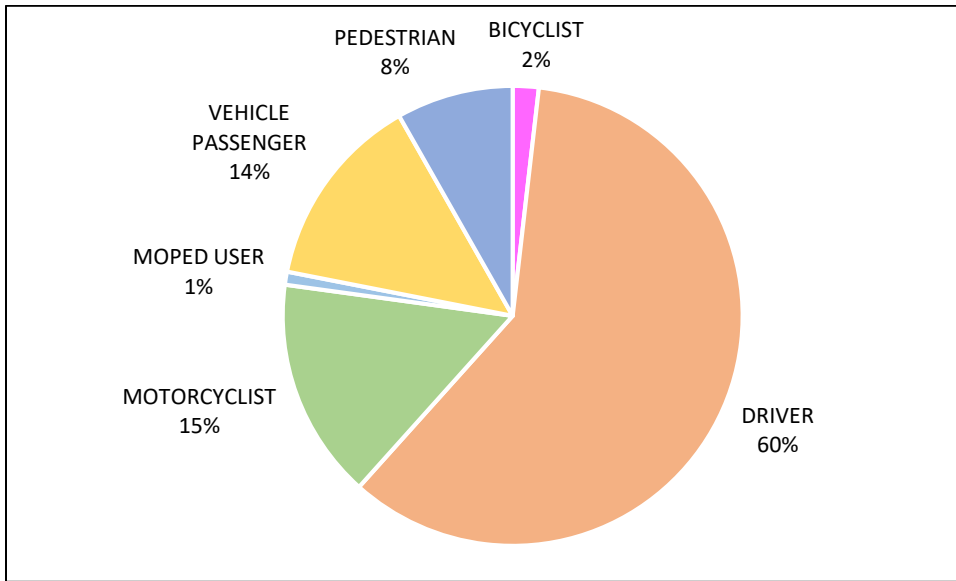


FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016

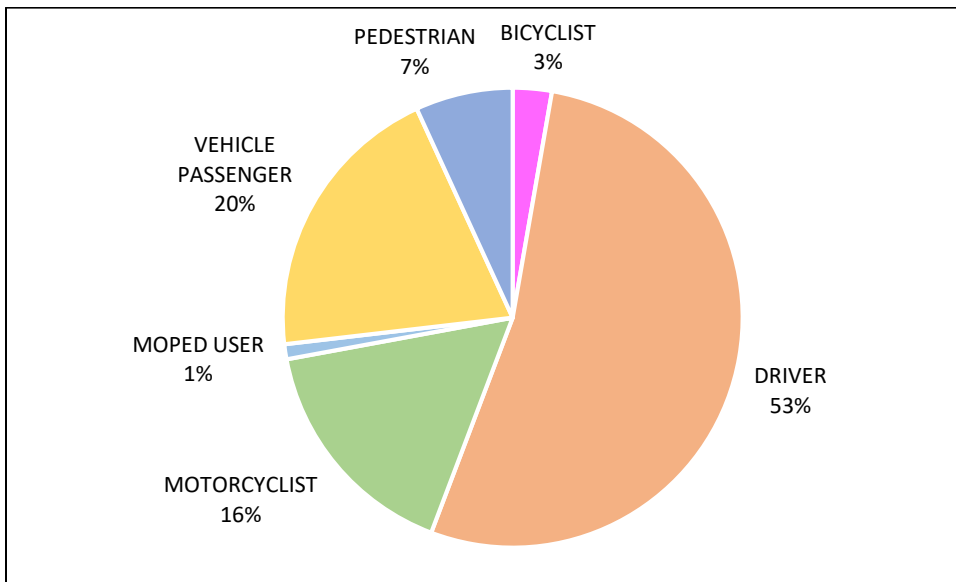


FIGURE 18: FATAL AND INCAPACITATING INJURIES BY AGE IN OZAUKEE COUNTY, 2012-2016

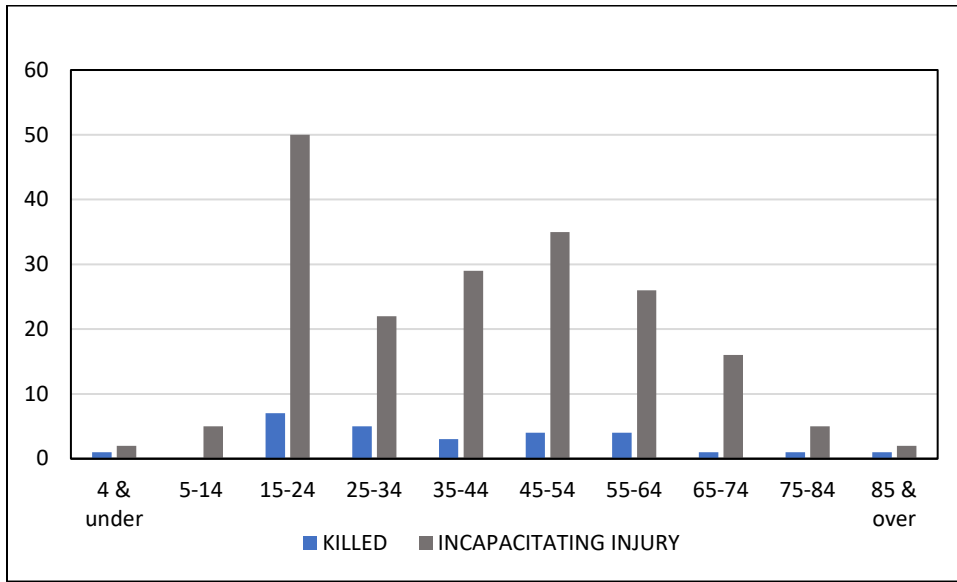


FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016

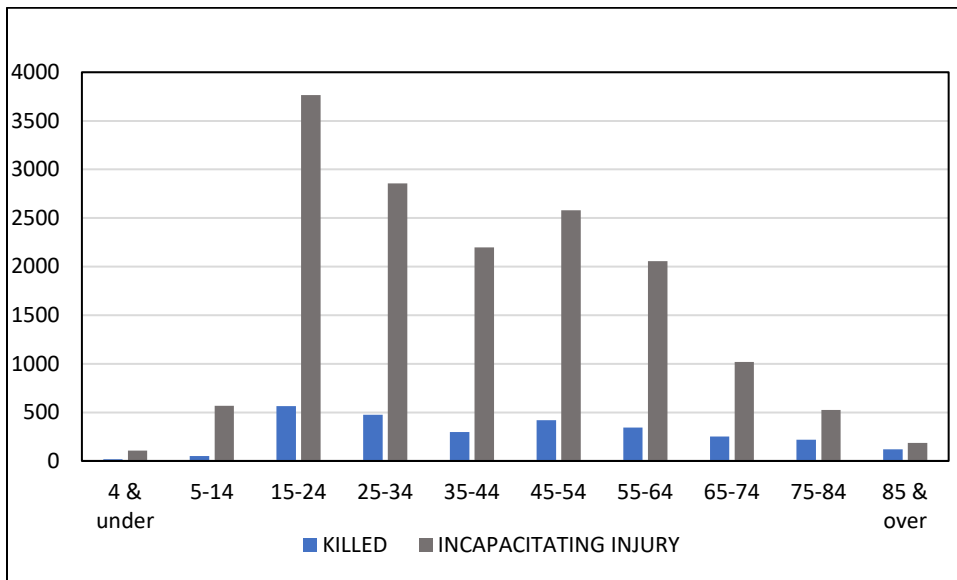
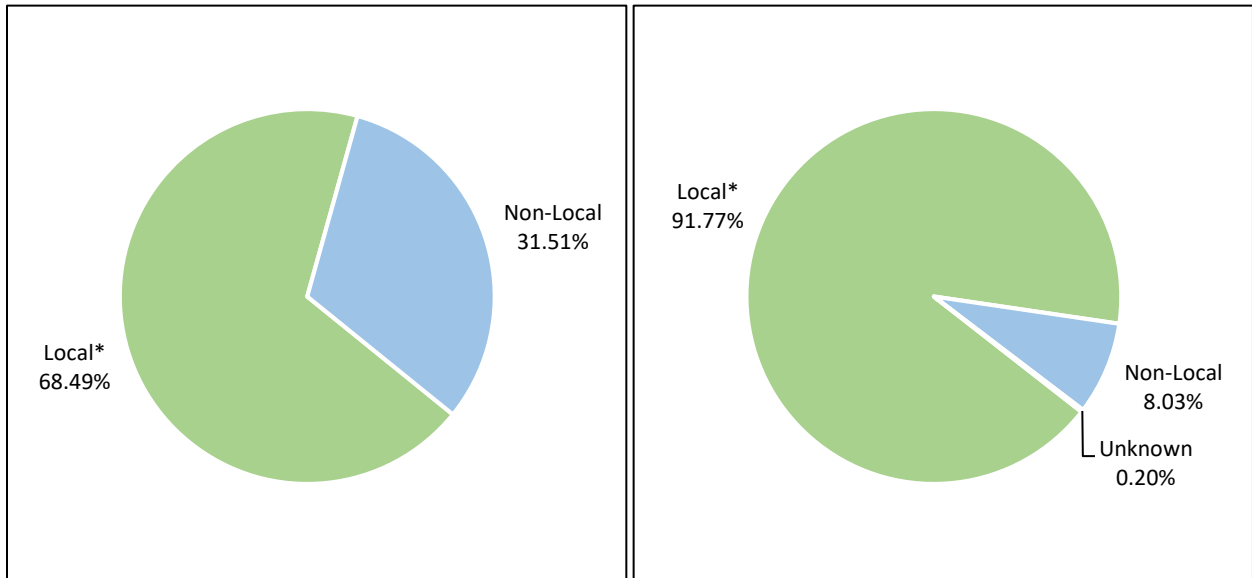


FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (OZAUKEE COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016



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

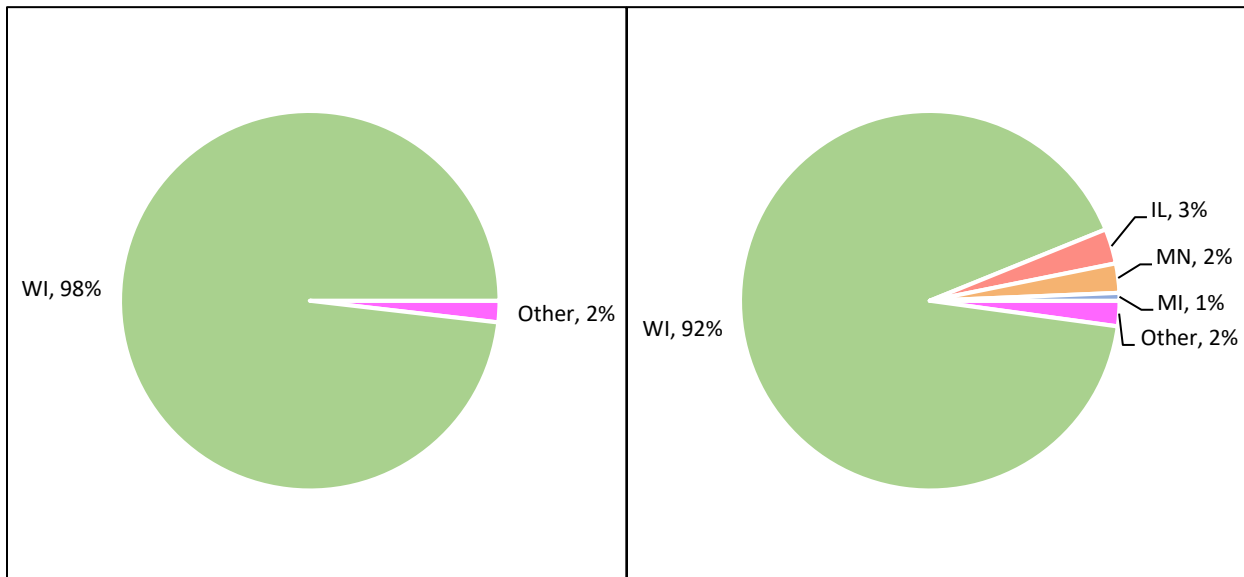


FIGURE 22: LOCATION OF CRASHES BY ROAD TYPE IN OZAUKEE COUNTY, 2012-2016

	Total Fatal Crashes	Total Non-Fatal Injury Crashes
Interstate Highways	20.0%	16.1%
US/State Highways	16.0%	27.5%
County Highways	24.0%	15.1%
Local Roads	40.0%	41.2%

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

LEA	TOTAL
CEDARBURG POLICE DEPARTMENT	14
FREDONIA POLICE DEPARTMENT	1
GRAFTON POLICE DEPARTMENT	9
MEQUON POLICE DEPARTMENT	35
OZAUKEE COUNTY SHERIFF	105
PORT WASHINGTON POLICE DEPARTMENT	19
SAUKVILLE POLICE DEPARTMENT	3
THIENSVILLE POLICE DEPARTMENT	1
WASHINGTON COUNTY SHERIFF	1
WISCONSIN STATE PATROL	2
TOTAL	190

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
0.8	102.2

	Inattention-Related Fatal Crashes	Inattention-Related Non-Fatal Injury Crashes
Interstate Highways	0.0%	18.2%
US/State Highways	25.0%	31.1%
County Highways	50.0%	16.0%
Local Roads	25.0%	34.6%

Ozaukee County	% of inattention-related fatal crashes to all fatal crashes	16.0%
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
Interstate Highways	16.7%	13.9%
US/State Highways	0.0%	18.5%
County Highways	16.7%	23.2%
Local Roads	66.7%	44.4%

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

Average Total Fatal Crashes	Average Alcohol or Drug-Related Fatal Crashes	Average Alcohol or Drug-Related Non-Fatal Injury Crashes
5.0	2.4	30.2

Ozaukee County	% of alcohol or drug-related fatal crashes to all fatal crashes	48.0%
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: OZAUKEE COUNTY MOTORCYCLISTS KILLED OR SERIOUSLY INJURED, 2012-2016

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	14.8%	15.6%	0.8	6.0
State	15.3%	16.5%	84.8	525.6

OZAUKEE 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	1.8	0.6	0.8	1.2	4.4
INCAPACITATING	3.2	2.2	0.6	0	6
NONINCAPACITATING	6	4.8	1.8	0.2	12.8
POSSIBLE	2.2	1.4	0.4	0	4
KILLED	0.2	0.6	0	0	0.8
TOTAL	13.4	9.6	3.6	1.4	28

ISSUE AREA: IMPROVE NON-MOTORIST SAFETY

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	3.7%	8.9%	0.2	3.4
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	ON SIDEWALK	
BLANK	0	13	8	0	1	22
WALKING NOT FACING TRAFFIC	1	1	5	1	0	8
DARTING INTO ROAD	1	3	6	0	0	10
DARK CLOTHING	0	0	1	1	0	2
WALKING FACING TRAFFIC	0	5	4	0	2	11
TOTAL	2	22	24	2	3	53

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

	% Killed	% Seriously Injured	5-Yr Ave Killed	5-Yr Ave Seriously Injured
County	0.0%	2.1%	0.0	0.8
State	1.8%	2.9%	10.2	92.4

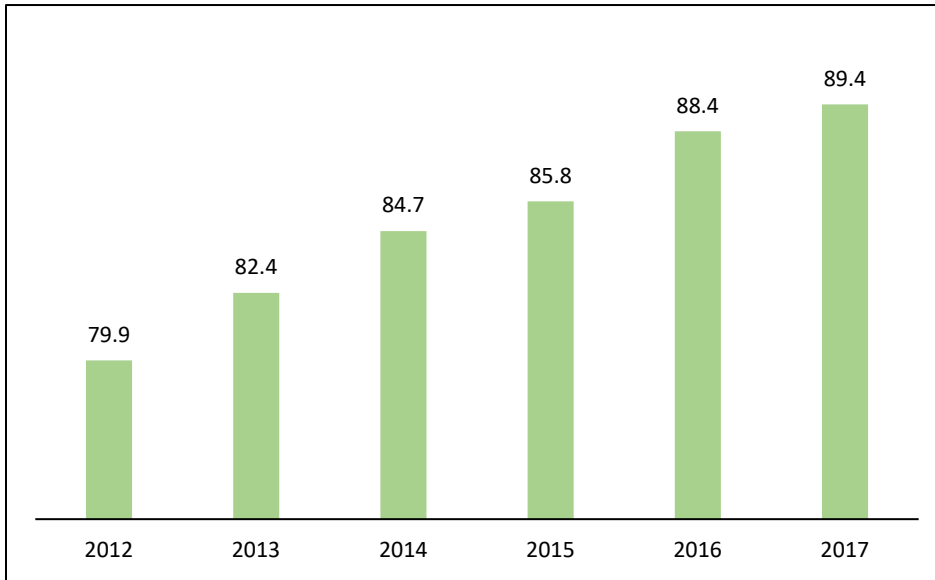
ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS

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

	County	State
% Intersection	33.9%	37.8%
% Non-Intersection	66.1%	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	74.7%	25.3%

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

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

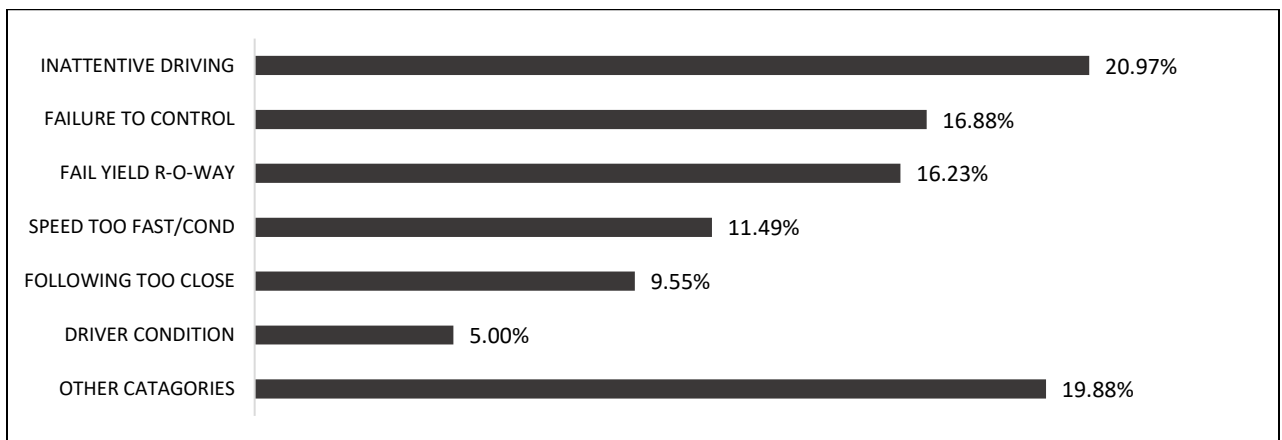
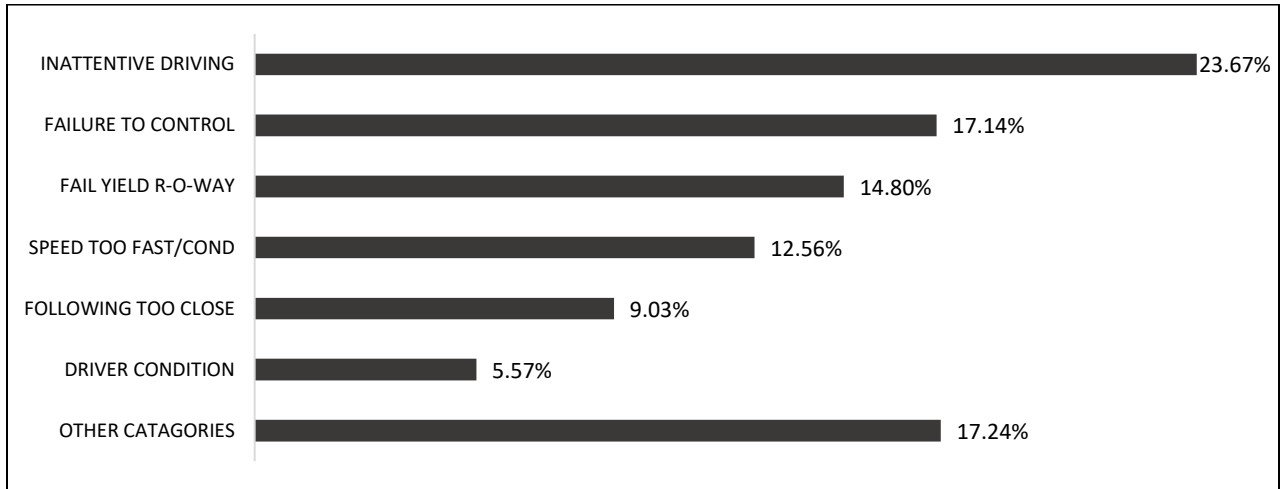


FIGURE 33: SPEEDING STATISTICS IN OZAUKEE COUNTY, 2012-2016

Average Speed-Related Fatal Crashes	Average Speed-Related Non-Fatal Injury Crashes
1.8	62.2

	Total Fatal Crashes	Total Non-Fatal Injury Crashes	Speed-Related Fatal Crashes	Speed-Related Non-Fatal Injury Crashes
Interstate Highways	20.0%	16.1%	22.2%	25.4%
US/State Highways	16.0%	27.5%	11.1%	15.1%
County Highways	24.0%	15.1%	22.2%	18.6%
Local Roads	40.0%	41.2%	44.4%	40.8%

Ozaukee County	% of speed-related fatal crashes to all fatal crashes	36.0%
Wisconsin	% of speed-related fatal crashes to all fatal crashes	28.9%

ISSUE AREA: REDUCE LANE DEPARTURE CRASHES

FIGURE 34: OZAUKEE 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	374.2	25.3%
State	30,395.6	25.4%

THE IMPACT

The number of persons involved in crashes is low, comparatively. Medical costs are also low.

2011-2015 ANNUAL AVERAGES

	Ozaukee County	Wisconsin
Average Annual Population	87,098	5,716,883
Persons in Crashes (per 1,000 residents)	35.4	46.0
Crash-Related Emergency Room Visits (per 100,000 residents)	311.1	407.3
Crash-Related Hospitalizations (per 100,000 residents)	32.1	49.3
Quality of Life Costs (per 100,000 residents)	\$25,355,080	\$36,819,900
Lost Years of Life (per 1,000 residents)	1.83	3.04
Medical Costs (per 100,000 residents)	\$7,121,211	\$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 Task Forces

	Grant Amount
Ozaukee County OWI Task Force	\$78,511.38

2016 Grant Participation

	Impaired Driving	Occupant Protection	Speed
Ozaukee County Sheriff's Office	Ozaukee Co. OWI Task Force		
Bayside Police Dept.	\$7,600		
Cedarburg Police Dept.	Ozaukee Co. OWI Task Force		
Fredonia Police Dept.			
Grafton Police Dept.	Ozaukee Co. OWI Task Force		
Mequon Police Dept.	Ozaukee Co. OWI Task Force		
Newburg Police Dept.			
Port Washington Police Dept.	Ozaukee Co. OWI Task Force		
Saukville Police Dept.	Ozaukee Co. OWI Task Force		
Thiensville Police Dept.	Ozaukee Co. OWI Task Force		

Bayside Police Department participated on the Southeast Wisconsin Multijurisdictional OWI Task Force.

2017 Task Force Participation

	Impaired Driving	Occupant Protection	Speed
Ozaukee County Sheriff's Office			
Bayside Police Dept.	Milwaukee Co. NE OWI Enforcement Task Force		
Cedarburg Police Dept.			
Fredonia Police Dept.			
Grafton Police Dept.			
Mequon Police Dept.			
Newburg Police Dept.			
Port Washington Police Dept.			
Saukville Police Dept.			
Thiensville Police Dept.			

2018 Task Force Eligibility

	Impaired Driving	Occupant Protection	Speed
Ozaukee 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
Ozaukee County Sheriff's Office		yes		yes	yes	yes
Bayside Police Dept.		yes	yes	yes	yes	yes
Cedarburg Police Dept.					yes	
Fredonia Police Dept.			yes	yes	yes	yes
Grafton Police Dept.						
Mequon Police Dept.					yes	yes
Newburg Police Dept.					yes	yes
Port Washington Police Dept.		yes	yes	yes	yes	yes
Saukville Police Dept.						
Thiensville Police Dept.						

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.