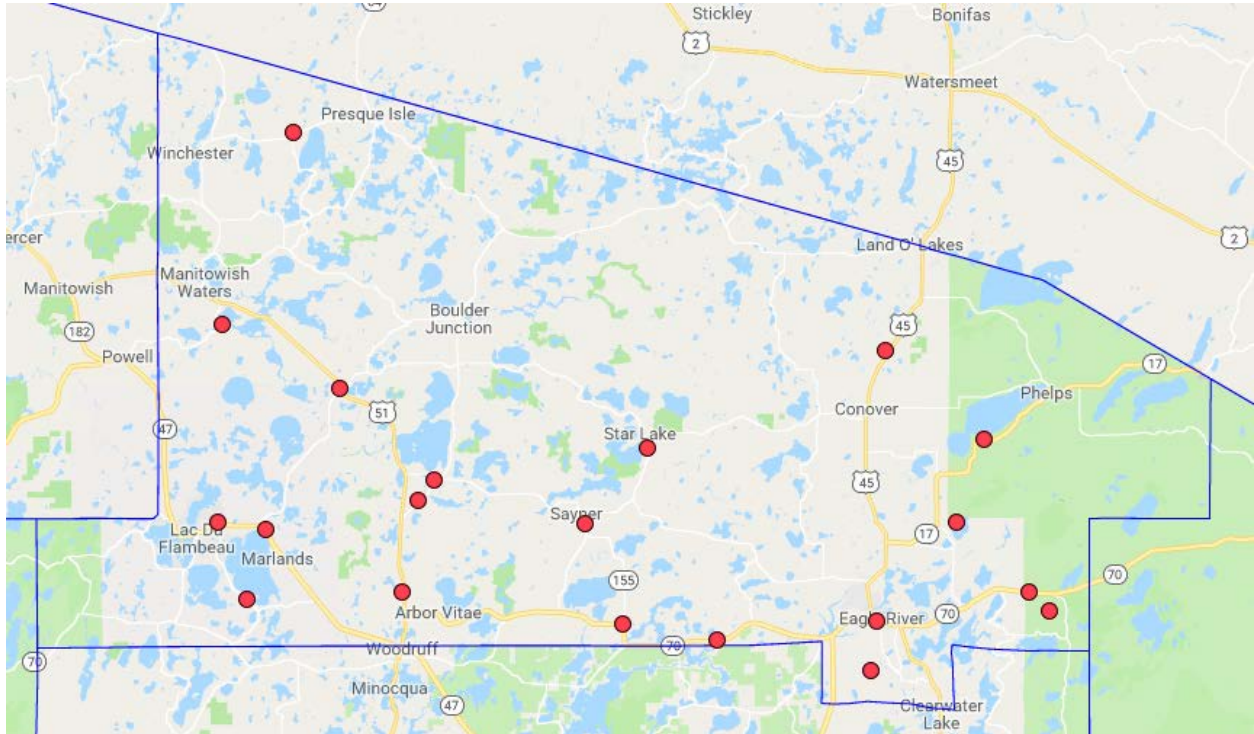


ANATOMY OF VILAS COUNTY: A TRAFFIC SAFETY SUMMARY



DID YOU KNOW...

One individual is killed or injured in a crash in Vilas County every 2.2 days?

THE PLACE

Section Summary

The principal routes in the county are USH 45 and USH 51. Vilas County is among the top ten counties in the state for the number of registered vehicles per capita. The entire county is rural.

Urbanization

Vilas County is a non-metropolitan county, and the entire county is rural.¹ Much of the county is forested. The Nicolet National Forest covers 48,031 acres in the east, and the Chequamegon National Forest covers 6,487 acres in the west.² Much of the Lac du Flambeau Band of the Lake Superior Chippewa Reservation is located within the county.

Road Network

U.S. Highway (USH) 45 and State Trunk Highway (STH) 32 travel in a concurrency from north to south through the entire county. The highways are a primary arterial that travel through Eagle River and the communities of Conover and Land O' Lakes. To the north, USH 45 heads to Watersmeet, Rockland, and Ontonagon in Michigan, and to the south, USH 45 heads to Antigo, Wittenberg, and Oshkosh. To the south, STH 32 travels to Crandon, Gillett, and Green Bay.

USH 51 is a primary arterial that runs from north to south and travels through the community of Manitowish Waters. To the north, USH 51 travels to Hurley, and to the south, it travels to Tomahawk, Merrill, and Wausau.

STH 70 is an east-west highway that travels through southern Vilas County, moving between Vilas County and Oneida County multiple times. STH 70 travels through Eagle River and the communities of Arbor Vitae and St. Germain. STH 47 is a north-south highway that travels through the community of Lac du Flambeau. Both STH 70 and STH 47 run through the Lac du Flambeau Band of the Lake Superior Chippewa Reservation.

STH 17 is a north-south highway traveling through Eagle River and the community of Phelps. To the north, STH 17 becomes County Road 436 in Iron County, Michigan, traveling through rural areas to USH 2 west of Iron River, Michigan. To the south, STH 17 travels to Rhinelander and Merrill. STH 155 begins at STH 70 in the community of St. Germain and heads north to the community of Sayner.

Miles of Roadway

There are 1,588 miles of roads in the county, of which 136 (8.6%) are state roads, 204 (12.8%) are county roads, 1,134 (71.4%) are local roads, and 114 miles are 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 United States Department of Agriculture, Forest Service. January 2012. "Land Areas of the National Forest System." Accessed Nov. 6, 2017.

https://www.fs.fed.us/land/staff/lar/LAR2011/LAR2011_Book_A5.pdf

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

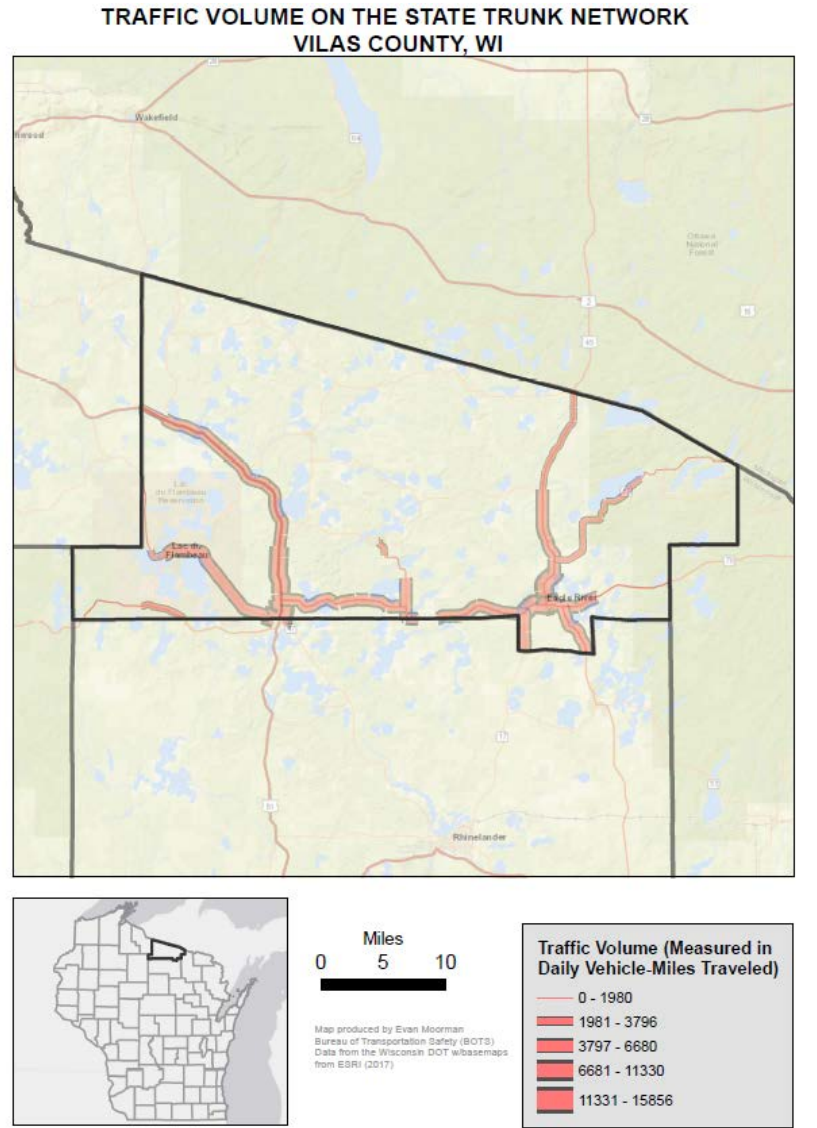
Vehicle Registrations and Vehicle Miles of Travel (VMT)

In 2016, there were 7,924 autos, 1,786 cycles, 2,121 trailers, and 18,192 trucks registered in Vilas County.⁴ VMT in 2016 was 369,000,035.⁵

Traffic Volume

As can be seen, traffic volumes in Vilas County are highest in south-central portion of the county, along Highways 47, 70, and 51. The maximum daily VMT in the county is measured at slightly over 16,000.

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 Vilas County Work in:		People who Work in Vilas County Reside in:	
Vilas County	6,713	Vilas County	6,713
Oneida County	1,786	Oneida County	1,211
Waukesha County	64	Gogebic County, MI	219
Marathon County	42	Iron County	217
Iron County	35	Ashland County	62
Gogebic County, MI	34	Iron County, MI	56
		Forest County	46
		Price County	42
		Ontonagon County, MI	37
		Marathon County	30
Others	365	Others	271

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As seen below in Figure 3, the most common commuting flow between two different municipalities is between residences in the town of Arbor Vitae and workplaces in the town of Minocqua in Oneida County.

FIGURE 3: COMMUTING FLOWS BETWEEN MUNICIPALITIES (TOP 15)

Residence	Place of Work	Number
Arbor Vitae (Town)	Minocqua (Town), Oneida Co.	609
Lincoln (Town)	Eagle River	446
Washington (Town)	Eagle River	326
Arbor Vitae (Town)	Lac du Flambeau (Town)	198
Arbor Vitae (Town)	Woodruff (Town), Oneida Co.	192
Cloverland (Town)	Eagle River	177
Conover (Town)	Eagle River	154
Three Lakes (Town), Oneida Co.	Eagle River	146
Phelps (Town)	Eagle River	140
Sugar Camp (Town), Oneida Co.	Eagle River	135
St. Germain (Town)	Eagle River	133
Lac du Flambeau (Town)	Minocqua (Town), Oneida Co.	122
Minocqua (Town), Oneida Co.	Lac du Flambeau (Town)	105
Mercer (Town), Iron Co.	Manitowish Waters (Town)	92
Arbor Vitae (Town)	Eagle River	91

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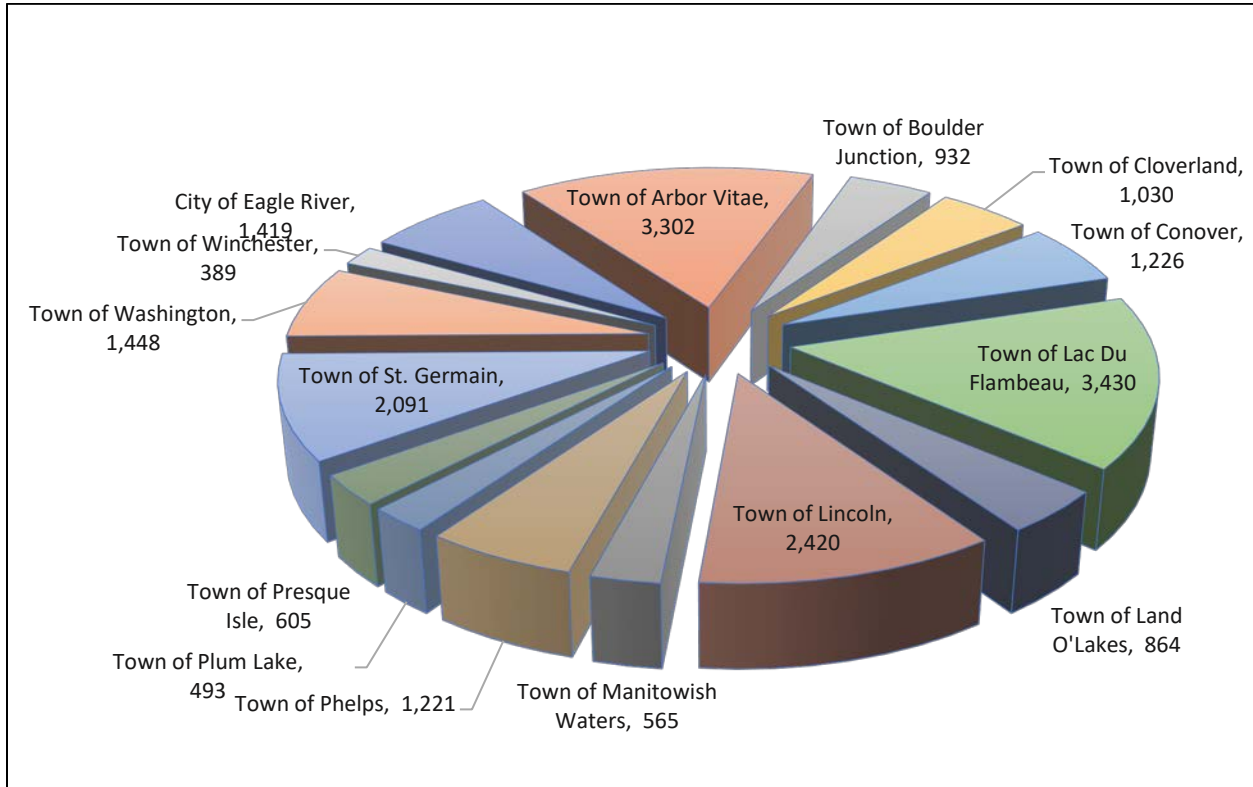
⁶United States Census Bureau. 2009-2013 5-Year American Community Survey Commuting Flows. <https://www.census.gov/data/tables/time-series/demo/commuting/commuting-flows.html> Accessed Sept. 29, 2017.

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 Vilas County—slightly over 23,000 individuals—is distributed through 15 jurisdictions, with the largest jurisdictions being the town of Lac Du Flambeau, the town of Arbor Vitae, and the town of Lincoln (in that order). Together, these three largest jurisdictions comprise about 40% of the county’s overall population.

FIGURE 4: POPULATION OF VILAS COUNTY MUNICIPALITIES (2016)



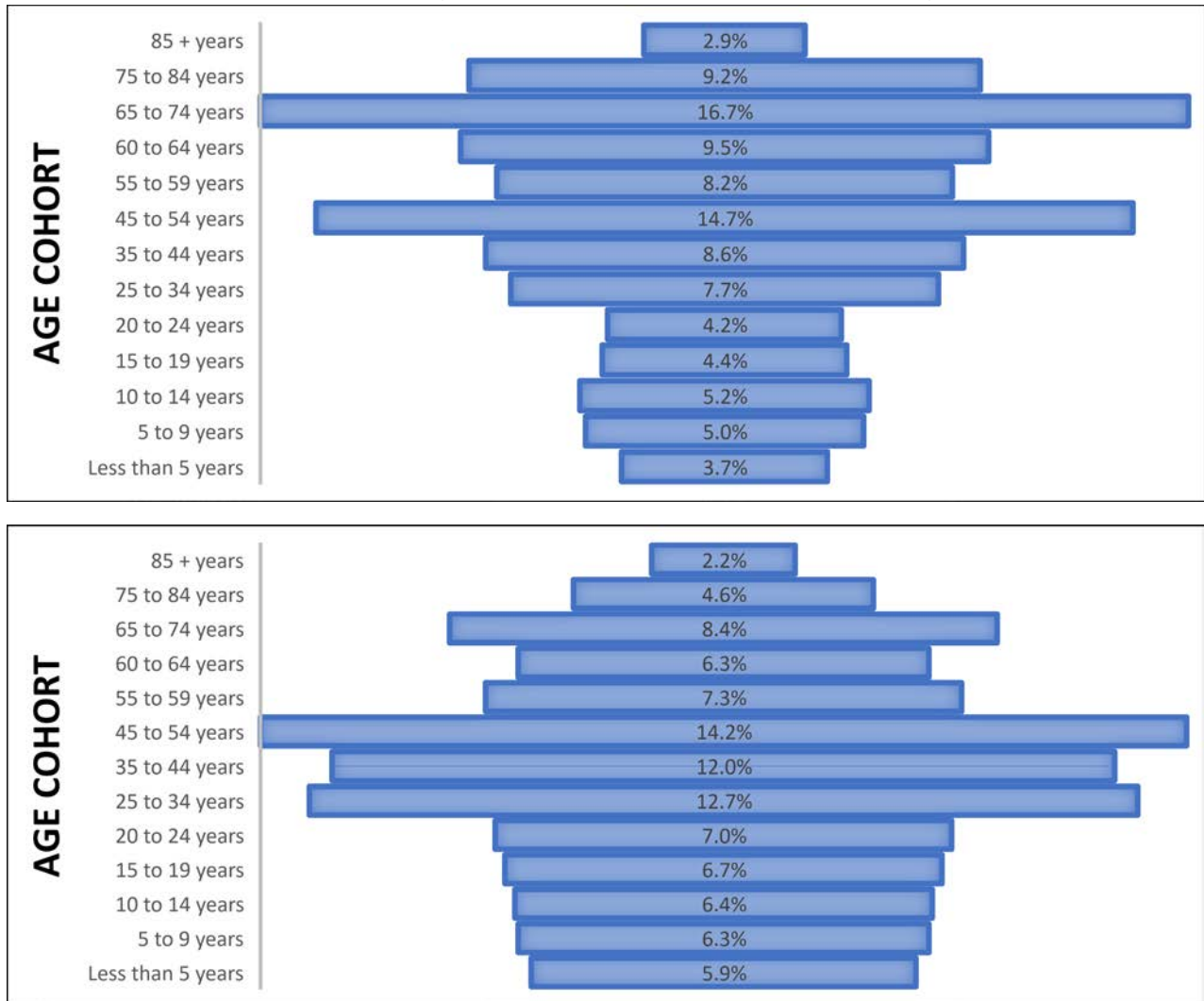
8

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

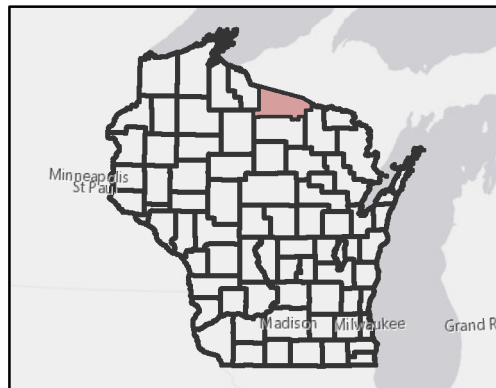
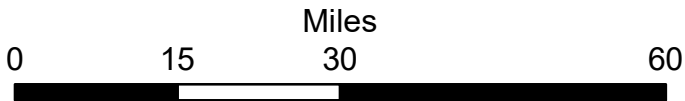
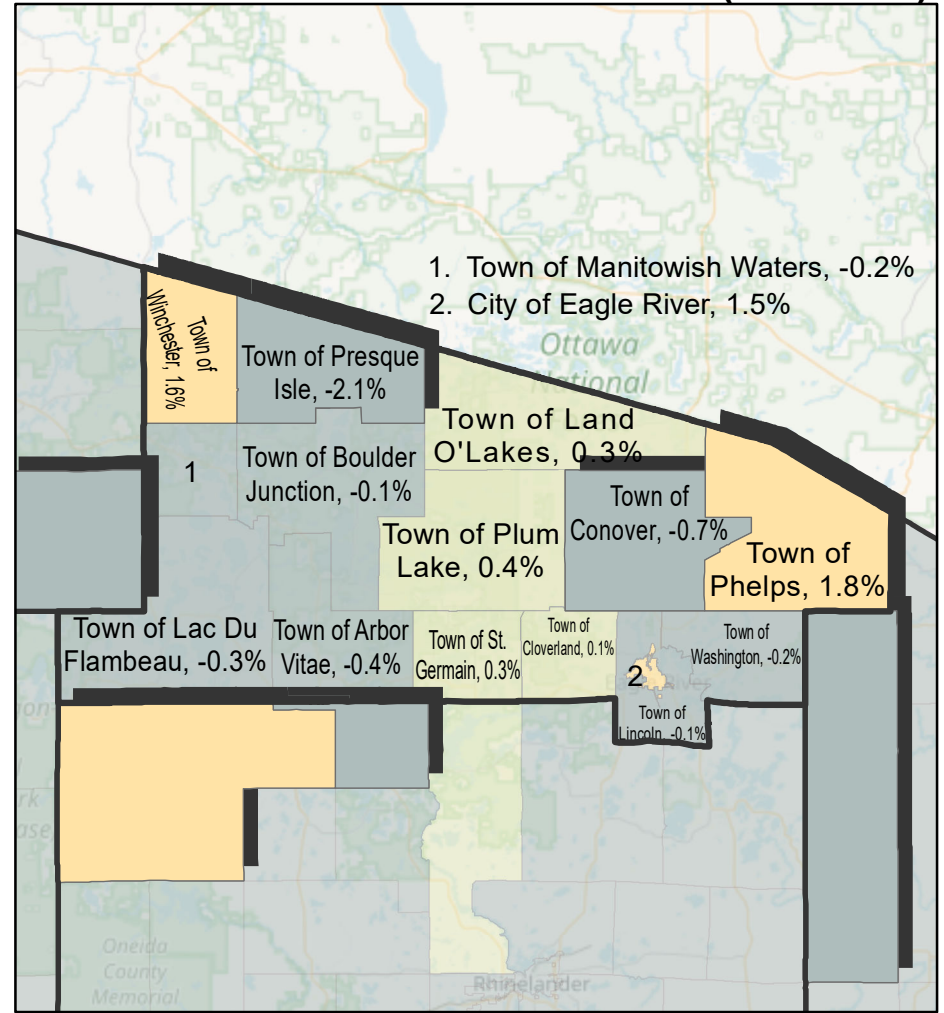
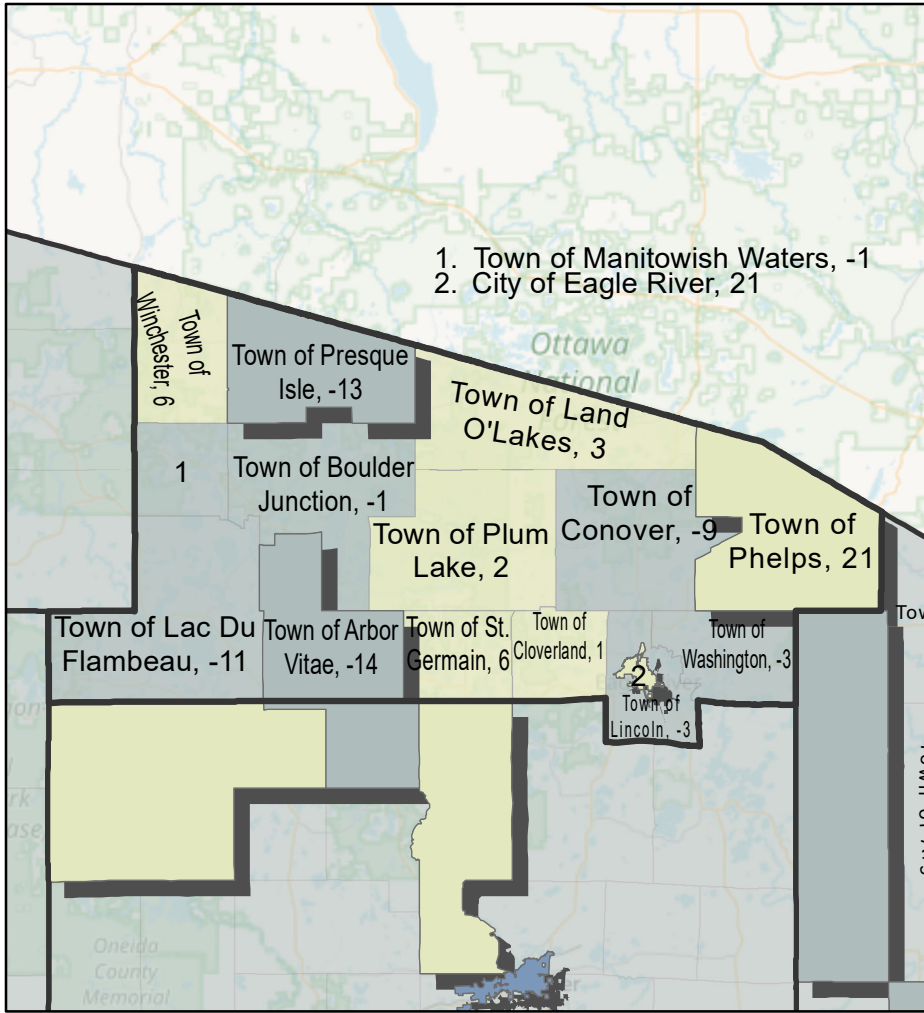
Between 2010 and 2016, the county’s population decreased by about 1.9%. The average age of the county is significantly older than that of the state (52.9 vs. 39 years). Vilas County’s population pyramid is thus far more “top-heavy” than Wisconsin’s population pyramid. Most jurisdictions in the county are either slightly losing population or slightly gaining population with no clear geographic pattern to such changes. (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 (VILAS COUNTY ABOVE AND STATE BELOW)

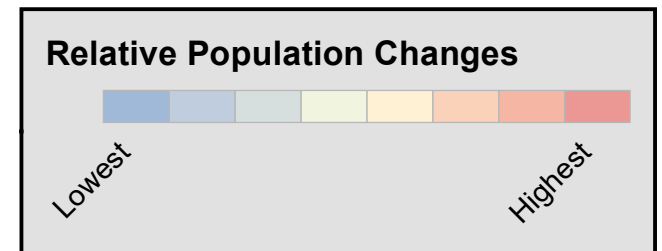
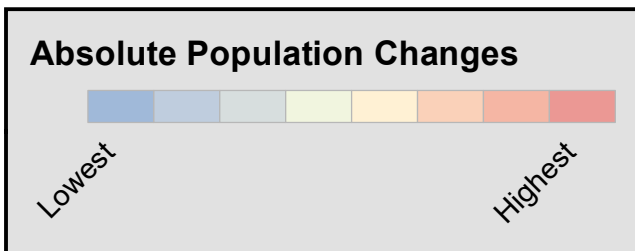


⁹ The highlighted jurisdiction in the image shows the two jurisdictions that are growing fastest and the two jurisdictions growing the slowest.
¹⁰ United States Census Bureau. “Selected Economic Characteristics DP03, Employment Status.” 2012-2016 American Community Survey 5-Year Estimates. https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.x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

ABSOLUTE AND RELATIVE POPULATION CHANGES VILAS 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

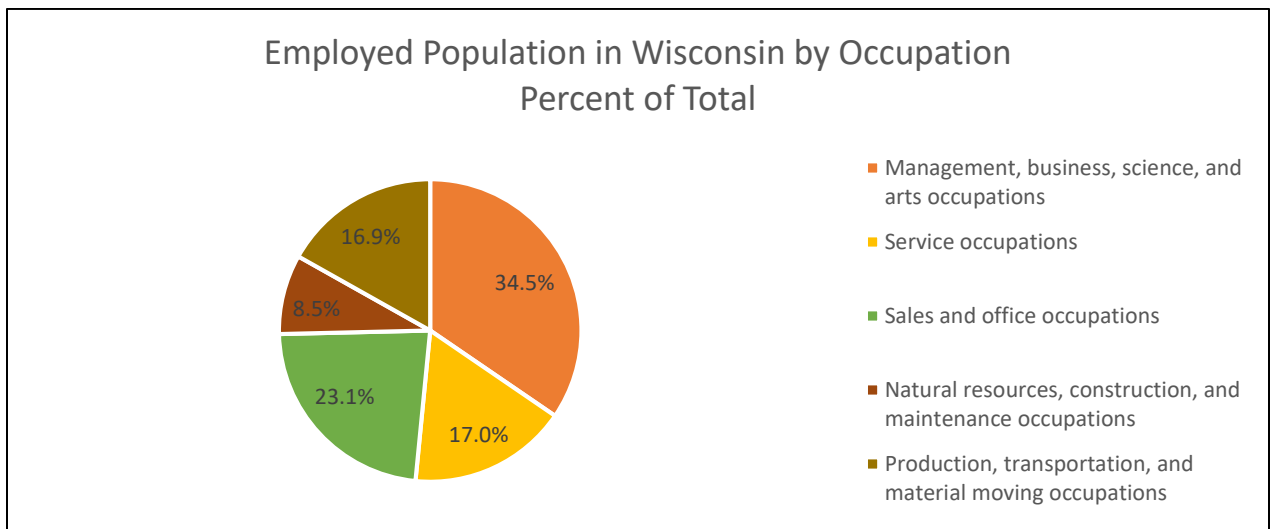
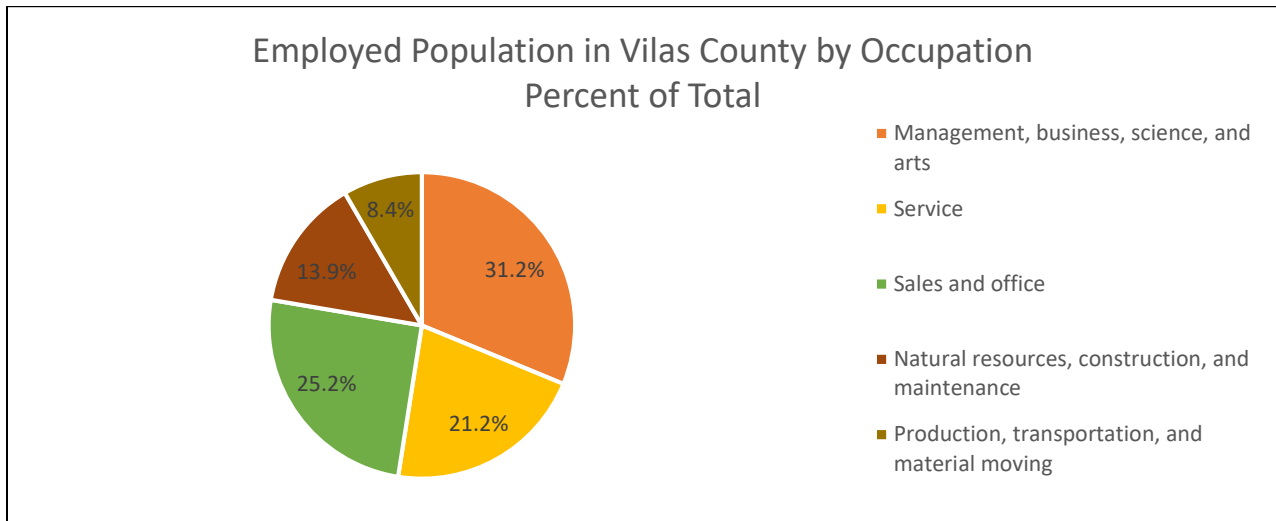


THE ECONOMY

Section Summary

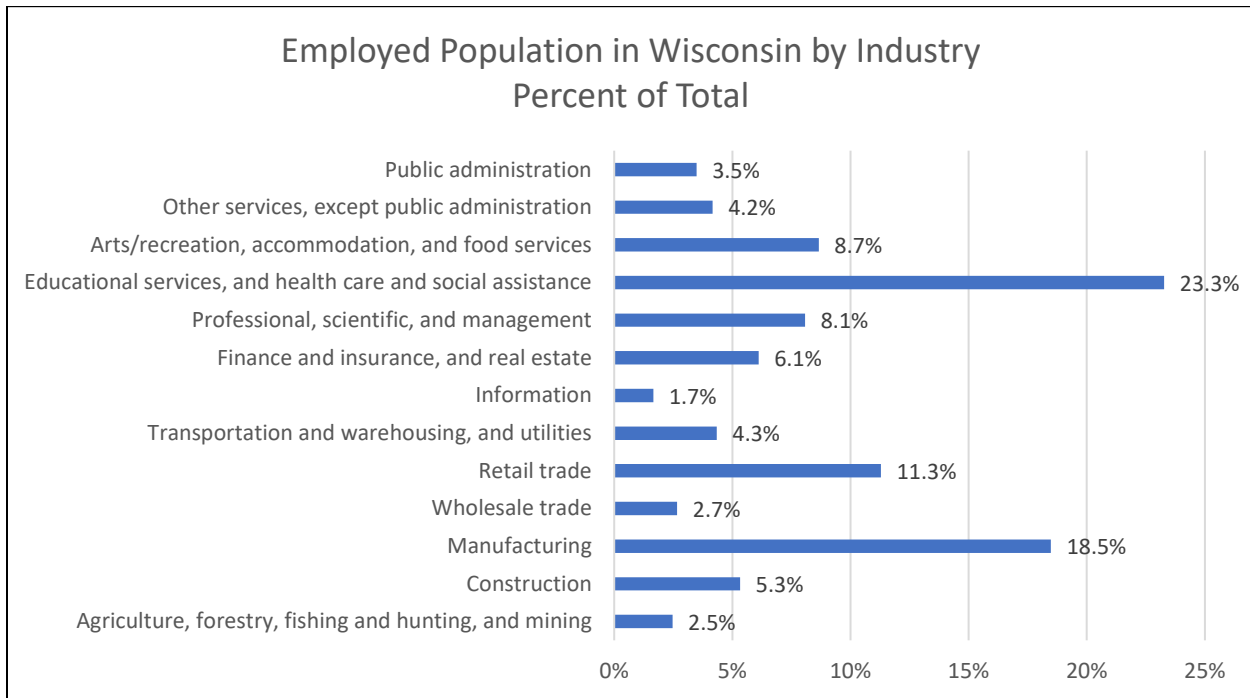
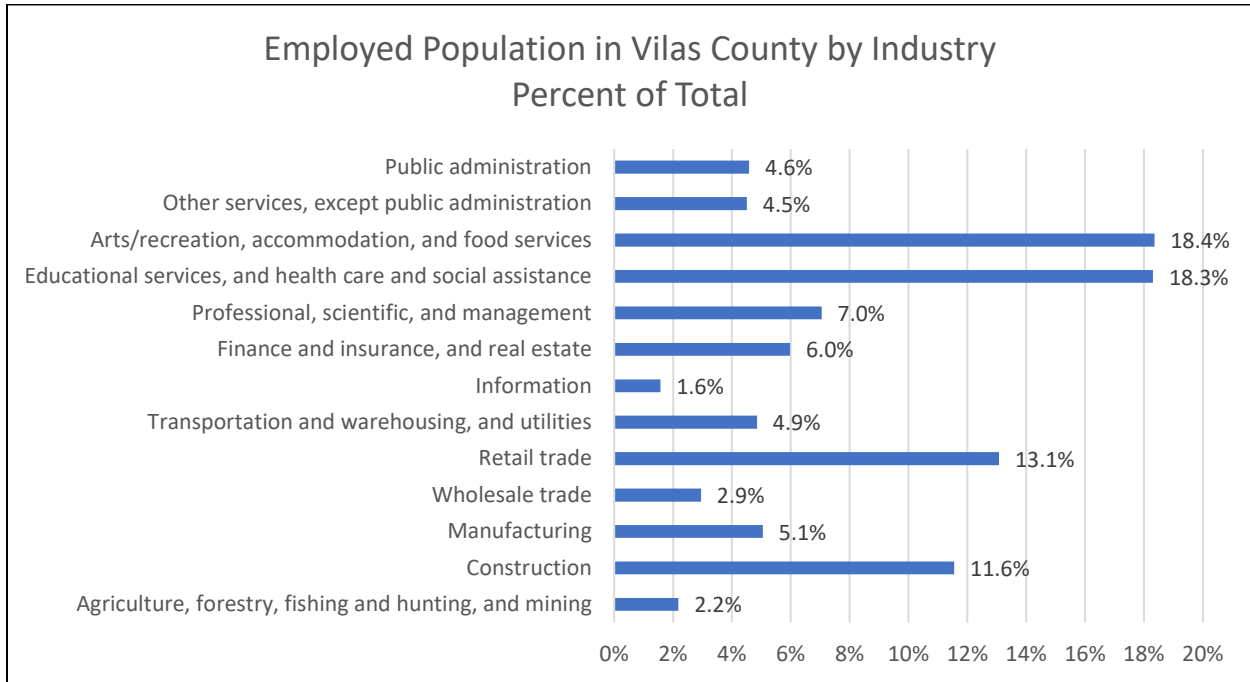
The unemployment rate in Vilas County has been, on average, 2.4% higher than that of the state over the last decade. Generally, the county has a comparatively high number of jobs in natural resources, construction, or maintenance and a comparatively low number of jobs in production, transportation, or material moving. The proportion of the population that works in the arts, entertainment, recreation, accomodation, or food services industries is large, while the proportion that works in the educational services, health care, or social assistance industries is small. The proportion of the population that works in manufacturing is small, but the proportion that works in construction is large.

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.

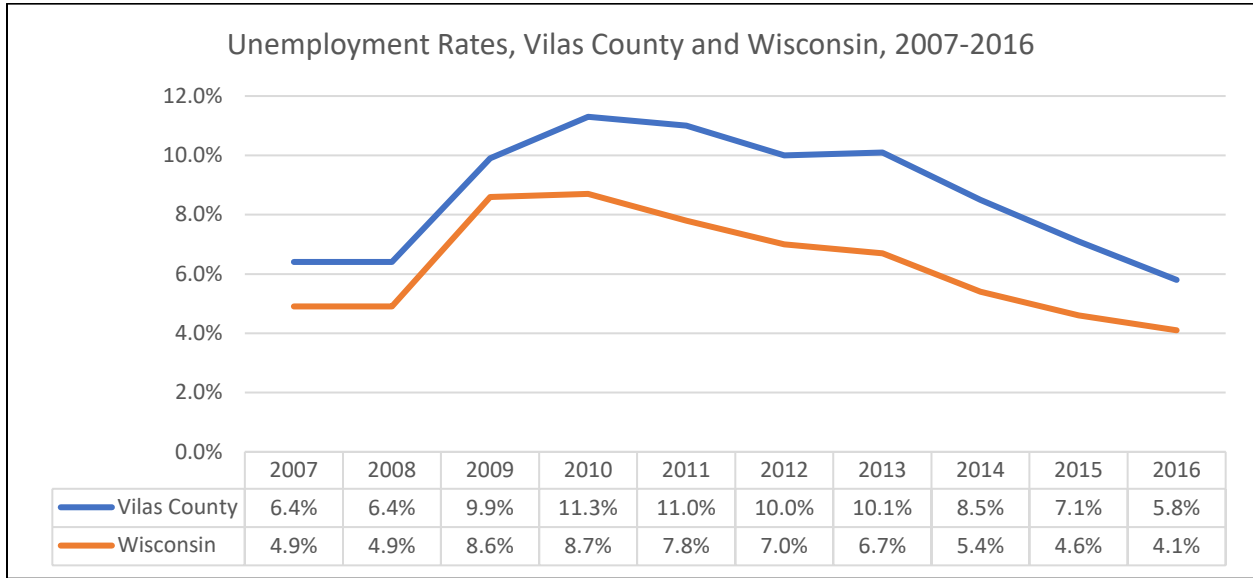
FIGURE 8: EMPLOYED POPULATION BY INDUSTRY



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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. Fourteen percent of the licenses are in Eagle River, 7% are in the town of Boulder Junction, and 79% are in other towns.

FIGURE 10: ALCOHOL BEVERAGE LICENSES BY JURISDICTION, VILAS COUNTY

	Eagle River	Town of Boulder	Other Towns	Total (By Liq. License)
AB or AC	1		2	3
AL or ALB	8	4	26	38
BB or CW	8	5	21	34
BL or BLB	14	8	130	152
Others				0
Total (By Municipality)	31	17	179	227

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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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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 VILAS COUNTY BY JURISDICTION

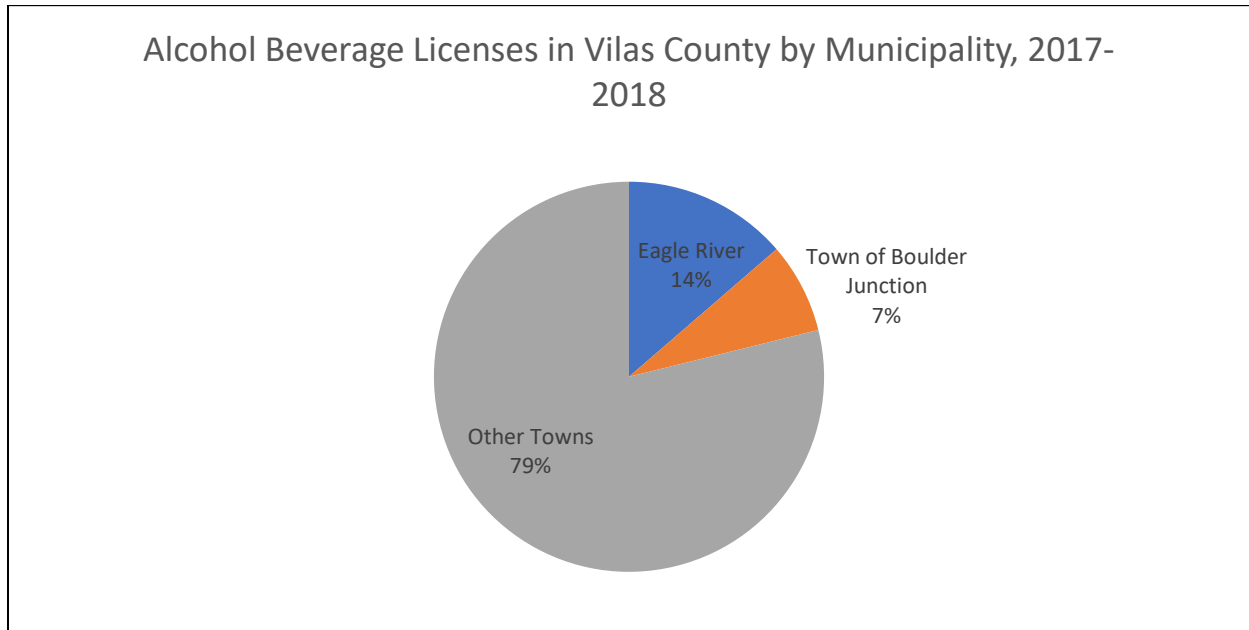
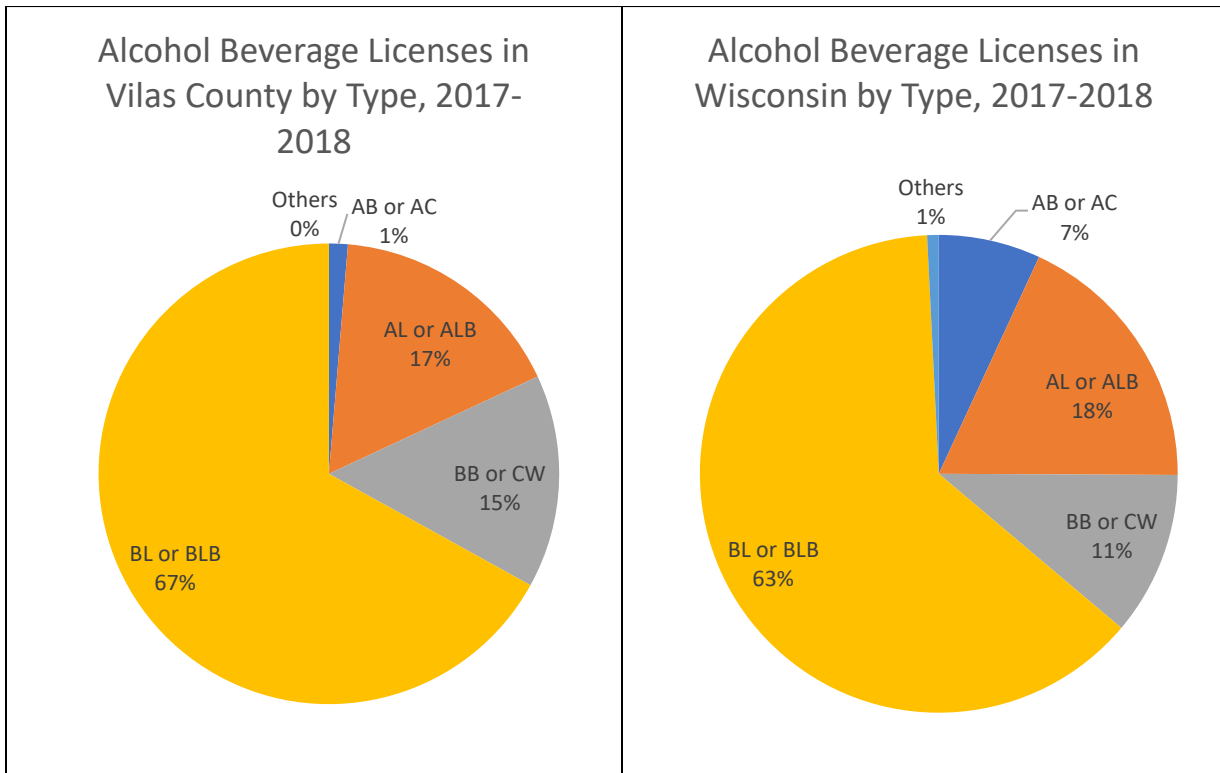


FIGURE 11: ALCOHOL BEVERAGE LICENSES BY TYPE



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, Vilas County reported a far lower injury-to-death ratio than the state generally (32.5 vs. 73.1).

Emergency Services

As can be seen, Vilas County contains a single trauma center within its borders, which is ranked Level IV.¹⁶ The closest level III and level II trauma centers are located in Oneida County and Marathon County respectively. The closest level I trauma center is in the Twin Cities.

Vilas County maintains 13 different emergency providers (listed below). This company employs 244 emergency personnel. Consequently, the county is the site of 11.4 emergency response personnel per 1,000 residents. This is far higher than the state figure of 4.02 emergency response personnel per 1,000 residents.

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 13:

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

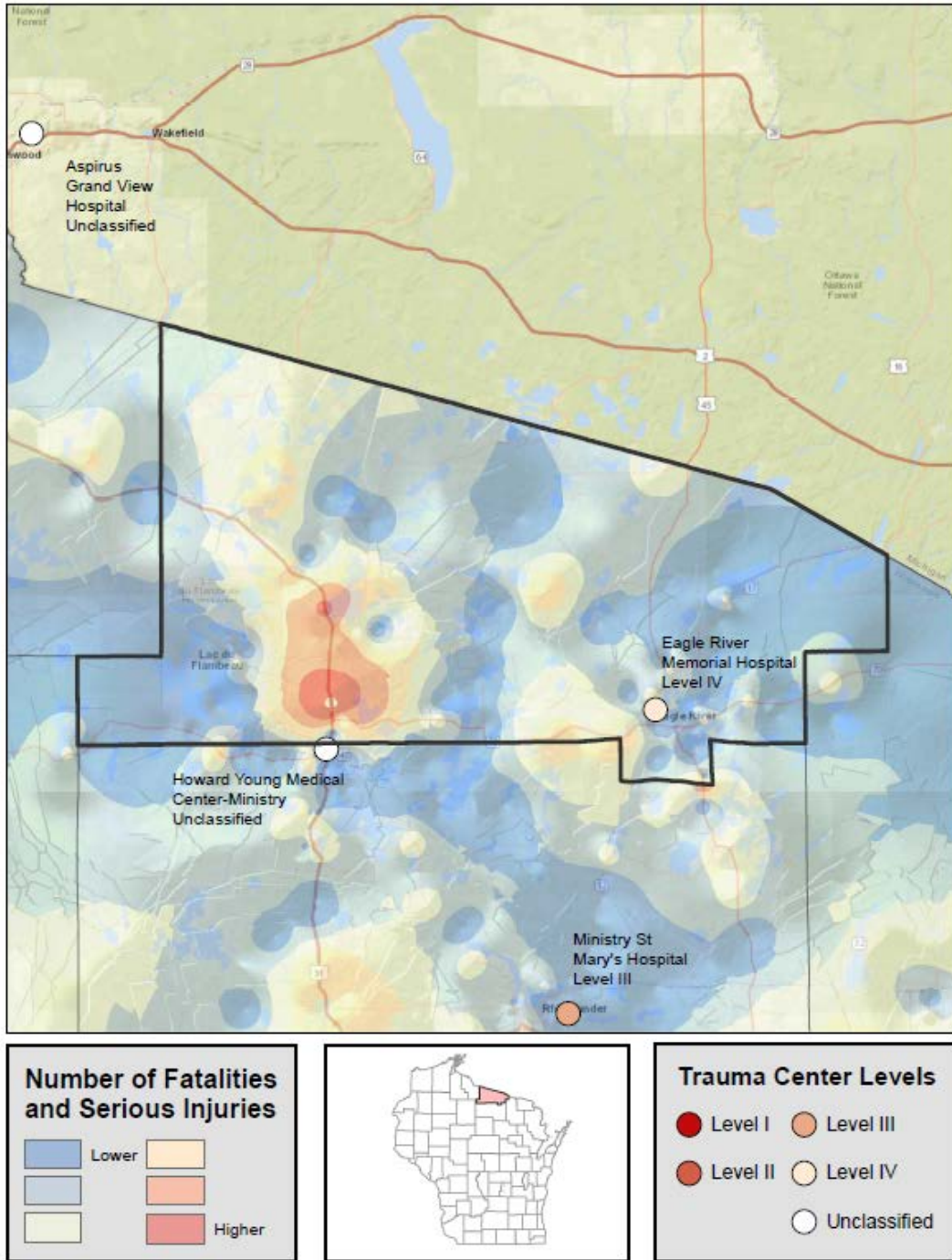
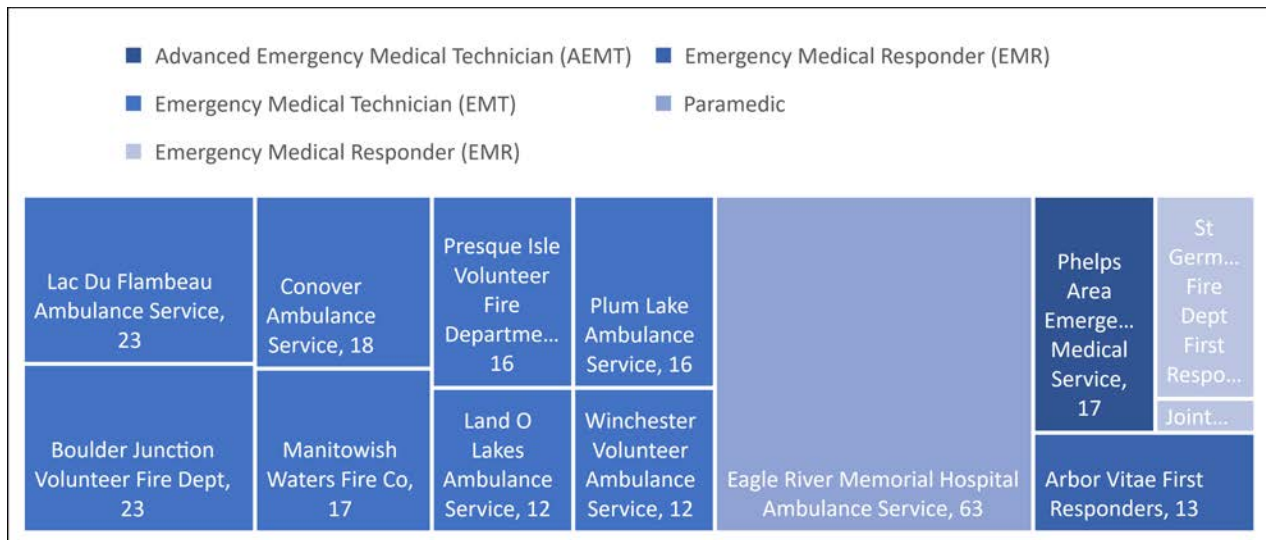


FIGURE 14: NUMBER OF EMT PERSONNEL/JURISDICTION ¹⁷

Primary Address County Name	Service License Level	Service Name	Number of Personnel
Vilas	Advanced Emergency Medical Technician (AEMT)	Phelps Area Emergency Medical Service	17
Vilas	Emergency Medical Responder (EMR)	Arbor Vitae First Responders	13
Vilas	Emergency Medical Technician (EMT)	Lac Du Flambeau Ambulance Service	23
Vilas	Emergency Medical Technician (EMT)	Boulder Junction Volunteer Fire Dept	23
Vilas	Emergency Medical Technician (EMT)	Conover Ambulance Service	18
Vilas	Emergency Medical Technician (EMT)	Manitowish Waters Fire Co	17
Vilas	Emergency Medical Technician (EMT)	Presque Isle Volunteer Fire Department	16
Vilas	Emergency Medical Technician (EMT)	Plum Lake Ambulance Service	16
Vilas	Emergency Medical Technician (EMT)	Land O Lakes Ambulance Service	12
Vilas	Emergency Medical Technician (EMT)	Winchester Volunteer Ambulance Service	12
Vilas	Paramedic	Eagle River Memorial Hospital Ambulance Service	63
Vilas	Emergency Medical Responder (EMR)	St Germain Fire Dept First Responders	12
Vilas	Emergency Medical Responder (EMR)	Joint Municipal Fire Commission - Eagle River	2

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 Vilas County averaged 528 crashes with 5 persons killed and 160 persons injured annually. Vilas County's fatal crashes constituted 0.8% of their total and was twice the amount of the state (0.4%). Under half, (42.9%), of Vilas County's fatal crashes involved alcohol or drug impairment, 23.8% were speed related, and 14.3% were inattention related. The top three driver PCCs for Vilas County crashes were failure to control (23%), inattentive driving (18%), and speed too fast for conditions (18%). Most of the fatal crashes (47.6%) occurred on US/state trunk highways whereas the majority for non-fatal injury crashes (47.3%) also occurred on US/state trunk highways. Intersection crashes constituted 23.2% of crashes whereas non-intersection constituted 76.8%. The state numbers were 37.8% and 62.8% respectively. Vilas County averaged 193.4 run-off-the-road crashes that constituted 36.6% of their total crashes compared to 25.4% for the state. In terms of actual number, the Vilas County Sheriff's Office reported 69 of the 91 (75.8%) fatal and serious injury crashes from 2012-2016, followed by the Lac Du Flambeau at 12 (13.2%). Eighty-two percent (96 of 117) of the killed and seriously injured persons in Vilas County crashes were Wisconsin residents. Fifty-nine percent (70 of 117) resided in Vilas County. The top three roles of persons killed or seriously injured were drivers (54%), vehicle passengers (24%), and motorcyclists (13%). These percentages are comparable to the state. The 55-64 age bracket contained the greatest number of killed and seriously injured persons for Vilas County whereas it was the 15-24 age bracket for the state of Wisconsin. Of the killed and seriously injured persons in cars and light trucks in Vilas County, 66.3% were belted and 33.8% were unbelted. Pedestrians made up 12.0% of the persons killed from 2012-2016 in Vilas County, (8.1% for the state), with the greatest pedestrian location being in the roadway and greatest action being walking not facing traffic. Bicyclists made up 4.0% of the persons killed from 2012-2016 in Vilas County whereas it was 1.8% for the state. Motorcyclists made up 8.0% of the fatalities and 14.1% 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 0.4 killed and 2.6 seriously injured each year. Of all motorcyclists involved in crashes, 55% 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 Vilas 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	3	3	6	6	1	1	4	4	7	11	4.2	5.0
Incapacitating Injury	15	19	23	27	12	19	6	10	14	17	14.0	18.4
Non-Incapacitating Injury	58	70	65	91	46	67	37	47	37	49	48.6	64.8
Possible Injury	37	54	56	80	53	80	55	75	61	97	52.4	77.2
No Apparent Injury	398	693	440	815	368	731	382	718	456	753	408.8	742.0
Totals	511	839	590	1,019	480	898	484	854	575	927	528.0	907.4

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

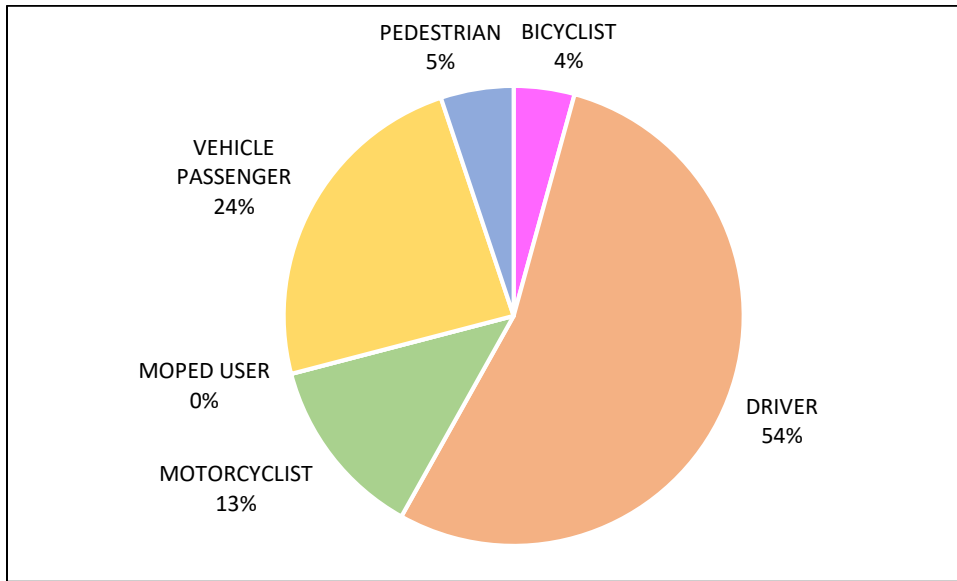


FIGURE 17: FATALITIES AND INCAPACITATING INJURIES BY ROLE, WISCONSIN, 2012-2016

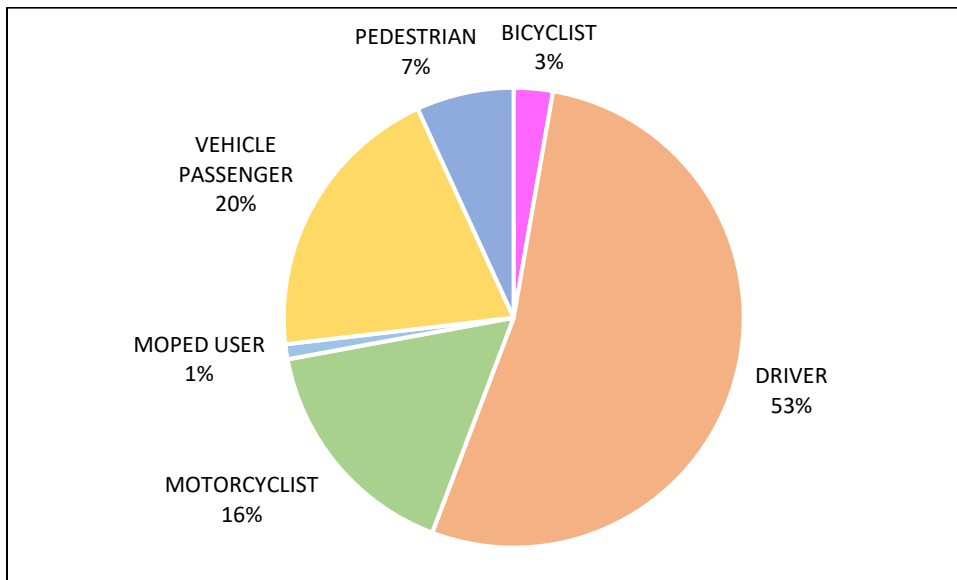


FIGURE 18: FATAL AND INCAPACITATING INJURIES BY AGE IN VILAS COUNTY, 2012-2016

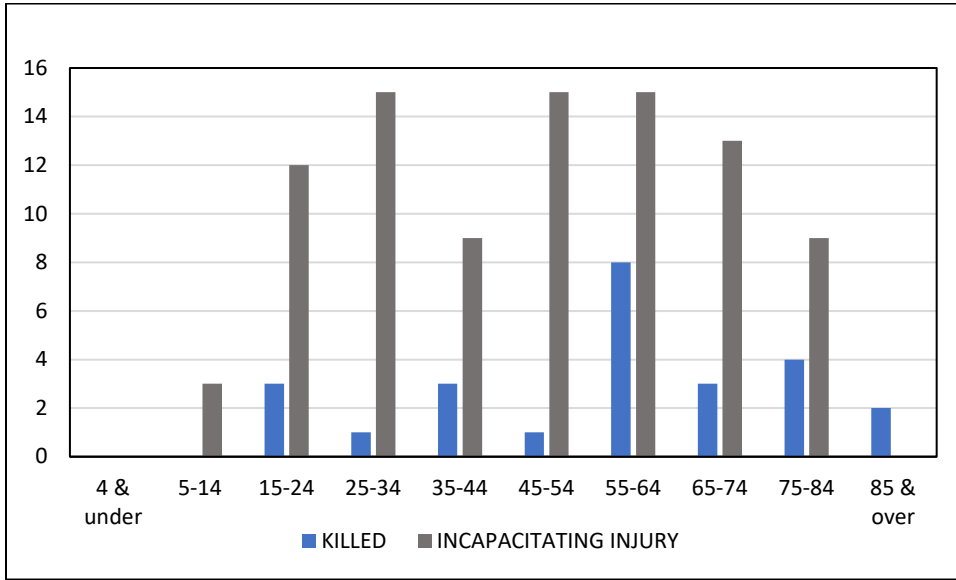


FIGURE 19: FATAL AND INCAPACITATING INJURIES BY AGE IN WISCONSIN, 2012-2016

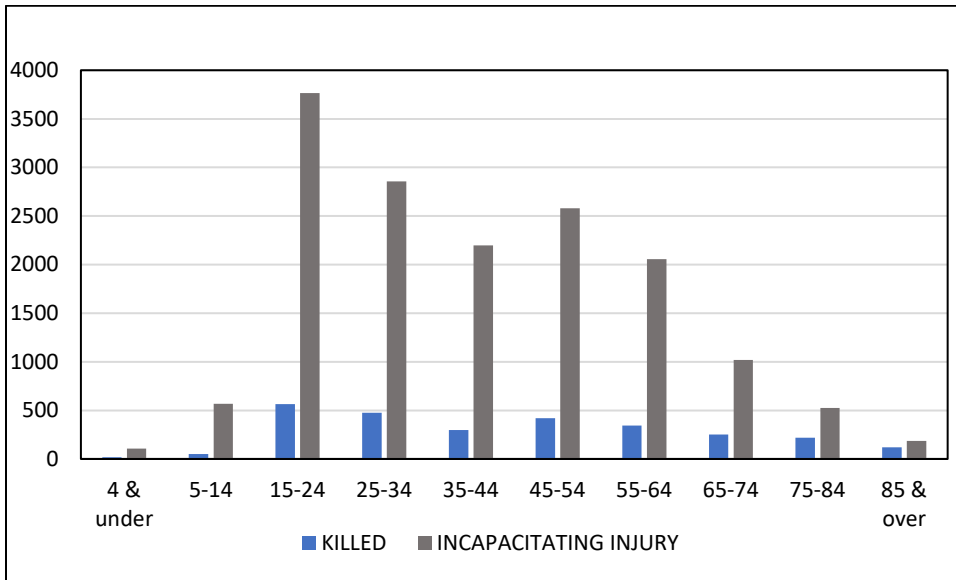
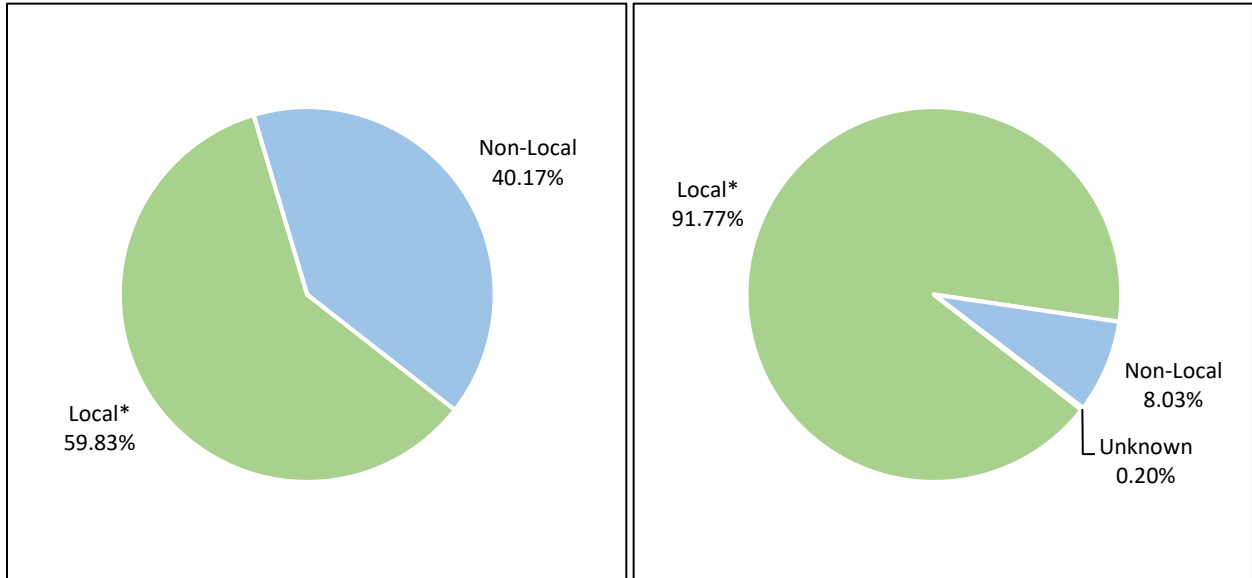


FIGURE 20: TOTAL FATALITIES AND INCAPACITATING INJURIES BY PLACE OF RESIDENCE (VILAS COUNTY ON LEFT AND STATE OF WISCONSIN ON RIGHT), 2012-2016



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

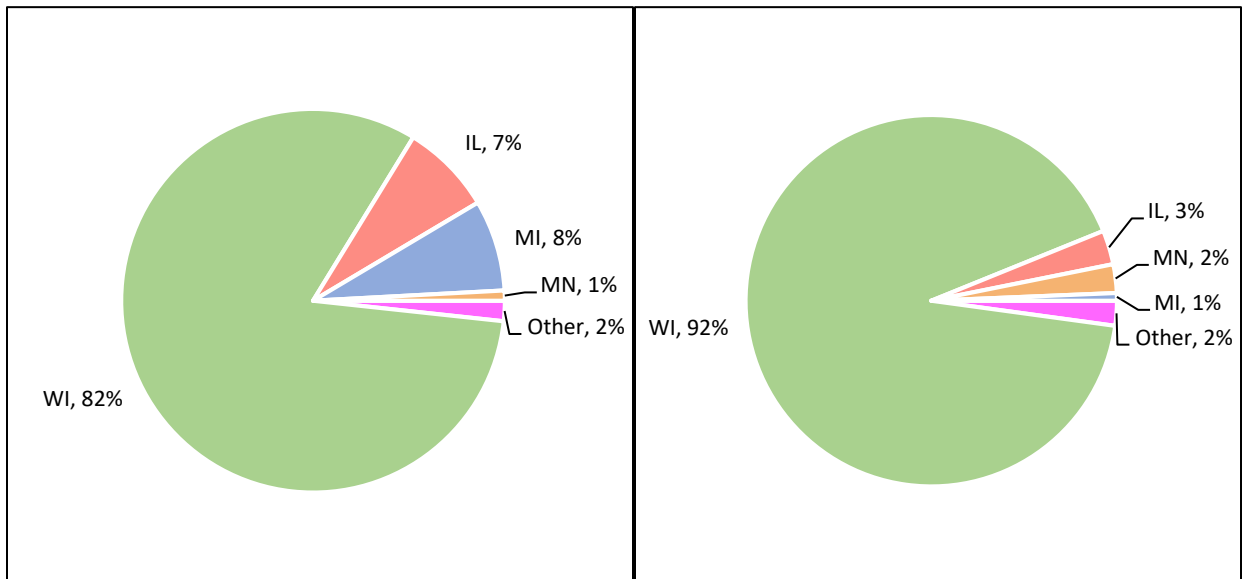


FIGURE 22: LOCATION OF CRASHES BY ROAD TYPE IN VILAS COUNTY, 2012-2016

	Total Fatal Crashes	Total Non-Fatal Injury Crashes
US/State Highways	47.6%	47.3%
County Highways	23.8%	19.8%
Local Roads	28.6%	32.9%

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

LEA	TOTAL
EAGLE RIVER POLICE DEPARTMENT	7
LAC DU FLAMBEAU TRIBAL POLICE	12
VILAS COUNTY SHERIFF	69
WISCONSIN STATE PATROL	3
TOTAL	91

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

	Inattention-Related Fatal Crashes	Inattention-Related Non-Fatal Injury Crashes
US/State Highways	66.7%	61.0%
County Highways	33.3%	14.9%
Local Roads	0.0%	24.1%

Vilas County	% of inattention-related fatal crashes to all fatal crashes	14.3%
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	44.4%	42.7%
County Highways	22.2%	21.3%
Local Roads	33.3%	36.0%

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

Average Total Fatal Crashes	Average Alcohol or Drug-Related Fatal Crashes	Average Alcohol or Drug-Related Non-Fatal Injury Crashes
4.2	1.8	15.0

Vilas County	% of alcohol or drug-related fatal crashes to all fatal crashes	42.9%
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: VILAS COUNTY MOTORCYCLISTS KILLED OR SERIOUSLY INJURED, 2012-2016

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	8.0%	14.1%	0.4	2.6
State	15.3%	16.5%	84.8	525.6

ISSUE AREA: IMPROVE NON-MOTORIST SAFETY

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

	% Killed	% Seriously Injured	5-Yr Ave. Killed	5-Yr Ave. Seriously Injured
County	12.0%	3.3%	0.6	0.6
State	8.1%	6.6%	44.8	211.2

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

	% Killed	% Seriously Injured	5-Yr Ave Killed	5-Yr Ave Seriously Injured
County	4.0%	4.3%	0.2	0.8
State	1.8%	2.9%	10.2	92.4

FIGURE 29.2: PEDESTRIANS INVOLVED IN CRASHES BY ACTION AND LOCATION, 2012-2016

PEDESTRIAN ACTION	PEDESTRIAN LOCATION				TOTAL
	BLANK	IN CROSSWALK	IN ROADWAY	NOT IN ROADWAY	
BLANK	3	0	3	0	6
WALKING NOT FACING TRAFFIC	0	1	2	1	4
DARTING INTO ROAD	0	0	2	1	3
TOTAL	3	1	7	2	13

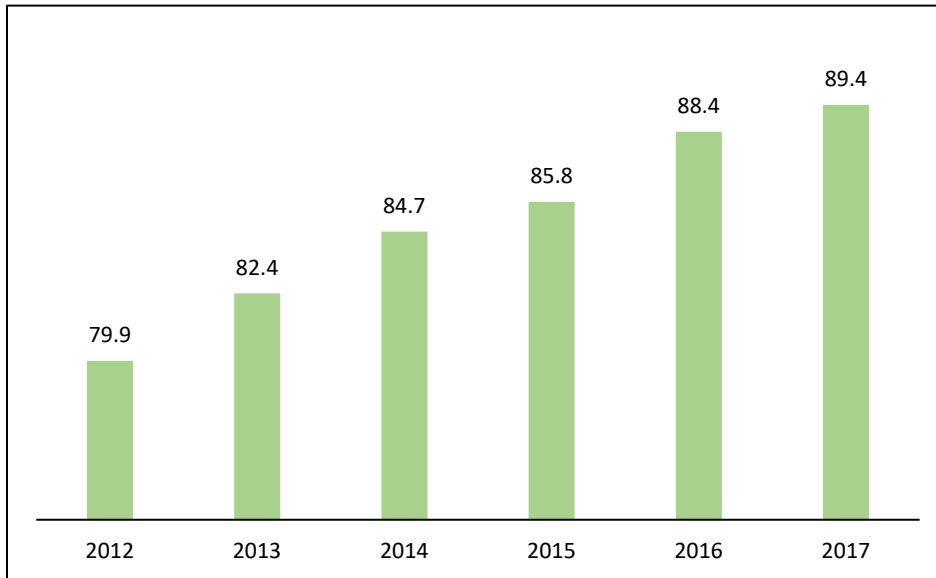
ISSUE AREA: IMPROVE SAFETY OF INTERSECTIONS

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

	County	State
% Intersection	23.2%	37.8%
% Non-Intersection	76.8%	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	66.3%	33.8%

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

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

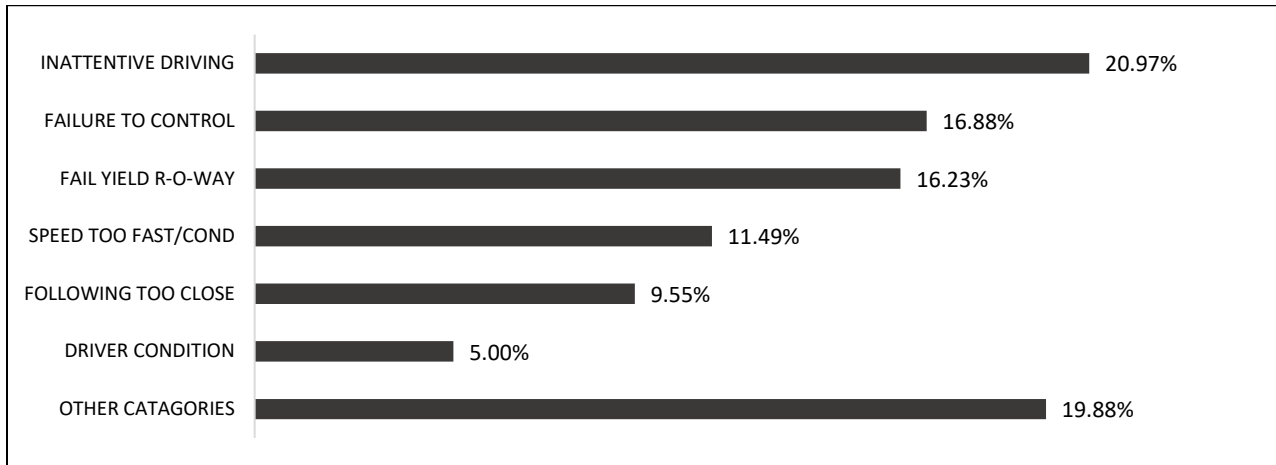
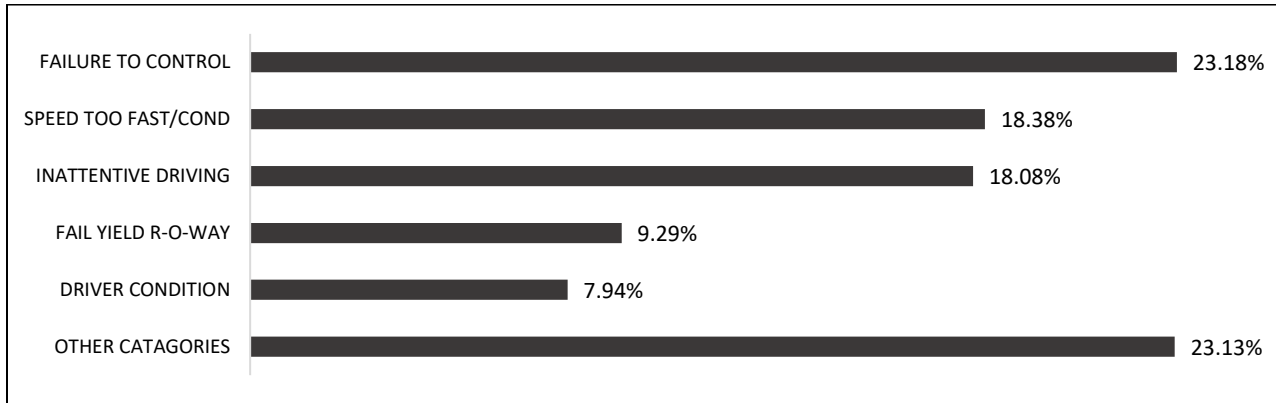


FIGURE 33: SPEEDING STATISTICS IN VILAS COUNTY, 2012-2016

Average Speed-Related Fatal Crashes	Average Speed-Related Non-Fatal Injury Crashes
1.0	31.6

	Total Fatal Crashes	Total Non-Fatal Injury Crashes	Speed-Related Fatal Crashes	Speed-Related Non-Fatal Injury Crashes
US/State Highways	47.6%	47.3%	0.0%	34.8%
County Highways	23.8%	19.8%	20.0%	19.6%
Local Roads	28.6%	32.9%	80.0%	45.6%

Vilas County	% of speed-related fatal crashes to all fatal crashes	23.8%
Wisconsin	% of speed-related fatal crashes to all fatal crashes	28.9%

ISSUE AREA: REDUCE LANE DEPARTURE CRASHES

FIGURE 34: VILAS 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	193.4	36.6%
State	30,395.6	25.4%

THE IMPACT

Crash-related hospitalizations are high. Quality of life costs and medical costs are also high.

2011-2015 ANNUAL AVERAGES

	Vilas County	Wisconsin
Average Annual Population	21,480	5,716,883
Persons in Crashes (per 1,000 residents)	42.2	46.0
Crash-Related Emergency Room Visits (per 100,000 residents)	400.4	407.3
Crash-Related Hospitalizations (per 100,000 residents)	91.2	49.3
Quality of Life Costs (per 100,000 residents)	\$59,532,576	\$36,819,900
Lost Years of Life (per 1,000 residents)	4.33	3.04
Medical Costs (per 100,000 residents)	\$15,239,736	\$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
Vilas County Law Enforcement Agencies	no participation		

2017 Task Force Participation and 2018 Task Force Eligibility

	Impaired Driving	Occupant Protection	Speed
Vilas 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
Vilas 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.