WISCONSIN
TRAFFIC SAFETY REPORTER

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Blizzards then floods provide reminder

Major Dan Lonsdorf
Director, Bureau of Transportation Safety

Unrelenting blizzards in the southern part of the state earlier this year, followed by widespread flooding in nearly 30 counties in the spring and summer played havoc with our highways and local roads.

Those long periods of severe weather tested law enforcement agencies, challenged local, county and state highway maintenance resources, and often put a lot of stress on motorists.

Fortunately, many motorists stayed home when faced with bad weather and road conditions and drove cautiously when they traveled. This certainly helped reduce crashes in the first half of the year. Ironically, serious injury and fatal crashes often increase under good conditions because motorists get complacent about the dangers of driving and revert to reckless habits like speeding.

To prepare for another winter driving season, steps are being taken to help prevent crashes and keep traffic flowing even when severe storms hit. This fall WisDOT will launch the 511 traveler information service. By dialing "511", motorists can get up-to-date, location-specific road and weather information for many major Wisconsin highways.

Even with this information, motorists still need to make responsible decisions about where and when to travel. They must take weather and road condition warnings seriously and not always expect clear pavement and unhindered traffic flow. This year's weather reminded us that Mother Nature can deliver a powerful blow to our roads. But if motorists make good decisions, they can safely endure whatever severe weather is in store for us.

Engineering to save lives

DOT engineers are always searching for ways to improve safety on Wisconsin's roadways.

To help guide their work, DOT's Traffic Safety Council (TSC) developed the *2006-08 Wisconsin Strategic Highway Safety Plan* (SHSP). The TSC is a multi-disciplinary team that works with a wide range of safety professionals and advocates at all levels of state and local government. The SHSP, which is available on the DOT website, prioritizes the state's most critical traffic safety issues (see sidebar).

As DOT Secretary Frank Busalacchi says, "Partnership is crucial to achieving safety improvements," and engineers are making important progress by teaming up with experts both nationally and here in Wisconsin. Here's a glimpse at their work in several top priority areas: improving intersection and work zone safety, and reducing road departure and speed-related crashes.

Intersection safety

One-fifth of all traffic fatalities nationwide occur at intersections. In 2005, about 60% of these occurred in urban areas and 40% in rural areas. Although only about 10% of all intersections are signalized, nearly 30% of intersection fatalities happened at signalized ones, with over one-third of these involving red-light running. Also, one-fourth of intersection fatalities involved people 65 or older.

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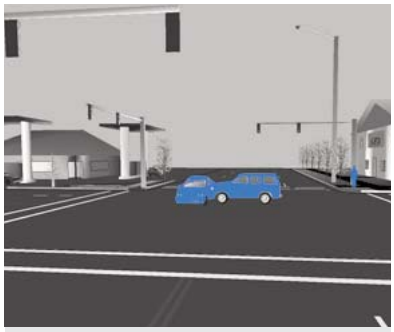

Engineers use 3-D computer-generated simulations to design safer intersections.

SHSP top priorities

1. *Increase safety belt use/air bag effectiveness*
2. *Improve design/operation of intersections*
3. *Improve data/decision support systems*
4. *Reduce speed-related crashes*
5. *Reduce impaired driving*
6. *Minimize consequences of leaving the roadway*
7. *Design safer work zones*
8. *Reduce head-on and cross-median crashes*
9. *Keep vehicles on the roadway*
10. *Increase driver safety awareness*

READY Responding to Emergencies and Disasters with Youth

Recent events such as the 9/11 terrorist attacks, the widespread destruction caused by Hurricane Katrina, and the flooding in Wisconsin this June have highlighted the need for community emergency preparedness.

In 2005, Governor Jim Doyle established the Wisconsin Citizen Corps which helps local groups organize to recruit and train citizen volunteers. A wide range of activities is available, including participating in Community Emergency Response Teams (CERT).

Another opportunity is READY, five-day summer camps that provide training to middle and high school youth, ages 13 to 18.

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At READY Camp, students learn emergency medical skills during a disaster simulation.

READY

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READY helps prepare participants to respond to emergencies at their schools and homes until additional help arrives. The program helps empower youth with personal responsibility and team-building skills, it encourages them to lead community prevention efforts, and it helps spark interest in health and public safety careers.

Wisconsin's Office of Justice Assistance awarded a homeland security grant to the Center for School, Youth and Citizen Preparedness (CSYCP) to work with OJA, Wisconsin Citizen Corps, the state's Department of Military Affairs and UW-La Crosse to create the READY program along with local and statewide public and private emergency preparedness organizations.

Classroom instruction is combined with activities that enable students to test and hone their skills. They receive American Red Cross certification in first-aid, cardiopulmonary resuscitation, using an AED (automated external defibrillator) and other emergency medical skills. They participate in a "hazard hunt" focusing on what to look for when they return to school. Participants also conduct disaster exercises, fire-hose races, and "READY Relays" that test how quickly each team can treat an "injured" mannequin appropriately and transport it to the finish line.

The Wisconsin Air and Army National Guard designed a leadership development course for the READY camps to encourage students to work as a team, face challenges, create a plan, practice the incident command system, and overcome obstacles.

A career orientation day introduces students to emergency management careers. Counselors take students to a dispatch center, a local hospital trauma center, an EMS agency, and the State Emergency Operations Center. Staff explain their responsibilities and the education and skills required for their jobs.

The camps, which also receive BOTS funding support, include many traffic safety elements:

- This summer's camp at UW-Madison used a school bus crash simulation as one of its mock disaster scenarios.
- Emergency training includes bystander care.
- Students learn about the importance of buckling up and the hazards of distracted driving.
- The two-day *Every 15 Minutes* presentation challenges students to think about drinking, driving and making mature decisions, with a focus on the impact their decisions have on family and friends.

Learning bystander care

Developing teamwork and leadership skills

Many camp graduates are now using their new skills to help their local communities. For example, Kyra Sommerfeld, a student at Chippewa Falls Senior High, had known sign language for years, but she is now teaching it to all her hometown police department's officers so they can communicate with hearing impaired people in an emergency. Kyra has now joined the Chippewa Falls Police Citizens Academy that fosters community cooperation with the police department. Their community experienced a tragic loss in October 2005, when a bus carrying her high school's marching band crashed into an over-turned truck, killing five and injuring 39.

Visit www.citizenpreparedness.org or contact CSYCP director Mary Jean Erschen at (608) 592-5200 or mjerschen@citizenpreparedness.org.

Finding out about careers in public safety

WISCONSIN TRAFFIC SAFETY REPORTER

The *Wisconsin Traffic Safety Reporter* is published by the Bureau of Transportation Safety, Wisconsin Department of Transportation. Its purpose is to promote transportation safety, recognize worthwhile programs, and to educate and share ideas with safety professionals.

WisDOT SECRETARY
Frank Busalacchi

DIRECTOR–BOTS
Major Dan Lonsdorf

TSR COORDINATOR
Steve Olson

Comments/questions invited: (608) 261-5896
steve.olson@dot.state.wi.us
Bureau of Transportation Safety
P.O. Box 7936
Madison, WI 53707

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Intersection safety

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In Wisconsin during 2007, there were 46,378 intersection crashes, 37% of all crashes, and they caused 171 fatalities, 23% of the total, and 49% of all traffic crash injuries.

Improving the design and operation of intersections is one of the highest SHSP priority areas, and there are many things engineers can do to improve intersection safety. Good geometric design can be combined with appropriate traffic controls. Visibility of the intersections themselves, along with signs and signals, can be improved. Left- and right-turn channelization and pedestrian and bicyclist facilities are also considered.

Along with dealing with the damage to roads and bridges caused by the flooding in June, DOT engineers are making important progress improving intersection safety. Rebecca Yao (see page 6), State Traffic Safety Engineer, reports that DOT work includes:

- Developing a decision support tool to help engineers identify state highway intersections with crash problems and also to rank and prioritize them.
- Participating in a pooled-fund study with other states to evaluate new technologies that could help prevent right-angle crashes at high-speed rural intersections.
- Working on a pilot project, now in preliminary stages, with the goal of putting all crashes (both local and highway) up on a statewide, web-based map. Eventually many different groups could use this map; e.g., municipalities and county Traffic Safety Commissions.
- Making electronic crash data available to local agencies via the WisTransPortal website, which is maintained by the UW TOPS (Traffic Operations & Safety) Lab. The TransPortal requires a username and password to access the data. From there, users can find crash information for a specific location, and then download and save it. Those without a password can obtain crash data via a request form on the website at *http://transportal.cee.wisc.edu/services/crash-data.html*

CREDIT: JOSEPH LEUTE

Rain-swollen Lake Delton washed away part of Hwy A when it broke through to the Wisconsin River in June. Engineers are dealing with extensive flood damage to roads and bridges.

- Continuing to conduct Road Safety Audits (RSA's) on intersections and corridors around the state. An RSA is a formal safety performance examination of an existing or future road or intersection by an independent audit team. The Federal Highway Administration (FHWA) works with state and local jurisdictions to integrate RSA's into the project development process for new roads, and also encourages RSA's on existing ones. They differ from traditional road safety reviews in several important ways, including: audit team members are usually independent of the project, additional focus on human factor issues such as visibility, and additional attention to the needs of pedestrians and bicyclists. Benefits include better safety and also lower costs because safety issues are identified and corrected before projects are built. Visit *www.roadwaysafetyaudits.org.*
- Evaluating installed roundabouts around the state, assessing design and safety elements. For more about roundabouts, visit the WisDOT and FHWA websites.

An RSA (Road Safety Audit) team

See other articles about **Engineering** on pages 4, 5 and 7.

NEW

WisDOT Emergency Traffic Control and Scene Management Guidelines

Now available on the TIME (Traffic Incident Management Enhancement) Program website at *www.dot.wisconsin.gov/travel/stoc/time.htm*, these guidelines provide incident responders with a uniform approach to emergency traffic control and scene management. This approach will help provide the safest possible work environment, while minimizing the risk of secondary incidents.

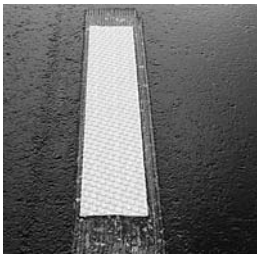
The guidelines are intended for all responders, including law enforcement, fire, EMS, towing and recovery, county maintenance/highway and public works personnel.

Now the focus is on training and outreach. WisDOT will be holding train-the-trainer sessions statewide to facilitate a multi-discipline approach to training. Supplemental training and outreach materials are also available. Feedback is welcome.

Traffic Incident Management helps prevent secondary crashes.

A guardrail crash in Ozaukee County this past winter

Energy Absorbing Terminals (EAT) on guardrails can absorb much of a vehicle's kinetic energy when struck end-on and reduce crash severity.



Reflective tape helps motorists see the lane lanes.

Engineering to save lives

Road departure

In 2005, 64% of all traffic fatalities in Wisconsin involved roadway departure. Sometimes, vehicles cross the centerline and are involved in a head-on crash or opposite direction sideswipe. Other times, vehicles encroach on to the shoulder and beyond and then roll over or hit objects such as trees, utility poles or embankments.

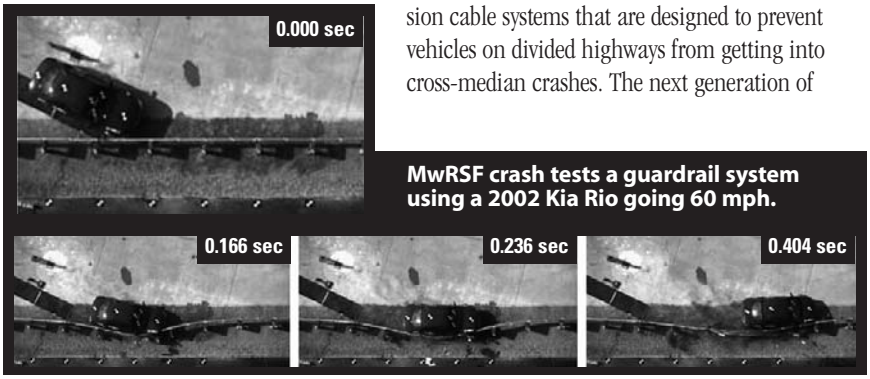
Among the top SHSP priorities are making improvements to help keep vehicles on the road and also to minimize the consequences of leaving it.

The first goal can be achieved with, for example, retro-reflective signs and pavement markings that help drivers stay in the proper lane. Rumble strips can alert a distracted or drowsy driver that they are starting to drift.

For cars that do veer off the traveled way, the severity of crashes can be reduced with measures such as wide shoulders and flat, traversable roadsides that let drivers recover and safely return to the road. Properly designed breakaway sign and light supports, roadside barriers, and bridge railings can help, and median barriers can reduce high-speed head-on crashes.

To achieve these goals, Wisconsin DOT engineers work with a wide range of partners. For example, FHWA provides research findings, design guidelines and consulting. DOT also works closely with other states to pool resources and deal with shared challenges. As a member of the Midwest States' Regional Pooled Fund Program, WisDOT helps to support research at the Midwest Roadside Safety Facility (MwRSF) at the University of Nebraska—Lincoln, a global leader in the development of crashworthy safety structures.

Currently the MwRSF is studying high-tension cable systems that are designed to prevent vehicles on divided highways from getting into cross-median crashes. The next generation of these cable barriers is being tested to see, for example, if they reduce the likelihood of vehicles sliding under the bottom cable.



MwRSF crash tests a guardrail system using a 2002 Kia Rio going 60 mph.

High-tension cables kept this semi from crossing the median on US 41 in Fond du Lac County (10/07)

Chevrons improve safety on a curve.

DOT's Traffic Safety Engineering Workgroup is a partnership with the UW TOPS Lab, and one of the lab's recent studies focused on cross-median crashes. Analyzing 2001-03 data, 631 crossover crashes were studied, and "hotspots" were identified on Wisconsin's divided highways. Injuries occurred in 53% of these crashes, and 7% caused fatalities. The study also analyzed the related CODES (Crash Outcome Data Evaluation System) medical cost information.

The TOPS Lab also recently completed a study of guardrail terminals. Using 2003-05 crash data, the lab analyzed crashes into the ends of two kinds of guardrails—turned down and EAT (energy-absorbing terminal)—and found that EAT's are safer.

DOT engineers are often able to learn crucial details of how crashes occurred from State Patrol crash reconstructionists. As standards development engineer Erik Emerson says, "They've got the really good data, with details about road condition, speed, angles, etc."

NEW

FHWA's Resident's Guide for Creating Safe and Walkable Communities

Many people want to live in a walkable community where sidewalks, trails and street crossings are pleasant and safe. This new guide is for anyone looking for ways to improve the walkability of their neighborhood and community. It provides information, ideas and resources along with community success stories. Available at: *http://safety.fhwa.dot.gov/ped_bike/ped/ped_walkguide/*

PHOTO CREDIT: WWW.PEDBIKEIMAGES.ORG/DAN BURDEN

Engineering to save lives

Work Zone Safety

Give 'em a BRAKE

As we drive through work zones, we often encounter unique situations that require increased attention. But unfortunately not enough drivers make this adjustment. From 1996 to 2006, the number of people killed each year in work zone crashes nationwide increased 45%. In 2006, 1,010 people were killed and 40,000 were injured in these crashes. In Wisconsin during 2007, 1,719 work zone crashes resulted in 11 fatalities and 847 injuries.

To help turn things around, FHWA developed the Work Zone Safety and Mobility Rule, and all state and local governments that receive federal-aid funding were required to comply with its provisions by October, 2007. Wisconsin DOT is focusing its work on the following three areas.

Adopt improved procedures for managing work zone operations

One key part of this is the development of Transportation Management Plans (TMP's) for road construction projects, which include staging methods for work zones and strategies to mitigate their impact on traffic.

DOT engineer Tom Notbohm explains that planning for a road construction project now includes the development of a detailed TMP that covers the entire process and brings to the forefront improving safety and mitigating delays. These plans include making sure hazards (e.g., drop-offs) are dealt with properly, adequate law enforcement is available where appropriate, and alternate routes are identified.

Work is underway on systems that control how drivers merge and also ones that estimate delay and travel times and automatically update message signs. DOT's Statewide Traffic Operations Center (STOC) has teamed up with the UW TOPS Lab on the development of the Wisconsin Lane Closure System, which will provide online planning for lane closures and restrictions on state highways, and provide updates to construction maps, the STOC Incident Management System, 511 Traveler Information and Oversize/Overweight permitting.

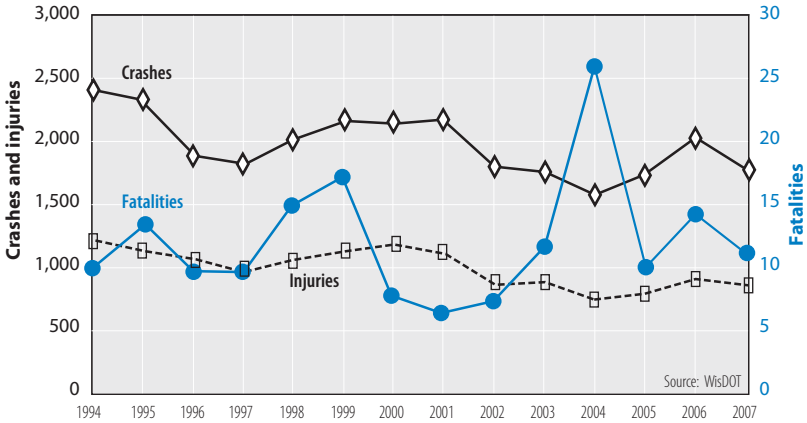
Enhance training for the planning and implementation of work zones

An extensive program of training and outreach is already underway for DOT engineers statewide, and a series of trainings is being developed for other engineers who consult with municipalities and counties. Along with providing training, DOT State Work Zone Traffic Safety Engineer Peter Amakobe has incorporated provisions of the FHWA work zone rules into new guidelines that include how to create TMP's for road construction projects.

Improve driver awareness

DOT has an ambitious effort underway to achieve this. Check its website *www.dot.wisconsin.gov/safety/motorist/workzones/index.htm* for driver awareness resources, including work zone maps, audio and video clips for public service announcements, posters and brochures. For further resources, visit the FHWA website at *http://safety.fhwa.dot.gov/wz/index.htm.*

Work zone crashes, injuries and fatalities



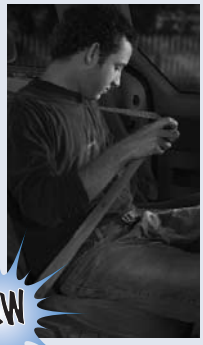


PHOTO COURTESY OF NHTSA IMAGE LIBRARY

NEW

Two NHTSA resources:

1) Seat Belt Use in 2007

— DOT HS 810 949

In 2007, the seat belt use rate nationwide was 82%, ranging from 63.8% in New Hampshire up to 97.6% in Hawaii. Wisconsin, with 75.3%, came in well behind neighboring states with primary enforcement laws: Illinois (90.1%), Iowa (91.3%) and Michigan (93.7%).

2) Characteristics of Unrestrained Passenger Vehicle Occupant Fatalities 16 and Older in Motor Vehicle Traffic Crashes by Time of Day

— DOT HS 810 948

- In 2006, 55% of fatalities 16 and older were unrestrained, down 4% from 2002.
- Younger driver and passenger fatalities were unrestrained at high rates, especially at night. Almost 70% of occupant fatalities in the 16 to 34 age group were unrestrained at night.

Highway Safety Partners

This section profiles people who are helping improve traffic safety in Wisconsin.

Rebecca Yao

PE, PTOE

State Traffic Safety Engineer WisDOT

As noted in the article on page 1, DOT engineers are always hard at work making safety improvements, including in several of the top priority areas in the 2006-08 *Wisconsin Strategic Highway Safety Plan (SHSP)*. As DOT's State Traffic Safety Engineer, Rebecca works on a wide variety of statewide projects, including efforts to improve intersection and work zone safety, and reduce road departure and cross-median crashes. She is also working on developing Wisconsin Speed Management Guidelines that will describe the process of how to set and change speed limits. She takes the lead in some projects, while acting as support for others.

Her work involves collaboration with a wide variety of experts from diverse organizations. For instance, she is a member of DOT's Traffic Safety Council (TSC), a multi-disciplinary team that works with safety professionals and advocates from all levels within the department. The TSC creates and reviews DOT safety policy, including the SHSP. Another example is DOT's Traffic Safety Engineering Workgroup, a forum in which safety engineers from the DOT regions, FHWA and the UW-Madison Traffic and Operations Safety (TOPS) Lab identify safety issues and work together on research.

After receiving her engineering degree from Marquette University, Rebecca earned a Masters in Business Administration at UW-Madison. Looking back, she feels that one important inspiration for her was her grandfather, also a civil engineer, who held a senior position in the transportation department of the Philippines.

Before coming to DOT, she worked at several engineering consulting firms where she conducted traffic impact studies, corridor and planning studies, traffic signal design and modeling, and emergency evacuation planning.

Her work now includes meeting with colleagues nationwide. For example, last year she attended a Road Safety Audit (see page 3) peer exchange in South Carolina, where she and representatives from 30 other states and FHWA discussed past projects, best practices and next steps.

She is also one of eight DOT Bureau of Highway Operations liaisons to the Statewide Emergency Operations Center (EOC) in Madison during situations such as the flooding in June. The liaisons work with the National Guard, Red Cross, DNR, and others, and help with getting information, such as road closures and detour routes, out to the public.

Contact Rebecca at rebecca.yao@dot.state.wi.us.

Ron Thompson retires

For 26 years Ron managed DOT'S Motorcycle Safety Program, focusing on building partnerships, implementing proven safety strategies, and helping expand and improve rider education statewide. In June, Ron retired from the Bureau of Transportation Safety (BOTS) and many people in the state's motorcycle safety community will miss working with him but appreciate the important and lasting contributions he has made.

In 1973, Ron joined the state highway safety office as a field representative. He became the pedestrian/bicycle safety program manager in 1975 and then the motorcycle safety program manager in 1982.

Ron (L) receives congratulations from State Patrol Superintendent David Collins.

Motorcycling's popularity is growing nationwide, and many baby boomers are getting back into it with rusty skills. Motorcyclist fatalities have increased from a low of 2,116 in 1997 to 4,810 in 2006, and now account for 11% of all traffic fatalities. Per vehicle-mile-traveled in 2005, motorcyclists were about 37 times more likely than passenger car occupants to die in a crash.

In 1997, NHTSA partnered with a multi-disciplinary team to develop the National Agenda for Motorcycle Safety (NAMS), a strategic planning document on how to improve motorcycle safety. The NAMS report was published in 2000 and Ron led the way as BOTS hosted the NAMS Summit in 2004, the first state-level workshop organized around this report. Later the NAMS Implementation Guide was published, and last year he helped organize the NAMS II Summit which focused on implementing the guide's recommendations at the state and community levels.

Another of his core achievements has been building up rider education in the state. With support from the Motorcycle Safety Foundation, rider ed is now available via technical colleges and other third parties, and enrollment has soared from about 1,000 in 1990 to more than 10,000 now.

As Ron looks back, he notes that improving safety often depends on building strong partnerships, and he appreciates the great help he has received from groups such as DOT's Motorcycle Safety Advisory Council, rider organizations and his colleagues at BOTS, including his administrative assistant, Barbara Ofstie.

During his career, Ron developed strong ties with others in the field nationwide, including his fellow members of the National Association of State Motorcycle Safety Administrators (SMSA). He kicked off his retirement with a five week trip to Alaska, and as soon as he returned he motorcycled out to Billings, Montana to be a presenter at the SMSA National Motorcycle Safety Conference.

Physics and the hazards of speeding

You don't want to be on the wrong side of the laws of physics.

Crash severity increases dramatically with vehicle speed at the time of impact. For example, a crash on a road with a speed limit of 65 mph or greater is more than twice as likely to result in a fatality as a crash on a road with a speed limit of 45 or 50 mph, and nearly five times as likely as a crash on a road with a speed limit of 40 mph or below.

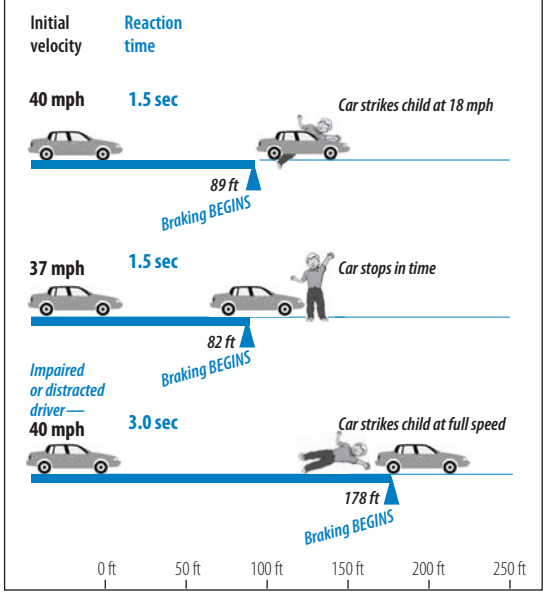
One way to understand this is by considering a vehicle's kinetic energy. The kinetic energy of any object is the energy it possesses due to its motion.

$$\textit{Kinetic energy} = \tfrac{1}{2}\,(\textit{vehicle mass}) \times (\textit{velocity})^2$$

In a crash, a vehicle's velocity rapidly goes to zero, and all its kinetic energy is used up in damaging the objects struck, deforming the vehicle and sometimes injuring the occupants. A vehicle's kinetic energy increases with its velocity squared (see sidebar graph). So, for example, if its speed is doubled, then its kinetic energy goes up four-fold, and, in a crash, four times as much energy will go into damaging and injuring.

BOTS director Major Dan Lonsdorf says, "Even minor reductions in speed can sometimes prevent crashes. In many cases, if drivers had been going just a bit slower, they would have had the extra moment needed to react."

A little difference can make a BIG difference



To illustrate this, consider the following example.

A car is traveling at 40 mph when a child appears in the road 130 feet ahead (see diagram).

First there's reaction time. For average drivers, it takes about 1.5 seconds before they fully apply the brakes. During this time, a 40 mph car will cover 89 feet.

Next comes braking distance.

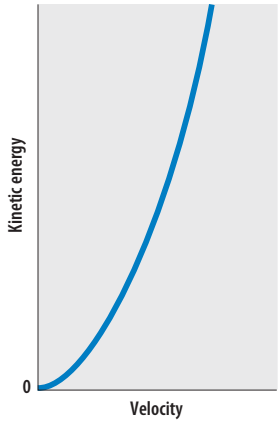
$$\textit{Braking distance} = \frac{(\textit{initial velocty})^2}{2\,(\textit{deceleration})}$$

Again, braking distance increases with the velocity squared. So, as with kinetic energy, if the velocity doubles, then the braking distance increases four-fold.

If the car going 40 mph brakes (decelerates) at 33 ft/sec^2, it will strike the child at about 18 mph and come to a stop after covering a total of 142 feet.

But, if the car had initially been going just 3 mph slower, it would have covered 82 feet during the reaction time and it would have stopped in 128 feet, just short of the child.

Along with speed, driver distraction can also make the difference between life or death. Drivers using a mobile phone or who are impaired can take as long as 3 seconds to react—twice the reaction time of average drivers. This would mean that the 40 mph car would travel a full 178 feet during reaction time, striking the child before the brakes are even applied.



Poster from the NHTSA Speed Toolkit: www.nhtsa.dot.gov/speed/toolkit/

Speeding

More than 13,000 people died in speed-related crashes nationwide in 2005, and, in Wisconsin, speed-related crashes in 2007 were 21.5% higher than the previous year.

Since speeding is such a common cause of crashes, speed management is an important part of many engineering projects, and DOT is making progress in several areas. For example, work is underway on Speed Management Guidelines on how to set and change speed limits. The guidelines will describe how to conduct an engineering speed study to determine what speed limit is appropriate for a roadway. They will also be a resource for local agencies.

Along with engineering, the other "E's" of traffic safety are enforcement, education and EMS, and the Bureau of Transportation Safety (BOTS) focuses many of its efforts on reducing speeding. For example, from May through September, the Summer Heat mobilization, with BOTS funding support, has been cracking down on speeding along sections of US 41 and I-94.

BOTS director Major Dan Lonsdorf says, "The role of speeding in traffic crashes is grossly under-reported," and he notes that how officers define a "speed-related crash" varies greatly. Tom Knoop, BOTS law enforcement program manager, says that with the law enforcement agencies that receive BOTS grant funding, "I am always hammering away on the importance of proper documentation of PCC's (possible contributing causes) on the MV4000 crash report form." For example, in many crashes the driver was within the posted speed limit but was driving too fast for conditions. Accurate crash reports are crucial to BOTS because crash data are used to determine where traffic safety problems are most serious, and where funding can be most effective.

MADD promotes tougher OWI laws and ignition interlock devices

Mothers Against Drunk Driving is urging Wisconsin lawmakers to address comprehensively the state's impaired driving problem as they consider law reforms. Grassroots concern continues to be fueled by tragedies like the April 25 crash in Oconomowoc in which a repeat impaired driver killed a pregnant woman and her daughter.

According to NHTSA, 40% of the 815 people killed on Wisconsin roadways in 2005 were in crashes involving a driver with a BAC of at least .08. This percentage ranks Wisconsin among the highest states in the nation. (See *Traffic Safety Facts,* DOT HS 810 616.)

MADD feels that contributing factors include: Wisconsin has a weak interlock device law, first OWI offenses are not crimes, and there are no sobriety checkpoints.

A team of bipartisan legislators is planning to draft legislation that addresses penalties for repeat offenders with three convictions, but MADD believes effective legislation must include alcohol ignition interlocks and cover all drunk drivers—including those convicted for the first time. Ignition interlocks prevent convicted OWI drivers with any measurable amount of alcohol in their system from starting vehicles.

MADD Wisconsin Director Kari Kinnard says, "MADD is currently working with legislators on pending legislation to make ignition interlock devices mandatory for all offenders beginning with the first offense at a high BAC of .16, and MADD will continue to search for a legislator to author legislation for sobriety checkpoints and to criminalize the first offense." She also notes that MADD's victim services have grown, providing support to victims through the grief and judicial process. Visit *www.maddwisconsin.org*.

MADD Wisconsin Director Kari Kinnard and MADD Council leadership chair John Vose speak during the June 14 Walk Like MADD at Veteran's Park in Milwaukee. Walk Like MADD is a community-driven 5K walk that raises funds and awareness for MADD's programs and helps save lives.

Wisconsin Department of Transportation
Bureau of Transportation Safety
P.O. Box 7936
Madison, WI 53707-7936

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