

WISCONSIN TRAFFIC SAFETY REPORTER

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Caution School is back in session



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Bureau of
Transportation
Safety

Fall has arrived and that means school is back in session. Things are hectic on the roads during the school year with increased bus activity, kids on bikes or on foot hurrying to beat the bell, and parents dropping off kids on their way to work.



This means slowing down and sharing the road safely. Teen crashes spike in September and occur more often during opening and closing of the school day. It is so important for drivers to slow down and pay attention when children are present before, during and after school.

We also need to remind the kids about staying safe whether they are walking, riding or driving, which

continued on page 2

Save the dates!

October 14
Community Maps Users Group Conference
(see page 8)

October 19
Badger TraCS User Conference
(see page 3)

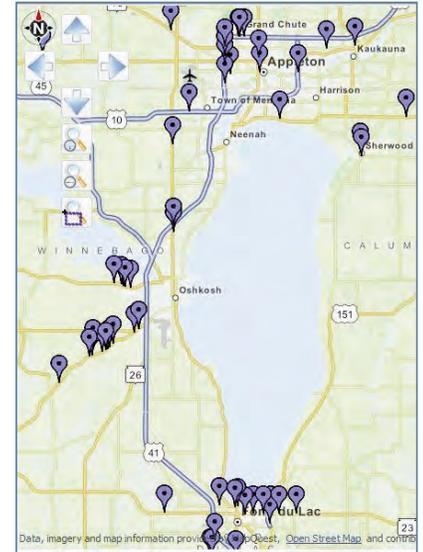
Improving data ... to help save lives

High quality data are essential to planning and implementing effective traffic safety programs. And the good news is that important progress is being made in Wisconsin on a wide variety of efforts to improve how data are collected, shared and utilized.

Highlights of some of this progress which has statewide benefits:

- Wisconsin Traffic Records Coordinating Committee
- **NEW** crash report form & crash database
- Badger TraCS is ... making tracks
- MACH software: improving situational awareness and coordination
- Wisconsin CODES (Crash Outcome Data Evaluation System)
- Improving linkage of EMS data with trauma database
- Wisconsin pedestrian & bicycle crash analysis
- Community Maps
- Conclusion: We've come a long way

continued on page 2



TraCS map example: traffic stop locations during June 28 – July 11 State Patrol high-visibility enforcement with US and state highway emphasis (see page 3).

Teen drivers boost skills

with further hands-on experience

Getting a driver license is an important rite of passage for teenagers, but it also marks the start of their most dangerous years on the road. New drivers tend to over-estimate their driving ability and under-estimate the risks. Motor vehicle crashes are the **leading cause of death** for 15- to 20-year-olds.

- per mile driven, the crash rate for teen drivers is four times the rate for adults
- the crash rate for teen drivers is higher still at night, it's higher when there are other teens riding along, and it's the highest right after teens get their license. The rate for 16-year-olds is twice as high as for 18 and 19-year-olds.

continued on page 11



Young driver corrects for skidding during Ford Driving Skills for Life event in Madison. Specially-equipped cars include casters (left) that support enough car weight to enable low-speed skidding.

School is back in session

from page 1

includes putting the phone away and paying attention to what is going on around them. Distracted driving and walking continue to contribute to needless traffic injuries and deaths. Just talking on the phone, even hands free, increases your chances of being in a crash, since your brain's ability to process moving images is reduced by up to one-third. Let's all do our part and set a good example by putting our electronic devices away anytime we're driving, walking or riding.

As autumn begins, we must remember to stay focused and continue to strive for Zero in Wisconsin. Even with two of the safest Junes and Julys on record, there is an unsettling uptick in fatalities in Wisconsin this year. We must continue to spread the message about slowing down, buckling up, driving sober, motorcyclists and bicyclists wearing their gear, and paying attention.



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.

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Improving data

from page 1

Traffic crash data is collected and maintained at the local, state and national levels in a wide variety of databases. At the national level, for example, the Fatality Analysis Reporting System (FARS) is a nationwide census providing NHTSA, Congress and the public with crash fatality data. NHTSA works to ensure that complete, accurate, and timely traffic safety data (see below) are collected, analyzed and made available for decision-making at all these levels. It promotes a comprehensive, systematic approach to assessing the performance of traffic records systems.

Wisconsin Traffic Records Coordinating Committee (TRCC)

States maintain their own traffic safety data, and they are working to standardize and link their data systems together.

Many states have a Traffic Records Coordinating Committee (TRCC) that includes collectors, managers and users of traffic records and injury control data. Traffic safety data includes information about crashes, citations and adjudication, emergency medical and injury surveillance, roadway inventory, vehicle registration, and driver licensing.

Wisconsin's TRCC, led by WisDOT, includes representatives from organizations involved with highway safety and infrastructure, law enforcement, EMS and research, and it includes federal partners and also ones from local agencies and organizations.

The committee meets quarterly to review new technology and to plan, monitor and analyze safety information improvement projects. A highlight of recent progress is that the Traffic Records Strategic Plan has been updated

and coordinated with Wisconsin's Strategic Highway Safety Plan and WisDOT's Highway Safety Plan to create a statewide integrated data collection network.

The TRCC has review and approval authority regarding state traffic safety data and systems, and the following are some of the data program improvements that the TRCC has approved for grant funding.

New crash report form

Wisconsin's current crash report form (MV4000) hasn't been substantially updated in more than 25 years. Over the past four years, a committee of law enforcement and traffic safety professionals has developed a new crash report form that is compliant with [federal MMUCC guidelines](#).

The committee removed fields that have become obsolete and identified new ones that are important for traffic safety. These new fields include: EMS run numbers, cell phone usage, cross-median crashes, role of guardrails, and more intersection control choices (e.g., roundabouts, signals and stop signs).

These changes will enable officers to more easily describe exactly what happened in a crash. In the MV4000 form, officers often have to pick attributes that are close but not very specific. With the new form, officers will be able to choose ones that are more precise, reducing the need to describe them in their written narratives.

These new fields will yield a wide range of important benefits. For example, they will shed light on important trends such as distracted driving. Researchers will get a clearer picture of roadway conditions and behavior factors that contribute to crashes. The UW [Traffic Operations and Safety \(TOPS\) Lab](#), for instance, has conducted a

continued on page 3



series of three studies of crashes at roundabouts in Wisconsin, and more thorough and precise data will help identify problems and ways to improve safety.

An example is the addition of EMS run numbers. This will allow for easier linkage between the crash information entered by officers on the report form and hospital data with patient health outcomes. (See below: Sections about Wisconsin CODES and also EMS data.)

The new crash report form has been added to TraCS 10. As of January 1, 2017, all law enforcement agencies that submit crash reports will need to use the new crash report form and submit them via TraCS 10. Agencies that currently don't have TraCS or aren't using TraCS 10 should email badgertracs@dot.wi.gov.

During the second half of 2016, training sessions will be provided for law enforcement agencies statewide. To further help with the transition, enhancements will be available with the TraCS F2 help button and in the help manual.

Upgraded crash database

Wisconsin's "dinosaur" crash database, built by DMV on a mainframe computer and not substantially altered for about 20 years, is also getting a major upgrade, which is being developed by the TOPS Lab.

This new Oracle database will be managed by a new Crash Records Unit within the WisDOT Bureau of Transportation Safety (BOTS). This unit will also submit reports on all fatal crashes in Wisconsin to the FARS (Fatality Analysis Reporting System) nationwide database.

The new crash report form and crash database will help provide a more complete and accurate picture of crashes, which is essential for improving safety on our roadways.

Andrea Bill from the TOPS Lab says that she often encounters a misperception that crash data is only used by the insurance industry. While the data is used this way, it is also of fundamental importance to engineers, policy makers, law enforcement and the whole range of other people working to improve traffic safety. She notes that the improved data system will provide a better view of what happens before crashes (e.g., road conditions, driver behavior), during them, and also afterwards (e.g., health outcomes).

This [seven-minute video](#) highlights the importance of accurate and thorough crash data.

Badger TraCS

Steadily improving its usefulness for law enforcement agencies statewide, **Badger TraCS** is continuing to add helpful new forms and features. Additions include:

- **new crash report form** (see pages 2 and 3)
As of Jan. 1, 2017, all law enforcement agencies that submit crash reports will need to use this new crash report form and submit them via TraCS 10.
- **mapping tools**
Help identify trends and develop plans for deployments and mitigation strategies
- **MACH** (see below)
All MACH users are required to use TraCS 10
- **Records Management System (RMS)**

Currently, 513 law enforcement agencies statewide have been given TraCS. About 90% of them are now using TraCS 10, and the other 10% are either still using TraCS 7.3 or are not using TraCS at all. About 97% of all crash reports are now being submitted via TraCS.

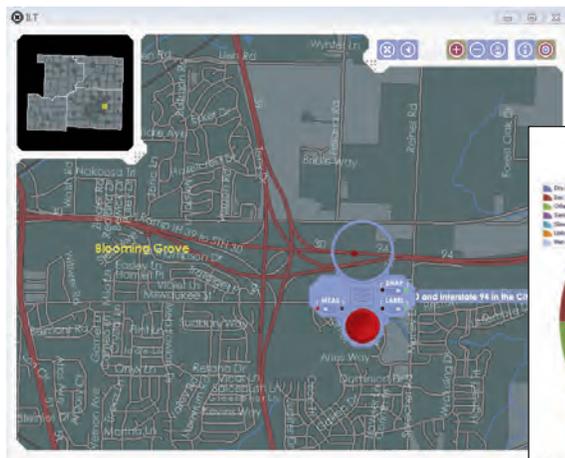
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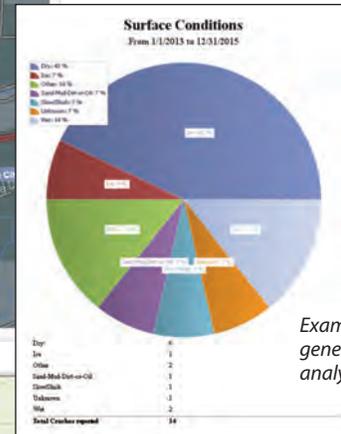
The 10th annual Badger TraCS User Conference will be held at the Holiday Inn & Convention Center in Stevens Point on Oct. 19.

Registration deadline is Oct. 5.

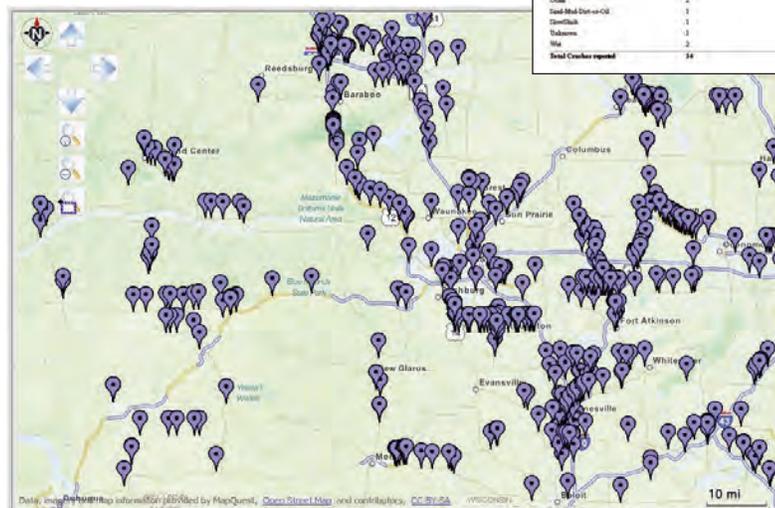
[ONLINE REGISTRATION](#)



LEFT Officers use the ILT (Incident Locator Tool) to find the crash location; pressing the red button brings in the data.



Example of graphic generated in TraCS analysis reports



Agencies can query the database, putting in any criteria they want. Ordinarily they look for a year or month worth of data, picking any forms that use the ILT. The ILT brings in x and y coordinates that can be placed on any map. This map is from the same State Patrol report as the map on page 1.

Improving data

from page 3

MACH software

Situational awareness is crucial for law enforcement, and MACH software (Mobile Architecture for Communications Handling) can help with this in many important ways. MACH is collaborative command and control (3CS) software that provides:

- real-time, cross-agency incident mapping, communication and coordination
- dynamic map layers, to plot and manage active incidents
- static map layers: overlays showing e.g., crash data, special resources

MACH, developed by the same vendor as TraCS, can run on laptops, desktops, dispatch consoles and handheld devices (Android version). It meets FBI security standards, so it can do queries in the TIME system and then import results into TraCS 10.

As of August, 94 agencies in Wisconsin were using MACH. These included the State Patrol, sheriff and police departments, and key partners such as the Wisconsin State Emergency Operations Center and the Wisconsin Army and Air National Guard's 24-hour Joint Operations Center.

MACH users are required to use TraCS 10. The Badger TraCS User Conference on Oct. 19 (see page 3) will include a MACH session with a demonstration of its

capabilities: e.g., automatic vehicle location system, secure messaging, shared mapping, and querying the TIME system.

MACH enables dispatchers and all officers from participating agencies to see where all the officers are. This can help provide quick back-up, which can be crucial both for officer safety and for serving the public. For example, an officer might need help, and a DNR warden might be just a mile away. By entering a license number into the TIME system, an officer can find out about warrants and even receive the driver license photo.

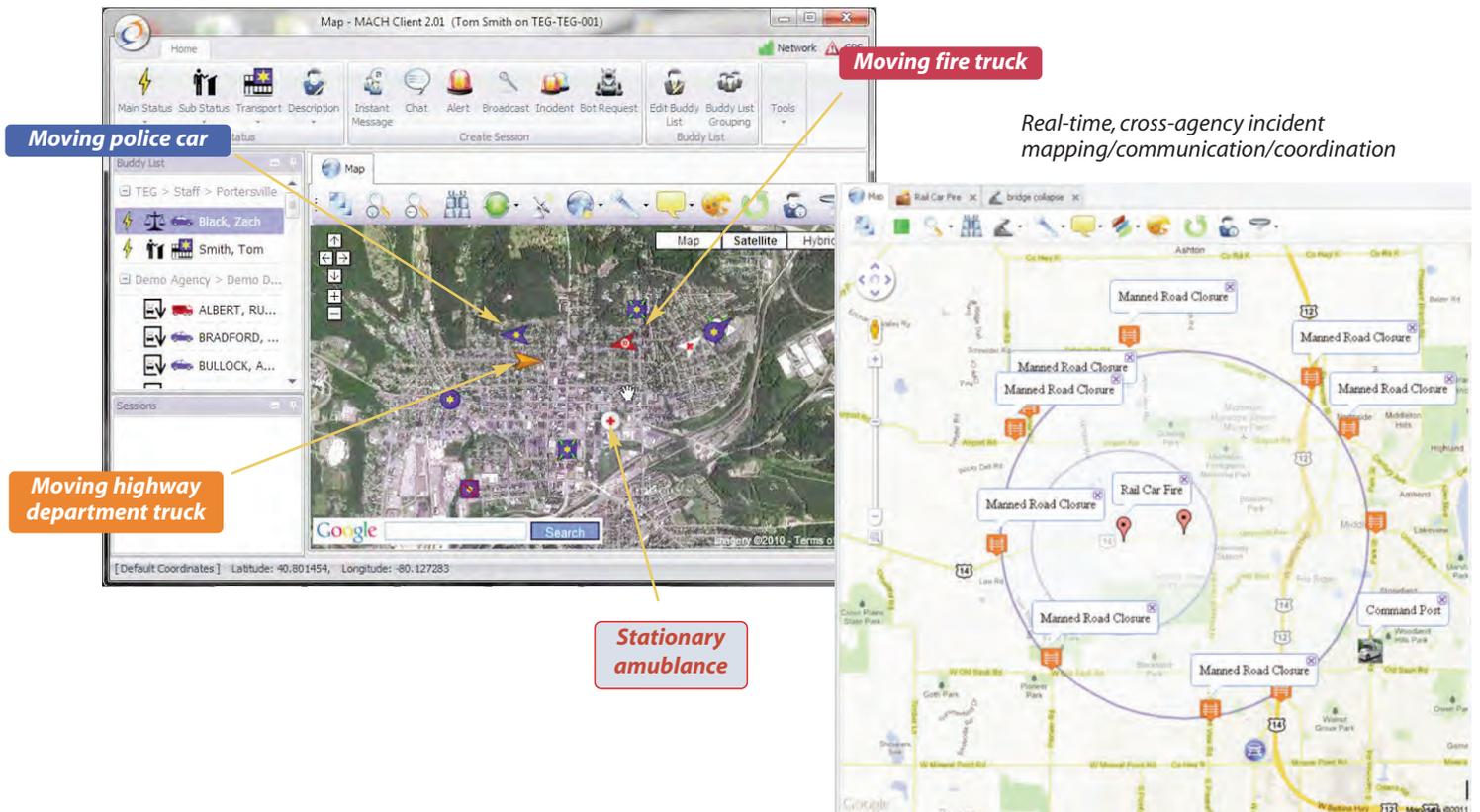
MACH is also perfectly suited for helping deal with natural disasters and large public events, such as the PGA Championship held recently at Whistling Straits. Evacuation routes were planned in case the weather became a problem, and the Incident Command Post had good overall situational awareness.

Agencies adopting MACH find it intuitive and easy to learn. Typically, an officer familiar with MACH can remote in to train the trainer in the new agency, usually taking less than an hour and a half.

The Wisconsin State Patrol and Wisconsin Department of Natural Resources jointly provide funding to pay the annual sub-licensing fee for the use of MACH for public safety agencies in Wisconsin.

For more information, email mach@dot.wi.gov.

Real-time MACH view



Wisconsin CODES

Crash data alone does not fully reveal the medical and financial consequences of motor vehicle crashes. Linking crash, vehicle and behavior characteristics to their specific medical and financial outcomes provides a more comprehensive understanding of crash outcomes. Crash prevention and mitigation factors can also be identified through data linkage. From 1992 to 2013, NHTSA worked with states to develop data linkage programs under the CODES effort. State CODES programs became fully autonomous in 2013.

The [Wisconsin CODES Project](#) is located at UW-Madison and operates as a multi-agency collaboration. Hospital and



NEW CODES Report Builder *(example)*

You can build your own report from Wisconsin CODES linked data.

Data selected:

Years: 2009-2013

County: Dane

Highway type: state highway

Alcohol or drugs involved

Victim role: driver

Persons with alcohol or drugs present

Total Occupants	2,624
Total Died	73
Total Died at Scene	52
Total Died Enroute	11
Total Died at Hospital	10
% Died	2.78
% Died at Scene	1.98
% Died Enroute	0.42
% Died at Hospital	0.38
Total ER Visits	270
Total Hospitalized	135
Total EMS Transport	387
% ER Visits	10.29
% Hospitalized	5.14
% EMS Transport	14.75
Average Injury Severity	1.83
Average Length of Stay	5.67
Total Hospital Charges	9,485,525
Total ER Charges	1,042,636
Total Estimated Medical Costs	21,010,170
Total Estimated Other Costs	148,696,368
Total Estimated Quality of Life Costs	151,604,681
Total Years of Person Life Lost	2,519

emergency department data from the Wisconsin Hospital Association are linked with WisDOT crash data. Personal identifiers, such as patients' names or social security number, have to be omitted. Until recently, special software was used to make probabilistic linkages between the crash and hospital data; now that this has been upgraded to a more accurate, deterministic process.

Crash/health information is provided online in a variety of formats. For example, reports on statewide topics are available.

A new feature, available to the public, is the Report Builder. Anyone who is interested, including people from law enforcement, public health and other local officials, and students, can easily query the CODES databases and develop their own reports on topics of local interest. The following report, for instance, was generated by entering these query terms:

Improving linkage of EMS data with trauma database

An ongoing project is improving the linkage between the [Wisconsin Ambulance Run Data System \(WARDS\)](#) and the [National Trauma Data Bank \(NTDB\)](#). This improvement will be helpful for everyone concerned with the connections between crashes, EMS service, and health outcomes.

Hospitals nationwide provide information to the NTDB, the largest aggregation of trauma registry data in the United States.

WARDS, maintained by the Wisconsin Division of Public Health, provides a free, secure reporting system that enables ambulance service providers to submit their ambulance run information via the Internet.

continued on page 6



Improving EMS data

from page 5



Since 2013, Wisconsin has been providing data to the [National EMS Information System](#) (NEMSIS). The need for sharing accurate EMS data has been well established since the 1970s, and many statewide data systems have been created. But these systems vary in their ability to collect patient data and allow analysis at the local, state and national levels. So the NEMSIS project was launched to help states collect more standardized elements and submit their data to a national EMS database. NEMSIS benefits include:

- improved analysis of EMS procedures and patient care
- comparison of data across jurisdictional and state boundaries
- better evaluation of the EMS role in health care
- WARDS is now in the process of upgrading to NEMSIS version 3, with the goal of all EMS services in Wisconsin moving to v.3 by December 31, 2016.

Along with this upgrade, the linkage between WARDS and the NTDB trauma database is being improved so that entry of EMS data into the trauma database is more automated. Also it will be easier to share the data. For example, EMS service providers statewide will be able to more easily access data about the health outcomes of the patients they transported, and this will help them as they

assess how to improve their services. Also, EMS and patient data should be able to flow more easily to CODES, improving the analysis of the cost impact on society.

Chuck Happel, with the EMS Section of the Wisconsin Department of Health Services, is the WARDS coordinator and also a member of the TRCC. “Our ultimate goal,” he says, “is to reduce the barriers between ‘silos’ of data and to develop better linkage and sharing of crash, EMS transport, trauma and health outcome data.”

Wisconsin pedestrian and bicycle crash analysis

With funding support from BOTS, Robert Schneider, Ph.D., AICP, and Joseph Stefanich of the UW-Milwaukee School of Architecture and Urban Planning, led an analysis of pedestrian and bicycle crashes reported to police in Wisconsin between 2011 and 2013. The study focused on the most serious crashes—ones that resulted in fatal and severe injuries. Pedestrian and bicycle fatalities both increased between 2009 and 2013.

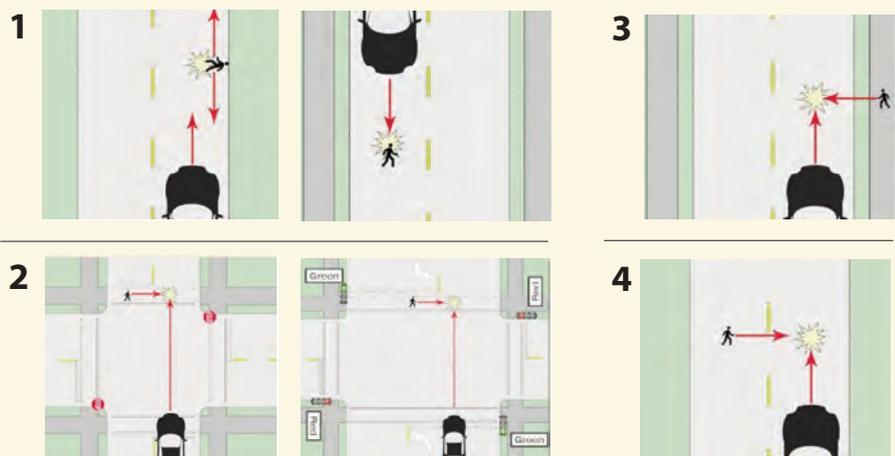
Police-reported crashes in the [WisTransPortal Database](#) were studied. In particular, police narratives were reviewed in detail for a sample of crashes that included: 80 pedestrian fatalities (53% of pedestrian fatalities), 33 bicycle fatalities (100% of bicycle fatalities during this period), 154 severe pedestrian crashes (20% of severe pedestrian crashes), and 122 severe bicycle crashes (40% of severe bicycle crashes). This analysis explored: crash location accuracy; roadway characteristics; pedestrian, bicycle and driver behavior; and citation accuracy.

The analysis also provided an understanding of pedestrian, bicycle, and driver movements that preceded the fatal crashes. This was done by reviewing the narrative descriptions in police reports and applying a location-movement classification method (LMCM) developed by the researchers. (See diagrams below and on next page.)



Fatal pedestrian crash types

Many crashes within the top four fatal pedestrian crash types shown here involved darkness and alcohol; many occurred at multi-lane roadway intersections or between intersections along high-speed, two-lane roadways.



Analysis highlights include:

- highest concentrations (“hot spots”) of fatal and severe-injury pedestrian and bicycle crashes tend to be along signalized, multi-lane, arterial roadway corridors in urban and suburban areas with moderate to high levels of pedestrian or bicycle activity
- 83% of fatal pedestrian crashes were at locations with no traffic control for the driver (i.e., no traffic signal or stop sign), though some of these locations had crosswalks
- 28% of fatal pedestrian crashes involved drivers not yielding at crosswalks
- 77% of fatal pedestrian crashes and 79% of fatal bicycle crashes involved a vehicle traveling straight
- 31% of fatal pedestrian crashes and 27% of fatal bicycle crashes involved alcohol use by at least one party in the crash (driver, pedestrian or bicyclist)

This study also suggests strategies to improve pedestrian and bicycle safety using enforcement, engineering, and education. Two important enforcement approaches are targeting excessive travel speeds and pedestrian right-of-way violations. A useful engineering strategy is to redesign multi-lane arterial corridors with fewer lanes (i.e., apply “road diets”). This may be particularly effective in “hot spots” with crash problems. Road diets reduce the effective width of roadway crossings, provide space for bicycle lanes, and achieve systemic safety improvements for pedestrians, bicyclists, and motorists, often with no more congestion. Adding median islands and curb extensions can also be beneficial.

Public education could highlight the importance of motorists yielding to pedestrians and giving bicycles at least three feet of space when passing. Public awareness could be raised that, for instance, 39% of bicyclists killed

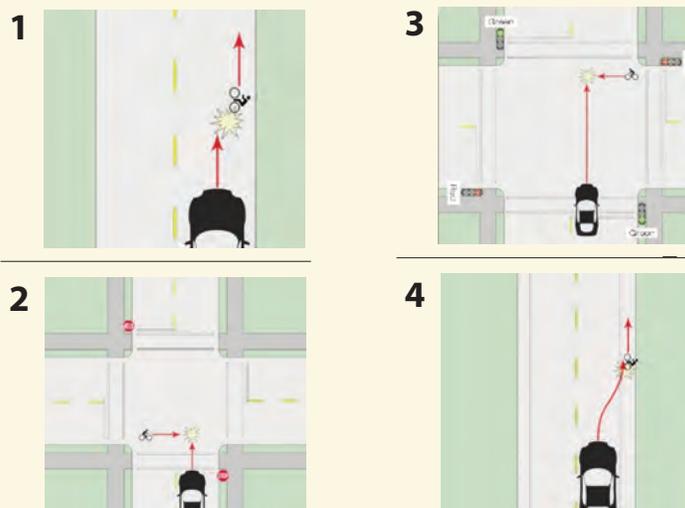


in crashes were struck from behind. This situation was most common on rural roadways and in the evening or at night. 28% of pedestrians were killed when a driver failed to yield at a crosswalk, and this often involved drivers traveling straight. In particular, drivers should be made aware that driving while distracted, drunk, or speeding puts people on foot or on bicycle—community members who are fathers, daughters, aunts and grandparents—at risk.

Now Schneider, his colleagues, and the TOPS Lab have a new study in its pilot year, looking at pedestrian high-visibility enforcement (HVE) in La Crosse, Madison and Milwaukee. Officers will be surveyed about their opinions on citations and warnings related to pedestrian laws, and the HVE enforcement training. Video will be collected for analysis at key locations both before and after the HVE campaigns.

Fatal bicycle crash types

Many crashes within the top four fatal bicycle crash types at night occurred during darkness, on two-lane roadways, and on roadways with high speed limits.



Improving data

from page 7

Community Maps

Community Maps is an online interface for mapping crash data. In Wisconsin, each county Traffic Safety Commission is required by law to maintain a spot map of serious crashes, and Community Maps provides accurate and timely crash maps, enabling TSC members and others to make well-informed decisions about ways to improve safety on local roads.

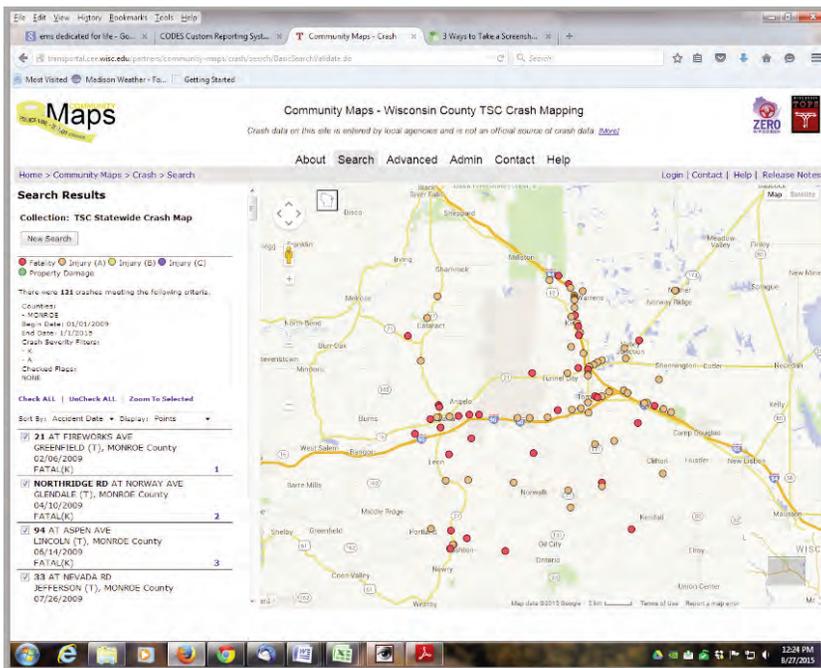
Crash maps can be created, for example, showing the locations of all fatal and serious-injury crashes in their county over the last five years (see map), and this can suggest where and how improvements can be made.

Recently Community Maps has been upgraded to streamline data entry by law enforcement agencies and to improve data search capabilities.



Crash in late 1950s

CREDIT: SKORIE HISTORICAL SOCIETY



At a recent Monroe County TSC meeting, this map was examined, showing fatal and serious-injury crashes from 2009 through 2014. Sgt. Jeff Lies of the Monroe County Sheriff's Office reports that this helped in deciding where traffic enforcement needed to be boosted.

On October 14, a Community Maps Users Group meeting will be held at the State Patrol Academy at Fort McCoy. The recent improvements are based on suggestions from last year's user group meeting.

WisDOT-BOTS Regional Programs Managers are available to help TSCs learn to use Community Maps.

We've come a long way

To get a feel for how quickly important progress has been made with the use of data to improve traffic safety, we can take a look back at Wisconsin's recent history.

If we go back, for instance, to 1961, we find an extraordinarily different situation. (*Editor's note:* thanks to the

TRCC members who recently passed around a *Milwaukee Journal* article from January 1961 on this topic.)

In early 1961, the Wisconsin Legislature was debating a bill to improve how crash reports were submitted to the state. At the time, amazingly, it was the motorists involved in crashes who submitted reports rather than law enforcement. A representative of the Wisconsin Safety Council, William Redmond of Wausau, led the fight for this bill. He said that "the state has to develop reliable statistics and do solid research before it can proceed on a cure for accidents. The present reports, filed by motorists, do not provide the necessary facts. Motorists are not experienced in judging the causes of accidents and have a natural tendency to cover up their own mistakes." The safety director for the state motor vehicle department, Dan Schultz, noted, for example, that reports filed with the state by motorists rarely indicated alcohol as a cause.

The bill required that law enforcement agencies statewide use a form provided by the state to send in crash reports.

The bill passed, becoming Chapter 201, Laws of 1961. (There was further good news in 1961: Wisconsin became the first state to pass a law requiring safety belts in cars, providing that 1962 models be so equipped. But the law didn't require motorists to buckle up. That didn't happen until 1987.)

Five years later, in 1966, a U.S. House of Representatives report noted:

No other part of the State Highway Safety Program is as basic to ultimate success, nor as demanding of complete cooperation at every jurisdictional level, as the State Traffic Records Program.

Cooperation is making data more useful for many agencies as they strive to share and utilize accurate, timely data to fulfill their missions. And, to everyone's benefit, the pace of improvement is quickening.

Transporting wind turbine towers

Recent highway improvements in Wisconsin have boosted traffic safety while eliminating the need for State Patrol escorts

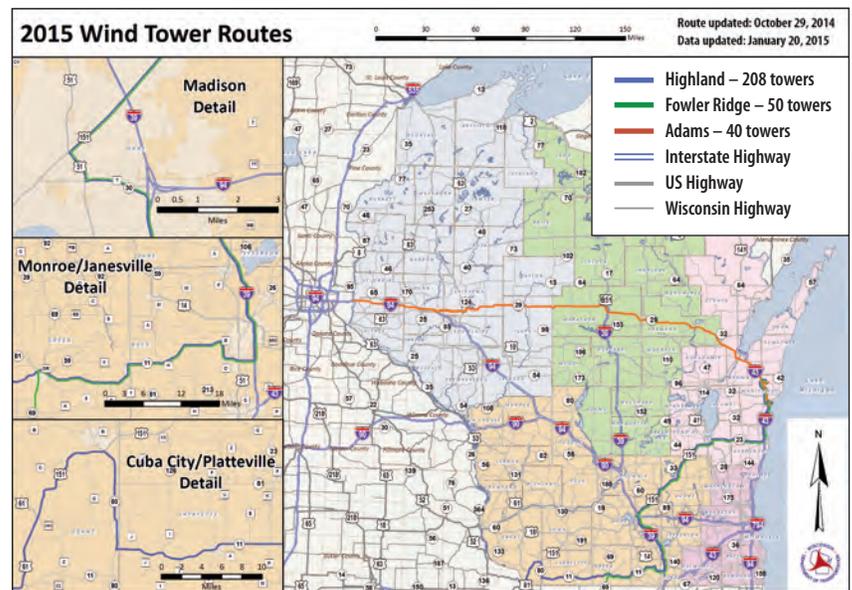
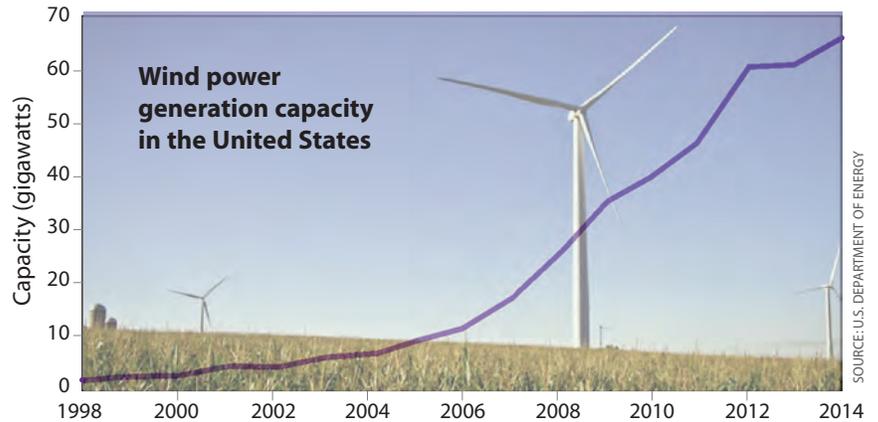
The wind power industry in the United States is growing rapidly; over the last 10 years, it has averaged an annual growth rate of 26%. Since 2007, wind power is more than a third of all newly installed U.S. electricity generation capacity.

For the commercial production of electric power, high-efficiency turbines operate atop tubular steel towers ranging from 200 to 300 feet tall. The third largest producer of utility-scale wind towers in North America is Broadwind Towers in Manitowoc. Utilizing a 250,000-square-foot manufacturing plant where submarines were built during World War II, its 400 employees produce about 350 wind towers annually.

The wind towers, in sections, are transported along approved routes across Wisconsin (see map), from the plant in Manitowoc to areas in the United States that have the best potential for wind power generation. Texas, California and Iowa are the top three producers.

Since 2011, WisDOT has worked with Broadwind and its customers before the start of each shipping season to ensure the safe, on-time delivery of wind tower sections to jobsites nationwide. This has involved cooperation among the DMV Permit Section, the Division of Transportation System Development's Freight Management and Regional Highway Operations Bureaus, and the State Patrol.

Routes and schedules are carefully planned to ensure safety and minimize the impact on the motoring public and road construction. Haulers must get WisDOT single-trip permits, which specify a precise approved route. Maximum length of vehicle and load is 205 feet, and maximum weight is 240,000 pounds. Last year, 1,230 of these permits were issued.



Some intersections along the routes have presented challenges. At some, traffic had to be stopped while the oversize loads made the slow turn. At others, loads had to briefly proceed in a direction opposite the normal traffic flow. The State Patrol worked with each trucking company hauling the largest tower sections to set up trooper escorts to manage traffic and ensure safety.

continued on page 10





Manufacturing wind turbine tower at Broadwind in Manitowoc

As problem areas have been identified, cooperation among WisDOT divisions has led to numerous improvements along each of these routes. Highway improvements have been made so that now wind tower sections can be transported safely across Wisconsin without traffic delays and without State Patrol escorts. See example [US 151 & I-90].

Broadwind Energy works closely with its customers and haulers, and they have all benefited from these changes along the routes, with shipping schedules opening up since State Patrol escorts are no longer needed. This has allowed an increase in production, enabling Broadwind to add new jobs. Alison Wroblewski, vice president of sales for Broadwind's parent company, notes the importance of cooperation with WisDOT, observing, for example, that "Sgt. Travis Lauer of the State Patrol has done a fantastic job of coordinating our loads."



The U.S. Department of Energy envisions that wind power could supply 20% of all U.S. electricity by 2030. The wind power industry's rapid growth is part of the resurgence of manufacturing in the United States. During the decade from 1999 to 2008, nearly six million manufacturing jobs were lost nationwide, but, since 2010, that trend has turned around.

Improving the safety and efficiency of Wisconsin's freight corridors boosts the state's economy, helping create full-time jobs that pay well. As local industries grow, WisDOT will continue to plan and implement improvements in the state's freight corridors along with its overall highway system.



Recent highway improvement at intersection of US 151 and I-90

The wider, reddish-colored truck apron, similar to ones installed at some roundabouts in Wisconsin, enables trucks with longer loads to make this turn easily. The old route (see page 9) included difficult turns, causing traffic delays and requiring State Patrol escort.

Teen drivers boost skills *from page 1*

Graduated Driver License (GDL) programs help novice drivers gain knowledge and driving experience, while under the supervision of an experienced mentor, as they progress from learner to intermediate and then to full licensing. The more supervised driving that parents do with their teen driver, the safer the teen will be when driving alone. The [Parent's Supervised Driving Program \(PSDP\)](#) provides a structured approach during the supervised driving phase.

Post-license driver training

Most states' GDL programs advocate post-license driver training after the initial driver education course, but most do not mandate it. In Wisconsin, several of these training



opportunities are available, including: Ford's Driving Skills for Life (DSFL), Tire Rack Street Survival schools, and Defensive Driving for Teens offered by the Waukesha County Technical College.

Launched in 2003, [Ford DSFL](#) is a free, one-day program established by the Ford Motor Company Fund, the Governors Highway Safety Association, and a panel of safety experts. It teaches newly-licensed teens skills beyond what they learn in standard driver education programs.

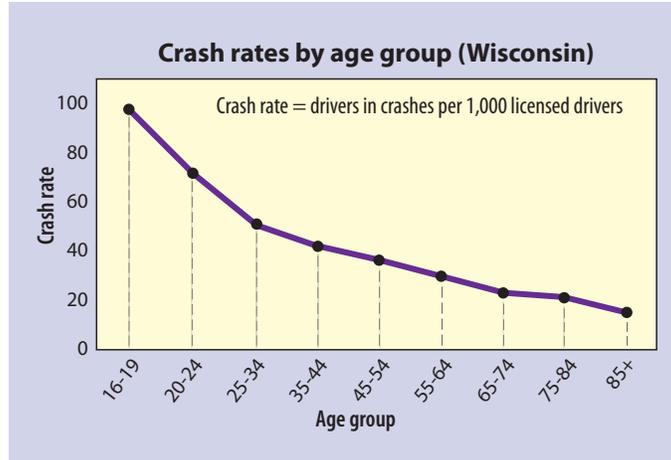
The heart of the program is ride-and-drives (see photos) in which teens get behind the wheel of specially-equipped cars with a professional instructor at their side. They go through exercises and gain experience with:

- hazard recognition
- vehicle handling
- speed and space management
- avoiding the dangers of distracted and impaired driving

A web-based [academy](#) supplements this hands-on experience, and more is available on [YouTube](#).

During its 2015 national tour, Ford DSFL took this training to more than 20 locations nationwide, including a well-attended July event at the Hill Farms Transportation Building in Madison.

Ford DSFL awards grants to offices such as WisDOT BOTS to bring elements of the program to their states. BOTS has a long-standing partnership with the Children's Hospital of Wisconsin, including supporting [Crossroads Teen Driving](#), a statewide program launched last year. It provides teen traffic safety programs to public and private high schools, including: an advertising campaign contest,



SOURCE: 2013 WISCONSIN TRAFFIC CRASH FACTS

seatbelt check events, and parent orientation meetings. Throughout recent years, Ford DSFL grants have enabled it to provide teen driving simulator events, participation in Ford DSFL online education, and support for community education efforts, often for free.

Another hands-on training option for new drivers is the one-day [Tire Rack Street Survival](#) school. These schools are facilitated by chapters of

continued on page 12



Local news coverage helps raise public awareness



Parents—key safe driving teachers and role models—brought their teen drivers, and State Patrol troopers helped with instruction.

Teen drivers boost skills

from page 11

the BMW Car Club of America, the Sports Car Club of America, and other auto enthusiast clubs in locations where a trained volunteer instructor base is available. In these trainings, teens drive their own vehicles. In May a school was held at Milwaukee Area Technical College, Oak Creek Campus.

Another option, with more frequent trainings, is the one-day [Defensive Driving for Teens](#) offered by the Waukesha County Technical College and taught by police officers. Cars are provided for behind-the-wheel experience with driving emergencies, including: evasive maneuvers, skid control techniques, braking methods, and steering. Next dates: Oct. 10, Nov. 7.



Wearing Fatal Vision goggles simulates driving while impaired



Getting a feel for how distracting and dangerous it is to text while driving



Practicing emergency braking techniques Young drivers practice space management and get a feel for how anti-lock braking systems (ABS) react when braking hard.

Practicing quickly and safely changing lanes in emergency
Drivers approach three lanes with three red traffic lights ... and then have to safely change to lane with green light.

Kevin Kirby, a driver ed instructor at Rhinelander High School, is a past-president of the Wisconsin Driver and Traffic Safety Association (WDTSEA) and also of the national association. Post-license driver training, he says, can help boost the confidence of young drivers and help them learn to deal safely with challenging driving situations. Such training “provides good supplemental experience,” he observes, “and would be a great 17th birthday gift for a young driver.”

In 2012, NHTSA published “Examination of Supplemental Driver Training and Online Basic Driver Education” (DOT HS 811 609). After checking 56 supplemental programs nationwide, the study concluded, “There is an absence of significant oversight and regulation of the training programs and a need for formal scientific evaluations of the effects of both supplemental and online driver education on young driver safety.”



Award recipients

2015 Governor's Conference on Highway Safety

August 25-27, Kalahari Resorts & Conventions, Wisconsin Dells

Lifesaving Award

Jill Bien

In January, Jill was riding in a bus southbound on 1-94, returning to her home in Norridge, Illinois. Suddenly the bus bounced off a concrete barrier and veered into traffic. "Oh my God," she thought, "this bus is going on its own ... the steering wheel is moving by itself."

The bus driver had suffered a medical emergency, and the bus was careening down the Interstate without a driver. She quickly jumped into the driver's seat, applied the brakes and safely pulled the bus over to the side of the road. Some of the 34 other passengers were bruised and shaken up, but all were safe.



Jill receives award from State Patrol Superintendent Stephen Fitzgerald and WisDOT BOTS Director David Pabst.

Lifetime Achievement Award

Randy Thiel

Wisconsin Department of Public Instruction (DPI), retired



Since 1991, Randy has been a key leader of the Wisconsin DPI's [Alcohol/Traffic Safety and Driver Education program](#) which develops and implements K-12 prevention curricula and instructional programs to counter drinking and driving by youth.

A nationally recognized expert in traffic safety, he wrote several chapters in the most widely used textbook on high school-based

driver education programs. He was a key resource for driver ed instructors, AODA coordinators and many others who work with teens statewide.

He worked closely with WisDOT on developing an online driver education completion certificate and on educating teens and adults about Wisconsin's Graduated Driver License (GDL) law.

Randy retired in June after 24 years of distinguished state service and will be greatly missed.



Mike (r) receives award from Sgt. Mark Roum, Walworth County Sheriff's Office, who is the Walworth County Highway Safety coordinator and WHSCA president.

Recognition of Appreciation from WHSCA

Mike Panosh

WisDOT Bureau of Transportation (BOTS), Regional program manager (RPM), northeast region

In recent years, Mike has served as the BOTS liaison with county Traffic Safety Commissions in northeast Wisconsin and with the Wisconsin Highway Safety Coordinators Association (WHSCA). Today the association said a big "thank you" for his outstanding work.

Wisconsin's county TSCs are a valuable resource, bringing together key organizations within counties to review local crash problems and develop ways to improve safety. Mike helped organize conferences, got in touch with speakers, and provided valuable input at county TSC and WHSCA meetings.

Bob Bott, southwest region RPM, has now taken over this liaison role.

Mark your calendar!

2016 Governor's Conference on Highway Safety
August 24 & 25

KI Convention Center, Green Bay

Pre-conference trainings on August 23

People Who Shine Traffic Safety Advocate Award

Logan Melgosa



Logan graduated from Barron High School this year, and he is past-president of the Wisconsin chapter of Family, Career and Community Leaders of America (FCCLA). Using this leadership

opportunity, he focused on the issue of distracted driving, initiating local activities, mentoring partner communities, and speaking at state and national conventions.

In July 2014, he helped the state FCCLA adviser and the Crossroads Teen Driving program get in touch, leading to a collaboration between Crossroads, State Farm, WisDOT BOTS, and the Wisconsin Career and Technical Student Organizations, of which FCCLA is a part. This partnership is helping put the power to improve traffic safety into the hands of teen leaders statewide.

Child passenger safety



Wisconsin CPS Technician of the Year Sheila Rine

Kids Travel Safe in Antigo, and Langlade County Health Department

Sheila has been involved with child passenger safety for 14 years and serves as a senior checker at child safety seat events. She is described as the "glue that holds together" the groups she works with as they foster child safety.



Wisconsin CPS Program of the Year Crossroads Teen Driving

In 2007, Children's Hospital of Wisconsin started this [statewide program](#) to help teens learn to drive safely. Developed by Deena Liska with financial assistance from WisDOT BOTS and State Farm, the program helps identify statewide priority issues and encourages the use of recognized methods and models to improve teen driving safety.

Special emphasis is on involving teens and their parents along with their local community. The program has developed relationships across Wisconsin to help teens, parents, schools and communities work together to develop a wide variety of traffic safety programs. (Also see page 11.)

Deena Liska receives award for Crossroads Teen Driving.



Joanie receives award from Beth Kindschi, child passenger safety pioneer in Wisconsin

Wisconsin CPS Instructor of the Year

Joanie German, *Wisconsin State Patrol, retired*

Involved with child passenger safety since the late 1990s, Joanie became an instructor in 2001 and is the kind of instructor who goes above and beyond to motivate students to do their best. She makes CPS certification classes enjoyable and has mentored many instructor candidates.

She recently retired from the State Patrol but continues to ensure that the programs she started will continue to thrive.

TIME program



Marquis Young (l), state TIM engineer, Chief Deputy Dan Kontos, Sgt. Dave Coughlin, and Dave Spakowicz, TIME program manager

Outstanding Achievement

Chief Deputy Dan Kontos

Portage County Sheriff's Office (PCSO)

With the PCSO for 20 years, Dan has always taken a keen interest in responder safety at crash sites. From his work with the sheriff's office and also as fire chief for the Village of Whiting, he came to realize the need to include all responders in one unified command to ensure coordination and safety. So Dan suggested and helped develop the Portage County Traffic Incident Management (TIM) Committee. He also played a key role in developing two county-wide TIM trucks.

He is an instructor with WisDOT's TIME Program and was recruited by FHWA to be a master TIM instructor, one of only 10 in the nation. In this role, he has taught thousands of responders on the proper application of TIM principles and on how to teach TIM to other responders.

Outstanding Achievement – Honorable Mention

Lt. Brad Altman, *Wisconsin State Patrol, DeForest Post*

Since becoming a trooper in 1979, Brad has continuously worked to improve safety on Wisconsin's roadways. Currently he serves as the State Patrol's liaison for the Southwest Region and the I-39/90 and Verona Road Mega Projects.

He teaches courses on incident command structure and unified command to his peers and supervisors within the State Patrol. He helped develop and now teaches the WisDOT Traffic Incident Management and Traffic Scene Management Guidelines.

During milestone TIM events, he served as:

- incident commander for the Madison Fog Crash in January 2008 that included more than 100 vehicles, two fatalities and 57 injuries
- State Patrol representative during the June 2008 flood that led to the closure of I-30 and I-90/94 throughout southern Wisconsin

Outstanding Achievement – Honorable Mention

Sgt. Dave Coughlin, *Racine County Sheriff's Office (RCSO)*

Since his promotion to sergeant in 2009, Dave has focused a lot of his efforts toward improving the sheriff's office's capabilities in traffic incident response, investigation and responder safety. He attends TIME meetings, meetings of the Racine County Traffic Safety Commission, and is the RCSO's representative at ongoing I-94 construction meetings.

He has been instrumental in bringing emergency traffic control and scene management training to sworn members of the RCSO, which has led to a noticeable improvement in the sheriff's office's ability to safely manage traffic-related incidents.

Also Dave has worked with several Racine County fire and rescue departments to train their staff on TIM guidelines.