

WISCONSIN TRAFFIC SAFETY REPORTER

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2007

Progress ... but still work to do

by Major Dan Lonsdorf, Director
Bureau of Transportation Safety

With approximately 715 Wisconsin traffic fatalities last year, we were all reminded how deadly our highways, roads and streets continue to be. However, despite this tragic death toll, we can be encouraged that lives were saved. According to preliminary data as of February 28, there were 86 fewer traffic deaths in 2006 than in the previous year and 83 fewer than the five-year average (see graph). The 715 fatalities in 2006 were the lowest total since 1998 when 709 died in traffic crashes.

In addition, the preliminary estimated fatality rate of approximately 1.18 deaths per 100 million vehicle miles of travel in 2006 was an all-time record low. The previous low, 1.26, was set back in 1998.

Such a significant reduction in traffic deaths doesn't just happen, and it's not dumb luck. We assume that record-high gas prices last summer reduced traffic and contributed to the drop in fatalities. But there's no doubt that efforts to improve vehicle occupant safety, reduce speeds, and decrease impaired driving were the major forces contributing to this decline.

For example, safety belt use is at an all-time high in Wisconsin with three out of four motorists buckling up. However, we now face the daunting challenge of changing the behavior of the 25% who still don't use their safety belts.

There are no simple solutions to any of our long-standing traffic safety challenges. Our progress in meeting these complex challenges might be steady, but it's not always swift. As long as we maintain our passion and our commitment, we can be confident that lives are being saved.

At this time next year, I hope I can report a continued decline in Wisconsin traffic fatalities in 2007.

2006-08 SHSP

The big picture

To continue improving traffic safety in Wisconsin. To do the best job we can at saving lives and preventing injuries. These are huge challenges and they require our continuing commitment and effort, and they require the best possible planning and cooperation among the diverse organizations that champion traffic safety.

Wisconsin's 2006-08 Strategic Highway Safety Plan (SHSP) is now available on the DOT website, and it provides both the big picture and an outline for how to make actual improvements. It is a product of the DOT Traffic Safety Council (TSC), a multi-disciplinary team that works with a wide range of safety professionals and advocates at all levels of state and local government. The plan prioritizes the state's most critical traffic safety issues (see sidebar).

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Yes, this means you.

Calling all partners!

by Major Dan Lonsdorf



I would like to send along a special invitation to you. The DOT Bureau of Transportation Safety (BOTS) is developing its 2008 Statewide Highway Safety Performance Plan and we welcome your input. Strong teamwork is of course needed to continue improving traffic

safety in Wisconsin, and now's a great opportunity for you to pitch in with your ideas and suggestions.

The plan will be completed by August 30, and since all decisions will be made by May 1, please get your formal and

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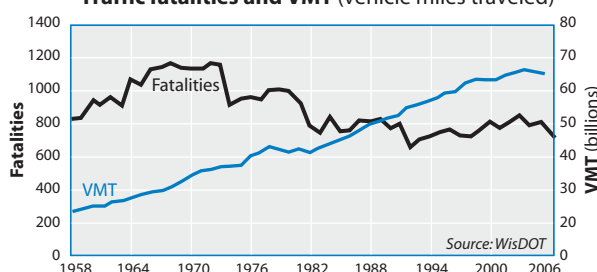


PHOTO COURTESY OF NHTSA IMAGE LIBRARY

Top Ten Priority Safety Issues

- 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

Traffic fatalities and VMT (vehicle miles traveled)



◀ Fatalities dropped sharply in 1974, with a new, national 55 mph maximum speed limit, an oil embargo, engineering improvements and the beginning of a recession. Another sharp decline was in 1982, the first year of Wisconsin's tougher drunk driving law and another recession. The 1992 decline coincided with the passage of laws with new penalties and treatment opportunities for OWI repeat offenders.

Get to know . . .

Tom Knoop

Regional Program Manager, Southern Wisconsin
DOT Bureau of Transportation Safety



As happens with many people, Tom became more keenly interested in safe driving when his kids began to drive. But it was a tragedy close to his family that helped turn him into a committed traffic safety advocate. His daughter lost her best friend in a black ice-related crash on the Interstate. Soon afterward the opportunity to work for BOTS opened up and he jumped at the chance, joining the team in late 2005.

"I hit the ground running here, and it's been eye-opening for me to learn about the serious challenges we face," he says. For example, alcohol-related crashes continue to be all too common, and safety belt use in Wisconsin, even though it's at an all-time high of 75%, lags 8-19% behind our neighboring states that have standard enforcement.

One of four BOTS regional program managers, Tom (his last name is pronounced Ke-nōpe) is based at the DOT Hill Farms Building in Madison and he covers the 15 counties of southern Wisconsin, including the heavily populated southeast corner. His duties include serving as field grants specialist, working with diverse local organizations, and attending County Traffic Safety Commission meetings. In areas with high crash rates, grants often go to law enforcement to discourage speeding and impaired driving. One current effort focuses on Interstate 90-94 from the Illinois border to Juneau County. One of his goals is to expand partnerships with community organizations such as Safe Kids of Wisconsin which helped champion the state's new booster seat law.

He looks forward to getting to know and working with the wide range of safety partners throughout his part of the state.

The big picture

from page 1

The plan provides strategies for improving safety in all these areas, along with performance measures. And this isn't a plan that's going to just end up on a shelf gathering dust. It's got some teeth to it that will help ensure a strong connection between goals, implementation, assessment and future planning.

First, let's take a look at how the plan was developed, and then go on to consider the top priority areas.

Background

In 2000, about 150 DOT employees and diverse traffic safety partners got together to discuss how to develop a solid, effective strategic plan. This led to the development of the 2001-03 SHSP that followed the general structure of a plan that had been developed in 1998 by AASHTO (American Association of State Highway and Transportation Officials) with help from FHWA and NHTSA.

In September 2003, the TSC received a report on the status of action taken in the plan's emphasis areas in order to begin the updating process. At a meeting in April 2004, the TSC ranked 26 safety issues, giving equal weight to DOT's ability to influence an issue and its importance based on the number of crashes, injuries and fatalities associated with it. The resulting top 10 priority issues are listed on page 1.

The next big development came in July 2005 when Congress passed the new federal transportation law (SAFETEA-LU) that requires all states to develop a strategic highway safety plan by October 1, 2007. Fortunately, Wisconsin and a few other states were already ahead of the game and they were able to help other states get started.

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Calling all partners!

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informal suggestions to us as soon as possible. To learn about this year's traffic safety activities, take a look at the 2007 plan on the DOT website. Also, pass this message along if you know others who might be interested.

BOTS staff includes experts in areas such as occupant protection, alcohol countermeasures, youth alcohol issues, traffic law enforcement, traffic records, EMS, motorcycle safety, pedestrian and bicycle safety, community programs and large truck safety. Using federal highway safety funding, BOTS provides grants to reduce crashes, deaths and injuries and for innovative projects that can improve traffic safety. You know the problems and challenges your communities face, the local resources, and what has and hasn't worked in the past. Do you have ideas about what might help improve traffic safety statewide or about how we can improve our work?

We want to foster collaboration among our diverse partners, including local government, planning agencies, public health, law enforcement, EMS, advocacy groups and business. Your help is important. We look forward to hearing from you.

Contact Tom at
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A plan with teeth in it

“This is not just a feel-good exercise,” says Dennis Hughes, Safety Policy Analysis Section Chief in the DOT Bureau of Transportation Safety (BOTS). “We need to hold ourselves accountable. The feds expect it, and we expect it.” FHWA is in charge of guidance for the process, and it’s not enough to just develop a plan. For example, states will now have to show a correlation between their plan and actual implementation in order to qualify for some important sources of federal transportation funding.

In each safety area, specific performance measures provide benchmarks for assessing progress, with each area’s sponsor providing periodic updates. DOT has hired an in-house watchdog to develop quarterly status reports for the TSC, and the TSC chair will brief DOT’s six division heads. This watchdog will also explore ways to publicize the plan and welcome feedback and involvement from all the state’s safety partners. DOT will collaborate with its diverse partners in implementing the plan through the various organizations’ own plans and processes.

In late February, Major Dan Lonsdorf, BOTS Director, and John Corbin, DOT State Traffic Engineer, attended a national workshop on how to optimize this strategic planning and implementation process. The federal government is providing further guidance, including help on how to develop the strategic plan for the period starting in 2008, which might include new focus areas such as safe driving for older drivers, a fast-growing part of our population.

The TSC will re-evaluate the plan each October to ensure the accuracy of the data and review how the issues are prioritized. DOT will use this information to set priorities for highway safety improvement projects.

Hughes notes that at both the state and national levels, this kind of collaborative planning is becoming increasingly important as government grapples with issues like how to pay for transportation infrastructure in the future. In future updates of the Strategic Highway Safety Plan, the DOT Traffic Safety Council will involve external safety partners more formally in both developing the plan and implementing its strategies.

Contact Dennis Hughes at (608) 267-9075 or dennis.hughes@dot.state.wi.us

Top priority issues

1) Increase safety belt use/air bag effectiveness

Wisconsin enacted a secondary safety belt law in 1987 with a \$10 forfeiture and no points assessed, and in 1992 a primary child safety seat law with a \$75 forfeiture. Governor Jim Doyle signed new booster seat legislation into law in February 2006 (see page 5).

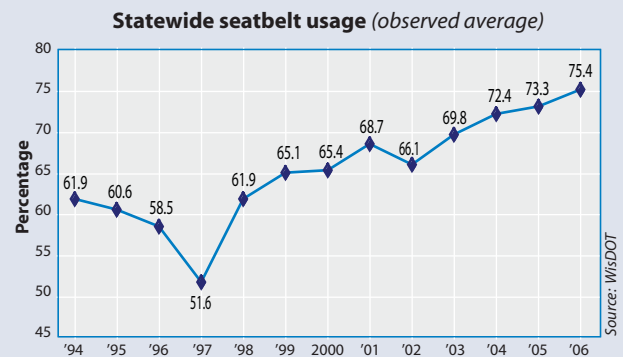
Safety belt use in Wisconsin is now at 75%, an all-time high, but we still lag behind the 81% national average and we’re 10-15% behind states that have standard (primary) enforcement: e.g., Illinois 87%, Iowa 89%, and Michigan 94%.

Short-term strategies in the SHSP include ongoing participation in national *Click It or Ticket* law enforcement mobilizations (see page 5). BOTS has managed and supervised the annual distribution of many dozens of overtime *Click It or Ticket* grants to state, county, and local law enforcement agencies in targeted high-risk areas. Long-term strategies include enactment of comprehensive safety belt legislation that addresses standard enforcement. Challenges we face include Wisconsin’s social mores; we have a long tradition of local control and individualism, and some people feel that buckling up or not is simply a personal choice issue.



59% of the people killed in passenger car and light truck crashes in 2005 were not buckled up.

– Data from crashes in which belt use could be determined



2) Improve design/operation of intersections



Of the total crashes in Wisconsin in 2004, intersection crashes accounted for 34%—or 48,214 crashes. Intersection incidents also represented 46% of total injury crashes and 27% of fatal crashes.

The greatest challenge to DOT and local agencies for identifying and implementing traffic safety engineering initiatives is getting adequate resources, including funding for staff, operations, and automation tools. Also needed is better location information for crashes, particularly on the local roads system.



Roundabouts, like this one in Howard, can help improve intersection safety.

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The big picture

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3) Improve data/decision support systems

The analysis of high-quality data is critical to the state's highway safety management system, and is essential for the development of sound public policy and effective

Data has come a long way ...



ABOVE
DOT's first teletype machine (1958-1987) was basically a bulky modem/printer.

ABOVE RIGHT
A State Trooper uses a mobile data computer (MDC). On September 30, 2005, Trooper Craig Morehouse received an attempt to locate (ATL) message on his cruiser's MDC. He spotted a vehicle that matched the ATL description, and, when he checked its plates, the driver's behavior seemed suspicious. The plates didn't match the ATL number, but his MDC inquiry showed they were registered to the suspect, who had switched them with another vehicle he owned. Morehouse then verified his name and date of birth, called in backup and arrested a suspect in a quadruple homicide case from another state.

countermeasures. Information about roadways and their environments, users' characteristics and behavior, crashes and their outcomes needs to be timely, complete, consistent, accurate and readily accessible.

Challenges include the stovepipe organization of state and federal government which tends to make interagency coordination and collaboration difficult, limited IT (information technology) resources, and staff reductions.

4) Reduce speed-related crashes



More than 33% of all Wisconsin traffic fatalities are "speed-related," making speed second only to alcohol as the most common factor in fatal crashes. The most common traffic citation in the state — *Speeding-Intermediate* (11-19 mph over) — is issued more than 150,000 times per year.

One countermeasure that has proved effective is high-visibility, low tolerance, consistent law enforcement.



5) Reduce impaired driving

More than 40% of all traffic fatalities in Wisconsin are alcohol-related, and about 6,000 people each year suffer non-fatal injuries in alcohol-related crashes. The state has already made extensive efforts to: reduce excessive and underage drinking; enforce OWI laws; prosecute, sanction and treat OWI offenders; and control high-BAC and repeat offenders.

To further reduce alcohol and other drug-impaired driving, DOT will pursue two key focus areas:

- Sustain current levels of effort and, where feasible, increase resources for doing what works best by protecting and pursuing available state and federal funding.
- Identify and remedy obstacles to the successful detection, arrest, prosecution and treatment of impaired drivers, and increase public awareness of the social costs and consequences of impaired driving.



See the SHSP on the DOT website for further details, and for priority issues 6-10.

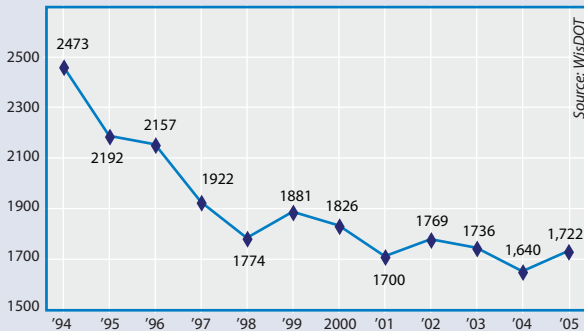


GUARDRAILS DO SAVE LIVES



An extreme example: a single vehicle crash 12/30/06 in Utah. Wisconsin SHSP priority issue #9 is to improve ways to keep vehicles on the roadway.

Persons killed or incapacitated in speed-related crashes



Helping law enforcement Outside the big cities

The Bureau of Transportation Safety (BOTS) helps law enforcement agencies statewide in their efforts to promote traffic safety, and this applies not just to big city police departments and sheriff's departments but also to the many small agencies that serve people in smaller towns and rural areas. In 2000, 69% of Wisconsinites (3.7 million people) lived in metropolitan areas and 31% (1.7 million) lived in non-metropolitan areas.

To enhance its partnership with all the state's law enforcement agencies, BOTS employs law enforcement liaisons (LELs), retired officers who know traffic enforcement from long experience. Their primary focus is to promote agency participation in two national enforcement campaigns: the *Click It or Ticket* two-week mobilization around Memorial Day, and the two-week *Drunk Driving, Over the Limit, Under Arrest* crackdown during the Labor Day holiday. Both have federally-funded media campaigns.



BOTS law enforcement liaisons (l-r): Bill Gau, Ken Berg, George Silverwood, Alvin Bishop, Terry Askey and Steve Cardarella.

In 2006, BOTS provided overtime funding to more than 100 agencies for these mobilizations. Altogether, they reported:

- During primary traffic stops, 11,780 citations for belt violations (as secondary enforcement) and 290 for child safety restraint violations
- 1,674 arrests for impaired driving and 394 for drug-related violations
- 196 felony arrests

The state has about 625 law enforcement agencies and the vast majority serve small communities. So, in 2005, BOTS launched a program to encourage small agency traffic enforcement efforts including participation in these mobilizations. The incentive is the opportunity to receive a grant for equipment such as in-squad video cameras, laser speed guns and preliminary breath test (PBT) devices.

To be eligible, agencies need to report on their traffic enforcement activities. There also needs to be "earned media" (free media coverage such as newspaper articles)

to boost community awareness. These small agencies know their communities well, so they can tailor their efforts to what's needed and effective locally. For each mobilization last year, 12 equipment grants were given out.

To help keep the holiday season from becoming a time of tragedy for families, agencies statewide participated in the Dec. 11-17 *Booze & Belts* campaign. Many small agencies received "earned media" coverage. For example, the Kronenwetter Police Department received television coverage from WSAW NewsChannel 7 Wausau. As Chief Dan Joling observes, the media are often happy to report on law enforcement efforts to make our roadways safer.



From the
Channel 7
newsroom

PHOTO
COURTESY
OF WSAW-TV
WAUSAU

WSAW-TV Wausau covers Officer Andrew Zortman, Kronenwetter Police Department, making a traffic stop during the December **Booze & Belts** campaign.



MIDDLETON TIMES TRIBUNE

Middleton Police Department Lt. Chuck Foulke speaks at the December 11 **Booze & Belts** press conference at Capital Brewery along with State Patrol Superintendent David Collins (LEFT) and Capital Brewery President Carl Nolen (CENTER).

Contact George Silverwood, BOTS LEL coordinator, at (608) 266-9860 or george.silverwood@dot.state.wi.us.

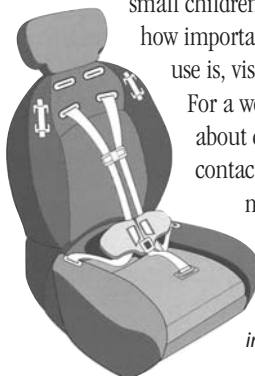
Grace period ends Booster seat law enforcement

Wisconsin's new booster seat law requires that children ages 4 up to 8 be properly restrained in booster seats. When the law was enacted in June 2006, it specified warnings for first violations of the booster seat requirement until January 1. Now officers are issuing \$135.60 citations for first violations.

Safety belts are designed to fit adults, not small children. To learn more about how important proper booster seat use is, visit www.boosterseat.gov.

For a wealth of information about child passenger safety, contact the Wisconsin Information Network for Safety

at toll-free (866)-511-9467 (WINS).



This is just one of many models, and for each type the manufacturer's instructions specify the weight and height limitations.



PHOTO COURTESY OF NHTSA IMAGE LIBRARY



Sue Allen

Executive Director
Wisconsin Positive Youth
Development (PYD)



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

Grass roots activism. It's one of the keys to improving traffic safety (witness MADD's impact) and Sue's achievements show how this can work.

PYD is a nonprofit organization that promotes the well-being of young people statewide. It helps local communities create positive environments for youth and enable them to acquire life skills. Its services include coalition building, community engagement, strategic planning and youth leadership development, and it coordinates the activities of the Alliance for Wisconsin Youth, a program of Wisconsin DHFS. Alliance members include more than 100 community coalitions that focus on helping young people thrive, with efforts such as community suppers and youth summits on underage drinking.

But Sue doesn't just help develop coalitions. As a volunteer, she has been a leader in her own community's coalition, Marquette County Healthy Communities Healthy Youth (HCHY), which has been helping curb local underage drinking.

Marquette County is small and rural, and it has the fourth highest rate of repeat OWI convictions in the state. In 2003, HCHY coalition members began to focus on how they could help curb underage drinking and they identified compliance checks as an "evidence-based" approach. This involves underage people going into a bar, convenience store, etc. and plain clothes police officers observing if alcohol is sold to them.

The first step for HCHY was what's called a purchase survey in which 21-year-olds attempt to make a purchase without an ID. At this stage the purchase is legal and the goal is simply to find out if young people's IDs are being checked. In their 2004 survey, purchases were made 38.5% of the time and this was high enough to warrant going ahead with actual compliance checks.

HCHY attended DOT training on proper procedure, and they received BOTS funding and excellent help from the sheriff's department and district attorney. "Their dedication was absolutely fantastic and helped make this work," Sue observes. Also crucial was involvement of young people and help from the businesses that sell alcohol. They launched an extensive community awareness campaign and developed a detailed protocol. Their 2005 compliance checks found 24% sales.

Since then, there have been further community awareness efforts and continued opportunities for alcohol sellers to receive training. For sales to underage people, the actual seller (e.g., the bartender) gets a hefty fine, but if an establishment develops a bad record, then there are other legal sanctions. Building on its success, HCHY is now fostering Party Patrols also targeting underage drinking.

Contact Sue at (608) 296-9960 or susanrallen@verizon.net.



Tara Jenswold-Schipper

Assistant Director
UW Law School's Resource
Center on Impaired Driving,
and Traffic Safety Resource
Prosecutor

In the tradition of "The Wisconsin Idea," the Resource Center on Impaired Driving combines the efforts of DOT and the UW Law School. It provides a wide range of data and legal information on impaired driving issues to judges, prosecutors, defense attorneys, law enforcement agencies, legislators, educators and citizens. The center also plays an integral role in education and training programs on developments in the impaired driving field. Center resources of broad interest include *The Traffic Beat* newsletter (available at www.law.wisc.edu/rcid/), produced with BOTS grant funding. It is published quarterly and features articles on a variety of traffic safety issues.

Tara provides training and technical assistance to prosecutors specializing in traffic prosecution and law enforcement officers involved in traffic enforcement. She works closely with the state's Standardized Field Sobriety Test (SFST) and Drug Recognition Expert (DRE) programs by participating in training, providing updated legal information, and serving on their advisory committees. She also gives presentations on impaired driving and traffic laws to other audiences, such as victim advocacy groups and community groups. Her work has included helping update the Wisconsin Prosecutor's Manual for

OWI Cases and the Wisconsin State Patrol's OWI Enforcement Manual, and she is program coordinator for the annual statewide OWI seminar for state and municipal prosecutors.

Before joining the center, Tara was an assistant district attorney in Walworth County, where she prosecuted traffic-related offenses. As a young, inexperienced prosecutor, she was struck by the following, particularly regarding impaired driving offenses:

- How large her caseload was.
- How technical these cases can be, often involving toxicology, testing devices, physiology of alcohol consumption, and interpretation of results.
- How complex (and often changing) the laws are.
- How little she knew and how little training was available.
- How experienced the defense attorneys were.

"What is so rewarding about my current position," she says, "is that I can work to change this for other prosecutors by providing them with the necessary training and technical assistance."

Contact Tara at (608) 262-6882 or jenswold@wisc.edu.
Call the center toll free at (800) 862-1048, or, if in Madison, at 265-3411.



Tougher laws & enforcement, advanced technology MADD's new national campaign

In November, MADD (Mothers Against Drunk Driving) launched its new national campaign with a focus on:

- Intensive, high-visibility law enforcement, including twice-yearly crackdowns and frequent enforcement efforts that include sobriety checkpoints and saturation patrols
- Full implementation of current breath alcohol ignition interlock device (IID) technologies, including efforts to require these devices for all convicted drunk drivers
- Exploration of advanced vehicle technologies, including next generation IIDs. Such technologies must be moderately priced, reliable and unobtrusive to the sober driver. Focus technologies include:
 - advanced breath testing
 - using visible light to measure BAC (spectroscopy)
 - using touch-based systems to measure BAC trans-dermally
 - eye movement measurement, including the involuntary eye movements (nystagmus) related to BAC, and eye closure indicating drowsiness

MADD Wisconsin's Executive Director, Kari Kinnard, says that IIDs are the best way to reduce OWI recidivism; taking away offenders' driver's licenses has limited results because many just drive without one.

In some states, IID installation is now mandated by law beginning with first offenders. For example, New Mexico passed the nation's first such law in 2005 and now 3,000 IIDs are being installed there each year.

Despite a more than 40% decline in alcohol-related traffic fatalities since MADD was founded in 1980, the threat still remains. Each year, nearly 13,000 people are killed by drunk drivers.

Contact Kari at (800) 799-MADD or maddwi@tds.net.



A DOT Chemical Test Section employee tests an ignition interlock device.

Helping people & having fun ... safely

from page 8

Program Manager Ron Thompson, and Kim Rudat, DOT Northeast Regional Communications Manager, who facilitated the meeting.

The discussion of safety issues and best practices led to several recommendations:

- Law enforcement agencies should develop policies and procedures for these events and others such as marathons and bicycle races.
- So-called "road guards" are not authorized to direct traffic at events; this practice is dangerous and illegal.
- Event organizers should consult with law enforcement agencies as early as possible to coordinate schedules and arrange a manageable route.
- Organizers need to remember that law enforcement agencies want to help support charities but have limited budgets and resources, so organizers might have to cover overtime pay for officers.

Law enforcement can foster partnerships with organizers so they are invited to events. The focus can be on working together to save lives rather than a feeling of one side versus the other. Trained motorcycle officers can provide on-site demonstrations and welcome audience participation.



Trooper Dave Erwin demonstrates an offset cone weave at the 2004 Tomahawk Fall Color Ride.

Over the last few years, some important progress has been made holding safer events. For example, at the 2001 Tomahawk Fall Color Ride there were 15 crashes with 20 injuries (six serious) and four fatalities. Since then, the annual average has been five crashes, six injuries (two serious) and no fatalities.

Contact Mike at (920) 492-5671 or michael.panosh@dot.state.wi.us.



May 21 – June 3
Law enforcement
mobilization

www.buckleupamerica.org



June (date to be determined)

Road Crew, an innovative approach to reducing impaired driving, is recruiting new communities. Informational meeting in Madison. Visit www.roadcrewonline.org or email roadcrew@mascomm.net.

August 22-23

Governor's Conference on Highway Safety

Stevens Point
Contact Vicki Schwabe,
BOTS, at (608) 266-0402
or vicki.schwabe@dot.state.wi.us.

Motorcycle charity events

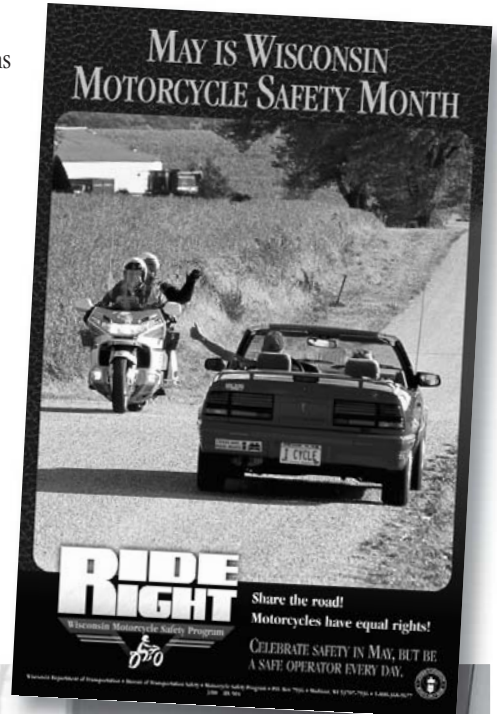
Helping people and having fun ... safely

The popularity of motorcycling has been growing, but unfortunately so has the number of crashes and fatalities. Nationwide, motorcyclist deaths have more than doubled since 1997, and in 2005 they accounted for 10% of all motor vehicle crash deaths, up from just 5% in 1997. In 2005, 4,439 motorcyclists died in crashes, up 14% in just year.

In Wisconsin each year there are a growing number of organized motorcycle events, including many in support of charitable causes: e.g., Ride For A Cure (American Cancer Society), Wisconsin Ride For Kids (Pediatric Brain Tumor Foundation) and Firefighters Ride For MDA (Muscular Dystrophy Association). One of the big favorites, the Tomahawk Fall Color Ride, averages 45,000 people each year.

Mike Panosh, BOTS Regional Program Manager for Northeast Wisconsin, wanted to explore what could be done to help improve safety at these events, so in December he convened a meeting in Green Bay. It was attended by a wide variety of people from the motorcycling community, including event organizers and representatives from law enforcement, Harley-Davidson and ABATE. The group also included BOTS Director Major Dan Lonsdorf, State Motorcycle

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Mike Panosh (l) and Dan Lonsdorf at the December meeting in Green Bay aimed at improving safety at organized motorcycle rides

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