

WISCONSIN TRAFFIC SAFETY REPORTER

Vol. 20 No. 1
2017

Another dangerous "D"



David Pabst,
Director
WisDOT
Bureau of
Transportation
Safety

April is National Distracted Driving Awareness Month. While it is important to stress to drivers the dangers of distracted driving, there is another dangerous "D," an ultimate distraction, that is gaining national attention: drowsy driving.

The trucking industry follows extensive regulations to ensure its drivers get adequate rest so they can safely operate their rigs, weighing 80,000 pounds or more, on our nation's highways. The same science used to create those regulations is now being used to address drowsy driving for all of us.

We are a sleep deprived nation, and studies show driving while drowsy or sleep deprived is every bit as dangerous as drunken, drugged or distracted driving.

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2017 *Save the date!*
**Governor's Conference
on Highway Safety**
8 a.m. Aug 22–noon Aug 24
Radisson Paper Valley Hotel &
Conference Center, Appleton

DETAILS

Boosting motorcycle safety

Nationwide, motorcyclist fatalities have recently been heading in the wrong direction. In 2014, 4,594 people were killed in motorcycle crashes, and in 2015, this number rose 8 percent to 4,976. The Governor's Highway Safety Association has provided a detailed [report](#) on this trend.

But the trend in Wisconsin is going the other direction; fatality numbers have been dropping. The toll was especially bad in 2012, with 112 fatalities, but the number of motorcycle-related fatalities dropped to 80 in 2015 and then to 76 last year.

The [Wisconsin Motorcycle Safety Program](#) (WMSP) and its many safety partners statewide are playing an important role in this progress, and they are striving to drive these numbers down even further . . . toward zero. WMSP focuses on improving rider training and motivating motorists to share the road.

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At this handy new [web address](#), learn more about motorcycle safety courses, sponsors and locations.



Highway safety priorities

Your input is welcome

The Wisconsin Department of Transportation is embarking on an update to its three-year traffic safety planning document, the Strategic Highway Safety Plan (SHSP). This is the guiding strategic document for WisDOT's traffic safety mission, and WisDOT is seeking input from a wide variety of stakeholders and safety partners to help formulate this plan.

In April, a survey will be sent to WisDOT's traffic safety partners. On May 15, from 9 a.m. to 4 p.m., a peer exchange meeting will be held at the UW-Madison Mechanical Engineering Hall. Invitations will go out soon.

The WisDOT Bureau of Transportation Safety (BOTS) is starting to develop its 2018 Highway Safety Plan. As usual, BOTS will reach out to its traffic safety partners to welcome input.



Law enforcement agencies are encouraged to get involved in the **CIOT National Seat Belt Enforcement Mobilization**, May 22–June 4.

Dangerous "D" from page 1

A report from the GHSA (Governors Highway Safety Association), *WAKE UP CALL! Understanding Drowsy Driving and What States Can Do* points out that one of the first impairments from an alcoholic beverage is to one's judgement, but being tired further impairs one's ability to judge just how tired one is. Drowsy drivers have slower reaction times, increased risk taking and loss of visual awareness. Add alcohol or drug use—legal or not—and the effect is compounded. For highlights of this GHSA report, see page 5.

Education will be key to reducing the harm caused by drowsy driving. A better understanding of the seriousness and extent of this problem will help motivate the cultural shift needed to effectively address this health and safety issue.

I hope you find this edition of the *Wisconsin Traffic Safety Reporter* informative.



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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wisconsindot.gov

Boosting motorcycle safety from page 1

The following are highlights of the many activities now underway as this year's riding season begins.

Raising public awareness

WMSP is using both traditional and new media to get its message out to the public. With billboards and posters, it is building on past successes.

In 2013, WMSP teamed up (see TSR 17.2, page 9) with the state Department of Tourism to send a first-ever traffic safety message via roadside billboard (see at bottom of page).

The partnership continues this year, with the same billboard planned for the Fox Valley, Milwaukee and the Madison area.

Likewise, WMSP is building on the success of previous posters. One example is the "Ride Endorsed" poster (see TSR 18.1, page 6) developed by an innovative partnership between WMSP and ABATE of Wisconsin. Its message encouraged motorcyclists to get properly trained and licensed. A new poster (at right) is being launched this spring.



THE REF at the Tomahawk Fall Ride for MDA in September. [Click here for upcoming events for THE REF.](#)



YOU HAVEN'T HAD THIS MUCH FUN IN SCHOOL SINCE RECESS!

RIDER TRAINING COURSES FROM BASIC TO ADVANCED INCLUDING:

- Basic RiderCourse*
- Advanced RiderCourse
- Basic RiderCourse2*
- Ultimate Bike Bonding RiderCourse

Find training locations at:
wisconsindot.gov/gettrained
#GetTrainedWI

Developed in cooperation with the Wisconsin Motorcycle Safety Advisory Council

Recently WMSP has launched a new web address: wisconsindot.gov/gettrained. At this short and convenient address are a variety of resources, including information about rider courses and all the training sponsors and locations. Along with a state map there is a graphic associating specific rider courses with the providers.

WisDOT also continues to develop new *Share the Road* messages, including this 30-second video PSA.

As in previous years, the WisDOT Bureau of Transportation Safety is providing funding for increased law enforcement presence at big rides around the state.

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Social media



To help improve traffic safety, WisDOT is providing timely and useful information via Facebook, YouTube and Twitter. As of early March, about 11,400 people followed the [WisDOT Facebook page](#), while about 11,800 followed WisDOT on [Twitter](#).

Now WMSP has teamed up with the WisDOT Office of Public Affairs to use social media to help get its message out and to stay in touch with people statewide who are interested in rider ed and other aspects of motorcycle safety. On Twitter, the following was recently launched: #GetTrainedWI.

Other organizations statewide, such as technical colleges, can repost material. For instance, the [Facebook page](#) of the Madison College motorcycle safety program is using the WisDOT billboard. People such as RiderCoaches or students can easily retweet news among themselves or to others.

Rider ed

The WMSP rider education program includes five RiderCoach Trainers, two Lead RiderCoaches At-Large, a Quality Assurance Coordinator, 18 Quality Assurance Specialists (see photo), and more than 180 RiderCoaches.

Last year, WMSP, in partnership with the Motorcycle Safety Foundation, continued implementation of the first new basic rider course curriculum since the introduction of the Basic RiderCourse (BRC) in 2001. Wisconsin was the first state to field test, pilot test, and fully implement the Basic RiderCourse updated (BRCu) curriculum statewide. WMSP has also brought two new curricula to the state. The Basic Bike Bonding RiderCourse (BBBRC) and the Ultimate Bike Bonding RiderCourse (UBBRC) can now be offered at any qualified training site across the state by a traveling team of certified RiderCoaches. This team allows sites to offer this new training option as demand arises, as opposed to having dedicated staff at each individual site or only having a limited number of sites able to offer these courses.

Sarah Buzzell, WMSP state program manager, reports that the program is now recruiting new RiderCoaches. Active-duty and retired law enforcement officers are often good prospects.

On January 1, WisDOT launched the new crash report form, DT4000 (see page 9). Law enforcement agencies now must submit the form electronically in the TraCS 10 format. It has new fields that will provide important data for improving traffic safety. Among these are fields for more detailed information regarding motorcycle crashes, including whether the various kinds of protective gear were worn. Via the F2 help key in TraCS, detailed information about this gear is available.



This tweet is from early February. RiderCoaches and RiderCoach Trainers had attended the first Motorcycle Safety Foundation Quality Assurance Certification Course held this year.

Material from this tweet was also posted on the WisDOT Facebook site, where it included #GetTrainedWI at the end to alert people to this new topic in the twitterverse.



The WMSP Quality Assurance Team



CREDIT: JOHN REBLIN

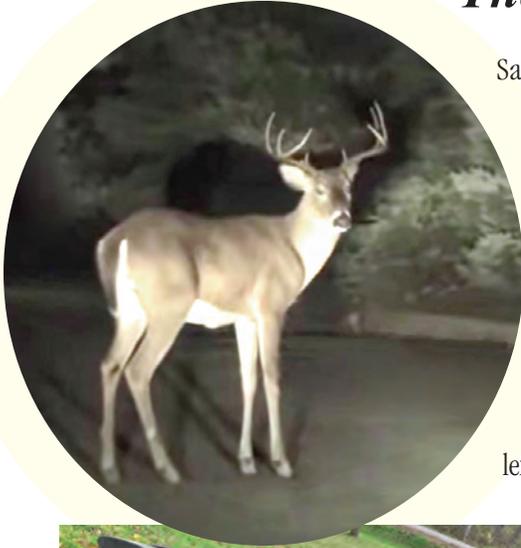
WisDOT is posting motorcycle safety messages on its dynamic message signs (DMS).

In May (Motorcycle Awareness Month), John Reblin from ABATE of Wisconsin took this photo at I-43 northbound at North Ave. in Milwaukee. "Raising driver awareness is key in reducing crashes between motorcyclists and other vehicles," he says. "These DMS messages enable Wisconsin to remind many drivers that motorcyclists are back on the road, and they need to share the roadway and to 'look twice, save a life.'"

As reported on page 1, WisDOT is seeking input from a wide variety of stakeholders and safety partners to help formulate the state's new three-year Strategic Highway Safety Plan. If you have suggestions for ways to improve the state's motorcycle safety program, contact Sarah at: Sarah.Buzzell@dot.wi.gov.

She would also welcome your suggestions for this summer's [Governor's Conference on Highway Safety](#), including ideas for workshops, information about best practices, and ways to partner with law enforcement.

“That’s why our children still have a father”



Sarah Buzzell is the Wisconsin Motorcycle Safety Program (WMSP) state program manager.

Her husband, Bob, runs his own business restoring and refinishing vintage and antique aircraft and is a career paramedic. On November 7, a client stayed late, and it was already dark when Bob got on his motorcycle and set off to attend his daughter’s hockey practice. He was traveling about 50 mph, and as he came out of a curve on Glenway Road on the edge of Oregon, a buck was standing in his lane. He didn’t have any time to react before impact.

He lay on the road for 10 to 15 minutes before someone stopped to call for help. His injuries included: concussion, two separated shoulders, left radial fracture, left wrist dislocation, injured collar bone and cracked ribs.



BEFORE CRASH

Fortunately, Bob was wearing all the proper protective gear.

“He made the choices that WMSP recommends regarding gear use—including wearing a full face helmet,” Sarah observes, “and that’s why our children still have a father.”

Full face helmets include a protective chin-bar over the front of the chin, and many serious motorcycle crashes include major impact on this area.

[NHTSA estimates](#) that helmets saved about 1,750 motorcyclists’ lives in 2015, and that 740 more could have been saved if all motorcyclists had worn helmets.

Last year there were 76 motorcyclist fatalities in Wisconsin (preliminary data).

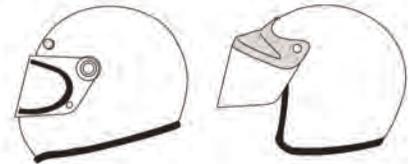
- 20 percent were helmeted
- 76 percent were not helmeted
- 4 percent unknown

The *Wisconsin Motorcyclists’ Handbook* provides [detailed information](#) about protective gear and equipment, and NHTSA provides a helpful [7-minute video](#) on YouTube on how to choose the right helmet.

And of course we all need to be alert for deer, especially at dawn and dusk.



AFTER CRASH



Full face and three-quarter helmets



Details about conspicuous and protective riding gear

WAKE UP CALL!

Understanding Drowsy Driving and What States Can Do

A drowsy driver is an unsafe driver. A lack of sleep:

- slows reaction time
- impairs judgment and situational awareness
- increases lapses in attention, risk-taking and the danger of dozing off

To compound the problem, being tired impairs our ability to judge just how tired we really are.

The Governors Highway Safety Association (GHSA) has developed the report [WAKE UP CALL!](#) to help its member State Highway Safety Offices (SHSOs)—including the WisDOT Bureau of Transportation Safety—and their partners to better understand the causes and effects of drowsy driving. It also aims to help them identify how best to address it in their states and communities.

This report explores:

- what is known about the extent of drowsy driving
- crash characteristics
- who is most at risk
- challenges associated with combating the problem

“Teens and young adults are involved in more than half of all drowsy driving crashes,” points out GHSA Executive Director Jonathan Adkins, who oversaw the development of the report. “People who work nights or long or irregular shifts are also more likely to get behind the wheel when they are too tired to drive, along with the estimated 40 million Americans who suffer from a sleep disorder.”



The report discusses legislative, enforcement, education and engineering countermeasures being employed. It takes an in-depth look at what four states are achieving in this area.



“There are challenges associated with both measuring and combating drowsy driving,” Adkins says. “Law enforcement agencies lack protocols and training to help officers recognize drowsy driving at the roadside. And if a crash occurs, the drowsy driver might not report the cause due to concerns about monetary and other penalties.”

The report recommends that SHSOs partner with other sectors—including public health, business, academia and nonprofits—to help change the culture and raise awareness of the danger of drowsy driving.

NHTSA comes to grips with the challenge

In 2015, NHTSA announced that it would take a comprehensive approach to preventing the harm caused by driver drowsiness. Then, in March 2016, the agency unveiled its first-ever [Drowsy Driving Research and Program Plan](#) to enhance scientific understanding and program initiatives. The multi-year blueprint addresses six broad focus areas: problem identification and measurement, public awareness and education, policy development, high-risk populations, vehicle technology, and infrastructure.

Ten projects are outlined under the focus areas, and all are underway now, including development of:

- drowsy driving program guidelines for SHSOs
- reporting protocols for drowsy driving
- law enforcement training, messaging and public education materials
- EMS fatigue management guidelines



The 4th dangerous “D”

Drowsiness as a form of impaired driving is addressed in this report with an eye toward reframing the issue so that driving without adequate sleep is deemed just as dangerous as driving *drunken*, *drugged* or *distra*cted.

Average annual number of drowsy driving crashes in U.S.

Total	328,000
Injury-related	109,000
Fatal	6,400

SOURCE: AAA Foundation research using 2009-13 crash data

Also considered in the report are in-vehicle technologies available today or on the horizon (see page 6).



As autonomous vehicles are introduced Driver behavior is paramount

In September, the U.S. Department of Transportation released its much anticipated policy regarding autonomous vehicles (AVs). The [Federal Automated Vehicles Policy](#) sets the voluntary framework for the safe and rapid development of advanced automated vehicle safety technologies.



These innovations have the potential to transform personal mobility and open doors to people and communities that currently have limited or impractical options. This includes people with disabilities, aging populations, and communities where car ownership is prohibitively expensive.

AVs also have the potential to save energy and reduce air pollution through efficiency and by supporting vehicle electrification.

Most importantly—with 94 percent of crashes tied to a human choice or error—automated technologies have great potential to save lives.

As AVs merge into our nation's traffic, the most pressing safety challenge for states will be preparing human drivers. While these vehicles have the potential for tremendous safety benefits, AVs will be sharing the road with traditional driver-operated cars for many decades, perhaps forever.

In February, the Governors Highway Safety Association released a new report, *Autonomous Vehicles Meet Human Drivers: Traffic Safety Issues for States*. It provides an overview of the current AV landscape and suggests priorities for state Departments of Motor Vehicles and State Highway Safety Offices as AVs become more widespread. It puts traffic safety at the forefront of all policy decisions.

Educate the public States should develop education campaigns on: AV benefits and risks; how to safely operate vehicles with some autonomous features; and how to share the road with AVs.

Don't rush into passing laws States should wait until model laws and regulations have been developed to encourage a common structure and prevent a patchwork of inconsistent laws and regulations that could delay AV implementation.

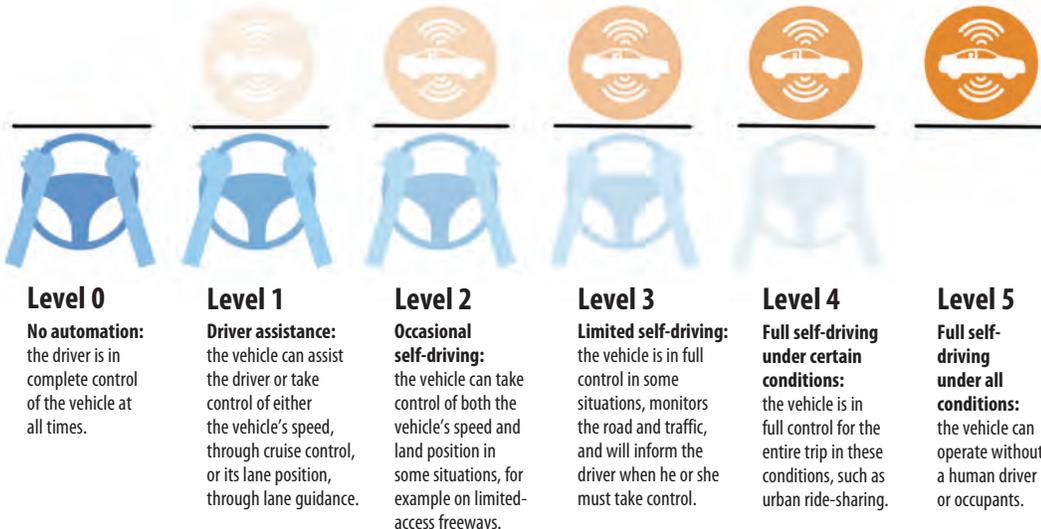
Capture the data States must identify vehicle automation levels in their registration, driver licensing and crash information systems. Crash report forms should be designed to help facilitate comprehensive and accurate data collection.

Engage law enforcement States should include law enforcement in their planning, as AVs raise many issues, including officer safety, enforcement procedures and vehicle identification.



GRENEDEKHAN ON WIKIPEDIA

Five Levels of Vehicle Autonomy



Source: SAE & NHTSA

A Google AV in Mountain View, CA, in March 2016

Communities, along with states, need to prepare for a future with AVs, including keeping in mind their effect on bicyclists and pedestrians, as the Bike Federation of Wisconsin [describes](#).

Drug-related crashes soar

WisDOJ and DOT co-sponsor PSAs to raise awareness

Last year, 149 people were killed in drug-related traffic crashes in Wisconsin. This is nearly double the number from a decade ago.

To help combat this deadly trend, the Wisconsin Department of Justice (DOJ) and WisDOT have teamed up to produce new TV and radio public service announcements (PSAs) that warn of the dangers of drugged driving. One recent TV spot, titled, “*Drugged Driving: One and the Same,*” compares the dangers of driving under the influence of prescription drugs to the dangers of driving under the influence of alcohol.

The TV and radio messages are part of DOJ’s *Dose of Reality* campaign to combat prescription drug abuse and WisDOT’s *Zero In Wisconsin* effort to prevent traffic crashes.

“The myth that prescription drugs are totally safe because they are prescribed by doctors is just not true,” says Attorney General Brad Schimel.

More than 50,000 Americans died from drug overdoses last year. This disastrous toll has been pushed to new heights by the abuse of heroin and prescription painkillers, a class of drugs known as opioids.

Drug overdose deaths in the United States rose 11 percent last year, to 52,404:

- Heroin overdose deaths rose 23 percent in one year, to 12,989
- Deaths from synthetic opioids, including illicit fentanyl, rose 73 percent to 9,580
- Prescription painkillers (e.g., Oxycontin and Vicodin) killed 17,536

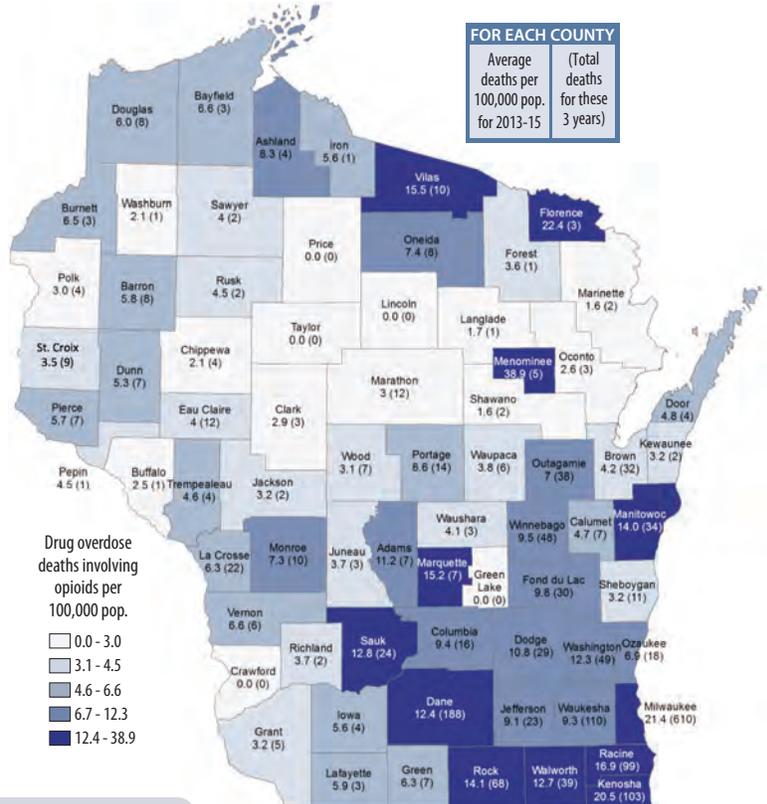
In September, Governor Walker created the Task Force on Opioid Abuse, which has issued

Combating Opioid Abuse: A Report to Governor Scott Walker. In January, the governor called for a special legislative session to resume grappling with Wisconsin’s opioid epidemic. Eleven bills came from that session, and **recently** the bills were assigned to committees.

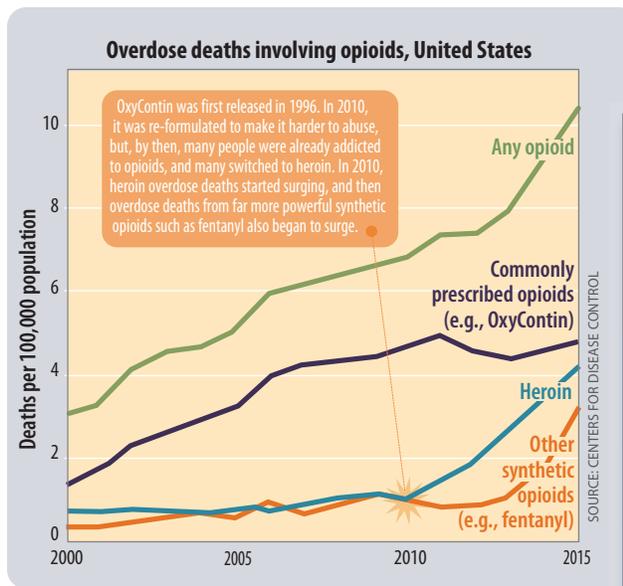
The *Dose of Reality* website offers a wealth of resources:

- Information specially tailored for parents, students, coaches, medical professionals, educators and businesses
- TV, radio, print, online and outdoor ads
- Community Outreach Kits
- Information on how to dispose of unwanted prescription painkillers and other medications, including locations and dates of **Drug Take Back** days (next one: April 29)

Drug overdose deaths involving opioids



Source: Wisconsin Department of Health Services



FOUR OUT OF FIVE HEROIN ADDICTS STARTED BY ABUSING PRESCRIPTION PAINKILLERS.

NARCOTIC AND OPIOID PAINKILLERS CAN PUT ANYONE AT RISK OF ADDICTION.

If you are prescribed a narcotic or opioid painkiller:

- Drowsiness, dizziness and nausea are common side effects.
- You must exercise caution when driving, operating or working around machinery. Failure to do so can lead to injury and death.
- Be aware that you can receive a citation for driving under the influence, even if you are under the influence of a legally-prescribed medication.
- Narcotic and opioid pain medication can impair your ability to perform your job. If you are required to perform safety-sensitive tasks, you should discuss your medication with your supervisor before performing such tasks.
- Ask your prescribing medical professional for a non-narcotic alternative, which can be more effective and have less risk of addiction.

For more information, see your human resources professional, or visit: DoseOfRealityWI.gov

DOSE OF REALITY
PREVENT PRESCRIPTION PAINKILLER ABUSE IN WISCONSIN

LEARN MORE AT: DoseOfRealityWI.gov

A message from the Wisconsin Department of Health Services, Division of Public Health, and the Wisconsin Department of Justice, Department of Public Safety.

One of the posters available from the Dose of Reality website.

Teaching Safe Bicycling

This spring, WisDOT—BOTS will host four Teaching Safe Bicycling classes. Free and open to the public, these day-long workshops prepare adult students to teach safe bicycling to youth and to lead a youth bicycle rodeo.

Fitchburg	April 22
Platteville	April 29
Menasha	May 12
Milwaukee	May 12

Advance [registration](#) is required. To learn more, contact Jennifer Laack at (608) 709-0066 or jenniferl.laack@dot.wi.gov.

ages	percent
19-24	88
25-39	79
40-59	75
16-18	69
75+	69
60-74	67

INCREASINGLY DANGEROUS DRIVING

Worrisome trends for older teen and millennial drivers

Rookie teenage drivers have long been seen as the worst motorists on the road, but now there's evidence that their older cousins—millennials—might be the most reckless people behind the wheel.

Each year, the AAA Foundation's annual Traffic Safety conducts a survey to identify attitudes and behaviors related to traffic safety. In February, the foundation released its *2016 Traffic Safety Culture Index* with the latest survey results.

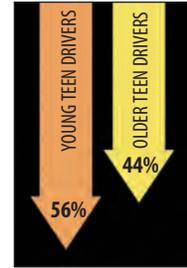
One striking finding is that millennials (ages 19 to 24) are more likely than teens or drivers in any other age group to:

- Exceed the speed limit by 10-15 miles per hour
- Run a red light
- Text while driving
- Be high on marijuana

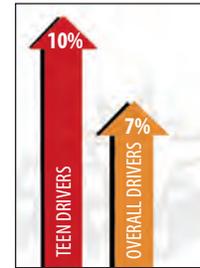
The percentages of drivers in specific age groups (shown at left) reported engaging in speeding, red light running or texting behind the wheel during the previous 30 days.

"Some millennials believe that their dangerous driving behavior is acceptable," said David Yang, the foundation's executive director.

In October, the Governor's Highway Safety Association released a new report, *Mission Not Accomplished: Teen Safe Driving, the Next Chapter*. While much progress has been made in reducing teen driver-involved traffic crashes and deaths over the past decade, the report shows the following.



In 2005-14, improvement in fatal crash rates among 18- to 20-year-old drivers was considerably less than for 15- to 17-year-olds.



Teen-involved crash deaths spiked 10 percent in 2015, while overall fatal crashes increased 7 percent.

- Teen drivers are still 1.6 times more likely to be involved in a fatal crash than adults
- Older teen drivers are involved in more fatal crashes than younger teens

The report includes important findings and recommendations regarding Graduated Driver Licensing. GDL is proven to reduce teen crash risk by as much as 30 percent. In Wisconsin and most other states, teens age out of GDL requirements at age 18, but about one third of teens are not licensed by that age. This means that these teens, once they do get their license, aren't getting the benefits of GDL.

GHSA's report calls for an expansion of GDL to include all drivers younger than 21. The report's recommendations for states include:

- continued parental involvement
- increased training of older teen drivers (see examples below)

Further training for teens



Parents or guardians—key safe driving teachers—are strongly encouraged to attend and learn alongside participants.



Practicing emergency braking techniques during July 2015 training in Madison

Driving Skills for Life training in Milwaukee in May

Ford's DSFL is a free, half-day program established by the Ford Motor Company Fund, the Governors Highway Safety Association, and a panel of safety experts. It teaches skills beyond what newly-licensed teens have learned in standard driver education courses. The heart of the program is ride-and-drives. Teens get behind the wheel of specially-equipped cars with a professional instructor at their side. Via hands-on exercises, they 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](#).

On May 20 and 21, morning and afternoon hands-on trainings will be offered at Miller Park in [Milwaukee](#). Registration is now open.

Another option for learning more advanced skills is the one-day [Defensive Driving for Teens](#) offered by the Waukesha County Technical College. It is taught by police officers, and cars are provided for behind-the-wheel experience with driving emergencies. Young drivers learn evasive maneuvers, skid control, and braking and steering techniques.

Important updates!

New crash report forms, DT4000 and DT4002, launched successfully

Since January 1, law enforcement agencies statewide have been submitting all their crash reports electronically, using the new DT4000 form through the [TraCS 10](#) format.

The launch of this new form and the new crash database has proceeded on-budget and on-time. The WisDOT Bureau of Transportation Safety, which includes the new Crash Records Unit, wishes to thank everyone who helped with this process, including those from other WisDOT divisions, the UW TOPS Lab, and law enforcement.

Input is still welcome as further improvements are made.

When opening the DT4000 form, the first thing encountered is:

Crash Type	Submitted as of April 17
Standard Crash (Motor Vehicle in Transit)	32,163
Single Vehicle vs Non-Domesticated Animal w/ No Injury (abbreviated)	3,727
Parking Lot / Private Property w/ No Injury	—
TOTAL	35,890

Once law enforcement has transmitted a crash report to WisDOT, people can purchase and receive [the form](#) within 5 minutes, whereas it used to take several days.

Driver Report of Crash: Form DT4002

WisDOT has launched this new form, which drivers now complete exclusively via a web application available on the [WisDOT crash reporting website](#).

Also available on this website:

- Informational cards (see below) that agencies can hand out to the public to report their crashes.
- A printable version of the old MV4002 form for those who need to report a crash from prior to January 1, 2017. Agencies should stop distributing the old MV4002 forms for 2017 crashes.

Support available

WisDOT Crash Records Unit provides support mainly regarding the rules for using the DT4000. Law enforcement agencies can:

- call (608) 266-2265 or (608) 709-0109
- email crash.database@dot.wi.gov

Badger TraCS continues to provide support mainly regarding the mechanics of using forms.

Trainings this summer

A short version of the crash report form training will be offered this summer. If your agency needs training, contact the WisDOT Crash Records Unit.

Further resources:

- [Crash form \(DT4000\) training material](#)
- Links to newsletters and training documents are at the bottom. (Be careful about choosing to print the very large PowerPoint presentation; the smaller one should be sufficient to conduct your training.)
- [Training videos](#)

Governor's Conference on Highway Safety from page 1

The theme of this year's conference is "Driving Change in Traffic Safety Culture".

Traffic fatalities rose 6.3 percent in Wisconsin last year, and more than 90 percent of crashes are caused by driver choices. Drivers choose to speed or drive while unbelted, impaired by alcohol or drugs, or distracted. These decisions are responsible for the loss of lives that devastate too many families in Wisconsin.

The Governor's Conference will provide opportunities for attendees to:

- learn about current evidence-based best practices in education and law enforcement
- enhance partnerships

WisDOT looks forward to this opportunity to collaborate with our safety partners statewide as we move toward our goal of driving fatalities on Wisconsin roadways to [zero](#).

BOTS welcomes ...

Evan Moorman Program and Policy Analyst



Evan, who recently graduated from UCLA's School of Urban Planning, works collaboratively with the other BOTS analysts to query and analyze traffic crashes in Wisconsin. He also proposes and analyzes programs that can help with BOTS' goals.

The focus is on providing the data and justifications for BOTS' collaborative efforts with local agencies, which are aimed at implementing the state Strategic Highway Safety Plan (see page 1).

One of his recent projects has been updating and redesigning the annual [Seatbelt Survey](#) that determines the state's seatbelt usage rate.

Contact Evan at Evan.Moorman@dot.wi.gov.

