WISCONSIN
TRAFFIC SAFETY REPORTER

Vol. 21 No. 1
2018

Kicking off the new year ... lots going on

David Pabst
Director
WisDOT
Bureau of
Transportation
Safety

I hope this finds you safe and warm as we enter a new year!

Spring will be here before we know it, and the Wisconsin Motorcycle Safety Program is gearing up for another riding season by holding the 2018 Motorcyclist Training Spring Kick Off on February 13 in Madison. This annual training event will provide information to our skilled and dedicated certified trainers on: a renewed outreach program, quality assurance visits to training sites, updated curriculum, and instructor oversite. This will help ensure that Wisconsin's motorcyclist training program continues to be one of the best in the country.

I hope you find the topics in this issue informative and useful:

- **Boosting pedestrian safety**
- **Drug-impaired driving**
- **Roadside oral fluid testing device reliably detects presence of drugs**
- **Wisconsin's Drug Evaluation and Classification (DEC) Program**

continued on PAGE 2

44th annual
Governor's Conference on Highway Safety

Save the date!

Pre-conference training **August 21**
Conference **August 22-23**

Grand Geneva Resort, Lake Geneva

Worrisome trend in pedestrian fatalities

Meeting the challenge

For 30 years, pedestrian fatalities in the U.S. were on an encouraging downward path; from a high of 8,096 in 1979, they declined almost 50 percent to a low of 4,109 in 2009.

But, since 2009, a worrisome trend has developed, and fatalities have been rising sharply both nationwide and in Wisconsin. In the U.S., during 2016, pedestrian fatalities reached 5,987, the highest number since 1990. This was nine percent higher than the year before (NHTSA). The average annual number of pedestrian fatalities during the five-year period 2011-15 in Wisconsin was 46. In 2016, there were 49, and the preliminary total for 2017 is 63.

The Governor's Highway Safety Association (GHSA) reports that there are many factors contributing to this spike:

- As economic conditions improve and gas prices remain low, the U.S. has seen a large increase in motor vehicle miles traveled.
- A growing number of Americans are choosing to travel by foot for health, economic, or environmental reasons.
- Another potential factor is a sharp rise in the use of smartphones to send and receive multimedia messages, a frequent source of mental and visual distraction for both walkers and drivers.

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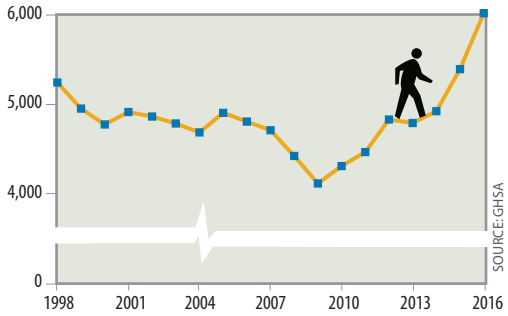
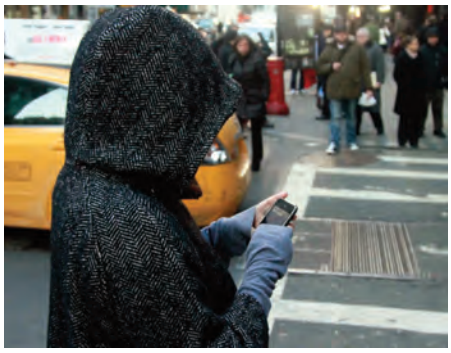
Pedestrian fatalities are rising sharply in the United States





SOURCE NATIONAL PUBLIC RADIO

Distracted walking is contributing to the rising toll.

Drug overdose deaths and drug-impaired driving soar

Nationwide and in Wisconsin, driving under the influence of drugs (DUID) is a fast-growing and all-too-often deadly problem. With an increase of drug overdoses, the harm caused by drug-impaired driving is growing. While substantial progress has been made in combatting drunk driving in recent decades, drug use by drivers continues to rise. In 2015 (the most recent year

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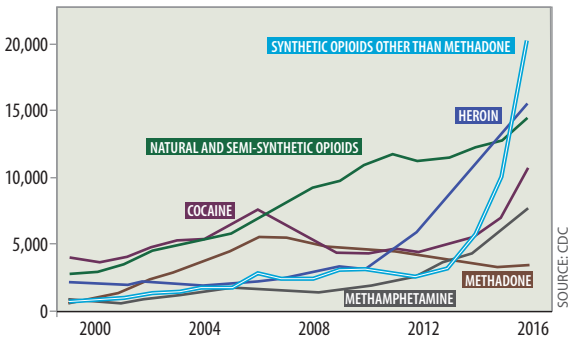
Drugs involved in U.S. overdose deaths



Among the more than 64,000 drug overdose deaths estimated in 2016, the sharpest increase occurred among deaths related to fentanyl and fentanyl analogs (synthetic opioids other than methadone).

Lots going on *from page 1*

- Progress with IIDs
- New Chemical Test Section Chief, Heather Barkholtz
- 2017-20 Strategic Highway Safety Plan now available
- Your input welcome for 2019 Highway Safety Plan
- New Sparta SWEF
- "Move Over" law: raising public awareness
- Winter driving: safety tips
- What to do when law enforcement pulls you over

I want to thank all of you who were involved in transportation safety in 2017, and I hope 2018 will be filled with renewed commitment and energy to do as much as possible to save more lives.

WISCONSIN TRAFFIC SAFETY REPORTER

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

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Funded by WisDOT and the National Highway Traffic Safety Administration.

wisconsindot.gov

Meeting the challenge *from page 1*

One other prominent contributing factor is alcohol; that is, both impaired walking and impaired driving. Almost half (48 percent) of crashes that resulted in pedestrian deaths in 2015 involved alcohol for the driver or the pedestrian. One in every three (34 percent) of fatal pedestrian crashes involved pedestrians with a BAC of at least 0.08, and 15 percent involved drivers in this same BAC range. This data comes from a recent comprehensive NHTSA report on pedestrian fatalities.

Good news: traffic safety 3Es at work

Nationwide, states are using various combinations of engineering, enforcement and education countermeasures to improve pedestrian safety. This includes targeted enforcement in conjunction with public outreach and education. GHSA has provided an overview of what each state is doing and federal safety programs and resources.

Another GHSA report, *EVERYONE WALKS: Understanding and Addressing Pedestrian Safety,* offers an in-depth look at the causes and characteristics of pedestrian-vehicle collisions and at evidence-based countermeasures (see: Key Takeaways, page 7). Promising strategies include:

- high visibility enforcement and public information campaigns aimed at both motorists and pedestrians
- identifying high-risk zones and conducting educational outreach in those areas
- strategic partnerships with local universities and community organizations to improve pedestrian safety

Engineering advances are also improving pedestrian safety. One example is the increasingly widespread use of pedestrian hybrid beacons (PHBs) to control traffic at mid-block crosswalks without other traffic signals. The WisDOT website provides an overview and a two-minute video about their use by pedestrians and drivers. More than 75 percent of pedestrian fatalities occur at non-intersection locations, and vehicle speeds are often a major contributing factor. A FHWA study has found that PHBs can reduce pedestrian crashes by 69 percent and total crashes by 29 percent, with a 15 percent reduction in serious injury and fatal crashes. Also, they can reduce delays for pedestrians by up to 50 percent compared to traditional signalized crossings.

SOURCE: FHWA

Pedestrian hybrid beacon

Other traffic engineering improvements separate vehicles and pedestrians by providing sidewalks, overpasses and underpasses that reduce collisions.

New vehicles have crash avoidance features and other improvements that help make pedestrians and bicyclists safer. Some forward collision avoidance systems detect pedestrians in a vehicle's path, and rear cameras and other park assist systems can prevent back-over crashes. Modifying the front structures of vehicles can reduce the severity of pedestrian injuries.

WisDOT is helping

Engineers and planners at WisDOT help communities develop infrastructure for safe walking and bicycling, and the WisDOT Bureau of Transportation Safety (BOTS) supports a variety of law enforcement efforts, trainings and public awareness campaigns that foster pedestrian and bicyclist safety.

One example: BOTS has teamed up with Wisconsin Bike Fed, the nation's largest statewide bicycling organization, to cooperatively develop Share & Be Aware, a data-driven, comprehensive program that provides direct education

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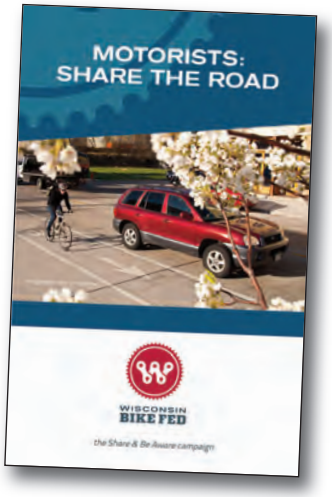


Meeting the challenge *from page 2*

to all road users to help make walking and bicycling safer. The philosophy is that everyone fares better when all road users act responsibly and legally.

Research

BOTS has also supported research to improve pedestrian and bicyclist safety; for instance, researchers at the UW-Milwaukee led an analysis (click here; see page 6) of pedestrian and bicycle crashes reported to police between 2011 and 2013 in Wisconsin. The study focused on fatal and serious injury crashes. Using police-reported crashes in the WisTransPortal Database, the analysis explored: crash location accuracy; roadway characteristics; pedestrian, bicyclist, and driver behavior; and citation accuracy.

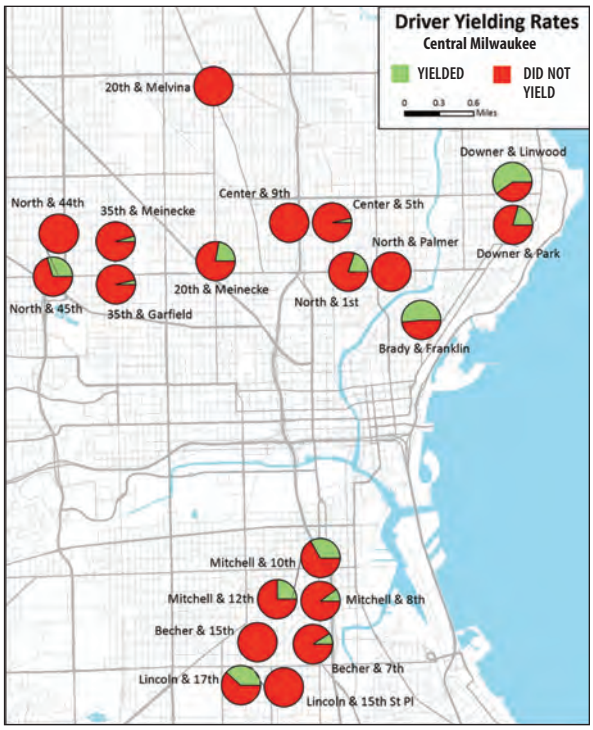
John LaPlante, PE, PTOE, was one of the instructors for the Designing for Pedestrian Safety courses held in Appleton and Madison in 2015. For 30 years, he was Chicago's chief traffic engineer.

This analysis and subsequent related data from the UW TOPS Lab showed that driver failure to yield the right-of-way to pedestrians in crosswalks was the most common contributing factor cited in 2011-15 Wisconsin pedestrian crash reports.

In light of this, the UW-Milwaukee researchers went on to conduct a small-scale exploratory survey in Milwaukee, Madison, and La Crosse in 2016 to document public knowledge of pedestrian right-of-way laws and public perceptions of driver yielding and pedestrian crossing behavior at uncontrolled intersections. Overall, the researchers found low driver yielding rates and that the general public is confused about how drivers should respond to pedestrians in unmarked crosswalks.

The study also analyzed driver yielding rates (see map) from observations at 20 uncontrolled crosswalks (that is, crosswalks without a traffic signal or stop sign for drivers) in Milwaukee.

Driver yielding rates at 20 central Milwaukee intersections



Source: Robert J Schneider, UW-Milwaukee, May 2017

Driver yielding behavior was observed between approximately 5-7 p.m. on one weekday at each site during the autumn of 2016. Sites were uncontrolled intersections on 2-lane collector and arterial roadways. Observations were only made for drivers traveling straight and when pedestrians had arrived at the curb or entered the crosswalk.

Driver yielding rates differed widely between intersections, ranging from a high of 60% to a low of 0%. Drivers were more likely to yield to pedestrians:

- *who were crossing roadways with lower posted speed limits and less traffic*
- *when the pedestrian crossing distance was shorter*
- *when the pedestrians indicated their intention to cross more clearly*

Based on this and other observations, the study provides recommendations for improving pedestrian safety at crosswalks.

The study also described high-visibility enforcement (HVE) efforts conducted near three large university campuses in Milwaukee and Madison in the autumn of 2016. HVE deployments combine focused enforcement activities with public messaging and media outreach. Officers focus on pedestrians crossing at mid-block locations without a crosswalk and drivers not yielding to pedestrians in uncontrolled crosswalks.

continued on PAGE 4

WISCONSIN BIKE FED

On November 30, Governor Scott Walker signed Assembly Bill 201 (Wisconsin Act 105), expanding the list of traffic violations for which WisDOT must suspend a violator's operating privileges and require attendance at a vehicle right-of-way course. The new law increases penalties for several moving violations of particular concern to pedestrians and bicyclists, including failure to yield right-of-way in crosswalks.

Meeting the challenge

from page 3

Study with 4-year follow-up yields promising results

HVE in Wisconsin was conducted just during September 2016. Studies conducted in other states have included longer periods of HVE and have yielded promising results.

For instance, a study in Gainesville, Florida, conducted for NHTSA by researchers from Western Michigan University in 2013, showed that HVE conducted over a full year led to significant increases in driver yielding rates. The study included HVE, community feedback signs (see photo at right), and low-cost education and engineering interventions that were closely coordinated with the enforcement component.

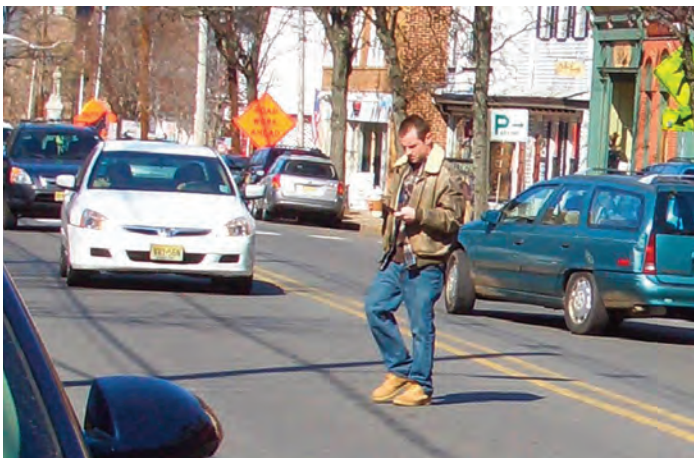
Researchers observed pedestrian staged and natural crossings at select locations before, during, and after the HVE program. Staged crossings involved crossings made by research assistants who followed a stringent crossing protocol. Natural crossings involved ordinary citizens using the crosswalks.

During the initial phase of the study, nearly 1,200 warnings were issued to drivers for failure to yield. In subsequent months, nearly 400 tickets were issued. Yielding increased at the six crosswalks that received targeted enforcement (32% to 62% for staged crossings; 54% to 83% for regular crosswalk users) as well as at comparison sites with no targeted enforcement (37% to 59% for staged crossings; 50% to 73% for regular crosswalk users).

SOURCE: GHSA

The Gainesville, Florida, program was sustained over multiple months and included a large amount of media coverage. Enforcement focused on multiple crosswalks, and low-cost engineering treatments were applied at some locations. The program used feedback signs to report the percentage of drivers yielding in the community during the previous week.

Then the researchers conducted a follow-up study in Gainesville to document driver yielding rates at the same study sites four years after the initial HVE program. The UW-Milwaukee report explains: "Far fewer failure-to-yield citations were issued in the years following the HVE program. Still, this study found driver behavior continued to improve, producing significantly higher rates of driver yielding than when the HVE program ended four years earlier (77% at sites that had received targeted enforcement, and 77% at comparison sites). Further, Gainesville's higher driver yielding rates were related to positive pedestrian safety outcomes. The number of annual pedestrian crashes in Gainesville decreased from 101 during 2006-2010 to 83 during 2012-2014."

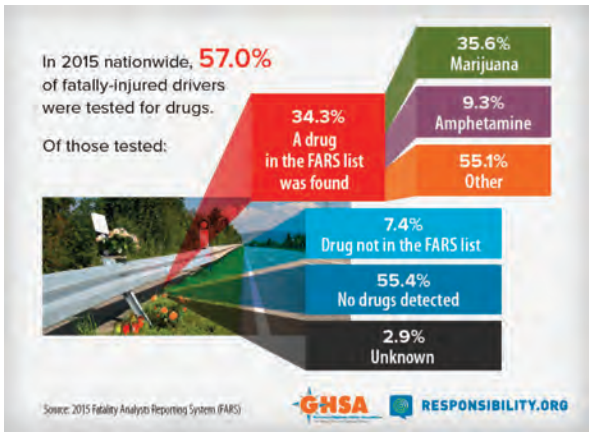


Overdose deaths *from page 1*

for which national data is available), drugs were present in 43% of fatally-injured drivers with known test results, appearing more frequently than alcohol.

To confront this complex and evolving traffic safety issue, the Governors Highway Safety Association (GHSA) recently released a comprehensive update of their 2015 report about drug use on our nation's roadways. ***Drug-Impaired Driving: A Guide for States*** *(2017 Update)* equips states and policymakers with the latest research, data, and information about laws and programs to help them address this growing problem. This edition includes recent data on drug use by drivers and drug involvement in crashes, and new state laws and programs.

Chief among the report's recommendations is increased training for law enforcement officers to help them identify and arrest drugged drivers (see page 8).



Update: Dane County study

Roadside oral fluid testing device reliably detects presence of drugs

The GHSA report explains that a good saliva (oral fluid) device to test for the presence of key drugs would help roadside enforcement substantially. Similar to the way PBT (preliminary breath test) devices are now widely used to detect the presence of alcohol, oral fluid devices provide objective data to justify an arrest and to require a blood sample for an evidential test and to identify the drug category that the evidential test should examine. Such devices need to be accurate, quick, easy-to-use, minimally invasive, and inexpensive.

Several states are testing the use of these devices; examples are Michigan and California. (Regarding the admissibility of scientific evidence, Wisconsin and Michigan use the Daubert standard while California uses the slightly different Frye standard.)

In March of 2016, Phase I of a pilot study began in Dane County using the Alere DDS2 Mobile Test System. This roadside oral fluid testing device tests for the six major classes of drugs and yields positive or negative results. The idea for the study came from the Dane County Traffic Safety Commission. Funding from the WisDOT Bureau of Transportation Safety (BOTS) covered:

Ted Savage of the State Laboratory of Hygiene, Forensic Toxicology Section, holding the Alere DDS2 analyzer (left) and the device that prints test reports at the point of test or from stored results. He worked on the study along with State Hygiene Lab colleagues Lorrine Edwards, Katherine Smith and Amy Miles.

- Purchase of four Alere DDS2 instruments
- ARIDE (Advanced Roadside Impaired Driving Enforcement) training for 48 officers from participating agencies: the Dane County Sheriff's Office, most police departments in the county, and the State Patrol. The 16-hour ARIDE training was developed by NHTSA, with input from the International Association of Chiefs of Police (IACP). The goal was to fill the gap between the training required to perform Standardized Field Sobriety Testing (SFST) and the training required to become a Drug Recognition Expert (DRE).

continued on PAGE 6

For further details about the project, email Ted at theo.savage@slh.wisc.edu.

Roadside testing device *from page 5*

Drivers arrested for OWI (not just those suspected of drug-impaired driving) were asked if they would participate in the study. This request to voluntarily participate was made after the arrest and blood draw, and before booking and release to a responsible party. It was made clear to participants that the oral fluid testing is not evidentiary and would not play any role in prosecuting OWI cases.

Oral fluid test results and blood draws were sent to the State Laboratory of Hygiene, where they were de-identified and analyzed.

For details regarding the Alere DDS2 device and the process and results of phase I of this study, click here and see the article on page 1.

Feedback from participating law enforcement deputies and officers has been positive. Sgt. Richard (Matt) Alsaker of the Dane County Sheriff's Office reports that deputies wanted to know when such devices would be deployed, but this would require legislative changes. He also notes that the Alere devices are easy to use. He felt the pilot study was well-designed. Help in developing the protocols for law enforcement and the consent form was provided by Tara Jenswold and Emily Thompson, Wisconsin's traffic safety resource prosecutors.

Phase II results

State Hygiene Lab staff have now completed Phase II of the study. The lab's Cancellation Policy stipulates that blood samples with BACs greater than 0.10 aren't tested for other drugs unless the crash caused a fatality or great bodily harm, or a DRE (drug recognition expert) has performed an evaluation. The lab routinely archives all blood samples for six months. Once the blood samples were ready to be destroyed, the Lab isolated 116 that had BACs greater than 0.10 but which hadn't been tested for other drugs. In Phase II, these 116 samples were tested for drugs, yielding the following results:

- 15% arrested between 10 a.m. and 6 p.m. and 72% arrested between 10 p.m. and 6 a.m.
- 70% of subjects screened positive for one or more drugs or drug categories in addition to alcohol
- 52% tested positive for THC (the principal psychoactive part of marijuana): most frequent drug detected
- 9% tested positive for cocaine: second most frequent

Key result

Phase 1 of the study found a good overall correlation between drug screening results from:

- Oral fluid samples collected by the Alere DDS2 device
- Blood samples collected the usual way

Sharing study results

In July of 2017, an article about the study was published in the peer-reviewed *Journal of Analytical Toxicology*. In August, Amy Miles, director of forensic toxicology at the State Hygiene Lab, presented study results at the Annual Training Conference on Drugs, Alcohol and Impaired Driving held in Maryland by the International Association of Chiefs of Police. In October, Miles and Sgt. Alsaker presented the results to the Governor's Council on Highway Safety. The council provides advice on highway safety topics to the Governor, WisDOT Secretary, and WisDOT BOTS. They review policies that address behavioral issues such as occupant protection, speeding, impaired and distracted driving.

Ongoing OWI and DUID updates available

In September 2017, the Wisconsin Department of Justice's TSRP (Traffic Safety Resource Prosecutor) Program, with WisDOT BOTS funding, sponsored a free training on drug-impaired driving for law enforcement officers and prosecutors in Brookfield. Topics included: the drugs most commonly used by Wisconsin drivers, the latest legal issues in the OWI context, an in-depth discussion of marijuana and the challenges created by the current legalization trend, and the Dane County study.

Along with such stand-alone trainings, the state's two TSRPs, Tara Jenswold and Emily Thompson, routinely provide legal updates, news on this kind of relevant research, and in-service training to law enforcement throughout the year.

Contact Tara at jenswoldtm@doj.state.wi.us.

Combatting the deadly trends

WisDOJ & DOT co-sponsor *Dose of Reality* campaign

DOSE OF REALITY
PREVENT PRESCRIPTION PAINKILLER ABUSE IN WISCONSIN.

The Wisconsin Department of Justice and WisDOT have teamed up to produce the *Dose of Reality* public awareness campaign. Its website provides:

- 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 drug take back locations and dates of *Drug Take Back Days*

Examples of resources:

- *Drugged Driving: One and the Same*, a 30-second commercial on YouTube with the message that "driving on pills kills"
- *STRAIGHT FORWARD: The Truth about Addiction*, an eight chapter YouTube video
- *Dose of Reality* on Facebook

New Sparta SWEF

Latest technology keeps commercial truck traffic moving safely

At highway speeds, overweight vehicles are harder to control and stop, which can cause crashes. Also, it is estimated that overweight vehicles cause more than $35 million in damage each year to highway infrastructure in Wisconsin.

On October 27, federal, state, and local officials participated in a ribbon-cutting event to officially dedicate Wisconsin's newest Safety and Weight Enforcement Facility (SWEF) along eastbound I-90 near Sparta. New technologies and design features incorporated into the facility will allow Wisconsin State Patrol inspectors to more efficiently weigh and complete safety checks on large trucks.

- Ribbon-cutting ceremony and overview; 2-minute video on WisDOT's Facebook page
- Highlights of the new SWEF's features, and a more in-depth view
- Overview of Wisconsin's SWEFs; 5-minute WisDOT YouTube video

Situated on a slight plateau, the Sparta SWEF has a 270-degree view of the highway, ramps and adjacent truck parking facilities.

Due to its central location between Tomah and La Crosse, the new SWEF doubles as an emergency command center. The facility also houses a classroom primarily used by cadets from the Wisconsin State Patrol Academy at nearby Fort McCoy.

Currently, about 2,800 commercial trucks pass this SWEF on a typical day, a number that the Federal Highway Administration (FHWA) estimates will grow to more than 4,000 daily by 2027. With FHWA support, the Wisconsin State Patrol is modernizing several SWEFs along key state border entry points.

Contact the WisDOT Office of Public Affairs: opa.exec@dot.wi.gov.

Updates

Wisconsin's Drug Evaluation and Classification (DEC) Program

Drug-impaired driving is a complex and growing problem (see page 1). For law enforcement, testing drivers for alcohol use is routine and standardized, but the same is not true for the identification of driving under the influence of drugs (DUID). (See right infographic on page 5.) The International Drug Evaluation and Classification (DEC) Program was developed to train police officers to recognize the symptoms of recent drug use.

The Governors Highway Safety Association (GHSA) recently released *Drug-Impaired Driving: A Guide for States (2017 Update)*. It notes that, "Many officers are not trained to identify the signs and symptoms of drivers impaired by drugs other than alcohol." Along with improved training for prosecutors and judges, the guide recommends:

- Basic drugged driving awareness for all law enforcement officers
- ARIDE (Advanced Roadside Impaired Driving Enforcement) training for patrol officers (See example on page 5.)
- DRE (Drug Recognition Expert) training for enough officers to provide timely response to DUID arrests
- Setting annual goals for ARIDE and DRE training

Officer Steve Krejci of the Milwaukee Police Dept. is the new DRE/SFST state coordinator

New state DEC program coordinator

Each state has a DEC program. Last year was productive for Wisconsin's DEC program. Early in 2017, Sergeant Nate Thompson of the De Pere Police Department transitioned out of his position as the DRE/SFST state coordinator — a position he held for eight years. Officer Steve Krejci agreed to fill in as acting state coordinator in order to keep the program moving forward until the position could be filled. On October 1, the contract for the position was officially awarded to Officer Krejci. Sergeant Thompson will continue to be involved in Wisconsin's DEC program as an instructor, course manager, regional coordinator, and Oversight Committee member.

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Wisconsin's DEC program makes progress

	2016	2017
Certified DREs in Wisconsin	242	264
Enforcement DRE evaluations	915	849
DRE schools	1	2
DREs certified	22	4
DRE instructor courses	1	1
DRE instructors certified	4	4
DRE re-certification courses	3	5
Trained	209	234
ARIDE classes	25	34
Trained	502	612
SFST courses	24	32
Trained	497	555
DITEP classes	7	7
Trained	165	179

Contact Officer Steve Krejci at: skrejci911@earthlink.net.

New state DEC program coordinator

Officer Steve Krejci receives the 2016 National DRE-of-the-Year Award during the International Association of Chiefs of Police's Annual Training Conference on Drugs, Alcohol and Impaired Driving in August in Maryland. He had been nominated by the Wisconsin DRE Oversight Committee for his outstanding commitment to traffic safety and the Wisconsin DEC Program. His DRE evaluations are top-notch, clearly and accurately articulating the impairment he observes. He is also a proficient and devoted coordinator and instructor. Alongside him are regional coordinators from Wisconsin.

Wisconsin's DEC Program *from page 8*

Wisconsin Department of Health Services (DHS) funded this training which was offered to 14 select counties. DHS will fund the 2018 Spring School for the following counties: Ashland, Columbia, Dane, Dodge, Douglas, Eau Claire, Florence, Forest, Kenosha, Marinette, Menominee, Milwaukee, Oneida, Rock, Sauk and Vilas. This DRE School certified 24 officers and was audited by a forensic toxicologist from the State Laboratory of Hygiene.

2017 Spring DRE Graduating Class *(last to front row, l-r)* Matthew Albertus-Defoe (Ashland PD), Samuel Brier (Madison PD), David Oginski (Marinette County SO), Marc Letendre (Superior PD), Robert Tuschl (West Allis PD), Daniel Littleton (Minocqua PD), Brian Rates (Lac du Flambeau PD), David Clark (Columbia County SO), Mason Kohlhapp (Milwaukee County SO), Marcus Walden (Eau Claire PD), Cody Remick (Vilas County SO), William Jansen (Oregon PD), Adam Waeghe (Marinette PD), Michael Eron (Ashland County SO), Kyle Jacobson (Eau Claire County SO), Christopher Birmingham (Hales Corners PD), Peter Warning (Portage PD), Michael Kahles (Marinette PD), Jeffrey Adams (Rock County SO), Nicholas Zellmer (Hales Corners PD), Austin Summers (Eau Claire PD), Jennifer Moldenhauer (Milwaukee County SO), Matthew Willmann (Milwaukee PD), Michael Dobschuetz (West Allis PD)

Each year the WisDOT Bureau of Transportation Safety funds one DRE School; it funded the Fall 2017 DRE School which certified 19 officers. The field certification portion was held at the Milwaukee Police Department's Neighborhood Task Force.

2017 Fall DRE Graduating Class
(last to front row, l-r) Joshua Gullickson (Slinger PD), Bradley Meyer (Cedarburg PD), Austin Lee (Stevens Point PD), Eric Grady (Jefferson PD), Adam Kleist (Jefferson County SO), John Gende (Winnebago County SO), Andrew Preisler (Oconomowoc PD), Jeremy Bousman (Waukesha PD), Wilbert Steinborn (Tomah PD), Lacy Garey (Milwaukee County SO), Melissa Krug (Milwaukee PD), Daniel Mandujano (La Crosse PD), Jason King (Neillsville PD), Blake Hansen (Plover PD), Cody Plenge (La Crosse PD), Benjamin Schindel (Oconto County SO), Brandon Hood (Washington County SO), Stacie Bruss (West Bend PD), Dustin Waas (Dodge County SO)

Click here to order posters or brochures.

Move Over or Slow Down

To help safeguard law enforcement officers, emergency responders, road maintenance workers, and others who work on roadsides, Wisconsin has a "Move Over Law." The WisDOT website includes informative 16-second and 8-minute videos about the law.

The law requires drivers to shift lanes or slow down in order to provide a safety zone for a squad car, ambulance, fire truck, tow truck, utility vehicle, or highway maintenance vehicle that is stopped on the side of a road with its warning lights flashing.

Drivers have two options for creating a safety zone:

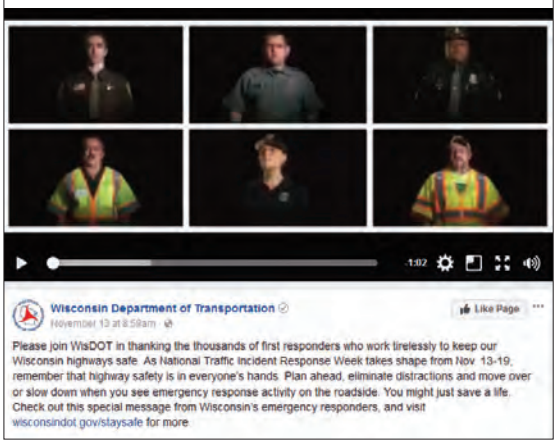
- If the road has more than one directional lane, like the Interstate, and you can switch lanes safely, you must move over to vacate the lane closest to the vehicle with its lights flashing
- If the road has a single directional lane or you can't safely move over, you must slow down

Raising public awareness

During the nationwide Traffic Incident Response Week, Nov. 13-19, WisDOT used a variety of methods to raise public awareness of this life-or-death issue:

- News release
- One-minute video on WisDOT's Facebook page with first responders statewide (see frame at left)
- WisDOT's *The Connector* newsletter, a November article about the importance of moving over and the work done by highway safety patrols
- *Tweet along* with drivers of the WisDOT State Farm Safety Patrol

Thanking first responders



If you can steer it, then clear it

Wisconsin's *Steer It, Clear It Law* aims to help clear lanes of travel in the event of a crash:

- If a vehicle is operable and nobody is hurt, drivers are required to drive to a location that will impact traffic as little as possible, such as a side street, wide shoulder, nearby parking lot, or crash investigation site.
- Law enforcement has the authority to quickly remove vehicles, debris and spilled materials.
- In November, the WisDOT Traffic Management Center in Milwaukee hosted traffic reporters from five local media organizations for an educational session about this law, with the goal of raising public awareness.

In December, a pick-up truck almost hit a deputy in Adams County during a traffic stop; click here for the dash cam video. The deputy caught up with the truck driver, who was cited for several violations.

2017-20 Strategic Highway Safety Plan

Blueprint for implementing the plan at the local level

Wisconsin's Strategic Highway Safety Plan (SHSP) is a statewide comprehensive plan that provides a synchronized framework for reducing traffic fatalities, injuries, and crashes over a three year period. The 2017-2020 SHSP is now available. The plan:

- Identifies the foremost traffic safety problems in the state
- Recognizes opportunities and processes to address these problems
- Determines the appropriate approaches and countermeasures

Top 10 issue areas

Improve safety culture, safety data, and safety technology
Reduce driver distraction / Improve driver alertness
Reduce alcohol and drug-impaired driving
Reduce the incidence and severity of motorcycle crashes
Improve driver performance (especially among teens and older drivers
Improve non-motorist safety (see pedestrian article, page 1)
Improve safety of intersections
Increase occupant protection
Curb aggressive driving / Reduce speed-related crashes
Reduce lane departure crashes

These issue areas and, crucially, associated tasks are summarized on page *iv* of the plan, with details starting on page 14.

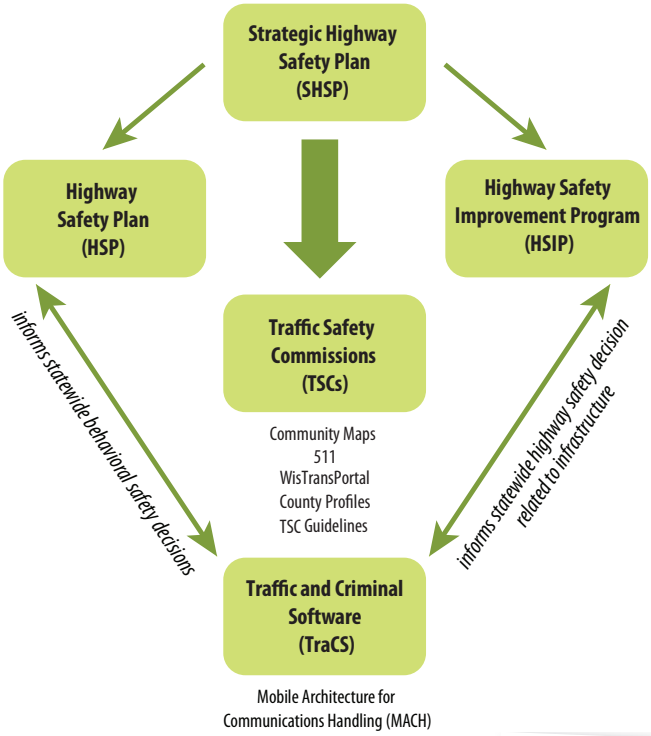
A major SHSP priority is empowering local agencies and organizations to improve traffic safety in their own communities by using both statewide and local tools and resources (see diagram). Grassroots programs can sometimes be more effective than federal/state ones:

- Local organizations (such as county Traffic Safety Commissions) often have better data and knowledge of their own traffic safety problems
- Funding is sometimes available for locally-grown programs

As the diagram shows, the SHSP is part of connected plans, local organizations, and resources. Click here for a blueprint of how local organizations can use these elements to improve local traffic safety.

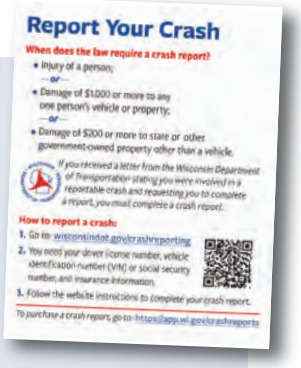
Note: Now's the time for you to provide input to help shape the 2019 Highway Safety Plan—see page 12.

Contact Randy Wiessinger, law enforcement liaison with the WisDOT Bureau of Transportation Safety, at: rpw@wiessinger.com.



Updates

Driver Report of Crash (Form DT 4002) and crash report availability


Report Your Crash

When does the law require a crash report?

- Injury of a person;
  —or—
- Damage of $1,000 or more to any one person's vehicle or property;
  —or—
- Damage of $200 or more to state or other government-owned property other than a vehicle.

If you received a letter from the Wisconsin Department of Transportation stating you were involved in a reportable crash and requesting you to complete a report, you must complete a crash report.

How to report a crash:

1. Go to: wisconsindot.gov/crashreporting
2. You need your driver license number, vehicle identification number (VIN) or social security number, and insurance information.
3. Follow the website instructions to complete your crash report.

To purchase a crash report, go to: https://app.wi.gov/crashreports

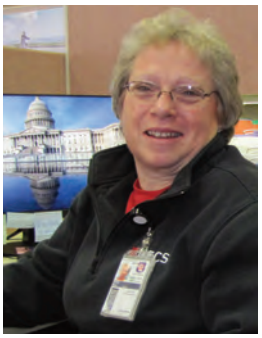
From the WisDOT Crash Records Unit (CRU):

- Since January 1, WisDOT will no longer accept the MV4002 paper form. It's suggested you discard or recycle them. All driver reported crashes must be completed online through the WisDOT website at: wisconsindot.gov/crashreporting. Informational cards to hand to crash participants are also available there.
- Law enforcement agencies should inform the public of their timeline for submitting crash reports to WisDOT.
- Status of crash report availability is checked at our website and not by calling the CRU. The status will be checked by the CRU on crash reports occurring more than two weeks previously.
- The Driver Exchange of Crash Information (form generated in TraCS) has been updated to direct participants to the WisDOT website to obtain a crash report.
- Please advise crash participants to use the WisDOT document number or their driver license number and crash date to search for their crash report online. If all the participant has is a case number, they will be directed back to the local law enforcement agency for status.

BOTS welcomes …

Diana Guinn

Office Operations Associate



Diana provides program support for the Wisconsin Motorcycle Safety Program (WMSP) and also for other traffic safety programs within the WisDOT Bureau of Transportation Safety (BOTS).

She helps set up the WMSP Spring KickOff in February and compiles information provided from WMSP training sites pertaining to their grants, classes provided, and materials needed. Along with this, she works with many other BOTS grant programs, and she helps organize the annual Governor's Conference on Highway Safety and other gatherings.

Diana is also a RiderCoach for Southwest Technical College and ABATE of Wisconsin, and she is a QA Team Specialist for the WMSP. Previously she was an executive assistant for Multistack, an HVAC company. She joined BOTS in mid-October.

Contact Diana at diana.guinn@dot.wi.gov or (608) 709-0093.

Ian Wright

Bicyclist/Pedestrian Safety Program Manager

Ian graduated from UW-La Crosse in 2015 with a major in public administration and a minor in environmental studies. He started as an LTE with BOTS in March 2017.

As the new bike/ped safety program manager, he will help foster a wide variety of initiatives. In 2018, BOTS will expand its previous training opportunities, including: Teaching Safe Bicycling, Designing for Pedestrian Safety, and the bike/ped law enforcement training course. High visibility enforcement (HVE) is a key tool in reducing bicyclist and pedestrian fatalities, and this year HVE grants will be made available to more agencies statewide. Ian is using data analysis to drive strategic enforcement efforts and to identify specific crash trends in each community. Also he will lead a statewide bike/ped safety workgroup to investigate and strategize behavioral changes for improved safety.

Contact Ian at Ian.Wright@dot.wi.gov.

Winter driving

On the WisDOT website:

- **Preparing your vehicle**
- **Safe winter driving tips**
- **In case you're stranded**
- **511 Wisconsin Travel Information: current winter road conditions**

Snowplow Driver Appreciation Day

Your input welcome!

The WisDOT Bureau of Transportation Safety (BOTS) prepares a Highway Safety Plan each year, describing the programs, grants and activities planned for the next federal fiscal year. BOTS submits the plan to the National Highway Transportation Safety Administration (NHTSA). The plan is also the state's application for federal safety funds.

Our planning process is continuous, and we are engaged year-round with diverse partners who want to make our roadways safer. We are now in the process of creating the 2019 Highway Safety Plan, due at NHTSA by July 1, and we invite new ideas aimed at changing driver behavior, especially in the areas of impaired driving, occupant protection, and speeding.

The 2018 Highway Safety Plan is on the WisDOT website.

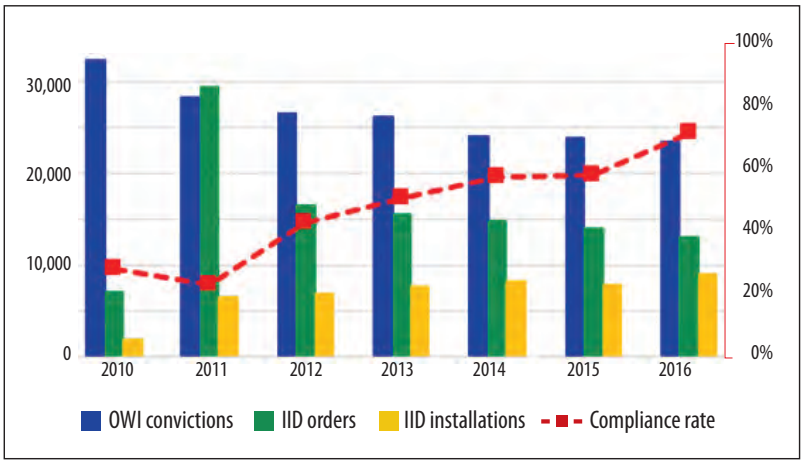
To present your ideas for consideration, please email Randy Romanski, BOTS section chief for safety programs: Randy.Romanski@dot.wi.gov.

Good news

Progress with IIDs

OWI convictions have been decreasing, while IID compliance rates have been increasing

SOURCE: MINNESOTA PUBLIC RADIO



The graph at right shows the steady progress in the IID compliance rate. For background, see article on page 10.

And more good news: a new law will help further shrink the gap between IID orders and installs. With 2017 Wisconsin Act 124, effective December 10, the IID restriction is being placed on the person as opposed to the driver license. Previously, someone convicted of an OWI offense would get a license suspension, and the IID restriction would be added to the license once it is reinstated by DMV. If that person chose to drive without a license, they could only be penalized for operating after revocation/suspension. Now, they can be penalized for both operating after revocation/suspension and operating without an IID. The goal is to "add teeth" to penalties for non-compliance with IID restrictions.

The Chemical Test Section of the Wisconsin State Patrol ensures that all IIDs used by offenders:

- Prevent a vehicle from starting when the driver's BAC is above 0.02
- Meet all programming features and reporting requirements

Extensive testing is performed by section staff before an IID is recommended for approval and a company can open service centers.

Contact Heather at Heather.Barkholtz@dot.wi.gov.

Chemical Test Section welcomes new program chief

In November, Heather Barkholtz became the new program chief of WisDOT's Chemical Test Section. She replaces long-time program chief, Sue Hackworthy, who has retired.

Heather grew up in Oshkosh and became interested in chemistry while in high school. She found it intriguing how everything in the universe is made up of a small group of elements, put together in different ways.

In 2011, she earned a BA in chemistry at UW-Oshkosh. Then she went on to graduate school to earn her PhD, working on developing new catalysts for lithium-ion batteries and fuel cells.

In June 2016, she moved to Albuquerque, New Mexico, where she completed her postdoctoral studies at Sandia National Laboratories, researching the safety and reliability of lithium-ion batteries. At that time, frequent news reports detailed fires of some cell phones, hover boards, and electronic cigarettes—most caused by lithium-ion batteries.

Her new position provides opportunities to shift her chemistry skills and interest in safety to supporting enforcement of impaired driving laws. She looks forward to building on the high standards for which the Chemical Test Section is admired by comparable agencies in other states.

The Wisconsin State Patrol's 63rd Recruit Class

State Patrol recruitment drive underway

Learn more at wisc.jobs

The Wisconsin State Patrol is currently recruiting people ready to begin a career as a trooper or inspector. Recruits who successfully complete the paid, 26-week training period can work towards many potential roles such as: commercial motor vehicle inspector, crash reconstruction expert, motorcycle or K-9 officers, or as part of the Dignitary Protection Unit. The application deadline is March 25, and recruit class training is set to begin September 16, 2018 at the State Patrol Academy in Fort McCoy. This will be the State Patrol's 64th Recruit Class.

Guidelines to follow when stopped by law enforcement

Getting pulled over by a law enforcement officer can be a difficult experience, but following some simple guidelines will greatly enhance safety for both motorists and law enforcement. Click on this link to learn about motorists' legal responsibilities and see guidelines on what to do when stopped by law enforcement.