

State of Wisconsin

Department of Transportation

WISCONSIN FY 2025 ANNUAL REPORT



TONY EVERS

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FOREWARD

The Wisconsin Highway Safety Program is administered by the Bureau of Transportation Safety (BOTS), within the Wisconsin State Patrol (WSP). The WSP is a division of the Wisconsin Department of Transportation (WisDOT). The Secretary of Transportation, Kristina Boardman, is the Governor's Highway Safety Representative, and as of November 2025, Jessica Wagner, Director of BOTS, is the State Highway Safety Coordinator.

MISSION

BOTS is charged with coordinating statewide behavioral highway safety programs and making effective use of all highway safety funds and other resources. It strives to provide leadership, partnership, innovation, and program support for Wisconsin's traffic safety community and to decrease crashes, deaths, and injuries on all of Wisconsin's roadways.

Highway safety planning and administration functions are performed by state funded and federally funded BOTS staff, with the assistance of other safety professionals within WisDOT and throughout the state. Planning and administration functions overlap with WisDOT planning. Jointly, they produce high-quality, data-driven reports, fact sheets, and other publications including the Highway Safety Plan (HSP), the Strategic Highway Safety Plan (SHSP) and this document, which reports on the fiscal performance of BOTS and its adherence to the HSP.

FUNDS

Wisconsin programmed its federal highway safety formula and incentive grants and state funds during federal fiscal year (FFY) 2025. This included funds from the Infrastructure Investment and Jobs Act (IIJA):

- Section 402 State and Community Highway Safety Grants
- Section 405(b) Occupant Protection Grants
- Section 405(c) State Traffic Safety Information System Improvements Grants
- Section 405(d) Impaired Driving Countermeasures Grants
- Section 405(f) Motorcyclist Safety Grants
- Section 405(h) Preventing Roadside Deaths Grants

Wisconsin administered its state funds for transportation safety program management and policy analysis which included: the Safe Ride grant program, motorcycle rider education programs, and a media campaign promoting motorist awareness of motorcyclists. Wisconsin achieves its required administrative match for all funds through straight time traffic enforcement by the WSP.

GOAL

Goals for this FFY 2025 Annual Report were set and committed to in the 2025 Annual Grant Application (AGA). The results laid out in this document use 2024 calendar year data. The Governors Highway Safety Association (GHSA) and the National Highway Traffic Safety Administration (NHTSA) agreed to a minimum set of performance measures to be used in the development of HSPs. Wisconsin has set a goal of a 2% improvement for the "Core Outcome Measures" from the prior five-year rolling average and all other remaining measures. The 2025 FARS crash data is provided as available and considered preliminary. All projects in the 2025 AGA are described in this Annual Report and were designed to contribute to meeting these targets.



PERFORMANCE REPORT

23 CFR §1300.35(a)

Assessment of Progress

An assessment of Wisconsin's progress in achieving performance targets identified are summarized in the following matrix, based on the most currently available data. [23 CFR §1300.35(a)(1)]

Performance Targets

An explanation of the extent to which Wisconsin achieved performance targets aligns with the 3HSP. The results in **green** indicate measures where the goal was either met or exceeded, and the results in **orange** indicate measures where the goal was not met. This table was requested by NHTSA and includes notes. [23 CFR §1300.35(a)(1)(i)]

		Assessment of Results in Achieving Performance Targets for FY25 and FY24 Using the 2018-2022 HSP Target Period with 2% Yearly Reductions							
		FY 2025			FY 2024				
Performance Measure		Target Value FY25 HSP	*Data Source/ FY25 Results	On Track to Meet FY25 Target (Y/N)	Target Value FY24 HSP	Data Source/ FY24 Final Result	Met FY24 Target (Y/N)	FY24-26 3HSP Target	
HSIP ALIGNED	C-1	Total Traffic Fatalities	574	540	Yes	585	2024 FARS 595	No	562
	Target	Reduce traffic fatalities from the rolling average of 597 to 574 by December 31, 2025.				In 2024, there were 595 traffic fatalities.			
	C-2	Serious Injuries in Traffic Crashes	2,973	3,128	^No	3,034	2024 STATE 3,351	No	2,914
	Target	Reduce serious traffic injuries from the rolling average of 3,096 to 2,973.0 by December 31, 2025.				In 2024, there were 3,351 serious injuries.			
	B-2	Serious Injuries/VMT	4.71	4.52	Yes	4.81	2024 STATE 4.84	No	4.62
	Target	Reduce serious traffic injury rate from the rolling average of 4.91 to 4.71 by December 31, 2025.				In 2024, there was a 4.84 serious injury rate.			
	C-3	Fatalities/VMT	0.89	0.78	Yes	0.91	2024 FARS 0.86	Yes	0.87
	Target	Reduce traffic fatality rate from the rolling average of 0.93 to 0.89 by December 31, 2025.				In 2024, there was a 0.86 fatality rate.			
B-3	Non-Motorized Fatalities and Serious Injuries	364	409	^No	372	2024 STATE 429	No	357	

		Reduce non-motorized fatal and serious injuries from the rolling average of 379 to 364.0 by December 31, 2025.			In 2024, there were 429 non-motorized fatalities and serious injuries.			
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	154	141	Yes	157	2024 STATE 164	No	151
Target	Reduce unrestrained passenger vehicle occupant fatalities in all seat positions from the rolling average of 161 to 154 by December 31, 2025.				In 2024, there were 164 unrestrained passenger vehicle occupant fatalities in all seat positions.			
C-5	Alcohol-Impaired Driving Fatalities	181	135	Yes	184	2024 STATE 153	Yes	177
Target	Reduce alcohol impaired driving fatalities from the rolling average of 188 to 181 by December 31, 2025.				In 2024, there were 153 alcohol-impaired driving fatalities.			
C-6	Speeding-Related Fatalities	182	181	Yes	186	2024 FARS 197	No	178
Target	Reduce speeding-related fatalities from the rolling average of 189 to 182 by December 31, 2025.				In 2024, there were 197 speeding-related fatalities.			
C-7	Motorcyclist Fatalities (FARS)	93	93	Yes	95	2024 FARS 106	No	91
Target	Reduce motorcyclist fatalities from the rolling average of 97 to 93 by December 31, 2025.				In 2024, there were 106 motorcyclist fatalities.			
C-8	Unhelmeted Motorcyclist Fatalities	65	58	Yes	66	2024 FARS 68	No	63
Target	Reduce unhelmeted motorcyclist fatalities from the rolling average of 67 to 65 by December 31, 2025.				In 2024, there were 68 unhelmeted motorcyclist fatalities.			
C-9	Drivers Aged 20 or Younger Involved in Fatal Crashes	70	82	No	71	2024 FARS 80	No	68
Target	Reduce drivers aged 20 or younger involved in fatal crashes from the rolling average of 72 to 70 by December 31, 2025.				In 2024, there were 80 drivers aged 20 or younger involved in fatal crashes.			
C-10	Pedestrian Fatalities	55	43	Yes	56	2024 FARS 58	No	54
Target	Reduce pedestrian fatalities from the rolling average of 57 to 55 by December 31, 2025.				In 2024, there were 58 pedestrian fatalities.			

C-11	Bicyclist Fatalities	10.2	11	^No	10.4	2024 FARS 8	Yes	10.0
Target	Reduce bicyclist fatalities from the rolling average of 11 to 10 by December 31, 2025.				In 2024, there were 8 bicyclist fatalities.			
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	92.4%	94.0%	Yes	90.6%	2024 STATE 89.3%	No	94.3
Target	Increase seatbelt usage rate from the rolling average of 88.9% to 92.4% by December 31, 2025.				In 2024, the seatbelt usage rate was 89.3%.			

* Source: WisDOT state database as of 1/26/2026

^ See Adjustment Strategy for Programming Funds below

Activities Conducted

Following is a description of how the activities conducted under the prior year's annual grant application contributed to **meeting** Wisconsin's highway safety performance targets.
[23 CFR §1300.35(a)(1)(ii)]

OCCUPANT PROTECTION PROGRAM In 2024, 52% of Wisconsin's passenger vehicle occupant fatalities were unrestrained occupants. The Occupant Protection program did not meet its safety belt usage goal of 90.6% by reaching 89.3% average safety belt use. The program met its goals for the ejection rate of fatal/injury crashes of passenger vehicles and utility trucks, as well as unbelted fatalities and 'A' injuries as shown in the tables below.

Average Safety Belt Use

2018-2022 Baseline	88.9%
2024 Goal	90.6%
2024 Actual	89.3%

Unbelted Fatalities and 'A' Injuries

2018-2022 Baseline	1.00/100M VMT
2024 Goal	0.98/100M VMT
2024 Actual	0.91/100M VMT

Ejection Rate of Fatal/Injury Crashes of Passenger Vehicles and Utility Trucks

2018-2022 Baseline	0.45%
2024 Goal	0.44%
2024 Actual	0.40%

The Occupant Protection program has four types of programming designed to reduce the number of unrestrained occupant fatalities and injuries:

1. Program Management
2. High-Visibility Enforcement
3. Child Passenger Safety
4. Data and Program Evaluation

Occupant Protection Program Management

- Focused Occupant Protection Program Management enabled the state to better assist subrecipients with the projects and grants within the Occupant Protection range of duties. Their work with regional program managers, law enforcement liaisons, and law enforcement agencies of all sizes to coordinate occupant protection efforts encouraged safe and effective high-visibility enforcement and participation in mobilizations. Engaged discussion continued with various law enforcement agencies, hospitals, health departments, and private entities committed to furthering occupant protection throughout the state. Data analysis feedback was provided to the subrecipient, and alternative survey sites to surveyors, as necessary. These efforts contributed to meeting performance targets C-1, C-4, and B-1.

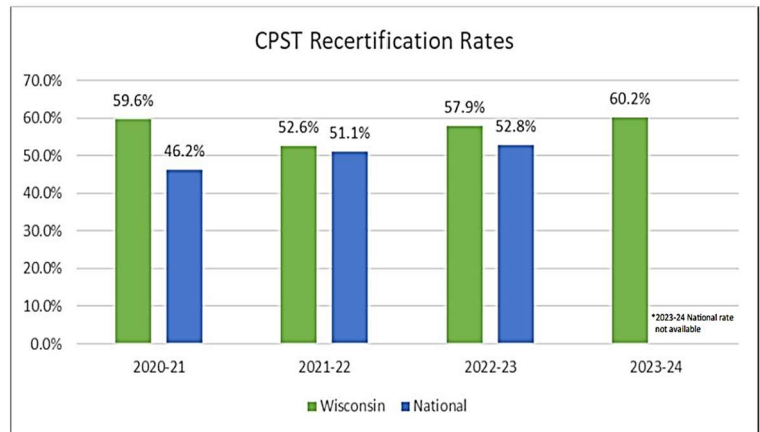
Child Passenger Safety (CPS) Stations and CPS Tablets

- The Child Passenger Safety grant program continued providing car seats to at-risk, underserved families. Educational opportunities were provided to families regarding the installation of child safety seats and overall occupant protection. In 2025, 45 CPS grants were administered across the state. The liquidation rate of these grants was 84.3%, a slight decrease from the previous year. The tablet program had 16 agencies participate, further enhancing their ability to conduct over 4,000 car seat checks and provide education in 2025. These efforts contributed to meeting the performance targets C-1, C-4, and B-1.

CPS Programming

- The Child Passenger Safety Programming grant was administered by the Children's Hospital of Wisconsin. BOTS partnership with Children's Wisconsin was renewed, and they continued to support and administer statewide CPS Technician (CPST) training including recruitment, training, and education while sustaining retention rates that will continue addressing the level of need in Wisconsin.
- This collaboration with Children's Hospital of Wisconsin and the CPS Programming grant continued the strong partnership to support the administration of statewide CPST training. This training included recruitment and education while sustaining retention rates that addressed the level of need in Wisconsin. A total of eight CPST certification courses were delivered, and 118 new technicians were certified. These new technicians represented 34 different counties within the state, and 4% or five course attendees received a scholarship to help offset training costs. Education and training provided through the Teen Safety Driving Program promoted prevention of traffic-related loss in teens through train-the-trainer workshops, and Child Passenger Safety Programming contributed to meeting the performance targets C-1 and C-4.

Course Location	# of Techs Trained
McFarland	18
Janesville	14
Rothschild	16
Rice Lake	9
Onalaska	8
Menomonee Falls	18
Waukesha	21
Clintonville	14
Total New Techs	118



High-Visibility Enforcement (HVE), Saturation Patrols, and Integrated Occupant Protection Driving Enforcement

- Data-driven High-Visibility Enforcement (HVE), Saturation Patrols, and Integrated Occupant Protection Driving Enforcement, was prioritized as demonstrated by writing citations, sponsored in media events, and disbursed throughout geographical areas where low safety belt use was prevalent. Task forces were convened among multiple law enforcement agencies through coordinated enforcement efforts and all grantees participated in the national *Click It or Ticket* (CIOT) HVE mobilization. These efforts contributed to meeting the performance targets C-1, C-4, B-1 and B-2.

CIOT Mobilization Post Observational Surveys

- Contract for CIOT June Observational Survey was conducted and provided more information on the effectiveness that will inform future mobilizations. This effort contributed to meeting the performance target B-1.

Occupant Protection Media

- Traffic safety messaging and planned media supported by new creative materials and placements conducted to support NHTSA events and national mobilizations, i.e., CIOT, Heatstroke/Unattended Passenger, and Drive Sober or Get Pulled Over. Provided information on the effectiveness and contributed to meeting performance targets C-1, C-3, and C-4.

IMPAIRED DRIVING PROGRAMS

- The Drive Sober or Get Pulled Over campaign focused on men 18-34 and adults 18-64 and was designed to raise awareness of heightened impaired driving enforcement efforts on Wisconsin roads and highlight the importance of driving sober—year-round—to help achieve the goal of zero preventable traffic fatalities. It included broadcast television in Appleton, Eau Claire, Green Bay, La Crosse, Madison, Milwaukee, and Sheboygan. This effort contributed to meeting the C-5 performance target.
- Focused attention on alcohol-impaired driving fatalities, BOTS continued to institute new predictive analytics pilot programs around the state that involved a Safe System Approach to change driver behavior. This effort contributed to meeting performance target C-5.



POLICE TRAFFIC SAFETY PROGRAM

- Focused effort to prevent speed and aggressive driving related fatalities and serious injuries, the evidence-based Police Traffic Safety Program was managed collaboratively with multiple staff members. State program managers worked closely with regional program managers, law enforcement liaisons, and law enforcement agencies of all sizes to coordinate enforcement efforts, encourage safe and effective high-visibility enforcement operations, and participate in mobilizations. This effort contributed to meeting performance target C-6.

MOTORCYCLIST SAFETY PROGRAM

- The Motorcycle outreach team traveled across the state to events that were held in targeted and untargeted areas to promote the safety message. We find this personnel investment to be one of the most rewarding programs and creates opportunities to recruit new riders for the courses and coaches for the program. The Mobile Outreach team actively engaged with the community at 27 events across several counties, resulting in a total of 32 event days. These events facilitated over 950 individual contacts, 197 SMART trainer runs, and 34 surveys completed between the outreach team and event attendees during the seven-month programming period of this year. The Outreach Coordinator implemented the utilization of innovative Wisconsin-specific digital materials to educate the public about road hazards. These new tools comprise of a Rider Mindset slideshow and an electronic survey. These efforts contributed to meeting performance targets C-7 and C-8.

VULNERABLE/NON-MOTORIZED SAFETY PROGRAM

- The Bike/Ped Program Manager participated in several of the Wisconsin Bike Fed's MilWALKee Walks partner events to become more familiar with this program and grant project. In-person monitoring of the Bike Fed MilWALKee Walks grant was conducted in April 2025. The program manager coordinated meetings with several new partners to explore grant opportunities including the Greater Wisconsin Agency on Aging Resources, the East Central Wisconsin Regional Planning Commission and the City of Menasha Public Health Department. This coordinated effort contributed to meeting performance target C-10.

Strategy for Programming Funds

23 CFR §1300.35(a)(2)

Adjustments

Wisconsin is planning to convene the following groups to obtain feedback and adjust the strategy for programming funds to achieve the performance targets:

- *Safety First Workgroup* – WisDOT internal and external partners
- *Council on Highway Safety* – legislative representatives and transportation safety partners
- *Office of Public Affairs* – provides current media and updates
- *WisDOT Traffic Safety Council* – aligns with a Safe System Approach at WisDOT



While planning the upcoming triennial HSP and annual grant application, Wisconsin plans to review and evaluate projects and countermeasures, making necessary adjustments to meet performance targets not met. Wisconsin will:

- Implement programming to reduce suspected serious injuries by conducting public education in counties with the highest serious injuries. [C-2]
- Implement programming to reduce fatal crashes of drivers aged 20 or younger by conducting public education and training. [B-3]
- Implement programming to reduce fatal crashes of drivers aged 20 or younger by conducting public education and training. [C-9]
- Implement programming to reduce bicyclist fatalities by conducting safety enforcement and public education in counties with the highest fatalities. [C-11]

ACTIVITY REPORT

23 CFR §1300.35(b)

Projects Not Implemented

23 CFR §1300.35(b)(1)

PROJECT	PROJECT ID	RATIONALE
Impaired Driving		
Bar Buddies Safe Ride Program	AL-2025-30-02	Project continued with state funding in 2025.
Safe Ride Event Grants	AL-2025-30-03	Due to 402 funding levels, project not initiated in 2025, and will be state funded in 2026.
Holiday Safe Ride Event	AL-2025-30-04	Due to 402 funding levels and issues with partnering with Lyft and Uber, project not initiated in 2025, and will not be part of 2026 programming.
Judicial Outreach Liaison Program	N/A – Other Funding	Project funded by ABA in 2025 and will be part of 2026 405d funded programming.
Impaired Driving Traffic Professional Training	M5-2025-31-06	Project available in 2025 but no requests for funding were submitted. Project will be available in 2026.
Medication Education	M5-2025-31-07	Due to low level of staff, project not initiated in 2025 and will not be part of 2026 programming.
Emergency Medical Services (EMS)		
Rural EMS Retention and Recruitment	EM-2025-60-01	Project available in 2025 but no requests for funding were submitted. Project will not be part of 2026 programming.
First Responder Roadside Digital Alerting	M12-2025-65-01	Due to issues with procurement in 2025, projects were not initiated. Project will be reviewed and adjusted in 2026 programming.
Vulnerable/Non-Motorized Safety Program		

Temporary Traffic Calming Pop-Ups	PS-2025-80-05	Due to 402 funding levels, project not initiated in 2025 and will not be part of 2026 programming.
Training for Planners and Engineers	PS-2025-80-04	Due to 402 funding levels, project not initiated in 2025 and will not be part of 2026 programming.
Bicycles for Bike Rodeos and Kid's Bike Education	PS-2025-80-06	Project was available in 2025 but no requests for funding were submitted. Project will not be part of 2026 programming.

PUBLIC PARTICIPATION and ENGAGEMENT

23 CFR §1300.35(b)(2)

A narrative description of the public participation and engagement efforts carried out and how those efforts informed projects implemented under countermeasure strategies during the grant year are provided below:

PUBLIC PARTICIPATION

- Traffic Safety Commissions; All counties quarterly meetings***
 BOTS, through LEL and Regional Program Managers, participated in all 288 meetings held in fiscal year 2025 to obtain public input at the county level statewide. This public feedback is used to aid in the development of enforcement, education, and community safety programs to affect change. Through a dialogue of data sharing and community engagement, BOTS identified agencies needs and let two predictive analytic grants. These grants were sought out due to community feedback about speeding issues in their communities. **Results:** Based on feedback received from rural communities, BOTS adjusted the data analysis process to incorporate smaller agencies in rural areas underserved in the past. A fiscal analysis process was created to plan funding based on these needs to expand our reach and provide more assistance to rural community needs.
- Wisconsin Emergency Medical Services Association (WEMSA) Conference & Expo – January 21-24, 2025***
 BOTS, through LELs, hosted an exhibitor booth to obtain public input at the local level and share community maps information and crash data with EMS educators. The event provided actionable, evidence-based training for prehospital professionals and an opportunity to share the intersections of crash data in rural and urban communities. **Results:** The LELs convened dialogue with participants on pediatric care, trauma, injury prevention and interactions with traffic safety. Attendees viewed crash data and feedback was received to take back and respond to immediate concerns or review for future planning considerations.
- Wisconsin Sheriff's and Deputy Sheriff's Conference – February 2-12, 2025***
 BOTS, through LELs, hosted an exhibitor booth to share community maps and crash data with sheriffs and deputy sheriffs from all over Wisconsin. **Results:** The LELs convened dialogue with participants on community maps and traffic safety. Attendees viewed crash data and feedback was received and shared with BOTS RPM and program management staff working with subrecipients to address current and future concerns.

- **Wisconsin Chief's Association Conference – February 2025**

BOTS, through LELs, hosted an exhibitor booth to share community maps information with EMS educators. The event provides actionable, evidence-based training for prehospital professionals and an opportunity to share the intersections of crash data in rural and urban communities. **Results:** The LELs convened dialogue with participants on pediatric care, trauma, injury prevention and interactions with traffic safety. Attendees viewed crash data and feedback was received about impacts and concerns.

ENGAGEMENTS WITHIN AFFECTED COMMUNITIES

Wisconsin Tribal Transportation Conference (WTTC) and Inter-Tribal Taskforce

- **Wisconsin Traffic Safety Officer's Association (WTSOA) Annual Conference, February 24-26, 2025 – Fond du Lac, WI**

The BOTS Section Chief presented on traffic safety at the conference and the Impaired Driver Program Manager attended the conference. The keynote on Mastering Proactive Policing for Patrol was followed by an emphasis on the Drug Recognition Enforcement (DRE) Program and a presentation on Mock Evaluations. The conference concluded with a DRE banquet graduation with all DREs in attendance. **Results:** The feedback received and brainstorming conducted with community stakeholders during the conference provided BOTS staff with ideas useful for planning future traffic safety and DRE training events.

- **The 50th Annual Governor's Conference on Highway Safety, August 19-20, 2025 – Wisconsin Dells, WI**

The BOTS Conference Planning Committee took feedback from the previous year and community input to assist in planning the conference. Buckle Up Phone Down advocate, Casey Schwartz, presented his personal impact story during the closing lunch program of the conference. **Results:** Discussions continued about the importance of preventing distracted driving and not texting and driving. Following this presentation, proposed legislation was introduced to increase state funded media in the area through partnership with Discover Mediaworks. The ads, "More than a number" and "More than one casualty" ran in 2025 and plans are underway to continue running these and/or additional ads in 2026.

ONGOING ENGAGEMENTS

The previously identified communities below will be the affected communities moving forward and will continue to be our focus communities for engagement over the next year. During creation of the next 3HSP, BOTS/WisDOT will review possible newly affected communities and partnerships.

- **Inter-Tribal Taskforce**

In 2025, the collaboration and engagement with the Inter-Tribal Taskforce continued through dialogue and feedback from Tribal consultation with Tribal government leaders, WisDOT and BOTS attendance at Inter-Tribal meetings. **Results:** BOTS updated separate Tribal traffic safety profiles and reported quarterly year-to-date data on trends, behavior issues, and other analysis. By continuing this activity, it ensures accessibility to data, data analysis, and subject matter expertise to assist in designing projects and programs.



The WisDOT dual-language media and signage efforts for traffic safety in the Wisconsin Tribal Nations was a priority. **Results:** At the request of the Tribal Nations, the grant was established in 2025, and the project began. Due to the late start, the grant will conclude in Spring 2026.

Crashes in Forest County went down from 198 in 2024 to 168 in 2025 based on data from community maps. As a result, BOTS, in partnership with the Forest County Potawatomi Tribe's Public Safety Office, coordinated a police traffic services grant for 2025 with the county sheriff. The decision to utilize the sheriff is due to the lack of a Tribal law enforcement entity. **Results:** BOTS anticipates this success will invigorate other communities to seek innovative approaches to make effective changes in underserved communities. The media project will continue into 2026 toward completion.

- **Motorcycle Safety Advisory Council (MoSAC)**

BOTS met with MoSAC quarterly and attended additional ad hoc meetings with members and other motorcycle community members. BOTS provided and discussed crash data, programmatic changes, and evolving needs. **Results:** MoSAC meetings continue to help guide BOTS to update media and outreach efforts as they pertain to rider training and rider coach recruitment.

BOTS and ABATE held a Safe Rider Safety event during 2025, which has led to the discussion of providing single day events throughout the state for 2026 and forward. BOTS staff also present crash data and information at the ABATE Officer Training event in February every year. BOTS continues to use the dialogue from community representatives and riders and updated data elements reported to the council and other stakeholders. The MoSAC members continue to be a very important conduit between the motorcycle communities and BOTS. **Results:** BOTS will utilize feedback from MoSAC to adjust programming and plan future projects based on their input and give due consideration.

- **Milwaukee County – Ongoing**

Results: Feedback from a previous Town Hall meeting in Milwaukee resulted in increased media and enforcement in April 2025 for reckless driving, speeding and distracted driving, and continued Bobby Portis and Milwaukee Bucks sponsorship. This engagement has cascaded a positive impact on the affected community.

EVIDENCE-BASED ENFORCEMENT PROGRAM ACTIVITIES

23 CFR §1300.35(b)(3)

A description of the State's evidence-based enforcement program activities, including discussion of community collaboration efforts and efforts to support data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities; and submission of information regarding mobilization participation (e.g., participating and reporting agencies, enforcement activity, citation information, paid and earned media information).



- **HIGH-VISIBILITY ENFORCEMENT (HVE), SATURATION PATROLS, AND INTEGRATED OCCUPANT PROTECTION DRIVING ENFORCEMENT**

There were 37 Seatbelt Enforcement Grants throughout the state of Wisconsin in 2025. Reduced funding during the grant cycle limited the number of deployments performed. Even so, these grants allowed law enforcement agencies to spend additional hours observing seat belt misuse and bettered enforcement of seat belt laws in the state. In addition, during the 2025 Click It or Ticket (CIOT) national enforcement mobilization, a total of 114 law enforcement agencies in Wisconsin participated. During this mobilization period, there were 463 seat belt citations issued across the state along with more than 2,000 additional stops for other various traffic infractions.

- **CLICK IT OR TICKET (CIOT) MOBILIZATION POST OBSERVATIONAL SURVEYS**

The University of Wisconsin-Whitewater administered the CIOT Seat Belt Survey in 2025. A community based observational study was conducted in Jefferson County as a pre-CIOT survey period with the CIOT campaign being the intervention part of the study and a post-CIOT survey period will be included in the FFY 2025 grant funding. Site selection was based on criteria data from Community Maps, including county crash hot spots, along with public health and law enforcement input.

OBSERVED SEAT BELT COUNT

BOTS contracted with UW-Whitewater to conduct the 2025 seat belt observational survey. Wisconsin had 94.0% compliance with mandatory safety belt use laws. See the results below.

2025 Statewide Seatbelt Survey: Wisconsin

Statewide Statistics:

2025: 94% + 0.7%

Gender	% Belted by Gender	Race	% Belted by Race	Seat Position	% Belted-Seat Pos.	Portion of Week	% Belted-Portion of Week
Female	96%	White	93%	FS Driver	92%	Weekday (M-F)	92%
Male	92%	Non-White	90%	FS Pass.	95%	Weekend (Sa-Su)	93%

Age	% Belted Driver by Age	% Belted Passenger by Age	Vehicle Type	% Belted by Vehicle Type	Road Type	% Belted- Road Type
16-24	89%	92%*	Automobile	93%	Local Road	91%
25-59	93%	94%	Pickup Truck	87%	County Highway	89%
60+	95%	98%	SUV	95%	State Highway	93%
			Van	95%	Interstate Highway	93%
			Commercial	88%		

Stratum 1: (Milwaukee, Waukesha, Washington, Ozaukee): 95%

Gender	% Belted by Gender	Race	% Belted by Race	Seat Position	% Belted-Seat Pos.	Portion of Week	% Belted-Portion of Week
Female	98%	Non-white	95%	FS Driver	94%	Weekday (M-F)	95%
Male	93%	White	91%	FS Pass.	96%	Weekend (Sa-Su)	93%

Age	% Belted by Age	Vehicle Type	% Belted by Vehicle Type	Road Type	% Belted- Road Type
16-24	90%	Automobile	94%	Local Road	93%
25-59	95%	Pickup Truck	89%	County Highway	93%
60+	98%	SUV	98%	State Highway	94%
		Van	96%	Interstate Highway	95%
		Commercial	89%		

Stratum 2: (Dane, Brown, Winnebago, Rock, Racine, Outagamie): 90%

Gender	% Belted by Gender	Race	% Belted by Race	Seat Position	% Belted-Seat Pos.	Portion of Week	% Belted-Portion of Week
Female	92%	Non-white	89%	FS Driver	88%	Weekday (M-F)	87%
Male	87%	White	83%	FS Pass.	93%	Weekend (Sa-Su)	89%

Age	% Belted by Age	Vehicle Type	% Belted by Vehicle Type	Road Type	% Belted- Road Type
16-24	80%	Automobile	90%	Local Road	86%
25-59	89%	Pickup Truck	78%	County Highway	87%
60+	92%	SUV	88%	State Highway	86%
		Van	92%	Interstate Highway	91%
		Commercial	83%		

Stratum 3: (Marathon, Kenosha, Walworth, Fond du Lac, Eau Claire, Jefferson, Columbia, Chippewa, La Crosse, Sheboygan, Sauk) 93%

Gender	% Belted by Gender	Race	% Belted by Race	Seat Position	% Belted-Seat Pos.	Portion of Week	% Belted-Portion of Week
Female	94%	Non-white	92%	FS Driver	92%	Weekday (M-F)	91%
Male	91%	White	91%	FS Pass.	95%	Weekend (Sa-Su)	98%

Age	% Belted by Age	Vehicle Type	% Belted by Vehicle Type	Road Type	% Belted- Road Type
16-24	90%	Automobile	92%	Local Road	92%
25-59	93%	Pickup Truck	87%	County Highway	84%
60+	91%	SUV	94%	State Highway	93%
		Van	94%	Interstate Highway	91%
		Commercial	89%		

Stratum 4: (Portage, Monroe, Dunn, Manitowoc, Juneau, Clark, Wood, Shawano, Oconto, Waupaca, Calumet, Green, Waushara, Marquette) 95%

Gender	% Belted by Gender	Race	% Belted by Race	Seat Position	% Belted-Seat Pos.	Portion of Week	% Belted-Portion of Week
Female	94%	Non-white	95%	FS Driver	94%	Weekday (M-F)	93%
Male	97%	White	88%	FS Pass.	96%	Weekend (Sa-Su)	97%

Age	% Belted by Age	Vehicle Type	% Belted by Vehicle Type	Road Type	% Belted- Road Type
16-24	96%	Automobile	94%	Local Road	92%
25-59	96%	Pickup Truck	92%	County Highway	95%
60+	94%	SUV	97%	State Highway	94%
		Van	96%	Interstate Highway	No Observations
		Commercial	91%		

*Updated to include percentage 10/7/2025



- In 2024, Wisconsin did not meet its goal for safety belt usage. However, crash survivability varies by location in the state, which is a result of many factors including the speed and level of emergency medical response and treatment. Wisconsin did not meet its goal for the injury-to-death ratio. Recruitment and retention of first responders is a significant issue in rural communities. Longer response times and outcomes are worse for rural crashes. Five-year average injury-to-death ratios indicate the highest risk are predominantly rural.

Safety Belt Use Rate		Injury to Death Ratios	
2018-2022 Statewide	88.9%	2018-2022 Statewide	62.9 to 1
5-year Average Baseline		5-year Average Baseline	
2024 Statewide Goal	90.6%	2024 Statewide Goal	64.2 to 1
2024 Actual	89.3%	2024 Actual	56.8 to 1

IMPAIRED DRIVING PROGRAM

PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Alcohol and Drug Related Motor Vehicle Crashes

2018-2022 Baseline	11.19/100M VMT
2024 Goal	10.96/100M VMT
2024 Actual	9.57/100M VMT

Resulting Deaths and Suspected Serious (A) Injuries in Alcohol or Drug Related Crashes

2018-2022 Baseline	1.61/100M VMT
2024 Goal	1.57/100M VMT
2024 Actual	1.49/100M VMT

Proportion of Alcohol and Drug Related Fatalities

2018-2022 Baseline	32.51%
2024 Goal	31.86%
2024 Actual	30.38%

Proportion of Alcohol and Drug Related Fatalities and 'A' Injuries

2018-2022 Baseline	26.77%
2024 Goal	26.24%
2024 Actual	26.33%

Crashes involving alcohol (15-24 years old)

2018-2022 Baseline	172.59/100K pop.
2024 Goal	169.14/100K pop.
2024 Actual	177.25/100K pop.

- Wisconsin met three of the five goals listed above, with proportion of alcohol and drug related fatalities and A-Injuries, and crashes involving alcohol (15-24 years old) being the goals it failed to achieve. Wisconsin continued to institute new predictive analytics pilot programs around the state that will involve a Safe System Approach to changing driver behavior going forward into FFY 2025 and beyond.

The impaired driving safety program was comprised of five types of programming, all of which were designed to reduce impaired driving fatalities and serious injuries. They are as follows:

1. Program Management and Strategic Planning
2. Prevention through the Promotion of Transportation Alternatives
3. Evidence-Based Enforcement
4. Drug Evaluation and Classification Program
5. Criminal Justice System

POLICE TRAFFIC SAFETY PROGRAM

Wisconsin's speed-related traffic fatalities have remained the same from the prior five-year rolling average (2018-2022) of 175.6 to 176 using state data. From 2023 to 2024, speed related crashes rose from 16,403 to 16,575. Combined fatalities and suspected serious injuries increased slightly from 1,203 to 1,276.

HVE, SATURATION PATROLS, AND INTEGRATED IMPAIRED DRIVING ENFORCEMENT

High-visibility enforcement (HVE) campaigns have been used to deter speeding and aggressive driving through specific and general deterrence. In the HVE model, law enforcement targets certain high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. The objective is to convince the public that speeding and aggressive driving actions are likely to be detected and that offenders will be arrested and punished. The presence of law enforcement provides a deterrent effect upon a person's decision to break the law. Enforcement increases the perception of the risk of being ticketed. This strategy will decrease the incidence of fatalities.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

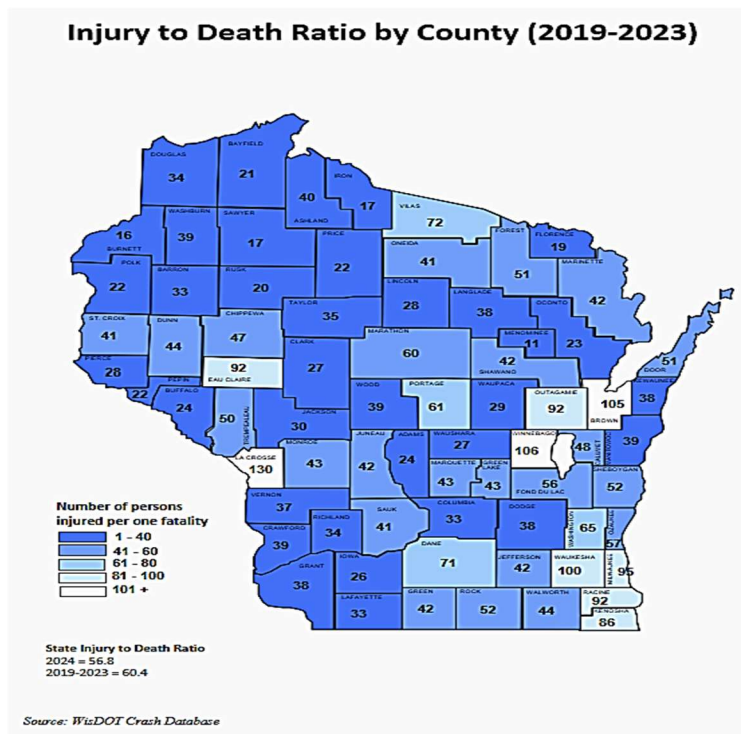
Speed Related Crashes

2018-2022 Baseline	29.06/100M VMT
2024 Goal	28.47/100M VMT
2024 Actual	23.95/100M VMT

Speed-Related Fatalities and Suspected Serious 'A' Injuries

2018-2022 Baseline	1.81/100M VMT
2024 Goal	1.78/100M VMT
2024 Actual	1.84/100M VMT

EMS IMPROVEMENT PROGRAM



- BOTS and the Emergency Medical Services (EMS) office at the Department of Health Services will collaborate on this project to focus on recruitment and retention of EMTs in areas with fewer ambulance services. Due to an attrition in volunteer departments and limited resources to recruit new EMT's, rural communities have been impacted by the lack of critical care when crashes occur. This will impact traffic safety by providing EMS services in remote areas to decrease response times and improve patient care, which will help make it less likely that a relatively minor traffic incident would result in a fatality.

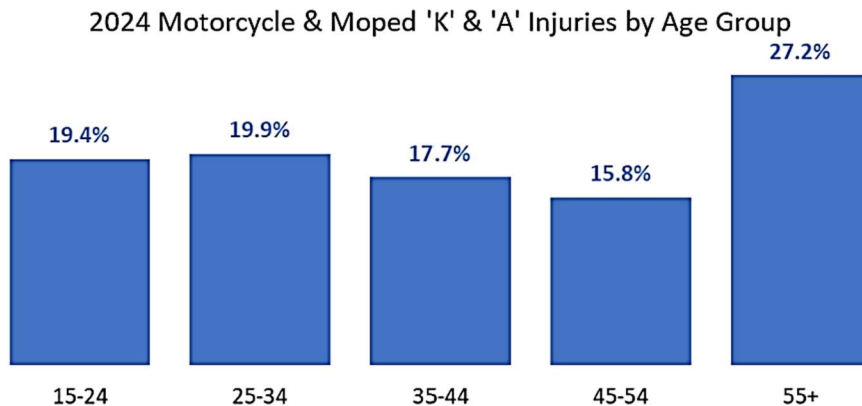
MOTORCYCLIST SAFETY PROGRAM

MOTORCYCLE SAFETY PROGRAM MANAGEMENT

- The program manager coordinated activities throughout the year with the Wisconsin Motorcycle Safety Advisory Council. Meetings usually occur quarterly; however, this year meetings occurred at least monthly to increase stakeholder feedback opportunities to address concerns about motorcyclist crashes and fatalities.
- The group contributed to a new media campaign to recruit students and new coaches as well as planning a safety summit that took place in June.
- For 2024, the top three contributing circumstances that occurred in these crashes were failure to control, excessive speed, and failure to keep in designated lane (lane departure crashes). Impairment rates in 2024 for fatally injured operators was 22.9%, for suspected serious injuries was 14.5%, and total injured was 9.6%. Helmet use in 2024 for motorcyclist fatalities was 31.1% helmeted, 66.0% un-helmeted, and 1.9% unknown.

For injured motorcyclists it was 48.4% helmeted, 47.3% un-helmeted, and 4.1% unknown.

The most notable change in motorcycle and moped 'K' and 'A' injuries by age group was in the 15-to-24-year age group from 17.1% in 2023 to 19.4% in 2024, an increase of 13.5%.



Motorcycle/Moped Crashes

2018-2022 Baseline	2,111.6
2024 Goal	2,069.4
2024 Actual	2,262

Combined Fatalities and Suspected Serious Injuries in Motorcycle/Moped Crashes

2018-2022 Baseline	701.8
2024 Goal	687.8
2024 Actual	791

Motorcycle/Moped Riders Killed and Injured

2018-2022 Baseline	1,886.4
2024 Goal	1,848.7
2024 Actual	1,999

[State Funded] Through this relationship, BOTS and MoSAC worked together to identify gaps in statewide training availability, planned media messages and timing of these messages, and continually monitored crash data for changing trends. Additionally, MoSAC hosted its second Motorcycle Safety Summit during the riding season in 2025. This summit included safe rider workshops (following the MSF curriculum for Basic Rider Courses 1&2, Ultimate Bike Bonding, and Advance Rider Education), on range demonstration and skills learning exercises.

VULNERABLE/NON-MOTORIZED SAFETY PROGRAM

- The pedestrian safety program met its goal for the number of combined fatalities and suspected serious (A) injuries per 100,000 of population for calendar year 2024 but failed to meet its goal for the number of pedestrian-motor vehicle crashes and pedestrian injuries. There were 59 pedestrian fatalities in 2024, lower than the previous year's total of 61, and higher than the 2018-2022 average.
- The bicyclist safety program failed to meet all its goals for calendar year 2024 for the number of bicyclist-motor vehicle crashes, the number of combined fatalities and suspected serious (A) injuries per 100,000 of population, and bicyclist injuries. There were eight bicyclist fatalities in 2024, one higher than the previous year's seven, and lower than the 2018-2022 average.

Pedestrian-Motor Vehicle Crashes

2018-22 Baseline	22.80/100K pop.
2024 Goal	22.34/100K pop.
2024 Actual	23.12/100K pop.

Bicyclist-Motor Vehicle Crashes

2018-22 Baseline	12.22/100K pop.
2024 Goal	11.97/100K pop.
2024 Actual	14.93/100K pop.

Combined Fatalities and Serious 'A' Injuries

2018-22 Baseline	5.61/100K pop.
2024 Goal	5.50/100K pop.
2024 Actual	5.26/100K pop.

Combined Fatalities and Serious 'A' Injuries

2018-22 Baseline	1.51/100K pop.
2024 Goal	1.48/100K pop.
2024 Actual	1.90/100K pop.

Pedestrian Injuries

2018-22 Baseline	22.39/100K pop.
2024 Goal	21.94/100K pop.
2024 Actual	22.39/100K pop.

Bicyclist Injuries

2018-22 Baseline	10.96/100K pop.
2024 Goal	10.74/100K pop.
2024 Actual	13.27/100K pop.

VULNERABLE ROAD USERS (VRU) PROGRAM MANAGEMENT

- In 2025, one of the top priorities for the program manager has been to meet new partners and stakeholders from around the state. The position continues to manage law enforcement grants and assist project coordinators as needed. The position actively participates in the internal Transportation Alternatives Program (TAP) funding selection committee, monthly WisDOT Regional Ped Bike Coordinator team meetings, the Governor's Bicycle Coordinating Council and the Wisconsin Non-Driver Advisory Committee (WiNDAC). Wisconsin Bike Fed is an important partner for BOTS and the program manager has spent substantial time working with this non-profit on grant management, grant monitoring and planning for the 3HSP.

Bicycle and Pedestrian Mass Media

- Through the Wisconsin Bike Federation grant, the project was successfully

completed. Messaging was targeted to at-risk communities based on targeting analysis and meaningful public engagement. The expected outcome of this project is to promote safe behaviors for vulnerable road users.

Radio PSAs

- Wisconsin Bike Fed, a non-profit bicycle education organization dedicated to making sure everyone, no matter their mode of travel, gets home safely. Reminding the community that bicycles are legal users of the road -- Drivers should give 3 feet and slow down when passing a cyclist, yield to pedestrians, and should not drive in bike lanes. More at "Wisconsin Bike Fed dot org."
- Wisconsin Bike Fed, a non-profit bicycle education organization dedicated to making sure everyone, no matter their mode of travel, gets home safely. Reminding cyclists to be visible and predictable by using front and rear lights, obeying traffic lights, and yielding to pedestrians at crosswalks and trails. Information and resources at "Wisconsin Bike Fed dot org."
- Wisconsin Bike Fed, a non-profit bicycle education organization, reminding people driving and people biking to use their lights as daylight hours wane. When operating near others, be aware, slow down and look around, to help reduce nighttime crashes. Being visible and predictable can help everyone get to where they are going safely. More at "Wisconsin Bike Fed dot org."

Wisconsin Public Radio (statewide reach)

SUMMARY:

176 Spots aired 6/9/2025 -- 9/29/2025

Reach: 488,700

Impressions: 1,452,000

Web ad: 53 clicks

Additionally: 20,000 streaming pre-roll impressions from 9/1/2025 – 9/28/2025. 66,664 global web impressions from 9/1/2025 – 10/5/2025.

WUWM Radio Station (Southeastern Wisconsin)

SUMMARY:

Broadcast campaign 6/9/2025 – 10/1/2025

141 30 second messages, 377,200 gross impressions

29,000 livestream impressions

88NINE Radio Milwaukee (Southeastern Wisconsin)

SUMMARY:

196 Spots aired 6/10/2025 – 9/25/2025

60,000 weekly average listeners

WMSE Radio Station (Southeastern Wisconsin)

SUMMARY:

84 reads from 6/1/2025 – 6/30/2025

Social Media



META – Pedestrian Safety Awareness Month blog post

Reach: 128,240

Impressions: 289,991

Landing page views: 2,321

Bike Fed Blog/Website

All activity: 9,115 engagements

Printed Resources (also available on the Bike Fed website for free):

“Give 3 Feet” Yard Signs: 710 QTY

Safe Cycling Guide English: 20,000 QTY

Safe Cycling Guide Spanish: 10,000 QTY

People Biking; Ride Right Pamphlet: 10,000 QTY

What Every Caregiver Should Know: Youth Bike Safety: 5,000 QTY

Let’s Walk to School: Coloring and activity book: 3,000 QTY

Let’s Bike There: Coloring and activity book: 3,000 QTY

Bicycle Safety: A Wheely Good Idea: coloring book: 4,000 QTY

Bike Law Wallet Cards: 1,000 QTY

Billboards (Dane, Kenosha, Milwaukee, Racine and Rock counties)

CLEAR CHANNEL:

Digital package – graphics moved around multiple locations along the freeways

Campaigns ran from 6/13/2025 – 7/13/2025 and 9/15/2025 – 9/28/2025

Total impressions: 3,285,793

Public Information Ads (Milwaukee County)

Bublr Bike Stations:

Three-month placement at four Bublr stations

Bus Ads:

Placed on the back of 20 Milwaukee County Transit System buses for one month

1,182,960 total impressions

Teaching Safe Bicycling (TSB) Classes

- The project was successfully completed by Bike Fed and included:
 1. Two staff were certified as League of America Bicyclists Coaches. Staff attended training session in Las Cruces, NM, Memphis, TN and Oakland, CA to obtain certification. With this new certification, Bike Fed is now able to conduct training sessions in Wisconsin to certify additional instructors around the state.
 2. Two (2) Teaching Safe Bicycling (TSB) classes in Beloit and Racine (33 participants)
 3. Seven (7) Adult Learn to Ride classes in Beloit, Neenah, Madison and

- Milwaukee (34 participants)
 - 4. Four (4) Advanced Smart Cycling classes in Madison, Milwaukee and Racine (17 participants)
 - 5. Eight (8) Basic Smart Cycling classes in Beloit, Green Bay, Madison, Milwaukee and Racine (100 participants)
 - 6. Three (3) E-Bike safety classes in Milwaukee, Neenah and Racine (13 participants)
 - 7. One (1) League Certified Instructor (LCI) class in Milwaukee (8 new instructors)
 - 8. Ped/Bike training and audits were held in Appleton and Beloit
- Bike Fed had a total of 222 attendees at all trainings for the grant cycle.
 - Due to some staffing turn over mid grant cycle and the unavailability of the trishaw while waiting for repair parts from overseas, Bike Fed was unable to complete some of the trainings and classes in the grant proposal related to Cycling Without Age.

MOBILIZATION

23 CFR §1300.35(b)(4)

CIOT – 110 agencies participated

Fall Drive Sober – 100 agencies participated

Winter Drive Sober – 81 agencies participated

The list of all participating enforcement agencies is provided below.

Click It or Ticket Agencies Participating – 110

Altoona PD	DeForest PD	Kenosha PD
Antigo PD	Delafield PD	Lake Delton PD
Appleton PD	Dodge County SO	Lancaster PD
Ashwaubenon Public Safety	Dodgeville PD	Madison PD
Bayside PD	Dunn County SO	Manitowoc PD
Belleville PD	Elkhorn PD	Marathon City PD
Beloit PD	Fall River PD	Marathon County SO
Big Bend PD	Fond du Lac SO	Marshfield PD
Bloomfield PD	Fond du Lac PD	McFarland PD
Brodhead PD	Fontana PD	Menomonie PD
Brown Deer PD	Forest County SO	Mequon PD
Brown County SO	Fort Atkinson PD	Milton PD - City Of
Buffalo County SO	Grant County SO	Mineral Point PD
Calumet County SO	Green Bay PD	Monona PD
Campbellsport PD	Green County SO	Monroe County SO
Clintonville PD	Greenfield PD	Monroe PD
Columbia County SO	Hartland PD	Mosinee PD
Cottage Grove PD	Hobart/Lawrence PD	New Berlin PD
Crawford County SO	Iowa County SO	New Glarus PD
Cudahy PD	Janesville PD	Oconomowoc PD
Dane County SO	Jefferson County SO	Oconomowoc Lake PD
	Kaukauna PD	Onalaska PD

Outagamie County SO
 Pepin County SO
 Portage County SO
 Prairie du Chien PD
 Pulaski PD
 Racine County SO
 Reedsburg PD
 Richland County SO
 Ripon PD
 Rock County SO
 Rosendale PD
 Mountain Bay Metro PD
 Sauk County SO
 Sawyer County SO
 Sharon PD - Village Of
 Sheboygan Falls PD
 Sheboygan County SO
 Sparta PD

St. Francis PD
 Stevens Point PD
 Sturgeon Bay PD
 Summit PD - Village of
 Sun Prairie PD
 Tomah PD
 Brookfield Township PD
 East Troy PD - Town Of
 Milton PD - Town Of
 Trempealeau County SO
 UW-Platteville PD
 UW-Eau Claire PD
 UW - Whitewater Police
 Verona PD
 Pleasant Prairie PD -
 Village Of
 Pewaukee PD - Village Of
 Walworth County SO

Walworth PD
 Walworth CO SO
 Watertown PD
 Waupaca County SO
 Waupun PD
 Wausau PD
 Wauwatosa PD
 West Milwaukee PD
 Whitefish Bay PD
 Whitewater PD

Fall Drive Sober – 100 agencies participating

Altoona PD
 Antigo PD
 Ashwaubenon Public
 Safety
 Belleville PD
 Beloit PD
 Bloomfield PD
 Brodhead PD
 Brown Deer PD
 Brown County SO
 Buffalo County SO
 Calumet County SO
 Clintonville PD
 Columbia County SO
 Cottage Grove PD
 Crawford County SO
 Cudahy PD
 Dane County SO
 De Pere PD
 DeForest PD
 Delafield PD
 Dodge County SO
 Dodgeville PD
 Dunn County SO
 Fall River PD
 Fond du Lac SO
 Fond du Lac PD
 Fontana PD
 Franklin PD

Genoa City PD
 Grand Chute PD
 Green Bay PD
 Green County SO
 Greenfield PD
 Hartland PD
 Hobart/Lawrence PD
 Iowa County SO
 Jackson County SO
 Janesville PD
 Janesville PD
 Janesville PD
 Jefferson County SO
 Jefferson County SO
 Kenosha PD
 Kenosha PD
 Kenosha PD
 Lake Delton PD
 Lincoln County SO
 Madison PD
 Manitowoc PD
 Manitowoc PD
 Manitowoc County SO
 Marathon City PD
 Marathon County SO
 Marinette County SO
 Marshfield PD
 McFarland PD
 Menomonie PD

Mequon PD
 Milwaukee PD
 Monona PD
 Monroe County SO
 Mosinee PD
 Mount Pleasant PD -
 Village Of
 New Berlin PD
 New Glarus PD
 Oconomowoc PD
 Oconomowoc Lake PD
 Onalaska PD
 Outagamie County SO
 Pepin County SO
 Plover PD
 Portage County SO
 Pulaski PD
 Racine County SO
 Reedsburg PD
 Mountain Bay Metro PD
 Sauk County SO
 Sawyer County SO
 Sheboygan Falls PD
 Sheboygan County SO
 Sheboygan Falls PD
 Sparta PD
 Stevens Point PD
 Sun Prairie PD
 Tomah PD

Brookfield Township PD
Trempealeau County SO
Two Rivers PD
UW - Whitewater Police s
Verona PD

Pewaukee PD - Village Of
Walworth CO SO
Walworth PD
Waupun PD
Wauwatosa PD

West Allis PD
West Milwaukee PD
Whitefish Bay PD
Whitewater PD

Winter Drive Sober – 81 agencies participating

Antigo PD
Belleville PD
Beloit PD
Big Bend PD
Bloomfield PD
Brodhead PD
Buffalo County SO
Calumet County SO
Columbia County SO
Crawford County SO
Cudahy PD
Dane County SO
De Pere PD
DeForest PD
Dodge County SO
Door County SO
Dunn County SO
Elkhorn PD
Fall River PD
Fontana PD
Green County SO
Hartland PD
Hobart/Lawrence PD
Iowa County SO
Jackson County SO
Janesville PD
Jefferson County SO
Kenosha PD
Langlade County SO
Madison PD
Manitowoc PD
Manitowoc County SO
Marathon County SO
McFarland PD
Mequon PD
Middleton PD
Milton PD - City Of
Monroe PD
Mosinee Police Dept.
Mount Horeb PD
New Berlin PD
New Glarus PD

Oconomowoc PD
Oconomowoc Lake PD
Onalaska PD
Oneida County SO
Pepin County SO
Pittsville PD
Polk County SO
Portage County SO
Pulaski PD
Reedsburg PD
Mountain Bay Metro Police
Dept
Sauk County SO
Sawyer County SO
Sheboygan County SO
Sparta PD
Stevens Point PD
Sturgeon Bay PD
Sun Prairie PD
Tomah PD
East Troy PD - Town Of
Brookfield Township PD
Trempealeau County SO
UW - Whitewater Police
Verona PD
Pleasant Prairie PD -
Village Of
Pewaukee PD - Village Of
Walworth County SO
Walworth CO SO
Walworth PD
Watertown PD
Waupaca County SO
Waupun PD
Wausau PD
Waushara County SO
Wauwatosa PD
West Allis PD
Whitefish Bay PD
Wood County SO