

WISCONSIN TRAFFIC SAFETY REPORTER

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2011



Help spread the message: Share the Road

Major Dan Lonsdorf
Director, BOTS

Each year when warmer weather arrives, we remind motorists to share the road with motorcyclists, bicyclists, and pedestrians. But this year with soaring gas prices, we likely will see even more people choosing to walk or ride a bike or motorcycle to their destination whenever possible. This year, the "share the road" message will be even more important in preventing serious traffic crashes.

Although Wisconsin had slightly fewer traffic fatalities for automobile and light-truck drivers and passengers in 2010 compared with 2009, fatalities for bicyclists, motorcyclists and pedestrians were up in 2010. In fact, traffic fatalities for motorcyclists increased about 20% and pedestrian fatalities increased about 34%, according to preliminary statistics from the Wisconsin Department of Transportation.



CREDIT: www.pedbikeimages.org / CARL SUNDSTROM

To reduce traffic deaths and injuries in Wisconsin, we must continue to spread the message to motorists to watch for bicyclists, pedestrians and motorcyclists who have certain rights to use some roadways without having their safety endangered. Likewise, pedestrians must be reminded to

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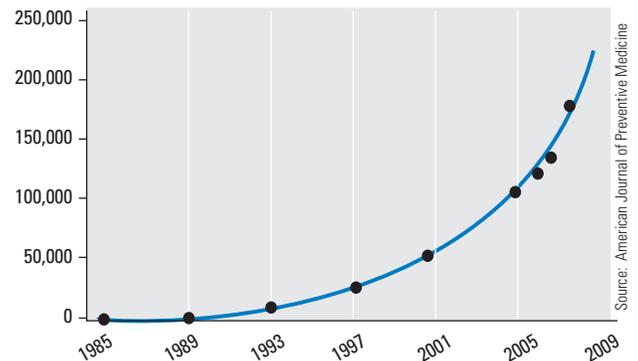
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IIDs installed in the U.S.

March 2011



Drunken driving kills almost 11,000 people in the United States each year, and this tragic toll is about one third of all traffic fatalities. In 2009, the most recent year for which complete data is available, alcohol-related fatalities nationwide dropped 7.4% from the previous year, but in Wisconsin they rose 3.9% (source: NHTSA).

How can we marshal our resources and do better at saving lives? Reducing drunken driving is a complex challenge, and there is no magic bullet. Many things can help, and one is the use of breath alcohol ignition interlock devices (IIDs).

An IID is basically a breathalyzer attached to a vehicle's ignition system. It prevents the vehicle from starting if the presence of alcohol at or above a prohibited concentration is detected in the driver's breath. The driver is required to exhale into the IID to start the vehicle and at periodic intervals while driving.

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CREDIT: TOM ROBERTSON, MINNESOTA PUBLIC RADIO

IIDs are programmed to allow ample time for the driver to either provide a breath sample while in motion or to temporarily stop.

Mark your calendar!

37th Annual Governor's Conference on Highway Safety – August 30-31
Hotel Sierra in Green Bay

Contact Vicki Schwabe, WisDOT-BOTS, (608) 266-0402
FAX (608) 267-0441, or Vicki.Schwabe@dot.wi.gov.

New this year — Wisconsin's Traffic Incident Management Enhancement (TIME) Program will sponsor a TIM track with crash reconstruction and evidence preservation, emergency traffic control, and a hands-on tabletop exercise. For TIM track, contact Paul Keltner, WisDOT State TIM Engineer: paul.keltner@dot.wi.gov.



Spread the message
from page 1

always walk facing oncoming traffic.

In addition, we must emphasize to bicyclists, pedestrians and motorcyclists the importance of paying attention to the traffic around them and expecting the unexpected. They also need to obey all traffic signals and regulations designed to protect them as well as everyone else on the road. Furthermore, motorcyclists and bicyclists should wear protective equipment and utilize lighting and reflective clothing/equipment to be as conspicuous as possible. Being visible and seen early is paramount to sharing the roadway with others.

In coming months, we will intensify our traffic safety efforts for pedestrians, bicyclists and motorcyclists to help protect them from needless death and injury.



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.

WisDOT SECRETARY
Mark Gottlieb

DIRECTOR-BOTS
Major Dan Lonsdorf

TSR COORDINATOR
Steve Olson

Comments/questions invited: (608) 261-5896
steve.olson@dot.state.wi.us

Bureau of Transportation Safety
P.O. Box 7936
Madison, WI 53707

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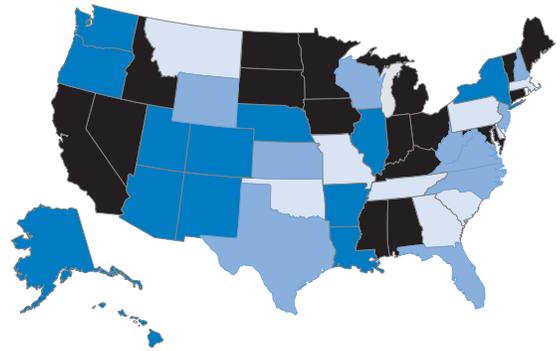
www.dot.wisconsin.gov

Ignition interlocks from page 1

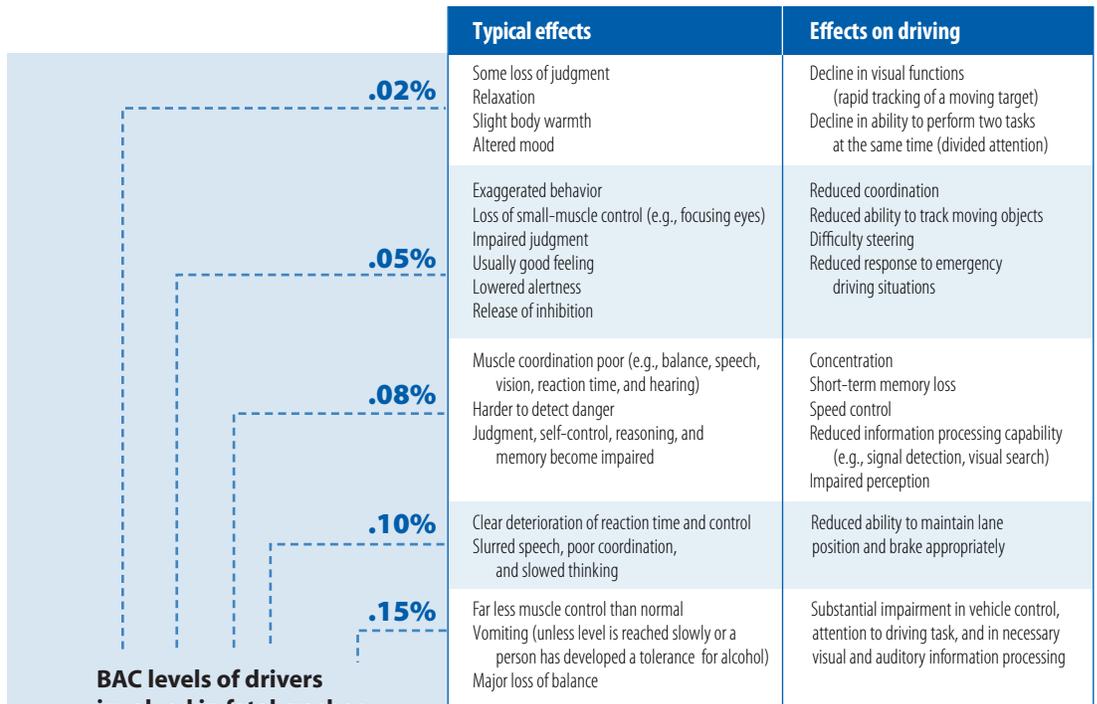
IIDs have been around for 30 years. They are becoming more accurate and tamper-resistant, and research shows they are effective while they are installed. Nationwide, they are now being used much more widely (see graph on page 1 and US map). As of February, more than half of all states require some OWI offenders to install an IID, but only 13 require interlocks for a first conviction.

Wisconsin's new law

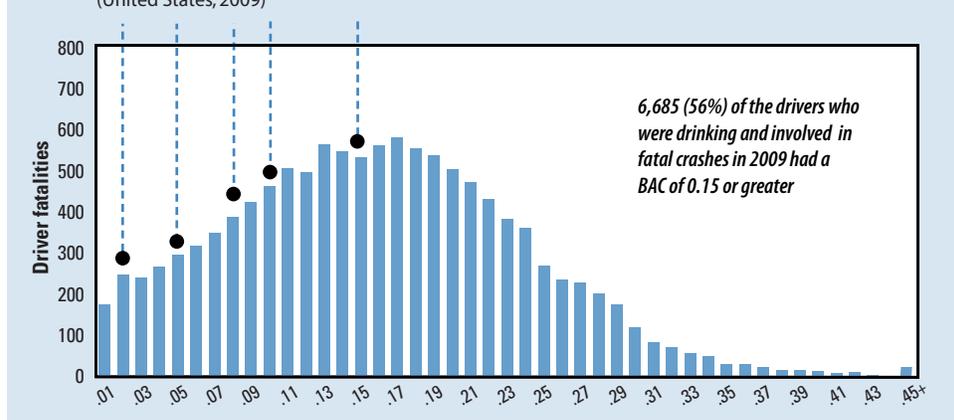
2009 Wisconsin Act 100, which went into effect July 1, 2010, toughened the state's OWI laws in several important ways, including having courts order all repeat offenders and first-time offenders at or above 0.15 BAC to have an IID installed on every vehicle they own. The expanded IID law also applies to drivers who refuse to submit to a chemical test when asked to do so by an officer during a traffic stop. Offenders bear the costs to install and maintain the devices.



- Ignition interlocks mandatory for all offenders
- Ignition interlocks mandatory for repeat offenders AND high BAC offenders
- Ignition interlocks mandatory for repeat offenders OR high BAC offenders
- No mandatory ignition interlock laws



Source: CDC using information from NHTSA and the American Medical Association



The WisDOT website provides the following highlights:

- IIDs are now mandatory for the following convictions:
 - All repeat OWIs
 - All refusals
 - All first offense OWIs with an alcohol concentration of 0.15 or higher
- IIDs are required for every vehicle owned by or registered to the offender, unless the vehicle is specifically exempted by the court
- IIDs must be ordered for a minimum of one year:
 - For operating privilege, restriction begins when offender is issued an occupational license or reinstates operating privilege (cannot “wait out” an IID order anymore)
 - For vehicles, courts may order the IID restriction to begin immediately
- Failure to install, removal, disconnection, tampering or circumvention violations result in a six-month extension of the IID order
- Establishes a Prohibitive Alcohol Concentration (PAC) of no more than 0.02 for persons subject to an IID order for the duration of the order

Impact on driver license revocation, reinstatement and occupational license:

- Driver license revocation period is extended by the number of days a person is sentenced to jail or imprisonment. For example, if a 12 month license revocation is imposed, along with five days in jail, a revocation of 370 days will result
- Minimum waiting period for occupational license eligibility is reduced to 45 days for second and subsequent OWIs
- If no occupational license is issued, proof of IID installation is required for all vehicles owned and registered before DMV can reinstate the offender's driver license
- Reinstatement fee for alcohol-related offenses increases from \$60 to \$200

Tracy Howard, from the WisDOT Bureau of Driver Services, stresses that “There are two components to the new IID law: the vehicle restriction and the operating privilege restriction. The court can order that the vehicle restriction start immediately upon conviction but the operating privilege restriction will always start when a driver license product (occupational or reinstated license) is issued. The vehicle restriction is for all vehicles titled or registered to the offender. The operating privilege restriction only applies to operation of Class D vehicles. Also, for both restrictions, the court must order the restriction. WisDOT does not impose a restriction if the court fails to do so.”

FAQs

Information about how to get an IID installed is available on the WisDOT website. This includes details on which IID models are approved for use in Wisconsin and the location of IID service centers statewide. This website also links to thorough answers to frequently asked questions regarding legal issues, installation and operation, such as:

- What if the offender chooses not to drive?
- What if the offender does not own a motor vehicle?
- What happens if the offender does not comply with the IID order?

Costs & penalties

Offenders will be assessed a \$50 surcharge by the court. The IID vendor will charge an installation fee which ranges from \$75-\$150. The IID lease and service agreement includes a monthly fee, generally \$60-\$90. There are additional fees, which vary by vendor, for routine monitoring, recalibration and insurance. Routine service, including reporting all IID data to the sheriff of the county where the offender resides, is required every 60 days. At the conclusion of the IID restriction, a removal fee of \$40-\$60 is also assessed. Total cost for an IID can be substantial since a court order must be for a minimum of one year. Low-income offenders, with annual incomes less than 150% of the Federal Poverty Level, pay only half of the regular cost of IID installation and monthly service fee.

Failure to install an IID in each vehicle owned by the offender results in a fine of \$150 to \$600 and/or up to six months in jail at the court's discretion, plus a mandatory six-month extension of the IID order. Second or subsequent violations within five years result in fines up to \$1,000.

Act 100 criminalizes IID circumvention, disconnection, removal or tampering, with fines from \$150 to \$600 and/or up to six months in jail at the court's discretion, plus a mandatory six-month extension of the IID order. Circumvention includes providing breath samples from sources (human and non-human) other than the offender, tampering with breath samples, and failing to complete required servicing.

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IID info on WisDOT website

www.dot.wisconsin.gov/statepatrol/services/chemtest.htm#installation



Ron Siekierke, a technician at Extreme Clean Automobile Detailing in Oshkosh, installs an IID.

CREDIT: OSHKOSH NORTHWESTERN

WisDOT approved IIDs



CST Intoxalock



Dräger Interlock XT



CSLife Saver FC-100



Smart Start SSI 20/20

IID handsets are attached to a control module (not pictured) installed under the vehicle dash. They are wired into the ignition system and prevent vehicles from starting if the driver's breath alcohol is above 0.02.

Ignition interlocks *continued from page 3*

IIDs: Four components

- 1) A [breath alcohol sensor](#) in the vehicle and a [control unit](#) under the hood. They record the driver's BAC and prevent the vehicle from starting if the BAC is over a pre-set level.
- 2) A [rolling retest system](#). Retests prevent a non-driver from starting the vehicle for a person who has been drinking, and they also prevent drinking once the vehicle is underway. In general practice nationwide, a second breath sample is required about five minutes after the vehicle has started, and further breath samples are required at random intervals (5 to 30 minutes) while the engine is running. If the breath sample during a rolling retest is above the .02 limit, or if the driver fails to provide retest samples, the vehicle's horn and emergency lights will be activated by the IID. But it will not, under any circumstances, shut the vehicle off. The only way to stop the horn and lights is for the driver to turn off the engine.
- 3) A [tamper-proof system](#) for mounting the engine part of the unit, which is inspected every 30 to 60 days to preclude circumvention, along with a system to detect hot-wiring or other means that bypass the interlock
- 4) A [data-recording system](#) that logs BAC results and tests compliance and engine operation to determine whether the offender is using the vehicle as expected and not simply parking it while driving another one.

Keepin' 'em accurate

WisDOT's Chemical Test Section is responsible for testing, approving and re-calibrating IIDs for use in Wisconsin. Diane Drinkman, staff chemist, says, "The anti-circumvention capabilities of the IIDs have improved and now it's virtually impossible to beat them." On the WisDOT website, their staff maintains a list of approved IIDs along with an IID service center map and information on IID legal issues, installation and operation. They also check the IID data provided by vendors.

Each kind of approved IID has specific requirements for providing samples, and proper technique is taught to OWI offenders when an IID is installed.

Effective while installed

Decades of research have shown that IIDs are effective while they're installed. The March issue of the American Journal of Preventive Medicine includes a systematic review of 15 scientific studies of ignition interlock programs. Conducted by researchers at the Centers for Disease Control and Prevention (CDC), the review found



WisDOT Chemical Test Section chemist Diane Drinkman provides a breath sample into an Intoxalock IID. This model is already approved for use in Wisconsin, but the manufacturer has proposed modifications that must be tested to ensure on-going compliance with Wisconsin Administrative Code Trans 313.

"strong evidence that interlocks, while in use in offenders' vehicles, are effective in reducing re-arrest rates" compared to alternative sanctions, such as license suspension.

According to NHTSA, numerous evaluations of interlock programs have demonstrated reductions in recidivism ranging from 50% to 90% while the IIDs are installed.

Strengthening IID programs

IIDs are effective—but note this important point—while they're installed. Once removed, offenders tend to go back to their old drinking and driving ways. The CDC reports, "Following removal of interlocks, re-arrest rates reverted to levels similar to those from comparison groups."

Fortunately, much can be done to improve existing state IID programs, and NHTSA and the CDC have provided detailed recommendations and extensive resources (see page 5). In their recent review, the CDC researchers reported that "the potential for interlock programs to reduce alcohol-related crashes is currently limited by the small proportion of offenders who participate in the programs and the lack of a persistent beneficial effect once the interlock is removed." Based on their extensive



Testing the anti-circumvention capability of an IID
The latex balloon was filled with dry gas containing ethanol. Because this IID requires the driver to produce a hum-tone during breath tests, all circumvention attempts failed.

review of IID programs, they recommend the following key features that could improve their effectiveness.

- 1) The simplest approach to extending the beneficial impact of an IID program is to extend the required installation period
- 2) An alternative approach is to eliminate fixed periods of interlock installation and implement performance-based criteria for removal, based on objective indicators of participants' compliance during the installation period. Before being eligible to have the device removed, participants would have to demonstrate that they no longer need the interlock to prevent driving after drinking. This might require an absence of any positive breath test result on the interlock data recorder for a period of several months before the participant is eligible for release from the program. (The model state legislation championed by MADD (Mothers Against Drunk Driving) wouldn't allow offenders to have IIDs removed until they had demonstrated compliance.)
- 3) A key element of efforts to extend the effect of interlock programs might be to combine their use with participation in an alcohol rehabilitation program. This would allow treatment providers to take advantage of the interlock recorder data to provide valuable information about alcohol use to inform treatment planning and modification.
- 4) IID programs might also be improved by making it more difficult to circumvent the interlock device. The development of improved interlock hardware that is more resistant to circumvention attempts, or detects them more rapidly, might provide incremental benefits over existing hardware. Driver identification systems also show promise as a means to ensure the driver actually provides the breath sample. However, greater efforts are required to develop effective means of monitoring the most readily available method of circumvention—driving a non-interlock-equipped car. Monitoring the use of the vehicle through an analysis of the number of vehicle starts recorded on the interlock record or the mileage on the vehicle odometer is currently one of the only means of detecting suspected driving of other vehicles, and appropriate use of that information is highly dependent on the effectiveness of the interlock monitoring agency.

Regarding linking IID programs to treatment for alcohol abuse, the CDC study notes, "As a temporary form of incapacitation imposed for a fixed period of time, interlock programs are able to reduce recidivism dramatically while the interlock is in place. However, the evidence indicates that it is unrealistic to expect that the device will have persistent effects after removal in the absence of additional program features. Unless interlocks are combined with interventions that address the underlying factors that contribute to recidivism—such as alcohol abuse and the lack of perceived alternatives to driving after drinking—

it is likely that many users will continue to drive after drinking once the device is removed."

In March 2010, NHTSA published *Key Features for Ignition Interlock Programs* (DOT HS 811 262). Discussing the untapped potential of IID programs nationwide, it reports, "Research evidence from Alberta, Quebec, Texas, and New Mexico, based on more than 50 million interlock breath tests, has firmly documented that the log of BAC tests contained in the interlock record is a potent predictor of future DWI recidivism once the interlock is removed from the vehicle and the driver has returned to fully reinstated licensure. Those who have the highest rates of elevated BAC tests are at substantially higher likelihood of recidivism, and those who have elevated BAC tests in the morning have the highest rates of recidivism (due to a prior night of high-BAC drinking). Beginning in 2006 and continuing now, a few state interlock programs began making systematic use of this information in the stored interlock event record as part of either sentencing extensions or rehabilitation programs."

Virginia was one of these pioneering states, and its IID program now has direct treatment links. VASAP (Virginia Alcohol Safety Action Program), piloted in 1972 with NHTSA funding, has five components including case management and offender intervention. VASAP's Richard Foy explains that each OWI offender's case is handled by a case manager who classifies the person to determine the appropriate education and/or treatment services needed. If an IID is ordered, then the monthly IID data is forwarded to the case manager. If this data indicates non-compliance, case managers can recommend, for example, bumping up the offender from an alcohol education class to requiring assessment for alcohol abuse counseling. They can then report IID BAC violations directly to treatment providers.

In Wisconsin, a variety of programs help OWI offenders receive alcohol and drug abuse counseling or treatment. These include Intensive Supervision Programs which have received BOTS funding support for years, and SBIRT (Screening, Brief Intervention, and Referral to Treatment), used increasingly nationwide. 2009 Wisconsin Act 100 places a greater emphasis on treatment. 2005 Wisconsin Act 389 had created a pilot sentencing program in Winnebago County that reduced the period of imprisonment for second and third offenders who successfully complete a drug and alcohol treatment program. Act 100 extends this option to any county that wishes to offer it, and also makes it available for fourth-time offenders.

To help strengthen states' IID programs, NHTSA has funded the Traffic Injury Research Foundation (TIRF) in developing the Ignition Interlock Technical Assistance Project to help IID programs in 15–20 states. TIRF has also developed *The Alcohol Ignition Interlock Curriculum for Practitioners* (see Resources).

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Resources

WisDOT Chemical Test Section

www.dot.wisconsin.gov/state_patrol/services/chemtest.htm

- Information on IID installation
- IID service center map and list of approved IIDs
- FAQs

Ignition Interlocks—What You Need to Know: A Toolkit for Policymakers, Highway Safety Professionals and Advocates

DOT HS 811 246

www.nhtsa.gov/staticfiles/nti/impaired_driving/pdf/811246.pdf

Key Features for Ignition Interlocks

DOT HS 811 262

www.nhtsa.gov/staticfiles/nti/impaired_driving/pdf/811262.pdf

The Alcohol Ignition Interlock Curriculum for Practitioners

Instructional materials designed for practitioners with involvement in state IID programs—law enforcement, prosecutors, the judiciary, probation and parole officers, treatment and driver licensing professionals. www.aic.tirf.ca

Materials from National Ignition Interlock Summit hosted by the Governors Highway Safety and NHTSA (11/4/10) <http://ghsa.org/html/meetings/interlock.html>



Highway Safety Partners

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

University of Wisconsin Law School

Resource Center on Impaired Driving

The Resource Center on Impaired Driving (RCID) provides a wide range of legal information on impaired driving issues to judges, prosecutors, defense attorneys, law enforcement officers, legislators, educators and other citizens. It also plays an integral role in education and training programs on developments in the alcohol and drug-impaired driving fields.

Founded in 1992 with funding support from the WisDOT Bureau of Transportation Safety (BOTS), the center embodies "The Wisconsin Idea," with the university partnering with state government to address an issue of statewide importance. Located in the Law School's Office of Continuing Legal Education and Outreach, the center's staff is able to work with others who have extensive experience working with other state agencies, trial judges and lawyers.

Each year the center, in conjunction with UW Law School Continuing Legal Education for Wisconsin, hosts the Traffic and Impaired Driving Law Program. This year's program, held in April, included an ignition interlock devices (IID) panel, a case law update, and topics such as "Drug-Impaired Driving Trends" and "OWI: An Evidence-Based Perspective on Intervention."

RCID staff aren't allowed to lobby for legislation since they receive federal funding and they are university employees, but they are available to provide information. As the state improves its OWI laws, staff can provide details about related efforts in other states.

The center's website includes recently enacted state OWI legislation, and federal and state OWI case law. Also available are the center's newsletter, The Traffic Beat, and a link to its blog, Wisconsin Alcohol Law & Policy.

RCID director Nina Emerson works with WisDOT staff and a wide variety of other agencies and programs. She is now serving on the advisory



CREDIT: UW LAW SCHOOL

committee of the Intoxicated Driver Program within the Wisconsin Department of Health Services.

Julia Sherman has joined the RCID as coordinator of the new Wisconsin Alcohol Policy Project (WAPP), which provides assistance to community leaders and law enforcement officers on policies and practices that help reduce alcohol abuse.

Blinda Beason, BOTS Youth Alcohol Program manager, championed getting WAPP started. In Wisconsin, she notes, municipalities have an unusual degree of control over local alcohol policies, and one result is that local policies vary widely. WAPP is now helping local communities make optimal use of this power to improve their local alcohol environment. In September, WAPP hosted a one-day seminar, "Alcohol Policy in Wisconsin: Municipal Action to Promote a Positive Alcohol Environment." Topics included how communities can make use of the ACE Report (Alcohol, Culture and Environment Workgroup Recommendations: Changing Wisconsin's Alcohol Environment to Promote Safe and Healthy Lives), which was adopted by the Wisconsin State Council on Alcohol and Other Drug Abuse.

On September 21, the second annual WAPP conference will be held at the Pyle Center in Madison. There will be programs for policy makers and training for law enforcement officers on alcohol age compliance checks.

Another new resource, a checklist with questions and answers, helps communities and alcohol coalitions learn about topics such as how alcohol licenses are issued locally, which can serve as a first step in assessing local alcohol policies. Visit www.law.wisc.edu/wapp/improve.html

Contact Nina at (608) 265-3411 or ninaj@wisc.edu and Julia at (608) 220-1998 or jsherman2@wisc.edu.



Nina Emerson (left) and Julia Sherman

Ignition interlocks *continued from page 5*

WisDOT's Policy Research Program, working with Michigan Tech researchers, has just completed a study, available on the WisDOT website, which takes a close look at the demographics of OWI offenders in Wisconsin, with the goal of seeing what the data suggest about how the state's IID program can be further improved.

New technology on the horizon

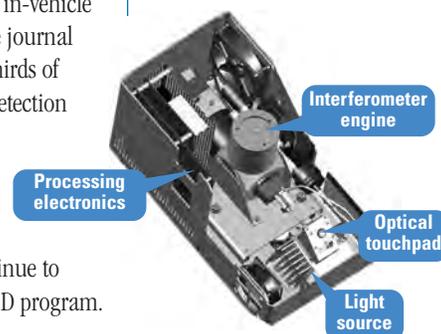
IID technology continues to improve, and now NHTSA and the Automotive Coalition for Traffic Safety, an industry group representing most of the world's automakers, have teamed up to develop new DADSS (Driver Alcohol Detection System for Safety) in-vehicle alcohol-detection technology. Such devices could be voluntarily installed as an option in new cars. Visit www.dadss.org.

In January, USDOT Secretary Ray LaHood and NHTSA Administrator David Strickland visited QinetiQ North

America's research facility in Waltham, Mass. to take a first look at prototype touch-based (see photo and diagram) and breath-based systems that are being developed by a variety of companies using this non-regulatory, market-based approach.

Such new technology would be effective only if the driving public welcomed it. For example, some parents might value it as a way to prevent their teenagers from drinking and driving. A 2009 survey, the results of which were published in the article "Attitudes toward in-vehicle advanced alcohol detection technology" in the journal *Traffic Injury Prevention*, showed that two-thirds of the general public support universal alcohol detection technology to prevent driving while impaired.

Along with new technology, other advances such as strengthened laws, improved court and administrative procedures, and better linkage with treatment opportunities will continue to enhance the beneficial effects of Wisconsin's IID program.



Get to know ...

Laura Andréasson

Program & Policy Unit Supervisor
WisDOT Bureau of Transportation Safety



Laura, who grew up near McFarland, earned her bachelor's degree from UW-Madison and an MBA from Edgewood College. In 2000, she joined the staff of the Wisconsin Office of the Commissioner of Insurance as a regulator.

In 2006, she interviewed for an analyst position at the Bureau of Transportation Safety and realized that working there offered an exciting opportunity. BOTS staff collaborate with a wide range of organizations, from the federal government to local agencies and community groups, and they play an important role in helping save lives statewide. "What I've always liked about working in state government," Laura says, "is that you can make a positive difference in people's lives." She took the job and last year was promoted to her current position.

BOTS includes two units. One, led by Don Hagen, focuses on state-to-local connections and includes the State Program Managers, each with a special focus such as reducing impaired driving or fostering occupant protection. Laura supervises the other one—the Program and Policy Unit, which focuses more on federal-to-state connections and includes the Regional Program Managers (RPMs) and the policy analysts.

The unit's program work includes:

- analyzing crash data and other information about traffic safety in order to identify high priority problems
- staying abreast of best practices and innovative programs by working with national organizations such as NHTSA and the Governors Highway Safety Association along with partner organizations statewide
- providing program support to organizations receiving BOTS grant funding
- evaluating programs and using the results in planning future activities (on the WisDOT website, see the *Wisconsin Highway Safety Program 2010 Annual Report and the Highway Safety Performance Plan 2011*)

The work involves helping locals identify key traffic safety issues and consider possible solutions. As an example, Laura notes the current BOTS effort to help county Traffic Safety Commissions (TSCs) get access to more accurate local crash data. TSCs meet quarterly to review crash data provided by WisDOT and also reports of citizens' concerns. TSCs can then recommend corrective action to the department, the county board or highway commission, or other appropriate agency. Traditionally, TSCs have recorded crashes on old-fashioned pin maps, but now BOTS is helping them get access to more accurate and timely crash data. With BOTS funding support, Community Maps—<http://tic.engr.wisc.edu/> or <http://transportal.cee.wisc.edu/partners/community-maps/>—is being developed by the Wisconsin Transportation Information Center along with the TOPS Lab at UW-Madison.

A web-based resource, Community Maps enables TSCs and local governments to plot and manage their crash data. This project will lead to a statewide crash map that is managed at the local level. BOTS RPMs are continuing to work with TSCs to identify local problems more clearly and also discuss best practices and grant opportunities.

The unit's policy work helps provide a solid, data-driven foundation for WisDOT's efforts to improve traffic safety. Laura and her colleagues transform raw traffic safety data into information that is useful for the department's decision-makers and also for the Wisconsin Legislature. For instance, the unit provided research and data that helped the Legislature enact primary safety belt enforcement in 2009, which helped Wisconsin achieve an all-time high in safety belt use in 2010, with 79% of drivers and passengers buckling up.

2009 Wisconsin Act 100, which took effect July 1, 2010, boosts the use of ignition interlock devices (IIDs) in Wisconsin (see page 1). Laura led the technical oversight committee for an IID study (see article above) for the WisDOT Policy Research Program.

She and other BOTS staff worked closely with the software developer on the design of WISE Grants, BOTS's new web-based grant application and management system. This was a complex challenge because agencies had been submitting their grant applications in many different formats, so the overall process had to be standardized.

Contact Laura at (608) 267-5136 or Laura.Andreasson@dot.wi.gov.

Wisconsin Department of Transportation

Bureau of Transportation Safety
P.O. Box 7936
Madison, WI 53707-7936

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Motorcycle safety

Opportunities for lifelong learning

A wealth of new resources is becoming available in Wisconsin to help both novice and experienced riders to improve their riding skills.

To foster lifelong learning, WisDOT's Motorcycle Safety Program (WMSP) has launched a more comprehensive program of rider education courses. The course list incorporates many elements of the Motorcycle Safety Foundation (MSF) CORE curriculum, including: the Basic RiderCourse 1, Scooter Basic RiderCourse and 3-Wheel Basic RiderCourse, Basic RiderCourse 2, Introductory Motorcycling Experience, SMARTrainer, Street RiderCourse 2, Ultimate Bike-Bonding RiderCourse and the Advanced RiderCourse. Not all courses are currently available at all WMSP training sites: consult the site in your area for availability. For details, visit www.dot.wisconsin.gov/safety/vehicle/motorcycle/.

Also available is THE REF, WisDOT's new mobile training facility, designed to reach out to riders and other people statewide and encourage them to get formal rider training. In the back are three training motorcycles used in the *Introductory Motorcycle Experience*, providing a glimpse of what motorcycling is all about and convey-

ing the importance of taking a basic rider education class. Touch-screen monitors allow visitors to test their knowledge of motorcycle safety, and flat-panel LED monitors show videos. In the front are two Honda SMARTrainers (see photo). Visit www.zeroinwisconsin.gov/TheREF/default.asp, which includes THE REF's 2011 activity schedule.

In April, the MSF acknowledged five individuals nationwide for their outstanding work in improving motorcycle safety. Among them was Greg Patzer, WMSP Manager, who was honored for his work expanding the rider education curriculum statewide and helping develop THE REF. Greg, emphasizing the importance of lifelong learning, says, "Along with offering courses for the beginning rider, we are working to provide a greater variety of courses to help experienced riders continue to improve their skills. This progress could not be accomplished without the significant help of the WMSP RiderCoach Trainer group and BOTS staff."



Contact Greg at
(608) 266-7855 or
gregory.patzer@dot.wi.gov



Safe Motorcyclist Awareness and Reaction Trainer (SMARTrainer) traffic simulators help novices learn basic motorcycle controls and how to respond safely to traffic and environmental conditions.