

County of Door
2026 1st Quarter Meeting

Highway Safety Commission
Thursday, February 5, 2026 9:00 a.m.

Door County Government Center • County Board Room, 1st Floor • 421 Nebraska Street • Sturgeon Bay, WI

Agenda:

1. Call to Order – 9:00 a.m.
2. Establish a quorum – agency representatives in attendance
3. Adopt the agenda
4. Introduction of guests
5. Public Participation
6. Correspondence
7. Minutes of November 6, 2025, 4th Quarter meeting
8. Pending, continued, “old” business
 - a. CTH E and STH 57 Intersection Concerns – Update
 - b. Safety Issues at Ferry Dock (end of STH 42)
 - c. Speed and other concerns on County B
9. New Business
 - a.
10. DOT Update
11. BOTS Update (Bureau of Transportation Safety)
12. Review of ‘Spot Maps’
 - a. 4th Quarter 2025
13. Review of Fatality Reports
14. COMMISSION REPRESENTATIVES’ CONCERNS: “For a Better & Safer Door County”
 - a. Matters to be Placed on a Future Agenda or Referred to a Committee, Official or Employee
15. ANNOUNCEMENTS
16. ADJOURN to 2nd Quarter Meeting: May 7, 2026, 9:00 a.m.

This meeting will be also be conducted by teleconference or video conference. Members of the public may join the meeting remotely or in-person.

Join from PC, Mac, iPad, or Android:
<https://us02web.zoom.us/j/85609647050?pwd=sRn1Hr5LTW8cV0OisyrA2g5RaQEpl.1>

Webinar ID: 856 0964 7050
Passcode: 394240

To Connect via phone:
 1 312 626 6799

Members - If you are unable to attend, please contact:
 Secretary Lori Holtz @ 746-2552,
 or email lholtz@co.door.wi.us
 We need a quorum to conduct business. Thank you.

***** deviation from the order shown will more than likely occur *****

Representative	Position	Alternate
1. Walter Kalms	COORDINATOR	Thad Ash
2. Thad Ash	COMMISSIONER	Randy Dvorak
3. Tammy Sternard	COUNTY TRAFFIC LAW ENFORCEMENT	Kyle Veeseer / Brad Shortreed
4. Jake Holtz	EDUCATION / SCHOOLS	John Sullivan
5. Aaron LeClair	MEDICINE / MEDICAL	Robin Gordon
6. Sean Donohue	LAW	Nathan Martin / Kristen Hooker
7. Clint Henry	STURGEON BAY POLICE	Dan Brinkman
8. Brian Spetz	STURGEON BAY PUBLIC WORKS	Justin Kaczmarek
9. Vacant	MEMBER-At-LARGE	
DOT Appts.		
Kim Bradley	WISCONSIN D.O.T.	Randy Asman
Jenny Austin	WISCONSIN STATE PATROL	Andy Jacobs
Randy Wiessinger	BUREAU OF TRANSPORTATION SAFETY	

In compliance with the Americans with Disabilities Act, any person needing assistance to participate in this meeting, should contact the Office of the County Clerk at (920) 746-2200. Notification 72 hours prior to a meeting will enable the County to make reasonable arrangements to ensure accessibility to that meeting

Safety Action List from "Neighbors for a SAFE bay shore drive"

12/4/2025

Enforcement both hard and soft (this should be PRIORITY #1)

- 1) DC Sheriff prioritizes time on Bay Shore and issues speeding citations instead of warnings/stops and shares data with our group on regular basis
- 2) Hire off-duty police officer (from Brown county department or another community) to patrol Bay Shore Drive
- 3) Utilize "unmarked police" cars to enforce posted speed
- 4) Utilize/buy a unused police vehicle without having an officer inside the ~~Vehicle~~ ~~Motor~~ ~~Vehicle~~
- 5) Hire a retired police officer (from Green Bay or another community) part time to enforce speed
- 6) Egg Harbor/Sevastopol hire their own police coalition officer for enforcement and other duties
- 7) Use "speed traps" during the summer months on Bay Shore Drive
- 8) Create the "Door County Rosendale Corridor". 35 is 35 and 45 is 45 zone
- 9) During the summer, place a DC Sheriff portable speed radar trailer unit on Bay Shore Drive permanently
- 10) County sets up a small budget to provide stipend to police officers for extra time enforcing speed and attending meetings with neighbors
- 11) Collect speed data, in different locations, with devices that do not change driver speed behavior (pocket radar & the 3 speed radar sign currently on bay shore)
- 12) Collect data for number of pedestrians (walkers, bikers, joggers, children, etc) and density of residents and driveways in conjunction with number 11
- 13) Use AI tools to analyze data from number 11 & 12 and develop a scorecard to share and put into an action plan
- 14) Use of VASCAR by DC Sheriff department

Traffic Calming

- 15) More 45 MPH posted speed limit signs (there are many more 35 MPH posted speed signs along BSD versus 45 MPH)
- 16) 3-4 additional Speed Radar signs (there are currently 3 and would help to have around 6)
- 17) Use electronic portable traffic sign during the summer – saying slow down or Heavy pedestrians
- 18) Paint on the road in several places "SLOW DOWN"
- 19) Use Dragon Teeth, Converging Chevron, Chicanes
- 20) Use Smart speed bumps
- 21) Fake Deer placed in several places along the road & portable
- 22) Install Traffic circles (mini roundabouts)
- 23) Utilize Speed tables by trafficLogic in certain places along the road
- 24) Install Optical illusions – pavement markings in several places
- 25) Place Gateway entrances for neighborhoods (Sturgeon Bay, Sevastopol, Egg Harbor)
- 26) Community Police partnerships/dedicated citizen led traffic complaints
- 27) Implement Community speed watch program
- 28) Community awareness campaign and public education led by a DC public office/organization
- 29) Use of more yellow advisory signs especially on curves. We have a very detailed action plan to share on this
- 30) Fake Holes in the road
- 31) Neighborhood matching "slow down" road signs all along Bay Shore Drive – like happened for RV park concern
- 32) Roundabouts and lateral shifts
- 33) Inflatable tube man with messaging
- 34) Citizen holding signs (during certain summer periods) asking drivers to slow down – all along Bay Shore Drive campaign
- 35) Use picturesque landscaping
- 36) Use various methods to narrow the road which would slow traffic
- 37) Utilize road murals to slow speeds down
- 38) Plastic Police officers / police cars placed in several places along the road

Neighbors for a SAFE bay shore drive members : Jay Walters, Sandy Walters, Denise Hubbard, Ken Hubbard, Tracey Hoy, Luther Perdoni, Mike Boyer, Matt DuJardin, Michele ASP, Robert ASP, Candice Worrick, Jerry Worrick, Greg Houdek, Mary Dellanina, Mary McMonagle, Steve McMonagle, David Wester, Sharon Wester

Vision: To transform Bay Shore Drive into a premier example of road safety for pedestrians, drivers, pets and wildlife via a combination of community awareness, police enforcement and use of traffic calming measures

County of Door
2025 4th Quarter Meeting

Highway Safety Commission
Thursday, November 6, 2025 9:00 a.m.

Door County Government Center • County Board Room, 1st Floor • 421 Nebraska Street • Sturgeon Bay, WI

Minutes:

- 1. Call to Order:** Highway Commission Thad Ash called the meeting to order at 9:00 a.m.
- 2. Establish a quorum – agency representatives in attendance:** Thad Ash, Brad Shortreed, Kyle Veeseer, Jake Holtz, Aaron LeClair, Sean Donohue, Clint Henry, Brian Spetz, and Walter Kalms.
 Member excused: Roy Englebert
 DOT Reps: Randy Wiessinger (online), and Kim Bradley.
 Others present: County Board Chair David Englebert, and public.
- 3. Adopt the agenda:** Motion by Donohue, seconded by Henry, to adopt the agenda. Motion carried.
- 4. Introduction of guests:** None
- 5. Public Participation**
 The following persons commented:
 - Chuck DeVerde, 4430 St. Highway 57, Sturgeon Bay
 - Betty Parsons, 4147 Bay Shore Drive, Sturgeon Bay
 - Ken Mathys, 7695 Evergreen Road, Egg Harbor
 - Jay Walters, 6967 Bay Shore Drive (online)
- 6. Correspondence**
 Included in the packet or handed out at the meeting:
 - Jay Walters, 6967 Bay Shore Drive, Egg Harbor, WI
 - Sandy Walters, 6967 Bay Shore Drive, Egg Harbor, WI
 - Mike & Becky Boyer, 7039 Bay Shore Drive, Egg Harbor
 - Kenneth D. Hubbard, 5557 Bayshore Drive, Egg Harbor
 - Louis "Luther" Perdoni, 5410 Bay Shore Drive, Sevastopol
 - Bill & Yvette Senger, 5274 Bay Shore Drive, Sturgeon Bay
 - Mary Dellanina, Bay Shore Drive, Egg Harbor
 - Sally Hunter, 6830 Bay Shore Drive
 - Dennis and Kathy Stowe, 6908 Spring Ln, Egg Harbor
 - Maria Theisen, Bay Shore Drive
 - Candace/Jerry Worrick, 5122 Bay Shore Drive, Sturgeon Bay
 - Denice Reda Hubbard, 5557 Bayshore Drive, Egg Harbor
 - Ken Mathys, 7695 Evergreen Road, Egg Harbor
 - Robert Asp, 5677 Bay Shore Drive
 - Michele Asp, 5677 Bay Shore Drive
 - Marianne Pesch Ewig, 6391 Little Harbor Drive, Sturgeon Bay
 - Bryan Troutman, 5767 Bay Shore Drive
 - Susan Gould, 5238 Bay Shore Drive, Sturgeon Bay
 - Peggy Sankey, Monument Point Lane
 - Matt DuJardin, 7035 Bay Shore Drive, Egg Harbor
 - Tracy Hoy (husband Lowell Pate), 5330 Bay Shore Drive
- 7. Minutes of August 7, 2025, 3rd Quarter meeting**
 Motion by LeClair, seconded by Holtz, to approve the minutes of the August 7, 2025 3rd Quarter meeting. Motion carried.
- 8. Pending, continued, "old" business**
 - a. CTH E and STH 57 Intersection Concerns – Update

Ash explained that Santek did the redesign plan. It will be submitted to the DOT for their review of any safety concerns. The County has some funds budgeted for improvement of the intersection. Hopefully the drawing can be included at the next meeting.

b. Safety Issues at Ferry Dock (end of STH 42)

The Ferry Line has installed gates on the docks.

Ash just received information from the engineering firm regarding improvements and it has been forwarded to the DOT for review. He should have the drawing for the next meeting.

9. New Business

a. Speed and other concerns on County B

Veesser noted that this comes up every year and the Sheriff's Department has put out radar signs once or twice each year. With staffing, it is hard to enforce during busy times. He ran numbers and this has been a continuous issue. They are looking for new ideas – brainstorming ideas.

Ash said the Highway Department is in the process of installing more 45mph signs. Mr. Walters had a speed sign installed. His department is also looking for ideas.

State Statutes require a speed study to make a change in the speed level, and this would need to be requested by a municipality. A speed study needs to be done by an independent consultant. The DOT has criteria they look at to reduce a speed more than 10mph. They are not in favor of spot reductions. To reduce lower than 45mph requires a speed study..

Discussion held:

- Look at walking/biking paths along the road, paid by visitor's bureau. That would have to be done in phases. All property owners would have to agree to have a path.
- A lot falls on the Town. What do we do for the future?
- Rumble strips would be something to look at. Could be an issue of noise for neighbors, but there are smaller, shorter ones.
- Potential for Town hiring law enforcement of their own, or hiring Sheriff's staff.
- What do we want to control, pedestrian traffic or speed. Very complex.
- What is the core issue?
- Highway & Facilities Committee had noted that a formal study request would have to come from the town, and the town would have to pay for the study. There is the uncertainty of what a speed study would say. Each individual municipality would have to make a formal request for a study. The studies are independent with a cost involved.

Wiessinger said this is a community issue, and everyone needs to think outside the box. There are funding resources available that are not DOT driven. He said he can meet with a group. Ash will help make the connections between the parties.

Ash will look at the cost and feasibility of a path or rumble strips.

Veesser will pull 5 year crash data for the next week.

This will be back on the next commission agenda.

10. DOT Update

Kim Bradley gave the DOT Update:

- Wis. 57 Intersection Safety Improvements: Nov. 3 to Nov. 7 – Primary contract work is complete, but final project punch list work will continue intermittently at County H, and Stone Road intersections.
- Wis. 42 Culvert Replacement: two culverts under WIS 42 between County X and Center Road in the Town of Forestville. Work began October 6 and is expected to finish in mid-November 2025. A detour is signed that follows County Line Road, Old Krueger Road, County O and County H.
- Wis. 57 Culvert Replacements: Hibbard Creek – Nov. 3 – Nov. 7 crews will perform fine grading of aggregate base in preparation of hot mix asphalt paving and place pavement.

11. BOTS Update (Bureau of Transportation Safety)

Randy Wiessinger reviewed his quarterly informational slides for the 3rd quarter 2025:

- No fatalities since the last meeting.
 - YTD 1 fatal crash resulting in 2 deaths (7/25/2025) Five year average is 3 (had four in 2024)
 - 2025 YTD Serious (A) Injury Crashes: 16 crashes resulting in 20 injuries.
 - 2025 YTD Serious (B) Injury Crashes: 52 crashes resulting in 70 injuries
 - 2025 YTD All Crashes: 728 Crashes resulting in 2 deaths and 136 injuries. 312 Deer related crashes resulting in 3 injuries.
 - Predictive Analytics
 - YTD Traffic Deaths and Fatal Crashes. Statewide – trending a little lower than last year but close to five year average.
 - Community Maps
 - Pilot Map – Shawano: Crashes & Enforcement. Hoping Door County could join next year
 - Legislative summary – updated every Friday
 - LEP Program
 - WI Traffic Safety Challenge: Concern: Traffic Safety is a Public Health Issue
- Wiessinger will send the full handout to Lori for distribution to the Commission.

12. Review of 'Spot Maps'

- a. 3rd Quarter 2025: The 3rd quarter had a total of 101 total crashes (1 fatality and 46 injuries), and 79 deer crashes (0 fatalities and 1 injury)

13. Review of Fatality Reports

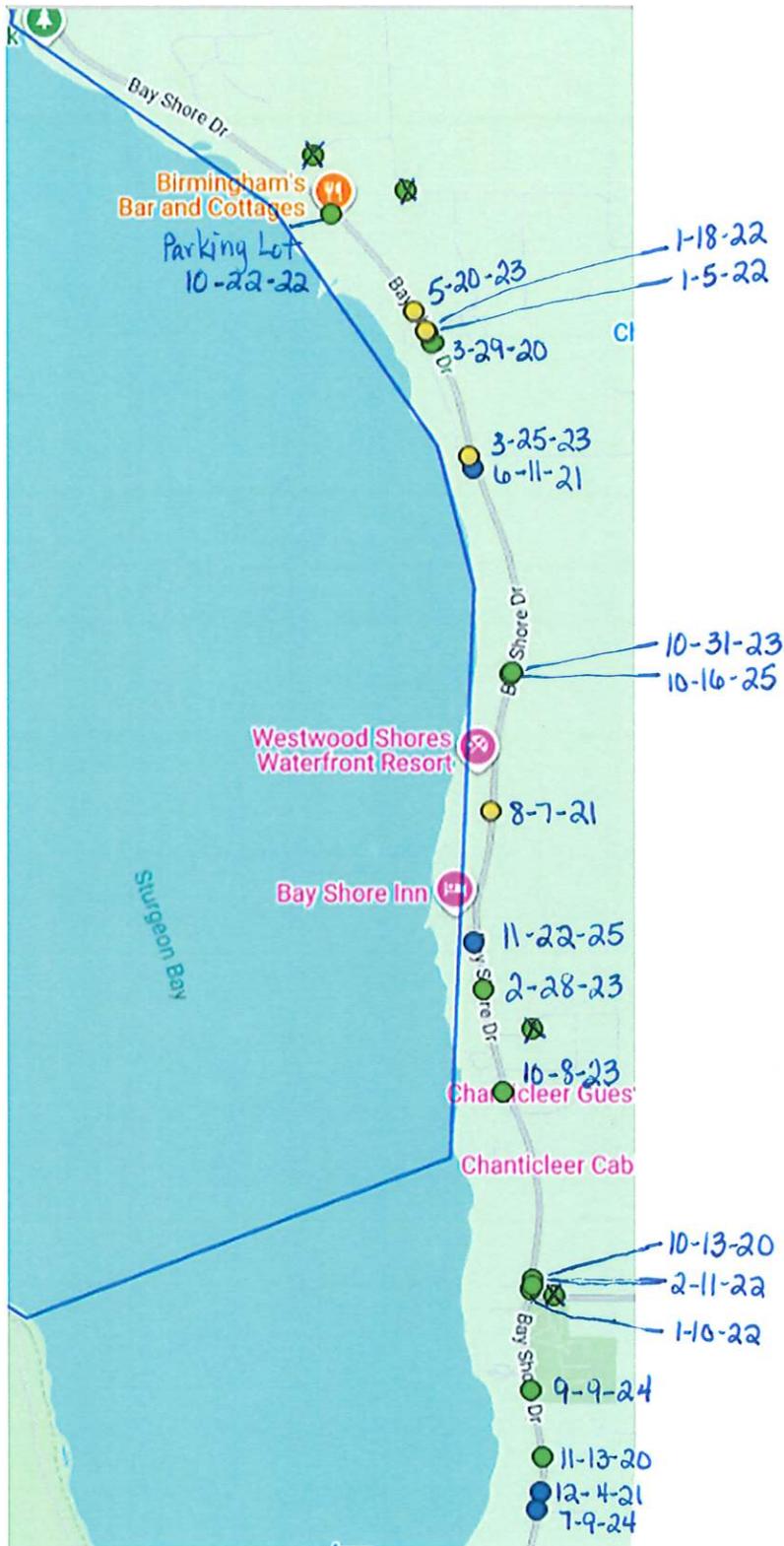
Report for the 7/25/2025 Crash was included in the packet.

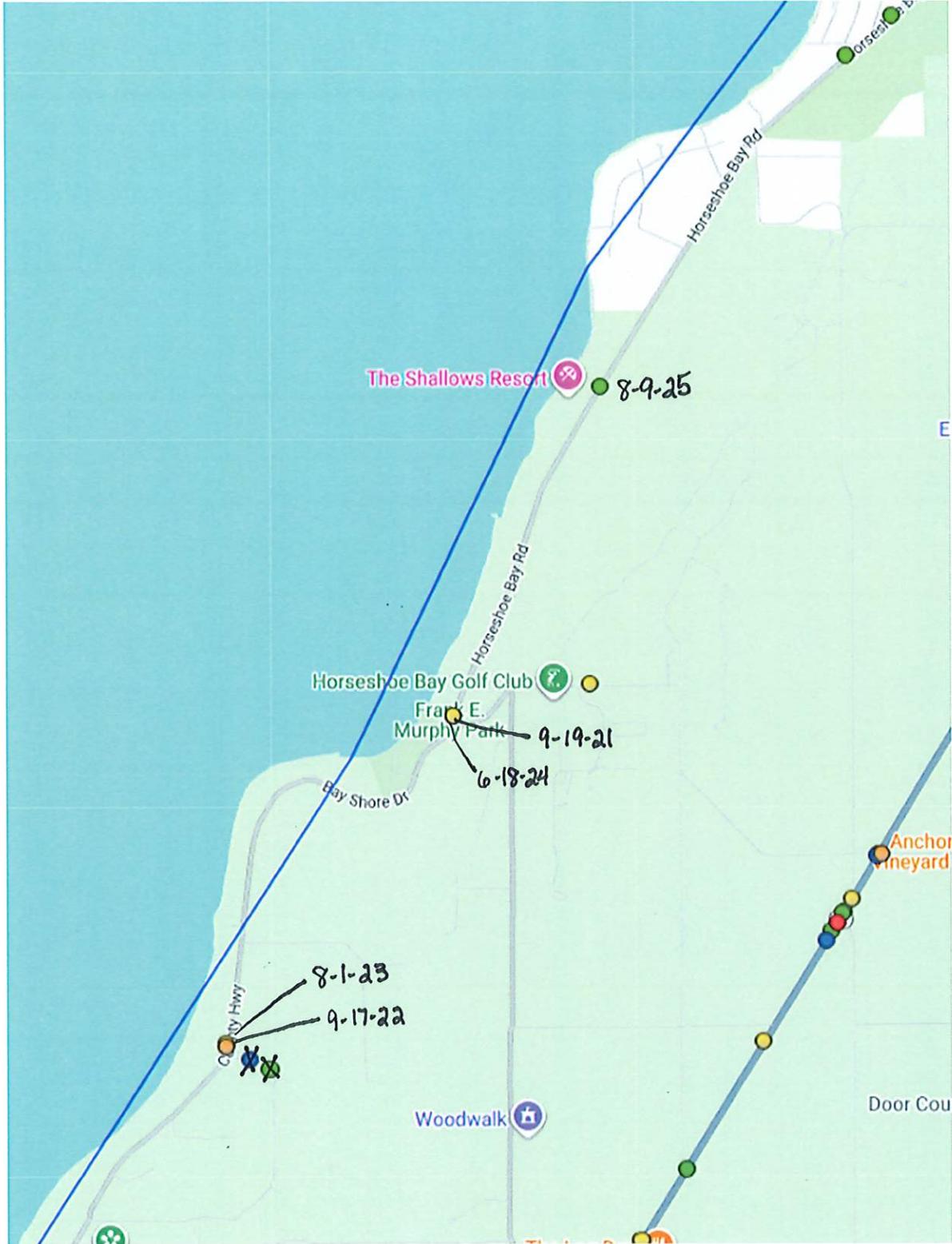
14. COMMISSION REPRESENTATIVES' CONCERNS: "For a Better & Safer Door County"

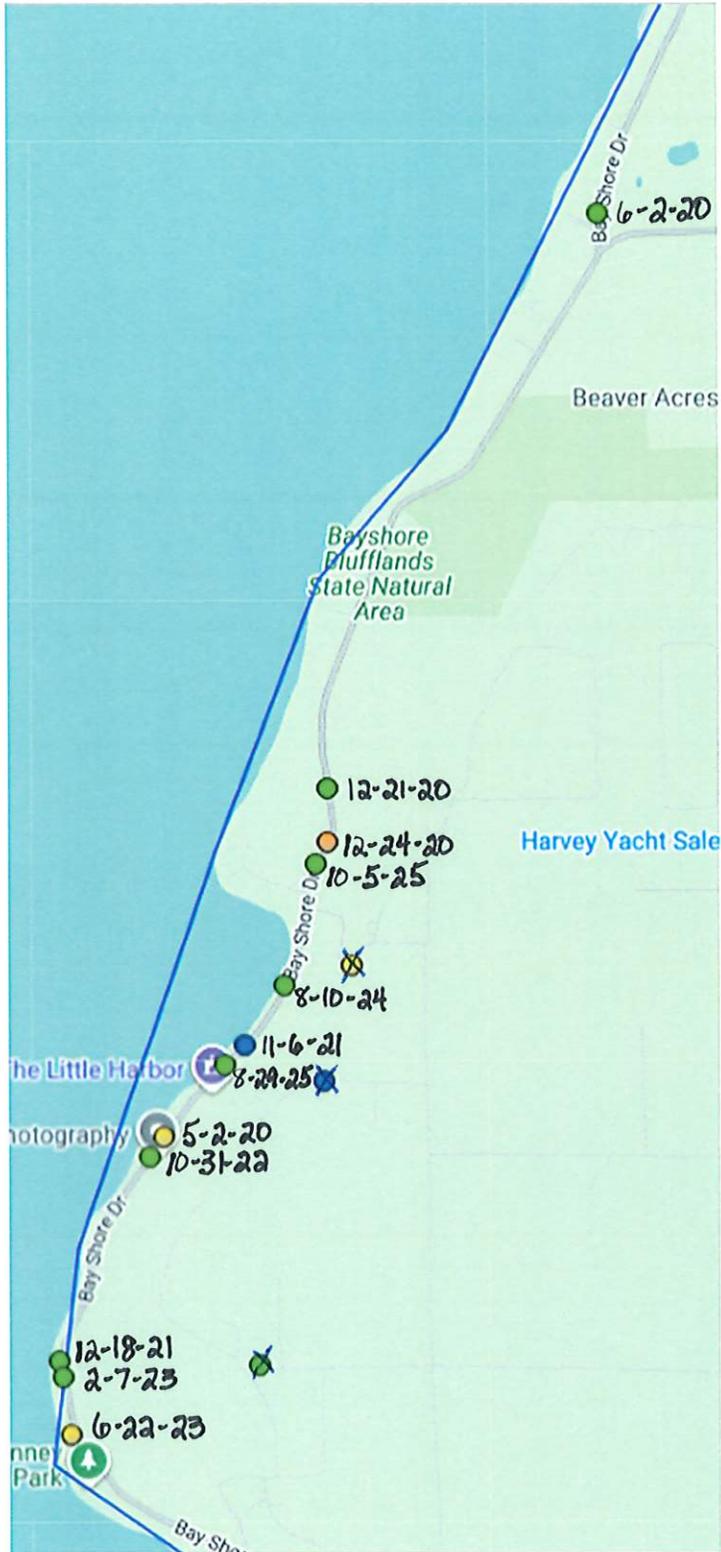
- a. Matters to be Placed on a Future Agenda or Referred to a Committee, Official or Employee
 - CTH E and STH 57 Intersection – Update
 - Ferry Dock (end of STH 42) - Update
 - Speed and other concerns on County B

15. ANNOUNCEMENTS: None.**16. ADJOURN to 1st Quarter Meeting: February 5, 2026, 9:00 a.m.**

Motion by LeClair, seconded by Kalms, to adjourn. Motion carried. Time: 10:06 a.m.
Respectfully submitted, Lori Holtz, Admin. Assistant.









Communication Plan

Bay Shore Drive Safety Initiative
Neighbors for a Safe Bay Shore Drive (NFSBSD)

Vision: To transform Bay Shore Drive into a premier example of road safety for pedestrians, drivers, pets, and wildlife.



1. Purpose of the Communication Plan

This communication plan provides a shared framework for how the NFSBSD steering committee and subcommittees communicate about the Bay Shore Drive safety initiative. Its purpose is to ensure messages are clear, consistent, fact-based, and neighbor-to-neighbor in tone, focused on safety, building trust, and gaining support.

2. Background & Context

Bay Shore Drive (County Road B) is a scenic shoreline road connecting Sturgeon Bay and Egg Harbor. It serves a mix of residential, recreational, and tourist uses and includes county parks, resorts, townhome communities, short-term rentals, and ongoing single-family home development.

Walking, biking, and vehicle use on this corridor continue to significantly increase each year. Observations in 2025 and preliminary speed data collected through radar speed signs and pocket radar measurements indicate:

- Approximately 50% of vehicles exceed posted speed limits
- Approximately 30% exceed the speed limit by 10% or more
- Many drivers give additional space when passing pedestrians or bicyclists
- Many drivers exceeding the speed limit do slow by several MPH when passing pedestrians or bicyclists
- A smaller percentage of higher-speed drivers create disproportionate safety risk
- Residents are observing more close calls and near misses

Looking back roughly 10 years, no vehicle-pedestrian deaths have been recorded on this stretch of Bay Shore Drive, although several pedestrian fatalities have occurred elsewhere in Door County. Traffic safety research consistently shows that crash severity increases sharply with speed, particularly above 40 mph. The community's goal is to act proactively to prevent a serious injury or loss of life.

3. Vision

To transform Bay Shore Drive into a premier example of road safety for pedestrians, drivers, pets, and wildlife.

4. Communication Objectives

The communication effort is designed to:

1. Build shared understanding of current conditions and safety risks
 2. Promote collective responsibility among drivers, pedestrians, cyclists, residents, and visitors
 3. Avoid misconceptions that this is a posted speed-limit reduction campaign
 4. Encourage drivers to follow posted speed limits and pedestrians to follow road safety rules
 5. Build trust through transparency, respectful dialogue, and data-informed discussion
-

5. Stakeholders & Audiences

Stakeholders and audiences include, but are not limited to:

- Bay Shore Drive residents and property owners
- Adjacent neighborhoods and community residents
- Bay Shore Property Owners Association (BSPOA)
- Town and County elected officials and staff
- Door County Sheriff's Department and Highway Department
- Door County Department of Public Health
- Destination Door County
- Event participants and organizers (triathlons, bike events, marathons, fishing derbies, boat races)
- Recreational users (walkers, runners, cyclists, boaters, ice fishers, hunters)
- Sportsmen using Murphy Park, quarry access, and boat/ice launches
- Bay Shore Drive businesses (resorts, inns, restaurants, short-term rentals)
- Door County Land Trust and conservation partners
- Wisconsin Department of Natural Resources
- Visitors and seasonal residents

Recognizing this broad range of stakeholders reinforces that safety on Bay Shore Drive is a shared responsibility.

6. Core Message Framework (Internal Guide)

Communications should reinforce these themes:

- Bay Shore Drive is a shared road used by vehicles and pedestrians and is a neighborhood for many.
 - Bay Shore Drive is part of the Door County Coastal Byway, a National and Wisconsin Scenic Byway, serving diverse users along its entire length.
 - Safety is a shared responsibility.
 - This effort is proactive, not reactive.
 - Decisions are data-informed.
 - Initial focus is on practical, high-impact safety actions on Bay Shore Drive from Sturgeon Bay to Frank E. Murphy Park.
 - Solutions are balanced: awareness, visible enforcement, and calming—recognizing that consistent enforcement, including citations when warranted, is essential to achieving speed compliance.
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7. What This Effort Is — and Is Not

This effort IS:

- Proactive and preventative
- Community-driven
- Data-informed
- A proactive safety initiative
- Focused on compliance with existing speed limits

This effort IS NOT:

- A posted speed-reduction campaign
 - Anti-driver or anti-business
-

8. Key Talking Points

- A smaller percentage of higher-speed drivers create outsized risk
- The AAA Foundation for Traffic Safety reports that the average risk of pedestrian death reaches approximately 50% at 42 mph, 75% at 50 mph, and up to 98% at 58 mph
- Wisconsin Transportation Bulletin No. 21 reports that 85% of pedestrians struck at 40 mph are likely to be killed
- Preventing a single high-speed impact can prevent a catastrophic outcome
- Many drivers already take steps to drive cautiously and pass safely

9. Communication Phases (High Level)

Phase 1 – Winter

Steering committee alignment, one-on-one conversations, and briefings with key stakeholders.

Phase 2 – Spring

Regular updates to stakeholder groups and early sharing of data and observations.

Phase 3 – Early Summer

Public kickoff and broader awareness as seasonal use increases.

Phase 4 – Ongoing

Continued communication through signage, meetings, updates, and periodic data sharing.

10. Measures of Success

- Improved speed compliance
 - Reduction in tailgating and passing in no-passing zones
 - Pedestrians following road safety rules
 - Continued absence of serious crashes
 - No minor crashes with pedestrians or bikers
-

11. Supporting Materials and Appendices

Supporting research, data, and reference materials will be organized into appendices to maintain a clear and concise main document while ensuring transparency and credibility.

- **Appendix A – Research References**
 - **Appendix B – Data References**
 - **Appendix C – Sub-Team Materials**
 - **Appendix D – Additional Resources**
-

Bottom Line

The goal of this effort is simple:

to prevent a serious injury or loss of life on Bay Shore Drive — before it happens.

Bay Shore Drive Safety Initiative – FAQs

Q1: Why is this safety effort needed now?

Walking, biking, and vehicle use on Bay Shore Drive continue to increase each year. Recent observations and preliminary data show that a significant percentage of drivers exceed posted speed limits, with a smaller number traveling at speeds that create disproportionate risk. Residents are also reporting more close calls and near-misses.

While no vehicle-pedestrian deaths have occurred on this stretch of Bay Shore Drive in recent years, several pedestrian fatalities have occurred elsewhere in Door County. Traffic safety research shows that crash severity rises sharply with speed, particularly above 40 mph. This effort is about acting proactively to prevent a serious injury or loss of life.

Q2: Is this an effort to lower the speed limit?

No. This is a safety initiative focused on improving compliance with existing posted speed limits, increasing awareness, and reducing higher-risk driving behaviors. The goal is for drivers to follow posted speed limits and for pedestrians to follow road safety rules so Bay Shore Drive can be safely shared by everyone who uses it.

Q3: Will this result in more tickets?

Yes, enforcement may include more citations. Enforcement is about visibility and deterrence, and tickets are a necessary tool for reducing unsafe driving behaviors and improving compliance with posted speed limits.

Those traveling Bay Shore Drive in dangerous or unsafe ways may be cited, at the discretion of law enforcement. Officers determine whether a warning or citation is appropriate based on observed behavior, conditions, and professional judgment. This applies equally to residents, visitors, friends, family members, and anyone else using the road.

Q4: Aren't many drivers already doing the right thing?

Many drivers take steps to drive cautiously, slow when passing pedestrians or bicyclists, and give additional space. Although speed data collected through radar signs and pocket radar shows that a significant number of drivers exceed posted speed limits, and a substantial group travels at speeds that create much higher risk for others.

Experience and data show that changing the behavior of a smaller number of higher-risk drivers often requires consistent enforcement, including citations, to improve overall safety for everyone.

Q5: Shouldn't pedestrians and cyclists just be more careful or go someplace else to exercise?

Everyone using Bay Shore Drive should follow road safety rules and exercise caution. This effort includes encouraging pedestrians and cyclists to do so.

At the same time, Bay Shore Drive is a Scenic Byway and a residential neighborhood, not just a transportation corridor. Neighbors walk, talk, recreate, and access parks and businesses along the road. It is a shared public roadway that everyone should be able to enjoy without threat to life or safety.

Q6: Is this effort only focused on tourists or outside drivers?

No. Safety concerns involve both residents and visitors. Unsafe driving behaviors are not limited to tourists. This initiative focuses on behavior, not who someone is or where they are from.

Q7: Who is leading this effort?

Neighbors for a Safe Bay Shore Drive (NFSBSD) is leading this effort in collaboration with Bay Shore Drive residents, local officials, law enforcement, public health, tourism partners, and traffic safety professionals. This is a collaborative, community-driven safety initiative.

Q8: How can I stay informed or get involved?

Community members are encouraged to attend meetings, review updates, and help reinforce safe road use in everyday conversations.

You may also email NFSBSD9@gmail.com to be added to the update list.

Q9: Where does the data come from?

Data referenced in this effort comes from multiple sources, including radar speed signs, pocket radar measurements, and published traffic safety research. As additional data is collected, including more formal studies, it will be documented with locations, dates, and observation counts to ensure transparency and credibility.

Q10: Why does speed matter so much?

Traffic safety research consistently shows that the risk of severe injury or death increases sharply with vehicle speed. The Federal Highway Administration reports that the probability of pedestrian death increases dramatically as vehicle speeds rise, particularly above 40 mph. Reducing excessive speeds, even by a few miles per hour, can significantly reduce the severity of injuries if a crash occurs.

Q11: Is this effort intended to apply beyond Bay Shore Drive?

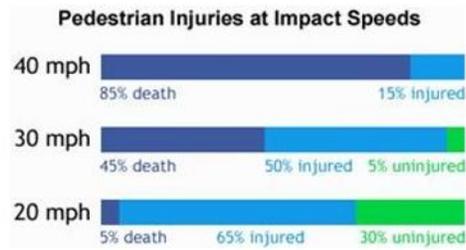
While the current focus of this effort is Bay Shore Drive, one of the broader goals is to ensure that what is learned here can be useful elsewhere in Door County. Many of the approaches being used—such as data collection, community engagement, education, visible enforcement, and practical safety measures—can be applied to other neighborhoods and roadways facing similar safety concerns.

Representatives from Door County Public Health, Destination Door County, the Sheriff’s Department, and the Highway Department have joined the effort in a supportive role, sharing expertise, perspective, and coordination where appropriate. The intent is not to expand prematurely, but to ensure that the time, effort, and **wisdom gained** through this initiative can pay dividends throughout Door County over time.

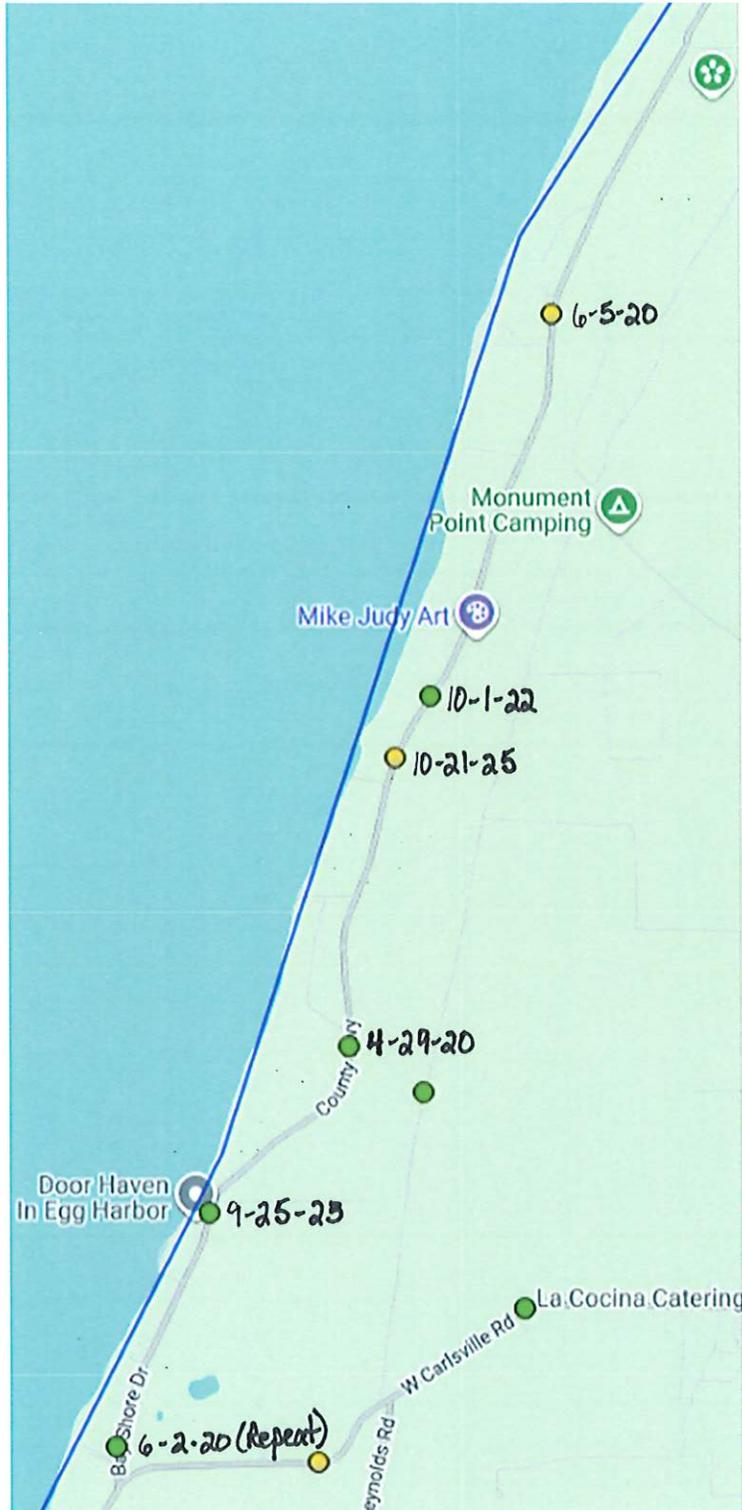
Appendix A – Research References

- **Federal Highway Administration (FHWA):**
Pedestrian or Worker-On-Foot Struck by Car – Probability of Injury and Death at Various Vehicle Speeds

Pedestrian or Worker-On-Foot Struck by Car: Probability of Death



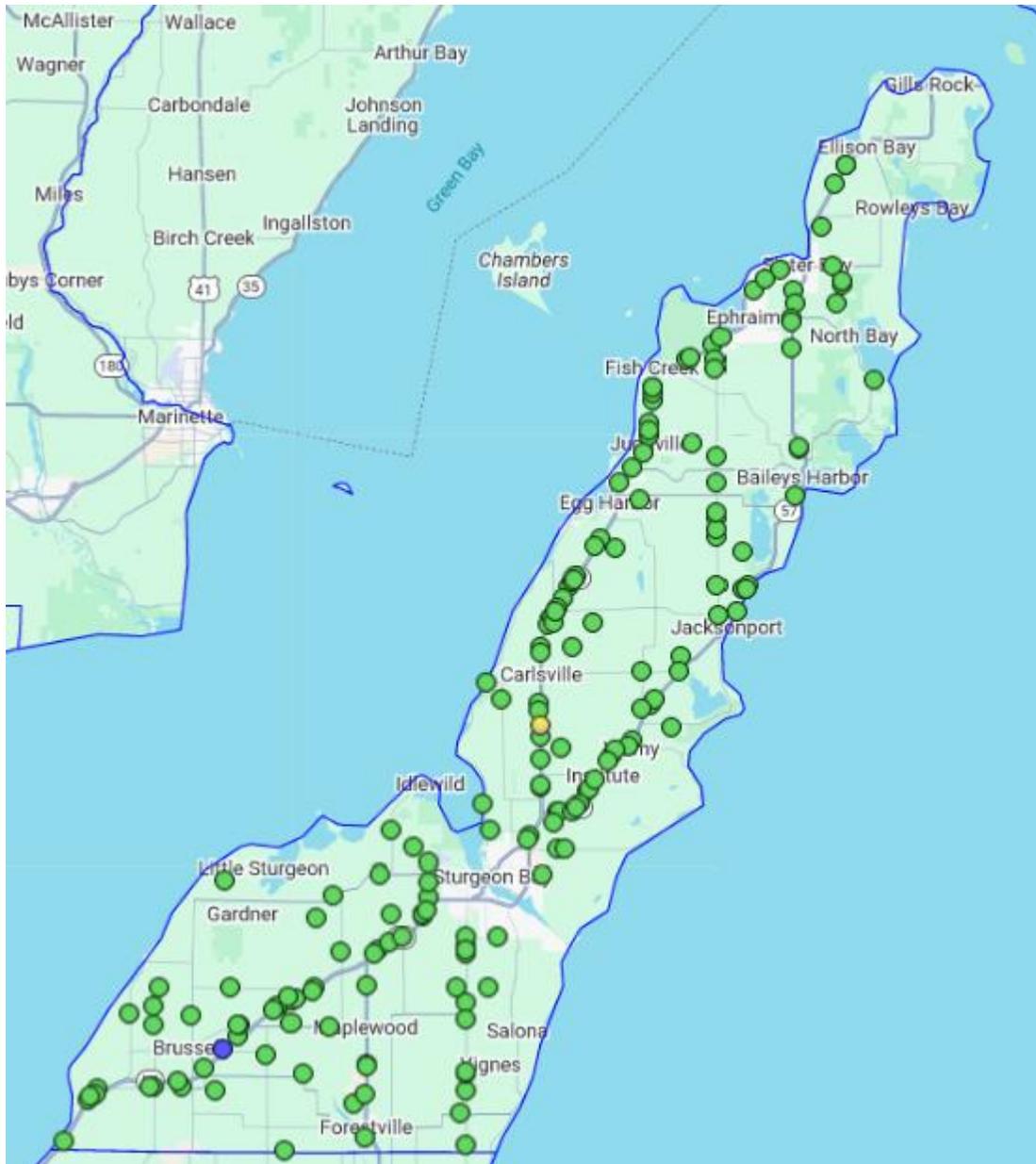
Graph: FHWA





● Fatality ● Injury (A) ● Injury (B) ● Injury (C) ● Property Damage

Quarter 4, 2025 - There were **97** total crashes reported resulting in **0** fatalities and **35** injuries. Of this total, **97** crashes are mapped.



● Fatality ● Injury (A) ● Injury (B) ● Injury (C) ● Property Damage

Quarter 4, 2025 - There were **182** total car/deer crashes reported resulting in **0** fatalities and **2** injuries. Of this total, **182** crashes are mapped.