

MINUTES
WASHINGTON COUNTY TRAFFIC SAFETY COMMISSION

PRESENT: Jack Peters, Coordinator; Mike Panosh, D.O.T.-W.S.P.-BOTS; Captain Steve Gonwa, Washington County Sheriff's Department; Sheriff Dale Schmidt, Washington County Sheriff's Department; Tom Heydel, WI D.O.T.; Chief Dean Schmidt, Slinger Police Department; Norbert Neuser, Chairman; Sergeant Tim Huibregtse, WI State Patrol; Kris Perales, WI State Patrol; Ken Pesch, Washington County Highway Commissioner; and Dan Goetz, Washington County Highway Chairman.

CALL TO ORDER

The Washington County Traffic Safety Commission meeting of **March 7, 2007** was held at the Washington County Sheriff's Department, and was called to order by Chairman Norbert Neuser at 8:59 a.m.

The Traffic Safety Commission Meeting Minutes of **December 6, 2006** were approved as presented on the motion of Ken Pesch, and seconded by Norbert Neuser. Motion carried.

OLD BUSINESS

A report on an update of a 2002 traffic delay study for traffic stopped on CTH G at STH 60. The intersection of STH 60 and CTH G has had three injury crashes this summer. The Kettle Moraine Lutheran High School is one mile south and traffic is increasing. Possible solutions could be better signage, rumble strips, lower speed limit, 4-way stop, and a possible future roundabout.

Tom Heydel reported on the short term solutions. Warning signs, additional stop signs on the left hand side, and signs "Traffic on STH 60 does not stop" were installed. A stop bar will be added to move traffic further up for better sight and will be completed in spring. A construction project is approved for 2012 for intersection improvements. Traffic signals or a roundabout would be part of the construction project scoping.

Tom advised of the most recent delay study at the location, which led to the project. During peak periods there is a considerable delay at the intersection. During the a.m. peak there is approximately a 46 second delay in the southbound direction and in the p.m. peak northbound is approximately 90 seconds. This was a computer generated analysis.

Sheriff Schmidt reported some of the accidents in the past year were failure to yield.

Are there any short or long term solutions contemplated for the intersection of Terry Road and STH 83?

Tom Heydel reported warning signs advancing the intersection were installed. The stop bar will be moved forward on Terry Road this spring. There is a possibility of closing the road with a cul-de-sac. A meeting with the Town will be held. There is no high crash rate.

A report on a new accident analysis for the intersection of STH 33 and STH 144.

Tom Heydel submitted crash results for STH 33 and STH 144. Approximately two to three years ago the pavement markings were moved. From January 2002 until October 2005 the average crash rate was .97. After the pavement marking changes from November 2005 until October 2006 the crash rate has decreased to .31. There is a construction project planned for 2012 for the segment of STH 33 to USH 41 to CTH Z. Tom recommends no changes at this time.

Sheriff Schmidt reported the accidents do not appear to be related to the turn lane in any way. There were comments the markings were confusing to citizens.

Jack Peters asked if the crash rate from .97 to .31 is per so many vehicles. Tom Heydel advised it takes the whole year times 80, the number of traffic volume, dividing the average crashes per year divided by the volume. Ken Pesch advised per million entering vehicles, .31 accidents per each million vehicles entering the intersection. Tom reported the state average is 1 to 1 ½.

Tom Heydel advised they can look at the crash results again in October. Sheriff Schmidt recommends no further action.

NEW BUSINESS

A report on an accident mapping system being done by the Sheriff's and Highway Departments.

Sheriff Schmidt reported the departments feel there is a need to better and more efficiently map where accidents occur. The want is to map all incidents they are involved with. On the short term they have decided to pursue using State data with accident location maps and in the long term improving the Sheriff's Department's software to include entire incident mapping. Ken Pesch advised the Department of Transportation has a website under contract with the University of Wisconsin, possibly www.tops.gov. Tom Heydel advised it could be under Transportal. This is a research department special program at the UW-Wisconsin. The contract is to have a database of all crashes.

Ken advised there were problems with the existing software and to find someone to override a unique program. Another challenge is the roundabout at the intersection of CTH G and Paradise Road. At this intersection the City of West Bend, the County Sheriff, State Patrol, and the Town of Trenton can write an accident report. TOPS advised they would have the computer system up

and running so the same maps could be accessed by July 1. The Sheriff's Department and Highway Department have decided to wait until July 1 to access the data.

Tom and Liz Werner, 3562 Martha Court, West Bend, WI 53095, are requesting "deer crossing" signs on CTH NN from Martha Drive west to Valley Trail and on CTH NN/Z from the Cedar Lake wayside west to Hillside Road.

Jack Peters submitted two page crash data of car vs. deer accidents from 01/01/02 – 12/31/06. There were 10 reports from 06/29/03 – 12/20/06 on CTH NN – 18th to CTH Z. There were 6 reports from 12/24/02 – 11/17/04 on CTH Z – Scenic west to CTH NN south.

Tom Heydel reported D.O.T. has a draft policy of the criteria of installing "deer crossing" signs and is almost ready for publishing. Ken Pesch advised the Highway Committee guidelines are if there are more than five crashes in a year for three years in a row they will review the area. The Commission reviewed the reports and no action will be taken at this time.

A citizen request for a stop sign for traffic from Pioneer Plaza onto Pioneer Road.

Jack Peters asked what the criteria are for installing stop signs on private property. Tom Heydel advised drivers have to yield the right-of-way to a through highway by Statute. The property owner can install signs themselves. Captain Gonwa advised he has not spoken with the owner as of yet to see if they will install a sign. Captain Gonwa advised he does not recall any accidents in this area. Sheriff Schmidt reported he will speak with the owner. Ken Pesch offered to donate the sign to the owner.

Captain Gonwa reported repeated complaints from the owner of the Subway restaurant on STH 83 and STH 167. The way the parking lot is laid out there is an entrance off of CTH O and an entrance off of STH 83 south of the intersection. People are avoiding the 4-way stop by "flying" through the two entrances/exits and avoiding the stop signs. Captain Gonwa was asking for suggestions from the Commission.

There does not appear to be any Statute that prohibits one from entering a parking lot and exiting at the other end as long as there is no reckless driving. Captain Gonwa made recommendations to the owner to speak with the landlord to reconfigure the parking lot, put up barricades, signage, speed bumps, or a number of other private solutions to resolve the problem. Captain Gonwa advised he is not aware of any Statutes in the area for law enforcement to enforce. Ken Pesch reported they did volunteer to move the driveway onto CTH O. Captain Gonwa advised the owner of installing speed bumps or reconfiguring the parking lot to make it inconvenient for vehicles. At this time the landlord is not willing to do anything. The Commission has no immediate suggestions at this time.

REVIEW OF FATAL ACCIDENTS

Sheriff Schmidt reported as of today's date there was one fatal accident in Washington County for the year.

On January 2, 2007 Wayne M. Schultz, age 16, died as a result of a one vehicle accident that occurred on Hillside Road .4 north of CTH Q in the Town of Richfield. His truck was northbound on Hillside Road when it left the roadway and drove over a narrow dropped shoulder area. The truck then struck a culvert at which point the operator lost control of the truck. The truck skidded sideways across both lanes of Hillside Road and entered the southbound ditch line. The truck then struck several small posts and trees before impacting a large tree. Subject was not wearing a seatbelt and excessive speeds appear to be a significant factor in the accident. He was pronounced dead at the scene. Toxicology results have not yet come back.

Sheriff Schmidt advised there is no roadway problem, just operator error.

Sheriff Schmidt also advised the Commission of a woman who jumped off the bridge on STH 60 onto USH 41. A semi truck did strike the woman after impact. Tom Heydel advised there is a project for STH 60 and USH 41.

REPORTS AND OTHER BUSINESS PERTINENT TO THE COMMISSION

Ken Pesch reported the D.O.T. is working with the Village of Slinger to come up with the best design for the intersection of STH 60 and CTH C/Hillside Road. The Village hired a consultant and a pretty thorough analysis and came up with three possible solutions.

- a. Traffic signal at the intersection (also involve a signal or roundabout on CTH C and Eagle Point Drive just north of STH 60)

This would be a very expensive solution and from the analysis it would not work for the 20 year traffic design loads. There was a mutual agreement this would not be an appropriate spot for a traffic signal.

- b. Second possible solution would be to build two roundabouts, one of STH 60 at CTH C and the other one at Eagle Point just north of STH 60 on CTH C.

These would function acceptably through the 20 year design life of a roundabout, but would have a fairly significant impact on through traffic on STH 60 because everyone would be reduced to about 20 miles an hour coming off the freeway. This was the first choice by the local officials who were at the meeting, but not the D.O.T.

- c. The solution D.O.T. has had for some time with the STH 60 corridor would be to build jug handles. There would be grade separation structure or a bridge carrying STH 60 over the top of CTH C. In order to go north or south on CTH C you would

always be making a right turn off of STH 60. If eastbound and wanting to go north on CTH C you would have to make a right turn off of STH 60, swing down to the south, and then make a left turn on CTH C and go north. In essence, no left turns right at the intersection and right turns would be further away from the intersection.

Ken perceives the local officials were against this option because it would take approximately 22 acres of commercial land out of service and also the most expensive.

The local officials are strongly in favor of the roundabout option. The D.O.T. said they strongly favor the jug handle option, and Ken perceives the D.O.T. will do what the locals want. It is a D.O.T. option, but the options that are still being considered is the roundabout or the jug handles. The worst option would be the traffic signals due to expense and future maintenance.

Ken believes the D.O.T. was willing to build a diamond interchange except it would not fit. There is not enough room for the ramps because USH 41 is too close.

The project is scheduled for 2011.

Ken Pesch reported the D.O.T. has a project coming up this summer to repave three miles of STH 60 west of USH 41. The D.O.T. is installing temporary signals at the intersection of CTH C and STH 60, along with turn lanes. Ken reported the Commission has reviewed the accident rates in the past, and they have been decreasing.

Mike Panosh, WSP-BOTS, submitted a copy of the weekly fatality report. In 2006 the total fatalities were 715. In 2005 the report was 801 fatalities. 2006 was the safest year since 1988. So far in 2007 there were 107 fatalities; the same time in 2006 there were 105. There was 1 fatality in Washington County this year, and 9 fatalities in 2006, compared to 17 in 2005. The five year average for Washington County is 13 fatalities.

Fatalities by role year to date:	2007	2006
Bicyclists	1	0
Drivers	71	67
Motorcycle-drivers	0	0
Motorcycle-passengers	0	0
Passengers	26	32
Pedestrians	9	6
Unknown	0	0
Total	107	105

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ADJOURN

The Commission Meeting was adjourned at 10:25 a.m. upon motion by Jack Peters, seconded by Kris Perales. Motion carried.

The next meeting will be held on **June 6, 2007 at 9:00 a.m.** in a meeting room at the Washington County Sheriff's Department.

Respectfully submitted,
Lt. John C. Peters, Coordinator

JPC/mew
quarterly traffic safety minutes 3-7-07