

MINUTES
WASHINGTON COUNTY TRAFFIC SAFETY COMMISSION

PRESENT: Jack Peters, Coordinator; Norbert Neuser, Chairman; Chief Dean Schmidt, Slinger Police Dept.; Ken Pesch; Tom Heydel, WI D.O.T.; Jon Edgren, Washington County Highway Commissioner; Andrea Loeffelholz, D.O.T.-W.S.P.-BOTS; Captain Steve Gonwa, Washington County Sheriff's Dept.; Sgt. Tony Burrell, WI State Patrol

GUESTS: Joseph Gonnering and Brian Bausch, County Board members

CALL TO ORDER

The Washington County Traffic Safety Commission meeting of **June 1, 2011** was held at the Washington County Sheriff's Department, and was called to order by Chairman Norbert Neuser at 9:03 a.m.

The Traffic Safety Commission Meeting Minutes of **March 2, 2011** were approved as presented on the motion of Ken Pesch, and seconded by Jack Peters. Motion carried.

NEW BUSINESS

Sheriff Dale Schmidt will report on a meeting with State Department of Transportation people regarding upgrades to safety on STH 164. Captain Gonwa reported there is an informational public meeting on June 7 to talk about the latest STH 164 improvements. They are not looking at any widening, but reconstruction of flatten hills and steep grades, regrading shoulders, where slow standing beams are at the roadside and add turn lanes at intersections. The construction is projected for 2016.

Ken Pesch requested Tom Heydel to share the list of 5% high accident locations in Washington County. Tom Heydel submitted the 2010 local 5% list of highest number of crashes, highest number of fatalities, or severe injury type crashes occurred. There are three intersections listed: Plaza Drive and Bell Avenue, Hartford, Lighthouse Lane and Kettle Moraine Drive, Barton, and South Wilson Avenue and Bell Avenue, Hartford. The 2011 list shows the following: Freiss Lake Road-.5 miles east of intersection, Richfield, CTH K-Lake Drive, Town of Polk, and CTH K-.3 miles East of Troy Hill Road, Town of Erin.

Tom Heydel reported on how the formula works for the 5% crash list for local roads:

The 5% report for local roads is looking for highway locations exhibiting the most severe safety needs. Crash frequency (total number of crashes) is used rather than crash rate for local roads because complete volume data are only available for less than a half of all the intersections in the state. Volume is needed to calculate crash rate. Sites of promise are chosen based on:

1. Significant crash frequency
2. Significant portion of fatal/serious crashes-i.e. intersections that have a fatal/serious crashes proportion that is one standard deviation from the mean or greater. In layman's terms-significant higher number of fatalities/serious crashes than other intersections
3. At least three crashes per year over 5 years, i.e. at least 15 crashes over 5 years between 2004-2008

From this they choose 15 significant intersections and intersections which have at least 1.2 fatal/serious crashes per year i.e. at least six fatal/serious crashes over 5 years between 2004-2008.

They break it into classifications of roadways such as rural local, urban local, etc.

They used 2004-2008 because the study was done in 2010 so that is the period they had.

Jon Edgren updated the construction projects for 2011 in Washington County. CTH H has been put out for bid, awarded a one year construction, to start approximately June 15 due to DNR getting final permits approved. Richfield Park & Ride will start soon with County forces doing base work and the main grading of the Park & Ride by Cabelas, and the bid going out in June for the asphalt and other improvements. CTH D bridge scheduled for State on June 14. DNR land acquisitions are being finalized. As far as State projects, STH 144 is scheduled for June 14. State was still working on getting land acquisitions completed. STH 60 and Kettle Moraine Road have started with no issues.

Jon Edgren reported on the 5 year plan, major construction. CTH NN/CTH P toward Cedarburg, and CTH DW will start in 2012. The 3 year projects include: CTH P/CTH PV to West Bend, CTH I (Oak Road) to M, and CTH C from STH 60 to CTH P. The State project is STH 60 from USH 41 to USH 45, two lanes to four lanes.

REVIEW OF FATAL ACCIDENTS

There were 5 fatalities in Washington County for the year.

On 03/19/2011 Kyle Daniel Theisen, 12/28/83, died as a result of a two vehicle accident in the Town of Barton. Both vehicles were traveling southbound on USH 45 just south of Friendly Drive when Kyle rear ended a full size van. Both vehicles lost control and rolled over into the westbound ditch. Kyle was partially ejected and pinned under his vehicle. Kyle had to be extricated from the vehicle where he was then pronounced dead at the scene. The operator of the van was able to get himself out and transported with minor injuries. It appears alcohol and speeds are a factor. It is unknown if Kyle was wearing his seatbelt at the time of the collision.

On 04/19/2011 Daniel Gene Bobholz, 08/05/52, died as a result of a motor vehicle striking him while he was operating his tow truck on USH 41 southbound under STH 33 in the Town of Addison. Dan was securing a vehicle on his tow truck when a vehicle heading southbound lost control and struck a Deputy's squad car and then hit Dan Bobholz, who was standing by the tow truck off the roadway. Dan was thrown into the west lane of USH 41 southbound and then struck by a semi also traveling southbound. Dan was pronounced dead at the scene. Wisconsin State Patrol handled the accident and reconstruction. The Deputy had been standing by with Dan while he was preparing to remove a vehicle.

On 05/23/2011 Randall L. Brossard, 12/06/67, died as a result of a motorcycle vs. car accident at the intersection of STH 33 and STH 144/Glacier Drive in the Town of Barton. The car was traveling southbound on Glacier Drive and stopped at the stop sign at STH 33. The vehicle then pulled away from the stop sign into the path of a westbound motorcycle. Both the driver and occupant of the motorcycle were ejected from the cycle. Randall was flighted to Froedtert Hospital where he was later pronounced dead. Janine Roman, his passenger, was transported by West Bend Rescue to St. Joseph's Hospital and later flighted to the Medical Complex. Janine was succumbed to her injuries in the evening hours. Neither was wearing helmets, and alcohol use does not seem to be a contributing factor for either driver.

On 05/23/2011 Janine L. Roman, 03/21/61, died as a result of a motorcycle vs. car accident in the Town of Barton. Janine was the passenger on the motorcycle.

REPORTS AND OTHER BUSINESS PERTINENT TO THE COMMISSION

Andrea Loeffelholz submitted to the Commission the Weekly Fatality Report as of May 31, 2011 at 7:30 a.m. 2011 year to date there were 150 accidents and 173 fatalities. Andrea reported there were 517 accidents and 562 fatalities in 2010 and 488 accidents and 542 fatalities in 2009.

2011 Fatalities		2010 Fatalities	
Bicyclist		Bicyclist	1
Driver	105	Driver	103
MC Driver	15	MC Driver	26
MC Passenger	1	MC Passenger	1
Passenger	34	Passenger	39
Pedestrian	18	Pedestrian	19

Andrea Loeffelholz submitted to the Commission the Fatalities by County report. Washington County had 5 fatality in 2011 as of May 22, 2011, and 17 fatalities in 2010. Five year average is 11.

LEGISLATION

Bills of Interest to the Wisconsin Traffic Safety Community 2011-2012 Legislative Session (Current as of May 26, 2011):

Enacted into Law

Act 2 (Tort Reform): Effective February 1, 2011, creates stricter standards for negligence, strict liability, and punitive damage awards; does not apply in civil suit arising from OWI (cf. SS-SB-1).

Act 14 (Auto Insurance): Effective November 1, 2011, reduces required minimum coverage to \$25,000 for injury/death, \$50,000 for multiple injury/death, and \$10,000 for property damage; expands uninsured motorist coverage to include a “phantom motor vehicle” (cf. AB-4).

Passed in Both Houses

SB-61 (Granular Roofing Material Transport): Repeals August 1, 2011 sunset on issuance of overweight permits for moving granular roofing materials (cf. AB-88, tabled by Assembly).

Passed in 1st House, Awaiting Action in 2nd House

SB-15 (Traffic Stop Racial Data): Repeals the requirement that law enforcement officers capture racial data on every traffic stop (cf. AB-18).

Passed in Committee in 1st House

SB-18 (Survivors of Fallen Officers): Requires municipalities and counties to pay health insurance premiums for surviving spouse and dependent children of fallen officers (cf. AB-27).

SB-41 (Motor Carrier Liability): Prohibits a motor carrier transportation contract that indemnifies promisee against liability resulting from promisee’s negligence (cf. AB-50).

AB-18 (Traffic Stop Racial Data): Repeals the requirement that law enforcement officers capture racial data on every traffic stop (cf. SB-15).

AB-65 (Police/Fire Residency Requirements): Requires residency requirements for first-class city police/fire employees to allow residency in the county or adjacent counties (cf. SB-30).

Introduced

SB-30 (Police/Fire Residency Requirements): Requires residency requirements for first-class city police/fire employees to allow residency in the county or adjacent counties (cf. AB-65).

SB-71 (Handgun Microstamping): Requires semi-automatic handguns manufactured after Jan. 1, 2013 to be capable of producing a microstamp on each expended cartridge (cf. AB-116).

SB-76 (OWI Test Costs): Requires individuals found guilty of OWI to reimburse law enforcement agencies for the cost of administering blood draw and testing (cf. AB-108).

SB-90 (Concealed Carry Permit): Creates must-issue permitting process for carrying of concealed weapons (cf. AB-126).

SB-93 (Constitutional Carry): Rescinds prohibition on going armed with a concealed weapon.

AB-27 (Survivors of Fallen Officers): Requires municipalities and counties to pay health insurance premiums for surviving spouse and dependent children of fallen officers (cf. SB-18).

AB-50 (Motor Carrier Liability): Prohibits a motor carrier transportation contract that indemnifies promisee against liability resulting from promisee's negligence (cf. SB-41).

AB-55 (Failure to Yield): Increases penalties for violation, and shifts burden of enforcement from courts to DOT.

AB-64 (Mobile Home Transport): Allows issuance of single permit to move multiple sections of same home on a single transport.

AB-80 (OWL/OAR/OWS): Creates/increases penalties for violations of operating without a license, operating after revocation, and operating while suspended.

AB-81 (Disabled Parking Cards): Increases penalty for fraudulent production, sale, and/or use of disabled parking cards.

AB-108 (OWI Test Costs): Requires individuals found guilty of OWI to reimburse law enforcement agencies for the cost of administering blood draw and testing (cf. SB-76).

AB-116 (Handgun Microstamping): Requires semi-automatic handguns manufactured after Jan. 1, 2013 to be capable of producing a microstamp on each expended cartridge (cf. SB-71).

AB-126 (Concealed Carry Permit): Creates must-issue permitting process for carrying of concealed weapons (cf. SB-90).

AB-131 (School Bus Cell Phones): Bans the use of cell phones by a driver transporting, loading, or unloading children on a school bus.

Andrea Loeffelholz submitted the Child Safety Recommendations to the Commission for review.

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ADJOURN

The Commission Meeting was adjourned at 10:00 a.m. upon motion by Ken Pesch, and seconded by Jack Peters. Motion carried.

The next meeting will be held on **September 7, 2011 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 06/01/2011