

MINUTES
WASHINGTON COUNTY TRAFFIC SAFETY COMMISSION

PRESENT: Norbert Neuser, Chairman; Trooper Kris Perales, WI State Patrol; Ken Pesch; Tom Heydel, WI D.O.T.; Jon Edgren, Washington County Highway Commissioner; Sheriff Dale Schmidt, Washington County Sheriff's Dept; Andrea Loeffelholz, D.O.T.-W.S.P.-BOTS

ABSENT: Jack Peters, Coordinator

GUEST: Brian Bausch, Washington County Transportation Committee; Dave Rank, West Bend Daily News

CALL TO ORDER

The Washington County Traffic Safety Commission meeting of **June 2, 2010** was held at the Washington County Sheriff's Department, and was called to order by Chairman Norbert Neuser at 9:02 a.m.

The Traffic Safety Commission Meeting Minutes of **March 3, 2010** were approved as presented on the motion of Ken Pesch, and seconded by Kris Perales. Motion carried.

OLD BUSINESS

State Politicians are pushing for temporary 4-way stop signs at CTH G and STH 60 until roundabout is completed.

Jon Edgren reported the roundabout was scheduled for 2013 construction, however, has been moved up to a 2012 construction. The State Politicians are looking for some other intermits so the D.O.T. conducted a study of whether or not a 4-way stop would be warranted until the roundabout construction. The study showed it does meet the justifications. The Transportation Committee felt it was better to move forward with the roundabout as soon as possible and not attempt to put in a 4-way stop.

Tom Heydel reported D.O.T. is waiting for a response from management on which direction to move forward with, a 4-way stop or the roundabout. There have been improvements in the last couple of years. They have completed the low-cost safety improvements that can be done at this time. It does not meet all the warrants for the 4-way stop. There are some right-of-way limitations for the roundabout construction for spring of 2012. The plans are progressing. The plans are at 60 percent. Engineer's recommendation, Tom's in particular, is to install a 4-way stop, but there are sight restrictions, and will driver's stop. If a 4-way stop is selected, installation could be started in late fall.

Tom Heydel to report on how D.O.T. addresses the issuance of bicycle race and rally permits.

Tom Heydel submitted the guidelines manual for State highways. There are three special events guideline manuals: Use of Highway Right-of-Way for Special Events (parades), Authority and Policy (detours), and Special Event Signing (Farm Progress Days, County Fair).

Use of Highway Right-of-Way for Special Events must have 100 participants. Special Event Signing must be at least three days and a maximum of two weeks with 10,000 attendees per day. Permits must be submitted at least 90 days prior to the event.

Tom Heydel to report on stage two of speed study on STH 164.

Tom Heydel submitted a speed study handout on STH 164. The evaluation of the speed study has been completed in October 2009. Over time the dynamic speed signs had less of an impact on drivers when returning back to speeds they were. There are four dynamic speed signs.

Pleasant Hill Road (southbound), the speed limit is 40 mph. 85th percentile speed before was 56 mph. After: 46-November 2008, 48-June 2009, and 48-October 2009.

Pleasant Hill Road (northbound), the speed limit is 40 mph. 85th percentile speed before was 40 mph. After: 41-November 2008, 49-June 2009, and 50-October 2009.

Monches Road (southbound), the speed limit is 55 mph. 85th percentile speed before was 58 mph. After: 57-November 2008, 68-June of 2009, and 66-October of 2009.

Monches Road (northbound), the speed limit is 55 mph. 85th percentile speed before was 61 mph. After: 50-November 2008, 60-June of 2009, and 62-October of 2009.

Pioneer Road (north & southbound), the speed limit is 55 mph. 85th percentile speed before was 63 mph. After: 62-November 2008, 58-June of 2009, and 57-October of 2009.

Before STH 60 (northbound), the speed limit is 45 mph. 85th percentile speed before was 47 mph. After: 48-November 2008, 53-June of 2009, and 52-October of 2009.

The study taken in spring of 2010 indicates the speeds are staying the same.

The Transverse Speed Bars have no impact on drivers slowing down, coming up to the stop sign, or slowing down by Hubertus Road.

STH 164 intersection crashes (before-after, including deer crashes). There has been a positive for crashes. Data was taken four years before and two years after.

STH 164 & County Line Road (the roundabout): crash rate has decreased from .87 to .55.

STH 164 & Monches Road: the crash rate was .88 before and .53 after.

STH 164 & Elmwood: the crashes increased from .79 to 1.05.

STH 164 & Hubertus Road: the crashes have decreased from 1.46 to .86.

STH 164 & STH 167: the crashes have decreased from .86 to .71.

STH 164 & Pleasant Hill Road: the crashes have stayed the same at .63.

STH 164 & Pioneer Road: the crashes have increased from .60 to .72.

STH 164 & CTH E: the crashes have decreased from 1.03 to .86.

REVIEW OF FATAL ACCIDENTS

Sheriff Dale Schmidt reported there were three fatalities in Washington County for the year.

On April 18, 2010 Todd M. Schmid, 43, Town of Leroy (Dodge County) resident was fatally injured as a result of a motorcycle accident on Mohawk Road west of USH 41 in the Town of Wayne. The accident was

discovered by a passing motorist who came upon the scene and contacted 911. Upon arrival of emergency personnel a single victim was located lying near the motorcycle. The victim was pronounced deceased at the scene by the Washington County Medical Examiner's Office. The investigation revealed the victim was traveling westbound on Mohawk Road and crested a hill near a sharp curve in the roadway at a speed too fast to safely negotiate the curve. The operator began to lose control of the motorcycle as he approached the curve and was ultimately ejected from the motorcycle. The operator was not wearing a helmet. Alcohol was related, and speed was in excess of 55 mph. Driver error. There were no witnesses to the accident.

REPORTS AND OTHER BUSINESS PERTINENT TO THE COMMISSION

Andrea Loeffelholz reported on behalf of Mike Panosh. There were 542 fatalities in 2009 and 587 fatalities in 2008. As of June 1, 2010 there were 185 fatalities and 185 fatalities in 2009. There was an increase in crashes for 2010 than in 2009. In 2009 there were 166 and 174 in 2010. The increase is in pedestrians. There were 6 at this time in 2009 and currently there are 18. Motorcycle fatalities were on a rise in 2009; however we are even for 2010 at 26.

Andrea Loeffelholz submitted the report of fatalities by county for the years 2005 through 2009. As of May 23, 2010, Washington County had three fatalities. The average for four years is 11 fatalities.

Andrea Loeffelholz submitted the 2009-2010 Traffic Law Changes in Wisconsin legislation report. The laws are now in effect.

June 1, 2010: The Proof of Insurance law.

January 1, 2010: U-turns are legal at controlled intersections, unless posted.

January 1, 2010: Passing a left-turning or U-turning vehicle on the right if the pass is made on paved surface of roadway or shoulder.

2008 Unrestrained Fatality Rates: The national average of 55 percent. Wisconsin is 57 percent. New Hampshire has only a No Adult seatbelt law. Their fatality rate is 74 percent. Oregon has the lowest rate of 35 percent.

Peak time for deer crashes is May and June. There are more fatalities at this time. Of the 6 deer hit fatalities, 5 of them were motorcyclists. In June the yearlings are leaving their mothers and November is rutting season.

The 2009 Pulitzer Prize Winner was the New York Times for their articles "Driven to Distraction" about the hazards of distracted driving.

http://topics.nytimes.com/top/news/technology/series/driven_to_distraction/index.html#

11 percent of drivers talking on their phones at any given time, according to federal study (December 7, 2009)

2,600 traffic deaths are caused each year by drivers using cell phones, according to Harvard study (July 19, 2009)

570,000 accidents lead to minor and serious injuries caused each year by cell phone distractions, according to Harvard study (December 7, 2009)

50 percent of Americans believe that if you are caught texting behind the wheel the punishment should be as strong as that if you were drinking and driving (October 23, 2009)

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An article of "Despite risks, Internet creeps onto car dashboards." New cars will have the power of a PC in the vehicle.

Andrea Loeffelholz reported going "hands free" actually creates more distractions because the driver is not focusing on their driving.

Norbert Neuser asked on behalf of a neighbor if a bike lane will be part of STH 144. Tom Heydel reported he is not aware of a bike lane, but there will be accommodations for wider shoulders. Jon Edgren reported the plans are for wider shoulders, not marked. The shoulders will be 5 feet paved.

ADJOURN

The Commission Meeting was adjourned at 10:04 a.m. upon motion by Ken Pesch, and seconded by John Edgren. Motion carried.

The next meeting will be held on **September 1, 2010 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 06/02/2010