

MINUTES
WASHINGTON COUNTY TRAFFIC SAFETY COMMISSION

PRESENT: Jack Peters, Coordinator; Mike Panosh, D.O.T.-W.S.P.-BOTS; Chief Dean Schmidt, Slinger Police Department; Tom Heydel, WI D.O.T.; Jon Edgren, Washington County Highway Commissioner; Ken Pesch; Sheriff Dale Schmidt, Washington County Sheriff's Department; Captain Steve Gonwa, Washington County Sheriff's Department; Sgt. Tim Huibregtse, WI State Patrol-District 2; Trooper Kris Perales, WI State Patrol; Norbert Neuser, Chairman.

GUEST: Citizens: Drake Fleege, Kim Whitmore, Randy Bloch. Brian Bausch and Joe Gonnering, Washington County Transportation Committee.

CALL TO ORDER

The Washington County Traffic Safety Commission meeting of **September 2, 2009** 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 **June 3, 2009** were approved as presented on the motion of Kris Perales, and seconded by Dean Schmidt. Motion carried.

OLD BUSINESS

Kim Whitmore and other neighbors in the Rolaine Parkway area are concerned about the intersection of Rolaine Parkway and the intersection of Glassgo Drive with CTH E. Suggestions include right turn lanes for westbound traffic, lower speed limit on CTH E in this area, and better signage.

Photographs of the area were distributed to the Commission. Jon Edgren reported a 24 hour speed study was completed. The 85th percentile going through the area at (A) CTH E 435' East of Rolaine Parkway: as you approach the area is at 56.8, 55 mile per hour speed limit, (B) CTH E 160' West of Rolaine Parkway: at 85th percentile, as you get closer to the intersection it does drop down to 51.9, and (C) CTH E 190' West of Glassgo Drive: as entering and into the heart of the curves themselves, the 85th percentile continues to stay 51.4 miles per hour. The sight distances are where you will see issues. Coming off of Rolaine Parkway in either direction there is a 350 and about 400 foot sight distance, typically a 600 sight distance is best, and at Glassgo, the same issue looking east at 382 feet, westbound (looking down the hill) and clear vision of 680 feet.

Jon reported there is nothing simple to do in this area. To make corrections at this intersection, it is a major construction undertaking. Previous discussion was to possibly lower speed limit. People base their speed on what they are comfortable with. Regardless what the speed limit is posted, the speeds will be similar to the above speeds. Another option is to change the alignment or structure in some way, install turn lanes or accel or decel lanes. Jon believes there would be some benefit; however, the amount of lane to create in the side-slope would be very extensive. Jon said he could take this issue to the Transportation Committee for additional research and costs.

For the long term, Jon will talk with the Transportation Committee for a request to conduct a preliminary study. For the short term, Jon will conduct an inventory of signs in the area, and the potential of adding additional signs as needed. This issue has been tabled for the next meeting.

Completion dates for roundabouts at CTH Q and STH 164, and STH 145 at the Cabela's exits.

Tom Heydel reported the CTH Q roundabout will be completed this fall, and STH 145 should be completed around the mid to late October. Jon Edgren advised the eastbound lanes are completed and the westbound lanes are being poured. There is a possibility of the off-ramps having to be redone.

NEW BUSINESS

Citizen, Randy Bloch requests an extension of the 30 mile per hour speed limit on CTH T in the hamlet of Kirchhayn. The Washington County Highway Department did a speed study showing an average speed of 45 miles per hour in the present 4/10th mile 30 mile per hour zone.

Jon Edgren submitted the Smart Survey Summary and reported in 2002 there was a speed study completed and there was a recommendation to the Transportation Committee to lower the speed limit. The Transportation Committee chose to take no action. The current speed study indicates CTH T eastbound 240' east of the speed limit 30 sign shows an 85th percentile of 47 miles per hour. CTH T westbound 680' west of the speed limit 30 sign shows an 85th percentile of 46 miles per hour. The speed study from 2002 indicates on CTH T 200' east of the 30 speed limit sign had an 85th percentile of 45 miles per hour.

Mr. Bloch reported the main concern is the safety for the children. There are many close driveways. There have been many close-call accidents. Jon reported there has been increased enforcement, per the Sheriff's Department. The eastbound speed is 45 to 30 miles per hour; the westbound speed is 55 to 30 miles per hour.

Jon Edgren advised he could move the Kirchhayn sign ahead of the speed limit sign. The Sheriff's Department will conduct more enforcement. There was no recommendation by the Committee to extend the 30 mile per hour speed limit sign.

Report on how the roundabout at CTH P and CTH PV worked during the County fair.

Captain Gonwa reported the Fair personnel supplied trailer lights so the area was very well lit. There was no traffic control and no accidents during the fair at the roundabout. The westbound traffic was restricted for CTH PV so the added traffic was not coming at the entrance of the fairgrounds. The roundabout did work for the fair this year as there was average traffic. The concern is of a national event in the future and how it would handle the traffic.

Review of sight distances and crashes on STH 144 at Newark Drive.

Tom Heydel reported the speed limit is 40 miles per hour. The crash numbers in 2008 was one crash, 2007 there were two, 2006 there was one, 2005 there was one, and 2004 there was one crash. The average is 1.2 crashes per year at the intersection. The 2009 data is unavailable at this time. The intersection sight distance for 40 miles per hour, the standard is 305', which is based on hard braking. There are no cross road or side road warning signs at this location in both directions. The warning signs will be installed. When there is a project, long term, they will look into what they can do to improve the sight distances and possibly a right turn lane. For short term, the warning signs will be installed. There was no speed study completed as there was one many years ago and the 85th percentile would be higher than 40 miles per hour. There were no fatals, however some injury accidents, one in 2007 and in 2005.

Tom Heydel reported the long term project schedule of STH 144 is unknown at this time, however Tom will report back to the Commission. Jon Edgren reported he believes the STH 144 project is scheduled for 2012. There is a possibility of a cul-de-sac placed at the intersection of CTH HH at STH 144.

REVIEW OF FATAL ACCIDENTS

Captain Steve Gonwa, on behalf of Sheriff Dale Schmidt, reported as of today's date there were three fatal accidents with nine fatalities in Washington County for the year.

On 06/14/09 Kenneth R. Christenson, age 25, died as a result of a motorcycle accident in the Town of Hartford. Kenneth was traveling westbound on CTH E with four other motorcycles. He failed to negotiate a curve at Rolaine Parkway and left the north side of the road, at which point he was ejected. He was transported to Aurora Medical Center where he was pronounced dead. Kenneth was wearing a helmet; however excessive speed was determined to be the factor. Alcohol was not a factor in the crash.

On 06/28/09 Patrick Wagner, age 43, died as a result of a car vs. bicycle accident in the Town of Trenton. Patrick was on an organized bicycle ride and was traveling eastbound on St. Augustine Road .4 of a mile west of CTH Y when he lost control of his bicycle and landed in the lane of travel for westbound traffic. Patrick was struck by a westbound pickup causing him then to roll off road into a shallow creek. The westbound truck then went off road striking a tree. Patrick was transported to St. Joseph's Hospital and later transferred Flight for Life to Milwaukee Medical Complex where he was pronounced dead due to injuries sustained from the bicycle accident. Driver of the truck sustained minor injuries. Patrick was wearing head and eye protection. Excessive speed is not being considered a contributing factor.

On 08/06/09 Dyson A. Hunt, age 59, was involved in a car vs. motorcycle accident in the Town of West Bend. Dyson was traveling northbound on CTH NN when one of the vehicles in front of him suddenly braked to turn westbound on Mileview Road. The vehicle directly in front of him slowed; however Dyson was unable to stop and drove into the back of the vehicle with his motorcycle. He was transported to St. Joseph's Hospital and later taken to Froedtert Hospital. On 08/07/09 we were notified that Dyson died due to his injuries at approximately 2:19 p.m.

REPORTS AND OTHER BUSINESS PERTINENT TO THE COMMISSION

Mike Panosh reported traffic fatalities are down statewide: 347 in 2009, 402 in 2008, and an average of 475. The county however is not doing very well.

Sheriff Dale Schmidt reported a concern from a citizen and submitted a map of the area of eastbound on Jay Road to CTH XX. The request is to remove the shortcut. There were no accidents in the area. The Commission will take no action at this time. Jon Edgren, Highway Commissioner, will continue to watch the area.

Brian Bausch requested information of bicycles on the roadways. The request will appear on the next agenda.

ADJOURN

The Commission Meeting was adjourned at 11:30 a.m. upon motion by Sheriff Dale Schmidt, and seconded by Jack Peters. Motion carried.

The next meeting will be held on **December 2, 2009 at 9:00 a.m.** in a meeting room at the Washington County Sheriff's Department.

Respectfully submitted,
Lt. John C. Peters, Coordinator