

MINUTES
WASHINGTON COUNTY TRAFFIC SAFETY COMMISSION

PRESENT: Jack Peters, Coordinator; Chief Dean Schmidt, Slinger Police Department; Trooper Kris Perales, WI State Patrol-District 2; Tom Heydel, WI D.O.T.; Ken Pesch, Washington County Highway Commissioner; Pam Monroe, R.N.; Sheriff Dale Schmidt, Washington County Sheriff's Department; Norbert Neuser, Chairman

GUEST: Joseph Gonnering, Supervisor

EXCUSED: Mike Panosh, D.O.T.-W.S.P.-BOTS

CALL TO ORDER

The Washington County Traffic Safety Commission meeting of **September 3, 2008** was held at the Washington County Sheriff's Department, and was called to order by Chairman Norbert Neuser at 9:05 a.m.

There was one correction to the June 4, 2008 meeting minutes made by Tom Heydel. Page 2 under Reports and Other Business Pertinent to the Commission should read as follows:

Tom Heydel advised the Commission of the update on STH 164 safety improvements. Dynamic speed signs **will be** ~~have been~~ installed, one by Pleasant Hill and one by Monches, and additional speed limit signs will be installed. The speed limit stays the same at 55 miles per hour. Intersection improvements are also being completed. Beacon stop signs will be installed at STH 167 and also at Pleasant Hill Road, a two-way stop, beacons will be on stop signs. They recommended putting beacons at CTH Q, but this will not be done because of the installation of round-abouts. There is no point in putting short term improvements when the round-abouts will be built. Federal Highway approval is being sought for some **transverse** ~~transfers~~, pavement markings at STH 167 and STH 164 as well, approaching the stop sign on STH 164.

The Traffic Safety Commission Meeting Minutes of **June 4, 2008** were approved as presented on the motion of Jack Peters, and seconded by Norbert Neuser. Motion carried.

OLD BUSINESS

Possible changes to intersection of CTH G with CTH NN at Jackson Drive.

A five year accident study was handed out to the Commission. There were no fatals. In 2003 there were seven crashes. Driver factors were either Speed Too Fast or Fail to Yield Right of Way, one was Disregard Traffic Control. In 2004 there were three crashes. Driver factors were

two Fail to Yield Right of Way and one was Unsafe Backing. In 2005 there were four crashes. All had driver factors of Fail to Yield on three crashes and one Following Too Close. In 2006 there were four crashes. Driver factors were four crashes with Fail To Yield and one was Speed Too Fast. In 2007 there were three crashes. Driver factors on two crashes were Fail To Yield and one Follow Too Close.

There are no sight distance problems. The traffic volumes were unknown at this time. There are rumble strips for southbound traffic. Joseph Gonnering asked for accident diagrams to review in more detail location of vehicles. Jack Peters will supply diagrams at the next meeting. This issue has been tabled.

All Traffic Safety Commission members please read and prepare to comment on the March 2008 meeting handout entitled "Improved Traffic Safety Culture in the United States."

There was a discussion on how to instill the same safety culture for highway systems as we do for commercial air systems. Ken Pesch asked if the committee would be interested in taking a more proactive stance, and if so, how do we do it. Pam Monroe indicated she is on the Washington County Injury Prevention Coalition. The committee may be interested in helping with education. Ken Pesch indicated the need for law enforcement. Enforcement and engineering cannot do it without the education. Law enforcement needs the court system to be more aggressive with the laws in making this a success.

There was a request to table this issue to see what kind of ideas Mike Panosh would have or are currently in place. There was a request to have a Judge or two attend the meeting for their views. The item has been tabled.

NEW BUSINESS

There was a discussion about the recent action by City of West Bend Officials legalizing the use of neighborhood electric vehicles (NEV's) on city streets with posted speed limits of 35 miles per hour or less. There are County highways within city limits (i.e. CTH G in West Bend, also known as River Road) that are not city streets, and some state highways within city limits (i.e. STH 33 in West Bend) are called connecting highways and are indeed city streets with state highways routed over them. There will be enforcement issues to be handled by the County. No formal action was requested by the Commission. This is for informational purposes only.

REVIEW OF FATAL ACCIDENTS

Sheriff Dale Schmidt reported there were no fatal accidents since the last meeting.

REPORTS AND OTHER BUSINESS PERTINENT TO THE COMMISSION

Jack Peters reported fatals are down about 100 less than a year ago. Speed limits are down 1 mile an hour on the Interstates and State roads.

Ken Pesch reported they provided a shuttle bus from Sear's parking lot to the State Fair as part of the mass transit system. There were just under 9,000 riders this year on the shuttle. They estimated saving 250,000 vehicle miles by providing the bus service and with a net savings of 11,000 gallons of gasoline.

Chief Dean Schmidt reported in May, June, and part of July the Slinger Police Department participated in the Speed grant on USH 41 with 24 hours of overtime for enforcement from the Washington County Sheriff's Department. During the 24 hours, Slinger Police Department Officers wrote 63 Speeding tickets. The average speed from the tickets was 79.1 miles per hour. The highest speed was 86 miles per hour and 76 miles per hour as the lowest. One ticket was written for a Seatbelt violation and one for Operating after Revocation. One unmarked squad was used in a 2 ½ mile area.

ADJOURN

The Commission Meeting was adjourned at 10:53 a.m. upon motion by Ken Pesch, and seconded by Jack Peters. Motion carried.

The next meeting will be held on **December 3, 2008 at 9:00 a.m.** in a meeting room at the Washington County Sheriff's Department.

Respectfully submitted,
Lt. John C. Peters, Coordinator