

MINUTES
WASHINGTON COUNTY TRAFFIC SAFETY COMMISSION

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

EXCUSED: Sheriff Brian Rahn, Washington County Sheriff's Department

CALL TO ORDER

The Washington County Traffic Safety Commission meeting of **December 6, 2006** was held at the Washington County Sheriff's Department, and was called to order by Chairman Norb Neuser at 9:02 a.m.

The Traffic Safety Commission Meeting Minutes of **September 6, 2006** were approved as presented on the motion of Dean Schmidt, seconded by Norb Neuser. Motion carried.

OLD BUSINESS

Highway Commissioner Ken Pesch reported that the speed limit on CTH S, just north of the Village of Kewaskum, has been reduced to 45 miles per hour for about 1000 feet in the area just north of the Village of Kewaskum. This was done after a speed study and a study of the accidents in the area.

Tom Heydel reported on safety changes at the intersection of STH 60 and CTH G. The short term initiative changes were that they:

- added crossroad warning signs eastbound and westbound on STH 60
- added stop signs on both approaches on CTH G
- added "Traffic on STH 60 Does Not Stop" signs under the right hand stop signs on both CTH G approaches
- they will move the stop bars forward at the stop signs in the spring of 2007

There was also a delay study for traffic stopped on CTH G done in 2002 which showed delays from about 14 to about 20 seconds during high traffic volumes. There was a motion by Ken Pesch to update this delay study, which was seconded by Norb Neuser and which will be discussed at the next Highway Traffic Safety Meeting. Motion carried.

There was also a speed study done on 10/06/2006 showing that the average eastbound traffic on STH 60 was traveling at 56.6 miles per hour and the average westbound traffic was traveling at

55 miles per hour. Based on this speed study, Tom Heydel stated there was no reason to lower the speed limit at this time.

Another area studied was signal light warrant analysis and at this time there is only one minor criterion out of seven important criteria that has been met, so signals are not indicated at this time.

The Wisconsin D.O.T. will continue to monitor traffic accidents at this intersection and there is a possibility that in the future signal lights, stop signs and/or roundabouts would be considered.

NEW BUSINESS

In response to a citizen request for a lower speed limit on CTH C, west of Cedar Creek area, Ken Pesch had a speed study done. Based on those speed studies, it was recommended that the speed limit stay at 55 miles per hour, which was in the form of a motion by Ken Pesch, seconded by Jack Peters. Motion was carried.

The area of CTH C between Hillside Road and Cedar Creek, which was at present a 55 mile per hour zone, is eight tenths of a mile long and includes ten driveways and one unnamed subdivision road and is still very rural in character and does not warrant a lower speed limit at this time.

The next item was a report on the traffic flow in the area of Cabelas store in the area of STH 145 and USH 41/45. Captain Dale Schmidt reported that on a daily basis there have been no significant problems of any kind with traffic flow in and out of the Cabelas store.

The next item discussed was as a result of two serious accidents within 24 hours, including one fatal on STH 83 at Terry Road in the Town of Erin. Tom Heydel stated the area was checked and he noted a 300' sight distance for northbound traffic on STH 83 and a longer sight distance for southbound traffic on STH 83. Heydel reported that short term solutions will be to add warning signage in both directions on STH 83 depicting the intersection with Terry Road, and moving the stop bar on Terry Road to a more appropriate location. Future solutions could include moving the Terry Road intersection to STH 83 to a 90 degree intersection, however, the easiest way to do this would be in the middle of a curve, which is not at a desirable place for an intersection. The other solution would be to close off Terry Road at STH 83 and make Terry Road South a dead end road accessible only to CTH O.

The next item discussed was a request for a lower speed limit on STH 144 from STH 33, south to the present 45 mile per hour zone. Jack Peters reported he did a survey of the area and found the 55 mile per hour zone is 1.7 miles long from STH 33 south to just south of Maple Ridge Road and that in this area there are 23 driveways, some of which access multiple houses and six town road intersections. Also, the road is hilly and there is a minimal shoulder. In the area south of Maple Ridge to Yacht Club Drive is a 45 mile per hour zone and is 3.4 miles long. From Yacht Club Drive south to Cedar Hills Road is 2.2 miles and posted at 35 miles per hour. From Cedar

Hills Drive to the Village of Slinger is 1.2 miles and is posted at 45 miles per hour until it changes to 30 miles per hour in the Village of Slinger.

Based on this check, Peters has requested a consideration of a 45 mile per hour speed limit for the area south of STH 33. There was no second to this proposal and Tom Heydel reported on a speed survey done in this area, reported on November 24, 2006. The speed survey showed the speed on STH 144 in the area of Hillcrest Drive showed that southbound speed averaged 51 miles per hour and northbound speed averaged 52 miles per hour. Based on this speed study, speed limit is set no less than five miles per hour below the observed 85 percentile and no less than 2 miles per hour below the observed average speed. Accordingly, the 55 miles per hour speed limit is appropriate and will not be changed by the Wisconsin D.O.T.

Side road warning signs will be installed southbound at Church Road and Amber Place and also northbound at Amber Place due to restricted sight distances in these areas.

One additional item of new business was added by Captain Dale Schmidt. Based on comments he has received from the general public and from deputies in the Sheriff's Department regarding STH 33 near its intersection with STH 144. Captain Schmidt asked if the present system of hash marks on STH 33, east of STH 144 for forcing all traffic into the right lane in order to have a safer way of turning left onto STH 144, is a good way to do it or if there is a better way to mark this road. Tom Heydel reported that the markings are the way they are because of concerns of rear end accidents of vehicles that are stopped waiting to turn left onto STH 144, and that the present configuration is the safest way to do it, given the constraints of budget and right of way ownership in the area. Ken Pesch requested an accident analysis of the intersection be done in time for the next meeting and this item will be discussed at that time.

REVIEW OF FATAL ACCIDENTS

Captain Dale Schmidt reported that on October 23, 2006 on CTH Z near Dunst Drive was a one vehicle, one occupant fatal accident in which the vehicle went off road, overcorrected, and slid sideways into a utility pole with the impact being right into the driver's door. The vehicle involved was a 25 year old convertible with lap seatbelts only, which were being used, but the impact was to the softest part of the car and upon impact the vehicle rolled partially onto its roof, which was very little support. There did not appear to be any highway issues that would contribute to this accident.

The next accident was on October 30, 2006 at STH 83 and Terry Road, which was the second accident, both very similar and within 24 hours at this intersection. In this particular accident a vehicle northbound on STH 83 was going straight ahead onto Terry Road and had a head on collision with a vehicle that was southbound on STH 83. The driver of the northbound vehicle was not wearing a seatbelt and was killed. The ten year old passenger was not wearing any type of safety devices or seriously injured. A younger child in a booster seat had very minor injuries. There is no significant history of serious accidents at this intersection, however, a few short term changes which were reported earlier in this report will be done to this area to make the intersection more noticeable.

REPORTS AND OTHER BUSINESS PERTINENT TO THE COMMISSION

Mike Panosh, WSP-BOTS, reported that as of present there have been 656 fatal accidents in 2006 versus 747 fatalities on the same date in 2005. Washington County's fatal accidents are about one-half of what they were last year and possible reasons would be that vehicle travel miles are down, possibly due to gas prices, and there is a possible increase use of seatbelts, which are reducing the fatal accidents.

Mike Panosh also attended a meeting concerning motorcycle rallies and poker runs, and some of the problems they create. Some of the things that have been happening are that these cycle runs have what are called Road Captains who stop traffic so the motorcycles can proceed without interruption, which happens to be illegal. Another problem is either very short notice or no notice whatsoever to area Police and Sheriff's Department's about these rallies or poker runs.

Ken Pesch also reported on some favorable publicity including a very recent Channel 12 t.v. feature on the move over law for police officers, wreckers, and other emergency vehicles stopped at the side of the roadway. He also reported that local WBKV radio did a public service announcement about staying at least 200 feet behind snowplows while they are plowing.

ADJOURN

The Commission Meeting was adjourned at 10:30 a.m. upon motion by Jack Peters, seconded by Dale Schmidt. Motion carried.

Meeting dates for 2007 will be on:

- March 7
- June 6
- September 5
- December 5

Respectfully submitted,
Lt. John C. Peters, Coordinator