

MINUTES
WASHINGTON COUNTY TRAFFIC SAFETY COMMISSION

PRESENT: Jack Peters, Coordinator; Norbert Neuser, Chairman; Jerry Smith, WI D.O.T. Bureau of Traffic Safety; Michael Panosh, WI D.O.T. Bureau of Traffic Safety; Sheriff Brian Rahn, Washington County Sheriff's Dept.; Kenneth Pesch, Highway Commissioner; Tom Heydel, WI D.O.T.; Chris Perales, WI State Patrol; Varla Bishop, WI State Patrol; Patricia Hansen, DSP/Bureau of Traffic Safety; Thomas Jones, Hartford Police Dept.

GUEST: John Kohl, Washington County Highway Committee

CALL TO ORDER

The Washington County Traffic Safety Commission meeting of **September 7, 2005** held at the Washington County Sheriff's Department was called to order by Norbert Neuser at 9:04 a.m.

There is a correction to page 3 paragraph 2. There are no posted speed limit signs on CTH E so it is 55 miles per hour.

The Traffic Safety Commission Meeting Minutes of **June 1, 2005** were approved as presented on motion by Ken Pesch and seconded by Norbert Neuser. Motion carried.

OLD BUSINESS

Status of proposed improvements on STH 167 at STH 175. Tom Heydel reported the intersection does not meet the HGS safety funding, but it will be part of the STH 175 project, which is slated for 2009 to include the STH 175 resurfacing project. A roundabout is possible. Ken Pesch asked about the potential of a right turn lane markings and signing for eastbound traffic approaching STH 167 on the schedule for this fall. Tom Heydel he believes this is on the schedule.

Ken Pesch also reported the Town of Richfield is planning substantial developments both north and south of the intersection, particularly north. They are considering the developer and the Town potentially buying the old gas station in the northeast quadrant and including it in the development. Ken did advise them they may ask D.O.T. to move the project up for the intersection.

Status of resurfacing STH 144 from West Bend to north county line. Tom Heydel reported resurfacing is planned for 2008 design and 2009 construction. The main issue is real estate plats-buying the necessary right-of-way.

Norbert Neuser asked Tom Heydel about CTH H and CTH HH project. Ken Pesch advised nothing is going to occur at the intersections. Ken advised there will be a substantial change to the curve at Wallace Lake Road. The curve will be flattened and moved to the north. It will then handle a 45 miles per hour design speed. The intersection of CTH H will be reconstructed a little bit so it comes in as an 80 degree angle instead of the 70 degree angle it is today. No other side

Washington County Traffic Safety Commission Minutes

September 7, 2005

Page 2

roads will be cut off as originally discussed. The accident history does not warrant the removal of the other intersections.

Proposed changes to intersection of CTH P and CTH PV. Ken Pesch reported the application for HES funding has been approved. Ken needs to confirm with the Highway Committee, then they will proceed with the design of a roundabout at the intersection.

Request for "No Passing Zone" and/or signage on CTH E near Hall Road. Since the last meeting, Ken Pesch reviewed the sight distances to see if improvement could be done. Ken Pesch reported sight distances at the intersection are not a problem. On Hall Road to the south at the stop line and look to the west, there are some trees on private property which are extremely close to the property line. The homeowner asked until spring to remove the trees and transplant them somewhere else. The sight distance was adequate and waiting until spring would be acceptable.

Some dead wood was cut out from the wetland areas from the north of the intersection of County Road to the east of the intersection. Everything that can come out has been removed. There are two spots further to the east where the sight distance may be restricted by some trees on the right-of-way. The trees are right in front of older homes and the road was skewed to the south edge of the right-of-way line to miss trees that are right in front of the houses. There is no advantage to removing the trees, and the house may themselves be in the right-of-way. The trees have not been removed yet, and may not increase the sight distance.

Ken Pesch reported there is no reason to install a No Passing zone for sight distances. It is fairly flat, and there is plenty of sight distance. Ken Pesch recommends not to paint the lanes as a No Passing zone.

Ken Pesch also reported there were several requests to paint No Passing zones on CTH D after a fatal accident occurred. This will not occur.

Sheriff Rahn reported on the crash data on the intersection of CTH E and Hall Road. Since 1999 there were 33 crashes, 3 were multi-vehicle crashes, 30 were single vehicle crashes, most of them were from snow or ice. One was listed as a passing issue. Of the three multi-vehicle, two were intersection related and one was operating left of center.

NEW BUSINESS

General discussion on placement of driveways and who has the say so on Town, County, and State highways. Jack Peters submitted a diagram of a driveway on CTH H. The citizens propose entrance and exit driveways and to abandon present driveway. Due to a left turn bypass at the edge of the proposed entrance driveway, it is suggested to move their driveway as far as east as possible. Jack Peters was unable to locate Statutes regarding this issue. Ken Pesch advised this is a County road, and the Highway Committee has the final say-so of whether a driveway can be installed or moved. If the driveway meets all of the criteria to close an existing one and the new one to be installed meets the criteria, Ken Pesch could sign the permit and they could move forward. If it does not meet the criteria then Ken would deny the permit and they would have to

Washington County Traffic Safety Commission Minutes

September 7, 2005

Page 3

appeal through the Highway Committee.

Tom Heydel reported the State has a permit coordinator for highway requests who will approve or deny the request. John Kohl reported the Town also reviews sight distance issues. Jack Peters will speak with the homeowners regarding the request.

Ken Pesch reported on the intersection of STH 60 with CTH C (also known as Hillside Road), east of STH 41. There have been numerous complaints about the intersection. There are three lanes going down to one lane. D.O.T. is considering a four lane for STH 60, and it is scheduled for 2010. D.O.T. has a project planned for the Village of Slinger on the north side of STH 60 between USH 41 and CTH C. D.O.T. wants to wait until 2010 and the State representative doesn't feel it can wait this length of time. If anyone has any additional information or ideas contact Ken.

Tom Heydel reported on the crashes of a three year trend. The crash rate has decreased. In 2002 there were 10, 2003 there were 7, and in 2004 there were 4 crashes. The crash rate is .66. From the crash standpoint, most of the crashes seemed to be rear end collisions. The volumes do not meet the criteria for any signal warrants based on the low volumes on the side roads. If development occurs, then the signal would be warranted.

Tom Heydel reported on a matter of information and comment. A handout was given about a speed study on STH 60. They received a request from the Village of Slinger to lower the speed limit on STH 60 to CTH CC and USH 41. This issue was brought up a couple years ago, and at that time the 85 percentile speed, they felt they were getting good compliance, at the speed of 50. Another study was completed, and the same is showing now. They do not see any warrant for lowering the speed limit. If anyone has any comments about this section of highway, D.O.T. is open to hearing about them. The concern was of crashes. Only one crash was speed limit related in the last three year period.

REVIEW OF FATAL ACCIDENTS

Sheriff Rahn reported as of today's date there were 9 accidents and 13 fatalities in the County.

On 07/08/05 Patrick J. Lahr, age 54, DOB 12-10-50, of Menomonee Falls died as a result of a single vehicle accident. Patrick was traveling eastbound on CTH K and failed to stop for the stop sign at STH 144. The vehicle crossed both lanes of STH 144, and went off the roadway at the "T" intersection and entered Big Cedar Lake. The vehicle struck a section of a wooden pier, and a large pontoon boat that was moored to the pier. The vehicle then overturned coming to rest on the driver's side in the water. Patrick was pinned inside the vehicle. He was not wearing a seatbelt.

On 07/11/05 Walter G. Volmann, age 86, DOB 11-20-18, from Hartford, WI, died due to injuries sustained from a two vehicle accident on 06/27/05 in the Town of Polk. Walter was traveling southbound on CTH P when he failed to stop for a stop sign at CTH P and Pleasant Valley Road. His vehicle then collided with the trailer of a semi/tractor traveling westbound on Pleasant Valley Road. Walter was not wearing a seatbelt, nor did the air bag deploy.

Washington County Traffic Safety Commission Minutes

September 7, 2005

Page 4

On 08/23/05 Joshua L. Martin, age 16, DOB 04-05-89, from the Town of Trenton died due to injuries sustained in a two vehicle accident. He was traveling westbound on CTH D when his vehicle crossed left of center into the path of an eastbound semi tractor trailer unit. Joshua was pronounced dead at the scene, and the driver was transported to St. Joseph's where he was treated and released. Joshua was wearing a seatbelt at the time of the accident, and alcohol does not appear to be a factor in the accident.

On 08/25/05 Timothy S. Beck, age 16, DOB 01-12-89, from the Town of Trenton died as a result of injuries sustained from a multi-vehicle accident. He was driving westbound on STH 33 when he rear ended another westbound vehicle. His vehicle then crossed the center line striking an eastbound vehicle head on. There were three other occupants in the vehicle. Two of them were also pronounced dead at the scene, and the fourth, the only one wearing his seatbelt, was treated and transported to the hospital. Speed and Alcohol were contributing factors in causing the accident.

Aaron W. Buchanan, age 25, DOB 09-04-88, from West Bend died as a result of injuries sustained from a multi-vehicle accident in the Town of Trenton on STH 33 near Poplar Road. He was a passenger in the vehicle Timothy Beck was driving.

Michael A. Terrien, age 18, DOB 08-02-87, from the Town of Trenton died as a result of injuries sustained from a multi-vehicle accident in the Town of Trenton on STH 33 near Poplar Road. He was a passenger in the vehicle Timothy Beck was driving.

Karl F. Bretschneider, age 86, DOB 10-20-18, from Newburg died as a result of injuries sustained in a multi-vehicle accident in the Town of Trenton on STH 33 near Poplar Road. He was traveling eastbound on STH 33 when a westbound vehicle went left of center and hit him head on. Karl was wearing a seatbelt at the time of the accident. His passenger, Lavera O. Bretschneider, age 79, DOB 05-09-26, of Newburg, was also pronounced dead at the scene.

On 08/27/05 Shawn A. Neitzel, age 36, DOB 11-01-68, of Campbellsport died as a result from injuries sustain when his motorcycle struck a parked vehicle in the Village of Kewaskum. He was traveling northbound on Courtney Lane and appeared to have lost control and started skidding. He then struck the front left fender of a parked car and continued to skid until he hit the curb. He was then ejected and landed on the grass. Alcohol appears to be a factor in this accident.

Captain Varla Bishop and Jerry Smith reported the fatalities as of 09/05/05 are 23 ahead of the same time in 2004.

There was a discussion of the speed limits on the highways.

REPORTS AND OTHER BUSINESS PERTINENT TO THE COMMISSION

There was a discussion regarding educational efforts and evasive action education.

Washington County Traffic Safety Commission Minutes

September 7, 2005

Page 5

Jerry Smith introduced Michael Panosh, the Regional Manager for this area. Michael will replace Tom Loeffler at our meetings.

Jerry Smith reported as of 09/05/05 there were 537 fatal crashes versus 514 in 2004, 23 ahead. The 537 fatal crashes consist of 9 bicyclists, 300 drivers, 63 motorcycle operators, 9 motorcycle passengers, 131 other vehicle passengers, 22 children, and 3 unknown. The "You Drink, You Drive, You Lose" campaign was just completed dealing with alcohol.

Over the Labor Day weekend there were four crashes, six bodies. The six include three in Rock County, 21, 22, and a 23 year old. The 21 year old was the driver. Speed of 80 miles per hour on a 30 mile per hour road. No seatbelts, two were ejected, and one was pinned in the vehicle. They all ultimately died from their injuries. Of the six, one was the 21 year old driver, one was a motorcycle operator in Marinette County, and one motorcycle operator in Kenosha. The rest were all passengers in passenger vehicles, one driver and three passengers.

Jerry Smith reported on the legislation. Two bills BOTS has been tracking are to be scheduled for votes.

AB215: Standard Enforcement of Safety Belt. Scheduled for floor vote in Assembly.

AB216: companion bill-Biased Based Policing. Scheduled for committee vote.

The re-authorization by Congress of the whole U.S. D.O.T. program has just been completed. There is a whole series of different issues. A lot more money is being scheduled for safety types of activities. One thing that is eligible is the Biased Based Policing study, and money can be used for this.

D.O.T. has submitted the 2006 Highway Safety plan. This goes to the National Highway Traffic Safety Administration for their review and approval.

There are two national priorities, and Wisconsin participated in them this year: the Click It or Ticket It, safety belt promotional activities that will take place again next year. Click It or Ticket It is May 15 to June 3, 2006. The other one is "You Drink, You Drive, You Lose." This is the national impaired driving crack down, which was completed over the Labor Day weekend. This is scheduled from August 16 through September 4, 2006. These are the two areas that Congress wants all States to participate in nationally in order to get the 402 money.

The other, which is a big concern in Wisconsin, but not necessarily national is Speed. This is not a national priority, but it is a State priority. Money will be available next year for Speed and Aggressive Driving programs.

The last safety belt survey was completed after the Click It or Ticket program. Unfortunately it went up only 1 percent. Statewide usage is 73 percent below the national 79 percent.

Lt. Patricia Hansen reported NHTSA wants our region, which Wisconsin is a member of six states, to be a strong rural component, where people are very reluctant to wear their seatbelts. NHTSA is telling BOTS what we are going to do is have a safety belt enforcement effort around

Washington County Traffic Safety Commission Minutes

September 7, 2005

Page 6

the Thanksgiving week. In advance of the Click It and Ticket It there will be at least a three week enforcement in all rural areas of Wisconsin. NHTSA is telling BOTS they will be funding law enforcement for the three weeks for the rural component, and an additional two weeks for the statewide component. NHTSA has not notified BOTS of the funding levels.

This is going to be a very strong push for Wisconsin. There will be six weeks of media messaging, more surveys done via telephone and face-to-face surveys. The majority of the funding will go to enforcement to see if the number can be changed. If you get an alcohol grant, you will be expected again to participate in enforcement for Click It or Ticket It. Lt. Hansen reported she will have more information next month.

Jerry Smith advised there have not been a lot of new bills in legislation. AB275- allowing D.O.T. to raise the speed limit up to 70 is relatively new. This has not been scheduled for a hearing yet at this point.

AB70-Booster Seat law: This has passed vote in Assembly Transportation Committee and is awaiting a floor vote in the Assembly.

There are still the three different bills on cell phones that would ban anyone with a Probationary or beginning driver's license from using a cell phone. The fourth bill is a total ban for all drivers; no cell phone usage except to report an emergency.

ADJOURN

The meeting was adjourned at 10:35 a.m., on motion by Sheriff Rahn and seconded by Norbert Neuser. Motion carried.

The next meeting will be held on **December 7, 2005 at 9:00 a.m.** in a meeting room at the Washington County Sheriff's Department.

Respectfully submitted,
Lt. John C. Peters, Coordinator