

DODGE COUNTY TRAFFIC SAFETY COMMISSION

July 13, 2015

Members present: Joel Kiesow, Dodge County Traffic Safety Coordinator; Trace Frost, DSO; Del Yaroch, Chairman, Pete Thompson, Dodge County Highway Department, Corey Foster, WISDOT BOTS, Brandon Stommel, Beaver Dam Police Department, Dave Beal, Juneau Police Department, AJ Llanas, Wisconsin State Patrol, Matthew Christian, Beaver Dam Fire Department, Jeremy Rasch, Waupun P.D. Also present were Joe Adamson, Chief Horicon P.D., Bill Nass, Town of Emmet Chairman, Richard Walter, Town of Emmet Supervisor, and Eugene Goodearle.

Members absent: Ryan Mayer, Wisconsin DOT.

- I. The meeting was called to order by Del at 9:30 am.
- II. The minutes from April 13, 2015 meeting were approved as presented on a motion by Christian and second by Beal.
- III. There was one fatal crash in the second quarter and one YTD.
The committee reviewed the video of the crash location. Southbound vehicle merging from CTH A ramp onto USH 151 went from right lane to left lane in the path of a southbound motorcycle. Vehicles collided and motorcyclist was ejected and died at the scene. Driver error was the reason.
- IV. Old Business
 - A. No Parking signs on CTH E north of CTH R along Lake Sinissippi. John Corey, Corp Counsel has not responded to Thompson yet on authority to install the signs (And others throughout the county)
 - B. STH 33 and CTH P intersection. Mayer was not in attendance to update the committee on the roundabout funding application.
 - C. STH 26 speed limit review—CTH Q to STH 60. Bill and Richard from Town of Emmet were present to share letters of support for the continuation of a 55 mph speed limit to remain after construction from Town of Emmet, Emmet-Lebanon P.D, Town of Clyman and Dodge County Highway Committee. There are 10 town or county road at-grade intersections in this stretch. Frost moved and Beal seconded a motion for the Commission to also send a letter of support to continue the 55 mph speed limit. Motion carried. Joel will write and send letter to Ryan Mayer.
- V. New Business
 - A. USH 151 and CTH DE intersection. Christian and Frost recapped the two serious crashes in two days at this intersection. Both crashes were Failure to Yield Right of Way. Sight visibility continues to be a problem at this intersection. A motorcyclist lost a leg and had near-fatal injuries. The other crash had injuries that would have been more severe except for side curtain airbags. This item will be discussed with Ryan at a future meeting.
 - B. Speed limit on STH 28 south end of Mayville. The committee reviewed a video of the area. Ryan had completed a study here and plans to move the 40 mph speed zone further out from its current location. Signage is in process.
 - C. Speed limit and curve review STH 33 at STH 28 in Horicon. The committee reviewed a video of the area. Ryan had completed a study here. We are not sure if a speed zone change is proposed, but an Advance Curve warning sign and night arrow will be installed soon. Ryan will be asked for an update at next meeting.

D. Fatal Accident Marker signs. The committee discussed the possibility of installing fatal crash marker signs. Markers in other states were referenced. Items including existing memorials, location, proliferation over the years, cost including installation and sensitivity to the family were discussed. Kiesow will survey other TSCs for their policies. Kiesow and Frost will discuss at this year's Governor's Conference in August.

E. Reports

- a. BOTS. Corey stated there have been 260 fatalities thus far statewide in 2015. This compares to 208 last year at this time. Motorcycle and pedestrian fatalities are up. He said the Governor's Conference is August 25th and 26th and handed out info. He said there is training in August for Crime and Traffic data analysis in Milwaukee.
- b. DOT—Committee discussed the I41 construction project. The speed limit is set to 55 mph until completion after contact by Frost.
- c. County—CTH V concrete paving project is complete. The CTH E (Beaver Dam to CTH A) asphalt pavement project is complete and reopened. The CTH E (CTH A-Horicon) concrete pavement project has begun. CTH C (CTHA-Jersey Road) has started the second and final phase.

Next meeting is scheduled for October 12, 2015 at 9:30 am in the Training Room of the Dodge County Sheriff's Department.

Meeting adjourned 10:37 am.

Pete Thompson,
Secretary.

School Bus

BUS 02	Bus Travelling to/from <input type="radio"/> To <input type="radio"/> From		School Name		Body Make	Seating Capacity
	School District Contracted With					
Trailer						
TRL 01	106 - Power Unit Number	License Plate Number	Plate Type	State	Expiration Year	
	Trailer Make		Unit Type	Vehicle Identification Number		

Diagram and Narrative

105 - Photos By
 SGT. WALSON

DIAGRAM AND NARRATIVE

TURN AROUND

UNIT #2 WAS GOING S/B ON USH 151 IN THE LEFT LANE MAKING A LEFT TURN INTO THE MEDIAN TO TURN AROUND AND GO N/B ON USH 151, THE PLACE HE CHOSE TO TURN AROUND WAS A LEGAL TURNAROUND. UNIT #1 WAS ALSO GOING S/B ON USH 151 IN THE LEFT LANE AND DID NOT SEE UNIT #2 SLOWING DOWN AND IMPACTED THE VEHICLE FROM BEHIND AT A HIGH RATE OF SPEED.

Officer Information

OFFICER INFORMATION	125 - Officer Last Name FAIRMAN		125 - First Name GILBERT		125 - Middle Initial		131 - Officer ID 229	
	129 - Law Enforcement Agency No.		130 - Law Enforcement Agency Name DODGE COUNTY SHERIFFS DEPT					
	126 - Law Enforcement Agency Address Street & Number 124 WEST STREET							
	127 - City JUNEAU		127 - State WI		127 - Zip Code 53039		128 - Telephone Number (920) 386-3726 EXT.	
	132 - Date Notified 08/12/2015		133 - Time Notified (Military Time) 1248		134 - Time Arrived (Military Time) 1252		135 - Date Of Report 08/12/2015	
			2015-00021496		19 - Special Study			
	18 - Agency Space							

School Bus

BUS 02	Bus Travelling to/from <input type="radio"/> To <input type="radio"/> From	School Name	Body Make	Seating Capacity
	School District Contracted With			

Trailer

TRL 01	106 - Power Unit Number 1	License Plate Number 357998ST	Plate Type STL	State IL	Expiration Year
	Trailer Make FRUEHAUF		Unit Type SEMI	Vehicle Identification Number X8220678708	

Trailer

TRL 02	106 - Power Unit Number 2	License Plate Number 610577	Plate Type STL	State WI	Expiration Year
	Trailer Make STOUGHTON		Unit Type SEMI	Vehicle Identification Number 1DW1A53256B883113	

Diagram and Narrative

105 - Photos By
ROY 236/WALSTON 125

DIAGRAM AND NARRATIVE

DRAWING NOT TO SCALE
08-19-15
ROY 236

US 41

US 41

UNIT 1 WAS TRAVELING NORTH ON USHY 41 AND TURNED WEST ONTO A MAINTENANCE TURN AROUND TO TURN TO THE SOUTH ON USHY 41. THE FRONT TIRES OF UNIT 1 LEFT THE PAVED PORTION OF THE ROAD. UNIT WAS WAS BLOCKING BOTH SOUTH BOUND LANES OF USHY 41. UNIT 2 WAS TRAVELING IN THE LEFT LANE, SOUTHBOUND ON USHY 41. UNIT 2 COLLIDED WITH THE TRAILER OF UNIT 1.

Officer Information

70 - Injury Severity A - INCAPACITATING INJURY	73 - Airbag DEPLOYED	75 - Ejected TOTALLY-EJECTED	77 <input checked="" type="checkbox"/> Medical Transport
76 - Trapped/Extricated NOT-TRAPPED	78 - Agency Space		

Trailer

TRL 01	106 - Power Unit Number	License Plate Number	Plate Type	State	Expiration Year
	Trailer Make		Unit Type	Vehicle Identification Number	

Property

PROPERTY OWNER 01	Organization Type UNKNOWN	84 - Property Owner Last Name	84 - First Name	84 - Middle Initial	84 - Suffix
	84 - Company Name			Government Property Type	
	85 - Address Street & Number		85 - PO Box		
	86 - City	86 - State	86 - Zip Code	87 - Telephone Number	
	83 - Government Damage Tag Number				

Fixed Objects Struck

82 - Striking Unit 01	82 - Object Struck CULVERT	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE	105 - Photos By DEPUTY B. SEVERSON
	<p style="text-align: right;">DRAWING NOT TO SCALE</p>
<p>UNIT 1 WAS EAST BOUND ON MORNINGSIDE RD. UNIT 1 ENTERED INTO THE SOUTH DITCH LINE WHERE IT STRUCK A CULVERT AND VAULTED. UNIT 1 LANDED BACK IN THE DITCH LINE AND BEGAN TO ROLL. UNIT 1 CAME TO REST THE DRIVER'S SIDE OF THE VEHICLE WITH BOTH OCCUPANTS BEING EJECTED DURING THE ROLL.</p>	

Diagram and Narrative

DIAGRAM AND NARRATIVE	105 - Photos By 214
DRIVER WAS SOUTHBOUND ON STH 73 AND STRUCK DEER. DRIVER WAS EJECTED FROM BIKE AND SLID 134FT DOWN THE ROAD AND WAS LAYING IN THE FAR LEFT SIDE ON THE SOUTHBOUND LANE. BIKE CONTINUED ANOTHER 57FT COMING THE A STOP STILL UPRIGHT IN THE DITCH LEANING AGAINST THE GRAVEL SHOULDER.	

Witness

WITNESS	107 - Witness Last Name SIMON	107 - First Name LARRY	107 - Middle Initial M
	108 - Address Street & Number W3845 HUCKLEBERRY RD	108 - PO Box	109 - Date of Birth 5/16/1947
	110 - City PRINCETON	State WI	110 - Zip Code 54868
			111 - Telephone Number (920) 295-4162 EXT.

Officer Information

OFFICER INFORMATION	125 - Officer Last Name ZIORGEN	125 - First Name SCOTT	125 - Middle Initial	131 - Officer ID 214	
	129 - Law Enforcement Agency No.	130 - Law Enforcement Agency Name DODGE COUNTY SHERIFFS DEPT			
	126 - Law Enforcement Agency Address Street & Number 124 WEST STREET				
	127 - City JUNEAU	127 - State WI	127 - Zip Code 53039	128 - Telephone Number (920) 386-3726 EXT.	
	132 - Date Notified 09/12/2015	133 - Time Notified (Military Time) 1732	134 - Time Arrived (Military Time) 1744	135 - Date Of Report 09/12/2015	
	2015-00024634		19 - Special Study		
	18 - Agency Space				

Property

PROPERTY OWNER 01	Organization Type GOVERNMENT	84 - Property Owner Last Name	84 - First Name	84 - Middle Initial	84 - Suffix
	84 - Company Name DODGE COUNTY HIGHWAY DEPARTMENT			Government Property Type COUNTY/MUNICIPAL	
	85 - Address Street & Number 211 E CENTER ST		85 - PO Box		
	86 - City JUNEAU	86 - State WI	86 - Zip Code 53039	87 - Telephone Number (920) 386-3650 EXT.	
	83 - Government Damage Tag Number 329128				
	Fixed Objects Struck				
82 - Striking Unit 01	82 - Object Struck CULVERT	82 - Striking Unit 01	82 - Object Struck TREE		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck		

Diagram and Narrative

DIAGRAM AND NARRATIVE	105 - Photos By DEPUTY B. SEVERSON
	<p style="text-align: center;">DRAWING NOT TO SCALE</p>
UNIT 1 WAS TRAVELING WEST BOUND. UNIT 1 ENTERED THE NORTH SIDE GRAVEL SHOULDER OF THE ROADWAY. UNIT 1 ENTERED INTO A COUNTER CLOCKWISE ROTATION AND STRUCK A CULVERT AND A TREE.	

Officer Information

School Bus

BUS 02	Bus Travelling to/from <input type="radio"/> To <input type="radio"/> From	School Name	Body Make	Seating Capacity
	School District Contracted With			

Occupant

<input type="checkbox"/> Address Same As Operator						
OCCUPANT 01	65 - Unit No 02	66 - Occupant Last Name ANDERSEN	66 - First Name RISE	66 - Middle Initial M	66 - Suffix	
	68 - Address Street & Number 507 W FOSTER ST		68 - PO Box			
	68 - City PORT WASHINGTON		68 - State WI	68 - Zip Code 53074		
	67 - Date of Birth 04/13/1950		69 - Sex F			
	71 - Seat Position FRONT-SEAT-RIGHT-SIDE-(TRAIN ENGINEER)			72 - Safety Equipment SHOULDER-BELT-AND-LAP-BELT-USED		
	70 - Injury Severity B - NON-INCAPACITATING INJURY		73 - Airbag DEPLOYED	75 - Ejected NOT-EJECTED	77 <input checked="" type="checkbox"/> Medical Transport	
	76 - Trapped/Extricated NOT-TRAPPED		78 - Agency Space			

Trailer

TRL 01	106 - Power Unit Number	License Plate Number	Plate Type	State	Expiration Year
	Trailer Make		Unit Type	Vehicle Identification Number	

Diagram and Narrative

DIAGRAM AND NARRATIVE	105 - Photos By HARVANCIK #224
	<p style="text-align: right;">DRAWING NOT TO SCALE</p>
<p>UNIT #1 WAS S/B ON CTH A NORTH OF CTH B. UNIT #2 WAS N/B ON CTH A NORTH OF CTH B. UNIT #1 CROSSED THE CENTER LINE OF CTH A AND WAS INTO THE N/B LANE. UNIT #2 STEERED TO THE DITCH BUT WAS NOT ABLE TO AVOID THE COLLISION. THE UNITS COLLIDED IN THE N/B LANE OF TRAFFIC.</p>	

Officer Information

School Bus

BUS 02	Bus Travelling to/from <input type="radio"/> To <input type="radio"/> From	School Name	Body Make	Seating Capacity	
	School District Contracted With				
Trailer					
TRL 01	106 - Power Unit Number	License Plate Number	Plate Type	State	Expiration Year
	Trailer Make		Unit Type	Vehicle Identification Number	

Diagram and Narrative

DIAGRAM AND NARRATIVE	105 - Photos By DEP B SEVERSON AND DET SULLIVAN
	<p style="text-align: center;">Drawing not to scale</p>
UNIT 1 WAS HEADED NORTH BOUND ON CTH G. UNIT 2 WAS WALKING NORTH BOUND IN THE WEST DITCH LINE. UNIT 1 FAILED TO NEGOTIATE A CURVE AND ENTERED THE WEST DITCH LINE STRIKING UNIT 2	

Officer Information

OFFICER INFORMATION	125 - Officer Last Name SEVERSON	125 - First Name BRIAN	125 - Middle Initial	131 - Officer ID 221
	129 - Law Enforcement Agency No.	130 - Law Enforcement Agency Name DODGE COUNTY SHERIFFS DEPT		
	126 - Law Enforcement Agency Address Street & Number 124 WEST STREET			
	127 - City JUNEAU	127 - State WI	127 - Zip Code 53039	128 - Telephone Number (920) 386-3726 EXT.
	132 - Date Notified 09/27/2015	133 - Time Notified (Military Time) 2024	134 - Time Arrived (Military Time) 2033	135 - Date Of Report 10/01/2015
		2015-00025958	19 - Special Study	
	18 - Agency Space VDR			

School Bus

BUS 02	Bus Travelling to/from <input type="radio"/> To <input type="radio"/> From	School Name	Body Make	Seating Capacity
	School District Contracted With			

Occupant

OCCUPANT 01	<input type="checkbox"/> Address Same As Operator			
	65 - Unit No 02	66 - Occupant Last Name BUHOLZER	66 - First Name STEVEN	66 - Middle Initial J
	68 - Address Street & Number N4103 COUNTY ROAD M		68 - PO Box	
	68 - City MONROE		68 - State WI	68 - Zip Code 53566
	67 - Date of Birth 03/05/1952		69 - Sex M	
	71 - Seat Position FRONT-SEAT-RIGHT-SIDE-(TRAIN ENGINEER)		72 - Safety Equipment NONE-USED-VEHICLE-DRIVER/OCCUPANT	
	70 - Injury Severity N - NO APPARENT INJURY	73 - Airbag NON-DEPLOYED	75 - Ejected NOT-EJECTED	77 <input type="checkbox"/> Medical Transport
	76 - Trapped/Extricated NOT-TRAPPED		78 - Agency Space	

Trailer

TRL 01	106 - Power Unit Number 2	License Plate Number GR9858	Plate Type TRL	State WI	Expiration Year 2015
	Trailer Make BRAVO		Unit Type TRLR	Vehicle Identification Number 542GJ4036FB011986	

Diagram and Narrative

DIAGRAM AND NARRATIVE	105 - Photos By DENNIS WALSTON
<p>UNIT#1 WAS STOPPED IN THE MEDIAN ON OAKWOOD RD/HWY 151 FACING WEST BOUND. UNIT#1 MADE A LEFT TURN TO TRAVEL IN THE OUTSIDE SOUTH BOUND LANE ON HWY 151. UINT#2 WAS TRAVELING SOUTH BOUND IN THE OUTSIDE LANE ON HWY 151.UNIT#2 DID NOT BRAKE BEFORE REAR ENDING UNIT#1. UNIT#1 LEFT THE ROADWAY TO THE WEST,</p>	



Dodge County Traffic Safety Commission
124 West St. Juneau, WI 53039

Joel Kiesow, Coordinator
Capt. Trace Frost, Dep. Coordinator

Ryan A. Meyer, PE 1
Traffic Pattern Engineer
Wisconsin Department of Transportation
2101 Wright Street
Madison, WI. 53704

Monday, July 20, 2015

Dear Ryan,

The Dodge County Traffic Safety Commission met on July 13, 2015 and discussed the speed limit on STH 26/16 (STH 60- CTH Q) which is currently 55 mph and proposed to be changed to 65 mph. After discussion and concerns from local officials and law enforcement officers, number of private driveways and local road intersections, agriculture vehicles using this section of state highway and volume of traffic, the Traffic Safety Commission passed a resolution **in favor of keeping the speed limit at 55 mph indefinitely.**

The Dodge County Traffic Safety Commission feels that keeping the speed limit at 55mph will maintain a safe traveling condition along this stretch of highway. We hope you take our concerns into consideration when making a decision concerning the safety of Dodge County citizens.

Sincerely,

Dodge County Traffic Safety Commission

Joel Kiesow
Coordinator



Division of Transportation System Development
Southwest Region - Madison Office
2101 Wright St.
Madison, WI 53704-2583

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-246-3800
Facsimile (FAX): 608-246-7996

E-mail: swr.dtsd@dot.wi.gov

August 18, 2015

DODGE COUNTY TRAFFIC SAFETY COMMISSION
ATTN: JOEL KIESOW
124 WEST STREET
JUNEAU, WI 53039

Dear Joel,

This letter is in response to your concerns regarding the 65 MPH speed limit on Highway 26 in Dodge County from County Highway Q to State Highway 60 in the Towns of Emmet and Clyman.

After discussions with concerned locals as well as receiving numerous letters, a meeting was held at the state capitol on Wednesday July 22nd between the DOT and the elected officials representing the area to discuss this matter. The DOT takes safety very seriously and we are thoroughly satisfied that 65 MPH is an appropriate speed limit for this segment of road.

During the design of this segment of roadway, the highway itself as well as each intersection and access point along it were evaluated and designed to safely handle traffic with a posted speed limit of 65 MPH on Highway 26. The number of intersections along this segment, which is cited as the major concern for safety, has no correlation with the safety of each intersection.

A good example of a similar local roadway that works well is Highway 151 as it travels through Dodge County. It also carries a mixture of commercial and agricultural traffic, and provides access to residential and business driveways.

It has been reported that drivers are already traveling this roadway at speeds equal to or greater than 65 MPH. Posting a permanent speed limit of 55 MPH in this area would produce a persistent variance in drivers' speeds. This, in turn, makes pulling out onto or across STH 26 more difficult. It will also lead to frustration, tailgating and erratic maneuvers while driving through on STH 26.

Furthermore, raising the posted speed limit by 10 MPH does not automatically result in an increase in driven speeds by the corresponding amount. In this case it may increase the average speed traveled overall, but it will greatly help in bringing everyone to a similar (and therefore safer) speed.

Additionally, the DOT has received input that supports the fact that the general traveling public does (and should) feel 65 MPH is a reasonable speed limit on this roadway. DOT construction staff has received multiple inquiries from the community as well as a business utilizing Highway 26 regarding the irrationality of the current 55 MPH speed limit on the finished portion of STH 26.

I have enclosed an informational sheet that further explains the process of setting speed limits in Wisconsin and across the nation.

Feel free to contact me with any questions or comments that you may have.

Thank you,

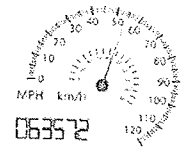
Ryan A. Mayer, P.E.

A handwritten signature in black ink, appearing to read 'R a Mayer', with a long horizontal flourish extending to the right.

Traffic Safety Engineer
WisDOT SW Region – Madison Office
(608) 246-3810



Setting Appropriate Speed Limits on Wisconsin's State Highways



Why Speed Limits?

The setting of speed limits is fundamentally influenced by basic principles of human behavior. Research and experience have shown that effective speed limits are those that the majority of motorists will naturally and instinctively drive. Traffic laws that reflect the behavior of the majority of motorists are found to be the most successful.

Common Misconceptions

- Lowering the posted speed limit will slow down the traffic
- Lowering the posted speed limit will increase safety and decrease the number of crashes
- Raising the posted speed limit will increase the speed of traffic
- Drivers will always travel at 5 mph over the speed limit which is posted

What factors are considered when setting a speed limit?

Nationally, the most recognized practice is to post the speed limit as near as practical to the speed at which 85% of the drivers are traveling. Most people choose a reasonable speed in which they feel comfortable and safe. Traffic engineers consider the 85th percentile speed to help determine the posted speed limit.

The 85th percentile speed may be adjusted based on the following factors if they significantly impact roadway characteristics or safety:

- Crash history
- Roadway geometrics
- Parking
- Pedestrians and pedestrian crossings
- Adjacent development
- Traffic engineering judgment

What a rational speed limit does:

- Encourage compliance from the majority of drivers
- Provide a clear reminder of the maximum reasonable speed under ideal conditions. When conditions change, drivers must reduce their speed accordingly
- Serve as an effective tool for law enforcement
- Minimize public antagonism toward law enforcement agencies which results from enforcement of artificially low speed limits
- Provide a smooth and orderly flow of traffic to prevent crashes

What is the relationship between vehicle speed and crashes?

Roadways are safest when the majority of vehicles are traveling at about the same speed. Studies have shown that crash rates are at their lowest when traffic is travelling at or near the 85th percentile speed. Injury and fatality crashes are highest for motorists traveling at speeds much higher or lower than the 85th percentile speed or current flow of traffic.

Variation of speed within the traffic stream creates more conflicts and passing maneuvers, which in turn lead to more crashes.

Why not post a lower speed limit and have the police enforce it?

This theory is only effective when law enforcement is present. The availability of police officers is limited for speed enforcement on a consistent basis. If unreasonably low speed limits are posted and not vigorously enforced, there will be varying speeds of traffic which will increase the potential for crashes. In general, setting unreasonable speed limits will also lead to a disregard to speed limits.