

	MINUTES Traffic Safety Commission Meeting Tuesday February 13, 2023 at 9:30 A.M. Community Room of the Health & Human Services Building 303 W Chapel Street Dodgeville, Wisconsin 53533	Iowa County Wisconsin
For information regarding access for the disabled please call 935-0399.		
Any subject on this agenda may become an action item.		
1	The meeting was called to order at 9:35 AM by Chair Hardy.	
2	Roll Call: Highway Commissioner Hardy; Sheriff Peterson; Deputy Sheriff Durst; Todd Horn, Law Enforcement Liaison; Joe Thomas, Ridgeway Town Chair; Michael Havlik Iowa County Deputy; Chris Wells WisDOT Traffic Engineer; Greg Lee, City Dodgeville; Austin Coppernoll, SWWRPC; Dave Gress, WisDOT BOTs; Chief Swinehart, Village Highland Police. Absent: Iowa County Corp Council and Health Department Director; Joe Davis, WisDOT - BOTS; Logan Prochaska, SWTC Driver’s Education; Diane Halverson, Wildlife Forever ATV Club. Other present: via Zoom: John Meyers, County Board; Erica Ballweg-Larsen, Wis State Patrol.	
3	Consent Agenda for this 02-13-2024 meeting, the minutes of the 11-16-2023 meeting, and the dates for the 2024 commission meetings were motioned for approval by Lee, seconded by Wells. Motion approved unanimously. The Tentative Meeting dates for 2024 were approved as: 1) Tuesday May 14, 2024 at 9:30AM. 2) Tuesday August 13, 2024 at 9:30AM. 3) Tuesday November 12, 2024 at 9:30AM. Those future meetings will be held in Room 101 of the Law Enforcement Center on Leffler street.	
4	Report from Committee Member sand Public Comment. No action taken. No Comments.	
5	Discuss Pedestrian Crosswalk Concerns – Village of Highland. Chief Swinehart was present to discuss the crosswalks in the Village along STH 80 and manners to make them safer. Chief presented the village’s concerns with regards to three existing crossings at STH 80 and Main street and one at the top of the hill above the Village Fire Department. Several area businesses have commented on the poor visibility and location of these units being on the top of a grade. After much discussion, the village was informed of options: A. A permit would need to be filed for the crosswalks themselves, as nothing was on file for the location(s). The village shall have a maintenance requirement placed upon the crosswalks. Pavement markings can be line or color block painted, but the village has to maintain them. B. Signage can be allowed by permit to mark the crosswalk locations. WisDOT could allow signage at all three locations. C. With the upcoming paving project, the permits will need to be renewed, so the village should continue those discussions with the project designer. D. Flashing beacons signage may be eligible to use at the location, but the village will be responsible for paying for those signs unless thru some grant opportunity. And, the village is responsible to maintain them in good working order. E. The village can implement the orange flag holders, as they work as a good short-term awareness	

	of potential crossing issues. Caution against pedestrians feeling entitled or empowered to run thru the crosswalk without looking or yielding moving traffic though. F. All of these details are typically worked out in the local maintenance or signage agreement. For solar sign funding options, the Safe Routes to Schools program was mentioned as a possible funding source versus other existing grants being filed in say HSIP or other data driven solution-based grants. But, the SRTS program also has some planning requirements for locations and other criteria.
6	Review of County representation listing. Hardy distributed a list of members in the meeting packets. Additions of Austin Coppernoll (SWWRPC), Todd Horn LE Liaison, and Dave Gress (WisDOT). Hardy will update the listing and send out with the meeting minutes.
7	Small Bridge / Culvert Program. Hardy commented about a new initiative as a result of the 2024-25 legislative budget approvals. Included legislation for local governmental entities to perform an inventory of structures between 6 and 20 feet under their jurisdiction. The purpose is to identify locations where bridges may exist that aren't posted but maybe should be and to identify the overall condition of these sized structures. The inventory process is to occur in 2024 and 2025.
8	Summer construction listing. Hardy informed the commission, the CTH T reconstruction project north of Barneveld will be the largest and only construction project in the county for 2024. The project will be under construction from April – December. In addition, there will be a Bike/Ped trail built along CTH T from Barneveld to the Birch Lake Park. The trail project will be let in May for June- September construction. There were no other construction road closure type project planned at this time.
9/ 10	BOTs Report and Spot Map Report. Todd Horn introduced himself, and that he is taking over assignment of the Iowa County TSC meetings due to re-assigning counties and additional staffing levels. Todd provided a powerpoint slide deck of several items. The slide deck was emailed to all attendees after the meeting and included with the meeting minutes in the county file archives. Spot Map Report – in the last 12 months 96 crashes occurred with 125 injuries and 7 fatalities in the county (25 / 35 / 01 since the last quarterly meeting). Year ot-date statewide the fatality rate was down from 2023. We reviewed the circumstances surrounding some of the recent accidents. Todd provided information on a new concept of a law enforcement phlebotomy program, 511 system, and the legislative updates as well. The Governor's Safety Conference has been announced and will occur on August 19-21 2024.
11	Other business for discussion. A. Public Property Damage tags. Wells commented on the use of public property damage tags to assure damage to state property is being captured for the state to pursue reimbursement remedies with those causing the damage. B. STH 78 speed limits. A question was raised regarding changing the speed limit near Blanchardville due to the new CTH F connection. Hardy commented WisDOT had reviewed a request from the village regarding the same item about 3 months ago. Wells commented current statutory language limits the speed limit for rural areas to 55MPH, with an option to go 10MPH lower. There are not enough other access points within a certain amount of distance to warrant a lower speed limit of say 35 or 25MPH per the law. For those locations, the Manual on Uniform Traffic Control Devices – MUTCD – has a process consisting of s peed limit study, which can be followed / reviewed. The speed limit study basis speeds on the 85th percentile factor for what traffic is actually driving. The current conditions do not recommend lowering the speed limit to less than the 55MPH posted in the vicinity as it is currently posted.
12	Meeting adjourned at 110:24 AM by Motion – Meyers, seconded by Thomas. Next meeting date will be on Tuesday, May 14, 2024 at 9:30 A.M. in LEC Room #101 of the Law Enforcement Center building in

	109E Leffler Street in Dodgeville.
Minutes by: Craig Hardy 02/19/2024.	