

	APPROVED MINUTES Traffic Safety Commission Meeting Tuesday February 11, 2020 at 9:30 A.M. Room #1001 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.		
<i>Any subject on this agenda may become an action item.</i>		
1	The meeting was called to order at 9:31 AM by Chair Hardy.	
2	Roll Call: Highway Commissioner Hardy; Austin Durst Sheriff's Dept; Ryan Mayer, WisDOT Traffic Engineer; Trace Frost, Law Enforcement Liaison; Joe Thomas, Ridgeway Town Chair; Thomas Forbes, Iowa County Board Supervisor; Diane Halverson, Wildlife Forever ATV. Absent: Briant Russell, State Patrol; Randy Wiessinger, Law Enforcement Liaison; Greg Lee, Public Works; Joe Davis, WisDOT/BOT; Kristina Tranel, SWWRPC; Annette Biggin, SWTC Driver's Education. Excused: Iowa County Corp Council and Health Department Director. Also Present: Travis Disch, Pec-Valley ATV; Steph Mckeown, Pointer Prowlers ATV; Susan Nast WisDOT.	
3	Agenda for this 02-11-2020 meeting and minutes of the 11-12-2019 meeting were approved by unanimous consent with no revisions.	
4	Report from committee members or the general public: Thomas raised some concerns regarding all of the incidents along the stretch of USH 18/151 around Ridgeway. Discussion grew to include a roughly 4-mile segment from the CTH YZ intersection to just east of W Brigham/Pikes Peak Road intersection. Discussion of through the median cross over incidents, slide offs, rollovers, and etc. There were 7 vehicles in the median during the recent storm event on last Sunday. In addition, incidents with ice up glare over at the new CTH HHH overpass into Ridgeway and USH 18/151 coming up the hill. Sunrise and sunset cause issues with the road freezing when the rest of the pavements are dry. Discussion of roadway speeds, original design speeds, and other concerns. The stretch consists of some 9 horizontal curves along with the rolling terrain, which might complicate matters. All in all one of the worst stretches of road in the County. In addition, there has been an uptick in slide offs and incidents as a result of the new MM52 interchange. Discussed if some high friction surface treatments could rectify the situations. Mayer advised WisDOT would look at some accident history.	
5	ATV/UTV Ordinance Route revisions. Hardy provided some summaries regarding actions of the commission at the last meeting and outstanding route issues to review. Hardy advised the following routes were to be discussed at this February meeting: A. Wildlife Forever Club request to utilize CTH K and KK in the Town of Arena to access Dane County. The club has been working with the Towns of Black Earth and Vermont in Dane County. The Town of Vermont will have a referendum at their April election. Black Earth was meeting to discuss routes, but no decisions were made yet. Hardy stated he would not be in favor of recommending to open either CTH K or KK without a place to ride to in Dane County. B. Pec valley ATVers request to utilize CTH ZZ from CTH Y to CTH Z to access the Pleasant Ridge Store. Also, to utilize STH 191 from CTH BB to Spring Road to access Tom's Campground. The club met with the Town of Dodgeville, and the Town was in favor of CTH ZZ as a route. The club and the Town of Ridgeway revised their proposed usage of CTH BB to be from Hands	

	Hill Road to STH 191, not all the way to the roundabout. Hardy and Durst commented these proposals were reasonable with other routes, which we have already discussed. C. Requests to utilize roads in the Towns of Dodgeville and Mineral Point on CTH Y from Governor Dodge Road to STH 191; BUS 151 in the City of Mineral Point to CTH O; CTH O to Lafayette County; and CTH A from USH 151 to the Township of Mifflin. Hardy stated he had talked with the Town of Mineral Point chair regarding: I. The township was adopted STH 39 from CTH QQ to Mineral Point for access to the city. II. The town was not working on a speed limit resolution for the stretch of BUS 151 in the township, which therefore would not allow a route on BUS 151 between CTH O and Mineral Point. III. The township was not interested in any other atv/utv changes at this time. Hardy and Durst commented in light of these developments, the STH 39 route was preferred as an access point to the city of mineral Point from the north. Since BUS 151 was not going to be a route, use of CTH O did not make sense at this time as riders would get to BUS 151 and weren't supposed to drive on it, thereby creating issues for riders to go back or drive on a road which isn't a route. In addition, there are other routes into Mineral Point from Lafayette County being the Cheese Trail and Ferndale Road. D. The City and Township were both in the process of adopting STH 39 from CTH QQ to Fair Street. Hence, upon completion of their ordinance revisions, a permit could be applied for to sign STH 39 and access between the Town of Linden and City of Mineral Point through the 1000Ft statutory bridge exemption clause. E. Roads around the Solar farm by the solar farm contractors. Hardy stated he had talked with The Southwest Wisconsin All Terrain club and they were willing to take over the maintenance of the routes after the solar farm was completed, so they would sponsor the routes. The Solar Farm contractor was paying for the initial signage installations. And, the Towns of Eden and Mifflin were both in agreement; as it might reduce the damage to their roads as a result of the solar farm project traffic. Motion by Durst and seconded by Forbes to move the route revision recommendation to the Public Works Committee being the following: A. CTH ZZ from CTH Y to CTH Z. B. Revise CTH BB from Hand Hill Road to STH 191. C. STH 191 from CTH BB to Spring Road. D. STH 39 from CTH QQ to the City of Mineral Point city limit. E. CTH B from CTH G to CTH XX. F. CTH XX from CTH B to CTH X. G. CTH X from CTH XX to CTH G. H. CTH IG from CTH XX to CTH G. I. CTH G from Roaster Road to CTH X. Motion Passed with Thomas abstaining.
6	Hardy provided a copy of some draft language being proposed by the Public Works committee with regards to limiting the use of County Trunk Highways labelled as Principal Arterial and Major Collector Highways. The item is scheduled for discussion at the next Public Works Committee meeting in March.
7	MM52 CTHBB/HHH Interchange signage issues. Hardy distributed an example mock-up of the proposed new sign at the MM52 interchange. The Village had made several requests to WisDOT to change the signage from the current CTH BB/HHH Ridgevue Rad sign to one that reads BB/HHH and Ridgeway. Mayer stated he had some discussions with WisDOT staff. Apparently, the new sign was on order and would be delivered in March for installation. Discussion of other signage issues from the

	interchange to/from the village as well. Thomas stated the township would like to see the Ridgevue Road sign on USH 151 not installed. Existing signage at the end of the ramps was sufficient to guide users to Ridgevue Road. Mayer stated he would drive the route on his way to Madison and check the issues, which were raised. Mayer also commented the Village of Barneveld had applied for and received a permit to install red flashing beacons at the intersection of CTH ID / Industrial drive / USH 18/151 off ramps. The village has been having some issues with traffic not stopping at the location. The Village purchased a pair of solar flashing beacons to be placed on the stop signs.
8	Iowa County Profile Update – Community Maps. Frost provided a tour of Community Maps illustrating how to find various demographic reports and data. He reviewed the Iowa County profile on incident data, which was recently updated. The report is available on the Resources tab of the Community Maps link. In addition, contact emails are provided for other information which someone might be looking for assistance with relate dot crash histories.
9	Frost covered the BOTS accident history for 2019, end of month January 2020, legislative update and other information. The legislative updates were also available on the Community Maps webpage. End of year fatalities count for 2019 was lower than previous recoding at 552 versus 576 for 2018 and 594 2017.
10	Spot maps and quarterly accident reports. Durst had to leave the meeting. Frost provided a summary of the 4 th quarter 2019 accidents in the County. 4 fatalities had occurred in the county in the month of December. There was two one vehicle accidents and one accident involved a double fatal. Each of the accident reports were reviewed to discuss the details and causes.
11	Other business for discussion. Mayer commented that he is changing positions within WisDOT and will become the state Sign Engineer, effective later this month. He stated his current position is in the process of being filled by the Department, so our next meeting will have a new WisDOT traffic representative. Further discussion of the stretch of USH 18/151 around Ridgeway including pavement surfaces, curves, pavement cross sections, frequency of slide offs, number of incidents/accidents, upcoming projects, median cable guard, high friction surface treatments, and other items.
12	Meeting adjourned at 10:50 AM by unanimous consent. Next meeting date will be on Tuesday, May 12, 2020 at 9:30 A.M. in Room #1001 of the Health & Human Services building in Dodgeville.
Minutes by: Craig Hardy.	