



UNAPPROVED MINUTES
Traffic Safety Commission
Tuesday, February, 17, 2014
Community Room of the Health & Human Services Building
303 W Chapel Street
Dodgeville, Wisconsin 53533

**Iowa
County
Wisconsin**

1 Meeting was called to order at 9:30 A.M. by Chair Hardy

Roll Call was taken.

2 Member present: Craig Hardy, John Meyers, Bob Bott, Steve Bennett, Joe Thomas, Greg Lee, Ryan Mayer, Matt Allen, Briant Russell.
Others present: Tammy Fitzsimons, Todd Upmann, Tom Faull

3 Approve the agenda for this meeting.

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4 Agenda for this meeting and minutes of the February, 17 2014 meeting were approved by unanimous consent with no additions or corrections.

Review of the Iowa County ATV/UTV Ordinance. – Hardy

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1. Hardy explained the ordinance in detail.
 2. Joe Thomas suggested changing the hours of operation from 1:00 am – 5:00 am to 10:00 pm thru 5:00 am. Steve Bennett suggests leaving it open at all times unless issues arise, at which we could then reconsider a time frame. The 1AM to 5AM timeline is in line with the Ordinance 600.18 times provided for trail riding on the cheese country trail.
 3. Joe Thomas expressed concern for the signage and the importance of having the trail legally posted. Discussion of signage in the Hollandale area and the ATV groups install signage per the trail recommendations not on highway route requirements. Hardy will work with the ATV clubs to correct in the spring.
 4. Hardy suggested cleaning up portions Section F of the Ordinance to clarify some legislative changes made in 2014. These are with regards to ages of riders, types of riders, & safety certificate requirements. Also, to add to the Ordinance – Children 12 to 15 years of age must have a legal guardian with them to Section 2.2, as required by statutes.
 5. Motion to Approve by Joe Thomas, Seconded by Steve Bennett
 6. Unanimous – All in favor

ATV Route Request and State Route Request. The Villages of Cobb and Linden have adopted an ordinance to allow ATV routes on their system, and are requesting permission of the Wisconsin Department of Transportation to allow usage of STH 39 and 80.

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1. Todd Upmann explained the routes and reviewed the maps provided.
 2. Hardy suggested considerations to change the route to Roaster Road to CTH G then CTH G up to Cobb as it would provide a straighter route, in lieu of utilizing CTH's J, B, and G.
 3. Hardy shared information discussed with Tom Jean of Lafayette County on the way trails are run in Lafayette County with regards to the ATV clubs taking ownership of routes and policing their own users. Some discussion of the process to revoke routes should issues arise. Hardy reviewed the state procedure for adopting a route, which must be done by a local governmental entity.
 4. Motion to approve routes on CTH E, X, G, and B in the Town of Linden to continue routes on township roads between the county line and the villages of Linden and Cobb by Greg Lee, Seconded by Briant Russell. Friendly amendment to also include routes on CTH X, G, and B contingent on the decision of the Wisconsin Department of Transportation to allow routes on STH

	<p>80 and 39 in the respective villages.</p> <p>5. Unanimous – All in favor</p>
7	<p>Sign Upgrade Initiative</p> <p>Hardy explained the department’s GIS, Sign Inventory & Reflectivity tracking. The Department was in the process of replacing some 700+ signs of the 4900+ signs installed across the system.</p>
8	<p>STH 23 Pedestrian crossing signals at 18 & CTH YZ – Mayer WisDOT</p> <ol style="list-style-type: none"> 1. Mayer spoke of his discussion with the region Traffic Signal Engineer. The intersection of USH 18 & STH 23 does have signals and has a 7 second “walk light” with a 30 second “don’t walk” signal. When Mayer walked the crosswalk himself he had a 3.5 feet per second walking speed and had 20 seconds left after he walked it. This intersection is timed as should be in accordance with federal highway guidelines. The issue appears to be pedestrians are not using the button actuators which queue the timing sequences. 2. CTH YZ does not have pedestrian walk-don’t walk head signals at all, due to no sidewalk crossings or landing locations on the north side of the intersection. The Department would not install them, unless conditions changed. Some sidewalk and curb ramps would be required to be installed to accommodate the patterns and usage.
9	<p>BOTS Report – Bike Safety and other information – Bott WisDOT</p> <ol style="list-style-type: none"> 1. Bott shared vehicle safety statistics for 2014 and early 2015. Also, discussed seat belt safety statistics. WI is the worst in compliance in the Great Lakes region for seat belts. He feels our biggest hindrance is the low enforcement fine amount of \$10. The Department sent some suggestions to gradually increase fines from \$10 to \$25 with the budget request for 2015-2017. 2. Bott encouraged the Teaching Bicycle Safety Course and included a registration form for those interested. 3. Bott spoke of Legislation increasing the Freeway speed to 70 mph and the issues that may arise. Discussed the role of some Traffic Safety Commissions with regards to those proposals.
10	<p>Spot Map Report – BOTS and Sheriff’s Office</p> <p>Steve Bennett reviewed the spot accident map for Iowa County from the Community Maps software on the UW-Transportal website. Discussed the number of fatalities in Iowa County this year, capability of mapping software with regards to accident plots, google earth ortho-photography and other topics. Commission reviewed the 6 or so injury accidents which have occurred in the county since the last meeting. Hardy advised the commission of methods for determining advisory speed limits for various curves and warning sign markers. The Department is in the process of verifying those locations.</p>
11	<p>Mayer stated he had discussed concerns with regards to the beamguard placement on STH 80 north of Highland with the Department Project construction section. He stated the Department was reviewing and would follow-up with the Commissioner. Wondered how things were going. Hardy stated one of the major concerns is the road narrows to 26 feet through a hill descent and s curve limited visibility locations – signage might be a consideration to notify drivers of the conditions.</p>
12	<p>Next meeting date Tuesday May 19, 2015 at 9:30 A.M. in the Community Room of the Health and Human Services Building.</p>
13	<p>Adjournment. Meeting adjourned at 10:47 A.M.</p>
<p>Minutes by Highway Department</p>	