

# WISCONSIN TRAFFIC SAFETY REPORTER

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2014



## Good news ... but let's not get complacent

David Pabst, *Director*  
WisDOT Bureau of  
Transportation Safety

Wisconsin ended 2013 with 529 traffic fatalities (according to preliminary statistics). This is the lowest annual total since 1944, five years after the inception of the State Patrol, when 526 people died in crashes.

State traffic deaths in 2013 were down 74—about 12%—from 2012 when 601 people died on Wisconsin's roadways. The 2013 total is 44 fewer than the five-year average of 571 deaths.

Traffic fatalities were down last year in every category, including motorcyclists and pedestrians as well as drivers and passengers. The single biggest reduction was in passengers killed in crashes; passenger fatalities fell by 41, from 124 in 2012 down to 83 last year.

Safety belt use is at an all-time high in Wisconsin, with approximately 82% of drivers and passengers buckling up. However, Wisconsin's safety belt use rate still lags behind the national average of 86% and is far below neighboring states, all of which have use rates of more than 90%.

Another significant decrease was motorcyclist fatalities, which declined from 116 in 2012 to 84 last year, a 28% reduction.

Overall, there were about 19,000 fewer traffic crashes in 2013 than in 2012.

In assessing this dramatic decrease in traffic fatalities, we are encouraged by the good news but certainly not complacent about our efforts to prevent traffic deaths and injuries. Traffic fatalities are more than just numbers and statistics. Each number was a person whose tragic death is mourned by family and friends. And

*continued on page 2*

## 1939 – 2014

### State Patrol celebrates its 75th anniversary

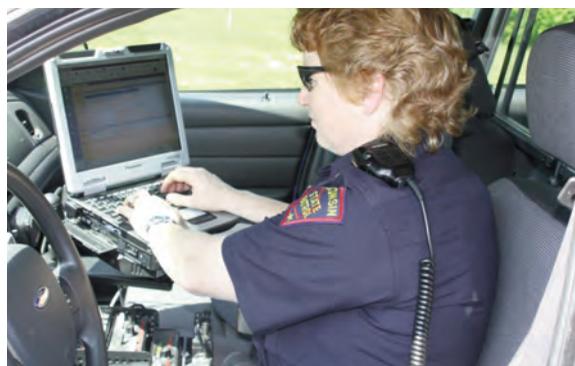
- Anniversary celebration
- History of the State Patrol
- Squad cars through the years
- One among many success stories
- The State Patrol today
- Upgrading the patrol's archive
- Challenges and opportunities ahead

This year marks an important milestone for the State Patrol, and WisDOT Secretary Mark Gottlieb is sending out this message:

*Congratulations to the current and former members of the Wisconsin State Patrol in celebrating the 75th anniversary of exceptional service to the state of Wisconsin. Since 1939, the sworn and non-sworn men and women of the State Patrol have served with distinction—making our state's roadways and communities safer through effective enforcement and education. I am reminded every day of the selfless service of all members of the State Patrol and appreciate your professional expertise and dedication.*

A statewide planning committee has been established to coordinate [anniversary events](#). Committee members and a wide range of other patrol personnel—both retired and

*continued on page 2*



Sgt. Anne Maxson, *State Patrol Southwest Region, DeForest Post*, supervises the [Beloit](#) safety and weight enforcement facility (SWEF).



Patrolman Art Schrock and his 1957 Chevrolet patrol car.



Trooper Kristian Perales making community connections. In April he received the fourth Lifesaving Award in his patrol career.

CREDIT: ART SCHROCK

### Good news ... from page 1

we know that most traffic deaths could have been prevented if motorists had only slowed down, paid attention, driven sober and buckled up. I know our safety partners and the State Patrol will continue their strong traditions of providing traffic safety services every day so that we can one day attain [zero preventable deaths in Wisconsin](#).

Happy 75th, WSP!

### 75th Anniversary from page 1

active—are diligently preparing the celebration: see details below. Characteristically, they are pitching in with devotion to make the celebration a success, and they have also been a great help with this issue of the *Wisconsin Traffic Safety Reporter*.

State Patrol Superintendent Stephen Fitzgerald points to many important successes for the patrol's programs and services. He notes that improving traffic safety has always been the patrol's main focus, and he is especially encouraged by the declining number of crash fatalities in Wisconsin in recent years. During 2013, there were 529 traffic fatalities (preliminary figure as of January 29), compared to the five-year average of 560. "The most noteworthy achievement is a significant reduction in traffic fatalities. We can all be justifiably proud of our service and our contributions to the State Patrol's legacy of saving lives and reducing injuries since 1939."



State Patrol Superintendent  
Stephen Fitzgerald

### Anniversary celebration

The anniversary planning committee has been hard at work coordinating the efforts of many people to prepare for the celebration. Extensive, up-to-date information is available at these websites:

- [State Patrol 75th Anniversary](#)
- [Wisconsin State Patrol Alumni Association \(WSPAA\)](#)

Elements of the celebration include: commemorative book, badges, coin, license plate and cruiser decals. A banquet and program to celebrate the anniversary is being planned for August in the Wisconsin Dells.



**MOTORIST ASSIST** – Sgt. (retired) Scott Lindemann (not shown), WSPAA liaison person with the State Patrol anniversary celebration planning committee, recalls the era when squad cars had big enough gas tanks so that troopers could easily provide several gallons to motorists who had run out of gas.

Capt. Jeff Frenette, commander of the patrol's Eau Claire Post, is helping lead the anniversary planning committee, and he provided key material for this issue of the TSR. "This anniversary celebration," he says, "is a good opportunity to stimulate some excitement and recognition of the State Patrol's rich history and many important achievements."

Sgt. David Harvey, serving as IT coordinator for the planning committee, has been using E-Sponder to enable many people to contribute to gathering photos and information for the anniversary celebration, including for the commemorative book. E-Sponder, a website managed by the Wisconsin Emergency Management and the State Emergency Operations Center, facilitates the sharing of information among diverse agencies. In this case, Harvey has provided access to patrol personnel statewide and also some non-DSP people, and together they have uploaded a huge collection of photos—old and new—in many different categories, and they have also provided information on the patrol's history. *(This material was a big help for this issue.)*



The *Wisconsin Traffic Safety Reporter* is published by the Bureau of Transportation Safety, Wisconsin Department of Transportation. Its purpose is to promote transportation safety, recognize worthwhile programs, and to educate and share ideas with safety professionals.

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THEN



Saved-by-the-Belt kids

NOW



Trooper Jenny Austin explains importance of buckling up.



Troopers help with mock crash.

“The patrol,” Harvey says, “had previously used E-Sponder for a number of events, including this summer’s National Governors Association conference in Milwaukee. Our use of E-Sponder for the commemorative book documents was partly because of previous exposure we had to Sharepoint and its features.”

WSPAA is also playing a key role in celebration preparations. Association president Bill Harvey, in the December issue of their newsletter, said, “During our 75th Anniversary year, the history of the Wisconsin State Patrol is being captured. As of November 15, at least 5,000 images have been scanned. WSPAA members’ help will be needed to identify many of these images in the future.”



Retirees help identify photos.

Superintendent Fitzgerald thanks WSPAA members both for their past service and also for their continuing support of the patrol, including with preparations for the anniversary celebration. “The WSPAA,” he observes, “is well represented on the anniversary planning committee.”

## History of the Wisconsin State Patrol

As the State Patrol evolves and faces new challenges and opportunities, much can be learned from its history. What influences shaped it into the successful organization it is today? The highlights chronicled here tell us not merely about what the patrol has been—they also provide necessary background for understanding what Wisconsin requires of its state patrol today and in the years to come.

Statewide law enforcement emerged in a variety of ways in different parts of the United States.

The earliest state law enforcement personnel were the Texas Rangers, first organized by Stephen Austin in 1823. The original ranger force consisted of 10 men charged with protecting settlers. They rarely wore badges and were little more than volunteers; the Mexican military was officially in charge of law enforcement in the then-Mexican state of Coahuila y Tejas. The Rangers later served as a paramilitary force on the U.S.-Mexico border and in the Texas Revolution, the Mexican-American War, and the American Civil War. They continued to fill basic law enforcement and frontier protection roles until the close of the “wild west” era. In the early 1900s, they became a criminal investigative agency.

In 1905, the Pennsylvania state police force emerged in the aftermath of the Coal Strike of 1902 in the anthracite coal fields of the eastern part of the state. The New York State Police were formed in 1917, with proponents saying they could be modeled on the trooper police force of Australia, established in 1825 to protect settlers and guard road transportation.

### Birth of the patrol in Wisconsin

Though the year 1939 marks the establishment of the Wisconsin State Patrol, some statewide enforcement efforts were made through other departments before that. In 1917, for example, the Dairy and Food Department and the Oil Inspection Department were authorized to conduct investigations of the licensing and vehicle sale laws. By 1931, the State Highway Administration had personnel dedicated to checking truck weights.

On September 1, 1939, the Wisconsin Legislature passed Chapter 110 of the Statutes, creating the Motor Vehicle Department with three divisions: Registration and Licensing, Highway Safety Promotion, and Inspection and Enforcement. This latter division began with 46 inspectors who were given authority to enforce Chapter 85, then the state motor vehicle code, and Chapter 194 regulating motor carriers. In forming the Enforcement Division, Chapter 110 consolidated 33 Public Service Commission transportation inspectors, eight Inspection Bureau inspectors, and five investigators from the Secretary of State’s office.

Governor Julius Heil appointed Colonel George Rickeman as the first Motor Vehicle Commissioner, and he in turn named Homer Bell, one of the Secretary of State office’s investigators, as the first director of enforcement. Now, for the first time, Wisconsin had a unified force dedicated to making the state’s highways safer for its citizens.



Homer Bell, director, Enforcement Division, Wisconsin Motor Vehicle Department, 1939-1950

*continued on page 4*



THE ORIGINAL WISCONSIN STATE TRAFFIC PATROL CLASS AT CAMP WILLIAMS WISCONSIN 1949

### 1955: a watershed year

The traffic fatality toll that year reached the then all-time peak of 932, and Governor Walter Kohler recognized the tragedy, not to mention economic waste, of such needless loss of life. Under his leadership, the legislature approved a series of life-saving measures, including the institution of a driver license point system, and the creation of the state driver license examiner corps, placing the job of examining all applicants for driver licenses into the hands of trained specialists.

During the 1955 session, a program calling for a drastic expansion of the State Patrol was put before the legislature. It was based on a study conducted at state request by Northwestern University's Traffic Institute and the traffic division of the International Association of Chiefs of Police. It called for a state patrol of 609 men. The proposal faced rough sledding in the legislature, but a compromise tripled the patrol to a statutory maximum of 250 men, not including the Motor Carrier Enforcement staff.

### Academy

When an organization more than triples overnight, two serious challenges arise: how does it find enough capable people to fill the new posts, and how does it train them?

For many years the State Patrol had had a training program; an annual week-long in-service refresher course. New men were assimilated without undue difficulty.

But taking in 180 eager but inexperienced men within a period of about one year presented a new challenge. L.E. Beier, head of the patrol, saw the need for an extensive training program and turned again to the Traffic Institute. He negotiated a two-year contract with them to administer the training program. Camp McCoy was chosen as the site for the new training academy because of the availability of barracks, a mess hall, classroom facilities and roads for driver training and crash investigation work problems.

In 1957, the contract with the institute expired, and the training program was continued by specially trained patrol employees.

All academy courses are open to county and municipal officers, and, in 1962, the patrol began offering an "extension" course for small departments whose officers are unable to attend classes at the academy.

### Concentrated patrolling

With the 1955-56 expansion came a change in the patrol's modus operandi. Where previously officers had operated pretty much independently due to their small number

THEN



Special Olympics Torch Run

NOW



Kick-off of the Torch Run in Superior, with local officers and participants including Special Olympics athletes

and dispersion, they were now able to “gang up” on traffic problems; they began to concentrate manpower on stretches of highway with the highest crash severity ratings, at the times of day when crashes are most frequent.

With this new approach, the patrol participated in a study of the “Effect of Increased Patrol on Accidents, Diversion and Speed” in cooperation with the Traffic Institute in 1956-57. The study found that concentrated patrolling reduces the frequency of fatal and injury crashes, that it doesn’t appreciably divert motorists to other highways, and that it does help deter speeding.

In more recent years, many further important changes have occurred.

#### 1969

Computerization revolutionized Wisconsin driver license records. Patrol was assigned computer inquiry terminals so troopers could check driver and registration files directly.

#### 1972

Patrol linked by radio with law enforcement statewide via the TIME system.

#### 1975

First female enforcement cadets began training as members of 24th recruit class.

Patrol assisted local law enforcement near Village of Gresham in Shawano County when armed Native American protestors took over the Alexian Brother’s Novitiate.

#### 1978

Patrol provides escort for the American Geographic Society’s huge, priceless collection of maps and rare books from New York City to its new home at UW-Milwaukee.

#### 1979

An innovative technique for speed enforcement was developed and perfected with the installation of VASCAR units in the patrol’s planes.

#### 1979

Office of Highway Safety helped the patrol purchase 1,800 pre-arrest breath testers to screen motorists for alcohol. If subjects tested positive, they were taken to headquarters for a breathalyzer test.

#### 1980

Division of Enforcement and Inspection became Division of State Patrol.

#### 1984

Patrol broke ground in May for the new Academy at Fort McCoy. Phase 1 was completed in December 1985 (three dormitories, a dining area and student lounges). Classrooms and administrative area were finished in June 1987.

#### 1985

Patrol became involved in the federally-funded Motor Carrier Assistance Program (MCSAP), with six inspectors.

#### 1989-1991

Troopers mobilized to work with local law enforcement at numerous protest sites during the annual spearfishing season on northern Wisconsin lakes.

#### 1993

Legislation extends the full powers of a peace officer to State Patrol inspectors and troopers, allowing enforcement of all violations of Wisconsin law.

#### 1995

First MDTs (mobile data terminals) installed in patrol vehicles. Troopers could access information using the MDT mini-computer mounted below the dashboard.

#### 1999

155 new cruisers equipped with Panasonic mobile data computers and new portable/mobile/vehicular repeater voice radio packages. New radios replace aging voice technology purchased more than 15 years earlier.



DAAT (defense and arrest tactics) training

#### 2003

Patrol begins testing Traffic and Criminal Software (TraCS) for electronic crash reporting, citations and warnings.

#### 2003

Bureau of Transportation Safety joins the Division of State Patrol; it includes Motor Carrier Enforcement, Chemical Testing, and Safety Programs.

#### 2006

Technical Reconstruction Unit created and assigned to the Academy; K-9 unit also created.

#### 2013

At the August National Governors Association Conference in Milwaukee, the patrol handled security for event and off-site venues.



## State Patrol squad cars through the years

Squad cars have always been an important part of the State Patrol's work, and the vehicles have evolved and improved greatly over the years.

The following overview is based largely on material generously provided by Terry Stewart. From 1959 to 1965, he was supervisor of the Automotive Services Section of what was then the Enforcement Division of the Wisconsin Motor Vehicle Department. His work included testing vehicles to see if they were suitable for the patrol (see next page). He retired in 1995, and, over the years, many discussions arose among fellow retirees and others about the patrol's vehicle fleet. Many questions came up, and so he and others teamed up to develop a thorough document covering the 1951 to 1965 era, complete with many photos and detailed descriptions, some of which is used here.

Their efforts—and the pride they take in the work they did for the patrol and the people of Wisconsin—are characteristic of retired patrol personnel. In this case, they wanted to help preserve an important part of the patrol's rich history.

### Before 1939

Prior to the establishment of the State Patrol, transportation arrangements were much different than they are now. For instance, back in 1964, when the patrol was celebrating its 25th anniversary, retired Captain George Cook recalled his pre-patrol days as an investigator on the Secretary of State's staff, when official state travel had to be done by rail. After going by train as far as possible, he would have to go the nearest livery stable and rent a team of horses to complete the trip—even though his work involved state regulation of motor vehicles. Use of other transportation required an explanation on the expense voucher.

### Early patrol years

When the patrol was established in 1939, the first officers purchased their own squad cars and were paid \$30 per month, plus money for gas, oil and grease for their operation. They were given a siren, a flashing red light, and police license plates which they used while on duty—substituting their own plates when using their car for personal reasons.

In 1951, the State of Wisconsin began buying and equipping squad cars and assigning them to individual officers.

Prior to 1955, Chevrolets had six-cylinder engines and, by later standards, weren't considered high-speed pursuit vehicles. The fleet changed significantly with the large 1955 State Patrol expansion. Before this, staff duties were mainly in areas such as motor carrier enforcement and school bus inspection, not requiring a pursuit vehicle. Starting in 1955, these duties continued with Motor Carrier Enforcement staff, but the 250-man patrol force focused



CREDIT: BRUCE BISHOP

Trooper Bruce Bishop with his personally-owned 1952 Pontiac

After serving with the army in WWII, he joined the patrol in 1949 as one of 15 officers hired to increase the patrol from 55 to 70. Five years later he was promoted to district commander of the Eau Claire Area, and, upon expansion of the patrol in 1955, became its first field commander (major). In 1965, Governor Knowles asked Bishop to be the Director of Emergency Government. Wisconsin State Patrol Alumni Association founder and out-going vice president, he writes the "Where are they now?" column in the [association's newsletter](#).



1947 Oldsmobile



CREDIT: PETER SAHAGIAN

TOP: 1947 Oldsmobile that belonged to Officer Peter Sahagian BOTTOM: Same vehicle in Merced, CA while Sahagian and his bride were on their honeymoon; door shield is covered.



CREDIT: RALPH MOEHRKE

Patrolman Ralph Moehrke with 1955 Chevrolet black and silver-tone gray patrol car

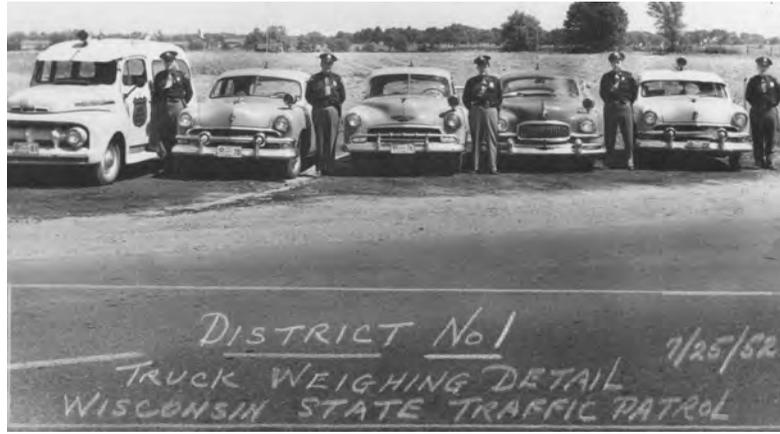
mainly on traffic safety enforcement, and this required a different type of vehicle.

The patrol purchased two batches (45 each) of 1955 Chevrolet model 150 4-door sedans. One batch had the 162hp 265ci V-8 engine, and the second batch had the 180hp 265ci power pack V-8 engine with a 4-bbl carburetor.

In 1957, the patrol purchased Chevrolets, Fords and also 15 Rambler Rebels. A somewhat smaller car with a big V-8 engine and Bendix automatic transmission, the Rambler was rather fast but was known for sometimes having a problem stopping. Some patrolmen had the same comment about 1955 and 1956 Chevys.

Each Rambler cost \$1,744, and they were ordered directly from the AMC (American Motors Corporation) plant in Kenosha. State officials tested them at Sparta before the order was placed.

In about 1958, Governor Warren Knowles required all state-owned automobiles to have front seat belts, so all department cars were equipped with lap safety belts dating



back at least to the 1958 models. Then, as a result of a patrolman's suggestion, the patrol required the three-point shoulder harness for the driver and right front-seat passenger in its bid specifications for the 1961 model year. This was at a time when such devices were uncommon, and automobile manufacturers had a difficult time finding a supplier. Initially, the main manufacturer was an Arizona company whose primary business was parachute harnesses. In the next few years this company became a major supplier to the Ford Motor Company as Ford started offering three-point shoulder harnesses to the public as well as in their police car catalog.

LEFT TO RIGHT: 1951 Ford windowed panel truck: Earl Govier; 1951 Ford 4-door sedan: Ted Karow; 1952 Chevrolet 4-door sedan: Norm Krause; 1951 Nash sedan: Larry Genge; 1951 Ford 4-door sedan: Loren Briese

CREDIT: LEON LUICK

**NOW**

**2013 Ford Police Interceptor Sedan**

- (based on the Taurus)
- all-wheel-drive
- 75mph rear crash rated (rear greatly reinforced)
- pursuit rated (e.g., beefed-up brakes, suspension, transmission)
- Kenwood TK5710H voice radio
- IP mobile net-data radio
- Whelen & SoundOff Signal LED lights
- WISCOM-capable communications
- Ignition Bypass (so nobody can take off with the cruiser)
- SoundOff Signal multi-function 400 series siren and light controller

The State Patrol also uses the SUV version.



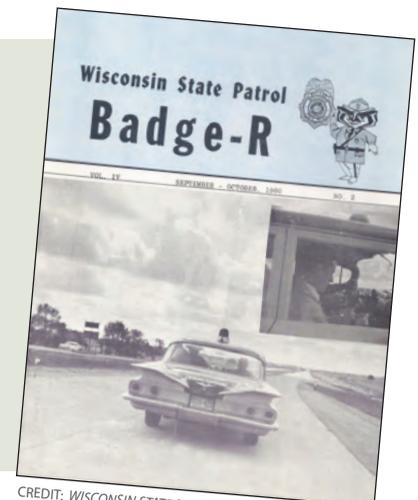
CREDIT: WSPAA ARCHIVE

Patrolman William Plendl and 1957 Rambler Rebel

Patrol personnel regularly tested squad cars to see which best met the patrol's needs. Here, on a September 1960 morning on I-90 near Janesville, a 1960 Chevrolet Impala is tested, with Trooper Alva Rehberg driving and Terry Stewart, fleet operations manager, handling two stop watches (inset photo on Badge-R cover).

First, inspectors weighed each vehicle to determine weight distribution and overall weight. Traffic on I-90 was halted momentarily as each squad car began its run. One watch was stopped at 60mph, the other at 95mph. Maximum speed was clocked by a standard State Patrol radar located two miles down the road.

That day, several other 1959 and 1960 Dodges, AMC Ambassadors, Fords and Plymouths were also tested. Captain R.C. Hanson supervised the tests, and he was "surprised at the high speeds attained by some of the cars and at the overall performance of all the cars tested."



CREDIT: WISCONSIN STATE PATROL BADGE-R, SEP-OCT, 1960

## One among many success stories

State Patrol helps bring world-renowned treasure to Wisconsin

Over the course of 75 years, the Wisconsin State Patrol has a rich history of achievement—of protecting and serving the people of Wisconsin. Here is one such story . . . the story of how the State Patrol, in 1978, helped provide security as the American Geographical Society Library—one of North America's [foremost geography and map collections](#)—was moved from New York City to its permanent home at the University of Wisconsin—Milwaukee.

The AGS Library presently consists of well over one million items, including maps, atlases, books, journals, photographs and digital spatial data. Along with world-class geographic information support, the library also offers special exhibits and events worth a trip to Milwaukee. One yearly event has a strong connection with traffic safety: GIS (Geographical Information Systems) Day provides an opportunity to learn about GIS, an increasingly powerful tool in studying complex phenomena—such as the many factors that influence traffic safety—and in making well-informed, data-driven decisions.

### Background

Several retired State Patrol leaders generously provided input for this special issue of the Wisconsin Traffic Safety Reporter. One is William Harvey, who served as State Patrol Administrator from 1978 to 1983. He is now president of the [Wisconsin State Patrol Alumni Association](#), which is helping prepare for the State Patrol's anniversary celebration.

As Harvey looks back on his career with the State Patrol, he recalls many important changes. For example, overall traffic volume in the state was increasing, and there were more multi-vehicle crashes.

One challenge he recalls with special fondness is the story told here.

Several other people who played key roles in the move also contributed to this article, and they all convey a striking fondness for this particular project. In this story, they exemplify love of one's work, strong collaborative skills, and enjoyment in enriching life for the people of Wisconsin. One of them is Bill Roselle, former professor and director of the UWM Library, who led this four-year effort. Another is Susan Peschel, who was a student volunteer at the AGS in New York in 1977 at the time of the move discussions. She preceded the move of the AGS Library to Milwaukee, earning her MLS degree at UWM, and began work with the collections shortly after its arrival in 1978. Now the visual resources librarian for the AGS Library, she provided the photos on the next page.

### A remarkable opportunity ... and challenge

Harvey joined the patrol after serving as a military policeman during the Korean War. For seven years, he was police chief at UW-Milwaukee and then, in March 1978, was appointed the first Administrator of the State Patrol following a Wisconsin DOT reorganization.

A big challenge was awaiting him. Acting Governor Martin Schreiber presented the State Patrol with an unusual challenge: during August and September of that year, the enormous—and priceless—AGS library was going to be moved from New York City to Milwaukee, and the Governor called upon the Patrol to help provide security. This would be one of the largest and longest move of a library collection in U.S. history. At that time, the library, one of the oldest and finest research collections in the world, included 350,000 maps—many of them old and rare.

In the mid-1970s, New York City was in deep financial trouble, and so was the American Geographical Society. Staff was being slashed, its library building had severe problems, and the necessary repairs weren't affordable. Skylights leaked and some vaults containing priceless maps sometimes reached 120 degrees.

By 1975 the search was on for the institution best suited to host the collection. UW-Milwaukee won out over 45 competitors because it had space available, its leadership, including Roselle, had the necessary vision and energy, and Milwaukee is ideally situated within 500 miles of many of the best geography departments in the United States.

New York's Attorney General waged a two-year legal battle to keep the collection in New York, planning to break it up to several sites, but, in July, 1978, the New York Supreme Court approved the move.

### The move

This huge undertaking required extensive planning, preparation and cooperation. First, on July 29, the rarest, most precious and fragile items were brought to Milwaukee on a commercial airline flight. Then the rest of the collection would be brought by moving van. And not just any ordinary moving van would do. They had to have air-ride suspension for the smoothest possible ride, and be water-tight to keep out rain. They also had to have "decking" capabilities inside in order to alleviate stacking pressures. 10,000 packing cartons were needed.

For security reasons, non-stop hauls were necessary, eliminating layovers. Each van had two drivers, and two-way radios were essential.

The Wisconsin State Patrol team worked closely with the New York City Police Department and the other state patrols along the route. The moving sequence had to be planned precisely. The most valuable of the remaining collection



William Harvey, State Patrol Administrator 1978-83

would fill the first three vans, which would travel in a caravan with four Wisconsin State Patrol unmarked cars in escort. Every detail, every fuel stop between New York City and Milwaukee was mapped and planned by the State Patrol's advance reconnaissance team. Security for the entire move was planned by Captain Ivan Anders.

Then on August 11 and 12, following a 12-hour day of loading, the first caravan made the nonstop (except for refueling) 922-mile trip in almost exactly 24 hours—without incident. The convoy was called “Lyons and Bears” after the moving van company and the trooper escort.

The 16th and final moving van was unloaded at UWM on September 12. The entire move was a complete success, and those involved are justifiably proud of how well it all went . . . a tribute to good planning and cooperation.

**Interested in maps?**

People who like maps tend to really like them. And many people work extensively with maps, including those using crash data to try to help improve traffic safety. Visit the [AGSL website](#) to learn more about their special exhibits and events.

**Caring, cooperating and enriching Wisconsin**



**GIFT TO LIBRARY FROM STATE PATROL ESCORT**  
 In December 1978, the Wisconsin State Patrol officers who escorted the move presented a handsome gift to the library: a two-volume first edition of the first major German history of America, published in Halle in 1752, with 68 plates and maps. (l to r) State Patrol Col. Howard Goetsch, Dr. Roman Drazniowsky, curator, AGS Collection, and Capt. Ivan Anders.

*“UW-Milwaukee has provided a secure home for an international treasure.”*

– Bill Roselle, director, UWM Library, 1978



AGS Library entrance



UWM Library



Loading van in New York City



Providing escort for the first three vans (of 16) on the way to Milwaukee.



**STATE PATROL ESCORT**  
 In front of the American Geographic Society building at Broadway and 156th Street, NYC on August 11, 1978: Sgt William Singletary, Sgt Bernard Muschinski, Lt Arthur School, Sgt Donald Jones, Sgt Francis Vickerman, William Harvey, Sgt Peter Schreiber and Sgt Richard Terlikowski

## The State Patrol today

The Wisconsin State Patrol enforces traffic and criminal laws; helps motorists in need; inspects trucks, school buses and ambulances; and helps local law enforcement agencies with natural disasters.

- Public Security and Communications Bureau provides engineering, installation and technical maintenance for the statewide telecommunications network, including all radio tower sites and voice and data transmitting equipment, the Mobile Data Communications Network (MDCN), including equipment in cruisers, such as radios and mobile data computers
- Field Operations Bureau enforces criminal and traffic laws, conducts criminal highway interdiction programs, and helps local law enforcement agencies with traffic safety, and disasters (natural and man-made)
- Transportation Safety Bureau provides a department-wide focus for safety program and safety policy analysis, carries out public outreach on safety issues, administers the statewide chemical testing program, oversees motor carrier Safety and Weight Enforcement Facilities (SWEFs), inspects and regulates motor carriers, school buses and ambulances
- State Patrol Academy provides diverse training for patrol recruits, federal and local law enforcement officers, and state employees. The facility is used by other agencies for training programs as well



TOP: Caption from old newspaper: "Enforcement facilities have never been elaborate. Kenosha scale in 1941." BOTTOM: Beloit SWEF, Rock County



## Traffic safety law enforcement

Since the inception of the State Patrol, its primary mission has been to use firm but fair enforcement to reduce traffic crashes and thereby save lives, prevent injuries, and decrease property damage.

## Commercial motor vehicle inspections

State Patrol inspectors specialize in safety inspections of large trucks and other commercial motor vehicles, including those transporting hazardous materials. They also annually inspect every school bus in Wisconsin, as well as other carriers, like motor coaches. During inspections, they examine brakes, lights and other safety equipment along with drivers' logbooks and records. At the 13 SWEFs around the state, inspectors weigh trucks to ensure commercial carriers operate within statutory or permitted size and weight limitations.

## Communications network

The patrol manages a voice and data communications network used by local, state and federal agencies as well as the State Patrol. With this network, police communications operators can dispatch officers in the field for a coordinated and effective law enforcement response to incidents and emergencies. Using mobile computers in their vehicles linked to the network, officers can efficiently obtain driver's license records, criminal histories and other critical information needed for enforcement actions.

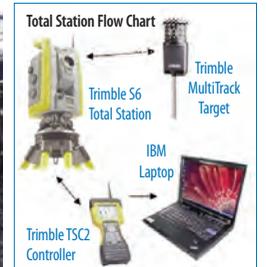


TOP: THEN BOTTOM: NOW— Mark Kircher at the Tomah communication center

## Crash reconstruction and crime scene mapping

Reconstruction of serious traffic crashes and complex crime scenes is provided by highly-trained members of the patrol's Technical Reconstruction Unit (TRU). They have extensive expertise in numerous disciplines including speed analysis, motion dynamics of vehicle occupants, photogrammetry, forensic mapping and crash data retrieval. Their findings are used by law enforcement officials and the judicial system to determine the causes of serious injury and fatal crashes. Their forensic mapping of crime scenes assists in legal proceedings.

TOP: THEN— Training at the academy in crash investigation  
BOTTOM LEFT: NOW— Trooper Mike Smith surveying crash scene



**Criminal interdiction and homeland security**

Patrol officers are trained to identify suspicious behavior and other indications of illegal activity especially during traffic stops for routine offenses. The patrol has interdicted large amounts of drugs, weapons, and other illegal contraband.



**K-9 units**

State Patrol K-9 units stationed strategically around the state greatly enhance criminal interdiction efforts by troopers and inspectors on patrol. During traffic stops, highly-trained dogs with their superb sense of

smell working with experienced handlers are adept in searches for illegal drugs, drug paraphernalia and explosives hidden in vehicles. K-9 teams are also beneficial in searches for contraband transported in commercial motor vehicles. Beginning in 2009, all expenditures for the K-9 program have been funded through asset forfeitures (assets confiscated after commission of crime or property and equipment used in committing a crime).

**Chemical Test Section**

Well-trained professionals distribute, repair and maintain breath alcohol testing equipment for law enforcement agencies statewide. They also train law enforcement officers on the use of the testing equipment and offer guidance to prosecuting attorneys about testing procedures. The section certifies various types of ignition interlock



devices (IIDs) that test a driver's breath samples for alcohol before the vehicle can be started. IID models must be certified.

**Emergency response and public safety**

With an emphasis on preparedness and planning, the State Patrol performs a critical role in responding to incidents and events that affect public safety and security. When natural or man-made disasters strike, patrol personnel are trained in the Incident Command System (ICS) and equipped to respond in any area of Wisconsin. Personnel, equipment and communications capabilities can be

readily integrated with other agencies. For large planned events such as Packer games or the EAA AirVenture in Oshkosh, the patrol assists local agencies with traffic and crowd control.

**Air Support Unit**

The patrol has sworn officers who are also trained pilots ready to fly missions throughout the state using aircraft based in Madison, the Fox River Valley and Eau Claire. From their aerial vantage point, the pilots can monitor highways for traffic control, enforcement actions, and the safety of officers on the ground. When requested, ASU assists in search and rescue missions for persons who are missing in wooded areas or bodies of water.



2010 flooding in Wisconsin

**Dignitary protection**

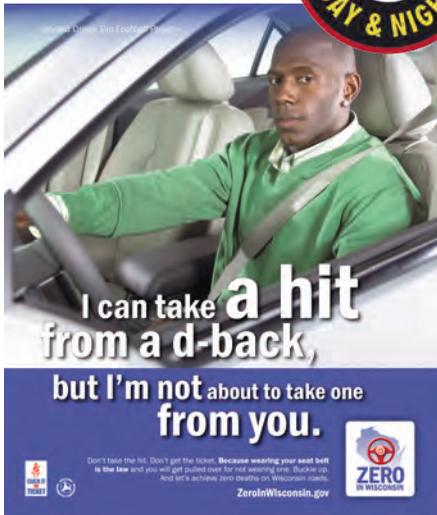
The Dignitary Protection Unit (DPU) is responsible for protection of the Governor, the Governor's family, and staff whenever they travel away from the State Capitol or Executive Residence. DPU also provides protective services to other elected officials and dignitaries who are visiting Wisconsin on official business. These services include advance reconnaissance, the safe transportation of the dignitary, and the protection of the dignitary at a designated site.



TOP LEFT: National Governors Association Conference, August 2, 2013, in Milwaukee ABOVE RIGHT: Patrol DPU was in charge of security for event and off-site venues; Governor Walker shown here BOTTOM: DPU helps with security when the president visits Wisconsin



Public outreach in era of posters and pamphlets



**Traffic safety leadership, training and funding**

The Bureau of Transportation Safety (BOTS), working closely with NHTSA (National Highway Traffic Safety Administration) and in partnership with other organizations and agencies statewide, plans, coordinates, evaluates and funds programs designed to improve the behavior of individuals on roadways. Programs and initiatives address behavioral issues among drivers, passengers, commercial motor vehicle operators, motorcyclists, bicyclists and pedestrians.

BOTS publishes this newsletter which covers recent issues and other important initiatives such as the following.

**Law enforcement mobilizations**

BOTS funding support helps many law enforcement agencies statewide participating in annual mobilizations to combat impaired driving and to encourage people to buckle up.

**Zero in Wisconsin** This statewide [media campaign](#) focuses on impaired driving, distracted driving and occupant protection. It includes award-winning television and radio commercials that raise public awareness that by changing our behavior we can save lives.

**High-visibility enforcement (HVE)**

BOTS partners with multiple counties and municipalities and provides overtime funding for HVE. Law enforcement agencies make OWI a priority by writing citations, sponsoring media events, and working overtime in areas where impaired driving is highest. Overtime and equipment funding supports sustained Alcohol Saturation Patrols that consist of at least monthly HVE overtime patrols, including night-time enforcement, accompanied by media in targeted jurisdictions.

BOTS also partners with 11 multi-jurisdictional task forces in Wisconsin. Officers from participating agencies use saturation patrols that feature HVE.

**THE REF** A mobile training facility, [THE REF](#) (Transportable High-End Rider Education Facility) reaches out to motorcycle riders to educate and encourage formal rider training. It goes to where the riders are, and it helps encourage riders and non-riders to learn more about sharing the road, crash avoidance, and environmental awareness.

**Upgrading the State Patrol archive**

Over the years, the patrol has accumulated a diverse collection documenting its history. This includes paper records, audio and visual recordings, photos, artifacts and memorabilia.

As with any archive, the collection's usefulness depends on how well it is organized. Can people readily find out what's in the collection and then access it? Are people even aware that it exists?

During the first half of 2013, an important step was taken toward upgrading the archive. As often happens, University of Wisconsin-Madison helped a state agency by sharing its technical expertise. In this case, a team of students from the UW School of Library and Information Studies (LIS) helped assess the collection and then developed recommendations for its preservation, digitization and promotion.

The student project was a key part of a spring semester course on digital curation, LIS 855, taught by [Dorothea Salo](#). The course, for students who plan to become archivists or academic librarians, focuses on management and preservation of digital materials.

Data formats evolve rapidly, thus quickly rendering formats obsolete. For people who are unfamiliar with archives, Salo recommends this [eight-minute segment](#) on CBS's Sunday Morning show as a good introduction to the challenges of digital archiving.



Part of the State Patrol archive's physical collection is housed in the academy attic, accessed via these stairs.

The bulk of the patrol's collection is housed in an attic at the academy at Ft. McCoy. Receiving assistance from Sgt. David Harvey and other patrol personnel, the students visited the academy to assess and develop a plan for the collection. For the physical collection, this involves a plan for: storage, protection against preservation threats, and dealing with intellectual property concerns. The digitization plan assesses available hardware and software, file formats, safety and backup, and it includes a consideration of best practices and real-world constraints.

As noted earlier, many photos in the patrol's archive have been scanned. In December, Harvey reported that, along with [volunteer help from retirees](#), "a good deal of

what has been added to our electronic files came from officers who were on alternate duty. They helped sort through the items, scanned them into an electronic form and recorded the pertinent details. The details often required some research on their part as well."

The [Wisconsin Historical Society](#) helps all state government agencies with their archives, and Sgt. Harvey has been in touch with their staff to discuss overall plans for the archive upgrade. "We are planning to visit the academy to show Historical Society staff our physical collection," he says. "From there, discussions about what might be transferred to the State Historical Society could begin."

## Challenges and opportunities ahead



Trooper David Collins  
at crash scene in 1984

The State Patrol's main mission is to promote highway safety, and Superintendent Fitzgerald notes that in recent years encouraging progress has been made in reducing crash fatalities and injuries.

But Fitzgerald also notes that important challenges remain, and new ones are of course always arising. He observes, for instance, that the patrol has had "a huge turnover with the retirement of very competent senior leaders and staff.

We have been able to make promotions, reassignments and reorganization with people who have been nurtured and made ready for these positions over the years."

David Collins, Fitzgerald's predecessor, was appointed patrol superintendent in 2003, coming from the Wisconsin Department of Justice's Division of Criminal Investigation. He started his career as a deputy sheriff in Trempealeau County and served as a trooper in the patrol from 1980 to 1985. He retired from the patrol in 2011.

Collins reflects that, during his tenure as superintendent, "We were fortunate to be able to build on the patrol's strong foundation, and, with an excellent staff, we achieved some important improvements in traffic safety." He points, for example, to the strengthening of the patrol's statewide communication system, its Technical Reconstruction Unit, Aerial Support Unit, and Chemical

Test Section. Cooperation with other agencies was enhanced. For instance, TIM (traffic incident management) coordination was strengthened, as was the [State Traffic Operations Center \(STOC\)](#), with the patrol as a key partner. Also, Wisconsin strengthened its OWI and safety belt laws during those years.

Collins, along with William Harvey, State Patrol administrator from 1978 to 1983, identified the ongoing need to recruit, train and retain personnel as a major challenge.

As of December, 489 sworn positions were authorized for the patrol, and 168 non-sworn. These numbers include vacancies.

Collins, as he reflects on his tenure as superintendent, remembers the loss of [Trooper Jorge Dimas](#), who died June 14, 2009 from injuries sustained five weeks earlier when he was in pursuit of a violator and became involved in a traffic crash. Trooper Dimas graduated from the academy in December 2008 and accepted his first assignment as a trooper in Polk County. At the time of his death he was 23 years old and had a son.

"We always know that law enforcement service can be dangerous," Collins says, "but this was driven home by his loss, a young man at the start of his career. This was a rough time for the patrol."





*Bob Young, State Patrol Superintendent  
July 2002 – January 2003*

*Sgt. Brett Heino teaches juvenile law to cadets in the current recruit class. Sgt. Tony R. Green says the cadets, who use computers in the classroom and in many other areas of their work, are also increasingly using online learning to help with their classwork. Before class, for instance, they can go online and read relevant material provided by the Wisconsin Department of Justice.*

### New academy classes

At the start of his tenure in February 2011, one of Superintendent Fitzgerald's top priorities was to help start a new recruit class at the academy. There hadn't been one since 2008. In October of that year, the patrol's 58th recruit class began its 23 weeks of training, and it graduated in March 2012.

Now the 59th Recruit Class is in training. Subjects include: defensive and arrest tactics, traffic stop contacts, emergency vehicle operations, and police pursuits. Training also includes communication skills, ethics, crash investigations, criminal and traffic law, and emergency lifesaving techniques.

"The quality and diversity of cadets in this class is tremendous," says Capt. Gerald Voight, commander of training for the academy. "When they earn their State Patrol badges at graduation in March, they will be well prepared to meet the tough and complex challenges of traffic law enforcement and fostering public safety throughout Wisconsin. They are beginning not just a job, but a career of service."

New personnel are joining the patrol, and new technologies and methods are available to help them with their work. But new challenges are always arising. Superintendent Fitzgerald points, for instance, to the increase in distracted driving, with the growing problem of people texting and using other devices while driving.



*Sgt. Brian Erickson instructs and observes cadet during traffic stop training.*

Retired patrol superintendent Bob Young says that helping educate the public has always been an important part of the patrol's work, and these new challenges present opportunities for public education. He observes, for example, an increasing problem with drivers failing to yield right-of-way, reflecting a trend toward a "me first" attitude among some drivers. This, and other hazardous behavior, can be targeted by WisDOT media efforts, such as its award-winning *Zero In Wisconsin* campaign.

The Bureau of Transportation Safety, within the State Patrol, is able to target traffic safety messages to specific audiences, such as its program for high school students about the dangers of texting while driving. Likewise, the bureau is able to use increasingly comprehensive and accurate crash data to target funding support for enhanced law enforcement on roadways and at times of the day with the worst crash problems.

The State Patrol is using a wealth of new technologies and methods to strengthen its many programs and services, and it continues to rely on a diverse and dedicated staff. "With a stellar tradition of 75 years of service," says WisDOT Secretary Mark Gottlieb, "the State Patrol will continue to be a leader in traffic and public safety throughout the state. Congratulations, once again, on a job well done."



*Current academy class*

**Wisconsin Department of Transportation**  
Bureau of Transportation Safety



### A special "Thank You"

**The Wisconsin Traffic Safety Reporter staff greatly appreciates the excellent help they got on this issue from many active State Patrol personnel and also retirees, including WSPAA members and retired patrol superintendents. Their help was characteristic of the patrol's great tradition of service.**