

Meeting statewide traffic and public safety needs



2003 Annual Report

Governor Jim Doyle

Secretary Frank Busalacchi

Superintendent David L. Collins

Wisconsin
State Patrol

2003

Annual Report

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"With the effective leadership and support of Governor Jim Doyle and Wisconsin Department of Transportation Secretary Frank Busalacchi, I know we will meet our challenges successfully."



Superintendent's message

The Wisconsin State Patrol's Annual Report for 2003 highlights significant achievements by our organization, as well as the complex challenges we faced.

All members of the State Patrol continually and consistently demonstrate an outstanding commitment to highway and public safety. Yet despite our best efforts, the 836 traffic fatalities in Wisconsin during 2003 were the highest number of deaths in 22 years.

To meet the challenge of traffic safety statewide, we will intensify our enforcement efforts and enhance our education endeavors. The addition of the Bureau of Transportation Safety to the State Patrol will greatly augment our capabilities to reduce fatal and serious injury crashes. With the effective leadership and support of Governor Jim Doyle and Wisconsin Department of Transportation Secretary Frank Busalacchi, I know we will meet our challenges successfully.

Although our primary mission is focused on highway safety throughout Wisconsin, this report demonstrates the wide array of services and programs we provide for our citizens and those visiting our state.

We made difficult cost-saving reductions in programs and staff in 2003. However, I remain confident that the difficult times we've encountered will make us a stronger organization in coming years.

Sincerely,

A handwritten signature in cursive ink that reads "David L. Collins".

David L. Collins
Superintendent
Wisconsin State Patrol

Formation

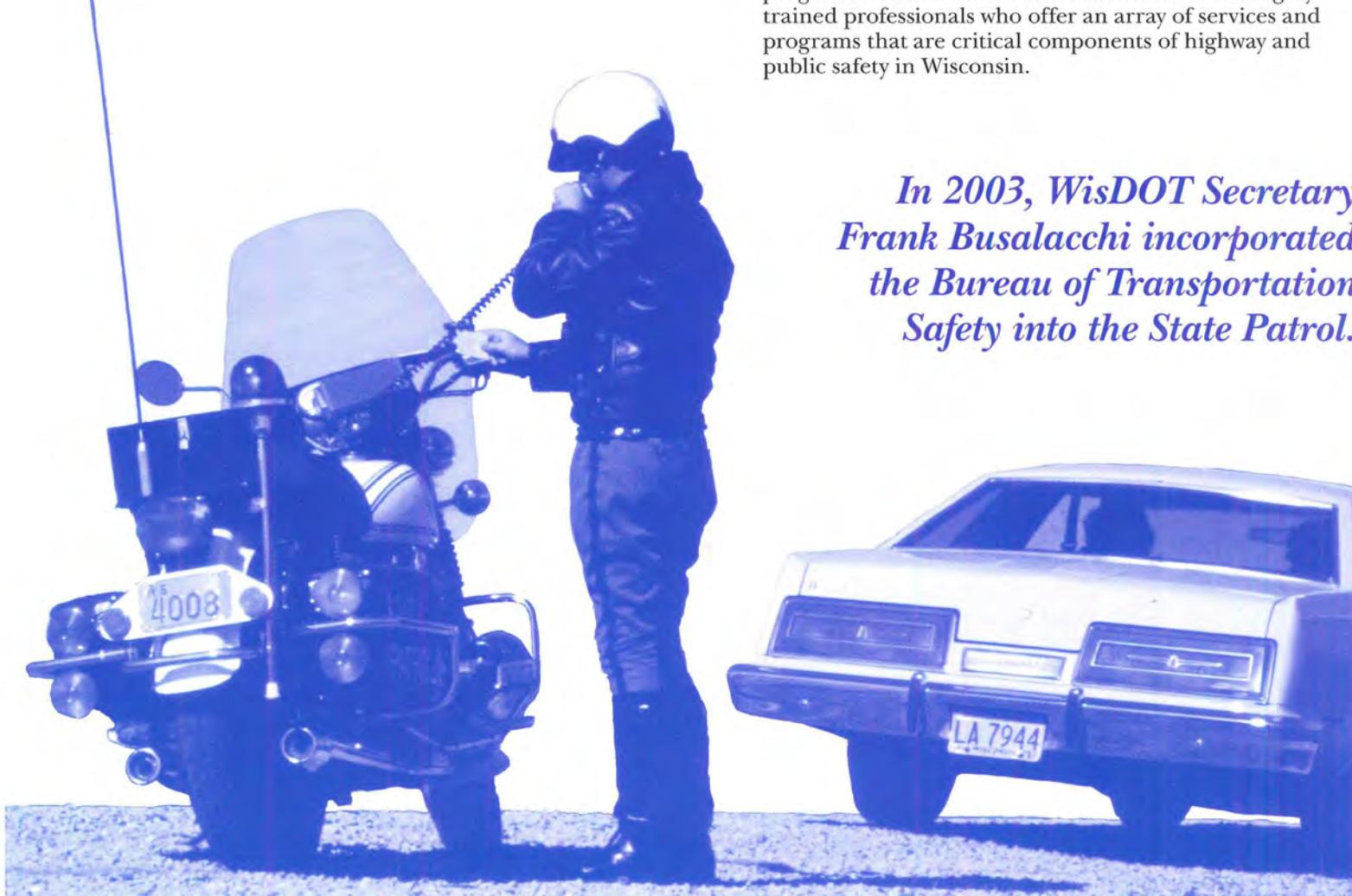
The Wisconsin State Patrol was established in 1939 when 46 inspectors were designated as traffic officers.

In 1955, the modern State Patrol was created with an increase in strength to 250 State Patrol troopers. During the 1960s, the State Patrol became part of the Wisconsin Department of

Transportation, and it was designated a WisDOT division in 1977. In 2003, WisDOT Secretary Frank Busalacchi strengthened statewide traffic safety efforts by incorporating the Bureau of Transportation Safety into the State Patrol.

Throughout its nearly 65-year history, the State Patrol has progressed and evolved into a statewide force of highly trained professionals who offer an array of services and programs that are critical components of highway and public safety in Wisconsin.

In 2003, WisDOT Secretary Frank Busalacchi incorporated the Bureau of Transportation Safety into the State Patrol.



Organization

As a statewide law enforcement agency, the State Patrol operates seven district headquarters and communications centers. The state headquarters are in Madison. (See map on page 38.) The State Patrol Academy at Fort McCoy provides law enforcement training for local, state and federal law enforcement agencies as well as the State Patrol.

As a statewide law enforcement agency, the State Patrol operates seven district headquarters and communications centers.

The State Patrol has four bureaus that function as a team to fulfill its mission:



★ provides the engineering, installation and technical maintenance for the statewide communications networks, including all radio tower sites as well as voice and data transmitting equipment, communications centers (that operate 24 hours a day, seven days a week) and supporting infrastructure.



★ enforces criminal and traffic laws; operates Safety and Weight Enforcement Facilities (SWEFs) often called “roadside scales;” inspects and regulates commercial motor carriers, such as semi-trucks; inspects school buses and ambulances; performs crash reconstructions; conducts criminal interdiction programs; helps other law enforcement agencies with traffic and criminal enforcement, and responds to emergencies and natural disasters. The bureau also operates the State Patrol Academy at Fort McCoy.



★ administers the statewide chemical testing program and oversees business activities for the division, such as personnel management, planning and budget, legislation, media and public information, and information technology.

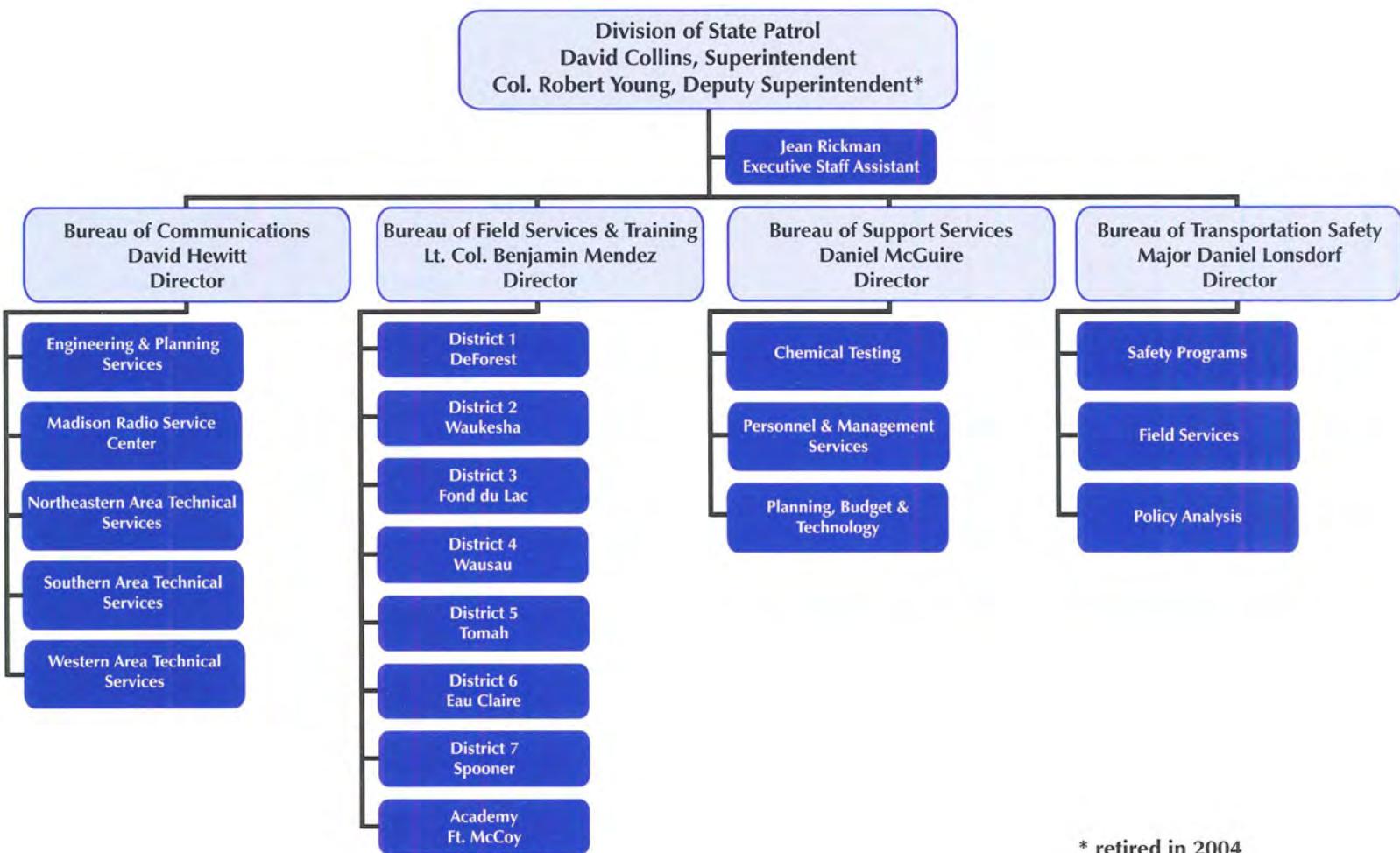


★ coordinates highway safety programs to save lives and reduce injuries. Using federal and state highway safety funds as well as other resources, the bureau provides innovative leadership and program support in partnership with traffic safety professionals, advocates and organizations.



Division of State Patrol

Organizational Chart for 2003



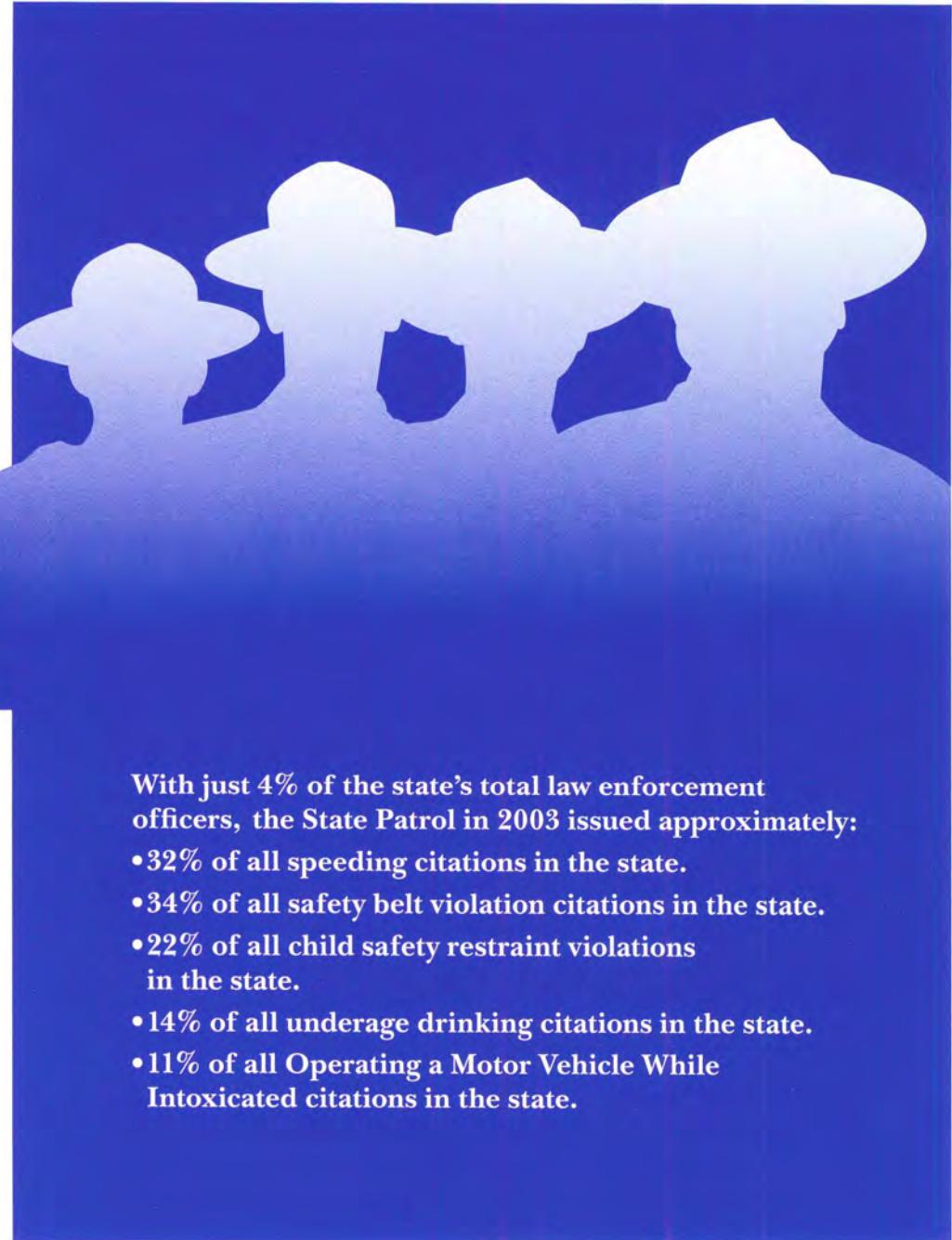
* retired in 2004

Personnel

The State Patrol's sworn and non-sworn staff consists of approximately 713 full-time equivalent (FTE) positions as of December 31, 2003.

Sworn staff

The State Patrol had an authorized strength of 510 sworn positions in 2003, including troopers, inspectors, sergeants, and officers. This force—whose primary focus is highway safety enforcement—constitutes only about 4% of the total number of law enforcement officers in the state.



With just 4% of the state's total law enforcement officers, the State Patrol in 2003 issued approximately:

- **32% of all speeding citations in the state.**
- **34% of all safety belt violation citations in the state.**
- **22% of all child safety restraint violations in the state.**
- **14% of all underage drinking citations in the state.**
- **11% of all Operating a Motor Vehicle While Intoxicated citations in the state.**

Non-sworn staff

To the public, the State Patrol is well known for its sworn officers in their distinctive blue uniforms. But far from the public-eye, the State Patrol team also relies on dedicated non-sworn staff members, who work behind the scenes to accomplish a variety of traffic and public safety missions.

The non-sworn staff members include police communications operators (PCOs) in each State Patrol district who provide a vital link to troopers and inspectors, Department of Natural Resources wardens, and officers from other law enforcement agencies. As telecommunications specialists, PCOs provide information and instructions that officers use to protect the public and ensure their own safety. In response to a traffic crash, for instance, PCOs dispatch troopers to the scene and relay requests for emergency medical services. In addition, they provide information to the public and the news media.



Police communications operators provide the "life line" to troopers, inspectors, DNR wardens and other law enforcement officers.

Far from the public-eye, dedicated non-sworn staff members work behind the scenes to accomplish a variety of traffic and public safety missions.

Other non-sworn staff:

- Operate and coordinate the state-wide chemical testing program.
- Provide maintenance and administrative services at the districts.
- Engineer and support the state-wide voice and data communications networks.
- Provide support services, such as information technology, planning and budget, public information, and legislative research.
- Coordinate federal, state and local traffic safety programs and education efforts for motorcycle safety, vehicle occupant safety (safety belts and child restraints), impaired driving reduction, pedestrian and bicycle safety, emergency medical services and traffic safety information.

Services & programs

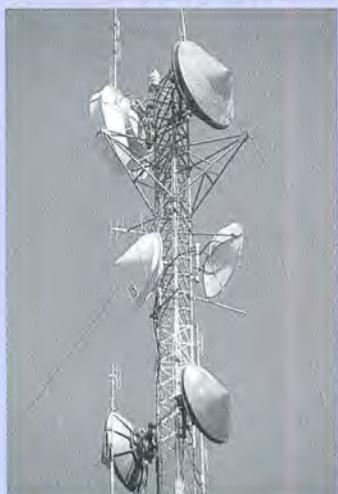
State Patrol provides professional law enforcement services statewide:

- The Wisconsin State Patrol has a big role in public safety even though it is the smallest state patrol or state police force in the nation. Based on the number of sworn officers per capita, the Wisconsin State Patrol ranks 49th in the nation. (Hawaii does not have a state patrol or police force.)
- The State Patrol's troopers and inspectors are highly trained law enforcement officers who have successfully completed a rigorous 23-week training program at the Wisconsin State Patrol Academy at Fort McCoy. To upgrade their skills, troopers and inspectors attend annual training programs at the academy. They also attend specialized training sessions throughout the year.
- The Wisconsin State Patrol has an essential traffic safety and enforcement mission on interstate and rural highways.
- To provide homeland security, troopers routinely monitor highways, bridges and other potential terrorist targets. Inspectors carefully scrutinize trucks, especially those hauling hazardous materials.

In addition to its highway safety and law enforcement mission, the State Patrol provides the following statewide services:

- Enforcement of laws regulating the size and weight of trucks to prevent expensive deterioration of roadways, bridges, and other infrastructure.
- Motor carrier safety inspections using portable inspection equipment and weigh stations (Safety and Weight Enforcement Facilities). Trucking companies' records also are examined for compliance with safety regulations.
- Inspections of school buses, ambulances, human services vehicles, motor coaches and salvage vehicles.
- Evaluation and maintenance of breath-alcohol testing equipment, including training local law enforcement agencies and prosecutors at no cost to them.





The State Patrol provides an array of specialized professional services and benefits statewide including the following:

- Traffic and emergency assistance for local law enforcement agencies whenever and wherever needed. During peak travel times (such as holiday weekends), troopers team up with other agencies to target their enforcement in areas with high crash rates, speeding and other problems.
- Assistance to communities during emergencies, natural disasters (tornadoes, floods, forest fires, etc.), or major public events.
- Reconstruction of crashes and mapping of crime scenes for accurate investigations. Crash reconstruction data also help engineers design safer highways.
- Law enforcement training at the State Patrol Academy at Fort McCoy, including use of the Emergency Vehicle Operators Course for pursuit training.
- Revenue generated by State Patrol enforcement is disbursed to counties, the state school fund and other state programs. The State Patrol does not receive revenue from citation forfeitures. (*See chart on page 35.*)
- Traffic safety programs in partnership with law enforcement agencies, hospitals, public health departments, advocacy groups, and community organizations.

The State Patrol manages and maintains towers and infrastructure for statewide voice communications and the Mobile Data Communications Network (MDCN).

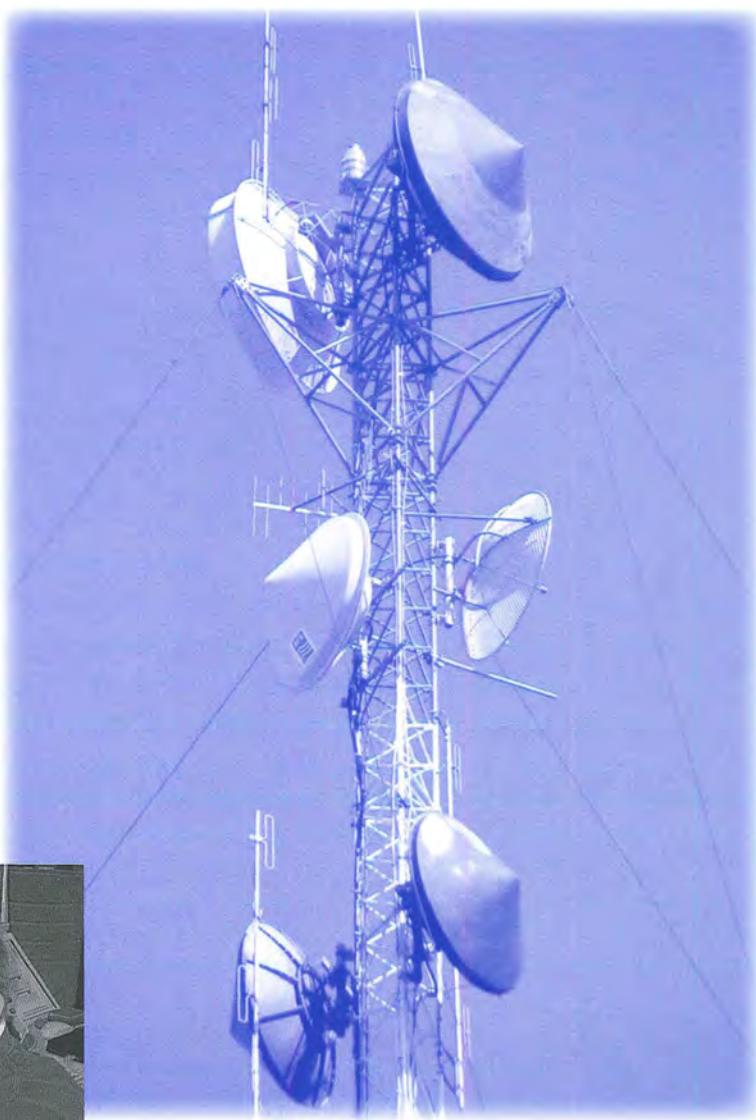
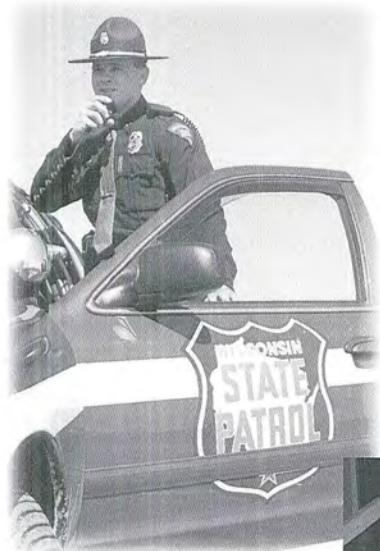
- MDCN is provided as a free service for more than 150 local, state and federal agencies including sheriff's departments, local police departments, the Wisconsin Department of Natural Resources and two tribal agencies. The network supports more than 1,300 mobile data computers in State Patrol and other agencies' vehicles.
- State Patrol communications centers coordinate enforcement throughout the state, which is especially important during pursuits or emergencies. Other communications centers, serving municipalities or counties, use varied technologies and frequencies that may not be compatible with systems in adjoining jurisdictions.
- State Patrol communications networks are self-contained and will operate independently of other agencies' systems if they should fail after a disaster or terrorist attack.
- As part of its technologically advanced communications system, the State Patrol has a digital microwave backbone linking approximately 80 tower sites. (*See map on page 39.*)

Bureau of Communications



The State Patrol Bureau of Communications engineers, implements and supports statewide voice and data communications systems. The Mobile Data Communications Network—Wisconsin's only statewide data communications system—serves 150 law enforcement and public safety agencies.

At its radio shop in Madison, the Bureau of Communications installs radios, mobile data computers, video cameras, emergency lights, and other equipment for vehicles operated by the State Patrol, the Department of Natural Resources, Capitol Police, University of Wisconsin Police and other agencies.



The Bureau of Communications supports the State Patrol's statewide mission through three service territories:

- Western service area facilities:
Spooner, Eau Claire and Tomah
- Northeastern service area facilities:
Wausau, Tomahawk, Green Bay and Fond du Lac
- Southern service area facilities:
DeForest and Waukesha

The bureau also conducts statewide planning efforts with other agencies to promote sharing of resources, interoperability, and more effective standards. The bureau leads the Wisconsin Interoperability Committee on Radio and Tower Systems (WICORTS), whose goal is to foster compatible communication capabilities among law enforcement agencies.

The Bureau of Communications continued to improve its capabilities to provide critical, life-saving support and protection ...

2003 improvements and achievements

The Bureau of Communications continued to improve its capabilities to provide critical, life-saving support and protection for the State Patrol and Department of Natural Resources, as well as other law enforcement and public safety agencies:

- Expanded the Mobile Data Communications Network (MDCN) with 22 new county and local law enforcement agencies joining the partnership to bring the total number of MDCN users to 150.

- Began an ambitious build-out of an Internet Protocol based mobile data network that will completely replace current technology by 2007. Initial build-out and testing occurred in State Patrol District 1—DeForest in 2003.
- Improved communications tower infrastructure by rebuilding over-stressed towers, improving transmitter buildings, and adding towers to remedy communications gaps. During 2003, a tower site was acquired in Clark County. A tower was built at the new Kenosha Safety and Weight Facility through a partnership among the State Patrol, WisDOT Division of Transportation Districts, and Cingular. The over-stressed Seneca tower site in Crawford County was rebuilt during 2003 and five new gap-filler sites were added.
- Promoted the need for greater interoperability among all law enforcement and public safety agencies' communications systems. As a leader in the Wisconsin Interoperability Committee on Radio and Tower Systems (WICORTS), Bureau of Communications staff collaborated with their local, county and state counterparts to foster better ways to meet the challenges of interoperability and compatible communications systems. WICORTS meetings in 2003 in Rhinelander, Prescott and Beaver Dam were well attended. Interoperability has become a high-profile issue in planning for responses to potential terrorist attacks and natural disasters.



The Bureau of Communications provides voice and data communication systems for the State Patrol and numerous other law enforcement and public safety agencies.

Bureau of Support Services

The Bureau of Support Services provides administrative, technical and specialized support functions that are essential to the State Patrol's overall operations.

This support includes the development and maintenance of information technology systems, administration of the statewide breath-alcohol testing program, budget development, analysis of legislation, public information, and personnel management.

2003 improvements

- Completed an evaluation of ignition interlock devices (IID), which are breath-alcohol analysis instruments (connected to vehicle ignition systems) that prevent motorists from driving their vehicle unless they provide alcohol-free breath samples at regular intervals. After extensive evaluation, the Chemical Testing Section approved only one of the four IIDs submitted by manufacturers for evaluation. Most states must rely upon the IID manufacturer to contract with a private testing facility to evaluate their IIDs. The Wisconsin IID evaluation project has received national attention.
- Purchased bar-code readers with grant funds for the Intoximeter EC/IR breath testers, which are standard testing instruments to determine a driver's blood alcohol level. Bar-code readers automatically scan the operator's permit assigned to the arresting officer and the driver's license of the arrested motorist. Statewide, there are 237 Intoximeters being used at State Patrol district offices, sheriffs' offices and police departments.
- Changed the .10 (alcohol level) dry gas for the calibration of evidential breath-testing instruments to the 0.08 level in order to comply with the 0.08 blood/breath alcohol (BAC) law, which went into effect on September 30, 2003.



The Chemical Testing Section evaluates the effectiveness of ignition interlock devices that prevent operation of a motor vehicle by an alcohol-impaired driver. Effective application of ignition interlock systems is a deterrent for repeat drunk drivers.



The Bureau of Support Services provides legislative research and public information services to assist State Patrol officers in their traffic safety outreach efforts with elected officials, media and the public.

Wisconsin
State Patrol

Guidelines for motorists *who are stopped by the State Patrol*



*Your
rights &
responsibilities*

*Providing public information through various media and public announcements
is yet another of the many responsibilities of the Bureau of Support Services.*

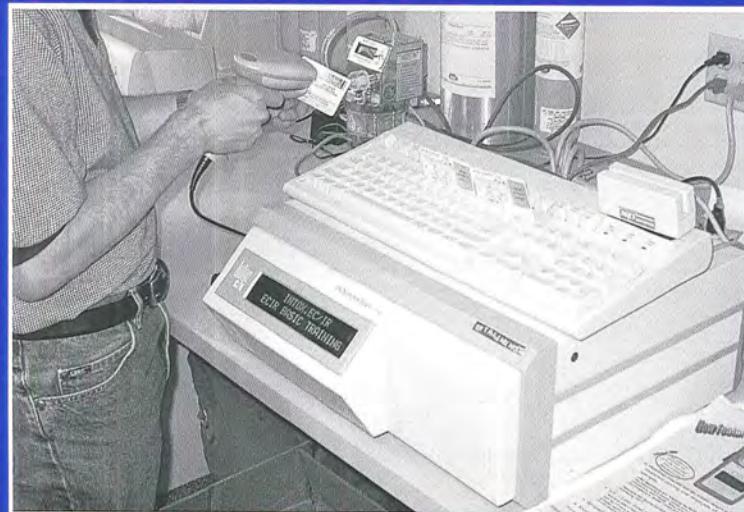
- Provided basic chemical testing instrument operator training to about 500 officers and provided re-certification training to an additional 2,500 officers in 2003.
- Continued the development of law enforcement computer software applications. State Patrol in 2003 began using TraCS software, which includes applications for crash reports, as well as traffic citations and warnings. The federal government provides TraCS to all law enforcement agencies at no charge.
- Initiated a pilot test of a traffic warning application based on TraCS. The first phase of the pilot test in 2003 included approximately 10 troopers and two inspectors. The pilot test will be expanded in 2004.

In 2003, State Patrol began using TraCS software, which includes applications for crash reports, as well as traffic citations and warnings.

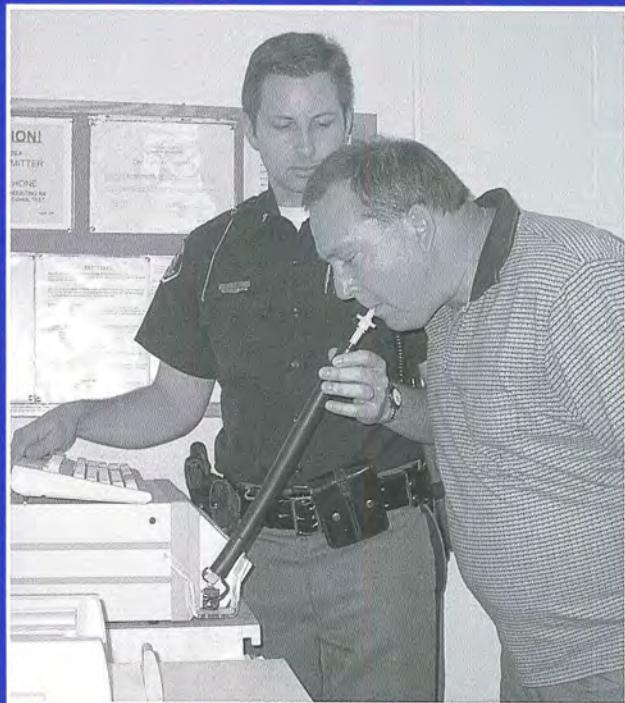


- Developed an automated citation system based upon TraCS software in 2003. Using federal funds, the WisDOT Division of Motor Vehicles has primary responsibility for the adaptation of the TraCS citation applications and the integration of the automated citation applications into other agency and state systems. A federal grant also provided funding for the purchase of 30 Computer Aided Dispatch (CAD) and TraCS workstations. It is anticipated that pilot testing of the automated citation application will begin in early 2004. The Division of Motor Vehicles also has responsibility for the development of TraCS-based automated crash reporting systems.
- Researched and produced the State Patrol's portion of the WisDOT biennial budget submission for 2003-2005. The State Patrol's planning and budget staff strove to meet the challenge of maintaining vital services without increased revenues.

Highlights & Achievements



Intoximeter EC/IR breath testers are standard testing instruments to determine a driver's blood alcohol level. In 2003 there were 237 Intoximeters installed at State Patrol district headquarters, sheriffs' offices and police departments located throughout the state. The Bureau of Support Services provides testing, operator training, maintenance, and repairs for all of them.



Bureau of Transportation Safety

The Bureau of Transportation Safety (BOTS) became part of the State Patrol in the fall of 2003. BOTS creates and administers traffic safety programs and strategies that reduce fatalities and injuries.

Using grants administered by the National Highway and Traffic Safety Administration (NHTSA) and in collaboration with communities and advocates, BOTS program areas in 2003 included:

- Occupant protection—to increase safety belt and child-safety restraint use.
- Alcohol countermeasures—to prevent alcohol-impaired driving.
- Youth alcohol—to provide young people with information and decision-making skills that will prevent underage drinking and driving as well as other high-risk behavior.
- Police traffic services—to improve law enforcement agencies' effectiveness in decreasing crashes and crash injuries.
- Traffic records—to coordinate and improve the use of Wisconsin's transportation safety information system.
- Emergency medical services—to advance the availability, timeliness and quality of EMS response in order to increase crash survivability and improve injury outcomes.
- Motorcycle safety—to provide safety education and training that help prevent crashes and protect riders and passengers.



The Bureau of Transportation Safety provides training and instruction on the proper use of child safety restraints. Research indicates that approximately 80 to 90% of all child safety seats are installed or used improperly.

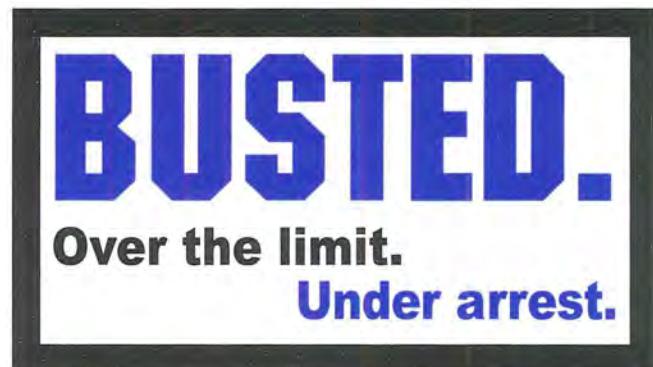


Frequent contacts with media help the Bureau of Transportation Safety deliver its traffic safety messages to the public.

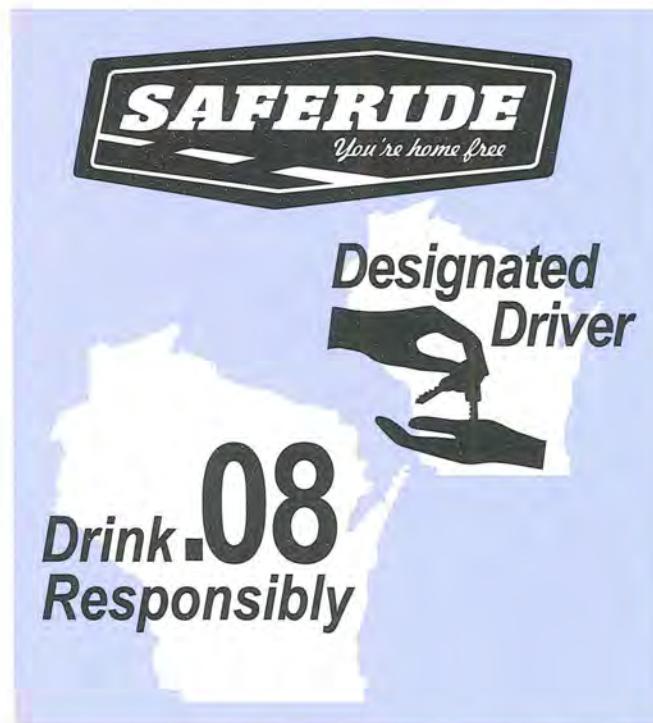
- Roadway safety—to educate state, county and municipal safety organizations about safety engineering improvements, such as traffic calming.
- School bus, pedestrian and bicycle—to encourage enforcement and education efforts that reduce injuries and fatalities among pedestrians and bicyclists.
- Corridor and community traffic safety—funds community safety program in high-risk areas.
- Public information and education—promotes traffic safety messages and themes through media campaigns and focused education programs.

2003 improvements

- Trained 800 officers in Standard Field Sobriety Testing (SFST) and another 472 officers in Advanced SFST.
- Trained 472 officers in detecting drugged drivers.
- Conducted a demonstration pilot program in Polk County, Tomah and the Dodgeville- Mineral Point area that used social marketing concepts to modify drinking and driving behavior of 21 to 34-year-old males. The evaluation of the program showed a potential 17 percent decrease in alcohol-related crashes in pilot communities.
- Funded law enforcement saturation patrols with 30 county sheriff's departments, 12 municipal police departments and four State Patrol Districts in 2003 that reduced by 5% the number of alcohol-related crashes within the participating communities.
- Provided data and research to support the efforts by elected officials that led to the passage of the 0.08 Blood/Breath Alcohol Concentration legislation, which was signed into law by Governor Doyle in July 2003.
- Developed integrated public information and education campaigns titled: "Busted. Over the Limit. Under Arrest" to combat drunk driving and "Busted. Buckle Up or Pay the Price" to increase safety belt use. The campaigns included statewide television, radio and newspaper advertisements. The campaigns reflected the fact that fear of probable law enforcement actions is the most powerful motivating factor in changing drivers' behavior.



Through media campaigns which included statewide television, radio and newspaper advertisements, and focused education programs, BOTS works to prevent alcohol-impaired driving. Fear of probable law enforcement actions is the most powerful motivating factor in changing drivers' behavior.

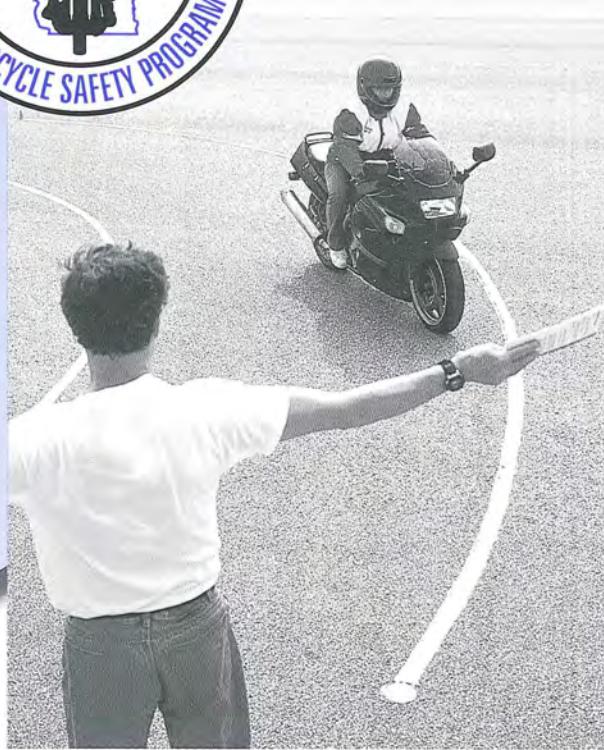


BOTS provided data and research that led to the passage of the 0.08 Blood/Breath Alcohol Concentration legislation, signed into law in July 2003. In partnership with the Tavern League of Wisconsin, BOTS helped fund SafeRide Grants.

Highlights & Achievements

- Led statewide occupant restraint efforts that increased the statewide average safety belt use to nearly 70 percent in 2003.
- Administered the SafeRide Grants in partnership with the Tavern League of Wisconsin to help fund local programs in 25 counties that provide taxi rides home for patrons who otherwise would drive home.
- Trained 7,101 motorcycle riders in the Motorcycle Safety Foundation basic curriculum and 240 riders in the experienced curriculum.
- Supported Safe Community injury prevention projects in 13 communities, pedestrian safety audits in four communities, alcohol and drug impairment reduction efforts in 24 communities, drug intervention training for 2,008 education professionals and youth decision making skills training in 100 middle and high schools.
- Worked with the State Patrol Chemical Testing Section to complete a legislatively mandated evaluation of the effectiveness of ignition interlock devices and vehicle immobilization in reducing recidivism rates of repeat drunken drivers.
- Helped develop Wisconsin's TraCS project and funded the development of the e-Crash software.
- Administered the Pretrial Intoxicated Driver Intervention Grant Program, which supported local programs in 13 counties that helped reduce recidivism rates among repeat drunk drivers.

BOTS Analyst Tim McClain (l) and Policy Chief, Dennis Hughes (r) discuss motorcycle safety strategies with a member of a riders advocacy group.

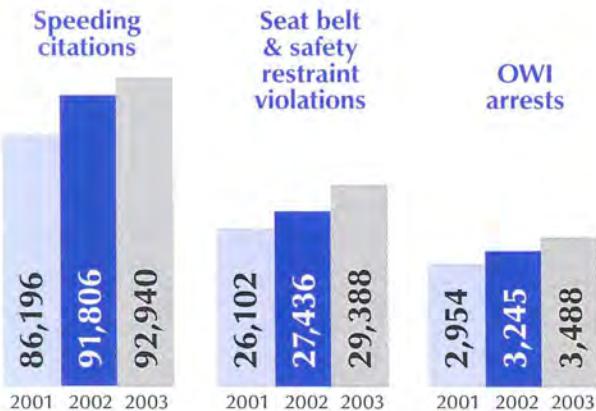


Bureau of Field Services and Training

2003 improvements and achievements

To get motorists to slow down, buckle up and drive sober, Wisconsin State Patrol officers intensified their statewide enforcement efforts in 2003, which led to an increase in the number of speeding citations, operating while intoxicated (OWI) arrests and citations for safety belt and child restraint violations.

Enforcement actions intensified in several areas including:



To combat escalating highway fatalities, State Patrol officers intensified their statewide enforcement efforts in 2003.



The Bureau of Field Services and Training enforces traffic and criminal laws in Wisconsin.

In addition to enforcement of speeding, safety restraint and OWI laws, the State Patrol's totals for 2003 included the following:

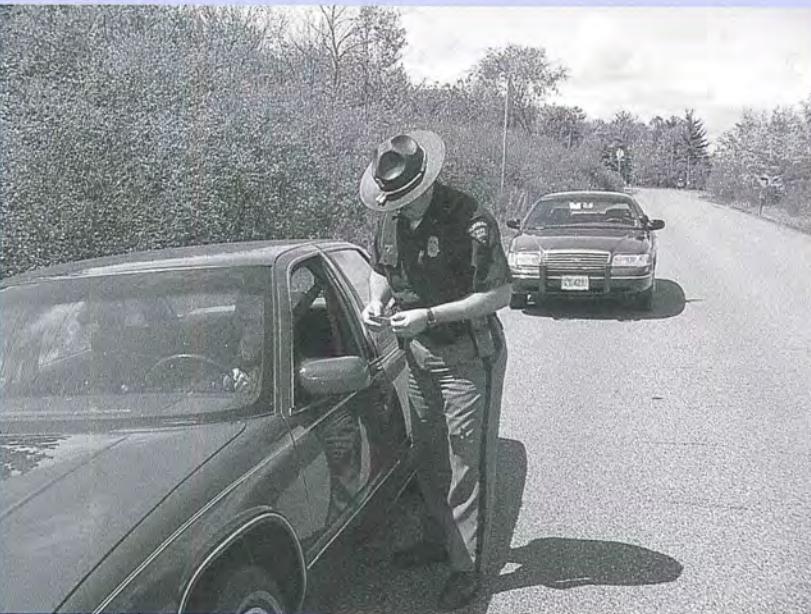
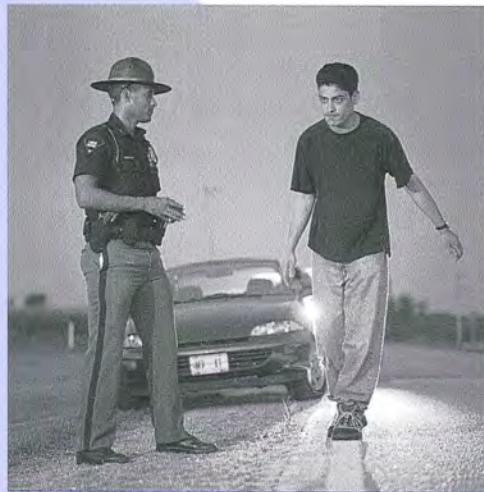
- Assisted 63,621 motorists
- Investigated 6,877 crashes
- Made 5,774 criminal and warrant arrests
- Conducted 70,006 safety and regulatory compliance inspections of commercial trucks
- Performed 12,422 school bus inspections and 2,322 inspections of human-service vehicles

In 2003, state budget cuts ended the State Patrol's aircraft enforcement program. However, the State Patrol aviation trained troopers remained available to pilot aircraft for special assignments or when required for search and rescue and other missions.

Highlights & Achievements



Enforcement efforts in 2003 intensified to combat escalating highway fatalities.



Operation Every Driver a Survivor

was launched during a news conference at State Patrol District 5—Tomah. To combat the escalating traffic fatality rate in 2003, State Patrol district offices teamed up with their local law enforcement counterparts and the media in a concerted effort to get drivers to slow down, buckle up and drive sober. In November and December, the State Patrol organized concentrated enforcement details around the state. Reporters covered the details to spread the message to motorists that “the most dangerous thing you will do today is drive a vehicle.” These special enforcement and educational efforts helped make December 2003 one of the safest Decembers since World War II. Tragically, though, the number of traffic fatalities in 2003 was the highest in 22 years.

Completion of I-43 crash reconstruction:

State Patrol issues results of its analysis and reconstruction of Wisconsin's deadliest motor-vehicle crash

The State Patrol in August 2003 released the results of an exhaustive investigation and crash reconstruction of the Interstate 43 crash in Sheboygan County on Oct. 11, 2002, that killed 10 people and injured 39. It is the deadliest motor-vehicle crash in Wisconsin history.

State Patrol Troopers Jeremy VerGowe, Duane Meyers and Timothy Austin, who are crash reconstruction specialists, investigated the crash and reconstructed the sequence of events with the assistance of other State Patrol officers. Their findings were compiled in a detailed report, which was augmented with an animated depiction of the crash sequence.

According to the report, at the time of the crash, fog in the area had reduced visibility. While some drivers slowed down because of the fog, others continued at normal highway speeds. This disparity in vehicle speeds increased the potential for collision. The probable causes of the crash were the drivers' failure to slow down and take appropriate actions in response to the fog.

The intense fire diminished the quality and quantity of supporting physical evidence.



A fire in the main area of the crash extensively damaged many of the vehicles making the identification and the reconstruction process very difficult and lengthy. The intense fire also diminished the quality and quantity of supporting physical evidence. However, well-trained State Patrol investigators using state-of-the-art data collection equipment were able to determine the sequence of events in the crash.

Well-trained State Patrol investigators using state-of-the-art data collection equipment were able to determine the sequence of events in the crash.

The report points out that like most crashes, this tragedy may have been less severe or prevented if drivers had been more cautious. It also notes that future automobile safety developments, such as collision avoidance systems that employ infrared or radar technology to warn drivers of upcoming obstructions, might be beneficial in preventing similar crashes.

State Patrol Sergeant John Jones, who was the incident commander at the I-43 crash, developed a comprehensive presentation outlining the “lessons learned” from the tragedy. He has delivered this presentation at a variety of conferences and public events. A videotape of his presentation also was produced.

State Patrol responds to emergencies and disasters statewide as well as requests for technical assistance.



Photo at left: The deadliest crash in Wisconsin history occurred in October 2002 on Interstate 43 in Sheboygan County when 50 cars collided in dense fog. Ten people were killed and 39 were injured.

Kenosha Safety and Weight Enforcement Facility opens

Wisconsin Department of Transportation Secretary Frank Busalacchi and local officials cut the ribbon to open the new Kenosha Safety and Weight Enforcement Facility (SWEF) on westbound Interstate 94 near the Illinois border on Oct. 15, 2003.

"New facilities like this one will replace obsolete buildings, some built 40 years ago that still don't have running water," Secretary Busalacchi said. "In the long run, they will save money, and possibly pay for themselves, in terms of lives saved and damage to our highways avoided by overweight and unsafe trucks."

The new \$6.7 million SWEF replaces a 51-year-old facility that predated the interstate. State Patrol inspectors operating the new SWEF have the most technologically advanced devices to weigh commercial trucks and conduct safety examinations of their brakes, wheels, axles and other equipment. The new SWEF features:

- Two enclosed inspection bays with mechanic-type trenches so inspectors can walk below the trucks to detect broken or defective equipment. Previously, inspectors had to work outdoors in all kinds of weather and use creepers to crawl under trucks. To improve efficiency and save valuable time, trucks will enter one end of the building, complete an inspection, and exit the other end.
- Automated brake-testing equipment.
- Weigh-in-motion scale, which calculates the truck's weight while it's moving through the SWEF. If the truck is not overweight, it does not have to stop for measurement on a static scale.
- Ample parking for truck drivers, so they can meet their mandated rest requirements. Drivers also will have 24-hour access to restrooms, phones, vending, and weather information.

*"...they will save
money...in terms
of lives saved and
damage to our
highways..."*



- Operators' station at the front of the building that provides a 270-degree view of the interstate.
 - Office space that State Patrol troopers can use for administrative duties.
 - A secure area for Intoximeter testing of impaired drivers.
- The WisDOT Division of Transportation Infrastructure Development planned the SWEF project in conjunction with reconstruction of County Trunk Highway ML.



Motor Carrier Safety Assistance Program (MCSAP) New Entrants Program

To fulfill the North American Free Trade provisions among the United States, Mexico and Canada, the U.S. Department of Transportation's Motor Carrier Safety Assistance Program (MCSAP) implemented a "New Entrants Program" in 2003. The New Entrants Program ensures that all new motor carriers undergo an on-site safety audit within the first 18 months of operation. Carriers failing to demonstrate basic safety management controls during the 18-month period are denied permanent operating authority.

The safety audits provide educational and technical assistance to new carriers so they fully understand their safety obligations under federal regulations. Studies show that effective education and training for new carriers lead to better compliance with safety regulations and improved highway safety.

In 2003, the State Patrol's MCSAP efforts produced 480 safety audits as part of the New Entrants Program.

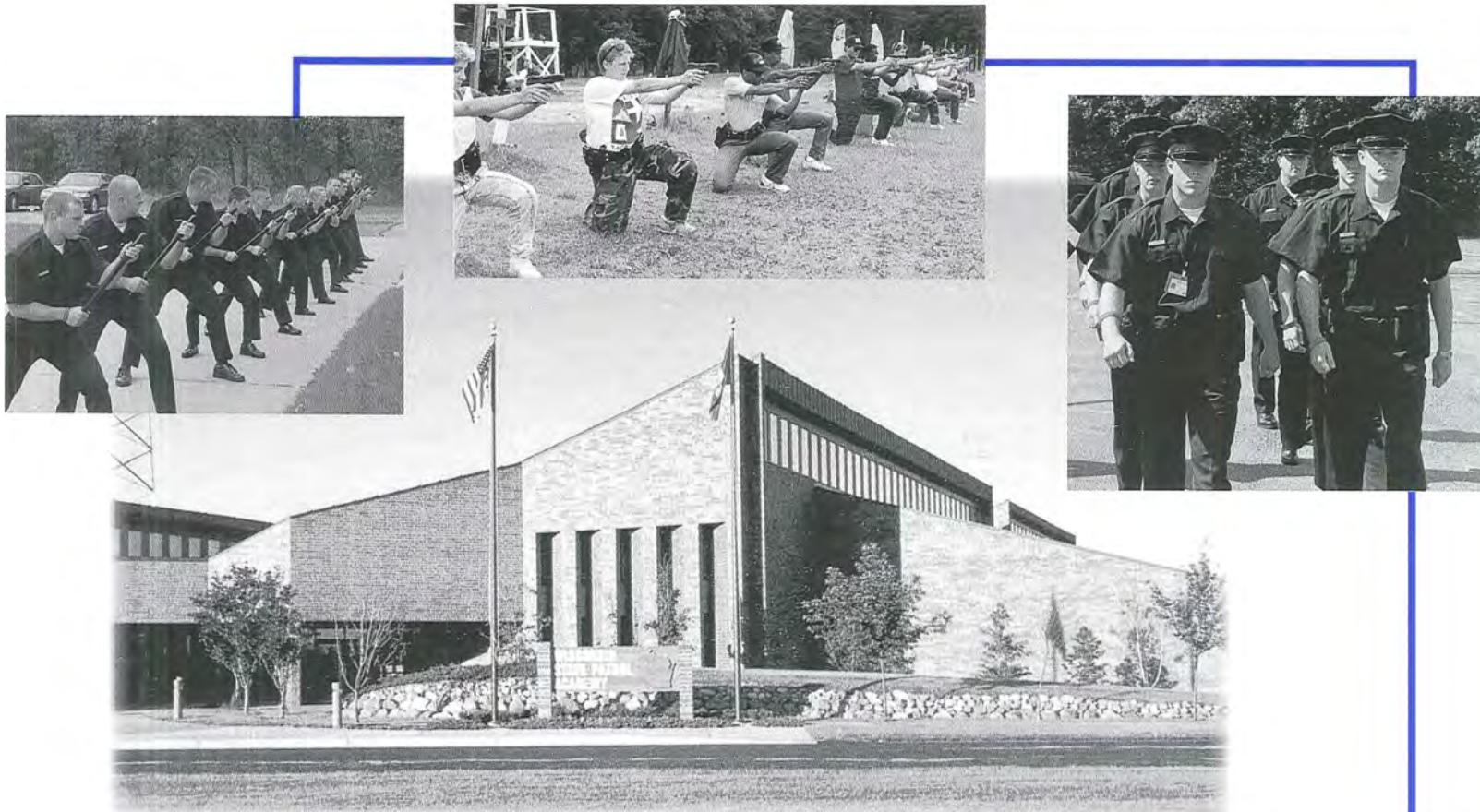


MCSAP focuses on inspection and enforcement activities which contribute to a reduction in commercial vehicle crashes.



Highlights & Achievements

Highlights & Achievements



The State Patrol Academy at Fort McCoy.

State Patrol Academy training builds the physical, mental and emotional fitness necessary to ensure readiness for duty.

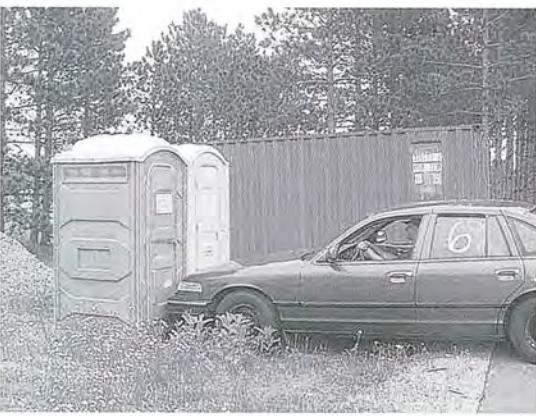
The State Patrol Academy at Fort McCoy administers training that builds the physical, mental and emotional fitness required for law enforcement duties. Because of personnel reductions mandated in the state budget, the Academy did not train a State Patrol recruit class in 2003.

Along with in-service training for troopers, inspectors and police communications officers in 2003, the Academy conducted a variety of specialized programs for the State Patrol and other law enforcement officers, as well as other governmental agencies.

Highlights & Achievements

Emergency Vehicle Operators Course (EVOC) training at State Patrol Academy

The Wisconsin State Patrol Academy uses its Emergency Vehicle Operators Course (EVOC) to provide State Patrol personnel with training on a variety of driving maneuvers and techniques they need to perform their missions on highways. Other law enforcement agencies also use the EVOC for training their officers.



WISCONSIN POLICE CORPS

LAW COMMUNITY JUSTICE



The Police Corps Training Program at the Academy graduated 18 recruits in 2003, who joined law enforcement agencies in Wisconsin. They completed 21 weeks of intense training to prepare for the rigors of community police work.



Community outreach and education programs



To protect children in vehicles, State Patrol officers use a variety of forums and strategies to promote proper installation and use of child safety seats.



The State Patrol in partnership with other government agencies, non-profit groups and businesses sponsors programs to educate the public and promote highway and public safety strategies. These programs include:

- Saved by the Belt, which recognizes occupants of vehicles who survived a crash because they were buckled.
- Little Convincer display that vividly shows the benefits of wearing seat belts and using child restraints.
- Community outreach displays at special events.



To decrease fatalities involving motorcyclists, State Patrol troopers and experts from the Bureau of Transportation Safety attend motorcycle events to demonstrate safe-riding techniques.

Story attracts national and international media attention: **State Patrol troopers help rescue little girl**

***“...she just kept saying,
‘We’ve got to find the child.’”***

The story of a two-year old girl who miraculously survived a horrible crash that killed her parents captivated the nation in March 2003. But if it were not for the determination of Wisconsin State Patrol troopers and others at the crash scene, the story might not have had at least one fortunate ending.

Before dawn on March 7, Troopers Sean Berkowitch and Rhonda Waldera, of District 5—Tomah, were at the scene of a fatal crash on a rural stretch of Interstate 94 in Jackson County. A westbound semi-truck had jack-knifed on the icy road and crossed the median into the eastbound lanes. A Honda with Minnesota license plates hit the semi's trailer and then passed underneath—shearing off the top of the car. It traveled another 700 feet before ending up in the median. Both adults inside the car were dead. That much was known.

But Trooper Waldera also was concerned about the unknown. While investigating the scene, she found a coat, blanket, a “sippy” cup and some pull-up diapers in the car. These items indicated that a small child might have been a passenger. But where was the child? The troopers and others at the scene searched the area between the truck and the car with no results. Trooper Waldera, however, wouldn't give up. Her professional training as a crash reconstructionist and her intuition as a mother played a part in her persistence.

“With Rhonda being six months pregnant and a mother of two children, she had that extra push,” said Captain Arne King, District 5 commander, in a Milwaukee Journal Sentinel report. “Everybody kept looking, but she just kept saying ‘we’ve got to find the child.’”

No one involved in the search could have imagined that a two-year-old girl had somehow crawled out of the wreck, walked about 200 yards in front of the car, and then crossed two lanes of the interstate before finding shelter in some trees near the fence line.

Around 7 a.m., in the morning light, Donnie Olsen, a Jackson County highway worker, spotted a patch of pink in the brush. Rushing to the spot, the officers



Troopers Rhonda Waldera (l) and Sean Berkowitch (r) whose persistence and determination resulted in the rescue of two-year-old Anita Kayachith. Trooper Waldera was pregnant with her third child at the time.

found 2-year-old Anita Kayachith. Wearing only a light jacket, jogging pants and socks but no shoes, she had survived not only the accident but crossing the interstate and nearly three hours in the cold, as well. She was shivering but had no visible injuries other than a small cut to her head.

The story of this little girl's courage and a state trooper's determination drew intense media interest. Troopers Waldera and Berkowitch appeared on an array of nationwide news shows, including the NBC Today Show, ABC Good Morning America, the CBS Early Show and Connie Chung Tonight on CNN. Because the little girl and her deceased parents were of Laotian descent, the Voice of America radio network recorded an interview with Trooper Waldera that was translated and broadcast in Laos.

The media attention culminated several months later when Trooper Waldera was reunited with Anita on the Oprah Winfrey show.

Trooper and inspector provide key evidence in highly publicized and controversial fatal hit-and-run crash

by Major Dan Lonsdorf, Wisconsin State Patrol

State Patrol crash investigators refused to let up in their search for the driver who struck and killed a teenager riding his bike home from work. As time was running out, Moose Balian, a local volunteer fireman and husband to a county board supervisor was finally tracked down. Fighting through deception, a deliberate crash, and political obstacles, officers uncovered the missing pieces to a bizarre puzzle.

James Gengler, age 17, had just started his senior year of high school. On September 5, 2002, at about 9 p.m., he was riding his bicycle on a rural highway in Dodge County on his way home after finishing work in Watertown. He never made it home.

As darkness settled in, a dark-colored pickup truck rapidly approached James from behind. Without ever touching the brakes, the driver hit James, who flew into a ditch and down an embankment nearly 100 feet below the roadway surface. Witnesses heard the sound of the impact and found the teenager and his bicycle. He was already dead. The truck never slowed as it fled the scene.



Trooper Mark Andraschko (l); Inspector George Wright (r)

Responding to the hit-and-run crash scene, State Patrol Trooper Mark Andraschko, a crash reconstructionist from District 3—Fond du Lac, along with Dodge County Sheriff's Department investigators collected more than 100 pieces of evidence, including small paint chips from the suspect's vehicle.

They also recovered a large section of the suspect vehicle's headlight assembly. Trooper Andraschko took a portion of this headlight assembly to a local auto parts store the next morning. He was told the part came from a 1994-2000 Dodge pickup truck. Patriot blue paint codes further narrowed the suspect vehicle to a 1997-2000 model. Trooper Andraschko organized three days of 24-hour surveillance around the crash site in case the suspect returned to the area. Unfortunately, no matching vehicles were identified.

In addition, Trooper Andraschko searched the Division of Motor Vehicle records for all registered Dodge trucks in the surrounding counties with model years from 1994-2000. The list turned up 58,000 possible suspects in a four-county area around the crash scene.

In the initial analysis, the paint chips were mistakenly determined to be non-original, resulting in a month-long search of local body shops and paint stores for a possible matching suspect. Those efforts were fruitless.

Meanwhile, investigators had no way of knowing that Moose Balian—a volunteer firefighter and emergency medical technician for the Township of Lebanon, who lived just three miles from the crash site—was trying feverishly to get his badly damaged Dodge pick-up truck repaired.

Balian contacted his sister, who knew a body shop owner in Kewaskum, about 50 miles to the east. Six days after the crash, Balian and his sister moved the pick-up from his house to the body shop for repairs. The shop owner estimated repair costs at \$5,000 and

questioned why they didn't want to file an insurance claim. The sister indicated her brother had hit a deer after being somewhere he shouldn't and didn't want his wife to find out. The truck was repaired and returned to Balian's house.

As the investigation continued, Trooper Andraschko worked with Chrysler Corporation in the analysis of the paint chips. The manufacturer narrowed the search to Dodge trucks painted at their Kansas City assembly plant during a three-month period. Chrysler provided the investigators a list of all the vehicle identification numbers (VIN) during that period. When the VINs were cross-referenced with the original DMV list, the search was narrowed to 644 vehicles. Of those, 45 were registered at addresses in proximity to the crash scene, including Balian's truck. While investigators organized a massive vehicle-by-vehicle search, police received a tip identifying Balian's truck as possibly involved in the hit-and-run case. A sheriff's investigator checked the truck. Since it had been repaired, the truck was reported as undamaged by the investigator.

Aware of the extensive media coverage surrounding the search, Balian grew nervous again. Two days later, he deliberately ran a red light and crashed broadside into another car in Madison. His truck suffered extensive damage to the same area that had been recently repaired. However, the local police were unaware that this crash was deliberate.

Several weeks later, investigators received a second tip implicating Balian again. Trooper Andraschko then learned that an investigator from a local law enforcement agency had been directed to stay away from Balian's house because his wife, who was a Dodge County board supervisor, complained to the county board chairman and the sheriff about inquiries regarding her husband.

Trooper Andraschko, along with State Patrol Inspector George Wright, who specializes in salvaged vehicles, ignored this directive and interviewed the suspect. Balian displayed obvious signs of nervousness and deception, which convinced Trooper Andraschko that he had found the driver of the hit-and-run vehicle.

Because Balian's truck had been totaled in the Madison crash, it was no longer at the house and belonged to the insurance company. Trooper Andraschko obtained insurance adjustor information from the suspect and learned details of the Madison crash. After speaking with the Madison police officer, the tow truck driver,

and the insurance company, he learned the truck had been towed back to the suspect's residence and then to a salvage yard in Sussex, another 40 miles to the east. The truck was due to be "salvaged out" the very next day.

Trooper Andraschko and Inspector Wright found the suspect's truck the next day at the salvage yard. The truck was a perfect match, based on witnesses' accounts, including the correct year, make, model, and color. Both officers observed extensive damage to the right front of the truck in the same area that would have been damaged in striking the bicyclist. Further inspection of the inside engine compartment revealed fresh repair evidence, including clean replacement mounting bolts along with recently turned screws. The vehicle was immediately confiscated as evidence. Balian invoked his Fifth Amendment rights when questioned a third time.



After the vehicle was towed to the state crime lab in Madison, Trooper Andraschko and Inspector Wright took apart the damaged area and located several aftermarket headlight assembly parts. Inspector Wright recognized the grease-pencil markings on one part as those used by a specific auto parts store in the local area. That store was contacted and directed investigators to another store that had delivered those parts to the body shop where the original repairs were made.

The body shop's records showed the work done on the suspect's vehicle in the days following the fatal hit and run. Some of the original parts were recovered from the shop's disposal area. According to the crime lab analysis, parts found at the scene of the hit and run matched those fractured parts still attached to the inside of the

suspect's truck, as well as those found at the body shop.

Two days before Christmas, Balian was arrested for felony hit and run. On October 9, 2003, more than a year after the crash, Balian was convicted after pleading no contest. He was sentenced in December to three years in prison.

Balian's wife, Betty, refused to step down from the county board following allegations of misconduct in her contacts with the county board chair and the sheriff. A special recall election removed her from office.

If not for the diligent efforts of Trooper Andraschko and the insightfulness of Inspector Wright, the case most likely would have remained unsolved and the hit-and-run driver who killed James Gengler may have escaped justice.

The State Patrol publicly honors those members who have demonstrated outstanding service or performance. All honorees have been recommended by fellow employees for special recognition. The recommendations for special awards are evaluated by the Awards Committee, which is composed of a captain, sergeant, trooper, inspector, non-sworn employee and a state headquarters representative. The superintendent makes the final determination.

2003 Special Awards

The following awards were presented on October 15, 2003:

Trooper Joan A. German—Commendable Service Award

Trooper Joan A. German received approval in 2001 to develop a program that educates parents about the importance of using child booster seats in vehicles. Trooper German also obtained a grant of \$12,000 to develop the program. With the grant funding, she was able to purchase 350 booster seats. Trooper German's first goal was to raise parental awareness of the need to secure 4- to 8-year-old children in booster seats. Her second goal was to educate law enforcement officers in Washington County of the safety benefits of booster seats for children. She made numerous contacts with media to inform the public about this issue, and spent extensive time in local schools talking to children about the importance of seat belts and booster seats. Through her initiative, Trooper German greatly enhanced the professional image of the State Patrol. Moreover, she helped place more than 350 children into booster seats that help prevent injuries or deaths in the event of a crash. Her efforts went well above normal job duties, and as a result, Trooper German was awarded a Commendable Service Award.





Inspector David A. VerBruggen—Meritorious Service Award

Inspector VerBruggen was traveling on WIS 42/57 near Sturgeon Bay on March 28, 2002, when he observed a male subject walking on the centerline of the highway. Looking angry and distressed, the subject was in danger of being hit by passing traffic. Inspector VerBruggen made contact with a local police officer already on the scene. The subject was obviously suicidal and had run across the traffic lanes several times. To prevent the subject from being hit by traffic, Inspector VerBruggen risked his own safety. He chased the subject across the traffic lanes and wrestled him to the ground. Other officers who arrived at the scene assisted Inspector VerBruggen in restraining the subject. The subject was safely transported to a hospital and later transferred to a mental health facility. Inspector VerBruggen put his life in jeopardy to prevent serious injury or death to the subject. For bringing this incident to a safe conclusion, he was awarded the Meritorious Service Award.



Trooper Kevin A. Schneider—Meritorious Service Award

On January 5, 2003, Trooper Schneider attempted to stop a vehicle for erratic driving. When Trooper Schneider activated his emergency equipment, the driver attempted to elude at speeds approaching 90 mph. The trooper pursued the vehicle for more than four miles before it stopped. As Schneider approached the vehicle, the driver produced a large knife and slashed his own neck, which resulted in profuse bleeding. With assistance from a local police officer, Trooper Schneider reacted by disarming the driver and then administering first aid until emergency medical services arrived. He risked his life to save the life of an individual determined to harm himself. Without the trooper's first aid, the driver would not have survived his self-inflicted wound. Trooper Schneider placed himself in great danger in disarming the driver. For his action, he was awarded the Meritorious Service Award.



Trooper David Fowles—Lifesaving Award

While off-duty in a grocery store on March 6, 2003, Trooper David A. Fowles found an unresponsive male lying on the floor. Trooper Fowles confirmed with a store employee that an ambulance had been summoned. He then began an assessment of the man and found no pulse or breathing. Trooper Fowles began administering CPR with the help of a store employee. A local police officer arrived with an Automatic External Defibrillator that was used to restore a pulse before emergency medical services arrived to transport the man to the hospital. The quick and decisive off-duty actions by Trooper Fowles helped save a man's life. For his actions, he was presented a Lifesaving Award.

2003 Special Awards

(continued)



Trooper Mark J. Andraschko—Commendable Service Award

Trooper Andraschko responded to a hit-and-run crash on September 5, 2002, that killed James Gengler, age 17, as he was riding his bicycle on a rural county highway near his Watertown home. After escorting the body to the funeral home, he began his crash investigation and reconstruction by examining and collecting evidence. The extensive investigation included inspections of more than 40 vehicles that fit the profile as well as interviewing witnesses. While inspecting one of the vehicles in question, he found after-market replacement parts were used, which in turn led investigators to a salvage yard that had sold the parts to a body shop where the vehicle had been repaired. With this information, Trooper Andraschko and other investigators were able to identify this vehicle as the one that struck and killed James Gengler. As a result of this investigative work, Moose Balian, a prominent Dodge County resident, was arrested. He was sentenced to prison in December 2003. For Trooper Andraschko's diligence in solving the hit-and-run case, he was presented a Commendable Service Award. (See page 28 for full story.)

Inspector George W. Wright—Commendable Service Award

Inspector Wright assisted with the investigation of a fatal hit-and-run crash that killed James Gengler on September 5, 2002. He assisted in narrowing a large list of suspect vehicles by mapping the locations of the registered owners who were close to the crash scene. Along with Trooper Andraschko, Inspector Wright went to the Moose Balian residence to inspect a truck that fit the profile of the hit-and-run vehicle. Balian said that he had been involved in a crash a few weeks before and reported that the truck had been totaled. After obtaining the accident report, the inspector and trooper located and examined Balian's vehicle. During an examination at the State Crime Lab in Madison, after-market parts were found on the vehicle, and Inspector Wright determined the body shop where these parts were purchased. Evidence was collected from the body shop where the repairs were performed, which helped tie the Balian vehicle to the fatal hit-and-run crash. His persistence and determination helped solve a complicated case, and for his efforts he was presented a Commendable Service Award. (See page 28 for full story.)



State Patrol trooper wins national award for apprehending murder suspect

Trooper Tom Jones won the top national award for the “Looking Beyond the License Plate” law enforcement recognition program sponsored by the International Association of Chiefs of Police (IACP). Trooper Jones was selected as the nation’s best from among 222 entries submitted by law enforcement agencies throughout the United States.

Trooper Jones won the award for apprehending a murder suspect while patrolling US 8 in Lincoln County on Feb. 19, 2003. The suspect, Joseph C. Huisman of Kaukauna, was wanted by the Kaukauna Police Department in connection with the death of his wife in their home.

The Kaukauna PD issued an attempt to locate request that incorrectly listed the color of Huisman’s vehicle but contained the correct license plate and car model information. After confirming that Huisman’s license plate matched the attempt to locate request, Trooper Jones executed a high-risk stop of the suspect’s vehicle with assistance from State Patrol Trooper Don Tinker and the Lincoln County Sheriff’s Department. A shotgun was found on the rear seat of Huisman’s car.

Huisman, 49, was taken into custody without incident and was charged and later convicted of murder. “Trooper Jones responded to an extremely dangerous situation with effective and professional enforcement action,” said Captain Jeffrey Frenette, State Patrol District 4 commander.



Trooper Tom Jones (behind podium) receives his award for “Looking Beyond the License Plate” from (left to right) WisDOT Deputy Secretary Ruben Anthony Jr., Secretary Frank Busalacchi, Executive Assistant Randy Romanski, and State Patrol Superintendent David Collins.

Retirements & Promotions

The following State Patrol members were promoted in 2003:

Trooper James D. Lind to Sergeant
Program Assistant 1 Karen Odell..... to Program Assistant 2
Communications Technician 4 Stephen M. Kondreck.....to Communications Tech Supervisor
Consumer Protection Investigator 1 David J. Blinkiewicz.....to Consumer Protection Investigator 2
Consumer Protection Investigator 1 Richard Hablewitzto Consumer Protection Investigator 2
Consumer Protection Investigator 1 Judy Jaegerto Consumer Protection Investigator 2
Consumer Protection Investigator 1 Janelle C. Pasketo Consumer Protection Investigator 2
Consumer Protection Investigator 1 Christopher N. Wilemanto Consumer Protection Investigator 2

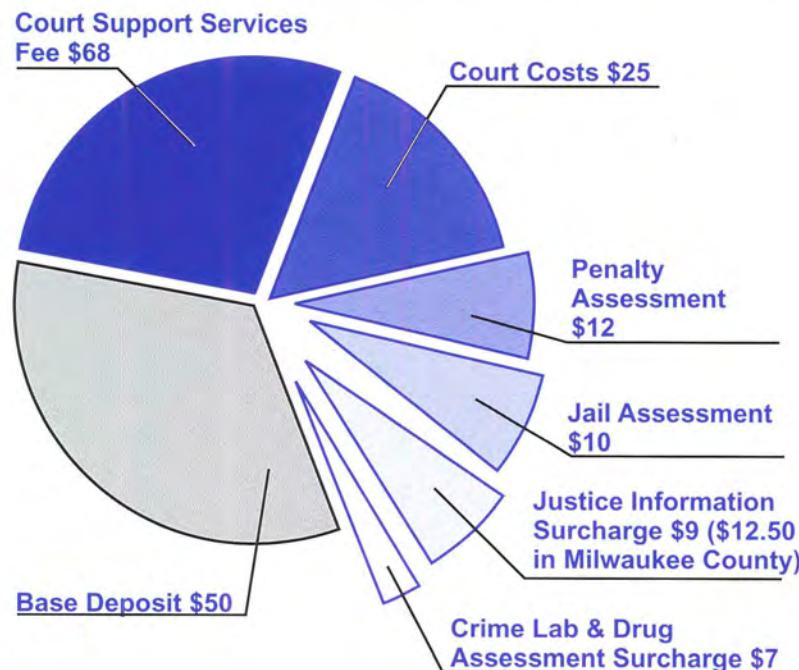
The following State Patrol members retired in 2003:

Trooper Donald K. Mayer..... 23 years of state service
Superintendent Douglas L. Van Buren 32 years of state service
Trooper Jerry L. Weber 25 years of state service
Trooper Robert H. Thompson 22 years of state service
Sergeant Thomas V. Floyd 26 years of state service
Captain Robert A. Bereiter..... 21 years of state service
Trooper Rodney A. Gillmeister 23 years of state service
Inspector Sharon A. Bretzel 16 years of state service
Sergeant Scott G. Lindemann 31 years of state service
Trooper Bryan F. Vergin..... 25 years of state service
Superintendent David L. Schumacher 31 years of state service
Trooper Douglas W. Jorstad 24 years of state service
Trooper Laurance R. Burzynski..... 30 years of state service
Trooper Louis J. Mane..... 30 years of state service
Communications Technician Supervisor James F. Lohff..... 31 years of state service
Police Communications Operator Tyrone M. Paulson 31 years of state service



Citation Distribution for Speeding

11-15 mph above posted limit, \$181.00 (\$184.50 in Milwaukee County)



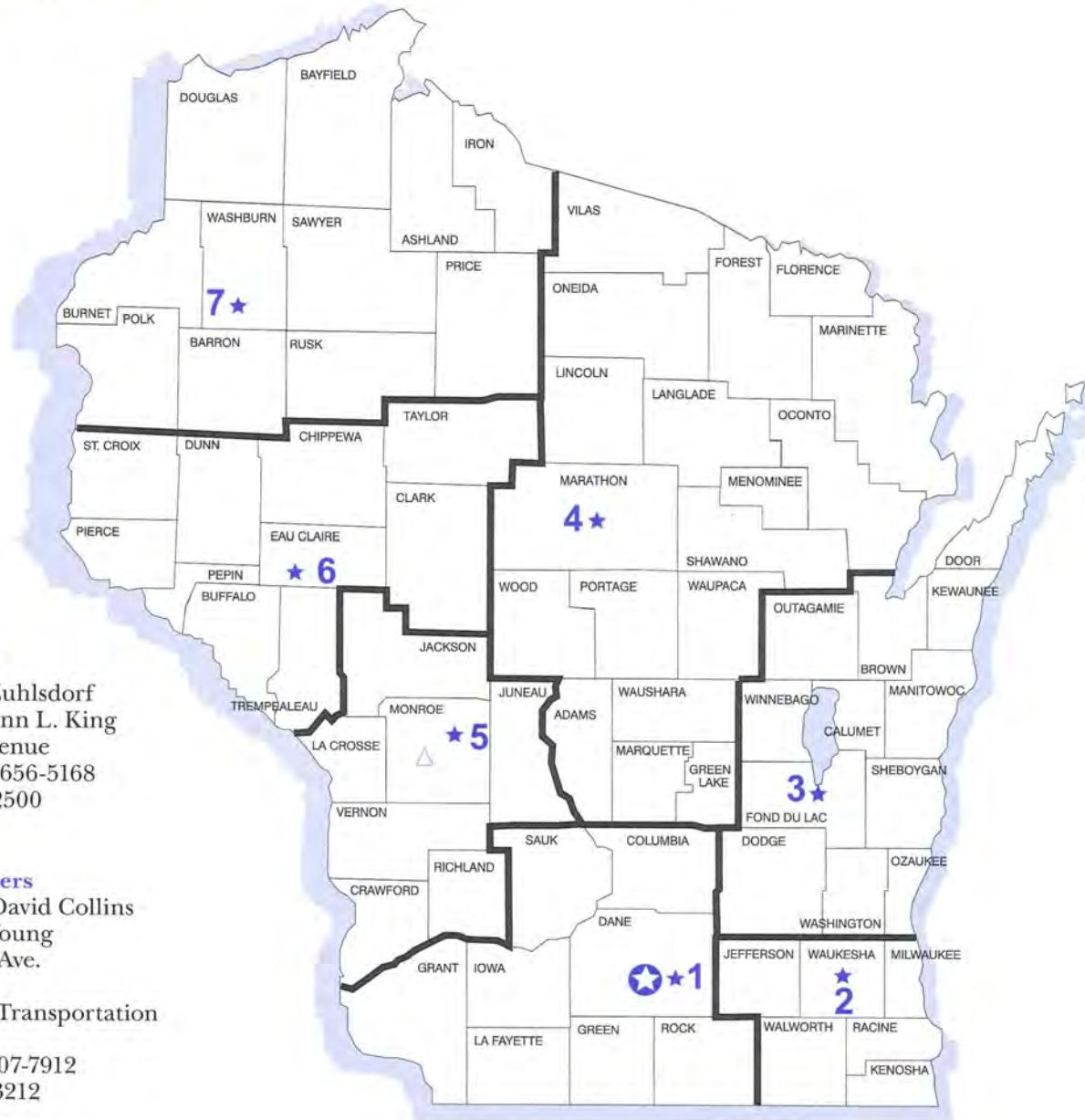


Wisconsin State Patrol Districts for 2003

Wisconsin State Patrol


**Wisconsin State
Patrol Academy**
Major Gerald J. Zuhlsdorf
Lieutenant RoxAnn L. King
95 South 10th Avenue
Ft. McCoy, WI 54656-5168
Phone: 608-269-2500

 **State Headquarters**
Superintendent David Collins
Colonel Robert Young
4802 Sheboygan Ave.
PO Box 7912
Hill Farms State Transportation
Bldg., Rm. 551
Madison, WI 53707-7912
Phone: 608-266-3212



Maps & Charts

District 1

911 W. North St.
PO Box 610
DeForest, WI 53532-0610
Phone: 608-846-8500

Captain David Heinle		Police Communications Supervisor	1
Lieutenant Jeff Lorentz		Police Communications Operators	10
Sergeants	9	Program Assistant Supervisor.....	1
Troopers	62	Program Assistants	3
Inspectors	26	Payroll and Benefits Specialist.....	1

District 2

21115 East Moreland Blvd.
Waukesha, WI 53186-2985
Phone: 262-785-4700

Captain Varla Bishop		Police Communications Supervisor	1
Lieutenant Ted Meagher		Police Communications Operators	8
Sergeants	7	Program Assistant Supervisor.....	0
Troopers	46	Program Assistants	2.5
Inspectors	21	Payroll and Benefits Specialist.....	1

District 3

851 S. Rolling Meadows Drive
PO Box 984
Fond du Lac, WI 54936-0984
Phone: 920-929-3700

Captain David Pichette		Police Communications Supervisor	1
Lieutenant Nick Scorcio		Police Communications Operators	8
Sergeants	8	Program Assistant Supervisor.....	1
Troopers	57	Program Assistants	3
Inspectors	13	Payroll and Benefits Specialist.....	1
		Facilities Repair Worker	1

District 4

2805 Martin Ave.
PO Box 5157
(Junction Hwys. 51 & NN)
Wausau, WI 54401-7172
Phone: 715-845-1143

Captain Jeffrey Frenette		Police Communications Supervisor	1
Lieutenant Tim Carnahan		Police Communications Operators	7
Sergeants	6	Program Assistant Supervisor.....	1
Troopers	48	Program Assistants	1.5
Inspectors	15	Payroll and Benefits Specialist.....	1
		Facilities Repair Worker	1

District 5

23928 Lester McMullin Drive
PO Box 604
(I-90, Tomah Exit Hwy. 131)
Tomah, WI 54660-0604
Phone: 608-374-0513

Captain Arnold King		Police Communications Supervisor	1
Lieutenant Darren Price		Police Communications Operators	7
Sergeants	6	Program Assistant Supervisor.....	1
Troopers	41	Program Assistants	2.5
Inspectors	11	Payroll and Benefits Specialist.....	1
		Facilities Repair Worker	1

District 6

5005 Hwy. 53 South
(Hwy. 53 at I-94)
Eau Claire, WI 54701-8846
Phone: 715-839-3800

Captain Marsha Wiley		Police Communications Supervisor	1
Lieutenant Douglas Notbohm		Police Communications Operators	8
Sergeants	6	Program Assistant Supervisor.....	1
Troopers	42	Program Assistants	2.5
Inspectors	12	Payroll and Benefits Specialist.....	1
		Maintenance Mechanic	1

District 7

W7102 Green Valley Road
Spooner, WI 54801
Phone: 715-635-2141

Captain Lee McMenamin		Police Communications Supervisor	1
Lieutenant Nicholas Wanink		Police Communications Operators	6
Sergeants	5	Program Assistant Supervisor.....	1
Troopers	26	Program Assistants	1
Inspectors	11	Payroll and Benefits Specialist.....	1
		Maintenance Mechanic	1



Regional Program Managers for 2003

Bureau of Transportation Safety

Northwest

Dennis Johnson
718 W. Clairemont Avenue
Eau Claire, WI 54701-5108
Phone: 715-836-5168

Central

Patti Nelles
1681 Second Avenue South
Wisconsin Rapids, WI 54495
Phone: 715-421-7368

Northeast

Barbara Booth
944 Vanderperren Way
P. O. Box 28080
Green Bay, WI 54324-0080
Phone: 920-492-5639

Southwest

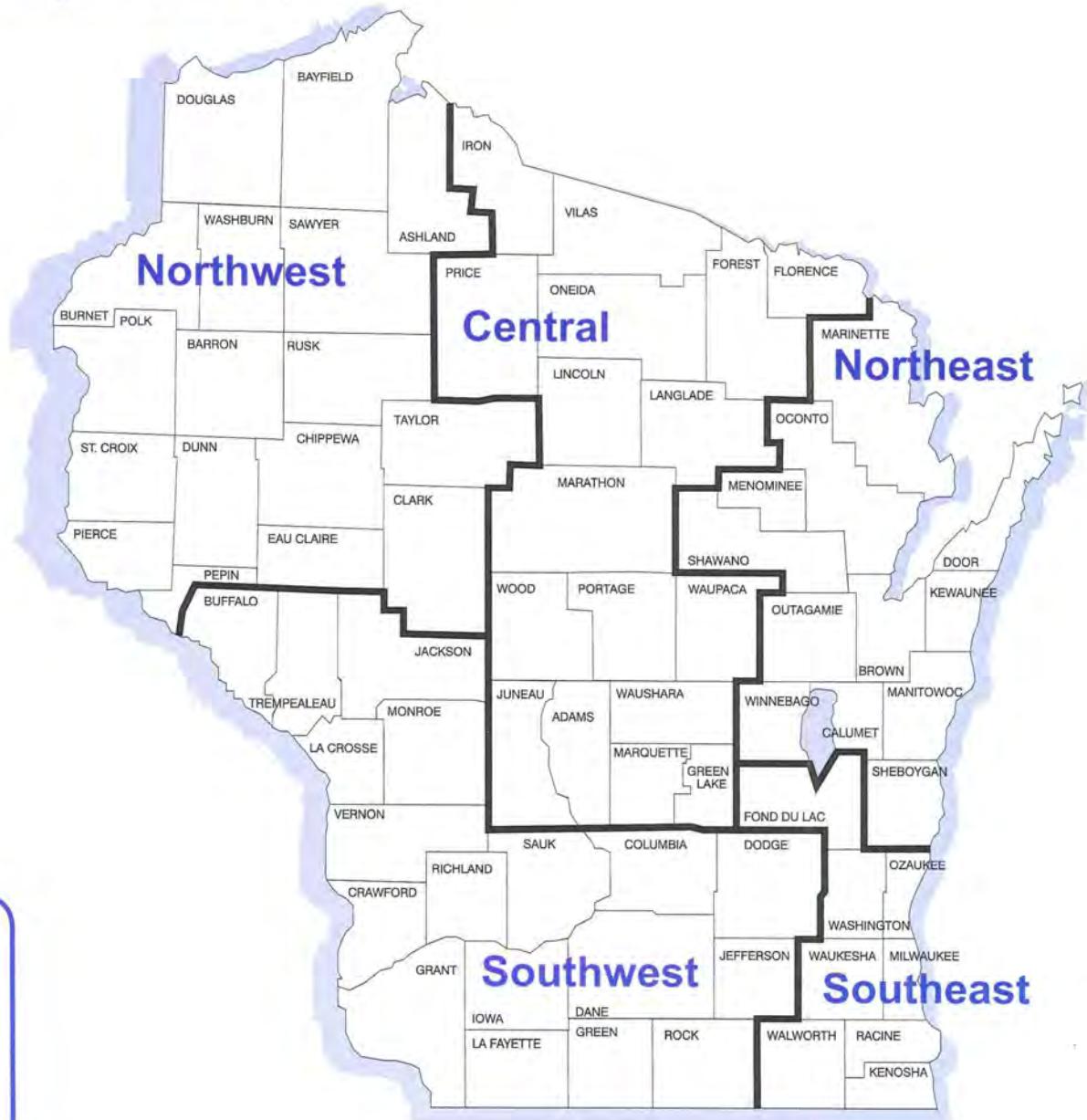
Dan Roberts
2001 Bartillon Drive
Madison, WI 53704
Phone: 608-246-5373

Southeast

Tom Loeffler
1150 North Alois
Milwaukee, WI 53208
Phone: 414-266-1097

Section Chief

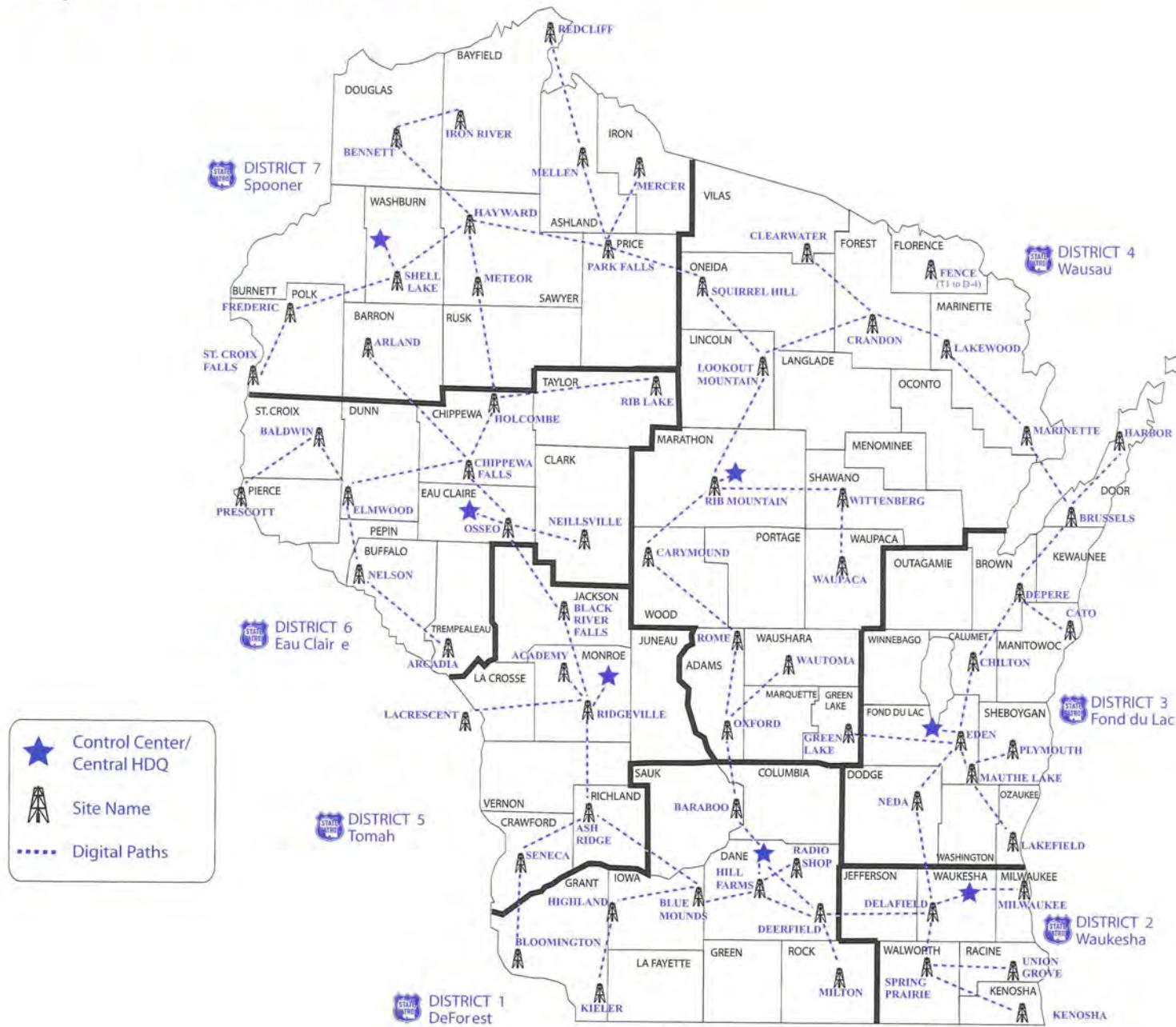
Jerry Smith
WisDOT/BOTS
Room 933
P. O. Box 7936
Madison, WI 53707
Phone: 608-266-0420





Statewide Voice and Data Communications Networks

Wisconsin State Patrol



Maps & Charts

Wisconsin's Highway Safety Clock

one
TRAFFIC CRASH
every 4 minutes

one
INJURY or FATAL CRASH
every 13.1 minutes

one
PROPERTY DAMAGE CRASH
every 5.8 minutes

one
PERSON KILLED
every 10.5 hours

one
PERSON INJURED
every 9.2 minutes

one DRIVER AGE 19 OR UNDER
in a fatal or injury crash
every 49.1 minutes

one person injured or killed
in a SPEED-RELATED CRASH
every 44.3 minutes

one person injured or killed
in an ALCOHOL-RELATED CRASH
every 77.4 minutes

one MOTORCYCLIST
injured or killed
every 3.5 hours

one PEDESTRIAN
injured or killed
every 5.8 hours

one BICYCLIST
injured or killed
every 7.7 hours

one SCHOOL BUS OCCUPANT
injured or killed
every 41.3 hours

All events listed occurred in motor vehicle crashes in Wisconsin.



The State Patrol's mission:

*To promote highway and public safety
and*

*to enhance the quality of life for
all Wisconsin citizens and visitors*

by

*providing and supporting
professional, competent and compassionate
law enforcement services.*