

WISCONSIN STATE PATROL
1993 ANNUAL REPORT



THE DIVISION OF STATE PATROL

OUR MISSION

To promote highway safety and enhance the quality of life for all Wisconsin citizens and visitors by providing professional, competent and compassionate law enforcement services.

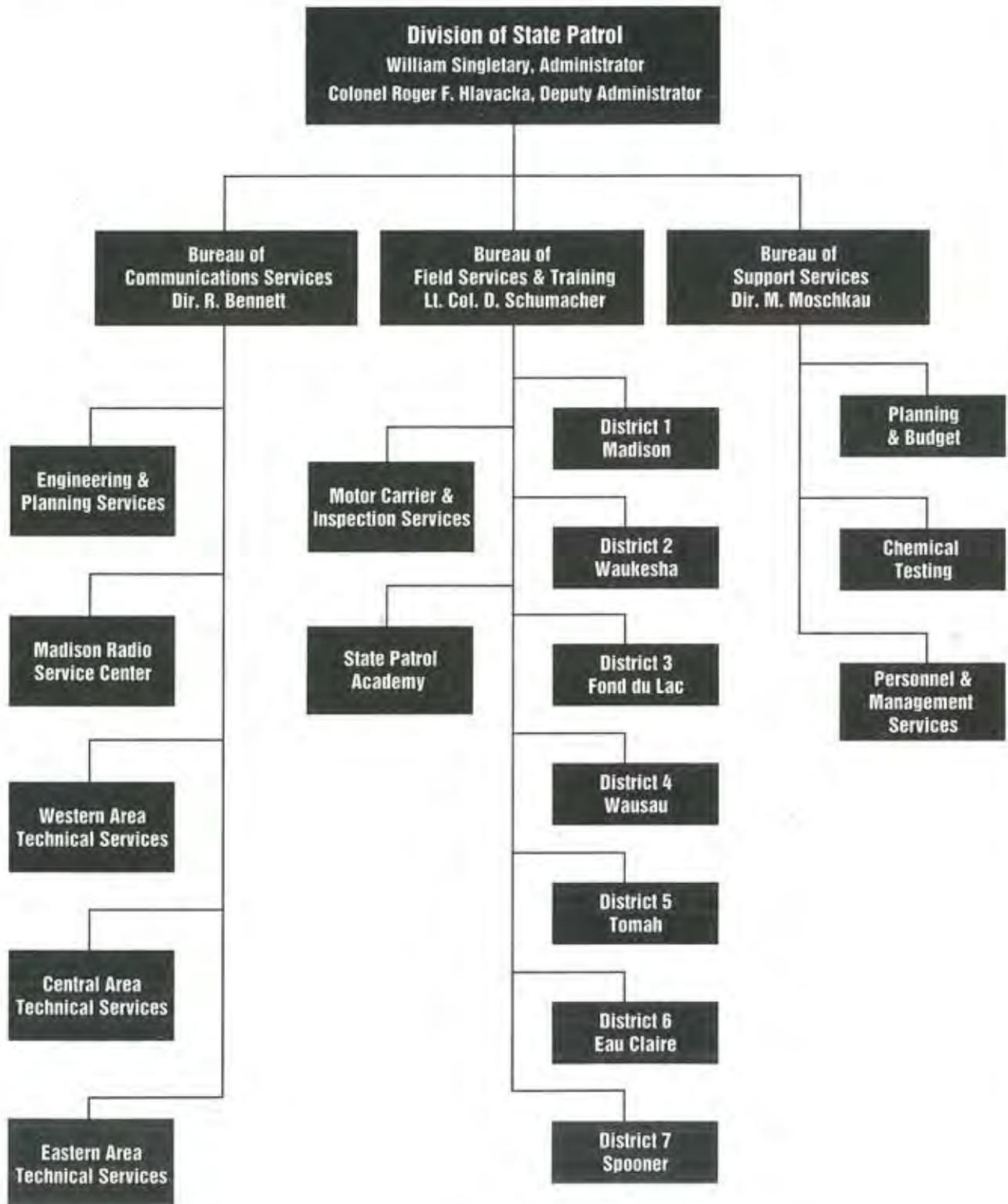
OUR VISION

*People serving people with dignity and respect...
enhancing a quality highway safety environment.*

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ORGANIZATION



ADMINISTRATOR'S MESSAGE



William Singletary, Administrator

TO: Charles H. Thompson, Secretary
Wisconsin Department of Transportation

I am proud to submit this 1993 State Patrol Annual Report. It describes the broad scope of our highway safety efforts.

Our highway safety program promotes voluntary compliance with the law through service, education and enforcement. Wisconsin had one of its best highway safety years in 1993, due in great measure to our vigorous but fair enforcement of traffic safety laws. The highway safety services described in this report demonstrate our responsive attitude as we pursue our strategic goals:

- **Improving Highway Safety:** Promoting a helpful image and encouraging voluntary compliance with the law through service, education and enforcement.
- **Operating In a Businesslike Manner:** Developing our skills and drawing on technology to make data-based decisions that maximize our resources and increase our effectiveness.
- **Building and Maintaining a Positive Attitude:** Creating an organizational and individual attitude of "Feeling good about what we do."
- **Building Partnerships:** Fostering positive relationships with public and private entities and the community at large to improve the quality of our service.

- **Promoting Education, Training and Personal Development:** Encouraging personal and organizational growth through career-related, job-related and self improvement opportunities.
- **Emphasizing Courtesy, Compassion and Service:** Treating everyone in the manner in which we would expect to be treated if the roles were reversed.
- **Develop Leadership:** Developing an organizational philosophy and preparing tomorrow's leaders for their roles.
- **Implementing Quality Improvement:** Continuously improving our service as qualified individuals operating in a team environment.

Many changes are taking place in the way we carry out our highway safety mission. These changes are related to our organization, operating methods, technology, training and our law enforcement statutes.

In order to better serve the training needs of our Division, the department and local police agencies, our training programs will be administered as a part of the reorganized Bureau of Field Services and Training.

We are in the midst of a comprehensive planning effort to address the ever increasing volume of change affecting our highway safety work. In 1993, our Division completed work on its Strategic Plan. This plan describes eight major goals for the Division of State Patrol. For each goal, the current status, desired outcome and performance benchmarks are outlined. This plan was presented and discussed with all Division staff in 1993 and will be used as the framework for the development of a dynamic six year Operating Plan.

I intend that all Division staff become involved in a truly synergistic planning effort aimed at the many challenges we have before us. To this end I have solicited input to the planning effort from each of my staff. I feel a need to cultivate the growth and development of each person in our Division through this planning process. I believe this is possible and necessary as we move to create an even more service-oriented highway safety organization.

I want to take this opportunity to thank all the men and women of the Division of State Patrol for their dedication during 1993, and commend them for their outstanding efforts to improve safety on our highways during the past year.

My office and those of key State Patrol personnel throughout the state, welcome inquiries and comments about our activities.

Sincerely,

A handwritten signature in black ink that reads "W. Singletary". The signature is written in a cursive, flowing style.

William Singletary, Administrator

DEPUTY ADMINISTRATOR'S MESSAGE

DIVISION OF STATE PATROL: AN OVERVIEW OF 1993 ACCOMPLISHMENTS



Colonel Roger F. Hlavacka
Deputy Administrator

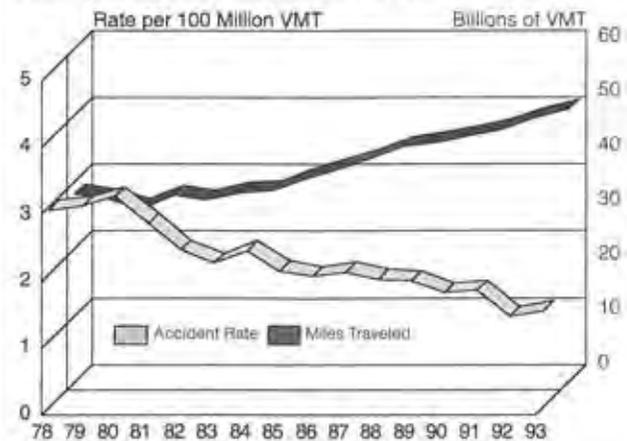
HIGHWAY SAFETY IS OUR FIRST PRIORITY

Safety on Wisconsin highways remains the first priority of the State Patrol. This annual report is filled with accounts of the many highway safety successes of our organization. Wisconsin finished the year with many highway safety improvements. The 1993 fatality rate of 1.43 per 100 million miles of travel is one of the lowest in the country. Just ten years ago our fatality rate was 2.16 per 100 million miles traveled.

Excessive speed continues to be the number one cause of highway fatalities in the United States. In Wisconsin, excessive speed was a contributing factor in many of the fatal accidents in 1993. During 1993, the State Patrol made more than 100,000 arrests for speeding. During this same period, more than 1,300 drug related-arrests were made. Troopers and Inspectors arrested more than 6,400 impaired drivers in 1993. Vigorous enforcement and prosecution of speed and drug laws promote a safer highway environment.

We know that traffic crashes are not accidents, but avoidable events caused by a single variable or chain of variables. We are dedicated to reducing traffic fatalities and injuries by addressing the factors that cause them.

Fatality Rate/Vehicle Miles Traveled



Described here, are accomplishments in such areas as speed and drunk driving enforcement, drug interdiction, motor carrier enforcement, public education, law enforcement technique, inter-agency cooperation and training, and development of a comprehensive planning effort.

STAFF INVOLVEMENT IS KEY TO THE SUCCESS OF OUR OPERATING PLAN

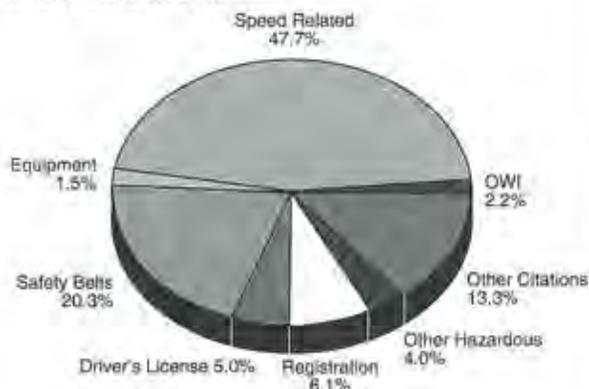
In 1993, the State Patrol began developing an Operating Plan that will address the major goals of our Strategic Plan. The Operating Plan is intended to guide our organization into the twenty-first century. With our purpose, mission, vision, values and major goals set out before us in the Strategic Plan, our Operating Plan will describe the specific process and timetable to be followed as we pursue continuous improvement in our operations. It identifies our priorities, initiatives, processes and calendar. Because all DSP employees were encouraged to participate in the development of the Operating Plan, many fine planning suggestions and ideas were contributed from throughout our organization.

DRUG ENFORCEMENT ACTIVITIES INCREASE

The Division's traffic law enforcement programs are designed to promote highway safety by ridding Wisconsin highways of speeders, impaired drivers and drug traffickers. In 1993 we experienced a more than 40% increase in drug related contacts.

Advanced speed detection equipment, the use of mobile videotaping as an evidence-gathering tool, a sophisticated chemical testing program and significant improvements in communications hardware greatly enhanced the State Patrol's traffic law enforcement effectiveness.

Citations Issued in 1993



MOTOR CARRIER SERVICES: THE GOALS—A SAFER DRIVING ENVIRONMENT AND HIGHWAY PRESERVATION

Our Motor Carrier Size-Weight and Safety Assistance programs experienced a number of important changes in 1993.

Enforcement of motor carrier rules has long been an important activity of the Wisconsin State Patrol. Since their inception more than twenty years ago, the primary goal of these programs has been to reduce the number and severity of commercial vehicle crashes, hazardous material incidents and to minimize damage to our state highways by the enforcement of size and weight laws. In 1993 our Inspectors placed nearly 60,000 heavy trucks out of service for violation of the rules governing motor carrier operation.

PUBLIC EDUCATION/CUSTOMER CONTACT— MAKING A DIFFERENCE IN HIGHWAY SAFETY

One of our major goals is to improve highway safety through voluntary compliance with Wisconsin traffic laws. Our public education program is one method we use to help motorists of this state become aware of the need for driving safely. We feel our heavy emphasis in this area, including increased attention to safety belt use in the state, had a significant positive impact on the record high 64% safety belt usage and the reduction in the highway crash rate.

State Patrol Troopers and Inspectors assisted many thousands of motorists in 1993. These assists included routine calls to vehicle repair stations on behalf of stranded motorists. Several thousand persons contacted Patrol facilities, seeking information, assistance and other services.

PARTNERSHIPS—BUILDING THE LAW ENFORCEMENT NETWORK

Another of our major goals is to build partnerships with public and private organizations in order to improve the quality of our

services. In 1993, the State Patrol cooperated in several enforcement efforts with local police agencies.

Consistent with the portion of our Strategic Plan, which calls for inter-agency cooperation, several highway safety-related projects are underway which are supported by agencies of the federal government. These are described later in this report.

In 1993 we continued our resource development activities with several federal agencies resulting in dollar and equipment benefits to enhance our highway safety and drug interdiction efforts. Our resource development pursuits included grant and contract negotiations with the National Highway Traffic Safety Administration to fund equipment purchases and training for our alcohol enforcement programs.

QUALITY IMPROVEMENT—A REALITY CHECK

Our commitment to quality improvement (QI) was emphasized in 1993 through the development of a refined QI policy which calls for reorganization of the Division's roles and procedures related to Quality Improvement. This policy calls for continuous Division-wide training and awareness of QI principles in conjunction with a more concentrated calendar of activities promoting the QI philosophy.

This "re-launching" of our QI effort is part of a learning process common to an organization committed to a proactive planning posture. Our customers, the Wisconsin motoring public, can feel confident in our Division's willingness to examine, in a trustworthy way, the highway safety needs, policies and procedures that determine the way we operate.

AWARDS

A number of Division staff received Meritorious Service Awards and Achievement Certificates for service above and beyond the call of duty. In several cases, troopers performed life-saving acts in life-threatening situations. By any measure, these men and women of the Wisconsin State Patrol are heroes in the pursuit of highway safety. Details of these accomplishments and a summary of the 1993 awards appear later in this report.

These are the kinds of services to the public that are making Wisconsin's highways some of the safest in the nation. The Wisconsin Interstate Highway System has been one of the safest in the country for several years. Our challenge for the future is to build on these successes and continue our search for new and better methods to carry out our mission of providing a safe environment for Wisconsin motorists through more effective education and traffic law enforcement programs.

BUREAU OF FIELD SERVICES AND TRAINING



*Lt. Colonel David L. Schumacher
Director, Bureau of Field Services and Training*

LEADERSHIP PHILOSOPHY

This year will be remembered as a year of change in the leadership and organization of Division operations. With this change, a new era of principle-centered leadership was inaugurated. One of our primary leadership goals is to inspire Division staff, at all levels, to be proactive, as they strive, in their daily highway safety operations, to bridge the gap between the theoretical and the practical. Philosophically, this idea recognizes the mundane, day-to-day operations of our highway safety effort, while it puts before us the highest ideals of service to the public.

These ideals are embodied in our Strategic Plan. This Plan incorporates eight major goals for Division operations. These goals form the framework for the Division's six-year Operating Plan. They are outlined, for your review, later in this report.

PLANNING... THE PROCESS IS AS IMPORTANT AS THE PRODUCT

The Bureau of Field Services and Training continues to play an important leadership role in the development of the Operating Plan.

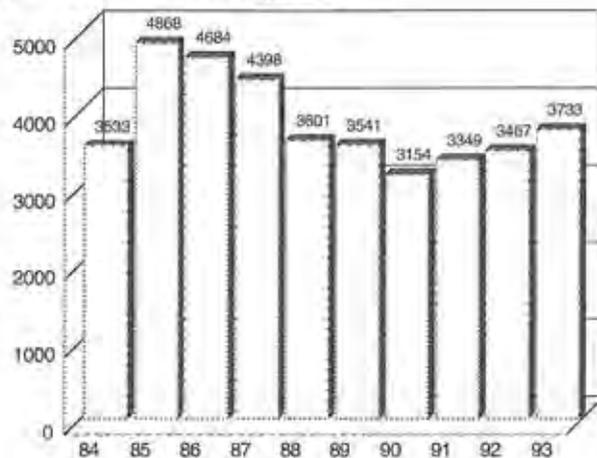
We have invested a great deal of time and human resources in our planning effort. We have learned, as a result of this experience, that the planning process is as important as the final product; the Operating Plan document. This planning process has inspired us to stand back from our day to day activities and reflect on our Strategic Goals and the operations we need in their pursuit.

The central focus of our planning work continues to be highway safety. This theme is reflected in all of our traffic law and motor carrier enforcement operations.

HIGHWAY SAFETY... IT'S OUR PRIMARY RESPONSIBILITY

By the end of 1993 there were 4,129,518 automobiles registered for operation in Wisconsin. We also have more than 3,480,000 licensed drivers. This compares with 3,310,152 automobiles registered and 3,123,649 licensed drivers, ten years ago. In this same ten year period, we have seen our mileage crash rate decrease. We have also recorded an increase in drunk driving arrests and a decrease in alcohol related traffic crashes.

OWI Arrests 1984 through 1993



These accomplishments are due in large part to the fine quality of our law enforcement professionals; our troopers and inspectors. Credit needs to be noted, as well, for our officer recruitment, basic training, and our regular and intensive in-service programs.

Wisconsin has one of the lowest fatality rates in the nation. This accomplishment is due, in great measure, to vigorous enforcement of speed laws and prosecution of speeders.

As of 1993, the State Patrol has a new weapon in the war on drunk drivers. We have been engaged in a scientific study regarding the use of in-car mobile video cameras as drunk driving arrest tools. Our main goal is to evaluate whether videotaped evidence reduces court costs and improves conviction rates in cases involving drunk drivers. We have already learned that the effectiveness of this technology depends, to a considerable extent, on how well officers are trained and how well law enforcement coordinates its videotaping activities with district attorneys and other key players in the judicial process.

All 33 troopers participating in this study have completed 16 hours of training regarding the proper use of the cameras. Our course teaches technical skills needed to make good quality tapes. It also provides instruction regarding the legal aspects of gathering evidence on tape.

The State Patrol is working cooperatively with local law enforcement agencies on this federally-funded study. Mobile videotaping of drunk driving arrests is becoming very popular



Mobile Video is being used experimentally to determine its effect as a drunk driving deterrent.

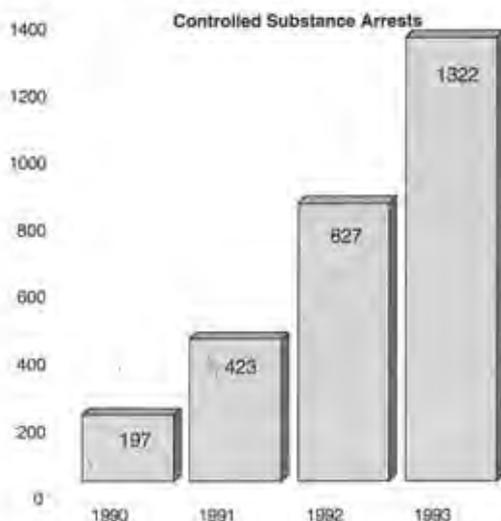
among law enforcement officers in Wisconsin and across the nation. In 1993 the State Patrol trained 48 local law enforcement officers at the State Patrol Academy in the use of mobile video as an arrest and evidence-gathering tool.

DRUG INTERDICTION

This year we completed the third full year of the Wisconsin State Patrol highway drug interdiction program - "Operation Badger." The Badger program was initiated during Trooper/Inspector In-Service training in 1990 and 1991. Drug interdiction training is currently provided on a continuing basis to all recruit classes at the WSP Academy.

The Badger program was adopted as an awareness program and has resulted in an increase in the number of drug-related arrests. By using advanced observation and conversation skills learned in drug interdiction training, officers were also able to detect many violations such as OWI, illegal weapons, criminal warrants and other illegal contraband.

Drug Interdiction chart



DSP Drug Arrests - 1990 to 1993

District	1990	1991	1992	1993	Change 1990-1993
1	29	61	123	184	+534%
2	34	55	123	172	+406%
3	21	17	65	111	+429%
4	29	55	129	164	+466%
5	23	80	130	117	+409%
6	43	127	219	515	+1098%
7	18	28	38	59	+228%
Total	197	423	827	1322	+571%

SPECIALIZED TRAINING PROVIDED BY DEDICATED PROFESSIONALS

During 1993, Trooper In-Service, personnel were provided with an update of the Badger program. The instruction included: Keys to Success in Drug Interdiction, Asset Forfeiture, Overview of Activities - 1990-1992, Recognition of Indicators, and Significant Arrest and Seizure Activities.

Department of Justice (DOJ)-certified Drug Interdiction instructors from the Division of State Patrol provided a 24-hour Basic Drug Interdiction training program to over 150 county/municipal officers through the technical college campuses state-wide.

Effective, timely and informative training continues to be a resource we can call on to increase the successes we realize in Drug Interdiction.

PARTNERSHIPS/LIAISON/COOPERATION

One of the major successes of the Badger Program in 1993 was reflected in the working relationships that were developed with numerous county and municipal agencies state-wide. This included an information exchange between individual departments and area drug interdiction agencies. An important goal of our Strategic Plan-the need to build partnerships- was realized. Also, the State Patrol's cooperative efforts and intelligence exchange with Wisconsin DOJ - Division of Narcotics Enforcement Offices, DEA, FBI and U.S. Attorney's offices led to many successful investigations and prosecutions. In October of 1993, DSP officers were asked to provide an Interdiction Overview to the annual meeting of the Wisconsin Law Enforcement Canine Handlers Association in Eau Claire.

In September, District 6 began sending the EPIC Weekly Teletype Brief to all Districts, State Headquarters and the Academy. This information exchange was another example of inside agency cooperation.

Through this continued building of partnerships, the Division of State Patrol encouraged a cooperative approach to drug interdiction and demonstrated the success that can be achieved by such an approach.

INTERAGENCY COOPERATION

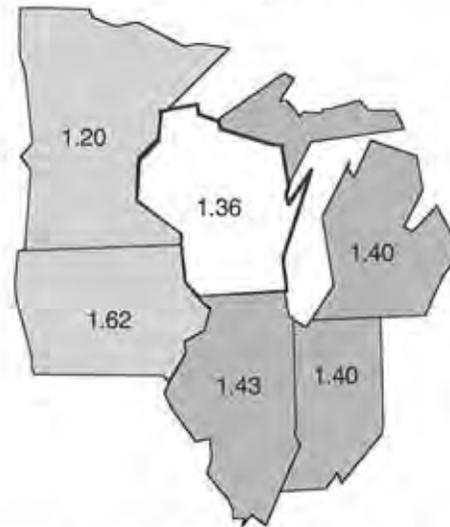
The Patrol's drug interdiction program has made the Patrol eligible to participate in Project North Star. This U.S. Department of Defense project provides for the transfer of federal excess property to state agencies for counter-drug activities. The Patrol received authority to begin transfer of excess property in June of 1992. We currently screen federal excess property at the Great Lakes Naval Training Center, the Rock Island Arsenal and at Fort McCoy. Items we acquired through this program so far include a variety of tools and equipment for the motor carrier inspection facilities and district headquarters as well as a variety of instructional equipment, furnishings and supply items for the State Patrol Academy.



The State Patrol's Operation Badger is designed to rid Wisconsin highways of drug traffickers.

In another example of inter-agency cooperation, the Chemical Test Section administers a breath alcohol testing program that serves state, county and municipal law enforcement agencies. In 1993, the Chemical Test Section conducted sixteen 24-hour Intoxilyzer operation training courses. This course is designed to provide students with background in the physiology of alcohol and the impaired driver as well as the laws and rules governing breath alcohol testing. In 1993, the Chemical Test Section trained and certified 480 state and local law enforcement officers in the use of the Intoxilyzer equipment.

Fatality Rates of Surrounding States



WISCONSIN STATE PATROL ACADEMY



*Lieutenant Robert A. Bereiter
Deputy Director of Training*

Our focus in 1993 remained on "Training for Excellence." In pursuit of the goals of the State Patrol, the facilities of the Academy were used extensively for a variety of training programs. More than 2,000 students received training in 55 training programs. The variety of training continued to expand to meet the increasingly sophisticated needs of Wisconsin's law enforcement community.

The Academy has a fine reputation for instruction in such areas as traffic crash investigation, traffic law enforcement, motor carrier enforcement, and law enforcement leadership and management. This reputation has been earned as a result of careful attention to the training needs of the law enforcement community. This has involved a comprehensive planning effort for the Academy consistent with our Strategic Planning Goal of "Promoting Education, Training and Personal Development."

Several hundred of our students came to us from local law enforcement agencies. We are very proud of the training services we provide to police agencies throughout the state. This is in response to another of our major goals; building partnerships with other law enforcement agencies in order to effectively provide training and operational support.

Among the students attending classes at the Academy were 176 county personnel, 267 city officers, 409 students from other state agencies, and 14 out of state students, including one from Australia.

The number and diversity of training programs continued to expand in 1993. A special training management program was conducted in partnership with Fox Valley Technical College. This very critical human and communications skill program entitled Verbal Judo was presented to train the instructors of other agencies as well as the State Patrol. Expanded training in recently developed areas such as drug interdiction and in-car mobile video cameras continued to require attention. These programs, and others that draw upon the expertise of the State Patrol, were developed in response to the goals of improving highway safety, developing leadership, and emphasizing courtesy, compassion, and service.

We began construction of our emergency vehicle driving course this year. The course is scheduled for completion in 1994. Construction is underway with the help of the 229th Engineer Company at Fort McCoy. Development of training programs to efficiently use the facility are underway. The purpose of this training facility is to train drivers to meet emergency operating conditions, train traffic crash investigators to respond to diverse conditions, and train students to be physically and mentally prepared for all law enforcement tasks.

The accomplishments at our State Patrol Academy in 1993 have been considerable and have served to establish the foundation for continued improvement in the quality of our training.

MOTOR CARRIER INSPECTION SERVICES



Captain Robert B. Young
Chief, Motor Carrier Inspection Services

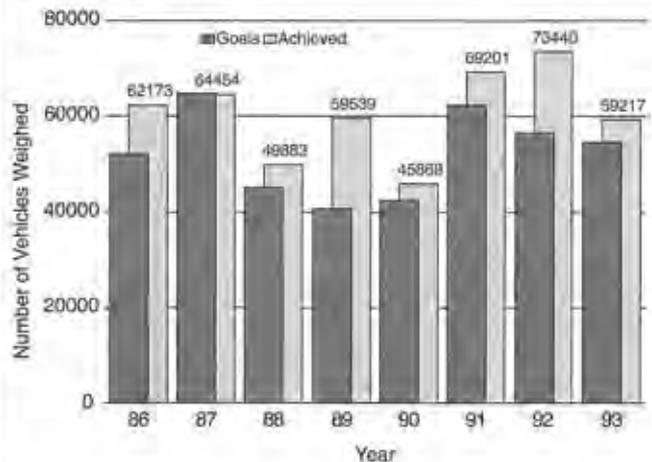
The mission of the Motor carrier and Inspection Services Section is to preserve our state highways and to promote a safe transportation environment.

The Motor Carrier Inspection Program is composed of two related but distinct programs. These are the Size-Weight and the Motor Carrier Safety Assistance programs.

In the Size-Weight Program, State Patrol Inspectors provided more than 59,217 hours of truck size and weight regulation enforcement in 1993.

In 1993, State Patrol Inspectors weighed more than 888,000 trucks and issued more than 35,000 Motor Carrier Incident Reports for size, weight, registration and driver license violations. In addition, over 26,000 Motor Carrier Inspection Reports were written related to drivers and vehicles, for noncompliance with state and federal motor carrier safety regulations. Inspectors issued nearly 17,000 citations for truck size and weight violations. They also ordered nearly 11,000 vehicles and drivers out of service for noncompliance with safety regulations.

A Comparison of Annual Size Weight Inspections 1986 through 1993



During 1993, the Motor Carrier and Inspection Section was instrumental in initiating a comprehensive study that formed the basis and the vision for the future of motor carrier enforcement by the State Patrol.

The Motor Carrier and Inspection Section worked in cooperation with the Division of Planning and Budget and the Division of Highways to develop and issue a request for proposal for a policy study on safety and weight enforcement facilities.

Five consulting firms that specialize in transportation-related studies responded in March, 1993 to the Department's request for proposal.

Cambridge Systematics, Inc., Cambridge, Massachusetts, which has done a number of studies for other Divisions in Wisconsin DOT, for other states and at the federal level, was selected to do the study.

The in-depth study is the first of its kind in Wisconsin and is at the forefront of international studies for long-range planning for Motor Carrier Safety and Weight Enforcement. The formal date for the start of the study was November 1, 1993. The terms of the contract and work plan call for the study to be completed within 9 months from the start date. The final report to the Department is due one month after completion of the study.

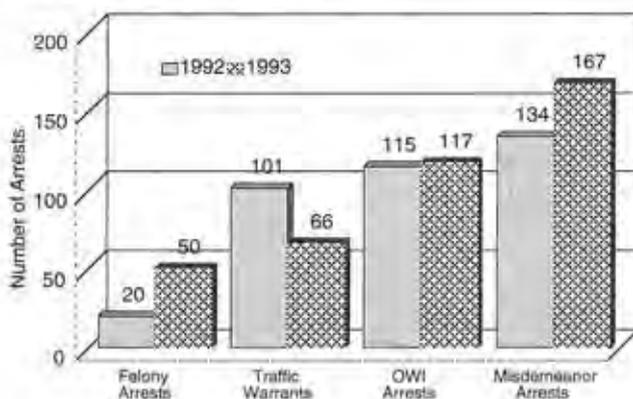
Issues to be included in the study and in the recommendations to the Department are:

- A. Comparing Wisconsin's program with programs in other states.
- B. Developing a range of strategies for meeting the objectives of the program in Wisconsin.
- C. Evaluating each of the enforcement strategies.
- D. Preparing a final report with long range recommendations for the Motor Carrier Safety and Weight Enforcement program.

The study marks a critical juncture in the evolution and future direction of the motor carrier safety and weight enforcement program in Wisconsin. The results of the study will provide the foundation to maintain and improve Wisconsin's status as having a national model for motor carrier safety and weight enforcement programs.

Vehicle and driver inspection is the primary focus of the motor carrier program. Following are the inspection results for 1993.

Inspector Authority 1992-93



MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

Since the advent of our involvement in the Motor Carrier Safety Assistance Program (MCSAP) in 1985, Wisconsin has made great strides in its involvement and dedication to reducing highway injuries, fatalities, property damage, and hazardous materials incidents involving commercial motor vehicles.

In cooperation with the Federal Highway Administration's Office of Motor Carriers, the Wisconsin MCSAP was involved in conducting the following motor carrier activities in 1993:

- vehicle and driver inspections
- vehicle and driver hazardous material inspections
- mobile size-weight enforcement
- traffic enforcement
- commercial drivers license enforcement
- safety reviews
- post-accident inspections

- commercial motor vehicle accident data collection
- out-of-service reinspection
- education and information presentations.

Wisconsin has expanded both the quality and quantity of its program — going from a MCSAP inspector staff of six and an inspection count of approximately 3,800 in 1985 — to a MCSAP inspector staff of 28 and an inspection count of nearly 27,000 in 1993.

With our increased MCSAP activities, Wisconsin has expanded its training program in a continuing effort to provide a quality motor carrier enforcement program. In 1985, we started with a basic one week MCSAP training course called the North American Standard Driver-Vehicle Inspection Course accompanied by on-the-job training. MCSAP inspectors currently receive: a two week North American Standard Driver-Vehicle Inspection Course, a one week Hazardous Materials Compliance and Enforcement Course, a two week Safety Review Course, a one week Cargo Tank Course, drug interdiction training, and alcohol enforcement training.

1993 MCSAP ACCOMPLISHMENTS INSPECTION DATA

In an effort to expedite the efforts of both law enforcement agencies and the motor carrier industry, the Wisconsin State Patrol is progressing with one aspect of IVHS (Intelligent Vehicle Highway Systems). IVHS is a complex, multi-phase concept that looks at the efficient, effective use of our highways and the needs of the general motoring public. We plan to work in cooperation with Minnesota, FHWA, and private motor carriers in piloting an operational test where we will study if carriers have made required repairs.

MCSAP Inspections



BUREAU OF COMMUNICATIONS SERVICES



*Robert Bennett, Director
Bureau of Communications Services*

BUILDING AND RENOVATION CONTINUES

The past year has been interesting, exciting and busy for our bureau. The building program continues to dominate the scene with work started on six different tower site locations. These involve new buildings, towers and in several cases, new locations. The planning and preparation for this construction kept Bureau of Communications (BOC) personnel busy throughout the year. In addition, we are involved in the completion and occupation of two newly remodeled district headquarters buildings.

The inconvenience of construction was a small price to pay for the improved efficiency, convenience and space of the new facilities. The saga continues with preparation of project status reports and plans for more facility renovation and new construction. All of this means better communications for the Division in the performance of its highway safety mission. Our efforts also mean better support for other state and local government agencies.

MICROWAVE UPDATE

Work continues on the replacement of analog microwave with new digital microwave equipment in the Statewide Microwave Network. The replacement of this equipment is a major project for the bureau. Work also continues on the maintenance and improvement of the Statewide Communications Network. These system improvements provided better service for all users. Federal users benefitted with stabilization of their digital voice privacy system.

REACHING FOR HIGH-TECH

New communications services were introduced. These include: The Division of Highway's Winter Weather Warning Service system; Cellular telephones for key DSP users and the Mobile Data Terminal (MDT) project. The first phase of the MDT project should be installed in 1994.

Many bureau employees have availed themselves of the opportunity to further their education and training. Some participated in technical training while others attended a University of Wisconsin Extension management development course. This course broadened their perspective of management problems and solutions. Consistent with the Division's Strategic Plan, all BOC staff are encouraged to pursue career-related, job-related and self-improvement opportunities.

The BOC section chiefs and managers provide the details of these projects later in this report. We have had an eventful and productive year in the Bureau of Communications and we look to the future with great anticipation.

ENGINEERING AND PLANNING SERVICES



*Richard Shulak, Deputy Bureau Director
Engineering and Planning*

MOBILE DATA TERMINAL PROJECT (MDT):

The Engineering and Planning Section completed radio coverage predictions for the statewide MDT project this past summer. The RFP for the MDT project was completed and the final product was provided to prospective vendors in 1993. This means that the installation of MDT equipment could start as early as September, 1994.

WINTER WEATHER WARNING SYSTEM (WWWS):

The bureau is working with Division of Highway (DOH) personnel to upgrade the WWWS program. This project is designed to convert the current system to a more economical radio polling system. It will take advantage of the Statewide Communications Network and interface with the Division of Highways through the microwave system. The conversion is expected to generate large annual savings for DOH.

STATE PATROL MOBILE RADIO SYSTEM (SPMRS):

The Bureau is working on a replacement radio system for the current Portable-Mobile-Vehicular Repeater (PMVR) system. It is investigating digital radio technology, which made its debut in January of 1993. Although the technology is new, BOC is hoping to incorporate it into the new radio system. Digital technology has numerous advantages. Foremost among these are speed and accuracy. Concurrent with this initiative is the resurgence of interest by most state agencies in trunked radio technology, which is being investigated for application to a statewide multi-agency network. BOC is looking at ways to incorporate the best of digital, trunked radio and the MDT system. The new radio system for the Division is targeted for the 1995-97 biennium.

WESTERN AREA TECHNICAL SERVICES (WATS)



Brian Hudson, Chief

DIGITAL MICROWAVE PROJECT - PHASE I

Phase I of the Digital Microwave (DMW) Project was completed in the WATS area in 1993. The system has been given on-line performance tests and has been functioning in an outstanding fashion ever since. It has proven to be extremely reliable and has surpassed industry standards for error-free performance.

FACILITIES BUILDING PROGRAM

A new state-of-the-art communications maintenance and repair facility was completed this year at State Patrol District Six. It has a technician work shop with an electrically isolated screen room, garage, storage area, equipment room and a supervisors office. WATS is pleased with the performance of this system.

The architect produced building plans for State Patrol Districts Five and Seven. After final review the plans were approved and are being prepared for the Building Commission approval. Work on these buildings is scheduled to start in the spring of 1994.

NEW TOWERS AND BUILDINGS

The buildings and towers were replaced at several WATS locations this year. The old towers were stressed beyond the

current National Standards and the buildings were old and difficult to maintain and heat. The new towers and buildings are state-of-the-art for communications facilities and provide adequate housing for sensitive and expensive equipment. The buildings are very well insulated with automatic climate control. They are equipped with the latest in grounding and lightning protection and have excellent cable support systems. They also have new emergency power generators that are propane fueled to eliminate soil contamination.

SOUTHERN AREA TECHNICAL SERVICES (SATS)



Geoffrey Snyder, Chief

DISTRICT 5 COMMUNICATIONS CENTER RADIO CONSOLE:

This project was completed in January. A hallmark of the project was that it was accomplished with very little down time for the district radio room operation. It was also accomplished without relocating the radio room operation. This required a great amount of pre-planning and the cooperation of technical and dispatching staff.

FEDERAL AGENCY SYSTEM USER

The responsibility for the operation of the new Federal Bureau of Investigation communications project was given to SATS. This presented a challenge as the system to be used had never operated on the DOT system. Solving all of the operational problems proved to be a demanding task. All problems were solved and the system is operating satisfactorily.

MOBILE DATA TERMINAL (MDT) PROGRAM

SATS has assumed responsibility for the operation of the in-house MDT pilot project. Several enhancements have been made to the system and it is performing well. Base stations have been added to provide extended coverage to the field units. Recently, a unit was set up as a portable unit. It was then used as a demonstration unit at a National Telecommunications Manager's Conference at the Sheraton in Madison for a presentation on State Patrol MDT use. The presentation and demonstration was very well received.

NORTHERN AREA TECHNICAL SERVICES (NATS)



James Lohff, Chief

COMMUNICATIONS ANNEX

Completion of the new communications facility at State Patrol District Four headquarters was the highlight of the year. The facility provides long awaited space for a technician shop, screen room, service garage, storage area, communications equipment room and supervisor office. A large uninterruptible power system (UPS) now furnishes computer grade power to all the communications equipment. This system provides effective protection from power line surges, lightning strikes, loss of power and other related problems.

PARTNERSHIPS WITH LOCAL GOVERNMENT

Several cooperative efforts have been implemented with outside agencies, in NATS, during 1993.

The Pulaski Police Department now operates several MDTs (mobile data terminals) on the State Patrol's pilot MDT system, which they access through the Harmony tower site in District 4.

Marinette County has recently installed their emergency medical radio system on the District 4 Lakewood tower, to provide coverage for the county EMT/ ambulance service.

REMOTE SITE FACILITY MAINTENANCE

An ongoing renovation program of tower site facilities, replacement of aging antenna systems, emergency power systems and other items of communications equipment at various sites continues, with the goal of improving overall communications system reliability for the end users.

MADISON RADIO SHOP (MRS)



Michael Moe, Chief

NEW CAR EQUIPMENT INSTALLATION PROGRAM:

MRS processed 148 police vehicles in 1993. This included cruisers in various forms such as fully marked, clean top (similar to fully marked except without attached roof lights), unmarked, vans for the motor carrier inspection program and two large mobilizer vans for the Chemical Test Section.

The installation service consisted of installing, wiring and testing for special emergency lighting, radios, RADAR/VASCAR speed enforcement equipment, cellular telephones, video cameras and mobile data terminals. These services were provided to the Capitol Police and the Bureau of Alcohol, Tobacco and Firearms, in addition to the State Patrol.

MRS also provides technical assistance, parts and supplies for district technicians.

Research on various emergency lighting equipment for visibility, illumination, cost and ease of installation was performed for a variety of police vehicles. This resulted in improved illumination for emergency use.

The radio console has also been redesigned to take into account the passenger side air bag in the 1994 model vehicles. This included safe mounting for the video camera, the MDT and speed computer equipment (RADAR or VASCAR) as well as the various radio controls. This was a real challenge because of the small amount of space available for all of the equipment.

BUREAU OF SUPPORT SERVICES



Michael C. Moschkau
Director, Bureau of Support Services

When the history of the Wisconsin State Patrol is written, the year 1993 will be remembered as a year of great change.

It is especially important because of a major legislative change to our police authority.

As the Patrol's legislative liaison, I had the privilege of guiding the full police power bill for the State Patrol (Senate Bill 266), through the Senate and Assembly. 1993 Wisconsin Act 25, as it is now known, grants full peace officer status to all Troopers and Inspectors. This makes it possible for them to arrest for any violation of Wisconsin law. Gone are the old restrictions related to being on duty, in uniform, on the highway and citing only traffic related offenses.

This is a special note of thanks to Governor Thompson, the Wisconsin Chiefs of Police Association, the Badger State Sheriff's Association and the Wisconsin Trooper's Association for their help in securing passage of ACT 25.

The changes continue with the development of our Strategic and Operating Plans. These plans will guide us into the next century. The Bureau of Support Services will play a major role in achieving the goals of the Strategic Plan by creatively diversifying the workforce, planning with the end in mind and improving efficiency through technology.

The Bureau of Support Services performs a variety of management and technical services in support of the State Patrol's highway safety programs. We strive to carry out these activities in a businesslike manner, drawing on technology to make data-based decisions that maximize our resources. Organized in three sections, these services include: personnel (recruitment, payroll, affirmative action and retirement); planning and budget; and the administration of the statewide chemical testing program.

These efforts are described in more detail, in the Section reports that follow. They are all bound together by a common operational philosophy, of providing the most cost efficient management of those programs that address the goals identified in our Strategic Plan. I am pleased to present here, a description of the many services performed in support of our highway safety mission.

CHEMICAL TESTING



Thomas E. Geske
Chief

The Chemical Test Section will remember 1993 as the year of the "Mobilizers" and of the "Ignition Interlock."

In addition to the section's responsibility to administer the statewide breath alcohol testing program, we had the privilege to develop two major projects that also have state-wide implications. One effort culminated in the building of two Mobilizers. These vehicles are thirty-four foot long motor home-type vehicles equipped to function as mobile police stations. The concept behind the Mobilizers is two-fold. One is to provide an operating while intoxicated (OWI) testing facility that could be used in conjunction with saturation patrols focusing on alcohol and drug impaired drivers. The other is to provide a backdrop for drug and alcohol education efforts. The first Mobilizer was delivered in



Mobilizers are thirty-four feet long motor home-type vehicles equipped to function as a mobile police station.

June and the second one in August. Since delivery, these units have been involved in numerous activities across the state. These vehicles feature the full range of police communications equipment plus cellular telephone; breath alcohol testing instruments and chemical test kits to identify drug evidence; a typewriter, computer and copying machine to facilitate report writing; and adequate work space and amenities to process suspected impaired drivers. The Mobilizers were built with a grant from the Office of Transportation Safety, but are operated by the Division. These units are loaned to other law enforcement agencies for their use without cost.

The other project came to the section by way of Wisconsin ACT 277, Laws of 1991. This act enabled traffic court judges to order a person convicted of OWI to only operate motor vehicles that have been equipped with an "Ignition Interlock device." This device is affixed to a motor vehicle's ignition system and has the capability to measure the breath alcohol of a driver. If the driver has a prohibited breath alcohol concentration, the device locks the ignition and will not allow the vehicle to be started. ACT 277 required the Department to develop an administrative rule to regulate the "interlock" program, evaluate the different devices on the market, and approve those that may be used in Wisconsin. The Administrative Rule is Trans 313 and was effective in September. Two manufacturers of Ignition Interlock devices submitted their units for evaluation. To date, only one of them has been approved for use.

The section would like to thank the representatives of police and sheriff's associations and other state agencies for their cooperation and input in developing the Mobilizer and Ignition Interlock programs.

PLANNING AND BUDGET



Daniel K. McGuire
Chief

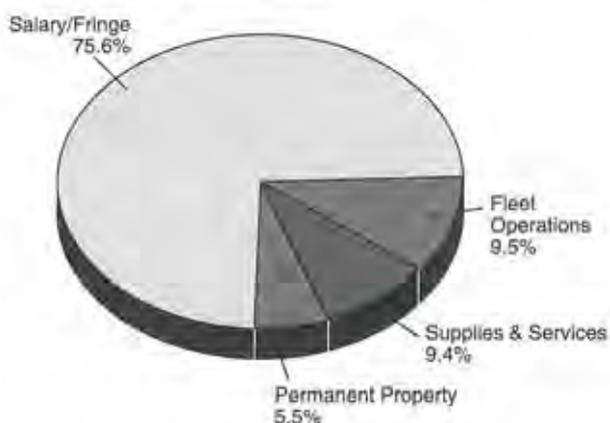
The Planning and Budget Section provides professional staff support services to the Division. These services include the preparation and implementation of the biennial budget, the annual operating budget, and the capital budget. The Planning and Budget Section also shares responsibility for purchasing and other ongoing fiscal services.

Planning and Budget staff are responsible for the analysis of pending legislation and proposed policy. In addition, the management of the Divisional data processing program is delegated to the Planning and Budget Section. Finally, Section planners are responsible for the identification and analysis of significant law enforcement issues.

In FY 1993, actual State Patrol expenditures amounted to \$36,645,586. The two most significant expenditures are related to the fleet operations and permanent property allocations. The fleet operations budget has been decreased in response to lower gasoline prices. The permanent property increase is associated with the first phase of the Mobile Data Terminal project.

Planning and budget analysts have also provided staff support for the development of the Strategic Operating Plan.

1993-94 Operating Budget \$37,767,900



PERSONNEL AND MANAGEMENT SERVICES



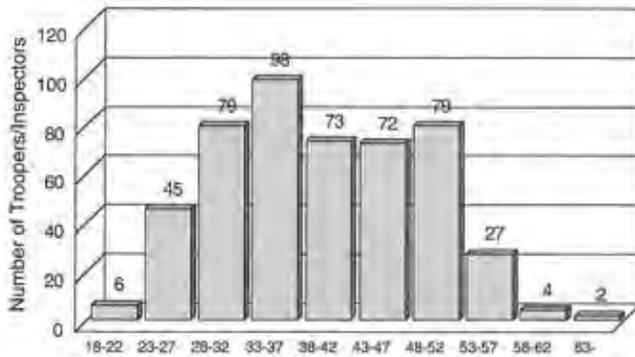
Lieutenant Douglas L. Van Buren
Chief

The Division's long term commitment to balance its work force has increased its visibility among groups that have historically been under-represented in the State Patrol's work force. A balanced work force assists the Patrol in serving the public in an efficient and effective manner.

The manner in which the State Patrol serves the public can be accomplished in many ways. One way has been to strengthen the

make-up of its work force by implementing a solid Affirmative Action Program. Focused recruiting efforts for professional positions within the Division are taking on a new look. From a one-time all white, male staff of police officers, the Wisconsin Division of State Patrol has made steady progress in attracting and hiring qualified female and minority officers. Today, over 8% of the Division's total sworn staff are racial or ethnic minorities, and nearly 13% of our officers are women.

Division of State Patrol Age Distribution Graph



The average age in 1982 was 38.2 years.
The average age in 1993 was 39.1 years.

During 1993, the Personnel and Management Services Section assisted in the implementation of an equitable meal policy for all inspector personnel, implemented a new minimum education standard of 60 college credits or an associate degree for new trooper and inspector applicants, and updated all sergeant position descriptions. Additionally, more than 2,600 complex personnel transactions were executed in order to assure proper hires, transfers, retirement, promotions, pay increases, etc., for all of the Division's 663 employees.

1993 PROMOTIONS

A number of staff below, were promoted to and within the supervisory ranks in 1993,

- William L. Singletary Administrator
- Roger F. Hlavacka Colonel
- David L. Schumacher Lieutenant Colonel
- Donald Holt Captain
- Patricia Hansen Lieutenant
- Gerald Zuhlsdorf Lieutenant
- Michael Kuborn Sergeant
- Darren Price Sergeant
- Christopher Neuman Sergeant
- David Catalano Sergeant
- Jan Pfanku Chemical Test Coordinator
- John Verhyen Electrical Engineer
- Roxann King Inspector Supervisor
- Brenda Moe Program Assistant Supervisor
- Daniel McGuire Supervisor
- Carl Silbernagel Chemical Test Supervisor

1993 RETIREMENTS

The Division had a total of — retirements in 1993. Those individuals retiring included:

Name	District	Years of Service
Clarence York	1	27
LaVerne Froseth	HQ	9
Timothy Heffernan	7	36
Gary Duffenbach	6	26
Thomas Walsh	3	30.5
Gerald Tisdale	6	30
Gerald Decker	HQ	29
Michael Collins	2	24
Norman Kuderer	5	24.5
Stanley Pitt	6	24.5
Lorenz Mittelstadt	3	29
James Humphrey	6	26
Donald Engel	4	26
Theodore Meekma	HQ	3

IN MEMORIAM



Trooper William Schoenberger

TROOPER WILLIAM SCHOENBERGER DIES AS A RESULT OF INJURIES RECEIVED APRIL 17, 1993

By Robert Kneuppel

For the second time in less than four years, State Patrol District Six experienced the loss of one of its troopers due to a traffic crash on I-94 in Eau Claire County. Trooper William Schoenberger, age 31, died April 22, 1993 as a result of injuries received on April 17, 1993. Trooper Schoenberger had responded to the scene of a car fire and positioned his cruiser in the driving lane to protect fire department personnel and equipment and to direct traffic into the passing lane. Trooper Schoenberger's cruiser was then struck from behind by a semi-tractor trailer unit causing severe head injuries to Trooper Schoenberger. He was airlifted to Sacred Heart Hospital where he underwent emergency surgery. Trooper Schoenberger died 5 days later as a result of those injuries.

More than 1000 people attended the funeral service including hundreds of law enforcement officers from throughout Wisconsin and nine other states. Trinity Lutheran Church was filled to capacity and the overflow crowd listened to the service via a public address system in an adjacent courtyard. Trooper Marvin Kittelson of District 6 delivered a very moving eulogy in remembrance of his friend and co-worker.

Hundreds of vehicles, mostly law enforcement, made their way to Rest Haven Gardens Cemetery for the graveside service. Trooper Schoenberger received a 21 gun salute, a bugler played taps, the District 7 honor guard presented the folded American Flag to Trooper Schoenberger's widow, and a lone bagpiper played and walked off into the distance to end a very moving and emotional tribute to Trooper Schoenberger.

Trooper Schoenberger was the fourth officer killed in the line of duty in the Patrol's 54-year history. Ironically, all four troopers were 31 years of age at the time of their deaths.

Trooper Schoenberger joined the Wisconsin State Patrol in July of 1984. Upon graduation from the State Patrol Academy he was assigned as a trooper to Eau Claire County. He spent his 8½ years as a trooper working in Eau Claire and Chippewa Counties.

Lt. Scott Morris said, "We will never totally recover from this. Losing Willie is like losing a close family member as well as an endeared police officer. He represented all the personal and professional qualities that it takes to be a police officer. He was a very fine addition to the Patrol and simply a pleasure to work with."

Captain Marsha Wiley stated, "Willie was a very special person who will be sorely missed by all of us."

Trooper Schoenberger is survived by his widow Denise, a Police Communications Operator in District 6 and two year old daughter, Courtney.

APPENDIX A AWARDS



Trooper Perales



Trooper Haroldson



Trooper Seymour

Each year the Division of State Patrol honors employees for outstanding service to the public. The following describes the awards presented in 1993.

TROOPER PEDRO "PETE" J. PERALES AND TROOPER GLENN D. HAROLDSON

(Meritorious Service Award)

On December 26, 1992, Troopers Perales and Haroldson's quick response resulted in saving the life of a patron at a restaurant near Slinger. Troopers Perales and Haroldson, while monitoring a Washington County Sheriff's Department Dispatch Rescue Service, heard a call that indicated a patron in a restaurant was choking. The troopers arrived on the scene about the same time. Trooper Perales entered the restaurant, and was led by several family members to the patient, who was on the floor unconscious. He radioed Trooper Haroldson, who was monitoring the situation from his patrol car to bring a "First Responder" first aid kit. Together, Trooper Perales and Trooper Haroldson performed abdominal thrusts and back blows that led to the dislodgement of some food. This allowed the patient to breathe. The patient was then taken to a nearby hospital. Because of their quick assessment of the situation, Troopers Perales and Haroldson were instrumental in saving the patient's life.

TROOPER BRAD SEYMOUR

(Achievement Certificate)

On September 24, 1992, Trooper Seymour, while working a Brown County traffic survey detail, was advised by a motorist, that a driver was slumped over the wheel in a car that had run off the roadway in Brown County. The driver had suffered a heart attack while driving. Trooper Seymour responded to the scene a few seconds after a Brown County Deputy Sheriff. When Trooper Seymour arrived, the Deputy Sheriff had removed the driver from the vehicle. Trooper Seymour gave the Deputy Sheriff an oxygen unit from her squad car. Trooper Seymour returned to his squad car to retrieve his trauma kit and bag mask. He inserted an airway and used the bag mask to ventilate the driver while the deputy did chest compressions. When the paramedics arrived they took over ventilation, while Trooper Seymour continued performing chest compressions until the paramedics were able to prepare a defibrillator and drugs. Trooper Seymour's efforts to maintain circulation, resulted in a heartbeat and pulse being restored, and the patient's life being saved.

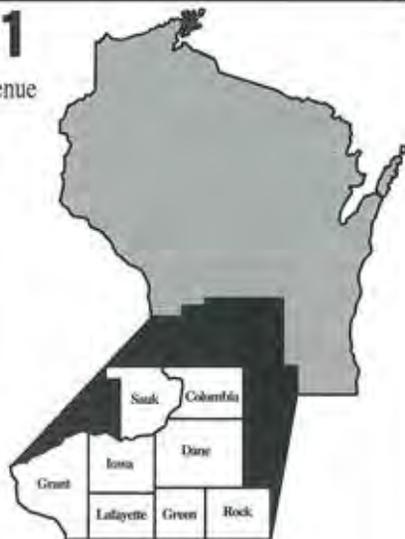
STATE PATROL CAPTAINS

DISTRICT 1

4845 E. Washinton Avenue
Madison, WI 53704
(608) 246-3220



Captain
Alvin L. Bishop



Troopers	_____	67
Inspectors	_____	24
Truck scales	_____	5
Population	_____	714,487

DISTRICT 3

P.O.Box 984
(Junction Hwys. 151 & 41)
Fond du Lac, WI 54936-0984
(414) 929-3700



Captain
Wilbert C. DeGuire



Troopers	_____	72
Inspectors	_____	12
Truck scales	_____	4
Population	_____	1,073,382

DISTRICT 2

21115 Highway 18
Waukesha, WI 53186-2985
(414) 785-4700



Captain
Donald R. Holt



Troopers	_____	53
Inspectors	_____	24
Truck scales	_____	2
Population	_____	1,709,988

DISTRICT 4

2805 Martin Avenue
(Junction Hwys. 51 & NN)
Wausau, WI 54401-7102
(715) 845-1143



Captain
William A. Harvey



Troopers	_____	53
Inspectors	_____	14
Truck scales	_____	3
Population	_____	583,734

DISTRICT 5

Route 3, Box 604
 (I 90, Tomah Exit, Hwy. 131)
 Tomah, WI 54660-0604
 (608) 372-5998



Captain
 Michael A. Moore

Troopers	_____	40
Inspectors	_____	11
Truck scales	_____	3
Population	_____	231,853

DISTRICT 7

P.O. Box 80
 (Junction Hwys. 253 & 63)
 Spooner, WI 54801-0080
 (715) 635-2141



Captain
 Richard C.
 Fankhauser

Troopers	_____	30
Inspectors	_____	8
Truck scales	_____	1
Population	_____	225,462

DISTRICT 6

5505 Hwy. 53 South
 (Hwy. 53 South at I 94)
 Eau Claire, WI 54701-5005
 (715) 839-3800



Captain
 Marsha M. Wiley

Troopers	_____	49
Inspectors	_____	15
Truck scales	_____	2
Population	_____	352,970

MOTOR CARRIER

P.O. Box 7912
 4802 Sheboygan Avenue
 Hill Farms State Trans. Bldg., Rm. 551
 Madison, WI 53707-7912
 (608) 267-9522



Captain
 Robert B. Young
 Assistant Director
 Bureau of District Operations



Statewide Motor Carrier
 Enforcement Program

