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## DAVID BRANDEMUEHL

State Representative  
49th Assembly District

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November 25, 1997

The Honorable Tommy G. Thompson, Governor  
State of Wisconsin  
115 East, State Capitol

Dear Governor Thompson:

I am writing to respectfully request your prompt action on Assembly Bill 19, relating to the use of strobe lights on human service vehicles.

I introduced this legislation on behalf of the Hodan Center, a provider of services for the disabled in the Mineral Point area. The Hodan Center uses old school buses to transport its clients, but it is precluded from using strobe lights to increase their visibility with other motorists. Since their vehicles stop alongside roads to pick up or drop off clients in much the same way school buses stop for children, it only seems appropriate to extend this additional safety measure to human service vehicles as well.

In order to prevent strobe lights from being inappropriately used, AB 19 requires the Department of Transportation to promulgate rules for the type, color, installation, operation and light output brilliance of these strobe lights.

Thank you for your consideration of this request. If you have any questions regarding this legislation, please feel free to contact me at your earliest convenience.

Sincerely,

David A. Brandemuehl  
State Representative  
49<sup>th</sup> Assembly District

DAB:slk



Thomas L. Frazier, *Executive Director*

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**Coalition of Wisconsin Aging Groups**

FEB 26 1997

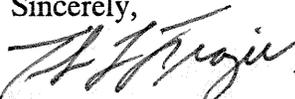
February 25, 1997

Representative David Brandemuehl  
P.O. Box 8952  
Madison, WI 53708

Dear Representative Brandemuehl,

I am writing to let you know of CWAG's support for AB 19 that allows human service vehicles to be equipped with flashing white strobe lights. We believe this is an important health and safety issue.

Please feel free to communicate our position in favor of AB 19 to other members of your committee and to other bill sponsors.

Sincerely,  
  
Thomas L. Frazier  
Executive Director

## **AB 19: Strobe Lights on Human Service Vehicles**

*DATE:* March 18, 1997

### **BACKGROUND**

Under current law, a school bus is the only vehicle allowed to be equipped with a flashing white strobe light. School buses may be equipped with a 360-degree flashing white strobe light with a flashrate of 60 to 120 per minute. The Secretary of Transportation has the authority to prescribe rules regulating the use of strobe lights on buses.

### **SUMMARY OF ASSEMBLY BILL 19 (AS AMENDED BY COMMITTEE)**

Assembly Bill 19 allows human service vehicles to be equipped with a 360-degree flashing strobe light with a flashrate of 60-120 per minute. The Secretary of Transportation shall prescribe rules regarding the type, color, installation, operation and light output brilliance of the strobe lights. A human service vehicle is defined in the statutes as a vehicle used for the transportation of disabled persons or elderly persons in connection with any transportation assistance program for elderly or disabled persons.

### **AMENDMENTS**

**Assembly Amendment 1** gives authority to the Department of Transportation to determine the color of the strobe light used on human service vehicles. The original bill authorized flashing white strobe lights [adopted 15-0].

### **FISCAL EFFECT**

A fiscal estimate prepared by the Department of Transportation indicates that there are over 1500 registered human service vehicles. Strobe lights cost between \$140-\$180, with installation costing between \$350 and \$400. The cost to add a strobe light on a vehicle would be assumed by the operator of the human service vehicle, but could also be passed on to the agencies, both public and private, who contract with the operators. Further, the State Patrol would not experience increased costs, because the cost to inspect the lights would be incorporated into the current inspection that the State Patrol already performs.

### **PROS**

- (1) Adding strobe lights to human service vehicles will improve their visibility in poor weather, increasing safety for both the elderly and disabled on the vehicle, as well as motorists.

March 18, 1997  
AB 19, page two

- (2) Because human service vehicles make frequent stops alongside of roads, a flashing strobe light will caution other motorists of the stopped vehicle.

### **CONS**

- (1) Increased costs of adding the flashing strobe lights may not outweigh the subsequent improved safety.

### **SUPPORTERS**

Rep. Brandemuehl, author; Rand Barron, Hodan Center, Mineral Point; Sen. Buettner.

### **OPPOSITION**

Rep. Olsen registered in opposition to Assembly Bill 19.

### **LEGISLATIVE HISTORY**

Assembly Bill 19 was introduced on January 28, 1997, and referred to the Assembly Committee on Highways and Transportation. A public hearing was held on February 13, 1997. On February 27, 1997, the Committee voted 13-2 (Musser and Zukowski) to recommend Assembly Bill 19 for passage.

**CONTACT:** Matt Phillips, ARC

V.V.

*Rand Baron  
of the House*

## TESTIMONY

### ASSEMBLY BILL 19

*Chair person placke & committee members*

**COMMITTEE MEMBERS, THE INTENT OF ASSEMBLY  
BILL 19 IS TO ALLOW FOR THE USE OF ~~WHITE~~ STROBE  
LIGHTS ON HUMAN SERVICE VEHICLES.**

**CURRENTLY, ONLY SCHOOL BUSES ARE ALLOWED TO  
USE WHITE STROBE LIGHTS. SINCE HUMAN SERVICE  
VEHICLES STOP ALONGSIDE ROADS TO PICK UP OR DROP  
OFF ELDERLY AND DISABLED PERSONS IN MUCH THE SAME  
WAY THAT SCHOOL BUSES STOP FOR CHILDREN, IT ONLY  
SEEMS APPROPRIATE TO EXTEND THIS ADDITIONAL SAFETY  
MEASURE TO THEM AS WELL.**

**ALTHOUGH THERE ARE NO STATISTICS AVAILABLE TO  
PROVE THAT STROBE LIGHTS INCREASE VISIBILITY OR  
REDUCE ACCIDENTS, I BELIEVE WE ARE ALL AWARE OF THE  
BENEFITS OF HAVING STROBE LIGHTS, ESPECIALLY IN  
RURAL AREAS.**

*inappropriate*

**TO PREVENT STROBE LIGHTS FROM BEING**

**INAPPROPRIATELY USE, ASSEMBLY BILL 19 REQUIRES THE**

**DEPARTMENT OF TRANSPORTATION TO PROMULGATE THE**

**RULES FOR THE TYPE, <sup>color</sup> INSTALLATION, OPERATION AND**

*cancel* <sup>power</sup> **LIGHT OUTPUT OF THESE STROBE LIGHTS.**

**ARE THERE ANY QUESTIONS?**

School buses

Voluntary

These buses could have more exposure than a normal school bus because of the time involved in loading & unloading of handicapped or elderly.

passed <sup>13-2</sup> ~~13-2~~ <sup>amended</sup> Through Assembly & Transp.

LRB or Bill No./Adm. Rule No. AB 19
Amendment No. if Applicable

FISCAL ESTIMATE  
DOA-2048 N(R10/94)

ORIGINAL       UPDATED  
 CORRECTED       SUPPLEMENTAL

**Subject**  
Permitting use of white strobe lights on human service vehicles and granting rule-making authority

**Fiscal Effect**  
State:  No State Fiscal Effect  
Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.

<input type="checkbox"/> Increase Existing Appropriation	<input type="checkbox"/> Increase Existing Revenues	<input type="checkbox"/> Increase Costs - May be possible to Absorb Within Agency's Budget <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> Decrease Existing Appropriation	<input type="checkbox"/> Decrease Existing Revenues	
<input type="checkbox"/> Create New Appropriation	<input type="checkbox"/> Decrease Costs	

Local:  No local government costs

1. <input checked="" type="checkbox"/> Increase Costs <input checked="" type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenues <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	5. Types of Local Governmental Units Affected: <input type="checkbox"/> Towns <input type="checkbox"/> Villages <input type="checkbox"/> Cities <input type="checkbox"/> Counties <input checked="" type="checkbox"/> Others _____ <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts
2. <input type="checkbox"/> Decrease Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	4. <input type="checkbox"/> Decrease Revenues <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	

<b>Fund Sources Affected</b> <input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input type="checkbox"/> SEG <input type="checkbox"/> SEG-S	<b>Affected Ch. 20 Appropriations</b>
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**Assumptions Used in Arriving at Fiscal Estimate**  
Current Wisconsin statutes (347.25(2)) permit white strobe lights only on school buses. Human service vehicles, as defined in 340.01(23g), means a motor vehicle which is used for the purpose of transporting disabled and/or elderly persons. There are no color or lighting requirements beyond those identified in ss.347 for all vehicles in general. This bill would allow operators of human service vehicles to equip them with white strobe lights.

There were approximately 1500 registered human service vehicles in Wisconsin in 1996, all of which must meet the human service vehicles requirements as identified in DOT TRANS 301. The cost per vehicle to rewire the vehicle for strobe light installation is approximately \$350-\$400, while the cost of an individual strobe light is estimated at \$140-\$180. These costs would be assumed by the operators of the human service vehicles that decided to incorporate the strobe lights into their overall vehicle equipment standards, if the proposed legislation was enacted into law. The costs incurred by the human service vehicle operators may be passed on to the agencies, both public and private, who contract with the operators to provide transportation for the elderly and persons with disabilities.

The total number of vehicles potentially affected this proposed legislation may be higher than the 1500 registered HSV's. Some vehicles used to transport the elderly and persons with disabilities are licensed under municipal and bus plates and are not captured in the 1500 total.

The State Patrol would not experience an increase in inspection costs if the proposed legislation were enacted into law. All equipment is part of the overall inspection procedure that the State Patrol performs on all human service vehicles (TRANS 301). Changes to TRANS 301 permitting the strobe lights, would be incorporated into routine administrative rule review and revision, resulting in no additional administrative costs to the State Patrol.

**Long-Range Fiscal Implications**  
Routine printing costs to revise TRANS 301 during scheduled reprinting

<b>Agency/Prepared by: (Name &amp; Phone No.)</b> DOT / State Patrol / Lorelee Brumund 267-3622	<b>Authorized Signature/Telephone No.</b> Dan McGuire 267-7305	<b>Date</b> 2/6/97
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*Dan McGuire*

**ESTIMATE WORKSHEET**

**1997 Session**

and Estimate of Annual Fiscal Effect  
-2047 (R10/94)

ORIGINAL     UPDATED  
 CORRECTED      
SUPPLEMENTAL

LRB or Bill No./Adm. Rule No. AB 19	Amendment No.
--	---------------

Subject  
Permitting use of white strobe lights on human service vehicles and granting rule-making authority

**I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):**

<b>II. Annualized Costs:</b>		Annualized Fiscal impact on State funds from:	
		Increased Costs	Decreased Costs
<b>A. State Costs by Category</b>			
State Operations - Salaries and Fringes		\$	\$ -
(FTE Position Changes)		( FTE)	(- FTE)
State Operations - Other Costs			-
Local Assistance			-
Aids to Individuals or Organizations			-
TOTAL State Costs by Category		\$ None	\$ None
<b>B. State Costs by Source of Funds</b>			
GPR		\$	\$ -
FED			-
PRO/PRS			-
SEG/SEG-S			-
<b>III. State Revenues -</b> Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
GPR Taxes		\$	\$ -
GPR Earned			-
FED			-
PRO/PRS			-
SEG/SEG-S			-
TOTAL State Revenues		\$	\$ -

**NET ANNUALIZED FISCAL IMPACT**

STATE

LOCAL

NET CHANGE IN COSTS	\$ None	\$ Unknown
NET CHANGE IN REVENUES	\$ None	\$ None

Agency/Prepared by: (Name & Phone No.) Department of Transportation / State Patrol Loralee Brumund 267-3622	Authorized Signature/Telephone No. Daniel McGuire 267-7305 <i>Daniel McGuire</i>	Date 2/6/97
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FISCAL ESTIMATE  
DOA-2048 N(R10/94)

ORIGINAL       UPDATED  
 CORRECTED       SUPPLEMENTAL

**Subject**

Permitting use of white strobe lights on human service vehicles and granting rule-making authority

**Fiscal Effect**

State:  No State Fiscal Effect

Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.

Increase Costs - May be possible to Absorb Within Agency's Budget     Yes     No

- Increase Existing Appropriation       Increase Existing Revenues
- Decrease Existing Appropriation       Decrease Existing Revenues
- Create New Appropriation

Decrease Costs

Local:  No local government costs

- 1.  Increase Costs  
     Permissive     Mandatory
- 2.  Decrease Costs  
     Permissive     Mandatory

- 3.  Increase Revenues  
     Permissive     Mandatory
- 4.  Decrease Revenues  
     Permissive     Mandatory

5. Types of Local Governmental Units Affected:
- Towns       Villages       Cities
  - Counties     Others \_\_\_\_\_
  - School Districts     WTCS Districts

**Fund Sources Affected**

GPR    FED    PRO    PRS    SEG    SEG-S

**Affected Ch. 20 Appropriations**

**Assumptions Used in Arriving at Fiscal Estimate**

Current Wisconsin statutes (347.25(2)) permit white strobe lights only on school buses. Human service vehicles, as defined in 340.01(23g), means a motor vehicle which is used for the purpose of transporting disabled and/or elderly persons. There are no color or lighting requirements beyond those identified in ss.347 for all vehicles in general. This bill would allow operators of human service vehicles to equip them with white strobe lights.

There were approximately 1500 registered human service vehicles in Wisconsin in 1996, all of which must meet the human service vehicles requirements as identified in DOT TRANS 301. The cost per vehicle to rewire the vehicle for strobe light installation is approximately \$350-\$400, while the cost of an individual strobe light is estimated at \$140-\$180. These costs would be assumed by the operators of the human service vehicles that decided to incorporate the strobe lights into their overall vehicle equipment standards, if the proposed legislation was enacted into law. The costs incurred by the human service vehicle operators may be passed on to the agencies, both public and private, who contract with the operators to provide transportation for the elderly and persons with disabilities.

The total number of vehicles potentially affected this proposed legislation may be higher than the 1500 registered HSV's. Some vehicles used to transport the elderly and persons with disabilities are licensed under municipal and bus plates and are not captured in the 1500 total.

The State Patrol would not experience an increase in inspection costs if the proposed legislation were enacted into law. All equipment is part of the overall inspection procedure that the State Patrol performs on all human service vehicles (TRANS 301). Changes to TRANS 301 permitting the strobe lights, would be incorporated into routine administrative rule review and revision, resulting in no additional administrative costs to the State Patrol.

**Long-Range Fiscal Implications**

Routine printing costs to revise TRANS 301 during scheduled reprinting

Agency/Prepared by: (Name & Phone No.)

DOT / State Patrol / Lorelee Brumund 267-3622

Authorized Signature/Telephone No.

Dan McGuire 267-7305

Date

2/6/97



# FISCAL ESTIMATE WORKSHEET

1997 Session

Detailed Estimate of Annual Fiscal Effect  
DOA-2047 (R10/94)

ORIGINAL     UPDATED  
 CORRECTED      
SUPPLEMENTAL

LRB or Bill No./Adm. Rule No.  
AB 19

Amendment No.

Subject  
Permitting use of white strobe lights on human service vehicles and granting rule-making authority

**I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):**

II. Annualized Costs:	Annualized Fiscal impact on State funds from:	
	Increased Costs	Decreased Costs
<b>A. State Costs by Category</b>		
State Operations - Salaries and Fringes	\$	\$ -
(FTE Position Changes)	( FTE)	(- FTE)
State Operations - Other Costs		-
Local Assistance		-
Aids to Individuals or Organizations		-
<b>TOTAL State Costs by Category</b>	<b>\$ None</b>	<b>\$ None</b>
<b>B. State Costs by Source of Funds</b>	<b>Increased Costs</b>	<b>Decreased Costs</b>
GPR	\$	\$ -
FED		-
PRO/PRS		-
SEG/SEG-S		-
<b>III. State Revenues -</b>	<b>Increased Rev.</b>	<b>Decreased Rev.</b>
Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)		
GPR Taxes	\$	\$ -
GPR Earned		-
FED		-
PRO/PRS		-
SEG/SEG-S		-
<b>TOTAL State Revenues</b>	<b>\$</b>	<b>\$ -</b>

**NET ANNUALIZED FISCAL IMPACT**

STATE

LOCAL

NET CHANGE IN COSTS                      \$ None                      \$ Unknown

NET CHANGE IN REVENUES                \$ None                      \$ None

Agency/Prepared by: (Name & Phone No.) Department of Transportation / State Patrol Loralee Brumund 267-3622	Authorized Signature/Telephone No. Daniel McGuire 267-7305 <i>Daniel McGuire</i>	Date 2/6/97
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# LUTHER S. OLSEN

STATE REPRESENTATIVE · 41ST ASSEMBLY DISTRICT

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February 13, 1997

Committee Members  
Assembly Highways and Transportation Committee  
State Capitol  
Madison, Wisconsin 53708

Dear Committee Member:

I am writing today to urge you and your fellow Transportation Committee members not to approve Assembly Bill 19, relating to the use of strobe lights on human service vehicles. I understand that your committee will be hearing this bill at today's hearing.

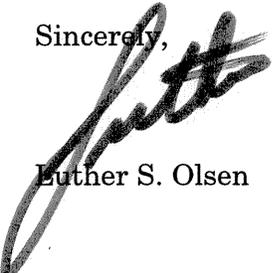
My opposition to this bill stems from two areas. The first being that members of the Wisconsin School Bus Association have contacted me and informed me of their displeasure of the thought of equipping non yellow and black busses with flashing white strobe lights. Their concern is with having too many vehicles with these strobe lights on Wisconsin's roadways.

As you may know, I am currently in the process of passing a bill requiring all yellow and black school busses to be equipped with flashing white strobe lights. I have been informed that 70% of the school bus owners in Wisconsin are in favor of requiring yellow and black school busses to be equipped with strobe lights.

My second reason for opposition lies in the Wisconsin Administrative Code which states that only yellow and black school busses ~~are allowed to be~~ equipped with flashing white strobe lights.

Once again, I am asking you and your fellow committee members not to approve Assembly Bill 19 at today's hearing. If you have any questions regarding my reasoning, please do not hesitate to contact me.

Sincerely,



Luther S. Olsen

FISCAL ESTIMATE  
DOA-2048 N(R10/94)

- ORIGINAL       UPDATED  
 CORRECTED       SUPPLEMENTAL

**Subject**

Permitting use of white strobe lights on human service vehicles and granting rule-making authority

**Fiscal Effect**

State:  No State Fiscal Effect

Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.

Increase Costs - May be possible to Absorb Within Agency's Budget     Yes     No

- Increase Existing Appropriation       Increase Existing Revenues  
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 Create New Appropriation

Decrease Costs

Local:  No local government costs

1.  Increase Costs  
     Permissive     Mandatory  
2.  Decrease Costs  
     Permissive     Mandatory

3.  Increase Revenues  
     Permissive     Mandatory  
4.  Decrease Revenues  
     Permissive     Mandatory

5. Types of Local Governmental Units Affected:  
 Towns       Villages       Cities  
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 School Districts     WTCS Districts

**Fund Sources Affected**

- GPR     FED     PRO     PRS     SEG     SEG-S

**Affected Ch. 20 Appropriations**

**Assumptions Used in Arriving at Fiscal Estimate**

Current Wisconsin statutes (347.25(2)) permit white strobe lights only on school buses. Human service vehicles, as defined in 340.01(23g), means a motor vehicle which is used for the purpose of transporting disabled and/or elderly persons. There are no color or lighting requirements beyond those identified in ss.347 for all vehicles in general. This bill would allow operators of human service vehicles to equip them with white strobe lights.

There were approximately 1500 registered human service vehicles in Wisconsin in 1996, all of which must meet the human service vehicles requirements as identified in DOT TRANS 301. The cost per vehicle to rewire the vehicle for strobe light installation is approximately \$350-\$400, while the cost of an individual strobe light is estimated at \$140-\$180. These costs would be assumed by the operators of the human service vehicles that decided to incorporate the strobe lights into their overall vehicle equipment standards, if the proposed legislation was enacted into law. The costs incurred by the human service vehicle operators may be passed on to the agencies, both public and private, who contract with the operators to provide transportation for the elderly and persons with disabilities.

The total number of vehicles potentially affected this proposed legislation may be higher than the 1500 registered HSV's. Some vehicles used to transport the elderly and persons with disabilities are licensed under municipal and bus plates and are not captured in the 1500 total.

The State Patrol would not experience an increase in inspection costs if the proposed legislation were enacted into law. All equipment is part of the overall inspection procedure that the State Patrol performs on all human service vehicles (TRANS 301). Changes to TRANS 301 permitting the strobe lights, would be incorporated into routine administrative rule review and revision, resulting in no additional administrative costs to the State Patrol.

**Long-Range Fiscal Implications**

Routine printing costs to revise TRANS 301 during scheduled reprinting

Agency/Prepared by: (Name & Phone No.)

DOT / State Patrol / Loralee Brumund 267-3622

Authorized Signature/Telephone No.

Dan McGuire 267-7305

Date

2/6/97



**FISCAL ESTIMATE WORKSHEET**

**1997 Session**

Detailed Estimate of Annual Fiscal Effect  
DOA-2047 (R10/94)

ORIGINAL     UPDATED  
 CORRECTED      
SUPPLEMENTAL

LRB or Bill No./Adm. Rule No. AB 19	Amendment No.
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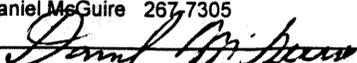
Subject  
Permitting use of white strobe lights on human service vehicles and granting rule-making authority

**I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):**

<b>II. Annualized Costs:</b>		<b>Annualized Fiscal impact on State funds from:</b>	
		<b>Increased Costs</b>	<b>Decreased Costs</b>
<b>A. State Costs by Category</b>			
State Operations - Salaries and Fringes		\$	\$ -
(FTE Position Changes)		( FTE)	(- FTE)
State Operations - Other Costs			-
Local Assistance			-
Aids to Individuals or Organizations			-
<b>TOTAL State Costs by Category</b>		<b>\$ None</b>	<b>\$ None</b>
<b>B. State Costs by Source of Funds</b>		<b>Increased Costs</b>	<b>Decreased Costs</b>
GPR		\$	\$ -
FED			-
PRO/PRS			-
SEG/SEG-S			-
<b>III. State Revenues -</b>		<b>Increased Rev.</b>	<b>Decreased Rev.</b>
Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
GPR Taxes		\$	\$ -
GPR Earned			-
FED			-
PRO/PRS			-
SEG/SEG-S			-
<b>TOTAL State Revenues</b>		<b>\$</b>	<b>\$ -</b>

**NET ANNUALIZED FISCAL IMPACT**

	<u>STATE</u>	<u>LOCAL</u>
NET CHANGE IN COSTS	\$ None	\$ Unknown
NET CHANGE IN REVENUES	\$ None	\$ None

Agency/Prepared by: (Name & Phone No.) Department of Transportation / State Patrol Loralee Brumund 267-3622	Authorized Signature/Telephone No. Daniel McGuire 267-7305 	Date 2/6/97
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## DAVID BRANDEMUEHL

State Representative  
49th Assembly District

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TO: Rand Barron, Hodan Center

FROM: Sheri Krause, Rep. David Brandemuehl's office

DATE: December 29, 1997

RE: AB 19

*fax #  
987-3082*

Per your request, below is the **anticipated** timeline of the Department of Transportation's Trans 301 rule changes as required by 1997 Wisconsin Act 31 (Assembly Bill 19). I have also included a chart outlining the review process of proposed administrative rules in Wisconsin. If you have any additional questions, please call.

### 1997 WI Act 31:

In March 1998, the final rule will be submitted to the legislature for committee review (probably to the Assembly and Senate transportation committees).

The legislative committees will then have 30 days to review the rule. The committees can have their review period extended an additional 30 days and/or propose modifications to the rule.

Following the end of the legislative review period, the rule is sent back to the Department for promulgation.

If no modifications were recommended, the Department will take about 60 to 90 days to promulgate the rule once it is sent back to them. So, unless objections arise or the review period is extended, the rule will be promulgated in June or July.

\*\*Please note that if the legislative committees make any objections, the rule can be delayed indefinitely.



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## DAVID BRANDEMUEHL

State Representative  
49th Assembly District

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TO: All Legislators

FROM: Rep. David Brandemuehl *DB*

DATE: December 11, 1996

Re: Co-sponsorship of **LRB 1105**, relating to the use of strobe lights on human service vehicles and granting rule-making authority.

I will be introducing legislation to allow human service vehicles to be equipped with flashing white strobe lights. Currently, only school buses are allowed to use strobe lights. Since human service vehicles stop alongside roads to pick up or drop off elderly and disabled persons in much the same way that school buses stop for children, it seems reasonable that they should be allowed to have this additional safety measure as well.

The analysis for this bill is printed below. If you are interested in co-sponsoring LRB 1105 please contact my office at 6-1170 by **January 17, 1997**.

### *Analysis by the Legislative Reference Bureau*

Current law restricts the use of a flashing white strobe light to school buses. This bill allows a human service vehicle to be equipped with a flashing white strobe light. Human service vehicles are certain vehicles that are used to transport elderly or disabled persons. The bill requires the secretary to prescribe rules for the type, installation, operation and light output brilliance of these strobe lights.

For further information see the *state* fiscal estimate, which will be printed as an appendix to this bill.

Wisconsin State Representative  
**David Brandemuehl**  
Chair: Highways and Transportation Committee

December 3, 1996

Rand Barron, Director of Transportation Services  
Hodan Center Inc.  
941 W. Fountain  
Mineral Point, WI 53565

Dear Mr. Barron:

Enclosed is a copy of a bill I had drafted to permit strobe lights on human service vehicles, according to your request. It is my intention to introduce this legislation in January when the new session begins. I will let you know, at the earliest opportunity, of any scheduled hearings on this bill.

If you have any questions, please let me know.

Sincerely,



David A. Brandemuehl  
State Representative  
49<sup>th</sup> Assembly District

DAB:slk  
enc

Rand Barron

Dir. of Trans. Services

Hodan Center Inc.

941 W. Fountain

Mineral Pt., 53565

(608) 987-3336

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Would like strobe lights on  
their Human Service Vehicles  
(HSV's) - (old school buses  
painted different color)

Currently, not allowed by law,  
but stop on roads like  
school buses

---

State Patrol - not definite  
on issue

AB19 - Human Service Vehicles  
Non-yellow school buses

In rural areas, stopping  
on the side of the road  
- at times on the road  
itself. (if there is no shoulder)

- helping disabled adults  
Slower, takes longer to get up  
to speed

If on the road, motorists  
will assume that vehicle  
is moving, not parked.

If conditions are such that  
a driver can't tell the difference  
between a HSR & a school bus  
- then should have strobes

This bill does not give them  
any special considerations