

Assembly Hearing Slip

(Please print plainly)

Date: 9/15/94

Bill No. AR313

Or
Subject _____

(Name) Walt Kussow

(Street Address or Route Number) 315 N STATE CAPITOL

(City & ZIP Code) REG. SERV

(Representing) _____

Speaking In favor:

Speaking against:

Registering In favor:

Registering against:

Speaking for Information only:

Neither for nor against:

Please return this slip to a messenger promptly.

Assembly Sergeant at Arms
Room 411 West
State Capitol
Madison, WI 53702

Assembly Hearing Slip

(Please print plainly)

Date: 9/15/99

Bill No. AR 313

Or
Subject _____

(Name) Casper Perry

(Street Address or Route Number) 2099 Ironwood

(City & ZIP Code) Green Bay WI 54304

(Representing) WIS Troopers Assoc

Speaking In favor:

Speaking against:

Registering In favor:

Registering against:

Speaking for Information only:

Neither for nor against:

Please return this slip to a messenger promptly.

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Room 411 West
State Capitol
Madison, WI 53702

Assembly Hearing Slip

(Please print plainly)

Date: 9-15-99

Bill No. AR 313

Or
Subject _____

(Name) Dwaine Meyers

(Street Address or Route Number) 4817 Cimmeron Lane

(City & ZIP Code) Green Bay WI 54313

(Representing) Wisconsin Troopers Assoc

Speaking In favor:

Speaking against:

Registering In favor:

Registering against:

Speaking for Information only:

Neither for nor against:

Please return this slip to a messenger promptly.

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State Capitol
Madison, WI 53702

Assembly Hearing Slip

(Please print plainly)

Date: Sept - 15 - 99

Bill No. AB 313

Or Subject DISTANCE ~ 200 FT

WATHAN (BOCKE) KITHRENGE
(Name)

1966 Hwy 41 - 1011

(Street Address or Route Number)

LITTLE SOMICO 54141

(City & Zip Code)

ABATE OF WI
(Representing)

Speaking in favor:

Speaking against:

Registering in favor:

Registering against:

Speaking for information only:
Neither for nor against:

Please return this slip to a messenger promptly.

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State Capitol
Madison, WI 53702

Assembly Hearing Slip

(Please print plainly)

Date: 9-15-99

Bill No. AB 313

Or Subject

David Dwyer
(Name)

1429 Kuhn Rd

(Street Address or Route Number)

Portage WI 53901

(City & Zip Code)

ABATE OF WI
(Representing)

Speaking in favor:

Speaking against:

Registering in favor:

Registering against:

Speaking for information only:
Neither for nor against:

Please return this slip to a messenger promptly.

Assembly Sergeant at Arms
Room 411 West
State Capitol
Madison, WI 53702

AG 313 - Example Mode.

Cycle Group

RIDES.?

- ONLY @ MAX. SPEED

Without WASCAR how

Do you measure?

===== Executive Director
===== Jan Steinbergs
===== jsteinbergs@prodigy.net



Wisconsin Troopers' Association, Inc.
PO Box 769 • East Troy, WI 53120
1-800-232-1392

===== President
===== Casey Perry
===== wtapres@juno.com

TO: Assembly Highway Safety Committee Members
FR: Casey Perry, President
Wisconsin Troopers' Association
DA: September 15, 1999
RE: Amending Chapter 346.14(1) following too close

On behalf of the Wisconsin Troopers' Association, I respectfully request your support regarding a **serious highway safety concern of following too close**. Members of our association requested Representative John Gards assistance with introduction of AB 313 concerning this issue. **AB 313 would aid drivers, of motor vehicles under 10,000 pounds, in a proper and safe following distance.**

Current statute 346.14(1) "The operator of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicle and the traffic upon and the condition of the highway."

The problem of following too closely is a serious one that needs to be enforced by law enforcement officers. **We need your assistance in providing clear and concise language that will allow prosecution of would be offenders.**

Wisconsin Motorists' Handbook and Study Guide (1997) "You can tell if you are following too closely by using the two-second rule. When the rear bumper of the car ahead passes a post, shadow or other mark on the pavement, start counting the seconds it takes you to reach the same spot on the road. In some situations you should allow an extra cushion."

Wisconsin Court Judges cannot decide guilt or innocence based upon information contained in the Motorists' Handbook. They must rule on the statute language under 346.14(1). This statute in its current form is extremely difficult to enforce, therefore, I ask that you review the following document that offers a better alternative than what is contained in the Motorists' Handbook.

Our illustrative example of four complete centerlines equals a safe following distance of 200 feet and it clearly meets the concept behind what is being taught to young drivers. At 65 MPH a vehicle travels 191.1 feet and at 55 MPH a vehicle travels 161.7 feet during two seconds. Law enforcement officers would use good judgment in enforcement just as they do now by not issuing citations for one mile an hour over the limit. Example reaction time is $\frac{3}{4}$ second or 71.4 feet at 65 MPH and 60.4 feet at 55 MPH. Citations should be issued for following distances under 50 feet (centerline and gap) and warnings for other distances.

For these reasons, I ask your support of this proposed legislation. If you have any questions, please do not hesitate to contact Representative John Gard, the Wisconsin Troopers Association office at 800-232-1932 or our legislative counsel, Martin Schreiber & Associates, at 608-259-1212.



Proud Member of the National Troopers Coalition

Executive Director
 Jan Steinbergs
 jsteinbergs@prodigy.net



Wisconsin Troopers' Association, Inc.

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President
 Casey Perry
 wtapres@juno.com

CHAPTER 346.14 AMENDMENT FOLLOWING TOO CLOSELY

The purpose of this illustration is to demonstrate the need for law enforcement officers and motor vehicle operators to quantify a safe following distance on roadways with speed limits of 55-mph or 65-mph. Motorists with vehicles under a gross weight of 10,000 lbs. are currently restricted to ambiguous language to what is reasonable and prudent.

Most highways with two-way traffic are marked with yellow, broken centerlines where passing is allowed. The *Manual on Uniform Traffic Control Devices*, 1988, US Department of Transportation, is utilized by the State of Wisconsin and most county highway departments. The purpose of the manual is to provide a uniform application of traffic control devices throughout the United States. Pursuant to section 3A-6 of the manual, centerlines are recommended to be placed on the roadway with a line-gap ratio of 1:3. The recommended standard for rural highways is a 10-foot line followed by a 30-foot gap. The Wisconsin Department of Transportation typically installs centerlines and lane lines with a 12.5-foot line followed by a 37.5-foot gap. This results in a total distance of 50 feet for one line plus the gap.

The average motorist has difficulty understanding what a reasonable and prudent distance is for following another vehicle. This is very apparent today with traffic crashes increasing, especially multiple car pile-ups. This problem is compounded when a judge is asked to rule on a particular case where all of the facts and circumstances may not have been conveyed. It is our recommendation that a specific distance be adopted for a minimum following distance for motor vehicles with a gross weight of less than 10,000 lbs. A 200-foot minimum distance is recommended for highways with speed limits of 55-mph and 65-mph. This would provide the motorist with more time to respond to the approaching hazard as well as give law enforcement a practical approach to enforce the law. Education could be provided to the public by relating the minimum distance to 4 sets of lines and gaps between each vehicle.

Speed (MPH)	Reaction Distance (ft.)	Braking Distance (ft.)	Total Distance (ft.)
55	201	144	345
65	238	201	439

Figure 1

This illustrates the typical distances a vehicle will travel during the reaction phase followed by a braking phase. The time for the total reaction is 2.5 seconds. The braking phase is for the average passenger vehicle on a dry pavement surface with good brakes. Values should be increased for the braking distance if the road condition is wet or slippery or the brakes on the vehicle are not working properly. The total distance includes the reaction distance as well as the braking distance.

The *American Association of State Highway and Transportation Officials* manual defines recommended design criteria for highway development. Current designs usually involve factors to allow a driver at least 2.5 seconds to perceive and react to a situation. It is likely that this time will be increased in the next volume. Consider the above table for typical distances that a vehicle will travel at 55-mph and 65-mph. Note the distances traveled for the reaction and braking phases. The figure below shows the typical 200-foot following distance scenario.

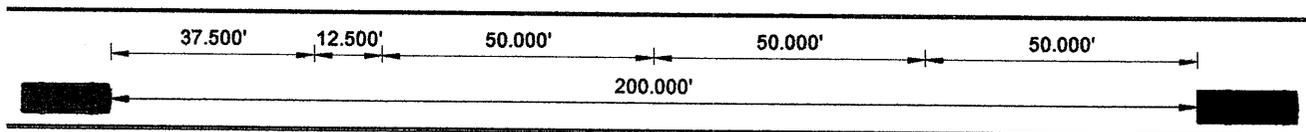


Figure 2

Figure 2 illustrates the typical roadway with centerlines and gaps for a total of 50-feet. 4 sets of lines and gaps provide the following vehicle with an approximate distance of 200-feet. This should provide a practical way to educate the public as well as give police officers a tool to utilize for enforcement purposes.

