



**JOAN BALLWEG**

STATE SENATOR · 14<sup>TH</sup> SENATE DISTRICT

Senate Bill 311: Traffic Violations in Emergency Zones  
Senate Committee on Transportation and Local Government  
Testimony of Senator Joan Ballweg  
June 2, 2021

Good afternoon, members of the committee, and thank you for holding a hearing on SB 311.

In my district in 2015, Larry Millard, a 34-year veteran firefighter was struck and killed by a car while he was responding to an accident. He was working to direct traffic to protect the ambulance crew, but the driver responded too late after trying to pick up his cell phone that dropped to the floor. While attempting to swerve past the emergency vehicle, he hit Firefighter Millard. The driver was issued only a citation. In my district in 2018, Firefighter Joe Sabol was directing traffic at the scene of an accident on I-90/94 near Lake Delton when he was struck by a car. He was in critical condition, but he fortunately recovered from his injuries and returned to duty several months later. The driver was also issued a citation. These stories are far too common across Wisconsin. Even the day before we put out our co-sponsorship memo for this bill, a Wisconsin State Patrol Squad car was struck on I-41 causing minor injuries to the state trooper who was still inside his vehicle.

We are not able to prevent every tragedy from happening, but we can give our first responders better tools to protect themselves, their crews, and the people they are helping during a traffic incident. First, the bill creates an "emergency or roadside response area", which is defined as the section of roadway within 500 feet of an emergency vehicle or tow truck displaying a visible signal or flashing red lights. Just like in a construction zone, it allows first responders to temporarily reduce the speed limit to slow down traffic, doubles fines for certain traffic violations, and bans the use of cell phones.

In addition to creating parity between the way we treat construction zones and now emergency zones, the bill adds further protection for first responders and other workers on or near a roadway, like construction workers and tow truck drivers, in cases when bodily harm occurs. If such a violation occurs, like in the examples above, the operator of the vehicle can be fined no more than \$10,000 or imprisoned no more than 9 months or both, and they may also be required to perform between 100-200 hours of community service and attend traffic safety school. Lastly, the bill requires the Department of Transportation to educate drivers through an awareness campaign about the changes made by this legislation and to remind drivers about the importance of slowing down, putting away your cell phone, and using caution in an emergency or roadside response area.

Other states have similar laws designating emergency zones, such as Illinois, Michigan, Missouri, Maine, Pennsylvania, and Washington. We chose to delineate the emergency zone to be within 500 feet of visible signals based both on other states' laws and the fact that 500 feet is consistently used in other parts of Wisconsin's statutes that deal with visibility on roadways.

This proposal has the support of numerous groups, including the Wisconsin EMS Association, the Professional Fire Fighters of Wisconsin, Badger State Sheriffs Association, Wisconsin Sheriffs and Deputy Sheriffs Association, the Wisconsin Professional Police Association, the Wisconsin Chiefs of Police Association, the Wisconsin State Fire Chiefs Association, the Wisconsin State Firefighters Association and the Wisconsin Counties Association.

Thank you for your consideration, and I am happy to answer any questions.



**Testimony in Support of Senate Bill 311**  
**Senate Committee on Transportation and Local Government**  
June 2, 2021

Chairman Petrowski, Vice-Chair Cowles, and members of the committee, I appreciate this opportunity to testify on Senate Bill 311. Last session, Amherst Fire Department Assistant Chief Brian Swan brought the issue of roadside safety for first responders to my attention after a reckless driver crashed into a fire truck in Waupaca as they were responding to an incident. Since then, I've worked with Assistant Chief Swan, Chief Victor Voss, and a broad coalition of bipartisan legislators and stakeholders, including a multitude of fire departments from around the state to craft and advance this bill. Last session, the bill was recommended unanimously by its Assembly committee, and since then, I've continued to hear more and more stories underscoring its urgency.

Let me start by saying the Move Over or Slow Down law is good for education, but we can do more. Under current law, we have seen multiple cases in which a first responder has been killed or seriously injured and the driver at fault walked away with a mere citation for inattentive driving. In one case in Endeavor, a 34-year veteran firefighter was struck and killed while responding to an accident site, and a car did not move over and struck him. The driver walked away with a citation for inattentive driving. In another case, a Delton firefighter was struck by a driver who also walked away with just a citation. *It is simply unacceptable that the men and women who put their lives on the line to keep us safe every single day are risking their lives when they respond to an incident on the roadside.* To address this, SB 311 was designed with three main components in mind: prevention, enforcement, and education.

First and foremost, the bill creates an emergency response area, which mirrors our laws related to work zones, in which first responders and TIMS teams can help to prevent these incidents from occurring by reducing the speed limit to slow down traffic where appropriate. An emergency or roadside response area is within 500 feet of an authorized emergency vehicle giving a visible signal or a tow truck displaying flashing red lamps. Under this bill, in an emergency response area, fines would double for speeding, reckless driving, and other traffic citations, and folks are prohibited from using their cell phones while driving, with the same penalties applying as in a work zone. This is the prevention component.

Secondly, the bill creates new penalties for drivers who injure or kill a worker on the side of the road. This component of the bill applies to construction, maintenance, utility, tow truck, and emergency workers. If a driver causes bodily harm to workers engaged in highway maintenance, construction, utility work, emergency response, or roadside response, they may be fined up to \$10,000 or jailed for 9 months, or both. Additionally, a court may also order 100-200 hours of community service and mandatory traffic school. These stiffened penalties will serve as a deterrent, and to ensure everyone is aware of the stiff penalties for harming a roadside worker, education is key to prevention.

Finally, the bill requires an advertising campaign from DOT to educate the public and ensure that folks are aware of the hazards and penalties associated with traffic violations in highway construction, maintenance, utility, and emergency or roadside response areas, in the hopes that it will lead to heightened awareness and caution among drivers. Drivers should take their responsibility seriously and understand that reckless behavior

is putting our first responders and workers on or near the roadway at risk. It is my hope that this bill will create a push for all of us to do better and own our driving as a grave responsibility.

I have heard from first responders from all over the state who say they would much rather run into a burning building than handle an accident on the side of the road. Their families have told us they worry most when their loved ones have to respond to a highway incident. In fact, Nicole Lannyk, whose husband was injured while responding to a roadside incident, shared the following with me to be read as a part of last year's public hearing:

*"As a fireman's wife, I know when the pager goes off that it is his duty to help those in need, it is my duty to support that. He runs out of the house and I say I love you, be careful. I try to not think about the danger he is in when he's gone. For years I thought that running into burning buildings was the most dangerous part of the job. I was wrong. Being on the side of the road at an accident scene is more dangerous than them fighting fires, at least in my opinion. They have gear to protect them from the fire. They have no 'gear' to help them when a car hits them going 75 miles an hour, which is what happened to my husband that hot summer July Sunday night while attending to an accident on the highway. The only gear they have to help protect them on the side of the road is this bill, this bill is the only thing that will help keep them safe.*

*I can tell you that since that incident my daughter says 'dad, please don't go' when she hears the pager and hears that it's a 1050 accident call. I reluctantly tell him to go but be careful and don't exhale until he's home. Passing this bill means saving lives, there is nothing to debate. This bill needs to be passed."*

It's simple: we can do more to protect our first responders, and we can do more to protect all workers who are responding to an incident on the roadside or roadway. We also can do more to take responsibility as drivers. This bill accomplishes all three.

By creating this emergency response area with the same protections as work zones and adding penalties for injuring or killing a worker on a roadway or roadside, we are protecting first responders and educating people about the urgent need to drive carefully, especially near a worker responding to an incident. The bill enjoys broad bipartisan support and was crafted with the input of many organizations across the state, and I encourage the members of this committee to support it and please prioritize it to ensure that the bill continues to move forward through the Legislature this session.

Thank you for your consideration, and I welcome any questions you may have.



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# JON PLUMER

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STATE REPRESENTATIVE • 42<sup>nd</sup> ASSEMBLY DISTRICT

Testimony – **Senate Bill 311**– Relating to traffic violations when emergency or roadside response vehicles are present and providing a penalty

## **Senate Committee on Transportation & Local Government** **June 2, 2021**

Thank you Senator Petrowski and members of the Senate Committee on Transportation and Local Government Committee for taking time today to consider Senate Bill 311. I am honored to be filling for my colleague and the author of the bill, Rep. Loudenberg, while she is attending a meeting of the Joint Committee on Finance.

This legislation is needed due to the frequent number of incidents in our state of first responders being hurt and killed in the line of duty by inattentive and reckless drivers. The current law on the books requiring drivers to move over or slow down for emergency vehicles was a step in the right direction to protect first responders, but it doesn't go far enough.

Unfortunately, the shortcomings of this law are something my district knows too well. In December of 2015, Larry Millard, a volunteer with the Endeavor-Moundville Volunteer Fire Department, was killed while responding to an accident along I-39. The driver involved had dropped his phone onto the floor of his car and did not see that he was approaching an accident scene. When he finally did look up, it was too late. The driver swerved to avoid a parked fire truck and in doing so struck Firefighter Millard. The involved driver was only issued a citation for passing a stopped emergency vehicle and driving too fast for conditions. In announcing the decision to not charge the driver, the Marquette County District Attorney cited not being able to meet the burden of evidence that a crime had occurred.

Senate Bill 311 is an important piece in the continuing process of protecting those who protect us. This legislation creates and defines an "emergency or roadside response area", which mirrors the already existing law related to construction work zones. Within these areas, fines would be doubled for speeding, reckless driving, and other offenses. The legislation would also prohibit the use of cellular devices these areas and create a fine structure similar to that for cell phone usage in construction zones. Additionally, emergency response crews would be authorized to post temporary speed limits near incident sites.

This legislation also creates a penalty for drivers who injure or kill an emergency worker, tow truck worker, or construction worker. Anyone found guilty of such an offense would be subject to up to 9 months in jail, a \$10,000 fine, or both. Additionally, a court could impose 100 to 200 hours of community service as part of a sentence.

By passing this legislation, we are taking concrete steps to protect our first responders. This bill has broad bipartisan support and is backed by numerous groups who will be benefited by its passage.

I look forward to your support and I am happy to take any questions you may have.



# Amy Loudenbeck

REPRESENTING WISCONSIN'S 31<sup>ST</sup> ASSEMBLY DISTRICT

Testimony before the Senate Committee on Transportation & Local Government  
Senate Bill 311  
Rep. Amy Loudenbeck

Good morning, Mr. Chair and members. Thank you for holding this hearing today on Senate Bill 311 relating to traffic violations when emergency or roadside response vehicles are present and providing a penalty.

First of all, I want to apologize that I am unable to testify in person today as the Joint Finance Committee meeting is currently in Executive Session on the 2021-2023 biennial budget.

As a former volunteer firefighter and the wife of a career firefighter/paramedic, I am proud to coauthor Senate Bill 311 which is intended to protect first responders from unnecessary and preventable danger by creating an emergency response area, similar to a work zone, in which first responders can slow down traffic by reducing the speed limit. In this emergency response area, just like in a work zone, fines would double for speeding, reckless driving, and other traffic citations, and drivers may not use a cell phone while driving in an emergency response area, with the same penalties applying.

Tragically, collisions with emergency or roadside response vehicles or workers responding to an emergency due to distracted and reckless driving are not uncommon. Sometimes these collisions result in injury or death, with only minor repercussions for the driver.

When it comes to work-related injuries and fatalities, first responders are among those facing the greatest risk. Their general duties already create an inherent risk for on-the-job injuries and illnesses, some of which are not preventable. Senate Bill 311 is intended to help alleviate the risks that are preventable, by holding motorists to the same standard of care and level of accountability in an emergency response area as they would in a work zone.

SB 311 further protects our first responders *and* other workers on or near a roadway, like tow truck drivers and construction workers, by stiffening penalties for striking, injuring, or killing a worker. Under the bill, if a driver causes bodily harm to workers engaged in highway maintenance, construction, utility work, emergency response, or roadside response, they may be fined up to \$10,000 or jailed for 9 months, or both. Additionally, a court may also order 100-200 hours of community service and mandatory traffic school.

SB 311 requires the Department of Transportation to create an awareness campaign to make drivers aware of these changes and the risks associated with not moving over, reducing speed,

and putting away your cell phone in an emergency response area. Drivers should understand their reckless behavior is putting our first responders and workers on or near the roadway at risk.

*It is important to note that SB 311 has one change compared to 2019 Assembly Bill 746 from last session to further define that the emergency zone is the section of roadway within 500 feet of emergency vehicles. We chose to delineate the emergency zone based on two things: (1) 500 feet is consistently used in other areas of WI statute that deal with visibility on roadways and, (2) we looked at several other states who have similar emergency zone laws and 500 feet was used in other states, including Illinois.*

Again, I regret I am unable to appear in person today, and I hope others who are testifying will be able to answer any questions or concerns committee members may have. You may also contact me directly anytime to discuss SB 311. Thank you in advance for your consideration.

Written Testimony of Nick Jarmusz  
Midwest Director of Public Affairs for AAA – The Auto Club Group  
Wisconsin Senate Committee on Transportation and Local Government - Hearing on Senate Bill 311  
June 2, 2021

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Thank you, Chairman Petrowski and members of the committee, for the opportunity to be here today. And thank you to the many sponsors and co-sponsors who brought this bipartisan legislation forward.

My name is Nick Jarmusz, and I am the Midwest director of public affairs for AAA – The Auto Club Group. The Auto Club Group provides emergency roadside assistance to over seven hundred thousand (700,000) AAA members in the state of Wisconsin through our fleet in Metro Milwaukee and extensive contractor network throughout the state.

Last year, even as traffic volumes fell as much as 50 percent, our crews responded to over 11,000 member service requests on Wisconsin interstates and highways. As commuters and travelers return to the roads in higher numbers during the coming months, we expect to rescue many more over the course of this and future years.

According to the CDC, one automotive service provider, on average, is killed in the line of duty every other week in the United States, making the towing industry 15 times deadlier than all other private industries combined.

These dedicated professionals are among the many essential workers and everyday heroes that we heard so much about during the past year, and it is why AAA has made strengthening and promoting awareness of the laws that protect them one of our top advocacy priorities for 2021.

We strongly support Senate Bill 311, which will apply the same protections afforded to construction and maintenance workers to emergency roadside responders, who often find themselves facing the same danger with even fewer physical safeguards in place.

We are particularly enthusiastic about extending Wisconsin's work zone prohibition on cellular and smartphone use – both hand held and hands free - to roadside emergency scenes. Drivers should focus on the road at all times, but when workers are present on the roadside driver inattention takes on heightened importance. Research from the AAA Foundation for Traffic Safety has found that even hands free use of mobile devices can be dangerously distracting behind the wheel.

AAA's slogan for reminding motorists to watch out and use caution when passing roadside emergency responders is "their lives are on your shoulders." We thank you for your consideration of this legislation, which would certainly make the shoulder a safer place for them to do their essential work.



# Amherst Fire District

Fire, Rescue and Emergency Medical Service



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## Public Hearing

Thank you Mr. Chair and members of the committee for taking the time to consider this proposal. My name is Victor Voss and I am the Fire Chief of the Amherst Fire District in Portage County. I also work as the Deputy Fire Chief of Operations for the Neenah – Menasha Fire Department in Winnebago and Calumet County's. I am a member of the Wisconsin State Fire Chiefs Association as well.

This legislation was scripted to accomplish one thing, protect those that have to work on the roadways in Wisconsin during emergencies. These events are often short in nature, but extremely dangerous to the responders. It is not a matter of if someone is going to be injured or killed, it is a matter of when. Close calls are expected and common during these incidents. Often the separation between vehicles travelling at speed and workers is only a 4 inch wide line on the pavement and a dozen plastic traffic cones.

The majority of highways in Wisconsin fall in rural areas where the posted speeds are 65 or higher. County roads and township roads can be dangerous too. These same areas of the state are often protected by volunteer firefighters, local EMS workers, local tow truck drivers and law enforcement. Each of these disciplines have the same fear when responding to emergencies on our roadways – will someone get hit by a vehicle today?

As a fire chief I prepare my department members for any incident they may be called upon to respond to. Our firefighters are equipped and trained to do what they are passionate about doing, save lives! Fire Chiefs worry a lot! We worry about budgets, equipment, moral, recruitment, retention and of course the health and safety of our firefighters. Everyone Goes Home consumes a fire chief's thought process while operating at an emergency scene. There is nothing that terrifies a fire chief more than losing control of what is happening around them. Incidents on roadway are dangerous and on the edge of control. Fire Chiefs need your help gaining some control of these situations in order to protect the firefighters and other responders. This legislation will help us protect our friends, family and co-workers. It will not remove all of the danger, but it will give us some tools to help make sure "Everyone goes Home"

Thank you for your consideration.

# Amherst Fire District

Fire, Rescue and Emergency Medical Service



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## Highway Safety Bill

Thank you for having a hearing on this bill. This all started about two years ago when I was on my way home from work and a neighboring fire department Waupaca fire department had their engine rear ended on Highway 10 thinking that this could've just as easily been a Amherst Fire District engine that was hit. I started looking into what laws were out there to protect us as firefighters and first responders out on an emergency scene in the roadway.

After looking into this and finding there wasn't anything specifically out there to protect us I contacted representative Shankland and Senator Testin and set up our first meeting with the three of us at our Amherst Fire District.

We talked, discussed, and researched what we would like to see in a new law.

After meeting again together five times over the next several months the bill that is proposed here is what we came up with as group. Not wanting this new law to overshadow the construction or maintenance people working out on the highways we've also included them in this new law.

Also included this is all tow truck drivers.

This bill is very important for the protection of all firefighters Tow truck drivers maintenance workers and all first responders responding to help others on the roadways in the entire state. Being out on the highway having cars trucks and semi's go past you just several feet away at highway speed's is very scary. This was brought up by several other firefighters throughout the state and one common thing that they said was they would rather run into a fully involved house fire then to respond to an accident out on the highway.

Think about that..... firefighters would rather run in to a burning building than to respond to work an accident on the highway. Mainly because with their turn out gear and all protective equipment they feel safer going into a burning building than they do out of the highway with drivers that could not be paying attention and hit and killed them.

We also included in this bill Is prohibiting the use of wireless telephones while driving through an emergency roadside response area.

I can't tell you how many times I've been videoed or had my picture taken well out on emergency seen by a driver driving past!!!

Thank You for having this hearing on this Bill.

Brian L Swan  
Assistant Fire Chief  
Amherst Fire District

# Wisconsin EMS Association

Serving Those Who Serve Others



To: Senator Jerry Petrowski, Chair

Members of the Senate Committee on Transportation & Local Government

From: Alan DeYoung, Executive Director

Date: Wednesday, June 2, 2021

**Re: Testimony in Support of 2021 Senate Bill 311**

The Wisconsin EMS Association (WEMSA), representing over 6,000 first responders, emergency medical technicians (EMTs) and Paramedics throughout Wisconsin, **supports** Senate Bill 311.

First responders (EMS, Police, and Fire) regularly put their lives at risk responding to various types of emergency situations. What may be surprising to the general public, is that one of the more dangerous situations is responding to an incident or accident on a highway and roadway – as the risk is being hit by other drivers. Keep in mind that every day in Wisconsin there is an emergency response to an incident on highways and roadways.

When reading the bill summary, you will notice that most of Senate Bill 311 is simple by proposing to extend to emergency responders similar traffic safety enforcement policies already provided to transportation maintenance and construction personnel.

SB-311 would extend the doubling of fines \ forfeitures to an emergency or roadside response area with what is already provided under current law for specified traffic violations committed where-in persons work in highway maintenance, construction area, or utility area, are at risk from traffic.

SB-311 would extend the prohibition and fines provided under current law of using a wireless telephone in a construction zone to driving a motor vehicle in an emergency or roadside response area.

SB-311 would extend to law enforcement officers, fire fighters, or emergency medical responders in response to an emergency what is already provided under current law that allows local authorities to post temporary reduced speed limits on highways under construction or repair.

And an added provision would stipulate that, if an operator commits one of the covered violations in a highway maintenance or construction area, utility work area, or emergency or roadside response area and the violation results in an injury to another, the operator may be fined not more than \$10,000 or imprisoned not more than nine months, or both.

Thank you for the opportunity to provide testimony today. If you have any questions, please feel free to contact me at [Alan@WisconsinEMS.com](mailto:Alan@WisconsinEMS.com).

Thank you,

Alan DeYoung  
Executive Director  
Wisconsin EMS Association  
26422 Oakridge Dr  
Wind Lake, WI 53185

A handwritten signature in black ink, appearing to read "Alan DeYoung", is written over a light blue horizontal line.

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Support for Senate Bill 311 Assembly Bill 297

Thomas Earl Bray

Deputy Chief/AEMT

Amherst Fire District, PO Box 38, 4585 Fairgrounds Road, Amherst, WI, 54406

Home: 338 Pond Street, Amherst, WI 54406

5/29/2021

Honorable Committee Members,

I am submitting this written testimony to this committee to express my support for Senate Bill 311/Assembly Bill 297. Amherst Fire District has a long history of involvement in the area of traffic incident management. Our department spearheaded the use of the FHWA temporary traffic control zone standards detailed in the Manual on Uniform Traffic Control Devices (MUTCD) and 23 CFR Part 634 (worker visibility, now found in the MUTCD) in the early 2000's. The reason for this initiative was to protect our members while working on or near the roadways after a series of close calls. The principles are to warn traffic well in advance of the scene, transition traffic into the lanes we need it in using a taper line of cones, directly controlling the flow of traffic with flaggers (if necessary) and placing vehicles in strategic locations to protect our members working on the actual scene.

When the State of Wisconsin adopted the Traffic Incident Management (TIM) principles and training, we immediately sent one of our on-staff instructors (DC Bray) to be qualified as a state instructor and required all of our members to complete the TIM training. We have since hosted many classes on TIM, conduct annual refresher training on TIM, and DC Bray has taught classes all over the State of Wisconsin. To say our department is passionate about trying to protect our members working on the roadways would be an understatement.

While conducting TIM training, the topic of how drivers behave while operating in our TIM areas inevitably comes up. All departments (police and law enforcement) have multiple near misses they share. This always leads to the inevitable question, and that is, "What is being done to get drivers to pay more attention and behave in our TIM areas?" Part of this discussion involves the "Move Over or Slow Down" law. Thank you for that, it has made a difference. It reinforced a safe practice that good drivers already exercised and made more people aware of what they need to do to keep us (emergency responders and others that work on the roadways) safe. However, it did not go far enough.

To get the attention of drivers and change behavior, there needs to be known consequences attached to actions or inaction. This bill provides those consequences, especially when combined with an educational effort and public service announcements. Once this bill is in place, the goal would be to educate the public on the consequences (fines double, \$10,000 for injuring a worker on the roadway, including an emergency responder). This will in turn raise awareness on the need to operate safely in emergency or roadside response areas and change behavior of many drivers. Of course, the bill would also provide law enforcement and district attorneys an additional tool to use to punish drivers that refuse to drive safely through an emergency zone. This is necessary because the educational efforts will not be enough to change the behavior of all drivers.

Thank you for allowing me the opportunity to submit my written testimony to this committee and thank you for your time and effort on this important topic.

Thomas Bray



To: Members, Senate Committee on Committee on Transportation and  
Local Government  
From: Badger State Sheriffs' Association (BSSA)  
Wisconsin Sheriffs and Deputy Sheriffs Association (WS&DSA)  
Date: June 2, 2021  
**RE: Testimony in Support of Senate Bill 311**

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BSSA and WS&DSA submit these comments in support of SB 311. As way of background, BSSA is a statewide organization representing all of Wisconsin's 72 Sheriffs. WS&DSA is a statewide organization representing over 1,000 members, including Sheriffs, Deputies, and jail officers. BSSA and WS&DSA have a joint legislative committee and work closely on public safety issues of concern to our members.

The county law enforcement community supports SB 311, which would help protect Wisconsin's first responders as they work on roadside accidents and emergencies. Because of inattentive, reckless, or impaired drivers, roadside emergencies are among the most dangerous situations that law enforcement officers, firefighters, and emergency medical personnel respond to as part of their essential duties. SB 311 failed to pass last session despite broad bipartisan support and the endorsement of many statewide associations representing our state's first responders.

This bill will promote safer driving near roadside accidents and emergencies by creating an emergency response area in which first responders can slow traffic. This bill would treat emergency response areas as we already treat work zones, where fines for speeding, reckless driving, and other traffic citations are doubled. Drivers would also be banned from using their cell phones in an emergency response area. Phone use is a major contributor to motor vehicle accidents, including situations where passing drivers fail to notice or respond to a roadside emergency by slowing down or changing lanes.

This bill would further help deter reckless driving by stiffening the penalties for striking, injuring, or killing any worker engaged in emergency or roadside response, utility work, construction, or highway maintenance. Wisconsin has had several notable incidents of first responders injured or even killed by inattentive drivers passing by, only to have the driver walk away from the incident with a simple citation.

Wisconsin's county law enforcement supports this bill to ensure the safety of first responders and everyone else on road when there is an accident scene or other roadside emergency present.

Thank you for receiving our testimony today and please contact our organization if you have any questions about my testimony or our support for SB 311.