

Traffic Safety Commissions

Wisconsin Tribal Transportation Conference

November 7-8, 2017

Background

- How did I get here?
- Why the focus on TSC's?
 - Strategic Highway Safety Plan

Today's objectives

- Snapshot of history
- Knowledge of our County Traffic Safety Commissions
 - Where we are now
 - Where we are going
- How to get involved in your TSC
 - Maximize your involvement

Wisconsin County Traffic Safety Commissions

- Unique to Wisconsin
- State statute 83.013
 - Responsibility of Highway Commissioner
 - Requirements of TSC
 - Collaborative framework
 - Primary purpose

Statewide Observations

- Statutorily required
 - TSCs are locally owned
- Purpose / structure / function
 - Formality versus functionality
 - Infrastructure versus behavior
 - Representatives versus stakeholders
- “Don’t know what you don’t know”
- Doing “what we have always done”

Change is a process
not an event

Updated TSC Guidelines

- Last revisions almost 25 years ago?
 - Guidelines – synonymous with recommendation, instruction, suggestion, advice
- Based on statewide observations
- Input from TSCs around the state
- Reflective of what is working for TSCs, while recognizing each county has unique characteristics.

Updated TSC Guidelines

From the Introduction section:

“The statute lays out a structure for the TSC and spells out some baseline responsibilities – however, counties would do well to foster a TSC that doesn’t just meet the requirement, but rather utilizes every resource and established best practice possible to have a positive impact on reducing crashes.”

From the Structure/Membership section:

“Counties should focus more on functionality than the formality of the TSC, as the TSC is generally regarded as an advisory body.”

Meeting Dynamics

- Agendas, formalities, public meeting rules
- Proactive versus Reactive
 - Easier said than done
 - Mindset – taking action “before” the statistics call for or “demand” action
- Locally designed and driven initiatives versus waiting for the next state or federal program
 - Modifying behavior versus changing infrastructure
- What constitutes a successful, effective meeting?

Crash Reviews

- How to?
 - Fatality Review Resources (remember “guideline”)
- Law Enforcement Involvement
 - Every LEA is the goal
 - Challenges versus benefits
- Fatality crashes only?
 - Why wait for the “A’s” to become “K’s”
- Resisting the always present temptation
 - Infrastructure versus behavior
- Spot maps
 - Required, satisfied by paper, but greatly enhanced by using Community Maps

Change is a process
not an event

Ongoing BOTS Support

- Contracted Consultants (LELs)
 - Regional Program Managers
- Community Maps
 - Ongoing and Future enhancements
- County profile documents

How do you get involved?

- Quarterly (public) meetings
 - Statewide schedule
 - <http://transportal.cee.wisc.edu/partners/community-maps/crash/pages/TSCResources.jsp>
- Becoming a stakeholder

Questions?

Randy Wiessinger

WisDOT Bureau of Transportation Safety

Law Enforcement Liaison / Consultant

rpw@wiessinger.com

608.516.6767