

# 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](mailto:rpw@wiessinger.com)

608.516.6767