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](http://transportal.cee.wisc.edu/partners/community-maps/crash/pages/TSCResources.jsp)

- Becoming a stakeholder
Questions?

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