Traffic Safety Council Notes

February 2, 2006

**Members present:** Major Dan Lonsdorf (BOTS), Phil DeCabooter (DTSD), Steve Olson (OPA), Carolyn Bourie (OPBF), Dave Leucinger (DTIM), Dennis Hughes (BOTS), Xiao Qin (UW-TOPS), Rose Phetteplace (DTD-by phone), and Tim McClain (BOTS).

**Others present:** Larry Corsi (BOTS), Chuck Thiede (DTIM-State Highway Programs).

1) **Safe Routes to School (Larry Corsi – DSP/BOTS)**

Larry gave an update on the Safe Routes to Schools Program (SR2S), an FHWA Federal-Aid program to be implemented at the local level in Wisconsin through DTIM/BTLR. The Program was created by Section 1404 of SAFETEA-LU and provides funds to the states to improve the ability of primary and middle school students to walk and bicycle to school safely. An estimated $1.57 million will be allotted to Wisconsin in FFY (2006) to be used for hiring a statewide pedestrian coordinator (PPA-Advanced), one LTE and for projects to be implemented at the local level. The funding is split 70% infrastructure and (up to) 30% for non-infrastructure. Larry also mentioned that there may be opportunities to leverage funding from other health-related sources such as DHFS.

WisDOT has held two meetings so far on SR2S - one with pedestrian stakeholders in December and another internal meeting involving staff from DTIM, BTLR and DSP. Major Lonsdorf requested that a representative from BTLR be invited to the next Traffic Safety Council Meeting to allow the Council to have more input into SR2S. Tim McClain indicated that he would make the arrangements.

2) **Strategic Highway Safety Plan Update and Discussion (Major Dan Lonsdorf - DSP)**

Major Lonsdorf requested discussion on progress made to date including discussion of draft reports submitted by the Strategic Highway Safety Plan Issue Groups.

Carolyn Bourie indicated that all groups have submitted their initial draft reports and the next task is to put together a draft document by April (to be reviewed by the Council and others and approved by the WisDOT Board of Directors in June/July). It was also noted that interested stakeholders will have the opportunity to provide input into the draft plan after the Board of Director approves for public comment. The document needs to be submitted to U.S.DOT by September 30, 2006.

Bill Bremer (FHWA) gave an update regarding minimum requirements/language that FHWA/NHTSA has indicated needs to be included in strategic highway safety plans developed by the states. Bill noted the following additional items that would be needed for Wisconsin:
1) An overall strategic goal for the entire plan.

*Note: there was consensus to use the strategic performance measures developed by the WisDOT Board of Directors and found in the appendix of the 2001 Strategic Highway Safety Plan which is a 5% decrease in the number of traffic fatalities, injuries and crashes on Wisconsin highways. We will likely be measuring this over a four-year period.*

2) Specific, numerical performance measures for each issue area to be addressed.

3) A process for monitoring the plan to insure that it just doesn't sit on the shelf

*Note: there was consensus that the sponsors and/or their delegates for each issue area give periodic updates on the progress made to meet the performance measures.*

4) Identify and involve stakeholders as part of the planning process (e.g., Governor’s Council on Highway Safety, County Traffic Safety Commissions, MPOs).

As a result, the group suggested that each issue group should be contacted to provide to Carolyn Bourie, by February 28th, a revised report that will include 1-2 numerical performance measures (e.g., covering a primary or salient issue) in each of the reports that will be used to measure effectiveness within a four-year project planning period. For example, for Issue Area 1: "Increase Seat Belt Use", a performance measure could be "to increase seatbelt use by 10 percentage points by 2009."

In addition, the group also suggested that each group provide the names, including contact information, of stakeholders/individuals/groups to Carolyn who should be involved within the particular issue area. *Note: a request for these items was sent by Tim McClain on 2/3/06 to the groups with a deadline to get back to Carolyn on 2/28/06.*

Bill Bremer noted that FHWA will continue to put together guidance for states on the development of SHSP, and that he would continue to update the TSC as this process continues.

Carolyn Bourie also suggested that the plan follow the format of the 2001-2004 Strategic Highway Safety Plan. Tim McClain (who assembled the previous plan) will check with Dennis Hughes to see which graphs/background information can be updated and included in the new plan.

The group proposed the following schedule for completion of the SHSP:

- Draft of entire plan completed and submitted to TSC for their review by April 6, 2006.
- TSC approves plan by May 4, 2005.
- Board of Directors review and approval by June/July, 2006 and share with stakeholders.
- Plan finalized and submitted to FHWA/NHTSA by September 2006.
3) Membership Reports

Bill Bremer – noted the AAA Wisconsin’s Road Improvement Demonstration Program in Milwaukee and Madison which he took part in. The project is continuing and reports are being produced identifying issues and recommendations leading to project implementation (e.g., intersection projects under HES). Also noted renewed discussions regarding bypasses as a result of fatalities in Whitewater. WisDOT has requested technical assistance from FHWA on the Whitewater bypass as well as other problematic bypasses in the state (e.g., City of Fond Du Lac, City of Oconomowoc).

Chuck Thiede (State Highway Programs) – noted that the Hazard Elimination Safety (HES) program has been recently undergoing changes to their procedures/process as a result of changes under SAFETY-LU. This has presented challenges in converting funding for old projects in the program as new funding has now been rolled out.

Phil Decabooter - noted that Dick Lange will be retiring this month that will create challenges for the section and was interested in coordinating with TOPS Lab on safety resources (e.g., document on “Safety Support Structure”).

Major Dan Lonsdorf - testified recently on SB-528 (Sen. Zien’s “Roadway User Safety Responsibility Act”) which is being supported by ABATE of Wisconsin. Of concern to WisDOT is a provision which would create s.346.37 (1)(c) 4 allowing a motorcycle, moped, motor bicycle or bicycle facing a red signal at an intersection, after stopping for not less than 45 seconds, to proceed cautiously through the intersection before the signal turns green if no other vehicles are present at the intersection to actuate the signal and the operator of the motorcycle reasonably believes the signal is vehicle actuated. Major Lonsdorf indicated that he suggested that the bill sponsor meet with division representatives of WisDOT to discuss this, and other provisions of the bill. Major Lonsdorf indicated the need to work with ABATE and other stakeholder groups when engaged in engineering or planning projects.

Dave Leucinger- suggested that ABATE be included as a stakeholder in Wisconsin’s Connections 2030 planning process. There was a consensus that this represented a good idea.

Next meeting will be in Room 701 (Waukesha Room) at 9:30AM on Thursday, March 2, 2006

Submitted by Tim McClain, State Patrol/BOTS (2/23/06)