Traffic Safety Council Notes

July 7, 2005

Present: Joseph Nestler, Brad Javenkoski, Dick Lange, Steve Olson, Major Dan Lonsdorf, Rose Phetteplace, Todd Szymbkowski, Patrick Fernan, Bill Bremer, Arun Rao, Beth Cannestra, David Vieth, David Leucinger, David Noyce, Xian Qin, John Corbin and Jerry Smith

Joseph Nestler discussed the Theme 6 program. Theme 6 is a programming guideline to promote prudent use of funding. It is designed to keep money available for higher order and higher need highways. Mobility and geometry change criteria is based on roadway classification. Standard crash rate, A-K rate, intersection crashes and run off roadway crashes are all flagged. Concern was expressed that Meta Manager tool may niss some crash hot spots. It was noted that the Meta Manager tool is intended to aid decision process but Region staff need to be aware of local problem spots. WisDOT needs coordination of what Meta Manager is for, what performance measures are for and what safety improvements are for. Dick Lange pointed out that intersection crashes and run off road research projects results need to be incorporated into decision process also. Infrastructure conditions and not safety drives most projects identified by Meta Manager. DTIM is trying to make project scooping process more uniform across each Region. Meta Manager uses 5 year historical crash data and can not forecast future crash problem sites. DTIM will continue to educate Region staff on use of Meta Manager and emphasize need for Region staff to keep an eye on local issues. It was recommended that a work group is needed to oversee uniformity of data decision process and project development so safety gets included in consideration process.

Arun Rao distributed a draft copy of Connections 2030 Policy Paper. Three scenarios are considered. Lower level of funding, current level of funding and increased level of funding considered. Next step will be to add on some cost estimates to implement these activities. Comments on the draft are being sought on e-mail. Arun also mentioned he is transferring into another Bureau of DTIM and David Leucinger will be replacing him on the Council.

Todd Szymbkowski distributed a draft copy of Work Zone Management and Safety Action Plan. The Work Zone Call to Action Workshop was held in Madison on April 17, 2005. The Wisconsin Work Zone Management and Safety Advisory Group will meet on September 22, 2005. DSP representation is desired on the work group. Council was reminded that this document will be the Work Zone component of the Strategic Highway Safety Plan.

Membership Reports:

Dennis Hughes reported that Rudy Uhms has sent out National Safety Council data on traffic fatalities by state. Dennis also reported that Caroline Bourie had recommended

Todd Szymkowski reported that the Traffic Safety Engineering Work Group will meet in August.

Bill Bremer reported that because Wisconsin is considered an opportunity state, FHWA is offering New Approaches to Highway Safety Analysis training class. It will run three days and we need to find a location to hold the class.

David Noyce reported that the Median Crossover Crash Report is now complete. It is a large file but members should contact him if they desire an electronic copy. He also distributed a draft copy of literature review of Impact of Raising Speed Limits on Traffic Safety.

John Corbin reported DTSD met and set leadership for engineering elements in Strategic Highway Safety Plan. The Division is forming an Executive Group to focus on highway engineering and work zone issues. They are also considering development of a certification process for traffic engineering services provided by consultants and an internal certification program for safety engineers.

Steve Olson reported on final program results for the Click It or Ticket Mobilization the last week in May and first week in June.

Major Dan Lonsdorf reported that the Governor’s Conference on Highway Safety will be held in Green Bay on August 17th and 18th. Council members are welcome to attend. Next Council meeting will be August 4th. There are some conflicts with that date but the meeting will be held as scheduled. Sergeant Dennis Kruger coordinated the Beltline Enforcement details recently conducted by DSP. Sgt. Kruger was injured in high speed chase that resulted in injuries to himself and wounding of suspect. Sgt. Kruger may retire shortly so new coordinator of this type of detail will have to be named.