Traffic Safety Council Notes

December 1, 2005

Members present: Major Dan Lonsdorf (BOTS), Mike Schumacher (DTIM), Steve Olson (OPA), Dennis Hughes (BOTS), Joe Nestler (BOTS), Bill Bremer (FHWA), Jerry Zogg (DTSD), Xiao Qin (UW-TOPS), Patrick Fernan (DMV), Dick Lange (DTSD), and Tim McClain (BOTS).

Also present: Mary McDonough (FHWA), Kathleen Graber (FHWA), Pat McCallum (DMV), Brian Neil (DMV), Glen Green (DMV-Dist 3), Mary Kunkel (BOTS), Martha Florey (BOTS).

1. Traffic and Criminal Software (TraCS) Update/Demo - Pat McCallum/Brian Neil (DMV)

Pat McCallum provided an update on the progress made re: field-testing of electronic, crash and citation forms in Wisconsin. TraCS was developed in Iowa in partnership with FHWA to serve as a national model for the development of automated reporting systems. Electronic forms were developed by the WisDOT Traffic Accident Section beginning in 2001. Three forms and one report were developed including:

- Police Accident Report Form (MV4000);
- Amended Police Accident Report form;
- Abbreviated Car/Deer Report form;
- Driver Exchange Report (field tested in 2004).

Pilot testing occurred in 2005. Currently, 33 law enforcement agencies have been trained in the use of TraCS and 6 of these agencies are submitting crash data electronically. 59 agencies are awaiting training. The state is working to sign a contract with technical colleges in the state to help overcome a shortage of resources for training. Statewide implementation for TraCS will take place after this training occurs (scheduled to begin in February, 2006) and after technical issues are resolved.

Pat McCallum indicated that the benefits of TraCS include:

- Integrated suite of forms;
- Less keying required;
- Fewer keying errors due to validations;
- Immediate access to data;
- Printed copies easier to read;
- Timely decision making;
- Imaged copies available to local agencies;
- Capability to email copies of reports.

Joe Nestler indicated that he would like to see the crash location code on the electronic, MV4000 form changed in order to create a seamless connection to the WISLR database so that spatial crash data would become accessible thru WISLR.
Pat McCallum indicated that there have always been significant constraints to modifying the MV4000 form, but that she felt the form does need to be updated/redesigned.

Major Lonsdorf stated that there were technical issues with TraCS that were being encountered by State Patrol in the field, that also need to be worked out before the new system can be implemented statewide in the field.

Following Pat McCallum’s presentation, Brian Neil gave a demonstration of the software by inputting a variety of forms using different means including a scanner that was used to scan driver license information.

2. New WI License  - Glenn Green (DMV-District 3)

Glenn provided an update on the new style of driver licenses and ID cards using the latest technology and equipment available. He indicated that the new license represented a significant improvement over the old license, which was implemented in 1997, and that one of the primary benefits of the new license is to prevent fraud and identity theft - the new license has several security measures built in which would make duplication by a fraud artist extremely difficult. The license should also assist in preventing minors from using fake IDs at drinking establishments.

Commercial motor vehicle operators will also need to carry another CMV license in addition to their regular license. Glenn also cautioned that, although the new license helps to resolve some problems and issues with the national, Real ID Act there would still be major obstacles and issues to overcome in order to comply with Congress’ intent.

3. Real ID Act and Impacts for Wisconsin - Patrick Fernan (DMV)

Patrick Fernan provided a presentation on the national, Real ID Act including implications for Wisconsin. The Real ID ACT mandates that by May, 2008, a state driver’s license or ID cannot be used for boarding an airplane, entering a federal courthouse or any other federal use unless it meets specific federal requirements. State governments are still waiting for the Department of homeland security to begin the rulemaking process for the implementation of the Real ID Act. The rulemaking will impact what Wisconsin must do to comply with Real ID. In general, these include administrative procedural changes to how DMV currently conducts its business in addition to funding and security concerns (please see attached handout for more specifics).

Since Wisconsin is one of nine states that allow aliens to hold licenses (e.g., in order to better track their driving history and to provide more legal controls), Wisconsin will need to conform to the new federal provision requiring proof of legal presence prior to issuing a driver's license.
4. Strategic Highway Safety Plan Update and Discussion - Major Dan Lonsdorf (DSP)

Major Lonsdorf stated that the template each team should use to prepare their information for submittal (including an explanation guide developed by CTC and Associates) will be distributed to all the teams. The template was developed by the "Improve Data Decision/Support " work group and refined by Pat Casey and his staff.

As indicated in the email sent by Tim on 12/5/05 each topic area of the Strategic Highway Safety Plan should be submitted using this format, with the first draft submitted to Carolyn Bourie (with cc to Tim McClain) no later than January 31, 2006. If you have questions regarding the template or guide, please contact Carolyn.

Bill Bremer noted that the template and Wisconsin’s strategic highway safety planning process was consistent with the information obtained at the recent, AASHTO/GHSA SHSP Peer Exchange in Phoenix, Arizona which he and Phil Decabooter (DTSD), Dennis Hughes and Mike Schumacher attended.

Bill Bremer noted that strategic plan sponsor buy-in would also be needed.

5. Membership Reports

Bill Bremer: FHWA has designated Wisconsin an “Opportunity State” based on recent trends in traffic fatalities. This designation brought $50K to the FHWA Wisconsin Division Office to use as they see fit to help WisDOT improve upon these numbers. With this funding, the 3-day National Highway Institute training course “New Approaches to Highway Safety Analysis” will be brought to Wisconsin. TOPS Lab has set the date/location for the training (March 28-30, WI Dells/Best Western).

Xiao Qin: the Traffic Safety Engineering Workgroup will be meeting on 12/8/05. Note: Agenda of this meeting can be found at: http://www.topslab.wisc.edu/workgroups/tsewg/agd4_TSEWG.pdf

Major Dan Lonsdorf: With respect to TraCS, Dan indicated the need for all divisions to work together to resolve technical issues in order to create a central approach that would satisfy the needs of all users of TraCS within the Department. Brian Neil noted that this was a laudable idea but that he has seen many difficulties throughout his career in getting all the divisions to move forward with one plan.

No other reports.

Next meeting will be in Room 701 (Waukesha Room) at 9:30AM on Thursday, January 5, 2006

Submitted by Tim McClain, State Patrol/BOTS (12/20/05)