MEETING SUMMARY

WisDOT Traffic Safety Engineering Workgroup (TSEWG) Meeting
Thursday November 16, 2006
9:30 AM – 1:00 PM
DOT Room HF551 (State Patrol Conference Room)
Madison, Wisconsin

ATTENDANCE ROSTER

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency / Department</th>
<th>email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andy Winga</td>
<td>WisDOT – DTSD – SW Region</td>
<td><a href="mailto:andrew.winga@dot.state.wi.us">andrew.winga@dot.state.wi.us</a></td>
</tr>
<tr>
<td>Bradley Javenkoski</td>
<td>WisDOT – DTIM – BPED</td>
<td><a href="mailto:bradley.javenkoski@dot.state.wi.us">bradley.javenkoski@dot.state.wi.us</a></td>
</tr>
<tr>
<td>Chris Quesnell</td>
<td>WisDOT – DTSD – SE Region</td>
<td><a href="mailto:chris.quesnell@dot.state.wi.us">chris.quesnell@dot.state.wi.us</a></td>
</tr>
<tr>
<td>John (Jack) Keiffer</td>
<td>WisDOT – DTSD – NC Region</td>
<td><a href="mailto:jack.keiffer@dot.state.wi.us">jack.keiffer@dot.state.wi.us</a></td>
</tr>
<tr>
<td>John Corbin</td>
<td>WisDOT – DTSD – BHO</td>
<td><a href="mailto:john.corbin@dot.state.wi.us">john.corbin@dot.state.wi.us</a></td>
</tr>
<tr>
<td>Pat Fleming</td>
<td>WisDOT – DTSD – BPD</td>
<td><a href="mailto:patrick.fleming@dot.state.wi.us">patrick.fleming@dot.state.wi.us</a></td>
</tr>
<tr>
<td>Phil DeCabooter</td>
<td>WisDOT – DTSD – BHO</td>
<td><a href="mailto:phil.decabooter@dot.state.wi.us">phil.decabooter@dot.state.wi.us</a></td>
</tr>
<tr>
<td>Scott Nelson</td>
<td>WisDOT – DTSD – NE Region</td>
<td><a href="mailto:scott.nelson@dot.state.wi.us">scott.nelson@dot.state.wi.us</a></td>
</tr>
<tr>
<td>Steven Parker</td>
<td>UW - Madison / TOPS Lab</td>
<td><a href="mailto:sparker@engr.wisc.edu">sparker@engr.wisc.edu</a></td>
</tr>
<tr>
<td>Terry Woodman</td>
<td>UW - Madison / TOPS Lab</td>
<td><a href="mailto:terry.woodman@dot.state.wi.us">terry.woodman@dot.state.wi.us</a></td>
</tr>
<tr>
<td>Xiao Qin</td>
<td>UW - Madison / TOPS Lab</td>
<td><a href="mailto:xqin@engr.wisc.edu">xqin@engr.wisc.edu</a></td>
</tr>
</tbody>
</table>

MEETING DISCUSSION

1. Meeting Opening/Introductions

The Traffic Safety Engineering Workgroup Meeting for November opened with self-introductions of all attendees. Xiao Qin gave a recap of the accomplishments of 2006 and goals of 2007, Safety is becoming an increasingly important emphasis in Transportation issues. He reviewed the agenda for the meeting.

2. Update on WisTransPortal Crash Online Query Tool

Steven Parker reviewed the features of the updated release (Release 1.0.8, November 16, 2006).

- Added HWYCLASS, TRFCWAY, AUTOFLAG, BUSFLAG, CITFLAG, CMVFLAG, DRUGFLAG, HITRUN, HWYCLASS, MOPFLAG, TRKFLAG, and TRLRFLAG.
- Rearranged some of the columns on the results page and CSV files to group similar variables together.

Steven also noted that the data is current through November 6, 2006. He updates the TransPortal data 3 – 4 days after receiving it from the DOT. A disclaimer notifies the user what dates are accurate for statistical purposes. Reference Point (RP), information is not available. Dick Lange & J.J. DuChateau previously handled this process.
It was brought up that the Police officer’s remarks of contributing factors may be more than one and only one is presented in the query, which may not be the primary contributing factor. Can all be displayed. Steven will look into this.

Steven is also developing a better “Refine Location” tool. It is not quite ready. He is also working out the bugs with the login accounts page. This would open the website to local government agencies. The accounts would also be used to email update notifications.

Xiao mentioned that they are developing training slides in the form of a PowerPoint presentation to aid in training individuals. This will also be linked to FAQ’s.

Future update requests include the following:
- Vehicle type (make & model) and safety equipment
- Occupant flags
- Excel template (Xiao – ISET tool)
- Another future improvement will be a mapping feature, but is not a high priority at this time. The issue is integrating with DTD View. RP’s are only valid for the year that the accident occurred. Need to figure out how to track changes over time. Cathy Reinke of the LaCrosse office is the primary contact for DTD View. Andy mentioned that LaCrosse County has a good interface for mapping accidents.

NHTSA 408 funding is available and the TOPS Lab is looking at hiring a full time programmer to work on the TransPortal.

3. Pilot Safety Engineering Management Decision Support

John Corbin – Three points to consider for Phase 1 (Also see Draft Strawman Proposal document)
   i. Get info from John
   ii. Intersection Safety Needs
   iii. Need to include local and county roads

Under SAFETEA – need a definition /standardized way of identifying intersections and other crash hot spots
FHWA allowed states to make determining of hot spots for this submission; they will not be as tolerant (lenient) for the next submission.

We want
- A more defensibly methodology
- A clear definition of intermediate strategy including more definitive LOS impact.
- Wis Hwy Safety Improvement Program – need to have local road safety committees. Local roads are way behind

First, how do we work with a program approach?
We need to define a process that covers the 5 Region’s Intersection Safety Report.
We have SEEG, TSC & TSPEG to guide through the process. Sequence, roles, (Lab, Committees). Standing resource is TOPS Lab. Want consultants on board to assist TOPS Lab in Production. What would regions do with additional consultants?

Xiao Qin
Noted that dates in proposal are not set in stone and are a guideline. The TOPS Lab will complete Actions A, B, C & D.
Consultants will work with the Regions to identify resources and needs. John Corbin, Phil DeCabooter & Xiao Qin will select the consultant(s).

Jack Keiffer
Who will maintain the Intersection Database?

John Corbin
The TOPS Lab will update it each year

Scott Nelson
Intersection & Crash rates – If we don’t want the list to change too much, grow / crash #. If crash rates, more complex (get locals imperfect one)

John Corbin
John thinks we’ll have to go to rate – specific crash rates for comparison. 10yr frequent local road counts really throws a wrench in (10yr frequency counts are local roads, degradation of accuracy at end of cycle.)

Scott Nelson
Agrees that rates are the way to go

John Corbin
The action of “B” is significant.
Degree of professional assessment for Safety Improvement
NCHRP 500 Series Reports – 3 or 4 categories to consider.
Identical Safety needs at all intersections.
What are counter-measures? Identical or Different?

Xiao Qin – Action A
Will provide a complete list, not just the top 10 or 20 to Regions.
Will also provide guidelines for
STHN System
Local Roads – Includes H3R (High Risk Rural Roads)
Consultant – to help define the best outcome
Interchange locations in addition to Intersections

John Corbin
Regions can do this themselves or use the consultant.

Scott Nelson
Should have a statewide intersection “book”. Start with statewide concepts and break into Regions

John Corbin
Looking for where intersection priorities are.

Xiao Qin
H3R – This year didn’t use any funding on this. Next year Brad Javenkoski – 5% criteria for consideration.

Scott Nelson
Templates, drafts, nighttime, wintertime – get from consultant
All crash patterns will be provided by TOPS Lab. Consultant can help get maximum benefit out of it and set priorities.

Chris Quesnell
Consultant is another set of eyes (QC), peer review

Xiao Qin
Xiao compared analysis of WisDOT to Regions like a company running 5 restaurants. The company buys the supplies, and each restaurant determines how to use the supplies.

Chris Quesnell
Any way IC’s coded in these lists?

Xiao Qin
None for now. Looking at ramp and with arterial intersections.

John Corbin
Next check in – nearer form than normal meeting with this group.
Next meeting in February.

Xiao Qin
Xiao will send around Lab scope. He wants things in by January 1, 2007, FHWA has been very forgiving.

John Corbin
Next Item ABATE Motorcycle Safety Campaign. (see email printout)
BOTS has a Motorcycle Safety Coordinator. They should take the lead but will probably fall on DTD.

4. Wisconsin Highway Safety Improvement Program and 5% Reports

Brad Javenkoski presented information regarding the 2006 Highway Safety Improvement Program Reports, primarily the 5% Report.
- How do we determine the worst of the worst? (flags A & K) – focus on death and serious injury crashes.
- How do we determine countermeasures?
- How do we get there?

Metamanager Segmentation – problem: may lose some data, as it doesn’t give us locations along segments.

FHWA compliance for 5% allows each state to establish it’s own methodology and allows that method to drive its process for influence solutions.

Andy Winga
Will the 5% list comply with the SHSP? (Strategic Highway Safety Plan)

Brad Javenkoski
What we define has to be consistent with SHSP.
IA created 10 different 5% lists.
WisDOT will work with the TOPS Lab to establish 5% list.

Phil DeCabooter
Will WI to determine how to come up with the list and be consistent each year to the FHWA?

Xiao Qin
Page 2 of 2006 Highway Safety Improvement Program Reports document outlines the TOPS Lab’s methodology.
In the future, this will fall on the new BHO Traffic Safety Engineer’s shoulders and Brad as a resource, not lead.

5. WisDOT DTSD Road Safety Audit/Assessment Master Contract

2 Consultants will be selected. They will be used in different ways.

Phil DeCabooter
The consultants are not the same as in Item 4

Jack Keiffer
Consultants are for projects or audit review

Phil DeCabooter
Projects that are driven by safety, not pavements or other factors. Maintenance mode rather than building mode.
Jack Keiffer
  Is funding keyed to the 5% list?
Phil DeCabooter
  We are establishing an approach to handling this.
  May come out with Best Practices.
  Big Corridor projects might not apply to this area.

6. Crash Mapping Automation Tool (C-MAT) Demonstration

Xiao Qin demonstrated the process of Crash Mapping Automation Tool (C-MAT). Data from the City of Madison was used.
Local Crash Mapping
STN is mappable based on Reference Points (RP) – these change every year.
  Module 1 – Refines the data.
  Module 2 – Plots the crashes. Creates a shapefile that can be used in ArcView.
  ArcView (GIS) will be able to pinpoint quadrants of an intersection.
Jack Keiffer
  Will the entire state be mapped in the future?
Xiao Qin
  In about a year and a half.
Chris Quesnell
  Who will be the users?
  How accurate is the map?

ACTIONS

• Steven Parker will continue to make improvements to the TransPortal.
• Brad Javenkoski will continue to work on the 5% report to the FHWA.
• Selection of Consultants
• Xiao Qin will continue to move forward with C-MAT.

NEXT MEETING

The next meeting of the WisDOT Traffic Safety Engineering Workgroup (TSEWG) Meeting is:

THURSDAY, December 7, 2006
9:30 AM – 4:00 PM
Hill Farms State Office Building, Room 144B
4802 Sheboygan Avenue
Madison, WI  53707