

AGENDA

Meeting of the Highway Traffic Safety Commission
May 20, 2015 at 9:00 a.m.
Sawyer County Highway Department

1. Review of the February 18, 2015 minutes
2. Accident analysis
3. Reports from County Highway Safety Coordinator, Highway Engineer, Regional Program Manager, State Patrol, County Traffic Law Enforcement, LCO Police, Educator, Medicine, Law, Women Highway Safety Leader, County Highway Committee, Population Center Representative, and County Board Representative
4. Old Business
5. Confirm date for next quarterly meeting
6. Adjourn

Minutes from February 18, 2015 Sawyer County Traffic Safety Commission Meeting

Time: 9:00 a.m.

Location: Sawyer County Highway Department

Present: Gary Gedart - Sawyer County Highway Department
Janeen Abric - Sawyer County Highway Department
Dennis Johnson - Regional Program Manager - WisDOT
Jennifer Berg - WisDOT Traffic Engineer – Eau Claire
Amber Marlow - LCO Tribal Representative
Martin Messa - Wisconsin State Patrol
Kathy McCoy - County Board Representative
Craig Faulstich - City of Hayward Police Chief
Bridgette Kornbroke - Sawyer County Sheriff's Department
Elaine Thompson – Women Highway Safety Leader
Doug Mrotek - Town of Hayward Police

The meeting was called to order at 9:00 a.m. by Gary Gedart.

The minutes from the November 19, 2014 meeting were reviewed. Gary asked Jennifer Berg to check for a work order on the approved 35 mph speed zone reduction on STH 77 from Guard Street to Hospital Road. Motion by Bridgette Kornbroke, second by Kathy McCoy to approve the November 19, 2014 minutes. Motion carried.

The accident analysis map, prepared by Amber Marlow, was reviewed. She indicated they are now getting real comprehensive data for the reports. There was one fatal accident in Sawyer County. There were no other areas of concern at this time.

Reports:

Kathy McCoy – Nothing to report at this time.

Amber Marlow – Nothing to report at this time.

Dennis Johnson - Dennis presented the fatal accident numbers to the commission. The year to date fatals as of February 18, 2015 are 53. That compares to 44 fatal in 2014 and the 5 year average of 43. Dennis reviewed the legislation reports: WisDOT requests an increase penalty for safety belt violations to \$25 and the introduction of AB27/SB-26: Speed on Freeways and Expressways to 70 mph. Dennis also reviewed the laws of the month. January - Move over Law: Drivers must provide a safety zone for stopped law enforcement and other emergency vehicles. A related incident can be viewed at www.natewalsh.net, February – Driving too fast for conditions causes many wintertime crashes and March – Motorcycle riders are required to have a motorcycle license. Dennis provided handouts for Teaching Safe Bicycling Train the

REGISTRATION IS DUE NO
LATER THAN ONE WEEK PRIOR
TO THE DATE OF THE CLASS

Please complete a separate form for each person who is
registering and email back or.

Fax to (608) 267-0441 or email larry.corsi@dot.wi.gov or

Mail to:

Wisconsin Department of Transportation
Bureau of Transportation Safety
Attn: Larry Corsi
P. O. Box 7936
Madison, Wisconsin 53707-7936

Please register me for the following TSB workshop:

Milwaukee _____

Fitchburg _____

Onalaska _____

Green Bay _____

Eau Claire _____

Name: _____

Title: _____

Agency: _____

Address: _____

Daytime telephone: (____) - _____

Email address: _____

TEACHING SAFE BICYCLING TOPICS

Understanding the Child Bicyclist

How Bicycle Crashes Happen

Hands-on Demonstration:
Teaching Bike Safety to Children

Bicycle Ride: Community's Accommodations
And Hazard Identification

Working Together Locally
For Successful Bike Safety Programs



Preparation for Teaching Safe Bicycling:

BRING A BICYCLE and a correctly fitted helmet.
These are necessary for the P.M. bicycle ride, a required
learning activity. Wear comfortable clothes and shoes,
including cooler or wet weather gear.

The training begins at 8 A.M. sharp with get
acquainted introductions and a pre-test period. Lunch
is on your own. Training is scheduled to end at 4:00
P.M.

There is **NO REGISTRATION FEE**, but pre-
registration is required and limited to 30 people per site.

No on-site registration or walk-ins will be accepted.
Please call to see if space is available.

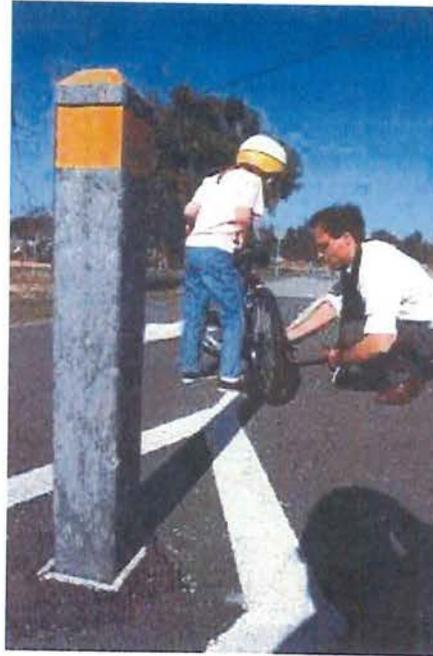
A Confirmation letter including directions will be mailed
to you 2 weeks prior to the course.

Registration is due no later than one week prior to
the class date.

Contact Larry Corsi, WisDOT - BOTS
(608) 267-3154, if you have questions.
Or larry.corsi@dot.wi.gov

**WHAT YOU WILL LEARN ABOUT
TEACHING SAFE BICYCLING AND
WHAT YOU CAN DO BETTER BY
TAKING THIS TRAINING?**

- * Find out how children differ from adults as bicycle riders and how the crashes they get into are different
- * Learn to develop and organize a successful child rider training event in your community
- * Learn how to work with service organizations, schools, community leaders, media and law enforcement to assure safe riding in the community
- * Understand state-of-the-art skills related to safe bicycle riding and tips on how to teach hazard avoidance to children
- * Experience hands-on hazard identification in bicycle riding areas and know who to work with to eliminate or correct these hazards
- * Opportunity to share successful ways that you have used working with children
- * Get useful bike safety materials to use back home



Funding provided by
Wisconsin Department of Transportation and
National Highway Traffic Safety Administration

**TEACHING SAFE
BICYCLING
2015
Train the Trainer
Workshops**

Select Your Site!

*Milwaukee
Friday April 24, 2015*

*Fitchburg
Saturday May 2nd, 2015*

*Onalaska
Saturday May 2nd, 2015*

*Green Bay
Saturday May 9th, 2015*

*Eau Claire
Saturday May 9th, 2015*



**Please register me for the Designing for Pedestrian Safety Course
(Includes lunches and breaks)**

Eau Claire- May 18-19th _____

Madison- May 20-21st _____

Name: _____

Title: _____

Agency: _____

Address: _____

Daytime telephone: (____)-_____

Email address: _____

Please reply to Larry Corsi:

Email: larry.corsi@dot.wi.gov

Mail to:

Wisconsin Department of Transportation
Bureau of Transportation Safety
Attn: Larry Corsi
P. O. Box 7936
Madison, Wisconsin 53707-7936
Phone: (608)-267-3154
Fax: (608) 267-0441

DESIGNING FOR PEDESTRIAN SAFETY

Eau Claire May 18-19, 2015

Or

Madison May 20-21st, 2015

The Wisconsin Department of Transportation-Bureau of Transportation Safety has set-up an excellent training course on Designing for Pedestrian Safety.

DESIGNING FOR PEDESTRIAN SAFETY:

A **two-day** course to help state and local transportation professionals, and pedestrian advocates address pedestrian safety issues through design and engineering. The course is perfectly suited to engineers, planners and traffic safety and enforcement personnel and advocates that are looking for solutions to make changes to the physical environment to improve safety for pedestrians.

Participants will learn the significance of land use street connectivity, and site design in making a safer pedestrian environment, how pedestrians belong in all geometric design, operations, and safety operations, gain a better understanding of human behavior issues related to pedestrians and motor vehicles interacting safely and have a better understanding of the effective solutions and best practices in design and operations for pedestrian safety.

A critical element of the course involves all participants taking part in two-field exercises including a short pedestrian audit and studying a nearby intersection and providing solutions/suggestions on improving pedestrian safety. **Class size is limited, register early, there is no cost to attend the course.**

We have two excellent instructors teaching the course:

John La Plante PE, PTOE, is currently Director of Traffic Engineering for T.Y. Lin International, working out of their Chicago office. Prior to joining the firm in 1992, Mr. LaPlante had been with the City of Chicago for 30 years in various transportation-engineering positions, including Chief City Traffic Engineer and Acting Commissioner of the new Department of Transportation. He is involved in several national committees (AASHTO Green Book Technical Committee, NCUTCD Pedestrian Task Force, and the TRB Pedestrian Committee) and was principal author of the AASHTO Pedestrian Guide. He has taught many courses as part of the FHWA Pedestrian Safety Action Plan and the APBP/US Access Board Designing for Pedestrian Accessibility training.

Rudy Umbs Rudy is the Senior Traffic Safety Engineer with Tindale-Oliver & Associates of Tampa, Florida. Rudy provides guidance, technical assistance, and training to State and local agencies to further enhance their transportation safety programs including road safety audits and pedestrian safety. Rudy also assists in the developing and implementing Pedestrian Safety Action Plans, Bicycle Safety Action Plans, and the SAFE KIDS programs for West Bend and La Crosse. Prior to joining Tindale-Oliver, Rudy had a 39-year career with the Federal Highway Administration serving as the FHWA's Chief Highway Safety Engineer, and Chief of Safety Design Division including responsibility for the Manual on Uniform Traffic Control Devices, Road Safety Audits, and Pedestrian Safety.

For additional information on the course please visit the website:

http://www.pedbikeinfo.org/training/gettraining_dps.cfm

Registration form on reverse side

Increase the Penalty for Safety Belt Violations

History

1987 Wisconsin Act 132 created a mandatory safety belt law with secondary enforcement; primary enforcement was permitted beginning June 30, 2009 by 2009 Act 28. Wis. Stat. 347.48(2m). The penalty is a \$10 forfeiture citation, issuable to (1) a driver who is unbelted, (2) a driver with unbelted passengers 8 years of age or older, and (3) an unbelted passenger 16 years of age or older. Wis. Stat. 347.50(2m)(a).

Goal

The goal is to meet or exceed the national average for safety belt usage.

Analysis

Safety belt compliance is on the rise in Wisconsin following the shift to primary enforcement. From 2013 to 2014, Wisconsin's usage rate increased from 82.4% to 84.7%. Wisconsin is yet only 35th in the country when it comes to the usage of safety belts. Wisconsin compares unfavorably to its neighbors, all of which have higher rates: Minnesota, 94.8% (5th); Illinois, 93.7% (9th); Michigan, 93.0% (10th); and Iowa, 91.9% (13th).

The most common approach to safety belt usage penalties is a monetary penalty composed of a fine or a fine plus costs. There is a clear correlation between higher penalties and safety belt usage (see Fig. 1).

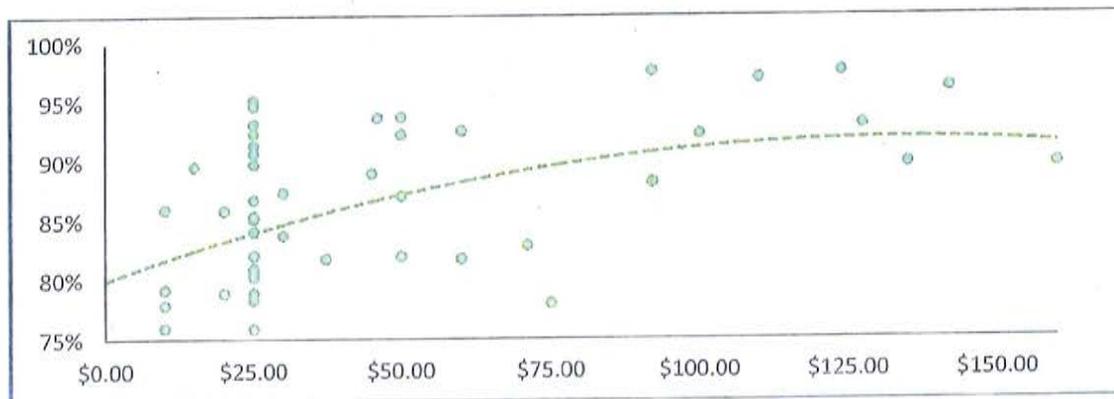
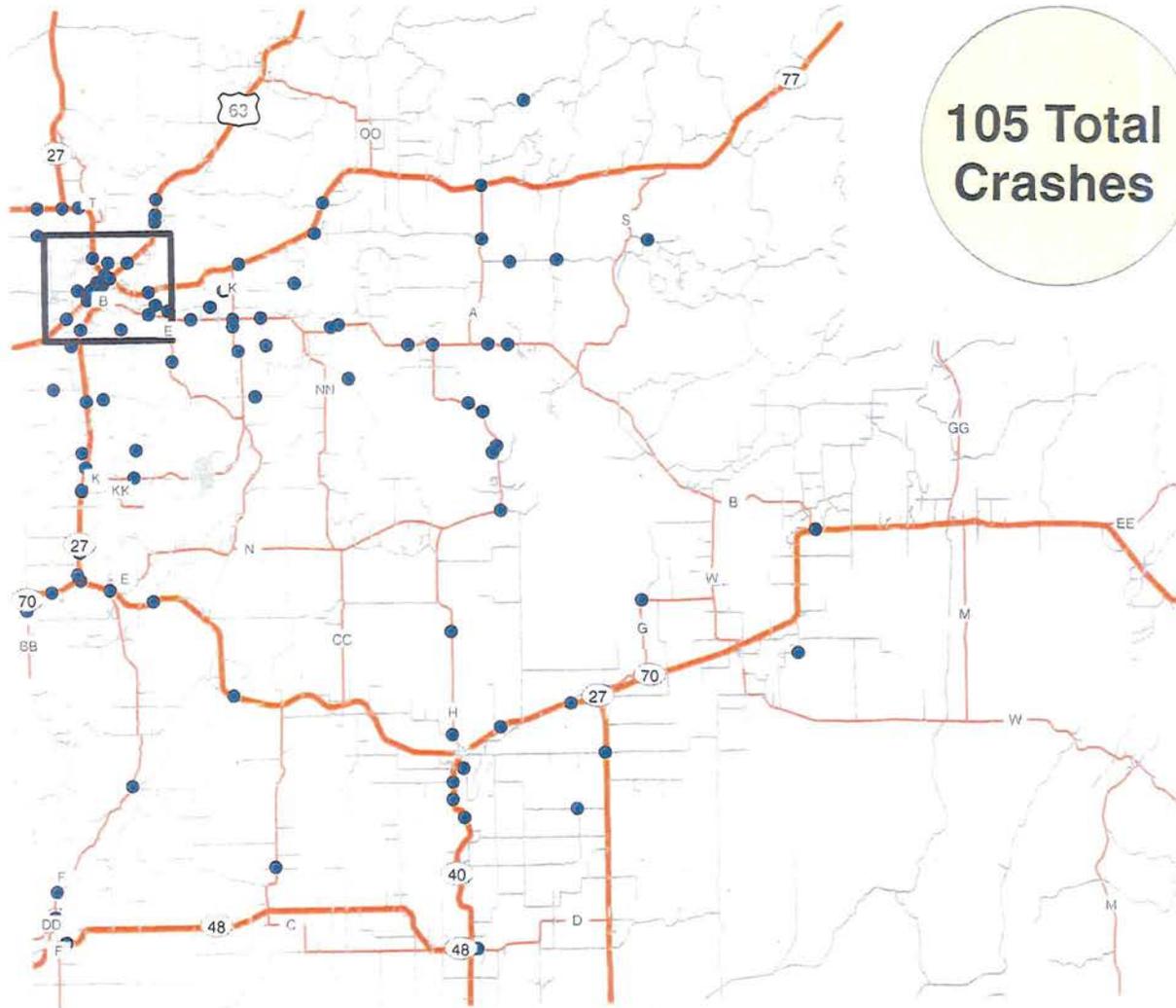


Fig. 1: State safety belt usage rates by total penalty for non-compliance

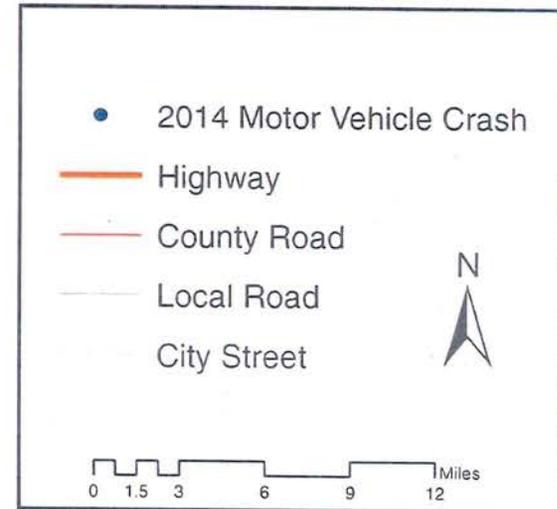
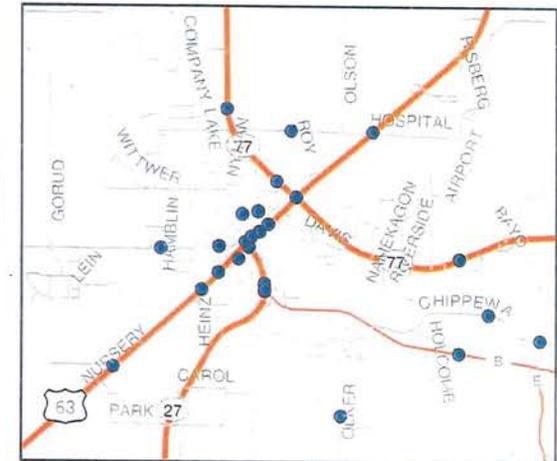
A NHTSA study identified an approximate 3% increase in usage tied to each of three ranges of increased fines: from \$5 to \$25, from \$25 to \$60, and from \$60 to \$100. Simply raising the forfeiture from \$10 to \$25 would make Wisconsin comparable to its neighboring states for base penalty amount (all of which have a \$25 base fine), and could be expected to push usage rates to 88%. Raising the forfeiture to \$50 would bring Wisconsin closer to the average total penalty amount assessed by its neighboring states (\$87), and would place it at the national average (\$50). It could also yield an approximate 91% usage rate.

The Wisconsin Department of Transportation's biennial budget request includes a request to increase the forfeiture to \$25.

Preliminary Sawyer County Motor Vehicle Crash Data 2014

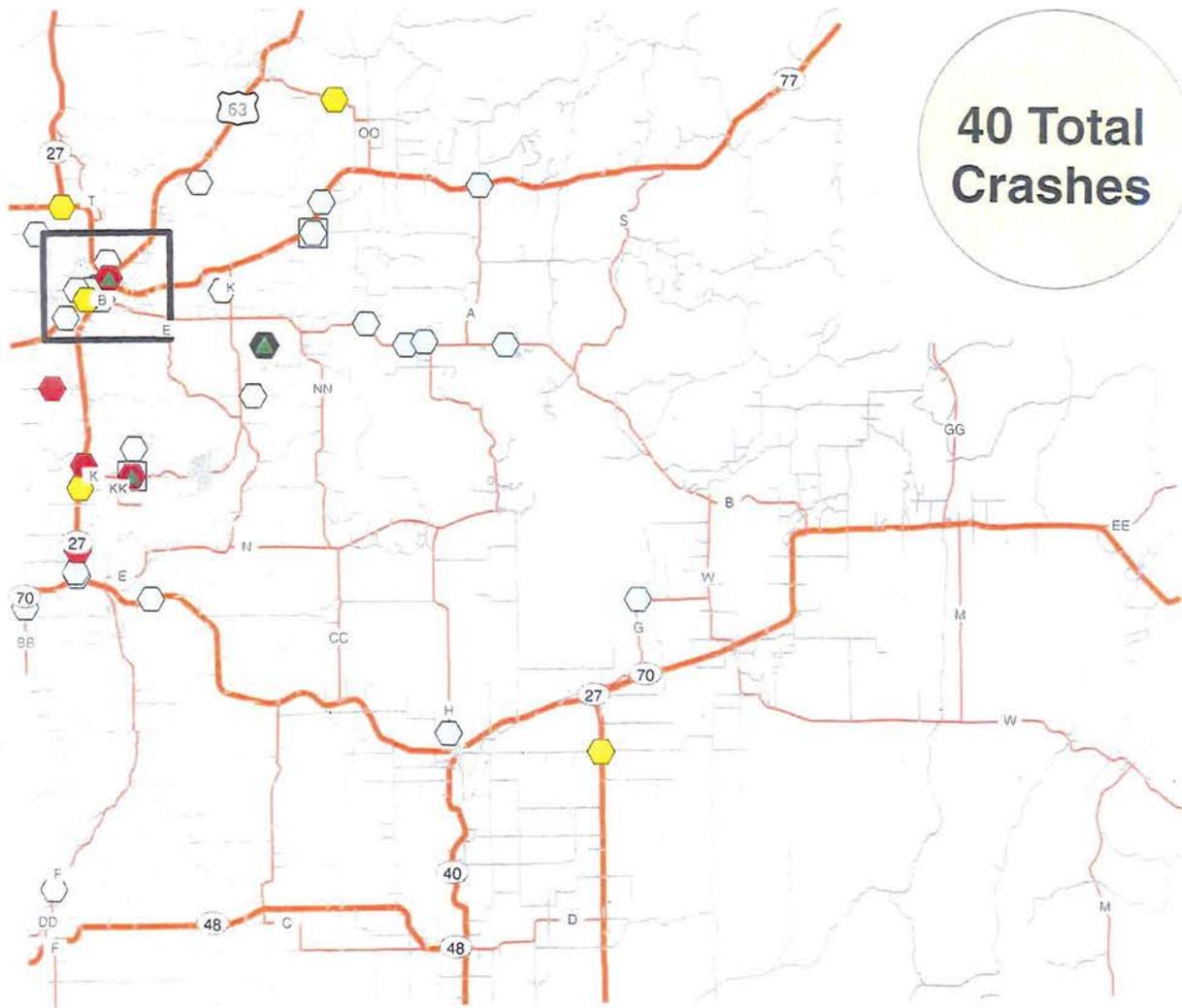


105 Total
Crashes

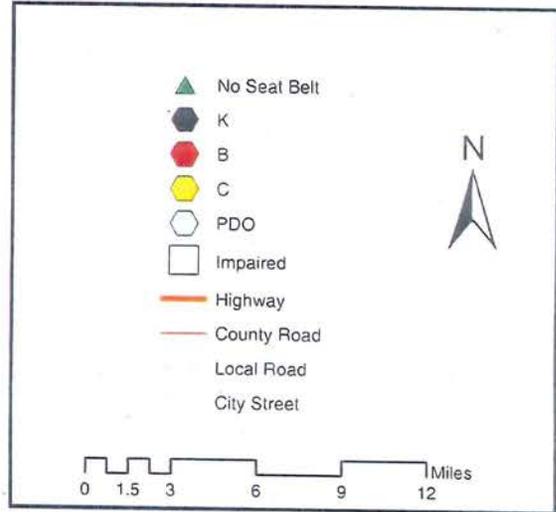
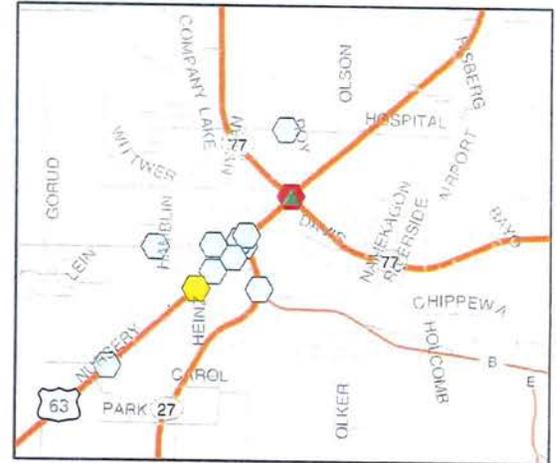


Map created in the LCOOCC GIS/RS Lab, February, 2015.
 Tabular data provided by Sawyer County Sheriff's Dept and UW-Madison
 TOPS Lab, crash location determined by MV4000 "on/al" description.
 Background data layers: municipality and reservation boundary,
 roads provided by Sawyer County GIS - Land Records Dept.
 This map is for illustrative purposes only; no guarantee is
 given as to the accuracy or currency of any of its data.
 LCOOCC will accept no liability for consequential or indirect
 damages resulting from the use of its map products.

Preliminary Sawyer County Motor Vehicle Crash Data November 1 - February 1, 2015



40 Total Crashes



Map created in the LCOOCC GIS/RS Lab, February, 2015.
 Tabular data provided by Sawyer County Sheriff's Dept and UW-Madison
 TOPS Lab, crash location determined by MV4000 "on/at" description.
 Background data layers: municipality and reservation boundary,
 roads provided by Sawyer County GIS - Land Records Dept.
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MARCH 2015

Motorcycle riders are required to have a motorcycle license

Many motorcyclists are eagerly anticipating the start of the riding season this spring. As they prepare their motorcycles and equipment, riders also need to get trained and get licensed.

A regular Class D driver license for operating automobiles and light trucks is not sufficient for motorcycle operation. **Motorcycle riders must also have a Class M motorcycle license. Riders who do not have a valid motorcycle license may receive a citation costing \$200 per violation.**

About 35 percent of motorcyclists' fatalities from 2003 to 2013 involved riders who had not completed the safety training or skills test required to obtain a motorcycle license.

"Too many people continue to ride without a motorcycle license," says Wisconsin State Patrol Wisconsin State Patrol Captain Jeffrey Frenette of the Northwest Region in Eau Claire. "It's a serious problem especially for those who have not ridden a motorcycle for several years and are beginning to ride again. Riding a motorcycle requires more physical skill and mental concentration than driving a car, so riders need to get trained and get licensed for their safety and the safety of others on the road."

Obtaining a motorcycle license is not complicated. Motorcyclists must pass a written test and a road test at a DMV service center. Motorcyclists who successfully complete one of the following Wisconsin Motorcycle Safety Program courses do not have to take the road test at the DMV to get their license:

- (BRC) Basic Rider Course for Motorcycles
- (SBRC) Basic Rider Course for Scooters
- (3WBRC) Basic Rider Course for Three-Wheel Motorcycles (trikes)
- (BRC2) Basic Rider Course 2 (for intermediate or advanced level riders)
- (ARC) Advanced Rider Course (for experienced and seasoned riders in mid-2015)

More information about rider training courses is available online at:
www.dot.wisconsin.gov/safety/vehicle/motorcycle.

Wis Stats [343.05(3)(b)]

Note: View these document on the World Wide Web at <http://www.dot.wisconsin.gov/news/law>

For additional information, please contact Wisconsin State Patrol Captain Jeffrey Frenette,
Commander, Northwest Region—Eau Claire Post (715-839-3800)

FEBRUARY 2015

Driving too fast for conditions causes many wintertime crashes

Vehicles in a ditch along a highway or stuck in a snow bank on the side of a street are a familiar part of Wisconsin's winter landscape. Although drivers try to blame slippery roads for losing control of their vehicles, frequently the truth is they were driving too fast for conditions.

"Driving at the posted speed limit often will be too fast for conditions when there's ice, snow and slick spots on roadways or when visibility is reduced by snow, sleet and fog," says Wisconsin State Patrol Wisconsin State Patrol Captain Jeffrey Frenette of the Northwest Region in Eau Claire. "The speed limit is set for safe driving on dry pavement with good visibility. You might not be able to stop or control your vehicle at the posted speed limit on a slippery road or during hazardous weather."

Slowing down when driving conditions are treacherous is not just common sense—it's the law. **It is illegal to drive at speeds that exceed what is reasonable and prudent under existing road conditions.** Drivers are required to adjust their speeds to take into account both the actual and potential hazards due to weather, highway conditions or other traffic.

A violation of this state law costs \$213.10 with four demerit points added to the driver's record. A second offense within a 12-month period costs \$263.50 with four additional points.

"The slogan 'Snow Means Slow' also applies to four-wheel drive and other heavy-duty vehicles, which can still slide, skid and fish tail while trying to slow down or stop on slippery roads," says Captain Frenette. "If you drive too fast for conditions and slide off the road or crash, you likely will have to pay for an expensive traffic ticket plus towing and vehicle repair bills. It's much cheaper, safer and certainly less frightening to maintain control of your vehicle by slowing down."

Wis Stats [346.57 (2)(3)]

STATE PATROL LAWS OF THE MONTH

JANUARY 2015

Move Over Law:

Drivers must provide a safety zone for stopped law enforcement and other emergency vehicles

"Tow truck operator killed while working on the interstate. / Trooper's cruiser hit by out-of-control vehicle." The Wisconsin State Patrol wants to put an end to tragic headlines like these.

"Drivers have a legal and moral responsibility to help protect those who must work on the side of busy roads while fast-moving vehicles pass by just a few feet away," says Wisconsin State Patrol Wisconsin State Patrol Captain Jeffrey Frenette of the Northwest Region in Eau Claire.

"To prevent needless deaths and injuries, drivers must comply with Wisconsin's Move Over Law, which provides a safety zone for workers on the side of roadways," Captain Jeffrey Frenette explains. **"By law, drivers are required to shift lanes if possible or at least slow down when encountering a law enforcement vehicle, ambulance, fire truck, tow truck, highway maintenance vehicle or utility vehicle that is stopped on the side of a road with its warning lights flashing. On interstate highways and other divided roads with multiple directional lanes, you must move over to vacate the lane closest to the law enforcement or other emergency vehicle if you can safely switch lanes. If the road has a single directional lane or you can't safely move over because of traffic, you must reduce your speed until safely past the vehicle."**

A citation for a Move Over Law violation costs \$263.50 with three demerit points added to your driver's license. But the greatest danger of a violation is not an expensive fine. A recent dash cam video from a State Patrol cruiser shows a Move Over Law violation that came shockingly close to seriously injuring a trooper during a traffic stop. The video is available online on the [Wisconsin Department of Transportation's YouTube channel](#).

"During winter months, law enforcement officers, tow truck operators and others frequently must respond to crashes and assist motorists whose vehicles have slid off icy roads. Officers and other workers are in danger of being hit while inside or outside their vehicles by out-of-control or speeding vehicles that did not move over," Captain Jeffrey Frenette says. "By obeying the Move Over Law, drivers can protect themselves, their passengers, our officers and others who work on highways from serious injuries and deaths."

Wis Stats [346.072 (1)(a)]

BUREAU OF TRANSPORTATION SAFETY REPORT
1st QUARTER 2015

A. Fatality Report

1) Daily Fatality Report

- o 53 as of February 18, 2015
- o 44 fatalities YTD 2014

2) Weekly Report

- o 5-Year Average = 48 as of Sunday, February 15, 2015

3) 2014 Preliminary Total = 498 (452 crashes)

4) Fatalities by County

5) Drunk driving deaths down 47% since 2003 (injuries down 57%)

B. Legislative Report

- WisDOT requests an increase penalty for safety belt violations to \$25
- Introduced: AB27/SB-26: Speed on Freeways and Expressways (70 mph)

C. Laws of the Month (handout)

- **January** ~ Move Over Law: Drivers must provide a safety zone for stopped law enforcement and other emergency vehicles
Related: natewalsh.net (tow truck operator who was killed in Jackson County, east of Osseo)
- **February** ~ Driving too fast for conditions causes many wintertime crashes
- **March** ~ Motorcycle riders are required to have a motorcycle license

D. Teaching Safe Bicycling Train the Trainer Course

May 9th, Eau Claire Public Library

E. Pedestrian Safety Workshop

May 18th & 19th, Eau Claire County Courthouse

As of February 18, 2015

Trainer Course and a Pedestrian Safety Workshop. Dennis informed the commission that the LCO Police Department was awarded a Drunk Driving Equipment grant.

Elaine Thompson – Reported rough roads on CTH NN, CTH C into Couderay and CTH H into Radisson.

Jennifer Berg – No updates to report on projects at this time.

Craig Faulstich – Craig provided an update on the Birkie bridge installation, indicated detours are posted and that 5th Street would be closed for the event. Gary updated that Rent a Flash has been contracted for signage. Craig requested a remote flash on STH 63 and STH 27 for the Birkie and possibly for Musky Festival.

Bridgette Kornbroke – Nothing to report at this time.

Martin Messa – Nothing to report at this time.

Gary Gedart – Gary updated the commission that the highway crew has been continuing with snow and ice control as well as brushing and clearing right-of-way.

Old Business – Kathy McCoy asked for insight on ATV laws regarding whether there is an access law for ATV's similar to that of snowmobiles. She questioned whether a local municipality could open an access on a state highway or is that a State level decision. Martin Messa reported that neither the county nor township has the authority to make the ruling on a state highway.

The next meeting of the Sawyer County Traffic Safety Commission will be on Wednesday, May 20, 2015 at 9:00 a.m. at the Sawyer County Highway Office.

Motion by Doug Mrotek, second by Kathy McCoy to adjourn at 9:36 a.m. Motion carried.

I. STATUTORY REQUIREMENTS 83.013

A. Composition/Membership (see attached TSC Membership form)

- County Highway Commissioner or designee
- Chief County Law Enforcement Officer or designee
 - Sheriff or designee
- County Highway Safety Coordinator
 - Elected by TSC membership; and/or,
 - Appointed by County Board
- Education Representative (possible members)
 - CESA administrator
 - School District administrator
 - High School principal or teacher
 - Driver's Education Instructor
- Medicine Representative (possible members)
 - Medical Examiner/Coroner
 - Hospital/Clinic
 - Physician/Nurse
- Law Representative (possible members)
 - Judge or designee
 - Prosecutor or designee
 - County Corporate Attorney or designee
 - Attorney
- Wisconsin State Patrol representative
- Wisconsin Department of Transportation (DOT engineer) representative
- Wisconsin Bureau of Transportation Safety (BOTS) representative
 - Regional Program Manager (RPM); and/or,
 - Law Enforcement Liaison (LEL)

County Board Chair/Executive/Administrator may appoint additional persons.

NOTE: The above list does not exclude any other attendance as it is an open meeting; therefore, ALL law enforcement agencies within the County are encouraged to attend as are those persons of the general community, and special interest groups (eg. Tavern league, treatment professionals, etc.).

B. Shall meet at least quarterly to:

- Review traffic accident data from the county
- Review other traffic safety related matters

C. Spot Map.

- Designate person to map locations of traffic accidents on county and town roads and on city/village streets if the population of the city/village is less than 5,000 (this is usually done by the Sheriff's Office)
- Designate person to map locations for cities, villages and towns with a population of 5,000 or more (this is usually done by the municipal law enforcement agency)
- Upon review, the commission shall make written recommendations for any corrective actions it deems appropriate.

D. Reports

- Corrective Actions in writing to:
 - DOT
 - County Board
 - County Highway Committee; or,
 - Any other appropriate branch of local government
- Meeting Report shall be made to the DOT, usually through the RPM.

E. DOT furnishes TSCs with:

- Traffic Accident Data
- Uniform Traffic Citation Data
- Map for use in spotting accidents (WI DOT BOTS supplies Community Maps for this purpose)

II. TSC Quarterly Meetings

A. Robert's Rules of Order.

- Most TSCs follow Robert's Rules of Order to include:
 - Review/approval of posting public meeting
 - Review/approval of previous meeting's minutes
- Some TSCs maintain a budget via a Treasurer's report

B. Most TSCs will move any citizen appearances/communications to the top of their agenda, which may include:

- Concerns for traffic safety at specific locations such as requests for signing, reduction in speed limits, etc.
- Requests, review and recommendations for ATV routes
- Other issues as granted authority over by the county governing body; the TSC is usually an advisory only committee of the county board
 - Some TSCs draft letters of support or otherwise for pending county/state legislation (eg. In support of increased seat belt fines to state legislators)

C. Discussion of "old business" which may include:

- Items which were new business from the prior meeting which required a delay for a variety of reasons such as speed/DOT studies, County Board votes/decision/guidance, etc.

D. Discussion of "new business" which may include:

- Often times, accomplished through the use of a round-table, wherein each member discusses relevant information such as:
- Highways (both local & state): report on recent past/present/upcoming road projects, correspondence regarding related traffic issues, meetings, etc.
- Sheriff's Office/BOTS: presentation of Spot Map Accidents/Crashes by the Sheriff's Office and/or local law enforcement and/or BOTS representative using Community Maps via an internet connection projected on a screen/wall.
 - Presentation includes previous quarter crashes with fatals and incapacitating injuries,
 - their possible causation factors, and
 - counter measures which may prevent future crashes;

- five year previous crash experience for the following quarter to detect trends or high crash locations that may be averted through counter measures/deployments.
- BOTS representative: may also provide most recent crash data statistics, laws of the month, legislative traffic safety related updates, and upcoming mobilizations periods as well as other meetings/conferences/events.
- Law enforcement: may report on observed traffic safety issues and past/present/upcoming deployments.
- Medical: updates on fatalities/injuries, first responder statistics, and traffic safety issues/concerns.
- Education: updates on school buses, crossings, and traffic safety issues/concerns.
- Legal: traffic safety issues/concerns.

III. SUMMARY OF BEST PRACTICES.

- A. Membership: increase membership to statutory requirements at a minimum; encourage attendance by all law enforcement agencies, special interest groups and the general citizenry.
 - 1. Maintain updated lists of members.
 - 2. Provide new members with training, a mentor, and/or commission guidelines.
- B. Community Maps: use of electronic/internet based Community Maps for jurisdictions of 5,000 population or more to be used at TSCs for addressing crash counter-measures. Use of additional, available media is also recommended:
 - 1. Redacted crash reports.
 - 2. Showing of on-scene photos/videos.
- C. Citizen Input: priority given to persons present to have their issues addressed.
 - 1. Represent the interests of their citizenry.
 - 2. Offer solutions to traffic safety related problems brought to the commission.
 - 3. Report back to citizenry.
- D. Information Sharing: opportunity for all persons present to share their information, often times through a roundtable. Information sharing is not limited to those present.
 - 1. Distribute news releases/traffic safety educational materials.
 - 2. Provide public recognition of traffic safety efforts.
 - 3. Develop coalitions with other TSCs.
 - 4. Attend/conduct traffic safety related training, such as but not limited to:
 - a. WHSCA (Wisconsin Highway Safety Coordinator's Association).
 - b. BOTS (Bureau of Transportation Safety) such as the Governor's Conference on Highway Safety.
- E. Communication: TSC communication with external partners to include local, county and state governing personnel via recommendations/conclusions reached at meetings.
 - 1. Alert state/local officials to traffic safety problems.
 - 2. Encourage/foster traffic safety activity within jurisdictions.
 - 3. Conduct traffic safety assessments and field reviews.
 - 4. Take positions on traffic safety issues/legislation.
 - 5. Recommend specific traffic safety improvements.