Work Zone Safety Task Force Charter

Status - ACTIVE
Context
The WisDOT Biennial Budget Safety Task Force, comprised of transportation engineers, law enforcement, behavioral highway safety representatives, planners, and analysts from public and private agencies was charged with working together to explore programmatic and multi-disciplinary safety initiatives that lead to a reduction in crashes, serious injury, and fatalities on Wisconsin roadways and that improve safety across all modes of transportation. The task force met a total of eight times over the months of February 2022 and March 2022 to review current department safety efforts and develop recommendations. The 2023-2025 Biennial Budget Safety Task Force recommendations included a variety of ideas, one of which was forming a work zone safety task force to engage the department and industry to make work zones safer for the traveling public and workers. On average, there are approximately 2,600 work zone crashes a year with an average of 342 resulting in serious injury and 11 resulting in a fatality.
Objectives
The purpose of the Work Zone Safety Task Force will be to discuss work zone safety and develop ideas on how the department can reduce crashes in work zones. This can be done through the utilization of new technologies, revised policies, and standards, as well as educating drivers. The objectives of the Work Zone Safety Task Force will be to: • Review current standards and policies, make updates as needed • Research and pilot new innovative technologies • Promote work zone safety statewide
Member Responsibilities
Selected members of the Work Zone Safety Task Force will: • Attend task force meetings • Participate in discussions and provide comments/feedback • Provide safety concerns in work zones • Provide ideas to improve work zone safety • Review all documents drafted by the task force • Attend sub-task force meetings
Members
The Work Zone Safety Task Force will be comprised of individuals representing a functional cross section of the work zone industry in Wisconsin. Members may be replaced on the task force membership if they leave their position or are unable to fulfill the duties of a task force member. Members are listed below.
Schedule

The Work Zone Safety Task Force will meet three times a year.
• The meetings will be a hybrid of in-person and virtual:
  o In-Person: WisDOT Headquarters (Madison Yards Way), Madison
  o Virtually: Microsoft TEAMs
• Sub-Task Force Meetings will all be held virtually via TEAMs

Ground Rules
The Work Zone Safety Task Force will be conducted based on a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. These ground rules will not be considered final until they are agreed upon by the Task Force membership. • All input from all participants in the process is valued and considered. • All participants must come to the process with an open mind and participate openly and honestly. • All participants in the process must treat each other with respect and dignity. • All decisions made by the Task Force and WisDOT must be arrived at in a clear and transparent manner and stakeholders should agree their input has been duly considered. • Minutes of individual stakeholder meetings and Task Force meetings will be maintained by the project team (WisDOT-BTO) and will be posted online. • Members may be replaced on the task force membership if they leave their position or are unable to fulfill the duties of a task force member. • The overall goal of WisDOT is to develop a plan which considers the input of and a general project understanding among all stakeholders. However, a general understanding may or may not be achieved on every issue. WisDOT may elect to move the process forward in instances where consensus cannot be achieved.

Sub-Task Force Name (TEMPLATE)	
Topic:	
Objective: *(1 -3 sentences for description)*	
Chair or Leader:	
Participants:	
Description: *(Vision, projected benefits, background information, etc)*	
Expected Duration:	Start Date: End Date:
Deliverable: *(What will be produced at the end?)*	
Summary of Findings:	
Implementation Costs:	
Outcome:	