

BOTS Wisconsin - Comments

Posted by the **National Highway Traffic Safety Administration** on Apr 28, 2022

Target setting for Highway Safety Plan

I recommend based on my experience over 3 safety bills, that the target setting be done on an average of the last 4 years of FARS data and the current State data. IE 2017-2020 FARS plus 2021 State Data = AVG then target is set by X%. This would create a consistent methodology nationally by OHS's. So, if the % is met... then target is met. The current hard number creates variances in the results... and too much energy is wasted on identifying this without complete data. IE FARS local data is not allowed to be shared by state FARS with organizations that need the information for accurate planning and projections.

E-citations and the availability of funding

States should be encouraged to use funds and make funds available to improve citation/crash reporting with traffic safety funds. By automating the system and feeding all the necessary databases with this information, it improves crash/citation data's timeliness, accuracy, and uniformity. With this improvement Wisconsin has dramatically increased its ability to report information and use data to address traffic safety in a real-time environment.