



Taking steps for pedestrian safety

Walking promotes health and fitness, enhances community liveability, and helps reduce pollution. Schools, seniors' organizations, health departments, and neighborhood groups are all putting renewed emphasis on walking. But pedestrians must negotiate

a world dominated by motorists, and walking can be hazardous. Over 1,600 pedestrians are injured and 60 killed each year in Wisconsin.

As a local official you can do a variety of things to help make walking easier and safer in your community. To help you help your local pedestrians, this issue of Crossroads reports on projects in communities around the state—simple sidewalk improvements, walkability assessments, education/enforcement programs, and more.



Local officials can make walking safer and easier for communities.

Walking assessments: taking a ped's-eye view

A wide variety of conditions you'd never notice from your vehicle can make walking easier or harder for pedestrians, as Gary Kennedy learned on a recent walking assessment in the City of Manitowoc.

"I realized that there are safety issues out there for pedestrians that you just don't see until you walk those areas," says Kennedy, who is the Manitowoc County Highway Commissioner. "For example, going over the Highway 10 bridge in Manitowoc, you felt unsafe because there is no barrier between the traffic and the pedestrian." Kennedy was participating

in a Walking Workshop last April, led by facilitator Kit Keller.

"Walking Workshops provide a focused opportunity for elected officials, staff, civic groups, schools, seniors, and others to come together and look at their community with fresh eyes, on foot," says Keller, a former elected official who now works with Wisconsin Walks, a statewide pedestrian advocacy organization. She has recently led workshops in Horicon, Wautoma, Rib Mountain, Ashwaubenon, and Allouez, along with Manitowoc.

More than 40 participants came to the Manitowoc workshop from city and county agencies and interested community groups. The County Health Department organized the session in cooperation with the Safe Communities Coalition. It was supported by a grant from WisDOT's Bureau of Transportation Safety (see related story page 5).

After introductory presentations, they walked three locations in Manitowoc, assessing pedestrian conditions using a

"Walkability Checklist." Reporting their results, the group then developed short-term, medium range, and long-term goals.

"By the time we met again a month later, we'd accomplished all of our short-term goals," says Ann Schneider-Allen, Manitowoc Co. Health Dept. Health Educator. At the second session the group developed an action plan, reviewing goals and forming subcommittees to work on them. For example:

The education subcommittee will provide pedestrian safety information to driver's education instructors and student drivers. The Health Department is giving away reflective sashes to help pedestrians be more visible at night. The City Traffic Engineer recently adjusted the traffic signal at a downtown intersection so pedestrian wait times are shorter during the busy lunch hour. A *Walk Our Children to School* event is planned for 2004.

Long-term goals include making all sidewalks five feet wide, changing utility placements, redesigning an intersection near the community's new Mariner Trail bike/pedestrian path along Lake Michigan, and building a separate foot bridge to get pedestrians off the Highway 10 bridge.

continued on page 5

Inside

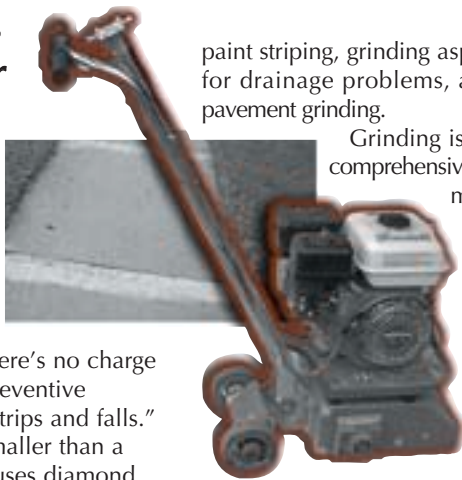
Grinder makes sidewalks safer	2
Truncated warning domes update . . .	2
Setting snowmobile and ATV routes on local roads	3
Flags aid pedestrians, educate drivers	4
Pedestrian safety planning grants	5
Pavement condition reports due	5
Resources	6
Calendar	7
Use videos for low-cost training	8

Idea Exchange

Grinder makes sidewalks safer

The City of Waupaca uses a grinding machine to remove small rises on sidewalks. "We send an employee out with the grinder to walk a section of sidewalk and grind what he can," says DPW Director John Edlebeck. "There's no charge to residents. We see it as preventive maintenance to help avoid trips and falls."

The machine, which is smaller than a walk behind lawn mower, uses diamond bit grinding blades. It is effective in removing up to a 1/2-inch edge on slabs that may have settled or been lifted by tree roots. "It's not a permanent fix, but it definitely improves the situation on walks in our community," says Edlebeck. The grinder costs about \$3000 and diamond tip replacements run about \$1000 each. It can also be used for removing pavement



paint striping, grinding asphalt grinding for drainage problems, and utility-related pavement grinding.

Grinding is part of a comprehensive sidewalk maintenance program that Waupaca established at the recommendation of their liability insurer. "They told us that our number one liability

was sidewalk trips and falls and recommended that the city pass ordinances and spend money on inspecting, rating and repairing sidewalks," says Edlebeck.

The city does regular inspections, focusing on one area each year in a five to seven year cycle, as well as responding to complaints. Repair costs are shared 50:50 with property owners through a



special assessment process. Waupaca currently has over 25 miles of sidewalk.

"In a city of 6000 people, you're going to have trips and falls under any circumstances," says Edlebeck. "This program helps eliminate most of the avoidable trip hazards." It also protects them from liability claims.

For more information on the grinder and Waupaca's sidewalk maintenance program contact John Edlebeck at 715/258-4420, or jaewaup@yahoo.com

Truncated warning domes update

Curb ramps make it easier for pedestrians to cross the street, but need to be easily recognized by those who are blind or visually impaired. As of May 2002, the standard for curb



ramps is to use truncated warning domes, according to the FHWA. Last fall WisDOT set up a test by installing various truncated dome systems at intersections in

Madison. Evaluation in spring 2003 found that truncated domes that were cast-in-place concrete did not hold up.

Domes were not cast properly, were damaged or sheared off, and the yellow paint had disappeared. As a result, WisDOT currently has approved only one truncated dome product for placement in newly poured concrete:

Armor-Tile, manufactured by

Engineered Plastics, Inc. Tests are continuing on other methods and products.

New standard drawings for curb ramps, a report on truncated domes, and the approved product list from WisDOT are included in a *Detectable Warnings* packet offered by T.I.C. See Resources page 6. The WisDOT report on *Truncated Domes* is also available on-line. See *WisDOT Transportation Synthesis Reports* in Resources page 6.

Crossroads

This newsletter provides information on roads and bridges to local officials and is published quarterly by the Wisconsin Transportation Information Center, part of the nationwide Local Technical Assistance Program (LTAP). *Crossroads* is produced with assistance from the Federal Highway Administration, the Wisconsin Department of Transportation, and the University of Wisconsin-Extension.

Non-profit organizations are welcome to reproduce articles appearing here. Please contact us first for any updates or corrections.

Wisconsin Transportation Information Center (T.I.C.), UW-Madison Department of Engineering Professional Development, 432 N. Lake St., Madison, WI 53706. Phone: 800/442-4615 Fax: 608/263-3160.

Don Walker, <i>director</i>	donald@engr.wisc.edu
Ben Jordan, <i>staff</i>	jordan@engr.wisc.edu
Steve Pudloski, <i>staff</i>	pudloski@engr.wisc.edu
Susanna Fuerstenberg, <i>program assistant</i>	tic@epd.engr.wisc.edu
Lynn Entine, <i>writer and editor</i>	Entine & Associates
Susan Kummer, <i>graphic artist</i>	Artifax
Lorraine Orner-Blake, <i>graphic artist</i>	

Correction—Stop Ahead signs on town roads

Townships *shall* erect a Stop Ahead sign in advance of any Stop sign which controls traffic entering a rural State Trunk Highway "where the Stop sign is not readily visible for a distance shown in the Minimum Visibility Distance table," according to Section 2C.26 of the *Wisconsin Supplement to the MUTCD*.

The Summer 2003 Crossroads incorrectly

stated that a Stop Ahead sign was required on town roads approaching a state or county highway, regardless of sight distance and visibility. Though not required, it is probably a good idea to use the visibility distance criteria for intersections of town roads with County Trunk Highways as well. Stop Ahead signs are also useful at intersections with a history of crashes.

Setting snowmobile and ATV routes on local roads

Snowmobiling is big business and ATV use is growing quickly. Creating routes on community roads accommodates riders and helps capture the tourism business. In developing the routes, local officials should consider a variety of issues including: speed limits, the operating characteristics of the machines, the different regulations governing snowmobiles and ATVs, and enforcement.

Both types of routes must be created by ordinance. When approved it must be forwarded to the law enforcement agency that has jurisdiction over the roads and to the Department of Natural Resources which is responsible for statewide safety and law enforcement for ATV and snowmobile operation.

The routes must be clearly marked with signs. A local riders' organization may offer to pay for and install signs, but the government is still liable. You should check that signing is correct, informative,

and complies with state uniform signing requirements. Also, signs must be in place and correct if law enforcement action is needed.

Communities can set speed limits for snowmobiles and ATVs on roads. They should consider the type of road, vehicle counts, and nearby land uses. Under

state statutes riders must slow down to 10 mph or less when they are within 150 feet of a dwelling or 100 feet of a person. Local ordinances cannot be less strict than this requirement. It is also a good idea to post speed limits for ATVs in locations where surface type changes, since this can be a safety hazard for them.

"A majority will set speed limits of 25-30 mph on hard pavements, and lower in residential areas," says Karl Brooks, Snowmobile/ATV Administrator, DNR Bureau of Law Enforcement. That's what the Town of Rome in Adams County did. "We already had 25 mph limits on our roads which made it easier to adopt the ATV routes," says Town Chairman Steve Nowicki. They have marked ATV routes to an ATV/motocross track in town.



Rules different for ATVs/snowmobiles

Although snowmobiles and ATVs often share the same trails, there are different rules for designating routes on community roadways. For snowmobiles, you may pass an ordinance permitting them to operate on any local road to travel to trailheads from a residence or lodging. This use does not have to be signed. This blanket permission is NOT authorized for ATVs. ATV routes, generally short connectors between trail segments, must be individually designated and signed. An ATV crash on an unsigned route could make the community vulnerable if there is litigation.

Snowmobiles are permitted to operate in ditches along certain roadsides but ATVs are not. If you authorize ATVs to travel on local roads, consider vehicle traffic counts, road and shoulder surface types, and ATV characteristics.

Choose a lightly-traveled gravel or dirt road for ATVs to follow, if possible. In evaluating the route, consider that many ATVs have no brake lights or turn signals, making them more unpredictable to other vehicles. Also, ATV manufacturers encourage riders to avoid hard pavements. As a result they end up illegally riding in ditches, on shoulders, or straddling pavement edge and shoulder.

"Blacktop is hard on ATV tires," says Bill Miller, DNR Warden in Adams Co. "If they go fast, the ATV can shimmy around on the road, so riders tend to drive in the ditch even though it's not allowed."

Ditch and shoulder riding can damage soils and surfaces, leading to erosion and requiring maintenance. Driving partly on the gravel shoulder can break down pavement edges and create ruts in the shoulders. It is also unsafe for the ATV, especially at corners, because of the machine's design.

To help inform local officials about ATV routes and requirements, DNR offers detailed guidelines and a sample ordinance in a booklet: *ATV Route Guideline and Suggestions (A Community Official's Handbook)*.

Enforcement

Consider enforcement capabilities when planning routes. Although DNR is charged with enforcement, staffing is severely limited. Some counties help by

sending deputies to enforce in busy areas and others have Recreation Officers.

These resources are also limited and response times may be long.

"I personally could not see it working without enforcement," says Steve Nowicki. Town of Rome has 24-hour police protection. "We ticketed a few in the beginning, but not very many any more. Riders know they will get a ticket for being where they're not supposed to be." Brooks agrees: "Get a commitment from local law enforcement before opening the routes. There will be a need to police it and it's better to be prepared than to try to fix it after the fact."

When considering ATV and snowmobile route ordinances, be sure to include mufflers along with speed limits, and restrictions on where they can ride, Nowicki advises. You want to be able to respond to noise complaints if a rider has installed a cut-out on the muffler. Brooks also recommends making an effort to notify as many residents as possible about the proposed ordinance and route so community concerns are addressed.

A sunset clause in the ordinance can help prevent problems, Nowicki says. "Then widely publicize that there is a sunset clause and if the riders behave themselves, the town will renew the ordinance; if not, it will expire."

With planning you can safely accommodate ATVs and snowmobiles on your roads, and benefit your community. "I can't say we've seen any significant damage because of ATVs," says Nowicki. "The Town is a destination. There are some drawbacks, but we have to look at how to help our businesses stay alive."

*For information on establishing snowmobile and ATV routes on local roadways, contact Karl Brooks, DNR Snowmobile/ATV Administrator, at 608/267-7455. Copies of the booklet **ATV Route Guidelines and Suggestions (A Community Official's Handbook)**, Pub. LE-109 are available from Brooks in print or electronic format. See Resources page 6.*



Flags aid pedestrians, educate drivers

Pedestrians have a new tool to help them cross 20 busy intersections in Dane County—a set of red plastic flags. They are designed to get drivers to yield to pedestrians in crosswalks and to teach walkers how to cross effectively. The project also includes education for drivers and enforcement by police.

"We had been trying things for years and nothing worked very well until we put in the flags," says Ann Clark of Madison who helped initiate a trial of the flags in May 2002. Residents had identified crossing busy Monroe Street as the neighborhood's top problem.

"It's a communication tool," says Clark. "It's a way of letting drivers know you're coming across." The most frequent users are families with children, she observes. The idea originated in Kirkland, Washington. Salt Lake City, Utah, adopted and expanded the program. The flags, now at 105 Salt Lake intersections, have helped dramatically improve its ranking as one of the worst cities for pedestrians in the US.

The Madison flags are made by volunteers of 12"x12" red plastic squares stapled to ¼"x3" dowels. Materials come from local hardware stores and cost about 50 cents each. The flags sit on both ends of the crosswalk in holders made of 4" PVC pipe attached to existing posts. Volunteers monitor the holders, redistributing flags and replenishing the supply as needed.

"This being a grassroots effort and neighborhoods taking ownership of it is really critical for us," says Arthur Ross, Pedestrian and Bicycle Coordinator in the Madison Traffic Engineering Department. "Traffic Engineering doesn't have the staff resources to replace flags and do education."

Education and enforcement

Education helps make the flags effective. "The community groups have done a good job of showing people how to use the flags," says Ross. "It's a way to educate pedestrians on how to be effective street crossers."

TV and newspaper stories, leafleting to neighborhood residences, and law enforcement efforts also help. The goal is to educate drivers to yield to pedestrians in crosswalks as required by state law (Section 346.24(1), Wis. Stats.).

"We do education and enforcement in a tiered effort," says Officer Stacey Vilas of the Madison Police Department's Traffic Enforcement Safety Team.



Officers begin by handing out flyers to cars stopped at traffic lights and giving warning citations to drivers who don't yield, then later issue citations for amounts from \$130 to \$225.

"You need enforcement," says Vilas. "If you don't have the concept that you could be penalized, you will continue to do something you're not supposed to do." Her unit is enforcing a Madison ordinance, but other local law enforcement agencies write citations based on state Statutes.



Success spreads the program

The flags seem to work. A study of the Monroe Street crossing found that motorists stopped for pedestrians nearly 80% of the time. This compares with a yield-to-pedestrians rate of less than 5% at other pedestrian crossings.

This success helped the Dane County Safe Community Coalition (DCSCC) secure a grant to offer the program county-wide in 2003. Volunteer groups and local law enforcement agencies adopted the flags for 20 intersections in June. Funds from Active for Life, a project of AARP and the Robert Wood Johnson Foundation, bought equipment for flags and flag holders, printed informational brochures, and paid for billboards promoting the project.



One of the new sites is the Village of Marshall, about 20 miles east of Madison. The flags now help pedestrians cross Main Street (STH 19) at Pardee St. on a main route to the schools.

"It's a tool to make crossing the street safer, faster, and more pleasant," says Village Police Chief Lee Hellenbrand. "We've seen a lot of young people and adults use the flags since they were put in June 9th." The Community Officer, who got the flags from DCSCC, did extensive education the first few days after they were installed. The Village is considering other intersections for flags, will continue education, and plans future enforcement efforts, Hellenbrand says.

"It's a great way to say: 'Hey pedestrians are important.'" Officer Vilas agrees.

For more information, including *Tips for Pedestrians* and *Tips for Drivers* see the *Safe Community Coalition* website www.safecommunitycoalition.org or contact Coordinator Cheryl Witke at 608/256-6713. See also www.dmna.org for Monroe St. neighborhood flag program.

Pedestrian safety planning grants

Photo: Don Burden, from PHIC Information Library, www.pedbikeimages.org



WisDOT's Bureau of Transportation Safety (BOTS) has funds for small pedestrian safety planning contracts. "The goal is to help communities evaluate and plan for improving pedestrian safety," says Joanne Pruitt-Thunder, Pedestrian & Bicycle Safety Program Manager. The funds helped support Walking Workshops in six communities this year. The money comes from the National Highway Traffic Safety Administration (NHTSA).

Two types of contracts are available: Transportation Safety and Safe Routes to Schools. This year's Transportation Safety grants, up to \$2000 each, will be targeted primarily to communities or coalitions with 10,000 people or more, Pruitt-Thunder says. If there is a Safe Communities Coalition, it must have identified pedestrian safety as a goal for the year. Proposals are invited immediately. Funds will be available as early as October 1st and must be spent within the fiscal year ending September 30, 2004. BOTS has a Request

for Proposals form that gives details on criteria and how to apply.

"Anyone concerned about transportation safety issues is can initiate the process, working with a unit of government," says Pruitt-Thunder. "That may be the mayor, county executive, health department, law enforcement, school administration." The contract must be issued to a governmental unit and requires a 25% match. Evaluation, expense and match reports are required at the end.

Safe Routes to Schools contracts are designed to get children to school safely on their own power, rather than by bus or car. They are generally planning contracts, made with school districts, law enforcement, traffic engineering units, or others, that involve studying primary routes to school.

"By end of the funding year they must show that they have planned for and provided at least one safe walking or bicycling route for each child living within two miles of the school, and farther for older students," says Pruitt-Thunder. The process helps bring together community resources to focus on and evaluate these routes, and document the need for other projects such as design, engineering, enforcement, or education. Past Safe Routes to School contracts have been up to \$4000.

For applications and detailed information contact your DOT Regional Program Manager, or Joanne Pruitt-Thunder, 608/267-3154. joanne.pruitt-thunder@dot.state.wi.us

Walking

from page 1

Many other communities are also making strides on pedestrian safety. For example, in 2002 the Southeastern Wisconsin Regional Planning Commission used a BOTS grant to sponsor pedestrian safety workshops with nine communities in the area. The cities of Marshfield and Cedarburg also have strong programs.

Any community can work with the WisDOT Bureau of Transportation Safety (BOTS) to request funding for a workshop, according to Keller. In addition to the audit, a Walking Workshop includes local presenters reporting on sidewalk policy, maintenance policies, costs, walking for health, and number of people walking, plus an action planning stage.

"It's important to have an on-going policy

effort that looks comprehensively at walking and can take the emotion and hostility out of the planning process," Keller notes. "You do that through sustained, focused committee work that involves citizens, staff, and elected officials and makes regular reports to the public."

*For more information on **Walking Workshops** and for information on other community pedestrian safety projects, contact Kit Keller at 262/375-6180 or info@wisconsinwalks.org. For information on the **Manitowoc County program**, contact Ann Schneider-Allen at 920/683-4155 or annallen@co.manitowoc.wi.us. See Resources on page 6 for information on Detectable Warning Curb Ramps, and for a URL to the Walkability Checklist.*

Pavement condition reports due in December

Local road agencies must report their pavement condition ratings to the Wisconsin Department of Transportation (WisDOT) by December 15, 2003. The information is entered into a statewide database called the Wisconsin Information System for Local Roads (WISLR). WISLR is designed to assist local governments and WisDOT in better managing local roadways.

Rating pavements every two years gives local communities a useful tool for evaluating their road system's condition, and planning maintenance and repairs. The objective data helps them explain needs and budgets to citizens and elected officials.

Most communities will use the PASER rating system to evaluate their pavement conditions. Manuals are available free to help you rate concrete, asphalt, gravel, sealcoat, and unimproved pavements. The manuals have photos and text describing the rating system and its use, show types of pavement distress, and give examples of each rating.

Some agencies began collecting and recording their 2003 pavement ratings this summer. About 300 have already requested current electronic spreadsheets, says Kelly Schieldt, Wisconsin Statewide Local Roads Coordinator. WisDOT can accept pavement rating submittals via electronic spreadsheets, downloads from PASERWARE 3.0, or paper reports.

"We strongly encourage local municipalities to submit their data electronically, either on spreadsheet or through PASERWARE 3.0," says Schieldt. "That allows us to load the information into the database quickly, making it available sooner." Once WisDOT processes the rating data, users will be able to view the data online, print maps and request reports.

PASERWARE users need to use Version 3.0, which will be distributed soon. The program is being revised to use the "On/At" system of describing pavement sections. These users could record and submit their ratings on electronic spreadsheets and load it later in PASERWARE 3.0, if they prefer not to wait. (For a description of the "On/At" system see the Spring 2003 **Crossroads** page 3.)

continued on page 6

T.I.C. celebrates 20 years

It was in the fall of 1983 that Wisconsin established the Transportation Information Center, among the pioneers in the federal Local Transportation Assistance Program. The centers, now numbering 57 in every state and on Tribal reservations, help local streets and highway agencies better manage their roads by offering training and technical assistance. Modeled after Cooperative Extension, the Program is a joint project of the Federal Highways Administration, Wisconsin Department of Transportation, and the University of Wisconsin-Extension Engineering Professional Development.

Don Walker, who originated the Wisconsin

Center, continues as its Director. Current staff are: Steve Pudloski, Ben Jordan, Keith Knapp, Jane Sauer, and Susanna Fuerstenberg. The original Crossroads team is also still on board: editor Lynn Entine and graphic artist Susan Kummer. Over its two decades the T.I.C. has been assisted by countless local, county, and state staff and elected officials, along with representatives of industry groups, private businesses and consultants. They have helped make the training programs and newsletter articles more accurate, appropriate, and useful.

The T.I.C. takes pride in continuing to offer training and information that helps local governments manage their roadway systems and thanks the many, many individuals who contributed their time and expertise to these efforts.

Pavement

from page 5

WisDOT sent an introductory letter to local governments in August about gaining access to WISLR. Formal training programs on using WISLR are being considered for the Fall 2003 through Spring 2004 time period. Formal training is not necessary, but is required if a local government wants privileges to edit its own data in WISLR.

To request On/At rating spreadsheets contact Crystal Van Woelderren at WisDOT at downloadinfo@dot.state.wi.us or 608/266-7135. For copies of PASER rating manuals use the form on pg. 7 or contact the T.I.C. at 800/442-4615, or tic@epd.engr.wisc.edu. Information on WISLR is also available online. See Resources below for URL. To submit ratings data, refer to the Web page or the letter from WISLR.

Resources

The following publications are available free from the T.I.C. while supplies last.

Notice of Availability of Draft Public Rights-of-Way Accessibility Guidelines & Draft Guidelines for Accessible Public Rights-of-Way. United States Access Board, June 17, 2002. This document includes proposed guidelines for disabled accessibility for public rights-of-way. The draft guidelines are also available online at <http://www.access-board.gov/rowdraft.htm>

Detectable Warnings: Synthesis of U.S. and International Practice. U.S. Access Board, May 2000. This document includes information on the detectable warning products available and presents case histories of the installation and maintenance of detectable warning devices at U.S. and international locations. Also available on line at: <http://www.access-board.gov/indexes/pubsindex.htm>

Detectable Warning Curb Ramps, packet. Includes WisDot information and Standard Detail Drawings 8D5-9a, Curb Ramps Types 1,2 and 3 (revised 7/10/03) and 8D5-9b Curb Ramps Type 1A (new 7/10/03,) in 8½" x 11" size. Also: WisDOT Approved Products List for Curb Ramp Detectable Warning Fields, WisDOT Special Provision for Curb Ramps with Detectable Warning Surfaces, WisDOT Truncated Warning Domes for Handicap Access Ramps Report, and WisDOT Transportation Synthesis Report on Truncated Warning Domes

Common Roadside Invasives: A roadside field guide to showy herbaceous weeds, FHWA (No. FHWA-02-003). This laminated fold-out field guide includes color drawings, common and scientific names of invasive noxious weeds commonly found on roadsides. Useful for field identification of invasive weeds.

ATV Route Guidelines and Suggestions (A Community Official's Handbook), Pub. LE-109 offers information on establishing ATV routes on local roadways. Available from DNR, call: 608/266-2142 or online: www.dnr.state.wi.us, select Law Enforcement (under programs), and ATV, under Safety Education.

Websites

www.infosite4u.com provides access to a list of Wisconsin DOT accepted products.

Access Board publications on Accessibility and Americans with Disabilities Act (ADA) compliance are available at: <http://www.access-board.gov/indexes/pubsindex.htm>

The Walkability Checklist is available at www.walkinginfo.org.

Pedestrian flags program: www.safecommunitycoalition.org and www.dmna.org.

WisDOT Transportation Synthesis Reports (TSRs) are available at: <http://www.dot.wisconsin.gov/library/research/reports/tsr.htm> The brief reports identify current information on topics of interest, referencing online and printed resources. There are many recently updated reports including *Truncated Warning Domes*, *Snowdrift Control*, and *Best Practices for Control of Invasive Plant Species*.

Information on the Wisconsin Information System for Local Roads (WISLR), including how to submit pavement rating data: <http://www.dot.wisconsin.gov/localgov/wislr/>

Videotapes

Videos are loaned free through county UW-Extension offices. Copies of the **T.I.C. Video Lending Library Catalog** are available on request (print) from the T.I.C. and online at <http://tic.engr.wisc.edu/>

PASER Series, UW-Madison, 74 min. #18390 One videocassette with three PASER

training videos: *Asphalt-PASER* (46 min.); *Gravel-PASER* (15 min.) and *Sealcoat-PASER* (13 min.). Videos show how to evaluate and rate pavement conditions using the PASER Manuals. Also available individually:

Asphalt-PASER, UW-Madison, 46 min.

#17761 Investigates pavement distress and performance; looks at environmental and structural causes; identifies various types of asphalt pavement failures and classifies those failures on a scale of 1-10 (10 being perfect). It also discusses the remedies for repairing or rehabilitating those pavements.

Gravel-PASER, UW-Madison, 15 min. #18385 Describes common distress in gravel roads. Uses distress to rate gravel roads in PASER rating system. *Gravel-PASER Manual* is the text and field manual for implementation. Intended as a review for field evaluation and rating gravel roads by local agency officials.

Sealcoat-PASER, UW-Madison, 13 min. #18386 Describes common distress in gravel roads with an asphalt chip seal surface. Covers the evaluation and rating. The Sealcoat-PASER manual is the text for implementation. Intended as a review for field evaluation and rating of gravel roads with a sealcoat surface by local agency officials.

NEW Accessible Sidewalks: Design Issues or Pedestrians with Disabilities. U.S. Access Board, 40 min. #18618 Shows design issues and common problems with sidewalk accessibility from the perspective of pedestrians with disabilities. Illustrated with video of pedestrians with disabilities navigating actual sidewalks and street. Four parts:

1. Design Issues for Pedestrians Who Use Wheelchairs, 10 min.
2. Design Issues for Pedestrians with Ambulatory Impairments, 8 min.
3. Design Issues for Pedestrians with Low Vision, 11 min.
4. Design Issues for Pedestrians Who Are Blind, 11 min.

Calendar

T.I.C. Workshops

Specific details, locations and registration forms are sent to all **Crossroads** recipients nearer the date of each workshop. Registration begins after announcements are sent.

Winter Road Maintenance



Prepare for winter operations. This workshop covers the latest on ice control materials,

plowing, and operations planning. New plow and spreader equipment displayed. A great opportunity to share experiences and tips for better winter operations.

Sep 29	Barneveld	Oct 8	Brookfield
Sep 30	Tomah	Oct 9	Minocqua
Oct 1	Eau Claire	Oct 10	Green Bay
Oct 2	Cable		

Ditches and Culverts



Presents good practice for ditch cleaning, ditch maintenance, and culvert installation and replacement. You will learn

techniques to improve roadway drainage while minimizing erosion and maintaining habitat.

Oct 27	Rhineland	Nov 13	DePere
Oct 28	Cable	Nov 14	Brookfield
Oct 29	Eau Claire		
Oct 30	Tomah		
Oct 31	Barneveld		

UW-Seminars

Local government officials are eligible for a limited number of scholarships for the following Engineering Professional Development courses, held in Madison unless otherwise noted. Contact the T.I.C. for more information.

Managing Snow and Ice Control Operations, Oct 6-7

Financing and Implementing Stormwater Management Programs-Phase II, Oct 8-9

Parking Lot and Site Access Design, Oct 16-17

Soil Engineering for Non-Soils Engineers and Technicians, Oct 23-24

Trenchless Technology for Sewer and Water Construction, Oct 27-29

Pavement Design, Nov 3-4

Improving Two-Lane Rural Roadways, Nov 3-5

Evaluation and Rehabilitation of Pavements, Nov 5-6

Traffic Signal Design and Operation, Nov 12-14, Brookfield

Fleet Maintenance Management, Nov 17-18

Effective Bridge Rehabilitation, Dec 3-5

Highway Bridge Design, Dec 10-12

Maintaining Asphalt Pavements, Jan 5-6

Improving Public Works Construction Inspection Skills, Jan 7-8

Designing and Implementing Roundabouts Feb 9-11

Urban Street Design Mar 8-10

On-site Workshops

For fee information and to schedule an on-site training session call 800/442-4615, e-mail: tic@epd.engr.wisc.edu, or use the form below.

Flagger Training This three-hour workshop provides solid flagger training for all your field personnel. It covers procedures approved for WisDOT construction, maintenance and utility flagging operations. All participants receive a flagger pocket guide and actually practice flagging.

Flagger Instructor Training For key staff who will be training new employees and temporary help, add this extra half-day workshop to the flagger training. Participants practice

teaching the flagger training, and receive an instructor's manual, video, and a supply of flagger handbooks. *Class limited to 20.*

Other training opportunities

There is still time to sign up for the Snow Plow Roadeo. This friendly competition tests crews on a plowing challenge course at the Waukesha County fairgrounds. Sponsored by the APWA Wisconsin Chapter. Wednesday, Sep 24, Waukesha Co. fairgrounds. Call Mark Hochschild, 414/761-5372 to register.

Reader Response

If you have a comment on a **Crossroads** story, a question about roadways or equipment, an item for the *Idea Exchange*, a request for workshop information or resources, or a name for our mailing list, fill in this form and mail *in an envelope* to:

Crossroads

Transportation Information Center
University of Wisconsin-Madison
432 North Lake Street
Madison, WI 53706

Or call, fax, or email us:

phone 800/442-4615
fax 608/263-3160
email tic@epd.engr.wisc.edu

Please put me on your **Crossroads** mailing list.

Please send me information on _____

My idea, comment or question is _____

(We'll contact you to get more details or answer your question.)

Name _____ Title/Agency _____
Address _____ City _____ State _____ Zip _____
Phone () _____ fax () _____ email _____



Use videos for easy, low-cost training

Training helps new crew members get up to speed and refreshes the skills of others. Also, given the constant pressure to do more, cut costs, and reduce staff, in-house video-based training can help save money and time.

With the T.I.C. Video Lending Library it is easy, quick, and inexpensive, as many local road agencies already know (about 600 a year). There are over 300 tapes on wide range of topics, from asphalt to winter road maintenance. We're constantly adding titles, so if you see a good video, tell us and we will get it for our collection.

New and timely videos are listed in Crossroads (see Resources page 6). Titles and brief descriptions are in the 2003 catalog which is available on-line at the T.I.C.'s website, or in print by request. Due to high cost, the catalog will not be mailed to all Crossroads readers this year. Older catalogs are also still useful for the bulk of the titles.

You can use videos to train any number of staff, from one individual to a large group. A recent survey of T.I.C. videotape users showed that: 13% were used by a single individual; 45% by 2 to 9 people; and the remaining 42% by groups over 10. Ten percent were used by 40 or more people!

Call your county UW-Extension office today to order the titles you need. Reserve them for a future training date or have them mailed right away. Your only cost is the return postage.

The online catalog is at: <http://tic. engr. wisc. edu>. Titles are organized by category and searchable by key word. To request a print copy of the 2003 catalog, call 800/442-4615, email tic@epd. engr. wisc. edu, or use the form on page 7.



Crossroads subscribers asked to renew


Crossroads is distributed free, four times a year to over 4000 individuals including local elected officials, streets and highway departments, engineers, consultants and others. Some recipients will get a postcard in the mail this fall asking if you want to continue getting the newsletter. To stay on our mailing list you MUST send the postcard back. If we don't hear from you, your name will be dropped from the mailing list.

Do not use for return mail

Nonprofit Organization	
U.S. Postage	
PAID	
Madison, Wisconsin	
Permit No. 658	

Route To

Address incorrect
Please call or write us with
the correct information



TRANSPORTATION Information Center — LTAP
University of Wisconsin-Madison
College of Engineering
432 North Lake Street
Madison, WI 53706

