OREGON ROADS Newsletter

Oregon Technology Transfer Center

Fall 2015 Number 109

A quarterly publication for local governments responsible for roads, bridges and public transportation

OACES SKILLS DEMO HELD IN ALBANY

Will Lackey, Natural Resource Specialist with ODOT, co-teaches a Roads Scholar class with **Janet Oatney,** Senior Environmental Resource Specialist with Washington County as one of the many course offerings at the 2015 Oregon Skills Demo and Safety Conference.

Darrell Randall, retired Lane County Road Maintenance Supervisor, remembers the first Oregon Skills Demo and Safety Conference 22 years ago. It was held at Portland Meadows in November, and competitors demonstrated their equipment operating skills in the cold, icy rain. Randall attended that year as a competitor, and 22 years later, he's still involved. Since that first event, many things have changed. Instead of

(Continued on page 4)

DEVELOPING A SUCCESSFUL WINTER MAINTENANCE PROGRAM

By R. Mark DeVries, Application Expert, vice-chair of APWA Winter Maintenance Sub Committee

What IS Winter Operation?

I suppose we need to begin by defining a successful winter operation. Is it about efficiency, is it about safety, is it about performance, is it about methods, is it about budget, is it about sustainability, is it about innovation? Well, the answer to all of these is "yes." The questions are, "Are we there, can we get there, and how can we determine our progress?"

Each agency is unique, and how progressive they are may not just be limited by budget, but often it lies with leadership, policies, and lack of knowledge. Many agencies are doing a good job, but if you ask them how they know, I believe they may struggle to prove they are doing a good job. The answer I most often receive is, "We do a really good job

(Continued on page 8)

Also in this issue…

2 From the Director

2 What's Wrong With This Picture?

3 NWTC Call for Abstracts

3 What can ODOTs Local Agency Program Do for You?

4 Workforce Training Funds Available

6 Circuit Rider Corner

7 New Rural Road Safety Website and Training

10 EDC Exchange for Local and Tribal Agencies

11 Fall Short School

12 Communities Awarded 2.6 Million for Transportation and Land Use Projects

13 Upcoming T2 Cosponsored Workshops

14 Online Resources

15 Calendar of Events and Training

16 Technical Resources

To subscribe or unsubscribe to this electronic newsletter, email T2Center@odot.state.or.us

Oregon Technology Transfer Center

Oregon's Technology Transfer (T2) Center

The center is jointly sponsored by the Federal Highway Administration (FHWA), the counties and cities of Oregon, and the Oregon Department of Transportation (ODOT). FHWA funds are provided through the Local Technical Assistance Program (LTAP).

The purpose of the Oregon T2 Center is to help local transportation agencies obtain information and training on transportation technology relating to roads, bridges, and public transportation. To accomplish this purpose, we:

- provide low-cost seminars, training classes and workshops
- publish a quarterly newsletter
- provide a "Circuit Rider" service, taking video programs and informational materials to local agencies
- provide a lending library service of audio/visual programs on a variety of transportation topics
- Provide copies of technical bulletins or reports upon request
- respond to telephone and mail inquires relating to transportation technology or make a referral to a specialist

Local & Tribal Technical Assistance Program

FROM THE DIRECTOR

I would like to introduce the newest member of the T2 Center, Tony Jobanek, as our new Circuit Rider. Tony is a native Oregonian who worked in Public Works for the City of Eugene for 34 years. He has been involved with the T2 Center for years and with the Oregon APWA as a speaker and education committee member since 1991. Tony has a long career in Public Works and instructing trainings, as well as a passion for training and the safety of workers in Oregon. Please join us in welcoming Tony to the T2 Center!

Rebekah Jacobson

Oregon T2 Center Director

WHAT'S WRONG WITH THIS PICTURE?

There are at least four errors in this traffic control situation. Can you find them?

(See answers on page 11)

NW TRANSPORTATION CONFERENCE (NWTC) CALL FOR ABSTRACTS

Oregon State University, Corvallis, OR

March 15-17, 2016

The Northwest Transportation Conference (NWTC) Steering Committee is soliciting abstracts for presentations to be delivered at the Northwest Transportation Conference next March. The conference is intended to address the interests of a broad spectrum of transportation professionals in the region. The conference also has a distinctly applied orientation, and our audience expects the conference to deliver information they can use.

The theme for the upcoming conference is ***"Transportation Tools You Can Use on the Job."***

We anticipate that this theme lends itself to a wide range of pressing topics ranging from multi-modal transportation planning, design, and construction, to operations, ITS, and maintenance. We strongly encourage presentations based on practical experience with new programs, new methods, or new transportation technologies. Presenters will be asked to conclude presentations with a summary of the tools, methods, or standards that transportation professionals can use in the office or field. Abstracts may be based on real world solutions, research projects, and academic papers.

Abstracts should include the name of the presenter, the presenter's affiliation, a presentation title, and a brief (200 – 300 words) summary of the topic. E-mail your abstracts to Michael.Bufalino@odot.state.or.us at ODOT Research by **November 5, 2015**. Please include the key-word: "NWTC" in the email subject line.

About the NWTC

The Northwest Transportation Conference, formerly known as the Northwest Roads and Streets Conference, has been held approximately every two years since 1949. The conference has served as a forum for engineers, designers, builders, operators, and other transportation officials from Oregon and Washington with attendance ranging from 300 to 500 participants. Conference topics have included all aspects and modes of transportation, from maintenance techniques and design standards to funding and organizational issues.

Please contact Michael Bufalino, Research Section Manager at (503) 986-2845 or Michael.Bufalino@odot.state.or.us with any questions.

WHAT CAN ODOT'S LOCAL AGENCY PROGRAM DO FOR YOU?

Contributed by Cole Grisham, ODOT Local Public Agency Coordinator

ODOT's **Local Agency Program** supports local agencies in the delivery of their federal-aid transportation projects. The Program consists of a central Coordinator, Program Manager, and Certification Program Coordinator, along with regional local project delivery units that serve five geographical areas in Oregon. Staff can connect local agency personnel to statewide federal-aid project delivery resources, such as training and policy guidance.

The Program's strength is in collaboration with its many diverse stakeholders. Oregon's Local Program Leadership Team (LPLT) provides strategic guidance and planning for the Local Agency Program. LPLT provides a forum for federal, ODOT , local agency, and often consultant stakeholders to discuss local project delivery issues and collaboratively find solutions. LPLT's members partner with other statewide groups to improve local project delivery, such as the American Council of Engineering Companies Local Programs Subcommittee, American Public Works Association (APWA), the Oregon Local Program Committee (OLPC), and Oregon Association of County Engineers and Surveyors (OACES), among many others.

So how can we help you? The short answer: connecting you with the resources you need. Federal-aid local project delivery is a complex process for agencies to navigate. Local Agency Program partners in engineering specifications, construction, bridge, and environmental requirements can assist local agencies with programmatic technical questions while regional Local Agency Liaisons can assist with project-level issues and funding options. The Local Agency Program and ODOT's regional Local Agency Liaisons can connect local agency staff with training, technical, and policy guidance, and funding programs that can improve federal-aid transportation project delivery in your area.

For more information on the Local Agency Program, including regional contacts, training opportunities, or technical resources, contact Cole Grisham, Local Public Agency Coordinator, or contact your regional Local Agency Liaison.

Workforce Training Funds Available

LADDERS OF OPPORTUNITY INITIATIVE: PILOT ON-THE-JOB-TRAINING SUPPORTIVE SERVICES PROGRAM

FHWA is looking for proposals that "promote innovative, nationally and regionally significant, highway construction workforce development programs that invest in America's economic growth and build ladders of opportunity into the middle class for American workers." The term "highway construction workforce" should be read broadly to encompass the workforce necessary to carry out activities eligible for funding under FHWA's Surface Transportation Program (STP) at section 133(b) of title 23, United States Code (U.S.C.).

Applications should outline areas of upcoming demand in the State's highway construction workforce and ensure that proposed programs would train workers in skills to fill specific workforce shortages.

Proposals should be submitted through http://www.grants.gov/ and are due by December 23, 2015.

OACES SKILLS DEMO

Continued from page 1

participating as a competitor, since his promotion to supervisor a number of years ago, Randall has been serving as a judge. And now, as a retiree, he volunteers his time.

The Skills Demo has changed, as well. It's no longer held in November, and prior to the economic recession, the event routinely drew 120 to 130 competitors each year. This year, 94 participants took part in one and a half days of training and two half-days of skills competition under crisp, blue, September skies.

Participants compete in six different events, vying for the title of Top Gun, the operator with the best total overall ranking in all events. That title was earned this year by Chris McGoffin from Jackson County.

The annual event is co-sponsored by the Oregon Association of County Engineers and Surveyors (OACES) and Central Oregon Safety and Health Association (COSHA). It is the culmination of nearly a year of planning by a 12-person committee made up of employees from various counties around the state and the Oregon Department of Transportation.

"It's not only a great learning opportunity," said Kelli Candella, long-time committee member from Deschutes County, "but it's also great for networking and learning how other agencies do things." As an example, she says that equipment-sharing partnerships have been forged as a result of the focus on heavy equipment operation.

To volunteer on the committee or get involved in next year's Skills Demo, contact Tim Rummel of Douglas County, tlrummel@co.douglas.or.us

See page 5 for photos from the Skills Demo.

This Year's Winners:

Pre-Trip
1st: Curtis Norton – Linn Co.
2nd: Cody Whetzel – Douglas Co.
3rd: Wes Anderson – Wasco Co.

Truck Plow
1st: Daniel Kuhnly – Clatsop Co.
2nd: Chris McGoffin – Jackson Co.
3rd: Glen Mason – Jackson Co.

Loader
1st: Kent Lindgren – Clatsop Co.
2nd: Craig Gutierrez – Morrow Co.
3rd: John Reid – Yamhill Co.

Grader
1st: Justin Kivett – Washington Co.
2nd: Chris McGoffin – Jackson Co.
3rd: David Egan – Clatsop Co.

Chain On/Off
1st: Justin Kivett – Washington Co.
2nd Cody Rusow – Lane Co.
3rd: Chris Baillie – Benton Co.

Backhoe Bowling
1st: Justin Kivett – Washington Co.
2nd: Aaron Farance – City of Salem
3rd: David Bice – City of Salem

Top Gun
1st: Chris McGoffin – Jackson Co.
2nd: Justin Kivett – Washington Co.
3rd: Tony Stevens – Lane Co.

OACES SKILLS DEMO PHOTOS

Continued from page 4

Chris McGoffin of Jackson County completes the chain-on/chain-off competition. This was his third time to compete in the Skills Demo, and he took home the overall, "Top Gun" trophy.

Jorge Herreton of Multnomah County competes in the backhoe bowling event.

With judges **Jason Chamberlain** (PMSI) and **Delores Smith** (Lane County) looking on, **David Bice** participates in the pre-trip inspection competition. Bice took third place in the backhoe bowling competition.

Rick Sandoval of Wasco County navigates the truck plow course.

Making it all happen. **Dana Anderson** (Douglas County), **Tekla Evonuk** (Lane County), **Kelli Candella** (Deschutes County), and **Val Blanck** (Douglas County) are the team that keeps the Skills Demo running smoothly and ensures that all scores are tabulated in time for the awards presentation on the second evening.

CIRCUIT RIDER CORNER—CROSSWALK SAFETY

By Bob Raths

Be prepared!

Oregon's laws affect pedestrians too. Pedestrians are required to obey traffic signals and walk safely. But pedestrians are unprotected and vulnerable so you, as the driver, can prevent a life-changing crash by being prepared to stop and yield to a pedestrian, no matter who is in the right.

What's the problem?

Why the concern about pedestrians? In Oregon, from 2009 to 2013, an average of 798 pedestrians were injured and 52 were killed in motor vehicle crashes each year. The majority of pedestrian involved motor vehicle crashes are a result of the failure of drivers to yield to the pedestrian. A quarter of pedestrians who are struck by vehicles are hit while they are in a crosswalk. Remember, pedestrians are always the loser. Studies show that a pedestrian hit at 40 mph has an 85% chance of dying. Always remember – pedestrians and motorists both share in the responsibility for pedestrian safety.

What's the law?

A crosswalk exists at any public street intersection, whether marked with paint or unmarked. Crosswalks also exist between intersections (mid-block) only if they are marked with white painted lines. Under Oregon law, a pedestrian is crossing the roadway in a crosswalk when any part or extension of the pedestrian, including but not limited to any part of the pedestrian's body, wheelchair, cane, crutch or bicycle, moves into the roadway in a crosswalk with the intent to proceed.

A driver has specific duties to a pedestrian in a crosswalk.

When turning at a traffic signal:

- Stop and remain stopped for pedestrians until they have cleared the lane into which your vehicle is turning and at least 6 feet of the next lane.

At any other crosswalks—whether marked with paint or unmarked:

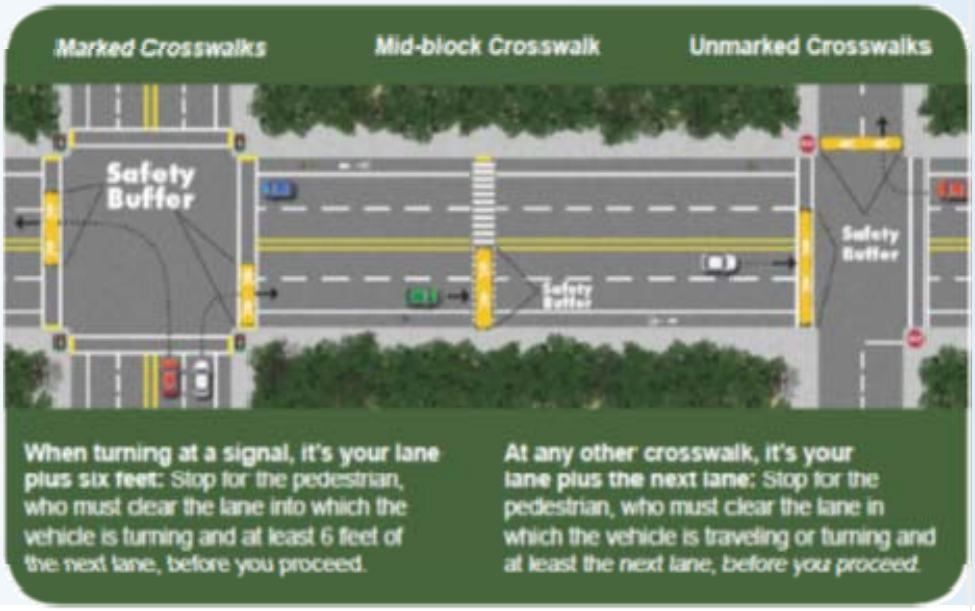
- Stop and remain stopped for pedestrians until they have cleared the lane in which you are traveling (or into which you are turning) and the next lane.
- Stop and remain stopped for students as you are directed by a crossing guard.
- Stop and remain stopped for a blind pedestrian using a white cane or a guide dog until the pedestrian is completely across the roadway.

If a driver fails to stop for a pedestrian crossing with a traffic control device or crossing in a crosswalk, the driver may be cited for a fine over *$250*.

Adapted from ODOT Transportation Safety Oregon Crosswalk Laws brochure.

SAFETY TIPS

- Remember, under Oregon law there is a crosswalk at every intersection.
- Do not pass a vehicle stopped at a crosswalk. A stopped car may be a clue that a pedestrian is crossing. When stopping for a crosswalk on a multi-lane road, you should stop about 30 feet before the crosswalk so you don't block visibility to a driver in a second lane.
- When stopping at an intersection, do not block the crosswalk. This forces pedestrians to go around your vehicle and puts them in a dangerous situation.
- Watch for pedestrians, especially children, when exiting driveways or when backing out of parking spaces in parking lots.
- Pedestrians move at different speeds. Be alert for children who may suddenly dart into the street. Be patient with older adults who take extra time to cross the street.
- Around taverns and bars, be alert for people with slowed reaction times or impaired judgment.
- Be alert for people or animals during low-light conditions, especially in areas where they are likely to cross the road.



NEW RURAL ROAD SAFETY WEBSITE AND TRAINING LAUNCHED

The **National Center for Rural Road Safety** launched its website the week of September 16th, offering a variety of resources to make travel safer on our nation's rural roads. Visitors can also use the website to sign up for the Safety Center's first training or join the distribution list for newsletters and updates.

"We're excited to make safety-related trainings, guidance documents and other instructive materials available to transportation agencies across the country," said Director Steve Albert. "We think it will be especially useful for agencies with limited resources for personnel training or conference travel."

The website is designed to put the latest information on critical road safety issues all in one easily accessible place. For practitioners who need to get up to speed on a particular issue, the **Rural Road Safety Topics** section provides an introduction and background information on topics ranging from distracted driving to engineering innovations to incident management strategies.

In the **Training and Education** section, website users can find updates on upcoming in-person trainings created by the Safety Center or offered by other organizations. Distance training opportunities, such as webinars, will also be highlighted.

The Center will continue to add to the resources on the website in the coming weeks. "We're working closely with transportation agencies to find out what types of resources they will be looking for on the website," said Jaime Eidswick, Safety Center Manager; "in the process, we're also finding out about the great work they are doing themselves, which gives us the chance to showcase it in our **Noteworthy Practices** section. The website gives all of us in the transportation community a chance to share and learn from each other, so that we can put safety advancements to work on our roads more quickly."

Website visitors are encouraged to return on a regular basis to see added resources and new features. For example, the website will be adding a resource library with a search function that will allow users to filter resources by subject categories, format type, or date.

Users can also learn about website updates, upcoming events and other news by joining the Safety Center's distribution list. **If you are interested in following the Safety Center and receiving updates, please join the distribution list** at http://ruralsafetycenter.org/about-our-center/contact-us/ and follow us on Facebook at https://www.facebook.com/ruralroadsafety?fref=ts

For more information, go to the website (http://ruralsafetycenter.org/), or contact the Safety Center Manager at info@ruralsafetycenter.org

The National Center for Rural Road Safety is focused on enhancing safety on rural roads by supporting local, state, and tribal road owners and their stakeholders.

(Continued from page 1)

given the resources we have and the limitations with our budget." This is common, and in public works we do not compare ourselves with one another, because each agency has to determine for itself what level of service it will provide, timelines to achieve those goals, and how best to operate within its given resources. Location and typical weather also play into these decisions. That being said, we do have many model agencies that have achieved accolades for the programs they have built and the service they provide their customers.

Success Comes From the Top — and the Bottom

So the question is, what do these programs look like and how did they get there? To start with, this is one case where size does not matter. We see examples from the smallest agencies to some of the largest in the world. In almost every successful case, I believe you will also find a "top down" as well as a "bottom up" approach. Agencies that want to be successful must realize that management needs to provide a vision; but it will be the staff's program and they must be champions of it, or it will fail. Staff's involvement and input is vital to making any program successful. Finding a champion in your agency is key to making this work.

I believe you can look at three main areas that successful agencies have in common: policies, programs and training. Within those three, there are many subcategories that we will discuss, but these serve as the basis of a good program.

Good policies are living documents that address public and staff expectations for winter roadway maintenance. When consistently followed they can be a means of determining if the agency is failing, meeting, or exceeding its goals. Programs in these model agencies often deal with a proactive approach to winter maintenance and will incorporate best practices and technology. Nothing goes farther to improve a program than well-trained staff, and that means every area of winter maintenance. Staff must have a full understanding of not just "how" we do things, but "why" we do them. This knowledge base will cover everything from fundamentals of snowplowing, weather, policies, equipment operation and equipment maintenance to understanding chemicals and how to use them.

An effective winter maintenance program requires a planned approach.

Develop Your Program

So how do you go about developing a program? It begins with an examination of what your current practices are and areas you may change or improve.

There are many good examples of model agencies. APWA has a program for recognizing the best examples in winter maintenance and it is a good starting point. Check out the agencies that have been awarded the Excellence in Snow and Ice Control Award by visiting the APWA website. These are examples of agencies that have excelled in all areas of winter maintenance and have implemented best practices. They can be a benchmark to measure your own agency's progress. Also, the APWA Winter Maintenance Subcommittee is made up of some of the best professionals in North America and they are always willing to help. There is plenty of information on the Internet as well. One of the best methods for gathering information is to attend a workshop or seminar. Not only is the content valuable but so is the networking with other attendees and vendors. Consulting reviews and peer reviews can also be a good method to evaluate your agency's practices.

Next you must consider how to get from point A to point B. What program do I start? Where do we get the most benefit? In almost every case I would recommend small steps or pilots to begin. There are exceptions to this, but in most situations one small success can lead to a much larger successful program. It also takes a champion within the agency to do the research, be willing to try and to share the success with others.

(Continued on page 9)

WINTER MAINTENANCE

(Continued from page 8)

Gather Your Data

Regardless of what program or method it is decided to begin with, at the core of each is a basic understanding of winter roadway weather, pavement temperatures and how they affect every decision you will make. When deciding on new materials, new equipment, or implementing new programs, a careful consideration should be given to weather resources and weather tools first. Purchasing equipment and trying to implement a program without good weather data can devastate the program.

One example we can look at is anti-icing. Anti-icing is done by applying a treatment to a roadway prior to an event, and is generally done by using liquid chemicals. Weather predications, pavement temperatures, and following proper procedures are vital to the success of anti-icing. Otherwise, instead of a proactive approach that benefits the road users, an agency can, if done incorrectly, make a situation that could adversely impact road users or be completely ineffective in its purpose.

The same holds true for other areas of winter maintenance such as when to dispatch the fleet, choosing the right chemicals given the pavement temperature, determining how much chemical to apply, determining when to reapply, and looking at how future conditions will affect the roadway and your staffing operations.

Weather forecasting that includes a pavement temperature forecast and real-time roadway conditions that can be drawn from an RWIS (Roadway Weather Information System) site are necessary tools to really be a successful winter program. Without them it is virtually impossible to make good educated decisions. These tools are not just for state DOTs and toll authorities; there are systems and products to fit every size agency and every budget.

Find the Funds

So how do you fund a new program, new equipment, and a new weather site? How do you sell the program to administration and staff? You should begin by seeking help. Do your research; talk to those who have done it before. Bring a good informed decision forward to your management and staff. In many cases what you may learn is that agencies have found some unique ways of funding these programs. Perhaps funds may be drawn from the project area instead of the general budget.

Often in roadway projects, especially expansion projects, new staff, additional equipment, and weather systems can be added as part of the project. This means Maintenance has to work with Design and Administration to show the impacts and make these an essential part of the project. New programs and upgrades to equipment can be done gradually and yearly success can be shown. When a positive result is produced it is generally much easier to expand the program and get continued funding and buy-in from elected officials.

One major change in the U.S. is the trend toward performance measurement (even in maintenance) and funding based on a performance standard. While this is most prominent at the state level we can anticipate it becoming a local issue as well. The other driving factor we have seen is the environmental concerns in the snow and ice industry. For these reasons, along with the budget benefits and the improved level of service to your customers, careful consideration should be given to evaluating your current approach to winter operations and implementing a change toward best practices. Soon yours will be the successful winter maintenance program that others are modeling after.

R. Mark DeVries can be reached at (303) 262-4084 or mark.devries@vaisala.com.

Resource: APWA Reporter, November 2014

EVERY DAY COUNTS EXCHANGE FOR LOCAL AND TRIBAL AGENCIES

What is the EDC Exchange?

The EDC Exchange is a regularly scheduled series of meetings which combine web-based presentation with in-person group participation. EDC Exchanges describe effective project development and delivery practices, tools and "market ready" technologies that local and tribal transportation agencies can readily implement into their programs. FHWA national subject matter experts, in conjunction with FHWA and State DOT field office experts, provide information and materials, and facilitate discussions designed specifically for the local/tribal transportation managers.

The purpose of the EDC Exchange is to exchange knowledge and success stories about the EDC innovations being discussed, and foster wider implementation of the innovations on the local and tribal transportation systems. Participants in the EDC Exchange may decide to pursue expanded training and technical assistance opportunities in the topics covered.

What is the EDC Exchange format?

The EDC Exchange format includes three elements: web-based presentations, in-person facilitated discussions, and a national "Questions and Answers" session. The web-based presentations on the topic are provided by FHWA subject matter experts along with specific case examples provided by State, local and tribal transportation agencies that demonstrate the successful use of the EDC innovation. The in-person facilitated discussions provide participants the opportunity to discuss the topic and explore how the innovation may be employed by local or tribal agencies within their state. The "Questions and Answers" session provides participants from across the country the opportunity to dialogue with the subject matter experts for additional engagement.

Why should I participate in the EDC Exchange?

Besides engaging in expert-level web presentations, participating in the EDC Exchange gives the local and tribal transportation community a valuable opportunity to convene with peers to discuss challenges and successes with state and federal leaders. This in-person gathering is seen as a significant value of the Exchange experience!

How can I participate in the EDC Exchange?

To participate, contact the T2 Center at (503) 986-2855 or at T2Center@odot.state.or.us. http://www.fhwa.dot.gov/innovation/everydaycounts/edc_exchange/index.cfm

EDC RECORDINGS AVAILABLE ONLINE

- Geosynthetic Reinforced Soil – Integrated Bridge System (GRS-IBS)
- Data-Driven Safety Analysis
- Road Diets
- High Friction Surface Treatments
- Intelligent Compaction
- Intersection & Interchange Geometrics: Safer, Faster, Cheaper!
- Locally Administered Federal-Aid Projects Initiatives: What's in it for You?
- SHRP2 Traffic Incident Management Responder Training
- Adaptive Signal Control Technology: Managing Risks, Achieving Objectives
- Mitigation Banking and In-Lieu Fee Programs: Can they really save you valuable time and money?
- Right-of-Way: Are There Ways to Expedite This Delivery Phase?
- Accelerated Bridge Construction: Is the Geosynthetic Reinforced Soil Integrated Bridge System (GRS-IBS) Right for You?
- Construction Manager/General Contractor (CMGC)

APWA FALL SHORT SCHOOL CONCLUDES IN SEASIDE

The 51st semi-annual Street Maintenance and Collections Systems short school was held in early October and brought 165 public utilities workers from across the state together for two and a half days of career development.

The twice-yearly event is sponsored by the American Public Works Association (APWA) Oregon chapter with support from the Oregon T2 Center. This Fall's school was held at the Seaside Convention Center and kicked off with a keynote presentation by Special Agent Richard Balzersen of the Federal Bureau of Investigation's Portland office on Domestic Terrorism. His talk outlined various extremist groups in Oregon that his organization considers a threat, as well as weapons of mass destruction, such as biological and chemical agents.

The school offered 29 different courses for participants to choose from, covering topics ranging from safety training to diffusing workplace conflict. Most sessions focused on technical topics for both road maintenance and collections systems workers, including three Roads Scholar classes.

The next short school will be held March 29-31, 2016, also in Seaside. Registration will begin in early February.

Martin Harding and **Wayne Mink** instruct the T2 Center's first "RS-17 Bridge Inspection, Maintenance and Repair" class to a group of Level 2 Roads Scholars from around the state.

Tony Jobanek, the newest member of the T2 Center team, is joined at the short school by veteran trainers **Bill Kolzow** and **Bob Raths.**

Answers to

WHAT'S WRONG WITH THIS PICTURE?

(Continued from page 2)

There are many unsafe practices one can pick up from this picture. Below are a few:

- Flagger is standing about 20 feet from the *Flagger Ahead* sign, which provides inadequate advanced warning to approaching vehicles.
- Flagger is hiding behind the sign and not watching for approaching traffic.
- There are no cones or guidance for travelers to indicate where the work zone begins and ends.
- There is nothing separating workers from traffic.

What else did you find wrong in this work zone picture?

COMMUNITIES AWARDED $2.6 MILLION FOR TRANSPORTATION AND LAND USE PROJECTS

Seventeen communities across Oregon – from the Coquille Indian Tribe to Crook County – have been awarded **Transportation and Growth Management grants** for transportation and land use planning projects. The Transportation and Growth Management program (TGM), a 22-year partnership between the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT), awards grants to support Oregon communities working to create vibrant, livable places where people can walk, bike, take transit or drive where they want to go.

"Our ability to offer grants that make 'on the ground' changes, when and where they are important to people, is a critical piece of making the program succeed," said Jim Rue, director of the Department of Land Conservation and Development.

For this year's funding cycle, TGM staff received 57 applications requesting $6.9 million, far more than is available in the program. Award recipients are listed below, and project descriptions are online.

- City of Beaverton
- City of Cornelius
- City of Gladstone
- City of Hood River
- City of Mosier
- City of Oakland
- City of Portland
- City of Redmond
- City of Salem
- City of Springfield
- Benton County
- Confederated Tribes of the Umatilla Indian Reservation
- Coquille Indian Tribe
- Crook County
- Lincoln County Transportation Service District
- Metro
- Yamhill County

Awards are used for various projects, such as updating the city of Cornelius' transportation system plan, or TSP, a process that local governments must do regularly in order to move transportation and land use projects forward. Another example is using funds to develop a coordinated land use and transportation plan, which the Confederated Tribes of the Umatilla Indian Reservation is doing for the community of Mission. TGM funding also supports developing a public transit plan – and that's how the Lincoln County Transportation Service District will use its award.

Planning is critical to the success of a community's economic and environmental health, yet there are few sources of transportation and land use planning funds for local governments.

Planning is critical to the success of a community's economic and environmental health, yet there are few sources of transportation and land use planning funds for local governments. With over 1,100 projects completed, Oregon's Transportation and Growth Management Program continues to provide value by helping communities craft their future transportation systems in concert with their desired land uses.

In addition to planning grants, the program offers local governments other resources, including education and outreach workshops, speakers and publications; code assistance; quick response; and transportation system plan assessments. To see examples of the program's accomplishments, see the "TGM Tangibles report," or visit "Publications" on the TGM website, www.oregon.gov/LCD/TGM/.

UPCOMING T2 COSPONSORED WORKSHOPS

COORDINATION WORKSHOP

November 17-18, 2015
Pendleton, Oregon

www.ewu.edu/nwttap/training/coordinationworkshop

Northwest TTAP and the Oregon T2 Center are proud to announce a workshop specifically designed for Tribes and Local governments!

November 17th

Traffic Incident Management (TIM):

8:00 a.m.-12:00 p.m.

This new multi-disciplinary national training program is building a cadre of well-trained emergency responders who can work together as a team in a coordinated manner. The training brings together police, firefighters, State and local departments of transportation, towing, medical personnel, and other incident responders, leading to a safer, faster, integrated responder team.

Local/Tribal Coordination:

1:00 p.m.-3:00 p.m.

This workshop will discuss collaboration, communication, cooperation and coordination between local government agencies and tribal governments. It will cover coordination between governments for emergency management, transportation, law enforcement, and economic develop that would benefit all communities.

November 18th

Defensive Driving:

Choose 8:00 a.m.-12:00 p.m. or 1:00 p.m.-5:00 p.m.

This course is designed for drivers who are already skilled in the basics of handling a vehicle. The objective of the course is to review and build on current driving skills and help drivers reach a new level of defensive driving. The class employs videos, a workbook, and group discussion. Certificate awarded upon completion of course.

$25 cost—attend one or all sessions

ENHANCED GRAVEL ROAD TREATMENTS WORKSHOP

March 15, 2016
Redmond, OR

http://www.co.marion.or.us/PW/Roads/oacesworkshop/Pages/gravelroadworkshop.aspx

This workshop is sponsored by the Oregon APWA, OACES and the Oregon T2 Center.

Focus will be on agencies sharing their successes and issues of using alternate treatments and products for:

- Dust Abatement
- Soil Stabilization / Reducing Wash-boarding, etc.
- Gravel Road Upgrades: Road building to convert oil mat or asphalt concrete surfaces
- Gravel Road Safety

Many are using a wide assortment of both old and new products and tools with mixed results, which includes:

Lignin	Earthbind
Enzymes	Asphalt Grindings
Coherex	Rhino Snot
High-Flow 150	Various Rock Mixes

In the same format as the OACES Chipseal workshops, agencies will share and present their process and outcomes of using products to address the above issues. We want to learn firsthand from staff who have experimented with products and methods, as well as cost thereof. Sales representatives and contractors will not be welcomed. Short PowerPoint presentations will be greatly welcome!

Contact Don Newell at DNewell@co.marion.or.us or 503-365-3129 to RSVP and register your agency and group size by March 8.

$12 to cover the cost of food

Technology Transfer Center Steering Committee

The Technology Transfer Center Steering Committee members listed below help guide and direct the policies and activities of the Oregon Technology Transfer (T2) Center. You are invited to contact any of them to comment, make suggestions, or ask questions about any aspect of the T2 Program.

Evelyn Pech, Chair
Operations Supervisor
Marion County
epech@co.marion.or.us

Garry Black, Vice-Chair
Operations Supervisor
City of Philomath
garry.black@ci.philomath.or.us

Bruce Hildebrandt,
Street Supervisor
City of Salem
bhildebrandt@cityofsalem.net

Gerald Russell
Staff Engineer
Bureau of Land Mgmt, Portland
g1russel@blm.gov

Emily Ackland
County Roads Program Mgr.
Association of Oregon Counties
eackland@aocweb.org

Roy Kinion
Public Works Director
Lincoln County
rkinion@co.lincoln.or.us

Terry Learfield
Road Maintenance Supervisor
Clackamas County
terrylea@co.clackamas.or.us

Jeanette Steinbach
Accounting Technician
Tillamook County
jsteinba@co.tillamook.or.us

David Renshaw
Public Works Superintendent
City of McMinnville
david.renshaw@ci.mcminnville.or.us

Vacant
Tribal Member

Vacant
City Committee Member

ONLINE RESOURCES

Roadway Safety Data Program

http://safety.fhwa.dot.gov/rsdp/

The RSDP supports the vision and mission of Safe Roads for a Safer Future—A Joint Safety Strategic Plan for the FHWA Office of Safety, Office of Safety Research and Development and Resource Center Safety and Design Technical Services Team.

The RSDP focuses on the Safety Strategic Plan goal to improve safety data and expand capabilities for analysis and evaluation. The effectiveness of safety programs is directly linked to the availability of sound data analysis for informed decisions.

Increasingly, States and other safety partners are in need of reliable data, including crash and roadway data. For that and many other reasons, improving safety data is important for Federal, State, local, and other partners, who must overcome challenges such as lack of resources and inconsistent data systems across agencies.

Roadway Safety Data Dashboards

https://rspcb.safety.fhwa.dot.gov/SafetyCOP.aspx

The Safety Data dashboards are graphical presentations of data elements that characterize fatal crashes on U.S. public roadways. These elements include FHWA and NHTSA definitions of fatality type, collision type, collision location, and type of person involved in the fatal crash. All of these elements can be viewed and compared at the national, state, regional, or MPO level.

Why use a dashboard to view fatality data? Fatality data sets are large and complex. Dashboards convert these data into familiar graphical displays that makes it easier for the viewer to see trends and to make comparisons between states, MPOs, and regions.

Comprehensive Intersection Resource Library

http://safety.fhwa.dot.gov/intersection/resources/fhwasa09027/

Resources included in this library represent a broad cross section of publications, educational materials and other media published by the Federal Highway Administration and other transportation safety partners. You can search by keyword, browse by title, browse by author, or browse by topic. The topics are organized into five broad categories, including traditional signalized intersections, traditional unsignalized intersections, roundabouts, highway/rail grade crossings, and alternative intersection designs such as single-point intersections. Once you select a resource, an Abstract for that resource will appear. The Abstract contains the title, author, publisher, year, and description of the resource. The Abstract also contains links to the resource on this CD as well as links to a web accessible location when feasible. We recommend that you first check to be sure you have Adobe Reader installed on your machine, as many of the documents will be provided in PDF format.

CALENDAR OF EVENTS AND TRAINING

ODOT		***http://www.oregon.gov/ODOT/HWY/Training/Pages/upcomingengtrng.aspx***
Date	***Title***	***Location***
Nov 4 Nov 5 Nov 18 Nov 19 Dec 2 Dec 10	Overview of Safety Analysis Tools for Planning and Project Development and Overview of Safety Analysis Tools for Planning and Project Development	Bend LaGrande Roseburg White City Portland Salem
Oregon State University (OSU)		***http://cce.oregonstate.edu/node/216***
Nov. 5-6	Traffic Signal Timing ($300)	Corvallis
Dec 8-10	Traffic Engineering Fundamentals ($350tbd)	Corvallis
AOC/LOC Oregon Local Leadership Institute		***http://www.orcities.org/Training/tabid/1026/Default.aspx***
Dec 3	Coaching Great Performance: Developing a Winning Team ($180)	Newport
Nov 5 Nov 10	Transitioning from Team Member to Team Leader ($25)	North Bend Canyonville
Nov 20	Grant Writing Basics ($150)	Newport
Nov 3-4	Leadership in Turbulent Times ($250)	Salem
Nov 16 Dev 7	Municipal Budgeting 101 ($150)	Baker City Coos Bay
American Public Works Association (APWA)		***http://oregon.apwa.net/PageDetails/4269***
Dec. 8-11	Public Works Essentials	Wilsonville
Miscellaneous Training		
Dec 1-2	Performance Management of Traffic Signal Systems *(http://www.wsdot.wa.gov/LocalPrograms/Training/LTAP.htm)*	SeaTac, WA
Nov 18-19	Successful Traffic Signal Management, The Basic Service Approach *(http://www.wsdot.wa.gov/LocalPrograms/Training/LTAP.htm)*	Shoreline, WA
Nov 3	ATSSA Traffic Control Technician *(http://lhtac.org/training/)*	Coeur d'Alene, ID
Nov 4	Road Safety 365 *(http://lhtac.org/training/)*	Coeur d'Alene, ID
Nov 17 Nov 19	Road Safety 365 *(http://lhtac.org/training/)*	Lewiston, ID Coeur d'Alene, ID
Nov 17-18	Coordination Workshop ($25) *(http://www.ewu.edu/nwttap/training/coordinationworkshop)*	Pendleton, OR
Oregon T2 Center		***http://www.oregon.gov/ODOT/TD/TP_T2/***
A full list of training classes offered by the T2 Center is available on-line at the above website. To schedule any of the "Circuit Rider" classes, please contact us at (503) 986-2855 or T2Center@odot.state.or.us.		

Oregon Roads is a quarterly publication of the Oregon Technology Transfer (T2) Center, furnishing information on transportation technology to local agencies. It is distributed free of charge to cities, counties, tribal governments, road districts, and others having transportation responsibilities.

The opinions, findings or recommendations expressed in this newsletter are those of the authors and do not necessarily reflect the views of the Oregon Department of Transportation or Federal Highway Administration.

We do not endorse products or manufacturers. Where names of either appear, it is only to lend clarity or completeness to the article. Space limitations and other considerations prohibit us from providing an advertising service to our readership.

To Subscribe:

Email: *T2Center@odot.state.or.us*

Web: *http://www.oregon.gov/ODOT/TD/TP_T2*

Phone: *(503)-986-2855*

Co-Editors:

Rebekah Jacobson, *Director*

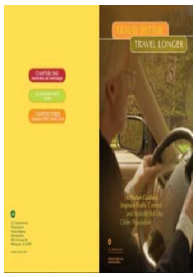
Linda Beth Milligan, *Training Coordinator*

TECHNICAL RESOURCES

Radio Communications Callbook

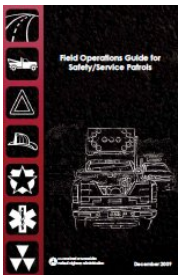
This pocket-sized callbook is produced by ODOT's Office of Maintenance and Operations. It covers the entire statewide communications system, including general radio procedures, road and weather reporting procedures, the phonetic alphabet and "12" codes, Oregon State Police channels, repeater call signs, and ODOT regional codes.

Travel Better, Travel Longer: Pocket Guide to Improve Traffic Control and mobility for our Older Population



FHWA prepared this pocket guide to assist transportation professionalsin making decisions about the use of traffic control devices,taking into account the unique needs of our Nation's increasingly elderly population. This guide is intended for use by engineers, technicians, construction contractors, researchers, educators, and others involved in traffic control, roadway design and construction, and transportation.

Field Operations Guide for Safety/Service Patrols



This guide was designed for use by Safety/Service Patrol operators and supervisors. It isexpected that personnel will carry the guide in their vehicle to use as a quick reference while performing patrol tasks. They should refer to this guide on a regular basis as a refresher on steps and tasks associated with managing incidents—particularly for those situations not encountered every day.

To order copies of these publications, contact the T2 Center at (503) 986-2855 or T2Center@odot.state.or.us.