

Safety & Mobility Policy Advisory Committee

MEETING SUMMARY

April 22, 2025
1:30 p.m. to 3:00 p.m.

Hybrid meeting: ODOT Headquarters and Via Microsoft Teams

MEMBERS:

- ☐ Steve Bates, OTA
- ☐ Kevin Campbell, AAA
- ☒ Ed Chamberland, ACEC
- ☐ Marie Dodds, AAA
- ☐ Jason Fender, TFT Const.
- ☐ John Gambatese, OSU
- ☒ Walt Gamble, AGC
- ☒ Mark Gibson, OTA
- ☒ Brodie Harvey, Knife River
- ☒ Erik Havig, ODOT
- ☒ John Hickey, APAO
- ☒ Jana Jarvis, OTA
- ☐ David Kim, Chair
- ☒ Evan Sether, OSP
- ☐ Erik Zander, OTA

RESOURCES:

- ☒ Christy Jordan, ODOT
- ☒ Angela Kargel, ODOT
- ☒ Mike Kimlinger, ODOT
- ☒ Justin Moderie, ODOT
- ☒ Oscar Njuju, ODOT
- ☐ Audrey Lawson, ODOT
- ☒ Tova Peltz, ODOT
- ☐ Carla Phelps, ODOT
- ☐ Amy Ramsdell, ODOT
- ☒ Katie Scott, ODOT

GUESTS:

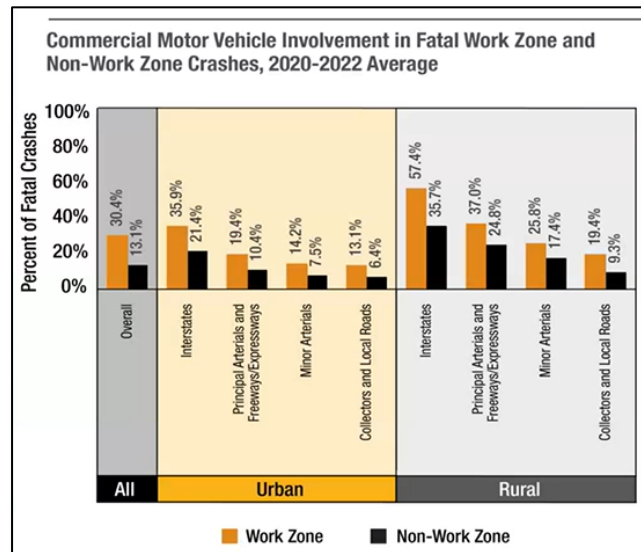
- ☒ Mindy McCartt, ODOT Region 2
Public Information Officer

FACILITATOR:

- ☒ Bill Gross, Mobility Program

AGENDA TOPIC	DISCUSSION HIGHLIGHTS AND OUTCOME
Roll Call, Minutes & Agenda Review Bill Gross	Bill Gross took roll call and reviewed the agenda topics for the meeting. During roll call, Bill introduced a new member to SMPAC, Brodie Harvey, who is replacing Stratos Flanders on the committee.
Work Zone Safety Awareness Week Media Event Debrief All	<p>Mindy McCartt (Region 2 Public Information Officer) began the discussion by pointing out that over the past 2-3 years, they've found that the news media is evolving and struggling to find staff that are available to attend and cover events. She said news media from Portland mentioned at the last minute that they could not attend. Instead, she said ODOT's Communications team recorded the event and provided edited video content to news media statewide within 2 hours afterwards.</p> <p>John Hickey asked if ODOT's partner organizers will have access to the recorded clips so that they can share them as well. Mindy said she will follow-up with an email after the meeting with a link to download the video and then post/share on your respective social media sites. She said that is the best way to</p>

	<p>share the video. She said the email will also have links to photos posted on ODOT's Flickr site. Mindy said that ODOT's Government Relations Team will also share content from the event with various state legislative committees.</p> <p>Walt Gamble said he will provide Mindy with the contact information for the AGC public information officer.</p> <p>Mindy said one thing ODOT is looking to do next year is to organize small "safety fairs" that would include flaggers, paving workers, law enforcement and to truck organizations. Walt Gamble suggested that ODOT could have a media event in connection with the next Work Zone Safety Symposium planned in Salem next February 18th. Mindy suggested that once the symposium agenda is set, they can come up with a plan for media coverage.</p> <p>John Hickey commented that he would have liked to see some legislators attend the media event but understands that it can be difficult given the legislative session that is currently underway. John also suggested that perhaps the event could incorporate some drivers' education targeted at local high school students.</p>
<p>Commercial Vehicles and Work Zone Safety</p> <p>Mark Gibson</p>	<p>Mark Gibson shared a slide presentation that he gave at the last Work Zone Safety Symposium the focuses on commercial vehicles and work zone safety. Mark shared a slide with data showing different societal costs due to work zones.</p> <div data-bbox="520 748 1094 1261"> <p>The infographic consists of a vertical line with five circular nodes, each containing an icon and text. From top to bottom: 1. Car crash icon, '\$36 billion in comprehensive societal crash costs in work zones¹'. 2. Car icon, '10% of congestion nationally is estimated to be due to work zones²'. 3. Dollar sign icon, '\$8.1 translates to \$8.1 billion in user delay costs³'. 4. Hourglass icon, '586 and 586.5 million hours of vehicle delay³'. 5. Car icon, '35% of congestion in rural areas may be attributable to work zones²'. Below the line are three separate icons: a car, a motorcycle, and a car.</p> </div> <p>Mark then shared a slide showing the percentage of commercial vehicles involved in fatal work zone and non-work zone crashes from 2020 – 2022. He said the data shows that truck crashes are over-represented in work zones.</p>



Mark said there are a lot of factors behind the statistics. Trucks have a greater stopping distance and there's more vehicles crowded together in work zones. He said trucks are on average about 40% wider than a typical automobile with a higher center of gravity, larger blind spots, and lower acceleration/deceleration rates.

Mark further explained a concept called the "cone of retroreflection" which causes signs and street markings to appear less bright to truck drivers than automobile drivers.

In addition to providing driver education, Mark said the Transportation Safety Institute's website provides some suggestions for improving work zones.

- Lane widths
 - Reduce or eliminate differential lane widths
 - Provide sufficient warning of lane width changes
- Divert trucks if possible
- Truck-only lanes
- Maintain truck parking at rest areas when possible
- Work space access for construction trucks entering and exiting the construction area
- Access warning indications for construction access areas
- Speed zone speed indicators or traffic cameras
- Deliver driver-focused information
- Work zone design speeds...

	<p>Comments from the presentation included:</p> <ul style="list-style-type: none"> • Walt Gamble asked if there's a law preventing a trooper from having their lights on in a work zone. Evan Sether said OSP sets up individual agreements with ODOT for each work zone which informs how the troopers use their lights; whether its static enforcement or a mix of static and active enforcement. • John Hickey asked if ODOT had considered a public information campaign about the dangers of trying to pass trucks in work zones – potentially as part of work zone safety awareness week activities. Christy Jordan said she thought she remembered the Motor Carrier Transportation Division did some educational outreach. Jana Jarvis said she tried to get some information included in the drivers manual. She said she plans to reach out to Amy Joyce (ODOT DMV Administrator) after the legislative session. • Tova Peltz suggested ODOT could reach out to the Transportation Safety Office and DMV and see if they can come to the August SMPAC meeting to help brainstorm some ideas about educating drivers about trucks and work zones. • John Hickey commented about the signs on construction trucks that say: "Construction Vehicle, Do Not Follow." He said it seems like we can have better wording, or perhaps a sign that lights up when appropriate. Mike Kimlinger said the wording was developed 20 years ago. He said it could be changed, and we could have the work zone safety technical work group look at it. Mike cautioned against using technical signs that light up, as the sign can easily get damaged or dirty.
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Follow-Up Discussion to SMPAC Goals/Topics for 2025 All	<p>Bill Gross shared a slide with a list of goals/topics that were raised at the last SMPAC meeting in February. Some comments from the discussion included:</p> <ul style="list-style-type: none"> • Regarding field visits for designers, John Hickey suggested that this is the time to get them scheduled. Three were suggested including Donald-Aurora, I-5 SB Lane County and the Milwaukee Expressway to OR224. John said he and Ed Chamberland will work together to coordinate scheduling. • John Hickey mentioned one item not on the list is to develop the work zone safety training video/contest, which he says he has on his to-do list. • For the Critical Route Pairs topic, Mark Gibson said there needed to be more clarity determining what is considered restricted versus not restricted on a critical route pair. Christy Jordan said the Mobility Services Team has made some updates to the Mobility Procedures Manual. She said they haven't made any policy changes, but did add some helpful strategies for and steps for mitigating impacts, which will be incorporated into training when the updated manual comes out. • John Hickey suggested another goal should be to come up with some ideas for new topics for next year's Work Zone Safety Symposium. John suggested having a standing topic at each meeting to brainstorm ideas and keep an ongoing list. One topic could be to bring a safety speed camera unit to the session. Evan Sether suggested a presentation about new technology being used to reconstruct crash scenes (Evan said he can get John Hickey a contact). • Walt Gamble said he would like to continue to pursue options for using ODOT's incident response vehicles in work zones to try to slow traffic. Tova Peltz suggested one concept to explore could be to incorporate into a contract as a special provision so a subcontractor could provide for a similar truck equipped with flashing lights and a message board to locate in work zones. Tova said ODOT can discuss the idea more offline. • Mike Kimlinger said the blue light/work zones agreement is three years old now and needs to be reviewed. The group agreed that this topic can be discussed at the June meeting.
Work Zone Safety Technical Work Group Updates Mike Kimlinger	The meeting ran out of time and did not get to this topic.
Member updates (roundtable) and items not on the agenda All	The meeting ran out of time and did not get to this topic.
Final Comments	Bill Gross thanked everyone for their time and adjourned the meeting.

Action Items	<ul style="list-style-type: none"> • Mindy McCartt to provide Bill Gross with an email with information from the work zone safety awareness media event to pass along to the committee. (The email was provided to the committee on 4/24/25) • John Hickey to follow up with Mindy McCartt later this year when the next Work Zone Safety Symposium agenda is available so she can coordinate media coverage. • Bill Gross to reach out to the Transportation Safety Office and DMV and see if they can come to the August SMPAC meeting to discuss driver education ideas related to driving around trucks in work zones. (Bill to provide some bullets and a copy of Mark Gibson's presentation for context). • Bill Gross to add a standing list of Work Zone Safety Symposium topic ideas for each meeting agenda, so that the committee can brainstorm new ideas each meeting. • Bill Gross to include the blue light work zone agreement on the June SMPAC agenda for discussion. • Tova Peltz and Mike Kimlinger to look into the concept of having a special provision in construction contracts for a subcontractor to provide a safety vehicle equipped with lights (similar to ODOT's incident response vehicles) for warning traffic to slow down in work zones. • Evan Sether to provide John Hickey with a contact for exploring a presentation on crash reconstruction technology for the next Work Zone Safety symposium.
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