

Safety & Mobility Policy Advisory Committee

MEETING SUMMARY

February 22, 2023
10:00 a.m. to 11:30 a.m.
Via Microsoft Teams

MEMBERS:

- Steve Bates, OTA
- Kevin Campbell, AAA
- Ed Chamberland, ACEC
- Marie Dodds, AAA
- Jason Fender, AGC
- John Gambatese, OSU
- Walt Gamble, AGC
- Mark Gibson, OTA
- Brian Gray, AGC
- Erik Havig, ODOT
- John Hickey, APAO
- Cord Wood, OSP
- Jana Jarvis, OTA
- David Kim, Chair
- Erik Zander, OTA

RESOURCES:

- Donnell Fowler, ODOT
- Christy Jordan, ODOT
- Angela Kargel, ODOT
- Mike Kimlinger, ODOT
- Justin Moderie, ODOT
- Audrey Lawson, ODOT
- Mac Lynde, ODOT
- Amy Ramsdell, ODOT
- Katie Scott, ODOT

GUESTS:

FACILITATOR:

- Bill Gross, Mobility Program

AGENDA TOPIC

HIGHLIGHTS AND OUTCOME

- | AGENDA TOPIC | HIGHLIGHTS AND OUTCOME |
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| 01 Introductions, Roll Call, Meeting Notes & Agenda Review/Objectives
Bill Gross and David Kim | Bill Gross took roll call. Draft minutes from the December 13, 2022 meeting were approved. David Kim welcomed everyone and reviewed the agenda. David said due to last-minute schedule conflicts, the Work Zone Law Enforcement topic will be rescheduled to the next meeting and Mike Kimlinger will be providing the update on the Roundabout Study instead of Christi McDaniel-Wilson. |
| 02 ODOT Updates
David Kim | David Kim said that ODOT has named Leah Horner the agency's Assistant Director of Operations (formerly held by Cooper Brown). David said Leah previously worked as ODOT's Government Relations manager from 2014 to 2018, and most recently worked as Gov. Kate Brown's Deputy Chief of Staff and Infrastructure Director.

David also said that the SMPAC Travel Lane Widths Work Group will reconvene on March 22 nd to continue conversations about opportunities and challenges with lane width reductions due to striping changes. |
| 03 Work Zone Safety Technical Work Group Updates | Work Zone Safety Symposium Update (John Hickey):

John Hickey said so far, the symposium (scheduled for March 1, 2023) has about 346 registrants; about a hundred more than they were expecting. |

John said they are still working on finalizing booths for work zone equipment suppliers. Some of the equipment that will be on display includes moveable rumble strips, paving equipment, a Knife River truck, and an AFAD (automated flagger assistance device).

John went through the rundown for the symposium, which will include:

- SMPAC panel discussion
- ODOT Mobility & Permitting Process
- National Perspective – Roadway Work Zone Safety and the Thin Orange Line with guest speaker Lee Cole, VP of EH&S for CRH Americas Materials
- Smart work zones and new technologies
- Mental Health Panel facilitated by the Construction Suicide Prevention Partnership
- Roadway work zone research update from Oregon State University
- Event wrap up/synopsis

Justin Moderie brought up the QR code that Maintenance is using to report work zone intrusions, and wanted to know if anyone on the committee had any reservations with “going live” with distributing information about the QR code. He said they might bring several decals with the QR code to the symposium. Walt Gamble said he liked that idea, and suggested rolling it out during the last panel discussion, as a “take-away” from the event.

The committee members continued to discuss logistics and communications/promotional details for the event.

Other Work Group Updates

Walt Gamble suggested the technical subcommittee might be a good place to discuss potential guidelines for various recurring policy discussion topics such as travel lane widths, night work, and cross-overs. He said an example would be establishing justifications for planning night work. Mark Gibson commented that we also need to consider mobility in these topics as well. Erik Zander suggested it would also be helpful for the stakeholders to understand all the different criteria that go into the decisions on these topics. John Hickey added that if we have good data to support various decisions, it is easier for stakeholders to find areas of agreement. But if we operate off our particular biases, he said agreement will be much more difficult.

John Gambatese said he just submitted a research proposal to develop a modeling tool to predict the likelihood of work zone intrusions. If funded, he said the tool will predict if an intrusion is likely based on the roadway conditions, environmental conditions, the work plan, and traffic control plan. John said such a tool would be a few years out, but if the study is funded he will be

contacting SMPAC members for their knowledge about work zone intrusions and impacts that could be implemented into the modeling tool.

04 **OSU/OTA/ODOT Roundabout
Truck Access Study Update**
Mike Kimlinger

Mike Kimlinger shared [a slide presentation](#) with updated information on the project. He said they are well into the tasks in phase one, and that the analysis of the gap acceptance data has been prepared and presented to the technical advisory committee.

He said one of the outcomes from this task is that they now have a simulation tool (VISSIM Simulation) to model how larger vehicles react in a roundabout. Mike said that the current tool used by designers lumps several "passenger car equivalents" together to simulate a large truck – which he says is not an ideal way to run a simulation for large trucks.

In the gap analysis that was conducted, Mike said that several hours of video (164 hours) were taken at six different locations in Oregon and Washington. He said the WB-67 is probably the most commonly observed heavy vehicle type at the locations. He said that the analysis found that the gap lengths for large trucks is about 2-3 times the size of the gap for a normal passenger car. He said the data shows that gaps of 5-6 seconds is what it takes for the drivers of large trucks to feel like they can jump into a gap in traffic.

Mike said there is still about a year left of work to do on the study. Currently, he said they are reaching out to CDL drivers to participate in the simulation.

Jana Jarvis said the topic of roundabouts and heavy trucks comes up a lot in national conversations that she's had with the trucking industry. She said there are a lot of people across the country that are very interested in seeing the results from this study. Mike Kimlinger said he has seen a lot of interest from traffic engineers from other states as well.

Erik Zander told committee members if they know of CDL driver, to refer them to OSU to participate in the simulation. Jana Jarvis added that OTA has sent a notice out several times on their weekly communications. Walt Gamble suggested that the nearby Knife River Training Center, which has a CDL training program, might be able to contribute drivers as well (John Hickey offered to reach out to them). David Kim suggested ODOT Maintenance might have CDL drivers who could participate as well (Mike Kimlinger said he could reach out to nearby districts to see if they have anyone available).

Mark Gibson said there might be some confusion between the roundabout study and the truck parking study, which is also looking for CDL participants.

05 **Work Zone Law Enforcement
Coverage 2022 Statistics**
Colleen O'Hogan
Rosalee Senger

This item has been rescheduled for the next SMPAC meeting.

06 **2023 Legislative Session Update**

All

John Hickey said he is not aware of anything for this session, but something his industry has talked about for future sessions is to allow for photo radar ticketing systems for work zones, when workers are present, and police cannot be present. Walt Gamble said he recalls John had mentioned some measures before the state legislature that would make it more restrictive to use photo radar ticketing devices at work zones. He asked John to provide him with those measures, so he can pass them on to AGC's lobbyists.

Jana Jarvis said the biggest thing they are seeing out of this session is for Oregon to try and commit a billion dollars for the I-5 bridge replacement project. She said there are a lot of discussions taking place about the bridge design and capacity. Jana also said there are discussions taking place about HB2017 projects, including the Rose Quarter project and tolling.

Cord Wood said he is tracking about a hundred different bills, including the following:

- SB422, which Cord said will potentially allow lane splitting for motorcycle riders.
- A bill that would potentially allow off road vehicles (e.g. ATVs) to operate on any roadway except the Interstates.
- A bill that would place limitations/governance on the operation of drones.
- HB2095 that would give cities the ability to operate a photo radar program if they pay for the cost.
- A bill that would provide cameras for school bus stop arm signs that would record violations of drivers that pass busses when the red lights are flashing.

Jana added that a bill recently dropped that would impose a tax on tires, off-road diesel equipment and diesel fuel to create a fund to convert older diesel equipment to newer, cleaner diesel.

David Kim said that ODOT prioritizes the bills that it reviews on a scale of one through five, (one being very active and potentially impactful across the agency). He said there are about a hundred bills ODOT is monitoring with a priority one or two.

Mike Kimlinger said a bill recently dropped that would raise speed limits across the state (not just the eastern side of the state).

07 **Member Updates (Roundtable)**

All

- **Marie Dodds** said [AAA released a study](#) earlier this month on how to get drivers to comply with slow down, move over laws. She said all 50 states have passed these laws, but there is a lot of confusion and lack of awareness among drivers. She said they also surveyed tow truck workers, emergency responders and road maintenance workers on their experiences. She said the study found that 60% of people who work on the roadside had experienced a near miss, and 15% had survived being hit by a passing vehicle. She said the study looked at

devices and warning messages, including cones, flares, emergency flashing light patterns, and VMS signs. She said the study shows the odds of a driver moving over a lane are 95% higher when VMS signs are used.

- **Erik Zander** suggested that the Mobility Program create a standard set of survey questions to send out to the Mobility Advisory Committee members after each meeting to help identify bottlenecks and measure performance. He suggested the results could be reviewed by the SMPAC to help develop some priority issues for the committee to address. Walt Gamble said he thinks a quick survey would be a convenient way to express a suggestion or comment without having to bring it up in the meeting. Christy Jordan commented that the survey results could be tied to the Mobility Program performance measures.
- **Walt Gamble** commented that several committee members are a little discouraged that Oregon Driver's Manual does not have much information on work zone safety. Jana said she agrees with Walt, and said she has been trying to get something added about how drivers should interact with trucks. John Hickey said he thinks this is a topic for a future SMPAC meeting, as he thinks there is a lot that could be done to prepare drivers to be safe in work zones. Jana suggested we invite DMV Administrator Amy Joyce to our next meeting, so the committee can share its concerns with her. David agreed, and said that ODOT will follow up with DMV and Amy to see who the right people would be who could explain how the DMV manual is written, and what the process is for updates (and Jana added testing).

08 **Final Comments**
David Kim

David Kim thanked everyone for participating in the meeting and looks forward to seeing many of the committee members at the Work Zone Safety Symposium.
