Safety & Mobility Policy Advisory Committee

MEETING SUMMARY

April 24, 2024
10:00 a.m. to 11:30 a.m.
Via Microsoft Teams

MEMBERS:

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

RESOURCES:

☒ Tamira Clark, ODOT
☒ Donnell Fowler, ODOT
☒ Christy Jordan, ODOT
☐ Angela Kargel, ODOT
☒ Mike Kimlinger, ODOT
☐ Justin Moderie, ODOT
☐ Audrey Lawson, ODOT
☐ Mac Lynde, ODOT
☒ Tova Peltz, ODOT
☐ Amy Ramsdell, ODOT
☒ Katie Scott, ODOT

FACILITATOR:

☒ Bill Gross, Mobility Program

GUESTS:

☒ David Hurwitz, OSU
☒ Christi McDaniel-Wilson, ODOT
☒ Lisa Brown, ODOT

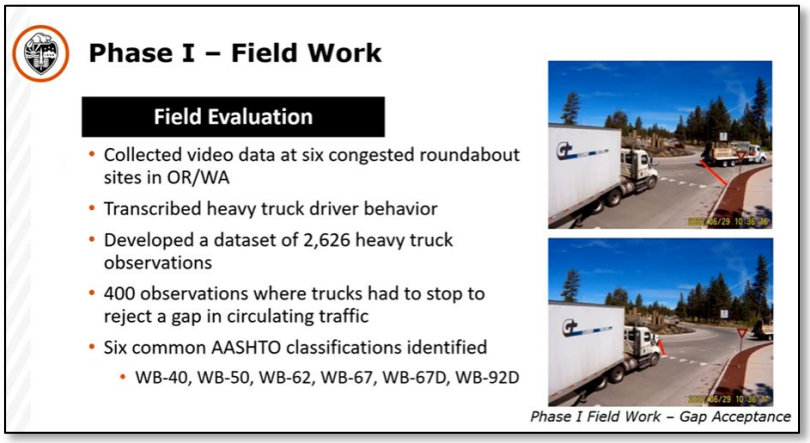
AGENDA TOPIC	DISCUSSION HIGHLIGHTS AND OUTCOME
Introductions, Roll Call, Meeting Notes & Agenda Review Bill Gross and David Kim	Bill Gross took roll call. Draft minutes from the February 28, 2024 meeting were also approved. David Kim reviewed the agenda and announced that the Mobility Advisory Committee Charter update will be moved up the agenda following the Roundabout Study presentation to accommodate a schedule conflict for Lisa Brown.

OTA/OSU/ODOT Roundabout Truck Access Study Results

Dr. David Hurwitz

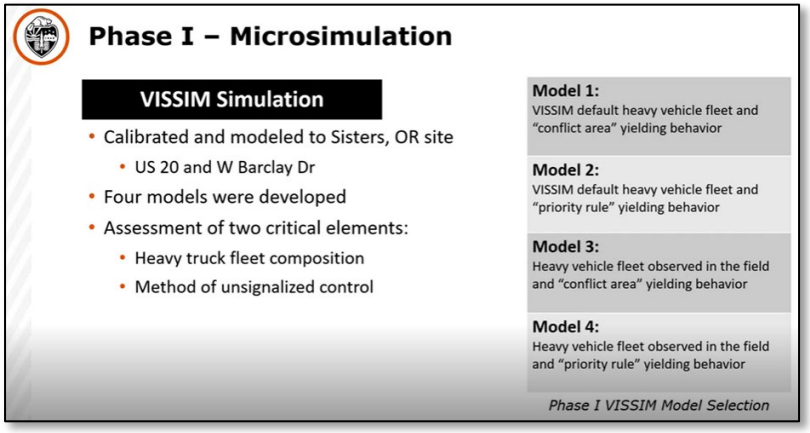
Dr. David Hurwitz shared a slide presentation summarizing the study results. He said it was a great collaboration between OTA, ODOT and OSU.

His first slide summarized Phase 1 – Field Work which involved observing roundabout functions in Oregon and Washington:



Phase I Field Work – Gap Acceptance

His next slide summarized Phase 1 – Microsimulation, which involved modeling one of Oregon's prototypical roundabouts in Sisters:

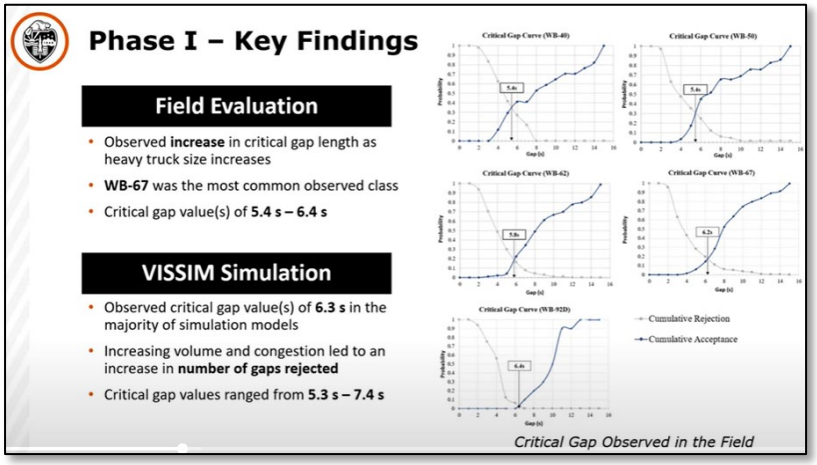


Phase I VISSIM Model Selection

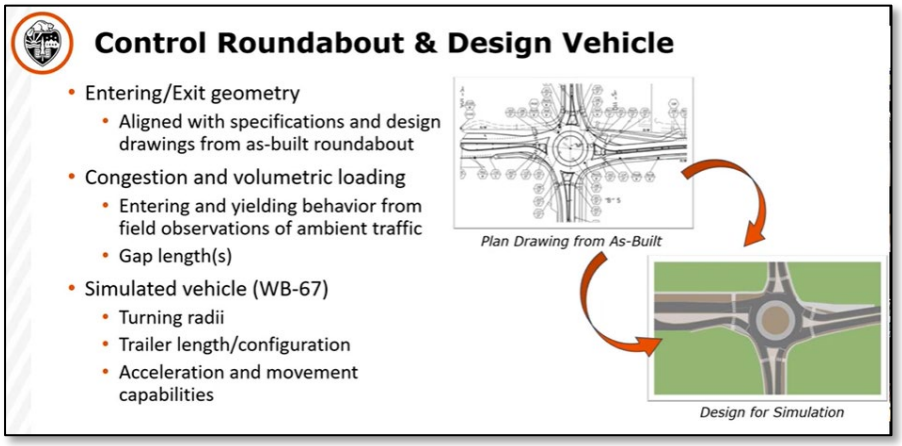
Dr. Hurwitz then summarized key findings from phase 1:

- Larger trucks had increased critical gap lengths.
- WB67s were the most common classification of heavy vehicles, with a critical gap from 5.4 seconds to 6.4 seconds

He said this was novel data that wasn't documented anywhere before this effort. He said the findings allow them to make some recommendations to ODOT about techniques that could be incorporated into standard micrisimulations.



Dr. Hurwitz said the next phase of the study involved identifying potential solutions for mitigating concerns related to heavy trucks accessing roundabouts. He said they selected the Sisters roundabout as a case study to model as a control case. The geometric characteristics were then rendered into a driving simulator:

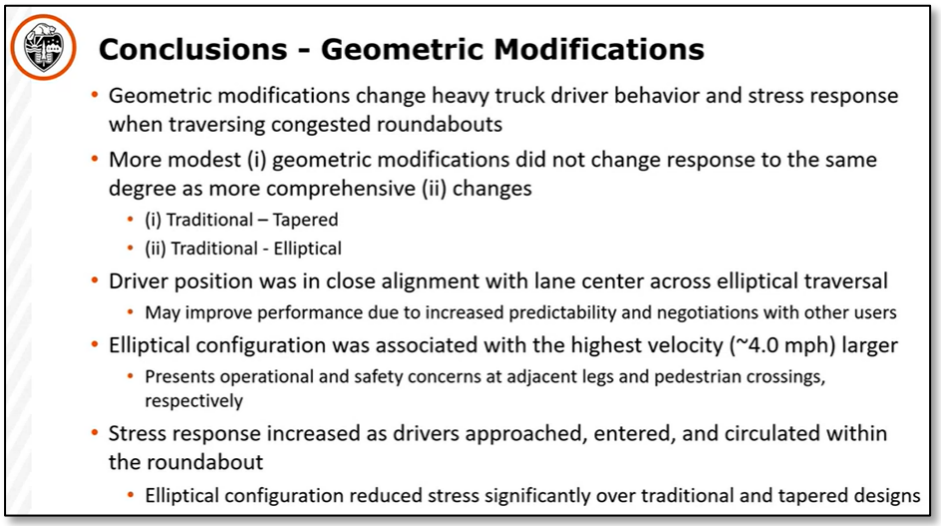


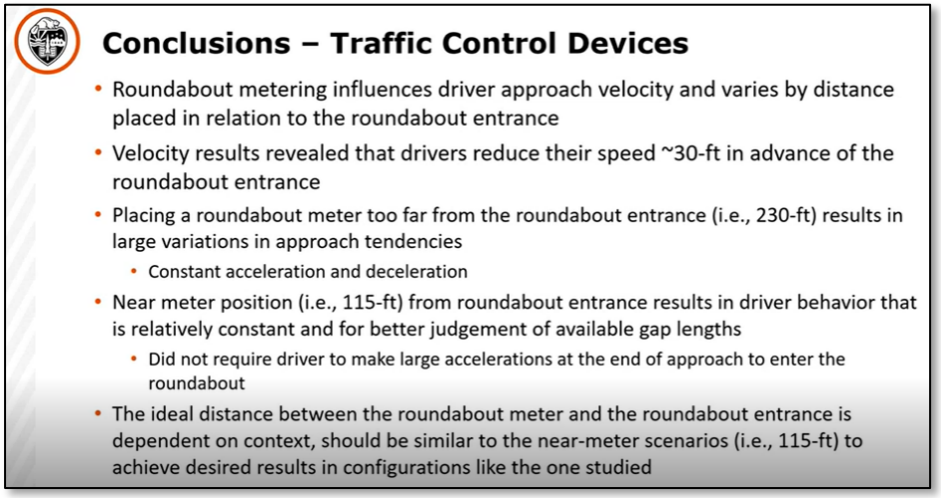
Different variables were developed for testing including:

- Gap length in circulating traffic.

- Volumetric Loading at the intersection
- Geometric Configuration of the roundabout (e.g. traditional, elliptical or tapered)
- Roundabout Metering as a Traffic Control Device.

Dr. Hurwitz presented the following conclusions from their observations:





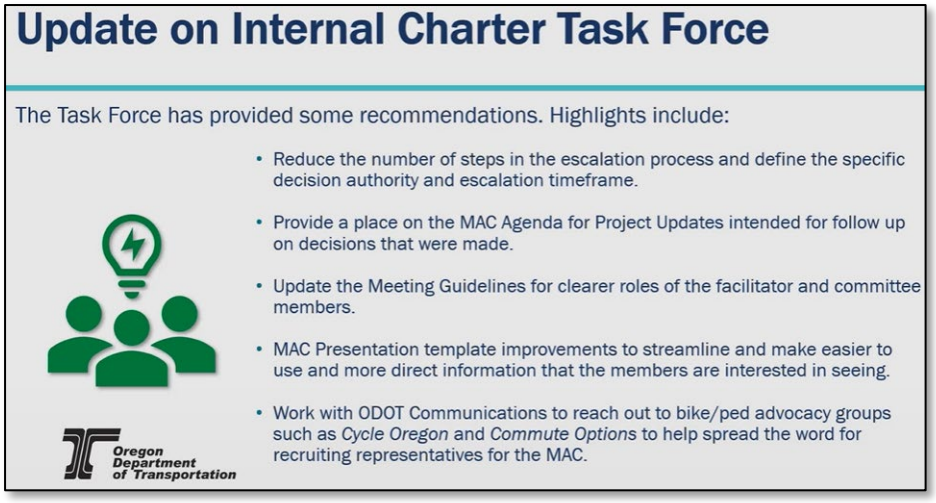
	David Kim thanked Dr. Hurwitz for the presentation, and he said the study represents an outstanding partnership. David said the discussion about what to do with the roundabout study data will be moved to another meeting due to time constraints.
Discuss plan to utilize the information from the Roundabout study All	This item was moved to the next meeting.
Mobility Advisory Committee Charter updates Bill Gross Donnell Fowler	Bill Gross started the presentation and provided the following updates about the Mobility Advisory Committee Charter: • ODOT is planning to roll out updates to the charter on Wednesday May 1st. • Changes to the document include minor clarifying edits, many of which were shared with the MAC and the Regions last summer. Examples include: o Adding clarity to roles and responsibilities: MAC's role is to advise ODOT and design decisions rest solely on ODOT designers. o Adding more ORS 366.215 Consent Calendar Criteria. o Changing "stakeholder" to "interested parties" per a request from the ODOT Office of Equity and Civil Rights. Bill introduced Lisa Brown, ODOT Social Equity Program Manager, to explain the intent of the change in terminology. Lisa said she wanted to emphasize that the MAC is an important contributing partner to ODOT to help with its decisions. She said the replacement of the term is in no way intended to diminish the value of the committee members. Lisa said ODOT had conversations with other state agencies and tribal partners and found that the term *stakeholder* was harmful as it related to Native American history. She said the word was used historically in the staking and taking of land. She said the pivot away from the word *stakeholder* is intended to value and respect all partners that state government engages with in its business. Lisa also said that ODOT is not the first agency to make this change. She said the Department of Consumer Business Services and the Department of Human Services have also made this change. Lisa said there are other terms that could be used instead of *interested party*, and encouraged the group to explore other terms. Some examples she provided include: • Decision partners

- Implementing partners
- Contributing partners
- Coalition members
- Advisory members.

Some comments from the SMPAC members included the following:

- Jana Jarvis said American English is a living language and words and definitions change frequently. She said *stakeholder* it is more definitive than *interested parties* and she is offended by having this discussion. She said they are more than just providing opinions, and in some cases, they have statutory authority to weigh in on decisions made by ODOT. She also said the changes to the charter overall seek to dilute their ability to have review and oversight over ODOT projects.
- Mark Gibson said the MAC is made up of people that are directly involved and directly affected by our transportation system, and also pay for the system. He said that's why *stakeholder* is so meaningful from their perspective.
- Marie Dodds she does not think *stakeholder* and *interested parties* are synonymous in the case of the Mobility Advisory Committee. She said she felt Mark Gibson's email response summed it up well.
- Erik Zander suggested adding a definition for *stakeholder* in the charter, so that someone reading the document would understand the meaning and intent in how it is used with the MAC. Erik also said he is concerned with the growing list of changes compared with what was shared last summer. He said the changes appear to be going in the wrong direction.
- John Hickey said he was curious as to how the word change came about. He said he is surprised that the term would come across as harmful or hurtful. He said the term is still used for staking out land by surveyors, as an example.
- Walt Gamble said he can't think of a better term than *stakeholder* to describe the representatives on the MAC. He said he also pointed out specifically #23 of the list of charter edits that he finds objectionable.

David Kim said it is his understanding that ODOT is pivoting away from the use of the term *stakeholder* and is looking at other vocabulary to at can best meet the intent of the term. He asked the committee to see if there are other terminologies that could best represent the role of the Mobility Advisory Committee members. David also said that when ODOT launched the initial charter, there

	was agreement that ODOT would revisit the document to make necessary adjustments since it was the first of its kind. He said there are shifts where investments are being made into other modes of transportation, and we want to ensure the charter is better able to address conflict points that we've had in the past. Donnell Fowler continued the presentation, providing an update the internal charter task force. Donnell thanked everyone for their comments. Donnell said the creation of the task force was shared with the SMPAC at its February meeting. She said the task force is winding down and is finalizing its recommendations to ODOT management. If the recommendations are approved, she said an implementation team would be established. The team would develop a communications plan which would include reaching out to SMPAC and MAC members for feedback. Donnell walked through a slide showing highlights of the task force recommendations:  Tova Peltz said ODOT will plan to send the draft charter out to the SMPAC and the Oregon Bicycle and Pedestrian Advisory Committee in a matter of weeks to provide a formal opportunity to comment. She said ODOT will then decide on its approach to addressing those comments received from the committees. Erik Zander commented that he would like to look at the data about the mobility program performance measures at the next MAC meeting. He said the data will help to see if their feelings align with the facts about the MAC review process.

	Walt Gamble said he likes the recommendations from Donnell's presentation and is a positive outcome of the task force.
Final Comments David Kim	David suggested the following action items: • ODOT to put together information about the Mobility Program performance measures to share with the committee at the next SMPAC meeting. • ODOT will have follow up conversations on gathering feedback an input on the MAC charter updates. He said ODOT will send a follow-up email to the SMPAC members asking for comments and concerns that the agency can consider. o David also confirmed that the feedback considered will include the comments included in Mark Gibson's email on 4/23/2024. o The May 1st target date for publishing the updated charter will also be paused to allow for comments to be received. • SMPAC will continue to have dialogue about next steps for the roundabout truck access research data. • Plan for a potential topic for a future SMPAC meeting (or a special SMPAC meeting) to share information about a 2025 transportation funding package that ODOT is proposing to the legislature, and some of the budgetary challenges the agency is facing. John Hickey also requested for the next SMPAC meeting to provide an update on where industry stands on automated speed enforcement for work zones. David said he appreciates everyone's feedback and input during the meeting. He said he sees lots of opportunities ahead and that ODOT wants to be a collaborative partner to ensure its projects meet the needs of all users of the system.