

Safety & Mobility Policy Advisory Committee

MEETING SUMMARY (Draft)

June 26, 2024
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, 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

GUESTS:

- Kim Curley, Commute Options
- Christi McDaniel-Wilson, ODOT

FACILITATOR:

- Bill Gross, Mobility Program

AGENDA TOPIC	DISCUSSION HIGHLIGHTS AND OUTCOME
<p>Introductions, Roll Call, Meeting Notes & Agenda Review Bill Gross and David Kim</p>	<p>Bill Gross took roll call. Draft minutes from the April 24, 2024 meeting were approved.</p> <p>David Kim welcomed the committee and provided the following general updates:</p> <ul style="list-style-type: none">• The Legislative Joint Committee on Transportation met twice (once in Portland and again in Tillamook). He said the committee's next meetings are planned in Albany (July 16th) and Eugene (July 17th). He said the committee is conducting a tour to better understand the opportunities and challenges related to transportation and funding.• ODOT hired Serena Stoudemire-Wesley as the Assistant Director for Equity and Civil Rights and she will be starting July 1st.

	<ul style="list-style-type: none"> • ODOT has hired Tiffany Johnson as its new Region 4 Manager. Tiffany replaces Gary Farnsworth who recently retired. • There will be an all-staff meeting of the Engineering and Technical Services Branch and Statewide Project Delivery Branch in July. Discussion will include the work zone safety billboard contest, and topics for an agency-wide training event called "Fall Forum." One of the proposed break-out sessions is to discuss the OTA, ODOT, OSU Truck Access Roundabout Study.
<p>Mobility Advisory Committee Charter Follow-Up David Kim</p>	<p>Update on the use of stakeholder:</p> <p>David Kim said there was a very robust discussion at the last SMPAC meeting about the use of the terminology <i>stakeholder</i>. David said ODOT heard from this committee that this term is important for the MAC charter and that it truly reflects the MAC members. David said ODOT provided further guidance that we can use the terminology that the committee feels is appropriate, and that the term <i>stakeholder</i> will continue to be used in the charter. David said ODOT is also continuing to have conversations internally about the recommendations related to the MAC charter.</p> <p>New MAC membership representing active transportation:</p> <p>David introduced the newest MAC member Kim Curley, who will be representing active transportation interests on the committee.</p> <p>Kim said she does community engagement for a non-profit based in Bend called Commute Options, which advocates increasing access to transportation options across Oregon. Kim said she is excited to be involved in the MAC, and that Bill Gross, Christy Jordan and Katie Scott have been helpful with preparing her for her new role.</p> <p>Bill Gross added that Kim's first MAC meeting will be the July 11th meeting.</p>
<p>Discuss next steps for using the research data from the ODOT/OTA/OSU Roundabout Truck Access Study All</p>	<p>Mike Kimlinger said ODOT will take the data from the study and start incorporating it into its design guides and overarching methodologies will become part of the procedure manual that ODOT planners use. He said he believes the data will eventually be used every time an intersection is being evaluated for a potential roundabout.</p> <p>Erik Zander asked about the process of notifying design engineers (particularly with external design firms) about the new information provided in ODOT's manuals. Mike said ODOT makes a significant effort (including automated email notifications) to ensure designers know when ODOT has updates to its manuals. Mike said he also sees an opportunity for ODOT to do outreach to designers once they get the data incorporated into the manuals. Mike said ODOT also has a design oversight group that meets regularly, and they invite as many as 80 or so people from the consulting community to attend the conference call. Christi McDaniel-Wilson added that ODOT's Analysis Procedures Manual (APM)</p>

	<p>has a very large user group. She said the research data will be incorporated into chapter 15 of the APM, which is in the process of being updated. She said even if a consultant doesn't hear about the update, it is included up front in any contract for analysis which requires them to follow the APM.</p> <p>Erik Zander also asked about new modeling tools available. Mike said the research resulted in a configurable component that can be added to their modeling software. Mike said the modeling can show different sizes of vehicles and what could be expected for delays and gap acceptance. Christi added that they create templates that can be dropped in to the simulator so that an analyst doesn't need to re-configure every scene each time they run the simulator.</p> <p>Erik Zander then asked how long it will take to incorporate the new data into the procedure manual. Mike said it will probably take a few more months before the research is published and incorporated into ODOT's design guidance.</p> <p>Jana Jarvis asked what ODOT's expectations are for how the study will contribute to the design process going forward. Mike said it is hard to be specific as each intersection is different. He said in general; the research data will provide another tool for evaluating intersections and the expected changes in traffic volumes.</p> <p>David Kim asked how the data might be used for evaluating existing roundabouts. Mike said ODOT has been designing its roundabouts so that they have enough right of way for different infrastructure such as metering. He said the study does look at the impacts of placing meters at varying distances from the roundabout that will be useful.</p> <p>Jana Jarvis asked if ODOT was planning to share the data with its peers around the country. She said she thinks this is an opportunity for Oregon to show leadership in what has been learned from the study. Mike said the study was recently shared at the Transportation Research Board last January, and Christi said there was a presentation at the Safety Summit last October. Mike said the study is the first of its kind in the country and there is a fair amount of excitement about the data.</p> <p>Mike suggested it would be appropriate to provide another follow-up on this topic at the next SMPAC meeting, to see the progress ODOT has made in utilizing the data.</p>
<p>Vulnerable Road User Assessment Christi McDaniel-Wilson</p>	<p>Christi McDaniel-Wilson shared a slide presentation on ODOT's Vulnerable Road User (VRU) assessment. She said the assessment was required by the Infrastructure Investment and Jobs Act (IIJA) and should be included in the Strategic Highway Safety Plan (known as TSAP in Oregon). She showed the following slide to emphasize that there are many ways that people can be vulnerable road users:</p>



Christi said the definition of a VRU can vary but includes, at a minimum, pedestrians, persons using wheelchairs and bicyclists. She said the Federal Highway Administration has the following requirements for the assessment, which was delivered to FHWA by November 2023.

VRU ASSESSMENT MUST INCLUDE:

- **The Safe System Approach (SSA)**
- Data-driven analysis of VRU fatalities and serious injuries statewide
- Consideration of community demographics near crash locations, including race, ethnicity, income, and age
- Identification of 'high-risk' areas for VRUs
- Consult with local governments, MPOs, and regional transportation planning organizations that represent a high-risk area.
- Projects and strategies to reduce safety risks in 'high-risk' areas

Christi said 2022 was the biggest year on record for Oregon in terms of VRU fatalities. She said she looked at the data going back to 1975, and there isn't a year that comes close to 2022.

Christi said the team did not want to create an entirely new safety plan, and wanted to work from the ODOT plans already in place including the 2021 Oregon Bicycle & Pedestrian Safety Implementation Plan, the 2023 Highway Safety Improvement Program Bicycle-Pedestrian Risk Rating, and the 2021 State Highway Safety Plan. She said there was a lot of data to consider including crash data, number of lanes, speed, traffic volumes and proximity to other locations such as schools and transit stops. She said they also considered the agency's social equity index. She said the team also performed outreach to external partners including the Safety Conference, ODOT Partnership Workshop, Tribal

Partners workshop and committee updates (Oregon Bicycle and Pedestrian Advisory Committee and the Oregon Transportation Safety Committee).

Christi said the final report (including an interactive map) is available to view at the following link:

<https://www.oregon.gov/odot/safety/pages/tsap.aspx>

Jana Jarvis asked if the report includes analysis of the Portland metro area done by Portland's "Vision Zero" group. Christi said they shared some of their findings but don't have all of their data. Jana said she could provide their contact information.

Erik Zander asked if the study took into consideration the lack of truck parking. Christi said they did not focus on that specific topic. She said we should be thinking of safety in terms of anytime someone is outside of a vehicle which could include someone parked on the side to check their load or checking their tires.

John Hickey commented that it seems like people's behaviors are changing for both drivers and vulnerable road users which might be a contributing risk factor.

Mark Gibson asked if the study correlates Average Daily Traffic (ADT) volumes. Christi said the relationship with ADT is more easily established with vehicles, but its not the same for pedestrians and bicyclists. She said since they don't have trip data about the VRUs (e.g. they don't know where they were coming from or going to), they had to use the risk factors to make assumptions about connections with their data.

David Kim asked if there is any data related to crashes involving trucks or crashes in active work zones. Christi said their crash data is coded for vehicle type, and the crash reporting form does include a check box for work zones.

Justin Moderie asked if there is a distinction between a VRU who is required to be on the roadside due to their daily duties (e.g. a road worker) versus a VRU who is there for recreational purposes. Christi said they don't necessarily separate that out in the data. She said VRU literally includes any time a person is out of a vehicle.

David Kim also asked if the analysis recognizes vulnerable users who are incident responders, tow truck drivers, construction workers, law enforcement officers, etc. Christi said yes, VRUs would encompass those roles as well.

David commented that as we look to improve safety, this information will feed into ODOT's plans and policies, and ultimately might be incorporated into laws that will mitigate or reduce the exposure for all users of the system.

**Work Zone Safety Technical
Work Group Updates**

Mike Kimlinger

Mike Kimlinger provided the following updates from the work groups last meeting on June 3rd:

- The group discussed the [work zone safety billboard contest](#) from last spring. He said there are two winning designs, which are posted on billboards in 7 locations around the state. There is a [short video](#) that includes interviews with the winners. Mike said they intend to run the contest again, but don't have details available yet.
- The group discussed next year's Safety Symposium, which is planned for February 20, 2025, at the Salem Convention Center. Based on the lessons learned from the last event, they might plan for a shorter day, so that the sessions don't end late in the day. A planning group will be meeting in July to start getting speakers and topics lined up. Donnell Fowler suggested Christi McDaniel-Wilson's VRU presentation might be a good topic to consider.
- The group discussed plans for traffic control designers to go out in the field to look at work zones (which is scheduled for the evening of June 26th).
- The group discussed near miss reporting, and how industry can help make it more robust and mainstream. Evan Sether commented that there was a near miss incident on US95 in southern Malheur County area that involved an impaired driver that passed a flagger into a work zone and nearly struck several workers. Evan said he will pass the information along to Mike.
- The group discussed changing up the messages on VMS signs at work zones, so they're not so similar and repetitive.

John Hickey said some discussion he had after the work group meeting was to create an advertising campaign reminding drivers about the work zone speeding fines. Mike Kimlinger said that the Commerce and Compliance Division did a similar campaign to raise awareness of the new chain enforcement requirements. Mike said he can follow up with CCD to see if there was any change in behavior as a result of the information campaign.

Mark Gibson asked if there is any data available showing if the doubling of fines in work zones has resulted in any change in driver behavior. Christi said she is not aware of any research, but can check and follow up.

Jana Jarvis asked about ODOT's efforts to publicize the planned full closure of I-5 in Portland over the weekend of June 29th/30th. Mike Kimlinger said the Region did a robust informational campaign to get the word out. Christy Jordan added that CCD did send notification letters about the closure out to all of the annual over-dimension permit holders. John Hickey suggested having a report at the next SMPAC meeting to hear lessons learned from the informational campaign.

<p>Automated speed enforcement for work zones update John Hickey</p>	<p>John Hickey said he is trying to “re-brand” the automated speed enforcement issue as “speed safety cameras” following feedback from the Work Zone Safety Symposium and the Federal Highway Administration.</p> <p>John said he thinks they have reached consensus among the construction industry and the labor unions (iron workers) on a path forward on the issue. John said one concept they’re looking at is Washington State’s model that allows them to enforce outside the court system as administrative civil penalty. He said there are a lot of sub-issues to be worked out, and he wants to reach out to Evan Sether and schedule a meeting with OSP to discuss the issues further.</p> <p>Some of the other sub issues he says they are looking at from an industry perspective include:</p> <ul style="list-style-type: none"> • Should there be a warning as a first violation, or is the driver penalized immediately? • Are the speed reductions appropriate, or should they be set lower? Should there be a grace range? • Should the fine be essentially the same amount as a speeding ticket? <p>Mike Kimlinger said ODOT is working on a legislative concept around speed cameras as well. Justin Hauschild with ODOT Government Relations said the agency has been considering some of the same issues and is looking for opportunities to share in some engagement going forward once ODOT has developed its concepts internally.</p>
<p>NOAs (items not on the agenda)</p>	<p>Erik Havig said Oregon was successful in partnering with the states of Washington and California for a truck parking information management system. He said it would be installed at rest areas along I-5 to help provide real-time data and information to truck drivers about where there is available parking. He said they are working closely with the other states to enter into a grant agreement with the federal government for funding. Mark Gibson commented that he just read that the US House Transportation Appropriations Subcommittee had just allocated \$200 million towards truck parking.</p>
<p>Final Comments David Kim</p>	<p>David thanked everyone for their time in the meeting, and mentioned the next meeting is scheduled for August 28th. He asked everyone to send any agenda topic requests to Bill Gross.</p>
<p>Action Items</p>	<ul style="list-style-type: none"> • Mike Kimlinger to check with CCD to see if their information campaign about the state’s new chain requirements resulted in any change in behavior among drivers. • Christi McDaniel-Wilson to check to see if there is any research data available regarding whether the doubling of work zone speeding fines has changed driver behavior.

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| | <ul style="list-style-type: none">• Mike Kimlinger to follow up at the next SMPAC meeting in August about the progress ODOT has made in utilizing the data from the roundabout truck access study.• John Hickey to reach out to Evan Sether to arrange a meeting with OSP to discuss concepts for speed safety cameras in work zones. |
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