



Safety & Mobility Policy Advisory Committee

MEETING SUMMARY

August 28, 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
- Tova Peltz, ODOT
- Amy Ramsdell, ODOT
- Katie Scott, ODOT

GUESTS:

- Shelli Romero, ODOT Region 1
- Jamie Miller, ODOT Region 1
- Kelly Ball, ODOT Region 1
- Robert DeVassie, ODOT Region 1

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 June 26, 2024 meeting were approved.</p> <p>David Kim reviewed the agenda and provided the following general agency updates:</p> <ul style="list-style-type: none"> • The Joint Legislative Committee on Transportation continues holding meetings around the state, with the last meeting scheduled for September 27th in Hillsboro. • Amy Ramsdell replaced Mac Lynde as the Delivery and Operations Division Administrator. • ODOT submitted its 2025/27 budget request, along with a list of nearly a thousand positions that would be cut should the legislature not provide for additional funding. About 800 of those positions are within the Delivery and Operations Division.

	<ul style="list-style-type: none"> • ODOT had a third-party panel of transportation experts from across the country perform a strategic review and provide recommendations to improve ODOT's performance. ODOT is in the process of reviewing the recommendations and establishing teams to address short and long-term goals. (The strategic review findings were presented at the August Oregon Transportation Commission meeting).
<p>Critical Route Pairs Tamira Clark</p>	<p>Katie Scott was unavailable for the meeting, so Tamira Clark spoke to the topic of Critical Route Pairs. She said ODOT is refreshing its Mobility Procedures Manual and taking a look at all aspects of the program. She said one of the trainings provided by the program on is Critical Route Pairs, and ODOT wants to seek input from SMPAC to see if CRPs are working as the agency has intended. Tamira said they will bring the subject back to the SMPAC for discussion when Katie is available.</p>
<p>Work Zone Safety Technical Work Group Updates Mike Kimlinger John Hickey</p>	<p>Billboard design contest update and video</p> <p>John Hickey and Mike Kimlinger presented a video that summarized the results from the previous billboard contest, which will be distributed to teachers around the state to help promote the next effort.</p> <p>John said they had about 90 submissions last fall. He said ODOT will start to get word out in the next few weeks to promote the contest at the beginning of the school year. Mike added that they are planning to post the same number of billboards around the state as the previous contest.</p> <p>David Kim commented that the contest has been very successful to highlight safety in our work zones, and he asked the committee to consider if there are other similar creative efforts to help advance other aspects of safety and mobility for our transportation system.</p> <p>There was some discussion about making some changes to the contest to broaden participation. Mike Kimlinger said the planning team prefers not to change anything for one more round of the contest and then see if any adjustments are needed.</p> <p>Mark Gibson commented that a campaign focused on driver safety around trucks might be a topic to consider. He added that there may also be an opportunity to add some information about truck safety into the Drivers Manual.</p> <p>Marie Dodds commented that the three big traffic safety areas to focus on are known as "belts, booze and speed." She said anything we can do to impact those areas can help reduce fatal crashes, and perhaps that is an area where we can have students help us out.</p> <p>Tova Peltz commented that Mark's suggestion about the Driver's Manual is a good idea. She said she will meet with Mike Kimlinger offline to discuss the concept further, and perhaps bring a Transportation Safety Office or DMV representative back to a future SMPAC meeting.</p>

	<p>Steve Bates commented on the truck safety concept. He said one thing that's really lacking in terms of work zone safety education is oversized loads. He said they are actually travelling work zones that need to be respected by drivers.</p> <p>Feedback from the SMPAC on a work zone speed reduction legislative concept</p> <p>John Hickey said the concept is to allow photo radar cameras in work zones to change driver behavior and follow the work zone speed limit. He said Oregon State Senator Chris Gorsek requested that Legislative Counsel prepare a draft bill. John said the draft language is still not ready to share, but hopes to have something for the committee later in September.</p> <p>Work Zone Safety Symposium planning update</p> <p>John Hickey said he needs to schedule a subcommittee meeting to take on the substantial planning tasks. He said he will be sending out a meeting poll soon. He asked members to contact him if they are interested in participating on the planning subcommittee. He added that the goal for next year's event will be to wrap up at lunch or shortly after lunch rather than holding sessions through to the end of the day.</p>
<p>Recap of the Full Closure of I-5 in Portland over the weekend of June 29-30 Shelli Romero Jamie Miller Kelly Ball Robert DeVassie</p>	<p>Shelli Romero (Area Manager with ODOT Region 1) kicked off the presentation about the I-5 over 26th Avenue Bridge project, which involved a full closure of I-5 over the weekend of June 29-30. She introduced the presentation team, which included Robert DeVassie (Resident Engineer – Consultant Projects with Region 1), Jamie Miller (Resident Engineer with Region 1), and Kelly Ball (Community Affairs Manager with Region 1).</p> <p>Robert provided an overview of the project area, anticipated risks, schedule, as well as the project's purpose and scope. He said the project team conducted a value engineering study which identified a recommended alternative involving a weekend full closure that would potentially save \$9.3 million and reduce the schedule by four months. He said they had several contractors provide a constructability review to provide feedback on design and construction plans. Robert said a risk assessment workshop was then held that focused on cost and schedule as well as key risk areas identified with the project.</p> <p>Jamie Miller explained the construction process for replacing the bridge. She said they staged law enforcement at either side of the closure points and coordinated with the City of Portland for signal timing adjustments. She said they also staged towing services at a few locations in case there was an incident requiring removal of a vehicle to keep traffic moving. She said at the same time as the bridge work was taking place during the full closure, ODOT coordinated additional work with its maintenance crews (including graffiti removal).</p>

Kelly Ball explained the public outreach efforts to get the word out about the planned closure. She said outreach efforts began in 2022, which included publishing “Decision Document One-Pagers” which are typically used on projects involving big decisions with significant public impact:

Oregon Department of Transportation | **I-5 over SW 26th Avenue Project** | **SUMMER 2022**

Bridge replacement
We need to replace the aging I-5 bridge over SW 26th Avenue to keep people and goods moving safely through our region on I-5.

We evaluated two solutions:

- 1** Build a replacement bridge, which means building a detour bridge and shifting traffic to it during construction, creating **major traffic impacts on I-5 for almost two years.**
- 2** Build a new support structure underneath, then replace the deck and pave during **one weekend closure of I-5 in both directions.**

We chose the option with lower costs, shorter construction time, fewer traffic impacts, less nighttime noise, fewer environmental impacts and improved safety for workers and drivers.

Work zone safety
The work zone and workers will be below the bridge for the majority of construction.

4 out of 5 work zone crash victims are drivers and their passengers, not workers.

Efficient use of time and money
Saves 6 months of construction.
Less disruption to traffic and fewer detours in the region, keeping people and goods moving.
One weekend closure of I-5 plus nighttime lane closures and possible nighttime one-direction closure instead of almost two years of a detour structure and frequent major I-5 impacts.

Cost savings
Project saves up to \$5.5 million with weekend I-5 closure.

Fewer environmental impacts
Including less construction waste, no impact to a nearby water drainage area, and less construction fuel consumption.

Less noisy work
Limiting nighttime work to only 90 nights so project noise is less disruptive to the surrounding neighborhood.

\$13 million NEW BUDGET

\$19 million

18 months NEW TIMELINE

2 years

She said the strategy was to continue to publicize the project and intensify the outreach efforts as the closure date drew closer and closer. The outreach included open houses, mailers, social media, traditional media and advertising. During the closure, she said they continued to post images from the work zone throughout the weekend.

David Kim asked if ODOT received any feedback from the contractor as far as how the project went from a safety perspective. Jamie said they had nothing but good things to say about having the interstate fully closed and being able to get in and get it done.

Justin Moderie asked if there were any lessons learned about the impacts – were there more or less traffic backups elsewhere due to the project. Shelli Romero said the project team is still in the process

	<p>of documenting lessons learned. Jana Jarvis commented that she was expecting to receive calls from trucking companies complaining about the closure, but she didn't receive any.</p> <p>Recognizing the traffic volume and impact of an I-5 closure, David Kim asked what were the factors that played into the decision-making process. Robert DeVassie said a major consideration was to avoid the impacts of having to put in a temporary bridge to keep the route open while work was taking place. Mark Gibson commented that he doesn't want to promote doing this strategy all of the time, but in this case he said was worked very well.</p> <p>David Kim commented that ODOT has come a long way in creating new programs and tools, as well as a robust Mobility Advisory Committee to ensure the needs of mobility and safety are being met. He said ODOT also has robust value engineering, constructability review and risk assessment programs to support project teams in developing solutions.</p>
<p>Truck Parking Grant Update Erik Havig</p>	<p>Erik Havig said Oregon partnered with the states of Washington and California to apply for an INFRA Grant to install a truck parking information management system along I-5 at several rest areas in all three states (not all rest areas – just the ones with parking spaces marked for trucks). He said the project will involve installing sensors in the marked truck parking areas that will provide parking availability data to truck drivers and third-party app providers. He said the concept is to provide more real-time information to truck drivers as they plan where they need to do their stops to meet their hours-of-service requirements. Erik said that since it involves a multi-state agreement, the project kick-off process is taking longer than normal. Once the agreement is signed, he said Oregon will be able to program its share of the funding directly. He said he hopes they can get the agreement signed early next year, and then move into the design and construction phase of the project.</p> <p>Even with the new system installed, Erik said Oregon will still have a truck parking capacity problem to deal with. He said the ODOT Freight Advisory Committee has done some work in this area, including developing some concepts for expanding truck parking at public rest areas. He said the next effort will be to engage with private truck stops and others to see what kinds of partnership opportunities might be available to increase parking. Erik said they are relying on a truck parking study that was completed a few years ago by ODOT.</p> <p>Jana Jarvis asked if some of the undeveloped land around rest stops that ODOT owns could be developed inexpensively. Erik said in some locations yes, but in other locations no. He said ODOT will probably have to purchase significant right-of-way. Some of the property is Exclusive Farm Use (EFU) land, which can be challenging to develop.</p>

<p>Roundtable/NOAs (items not on the agenda)</p>	<p>John Hickey</p> <p>John said there are some states starting to look at how they can improve driver education regarding work zones. He said South Carolina is among states that mandate driver education/video training that must be completed before getting a license. He said he plans to do some more research, but that this might be an appropriate topic for the October meeting. John also posted the following into the meeting chat:</p> <p style="padding-left: 40px;"><i>Summary from South Carolina Bill: TO AMEND THE SOUTH CAROLINA CODE OF LAWS BY ADDING SECTION 56-1-219 SO AS TO ESTABLISH A WORK ZONE SAFETY PROGRAM; BY AMENDING SECTION 56-1-15, RELATING TO THE ADMINISTRATION OF DRIVER'S LICENSE EXAMINATIONS, SO AS TO REQUIRE THAT DRIVER'S LICENSE APPLICANTS COMPLETE THE WORK ZONE SAFETY PROGRAM; AND BY AMENDING SECTION 56-1-130, RELATING TO LICENSE EXAMINATIONS AND BASIC AND CLASSIFIED LICENSES, SO AS TO REQUIRE THAT DRIVER'S LICENSE APPLICANTS COMPLETE THE WORK ZONE SAFETY PROGRAM.</i></p> <p>Mark Gibson</p> <p>Mark said the Oregon Trucking Association held its annual leadership conference. He said ODOT Director Kris Strickler attended and included some discussion about ODOT's budget situation and the Joint Legislative Committee on Transportation hearings. He said they also had a lot of discussion about electrification and zero-emission vehicle mandates. He said starting this January, trucking companies cannot buy a new truck with an internal combustion engine in Oregon. Jana Jarvis added that the mandates mean that carriers will need to hang on to their older equipment, or start moving out of the state.</p> <p>David Kim</p> <p>David suggested that the SMPAC get an update at its next meeting regarding an accident that occurred on I-5 last week involving a vehicle that crossed through the cable median barrier resulting in a fatality and highway closure. David said it would be helpful to understand if safety performance standards are working for ODOT's media barrier. He asked Mike Kimlinger if he could look into the accident and provide some information at the next meeting (<i>Evan Sether suggested in the chat that Mike connect with him, as the accident was an OSP-Salem crash investigation</i>).</p>
<p>Final Comments David Kim</p>	<p>David thanked everyone for their time in the meeting and asked everyone to send any agenda topic requests for the next meeting to Bill Gross.</p>

Action Items	<ul style="list-style-type: none">• Tova Peltz and Mike Kimlinger to meet offline regarding a potential information campaign and/or drivers manual addition regarding driver safety around trucks, and potentially bring a Transportation Safety Office or DMV representative back to a future SMPAC meeting.• John Hickey to research what other states are requiring in terms of driver education around work zones, and report back at the next SMPAC meeting.• Mike Kimlinger and Evan Sether to report back about the recent accident on I-5 involving a vehicle crossing the cable median barrier; and any information about the safety performance of median barrier.
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