

TR-981102

REVISED 4/20/00
Traffic Control Oversight Committee
with Department of Labor & Industries
March 31, 2000
Kent DOT Maintenance Facility
MEETING MINUTES

Participants:

Dan McMurdie – L&I	Lou Flores – L&I	Tracy Spencer – L&I
Rex Swartz – WSDOT	Chuck O'Halleran – Local 1440	Jeanne Cash – NW Laborer Training
Mike Nesbitt – WSDOT	Bill Barnes	Sue Smith
Michelle Bemis	Michael Roswell – WUTC	Jill Lowe – Tacoma PUD
Richard Vaughn – Local 77	Susan Mackey – Traffic Mgt Center	Tracy Colard – Grays Harbor PUD
Monte Lish	Dennis McMahon – Chelan PUD	Glenn Cunningham – Grays Hrbr PUD
Kent Green	Betsy McConnell Gutierrez SSCC/DU	Deborah Parmer – United Hwy Safety Escort Assn

Summary: ESHB 2647 directs the Department of Labor & Industries (L&I) to adopt an emergency rule by June 1, 2000, to revise safety standards governing flaggers. In developing the rule, L&I must consult with other interested parties.

Dan McMurdie of L&I explained the background of ESHB 2647 – The bill was directed at Title 7 Project originally, but expanded the scope because of the fatalities. The Senate decided to place an emergency adoption date. The rule was distributed and reviewed. There will be a rule in place by June 1st to meet the legislative intent. The permanent rule is expected to be adopted next year, by March 31, 2001.

The team made up of many non-state employees began by introducing themselves and expressing any wishes, concerns, or questions that they brought with them. The team reviewed ground rules including voting by consensus (which means even one dissenting vote failed an idea as written). Then the team brainstormed a large list of ideas for improving flagger safety. The initial list of 95 ideas was revised by merging, deleting, sorting, and annotating by major theme. The concept of the impact-cost 2x2 matrix tool was discussed for L&I's consideration. The final list of 54 ideas has been used to create a comprehensive report to be presented to the director of L & I for use in writing an emergency rule."

This team brainstormed a large list of ideas for improving flagger safety. The list was revised, sorted, and annotated by major theme. The final list has been used to create a comprehensive report to be presented to the director of L&I for use in writing an emergency rule.

NOTE: Below, the ****** indicate the issues that L&I will attempt to incorporate into the temporary rule.

PUBLIC AWARENESS DRIVER RESPONSIBILITIES

- Public awareness announcements at DMV while people wait
- More public service announcements in prime time

TRAINING - EMPLOYERS AND FLAGGERS

- Fact sheets for flaggers that address specific issues, concerns, situations (highway, in town)
- Hands-on training for flagger certification
- **On-sight orientation for flaggers/operators at start of job and during****
- Strengthen backing requirements on operators of trucks
- Traffic control operations training for all workers
- Summary of accidents that instructors can include in training (Cause/Prevention of accidents)

log file per Parmer RMD

- Extend flagger issues to all pedestrians in workzone training program? (no indicator)
- Improve training
- Focus some training on flagging around site equipment
- More education for employers hiring flaggers

EQUIPMENT SIGNING

- Vehicles with obstructed rear view, mandatory back up alarms
- Other means of traffic control used first, flaggers last
- Increase type of warnings, additional signs
- Speed indicator machine/caution lights to inform driver of speed
- More use of variable message signs
- Use portable signals
- **Increase the number of signs by one beyond what is required by the MUTC****
- **Improve warning for approaching traffic****
- **Rearview mirror for flagger****
- Use smaller VMS sign on lower speed routes
- Mandatory audible alarms
- **Do not allow any device that distracts vision, hearing, attention of flagger****
- **No personal equipment at position (no cell phones/walkman/radio/etc) (no dot)****
- **Employer must develop a method to ensure that flaggers have adequate warnings of approaching objects from behind, & develop a list of options available, but not limited to list****

FLAGGER VISABILITY

- Establish minimum reflective material for PPE
- **Establish uniformity standards for PPE****
- Additional high-visibility PPE for all work zone staff
- **White coveralls for all projects at night****
- **Illumination of flaggers work station at night, and during inclement weather, on all sites****
- Maximize sight distance
- Stand alone in flagger position
- **Do not allow any device that distracts vision, hearing, attention of flagger other than...****

PENALTIES ENFORCEMENT

- Penalty for incorrect signage
- No cell phones/beepers for flaggers (move to PPE)
- Penalty for signs left
- **Signage must reflect the actual condition of the work zone, if signs are left up, employer liable****

WAC CHANGES – DRUG TESTING

- Extend state-funded contract rules to everyone
- Explore drug testing for flaggers
- Review WAC code w/existing training materials
- Mandatory speed reduction in all work zones
- Require state flagging card or from state of reciprocity for all flaggers working in state
- Drug test pre-employment, after hiring, subject to random testing

EMPLOYER REQUIREMENTS

- Require employers/sups to take flagger training
- **Require breaks @ 2 hr minimum****
- **Employer shall ensure that flaggers flag no more than 10-hour shifts with minimum 10 minute breaks every two hours****
- Position flagger away from center line of road when possible

- Spotter for sight vehicle movement
 - Reduce length of shift
 - Emphasize employer responsibility for selection/supervision of flaggers
 - **Only flagging duties assigned****
 - Position flagger to see both work zone and traffic
 - Position flagger away from work site
-

L&I would like to thank everyone for their participation. We feel we received enough ideas to develop an effective temporary rule.