

Safety & Mobility Policy Advisory Committee

MEETING SUMMARY (DRAFT)

November 14, 2025
9:00 a.m. to 10:30 a.m.
Via Microsoft Teams

MEMBERS:

- Steve Bates, OTA
- Kevin Campbell, AAA
- Ed Chamberland, ACEC
- Marie Dodds, AAA
- Jason Fender
- John Gambatese, OSU
- Walt Gamble, AGC
- Mark Gibson, OTA

- Brodie Harvey, Knife River
- Erik Havig, ODOT
- John Hickey, APAO
- Jana Jarvis, OTA
- David Kim, Chair
- Evan Sether, OSP
- Erik Zander, OTA

RESOURCES:

- Christy Jordan, ODOT
- Angela Kargel, ODOT
- Justin Moderie, ODOT
- Oscar Njuju, ODOT
- Audrey Lawson, ODOT
- Tova Peltz, ODOT
- Carla Phelps, ODOT
- Katie Scott, ODOT

GUESTS:

- Justin King, ODOT Engineering & Technical Services
- Gary Oberly, ODOT Engineering & Technical Services
- Ryan Stone, ODOT Transportation Safety Office
- Colleen O'Hogan, ODOT Transportation Safety Office
- Jody Raska, ODOT Transportation Safety Office

FACILITATOR:

- Bill Gross, Mobility Program

AGENDA TOPIC	DISCUSSION HIGHLIGHTS AND OUTCOME
Roll Call, Minutes & Agenda Review Bill Gross David Kim	<p>Bill Gross convened the meeting and took roll call.</p> <p>David Kim welcomed everyone and reviewed the discussion items on the agenda. David also provided the following updates:</p> <ul style="list-style-type: none"> • Announced leadership changes: Director Strickler departing; interim director starts January 2. • Multiple key vacancies (e.g., Chief Engineer) are being actively recruited; candidate pool is strong. • Budget bill passed by the legislature, enabling critical hires; maintenance crews already working on winter safety. • Emphasized continuity during transition and focus on safety and staffing despite challenges.
Brainstorm ideas for improving driver education related to heavy trucks and work zones	<p>Mark Gibson kicked off the brainstorm session by providing a re-cap of the presentation he gave at the 2025 Safety Symposium. He provided the following key points:</p> <ul style="list-style-type: none"> • Highlighted truck overrepresentation in work zone crashes, especially rear-end collisions. • Shared data showing 80% of truck crashes are caused by automobile driver errors.

All	<ul style="list-style-type: none"> Explained key truck characteristics impacting safety: <ul style="list-style-type: none"> Large blind spots, longer stopping distances, brake lag. Wider turning radius and slower acceleration. Presented graphics from FMCSA illustrating blind spots, stopping distances, and truck size comparisons. Emphasized need for public education on driving near trucks and through work zones. Suggested incorporating these topics into driver training programs and DMV manuals, while exploring broader outreach beyond manuals <p>Proposed Solutions & Ideas from the brainstorm session:</p> <p>Enhance Driver Education Materials:</p> <ul style="list-style-type: none"> Include impactful visuals and videos showing real-life truck braking scenarios. Develop interactive modules or simulations for driver's education programs. Add mandatory video-based training with quizzes for DMV testing. <p>Broaden Outreach Beyond Manuals:</p> <ul style="list-style-type: none"> Launch social media campaigns targeting teens and adults. Partner with high school marketing/CTE programs to create peer-driven content. Explore gaming concepts (e.g., "Navigate a Work Zone" challenge) to engage younger audiences. <p>Public Awareness Campaigns:</p> <ul style="list-style-type: none"> Expand billboard contest to include digital/social media formats. Consider movie theater ads or streaming platforms for educational videos. Highlight life-and-death stakes in messaging for stronger impact. <p>Truck Driver Education:</p> <ul style="list-style-type: none"> Reinforce training for commercial drivers on speed control and work zone awareness. Address common issues like wide turns and safe merging practices. <p>Partnerships & Resources:</p> <ul style="list-style-type: none"> Utilize FMCSA and Virginia Tech resources for graphics and curriculum. Investigate existing video campaigns (e.g., past ODOT movie theater ads). Explore collaboration with large carriers (e.g., Walmart) for data and tech insights. <p>Action items:</p> <ul style="list-style-type: none"> John Hickey: Engage CTE educators on social media campaign feasibility. Mark Gibson: Draft updated presentation for Safety Symposium on truck/work zone safety. Bill Gross: Share FMCSA and Virginia Tech links with committee. Colleen O'Hagan: Review DMV manual content and explore video integration.
Vulnerable User Crash Response	<p>Angela Kargel and Gary Obery provided the following update on the Vulnerable User Crash Response Program:</p>

<p>(VCR) Program Update Angela Kargel Gary Obery</p>	<ul style="list-style-type: none"> Purpose: Install quick-build safety countermeasures within one year of a fatal bicycle or pedestrian crash on state highways. Scope: Analyze crashes, implement short-term fixes, and identify long-term improvements for STIP. Program Components: <ul style="list-style-type: none"> Responsive: Immediate safety measures after fatal crashes. Systemic: Larger corridor projects on high-risk routes. Progress: <ul style="list-style-type: none"> 84 crashes analyzed since program start (Jan 2024). Common treatments: illumination (most frequent), signage, median islands, speed zone changes. Funding: \$10 million from House Bill 2017 safety funds. Process Improvements: Expedited mobility review for VCR projects to accelerate delivery. Examples: Median islands in Beaverton/Portland, traffic separators, speed limit reductions on OR99E. Key Emphasis: Transparency and collaboration while prioritizing quick implementation.
<p>Blue Light Work Zone Agreement Review Subcommittee Update Justin King John Hickey</p>	<p>Justin King and John Hickey provided the following update on the subcommittee's work to review and update the Blue Light Agreement:</p> <ul style="list-style-type: none"> Purpose of Review: Update existing agreement on using blue lights in paving work zones to improve worker safety and slow traffic. Key Changes Approved: <ul style="list-style-type: none"> Expanded use from interstates/freeways to any multi-lane highway with free-flow traffic (e.g., Hwy 22). Blue lights allowed on paving machine and nearest roller for better visibility. Added purpose statement: enhance worker safety and encourage speed reduction. Clarified that blue lights cannot be used when positive protection is in place. Next Steps: ODOT drafting final agreement for review and signature by AGC and APAO. Effectiveness: Anecdotal feedback from crews indicates blue lights significantly slow traffic; prior OSU research supports effectiveness. Action Item: Share 2019 ODOT research report on blue lights with committee for reference.
<p>Work Zone Safety Technical Work Group Updates Tova Peltz</p>	<p>Tova Peltz provided an overview of recent activities, including planning for the Work Zone Safety Symposium and progress on the Billboard Contest timeline.</p> <p>Key Focus Areas:</p> <ol style="list-style-type: none"> Work Zone Safety Symposium Planning <ul style="list-style-type: none"> Reviewed and refined the draft agenda for the upcoming Work Zone Safety Symposium scheduled for February. Discussed session topics, keynote speakers, and logistics. Emphasis on including real-life case studies and emerging safety technologies.

	<ol style="list-style-type: none"> 2. Billboard Contest <ul style="list-style-type: none"> o Timeline confirmed: <ul style="list-style-type: none"> ▪ Student submissions due: December 19. ▪ Billboards installed: Mid-January, ahead of the February symposium. o Contest aims to engage youth and promote work zone safety awareness. 3. Work Zone Specifications & Safety Outcomes <ul style="list-style-type: none"> o Addressed concerns about Kubler Delaney project and how drivers navigate work zones. o Internal follow-up initiated to review design specifications and ensure intended safety outcomes are met. 4. Overlap with SMPAC <ul style="list-style-type: none"> o Confirmed that overlap between this technical group and SMPAC is intentional for coordination and alignment on safety priorities. <p>Next Steps:</p> <ul style="list-style-type: none"> • Continue refining symposium program and assign specific tasks in December. • Monitor flagged work zone safety issues and address them promptly. • Maintain collaboration between technical work group and SMPAC for consistent messaging and implementation.
Roundtable Updates All	<p>Marie Dodds:</p> <ul style="list-style-type: none"> • Shared AAA Foundation study on Slow Down, Move Over laws: <ul style="list-style-type: none"> o Only 64% of drivers comply (slow down or move over). o Many drivers unaware of the law or misunderstand requirements. o About one emergency responder killed every two weeks on U.S. roads. • Will provide link to full report and news release. <p>Mark Gibson:</p> <ul style="list-style-type: none"> • Raised concern about confusion in permit and restriction notification process with the CCD ORION system. Suggested adding this topic to the next agenda due to potential safety implications. <p>Jana Jarvis:</p> <ul style="list-style-type: none"> • Supported Mark's concern and added that changes in public notification processes could create serious safety hazards. Recommended further discussion at next meeting. <p>Christy Jordan:</p> <ul style="list-style-type: none"> • Acknowledged confusion and committed to follow up with CCD and clarify processes. <p>Justin Moderie:</p> <ul style="list-style-type: none"> • Noted potential technology from Iowa to improve work zone notifications for federal data exchange.

	<p>John Hickey:</p> <ul style="list-style-type: none"> Proposed making designer site visits more prominent and possibly involving legislators to highlight real-world work zone challenges. Suggested follow-up discussions on case studies from the Safety Symposium at future SMPAC meetings. <p>David Kim:</p> <ul style="list-style-type: none"> Recommended inviting Oregon State University to present findings from the recent roundabout study published nationally. Emphasized importance of sharing results broadly and making them more readable for non-technical audiences. <p>Jana Jarvis (Follow-up):</p> <ul style="list-style-type: none"> Confirmed national interest in roundabout research and stressed need for better formatting for accessibility.
Final Comments and Close David Kim	<p>David Kim wrapped up the meeting with the following closing remarks:</p> <ul style="list-style-type: none"> Thanked members for their commitment, emphasizing the importance of continued collaboration. Noted upcoming leadership transitions and current budget restrictions, limiting travel and hiring. Encouraged maintaining focus on safety and advocacy despite fiscal challenges. Suggested inviting OSU to present the roundabout study at the next meeting. Confirmed next SMPAC meeting: February 25, 10:00 AM, after the Safety Symposium.
Action Items	<p>Brainstorm Session:</p> <ul style="list-style-type: none"> John Hickey: Engage CTE educators on feasibility of a social media campaign for work zone/truck safety. Mark Gibson: Draft updated presentation for the Work Zone Safety Symposium on truck/work zone safety. Bill Gross: Share FMCSA and Virginia Tech educational resources with the committee. Colleen O'Hagan: Review DMV manual content and explore adding video-based training. <p>Blue Light Work Zone Agreement</p> <ul style="list-style-type: none"> Justin King & John Hickey: Draft final agreement with updated language, circulate for AGC/APAO review, and finalize signatures. Justin King: Share 2019 ODOT research report on blue light effectiveness with committee. <p>Roundtable</p> <ul style="list-style-type: none"> Christy Jordan: Follow up with CCD to clarify permit/restriction notification process under Orion. Bill Gross: Share OSU roundabout study article with committee. (Sent on 11/14/25) John Hickey: Explore making designer site visits more prominent and consider legislative engagement.