Safety & Mobility Policy Advisory Committee

Meeting Minutes
May 8, 2026, 9:30 a.m. – 11:00 a.m.

Attendees:

COMMITTEE MEMBERS	RESOURCES	GUESTS
☒ Ed Chamberland, ACEC ☒ Marie Dodds, AAA ☒ John Gambatese, OSU ☒ Walt Gamble, AGC ☒ Mark Gibson, OTA ☒ Brodie Harvey, Knife River ☒ Erik Havig, ODOT ☒ John Hickey, APAO ☒ Jana Jarvis, OTA ☒ Angela Kargel, ODOT ☒ David Kim, ODOT (Chair)	☒ Omar Ahmed, ODOT ☒ Bill Gross, ODOT (Facilitator) ☒ Christy Jordan, ODOT ☒ Justin King, ODOT ☒ Oscar Njuju, ODOT	☒ Kevin Haas, ODOT ☒ Dr. David Hurwitz, Oregon State University

Discussion:

AGENDA TOPIC	DISCUSSION SUMMARY
Roll Call, Minutes & Agenda Review Bill Gross David Kim	**Bill Gross** convened the meeting took roll call, and requested approval of the February 25, 2026 minutes (the committee approved). **David Kim** welcomed everyone and briefly reviewed the discussion items on the agenda.
Overview of the published ODOT/OTA/OSU Roundabout Truck Access Study Dr. David Hurwitz	**Dr. David Hurwitz** with Oregon State University provided an extensive update on the multi-year, ODOT/OTA collaborative research effort evaluating how heavy trucks behave in single-lane roundabouts. The research was structured in the following three areas: 1. **Field Observations**: o 2,600 heavy-truck interactions recorded across 6 roundabouts in OR & WA. o 400 gap-rejection events analyzed. o Common vehicles: WB40–WB92D; WB67 most common. o *Key finding*: Larger trucks require significantly larger critical gaps (5.4–6.4 seconds), roughly 2–*2.5 times* that of passenger cars.

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Overview of the published ODOT/OTA/OSU Roundabout Truck Access Study Dr. David Hurwitz	**2. Microsimulation Modeling (VISSIM)**: o Tested conflict-area vs. priority-rule modeling approaches. o Observed Oregon truck fleet differs from VISSIM defaults. o OSU developed refined truck templates for ODOT. o Critical gaps modeled in simulation aligned strongly with field values. **3. Human-in-the-Loop Truck Simulator Testing**: o CDL drivers tested alternative geometries (tapered, elliptical) and metering controls. o Elliptical designs produced lower stress, more consistent speeds, and smoother lateral positioning. However, overall traffic speeds were faster than in circular designs. o Closer-placed metering produced better consistency and lower rear-end crash risk. **Study Implementation** **Angela Kargel** (ODOT) explained that research by itself does not equal policy. ODOT must formally adopt the findings through design manuals, policy updates, and guidance documents. She emphasized that while the study's results are valuable, they are inputs to decision-making, not automatic design requirements. Angela outlined two major implementation efforts: 1. Analysis Procedures Manual (APM) – Chapter 15 Updates: The APM section most relevant to roundabout analysis is being updated now, with findings from the study. Scheduled to be published in July, making it active for ODOT designers and Local agencies using ODOT's procedures 2. Highway Design Manual (HDM) Updates: Incorporation of geometric guidance will occur in the 2027 full-manual update cycle. **COMMITTEE DISCUSSION:** **Walt Gamble (AGC):** • Stressed that new roundabout designs are still being proposed and built now, before the study has been adopted. Asked ODOT to ensure every designer is aware of the study immediately, so poor designs aren't repeated. Pointed to recent projects where an elliptical configuration might have improved freight accommodation but was not considered. o Angela responded that designers have been notified about the research. The findings are circulating informally as additional considerations. Any deviations from current standards must be approved at the: Region engineering level and the Project development team level. Until formally adopted, implementation must be handled case-by-case, based on site context, freight volume, safety considerations, and all-user impacts. She also emphasized elliptical roundabouts won't automatically be used everywhere. Higher speeds seen in elliptical designs can negatively impact safety. **Jana Jarvis (OTA):** • Asked if ODOT will consider or adopt elliptical roundabouts where freight volumes are high? Angela responded that elliptical geometry will become one design option in the toolbox. It will not be the default. Freight corridors are most likely to see such designs evaluated first.

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Overview of the published ODOT/OTA/OSU Roundabout Truck Access Study Dr. David Hurwitz	**Roundabout Metering Discussion** • Committee members asked if roundabout metering would be considered at congested locations. Angela responded she has not been part of active ODOT discussions on implementing metering. She committed to reviewing the study's metering findings and following up at a future committee meeting **Rollover Incidents & Safety Data Inquiry** • **Jana Jarvis** asked if ODOT tracks truck rollovers at roundabouts. Angela responded yes, ODOT has the data. Incidents are few, but they do exist. **David Kim (ODOT)** summarized the progress made by the study: • The study resolved long-standing uncertainties about truck vs. roundabout operation. The findings improved understanding, added clarity, reduced speculation, and enhanced designer guidance. • ODOT is now much better positioned to justify design decisions, communicate with stakeholders, and influence national conversations. • Oregon now has an advocate at FHWA who is familiar with this research. He said findings may eventually influence national-level guidance.
Upcoming roundabout projects & overview of progress made Kevin Haas	**Kevin Haas** provided a historical and technical overview of ODOT's roundabout development: **History & Evolution** • 1999: Oregon's first modern roundabout built in Bend. • 2002: First multi-lane roundabout in Astoria. • 2011: Legislative pushback led to new engagement and design standards. • 2014: A fatal crash at OR47 accelerated state interest in safety benefits of roundabouts. **Recent / Ongoing Roundabout Development** • Oregon has gone from 1 to 22 state-highway roundabouts in the last decade. • Key new roundabouts include: o *Sisters (2017)* o *Prineville (2018)* o *Medford (2020)* o *Bend North Corridor (2023)* o *West Linn I-205 interchange (2023)* o *Polk County (2023)* o *Current construction: Banks (OR6 & Aerts Rd), Terrebonne (US97 & Lower Bridge Way)* **Freight Accommodations** • Oregon is recognized nationally for freight-friendly roundabout design: o Low-profile truck aprons o Oversize/over-dimension bypass where needed; Generous mountable features • Recent designs (e.g., Cairo Junction) match conceptual commitments delivered to freight stakeholders.

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Upcoming roundabout projects & overview of progress made Kevin Haas	**Safety Comparison: Roundabouts vs. Signals** • Signals have 32 conflict points; roundabouts have 8—and none are right-angle. • Serious/fatal crashes drop significantly when roundabouts replace signals or stop control. **COMMITTEE DISCUSSION:** **Truck Apron Usage** • **Mark Gibson** noted some roundabouts require WB-67 trucks to use 100% of the apron, raising rollover and safety concerns. Kevin Haas acknowledged the issue, explaining: o Oregon intentionally uses gentler, low-profile aprons to reduce off-tracking instability. o ODOT continues refining designs with freight input. **Multi-Lane Roundabout Conflicts** • **Jana Jarvis** asked whether Oregon's law prohibiting cars from driving beside trucks in multilane roundabouts has reduced crashes compared to other states. Kevin indicated: o The law was developed jointly with OTA. o Now that more multilane roundabouts exist, ODOT could compare Oregon's outcomes with national data, an area for future study. **Future Study & Monitoring Needs** Committee members (Walt, Jana, Mark) raised topics for continued analysis: • Identify roundabouts approaching capacity for early operational study. • Collect more data on truck rollovers, lane-use conflicts, and apron performance. • Kevin agreed these are appropriate areas for further exploration.
Roundabout survey for commercial drivers Bill Gross	**Bill Gross** described an initiative to gather feedback from **commercial drivers** on the performance of Oregon's roundabouts. The survey was created in collaboration with OTA to better understand truck-driver experiences at Oregon roundabouts. Questions cover: • Vehicle type & CDL experience • Comparative ratings for freight vs. general traffic • Identification of specific roundabouts used • Feedback on oversize bypass features ~62 responses collected so far; additional distribution planned through ODOT's Trucking Advisory GovDelivery listserv, which reaches approximately 3,000 subscribers. Results are targeted for the June committee meeting.
Work Zone Safety Symposium future sessions John Hickey	**John Hickey** provided an update on the Work Zone Safety Symposium, including its history, future schedule, and how the committee can support associated outreach.

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Work Zone Safety Symposium future sessions John Hickey	**Symposium Planning** • The symposium was originally the idea of former ODOT Chief Engineer Steve Cooley and has become a successful recurring event through collaboration between ODOT, industry partners, and the trucking community. • Due to ODOT funding limitations and workload, the symposium will skip 2027 and return in 2028. • John noted that planning the symposium takes substantial effort and agreed that an every-other-year schedule is more manageable. Next Steps • John will secure space at the Oregon Convention Center for 2028. • Session planning will begin roughly one year prior to the 2028 event. **Work Zone Safety Billboard Contest** John emphasized how successful the Work Zone Safety Billboard Design Contest has become—one of the most visible and effective outreach components associated with the symposium. John described: • Classroom presentations • Student reactions • How the contest increases safety awareness among young drivers Contest Impact: • The contest not only creates real safety messaging, but also deeply educates students about work zone dangers. • ODOT and industry partners (including Knife River) participate in presenting awards. Communications & Outreach • ODOT's Communications team is preparing social media promotion. • John encouraged committee members to share posts once they appear to broaden visibility. • Oregon Career Technical Education is also amplifying the contest statewide. John noted part of the billboard contest support comes from federal safety grant funds. He plans to highlight this success during his upcoming visit to Washington, D.C., as an example of effective use of federal safety dollars. **COMMITTEE DISCUSSION:** **Potential for Transportation Commission Recognition** **David Kim** suggested presenting the billboard contest winners or teachers at an Oregon Transportation Commission meeting to give the program more statewide visibility. John supported this idea.

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Work Zone Safety Symposium future sessions John Hickey	**Integration With Oregon GOSH Conference** **John Gambatese** recommended aligning symposium years with the Oregon Governor's Occupational Safety and Health (GOSH) conference, which occurs in odd-numbered years (next in March 2027); and possibly including a work zone safety presentation at GOSH. John agreed and expressed interest; Gambatese offered to help connect ODOT with GOSH organizers. **YouTube / Digital Presence** **Walt Gamble** asked whether ODOT has a **YouTube channel** and suggested posting billboard contest materials and student recognition videos for public viewing. John confirmed ODOT Communications is already working on this and encouraged committee amplification once published. **Additional Topics for Future Safety Efforts** John raised a potential safety messaging idea: • More dynamic messaging in work zones indicating workers present / workers not present to increase driver attention. • This sparked a brief debate, with concerns (from Angela and others) that such messaging might inadvertently imply that work zones without workers are safe to speed through. The group agreed the topic deserves further discussion.
Final Comments and Close David Kim	**David Kim** wrapped up the meeting by acknowledging the productive, wide-ranging discussion and emphasizing the value of the committee's collaborative work. He also encouraged committee members to send any new agenda ideas to Bill Gross so the next meeting can continue to address current needs and emerging issues. David also mentioned ODOT recently issued a news release regarding an upcoming full closure of I-5 southbound beginning September 11, lasting up to five weeks. He noted that if the closure can be shortened, ODOT will do so. He also mentioned a nighttime closure in July for sign bridge installation on I-5. Because the closure directly relates to worker safety and mobility, David suggested the committee receive a future presentation explaining project impacts.