Safety & Mobility Policy Advisory Committee

Meeting Minutes
June 24, 2026, 10:00 a.m. – 11:30 a.m.

Attendees:

COMMITTEE MEMBERS	ODOT STAFF/COMMITTEE RESOURCES	GUESTS
☒ Ed Chamberland, ACEC ☒ Marie Dodds, AAA ☒ Walt Gamble, AGC ☒ Mark Gibson, OTA ☒ John Hickey, APAO ☒ Jana Jarvis, OTA ☒ David Kim, ODOT (Chair) ☒ Evan Sether, OSP	☒ Bill Gross, ODOT SPDB (Facilitator) ☒ Kevin Haas, ODOT ETSB ☒ Christy Jordan, ODOT SPDB ☒ Justin King, ODOT ETSB ☒ Oscar Njuju, ODOT SPDB	☒ Jason Armstrong, Wildish Const./APAO ☒ Dan Fine, ODOT Region 5 ☒ Teresa Gibson, ODOT Region 4 ☒ Stacey Goldstein, ODOT Statewide Planning ☒ Reid Highberger, N. Santiam Paving/ APAO ☒ Walt McAllister, ODOT Transportation Safety ☒ Tyson Tinnes, ODOT Region 5

Discussion:

AGENDA TOPIC	DISCUSSION HIGHLIGHTS AND OUTCOME
Roll Call, Minutes & Agenda Review Bill Gross David Kim	**Bill Gross** convened the meeting. He requested approval of the May minutes (the committee approved). **David Kim** welcomed everyone and reviewed the discussion items on the agenda.
Transportation Safety Action Plan Walt McAllister	**Walt McAllister** (ODOT Safe Communities/Traffic Records Program Manager) provided a presentation and update on the draft Oregon Transportation Safety Action Plan (TSAP), filling in for **Mary McGowan**. His presentation included the following: **Purpose & Framework of the TSAP** • Serves as Oregon's federally required Strategic Highway Safety Plan, updated every five years. • Seeks to unify transportation safety efforts across agencies and jurisdictions, guided by the Safe System Approach and informed by crash data and stakeholder input. • Key objectives include reducing fatal and serious injury crashes, identifying short-term priority actions, and aligning with federal programs such as Safe Streets for All. **Key Findings from Crash Data** • Oregon had a spike in serious injuries, outpacing population growth and trends in peer states. • Major contributors include roadway departures, intersections, impaired driving, speeding, distracted driving, and the unique risks posed by aging drivers and heavy trucks.

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Transportation Safety Action Plan Walt McAllister	• Some trends were described as alarming, such as a 44% increase in fatal and serious injury crashes and sharp increases in distracted-driver and intersection-related crashes. **Plan Priorities & Emphasis Areas** The TSAP organizes issues into tiered emphasis areas, with highest priority going to: • Roadway and intersection safety • Speed management • Alcohol and drug impairment Secondary focus areas include distracted driving, unrestrained occupants, aging drivers, novice drivers, and heavy-vehicle related crashes. The plan includes a strategy for each emphasis area, outlining potential engineering, enforcement, and educational countermeasures. **Comments from Committee Members:** • **Ed Chamberland, John Hickey, and Walt Gamble** expressed concern that work zone crashes did not receive enough focus in the draft TSAP. • **John Hickey** expressed that while the data findings were clear, the plan felt "light on action" during the presentation, and he encouraged focus on concrete interventions. • **Mark Gibson** emphasized the importance of understanding what lies behind the statistics, especially regarding truck-related crashes and over-representation in work zones. • **Marie Dodds** raised concerns about Oregon's chronic lack of transportation funding and asked how safety initiatives can advance without legislative support. Walt noted the importance of integrating safety into every project and emphasized tradeoffs when budgets are tight. **Next Steps:** **Walt McAllister** asked the committee members to provide feedback on the draft plan through an online form available on the ODOT TSAP web page. He said the plan is currently in its public comment phase. Refinements will be made in August, followed by review by the Oregon Transportation Safety Committee in September and final Oregon Transportation Commission adoption in October 2026.
I-5 Rose Quarter Improvement Project Update David Kim	**David Kim** (ODOT Project Delivery Manager and SMPAC Chair) shared a presentation with an update on the **I-5 Rose Quarter Improvement Project**, highlighting current construction activity, and upcoming traffic impacts. **Key Project Components** • Construction of a highway cover (future community space) with expanded lanes underneath—four lanes in each direction, including auxiliary lanes.

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I-5 Rose Quarter Improvement Project Update David Kim	• A new Hancock Street overcrossing, a new bike/pedestrian bridge, and multiple multimodal surface-street improvements. • Wider shoulders (10–12 feet) to improve emergency response access. • Relocation of the I-5 southbound off-ramp to reduce conflicts in the cover area. **Current Construction Activities** • Stormwater treatment facilities (swales & vaults) and Portland Harbor environmental compliance work. • Seismic retrofits under I-5. • Rail upgrades, new signage, a new sign bridge, and major concrete deck rehabilitation from I-84 to the Morrison Bridge exit. **Upcoming Closures & Traffic Impacts** David outlined two significant closures vetted with the Mobility Advisory Committee: **1. I-5 Full Closure (Northbound & Southbound) – July 11** • 14-hour overnight closure to install a new sign bridge and remove the old one. • Detours will route traffic to I-405. **2. Up to 5-Week Continuous Closure – I-5 Southbound (Late Summer/Fall)** • A continuous multi-week closure is needed for ~2,000 feet of deck rehabilitation. • Three construction options were evaluated; continuous closure was selected due to: greatest efficiency, better worker safety, higher quality concrete work, and significantly lower cost (avoids $5–10M increases associated with alternatives) • One lane will remain open only to serve the Broadway/Weidler exit. Through-traffic and vehicles heading to I-84 eastbound will be routed to I-405. • Without travel pattern changes, modeling predicts 3.5 hours of additional congestion and travel times 2–3x longer. **Mitigation & Coordination Efforts** • Extensive outreach to employers. • Installation of new cameras to support adaptive signal timing. • Three incident responders and additional maintenance patrols will be positioned, with support sought from other ODOT regions due to staffing shortages. • Use of portable speed feedback signs and multiple tow trucks staged at critical locations. • A mailer will go out to 50,000 households and businesses. • Emergency Operations Center activation is planned for the closure period. **Funding & Future Phases** • Due to the loss of $380M in expected federal funding and no state transportation package, the project is being built in phases. • Phase 1C (partial cover) is estimated at ~$1 billion, with the full build-out requiring an additional ~$1 billion.

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I-5 Rose Quarter Improvement Project Update David Kim	**Comments from Committee Members:** **Capt. Evan Sether (OSP)** highlighted anticipated challenges on I-205 due to diversion during the I-5 southbound closure. • Suggested reassigning OSP troopers to emphasize 205 coverage during peak congestion to ensure quicker clearance of crashes and breakdowns. • Noted that ODOT's incident response resources in Portland are constrained, making coordinated enforcement even more important. **David Kim** agreed and committed to follow up with OSP and ODOT's maintenance teams.
Governor's Transportation Vision Workgroup Jana Jarvis	**Jana Jarvis** (Oregon Trucking Association) provided an overview of the Governor's newly formed Rebuilding Our Transportation Vision Work Group, created in response to the failure of a gas tax increase in the May primary election. The workgroup's purpose is to address Oregon's long-standing underinvestment in transportation infrastructure and develop practical, viable funding options for the 2027 legislative session. **Workgroup Structure & Leadership** • The Governor appointed 12 members with diverse backgrounds, including representatives from ODOT, local governments, business, labor, environmental organizations, and the freight industry. • The workgroup is co-chaired by Grace Crunican, a respected former transportation executive, and Bruce Hanna, former Oregon House Co-Speaker. **Mission & Deliverables** • The group is tasked with producing tiered recommendations—a "Plan A, Plan B, Plan C" approach—outlining what Oregon would *like* to do, *needs* to do, and *can realistically afford*. • Their goal is to craft options the Governor can translate into legislation for the 2027 session. • A major challenge: most Oregonians do not recognize the extent of the state's transportation funding gap, despite Oregon spending far less than comparable states. Public education will be essential. **Subcommittees** To support the main group, six subcommittees were formed: • Freight • Transit • Major Projects • Maintenance, Operations & Emergency Management • Community Livability & Safety • Revenue & Finance Jana chairs the Freight Subcommittee, which includes representatives from ports, industry, local governments, environmental groups, and OEMs. Many subcommittees—such as Major Projects and Maintenance—have SMPAC members involved.

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Governor's Transportation Vision Workgroup Jana Jarvis	**Meeting Timeline & Process** • Subcommittees will meet 4–6 times between June and September 2026. • Findings to be consolidated by the main workgroup, which is meeting monthly through 2026. • The process is compressed and intensive, due to the short time frame and the scope of Oregon's transportation needs. **Key Issues Raised** • Oregon needs new revenue to preserve existing infrastructure and fund major projects such as the Rose Quarter, I-205, and the Newberg-Dundee Bypass. • Several committee members expressed concern that Oregon risks repeating the 2017 transportation package situation—many commitments, but insufficient revenue to deliver them. • Jana emphasized the importance of building a bipartisan, publicly supported vision, noting that past bipartisan packages were far more successful in avoiding referral or repeal.
Swivel Signal Pole Testing in Region 5 Dan Fine Tyson Tinnes	**Dan Fine** (Region Mobility Liaison, ODOT Region 5) explained that Region 5 has been working to improve the movement of over-height ("mega") loads along key freight corridors. Traditional methods—such as removing mast arms or lifting span wires—are slow, labor-intensive, and impose safety risks on both workers and operators. The new swivel signal pole design aims to streamline passage of tall loads by allowing the mast arm to rotate out of the travel path in minutes rather than hours. **Background:** • The concept originated after evaluating the viability of designating I-84 as a future high-wide-heavy route, but required upgrades exceeded $250–$300 million, making it impractical. • The alternative route (used in 2013 by Omega Morgan and again by Oxbow in 2023) passes through Pendleton, where certain intersections restrict the clearance of tall loads. • To support this freight movement, Region 5 added two swivel-mounted signal poles at the SW Haley Ave/Tutuilla Creek Rd & US395 intersection. **How the Swivel System Works** • Uses a redesigned mast arm base that allows the entire signal arm to rotate horizontally. • Crews place the signal into flash, use flaggers to control traffic, pull a locking pin, rotate the mast arm out of the truck's path allowing the load to pass, then return and secure the arm. • Total time per movement: about five minutes. **Tyson Tinnes** (Senior Traffic Operations Engineer, ODOT Region 5) described several technical issues encountered during installation: • Manufacturing tolerances were too tight—bolt heads and support collars interfered with rotation, requiring on-site adjustments. • After resolving these issues, the poles rotated smoothly during load testing. • The installation was easier because the poles were part of a new signal project, allowing the swivel bases to be integrated from the start.

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Swivel Signal Pole Testing in Region 5 Dan Fine Tyson Tinnes	**Comments from Committee Members:** • **Mark Gibson** and **Jana Jarvis** strongly praised Region 5's efforts, emphasizing the economic development potential of a reliable high-wide-heavy corridor. • They noted such improvements could attract manufacturing and freight activity currently routed through other states. • Committee members also acknowledged the value of reducing expensive and repetitive staging operations for haulers.
Billboard Contest Update John Hickey	This topic was moved to the next meeting, due to lack of time.
Final Comments and Close David Kim	As the meeting concluded, the following closing points and concerns were raised **1. Suggestion to Add Another Meeting or extend the next meeting** **David Kim** noted the large number of major topics underway - including the Governor's Vision Workgroup and multiple major construction projects and suggested scheduling an additional SMPAC meeting or making the next meeting longer so the committee has adequate time to address everything. **2. Perspective on Transportation Funding** **David Kim** also shared context from statewide conversations, noting that the average Oregon driver pays about $30–35/month in transportation taxes and fees—relatively low compared to other household expenses. This was raised to help frame the ongoing discussions about long-term funding needs. **3. Concerns About Agenda Topics** **John Hickey** (APAO) expressed frustration that topics he proposed did not make the meeting agenda. He would like to plan for the following topics: • ODOT Maintenance's new decision not to remove rumble strips in work zones, which he believes creates significant worker hazards. • A need for improved driver notification when workers are present. • Industry concerns following a recent worker suicide, with a suggestion that more people become trained in QPR crisis-intervention tools. • The need for more designer site visits during summer construction.
Action Items	**Bill Gross** to look into adding an additional SMPAC meeting or extending the duration of the next meeting. Bill will also distribute copies of the presentation slides to the committee members.