Safety & Mobility Policy Advisory Committee

Meeting Minutes (Draft)
October 28, 2026, 10:00 a.m. – 12:00 p.m.

Attendees:

COMMITTEE MEMBERS	RESOURCES	GUESTS
☒ Ed Chamberland, ACEC ☒ Marie Dodds, AAA ☒ Walt Gamble, AGC ☒ Mark Gibson, OTA ☒ Erik Havig, ODOT ☒ John Hickey, APAO ☒ Jana Jarvis, OTA ☒ Angela Kargel, ODOT ☒ David Kim, ODOT (Chair)	☒ Omar Ahmed, ODOT ☒ Bill Gross, ODOT (Facilitator) ☒ Kevin Haas, ODOT ☒ Christy Jordan, ODOT ☒ Justin King, ODOT ☒ Justin Moderie, ODOT ☒ Oscar Njuju, ODOT ☒ Katie Scott, ODOT	☒ Jason Armstrong, Wildish Construction ☒ Kyle Kennedy, OSP

Discussion:

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Roll Call, Minutes & Agenda Review Bill Gross David Kim	**Bill Gross** convened the meeting took roll call, and requested approval of the June 24, 2026 minutes (the committee approved. **David Kim** welcomed everyone and reviewed the discussion items on the agenda.
Governor's Transportation Vision Workgroup Progress All	The committee reviewed progress from members participating on subgroups, with a consistent message that even substantial funding increases would not fully address Oregon's transportation system needs. **Process and timeline** Erik Havig said the main workgroup was expected to meet on November 10 and November 19, with November 20 available as a backup. It would synthesize memos from six subcommittees into a final report due December 15. The draft memos were still being refined for clarity and would be made public before the main workgroup began its review. **Freight Mobility Subgroup Update (Jana Jarvis and Erik Havig)** • Jana Jarvis explained the group examined two funding tracks: highway-related revenues, such as fuel taxes, weight-mile taxes, registration fees, and title fees, and multimodal funding through Connect Oregon for rail, marine, ports, and related investments.

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Governor's Transportation Vision Workgroup Progress All	• The freight group considered three general scenarios: no additional funding, a 5% increase, and a 20% increase. Because a 5% increase would have little measurable effect on the relatively small Connect Oregon program, the group instead evaluated funding levels of approximately $40 million, $50 million, and $60 million per biennium. • Erik Havig said insufficient funding would lead to deteriorating pavement and bridges, more load restrictions, vulnerability to washouts, culvert failures, wildfire damage, and higher costs for businesses. The group stressed that trucking, rail, marine, and aviation function as an interconnected system. • The freight report also highlighted the risk of rural communities being isolated when truck access is lost, including adverse consequences for emergency deliveries. • The subgroup prioritized preservation and maintenance, particularly bridges, pavement, and culverts. Under the highest funding scenario, it also recommended leveraging funds for the Interstate Bridge and I-5 Rose Quarter, identified as Oregon's two leading truck bottlenecks. • Jana noted that Oregon invests significantly less in its roads than other western states. She also clarified that identifying the sources of new revenue was outside the freight group's scope. • Walt Gamble asked where additional revenue might come from. Jana Jarvis replied that a separate funding and revenue subcommittee was responsible for that question. • Erik said the revenue group, led by Daniel Porter, was developing a menu of funding mechanisms used in other states or previously discussed in Oregon. Its purpose was to show the approximate revenue potential of each option, rather than recommend one specific source, to inform development of a possible 2027 legislative package. **Major Project Funding & Delivery subgroup update (Mark Gibson and Omar Ahmed)** • Mark Gibson reported an estimated $10 billion shortfall for major projects already under construction or in advanced design. He said financing that amount entirely through bonds could require approximately $700 million annually in debt service, illustrating the scale of the funding challenge. • Omar Ahmed explained the major-projects subgroup did not use percentage-based scenarios because relatively large percentage increases would not meaningfully address projects of that scale. • With no new funding, the state could generally complete only presently funded portions of the Interstate Bridge, I-5 Rose Quarter, I-205 Abernethy Bridge, Center Street Bridge, and one Newberg-Dundee Bypass interchange. • An additional $100 million annually could complete the Abernethy Bridge widening and Rose Quarter Phase 1C while advancing other projects. A $200 million annual allocation could restore bridge and seismic funding and complete the remaining Rose Quarter phases, but it still would not cover all planned or future major projects. • The subgroup recommended sustained political and jurisdictional alignment, early and realistic scoping, controlled project scope and phasing, multiple funding sources, appropriate delivery methods, and adequate ODOT capacity to manage large projects. • Mark later clarified that the subgroup's top recommendation was to protect maintenance and preservation before funding major projects.

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Governor's Transportation Vision Workgroup Progress All	**Maintenance, Operations, Preservation, & Emergency Response subgroup update (Marie Dodds)** • Marie Dodds said the subgroup examined no new funding, a 5% inflationary increase, and a 20% increase. Its analysis included state, county, and local impacts, along with seasonal demands such as winter weather, wildfire response, evacuation, and emergency recovery. • The subgroup emphasized that no additional funding would result in service levels and system conditions falling below the current status quo. Rural communities and smaller cities would face different and potentially more severe effects than larger urban areas. • A 5% increase would not allow the system to hold steady because existing needs are already significantly underfunded. Even a 20% increase would not resolve the maintenance backlog or provide funding for capital improvements. **Community Livability & Safety subgroup update (Angela Kargel)** • Angela Kargel said this subgroup planned to issue two reports: one addressing overall safety, fatal and serious-injury trends, and another addressing community livability and the safety of vulnerable users, especially pedestrians and bicyclists. • The group concluded that Oregon's long-term highway-safety trends were moving in the wrong direction and that current infrastructure programs were not producing safety improvements at the scale needed. It also noted that most dedicated safety funding is federal, with relatively little state funding focused specifically on safety. • Potential recommendations included expanded automated enforcement, removal of barriers to local automated enforcement, a lower blood-alcohol impairment limit, restoration of lower speed limits on certain highways, "super speeder" legislation using intelligent speed assistance for high-risk drivers, mandatory driver education for young drivers, and increased traffic enforcement. • The subgroup identified Safe Routes to School and Complete Streets as programs where additional investment could be particularly effective. **Closing comments** • David Kim thanked the subgroup participants and emphasized that transportation funding and policy would be a critical issue in the coming year. He proposed distributing the final report to the committee and following up at the December meeting if significant recommendations had been published.
Freight Roundabout Survey Results Bill Gross, Kevin Haas and Angela Kargel	Bill Gross presented the results of a survey designed to gather commercial-driver feedback on how roundabouts perform for freight vehicles. The survey was distributed during May and June through the Oregon Trucking Association's member communications and ODOT's trucking-advisory email list. Bill thanked Jana Jarvis and Mark Gibson for helping distribute it. The survey asked respondents about: • The types of commercial vehicles they operate. • Their level of commercial-driving experience. • How well roundabouts work for all road users.

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Freight Roundabout Survey Results Bill Gross, Kevin Haas and Angela Kargel	• How well roundabouts work specifically for freight. • Which roundabouts they use frequently. • How individual roundabouts perform in terms of gap acceptance, navigation, and overall design. • Whether drivers had used over-dimension bypass features and how well those features worked. The survey received 116 responses from commercial drivers. Most respondents reported more than 20 years of commercial-driving experience, indicating that the feedback came from a highly experienced group. Truck-tractor and semi-trailer combinations were the most frequently identified vehicle types. **Overall performance findings** Drivers were asked to assess roundabouts from two perspectives: 1. How well they perform for all road users, including passenger vehicles, motorcycles, and freight. 2. How well they perform specifically for commercial freight vehicles. The responses showed a clear difference between the two perspectives: • When considering all users, the most common assessment was average. • When considering freight, the most common assessment was very poor. **Ratings of individual roundabouts** Respondents could select up to five roundabouts that they regularly use and rate them on: • Gap acceptance. • Ease of navigation. • Overall design. Ratings used a scale from 1, or poor, to 5 or excellent. Across the frequently selected roundabouts, average scores generally clustered around 2.5. The highest-rated roundabout was OR47 at Verboort in Forest Grove, while OR47 at David Hill in Forest Grove received the lowest overall rating. Angela found this result notable because the two roundabouts are close together, were built at approximately the same time, and were designed by the same group. Bill also cautioned that OR47 at David Hill had significantly fewer driver ratings than the Verboort location. The difference in response volume may therefore have contributed to the apparent disparity between the two locations. **Over-dimension bypass features** The survey attempted to evaluate on-site bypass features for over-dimension vehicles avoid or navigate a roundabout. However, the responses didn't provide enough reliable information to reach a conclusion. **Comment themes** Although critical comments were more common, respondents identified features that worked well: • Truck-friendly mountable curbs and aprons, which give large vehicles additional maneuvering space. • Adequate dimensions at some of the larger roundabouts. • Dedicated right-turn bypass lanes, which allow trucks to avoid portions of the circular roadway. • Designs that recognize the turning and tracking needs of commercial vehicles.

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Freight Roundabout Survey Results Bill Gross, Kevin Haas and Angela Kargel	Kevin Haas said low-profile mountable curbs on inside and outside truck aprons have been standardized for state-highway roundabouts. He attributed these improvements in part to earlier engagement through the Mobility Advisory Committee (MAC) and the SMPAC. Respondents identified several recurring design and infrastructure concerns: • Roundabouts that were too small or had difficult geometry for large commercial vehicles. • Inconsistent dimensions and design treatments among roundabouts. • Inadequate or unclear advance signage and lane guidance. • Center-island height and landscaping that restricted sight distance. • Grades that complicated truck acceleration, deceleration, or navigation. • Speed differentials between trucks and other vehicles entering or moving through the roundabout. • Designs that required commercial vehicles to use an excessive portion of the truck apron. Mark Gibson observed that, despite improvements in ODOT standards, the MAC had recently reviewed a proposed roundabout where a WB-67 design vehicle would have needed to use the entire apron. He suggested that unfamiliar consultants or designers may not always consistently apply the agency's freight-related design expectations. Mark Gibson also emphasized the importance of incorporating the results of the roundabout study into future design manuals. Angela confirmed this work was in progress. **Driver behavior concerns** Bill reported that the largest concentration of survey comments related to driver behavior rather than the physical design of roundabouts. Major concerns included: • Drivers not understanding how to navigate roundabouts. • Failure to use turn signals when exiting. • Driving too closely beside commercial vehicles. • Attempting to pass trucks inside a roundabout. • Aggressive driving and insufficient courtesy toward trucks. • Speeding through or approaching roundabouts. • Failure to recognize that trucks may need both lanes or the truck apron. **ODOT Design practices** Kevin said ODOT has a strong record of incorporating commercial-vehicle needs into state-highway roundabout design. He highlighted the following practices: • Standardized low-profile mountable curbs. • Inside and outside truck aprons. • Freight engagement through regional mobility liaisons. • Project review through mobility-related stakeholder processes. • Regular updates to the traffic and highway-design manuals. • Sizing state-highway roundabouts to accommodate oversized commercial vehicles.

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Freight Roundabout Survey Results Bill Gross, Kevin Haas and Angela Kargel	Kevin noted Oregon's practices are positively featured in the third edition of the national Federal Highway Roundabout Guide, published in late 2023 as National Cooperative Highway Research Program Report 1043. He described Oregon as being recognized nationally for several of its roundabout-design practices. **Planned signage review** Angela said ODOT was preparing an assignment for regional offices to review signage at all state-highway roundabouts. The purpose would be to verify that existing signs meet current guidance and standards. Mark Gibson strongly supported the signage review, particularly for multilane roundabouts, where trucks may need both lanes and other drivers may not understand how to respond. **Driver education and legal requirements** Kevin explained that Oregon law prohibits motorists from overtaking or driving beside a commercial vehicle inside a multilane roundabout. Commercial vehicles are legally allowed to use both lanes when necessary, and regulatory signs are posted on approaches to state-highway multilane roundabouts. ODOT staff also work with the Driver and Motor Vehicle Services Division to update driver manuals. However, Kevin identified a major limitation: most motorists review the manual only when they initially obtain a license and may not see new guidance introduced years later. Expanded testing or retesting would likely require legislative action. Angela read the relevant guidance from the regular Oregon driver manual. It tells motorists not to overtake or pass vehicles, particularly trucks and trailers, within a multilane roundabout; explains that trucks may need to straddle both lanes; and notes that passing or driving beside a truck in a roundabout is illegal. However, after reviewing the commercial driver license manual, Angela said she could not find comparable guidance specifically addressing how commercial drivers should approach, turn through, or maneuver within roundabouts. She identified this as a potential opportunity for improvement. **State versus local roundabouts** Mark Gibson asked whether survey results could be separated by ownership to determine whether city and county roundabouts performed differently from ODOT state-highway roundabouts. Kevin said Oregon has more than 300 roundabouts, but only approximately 21 are on the state-highway system. Most are on city or county roads and may not be designed for oversized commercial vehicles to the same degree as state-highway roundabouts. He cited the Bend area as an example where numerous local roundabouts coexist with a smaller number of state-highway facilities. Angela clarified that the survey did not collect enough ownership-specific information to make a reliable comparison. Respondents were asked primarily about state-highway roundabouts, although they could provide feedback about local facilities if they knew the distinction. **Closing comments** Jana Jarvis thanked ODOT for working collaboratively with the trucking industry, emphasizing that roundabouts remain a significant operational concern for freight carriers.

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Freight Roundabout Survey Results Bill Gross, Kevin Haas and Angela Kargel	Walt Gamble expressed concern that some recently reviewed roundabouts did not meet established standards. He suggested creating a catalog of previously approved roundabout designs that function well for freight, giving designers and reviewers concrete examples to reference during project development. Walt also said that many commercial drivers appear uncomfortable using roundabouts and may not know that they are permitted to use truck aprons. Using roundabouts near Stafford Road as an example, he suggested that even drivers who use a route regularly may not understand the applicable rules or design features. He characterized the high level of commercial-driver dissatisfaction as alarming and urged the group not to treat the survey as a completed one-time exercise. Instead, he recommended continued attention to driver education, design consistency, and industry outreach. Bill identified an additional question that could be useful in a future survey: asking interstate commercial drivers to compare Oregon roundabouts with those they encounter in other states. Such a comparison could help determine whether the concerns are specific to Oregon's designs or reflect broader issues with freight movement through roundabouts. Mark requested that the survey results be distributed to committee members, and Bill agreed to send them.
Work Zone Safety Technical Work Group Informational Updates Justin King and John Hickey	The discussion covered three primary areas: the student billboard contest, suicide-prevention training, and field visits focused on safer work-zone design and traffic control. **Student billboard contest and driver education** John Hickey reported the work-zone safety billboard contest continues to grow. High school students research work-zone safety and design public-awareness billboards, with separate fall and spring participation periods covering different ODOT regions. Winning students receive recognition, a monetary award, and placement of their designs on billboards. Angela Kargel suggested keeping the contest fresh by introducing annual themes and expanding it to include social-media content. David Kim suggested adapting winning designs for websites and social-media campaigns during Work Zone Safety Awareness Month. Participants agreed to explore these ideas further. **Suicide prevention and QPR training** John highlighted the high suicide rate in construction. He recently became certified to provide Question, Persuade, Refer (QPR) training, which teaches how to recognize warning signs, ask directly about suicide, listen, and connect someone with appropriate resources. The Asphalt Pavement Association of Oregon plans to offer free QPR sessions several times a year to industry members and participating ODOT employees. John encouraged organizations to have employees complete the training and to share resources. **Designer field visits** Justin King described a June 17th visit to the OR224 and 17th Avenue-Rusk Road paving project. Approximately 16 public- and private-sector designers observed real construction conditions, including intersection paving, channelization, damaged traffic-control devices, pedestrian and bicycle movements, pavement edges, and the challenges of maintaining temporary accessible routes. Although the group did

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Work Zone Safety Technical Work Group Informational Updates Justin King and John Hickey	not see the originally planned mainline operation, the visit prompted discussion about near misses, drums versus tubular markers, striping and rumble-strip removal, intersection staging, and the limitations contractors face in active work zones. John and David supported additional field visits so designers can better understand how their plans function during construction. **Longitudinal rumble-strip removal** The workgroup also visited an I-5 paving project to examine whether longitudinal rumble strips should be removed during paving operations. Vehicles may move away from the rumble strip and closer to workers, creating very limited clearance between live traffic and construction activities. Justin explained that removal itself creates worker exposure, particularly on short-duration activities, so the group is seeking a balanced approach. John Hickey said discussions with ODOT maintenance staff would continue, with a proposed path forward and possible video presentation at the December meeting. **Portable transverse rumble strips** A visit to paving project evaluated portable transverse rumble strips used in flagging operations. Contractors expressed concerns that the devices moved, were difficult to deploy, and added work-zone setup demands. Field observations showed the newer devices remained in place and provided visual, audible, and physical warnings for drivers to slow down. Justin and John concluded the strips provide a meaningful safety benefit, but contractors need clear expectations and greater familiarity with their deployment. Justin Moderie offered to help communicate the requirement broadly and, where appropriate, directly to individual contractors. Justin King noted that ODOT designers and resident engineers had also been reminded that portable transverse rumble strips are contractual requirements where specified.
I-5 Rose Quarter Improvement Project SB I-5 Closure Debrief David Kim	David Kim reported the SB I-5 bridge-deck rehabilitation was completed safely, ahead of schedule, and with less traffic disruption than initially forecast. The closure demonstrated that intensive advance communication, coordinated traffic management, and continuous construction can deliver major urban freeway work more efficiently than extended partial closures. The work rehabilitated approximately 2,000 feet of the SB I-5 bridge deck through the Rose Quarter. The structure dated to the 1960s, and the surface showed rutting, exposed reinforcing steel, and other deterioration. The project team compared three options: • A single-lane closure • Repeated weekend directional closures • A continuous southbound closure A continuous closure was selected because it offered the best combination of worker and traveler safety, construction quality, cost, and schedule. The other options would have prolonged construction, increased worker exposure and traffic-control costs, and potentially extended the work into 2027. **Traffic and incident management** SB I-5 was closed beginning Sept. 11th, with I-405 serving as the main detour. Access was maintained to the Broadway-Weidler area, while selected ramps were closed to manage traffic flow. Modeling predicted

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I-5 Rose Quarter Improvement Project SB I-5 Closure Debrief David Kim	travel times 2-3 times longer and backups extending into Vancouver. Actual impacts were more manageable: • Traffic was initially lower because travelers responded to advance messaging. • Volumes increased during the second week before reaching a stable pattern. • Employers supported remote work, adjusted schedules, and provided transit options. • More than a dozen new city-system cameras supported traffic monitoring and signal adjustments. • Maintenance patrols, three incident responders, and three staged tow trucks supported the closure. • Tow operators removed more than 25 disabled vehicles during the four-week period. • Oregon State Police assisted with the high-risk traffic-control installation and removal. **Construction work completed** Crews worked around the clock and completed the closure-related work in **27 days**, approximately one day earlier than the four-week contract period. Around 90 people worked on the project, and no safety incidents were reported. Major work included: • Micro-milling approximately two inches from the deteriorated surface • Hydroblasting damaged concrete while preserving sound structural material • Placing approximately 982 cubic yards of new concrete • Curing and texturing the new bridge deck • Reconstructing 27 bridge joints • Upgrading bridge rails and barriers • Installing signs and related infrastructure • Completing maintenance work such as graffiti removal and electrical upgrades **Communications and partnerships** David identified communication as one of the project's three major workstreams, along with traffic management and construction. Traditional media, social media, businesses, community organizations, government partners, the Moda Center, and transportation agencies helped distribute closure/detour information. The City of Portland, TriMet, the trucking industry, the contractor team, and others helped reduce impacts through remote-work policies, transit options, schedule changes, and traveler outreach. **Issues and lessons learned** • Long shifts: Twelve- to thirteen-hour shifts created worker-fatigue concerns. • Traffic-control setup: Installation took longer than expected, and several signs were initially missing or inconsistent with the plan. • Construction access: A school bus mistakenly entered a construction access point after apparently following a nearby detour arrow. Signage was revised to state "construction entrance only." • Weather: Rain caused the loss of a concrete pour, although the contractor recovered the schedule. • Equipment: A forklift breakdown caused an approximately three-hour delay. • Hydroblasting: Crews initially penetrated the deck, then adjusted pressure/operating methods.

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I-5 Rose Quarter Improvement Project SB I-5 Closure Debrief David Kim	• Regional freight outreach: Local truckers received information effectively, but communicating with out-of-state and regional carriers was more difficult. **Next steps** ODOT is analyzing traffic volumes, detour patterns, congestion duration, and diversion to local routes. The agency plans to share lessons with regional partners and apply them to future closures. A similar northbound I-5 closure was tentatively planned for the week after July 4 of the following year.
Member updates (Roundtable) All	**Duplicate meeting invitations:** Marie Dodds asked why members were receiving duplicate calendar invitations from Walt Gamble. Walt Gamble explained that removing old or canceled calendar items appeared to trigger new invitations. Members were advised to rely on the official committee invitation. **Leadership recruitment:** David Kim reported that recruitment for the ODOT director position would pause until after the election so the incoming governor could provide direction. Recruitment for the Region 4 manager had closed, with interviews expected the following week. **Rose Quarter program manager:** said recruitment for the Rose Quarter program manager was paused until after the legislative session, pending greater clarity about future project funding. **Upcoming projects:** David said 25 design packages moved toward bidding in August, creating substantial construction activity. Projects affecting mobility would continue through the MAC review process. **Future in-person meetings:** David recommended holding one or two in-person meetings each year. Walt suggested Oregon State University as a possible venue, with an opportunity to showcase transportation-safety research. The committee agreed to explore the location. Bill asked whether an in-person meeting should avoid the legislative session. Jana said a meeting during session could work, provided it did not conflict with transportation committee hearings. **Next steps:** Members were asked to send possible topics for the next meeting agenda to Bill. David thanked members for their participation and noted that the committee's work was producing meaningful progress.
Action Items	• Bill to provide the committee with a copy of the truck roundabout survey results.