

Oregon Traffic Control Devices Committee

May 18, 2007

Meeting Minutes

Crowne Plaza Hotel
Lake Oswego, Oregon

Members Present: [Alan Hageman](#), Chair, OSP; [Cynthia Schmitt](#), Vice-Chair, Marion County, [Brian Barnett](#), City of Springfield; [Mike Coleman](#), City of Portland; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Joseph Marek](#), Clackamas County; [Eric Niemeyer](#), Jackson County; [Charles Radosta](#), ITE/Kittelsohn & Associates

Members Absent: [Robin Lewis](#), City of Bend; [Joel McCarroll](#), ODOT Region 4

Others Present: ; Debby Corey, Kevin Haas, Katie Johnson, Gary Obery, Chris Rowland, Greg Stellmach, ODOT Traffic-Roadway Section; Craig Black, Angela Kargel, ODOT Region 2 Tech Center; Charles Kettering, ODOT Rail Division; Tamera Abbott, Oregon State Parks; Jim Renner, Oregon Travel Information Council; Nancy Flye, Massoud Saberian, City of Lake Oswego; Karen Odenthal, Jerilyn Wen, Marion County; Chris Tiesler, Kittelsohn & Associates; Randall Wooley, City of Beaverton

Introduction – Approval of Minutes – Additional Agenda Items

Chairperson Alan Hageman, called the meeting to order. He introduced new committee member, Mike Coleman. Mike is a Supervising Engineer/Manager in the Traffic Design Section of the City of Portland's Office of Transportation. There were no additional non-agenda items. Eric Niemeyer then moved to accept the March 9, 2007 meeting [minutes](#), Cindy Schmitt seconded. Ed Fischer asked for discussion regarding the size of the electronic document. The addition of graphic illustration can make for a large document (2 megabytes). Committee consensus was that the minutes are quite useful and readable as now appearing but it would be good to make the e-copy smaller and/or otherwise accessible than in one big email. The size of other meeting background material provided electronically has also been an issue for some recipients – particularly anything over 5 megabytes. Ed said that ODOT will work to address size/accessibility issues. The committee then voted without dissent to approve the March meeting minutes.

Note: Converting the minutes to PDF format prior to transmission cuts a 2 meg (2108 kb) document down to 178 kb so that should resolve the issue. We will also do this with other documents and make them available on line sooner through our FTP site.

NEW BUSINESS

Signing for Small Colleges

Ed Fischer introduced Doctor Gary Andeen, Executive Director for the Oregon Independent Colleges Association. Gary's association is interested in getting ODOT's criteria for signing traffic generators from interstate highways changed as it affects small colleges. ODOT State Sign Policy and Guidelines has developed a step-down threshold from major metro areas at 4,000 enrollment through sparsely populated areas at 1,000 enrollment based on federal guidance on criteria for signing traffic generators from an AASHTO document.



Gary said that the colleges consider the guide sign as a desirable form of advertising Oregon's many colleges and universities on state freeways. They are disheartened that ODOT's criteria means that smaller colleges that don't meet the enrollment criteria are not considered for signing even if there may be potential locations for additional signing. A few grandfathered guide signs for schools like Lewis & Clark add to the frustration. Gary suggested that Oregon doesn't have the same school enrollment numbers as some of the states that would have formed the basis for the AASHTO document. He would like the enrollment threshold lowered to 500 which would make about 20 small private colleges eligible for guide signing.

Ed reviewed background material including Dr. Andeen's [chart](#) of Oregon college enrollment figures, and a [compilation](#) including AASHTO's Guidelines for the Selection of Supplemental Guide Signs for Traffic Generators Adjacent to Freeways. He also went over Washington and California criteria and compared it to ODOT's existing [criteria](#) for signing traffic generators (from the [Sign Policy & Guidelines](#)).

The committee noted that while some states have lowered thresholds such as California (1000 flat rate), there is a need to limit the number of guide signs for low-volume traffic generators because of limited need, sign proliferation and the bandwagon or "me too" effect. Overcrowding of guide signs with other more critical traffic control and information signing is a valid concern. Gary said that some schools have issues with people not being able to find them and in other cases it is more a matter of advertising their presence to local residents.

The concept of making exceptions for colleges that may have events that draw statewide attendance as opposed to the repeated trips of enrolled students drew some committee support. Ed said he was willing to give this further consideration as a footnote exception. Gary thinks something that is less arbitrary would be more acceptable and the committee noted that wherever the line is drawn, someone will find it arbitrary. Gary asked why signs were not taken down for existing institutions that don't meet criteria. Ed said that wasn't likely to happen except when the space is needed for a major traffic generator or other more critical signing. Another issue directly related to additional freeway signing is follow-up signing needed on local roadways to the destination. This



kind of signing adds to strained local sign installation and maintenance budgets. Ed said state policy is to require colleges to pay for initial installation of guide signs. Gary thought colleges would be happy to pay for signs. Cindy noted the era of internet mapping services has reduced the need for destination signing. The committee consensus was that trip generation/traffic generator should remain the primary consideration but some reduction in the enrollment criteria was reasonable.

Decision: Ed Fischer moved to lower enrollment criteria in major metro areas and in rural areas. This would set enrollment at 2500 in major metro and urban areas and 1000 in rural and sparsely populated areas. Further, he moved to change the definition of a major metro area to 50,000 or more population within an urban growth boundary and the definition of an urban area to 5,000-49,999 population within an urban growth boundary. Joe Marek seconded and the committee voted unanimously in favor.

OLD BUSINESS

Sign Policy & Guidelines Update

Greg Stellmach presented [proposed changes](#) to the publication and reviewed proposed changes in Chapters 3-5. The committee acted on Greg's proposed changes as follows:

- Approved the change to Tsunami Evacuation Route Sign No. OD-463
- Approved the new EXCEPT BUS rider - Sign No. OR3-7a
- Delete TRAFFIC SIGNAL FOR LEFT/RIGHT ONLY - Sign No's OR20-2, OR20-2a, OR20-2b and OR20-2c
- Approved the combining of NO LANE CHANGES NEXT XXXX FT/½ MILE except retain as an "OR" (Regulatory), instead of "CR" (Construction)- Sign No's OR22-16 and OR22-17
- Deferred deletion/creation of the following Photo Enforced signs until Legislative adjournment because possible changes in photo radar law are still being considered:
 - 1) RED LIGHT  & SPEED PHOTO ENFORCED IN BEAVERTON – Sign No. OR22-19
 - 2) RED LIGHT  & SPEED PHOTO ENFORCED IN PORTLAND – Sign No. OR22-19a
 - 3) RED LIGHT  PHOTO ENFORCED – Sign No. OR22-20
 - 4) SPEED PHOTO ENFORCED – Sign No. OR22-21
- Approved the new TRAVEL ADVISORY TUNE RADIO 1XXX AM WHEN LIGHTS FLASH – Sign No. OW22-7
- Deferred action on the following Travel Info/Traffic Advisory signing pending update on the ODOT Guidelines for the Operation of Highway Advisory Radio and Travelers Advisory Radio on State Highways:



- 1) TRAVEL INFO TUNE RADIO TO 1610 AM – Sign No. OD12-5
 - 2) TRAFFIC ADVISORY WHEN FLASHING – Sign No. OD12-5a
 - 3) MOTORIST ALERT WHEN FLASHING – Sign No. OD12-5a
- Approved deleting Page 5-12 on Travel Advisory Radio Signing Guidelines which will be covered in the new version of the Guidelines for the Operation of Highway Advisory Radio and other Travelers Information Stations on State Highways
 - Delete NEXT 7 MILES rider – Sign No. OW15-19A (Oregon design not needed because it is in the MUTCD)
 - Delete PLAY GROUND – Sign No. OW15-20 (Oregon design not needed because it is in the MUTCD)
 - Approve the combining of END FREEWAY ½ MILE/END FREEWAY 1 Mile – Sign No's OW6-4 and OW6-4a
 - Approve the combining of END EXPRESSWAY ½ MILE/END EXPRESSWAY 1 Mile – Sign No's OW6-5 and OW6-5a

✓ Action Item – Greg Stellmach will continue proposing updates for the Sign Policy and Guidelines for the July 20th OTCDC meeting.

Non-Functioning Signals Practices

Gary Obery reported back to the committee in follow-up to an incident brought up by Alan Hageman at the [January 2007 meeting](#) wherein a signal controller cabinet was knocked down in a recent crash. Alan had inquired about putting up temporary STOP signing to control the intersection while repairs were made but was initially told by ODOT dispatch staff that ODOT would not install STOP signs. This communication was in error. STOP signs are occasionally installed at dark signals, but only by the ODOT electrical crew once they arrive on site. This is done to minimize the risk of having conflicting indications from the STOP signs and the signal in the interval between when the signal was restored and the STOP signs removed.



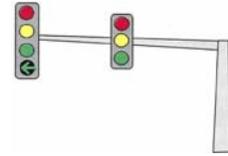
Gary said that the matter will be addressed through an internal email or memorandum to



ODOT district maintenance, electrical and dispatch crews. He provided a [handout](#) to the committee of a draft communication which clarifies current policy of only using these signs as a last resort with signals placed in all-red flash mode by the electrical crew to preclude conflicting signals upon power restoration. The committee discussed the possibility of trying to get legislative work done to address the dichotomy between Oregon law and practice around “dark” signals in the 2009 Legislature.

Protected Left Turn During Railroad Preemption

Gary Obery showed the committee a new ODOT Technical [Bulletin](#) on a new policy requiring a protected green clear-out arrow for the left-turn movement at a highway-railroad grade crossing. This issue was brought up by Charles Kettering from ODOT Rail Section, and it will be implemented in cases where there is not regular protective phasing. This is a first step involving ODOT only. ODOT Rail will eventually fund these for all jurisdictions who need them. The arrow would be dark except when needed for Vehicle, Clear-Out Interval (VCOI).



Changes to Oregon's Supplements to the MUTCD

In follow-up to this subject on the January [meeting](#) agenda, Kevin Haas reported back to the committee on possible [changes](#) needed in the Oregon Supplements to the MUTCD required by the Federal Highway Administration's [response](#) to concerns expressed by Oregon and other states/jurisdictions regarding the proposed "clarification" of the term "Substantial Conformance" in the [MUTCD](#). The document hasn't made any changes to the Oregon Supplement, but it does flag areas where changes may be needed. The Supplements, which are part of the Oregon Administrative Rules, carry the validity of law under Oregon Supreme Court decision. See the case of *Bronson v. Moonen*, 270 Or 469, 476, 528 P2d 82 (1974) ("Administrative rules and regulations are to be regarded as legislative enactments having the same effect as if enacted by the legislature as part of the original statute."). The committee discussed Oregon's previous efforts to comply whenever reasonable with the MUTCD. A further look at possible changes to the Oregon Supplements will be made for the Fall meeting after the Legislature adjourns.

✓ Action Item – Kevin will continue working on this issue in preparation for the September 21, 2007 meeting in Salem.

Future Meeting Dates

The next meeting was scheduled for July 20, 2007. The meeting will be held at the State Fire Marshal's Office Building, Mount Hood Room, [4760 Portland Road NE, Salem](#). {Note: This meeting subsequently cancelled. Next meeting will be September 28, 2007 at Marion County Public Works}

The September 28, 2007 and November 16, 2007 meetings will be held in Salem at Marion County Public Works.

NON-AGENDA ITEMS

There were no non-agenda items.

Meeting Adjournment

The meeting adjourned promptly at noon.