

# Oregon Traffic Control Devices Committee

January 18, 2008

## Meeting Minutes

ODOT Transportation Building

Salem, Oregon

Members Present: [Cynthia Schmitt](#), Chair, Marion County; [Brian Barnett](#), City of Springfield; [Ed Chastain](#), Vice-Chair, Lane County; [Mike Coleman](#), City of Portland; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Robin Lewis](#), City of Bend; [Joel McCarroll](#), ODOT Region 4; [Joseph Marek](#), Clackamas County; [Charles Radosta](#), ITE, Kittelson and Associates

Members Absent: [Alan Hageman](#), OSP

Others Present: Doug Bish, Debby Corey, Kevin Haas, Gary Obery, Chris Rowland, Greg Stellmach, ODOT Traffic-Roadway Section; Angela Kargel, ODOT Region 2 Tech Center; Jim Renner, Oregon Travel Info Council; Ian Amweg, Tom Tushner, Washington County; Orville Gaylor, retired ODOT; Kevin Hottmann, City of Salem; Renee Hurtado, DKS Associates; Massoud Saberian, City of Lake Oswego; Lewis Wardrip, City of Portland

### Introduction – Approval of Minutes – Additional Agenda Items

New Chairperson Cynthia Schmitt, having been issued her new gavel, called the meeting to order. Members and other attendees introduced themselves. Ed Chastain then moved to accept the November 16, 2007 meeting minutes. Charles Radosta seconded and the committee voted unanimously in favor. Ed Chastain and Cindy Schmitt indicated they had non-agenda items if time allowed after the regular agenda was completed.

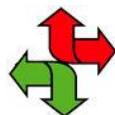


### NEW BUSINESS

Ed Fischer advised the Committee that Mike Coleman is leaving the committee. This opens up a position for a League of Oregon Cities representative. Ed asked members to advise him of any prospective candidates.

### [NCUTCD Meeting and Draft 2009 MUTCD Review Subcommittees](#)

Ed Fischer briefed the committee on the [January meeting](#) of the NCUTCD. Eric Niemeyer, Tom Lancaster, David Lanning, Dan MacDonald, Jim Renner and Ed attended from Oregon.



Various technical meetings included discussions of the proposed changes for the 2009 MUTCD. Ed reviewed a 9-page [list](#) of proposed changes with the committee. He also handed out CD's with the [proposals](#) for members information and use. The committee discussed setting up subcommittees to review each of the



proposals and to identify any issues with the existing proposals or any other changes that the OTCDC might want to recommend to FHWA. The following subcommittees (with additions since identified) were tentatively agreed to. More volunteers are welcome.

Part ~ Description	Primary Contact	Other Committee Members
1 ~ General	Kevin Haas	
2 ~ Signs (reg/warning)	Greg Stellmach	Ed Chastain, Alan Hageman, Kevin Hottman, Joe Marek, Charles Radosta, Julia Wellner
2 ~ Signs (guide/ motorist info)	Greg Stellmach	Brian Barnett (Roundabouts), Ed Chastain, Kevin Hottman, Robin Lewis (Roundabouts), Joel McCarroll (Interstate), Charles Radosta, Jim Renner
3 ~ Markings	Katie Johnson	Rob Burchfield, Ed Chastain, Angela Kargel, Joel McCarroll, Charles Radosta,
4, 8, 10 ~ Signals, RXR, Light Rail	Gary Obery	Brian Barnett, Dave Foster, Charles Kettenring (Rail), Bill Kloos, Jeff Lannigan, Dave Lanning, Joe Marek, Eric Niemeyer, Charles Radosta, Massoud Saberian, Julia Wellner
5 ~ Low Volume	Kevin Haas	Jon Oshel
6 ~ Work Zones	Scott McCanna	Mary Barron, Ed Fischer, Sherri Frank, Anne Holder, Don Morris, Cindy Schmitt
7 ~ Schools	Jan Gipson	Rob Burchfield, Ed Chastain, Angela Kargel, Robin Lewis (Safe Routes), Massoud Saberian, Eilene Wolven, Julie Yip
9 ~ Bicycles	Jan Gipson	Mary Barron, Rob Burchfield, Ed Chastain, Rodger Gutierrez, Robin Lewis, Sheila Lyons, Sue Riehl

Kevin Hottmann said he was available to serve on other subcommittees if needed. Joel McCarroll also said he'd provide two staff volunteers for signals review, Joe Marek said he may have some staff available to serve, and Mike Coleman said the City of Portland could probably provide some staff to help.

Kevin Haas advised that ODOT needs to have comments in to FHWA during the open rule-making process by July 31<sup>st</sup>, so he will need to gather all sub-committee reports by May 31<sup>st</sup>. After the final revised MUTCD is out, ODOT will work on updating the Oregon Supplements to the MUTCD. It was reiterated that any part of the current manual is open for comment/suggested revisions. Further, all local jurisdictions are encouraged to issue their own comments directly to FHWA. It was also suggested that there be some way of advising other agencies of early research on the proposed changes which might help them decide to get involved with rulemaking comments.

✓ **Action Item** – Kevin Haas and other ODOT primary contacts for each subcommittee will begin work to set up meetings and go through the review/response process.

## **OLD BUSINESS**

### **Homebuilders' Sign Kiosks**

Joe Marek returned to a November non-agenda item regarding homebuilders' kiosks. There appears to be a burgeoning national [campaign](#) by homebuilders associations for approval of directional kiosk signs on public right of way. Thus far they have approached Hillsboro. Various other communities are or may soon be getting feelers. Tom Tushner of Washington

County described the proposal and kiosk examples. He also provided a [map](#) of some proposed locations. The association asserts the kiosks will cut down on other signing clutter and say they can run the whole program so it's not a burden on local government. Tom said Washington County has made it clear to the homebuilders that the county isn't going to approve this kind of signing without ODOT approval.

There was no enthusiasm among committee members for allowing the kiosk (advertising) signing in the right of way. Issues raised included readability, driver distraction and therefore safety, precedent leading to equal access demands and inevitable sign clutter/proliferation.

The committee agreed to have an OTCDC position paper drafted and reviewed by the committee before forwarding it to the [Association](#) of Oregon Counties and the [League](#) of Oregon Cities. Safety and principles of signing will be emphasized in the response.

✓ **Action Item** – Doug Bish will produce a draft position paper to the LOC and AOC for the committee to review.

### **Update to ODOT Standards for Disabled Parking**



Greg Stellmach presented a handout of [proposed changes](#) to ODOT's Standards for Accessible Parking places which Katie Johnson put together. He noted that Judge Steve Todd expressed interest on behalf of judges in seeing standards that make understanding and enforcement of the signs better. They will try to include them in the process to facilitate that goal. Greg said there were five things they were trying to do with the document:

1. to incorporate the wheelchair user sign required by the 2007 legislation
2. to update the maximum fine on the sign
3. to answer questions where the previous standards seemed vague
4. to include figure numbers with references in the document
5. to remove the sign design with white background (OR 20-6C)

The committee had concerns with having the fine amount listed on the sign, due to variations in fines assessed by courts in individual circumstances and due to changes in the maximum fine under law. Advocates for the disabled like having the fines listed for a perceived greater impact. The disabilities commission has since been effectively decommissioned by de-funding so ODOT has been staying within the spirit of the law by contacting former members.

The committee briefly considered complying more closely with the MUTCD standard but replacement costs and difficulties achieving compliance of private property owners seemed prohibitive. The committee consensus was to bring the subject back at a later meeting and invite disability rights leaders to attend. The proposal would be to get away from listing fine amounts in favor of something more general such as "subject to towing under ORS 811.620 and fine under ORS 811.615".



Greg explained that the [ORS](#) indicates that the signing standards for this law have to be done in consultation with the Oregon Disabilities Commission, so he felt that the committee could not make a proposed change and vote on it without consulting the Disabilities Commission.

- ✓ **Action Item** – Greg Stellmach will meet with the disability advocates, asking them to discuss the OTCDC proposal on sign changes and to be part of the next OTCDC meeting. He will also work on revising the signs as discussed.

### Wrong Way Entrance on Freeways

Ed Fischer said he wanted to get committee input on a standard to be used on freeway off-ramps but there wasn't sufficient time. Greg Stellmach asked members to review the following handouts for the next meeting:

1. [notes](#) taken from ODOT's wrong-way entrance file
2. a [handout](#) that includes proposed standards, examples from other states, proposed 2009 MUTCD language
3. a [photo](#) of a Wrong Way sign assembly in California and of a [low](#) one-way sign
4. Section 6.28.5 from the ODOT Traffic Manual at [this link](#)



### Sign Policy & Guidelines Update

Greg Stellmach presented a handout of [proposed changes](#) to the Sign Policy. The first four were not acted on as a result of the Standards for Disabled Parking agenda item above. Greg noted that one of the proposed changes to the disabled parking signs was to re-number the OR 20-6 sign to OR 7-8 to correlate with the MUTCD. Other proposals were dealt with as follows:

- Greg passed out [language](#) from the current MUTCD Section 2C.11 as well as [language](#) from the proposed 2009 MUTCD. He also provide a [copy](#) of proposed Table 2C-5 from the draft 2009 MUTCD regarding advisory speed limit plaques for curve warning and truck rollover signs.



ODOT's sign policy currently has its own version (OW-8-12) rather than the W1-13 which has an arrow arcing over the truck indicating direction of curve rather than direction of truck tipping. The MUTCD has had requirement language since the 2003 edition: "If a Truck Rollover Warning (W1-13) sign is used, it shall be accompanied by an Advisory Speed (W13-1P) plaque indicating the recommended speed for vehicles with a higher center of gravity." The problem is there is no guidance on determining the advisory speed to be used. The committee agreed to table the proposed change in favor of making a comment about the requirement for using the W13-1P plaque in the MUTCD review subcommittee.

- The committee approved revisions to the Project ID sign (CG20-8), going away from listing project names towards something more general: YOUR TAX DOLLARS AT WORK. The committee wanted one small change to the completion date (20XX) and a change allowing additional funding partners to be added as separate riders to the main sign. The committee also approved deleting OTIA Project



Identification Sign No. CG20-12. The new design will be used for installations that would have used either the old CG20-8 or CG20-12 signs.

- The committee approved revisions to Sign No. OD-413, WELCOME TO (city) which allows for two lines of city name and prohibits placement on the interstate system, and Sign No. OD-413A population rider with 4-inch legend.
- The committee approved revisions to Sign No. OD-414, WELCOME TO (county) COUNTY 3-line sign that requires county logo to be installed on the face of the sign, also allows an additional logo for an approved statewide or national program, does not allow a population rider and prohibits placement on the interstate system.

### **Portland Transit Mall Signing and Striping**

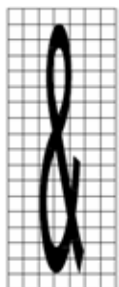
Mike Coleman introduced Lewis Wardrip and Renee Hurtado to speak about the circumstances the City of Portland is facing regarding their downtown transit mall. They are looking at signing and striping to effectively designate lane usage in order to prevent conflicts with buses and light rail trains. They hoped to get committee help in narrowing down options. One issue was signing [options](#) at one-way streets where no turns are allowed. [Another](#) is which sign panel best gets across which turn lane non-transit vehicles should use. Also presented in explanation of their issues and proposed solutions was a circulation [plan](#) and an [excerpt](#) of MUTCD sections that describe one way, turn prohibition, and mandatory lane control signs. The committee did not vote on any recommendations but committee members made individual suggestions.



### **NON-AGENDA ITEMS**

#### Signing and Striping for Shared Lanes

Ed Chastain reported to the committee on a project on International Way in Springfield. It involves the design of a Bus Rapid Transit System which includes three bus rapid transit stations. The existing two lane, two way road with bike lanes will be reconfigured to provide four lanes for vehicles and bike traffic moved behind the curb to a multi-use path. He stated that the two center lanes will be designated for BUS ONLY use with the exception of allowing traffic to share the bus lane to make left turns into existing driveways at designated areas. This would involve use of an ampersand pavement marking. He provided proposed signs and pavement markings to provide motorists with needed information and asked for input. Subsequent to the meeting, Ed



provided electronic copies of sign and striping [designs](#) and preliminary [plans](#) for the roadway. He would like to get thoughts and/or guidance by the next meeting. The committee was concerned about getting outside the purview of the OTCDC and Cindy suggested review of the committee bylaws prior to the next meeting. The signing may be used on the state highway so it may need to be considered in ODOT's Sign Policy. Greg asked if part of the intention was to look at getting the information adopted as part of state policy, so that if used again it would be consistent statewide

### Trailer Mounted VMS Signs

Cindy Schmitt brought up increasing use of these signs in advertising and political campaigns and people calling to complain about them when placed out on private property along the highway. One of the concerns that has been raised is that when the VMS signs are used in this manner they are actually violating Oregon law because they "mimic a traffic control device". Cindy has a work session scheduled on the signs and was looking for ideas on how to approach the issue. Ed said that ODOT hasn't been willing to get involved in what can be perceived as limiting political speech during campaign season. Commercial advertising, if that becomes an issue, may be a different case. The committee agreed that the signs can be a safety issue, especially if they are animated. Restrictions have thus far been tough to enact and enforce. Ed suggested ODOT's Outdoor Advertising Sign Program Technician, Amy Joyce, might be a resource. This issue may become larger and come back to the committee.



### Future Meeting Dates

The next meeting is scheduled March 21, 2008 in Springfield at the City Hall library meeting room. There will be a post meeting walking tour of the Parkway roundabout, followed by lunch at [Aquila and Priscilla's](#) and a return downtown to the Transit Station for an EmX (bus rapid transit) demo by Jim Hanks and Lane Transit. Committee members will be provided a van ride; others may caravan.

A May 9 meeting location in the Portland area has not yet been finalized. The July 18 meeting is tentatively scheduled for Salem, but we are still looking into holding that meeting in Bend.

### Meeting Adjournment

The meeting adjourned at 12:35 p.m.