

Oregon Traffic Control Devices Committee

March 18, 2005

Meeting Minutes

Oregon Department of Transportation Headquarters
Salem, Oregon

Members Present: [Eric Niemeyer](#), Chair, Jackson County; [Joel McCarroll](#), Vice-Chair, ODOT Region 4; [Robin Lewis](#), City of Bend; [Charles Radosta](#), ITE/Kittelson & Associates; [Cynthia Schmitt](#), Marion County; [Randall Wooley](#), City of Beaverton; Doug Bish for [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Rob Burchfield](#), City of Portland; [Joseph Marek](#), Clackamas County; [Alan Hageman](#), OSP

Members Absent: [Ed Fischer](#), Secretary, ODOT State Traffic Engineer

Others Present: Nick Fortey, FHWA; Paul Davis, Kevin Haas, Greg Stellmach, Jan Gipson, ODOT Traffic Engineering & Operations Section; Dan MacDonald, ODOT Rail; Michael Ronkin, ODOT Roadway; Rick Braden, Oregon State Parks; Angela Kargell, ODOT Region 2 Traffic Operations; Ed Chastain, Lane County, Robert Kortt, RDK Engineering; Roger Geller, City of Portland; Tom Larsen, City of Eugene; Terry Hockett, City of Salem; Robert Morast, Washington County; Jon Oshel, Association of Oregon Counties; Orville Gaylor, Retired ODOT; Tim Janes, Advanced Traffic Products

Introduction – Approval of Minutes – Additional Agenda Items

Chairperson Eric Niemeyer called the meeting to order. The committee and other attendees introduced themselves. Rick Braden clarified that the January Minutes report of decision on Willamette Greenway bike route signs approved the sign concept and decisions will be worked out by the engineers. Location of signage was not a part of that decision. Randall Wooley then moved and Charles Radosta seconded, and the meeting minutes for January 21 were approved as written.

NEW BUSINESS

Legislative Update on School Zones

Jon Oshel briefed the committee on HB 2365 & HB 2481 discussions going on in legislative committee. He noted that 20 MPH 24 hours a day was most likely going away but that other details remain to be worked out as the committee deals with the complexity of the issue and public comments received to date. A working group has been formed to come up with a recommended proposal, headed by House Transportation Committee Administrator John Houser. AOC & LOC will be represented on the committee.

Rob Burchfield briefed the committee on the City of Portland's recommendations for the legislation and the committee discussed the issues. City of Portland brought a proposal that they suggested for resolving the issue making the criteria based on locations that are either 30 mph or less or 35 mph or more. Get rid of the concept of adjacent to school grounds or not.

One common complaint is the small size of the hours of operation legend. Question was asked as to who should be determining the hours posted at each location. The committee agreed the plaque size should be on the May meeting agenda.

Suggestion was made that ODOT should do a study prior to the legislation. Jon Oshel said there isn't enough time for a study, the hearing for the proposal is supposed to be April 8th in Bend.

Decision – Rob Burchfield moved that the committee ask John Houser to have two representatives (one city and one county) for the OTCDC added to the workgroup in addition to AOC/LOC reps. Joe Marek Seconded. The committee passed the motion.

Decision – Rob Burchfield nominated Randall Wooley as the city representative for the OTCDC and Cindy Schmitt as the county representative. The committee unanimously agreed.

Decision – Rob Burchfield proposed that ODOT staff set up a video or phone conference for Friday, March 25th at 9:00 a.m. so the committee could decide what the OTCDC would like to see in legislation. The committee unanimously agreed.

Curve Warning Advisory Speed Research Project

Kevin Haas briefed the committee on a proposal for a research project on the establishment of advisory speeds on curves in Oregon. The study would probably begin in July and they will probably solicit the counties for locations that they could use for study sites.

The purpose is to determine the impact of changes to Sections 2C.36 and 2C.46 in the 2003 MUTCD to Oregon's own policies, procedures and guidelines on establishing advisory speeds. ODOT's Research Advisory Committee has decided to fund the research. The study will likely be conducted by Oregon State University. It will be guided by a Technical Advisory Committee which will meet as needed to draft a research work plan and review deliverables at major milestones. Representatives from ODOT Research, FHWA, ODOT Traffic and ODOT Regions have been selected and Ed Fischer suggested the OTCDC nominate Joe Marek to be the OTCDC city/county representative.

Decision – Randall Wooley moved, Cindy Schmitt seconded and the committee approved having Joe Marek as the committee's representative on the Technical Advisory Committee for this research.

Shared Lane Symbols (Bicycles and Automobiles)

Roger Geller gave a presentation on shared lane symbols as used for bike lanes in San Francisco where there is no room for regular bike lanes. Roger provided the committee with a link to a website on this information. This is reportedly a research project but it is not listed as such at FHWA. Rob Burchfield indicated that the city would like to have this shared lane option and would like to see committee support for an experimental project. There was concern expressed as to the symbol being confused with bike lane signing and that jurisdictions might find reason to use this treatment rather than bike lanes when there was no need to.

The shared lane symbols are supposed to be used in locations where there is an inability to provide bike lanes, this isn't meant to be something that can be used instead of a bike lane. The primary reason for using these is to maintain route continuity on routes where there are sections that can not accommodate regular bike lanes. Maintenance of the shared lane symbol would be important, it would also be more challenging since it is going to experience a lot of vehicle traffic.

Since the proposed pavement markings are not in the MUTCD, an experimental approval would have to be granted by FHWA to try it. Nick Fortey said he is inclined to support a research project but needed more details on guidelines, etc. Rob Burchfield will bring back a proposal with warrants for use and non-use of the shared lane symbols. Preferred use for this symbol is on multi lane facilities where vehicles have a reasonable opportunity to pass bicycles that are in the traffic lane. Committee suggested that we may want to adopt policy language of places where the shared lane markings specifically would not be used

⇒ Action Item: Rob Burchfield will bring back a proposal with warrants for use (and non-use) of the shared lane symbols at the May OTCDC meeting.

Short Term Traffic Control Handbook – Deviation from “Intermediate Work Category

Cindy Schmitt reported on the work of the subcommittee to date. She said the subcommittee has about 35 members, with a heavy utility representation. It is hoped that the new handbook can be adopted by the OTC at the same time the 2003 MUTCD and Oregon Supplements are. Participation from city, county or other maintenance workers affected by updates to the handbook is encouraged.

The subcommittee currently favors changing the handbook title to “Oregon Temporary Traffic Control Handbook For 3 Days or Less”. The desire is for a title that covers a wider range of short term projects requiring temporary traffic control changes as defined in the 2003 Manual. Discussions regarding standards for worker safety apparel thus far under the current balance of participants favor wording and possibly new MUTCD supplement that refers to OR-OSHA and ISEA/ANSI standards.

The committee felt the 2003 MUTCD language was adequate and should be relied upon in the new Handbook. It states that flaggers “shall” wear the high visibility Class II safety apparel and other workers “should” if their supervisor or safety officer deems it necessary. This brings up the issue of when the OTC adopts the 2003 MUTCD and when OR-OSHA does. The OTC should be adopting the 2003 MUTCD in June or July but OR-OSHA may not get there for another year or so. The utility representatives on the subcommittee favor referring to OR-OSHA standards rather than the MUTCD, and they prefer to use the smaller Handbook instead of the MUTCD. This is problematic because the 2003 MUTCD is more restrictive than the OR-OSHA-approved Millennium edition. More representation from local governments could help balance this perspective. Cindy encouraged members to make as many of the meetings, which are held every other Monday, as possible.

Cindy briefed the committee on highlights of other proposed revisions to the Handbook. Committee members reported cases of utility workers not believing they had to comply with the MUTCD, or that road authorities can shut their operations down if they don't comply. Cindy suggested that members review the draft when it comes out to be sure that the language covers any such issues.

In-Street Crosswalk Pedestrian “Yield” Signs

Doug Bish reported on ODOT's inclination to change the Supplement to allow these signs due to some folks stopping even when there was not pedestrian activity, such as at mid-block crossings. The committee wasn't enthusiastic about this idea, particularly since the Legislature might still be changing current law before the current session ends and some members weren't sure it would be legal under

current law to use these signs. Some thought that the "Yield" sign would be allowable under the current law but consensus seemed to be that it would not. Rob Burchfield suggested the discussion be tabled until the next meeting.

⇒ Action Item: Committee staff will bring this agenda item up again at the next OTCDC meeting in May for further discussion and possible decision.

Proposed Supplement to Allow REDUCED SPEED AHEAD Signs [Black on White Rectangle]

Doug Bish reported another ODOT proposal to change the Supplements so that these signs could be used in lieu of the W3-5 sign on higher speed facilities. Greg Stellmach also provided proposed wording for the Sign Policy & Guidelines to facilitate this change. The Supplement would add the following wording:

Section 2C.30 Speed Reduction Signs (W3-5, W3-5a)

Insert the following at the end of the section:

Option:

A REDUCED SPEED AHEAD (Insert ODOT Sign Policy and Guideline reference here) sign may be used instead of a Speed Reduction Sign (W3-5 or W3-5a) to warn of a speed reduction from 55 mph or greater on interstate or multi-lane (two or more lanes of moving motor vehicle traffic in one direction) highways.

The Sign Policy would add the following wording:

A REDUCED SPEED AHEAD (OR2-5) sign may be used instead of a SPEED REDUCTION Sign (W3-5 or W3-5a) to warn of a speed reduction from 55 mph or greater on interstate or multilane (two or more lanes of motor vehicle traffic in one direction) highways.

Doug said this was in response to citizen feedback that the speed limit sign depicted in W3-5 was too small to provide sufficient warning. Others said they heard only positive comments. There was concern that this would go back to where a warning sign was used to depict a regulatory message. There was some agreement that the "regulatory" sign was more effective than the warning signs. The committee decided they didn't have data to be sure that the new signs aren't working for most people.

Decision – Randall Wooley moved, Robert Burchfield seconded that the proposed Supplement and change to the Sign Manual not be adopted. The motion was approved 7-3 with Doug Bish, Alan Hageman and Robin Lewis voting against.

Follow-up: Signal Outage During Power Failure

Eric Niemeyer brought up this subject which hasn't seen action since 2003 when the committee agreed to form a subcommittee to craft possible language for the 2005 Legislature. The problem is that Oregon law doesn't state that drivers should treat these as 4-way stops, even though most people think and act like it does. The possibility of ODOT taking the lead or the committee sending a suggestion to ODOT Director Bruce Warner that they do so was discussed. There may be much higher priorities for the next legislative session. Consensus was to drop this subcommittee.

Follow-up: Develop Guidelines for Marking No-Passing through Intersections

Eric Niemeyer brought up this subject which hasn't seen action since 2004 when the committee agreed to form a subcommittee to craft possible guidelines for the subject marking. Consensus was that the

MUTCD already prohibits such maneuvers, and that nobody had the time to go any further with the idea.

Constituent Idea – Red light & Green light Countdown Signals

Randy Wooley informed the committee of a proposal to try the subject traffic accessory that is currently in use in Tehran, Iran. He passed around pictures the citizen took. The committee was appreciative of citizen interest and involvement traffic control issues.

Colored Crosswalks

Robin Lewis brought up a previous discussion by the committee on colored pavement treatments for crosswalks and asked for verification that these were permitted, although not considered traffic control devices – as long as the legal crosswalk markings were also used parallel to the colored or textured crosswalk treatment.

Joint ACTS Traffic Safety Conference/OTCDC Committee Meeting

Eric noted that ACTS Oregon has invited the OTCDC to be part of the subject Safety Conference again, and hold a joint meeting on September 19th at the Salishan Lodge on the Central Oregon Coast near the community of Gleneden Beach.

Decision – Alan Hageman moved, Joel McCarroll seconded that the committee accept the invitation and it was unanimously approved

Church Signing on State Highways

Greg Stellmach brought this up for input from cities and counties, saying that he has been getting some pressure to amend current policy that ODOT does not provide signing for churches on state right of way. ODOT was considering developing criteria to provide directional signing for churches for significant regional attractors. Randy Wooley said that they do not provide specific signing to non-public facilities. Rob Burchfield said they don't unless it is a regional attractor. Washington County and Lane County were also following this policy per the old Sign Policy and Guidelines. It was stated that there hadn't been any changes to the sign policy and guidelines regarding the policy of prohibiting signing for churches. Lake Oswego is said to do the signing, as does Redmond, including on the state highway when the city owns the right-of-way. Philomath also may be involved. Greg thanked members for the information.

Next Meeting Date - May Joint ITE/OTCDC Meeting

Charles Radosta reminded members that the next meeting will be May 20th at the Wilsonville Library. Maps will be forthcoming.

Meeting Adjournment

The meeting adjourned at 12:06 p.m.