

Oregon Traffic Control Devices Committee

June 6, 2008

Meeting Minutes

Oregon State Fire Marshal's Office
Salem, Oregon

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

Others Present: Doug Bish, Debby Corey, Kevin Haas, Katie Johnson, Gary Obery, Greg Stellmach, ODOT Traffic-Roadway Section; Angela Kargel, ODOT Region 2; Tamera Abbott, Oregon State Parks; Jim Renner, Oregon Travel Info Council; Nick Fortey, FHWA; Rob Burchfield, City of Portland; Kevin Hottmann, City of Salem; Eilene Wolven, Washington County


Introduction – Approval of Minutes – Additional Agenda Items



Chairperson Cynthia Schmitt, called the meeting to order. Members and other attendees introduced themselves. Alan Hageman had a reprieve from retirement and will remain on the committee for the foreseeable future. Robin Lewis checked in later via speakerphone. Ed Fischer then moved to accept the May 9, 2008 meeting minutes. Joe Marek seconded and the committee voted unanimously in favor.

OLD BUSINESS

[Draft 2009 MUTCD Review Subcommittees](#)

Kevin Haas coordinated committee review of a revised [spreadsheet](#) detailing subcommittee work on the draft MUTCD revision the committee has been working on for 2009. All jurisdictions are encouraged to also submit their own comments--especially those not included in the committee's final comments--to FHWA. Only the shaded parts of the spreadsheet were recommended by the subcommittees as higher priority comments that should be discussed by the OTCDC. The unshaded parts of the spreadsheet represented lower priority comments as determined by the subcommittees and, in the interest of time, decisions on whether to forward those comments to FHWA will be made by the various subcommittee chairpersons unless an OTCDC member wants to flag that comment for discussion. All comments discussed and approved by OTCDC and those lower priority comments identified by the subcommittee chairpersons will be forwarded to FHWA. 

Gary Obery thanked the subcommittee for its work and then began to review proposed comments to Part 4 (Traffic Signals).



The committee agreed to go forward with proposed submissions on Figure 4C-9 & 4C-10, as well as Section 4C.10 with the exception of removing reference to WB67 in relation to the longest design vehicle.

The committee also approved a comment on Section 4D.04 supporting special traffic signal displays for bicycles in unique applications.

In Section 4D.05, the committee agreed to shorten the comment and stick with two comments allowing continued use of 8" heads until substantial intersection reconstruction enables accommodation of the larger heads, and adding a 4th reason for allowing the use of 8" indications (for small, compact urban intersections with approach speeds of 30 mph or less and just one approach lane).

"Shall" language in Section 4D.13 seemed too restrictive to the committee, not allowing for engineering judgment regarding signal head alignment when approach lane lines don't necessarily meet up with receiving lanes. They agreed this was likely going to be an issue with a significant number of signals nationally. They suggested some tweaks in the language giving the example of the addition of bike lanes over the years contributing to the need for the flexibility of "should" language.

Section 4D.21, part "D" requires following a green arrow with a steady yellow arrow when the right-turn operation is immediately changing from protected to permissive. The committee agreed that the flashing yellow arrow should be allowed to be displayed during and in place of the protected phase steady yellow clearance interval. Since solid yellow means "stop when safe to do so" in Oregon, the Manual should at least allow the FYA as an alternative when appropriate (including potentially conflicting pedestrian movement for right turns).

The committee agreed the "shall" requirement regarding countdown ped heads is too restrictive in Section 4E.07. A "should" is better, or at least exceptions are needed for intersections with rail preemption, extremely short crossings, etc. They also agreed that 3 seconds is too short. Oregon will recommend a longer period of 7 seconds. The committee decided to table the third element regarding Section 4E.07 until further research on the technology, ODOT policy and MUTCD policy can be fleshed out.



Regarding Section 4E.10, the committee agreed to scratch the comment recommending a shorter ped interval minimum. The committee agreed to retain the comment that requiring No Turn on Red signs would be too expensive, too prescriptive. A "may" would be better.

Moving on to Part 8 (Highway-Rail Grade Crossings), the committee agreed that for Section 8B.06, supplemental plaque's should not be required due to the cost and questionable effectiveness. The committee approved recommending a "may" condition instead.

Section 8C.09 was scratched by committee consensus. The committee felt it was better not to prevent any consideration of a traffic control strategy.

Scott McCanna then started review of Part 6 (Temporary Traffic Control). The first item is a suggested correction to Section 6C.08 because downstream taper length language and language

on Figure 6C-3 do not match. The committee agreed to recommend changing text to refer to a downstream taper with a maximum length of 30 meters (100 feet) to match the figure.

The committee agreed that more specific language was needed regarding safeguards, to emphasize incorporating a non-human mechanical fail safe mechanism in Section 6E.06.

Section 6E.08 language regarding problems with use of Table 6E-1 to determine stopping distance in selecting flagger locations was determined not to be an issue worth taking to FHWA. However a recommendation to include language encouraging the inclusion of a flagger escape route and instruction that it not be obstructed by personal vehicles or other roadwork equipment was approved by the committee as a “medium” issue.

The committee decided not to forward the comment on Sec 6F.57 prohibiting regulatory messages on a PCMS.



In Section 6F.60 the committee agreed to request the addition of the “Reflective Barrier Panel” (3M’s “LDS” product) as another tool in work zones. This temporary orange and white application goes on the face of temporary concrete barriers in work zones, to enhance their visibility to the driver. They are not the same color or for the same use as found in Section 3 of the MUTCD for delineation.

The committee then reviewed Scott’s comments regarding the Typical Applications in Part VI of the draft MUTCD. Cindy asked for a copy of [this document](#) to be emailed to the committee. Scott had been working off a document newer than that sent out to members with three new pages and including a Typical Applications spreadsheet. Cindy said it would be helpful to get an updated version of the spreadsheet in the interim between meetings. The committee discussed the format of what will be sent to FHWA, possibly splitting out errata from more substantive comments and questions/clarifications on issues in the draft MUTCD.

Greg Stellmach began the review of issues in Part 2 (Signs). He started with Section 2A.08. The committee agreed that increasing the implementation period for sign replacement to maintain retroreflectivity should not be referred to FHWA.

Section 2A.12 requires research evaluation on symbol signs, without providing guidance on what the research entails. The committee agreed that clarification is needed. Nick Fortey suggested that when the committee wants clarification, it would be well advised to be specific about what they would like to see, rather than just asking for an interpretation which may not result in a desirable response. It was agreed that this item would be forward as of medium importance.

Regarding Section 2A.12 which does not allow symbols from one type of sign to be used on another category, the committee agreed this was not always reasonable and that the “shall” would be better set at “should”. This was raised to high importance.

The compliance period under Section 2A.13 for going to Upper Case Lower Case legend was felt to be inadequate. The committee agreed to recommend that it be changed to 15 years and to lower the level of importance for this item to “low”.

Committee consensus was to accept the recommendation to draw Figure 2A-3 better to show the 6 foot shoulder and define the edge of traveled way in order to clarify the sign size requirements in Section 2A.16. The committee also agreed to seek clarification for Section 2A.19 regarding crashworthy sign supports with medium importance.



The committee agreed not to forward the proposed objection to Section 2B.05 in which Oregon’s RIGHT TURN PERMITTED WITHOUT STOPPING sign rider is replaced by an EXCEPT RIGHT TURN sign rider. The committee felt it was time to stop using the Oregon design and start using the MUTCD version.



Section 2B.06 seems confusing where the word “should” appears to contradict the notion that the stop is always required. The committee felt that it was perhaps awkward but not critical and should be downgraded to low importance.

Section 2B.09 removed language suggesting a YIELD sign as a possible alternative to a STOP sign. The committee agreed to downgrade the importance of this section to medium.

On Section 2B.10 the committee agreed to suggest adding language that if you have a sign mounted on the back of a STOP or YIELD sign, one consideration would be a separate installation of a sign rather than resizing STOP and YIELD signs so that other sign can fit within it’s frame back to back. They also agreed to give this comment medium importance.

Regarding Section 2B.11 prohibiting use of W11-2 sign if there is a R1-5b sign. The committee agreed to propose changing “shall not” to “should not” to allow for engineering judgment and forwarded as high importance. They also decided that deleting the language that allows STOP HERE FOR PEDESTRIANS where there isn’t a stop line or a yield line should be changed to low importance.

The committee agreed with the proposed change to a “may” condition from “should” for use of in-street pedestrian crossing sign in Section 2B.12 and forwarded as high importance.



Section 2B.13 regarding sign notification of statutory speed limits at all entrances to the state and at appropriate jurisdictional boundaries brought up questions as to where it applied and whether it was too prescriptive. The committee decided to ask for clarification with a medium level of importance.

The committee decided not to forward the recommendations for MUTCD Figure 2B-3, Section 2B.19, Section 2B.20, Section 2B.21, Section 2B.22, and Section 2B.23.

They agreed to go forward with the recommendation in Section 2B.33, to delete lines 37-41 with a high level of importance. Section 2B.33 was approved but at a medium level of importance.



Regarding Section 2B.34, the committee agreed that the new symbolic DO NOT PASS sign does not seem clear or obvious. The committee will ask to see studies on driver recognition with the new symbol with a high level of importance.

The legal enforceability of SLOW MOVING VEHICLES WITH 5 OR MORE FOLLOWING VEHICLES MUST USE TURN-OUT sign does not necessarily apply to all states, and the committee agreed that Section 2B-43 should state that. They agreed it would be pursued at a low level of importance.

The committee agreed with the proposal that using fluorescent yellow green pedestrian crossing signs in a roundabout and in general under Section 2C.52 should be permitted rather than required as depicted in Figure 2B-24, 2B-25, and 2B-26 with a high level of importance.

They agreed that Figure 2B-25 and 2B-26 should agree with Section 2B.47 which identifies ONE WAY signs as an option to use in addition to or instead of chevron signs with a medium level of importance.

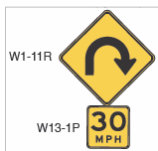
Section 2B.59 would remove the R10-4b sign for PUSH BUTTON FOR ped symbol that ODOT has used at signalized intersections. The committee agreed to object to this with clarification of why and how Oregon uses it and would like to continue doing. They lowered the level of importance for the comment to medium.



The committee agreed with proposals as given regarding Section 2C.03, Section 2C.52, Section 2C.53 and Section 2C.04.

However they decided further research information was needed regarding recommendations to return the distance numbers for speed reduction conditions in Table 2C-4 to those in the 2000 MUTCD. Committee recommended to not forward this comment. ODOT can always choose to adopt more conservative standards for the state highways as part of the sign policy.

In regard to horizontal alignment warning signs in Section 2C.06 which refers to Table 2C-5, the committee agreed that more reasonable standards on ball bank readings and that Table 2C-5 is too prescriptive, which could affect a huge number of curves statewide. The committee feels this section is still a high priority for comment to FHWA but thought it needed more time to rework than was available in the meeting.



Section 2C.10 requires use of advance combination Curve/Advisory Speed signs in accordance with Table 2C-5 if used. The committee agreed this can be impractical in some cases and should not be a “shall”. However, the committee designated this item as low level of importance and struck the last two proposed sentences regarding placement of optional 180 degree curve signs being in a poor location, and should be moved to the location where the TRUCK ROLLOVER warning sign is. The committee also had issues with Table 2C-5 requirements for chevrons and One Direction Large Arrows at speeds of 15 MPH or higher and considered these objections as being of high importance.

The committee agreed with the recommendation on Section 2C.52 but downgraded it’s importance to medium. They agreed with the recommendation on Section 2C.54 and Section 2C.61 with a low level of importance.

There was also agreement on the committee with the recommendation on Section 2D.05 but with the addition of extending the compliance date to 15 years. They agreed that would be wise for the warning signs discussed earlier as well. The committee also agreed with Cindy Schmitt that it should be of high importance to ask FHWA to provide cross references page numbers in the new MUTCD between signs and the language concerning them to increase efficiency through ease of reference.

Section 2D.07 indicates that guide signs should be limited to no more than three lines of legend. The committee agreed that this should be changed to four to be consistent with Section 2D.39 and ODOT’s current practice. They also approved recommendations regarding Section 2D.34, Section 2D.38 and Section 2D.39.

The Committee agreed with recommendations regarding Section 2D.40 to set a standard on roundabout guide sign arrows. They also approved the recommendations for Section 2D.45, for Section 2D.46 with low importance, and for Section 2D.49 with low importance



The committee agreed with subcommittee opinion that Section 2D.52 on wayfinding is way too extensive to entertain as an MUTCD update. It should be pulled and proposed like the retroreflectivity section was reviewed. It does not even give criteria for how to determine if wayfinding signs are even appropriate in a given location. The committee recommended that the section be reviewed again for comments that may be problems if the section is approved as written.

Where Table 2E-1 has signs listed with “varies” for the dimension, the committee agreed that they should be removed because they don’t meet the intent of the standardized designs that are called out in Section 2E.14. They also agreed that the sizes for the exit numbers can be smaller than what the table shows, and suggest that ODOT’s standard be adopted with high importance.

The committee agreed that Section 2E.04 (or possibly another place if there’s one more appropriate) should reference the same language as the Traffic Control Devices handbook from ITE that sign spacing between major guide signs on the interstate should be 800 feet with high importance.

At this point the committee ran out of time and discussed scheduling another meeting to finish up Part 2 and anything else that needs to be wrapped up by the July 18th meeting. (Note: June 24 was subsequently selected out at the Marion County Shops from 9 am to noon.) Ed suggested committee members review the matrix and send them to Kevin and the appropriate subcommittee chairs.

Future Meeting Dates

June 24, 2008 - [Marion County](#), 5155 Silverton Road, NE., Salem)

July 18, 2008 - ODOT Region 4 Office (Bend)

September 19, 2008 - *[Marion County](#), 5155 Silverton Road, NE., Salem)

October 20, 2008 - *(Canyonville, OR)

November 21, 2008 - *

** The ODOT Oregon Transportation Safety [Conference](#) will be held October 20-22 at the Seven Feathers Conference Center in Canyonville. The committee tentatively decided to replace either the September or November OTCDC meeting with the October meeting. We will finalize that decision at our July 18th meeting.*