

# Oregon Traffic Control Devices Committee

July 21, 2006

## Meeting Minutes

Marion County Public Works

Salem, Oregon

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

Others Present: Nick Fortey, FHWA; Doug Bish, Kevin Haas, Katie Johnson, Chris Rowland, Massoud Saberian, Greg Stellmach, ODOT Traffic Engineering & Operations Section; Randal Dale, City of Eugene; Terry Hockett, City of Salem

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

Chairperson Joel McCarroll called the meeting to order. Attendees introduced themselves. There were two additional agenda items. Joe Marek moved to accept the May 19, 2006 meeting minutes, Randy Wooley seconded and they were approved.

### **OLD BUSINESS**

#### **Traffic Signal Policy & Guidelines Update**

Massoud Saberian introduced a "[final draft of Section IV](#)" regarding the update of the 1999 [Traffic Signal Policy & Guidelines](#) on turn signals. Eric Niemeyer wanted to be sure that traffic engineers quantify and consider the delay introduced in protected-only left-turn phasing and the committee agreed that this be included in the update. Cynthia Schmitt pointed out that the heading for categories of sight distance in determining the need for protected only left-turn phasing was more correct in leaving out the word "Intersection" and the committee agreed.

Decision – With minor other corrections, Eric Niemeyer moved, Brian Barnett seconded, and the committee approved Section IV as corrected.

Regarding Section VI regarding Ramp Meters, the committee agreed that the first two sentences in Section VI.B.4 were not needed and should be deleted.

Further concern regarding Section VI.B Emergency Signals was that these are not appropriate in roundabouts. The committee agreed that no signal was really considered appropriate in roundabouts and that the committee should plan to write a policy that covers all traffic control in Roundabouts. In the meantime, the committee agreed with one abstention to clarify that signalization at roundabouts was not supported by the policy.

The committee also agreed to modify the Introduction to the TSP&G to encourage local agencies to use the publication as deemed appropriate by those jurisdictions.

Ed suggested a new item 5 under Section II.B, Special Applications that covers Roundabouts. The item would state that "Traffic signals shall not be used at roundabouts."

Decision – Ed Fischer moved, Joe Marek seconded, and the committee approved the new wording prohibiting signal use in roundabouts. They further agreed that a new document covering all aspects of roundabout operations should be developed.

Decision – Ed Fischer moved, Cynthia seconded, and the committee approved the new Traffic Signal Policy and Guidelines as edited at the meeting.

✓ Action Item – Massoud Saberian will complete the new TSP&G as approved by the committee. It will be available on ODOT's website shortly. A notice will be sent out to all OTCDC members when it becomes available.

### **Passive Hwy-Rail Grade Crossing**

Ed Fischer briefed the committee on a FHWA memorandum on the subject which he and Joel McCarroll have forwarded with a clarifying and supporting memo to all public road authorities in the state. Essentially, FHWA recommends YIELD signs be considered the default choice [standard] for traffic control at a passive crossing unless an engineering study or judgment determines that a STOP sign is appropriate.

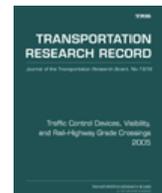
Ed also detailed an [email exchange](#) with Mike Coleman seeking to have the committee agree to amend the Oregon Supplements to the MUTCD so that the YIELD signs be the standard in Oregon. Mike also wanted to simultaneously eliminate Advance Warning Pavement Markings when these signs are installed.

Mike doesn't think the AWPM's are needed by definition if the YIELD sign is in use at the passive crossings and feels that the change in the Oregon Supplement will help to leverage that removal. Since Rob Burchfield and Mike weren't able to attend the meeting and since ODOT's Rail Section should also be involved in the discussion, the committee agreed to take up the matter again at the September meeting in Redmond.

## **Flashing Yellow Arrows**

Ed Fischer briefed the committee on FHWA's interim approval for Flashing Yellow Arrow (FYA) display for protected/permissive left turns and that he has distributed notification to selected cities, counties and traffic engineering consultants throughout Oregon. The standard would be a 4-segment head with the flashing yellow in the 3<sup>rd</sup> segment (one up from the bottom). A three section head can include a bi-modal solid green arrow/flashing yellow arrow in the bottom section if there is a clearance issue.

The committee discussed issues with integration of the 4-segment in areas that already have doghouse signals and results of a study in Transportation Research Record #1918: [\*Evaluation of Flashing Yellow Arrow in Traffic Signal Displays with Simultaneous Permissive Indications\*](#). Ed is willing to sign off on FYA use in doghouse configurations on an experimental basis if there's a demonstrated need. Some members were interested in seeing the report which is linked above.



## **Oregon Temporary Traffic Control Handbook**

Ed Fischer introduced the hot-off-the-press updated Oregon Temporary Traffic Control Handbook, and expressed appreciation for all the work put into the publication, especially by Cynthia Schmitt. The committee readily agreed that Cindy was deserving of the committee's thanks for her extensive and exhaustive work to produce the publication. The electronic version of the handbook can be accessed [on-line](#). A hard copy can be ordered. [Click here for the order form](#). By cooperative agreement with ODOT, the Training & Economic Development Center of Chemeketa Community College in Salem provides handbooks, training classes and Flagger certification cards through the ODOT Work Zone Traffic Control and Flagging Program. They also can supply additional printed copies of the handbook and can be reached at (503 399-5181).

## **Sign Policy & Guidelines Update**

Greg Stellmach brought a number of revised drawings as [proposed updates](#) to the [Sign Policy and Guidelines](#). The committee approved the updated CW23-2 Flagger Ahead symbol sign. The committee also approved the CW20-7B Flagger Next Mile Orange Retroreflective roll-up sign with a wording change to indicate the use of the sign only when the work can move through a one mile segment in three hours or less. This is the same wording that is used in the new orange book (OTTCH). The committee then went on to approve most proposed changes to Chapter 3 on regulatory signing. One exception was to strike the language in 2B.12 prohibiting the use of the R1-6 State Law Yield to Pedestrian (in street) sign. Another was to strike 2B.24 which stated that the words BEGIN and END shall not be used with 2-way left turn signs R3-9a or R3-9b.

The committee discussed the use of the R2-1 SPEED LIMIT 20 sign in school zones. Greg indicated that ODOT has released a technical bulletin indicating that the R2-1 sign will be used in all school zones on state highways in Oregon rather than the OR2-1 SPEED 20 signs. The committee indicated that they would like to retain the use of the OR2-1 sign and requested that the language be changed to indicate that it was only on state highways that the R2-1 sign would be the standard.

The committee agreed to table approval of Sign No. OR 2-1 in order to work on a 30 X 36 "standard" size option. They also agreed further research should be done prior to deleting the High Level Warning Device page 3-40. Other changes were approved as presented. There are minor changes to Chapter 7 which will wait until the next meeting.

Greg also presented a list that detailed minor changes to the sign policy and guidelines that he had discussed with Ed Fischer. The proposal was that these signs could all be accepted by the committee on the basis that the changes are minor and don't require an individual review for each sign design. The committee was encouraged to provide comments on these minor changes if they had concerns.

### **Non-Agenda Items**

Brian Barnett brought up a Springfield request to use VMS signing to advise Duck fans of game day congestion, their bus, park and ride program and locations. He said ODOT's Incident Management Program manager said he couldn't reference the transit district or park and ride locations. Doug Bish said he thought there would be some flexibility under the rules for event control. There can be concern if commercial interests are mentioned in messages regarding park and ride locations. Doug said that ODOT would be willing to work with the city if they can agree on messages that wouldn't appear to be commercial advertising. He also said Galen McGill was willing to have TripCheck work with the city. The plan according to Brian is to catch the attention of people already on the road and change their mind en-route to go park at one of the park and ride facilities. Joel McCarroll suggested that Brian contact Angela Kargell, the Region Traffic Engineer.

### **Next Meeting Date**

The next meeting will be held Monday, September 25, 2006. It will be at 9:00 a.m. in conjunction with the Oregon Transportation Safety Conference at the [Eagle Crest Resort](#) in Redmond, Oregon

### **Meeting Adjournment**

The meeting adjourned promptly at noon.