

# Oregon Traffic Control Devices Committee

September 25, 2006

## Meeting Minutes

### ACTS/ODOT SAFETY CONFERENCE

Eagle Crest Resort  
Redmond, 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

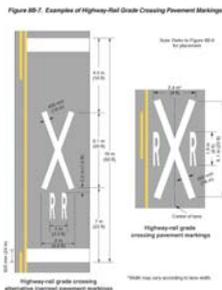
Others Present: Doug Bish, Paul Davis, Kevin Haas, Scott McCanna, Gary Obery, Greg Stellmach, ODOT Traffic Engineering & Operations Section; Charles Kettenring, ODOT Rail Section; Don Bergmann, ODOT Region 1; Craig Black, ODOT Region 2; David Boyd, ODOT Region 4; Rob Burchfield, Mike Coleman, City of Portland; William Brownlee, Jerilyn Wen, Marion County; Cathy Ardanaz, 3M Corporation; Tim Janes, Advanced Traffic Products; Brad Wittler, Wittler LLC Sales & Rentals

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

Chairperson Joel McCarroll called the meeting to order. Attendees introduced themselves. There were three additional agenda items. Eric Niemeyer moved to accept the July 21, 2006 meeting minutes, Randy Wooley seconded and they were approved.

### Passive Hwy-Rail Grade Crossings

Mike Coleman and Rob Burchfield, speaking for the City of Portland, returned to the committee regarding this issue from the July meeting, with their [proposal](#) for OTCDC endorsement of adding YIELD signs and eliminating Advance Warning Pavement Markings (AWPM's) at passively protected railroad crossings. This included [amending](#) the [Oregon Supplements](#) to the MUTCD, specifically affecting [Section 8B.08 and Section 8B.20](#) of the MUTCD. The standard would then be to not have pavement marking at passive railroad crossings. This would reduce the road authority's grade crossing maintenance costs and free up funds for other beneficial



maintenance activities. ODOT Rail Safety Manager Charles Kettenring briefed the committee on the work of ODOT Rail Section to get YIELD signs installed at passive crossings where advisable. He said there is an exception in the ODOT Rail process to not require pavement markings.

 The Rail Section has been proactive in advancing the Stop-Yield program adopted by the National Committee on Uniform Traffic Control Devices. They are replacing crossbucks with highly reflectorized markings and replacing flashing yellow clear-outs with green clear-outs for interconnected traffic lights and working to eliminate the last of the wig-wags, which are holdovers from an earlier era.



He said that Rail Section is aware that there are places that are industrial in nature with very slow speeds, and where switching is being done on spur tracks with a trainman on the ground where it would be quite safe not to have pavement markings. In those areas it is often extremely difficult and expensive to maintain AWPM's. They fully intend to work with Portland on any crossings the city considers a candidate for removal of the AWPM's, however they also feel that they are an essential part of the warning package for motorists. With all the signing and distractions facing a motorist, the pavement of the roadway is seen as a valuable location for the warnings. So in most cases Rail Section wants to keep the markings and they feel maintaining the current regulatory control procedures intact is desirable. They will get together with any jurisdiction and the affected railroads to consider any crossings that may not warrant AWPM's.

Ed Fischer said he agreed with Charles that there are a lot of places where the AWPM's are of value where we might still want to use YIELD signing. He reminded the committee of his [support](#) for the YIELD sign as standard rather than STOP for passive crossings when an investigation doesn't show a safety need for the STOP sign. However he is not in favor of making it the standard to not have AWPM's whenever the YIELD sign is utilized.

Rob Burchfield said the problem is that getting a crossing order that doesn't require AWPM's requires the railroads to agree. The railroads, though, have no reason to go along with something that doesn't cost them any money but may risk some liability. Kettenring agreed that the railroad must agree in order for AWPM's to be omitted. The committee discussed possible modifications to the rules for the diagnostic process/engineering study that would more clearly define when AWPM's might be unnecessary. The City of Portland will work with ODOT's Rail Section and Traffic Engineering & Operations Section to this end. Ed said he'd like the [language](#) he wrote earlier in the year identifying the criteria for STOP and YIELD signs (YIELD sign as Standard and the STOP sign as Option) incorporated in any draft.

The committee further discussed problems with abandoned/inactive railroad lines where the tracks are not removed and it is difficult to identify the responsible railroad or to persuade them to remove the tracks so the crossing may be closed. ODOT Rail Section is willing to have their standard EXEMPT signs installed but these are not generally understood. Portland

would like to have the MUTCD-approved TRACKS OUT OF SERVICE signing and remove any STOP or YIELD signing. Ketterring said that they could change the legend if that was desired but Rail Section would prefer getting the rails out of the road and the crossing closed so people are not conditioned to ignore railroad crossings. Ed said in either case, neither STOP nor YIELD signing would be appropriate. Ketterring said that if the city can establish beyond doubt who owns a set of rails, Rail Section will write an order to have the tracks removed. Ed asked that the option that an EXEMPT or TRACKS OUT OF SERVICE sign not require a STOP or a YIELD signing be looked at by the subcommittee looking at writing revised rules regarding passive rail crossings.

✓ Action Item – The City of Portland will coordinate with ODOT Rail and ODOT Traffic Engineering and Operations Sections on drafting new language to resolve the issues for further review by the committee.

### **Pedestrian Signals at Roundabouts**



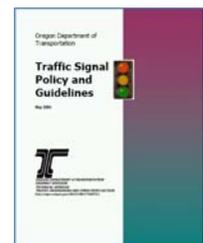
Robin Lewis provided the committee with copies of the [Notice of Availability](#) published in the Federal Register for [Revised Draft Guidelines for Accessible Public Rights of Way involving Roundabout Intersections](#) produced by the United States Access Board. She pointed out the public comment period deadline coming up early next year. With the many technical challenges the draft rules engender, and in view of the timeline and committee meeting schedule, if the OTCDC wishes to voice an informed opinion on the subject, it needs to get started soon reviewing the draft guidelines. Aside from costs and complexity of design requirements, the loss of traffic flow through the roundabout is of concern. The committee discussed the challenges and possible unintended consequences that compliance might bring to roundabout operations and agreed to further review by a subcommittee.



Decision – Brian Barnett moved that Robin Lewis, lead a subcommittee composed of herself, Brian Barnett, Charles Radosta, Joe Marek and Gary Obery to evaluate the Access Board proposal. The subcommittee would report back to the committee with recommendations for an OTCDC response. Eric Niemeyer seconded and the committee voted unanimously in favor.

### **Traffic Signal Policy and Guidelines**

Gary Obery introduced himself as ODOT Traffic Engineering Services Unit's new Senior Traffic Engineer replacing Massoud Saberian. He then introduced the final version of the new Traffic Signal Policy and Guidelines previously approved by the committee and which has had some minor corrections, mostly of a typographical nature since then. If anyone notices any further minor corrections they should contact [Gary](#).



## Sign Policy & Guidelines Update

Greg Stellmach brought a number of revised drawings as [proposed updates](#) to the [Sign Policy and Guidelines](#). The first sign, DON'T LITTER MAX. FINE \$6250 brought on discussion regarding political problems caused by public demand for posting of such signs. Greg said the sign was designed in response to a request from ODOT Region 1, and the State is not intending to use it extensively. The committee agreed that having the sign available doesn't necessarily force a jurisdiction to use it. The majority of the committee agreed to the sign.



The committee agreed to language changes in Chapter 6 Construction and Maintenance signs; Application of Standards, that BE PREPARED TO STOP signs "should be placed in advance of such sign", leaving out the specific distance.

The committee requested some rearrangement of 6F.11 STAY IN LANE sign, and clarification of what roads it may be used on ("local" roadways). This will be rewritten and returned for future approval.

The committee rejected the proposed language declaring for 6F.22 that the CENTER LANE CLOSED AHEAD SIGN is not to be used on the State Highway System. While ODOT doesn't prefer the sign, Ed Fischer didn't want it prohibited either.

Regarding the 6F.43 UNEVEN LANES sign, the committee approved a similar notification that it is not to be used on the State Highway System with an additional note that the ABRUPT EDGE sign should be used instead.

The committee approved the ROAD WORK NEXT XX MILES sign, the END ROAD WORK sign and the END DETOUR sign with the minor change in usage detail: "off the State Highway System" instead of "local roads".

The committee approved the DETOUR with straight arrow sign, with the proviso that some hook arrow designs be added.

The committee desired that the MAX 12' WIDTH sign have a guidance statement about when it should be used be added and brought back for committee approval.

The committee approved the BRIDGE WORK AHEAD and SIGNAL WORK AHEAD signs with a similar change in the guidance that removed the specific distance it should be placed in advance of other signs.

The NO CENTER STRIPE sign received some resistance because of conflict with the Oregon Temporary Traffic Control Handbook For Operations Of Three Days Or Less. Greg will rewrite the guidance with regard to the duration of the signing usage. All other proposed signing changes were approved by the committee and will be incorporated into the Sign Policy and Guidelines.

### **Non-Agenda Items**

Ed Fischer passed out copies of an [Interim Approval Memorandum](#) from FHWA to display more than six specific service logo panels for a type of service. It could be up to 12 logo panels (on two signs) for any one specific service sign on freeways. He said he'd like to know how the committee felt about that and whether Oregon Supplements should be changed to limit it to six panels. There's a [MISA](#) (Motorist Information & Services Association) meeting next month where they will be polling the states on the issue. The committee was concerned that the program is becoming less like a motorist service and more like corporate advertising. Concerns were also expressed about sign clutter, and driver confusion.

Kevin Haas handed out [brochures](#) created by Jan Gipson regarding the new school zone laws and safe routes to school. He said extra copies were available upon request.

Eric Niemeyer displayed a road sign from Germany which utilized graphic arrows to depict left turn traffic yielding to oncoming traffic. He was looking for feedback on how intuitive the sign was. The general response was in the negative.

### **Next Meeting Date**

The next meeting will be held Friday, December 1, 2006. It will be at 9:00 a.m. at the Marion County Shops in Salem, Oregon

### **Meeting Adjournment**

The meeting adjourned promptly at noon.