

Oregon Traffic Control Devices Committee

September 19, 2005

Meeting Minutes

As approved by the committee

Salishan Lodge
Glenden Beach, Oregon

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

Members Absent: [Joseph Marek](#), Clackamas County;

Others Present: Doug Bish, Paul Davis, Kevin Haas, Massoud Saberian, Greg Stellmach, Katie Johnson, June Ross, Jan Gipson, ODOT Traffic Engineering & Operations Section; Brian Barnett, City of Springfield; Jim Jirek, Bill Brownlee, Marion County; Robert Kortt, RDK Engineering; Barry Bruster, Lincoln County Sheriff's Office; Bruce Appleyard, Sera Urban Design; Iris Yeager, Jim Wyffels, GACMCS

Introduction – Approval of Minutes – Additional Agenda Items

Chairperson Eric Niemeyer called the meeting to order. The committee and other attendees introduced themselves. Members discussed possible non-agenda items if time permitted. Cindy Schmitt moved and Rob Burchfield seconded approval of minutes from [July 15, 2005](#). The committee approved.

OLD BUSINESS

Traffic Signal Policy & Guidelines Revisions

June Ross explained draft revisions to Section V on Pedestrian Crossings and Signals of the [publication](#). The committee reviewed them and offered minor corrections

Decision – Ed Fischer moved to approve Section V, Joel McCarroll seconded and the committee approved.

June then explained draft revisions to Section VI on Fire Station Traffic Signals

Similarly, June explained draft revisions to Section VIII on Traffic Signal Preemption and Priority Systems and received committee discussion and input.

✓ Action Item – Massoud Saberian will continue accepting comment and work on updating Section VI and VIII of the Traffic Signal Policy and Guidelines. (June has taken a new job at ODOT's Research Section.)

Shared Use Lane Symbol

Rob Burchfield updated the committee on Portland's progress in experimentation with the Shared Lane ("Sharrow") Marking. He provided committee members with hand-outs of the city's request to the FHWA for permission to do the experiment and letters of support from the city and Congressman Blumenauer.

Previous committee discussion on this subject can be seen in archived OTCDC minutes: [May 2005](#)



NEW BUSINESS

Sign Policy & Guidelines Update

Greg Stellmach had a considerable update to the subject [publication](#). In the interest of getting the most proposed changes approved and published as soon as possible, the committee went over the changes and gave consensus approval for some, and deferred others for further review by the committee. The following revisions were approved by committee consensus:

- Sign No. OR2-5 – New REDUCED SPEED AHEAD sign to warn of a speed reduction on interstate highways
- Sign No. OR2-5D – Deletion of the XX ZONE AHEAD sign which is no longer compatible with the MUTCD change to a warning sign design
- Sign No. OR22-11 – Changes to the fine amount and warrants for the UNMUFFLED ENGINE BRAKING PROHIBITED sign
- Sign No. OW3-5 – New SPEED REDUCTION advance notice sign per [July 2005](#) OTCDC meeting decision
- Travel Advisory Radio Signing Guidelines – Modification of the previous Highway Advisory Radio Signing Guidelines to match the language of the recent update to the ODOT guidelines for Highway Advisory Radio
- Sign No. CG20-7 – Deletion of the Rural Project Identification sign option
- Sign No. CG20-8 – Redesigned Project Identification sign minus contractor, project manager info, allowing more room for project title
- Sign No. CG20-9 – Deletion of Toll Free Project Information sign, no longer an option for highway system
- Sign No. CG20-12 – Modified OTIA Project Identification sign, removing the year “2001” reference
- Sign No. CR1-1 – New design of STOP roll-up sign approved by OTCDC at [July 2005](#) OTCDC meeting
- Sign No. CW23-14 – New CONSTRUCTION VEHICLE DO NOT FOLLOW sign approved at [January 2005](#) OTCDC meeting
- Sign No. OBM1-8 – New SCENIC BIKE ROUTE sign approved at [May 2005](#) OTCDC meeting

Decision – Committee consensus approval was given for all the above revisions to Sign Policy & Guidelines

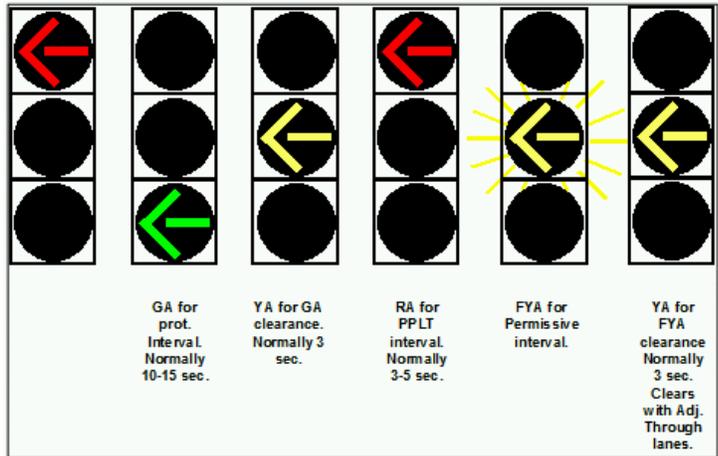
The following revisions were deferred for further committee discussion:

- Sign No. OR2-1 – SPEED XX for off-interstate application only with 25% reduced spacing, standard 30”x36”
- Sign No. OS4-8 – SCHOOL DAYS with Times of Day sign – two font sizes for AM/PM to be reviewed on full sized mock-up at November committee meeting
- Sign No. CW20-7b – FLAGGING DEVICE AHEAD sign for automated flagging devices operated from a location other than the flagging station.

✓ Action Item – Greg will return to the committee on deferred issues; bring back mock-ups, further proposed revisions in subsequent committee meetings.

Retrofits – Flashing Yellow Arrows

Eric Niemeyer updated the committee with slides and video on Jackson County's success in utilizing flashing yellow left turn arrows under a pilot program by the FHWA. The county's innovation, approved by the FHWA for experimentation, is in retrofitting existing 3-head signals rather than replacing them with a 4-head signal. Eric presented the differences between the operations of two types of three-section heads. He prefers the yellow arrow head being used for both the flashing and steady yellow indication. Left turning drivers can see adjacent through signals going to yellow when the flashing yellow arrow changes to solid yellow arrow. This appears to provide sufficient warning that the permissive turn interval is clearing out without a positional change to a 4th head for the solid yellow arrow.



Eric said that drivers seem to have no problem navigating left turns with the 3-head signal. There have been crashes, but none that he attributed to the 3-head left turn signal. Randy Wooley said he only knew of one. Robin Lewis said Bend hasn't had any. Ed Fischer said pedestrian volume needed to be considered when discussing whether to use the flashing yellow phase. Randy said right turns were more of an issue than left turns. Eric said there was a three-second delay built in to protect pedestrians and activation of the pedestrian push-button eliminates the flashing yellow phase. Ed said that ODOT wouldn't allow Jackson County's 3-head configuration on state highways without further research on its operational safety. When there isn't room for 4 heads, ODOT has chosen to go with a bi-modal green-flashing yellow LED head. Others expressed concern of approaching too many options for drivers to understand.

Previous committee discussion on this subject can be seen in archived OTCDC minutes: [July 2001](#), [March 2002](#), [March 2003](#)

Non-Agenda Items

There being no time, non-agenda items did not come up. Ed Fischer announced the availability of handouts on bills passed by the 73rd Oregon Legislative Assembly of interest to Traffic Engineers. Jan Gipson wanted members to know about the publication and distribution of the [Oregon Temporary Traffic Control Handbook](#) (for operations of three days or less).

Next Meeting Date

The next meeting is scheduled for November 18th at 9:00 a.m. It will be held in Salem at the Marion County Shops.

Meeting Adjournment

The meeting adjourned at 12:00 noon.