

Oregon Traffic Control Devices Committee

January 16, 2004

Meeting Minutes

Marion County Shops, Salem, Oregon

Members Present: [Robin Lewis](#), Chair, City of Bend; [Eric Niemeyer](#), Vice-Chair, Jackson County; [Joseph Marek](#), Clackamas County; [Charles Radosta](#), ITE/Kittelson & Associates; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Randall Wooley](#), City of Beaverton; [Rob Burchfield](#), City of Portland; [Cynthia Schmitt](#), Marion County; [Bill Ciz](#), ODOT Region 1; [Jim Rentz](#), OSP

Members Absent:

Others Present: Massoud Saberian, Doug Bish, Paul Davis, Greg Stellmach, Julia Wellner, Chris Monsere, ODOT Traffic Management Section; Ed Chastain, Lane County; Mike Coleman, City of Portland, Kevin Hottmann, Terry Hockett, City of Salem; Robert Morast, Washington County; Rick Braden, Henry Mackenroth, Oregon State Parks; Brian Barnett, City of Springfield; Orville Gaylor, Retired ODOT; Cathy Ardanaz, 3M Corporation

Introduction – Additional Agenda Items – Approval of November 2003 Meeting Minutes

New Chairperson Robin Lewis called the meeting to order. The committee and other attendees introduced themselves. Eric Niemeyer made a motion to approve the [November 21, 2003 meeting minutes](#). Randall Wooley seconded. Minutes were approved.

OLD BUSINESS

No Pass Marking through Intersections

Eric Niemeyer returned to the subject from the previous meeting and referred to documentation that he handed out. He thought there was interest in establishing standards. He said the MUTCD says this SHALL be done where prohibition of passing is appropriate. The definition of "appropriate" in that context then becomes germane, and he also wanted to talk about the part of the MUTCD that talks about "special conditions" - putting no-pass marks on curves and other areas where there are "special conditions". He sees the "SHALL" and Oregon's law that forbids passing in intersections as making the marking in intersections required. His concern is over consistency and whether there may be liability if it's not standardized. He thought some kind of threshold level for requiring the striping.

Issues discussed include possible liability, cost and where a standard threshold for striping would be. The 1985 push from the Feds for the states to do no-pass striping was discussed. It seemed impractical at the time to mark every intersection. Higher speed facilities might be the most logical places to do the striping. The ORS definition of "intersection" is from the extension of curb faces or what's within intersections, not the approaches so it's possible the striping might restrict passing in areas where it actually is legal under Oregon Law. As background Ed Chastain had old file copies from the 1980's when the state contracted with an outside agency to run all the roads in Oregon to determine where the

striping was needed. They only contracted for roads where the speed was 25-55 MPH, for a minimum no-passing zone of 500 feet, a minimum passing distance of 400 feet, and a minimum 110 feet of no passing in front of railroad tracks. The company produced a matrix which was a function of speed versus all the different places where passing is usually inappropriate, including intersections. He noted that Oregon went with the 110 feet for railroad crossings although the matrix suggested 900 feet was appropriate. He thought it may be timely to reexamine current practice as against current statutes and maybe adopting criteria where no pass striping should be used. He was supportive of doing it more on rural than urban areas because they tend to have higher speeds. He said cost was an issue in the 80's and again in the 90's when he brought it up again with ODOT. Eugene and Clackamas County have been striping all their urban streets as no-passing zones. The striping is a traffic control device which should be limited to where necessary. Another issue brought out is that no-pass striping could prevent a driver from passing a slow moving vehicle or bicycle for quite some distance--whether it's safe to do so or not. A high volume of turns at intersections even with good visibility may make them more dangerous for turns than a stretch of road on a horizontal or vertical curve. Jim Rentz, from the law enforcement perspective was in favor of more striping requirements where advisable. Retaining the ability to use engineering judgement was a concern.

After further discussion, although all were not convinced that a prescriptive policy was advisable, the committee agreed to look at possible guidelines for no-passing zone striping.

✓ Action Item – Eric Niemeyer and Ed Chastain will work on drafting criteria for guidelines to bring back to a future meeting. Others may pass on their suggestions to Eric and Ed. They will pass their recommendations on to Cindy Schmitt and Ed Fischer for review prior to it coming back to the committee.

MUTCD Review Groups

Ed Fischer reported on where we are in ordering the perfect bound 2003 MUTCD. Cities and Counties have been notified about the availability of copies which have been ordered at the rate of one per agency. An additional 175 copies have been ordered for those who have indicated a desire for more than one copy.

Another issue discussed was reconstituting the MUTCD review groups as was done for the Millennium edition. Information on significant changes (not necessarily all-inclusive) from the previous version was distributed. The OTCDC needs to decide what Oregon Supplements should be adopted prior to the State adopting the new manual. Previous groupings from the Millennium Edition Review Committee were reviewed, adjusted, and adopted by the panel. Ed felt it was important to have a OTCDC member on each committee. Some names still need to be confirmed and some names are stand-ins for staff. Also, others may join or submit comments to committee members, but below is the preliminary listing.

Part ~ Description	Primary Contact	Other Committee Members
1 ~ General	Jan Gipson	All
2 ~ Signs	Julia Wellner	Ed Chastain, Charles Radosta, Rob Burchfield, Robin Lewis, Bob Morast, Orville Gaylor
3 ~ Markings	Greg Stellmach	Ron Dent, Cynthia Schmitt, Gary Judd, Joe Marek, Rob Burchfield, Bill Ciz
4, 8, 10 ~ Signals, RXR, Light Rail	Massoud Saberian	Charles Radosta, Tom Lancaster, Dwayne Hofstetter, Craig Reiley, Bill Kloos, Brian Copeland, Brian Barnett, Randy Wooley, John Emmons, Tom Larson, Dave Greenburg, Bob Morast
5 ~ Low Volume	Jan Gipson	Ron Dent, Cynthia Schmitt, Gary Judd, Joe Marek, Tory Kinne, somebody from the Tribes
6 ~ Work Zones	Jan Gipson	Mike Mitchell, Scott McCanna, Gary McNeel, Mark Weisenfels, Ralph Johnson, Corey Wilcox, Hap Taylor, Cindy Schmitt
7 ~ Schools	Doug Bish	Gary Judd, Randy Wooley, Mike Coleman, Michael Ronkin, Bob Morast, Deb Hogan, Bill Ciz, Bill Brownlee
9 ~ Bicycles	Doug Bish	Diane Bishop, Rob Burchfield, Robin Lewis, Bill Brownlee, Michael Ronkin

Ed then passed out some information for review by committee members, including a list of activities that the FHWA HQ office is involved in, a brochure on improved mobility for the older population, a pamphlet on the Peer-to-Peer Program (P2P), standard highway signs book, etc.

- ✓ Action Item – ODOT staff will get together with teams and make arrangements to review the 2003 MUTCD.

Senate Bill 179 (School Speed Zones - Update)

Doug Bish passed out the updated questions from the last meeting. They have been corrected and will be posted on [ODOT's website](#), as well as a slide show and a diagram of the three sign combinations for the use and information of jurisdictions and the public. Rob Burchfield reported on a meeting with John Oshel and Christie Munson from local governments to look at changes in legislation so flashing lights could be used at any school zone and fix the double fines issue. They explored the possibility of getting some fixes from a special session of the Legislature - especially for the double fines provision and the flashing beacons. They concluded that there was some hope for flashing beacon changes but not for double fines. Possible language was reviewed. It doesn't appear likely that a special session will be convened this year. Even if there is, the chances of getting something done are not good. The next step is to prepare for the 2005 Legislative Session. The committee discussed the last legislative session and lessons learned for the next time around after SB 179 implementation. A need for a new Oregon Supplement to cover SB 179's new plaque was also discussed. The OAR process takes 4-6 months to implement. An emergency OAR might be an option and ODOT will look into it.

- ✓ Action Item – ODOT staff will look into an emergency OAR to add the "AT ALL TIMES" and school hours plaques to the Oregon Supplements.

Striping Medians & Obstacles

Greg Stellmach referred to a hand-out illustrating detail of the pavement marking for median obstructions and obstacles on roads that include a two-way center left-turn lane. Greg wanted to have some discussion of Section 3B.10 of the MUTCD and how it applies to pavement marking requirements in the detail. There are some access concerns for vehicles that turn onto the roadway or turn off the roadway at locations within the marked area. These obstacles can be very hard to see, particularly on 5-lane highways. Discussion was about the tapered line needed for guiding vehicles away from the obstacle and how it's interpreted in the MUTCD, as well as the need for the striping in the neutral area. MUTCD illustrations don't seem to apply to cases of a center left-turn lane and committee discussion was inconclusive as to whether the striping design should become a standard. Some suggestions for alternate or modified treatments were discussed and the committee agreed to have Greg work with possible alternatives and bring them back to a future meeting for consideration. Anyone having suggestions should sketch them out and send them to [Greg](#).

- ✓ Action Item – Greg will continue to work on the designs for striping medians and obstacles in center left-turn lanes and report back at a future OTCDC meeting.

Bicycle "Scramble" Signal

Rob Burchfield briefed the committee on a non-standard, limited utility project to allow bicycles to transition from a pedestrian or multi-use environment to an on-street environment with a specialized lens and signal phase. A brief description can be found [here](#).

Pager Activated Flashing Beacons

Dave Fulton from [Capital Enterprise](#) gave a Powerpoint presentation and demonstration on a product he distributes for flashing beacon systems. Further information is available at the manufacturer, Eltec Corporation's [website](#).

NON-AGENDA ITEM

None

Future Meeting

The next meeting will be held March 19, 2004 at [Marion County Public Works](#).

The meeting adjourned at 12:00.