

OTCDC Meeting Minutes

January 21, 2000

Members Present: Rob Burchfield, City of Portland; Ed Fischer, Secretary, ODOT State Traffic Engineer; Gary Judd, Chair, Deschutes County; Gary Ludeke, City of Eugene; Joseph Marek, Clackamas County; Charles Radosta, ITE/Kittelton & Associates; Lt. Gordon Renskers, OSP; Cynthia Schmitt, Marion County; Mike Wilson, City of Bend.

Members Absent: Stephen Wilson, ODOT Region 4

Others Present: Lew Garrison, City of Salem, Robert Morast, Washington County; Bill Brownlee, Marion County; Robert Kortt, City of Medford; Orville Gaylor, Doug Bish, Paul Davis, ODOT Traffic Management Section; Michael Ronkin, ODOT Project Support Section

Approval of November 1999 Minutes

Ed Fischer moved and Cindy Schmitt seconded approval of the November 19, 1999 meeting minutes. The Committee voted approval without dissent.

Old Business

Doug Bish reported on progress with draft A Guide to School Zone Safety, since the last meeting, including the latest changes made subsequent to a teleconference with the ACTS School Zone Task Force on January 7, 2000. The document has been renamed A Guide to School Area Safety to make clearer the fact that a school area isn't necessarily a 20 mph zone. Doug was looking for general approval of the tone of this draft for policy purposes. He still has to track down some details.

Doug went on to note other changes to the document and asked if anybody had any concerns.

There was some disagreement about whether to allow riders for both "when present" and "when flashing" to be posted together. After considerable discussion, Rob Burchfield moved, and Ed Fischer seconded approving the draft language. The Committee passed the motion.

The issue of preferring yellow-green fluorescent sign sheeting for school zones was discussed with the concern being that it wasn't always necessary and the wording may not make that clear. A motion was made by Ed Fischer and seconded by Joe Marek to strike the line on Page 8 with the "preferred" wording, and to keep the language on page 12 that includes that wording.

The issue of whether flashing lights should be mounted on the same structure as the school speed sign was discussed, with the concern that this wasn't always necessary or desirable. The Committee agreed that Doug would revise the sentence to remove "should" and replace it with

"preferred method".

The Committee also agreed that the paragraph on marked crosswalks on page 14 should include information on where ODOT Criteria for Establishing Marked Crosswalks may be obtained.

Ed Fischer moved and Joe Marek seconded Committee approval for the substance of the document as revised . Passed without objection.

New Business

Ed Fischer brought up the subject of proposals for legislation from ODOT during the 2001 legislative session as discussed in his previous email. Fleshed out proposals aren't needed yet, just ideas, rough notes. GraceCruncan would like to have this compiled by the first part of February, in about two weeks.

As one of those issues, Ed asked how the Committee felt about whether clarification was needed in the law as to legal requirements in case of a blacked-out signal. Discussion ensued on what was in the Drivers Manual, whether this was a significant issue and the requirements or lack thereof in other states.

Committee consensus was that it was probably better to err on the side of traffic safety over traffic efficiency. Therefore Ed will work on some new language clarifying the all-way stop expectation in the law.

The next, related issue Ed brought up was whether clarifying language for how to traverse a four-way stop was needed. There was some trepidation expressed that attempting to achieve a legislative definition of "four-way stop" could end up in the same kind of political morass that defining "when children are present" has.

On balance, the Committee agreed clarifying language on four-way stops was a worthy goal and that Ed should work on this as well.

Rob Burchfield asked whether the language in ORS 811.260 has been reviewed recently, particularly that regarding green arrow signal indications in (2), since he saw potential problems with confusion. Ed said if Rob or anybody else has suggestions, they should get them to him.

After a break, Ed noted that he had the previous issues down, including a new attempt to define "when children are present" and asked if there were any other issues regarding existing statutes. Gary Ludeke asked about getting language regarding a method of funding graffiti removal from traffic control devices, and about banning use of studded tires. Ed wants to look at fair share referendum being used to perhaps put excise tax on studded tires. Gary said some of his staff asked about law regarding handicapped persons using parking at meters without paying? Lew Garrison said yes, state law permits for under half an hour. Gary indicated the problem is that some people park there all day when there is other handicapped parking available.

Ed will look into whether he can get interest in addressing, although taxing for graffiti may be

outside of ODOT's purview. Graffiti is already a legislative issue according to Rob Burchfield.

Rob Burchfield had questions about speed laws, speed limits, where they apply etc. Ed agreed this was an important area for legislative work. He indicated that questions regarding basic rule, whether posted speeds become limits, etc. are among the issues to be worked out.

Joe Marek asked about legality of bikes passing on the right, on the road shoulder, when there are no bike lanes. A bill on the issue died in the last Legislature. Mike Ronkin said ODOT is neutral on this issue.

Orville Gaylor said that Ed should consider working at getting U-turn rules in Oregon in line with the surrounding states. Orville said Oregon U-turn laws in general should be repealed and responsibility put on driver as in other states. Consensus of group was in agreement with this position.

Ed brought up roundabouts, appropriate operations and driver behavior. There is nothing in current Oregon law on them. Have other states done anything? The problem according to Doug is when dealing with multiple-lane roundabouts. Single lane roundabouts are covered adequately by current law. Bob Morast mentioned state of Florida Laws. Doug Bish and Charles Radosta will let Ed know if they find out anything.

Robert Kortt asked if there was any resolution regarding use of Right Turn Permitted Without Stopping (RTPWOS) signing in Oregon. Ed said it is currently legal in Oregon since federal legislation specifically said it was within MUTCD for the State. Unfortunately, FHWA is interpreting that as a reason to include it in the MUTCD 2000. The same goes for red white and blue stripes in a New England town. Other states are asking about putting in RTPWOS as a result.

Bob Morast asked whether experimental rectangular RTPWOS/STOP signing was approved (a single panel that included the STOP and the RTPWOS signs). The Committee considered it as an option at one point but never did get a consensus to approve.

Ed asked if any interest from Committee regarding further work on RTPWOS signing. The consensus was to leave it alone. Doug indicated he has come up with criteria for when to install RTPWOS signs because of continuing requests for permission to install so they would not be used just anywhere.

Ed Fischer indicated he needs any more legislative issues soon to be ready for Feb of February.

Rob Burchfield asked about clarity of when motorist must stop if pedestrian is in crosswalk, especially in multi-lane streets. Rob said we need a higher standard. Orville says in multi-lane intersections, other vehicle may not see a pedestrian move out. Ed asked who would be a resource on wording any new legislation. Mike Ronkin said Transportation Safety Section was working to produce educational promotional on pedestrian safety. Ed asked Mike to check with him next week as to whether ODOT wants to sponsor new legislation regarding the issue.

Orville Gaylor reported on proposed revisions to the Sign Policy and Guidelines for Jan 2000. There was some discussion regarding orientation of the standard bike rider (symbol) on the bike railroad crossing sign (OBW8-19L), questions about where the school bus turnaround

sign (OS3-2), would be used and current use of population riders. Rob Burchfield then moved to accept changes, Ed Fischer seconded and the Committee approved unanimously.

Orville then detailed the new federal register Update on Proposed MUTCD changes. It was noted that further information on proposed text is available on the web mutcd.fhwa.dot.gov. Cindy Schmitt asked about creating a notebook for members of what was out for comment. Tori Kinne said she had a list that she will pass on.

Orville noted issuance of metric/English MUTCD. It was asked if the State is going to continue requiring metric on design contracts and plans. Ed Fischer said that's the standard and it's not changing that he is aware of.

Orville also noted a recent change in the MUTCD that requires centerline marking on any highway with travel way of 20 feet or more in width with 3000 ADT or more. Edgeline stripes are also required now on roads over 6000 ADT.

Non-Agenda Items

Gary Ludeke noted APWA Spring Conference in Portland on April 5-7 is an opportunity for a joint OTCDC/APWA meeting. Gary Ludeke will check with them as to whether they will fit us in and get back to Gary Judd and Ed Fischer on it.

The joint ITE/OTCDC Meeting should be in May. Craig Black is checking on this; it probably will be May 17th.

Paul Davis noted that Gary Ludeke was re-appointed by the LOC.

Meeting Adjourned at 11:35 a.m.

Next Meeting will be held on March 17, 2000 at 9:00 a.m. at Marion County Public Works, 5155 Silverton Road, Salem Oregon. All interested persons are welcome to attend. To suggest agenda items or for further information regarding Committee meetings, please contact [Paul Davis](#) of ODOT at (503)986-3609.

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