

Oregon Traffic Control Devices Committee

May 21, 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; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Randall Wooley](#), City of Beaverton; [Cynthia Schmitt](#), Marion County; [Jim Rentz](#), OSP

Members Absent: [Charles Radosta](#), ITE/Kittelson & Associates; [Rob Burchfield](#), City of Portland; [Joel McCarroll](#), ODOT Region 4

Others Present: Doug Bish, Greg Stellmach, Julia Wellner, ODOT Traffic Management Section; Brian Barnett, City of Springfield; Bill Brownlee, Marion County; Terry Hockett, Kevin Hottmann, City of Salem; Randal Dale, City of Eugene; Orville Gaylor, Gaylor Consulting

Introduction – Additional Agenda Items

Chairperson Robin Lewis called the meeting to order. The committee and other attendees introduced themselves.

OLD BUSINESS

Sign Policy and Guidelines for School Areas

Julia handed out a revised packet of school zone revisions to the Sign Policy. She also handed out some copies of the first two pages with the changes tracked to show what she'd removed and added since the last meeting. She noted removal of 7B-01 regarding "TRAFFIC FINES DOUBLE" since we'll be changing over to the "FINES HIGHER" sign.

The School Boy Sammie is becoming obsolete although some do still use it. The Sign Policy will leave it as permissible for now.

Many of Julia's proposed changes are just rearranged to conform to the appropriate section. The most significant changes are in 7B.11 School Speed Limit Assembly, in accordance with the SB 179 that's effective July 1st. An asterisk with a new note that similar riders indicating periods of day or days of week may be used in place of the "SCHOOL DAYS/___ AM – ___ PM rider".

Below the schematic is added language to cover the "FINES HIGHER" assembly. The committee discussed whether this rider is okay with the "AT ALL TIMES" rider. Higher fines are permitted only when there is a flasher. The committee agreed to scratch the "AT ALL TIMES" rider in 7B.11 in order to make it clearer that the fines can only be higher if there is a flashing beacon and a "WHEN FLASHING" rider or if a "WHEN CHILDREN ARE PRESENT" rider is in place. Fines are not necessarily

higher -- or higher at all times -- in locations where the school speed limit is in effect "AT ALL TIMES".

The committee discussed the possibility of folding in changes to the Sign Policy and Guidelines with upcoming changes to the MUTCD. Unfortunately with some exceptions the process and permissions required make this impracticable. A possible inclusion of an exception under General Information in 7B.11 allowing for in-street school advance and school pedestrian crossing signs is among changes that must be delayed for now. A revised School Guide draft might also be a place to address some of these issues.

As discussed at the previous meeting, the overhead School Crossing warning sign that included crosswalk lines has been replaced with the non-crosswalk lined version as a supplement to the ground-mounted School Crosswalk Warning Assembly. Existing signs may remain in place (until MUTCD compliance date of 1/17/2011). Julia will be contacting Nick Fortey to see if he thinks these require a supplement to the MUTCD.

Julia introduced pages 7-7 through 7-8 that illustrate proposed sign policy for the first of the three school zone conditions provided for under the new law. Condition "A" is for school zones adjacent to schools within 30 MPH or lower speed zones. Here, she explained the 20 MPH school speed is to be in force at all times. She said that the way the law is written, flashing beacons in these zones may only be used in conjunction with a "FINES HIGHER/WHEN FLASHING" sign assembly. The illustration showed the "FINES HIGHER WHEN FLASHING" sign assembly as being minimum 100 feet after the S1-1 symbol sign and 100 feet before the "SCHOOL SPEED 20 AT ALL TIMES" sign assembly.

Ed Fischer passed out illustrations that Rob Burchfield sent him and asked members to review them.

Placement of the "FINES HIGHER" and "WHEN FLASHING" riders in relation to the flashing beacon brought up much discussion. The general preference is to have the "WHEN FLASHING" rider together with the flashing beacon. However some jurisdictions have invested in flashing beacons placed on the "SPEED 20" assembly prior to the new law that make this very expensive for them to comply with in all cases. In Condition "A" in "AT ALL TIMES" school zones, adding the "FINES HIGHER WHEN FLASHING" rider makes the beacon mean something different than it does in the Condition "B" (school speed zones adjacent to schools in 35 MPH or higher areas) & Condition "C" (school crosswalk not adjacent to school zones). The distinctions may become hard for some drivers to understand.

Decision – After discussing these options and issues in great depth, Joe Marek moved that Drawing 7-7 and 7-8 for Condition "A" be required for new installations but for existing installations, the flasher may remain on the SPEED 20 sign assembly for ground-mounted installations. Then a note or separate drawing will be added to address overhead installations such as Salem's where they could actually use the "FINES HIGHER" sign assembly and the "SPEED 20" sign assembly on the same structure, preferably with the "FINES HIGHER WHEN FLASHING" assembly up on the mast arm with the flasher and the "SPEED 20 AT ALL TIMES" sign assembly down on the pole. The "AT ALL TIMES" rider would have to be part of the "SPEED 20" sign assembly. Ed Fischer seconded and the motion passed.

Randall Wooley had a concern with drawings where the school property line or fence is illustrated as the point from which all signing differences are measured off. Since not all school zones cover the entire school property, he thought this was misleading. The committee decided that this could be clarified by changing the three-asterisk footnote wherever appearing to read:

****Locate the School Speed sign assembly at the beginning of the school speed zone, which is typically established by an engineering study 100-200 feet from the school property line or the school crosswalk.*

Julia then went over the Condition "B" drawings on pages 7-9 and 7-10 for school zones adjacent to school grounds within speed zones of 35 MPH or higher. She noted that the FINES HIGHER rider is only permitted in conjunction with the flashers and "WHEN FLASHING" rider. The 3-asterisk language shown above will also be added to these pages. The committee had no objections.

Following that Julia briefed on Condition "C" drawings on page 7-11 for school crosswalks not adjacent to school grounds. The committee agreed to some modifications to the page to simplify and show that the "FINES HIGHER" rider can be used either in conjunction with "WHEN FLASHING" or with "WHEN CHILDREN ARE PRESENT" which only means when children are at the crosswalk, in the crosswalk, or there's a traffic patrol member. It cannot be used in conjunction with the Hours Posted plaque DAYS" rider.

Page 7-15 is to show that school warning signs can be used to bracket a school facility without a school speed zone to make drivers aware of the school location. The committee agreed that the fact that this sign arrangement is optional.

For drawings of Sign OS4-8, on page 7-17, the committee agreed that "or similar" should be added to the description so that folks know that "SCHOOL DAYS with Times of Day sign isn't the only permitted wording.

Page 7-22 was only changed to replace "reflective" with "Retroreflective" sheeting.

Page 7-25 is the existing "END SCHOOL ZONE sign, with a new sign number to eliminate a duplicate use of old sign number.

Page 7-26 is the new "FINES HIGHER" sign that replaces the "FINES DOUBLE" sign. It's square as shown in the new MUTCD. It will be the primary sign in the "FINES HIGHER" assembly. The committee agreed that the "AT ALL TIMES" option should not show up in the description and it will be dropped.

Page 7-27 simply combines the "SCHOOL" Rider with the "SPEED 20" rider as an option, and Page 7-27 does the same plus adding the word, "LIMIT"

Decision – Ed Fischer moved to approve all changes as discussed. Joe Marek seconded and the motion passed.

✓ Action Item – Robin asked that members be notified by email when the changes are available on the web and Julia said she would do so.

NON-AGENDA ITEMS

Eric Niemeyer suggested a field trip be part of the July meeting in Medford to observe an intersection in operation with a flashing yellow arrow. The committee agreed to this. Eric will schedule a bus trip at noon. The Oregon Supplements to the new MUTCD will be on the agenda, so we may have to do it a little later than that.

Orville asked if the committee wanted to take up the "NO PASS" pennants at the next meeting. Ed suggested the Part 2 subcommittee ought to take it up and assess whether or not we should continue to prohibit their use in Oregon or whether we might set guidelines for some limited use. Cynthia reminded members that what's new in Chapter 6 on work zones is a requirement to sign the beginning and end of every no-pass zone when striping is not yet in place.

Members agreed philosophically with Joe Marek that Oregon should move as much as possible to full compliance with the MUTCD unless it conflicts with state law or is otherwise unpractical.

Future Meeting

The next meeting will be held July 16, 2004 in Medford.

The meeting adjourned at 11:40 a.m.