Membership Changes

- Alex Georgevitch, City of Medford was elected chair for 2016 in November of 2015.
- Julia Uravich, Marion County was elected as vice-chair for 2016 in November of 2015.

Committee composition at the beginning of the year consisted of Alex Georgevitch, City of Medford, Chairperson; Julia Uravich, Vice-Chair, Marion County; Bob Pappe, Secretary, ODOT State Traffic Engineer; Brian Barnett, City of Springfield; Mike Caccavano, City of Redmond; Ed Chastain, Lane County; Jeff Lewis, OSP; Joseph Marek, Clackamas County; Pam O’Brien, DKS Associates; Jeff Wise, ODOT Region 5.

- Ed Chastain, Lane County and Joseph Marek, Clackamas County were reappointed by the Association of Oregon Counties to three year terms in October, 2016 after the last meeting held for the year.
- Karl MacNair, City of Medford was appointed by the League of Oregon Cities to a three year term in October, 2016 at the end of the term of Alex Georgevitch, City of Medford.

Traffic Control Device Decisions, Discussions and Recommendations

- Heard a proposal to replace SHARE THE ROAD plaques in conjunction with bike symbols with ON ROADWAY sign plaques. Recommended ODOT state in the Sign Policy & Guidelines the OW1-5 ON ROADWAY plaque is preferred over SHARE THE ROAD plaques on all warning signs in Figure 2C-9 of the 2009 MUTCD.

- Reviewed the history of a proposal for Work Zone Bike Accommodation signing to guide bikes into the roadway from road shoulders when under construction. Passed a recommendation for the bike symbol, the pedestrian symbol and pedestrian/bike symbol signs with text and the upwards left/right arrows.

- Reviewed the history of Project ID signs and issues with the size and cost of the bigger, wider signs with “Keeping Oregon on the Move” slogan plaques and public concern these were wasteful public relations expenditures. Agreed with proposal to replace with a smaller sign without the slogan; replacing it with “ODOT” and the “Flying T” symbol (and possibly including other funding partners where appropriate).

- Heard a report on the January NCUTCD Meeting, in Arlington, Virginia. Links within the linked document go to various supplementary web pages, videos of information. It does not appear there will be a new MUTCD out until about 2019 at this point.
Reviewed an updated draft of Fixed Photo Radar Camera Guidelines for State Highways, discussed last in 2015. One of the modifications was to allow ODOT to ask local jurisdictions to install the FPR’s or visa-versa, following the same procedure. Committee consensus was in favor of the document as presented.

Reviewed ODOT’s letter recognizing the National Association of City Transportation Officials (NACTO) Urban Street Design Guide as one tool which can be applied in conjunction with other state design guides to fulfill [ODOT’s] mission of developing and designing streets and public spaces in a safe and sustainable manner.

Were briefed on a proposal to allow for making the flags an optional component for roll-up signs. Since fluorescent roll-up signs are now generally used for temporary signing the flags are redundant when the flexible signs are used. Therefore, he asked and received OTCDC support for changing use of flags to optional.

Discussed and gave input to the newest draft Guide to School Area Safety in regards to four issues still under review. Later recommended approval of the final revised document which will be made available to local jurisdictions, interest groups, the LOC and the AOC.

Briefed by Dennis Mitchell on the Active Traffic Management employed on OR 217 in Beaverton, Tigard and Lake Oswego (Washington and Clackamas Counties).

Discussed the history of PHB’s starting with the first approval of them by FHWA in the 2009 MUTCD and some typical PHB installations in Oregon. Reviewed Representative Peter DeFazio’s July 12, 2016 letter urging ODOT to mandate uniform standards for cities and counties when installing traffic devices at pedestrian crosswalks. Reviewed ODOT’s response to Representative DeFazio.

Reviewed ODOT’s research project, Smart Red Clearance Extensions to Reduce Red Light Running Crashes published earlier this year. This research was aimed at red light running crashes and developing best practices for detector placement and signal timing settings to maximize the benefits of the red clearance extension feature.

Heard a report on the June 6-10 NCUTCD/AASHTO SCOTE meeting in Savannah, Georgia. The NCUTCD committee had it clarified by FHWA they are advisory to FHWA for the MUTCD.

Agreed with revisions (in January, 2016) to the Sign Policy and Guidelines. These Policy Updates can be reviewed on the SP&G webpage or in the monthly meeting summaries for the OTCDC.