

OREGON TRAFFIC CONTROL DEVICES COMMITTEE

2022 ANNUAL REPORT SUMMARY

January 1, 2022 – December 31, 2022

Committee composition at the beginning of the year consisted of [Janet Hruby](#), Chair, City of Bend; [Patrick Marnell](#), Vice Chair, Q-Free; [Mike Kimlinger](#), Secretary, ODOT State Traffic-Roadway Engineer; [Brian Barnett](#), City of Springfield; [Laurel Byer](#), Benton County; [Michael Iwai](#), Oregon State Police; [Joseph Marek](#), Clackamas County; [Karl MacNair](#), City of Medford; [Jeremy Morris](#), Klamath County; [Jeff Wise](#), ODOT Region 5

Membership Changes

- ✓ [Sergeant Billy Bush](#), was appointed by the Oregon State Police as their representative to OTCDC January 24, 2022, replacing Lieutenant Michael Iwai. He first appeared at the November 18, 2022 meeting
- ✓ [Jered Carpenter](#) of ODOT Region 3 was appointed by ODOT as ODOT's representative to OTCDC on January 24, 2022, replacing Jeff Wise, from ODOT Region 5
- ✓ [Kevin Haas](#) was appointed Interim Secretary to the OTCDC on April 1, 2022 when Mike Kimlinger was appointed ODOT's Interim Chief Engineer
- ✓ [Joseph Marek](#) was reappointed as AOC OTCDC representative on November 1, 2022
- ✓ [Patrick Marnell](#), Vice Chair, Q-Free was elected November 18th to OTCDC Chair in 2023
- ✓ [Karl MacNair](#), City of Medford was elected November 18th to OTCDC Vice-Chair in 2023

Traffic Control Device Decisions, Discussions and Recommendations

Note: All links to documents on our FTP site need to be opened via Internet Explorer (copy link, enter in Internet Explorer browser)

- ✓ Marie Kennedy gave her presentation updating the VMS Manual for ADA compliance and with other changes.
- ✓ Kevin Haas introduced the topic and asked to speak to Roundabout signing. Frank presented information on best practices for pavement marking for Roundabouts. Marie

Kennedy presented information on signing Roundabouts. Attendees provided further information and asked clarifying questions.

- ✓ Mike Kimlinger reported status of the new MUTCD publication. The NPA and then the IIJA which came out for funding indicates the MUTCD team has until about January to March of 2023 before they are required to publish the MUTCD. This is in conjunction with the way the PROWAG rulemaking is moving forward. It's anticipated PROWAG will have a final rule in September time frame. There are provisions in PROWAG, if it does move forward as written, which will need to be incorporated into the current new version of the MUTCD. They intend to do this for those things in PROWAG Rulemaking which affect traffic control devices and pedestrian use. In the new funding package (IIJA) the MUTCD will be updated more regularly. More to come on this as we get past this first NPA and move into the timeline of the new federal funding package.
- ✓ Eric Leaming reviewed what progress there is in generation of a new MUTCD and then Oregon's supplements. Congress gave FHWA a May 15, 2023 deadline to publish an update to the MUTCD (in IIJA). The latest status update from FHWA on the next MUTCD is from March 2 - they're working through the comments from the NPA. For the OR Supplement, OTCDC's work will depend on the scope of what FHWA Oregon Division is willing to accept for the supplement. Before we launch into developing the next supplement (after FHWA issues their final rule for the next MUTCD), it would be good to hear from FHWA Oregon Division on the matter. We'll also need OTCDC members to help serve on subcommittees to develop the next Oregon supplement.
- ✓ Laura Prusakiewicz updated the committee on her work to date on the speed zoning delegation process. Laura shared images of the current state of the Delegation Request form and the updated Speed Zone Manual. These documents, along with training videos on the speed zoning process will be available on ODOT's website.

Those who seek delegated authority to set their own speed limits will be required to do all investigations and orders for their jurisdiction. While ODOT will remain available for general assistance in the process, the jurisdiction will not be able to "pick and choose" which investigations to do in house and which to request ODOT complete. (Note: Jurisdictions are still able to do their own investigations and submit them to ODOT for review and adoption/issuance of orders by ODOT, without seeking full-delegated authority. This includes using the new, slightly abbreviated Alternative Method investigation reports. Please contact ODOT Speed Zoning via email at ODOTSpeedZoning@odot.oregon.gov for more information.)

Smaller cities who want to use their contracted on-call engineering firms may do so after going through the training. Any city seeking delegated authority must designate a registered professional engineer in Oregon to sign the investigations and orders for the city. If there is a change in the designated engineer ODOT must be notified of the change and the new engineer will need to complete the necessary training before signing investigations and orders.

- ✓ Marie Kennedy discussed the proposed R4-19 regulatory “3 FT MIN TO PASS” with bike symbol in drafts of the new MUTCD. ORS 811.065 doesn’t specify a minimum distance to keep from bikes, specifying only “a safe distance”, so we can’t use the R4 19 sign. Also, the standard bike symbol doesn’t seem to be as intuitive as possible symbol signing alternatives reviewed in a pooled fund study a while back. A pooled fund study looked at 6 possible signs including non-standard bike symbols, those results were shared. The Bike-Ped Committee preferred a head-on bike symbol to the standard bike symbol. OTCDC members also preferred those signs, although agreeing it needs to be rectangular black on white regulatory sign blanks. Kevin Haas noted we could request a pooled fund study alternative from FHWA and have it approved without much resistance to the non-standard symbol in this way. Marie will take this matter to ODOT’s TOAST (Traffic Operations and Standards Team) and get back to the OTCDC in a future meeting.
- ✓ Marie Kennedy introduced the subject of how jurisdictions sign intersections, whether with guide signs or warning signs. She’s reviewed how other states handle this issue, which she illustrated and asked for feedback from committee members on the matter. The answers seem largely dependent on whether the desire is to warn or guide motorists. Marie intends to bring the subject to ODOT’s TOAST committee next before bringing back to the OTCDC at the next meeting for review and then settling on guidelines for the Sign Policy and Guidelines.
- ✓ Chris Primm reviewed proposed updates for the 2022 Traffic Signal Policy and Guidelines and upcoming proposals regarding the publication. He also reviewed proposals for changes to the 2023 Traffic Signal Policy and Guidelines.
- ✓ Chris Primm briefly reviewed the history of change of clearance intervals. He then discussed ITE’s 2020 recommended practice which revises to ‘Extended Kinematic’. He said ODOT thinks the magnitude of the change interval violates driver expectancy and will lead to increase of red light running violations at intersections which use ‘Standard Kinematic’. See handout entitled Change and Clearance Intervals.pdf* in FTP folder

ODOT has joined 25 other agencies in a pooled fund study to revisit change interval timing. Upon conclusion of the study, ODOT will revisit its policies. See this decision in Technical Advisory TR22-01(A).

Peter Koonce reviewed Portland’s history on the issue and the ITE decision about ‘Extended Kinematic’ happening without a vote by the ITE panel. The ITE decision doesn’t comply with the current MUTCD and it’s questionable if it will increase traffic safety.

- ✓ Eric Leaming noted [IJA](#) directed FHWA to update the MUTCD by May 15th of next year. Nick Fortey agreed this is what’s scheduled, which would make the final rule thirty days after May 15, 2023. But he could give no other hints because it’s all in the regulatory review process. Retro-reflectivity of signs and striping due to a COVID-era change to the MUTCD is something rural counties are contending with, including

purchasing retro-reflectivity meters. Nick Fortey volunteered to collaborate with ODOT to hold a workshop for jurisdictions to look at issues and options moving forward.

- ✓ Eric Leaming said there will be updates to [Fixed Photo-Radar Camera Guidelines](#) and [RLR Camera Guidelines](#) in accordance with recent legislative action and for housekeeping issues. The publications will be taken down in January 2023 and added to the [Traffic Manual](#).
- ✓ Marie Kennedy introduced new official language on Intersection Warning Signs (W2-1 through W2-8) into the Sign Policy and Guidelines. Karl MacNair suggested fixing a couple small glitches. Laurel Byer had another and Brian Barnett had one more, all of which Marie agreed to. The committee voted approval as modified
- ✓ Marie Kennedy reviewed planned revisions to the Sign Policy and Guidelines on January 2, 2023.
- ✓ Laura Prusakiewicz gave a short update to speed zone procedures. Any jurisdiction which decides to seek delegated authority to set their own designated speed limits must do all such for their jurisdiction. There won't be an ability to pick and choose in this regard. This work will be under the authority of a designated registered professional engineer and subject to oversight by ODOT for the first ten investigations and review every five years thereafter.
- ✓ Kevin Haas reported on interim fill-in for Mike Kimlinger since he became Interim Chief Engineer and through transition until we get a permanent Chief Engineer with Angela Kargel and Heidi Shoblom filling in as the replacement for the Chief Engineer process looks like it will be ongoing for a while. The Annual TRB Meeting is coming up as well as the NCUTCD. Eric Leaming will be taking over NCUTCD representation for Mike this year.

