

# Oregon Traffic Control Devices Committee

July 15, 2022

Hybrid TEAMS-TLC Meeting

## Meeting Minutes

*Members Present via TEAMS:* [Janet Hruby](#), Chair, City of Bend; [Brian Barnett](#), City of Springfield; [Laurel Byer](#), Benton County; [Jered Carpenter](#), ODOT Region 3; [Karl MacNair](#), City of Medford; [Joseph Marek](#), Clackamas County; [Jeremy Morris](#), Klamath County *Members Present in person:* [Patrick Marnell](#), Vice Chair, Q-Free; [Kevin Haas](#), Acting for [Mike Kimlinger](#), Secretary, ODOT State Traffic-Roadway Engineer

*Members Absent:* [Sgt. Billy Bush](#), Oregon State Police

*Others Present via TEAMS:* Fahad Alhajri, Brendan Baggett, Frank Belleque, Roger Boettcher, Craig Chadwick, Rodger Gutierrez, Katie Johnson, Angela Kargel, Marie Kennedy, Justin King, Christina Lafleur, Eric Leaming, Sarah, McCrea, Christina McDaniel-Wilson, Gary Obery, Christopher Primm, Peter Schuytema, ODOT; Tina Bailey, City of Hillsboro; Scott Beard; Kittelson; Christopher DeLorto, Maggie Lin, HDR; Erica Edwards, Sarah Owens; Washington County; Steve Gallup, Lane County; Terry Hockett, Kevin Hottmann, City of Salem; Bret Jones, City of Eugene; Jabra Khasho, City of Beaverton; Peter Koonce, Matthew Machado, Charles Radosta, City of Portland; Jason Lindland, Timothy Plummer, OSP; Scott Miller, City of Springfield; James Philp, Jackson County; Massoud Saberian, TAI *Others Present in person:* Scott Cramer, Laura Prusakiewicz, ODOT

### **Policy Bullets for Further Dissemination:**

None

\* **Note:** the process for gathering documents from the FTP site has changed. Internet explorer is no longer supported by Microsoft and therefore it cannot be used to access ODOT's FTP site. So we can't give links to these documents in the text of these minutes. Instead please copy and paste the link ([ftp://ftp.odot.state.or.us/OTCDC\\_SHARED/OTCDCMeetingRefDocs/July\\_15\\_2022\\_OTCDC\\_Handouts](ftp://ftp.odot.state.or.us/OTCDC_SHARED/OTCDCMeetingRefDocs/July_15_2022_OTCDC_Handouts)) into a Windows File Explorer window. You will not be able to double click a document to open it, instead you will have to copy any necessary document to your local network or computer and then open it from there.

### **Introductions/TEAMS Orientation/Approval of Minutes**

Chair Janet Hruby called the meeting to order just after 9:00 a.m. Members introduced themselves and shared the major projects they are working now. Other attendees logged in to Teams chat as their introduction. The 1\_28\_2022\_OTCDC\_Minutes\* were approved after motion by Patrick Marnell, second by Brian Barnett.

## **Public Business from the Audience/NOA Items**

None

## **Update on the MUTCD and OR Supplement**

Eric Learning 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.

## **Update on Speed Zoning Delegation Process**

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. Training videos will be accompanied by the below supporting PowerPoints:

- |   |  |
|---|--|
| 1. Intro to Speeds in Oregon                  | 5. Determining Allowable Speed Range – Rural |
| 2. Delegating Speed Zones to Road Authorities | 6. Determining Allowable Speed Range – Urban |
| 3. Engineering Study Process Overview         | 7. Determining a Recommended Speed           |
| 4. Determining Context                        | 8. Producing a Speed Zone Order              |

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](mailto: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.

## **Discussion on the “Give Space to Bikes” Sign**

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. Email further comments to [Marie Kennedy](#). See handout entitled [GiveSpaceBikes.pdf\\*](#) in FTP folder.

## **Discussion on Proposed Guidelines for Intersection Warning Signs and Guide Signs for Intersections Ahead**

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. Email further comments to [Marie Kennedy](#). See handout entitled [Signing for intersections.pdf\\*](#) in FTP folder

## **Continuing Agenda Item: brief reports from committee members relaying whether or not their local traffic control device meetings feel ODOT, through the OTCDC is helpful to their local operations**

Kevin Haas reviewed some of the interim management moves in ODOT as some managers retire and others temporarily take their places while recruitment for permanent replacements goes on. Mike Kimlinger is one of those filling in for ODOT's Chief Engineer. Kevin Haas and Angela Kargel have split Mike's duties in the interim. Kevin noted other vacancies.

## **Roundtable**

Janet Hruby talked working with a company called “Streets Simplified”, to do various

video analytics at intersections in Bend. ODOT has also piloted using “Street Simplified” with good results. Joe Marek said he’s purchased a Vision Zero Speed traffic safety software, which has made Clackamas County’s safety work easier. It works with the Highway Safety Manual and produces statistical accounting and graphics which makes sense to managers.

### **Update on the TSP & G**

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. See handout entitled [2022 ODOT Traffic Signal Policy and Guidelines Update and upcoming proposals.pdf\\*](#) in FTP folder.

### **Discussion on ITE Yellow Clear and ODOT TSP & G**

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.

Discussion was had about the difference and relative usefulness of a physics approach to signal timing, human factors/behavior approach and crash experience approach. The latter two may be more important on this issue. Mike Kimlinger added ODOT has gotten extensive advice from DOJ who have started saying reference to documents must include the version of the document, not revolving updated versions.

[Julie Kentosh](#), (Portland) and [Scott Cramer](#), (ODOT) can be contacted for further information on the Pooled Fund Study.

### **Agenda Items for Future Meetings**

- None

## **Adjournment**

The meeting adjourned about 11:41 a.m.

**Next Meeting:** September 16, 2022 at 9:00 a.m. by [Microsoft Teams](#) and in person at the TLC Building in Salem.