

OREGON TRAFFIC CONTROL DEVICES COMMITTEE

2012 ANNUAL REPORT SUMMARY

January 1, 2012 – December 31, 2012

Membership Changes

- ✓ [Joseph Marek](#) was elected as 2012 Chairperson for the OTCDC
- ✓ [Alex Georgevitch](#) was elected as 2012 Vice-Chairperson for the OTCDC
- ✓ Committee composition at the beginning of the year: [Joseph Marek](#), Chair, Clackamas County; [Alex Georgevitch](#), Vice-Chair, City of Medford; [Bob Pappé](#), Secretary, ODOT State Traffic Engineer; [Brian Barnett](#), City of Springfield; [Mike Caccavano](#), City of Redmond; [Ed Chastain](#), Lane County; [Mark Davie](#), OSP; [Joel McCarroll](#), ODOT Region 4; [Pam O'Brien](#), ITE, Kittelson & Associates ; [Cynthia Schmitt](#), Marion County
- ✓ [Brian Barnett](#) of the City of Springfield was reappointed as a city representative to the Committee in January.
- ✓ [Cynthia Schmitt](#) of Marion County was reappointed as a county representative to the Committee in September.

Traffic Control Device Decisions, Discussions and Recommendations

- ✓ Decided to strike Section 2C.48 of the [Oregon Supplements to the MUTCD](#). FHWA had noted an overlooked problem in the Supplements subsequent to dropping the yellow trap Supplement on Section 4D.05. Section 2C.48 remained which says that W25-1 and W25-2 signs shall not be used in Oregon even though we don't have an established policy for not installing the signs in any instance where a yellow trap may make them necessary.
- ✓ Decided to make the [Bikes on Roadway sign](#), CW 11-1 (a roll-up sign) also available as a rigid substrate sign. OBW 1-5 On Roadway rider was deleted by the committee in 2011 and without this change there is no equivalent in the MUTCD. This decision included increasing the size of the bike symbol and the legend to increase visibility.
- ✓ Received information and updates from Bob Pappé regarding references to the [Survey Safety Manual](#) within the new [OTTCH](#) (Oregon Temporary Traffic Control Handbook). This happened during the new OTTCH review/adoption process. It's too late to recover the OTTCH's already distributed. The Survey Safety Manual is in an update process and Bob will assure that the update includes a new opening to Chapter 5 that points out the error in the OTTCH and will say that the Survey Safety Manual is for ODOT's use only and cannot be used for temporary traffic control guidance; return to the OTTCH for

temporary traffic control for three days or less. ODOT will black the error out of remaining copies on hand of the OTTCH. It is important to understand the OTTCH stands on its own and doesn't need references to anything else.

- ✓ Received information on the [new GIS SPIS](#) including OASIS. The Safety Priority Index System (SPIS) has been a tool used by ODOT since 1986 to screen for sites that have a higher than usual crash history. The new SPIS, under SAFTEA-LU required SPIS be updated to apply to all public roads with each state having the ability to analyze the top 5% of all public roads. ODOT wants to use GIS to do this, adding city and county roads, developing an adjustable SPIS, reducing annual maintenance and enhancing the crash summary. Doug Bish reviewed progress and problems in moving forward with this upgrade to the program.
- ✓ Received extensive information on why we did a [roadway safety data needs assessment](#), the objectives, areas assessed, results and what we need to do going forward. This will be of use in assessing where we are with our current roadway data, and refining what data we need to collect for a data-driven safety process (the [Highway Safety Manual \(HSM\)](#) procedure. This is the next evolution from SPIS. We aren't going to get to the next level of roadway data like this for cities and counties in the near future but for state highways we already have a lot of data and are assessing what else we need. ODOT has collaborated with FHWA at their request on this.
- ✓ Were briefed on the [need for an update](#) to the Red Light Running Camera Guidelines. A report titled "[Toolbox of Countermeasures to Reduce Red Light Running](#)" was provided as background. Oversaw drafts for revision and approved the [final 2012 version](#) of the document.
- ✓ Received a [presentation](#) from Kevin Haas regarding a draft ODOT policy for the use of shared lane markings. The MUTCD has some guidance, but ODOT staff was interested in additional and more specific guidance. The OTCDC offered thoughts related to the effectiveness, typical and preferred applications, prohibited uses, spacing and placement within the roadway. The draft policy will be finalized by ODOT Region and Headquarters staff and appear in the next update to the ODOT Traffic Manual.
- ✓ Were advised of a new [ODOT Highway Division Directive](#) issued on November 9th on the *"expectation and processes concerning freight mobility to be followed whenever a roundabout is proposed to be installed on the state highway system."* This negotiated document was created to make roundabouts safe and usable for all highway users including pedestrians, bicycles, passenger vehicles, and large freight trucks. The expected workability of the new directive was discussed in general with some examples of how this would support ongoing consideration of roundabouts on state highways.
- ✓ Were updated by Kevin Haas on school zone issues and possible legislation [brought up at the September meeting](#) by Cindy Schmitt regarding efforts from some interests to expand what a school zone includes, such as Head Start or other educational uses in repurposed school buildings. These don't currently qualify under Oregon law and policy. Some are also suggesting changes in hours covered by signs or flashers. Any such proposals may be questionable in terms of effects on traffic safety, traffic flow

and/or enforcement and compliance. Proposals could include variations in school-type speed limits or in authority for setting these up.

- ✓ Were informed regarding a pooled fund study dealing with [comprehension and legibility of selected symbol signs](#). Trucks in roundabouts were a part of that in that “[a] sign that indicates to drivers that trucks may use multiple lanes in a roundabout is needed, i.e. that trucks may encroach into lanes other than their own as they enter, proceed through and exit the roundabout. There are currently no signs that meet this need in the MUTCD (2009).” The consensus of the committee was to stick with the current text message sign OR 4-22 (page 3-65 of the Sign Policy and Guidelines) unless something better comes along.
- ✓ Approved 3 revisions in (in [February](#), [May](#) & [November](#) of 2012) 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.