

OREGON TRAFFIC CONTROL DEVICES COMMITTEE

2013 ANNUAL REPORT SUMMARY

January 1, 2013 – December 31, 2013

Membership Changes

- ✓ [Pam O'Brien](#) from DKS Associates was elected as 2013 Chairperson for the OTCDC.
- ✓ [Cynthia Schmitt](#) from Marion County was elected as 2013 Vice-Chairperson for the OTCDC.
- ✓ Committee composition at the beginning of the year consisted of [Pam O'Brien](#), Chairperson, DKS Associates; [Cynthia Schmitt](#), 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; [Mark Davie](#), Oregon State Police; [Alex Georgevitch](#), City of Medford; [Joseph Marek](#), Clackamas County; [Jeff Wise](#), ODOT Region 5.
- ✓ [Jeff Wise](#), from ODOT's Region 5 was appointed as ODOT's representative to the Committee in January, replacing [Joel McCarroll](#) of ODOT's Region 4.
- ✓ [Mark Davie](#) from the OSP was reappointed as the State Police representative to the Committee in April.
- ✓ [Ed Chastain](#) from Lane County and [Joseph Marek](#) from Clackamas County were reappointed as county representatives to the Committee in October.
- ✓ [Alex Georgevitch](#) from the City of Medford was reappointed as a city representative to the Committee in October.

Traffic Control Device Decisions, Discussions and Recommendations

- ✓ Reviewed information on [alternative passing lane striping](#). ODOT has looked into this including [NCHRP reporting](#) and found no reason at this point to deviate from current standards. There is an increased maintenance burden to do the short dash line striping at the beginning of the passing lane and the degree of increased passing efficiency is debatable. It could be considered as a spot treatment in specific cases, if needed, after consultation with ODOT's maintenance leadership team.
- ✓ Discussed VMS/PCMS Guidelines with draft [Guidelines for the Operation of Variable Message Signs on State Highways](#) and draft [Oregon Portable Changeable Message Signs Handbook](#). Since issuance of the 2008 version of the VMS guidelines, the 2009 MUTCD greatly expanded guidance on changeable message signs. ODOT's existing guidance for permanent VMS and portable/temporary CMS signs was proposed to be

separated into the two documents to make both publications more usable as an extension of direction from the MUTCD.

- ✓ Were [periodically updated on work](#) towards a “jurisdictionally blind” road safety program. The program will allocate funds to plan and implement traffic safety improvements on all roads statewide. The AOC AND LOC have been consulted and agreed with the concept of a jurisdictionally blind safety program. A [Memorandum of Understanding](#) to facilitate implementation has been executed.
- ✓ Received information on [ODOT's response](#) to FHWA on the docket regarding changing the MUTCD. It's posted on the [electronic docket](#) and basically suggests FHWA hold back until the National Committee in the TRB/NCHRP project finishes developing their strategic plan for the MUTCD. About 90% of [responses](#) at the link say much the same thing.
- ✓ Approved the renamed [Guidelines for the Operation of Permanent Variable Message Signs](#) in May while clarifying that the Guidelines are not exclusively for use on state highways, though it is policy for ODOT. In September, ODOT issued the [Oregon Portable Changeable Message Signs Handbook](#).
- ✓ Discussed strong yellow-green sign usage ([allowed but not required by the MUTCD](#)) for pedestrian warning signs outside of school zones and what safety benefits might be gained. The committee asked for further data on safety benefits before recommending a wider use of SYG material for pedestrian warning signs. Later in the year, the committee agreed with [new language](#) in the Sign Policy and Guidelines limiting support for expanded SYG signing. Note: The final bullet of this report is inclusive of this change.
- ✓ Were informed and involved in ODOT's efforts towards procurement and delineation of financial responsibility for 2070 signal timing software under newly delineated contracting requirements. This is a core component of ODOT's [Traffic Signal Operations Program](#). ODOT Traffic-Roadway Section was told that we can no longer sole-source the contract to NWS or pay for the cost of the software for cities and counties. ODOT issued an RFP for intersection signal timing software that allows local agencies to buy the software at the same price and terms that the new ODOT contract sets or negotiate their own terms. NWS subsequently was among two bidders for the RFP. They won the contract that was signed in June.
- ✓ Were periodically informed by Mike Kimlinger on discussions and decisions about Traffic Control Devices-Pooled Fund Study ([TCD-PFS](#)) program. Amongst studies considered or approved were signing and marking for bicycle facilities, buffer lanes, shared lanes, and effectiveness of mid-block crossing treatments. The i-sign was not approved for study. However, Mike announced in September that an i-sign study is going forward with OSU and Travel Oregon. They have received federal matching funds for the study.
- ✓ Discussed [Portland's research](#) on supplemental devices that may be effective in facilitating bicycle traffic in conjunction with the MUTCD's [Bicycle Detector Pavement](#)

[Marking](#) and associated optional [Bicycle Signal Actuation Sign \(R10-22\)](#). The committee discussed whether the [blue LED light](#) is being used as a traffic control device (regulate, guide or warn) and whether/what involvement the committee should have in this kind of process. Committee consensus was that in this application the blue LED does operate as a TCD and that the role of OTCDC properly includes reviewing this kind of thing. Note: ODOT has developed a [Proposed Experimental Review Process for New Traffic Control Devices at OTCDC](#) that may be useful in this regard.

- ✓ Were updated on an experimental [bike sensor and signal operation](#) site at the Green Springs Hwy (I-5) ramp in Ashland. It was installed for the eastbound movement where the bike lane is between the curb and the right turn lane. ODOT is considering possible adjustments to the signal phasing. Several of the members of the committee questioned whether or not the bike signal is warranted at the intersection.
- ✓ Reviewed and agreed with revisions to the Signal Policy and Guidelines including the [final version](#) issued in November.
- ✓ Discussed information from Bert Hartman of ODOT's Bridge Section on the topic bridge weight signing for [specialized single-unit trucks](#) which can have a multiplied impact on bridges due to their concentrated weight load. Due to concentrated loading on more tightly spaced axles (may include more drop axles than fixed axles), the load effects of an 80,000 pound specialized single-unit truck can exceed the load effects of a 258,000 pound truck operating under a single trip permit. The committee agreed that the subject concerns many local agency roads in addition to state highways and made arrangements for their participation through the OTCDC.
- ✓ Discussed changes regarding the appropriateness of school speed zones in places where they haven't previously been considered necessary, (particularly near high schools). The committee agreed to adopt a proactive approach to meeting these changes. Changes to the [Guide to School Area Safety](#) may be a part of this activity. Committee members agreed to start conversations within their own organizations on prudent actions that might be taken. Ed Chastain, Joe Marek and Cindy Schmitt agreed to take the lead and ask for input and support from the Association of Oregon Counties.
- ✓ Received information on ODOT's effort to revert to a signal timing software contract like the previous version that allows local agencies to participate in our contract. To do this, ODOT will have to go through a special procurement process including writing a public interest finding that would attempt to quantify safety, uniformity and cost savings as expected benefits. Members agreed to write letters of support to help buttress this effort.
- ✓ Agreed with three revisions (in [March](#), [July](#) & [September](#) of 2013) 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.