

OREGON TRAFFIC CONTROL DEVICES COMMITTEE

2014 ANNUAL REPORT SUMMARY

January 1, 2014 – December 31, 2014

Membership Changes

- ✓ [Mike Caccavano](#), City of Redmond, was elected as 2014 Chairperson for the OTCDC.
- ✓ [Ed Chastain](#), Lane County was elected as 2014 Vice-Chairperson for the OTCDC.
- ✓ Committee composition at the beginning of the year consisted of [Mike Caccavano](#), Chairperson, City of Redmond; [Ed Chastain](#), Vice Chair, Lane County; [Bob Pappé](#), Secretary, ODOT State Traffic Engineer; [Brian Barnett](#), City of Springfield; [Mark Davie](#), Oregon State Police; [Alex Georgevitch](#), City of Medford; [Joseph Marek](#), Clackamas County; [Pam O'Brien](#), DKS Associates; [Cynthia Schmitt](#), Marion County; [Jeff Wise](#), ODOT Region 5.
- ✓ [Jim Rentz](#) from the OSP was appointed as the State Police representative to the Committee in March.
- ✓ [Pam O'Brien](#) from DKS Associates was reappointed as the ITE representative to the Committee in September.
- ✓ [Mike Caccavano](#) from the City of Redmond was reappointed as a city representative to the Committee in October.

Traffic Control Device Decisions, Discussions and Recommendations

- ✓ Were updated on the MUTCD Long Range Strategic Plan that [Gene Hawkins](#) is leading. ODOT submitted comments on the [July 18 ballot version](#) and there have been [other versions](#) based on that and work by the Edit Committee. The two major changes expected are:
 - Standards would be a lot fewer than there are now, with two versions of standards – “shall” being the stronger version that FHWA has wanted to enforce and “is required” for what many engineers have insisted on which allow for engineering judgment/study.
 - Then there is work on redefining “engineering study” as being performed by a professional engineer with traffic engineering expertise to make it a little more definitive.

- ✓ Discussed Trucks and Low Bridges, GPS Direction Finding on the 1-year anniversary since two incidents on South River Road where height limited bridges of 12'3" and 12'9" had trucks [get stuck under them](#).
- ✓ Were updated on ODOT's draft [Request to FHWA for Statewide Bicycle Signal Interim Approval](#) for the [optional use of bike signal faces](#) on behalf of all road authorities in the State. All jurisdictions that wish to operate bike signals under this Interim Approval will be expected to comply with technical conditions of the Approval, notify ODOT of date/location of devices and comply with MUTCD Section 1A.10 (Paragraph 18, Item D). The remainder of the letter and attachment of the draft goes into various comments on issues ODOT and local jurisdictions have with elements of the Interim Approval. The hope is that FHWA will address them separately in future clarifications and/or refinement of the policies regarding bike signal faces.
- ✓ Discussed proposals regarding [U-Turns at Signalized Intersections](#) for an update to the [Signal Policy and Guidelines](#) which will be consistent with ODOT's [Traffic Manual](#). Heidi Shoblom had a correlating change to the [Sign Policy](#) for Sign No. [OR3-12](#) with briefer language and reference for further information to the Signal Policy. One of the main considerations when considering U-Turns, is the turning radius of the design vehicle. Also needed are the distance available and needed across the left turn lane the U-turn vehicle is sitting in, the median width and the opposing thru lanes.

The current wording in the Sign Policy includes the geometric references of 52 to 61.5 feet for passenger cars and 62 feet and above to allow trucks to make the U-Turn. The committee was supportive as long as ODOT's Freight Mobility Team is okay with removing a 62-foot radius mention in the document.

- ✓ Heard Mike Kimlinger's report on his trip to Boston for [Pooled Fund Study](#) meetings. In attendance were 19 of 21 member state DOT's, FHWA, ATTSA, one county representative (Broward County, Florida) and one city representative (Los Angeles, California). Massachusetts and Minnesota are new member states this year. Updates on FHWA activities related to the MUTCD and Research included a reminder that the NPA for the 2016 MUTCD will be published in the Fall or Winter of 2016. Comments on the MUTCD Strategic Plan (what the MUTCD should look like and who it is written for) will be solicited this summer. FHWA will be focusing more human factors research on roadway departure, visibility, and older road users than it has in the past. There was a reminder that [NCHRP 600](#) (Human Factors Guidelines) is out there to help with TCD decisions and FHWA will be launching a two day training to supplement the document.
- ✓ Were updated on FHWA's [Part 4 Fall 2013 Compilation of Draft Technical Updates/Considerations](#) for the next MUTCD update, the NCUTCD [Signal Technical Committee's recommendations](#) on it and [ODOT's comments](#) in response to them both. ODOT's comments have already been submitted, under a short time window for response.
- ✓ Were briefed on [updates to ODOT's Ballbanking Spreadsheet](#). It's intended to help improve curve advisory speed consistency and efficiency. Version 1 had previously been demonstrated for the committee. It is used with the [Reiker](#) inclinometer. It is built

for Windows 7 and Excel 2010. The new release incorporates an inexpensive general GPS unit location and speed information while collecting ballbank values. This information is used to create maps of the curve location and plots of approximate speed during data collection. These data should help the analysis process to make a more informed decision on proper curve advisory speed posting.

- ✓ Received a presentation on the Oregon Pedestrian and Bicycle [Safety Implementation Plan](#) that was just published. ODOT has been working with Kittelson and Associates to develop plan that is the third in a series directly related to the focus areas in the Oregon Transportation Action Plan (TSAP). The first two plans, already completed, were the Roadway Departure Implementation Plan and the Intersections Implementation Plan.

For pedestrians and bikes, the project goals are to provide a data informed approach, to target reducing fatal and serious injury crashes, to increase understanding of ped and bike crashes, and to provide a tool box of effective low to medium cost countermeasures to improve safety to both pedestrians and bike riders.

- ✓ Discussed the issues with rumble strips for distracted driving. Designed to make noise to caution drifting drivers and get them to correct course before there is a crash, the noise is enough to seriously bother houses in the areas where they are installed, which may have to be removed if sufficient complaints become a political issue. Discussion included research on a new version of the grinding treatment which resemble a wave in shape as opposed to the discreet cylindrical milled in rumble strips currently used. These new rumble strips (called sinusoidal, or “mumble strips”) reportedly make less sound outside a **vehicle** and still seem to be audible inside a vehicle. ODOT intends to take a closer look at those in the next year to determine if they are a good alternative.
- ✓ Agreed with revisions (in [July](#) of 2014) 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.
- ✓ Received a [summary](#) of activity in the development and implementation of the All Roads Transportation Safety (ARTS) Program since the [January Update](#) of the Program. Oregon averages 1,700 fatal and serious injury crashes each year. About half of these occur on other than state highways. ARTS seeks to inject mostly HSIP funds into projects to reduce crashes wherever they are shown to be occurring with proven safety counter-measures. These funds were traditionally spent only on state highways but half of fatal and serious injury crashes occur on local agency roads. ARTS is about treating them equally, both hot spot and systemic fixes included.
- ✓ Subsequent to FHWA’s recent [announcement](#) of approval for three-section flashing yellow arrows for experimental use, Eric Niemeyer [presented](#) a history of his advocacy for these signals since 2001 in Jackson county. Eric said he’d like the state to get permission from the feds and to allow use of this treatment statewide. Interim approval does not include use in the doghouse signal assembly. Craig Black [presented](#) ODOT’s 11/18/2014 letter to FHWA requesting approval for the optional use of the 3 section FYA head for all agencies in Oregon.