Oregon Traffic Control Devices Committee

January 21, 2011

Meeting Minutes

ODOT Technical Leadership Center
4040 Fairview Industrial Drive SE, Salem, Oregon

Members Present: Massoud Saberian Chair, City of Lake Oswego; Joseph Marek, Vice-Chair, Clackamas County; Bob Pappe, Secretary, ODOT State Traffic Engineer; Brian Barnett, City of Springfield; Ed Chastain, Lane County; Mark Davie, OSP; Alex Georgevitch, City of Medford; Joel McCarroll, ODOT Region 4; Charles Radosta, ITE, Kittelson & Associates

Members Absent: Cynthia Schmitt, Marion County

Others Present: Nick Fortey, FHWA; Doug Bish, Scott Cramer, Rodger Gutierrez, Kevin Haas, Katie Johnson, Mike Kimlinger, Justin King, Darren Lawrence, Eric Leaming, Scott McCanna, Kathi McConnell, Gary Obery, ODOT Traffic/Roadway Section; Tamara Abbott, Oregon State Parks; Ian Amweg, Washington County; Rob Burchfield, City of Portland; Jerome Cooper, Multnomah County Circuit Court; Terry Hockett, Kevin Hottmann, City of Salem; Renee Hurtado, DKS Associates; Jabra Khasho, City of Beaverton; Peter Koonce, City of Portland; Tom Larsen, City of Eugene; Haregu Nemariam, DEA; Mojie Takallou, University of Portland;

Introduction – Approval of Minutes – Additional Agenda Items

Vice Chair person Joe Marek called the meeting to order. All attendees then introduced themselves. The committee approved the September and October meeting minutes.

Public Comment

There were no public comments.

Non Agenda Items

Brian Barnett has a heads-up on Legislation to allow U-Turns except where prohibited.

Renee Hurtado has a report on National Committee on Uniform Traffic Control Devices meeting in Washington, D.C.

Mike Kimlinger has a proposal to delete Supplements to Sections 2D.08 and 2E.19.

(Listen - Meeting Intro)

2010 Short Term Traffic Control Handbook Presentation OTTCH

Scott McCanna explained at the last meeting the OTCDC expressed interest in allowing additional time to review the draft document. The time was granted. Scott and Eric Leaming requested comments for discussion on the document. Scott received emailed comments from John Oshell as well as additional comments from Jackson County. Those comments were addressed and incorporated into the document.

Alex Georgevitch will email additional comments to Scott for review. Joel McCarroll asked if Cindy Schmitt's comments had been received. No comments directly from her, Scott felt her concerns were the committee had not had enough time to review the document. However, she did forward an email from John Oshel and those concerns were addressed. Oshel's concerns were a couple of mobile operations issues. There were edits to the document to broaden the usage for mobile operations to include his activities. Craig Chadwick received a call from Cindy Schmitt stating she was unable to attend today's meeting, however she didn't have anything more to add as far as the MUTCD and she hadn't heard anything further from the counties. Joe Marek said Clackamas County didn't have anything further to add.

The OTCDC's involvement is finished, except for any comments Alex Georgevitch sends that might be addressed. The Oregon Transportation Commission has final adoption authority of the document. Kevin Haas clarified that the OAR will include the MUTCD, the Oregon Supplements to the MUTCD and the OTTCH.

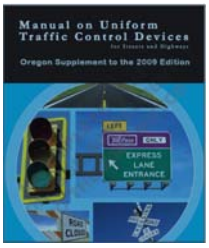
Gavel Presentation

Vice Chair Joe Marek then transferred the meeting to the new Chair, Massoud Saberian. The new gavel was presented to the Chair.

(Listen - OTTCH-Chair)

MUTCD Supplements – Sub-Committee Reports

MUTCD Preliminary Housekeeping



Kevin Haas said the committee has completed most of the Supplements at the November meeting with the exception of Part 4. Nick Fortey has some additional comments on Parts 5, 7 and 9 to deal with. He said the goal of the meeting today is to get through discussion/decisions on FHWA comments submitted on Part 4, vote on acceptance of supplements and to move forward with the OAR rule-making process with the understanding that further changes can still be made if needed. The deadline is December 2011 but we hope to have the OAR process completed well before then. Nick Fortey said there are still issues that FHWA has disagreement that he hopes are addressed before moving forward. Kevin Haas said that they will be, noting that there is a NOA already scheduled to address an arrows issue.

Peter Koonce noted that the Oregon Legislature is in session and asked why we are going forward with approval prior to session end when they may pass laws that need to be addressed

in the Supplements. Kevin said we could delay until the last minute for something like bike signals but jurisdictions are already wanting to use the new MUTCD and are for some issues so delaying approval is not good for them. There's no guarantee the Legislature will adopt any particular bill. We can make changes if needed up until official adoption but we have to allow the OTC time to act and we can't be sure they won't find other things on their agenda that delay adopting the new MUTCD/Supplements. There is also no guarantee we can address all issues prior to adoption as the Legislature acts or the National Committee acts. Should the need arise, we will have to open a new rule-making process and deal with it.

Nick Fortey was asked how they will react to Oregon changing laws that ratifies a bike signal and whether they will accept a new Supplement based on that. It was pointed out that California had passed a bike signal law and got their Supplement approved afterwards to implement the law. Nick Fortey said he wasn't aware of just what happened in California, that FHWA is a diverse organization and he would have to look into what happened with California and the local FHWA office. He will look into that. Further discussion was had as to the difference between new laws passed that aren't addressed by the MUTCD and new laws that go against the MUTCD. Clearly the former are going to be a different matter than the latter but it's still not clear that we'd get FHWA approval. At any rate, the OTCDC will take up any new issues as they become ripe for discussion and address any new rulemaking necessary when the time comes.

(Listen - MUTCD_Prelim_Hkeeping)

MUTCD Part 4

Moving on to FHWA's Assessment of Oregon's draft Supplement in regard to Part 4 Gary Obery directed the committee to the bicycle head language in **Section 4D.05**, Meaning of Vehicular Signal Indication. The new option allows use of a bike symbol signal head when conditions warrant. FHWA disapproves because the bike signal head is still considered an experimental device. Because this is experimental, there should be a standard process of gathering information and doing an evaluation. It's the process more than the language. The experimental process doesn't define the meaning of what it is and the responsibility of the user when they see this indication. There needs to be new legislation for this. We need the new legislation and the supplement in tandem. Doug Bish suggested ODOT could ask for permission to experiment, like the yellow arrow signal, and do a blanket statement and try to add installations to it as they come up. The language could be that is in the supplement to detail out what that would be to act as requirement. Flashing yellow signals were already in the statute and bike signals are not. Part of the legislation is there could be penalties for violating the new signal and how would law enforcement agencies hand out citations to cyclists. Bicycles are considered a mode of traffic. The issue is the actual red, yellow and green bicycle symbol inside the signal head, regulating specific modes of transportation and the statutory implications. Kevin Haas explained House Bill 2681 was introduced by BTA and is very similar to Senate Bill 130. The previous bill died in committee. There is no guarantee this will get a hearing. There wasn't an organized lobbying effort in that case, which would make a difference. The legislative session is locked in to 160 days or so and almost all bills get passed at the end. So, this will probably pass in May or June if it does. This issue could be held over getting to the OTC.

Decision: Brian Barnett moved to keep the current language in the supplement for Section 4D.05 regarding bicycle signals, allow the legislative process to proceed and the rule making process to go forward as necessary. Joel McCarroll seconded. The committee voted unanimously in favor following further discussion as summarized below.

Motion discussion: *Doug Bish asked if the legislation doesn't pass, would the OTCDC revisit keeping it in the Supplement? Brian suggested that would be a decision for a future meeting. As to whether it would be a good idea to find out more about how California got their language approved, Brian said it might be but it may not be relevant to how the Oregon Division of FHWA reacts.*

Nick Fortey tried to clarify next steps assuming the Supplement is agreed to and the law is passed. Doug Bish said that by State law, we are required to implement standards for the legislation through OAR. Joel said if Nick was asking if we were still interested in going through the experimental process. This brought up questions of how California did it again, which Nick still doesn't know but will try to find out. He tried before without success but will try again. If necessary, Oregon might not be adverse to an experimental process but our experience is that people are more about why don't we add more of them. Massoud Saberian suggested the experimental process might be a fallback position.

Nick Fortey asked if the committee didn't want the experimental process at all or just think the process is too onerous.

Brian Barnett stated that from his perspective, the issue is all about the bike symbol display. It is really a human factors research problem and they at the local level are not equipped to conduct human factors research about driver recognition of the display, etc., and dealing with issues such as what size, what height to mount, etc. These issues need a good experimental design to figure out. We need someone to figure it out and give us the standard. The best thing from his perspective is us to do what California has done because they've already did experience, adopted it, it's in their manual and we should borrow that. He doesn't think we're best suited to do this kind of research.

Brian Barnett said he's not saying experimentation isn't of any value but we're not best suited to do this kind of research. Further, since there's a lot of people doing this, it's not like we're reinventing it and research doesn't seem like it's really needed except perhaps looking who has the best practices.

Kevin said he's heard from Scott Wainwright back at FHWA HQ and the National Committee has been working on this too and their language matches up with what we're doing in terms of the bike symbol in the ball. This committee is on target with where the bicycle signal issue stands. The display will be a yellow, green and red bicycle symbol.

Following the vote, Joe Marek asked if there is value or potential for ODOT research funds to look into what standards are out there in the U.S. and internationally to see if there is some consistency as to what is being done. Gary Obery said that there was a proposal to research bicycle signals which has made it through the first stage. Chris Monsere at PSU is developing a research statement right now. It still needs to be approved and funded but it's cleared the first step. It doesn't look like a human factors research project. That train seems to have left the station. Size and location seem to have been pretty much established. Joe Marek suggested just a literature review project may be all that's needed. Chris Monsere has said that their intent was not to solely focus on human factors, but they would be exploring those issues holistically in terms of how the signal needs to operate and how bicyclists respond to the display. Bob Pappe said the difficulty is that there are many research projects proposed and this one will be competing with them for limited funds. He said between him and Gary, they can find out what the status is.

Kevin noted that the National Committee and others have coalesced around the bike symbol. An email from Scott Wainwright indicates they are moving forward with that assumption and they've drafted language as such and an interim approval could come soon. So the chances of that changing are not real good.

Gary Obery then moved on to the part of **Section 4D.05** that removes Standard language on circular yellow signal indications by deleting use of the W25-2 sign. FHWA objects to this because they think the sign is still necessary to warn drivers if the "yellow trap" occurs, even if just under the preemption sequence. They don't see why the driver would not want the warning information the sign is supposed to provide. Gary said that the sign is hard to comprehend. Oregon does not normally allow permissive left turns where one approach terminates before the other. One approach may be terminated only in emergency preemption situations, which is rare. Kevin Haas pointed out that the Supplement to Section 2C.48 states the W25-1 and W25-2 signs would not be used. FHWA had indicated that was approvable.

Nick Fortey asked how the driver will know in preemptions that the emergency vehicle has a green. Joel McCarroll said that even then, the sign does not make it clear. It was also pointed out that the sign helps non-English speakers even less. Joe Marek said his perspective was to take a step back and ask if there's been any problems documented that need to be addressed. Gary Obery responded that he'd talked to a safety trainer at the Salem Fire Department on this issue, asking if there were any instances of crashes resulting from not having the sign. He hasn't seen vehicles turn in front of an emergency vehicle in a preemption situation. The trainer knew of, and had heard about no such cases. So safety does not appear to be an issue in Oregon under current practice.

Joel McCarroll pointed out that there is no compliance date associated with the sign in this or the previous MUTCD, so it's really only for new or rebuilt installations. But the other problem is that there can be a lack of space issue without replacing the structure. Kevin Haas said even so there would be a lot of signs needing to be added statewide if the Supplement is not adopted.

Decision: Brian Barnett moved and it was seconded to keep this Supplement. After further discussion as documented below, the committee voted in favor.

In further discussion, Nick Fortey was asked what the consequences were of maintaining this proposed Supplement. He said that federal funds for any project with such a signal may not be funded by the feds. He asked if there was some percentage of cases where a flashing arrow might be used instead. Gary Obery said there could be cases but he doesn't see any benefit to it. It would require another signal head and a longer mast arm. The question of some other signal timing solution was discussed but no practical solution was found. There was general agreement that this is a solution in search of a problem since the yellow trap is eliminated in Oregon except in preemption. It was hoped that would satisfy the feds. Nick Fortey asked what the vehicle code says about emergency vehicle signal preemption range. It was stated that you can set the range but don't know exactly where the emergency vehicle will be so it's tenuous to set a range. Ed Chastain said that emergency vehicles in Eugene-Springfield have very large air-horns which they use when needed to address any vehicles who look like they may not be heeding their lights and sirens.

Decision: Kevin Haas asked if a member would amend the decision above to note that in our justification to the feds that we are actually making things safer and more restrictive by eliminating the yellow trap except for emergency preemption. Charles Radosta moved to do so,

Brian Barnett seconded, accepting the modification of his motion (which was passed) above. It was clarified that the Supplement regarding Section 2C.48 was not being eliminated although this Supplement largely obviates it in order to prevent confusion by someone reading Section 2C.48. The committee then voted in favor.

(Listen - MUTCD_Pt_4_First_Part)

After a break, Gary Obery moved to **Section 4D.07**, item “G” which expands the Options to provide that signal upgrades to 12 inch heads are not required to existing signals if it would violate vertical clearance or structural loading requirements. FHWA wanted this to be addressed on a case-by-case basis. Discussion revolved around why the supplement was there. It appears Section 4D.07 only refer to signal head service life and not the entire structure. Item G could be omitted if the statement in paragraph 4 was modified to include the service life of the structure.

Decision: Brian Barnett moved to strike Item G and modify paragraph 4 to read *"Existing 8-inch circular signal indications that are not included in Items A through F in Paragraph 3 may be retained for the remainder of their useful service life or the service life of the existing signal structural members."* Charles Radosta seconded and the committee voted in favor.

Gary then moved to **Section 4D.20** regarding signal indications for protected/permissive mode left-turn movements. The Supplement as approved revises the Standard to remove conditions in the MUTCD that would permit not using a four-section signal face to accommodate a flashing yellow arrow. The MUTCD allows use of the 3-head signal with some restrictions. FHWA says the proposed language would create a much wider, unacceptable exemption. Nick Fortey thinks there is enough flexibility in existing language to deal with field exceptions.

There was a suggestion to change "Physical conditions" to "structural conditions”. However discussion highlighted this as inadequate because physical conditions include structural and clearance issues. There was discussion that lacking the Supplement, jurisdictions would have to pay more for structural analysis than just changing the heads out and reprogramming the signals. Ed Fischer suggested the existing language is a good compromise over a Supplement that just outright allows a 3-signal head.

Joe Marek said that a lot of jurisdictions would have to hire the structural analysis out, and/or spend a lot of time and work to dig out the old standard drawings, figure out what assumptions were made, what calculations, etc. So a lot of times you might just stick with what you have even if that's not the best idea.

Ed Fischer said he didn't think that the research proves that a 4-section head is better than a 3-section bi-modal head. There was discussion on the significant increased safety that came out of replacing the dog house style with the flashing yellow arrow. Ed Fischer suggested to Nick Fortey that the language adopted by the committee was better than what's in the MUTCD and at least it sets restrictions on use of the 3-section head.

Regarding the needs of a blind driver, Gary Obery said there wasn't research to prove concerns that they had problems distinguishing a flashing yellow indication from a steady indication.

Nick Fortey said it might help if the Supplement had support language that more explicitly details the "physical conditions" that might be considered.

Decision: It was agreed that ODOT staff research this issue, try to refine the language in a support statement and leave the wording as is for now.

The next issue Gary addressed was **Section 4E** regarding pedestrian control features. The approved Supplement revised the Standard to allow a speech walk message in addition to the percussive tone specified in the MUTCD. FHWA objects because they say the percussive tone has been shown by research to be preferable to the speech message except when separation is less than 10 feet (they cannot distinguish among the crosswalks under that circumstance). Brian Barnett asked if anyone has obtained the study that supports this. Kevin Haas said Sheila Lyons says she has the reports from the U.S. Access Board that supports the percussive tones. It was pointed out that the local blind community actually prefers the voice messages, bringing out the fact that the U.S. Access Board is opposed by a significant part of the blind community. Gary Obery pointed out that the Supplement allows but does not require the voice messages.

Decision: Brian Barnett moved, and Charles Radosta supported tabling this issue until we receive the research from the feds that supports the percussive tones. The committee voted in favor.

Gary next introduced **Section 4I**, on traffic control signals for freeway entrance ramps. FHWA's concern is that this would allow one overhead face over the interior lane but no overhead face over the exterior lane (other than the side-mounted ramp signal). To permit alternating operation at the ramp meter, a signal face should be centered over each controlled lane.

Gary Obery said in discussing this issue with Dennis Mitchell in ODOT Region 1, they thought that since there would already be an overhead structure for this kind of set-up it is probably reasonable to add another head.

It was suggested that FHWA's concern regarding this Supplement be addressed by retaining the struck out language and remove the additional text on "interior lanes" to clarify. The language would thus read: *"If more than two lanes are present on an entrance ramp and the ramp control signals are operated such that green signal indications are not always displayed simultaneously to all of the lanes on the ramp, then one signal face shall be provided over the approximate center of each separately-controlled lane."* The original intention had been to not require (or preclude) overhead signals for two-lane ramp meters and that would be retained with the change. The intention is to have two overhead three-head signals for ramps with two lanes the full length, but only use the side mounted two-head signals when the ramp only turns to two lanes at the signal. Nick Fortey said needed a visual to clarify the variations. He would prefer to have the Supplement broken down to illustrate the requirements for each variation and whether they are uniform for similar situations.

Decision: Joel McCarroll moved to modify the Supplement as suggested above for now and provide FHWA with design standards for the different configurations. Joe Marek seconded and the committee voted in favor.

The Supplement for **Section 4L** regarding flashing beacons was the final presentation in Part 4. It revises the Standard to delete the maximum height of 19 feet and add guidance that says if a beacon is suspended over the roadway, the clearance above the pavement should not be more than 25.6 feet. FHWA objects on the grounds that a consistent maximum height provides for necessary driver understanding. The maximum height proposed is the same as our maximum height for signal heads and is consistent with the 2003 Supplement. It covers cases where the beacon is above a tunnel or there is some other issue, it needs to be higher. Doug Bish pointed

out that the issue is when the beacon is over the road, generally where one or more beacons is combined with a sign such that having the highest beacon no higher than 19 feet may not leave enough clearance for vehicles. Ed Fischer raised the question of signs over a tunnel with beacons being clearly over the maximum and asked why this would not be an acceptable Supplement. It is consistent with the wording in the 2003 supplement, is not a new proposal, and with sign clearance standards it's not realistic.

Nick Fortey said that he didn't see why this couldn't be addressed on a case-by-case basis. There was a brief discussion on different beacons and clarification that this proposal is only for warning beacons that go with signs. Nick Fortey said he was looking for language that limits the deviation from the maximum standard to specific circumstances.

Joel McCarroll pointed out another issue is the ability to use existing structures. Ed Fischer suggested wording that eliminates the maximum height but uses some generic wording that would allow whatever height is necessary above the roadway so long as it is visible by approaching traffic and is not obscured. Brian Barnett said that we could change the number to maximum 19 feet with a guidance statement that when you have the circumstances, you justify it.

Decision: Brian Barnett moved to modify the Supplement as suggested so the guidance statement would say, "*If a Warning Beacon is suspended over the roadway, the clearance above the pavement should not be more than 19 feet.*" Charles Radosta seconded and the committee voted in favor. Joel McCarroll thought further support statements to clarify options and the committee agreed that Kevin would do so.

(Listen - MUTCD_Pt_4_Second_Part)

Rule Making Process

Kevin Haas said if the committee is generally fine with the way the Supplement is now, and knowing we can still make changes, he'd like to get two final supplement actions approved and then seek permission from the committee to go forward with starting the rule making process.

(Listen - MUTCD_Rulemaking)

Additional Part 2 Supplement Actions

Mike Kimlinger then introduced his proposal to remove two supplements, **Section 2D.08** and **Section 2E.19** regarding arrows which he's decided are no longer needed. The Supplements are mainly of concern to ODOT as they are regarding down arrows used to point at traffic lanes. An example of the arrows is at the top of the ramp at Sunnybrook where there's an option lane where we have a down arrow that's angled and another down arrow so there's two arrows pointed at the same lane.

This violates all three parts of Section 2D.08 and Section 2E.19 where arrows are discussed. The Standard in Section 2D.08 states that "*On overhead signs where it is desirable to indicate a lane to be followed, a down arrow shall be positioned approximately over the center of the lane and shall point vertically downward toward the approximate center of that lane. Down arrows shall be used only on overhead guide signs that restrict the use of specific lanes to traffic bound for the destination(s) and/or route(s) indicated by these arrows.*"

Mike said he finally realized exactly what is in the last Guidance statement in Section 2D.08 which says: *"Arrows used in Overhead Arrow-per-Lane and Diagrammatic guide signing, if used on conventional roads, except for signs on approaches to roundabouts, should follow the principles set forth in Section 2E.19.Arrows used in Diagrammatic guide signing on approaches to roundabouts should follow the principles set forth in Section 2D.38."*

These diagrammatic signs can be used on all roads except interstates and expressways, where it can only be used for multi lane exits with option lanes.. He said this type of sign has already been used in Troutdale on an I-84 frontage road. Mike Kimlinger says he's been on this road before and likes it. He thinks it does the job needed better than the arrows because it not only shows your lane destination it also shows the lane movement restrictions. He expects to be putting out more guidance on use but there's no reason they shouldn't be more than adequate.

Decision: Joe Marek moved to delete Supplement 2D.08 and Supplement 2E.19, Ed Chastain seconded and the committee approved the motion.

It was agreed to table the rest of Parts 5, 7, and 9 to the March meeting.

Decision: Joe Marek moved and Ed Chastain seconded to allow ODOT to go forward with the OAR process based on general satisfaction with the Supplements. The committee voted to approve this.

(Listen - MUTCD_WrapUp)

Application of ODOT Yellow Change & Red Clearance Interval on Pioneer Parkway in Springfield

Brian Genovese from JRH Transportation Engineering gave a presentation regarding his work on a case study of the application of ODOT policy for yellow change and red clearance intervals in Springfield. The application was included as part of the signal modifications and timing upgrades associated with Lane Transit District's (LTD) EmX Gateway Extension bus rapid transit (BRT) system, which became operational on January 9, 2011. After the presentation there was a discussion on ODOT policy on change/clearance intervals based on ITE definition and process.

(Listen - Yellow_Change_Red_Clear)

Non-Agenda Items

Kevin Haas gave a heads up that the next edition of the MUTCD will establish standards for bus rapid transit signals so we may be faced with adopting supplements to grandfather in Lane Transit District's signaling systems.

Brian Barnett advised the committee of a Senate bill introduced to update (essentially reverse) U-Turn laws. It will bring Oregon into conformity regarding U-Turns. These turns would become legal unless specifically prohibited under the bill. Some people are being misinformed that the bill will require a lot of new signs and is thus a unfunded mandate. The committee discussed the bill, the possibility of creating some talking points and distributing them to the cities and counties to open communication regarding this issue. There appears to be a disconnect between LOC and AOC leadership and their component cities and counties. This should also

inform sheriff's and police chiefs. There was an incorrect assumption in the U-Turn Study of a big fiscal impact because it assumed that every intersection in Oregon would have to be investigated. But the way the law is written, that is not the case. The burden of making a safe U-Turn is put on the driver.

Action Item: Kevin Haas will work on getting those talking points out.

Renee Hurtado reported on her attendance at the National Committee on Uniform Traffic Control Devices meeting in Washington, D.C.:

- FHWA is working on the rulemaking for the definition of a standard. This is a follow-up to FHWA's official interpretation of applying standards that Ed Fischer circulated last fall. The proposed MUTCD text should be available for public comment sometime this year.

- The technical committees have been going through all of the standard statements and determining which ones can be downgraded to guidance. A few were voted on yesterday and the Council is voting on more today. It will take some time before these recommendations make their way through FHWA and to public comment. If desired, I can provide an overview of the MUTCD amendment ballots that the Council approved to forward to FHWA at a future OTCDC meeting.

- Late last year Kevin Haas forwarded an e-mail to OTCDC with FHWA's request for agencies to provide input on whether or not they could meet some key compliance dates. FHWA received over 500 comments. Over half of these comments were from the public. They have posted these comments online on the federal docket. FHWA has not yet determined what they will do about the compliance dates.

- FHWA is talking internally about an alternate format for the next MUTCD update in 2014 or 2015. They are considering pulling out all of the standard statements into one small document that goes through the federal rulemaking process. The rest of the current manual would be put into a companion document that would serve as more of an applications guideline.

- A task force is drafting a new MUTCD section about installing traffic control devices on private property. This draft will probably be ready for review in about two years.

Meeting Adjourned

There being no further business, the meeting was adjourned shortly after noon. The next meeting is set for March 11, 2011, ODOT TLC Building, Alsea Conference Room.

(Listen - Other_Issues_and_Adjourn)