

Oregon Traffic Control Devices Committee

May 14, 2010

Meeting Minutes

Hayden's Lakefront Grill

Tualatin, Oregon

Members Present: [Ed Chastain](#), Chair, Lane County; [Massoud Saberian](#), Vice-Chair, City of Lake Oswego; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Brian Barnett](#), City of Springfield; [Robin Lewis](#), City of Bend; [Joseph Marek](#), Clackamas County; [Charles Radosta](#), ITE, Kittelson and Associates; [Cynthia Schmitt](#), Marion County

Members Absent: [Mark Davie](#), OSP; [Joel McCarroll](#), ODOT Region 4

Others Present: Nick Fortey, FHWA; Doug Bish, Scott Cramer, Rodger Gutierrez, Kevin Haas, Katie Johnson, Mike Kimlinger, Justin King, Kathi McConnell, ODOT Traffic-Roadway Section; Jim Renner, Oregon Travel Info Council; Charles Kettenring, ODOT Rail Division; Debby Corey, Retired ODOT; Nancy Flye, City of Lake Oswego; Cecilia Hagle, John Irwin, Washington County; Kevin Hottmann, City of Salem; Jabra Khasho, City of Beaverton; Tom Larsen, City of Eugene; Haregu Nemariam, CH2M Hill; Pam O'Brien, DKS Associates; Lee Rodegerdts, Kittelson & Associates; Mojie Takallou, University of Portland; Mary Unger, URS Corp; Jerilyn Wen, Marion County; Randy Wooley, Retired City of Beaverton

Introduction – Approval of Minutes – Additional Agenda Items



Chairperson Ed Chastain called the meeting to order and all attendees introduced themselves. Ed Fischer then moved to accept the minutes from the April meeting. Massoud Saberian seconded and the committee voted unanimously in favor. Two non-agenda items for later discussion were identified.

PUBLIC COMMENT

There were no public comments.

[\(Listen - Meeting Intro\)](#)

Bicycle Race/Event Signing

Mike Kimlinger reported on [proposed changes](#) regarding bike race and event signing policy in the State [Sign Policy and Guidelines](#). These changes were requested at the [December meeting](#). Additional input from outside the committee prompted allowing the use of existing BICYCLE RACE AHEAD (OBW16-2) signs for 5 years provided they



are in acceptable condition and to add a reduced sign size for signs mounted to an escort vehicle. The committee suggested some minor corrections to the proposals.

Decision: Ed Fischer moved acceptance of the proposed changes with corrections noted. Joe Marek seconded and the committee voted unanimously in favor.

[\(Listen - Bike Race/Event Signs\)](#)

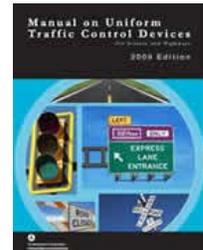
Crosswalks Near Grade Crossings

Charles Kettenring reported that ODOT Rail Division is starting to see requests for paths and pedestrian crossings across streets that are in close proximity to at grade railroad-highway crossings. He noted that there are problematic state laws – one requiring motorists to stop for pedestrians while another prohibits motorists from stopping on railroad tracks. The conflict comes up when the pedestrian crossing is near to and parallel to the railroad. Charles discussed some [possible solutions](#) that Rail is experimenting with.

[\(Listen - Crosswalks@ Grade Xings\)](#)

MUTCD Supplements – Sub-Committee Reports

Kevin Haas then led the committee through the first subcommittee recommendations for the review and adoption of updated [Oregon Supplements](#) to the [2009 MUTCD](#). Work will continue in the various subcommittees with membership as detailed on [ODOT's MUTCD webpage](#).



PART 1 – Kevin introduced an Oregon supplement to Section 1A.13. The supplement would delete the new standard statement underlined in red below.

<p>Section 1A.13 Definitions of Headings, Words, and Phrases in this Manual</p> <p>Standard:</p> <p>01 When used in this Manual, the text headings of Standard, Guidance, Option, and Support shall be defined as follows:</p> <p>A. Standard—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type. The verb “shall” is typically used. The verbs “should” and “may” are not used in Standard statements. <u>Standard statements are sometimes modified by Options. Standard statements shall not be modified or compromised based on engineering judgment or engineering study.</u></p> <p>B. Guidance—a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate. All Guidance statements are labeled, and the text appears in unbold type. The verb</p>

Inserted would be the following support statement copied word for word from the 1988 MUTCD.

Support:
The decision to use a particular device at a particular location is typically made on the basis of an engineering study of the location. Thus, while this Manual provides standards for design and application of traffic control devices, the Manual is not a substitute for engineering judgment. It is the intent that the provisions of this Manual be standards for traffic control devices installation, but not a legal requirement for installation.

Ed Fischer said he liked the language. He noted that this issue is far from dead and other states are still working to oppose the language including possible court challenges. Ed noted that Nick Fortey [provided](#) the committee with a January National Committee/AASHTO letter to

FHWA and FHWA's response. AASHTO indicated disagreement with the new MUTCD language and FHWA's response rejects the suggestion to kill the language and gives their position on the matter. Nick also suggested that objections aren't going to be as persuasive if few states participate. Ed said he'd like to have the language approved so that he can take it to the [June 27-30, 2010](#) AASHTO Subcommittee on Traffic Engineering meeting.

Decision: Ed Fischer moved, and Brian Barnett seconded accepting this as the first supplement to the 2009 MUTCD. After further discussion, the committee voted unanimously to accept the proposed Supplement assuming nothing changes in the Fed position or subsequent to possible legal challenge(s).

[\(Listen - Part 1\)](#)

Kevin Haas asked the committee for editorial liberties to, as in the 2003 MUTCD review, make edits of each section to make all Oregon Supplements conform in wording/format with the MUTCD and there were no objections. The committee will have the opportunity to approve the final product prior to handing off the document to the Oregon Transportation Commission for approval.



PART 3 – Katie Johnson reported with a [handout](#) detailing her subcommittee's proposed Supplements. The first proposal was to Delete Line 7 of Section 3B.06 on Edge Line Pavement Markings. This would be replaced with an option stating that wider solid edge lines may be used for greater conspicuity and a support statement following line seven that indicates engineering judgment should be allowed for use of wider than normal edge lines in cases such as where an edge line may be confused with a line delineating a bike lane (as per OAR 734-020-0055). Massoud Saberian moved to adopt the supplement and Robin Lewis seconded. In discussion, some questioned whether this was needed and how this would affect Part 9. It does not address bike lanes directly and if that's what it's about, maybe it should do so. The proposed supplement was therefore tabled until the Bicycle Subcommittee has a chance to review and assess its impact.

In Section 3B.09, regarding Lane Reduction Transition Markings, Katie suggesting deleting the standard in Line Two which only refers to MUTCD Figure 3B-14 and replacing it with one that includes Figure 3B.14(OR). The Oregon option is existing ODOT standard. Katie [illustrated](#) the difference between ODOT's standard taper markings and that in the MUTCD.

There was some concern about confusion with ODOT's "d" value in feet being half that which is used in the MUTCD. The committee also felt that stopping the skip line sooner such as in the Manual is preferable in order to emphasize that a merge must be made very soon. Further, having arrows to make it clear to drivers that they must merge when the end of the merge lane isn't easily seen was considered important. The committee decided to adopt MUTCD Figure 3B-14 without a supplement. Given that Figure 3B-14(OR) is current ODOT standard, there will need to be a compliance date for switching all highway applications over to Figure 3B-14.

For Section 3B.16 on Stop and Yield Lines, the subcommittee wanted a Support Statement at the beginning stating that ORS 811.028 does not allow Yield signs and markings in conjunction with pedestrian crossings. Drivers are required to stop for pedestrians under Oregon law. This brought up concerns regarding other signs in Part 2 such as those at right turn signals

instructing drivers to “YIELD” to pedestrians. The committee agreed to hold off on this proposed supplement until Part 2 of the Manual is considered at the next meeting.

The next proposal was to delete the Guidance subsection, Line 1 of Section 3B.16, and replace it with Standard, Option and Support subsections that require a stop line or a marked crosswalk be used. Either may indicate the point behind which vehicles are required to stop in compliance with a traffic control signal. The separate stop line may be required by engineering judgment under some circumstances such as to accommodate truck turning radii, skewed approaches or when a continental style crosswalk is used.

Decision: Ed Fischer moved, and Brian Barnett seconded accepting this as a supplement to the 2009 MUTCD. After further discussion, the committee voted unanimously to accept the proposed Supplement with the minor correction of adding the word “line” after “stop” in the option.

Under Section 3B.18, the subcommittee felt the Guidance subsection Line 9 saying that “*New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and...*” should be “**or**” rather than “**and**”. This is contra to the [Zeeger Study](#). Assuming this is not a typo, a supplement is advised to make it “or”, so that any of the three may trigger the prohibition.

Decision: Ed Fischer moved, and Cindy Schmitt seconded accepting this as a supplement. The committee voted unanimously to accept. Nick Fortey is already looking into whether this will be changed and thus obviate the Supplement. He will advise when he finds out and if necessary the supplement will be cancelled.

Regarding Section 3B.25 on Speed Hump Markings, Katie said the committee wants to delete Line 1 Standard: “*If speed hump markings are used, they shall be a series of white markings placed on a speed hump to identify its location. If markings are used for a speed hump that does not also function as a crosswalk or speed Table, the markings shall comply with Option A, B, or C shown in Figure 3B-29. If markings are used for a speed hump that also functions as a crosswalk or speed Table, the markings shall comply with Option A or B shown in Figure 3B-30.*” and replace it with new guidance and support subsections. This would allow for differing marking styles (such as Portland’s [checkerboard](#)) when warning signs are also installed:



Guidance: Speed hump markings should be used to mark vertical deflections in the roadway that are designed to limit the speed of traffic. Speed hump markings should consist of a series of white markings placed on the speed hump to identify its location. If markings are used for a speed hump that does not also function as a crosswalk or speed table, the marking should comply with Option A, B, or C shown in Figure 3B-29. If markings are used for a speed hump that also functions as a crosswalk or speed table, the markings should comply with Option A or B shown in Figure 3B-30.

Support: Speed humps are most effective when the driver knows they are in place. Pavement markings are one way to give warning to drivers of the presence of a vertical deflection in the roadway that is designed to limit the speed of traffic. Engineering judgment for use of alternate white speed hump markings should be allowed to maintain local jurisdiction conformity when speed hump markings are used in conjunction with standard speed hump signs.

This proposal would demote the Shall to a Should, regarding the three options provided. The committee was generally in agreement that uniformity of these pavement markings in a jurisdiction is more important than uniformity nationwide.

However, the shall statement in the 2009 MUTCD says “If used” in regards to the markings, and it sounds like the proposed change would make it a should to use markings. This doesn’t work well for places with severe winter such as Bend where this kind of marking does not last well. They use signs instead. This proposal was sent back to the subcommittee to look at whether it should be more permissive, either with alternatives or options.

[\(Listen - Part 3\)](#)



PART 9 – With time dwindling, Rodger Gutierrez presented part of his proposed supplements from a [handout](#) of his subcommittee’s recommendations. He said that his subcommittee had only gotten through four of the ten possible supplements they may have. The first was to continue a 2003 supplemental support statement to reference the Oregon Bicycle Pedestrian Plan available for guidance and design considerations.

Decision: Ed Fischer moved, and Charles Radosta seconded accepting this as a supplement. The committee voted unanimously to accept.

The second proposal regarding retroreflectivity for regulatory, warning, guide and temporary way-finding signs. The committee had some issues with the format of the proposal in mixing of standard and support sections and what signs should or may be retro-reflective. Temporary way-finding signs may need more definition. The committee agreed that this should go back to the subcommittee for further work.

[\(Listen - Part 9\)](#)

Not on Agenda

Mike Kimlinger brought up an issue regarding guide signing minimum size plaques vs. size of font and spacing in [Section 2E.15](#) of the 2009 MUTCD. It may be errata. He will bring the issue to a future OTCDC meeting for further discussion.

Ed Fischer reported that it turns out that rectangular rapid flashing beacons may automatically retrieve upgrades to software that may make the signs stop working. He said ODOT is not going to install these on state highways until the issue is resolved and upgrades cannot automatically happen.

Kevin reminded members of the next meeting date at Region 2 where there will be the option of remote in for attendance.

The committee adjourned at about noon.

[\(Listen - NOA's\)](#)

Next Meeting Date

[ODOT Region 2](#), Mt. Hood Room, Bldg. A, 455 Airport Rd. Salem, Oregon