

Oregon Traffic Control Devices Committee

June 11, 2010

Meeting Minutes

ODOT Region 2 Mount Hood Room

Salem, Oregon

Members Present: [Ed Chastain](#), Chair, Lane County; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Brian Barnett](#), City of Springfield; [Robin Lewis](#), City of Bend (via teleconference); [Joel McCarroll](#), ODOT Region 4; [Joseph Marek](#), Clackamas County; [Charles Radosta](#), ITE, Kittelson and Associates

Members Absent: [Mark Davie](#), OSP; [Massoud Saberian](#), Vice-Chair, City of Lake Oswego; [Cynthia Schmitt](#), Marion County

Others Present: Nick Fortey, FHWA; Scott Cramer, Rodger Gutierrez, Kevin Haas, Katie Johnson, Mike Kimlinger, Kathi McConnell, Gary Obery, Chris Rowland, ODOT Traffic-Roadway Section; Jim Renner, Oregon Travel Info Council (partial, via teleconference); Tamera Abbott, Oregon State Parks; Ian Amweg, Washington County; Renee Hurtado, DKS Associates; Kevin Hottmann, City of Salem; Jabra Khasho, City of Beaverton; Tom Larsen, City of Eugene

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 May meeting with two minor corrections. Joe Marek seconded and the committee voted unanimously in favor. Three non-agenda items for later discussion were identified.

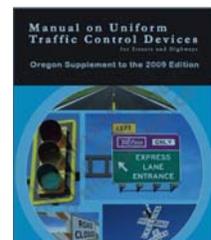
PUBLIC COMMENT

There were no public comments.

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

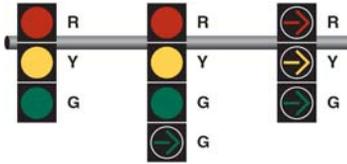
MUTCD Supplements – Sub-Committee Reports

Kevin Haas then [reviewed](#) for the committee the Federal rules and Oregon statutes governing the adoption of [Oregon Supplements](#) to the [2009 MUTCD](#). Kevin reiterated the tight timeline in order to have the Oregon Supplements ready to begin the OAR process by the end of this summer. Additional meetings may be needed after the July 16th meeting if the work is not wrapped up then. Work will continue in the various subcommittees with membership as detailed on [ODOT's MUTCD webpage](#).



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

PART 4 – Gary Obery reported that his subcommittee has not yet gotten to the point of drafting proposed supplements. He [reviewed](#) some of the areas where they expect to be recommending supplements.



Nick Fortey asked that a notation be added to the supplement timeline for FHWA approval in the schedule. The committee also discussed how best to provide documentation to FHWA on the rationale for any supplements in order to help facilitate FHWA approval for Oregon supplements. Nick said his philosophy is to be reasonable, which will be facilitated if he doesn't have to guess at committee intent.

Gary said he'd like to avoid supplements for other than standard statements, covering guidance statements in policy documents. His subcommittee hopes to have their supplements completed at their July 8th meeting.

[\(Listen - Part 4\)](#)

PART 2I-2K – Mike Kimlinger began reporting on [proposed changes](#) to Guide Signs and Motorist Info signs. He started with a proposal regarding Section 2I.04 on Interstate Oasis Signing. The proposal was to delete lines 7 and 8 from the 2009 MUTCD and replace it with language directly from [OAR 733-030-0450](#). This would downgrade from the MUTCD standard to a “should” in accordance with [ORS 377.700-377.840](#) (which implements [ORS 183.310-183.550](#)). Unfortunately, Jim Renner's phone connection was not working well for him so the committee agreed to table and return to Guide Sign and Motorist Info at the next meeting.

[\(Listen - Part 2 Guide\)](#)

PART 2B-2C – Mike Kimlinger then turned to [proposed changes](#) to Regulatory and Warning signs beginning with [Section 2B](#).

In Section 2B.11., the proposal was to remove the standard statement that allowed YIELD or Stop Here for Pedestrian signs (R1-5, R1-5a) and only allow the STOP sign (R1-5b, R1-5c). It would also omit the “multi-lane” requirement, and delete Option from line 4, replacing it with a support statement explaining the deletion.

The committee agreed to the general idea while modifying it to move the STATE LAW sign legend down to the option section and rephrase the new support statement.

Decision: Ed Fischer moved, Joel McCarroll seconded, and the committee voted in favor of the supplement to Section 2B.11 as modified.

The proposed supplement to Section 2B.12 adding a new standard which prohibits use of the in-street Pedestrian Crossing (R1-6) sign and the Overhead Pedestrian Crossing (R1-9) sign with the support statement citing Oregon law met with no opposition and was approved.

Decision: Ed Fischer moved, Joe Marek seconded, and the committee voted in favor of the supplement to Section 2B.12.



Mike noted that the current Oregon Supplements exempts all but interstate highways from the requirement to have the word “LIMIT” on speed limit signs. The proposed supplement to



Section 2B.13 is to remove the exemption to streets within cities and to school speed zones so that they would also need to include “LIMIT”. This brings Oregon closer to the National standard and conforms with state law. Also proposed was a minor change to the standard regarding speed limit signing at jurisdictional boundaries.

The committee agreed that the change could be best stated as “The word LIMIT may be omitted on all highways outside of city limits that are not interstates or school speed zones.”

Decision: Brian Barnett moved, Joel McCarroll seconded, and the committee voted in favor of the supplement to Section 2B.13 as modified.

The committee was then dismayed to see what at first appeared to be a requirement in line 5 of Section 2B.13 which was just approved in the supplement to Section 2B.13. It looked like line 5 would require placement of signing at each state and local jurisdictional border listing all statutory speed limits within the state. After some discussion the committee came to the conclusion that the point was to make sure changes in speed after crossing a jurisdictional boundary are signed. As such the committee agreed that the standard be changed to better reflect that so it’s not confused with a requirement to sign every border with a menu of statutory speeds. With multiple input the following language was agreed to:

“Speed limit signs indicating the designated speeds of the highway shall be installed at entrances to the State and where appropriate, at jurisdictional boundaries in urban areas.”

Decision: Ed Chastain moved and Brian Barnett seconded the re-passage of this supplement as amended. The committee voted in favor and it was approved.

The committee discussed whether any supplement was needed to accommodate plans to begin implementing some variable speed limits. Ed Fischer said he didn’t think it was necessary, that the two cases being planned would use the appropriate black on white colors with the static part of the sign saying SPEED or SPEED LIMIT and the actual speed being in changeable LED legend. Section 2B.13 has an option in line 18 that should cover the circumstances. It states, “A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.”



[\(Listen - Part 2 thu2bpt13\)](#)

Mike explained that the proposed supplement to Section 2B.54 was a carryover from the 2003 MUTCD where it had been in Section 2B.45, with updating as needed on the signing numbering, etc. The Supplement maintains a “May” condition for RIGHT (LEFT) ON RED ARROW AFTER STOP signing based on engineering judgment.

Decision: Ed Fischer moved and Charles Radosta seconded the passage of this supplement with a minor typo correction. The committee voted in favor and it was approved.

Section 2B.55 retains Oregon’s supplement for TRAFFIC LAWS PHOTO ENFORCED signs, replacing the MUTCD section entirely and using the wording of ORS 810.434 through 810.439. This includes the most recent law that requires SCHOOL IN SESSION signs for locations that don’t include flashing beacons. The Supplement was formerly under 2003 Section 2B.46

Decision: Ed Fischer moved and Brian Barnett seconded the passage of this supplement. The committee voted in favor and it was approved.

Moving into warning signs, Mike brought up Section 2C.29, which is under 2C.24 in the 2003 MUTCD and concerns SPEED HUMP (W17-1) signs. Mike said that wording in the 2009 Manual appears to accommodate most conditions and is a should condition which accommodates engineering judgment. The subcommittee felt the old supplement was not needed for the new MUTCD.

Decision: Joe Marek moved and Brian Barnett seconded the omission of this supplement. The committee voted in favor and it was approved.

A possible supplement regarding exit and ramp advisory speed signs in Section 2C.14 was tabled until a final report is received from an ongoing ball banking research project. It may be that all curves need to be re-ball banked and many may need chevron plaques as well for all cases where the surrounding speed is 15 MPH higher than the advisory speed.



Section 2C.46, Intersection Warning Signs, used to be under Section 2C.37 and had a supplement regarding traffic circles. Since both are addressed in the new MUTCD and options are available depending on conditions, the subcommittee felt the supplement is no longer needed.

Decision: Brian Barnett moved and Ed Fischer seconded the omission of this supplement. The committee voted in favor and it was approved.

Section 2C.08, Advisory Speed Plaque, like Section 2C.14 is also being tabled pending the final report on research regarding ball banking.

The 2003 MUTCD had a supplement under Section 2C.50 to allow the option of the placement of a supplemental “CROSS TRAFFIC DOES NOT STOP” plaque under an advanced “STOP AHEAD” sign. The subcommittee felt the advanced location makes the message difficult to read and that having the plaque under the STOP sign as permitted in Section 2C.59 is better for informing drivers.

Decision: Brian Barnett moved and Ed Fischer seconded the omission of this supplement. The committee voted in favor and it was approved.

SECTION 2C.61, Photo Enforced Plaque, updates the 2003 Supplement for Section 2C.53 on PHOTO ENFORCED plaque use, clarifying from the previous version and citing current Oregon law (ORS 810.434 through ORS 810.439).

Decision: Ed Fischer moved and Joel McCarroll seconded the passage of this supplement. The committee voted in favor and it was approved.

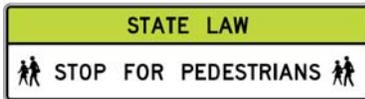
[\(Listen - Part 2 thu22C61\)](#)

PART 7 – Following a lunch break, Kevin Haas reported for Jan Gipson on the [proposed changes](#) to Supplements on Part 7.

Kevin reported that the existing supplement for Section 7B.08 of the 2003 Manual is no longer necessary. The S1-1 sign now has separate requirements for crossings and for school zones in the 2009 Manual.

Decision: Brian Barnett moved and Ed Fischer seconded the omission of this supplement. The committee voted in favor and it was approved.

Kevin then reported that the existing supplement for Section 7B.09 of the 2003 Manual isn't needed anymore because there is a new modified R1-9a sign for overhead installations in Section 7B-12 of the 2009 Manual which may be used at unsignalized school crossings. The pentagon school sign is not permitted for overhead installations anymore.



Decision: Brian Barnett moved and Ed Fischer seconded the omission of this supplement. The committee voted in favor and it was approved.

It was requested that a supplement be drafted that the State Law YIELD To Pedestrian Within Crosswalk sign R1-6B not be permitted in Section 7B.12 for consistency with 2B.12. Kevin said he would work on this.

Action Item; Kevin or Jan will draft a supplement as discussed.

Kevin then reviewed proposed supplement to Section 7B.15 as the successor to 2003's Section 7B.11. The major change of which was to allow an ALL YEAR plaque as required by the last Legislature for year-round schools.

Brian moved that an addition stating that if this plaque is used on the school assembly , it should also be used on the advance school warning sign. Ed Fischer seconded, and the committee approved.

Ed Fischer moved that the guidance regarding using flashing lights to indicate when children are scheduled to arrive at or leave school be changed to a standard – “shall only”. He also wanted ORS 811.106 to be included with ORS 811.111 in the reference as defining the different conditions for school speed limits in Oregon. Brian seconded and the committee voted approval.

Brian moved acceptance of the proposed supplement with amendments already approved, giving Kevin some editorial license. Ed Fischer seconded and the committee voted in favor.

Kevin pointed out that all standards and guidance for stop and yield lines has been removed from Part 7 and support statements now reference Section 3B.16. Therefore we don't need to have a replacement for the 2003 supplement to Section 7C.04.

Decision: Brian Barnett moved and Ed Fischer seconded the omission of this supplement. The committee voted in favor and it was approved.

The previous supplement to Section 7D.05 , Operating Procedures for Adult Crossing Guards, prohibits adult crossing guards from directing traffic in the usual law enforcement regulatory sense in order to prevent conflicting indications from signs or signals. The Department of Education may be putting out more relevant



comments regarding this and other issues in the days ahead, so the committee agreed to table the supplement until they are heard from.

The committee then discussed progress thus far and what's ahead. Kevin said he would bring a compilation of supplements approved so far for information at the July meeting. Part 4, 6, 7, 8,9 and guide signs are still to be completed.

Ed Fischer summarized the policy resolution that AASHTO has just put out that also opposes the new clause in the new MUTCD which outlaws engineering judgment in cases where the MUCTD sets standards, which is generally consistent with Oregon and other states.

[\(Listen - Part 7 and wrapup\)](#)

Not on Agenda

Mike Kimlinger briefed the committee with [examples](#) from the [Sign Policy and Guidelines](#) of Oregon signs that don't vary significantly from what is in the MUTCD/[Standard Highway Signs](#). It may be prudent to discontinue many of these signs. Katie Johnson and Chris Rowland have only begun this review and are already at near a hundred signs. The committee consensus was that ODOT should continue this review and compile two lists--one of obvious removals and one for signs that may warrant committee discussion regarding their continuing utility. This process should get rid of unnecessary signs and get Oregon's SP&G down to a slimmer publication of Oregon-specific signs. This probably won't come up until after the MUTCD/Oregon Supplements process is completed in the OTCDC.

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

As promised in May, Mike Kimlinger returned to the issue of [changes to design standards](#) in [Section 2E.15](#) of the 2009 MUTCD. issue regarding guide signing minimum size plaques vs. size of font and spacing in MUTCD. It may be errata. He will bring the issue to a future OTCDC meeting for further discussion. Ed may bring it up at the AASHTO meeting.

The issue of what date/location for the October meeting in conjunction with the Traffic Safety Conference came up because the conference has decided to hold their plenary meeting on the first morning rather than at noon, so the committee needed to decide whether to reschedule the date or time of the OTCDC meeting. The consensus was to maintain the scheduled date/time as 9:00 a.m. on October 12th and find a room location either at the Salem Conference Center or elsewhere in Salem.

Ed Fischer reported on the end of terms for Robin Lewis, Joe Marek and Ed Chastain, and said he hoped all three would be willing to be re-enlisted for another term. Joe Marek and Ed Chastain indicated they were willing to continue service. Robin Lewis will get back to Ed Fischer later with her decision.



The meeting adjourned at about 3:30 p.m.

[\(Listen - NOA 2-End\)](#)

Next Meeting Date

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