

Oregon Traffic Control Devices Committee

September 24, 2010

Meeting Minutes

[ODOT Region 4](#), Building K, Deschutes River Room, 63055 N. Highway 97
Bend, Oregon

Members Present: [Ed Chastain](#), Chair, Lane County; [Massoud Saberian](#), Vice-Chair, City of Lake Oswego (via teleconference); [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Brian Barnett](#), City of Springfield; [Mark Davie](#), OSP; [Robin Lewis](#), City of Bend; [Joel McCarroll](#), ODOT Region 4; [Charles Radosta](#), ITE, Kittelson and Associates (via teleconference)

Members Absent: [Joseph Marek](#), Clackamas County; [Cynthia Schmitt](#), Marion County

Others Present: Nick Fortey, FHWA; Doug Bish, Scott Cramer, Rodger Gutierrez, Kevin Haas, Katie Johnson, Mike Kimlinger, Kathi McConnell, Gary Obery, Zahidul Siddique; Dave Lanning, ODOT Rail Division; Amanda Westmoreland, ODOT Region 2; Shyam Sharma, ODOT Region 3; Mary Barron, ODOT Region 4; Scott Beaird, Kittelson & Associates; Cecilia Hagle, Washington County; Renee Hurtado, DKS Associates (via teleconference); Tom Larsen, City of Eugene

Introduction – Approval of Minutes – Additional Agenda Items



Chairperson Ed Chastain called the meeting to order. Ed Fischer introduced the new OSP member, Mark Davie to the committee. All attendees then introduced themselves. Brian Barnett had a question on the minutes which he needed to track down so approval of the minutes was deferred.

Public Comment

There were no public comments.

Public Appreciation

Ed Fischer expressed appreciation on behalf of the Oregon Department of Transportation to Robin Lewis for her years of service to the OTCDC.

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

LC 516 Draft, ODOT's 2011 Concept Relating to U-turns

Ed Fischer reported on a draft legislative concept that is being developed by Legislative Counsel. It essentially reverses the existing legislation, ORS 811.365 so that it allows U-turns unless there is a sign that prevents these turns at intersections. In addition, a clause below is added forbidding U-turns in any location where such a turn cannot be made safely or where it would interfere with other traffic or pedestrians. This puts the onus on the driver to know

whether or not it is safe and possible for their vehicle to make a U-turn at any given intersection where it is not prohibited by a sign.

Robin Lewis suggested that “where” be replaced by “when” in order to add a time component which recognizes that at certain times it is not safe such as “when” pedestrians are present. Mark Davie thought that the language as written is fine and will strengthen officers’ case in court when they cite for illegal U-turns. Ed said he’d check with legislative counsel on whether “where” would do the job as intended.

Massoud Saberian expressed concern that the legislation might force road authorities to investigate to be sure any intersection is a safe place for a U-turn. Ed Fischer said the intent of the legislation is specifically to remove any such responsibility from local road authorities. If U-turn accidents become a problem at a given intersection, a road authority may want to do an investigation but the legal onus remains on the driver. Massoud suggested it would still be a good idea if a road authority is considering using a flashing yellow turn arrow or changing a turn signal movement from protected only to permissive, to also investigate whether U-turns are safely possible at the intersection. Ed Fischer agreed with that.

The committee discussed what might be done to help get the word of the change out to drivers and interested authorities prior to the Legislature taking action in order to get any negative feedback.

Charles Radosta suggested the need to add a clause in the case of right turn overlap situations that the right of way so that the U-turner must yield to the right turner. Ed said he was thinking about if and how to address that issue. Charles thought further education to the driver through DMV might also be useful. Ed said he wanted to be careful not to add something that the Legislature couldn’t understand and might modify in a manner inconsistent with the intent of the legislative concept. Ed said if Charles has some specific wording, he’d consider it but his gut feeling is not to do it in the legislation itself. It might be handled by OAR or signal policy. Mark Davie also expressed concern about further complicating the legislation. Ed said public service announcements ought to be created assuming the legislation passes to help prepare the public.

Massoud asked if at a T-intersection, could the side street traffic make a U-turn under the legislation. Ed said they could if they can do it safely. He doesn’t expect there to be a lot of new unsafe maneuvers going on as a result of a change in U-turn law. Kevin pointed out that it is already legal to make U-turns at unsignalized intersections in Oregon unless otherwise signed. This change will simply add signalized intersections to that. Further information will be provided as it becomes available.

[\(Listen - LC516\)](#)

Section 1A.13 of the 2009 MUTCD, FHWA's response

Ed Fischer then updated the committee on FHWA’s response to national objections to the new language in Section 1A.13 of the 2009 MUTCD. The last statement in the published Manual states that “*Standard statements shall not be modified or compromised based on engineering judgment or engineering study.*” Ed said AASHTO and the National Committee on Uniform Traffic Control Devices (NCUTCT) have written their objections to FHWA and have since met with FHWA three different times according to [Hari Kalla](#), who is the lead person for FHWA in Washington, D.C., dealing with the manual. They’ve held three different conference calls so far. Harry says they’re going to issue an official interpretation stating that it was never FHWA’s

desire or intent to change the meaning from the previous MUTCD . The interpretation will cite that it is the intent to allow flexibility on specific cases. Ed just talked to [Tom Hicks](#), vice chair for programs at the NCUTCD and asked what the National Committee take was on FHWA's stance. Tom said the National Committee is okay with it on a temporary basis if FHWA will begin a new rule-making process to consider issuing a revision to the MUTCD. This is progress but nobody is entirely satisfied yet. The concern is still that the objectionable sentence is still fodder for litigation. More information will be forthcoming.

Ed also added in regards to the previous topic that once the Oregon legislative process begins on the proposed U-turn law changes, those who support it should be planning on testifying in support of it. This will help to offset the possibility of an interpretation that says this is going to cost too much money to study all the intersections in the state, which the proposed legislation would actually avoid.

[\(Listen - Section 1A 13\)](#)

STOP FOR PILOT CAR/WAIT FOR PILOT CAR Signs

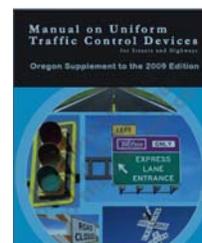
Joel McCarroll briefed the committee on a [proposal](#) for pilot car signing in construction projects. He said that currently the FOLLOW PILOT CAR sign is in the [Oregon Temporary Traffic Control Handbook](#), but the black on orange WAIT FOR PILOT CAR sign is being used for chip-seals for low volume side-street traffic coming into the work zone. He said they would like to formalize this and use regulatory black on white colors so that a driver gets the message that they must wait for the pilot car, not just be advised to do so. Joel said they have drafted some conditions for use as illustrated in the hand-outs.

Decision: Ed Fischer moved to add the WAIT FOR PILOT CAR into the SP&G with the description of conditions for when it might be used. Joel McCarroll seconded the motion. In discussion it was agreed that the language accompanying the sign be clear that this sign is optional, that it doesn't reach the point of being guidance. The Committee voted unanimously in favor with that stipulation.

[\(Listen - Stop for Pilot Car\)](#)

MUTCD Supplements – Sub-Committee Reports

Kevin Haas then resumed review with his [mock-up draft](#) for Oregon Supplements to the [2009 MUTCD](#). He said changes have been reflected in the mock-up and it includes Jim Renner's TIC amendments have been word-smithed as agreed to by the committee for review. Kevin pointed out where the committee is on the Oregon Supplements approval timeline, saying he'd like to present the final draft mock-up document at the October meeting so there will be a month to review it prior to voting on it at the November meeting. The goal is to complete all subcommittee presentations at today's meeting. OTTCH changes should be brought to the November meeting. Dave Lanning will start out today with Part 8.



Nick Forty reminded the committee that they need to plan for some time for FHWA review of the MUTCD. He will need the committee to be sure to provide information on the committee's reasoning for all supplements so they don't have to guess about intent/reasoning. Ed Fischer suggested that by the end of the October meeting, FHWA will have what will be the draft final Supplement that they can review so they're ready to bring forth any issues the feds have at the

November meeting. If they can't get resolution of any such issues at the November meeting, they can still work on those issues and make any necessary changes during the rulemaking process.

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

PART 8 – Rail Crossing Safety

David Lanning reported on his subcommittee's [proposed changes](#) to Part 8 of the MUTCD, which in the 2009 Manual includes the old Part 10. They start with three new definitions in Section 1A.13.. Terms defined are "Diagnostic Team", "Pedestrian Clear Out Interval" (PCOI), and "Vehicle Clear Out Interval" (VCOI). The Diagnostic Team is a key element of crossing safety improvements that lead to crossing orders. The National Committee recommended that FHWA include this definition in the new Manual but that did not happen. The term is mentioned in the proposed Part 8 Supplements. The latter two definitions are carried over from the previous Manual/Supplements.

Decision: Ed Fischer moved, Brian Barnett seconded, and the committee approved these three definitions without dissent.

David then moved on to proposed supplements to Part 8. The first proposal is a Standard statement in Section 8A.01 which carries over from the old Manual and includes new wording to encompass light rail. It vests authority to control and regulate all construction, alteration, and protection of highway-rail and highway-LRT grade crossings in the state, and ODOT (as provided in ORS 824.200 to ORS 824.256) through a Crossing Order issued by the Rail Division.

Decision: Joel McCarroll moved, Brian Barnett seconded, and the committee approved this standard unanimously.

Section 8A.02 added the diagnostic team language mentioned in the Section 1A.13 above, struck the engineering study language. The committee preferred to retain the engineering study language and add the diagnostic team language: *"The appropriate traffic control system to be used at a highway-rail grade crossing should be determined by an engineering study or a diagnostic team involving the highway agency, the railroad company, and the Rail Division of the Department of Transportation. The diagnostic team uses engineering judgment to determine the appropriate traffic control system to be used at a grade crossing."*

Decision: Ed Fischer moved to approve 8A.02 as modified by the committee. Brian Barnett seconded, and the committee voted in favor.

Regarding Section 8A.03, the proposed change to the first guidance was to add "in a semi-exclusive alignment", delete "an engineering study conducted by", add "the Rail Division of the Department of Transportation through consultation with", add "operator and the affected", delete "or highway agency in cooperation with other appropriate State and local organizations" and add "public authority in interest" to match ORS language. The committee thought "engineering study" should be retained (while clarifying that it wasn't necessarily conducted by the Rail Division), as should the appropriate state and local organizations language from the Manual (rather than a change to reflect the ORS language) .

Decision: Ed Fischer moved, Brian Barnett seconded, and the committee voted in favor.

Moving on in the same section, David Lanning noted a proposal to add the Rail Division approval in place of “agency with the jurisdictional and/or statutory authority, and from the LRT agency prior to installation or modification of any traffic control system at a highway-LRT grade crossing and clarified that it applies to those crossings in a semi-exclusive alignment. No objection was raised.

Further, in Line 11 of the same section, Lanning suggested deleting “flashing light signals only” from “a combination of automatic gates and flashing-light signals, or flashing-light signals only, or traffic control signals” at a highway-LRT crossing and inserting unless ODOT Rail Division issues an order authorizing the varying equipment in place of an engineering study indicating it would be adequate. The committee preferred to leave in the flashing light signals, which Rail Division may still decline to order. It would then read: *“Highway-LRT grade crossings in semi-exclusive alignments shall be equipped with a combination of automatic gates and flashing-light signals, or flashing-light signals only, or traffic control signals, unless an engineering study indicates that the use of Crossbuck Assemblies, STOP signs, or YIELD signs alone would be adequate in accordance with a Crossing Order issued by the Rail Division of the Oregon Department of Transportation.”*

Decision: Ed Fischer moved, Robin Lewis seconded, and the committee approved both changes, completing the supplement for Section 8A.03

Section 8A.05, dealing with grade crossing eliminations was proposed for a supplement clarifying that it must be authorized by ODOT Rail Division and that traffic control devices should be removed by the affected railroad company and public authority in interest. It also clarifies that any modification of traffic control devices made desirable by elimination of some tracks also need to be authorized by a crossing order issued by ODOT Rail Division.

Decision: Ed Fischer moved to approve the supplement as proposed. Massoud Saberian seconded, and the committee voted in favor.

In a continuation of supplements to previous Manuals, Section 8B.01 substitutes ODOT/Rails/ placement of stop lines, advance warning signs/pavement markings in accordance with OAR 741-100-0020 which has the stop line closer to the crossing for better visibility of oncoming trains by drivers. Katie Johnson suggested a notation in Figure 8B-06(OR) on the option of a narrower RXR marking.

Nick Fortey noted his recommendation for the record that the proposed Supplements make clear the thinking behind them so that FHWA doesn't have to try to guess intent.

Decision: Joel McCarroll moved approval of the supplement along with an asterisk to allow the use of the narrow RXR legends. Ed Fischer seconded. Charles Radosta clarified that there was still flexibility for engineering judgment in crossing orders. The committee then voted in favor.

Section 8B.03 strikes “automatic gates are not present”, the number of tracks shall be indicated but in Oregon if there are multiple tracks, the number of tracks shall be indicated.

Decision: Ed Fischer moved and Brian Barnett seconded accepting the supplement as written. The committee voted in favor.

David said that proposed changes in supplement to Section 8B.04 were to include the diagnostic team participation and the requirement for a Rail Division Order whenever the standard YIELD sign is to be replaced with a STOP sign at passive crossings. The supplement as drafted left out the word “only” prior to “if an engineering study” which Ed Fischer thought should remain in to make it clear that the standard is the YIELD sign. The committee agreed to this change in the note. In the Standard, the same diagnostic team/Rail Division Order changes were proposed, as well as striking the language that an engineering study must be “performed by the regulatory agency or highway authority having jurisdiction over the roadway approach”.

Ed Fischer moved approval as modified all of the changes in Section 8B.04. Brian Barnett seconded and the motion carried.

Section 8B.06 seeks to require the W10-1 Highway-Rail Grade Crossing Advance Warning sign on each highway in advance of every highway-rail and highway-LRT grade crossing with exceptions A through D noted. The proposed change to that Standard is to eliminate some of those enumerated exceptions and leave it to the Crossing Order. The committee agreed to remove item B (low volume/low speed highways crossing minor spurs, etc), and C (In business or commercial areas with active grade crossing traffic control devices), and add item E to the effect that a crossing order issued by ODOT Rail authorizes omission of the sign.

The proposed supplement would also add in the diagnostic team determining that the Yield Ahead (W3-2) or Stop Ahead (W3-1) sign is appropriate and an order is issued and removes reference to Section 2C.36 criteria, and reference to Table 2C-4 (replacing that with Figure 8B-6(OR)). Another edit requires that the W10-1 sign be installed downstream from the Yield Ahead or Stop Ahead sign, rather than upstream.

Decision: Joel McCarroll moved and Ed Fischer seconded these changes to the proposed supplement. The committee voted in favor.

Dave Lanning said the proposed supplement to Section 8B.09 was to limit installation of DO NOT STOP ON TRACKS signs to be based on a Crossing Order, and removing the guidance text talking about an engineering study and location of the sign when authorized. The committee felt the last two sentences of guidance should be retained.

Decision: Joel McCarroll moved and Brian Barnett seconded the approval of the supplement as amended. The motion carried.

Section 8B.27 in the 2009 Manual includes standard language that pavement markings shall not be required at crossings where the speed is less than 40 mph if an engineering study indicates that other installed devices are sufficient. The subcommittee wants that reversed to state that the pavement markings shall be required at all paved highway-rail grade crossings and all paved highway-LRT grade crossings in semi-exclusive alignments, unless their absence is authorized in a crossing order issued by ODOT Rail.

Decision: Joel McCarroll moved to approve the proposed supplement as submitted. Ed Fischer seconded and the committee voted in favor.

Dave Lanning said that the Supplement for Section 8B.28 was to emphasize that in Oregon if you have crossing gates and lights, a stop line is required. This Standard holds unless authorized by the crossing order issued by the Rail Division.

In the Guidance statement, the distance in advance of the gates is modified to fit Oregon standards of 1-12 feet. If a yield line is used, the no closer than distance is 12 feet.

Decision: Joel McCarroll moved approval as written, Ed Fischer seconded, and the committee voted approval.

Section 8C.11 also carries over from the 2003 MUTCD. It would modify the guidance statements for LRT traffic control signals that vary in color from those in the Manual as illustrated in Figure 8C-3(OR). The committee wasn't sure they wanted to make this the standard, and instead should add option statements that refer to Figure 8C-3(OR) TriMet standards substantially as follows:

Option:

LRT traffic control signals may display the signal indications illustrated in Figure 8C-3(OR).

Support:

Figure 8C-3(OR) illustrates TriMet standards for LRT traffic control signals that were developed prior to their inclusion in the MUTCD, follow national LRT standards, and are found throughout the Portland metropolitan area.

Decision: Brian Barnett moved, and Joel McCarroll seconded approval of this supplement. The committee voted in favor.

[\(Listen - Part 8 Rail Crossing\)](#)

PART 9 – Traffic Control for Bicycle Facilities

Rodger Gutierrez [started](#) with [proposed changes](#) to Part 9, beginning with the Standard in Section 9B.01, Application and Placement of Signs. The proposal was to include option and support subsections after line 2 to deal with exceptions to the requirement for retroreflectorization of signs by referring to ODOT's Sign Policy and Guidelines. The committee had concerns about referring to the SP&G which is not static. They decided to simplify the standard and add support with examples where retroreflectorization is not required.

Decision: Ed Fischer moved, Brian Barnett seconded that the text from Section 9B.01, P1 through P2 be revised with inserted support statements as shown below, and example sign illustrations. The committee voted in favor.

Standard:

Bicycle signs shall be standard in shape, legend, and color.

Except for temporary bicycle event signs intended only for daylight use, all signs shall be retroreflectorized for use on bikeways, including shared-use paths and bicycle lane facilities.

Support:

Temporary bicycle event signs are for short-term and daylight use. Examples include BICYCLE EVENT AHEAD (CW15-15a) and BICYCLE EVENT ROUTE (CG20-21) signs but are not exclusive of such examples.

Moving to Section 9B.03, regarding BICYCLE STOP and YIELD signs., Rodger Gutierrez discussed proposed changes to the standard statements which would allow use of BICYCLE STOP (OBR1-1) or BICYCLE YIELD (OBR1-2) where STOP or YIELD signs could be visible to

motorists who are not required to stop or yield. The committee thought this could be more economically added at the end of Guidance on Line 4 so it would say:

Where conditions require path users, but not roadway users, to stop or yield, the STOP OR YIELD sign should be placed or shielded so that it is not readily visible to road users or BICYCLE STOP (OBR1-1) or BICYCLE YIELD (OBR1-2) signs should be used.

Decision: Brian Barnet moved and Ed Fischer seconded including the addition to the option statement as given above. The committee voted in favor.

Section 9B.20, 9B.21 and 9B.22 regarding bicycle guide signs. Rodger Gutierrez said that his subcommittee wanted to say we have other bike route signs in Oregon. The signs in the 2009 Manual are options. The subcommittee wants to say if bike route signs are used, those in the MUTCD are an option but they prefer Oregon signs.

Mike Kimlinger said he intends to ask for all Oregon's bike route guide signs to be taken out of the Sign Policy and Guidelines and for Oregon to follow the MUTCD. He has sent out a voting tool to his sign committee and early results seem to agree that is a good idea. He doesn't want the OTCDC to tie Oregon to signs they may not have available for long. Robin Lewis said she disagrees with that and she likes the way we're going.

Ed Fischer noted that there are subtle differences between what's in the Manual and what the Committee agreed to a year or two ago when the City of Portland made a presentation. He noted a slight variation between Portland's sign and the one the committee approved. He noted that the MUTCD uses a small bike symbol next to destinations rather than the larger symbol at the top of the sign, which he thinks is a better idea so he's not sure the committee is going to go along with Mike Kimlinger's proposal.

Kevin Haas said that that bike guide signing is evolving rapidly and it would not be a good idea to start making changes to the Supplement that will have to be repeatedly revisited as bike guide signing continues evolving.

Ed Fischer said that he wanted to be sure that, like with Rail signing in Part 8, if Oregon is going to be using their own bike signs, that they be included in the supplement rather than simply referred to in the Sign Policy and Guidelines.

Ed Chastain said he personally preferred Oregon's bike guide sign but that he wouldn't want to preclude the use of the sign in the Manual but he would include Oregon's sign as an alternate. Ed Fischer said he agreed with that if we can figure out the wording for it.

The committee agreed that having an alternate Oregon figure to Figure 9.B.4 was okay but that having separate signs for every Oregon jurisdiction would be too much. Mike Kimlinger said he was already allowing for more destinations on the signs. Local jurisdictions should have the option of the use of destinations, distances and travel time for bicycle guide signs.

Kevin Haas suggested tabling 9B.20 and 21 22 and tasking Rodger Gutierrez and Mike Kimlinger to come up with a revised 9B.04 (OR) option and bring back to a future meeting. Ed Fischer said that the guidance statement saying we "should" provide a destination be dropped.

Action Item: Rodger Gutierrez, Mike Kimlinger and Kevin Hass will work on revising/simplifying, removing as much of proposed supplements to the subject sections as possible, keeping in mind that the Oregon Supplement should not be a compilation of Oregon's preferences.

Section 9C.02 – Rodger Gutierrez had several edits to clarify that bike lanes shall be 8” wide in Oregon. The committee discussed simplifying to add a support sentence stating that “Bicycle lanes in Oregon are defined by OAR 734-020-0055 in accordance with ORS 801.155.” Further Section 9C.04 has a proposed change to the Standard that includes 8” wide as a requirement.

Decision: Ed Fischer moved and Joel McCarroll seconded simply adding in the support statement as given above. After discussion that clarified that this section is for all bicycle facilities and that the width of bike lanes is covered in the next proposed supplement in Section 9C.04, the committee voted in favor of the amendment.

Rodger Gutierrez discussed the proposed change to the standard in Section 9C.04, which would add “8 inch wide” as a characteristic of the longitudinal pavement markings used to define bicycle lanes. This pleased the committee.

The committee also agreed with suggested wording that modifies line 3 of Section 9C.04 to read: *“If used, bicycle lane symbol, and arrow markings (see Figure 9C-3) should be placed at the beginning of a bicycle lane and at periodic intervals along the bicycle lane based on engineering judgment.”*

They also agreed that the standard in line 6 should be modified to make exception when conflicting movements are controlled by a signal. The standard then reads, *“A through bicycle lane shall not be positioned to the right of a right turn only lane or to the left of a left turn only lane, unless conflicting movements are controlled by a traffic control signal.”*

Robin Lewis moved, Joel McCarroll seconded, and the committee approved this supplement making changes to Section 9C.04

Rodger suggested that Section 9C.07 guidance advising against using the Shared Lane Marking on roadways having a speed limit above 35 mph. Rodger was proposing a supplement to more regulate these markings through reference to shared lane criteria in the Oregon Bicycle and Pedestrian Plan. Kevin Haas said he didn't think a supplement was needed, that the MUTCD itself already adequately cautions against this use and engineering judgment should still be allowed.

Ed Fischer agreed, moving to adopt no supplement to Section 9C.07. Brian Barnett seconded, and the committee approved the motion.

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

Part 2 - Signs

Mike Kimlinger then resumed his subcommittee's [recommendations](#) for supplements to Part 2 of the 2009 MUTCD. He used a powerpoint [presentation](#) to help illustrate the proposals.

Mike brought up a proposed supplement to Section 2A.12 that would add guidance to the standard on symbols said that those in Section 2M.04 may be used on warning signs in addition

to guide signs. The committee liked that although Mike said FHWA still has an issue with it, has contacted him and will likely be doing so again.

Decision: Ed Fischer moved, Joel McCarroll seconded, and the committee voted to approve the supplement. They may take it up again later if FHWA objects.

Section 2C.48 – Mike Kimlinger said that he and Gary Obery agreed that sign W25-1 and W25-2 signs shall not be used in Oregon in accordance with Oregon Supplement to Section 4D.05. Gary Obery will present this proposed supplement when he does the one on Section 4D.05.

Section 2D.43 – Mike Kimlinger said he had the Cities of Salem, Hillsboro and Medford contact him with concerns about the guidance in this section that calls for 12 inch upper case and 9 inch lower case letter size for overhead street name signs. There is a compliance date with the guidance which is problematic for some jurisdictions. The proposed supplement would give the option of using 8 and 6 inch letters for signing on streets with speed limits of 40 mph or less and where the jurisdiction has smaller overhead structures and a smaller overall size of sign is needed.

Ed Fischer said that there needs to be documentation for how he came up with 8 and 6 inch letter size.

Decision: Brian Barnett moved, Joel McCarroll seconded, and the committee voted in favor of the supplement.

Nick Fortey asked if these issues could be addressed on a case by case basis. Joel McCarroll said the compliance date regarding a guidance statement meant people would have to document down the road (by 2018) why they weren't in compliance with Table 2D-2.

Regarding Section 2E.19, the option proposed was to allow an option for interchange ramp terminals with an option lane adjacent to single destination lanes where additional destination signing would be confusing or redundant. Arrows on overhead guide signs would be permitted to be pointed at an angle toward the adjacent lane and more than one arrow could be used. A support statement would state that flexibility in the design of destination signing as proposed is practical and appropriate.

Decision: Brian Barnett moved to approve the supplement as proposed. Joel McCarroll seconded. After further discussion of the difficulties in other options, the committee voted in favor of the supplement.

Mike Kimlinger then asked if the committee thought we need a similar supplement adopted for Section 2D.08 on the use of arrows. There was some discussion that the same issues apply.

Decision: Brian Barnett moved and Ed Fischer seconded that the wording used for the approved supplement to Section 2E.19 be modified to fit Section 2D.08, removing interchange ramp terminal phrase and replacing it with an appropriate phrase with some flexibility given to the drafting of actual verbiage of the supplement. This was approved by the committee after a little further discussion.

Section 2E.20 was then reviewed. It was briefly discussed at the July meeting in regard to the division of interchanges into major categories a and b. Mike first pointed out the proposed support statement under a new guidance paragraph after 2E.20 line 4.

Support:

Interchange configurations in Oregon are defined according to AASHTO A Policy on Geometric Design of Highways and Streets as either "system interchanges" (interchanges connecting two or more freeways) or "service interchanges" (interchanges connecting a freeway to a lesser facility). As a result, major (or "service") interchanges (category b) often have more configuration and user variability than major (or "system") interchanges (category a). Moving major (service) interchange (category b) signing to Guidance and making it a should condition allows the flexibility necessary to choose appropriate and practical signing designs for each major interchange (category b).

It essentially says that ODOT follows the same system as AASHTO's Policy on Geometric Design and divides interchanges into system and services. Oregon's system interchanges are major a's. Our service interchanges are often intermediate, sometimes major b's. He is proposing that we separate out the way that the arrow-per-lane signing is required as required for a, should be considered for b.

So Mike's proposal would be to add "(category a) into the Standard on Section 2E.20 line 2 and then "major interchanges (category b) would be added to the guidance in line 3 below that. This would help control the size and cost of sign bridges by limiting the required use of Overhead Arrow-per-Lane or Diagrammatic guide signs to major freeway/expressway interchanges.

Decision: Ed Fischer moved to approve the supplement as presented. Ed Chastain seconded. And the committee voted in favor.

Charles clarified that freeway to freeway interchanges, but we would also be able to evaluate each other interchange to see if there were sufficient conflicts or confusion in how to guide people through. Oregon defines expressways differently than the MUTCD does, and the supplement as passed would give the option as explained in the support statement.

Section 2H.06 regarding enhanced reference location signs was then brought up. The proposal was to insert an option with support statement that reads:

Option:

The height of the route shield on enhanced reference location signs may be a minimum of 8 inches the mile reference may be vertical and the cardinal direction may be omitted.

Support:

Reduced size allows use of standard mile point materials while enhancing the information presented.

Decision: Ed Fischer moved to approve the supplement. Brian Barnett seconded, and the committee voted in favor.

Mike Kimlinger then brought up Section 2H.07 which would insert a sentence at the end of the option on line 4 that reads:

Auto Tour Route signs may be installed with other Route signs or confirmation assemblies or on guide signs if approved by the appropriate transportation agency.

Decision: Joel McCarroll moved to approve, Ed Fischer seconded, and the committee approved the supplement.

Section 21.06 on brake check area signs was proposed for a supplement that would insert a standard statement before the guidance in line 1 as follows:

Standard:

If Brake Check Area signing (D5-13 and D5-14) is used, the signs shall be rectangular warning signs with a black legend and border on a yellow background.

Section 21.07 on chain-up area signs was also proposed for a supplement inserting a standard statement before the guidance on line 1 and a guidance after line 1 as follows:

Standard:

If Chain-Up Area signing (D5-15 and D5-16) or Chain Removal Area signing (OW22-4 and OW22-6) is used, the signs shall be rectangular warning signs with a black legend and border on a yellow background.

Guidance:

If an area has been provided for drivers to pull off of the roadway to remove chains from their tires, a CHAIN REMOVAL AREA AHEAD (OW22-4) should be installed in advance of the chain removal area, and a CHAIN REMOVAL AREA (OW22-6) sign should be placed at the entrance to the chain removal area. (See Oregon Department of Transportation, Sign Policy and Guidelines, chapter 4)

Decision: Brian Barnett moved to approve these supplements to Section 21.06 and 21.07. Mark Davie seconded, and the committee voted in favor.

Section 21.08 on tourist information and welcome center signs needs an option statement after line 6 as follows:

Option:

As alternatives to the supplemental TOURIST INFO CENTER legend the Tourist Information symbol (OD9-10) Welcome Center (OD9-10a) and Visitor Info (OD9-10b) signs (see Oregon Department of Transportation, Sign Policy and Guidelines, chapter 5), may be used.

Decision: Ed Fischer moved, Brian Barnett seconded, and the committee approved the proposed supplement.

Section 2N.03 on evacuation route signs was proposed for an option to cover the City of Florence for their new signs subsequent to being accepted into the Tsunami Ready Cities program. The option statement would go after the Standard in line 1 allowing Oregon's variation from the MUTCD to improve the route as follows:

Option:

Tsunami Hazard Zone signs (OD-462), Evacuation Site signs (OD-464), Entering Tsunami Hazard Zone signs (OD-465) and Leaving Tsunami Zone signs (OD-466) may be installed to meet the National Oceanic and Atmospheric Administration

and Tsunami Ready Program and Oregon's Emergency Management guidance.

Ed Fischer said that the supplement should show the Oregon signs in the supplement, not just refer to Oregon's Sign Policy and Guidelines. This should be a general approach throughout the Oregon Supplements.

Decision: Ed Fischer moved, Mark Davie seconded, and the committee voted in favor of the supplement.

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

Part 3 - Markings

Katie Johnson gave a brief update on the survey vote she's begun on what signs in the Sign Policy and Guidelines can be deleted based on similarity with or sufficiency of those already in the MUTCD. She said that so far 4 people have responded and of the 213 signs to vote, 120 have a unanimous "delete" vote, and another 58 have a majority vote to delete. She said she was extending the timeline for the other six people. There were some technical issues with the voting software, which should be resolved.

Katie then [presented](#) her subcommittee's proposed supplements, beginning with Section 3B.06. It was to modify the Option on line 7 as follows:

Option:

Wider solid edge line markings may be used for greater conspicuity.

Support: The typical dimension for a wide line is 8". When an 8" wide line is used as an edge line, the shoulder could be mistaken for a bike lane as per the requirements of OAR 734-020-0055. However, engineering judgment should be allowed for use of wider than normal edge lines if there is a need for greater conspicuity of the edge line.

Ed Fischer said he hasn't seen any evidence that the wider edge lines result in fewer crashes and are better for the older driver. They are a greater cost and maintenance headache. Nevada has adopted them but their accident experience shows no indication of improvement subsequent to installing the wider edge lines.

Decision: Ed Chastain moved that this proposed supplement not be accepted. Brian Barnett seconded and the committee voted in favor of the motion.

Katie said that the proposed supplement on Section 3B.16 regarding Stop and Yield lines was to uphold Oregon law which requires stopping for pedestrians in crosswalks, with a support statement about Oregon law.

Decision: Ed Fischer moved to approve the supplement. Brian Barnett seconded and the committee voted in favor.

Section 3B.25 – Speed Hump Markings, Katie said was the return of a reworked supplement allowing the "may" use of alternate white speed hump markings.

Brian Barnett said that the intent to promote local conformity in pavement marking on speed humps at the cost of national and statewide conformity. So he will oppose the supplement.

Others on the committee felt that the amendment is a good idea and there seems to be no reason to limit options for marking speed humps.

Decision: Ed Fischer moved to approve the supplement with a minor spelling correction. Joel McCarroll seconded. The committee voted in favor with one vote against.

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

Part 4 – Signals

Gary Obery then began review of the signal subcommittee proposed [supplements](#).

Returning to Section 4D.05 – Application of Steady Signal Indications - Gary reviewed the previous work on this section. In July, the OTCDC removed text from Section 4D.05, para 3, Item B.4(b) and inserted the language “The operation only occurs during a preemption sequence.” and removed all of Item B.4c).

Gary proposed adding a support statement following up on that and an option at that point to the effect that in cases involving railroad or emergency vehicle preemption, permissive left turning drivers may be advised of the condition where a steady CIRCULAR YELLOW is not simultaneously displayed to oncoming traffic through the use of a W25-2 “ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN” sign.

The committee agreed that that option was not desired and should not be included in the supplement.

Decision: Brian Barnett moved to accept the support statement and exclude the option statement. The committee voted in favor.

Section 4D.07 – Size of Vehicular Signal Indications – Review of this supplement didn’t get very far underway before loss of a quorum prevented going any further on MUTCD/Oregon Supplement review. Gary will return at the October meeting.

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

Not On Agenda

SB 1024

Doug Bish reported on some work on [Senate Bill 1024](#) by a committee of ODOT representative and stakeholders around Access Management. He wanted OTCDC input from the OTCDC on the concept in terms of any concerns or fiscal impacts.

The concept is to add language to an existing statute to make it prohibited to turn left or cross a double double yellow median. This would give jurisdictions another way short of adding a non-traversable median to prohibit turns from driveways, without obstructing the roadway.

Doug is concerned with just adding the double double yellow as a prohibition since we already have a lot of these out there (it is basically the only way the MUTCD gives us to mark medians) and this would have many consequences prohibiting left turns or turns out from driveways

where that may not have been the original intent. Doug's suggestion, then would to require these double-double islands to be cross/hatched with yellow painted lines for the prohibition against turns to apply. Some object to this as an added expense.

Rodger Gutierrez expressed concern whether this would make it illegal for vehicles to pass slow-moving bicycles by sliding into the double-double yellow striped lanes. Brian Barnett suggested that the stakeholders group should consider concerns such as Rodger expressed but he thinks the cross-hatching proposal makes sense. Joel McCarroll suggested that as long as the vehicle only crosses one set of double yellow lines, they don't break the law.

Ed Fischer suggested that the cross-hatching may be ineffective if the point is to prevent unwanted turns without providing raised islands. Brian Barnett suggested that Doug's example photo might be having more failure because of indistinct striping whereas he believes it's working quite well in Washington State.

Future Meetings

Kevin Haas suggested getting a presentation from OSU on advisory speed signing in light of the new requirements in the 2009 MUTCD based on their research and an extensive study done by Dan Serpico on from ODOT regarding how the advisory speeds match up with the SP&G, and the 2009 MUTCD. That could take about an hour. Gary Obery still has to complete Part 4 and Kevin and Rodger on Part 9 and there should be a draft final for the Oregon Supplement ready for Federal Highway to start reviewing.

The meeting adjourned at about 4:00 p.m.

[*Listen - NOA's to Mtg Adjourn*](#)

Next Meeting Date

October 12, 9:00 a.m. to Noon in the Salem Conference Center in Salem.