

Oregon Traffic Control Devices Committee

September 30, 2011

Meeting Minutes

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

Members Present: [Joseph Marek](#), Acting Chair, Clackamas County; [Bob Pappé](#), Secretary, ODOT State Traffic Engineer; [Brian Barnett](#), City of Springfield; [Ed Chastain](#), Lane County; [Joel McCarroll](#), ODOT Region 4; [Pam O'Brien](#), DKS Associates; [Cynthia Schmitt](#), Marion County

Members Absent: [Alex Georgevitch](#), City of Medford; [Mark Davie](#), OSP

Others Present: Nick Fortey, Nathaniel Price, FHWA; Scott Cramer, Rodger Gutierrez, Kevin Haas, Katie Johnson, Mike Kimlinger, Kathi McConnell, Chris Rowland, Heidi Shoblom, Zahidul Siddique, Don Wence, ODOT Traffic/Roadway Section; Tamera Abbott, Alex Phillips, Oregon State Parks; Jim Renner, Oregon Travel Info Council; Rob Burchfield, City of Portland; Mike Caccavano, City of Redmond; Steve Gallup, City of Eugene; Cecilia Hague, Washington County; Terry Hockett, Kevin Hottmann, City of Salem; Jabra Khasho, City of Beaverton; Michael Mills, Washington County; Haregu Nemariam, Haregu Nemariam Engineering; Charles Radosta, Kittelson & Associates, Massoud Saberian, City of Pasco, Washington

Introduction – Approval of Minutes – Additional Agenda Items

Acting Chairperson Joe Marek called the meeting to order and attendees introduced themselves, Brian Barnett moved, Ed Chastain seconded, and the committee approved the July 15th meeting minutes.

Joe and the committee thanked Massoud for his years of service to the committee.

Public Comments and Non Agenda Items

There were no public comments. Brian Barnett had one non-agenda item to bring up.

Update on Adoption of Oregon Supplements to the 2009 MUTCD

Kevin Haas asked members to refer to the Update on 2009 MUTCD Adoption Process [handout](#) which summarized what he then reported to the committee.

Kevin said ODOT is going to hold off on the MUTCD adoption until after the annual AASHTO meeting ([October 13-17](#)) where the issue can be taken up on the sidelines of the meeting.

Oregon's Supplements need to be on the upcoming OTC agenda in order to be adopted in time to comply with the feds.

Brian said he appreciates the efforts between FHWA and ODOT staffs towards working this through and seeking to find a solution.

Update on Traffic Signal OAR's

Don Wence [updated](#) the committee on ODOT's work towards revising our traffic signal OAR's with [hand-outs](#). On September 19th the draft rules and [Statement of Need and Fiscal Impact](#) were sent to members of the small business community and Department of Land Conservation and Development ([DLCD](#)).

Don requested any further comments to be received prior to Wednesday, October 5th when the next meeting of the internal review group is scheduled.

Legislative Concepts for the 2013 Legislative Session

Kevin Haas reviewed a [hand-out](#) of recent success in proposed concepts that the committee asked the Legislature to consider. We need to have our legislative concepts for 2013 in to the ODOT Director's office in October. Since Oregon has moved to annual sessions, the session that starts in February 2012 is going to be too short to allow agencies to propose legislative concepts (and will be so for future even-year sessions as well). He reviewed the success achieved recently in getting LC's adopted by the Legislature, followed by some possible LC's considered by the committee in previous sessions that we might want to attempt to get adopted in 2013.

1. U-turns at signalized intersections – would be allowed unless otherwise posted.

Decision: Brian Barnett moved, Joel McCarroll seconded, and the committee voted in favor of advancing this LC, with Cindy Schmitt abstaining.

2. Driver response to inoperable "dark" signals – would be treated as all-way stop.

Decision: Brian Barnett moved, Pam O'Brien seconded, and the committee voted in favor of this LC, with the addition of how to treat HAWKS, pedestrian hybrids, and ramp meters in the black condition.

3. Vehicle turning across bike lanes – require vehicles to occupy bike lane to make right turns.

Decision: Brian Barnett moved, Cindy Schmitt seconded, and the committee voted in favor of subjecting this proposal to further research.

4. Change all posted speeds in Oregon to maximum speed limits – there would be no more “basic rule” exception allowing faster than maximum statutory speeds. Oregon’s Basic Rule would then never authorize speeds faster than the posted limit.

Decision: Joel McCarroll moved, Cindy Schmitt seconded, and the committee approved asking the ODOT Transportation Safety Division to establish a work group on speeds and speed limits. Cindy Schmitt seconded, and the committee voted in favor.

The committee also suggested two other possibilities:

5. HAWK behavior – explaining what a driver is supposed to do at a HAWK beacon. There’s a flashing red ball or wig-wag after the solid red that not all drivers know what to do about it until the signal goes dark.

Decision: Pam O’Brien moved, Joel McCarroll seconded advancing this LC, but the committee voted 2-5 against it.

6. Sharrows – explaining how drivers and bicyclists are supposed to drive a road with these markings.

Decision: Brian Barnett moved advancing this LC. It failed for lack of a second. Joel suggested Rodger look through the statutes and review whether there is a need to define this because of a conflict in the laws.

Sign Policy and Guidelines Presentation

The format and content of the Sign Policy and Guidelines was discussed. Consolidation through the voting tool is likely to allow for a reduced size. Separation of state used signage from the non-state use is one likely format. Further discussion when draft format is available.

The committee resumed reviewing signs for deletion, starting with the END FREEWAY ½ MILE sign. The consensus was to accept deleting all six of the triangular signs, OW6-4, 4a, OW6-5, 5a, OW8-11 and OW8-13.

Committee consensus was that Oversize Load signs be removed from the SP&G to a separate place for motor carrier signs. They’re for motor carrier use, and are not traffic control devices. Consensus was then to assume we’re deleting all signs in the hand-out unless there is discussion to retain any of them.

Moving to the next page, the committee agreed delete all the signs up to the SCHOOL BUS TURN AROUND sign (OS3-2), which is a different message than the MUTCD’s SCHOOL BUS TURNS sign.

Decision: Brian moved to retain sign OS3-2 Cindy seconded, and the committee voted in favor.

Regarding the combined bike and pedestrian symbol sign (OBW8-22), the consensus was to keep it.

Decision: Ed moved to retain sign OBW8-22 and Brian seconded. The committee voted in favor with two nay's.

Moving to the next page, all the signs were needed to be kept via Oregon Supplement because they were found in the ORS. However the OD9-10 Info symbol sign is being replaced. Mike said he hopes to get a pooled fund study approved for it in the future.

The last page was more of the same – signs that need to be kept because of ORS or OAR mention, with the exception that the small “i” info symbol needs to be removed for the TIC/Welcome Centers.

This completed review of signs for this meeting. There will be a new batch set up for electronic voting before our next meeting.

Action Item: Heidi will take charge of getting the next batch of signs ready for electronic voting and provide a link to be sent to members to review the signs when it is ready.

NOA's

Brian asked what issues are behind ODOT Director Matt Garret's decision to prohibit the consideration of roundabouts on the state highway system. He'd like to be able to resolve issues to the trucking industry's satisfaction so that we can make progress on highway applications of roundabouts.

Bob said that not all issues are resolved for the trucking industry. They've got a list of concerns. The Motor Carriers Technical Advisory Committee is setting up a subcommittee including representatives of the trucking industry to address concerns and lift the ban. It's not a quick process.

Further on the SP&G update process, Joel said that the way the TLC building is set up would be perfect for I-Link. Kevin agreed, saying ODOT has presentation software that can be used online and via teleconference that would facilitate such a meeting(s).

Adjournment

Joe adjourned the meeting just before noon. The next meeting is scheduled for 9 A.M., November 18th, [4040 Fairview Industrial Drive, Salem](#), in the Alsea Conference Room.