Oregon Traffic Control Devices Committee

November 19, 2010

Meeting Minutes

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

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

Others Present: Nick Fortey, FHWA; Doug Bish, Scott Cramer, Rodger Gutierrez, Kevin Haas, Katie Johnson, Mike Kimlinger, Justin King, Eric Leaming, Scott McCanna, Kathi McConnell, ODOT Traffic-Roadway Section; Dave Lanning, ODOT Rail Division; Angela Kargel, Amanda Westmoreland, ODOT Region 2; Tamera Abbott, Oregon Parks & Recreation; Ed Fischer, Retired ODOT; Miguel Guzman, Washington County; Kevin Hottmann, City of Salem; Renee Hurtado, DKS Associates; Jabra Khasho, City of Beaverton; Tom Larsen, City of Eugene; Jim Renner, Oregon Travel Information Council; Mojie Takallou, University of Portland; Lani Tribbett Radtke, City of Portland;

Introduction – Additional Agenda Items

Chairperson Ed Chastain called the meeting to order. Committee members and other attendees introduced themselves. Mike Kimlinger said he had a non-agenda item regarding disabled parking and possible changes to an on-line document.

Public Comment

There were no public comments.

(Listen - Meeting Intro)

2010 OTTCH

Amanda Westmoreland introduced Scott McCanna, who proceeded to give a comprehensive presentation on the significant changes completed for the draft 2010 Oregon Temporary Traffic Control Handbook (OTTCH) which should be compliant with the soon-to-be-approved 2009 MUTCD. He noted that "Shall" was bolded throughout. He said there has been a new chapter added to cover flagging which was previously scattered throughout the Handbook. For consistency, both the ODOT and the MUTCD sign reference number to each sign covered.

Chapter 1 is general information, more specific information is assigned to the appropriate chapter. Chapter 2 is for design principles/standards. It also includes a new sign spacing and

buffer lengths table. Chapter 3 is for flagging information/details, including AFADS. Clarification was based on feedback gotten from the subcommittee. Hand signals that weren't previously in the Handbook (STOP/SLOW paddle). A sign sizing table has been added, as has a reference to the new federal crash testing standards in the Manual for Assessing Safety Hardware (MASH). Rewording of all items for MUTCD consistency was done throughout the Handbook. Chapter 4 is for typical applications. New drawings and tables are added, including some in response to requests from Tri-Met. Some diagrams are chopped up so that further information can be added to individual detail drawings. Sign spacing and buffer length tables has been updated to reflect spacing based on speed rather than speed ranges. PCMS details have been broken out separately, as with other details. The focus on improving user friendliness was deliberate. Chapter 4 was advanced to Chapter 5 due to the addition of the flagger material in Chapter 3. Chapter 6 is dedicated to incident response. The appendix has also been updated, adding new terms with definitions, and rewording some existing terms for clarity and consistency.

Amanda Westmoreland noted that they are looking at adding a definition for freeway to distinguish from divided highways that aren't up to freeway status.

Ed Fischer asked about the plan for distribution of the actual revised document with the committee and who on the committee have been on the subcommittee. Amanda said that the draft will be posted and everyone will have a month to review it there, send Amanda any comments and any last minute subcommittee work. Then it will be brought back to the OTCDC again for final approval at the January meeting.

The subcommittee has consisted of Amanda Westmoreland and Scott McCanna from ODOT Traffic-Roadway as co-chairs; Karen Forrest, Region 4 Maintenance; Keith Williams, Region 4 Master Trainer; Mary Barron, Region 4 Traffic Control Plans Designer; Doug Bish; ODOT Traffic-Roadway; Marilyn Holt, District 12 Maintenance Manager; Dean Bishop, Springfield; Rick Nyes; Clackamas County and Tony Roberts from Tri-Met.

Kevin said that the OTTCH is a part of the OAR process, and when the MUTCD review is complete, the rule-making process can be started prior to when the OTTCH is finalized. Cindy Schmitt was interested in addressing county issues regarding things like mowing operations which she is afraid may have not received as much attention as ODOT issues. Ed Fischer agreed that local agencies should be involved in the OTTCH standards and that revisions should be allowed to continue as the OAR process goes on. He asked for all attendees to either take a look at the on-line draft or have their staff do so and get their feedback in to the OTTCH subcommittee. Scott McCanna agreed, and said Chapter 4 would particularly benefit from further review by all concerned.

(Listen - OTTCH)

MUTCD Supplements – Sub-Committee Reports

MUTCD-FHWA Issues

Kevin Haas then resumed review of the 2009 MUTCD, and addressing FHWA's Assessment of Oregon's draft Supplement**,** starting with Section 1A.13 definitions. He noted that the FHWA had issues with the Bicycle Signal definition which will be addressed in Part 4. He said there was also an issue with VCOI and told Nick Fortey that the subcommittee response said there is a definition of that in OAR and

this is just a continuation of the previous (2003) Supplement so that shouldn't be an issue. Finally, he noted that there would be a proposal to add a definition for a Crossing Order when Part 8 is reviewed so there was no vote on retaining or editing Part I yet.

Mojie Takallou noted that the draft Supplements are introduced with a requirement for all public roads to comply with the MUTCD and to promote uniformity and understandability of traffic control devices, all private roads open to the public are just "encouraged" to do so. This, he thought was too weak in view of the first Support statement of Section 1A.01 says *"The purpose of traffic control devices, as well as the principles for their use, is to promote highway safety and efficiency by providing for the orderly movement of all road users on streets, highways, bikeways,* ***and private roads open to public travel*** *throughout the Nation."* (bold added)

The committee discussed the fact that Oregon provides us with no authority to require un-gated private properties to follow the MUTCD (and further, it doesn't apply to parking lots and parking aisles of private business operations). There was discussion of asking the Legislature if it wants to establish that authority and under what standards if so. There was also consensus to ask the Attorney General for an informal opinion of giving private road owners some "should" language and also how federal law applies to private roads and traffic control devices.

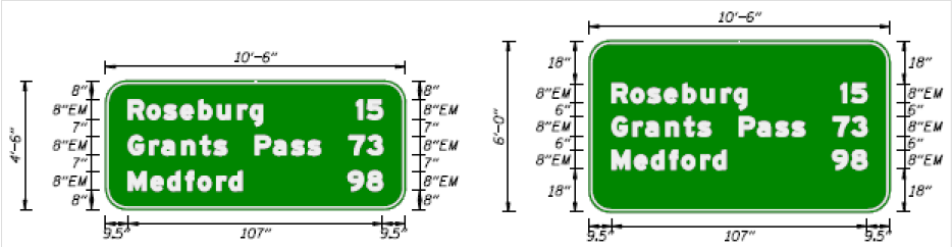
Action Item: Bob Pappe said he'd like Kevin and Doug to address the two suggestions.

(Listen - MUTCD_FHWA_Issues)

Part 2 – Signs

The proposed Supplement for **Section 2A.11** Dimensions revised the Standard to allow engineering judgment when determining if sizes smaller than listed dimensions are appropriate for use on any highway. FHWA considered the proposed language too permissive, especially as higher functional class facilities typically have higher volumes and speeds than lower ones.

Mike Kimlinger proposed re-wording the Supplement with an option that addresses guide signs and the way they're constructed. That's essentially the Standard Highway Signs and Markings and Section 2E.1 in the new MUTCD which gives us inter-line spacing and edge spacing. A proposed support statement says that as long as signs are designed based on the guidance provided in 2E and the Standard Highway Signs, if the signs come out with a different size than those given in Table 2E.1 (it is the minimum sizes that are a concern), engineering judgment should allow those signs. Otherwise guide signs may end up being 25 to 30% bigger than needed and require bigger, more robust sign structures to support them.



There is a conflict in federal requirements which FHWA has been asked to resolve but that hasn't yet been fully addressed. Nick Fortey wasn't prepared to answer definitively yet, whether the revised Supplement would be acceptable to FHWA. He's not had time to study it. Nor is he

aware of the conflicting standard or the rationale behind it. He still wondered if there weren't a way to more narrowly write any Supplement to require a case-by-case decision on each sign.

The revised Option statement would read as follows:

*"**Option:***
For Freeway and Expressway Guide Signs (Chapter 2E), signs designed according to sections describing the size of lettering, style of lettering, interline spacing, edge spacing, borders and related design considerations in Chapter 5 in this Manual and in the "Standard Highway Signs and Markings" book (see Section 1A.11), resulting in a sign smaller than the sign dimensions prescribed in the sign size tables in Chapter 5 (Table 2E-1) in this Manual may be allowed.

Support:
Guide sign designs conforming to the guidance provided in Chapter 2E and the "Standard Highway Signs and Markings" book may produce signs with overall dimensions smaller than those required in Table 2E-1. Therefore engineering judgment based on the compliance with the provided guidance is an appropriate method for determining if sizes smaller than the prescribed dimensions are appropriate for use.

Decision: Brian Barnett moved to adopt the revised language in the option statement and support statement, restoring the standard statement, and strike the previous support statement and then ask FHWA to resolve the conflict. Charles Radosta seconded, and the committee voted in favor.

Regarding **Section 2A.12**, the Committee wanted to use the symbols from cultural interest signs on highway warning signs where there is no acceptable symbol already available. The FHWA has said the revision to allow it is not acceptable since standard language in the 2009 Manual states that **"A symbol used for a given category of signs (regulatory, warning, or guide) shall not be used for a different category of signs, except as specifically authorized in this Manual."**. Nick Fortey has asked if this can be dialed back and Kevin asked if limiting it to the ATV symbol. The ATV symbol is one that would be useful in several areas.

When a new symbol is needed for a warning sign, it can take a year or longer to get it through approval as an experimental use. This could be avoided if this Supplement is adopted. The work to get a vehicle charging station sign adopted is an example. The alternative usually would be to use words instead of symbols.

Kevin asked if Section 1A.13 now is interpreted to allow for engineering judgment, if that could be used in place of the proposed amendment. Nick Fortey said no. That interpretation is concerned with a particular location, not a particular traffic control device.

The committee did not feel strongly enough about this issue to follow through with a Supplement in the face of FHWA opposition. Nick said his own perception is that the experimental system is overly restrictive in terms of it's application. He thinks there ought to be a way to tier it for things like this because if there is already a symbol out there, it ought to be less onerous to get it approved for experimentation in other cases. He agrees that there is value to the warning sign.

Decision: Brian Barnett moved, Cindy Schmitt seconded, and after much further discussion, the committee voted to drop this Supplement.

Doug Bish proceeded to explain the difference between designated speed and statutory speed as mentioned in **Section 2B.13** of the MUTCD. This was in response to FHWA's request for clarification as to whether the sign legend must exclude 'Limit' when a statutory speed is signed instead of a designated speed. The committee had approved modifying the standard to remove the exemption to streets within cities and to school speed zones so that they would also need to include "LIMIT", bringing Oregon closer to the National standard while conforming with state law. Also approved 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."

Nick Fortey still wondered about the permissive "may", when for consistency, it should be required. Brian Barnett then moved that the statement be changed to a standard and "may" be changed to "shall". The committee discussed whether they should allow some room for judgment when the sign is fairly close to a city limit. Mark Davie was concerned about having to explain this kind of contradictory (to law) sign to a judge in court. Cindy was still against it, because of the number of roads that move in and out of city limits. This change will require all cities and counties to change any non-conforming signs at city limits, and add several signs at city limit lines that are not currently posted because the actual speed zone does not change.

Decision: Brian Barnett moved, Joe Marek seconded, and the committee voted in favor of the change with Cindy Schmitt voting against.

Action Item: The committee also agreed that the League of Oregon Cities and the Association of Oregon Counties should be notified of this change.

Moving on to **Section 2B.17** regarding higher fines, the adopted Supplement allowed for school zones and safety corridors to omit the "End Higher Fines Zone" sign when the termination of the zone is clearly indicated by other signing. FHWA had said they'd like verification that the "End xx Zone" sign has equivalent legal meaning as "End Higher Fines Zone" sign. They asked for further analysis and justification. Kevin pointed out that the omission of the sign is already permitted in Section 7B.15 for school zones where there is an "End School Zone" sign, so why not allow the same for safety corridors or work zones which also have the "End ____" signs. They are set up so that people can see where the zone ends. Mike Kimlinger pointed out where the Sign Policy & Guidelines shows how we begin and end safety corridors, as an example. There shouldn't be a need for the additional "End Higher Fines" sign. Nick Fortey said he was going to go back and explore why there is the discrepancy between school zones and elsewhere. He was more concerned for Oregon as to whether we could enforce the higher fines without the end sign. The committee decided to move on without changing this Supplement.

Section 2C.52 allows the use of orange background for New Traffic Pattern Ahead Signs. FHWA thought that was acceptable but that there should be more guidance as to the particular circumstances where the background colors are to be used. Kevin said that the added support statement simply points out that most applications of W23-2 are temporary applications and therefore the black on orange sign in Section 6F.30 would be appropriate. So he doesn't understand what clarification FHWA needs. Nick said he was just looking for consistency in application, some further suggestion or guidance in the Supplement. Since the committee felt there is already sufficient guidance in the MUTCD and there wasn't consensus one way or the other which was best, the committee decided that the Supplement wasn't necessary.

Decision: Brian Barnett moved, Joel McCarroll seconded, and the committee voted in favor of striking Supplement 2C.52.

Regarding **Section 2I.04** on Interstate Oasis Signing, FHWA couldn't understand why a ramp sign and trailblazer wouldn't be desirable in most cases and asked for clarification. It was explained that the language complied with existing OAR in regards to changing the Standard to Guidance and the taking the "Shall" to a "Should" and a "May". The OAR was created in compliance with the original FHWA Docket No. FHWA-2006-23550 guidance. The 2009 MUTCD was the first change that brought on some conflict and the proposed Supplement is an effort to bring the two closer together.

Nick Fortey asked for examples where the signing required by the MUTCD would not be installed. Mike said one example is if the top of the ramp is already crowded with signs and there is no room to sign for a new entity that is going to be the OASIS facility. In that case only trailblazers along the main line would be possible. Cindy noted that since the second part of Section 2I.06 talks about "along the route" which could be some distance and the state would then be making decisions that obligate local road authorities to install signs on their ROW, which has been a problem in the past.

The proposed change would read as follows:

"Guidance:
If Specific Services signs containing the supplemental message "OASIS" are not used on the ramp, a trailblazer sign with a white OASIS legend with a letter height of at least 6 inches and a white border on a blue background should be provided on the exit ramp to indicate the direction and distance to the Interstate Oasis.

Option:
If needed, additional trailblazer guide signs may be used along the crossroad to guide road users to an Interstate Oasis."

Decision: Cindy moved that the modified language that Mike proposed setting the Standard as Guidance and adding an Option be adopted for the Supplement. Joel McCarroll seconded and the committee voted in favor.

Kevin then moved on to **Section 2D.08** in which the committee had tried to provide an option allowing use of a share arrow in certain situations. FHWA suggested that the MUTCD's overhead and lane use signing should address these cases and points out the shared arrow allowance doesn't match the MUTCD language. They won't accept the shared arrow.

Kevin pointed out that the MUTCD provides little or no guidance for ramps or ramp terminals with option lanes. What should be used? There is no help in Figure 2D.07. It only shows signs for exclusive turn or through lanes, not option lanes. Mike Kimlinger showed examples where the signs are needed and pointed out that this issue grew out of Section 2E.19 addressing the tops of ramps at interchanges at the last meeting. The MUTCD language also says the signs can be for arrow-per-lane, not for option lanes. Nor are the angled arrows permitted.

Ed Fischer said he thinks this is an oversight, that the National Committee had worked this out already for such situations and we should go with Joel's idea of maintaining the Supplement and continuing to work with FHWA to find a solution.

Decision: Joel McCarroll moved, Brian Barnett seconded that the Supplement be maintained and that Oregon continue to work with FHWA to find a solution. The committee voted approval.

The committee also indicated approval for Kevin Haas to add a support statement and a figure that shows sample layouts for Section 2D.08 and Section 2E.19

The committee then recessed for lunch.

(Listen - MUTCD Part 2 in AM)

Returning from lunch, Kevin brought up **Section 2D.36** on Destination and Distance Signs. The committee had modified Guidance statements to allow destination heights to be 12 inches (rather than the MUTCD's 18 inches). FHWA thought that a categorical reduction, even as guidance, from the Standard is not acceptable.

Kevin said this Supplement isn't dealing with letter heights, just the route shields, with a proposed minimum of 12 inches for smaller sizes. Mike Kimlinger proposed adding a new support statement to make that clear saying that "For low speed low volume intersections where destination guide signing is desired and reduced letter heights are allowed per section 2D.06 a reduced size Route shield is appropriate." Nick Fortey said he understood the issue but was still not quite comfortable with modifying the standard. Asked if the Standard should be left as is with an option to modify the standard, Nick said maybe but for now he just needs to think about it a bit more and come back for more discussion on it at a later date.

Consensus Decision: Leave as is pending more discussion with FHWA.

Kevin then brought up **Section 2D.43**, the street sign issue. This Supplement was promoted by local jurisdictions (Salem, Medford, Beaverton). The goal was to have the option of allowing reduced height street name signs based on speeds. FHWA said a categorical reduction in height is not acceptable. They think individual cases where smaller street name signs can only be achieved by reduced letter height could be handled on a case-by-case basis.

Local jurisdictions are concerned with having to use special sign sizes and mounting hardware because the street names won't fit on the structures they have now. They have problems fitting the signs between signals and other signs such as interior illuminated signs so they end up moving the street name signs off to the side pole in an even smaller size. They may have to purchase sheet aluminum to get the sign blanks big enough. Nick Fortey said he understood the issues but would prefer something that is not so categorical. It was suggested that since this is just a guidance statement, local jurisdictions could just add further guidance to address specific circumstances in local design manuals. However, the locals would prefer not having to do that in one jurisdiction after another.

Ed Fischer suggested further word smithing to speak about cases where structural concerns or spacing between signal heads preclude the use of the larger letters, since overhead signing is preferable to post-mounted, if the only way to make that possible is smaller lettering, that is an option. Mike Kimlinger said he would work on doing this and welcomed further suggestions from local jurisdictions on that.

Consensus Decision: Mike Kimlinger will wordsmith this Supplement as discussed and bring it back to the Committee for approval.

(Listen - MUTCD Part 2 in PM)

Part 3 - Markings

The committee then turned to Part 3, starting with **Section 3B.16**. This changed Guidance to a Standard and allows use of stop line or a marked crosswalk to define where vehicles shall stop for a traffic control signal. FHWA found elevating this from a guidance statement to a standard and requiring a "shall" installation more restrictive but acceptable. However they said allowing a marked crosswalk to substitute for a stop line effectively removes a "should" condition and wanted a discussion on the performance of crosswalk markings absent stop bars and the level of vehicle intrusion into the crosswalk. While this has been long-standing practice in Oregon, the feds think it beneficial to review anyway.

Katie Johnson noted that Oregon has not required a stop bar where there is a marked crosswalk for as far back as can be determined and there appears to be no research on the efficacy of this practice. However she has reviewed two intersections based on time-lapse video in Salem and Albany and while it is not dispositive, there was no indication that Oregon's practice produces unacceptable levels of encroachment into the crosswalk. She noted the exception for skewed intersections and to accommodate truck turning radii. The subcommittee, she said, could think of no case where either a stop bar or a crosswalk would be counter-indicated by an engineering consideration. It was also pointed out that at new signal turn-on's the Supplement would counter pressure to turn on new signals before the pavement markings have been installed.

Mojie Takallou thought there was common sense behind the idea of having a stop bar to help prevent encroachment.

Kevin Haas pointed out that some jurisdictions that use architectural treatments rather than crosswalks or stop line markings may find themselves out of compliance with this Supplement.

Rodger Gutierrez noted that a study on bike boxes tended to remove any encroachment into crosswalks. Bike boxes, of course, are quite large and are designed to protect bikers traveling on the road, not pedestrians in crosswalks. He also noted that in Silverton, complaints of encroachment into continental crosswalks without stop lines was alleviated by removal of the continental lines and retaining just the parallel crosswalk lines. Some old research in Washington State did not appear to show stop bars preventing crosswalk encroachment. Joel McCarroll said as a human factors issue that relates back to the geometry of an intersection, is that if that geometry makes it obvious where to stop, people will stop there with or without a stop bar. Joe Marek noted that people tend to like to creep forward at an intersection. It seems to be a behavioral issue that is hard to overcome.

It was also pointed out that adding stop lines to crosswalk markings, especially in the case of continental crosswalks is very expensive to maintain so there should be more data to justify requiring both.

Mojie Takallou said that when you put crosswalks without stop bars, you may be sacrificing triangular sight distance for drivers and that can be alleviated by placement of stop bars where that sight distance is maintained.

Nick Fortey was pleased with the discussion and generally likes the strengthening of the requirement in the Supplement.

Consensus Decision: While further research would be useful, this Supplement will be retained. It is more restrictive than the MUTCD in requiring a crosswalk OR a stop line, and less restrictive in that it does not say a stop line should be used.

The other issue on **Section 3B.16** is that the Guidance statement was modified to strike yield lines associated with crosswalks. An inadvertent removal in the guidance statement that would affect all yield lines. This will be restored.

Consensus Decision: Agreed with this correction.

In the approved Supplement to **Section 3B.25**, the committee added an option that allows the use of an alternative speed hump marking because some jurisdictions already have some, such as a checkerboard pattern inlayed into the pavement such that it cannot be un-done without complete removal and the jurisdiction would prefer to have uniformity of these markings in their jurisdiction. FHWA said that this change is not acceptable, that the Feds want uniformity on these markings nationwide.

ODOT is willing to recommend dropping this Supplement unless Portland and Beaverton can convince FHWA otherwise. In discussion, it was pointed out that existing humps don't have to be changed until replaced and local jurisdictions may use engineering judgment if they want to insist on their speed hump marking practice.

Massoud asked if speed cushions are covered by the MUTCD. It wasn't clear that they are but the same thinking would apply in regards to already existing installations and engineering judgment in the case of adding to them.

Decision: Ed Chastain moved, Brian seconded and the committee agreed to drop this Supplement as required by FHWA.

(Listen - MUTCD Part 3)

Part 8 – Railroad & Light Rail

Moving to Part 8, Dave Lanning addressed **Section 8A.01**, Introduction. This revises the Standard to clarify that for semi-exclusive operating environments, approval for the crossing rests with the State and is implemented via a crossing order. FHWA had no issue with this as it clarifies the role of the state, but thinks there may be with the content of the rail order vis-à-vis conformance to the MUTCD. They thought additional information would be helpful regarding exercise of discretion as to MUTCD requirements exercised through the Crossing Order. Since this has application over many of the Supplements and thus this rises as a condition of ultimate approval of these changes, the Feds would like a better understanding of how Crossing Orders are drawn up and the level of discretion afforded as to departures from the MUTCD.

Dave provided a handout that cites all the state laws that relate to Crossing Orders which he hopes will provide FHWA the information they need to understand what a Crossing Order is and how it functions in Oregon. He says that the only time a Crossing Order will deviate from a

MUTCD Standard is if there is an engineering study that justifies it. The Rail Section is not otherwise in favor of deviating from the MUTCD.

Kevin said he thought addition of the definition of a Crossing Order in Section 1A.13, which already includes "Diagnostic Team", those terms appear throughout the Supplements and since the Rail Division has a large amount of statutory authority, that should address all FHWA's concerns regarding Crossing Orders and compliance with the Manual.

Nick Fortey acknowledged that it looks like everything is covered adequately and they recognize Rail Division's authority but can't help thinking there is still a piece of MUTCD authority that he's uncomfortable relinquishing. Dave said that in the past there might have been some attitude of dismissing FHWA authority at the old PUC, but that is no longer the case under Rail Division as a part of ODOT. He pointed out that Oregon Rail has an excellent safety record as a result of their regulation of rail traffic through Crossing Orders. Nick Fortey still wanted something further that says the Rail Division will follow the MUTCD in applying standards. Dave Lanning said he was willing to take that recommendation back to his management.

The question of why/whether Section 8A.01 needed to be so explicit about all authority at rail crossings is vested in the State via the Rail Crossing Division of ODOT. Dave Lanning explained that the language was needed to clarify that any changes made at a crossing must be specifically approved in the Crossing Order. It mirrors the language in the law and leaves no doubt for any parties who would like to avoid complying with the law in all respects. Cindy Schmitt had concerns that it might be read to apply to edge lines and fog lines. Dave Lanning said that was not intended, that if that is the case, the language in Rail's OAR may need some correction.

Kevin again suggested that the proposed changes he'd proffered would address all these issues. The committee discussed ways of adding language to Section 8A.01 or elsewhere to address FHWA's lingering concerns including Section 8A.02 and 8A.03. The committee clarified that changes should make it clear that the change applies to the full MUTCD, including relevant portions of Section 4. The committee thought the draft definition of Crossing Order needed paring down for the Supplement, omitting statutory authority details.

Decision: After discussion of how best to address all the issues, including Sections 8A.01, 8A.02 and 8A.03, Joel McCarroll moved and Ed Chastain seconded adding the definition of a Crossing Order in Section 1A.13 and adding the term, "Crossing Order" to 8A.01, 8A.02 and 8A.03. The committee voted in favor.

Nick Fortey brought up **Section 8B.06** on Grade Crossing Advance Warning Systems. He wasn't clear on the intent of the Supplement. Dave Lanning said it carried forward from the 2003 Manual and Supplements and addresses when Advance Warning Signs may be omitted, (when the distance from the edge of the track to the edge of the parallel roadway is less than 100 feet or when specifically authorized in the Crossing Order. Nick Fortey said he'd take another look at this.

Nick Fortey then brought up **Section 8C.11** regarding use of traffic control signals for control of LRT vehicles at grade crossings. He asked about whether there is concern over potential confusion by car drivers with transit signals, whether this is an issue and/or is resolved by design practices. Dave responded that there is a history of transit agencies doing what they want to do and disregarding FHWA authority. Nick Fortey asked whether transit signals needed to be hooded or adjusted to prevent driver confusion. He doesn't know of any particular case

where this has been an issue. Kevin Haas agreed with Nick's concerns and believes that FHWA needs to push their counterparts with the Federal Transit Administration because transit agencies have a poor record of working with road authorities when it comes to light rail in mixed use environments. They do what they want to do, don't consult with road authorities very much. He doesn't see where a Supplement by itself will fix that situation. Ed Fischer clarified that Section 8C.3 is un-supplemented in case people want to follow the national standard.

Kevin noted that the next edition of the MUTCD is expected to address Bus Rapid Transit. This may well affect Eugene and Lane County transit districts.

(Listen - MUTCD Part 8)

Future Work on MUTCD Supplements

Kevin said there wasn't time to deal with Part 4 today. It will be brought up at the January meeting. He noted that there are issues that are still controversial with FHWA to be addressed. He wanted to know if the committee is comfortable with the Supplement as amended today (knowing that there is still Part 4 to be completed and if we post electronic drafts for people to keep working on), is the committee comfortable with beginning the rule making process, knowing that there is still six months to make any necessary changes up to the point the Oregon Transportation Commission approves the OAR in a public hearing. Further concerns can also be brought to OTCDC meetings prior to that.

Nick Fortey said it was up to the committee but he would rather that the committee hold off until other issues are closer to being resolved, including chapters he hasn't looked at yet. He may be grumpy otherwise. He said FHWA would not be taking objections to the OTC but he is not ready to see the Supplements move into the OAR stage.

Kevin said he could hold off on filing paperwork until after the January meeting but he doesn't want to keep coming to succeeding OTCDC meetings and finding new "laundry lists" showing up. The committee agreed that things should be hammered out as much as possible by the end of the January meeting.

(Listen - MUTCD Future Work)

Next Years Chair and Vice Chair Nominations

Massoud Saberian was nominated as the 2011 Chair for the Committee. Joe Marek was nominated as Vice Chair. The committee voted in favor of both new officers, with Massoud Saberian abstaining.

Disabled Parking Policy Update

Mike Kimlinger noted that ODOT is in the process of rewriting the Standards For Accessible Parking Places. He said the current version, OR7-8 differs from R7-8 in the MUTCD and the question is whether we want to continue using our version. The group that Oregon law requires we coordinate with was disbanded and has not re-constituted itself. Oregon's sign cites ORS 811.620 and ORS 811.615 but maybe it is time to discontinue that and use the national design

and content. The committee agreed that ODOT should continue looking for input from other stakeholders and then move forward with changes/updates as illustrated.

2011 Meeting Dates

Ed Chastain referred to the proposed schedule of OTCDC meetings for 2011. He noted that Portland has offered to host meetings in the Portland area. The committee agreed that a Portland meeting might be coincident with the ITE meeting. The committee agreed with the proposed schedule. The next meeting will be January 21st in Salem at the new TLC Building.

Traffic Day

Lani Tribbett Radtke advised the Committee that ODOT and Portland are working on reviving the Traffic Day event at the Red Lion in Jantzen Beach on April 18th, 2011. They're in the preliminary planning stage. She encouraged anybody who wants to get involved to do so and help make it a useful event.

The meeting then adjourned.

(Listen – Other Issues and adjourn)