

Oregon Traffic Control Devices Committee

March 20, 2009

Meeting Minutes

Marion County Public Works

Salem, Oregon

Members Present: [Brian Barnett](#), Chair, City of Springfield; [Ed Chastain](#), Vice-Chair, Lane County; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Alan Hageman](#), OSP; [Angela Kargel](#), ODOT Region 2; [Robin Lewis](#), City of Bend (via teleconference); [Joseph Marek](#), Clackamas County; [Charles Radosta](#), ITE, Kittelson and Associates; [Massoud Saberian](#), City of Lake Oswego; [Cynthia Schmitt](#), Marion County

Others Present: Doug Bish, Debby Corey, Kevin Haas, Greg Stellmach, ODOT Traffic-Roadway Section; Kathi McConnell, ODOT Region 2 Traffic; Tamera Abbott, Oregon State Parks; Miguel Guzman, Washington County; Kevin Hottmann, City of Salem; Tom Larsen, City of Eugene

Introduction – Approval of Minutes – Additional Agenda Items

Chairperson Brian Barnett called the meeting to order. Committee members and other attendees introduced themselves. Alan Hageman then moved to accept the minutes from January 16, 2009. Ed Fischer seconded. Cindy Schmitt then moved for a change in the draft meeting minutes. Charles Radosta seconded and the committee voted in favor. Ed Fischer then called for and the committee voted to approve the minutes as amended and non-agenda items were called for.



PUBLIC COMMENT

There were no public comments.

NEW BUSINESS

[Sign Policy and Guidelines](#)

State Sign Engineer Greg Stellmach briefed the committee on [three proposed changes](#) to the Sign Policy. The first two were to change the length limit signs No. OR 13-1 and 13-2, rename them as Length Limit Signs and renumber them as OR 12-8a and OR -12-8b. The revised signs would omit the "Questions" and phone number and add the text "LENGTH LIMIT" It appears the phone number given is not functional and not appropriate given current MUTCD guidance. The proposed design is closer to MUTCD [WEIGHT LIMIT](#) signing. Ed Fischer asked if the maximum truck lengths listed are the most common used. Greg said there was no further guidance in the current sign manual and he has asked for further information from ODOT Motor

Carrier Division but gotten nothing definitive from them yet. However, there's no indication of complaints on the same limits on the current sign design. There was also question as to whether the word "MAX" was still needed with the redesigned sign and whether that complied best with Weight Limit signing in the MUTCD. Greg explained that lacking any particular reason to remove the wording, he had gone with the already approved wording on the existing signs.

Ed Fischer suggested this change be withdrawn until further guidance can be received from Motor Carrier and possibly from truckers. Possibly a design closer to the [MUTCD template](#) would be more appropriate. The committee agreed.

Greg then reviewed the new Heritage symbol sign, Sign No. ORG-010. Greg stressed this sign is relatively rare and is only to be used as part of an Oregon State Park assembly. There are only about six facilities that have thus far met the definition of a "Heritage Site": The signs are relatively new and need to be added to the Sign Manual. Tamera Abbott answered questions from the committee regarding the sign use.

There are only about six facilities that have thus far been designated as Heritage Sites:

- [Geisel Monument](#) north of Gold Beach
- [Frenchglen Hotel](#) in Burns
- [Kam Wah Chung](#) in John Day
- [Sumpter Valley Dredge](#) in Sumpter
- [Willamette Stone](#) in Portland
- [Wolf Creek Inn](#) in Grants Pass

Decision: Ed Fischer moved and Joe Marek seconded approving the Heritage Symbol Sign ORG-010. The committee voted in favor.

SPIS – All Public Roads

Doug Bish then initiated a [presentation](#) to inform the committee of changes in the works to modify and enhance the existing SPIS system. This is in compliance with a mandate of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users ([SAFETEA-LU](#)). The act includes requirements for each state to expand the capability of crash data systems. They should now include analysis capability for all public roads and report the top 5% statewide.

Oregon project stakeholders include Clackamas County (*Joe Marek*), Washington County (*Stacy Shetler*), Portland (*Rob Burchfield*), Medford (*Alex Georgevitch*), Kittleson & Associates (*Beth Wemple*), ODOT Transportation Safety Division (*Ann Holder*), ODOT Region 1 (*K.C. Humphrey*), and FHWA (*Nick Fortey*).

Doug reviewed and the committee discussed the other program goals and objective including building software tools to perform variable safety analysis on public roads, enhancing the Crash Summary Database (SD), and enhancing reporting and mapping to advance the new annual SPIS utilizing the Oregon Adjustable Safety Index System (OASIS). There was extensive discussion of the possibilities and possible issues.

Legislative Update

Kevin Haas reviewed a summary of legislation affecting TCD's brewing in the 2009 session of the State Legislature. The Oregon Institution of Transportation Engineers is also keeping tabs

on legislation. Kevin leads this effort as Legislative Chair of Oregon ITE. He referred all attending to regular updates on legislative issues posted on [Oregon ITE's website](#).

Guidelines for the Determination of Curve Advisory Speeds

Ed Fischer presented [a new report](#) by R. Seyfried and J. Pline on the subject to the committee and reviewed [committee history](#), including an ODOT-sponsored [research project](#) by Karen Dixon at OSU on the general subject. This became important following changes on advisory speed standards in the current MUTCD. Another fairly recent report by the Texas Transportation Institute, ([Identifying and Testing Effective Advisory Speed Setting Procedures](#)) was also mentioned. The committee discussed the problems with various recommended speeds for ranges of horizontal alignment as measured by ball bank and other methods, as well as issues involving differences between trucks and passenger vehicles. ODOT's lower advisory speeds are an advantage in that they aren't usually too fast even for trucks.

The prohibitive costs of re-investigating all curves for safe speeds as well as the need for consistency in signing curve speeds were discussed. Ed said that Karen Dixon is doing follow-up research for ODOT to seek correlation between curves/advisory speeds and run-off-road crashes. There is still concern that existing advisory speeds in Oregon are too low but there is at least consistency in the methodology so drivers have a certain amount of experience with how fast they can go based on the advisory speed.

All indications are that the 2010 MUTCD will revert the language back to engineering studies based on established engineering practices.

Meeting Locations and Meeting Hosts

Brian suggested having more of the meetings in other locations where the committee may benefit from the opportunity for site visits to unique and interesting traffic control device installations in the state. The committee was generally supportive. The need for early planning and scheduling was stressed in order to secure meeting locations and allow planning by attendees.

Ed Fischer suggested we meet in Portland for the July or September meeting and take a field trip to view the bike signal and the HAWK signal

The next meeting will be in conjunction with ITE Oregon on Thursday, May 7th at the Keizer Renaissance Inn, <http://www.keizerrenaissanceinn.com/>.

We will have a meeting Tuesday, October 27th in Hood River in conjunction with the ODOT/ACTS Oregon Safety Conference. The September 18 and November 20 meetings may or may not be held, depending on how full the agenda is.

Non-Agenda Items

Cindy announced she has been promoted to County Engineer. However she is also still filling her current position(s) due to downsizing at Marion County.

Cindy updated on the railroad issue from the January meeting.

“...items of particular concern were: the change that could be interpreted to give ODOT Rail “jurisdiction” over the section of roadway equal to the safe stopping distance from the stop line; the removal of the requirement for the railroad to comply with procedures required by the road authority when a crossing is temporarily closed; and the lack of a requirement for the railroad to provide temporary traffic control when a crossing is temporarily closed...”

She said that the county’s request for a meeting was denied/ignored by ODOT Rail, and the OTC adjusted their agenda at the last minute such that she missed the discussion at the OTC meeting.

Massoud Saberian announced that Lake Oswego has just hired Erica Rooney as the new Assistant City Engineer.

Agenda Items for Future Meetings

The committee suggested the following possible future agenda items:

- Report from Traffic Records Coordinating Committee
- Progress on SPIS/PUB – 2 meetings away
- Legislative Update
- Yellow and Red Clearance Times
- Update to Sign Policy

The committee adjourned just prior to noon.

Next Meeting Date

Thursday, May 7th, 9 a.m., Renaissance Inn, 5188 Wittenberg Lane N., Keizer, Oregon