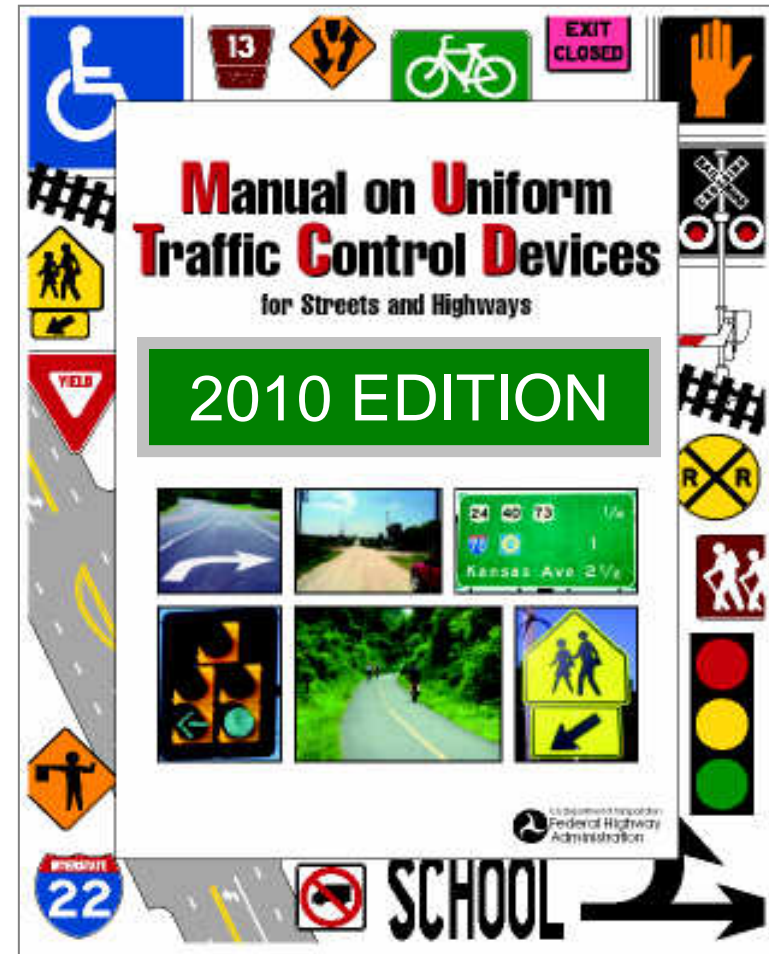




Introduction to the MUTCD and its application in Oregon

- Federal rulemaking process
- Legal standing of the MUTCD in Oregon
- How Oregon reviews & adopts Supplements to the MUTCD
- Recent federal rules & their implications in adopting the next edition (2010?) of the MUTCD





Federal rulemaking related to MUTCD

- Title 23 US Code of Regulations
 - MUTCD shall be recognized as the national standard for **all** traffic control devices installation on **any** street, highway, or bicycle trail **open to public travel**
 - States that have their own MUTCD or Supplements shall revise them to be in substantial conformance with the National MUTCD within **2 years** of issuance of the final federal rule adopting the National MUTCD



How the MUTCD is adopted in Oregon

- Oregon Revised Statute (ORS) 810.200
 - Requires the Oregon Transportation Commission (OTC) to adopt standards for traffic control devices in the State
- Oregon Administrative Rule (OAR) 734-020-0005
 - Adopts the National MUTCD, Oregon Supplement to the MUTCD, and Oregon Temporary Traffic Control Handbook as the traffic control device standards for the entire State of Oregon





Review of the next edition of the MUTCD

- Oregon Traffic Control Devices Committee (OTCDC)
 - Officially recognized by Delegation Order from the OTC
 - Primary function is to advise ODOT on implementing ORS 810.200
 - Changes to traffic control device standards
 - Traffic manuals and guidelines
 - Approve experimental projects related to traffic matters



Who are the members of the OTCDC?

- 3 members selected by the League of Oregon Cities (LOC)
 - Brian Barnett, City of Springfield
 - Robin Lewis, City of Bend
 - Massoud Saberian, City of Lake Oswego
- 3 members selected by the Association of Oregon Counties (AOC)
 - Ed Chastain, Lane County
 - Joe Marek, Clackamas County
 - Cynthia Schmitt, Marion County



Members of the OTCDC (Continued)

- 1 Oregon State Police (OSP) representative
 - Sgt. Alan Hageman
- 1 ODOT Region Traffic Engineer
 - Angela Kargel, Region 2 (Northwest Oregon)
- 1 representative selected by Oregon ITE
 - Charles Rodosta, Kittelson & Associates
- State Traffic Engineer (OTCDC Secretary)
 - Ed Fischer, ODOT Traffic—Roadway Section

Non-voting members from the ODOT Traffic—Roadway Section staff in Salem provide support to the OTCDC



MUTCD REVIEW 2009 OTCDC Subcommittees

MUTCD Part 1 – General – Kevin Haas

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MUTCD Part 2 – Signs (reg/warning) – Greg Stellmach

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MUTCD Part 6 ~ Workzones – Scott McCanna

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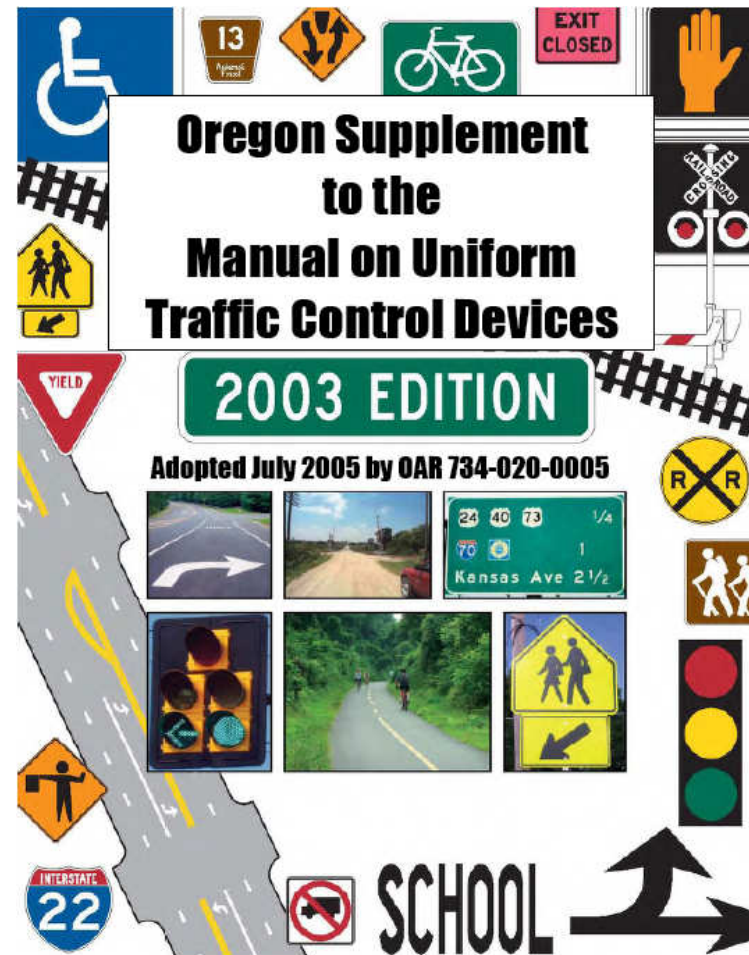
What is a Supplement to the MUTCD?

- The Federal Highway Administration (FHWA) approves certain State **deviations** to particular Sections of the MUTCD
- There are **no exceptions** to the MUTCD, only FHWA approved State **deviations** collectively referred to as a State Supplement to the MUTCD
- Deviations are allowed when State law deviates from language in the MUTCD



Oregon Supplement to the MUTCD

- OTCDC reviews & approves Oregon-specific deviations to the MUTCD
- Officially adopted through OAR 734-020-0005
- Oregon Supplement for next edition to the MUTCD may be impacted by federal rule adopted in 2007





Examples of Oregon deviations to the MUTCD

Figure 2B-1. STOP, YIELD, Speed Limit, FINES HIGHER, and Photo Enforcement Signs



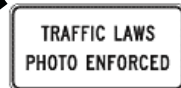
R1-1



R2-1

The word LIMIT may be omitted from the standard Speed Limit Sign (R2-1) per ORS 811.105 & 811.111 which describes the difference between "Basic Rule" and "Speed Limits" in Oregon

ORS 810.434 through 810.439 identifies specific locations for photo enforcement signs



R10-18



R10-19

Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs

ORS 811.028 requires drivers to stop and remain stopped for pedestrians within a marked or unmarked crosswalk unless another form of traffic control such as a signal is in use



R1-6a

Highway-Rail Grade Crossing Advance Warning (W10-1) signs shall be used in advance of every highway-rail grade crossing in the State of Oregon

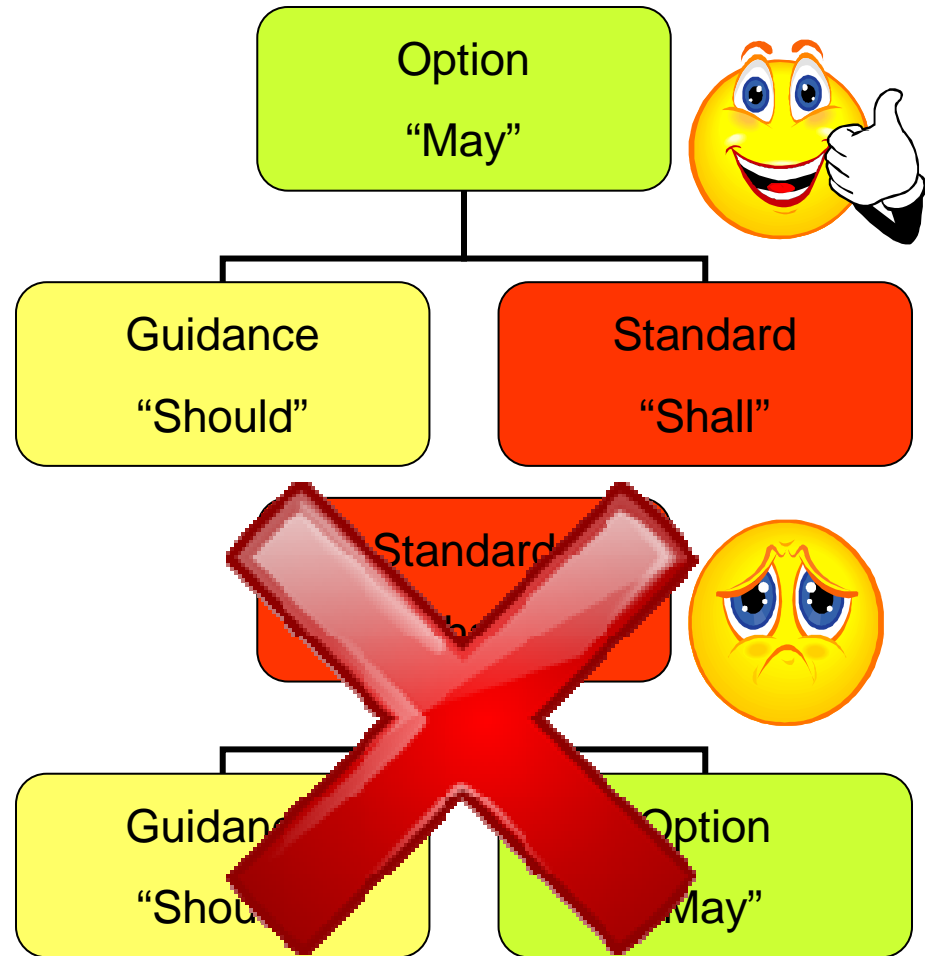


W10-1



Federal rule change implications for next Oregon Supplement to the MUTCD

- In 2007, FHWA adopted a rule defining “substantial conformance” to the National MUTCD
- States are free to adopt more restrictive language than the National MUTCD but not less restrictive





FHWA definition of “open to public travel”



“...includes toll roads and roads within shopping centers, parking lots, airports, sports arenas, and other similar business and recreation facilities that are privately owned but where the public is allowed to travel without access restrictions.”



Are these roads open to public travel?





Are the roads surrounding this sports arena open to public travel?





FHWA answer to the problem

- FHWA encourages States to adopt Section 15-116 of the Uniform Vehicle Code (UVC)
 - "No person shall install or maintain in any area of private property used by the public any sign, signal, marking or other device intended to regulate, warn, or guide traffic unless it conforms with the State manual and specifications adopted under Section 15-104."
- Oregon has no such language in statute or administrative rule



Question concerning Oregon adoption of the next edition of the MUTCD?



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