

OREGON TRAFFIC CONTROL DEVICES COMMITTEE

Meeting Agenda

January 19, 2018

[ODOT TLC Bldg.](#), Alsea Conf. Room,
4040 Fairview Industrial Dr., Salem

9:00 – 9:10	Welcome / Building Orientation / Introductions / Approve Previous Minutes	Brian Barnett
9:10 – 9:15	Business from the Audience <i>Public Comment on Non-Agenda Topics</i>	Brian Barnett
9:15 – 9:30	AASHTO Supplemental Sign Guidelines <i>Information</i>	Marie Kennedy
9:30 – 10:00	NCUTCD Update <i>Information</i>	Scott Beaird/Mike Kimlinger
10:00 – 10:20	Asset Management of Traffic Signals <i>Information</i>	Scott Cramer
10:20 – 10:30	BREAK	
10:30 – 10:45	ARTS Program Update <i>Information</i>	Christina McDaniel-Wilson
10:45 – 11:00	NHTSA's Requirement for Connected Vehicle Communication <i>Information / Discussion</i>	Mike Kimlinger
11:00 – 11:30	Termination of Interim Approval of RRFB <i>Information / Discussion</i>	Mike Kimlinger
11:30 – 11:45	Roundtable <i>Local Jurisdiction Issues - Discussion</i>	All Committee Members
11:45 – 11:50	Not-on-Agenda Items	Brian Barnett
11:50 – 11:55	Agenda Items for Future Meetings	Brian Barnett

2018 OTCDC Meeting Schedule

<i>Date</i>	<i>Location</i>
January 19	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem
March 16	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem
May 18	(w/ITE), TBD
July 20	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem
September 21	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem
November 16	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem

Oregon Traffic Control Devices Committee

[November 17, 2017](#)

Meeting Minutes

[ODOT TLC Bldg.](#), Alsea Conference Room
4040 Fairview Industrial Drive, Salem

[Members](#) Present: [Mike Kimlinger](#), Secretary, Acting ODOT State Traffic-Roadway Engineer, [Julia Uravich](#), Chair, Marion County; [Pam O'Brien](#), Vice-Chair, DKS Associates; [Brian Barnett](#), City of Springfield; [Darrin Lane](#) (on phone then in person), Linn County; [Karl MacNair](#), City of Medford; [Joseph Marek](#), Clackamas County; *Via Join Me:* [Jeff Wise](#), ODOT Region 5, Darrin Lane, Linn County (first hour)

[Members](#) Absent: [Mike Caccavano](#), City of Redmond; [Patrick Huskey](#), OSP

[Others Present:](#) Doug Bish, Scott Cramer, Kevin Haas, Marie Kennedy, Julie Kentosh, Eric Leaming, Kathi McConnell, ODOT Traffic/Roadway Section; Lisa Gill, Cecilia Hagle, Washington County; Terry Hockett, Kevin Hottmann, City of Salem; Angela Kargel, ODOT Maintenance; Jabra Khasho, City of Beaverton; Matthew Machado, City of Portland; *Via Join Me:* Shaun Quayle, Washington County, *Via Join Me:* Matt Rodriguez, City of Eugene

Introduction/Building Orientation/Approval of Minutes

Chair Julia Uravich called the meeting to order at 9:00 a.m. After housekeeping info, Julia asked attendees to introduce themselves (see above).

Brian Barnett moved, Pam O'Brien seconded, and the committee approved the [September 15, 2017 OTCDC meeting minutes](#).

Business from the Audience/Public Comment None to report.

AASHTO Supplemental Sign Guidelines

Marie Kennedy [reported](#) on ODOT's consideration of adopting the 2016 AASHTO Guidelines for Supplemental Guide Signing (5th edition) which is copyrighted and thus not linked. This is generally an ODOT concern and applies to Freeway Supplemental signing only. LOGO signs are a different matter under the jurisdiction of Oregon Travel Experience. Some copies of the document were passed around for brief review by attendees.

The AASHTO Guidelines are a bit looser in some areas and tighter in others in regard to permitted signing. ODOT was looking to give a head's up and for feedback from the OTCDC and it will be brought to ODOT's TOLT committee for discussion. This change

would get ODOT in better compliance with the MUTCD. This will help ODOT prioritize and tighten guidelines. One concern is that sometimes these signs are used as traffic control devices. An example is Washington Square has a sign which states "Next 3 Exits." This sign helps alleviate congestion at the southernmost interchange. No extra cost or cost savings are anticipated. Marie will be looking more into this and will come back with her findings in a future OTCDC meeting in 2018.

Update on HB2409 Allowing Speed Citations Through Red Light Running Cameras

Doug Bish [reported](#) back with revised options and DOJ guidance on implementation for this new statute (ORS 810.434). It was previously presented at the September OTCDC meeting. At the September meeting, Doug Bish [presented](#) information on the new law which allows a secondary use for photo red light cameras for speed enforcement at signalized intersections with a provision both cannot be cited for both offenses at the 11 mph over level of speed violation (enforce one or the other). In preparing to edit ODOT's [Red Light Running Camera Guidelines](#) to cover this change, Doug came up with two draft paragraphs. The first more closely followed what may be considered the tight legal intent of having the camera use authorized on a RLR+ or as a RLR &/or where traffic safety related to speed fatal and serious injury crashes are a more balanced part of the engineering decision.

The camera enforcement is expected to increase less severe crashes (and possibly overall crashes) while reducing more severe crashes. Concern was expressed some local governments might see this as a revenue enhancer and subsequent enforcement could lead to having the Legislature repeal the new law. Local flexibility in enforcement was supported. There was mixed support for Option 1 and for Option 2. There was also concern about how speed cameras would potentially impact safety at intersections.

There was consideration of using the optional simplified, non-prescriptive version of Option 1 to include Fixed Camera Guidelines. Lobbying for fixed photo radar for speed enforcement was suggested for cities wanting to be able to use this technology like the City of Portland can now do under existing law. A NTSB study was brought up which called for more use of speed cameras as effective tools for improving safety.

Doug Bish will have someone look for research about the combined impact of RLR and speed cameras at intersections and said ODOT will discuss the issue further and come back with a recommendation, probably a compromise which best implements the new law.

New OTCDC Committee Member Introduction

Julia introduced new committee member Darrin Lane from Linn County to the attendees. Darrin replaces long-serving member Ed Chastain for the Association of Oregon Counties. Julia gave some biographical information on Darrin and career. The Committee welcomed him. Julia noted Pam O'Brien has been renewed for the Oregon

ITE position on the OTCDC. She also announced Mike Caccavano's departure from the Committee. A new representative for the League of Oregon Cities will be announced after the LOC makes their decision.

ADA Impacts

Mike Kimlinger presented two ODOT Highway Division Maintenance Leadership Team Operational Notices - [MG 144-03](#) and [MG 100 thru 107](#) in relationship to the ADA settlement. These were updated in response to the settlement. It gives ODOT a tool to differentiate between when and where the responsibility to do curb work in the process of doing maintenance work on state highways.

A new version of MG 144-03 will be coming out shortly. The new version is more specific on work activities and triggers. Requests to add audible push buttons for pedestrian signals at specific locations will be able to be honored without triggering a requirement for other improvements at the same time.

Work activities around historic structures may generate ADA-type requests which may impact the nature of the historic asset. This has happened in [one case](#) where there was a complaint about it not being done. It is important to document and maintain information on why such improvements are not made. ODOT will probably be changing its policy to make sure this is done.

Regarding work zones in general, legal jeopardy could attach if an accessible route is not provided throughout the project. The Work Zone language has been updated to provide for this. Updates will be provided as necessary.

School Speed Zone Subcommittee

Mike Kimlinger returned to previous OTCDC discussion of setting up such a subcommittee to explore possible presentations to the Legislature regarding changes in school zone signing. ODOT wants to look at being proactive up to and including proposing changes to ORS if necessary. He'd like the committee to look at possibility for another level of school zones other than 20 MPH for higher speed facilities and the possibility to look at the 85th percentile speed in the front of schools. Mike asked for volunteers from the Committee to begin the subcommittee. Joe Marek and Julia Uravich volunteered their service.

Kevin Haas is involved with an NCHRP Project Panel (17-76) looking at alternatives to current speed zoning practice in urban, rural, and transition (rural to urban) areas. Something may come out of this research which could be forwarded to the legislature for consideration. There will be a workshop on January 7th at the TRB Annual Meeting in Washington DC on managing speed on urban streets for anyone who's registered for the TRB Annual Meeting from 9 to noon on this date. Mike will also be there.

ATC Traffic Firmware Contract

Julie Kentosh [presented](#) an update to ODOT's Advanced Transportation Controller (ATC) Transition Plan. Project goals were discussed. The expiration of the Explorer contract has required the adopting the ATC as standard by 2018 as a replacement. Julia went over progress during 2017. An update to MaxTime (2.0) is expected before the ATC controller deployment gets too far along. A pilot project is underway to test the MaxTime 2.0 roll-out. This will progress into the Fall of 2018. Further detail, including components of the Traffic Signal Management Plan is in the [handout](#).

Julie answered questions about integration of ATC signal controllers with other controllers in local jurisdictions. This is still being worked on. Pricing information will be sent out to those interested. There are issues integrating with other manufacturers' systems/hardware which require further attention to see how much compatibility can be assured. ODOT's controllers, whether maintained by ODOT or local jurisdiction, will be transitioned to ATC as part of the roll-out. ADA requirements could be triggered, depending upon whether the sidewalk needs to be torn up to install new cabinets in some cases. Updates will be provided.

Select Chair & Vice-Chair for 2018 / Review Proposed 2018 OTCDC Meeting Schedule

Joe Marek nominated Brian Barnett as 2018 OTCDC Chair. Brian Barnett nominated Joe Marek as 2018 OTCDC Vice-Chair. Julia Uravich seconded these nominees. No other nominations were made and both nominees agreed to serve. It was agreed the Vice-Chair will also receive proposed agendas in the planning process for upcoming Committee meetings.

Decision: The Committee unanimously voted for Brian as Chair and Joe as Vice-Chair in 2018.

The Committee reviewed the proposed schedule for 2018 meetings. Pam asked and members affirmed the format for the May joint meeting with the Oregon ITE (at Marion County Public Works) was still working for attendees. The starting time for the OTCDC meeting might be pushed back if it helps facilitate attendance from distant areas in Oregon.

Decision: Julia Uravich moved and Joe Marek seconded accepting the proposed meeting schedule. The committee voted in favor.

Roundtable

Karl MacNair asked whether gas tax dollars can be used to update transit facilities if they close the roadway to other motor vehicles to facilitate these updates. The answer was generally negative. Federal funding of the facility might limit options in this regard

as well. Mike Kimlinger said Karl can send him information/schematics and he'll look into what is possible.

Brian Barnett said Springfield has converted Pedestrian-Hybrid Beacon signals to Red-Yellow-Green signals and found they work better. He offered to provide demonstrations to others interested in doing likewise. This may be scheduled in the new year.

Brian also discussed Safe Routes to School planning in Springfield. One element of this planning is school crossing guards and whether they will use flags or STOP paddles. Oregon's Department of Education favors the STOP paddles which goes against the MUTCD. Brian noted instances of students without adult supervision and in the street with STOP paddles. He said he hoped ODOT could help ODOE adjust to being in line with ODOT and the MUTCD. Washington County is holding the line on requiring adult guards, using flags and vests. Doug Bish said we pretty much are forced to agree to disagree with the ODOE. If local jurisdictions can get the school district to comply with ODOT/MUTCD, this is good and the best outcome, but if they're directed to ODOE, there's nothing ODOT can do.

Joe Marek reported on coordination with ODOT on signal and communication deployment issues regarding a crossing over I-205 is working well. Having jurisdictions talking to each other is working well.

Joe also announced Clackamas County now has another installation of the congestion/advisory school speed signs deployed. He also reemphasized his desire to move forward with school speed and changes in how speed zones are addressed as reported earlier in the minutes.

Not-on-Agenda Items None.

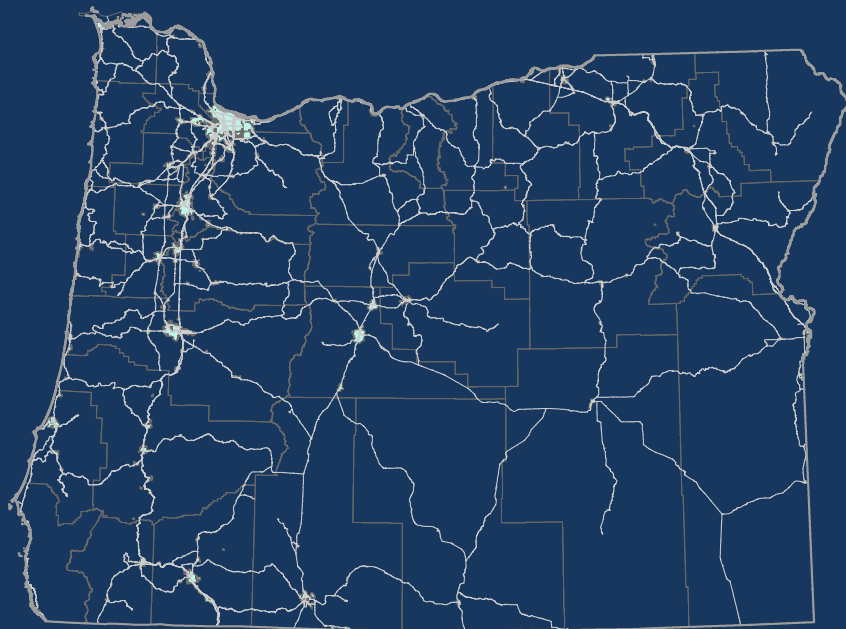
Agenda Items for Future Meetings

- New MUTCD draft?
- AASHTO Supplemental Sign Guideline
- Asset management of new signal technology
- HB2409 Update
- Possible Connected Vehicle communications bandwidth requirement changes

Adjournment

Julia Uravich adjourned the meeting at 12:06 p.m.

Next Meeting: January 19, 2018 at 9:00 a.m. at the [TLC Building in Salem](#).



ARTS Program Update

Oregon Traffic Control Devices
Committee (OTCDC)

Christina McDaniel-Wilson, P.E.

Highway Safety Engineer

January 19, 2018





ARTS 2022-2024

Program
Background

Timelines
& Funding
Amounts

'17-'21 vs.
'22-'24
Program
Differences





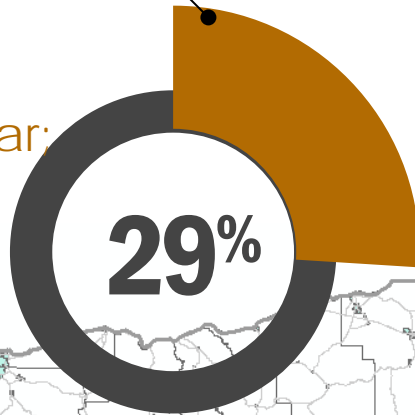
HSIP was traditionally only spent on State Highways, but 50% of our Fatal and Serious injury crashes occur on local agency roads



Statewide Averages

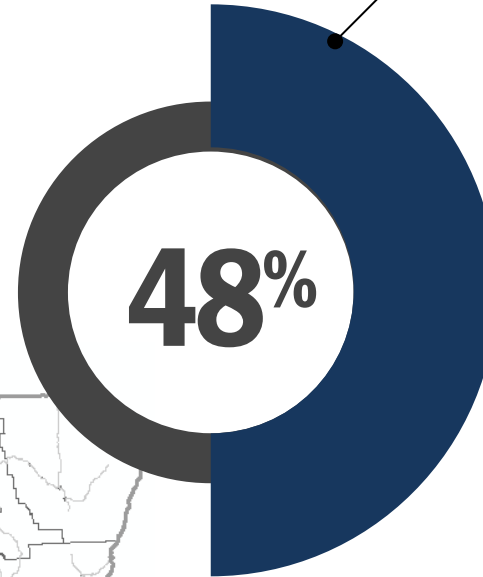
City Streets

- 479 fatalities and serious injuries per year;
- 11,000 miles



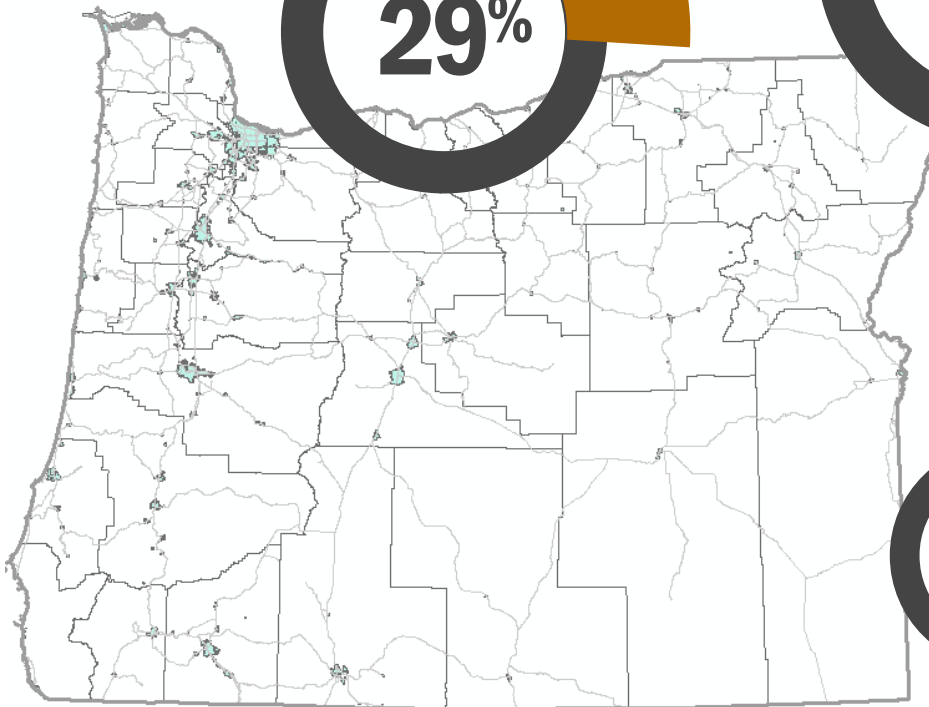
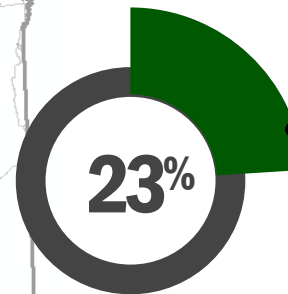
State Highways

- 806 fatalities and serious injuries per year;
- 8,000 miles



County Roads

- 389 fatalities and serious injuries per year;
- 33,000 miles



Average values Based on 2011-2015 data



MAP-21: major themes for HSIP

(Federal HSIP, Section 148 of Title 23)

- Goal is to reduce fatalities and serious injuries
- Emphasizes spending on all public roads
- Requires Performance-Based Measures (States set Targets)
 - ✓ Fatal and serious injury crashes per VMT
 - ✓ Number of fatalities and serious injuries
- Maintains emphasis on data-driven approach





ARTS Program Principles

- Reduce fatalities and serious injuries
- Address safety on all public roads
- **Data-driven** and blind to jurisdiction
- Overseen by ODOT Regions
- Allocated to each ODOT Region based on fatalities and serious injuries
- Engage local agencies in the project selection process





Hot Spot



Targets locations with histories of fatal and serious injury crashes





Network Screening – Hot Spot

- SPIS -Safety Priority Index System (yearly around June to August)
- Uses Crash data by severity and location
- All public roads functional class collector or higher
- Site must have a Fatal or Serious Injury
- Must address crash problem



Oregon Department of Transportation

Region

2016 - On-State, Top 10% Groups - By Score

Statewide

Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
171	OR-213	1	4.27	4.36	0.09	37,500	146	0	3	9	60	74		Clackamas	HWY. 064 M.P. (2)13.18	95	93.10
047	US-26	1	73.29	73.83	0.54	86,577	383	0	1	30	158	194	Portland	Multnomah	047CP CONN. M.P. 2C73.81	95	90.15
160	OR-213	1	2.89	3.07	0.18	35,066	91	0	0	5	36	50	Oregon City	Clackamas	LEG (FROM BEAVERCREEK RD.)	95	89.88
068	OR-213	1	4.59	4.94	0.35	26,800	137	0	5	7	65	60	Portland	Multnomah	SE KELLY ST.	95	89.65





Systemic

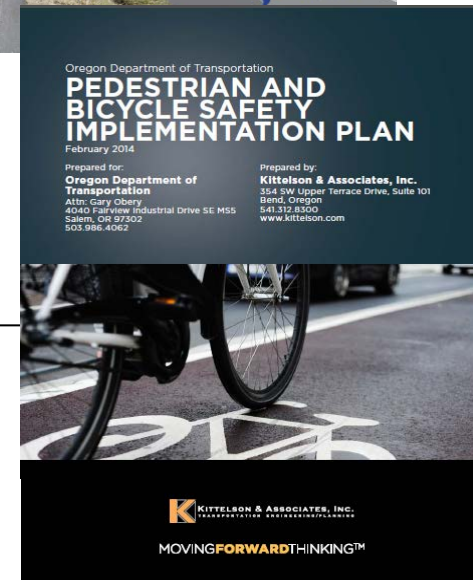
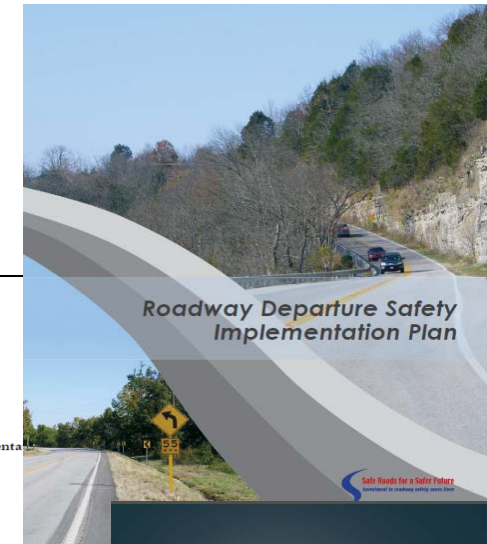
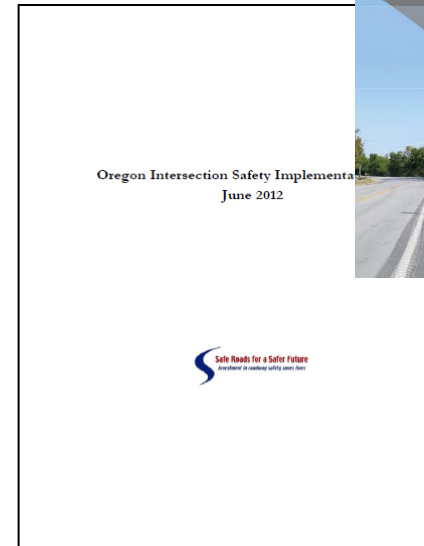


Systemic approach uses *low-cost countermeasures* that can be widely implemented to reduce fatalities and serious injuries



Network Screening – Systemic

- Emphasis areas:
Roadway Departure,
Intersections and
Ped/Bike
- Develop plan of
potential corridors with
target crashes
- Target Crashes
- Basic Roadway
features and site
characteristics



Enhanced Signs and Markings for Curves Plus Flashing Beacons – State Rural Roads – 3,000-5,001 AADT

Threshold = 10

COUNTY	HWY_NO	HWY_NAME	LOC_3000	NUMBER	PERCENT
Washington	140	HILLSBORO-SILVERTON	15	18	1.47%
Douglas	9	OREGON COAST	355	18	1.47%
Lincoln	33	CORVALLIS-NEWPORT	29	16	1.31%
Douglas	9	OREGON COAST	364	14	1.14%
Washington	140	HILLSBORO-SILVERTON	14	13	1.06%
Tillamook	9	OREGON COAST	84	12	0.98%
Washington	140	HILLSBORO-SILVERTON	17	12	0.98%
Douglas	45	UMPQUA	31	11	0.90%
Lincoln	62	FLORENCE-EUGENE	62	11	0.90%



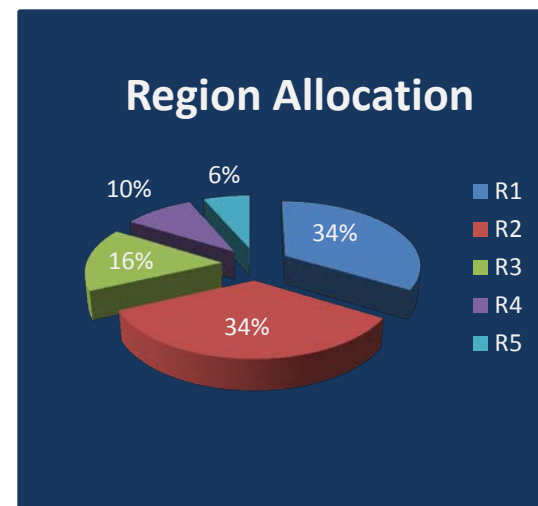


Anticipated ARTS Federal Funding

2022-2024 STIP – by Region

Approx.
\$30M - \$35M
per year
for 3 years

Final funding
determined in
Nov/Dec by
OTC

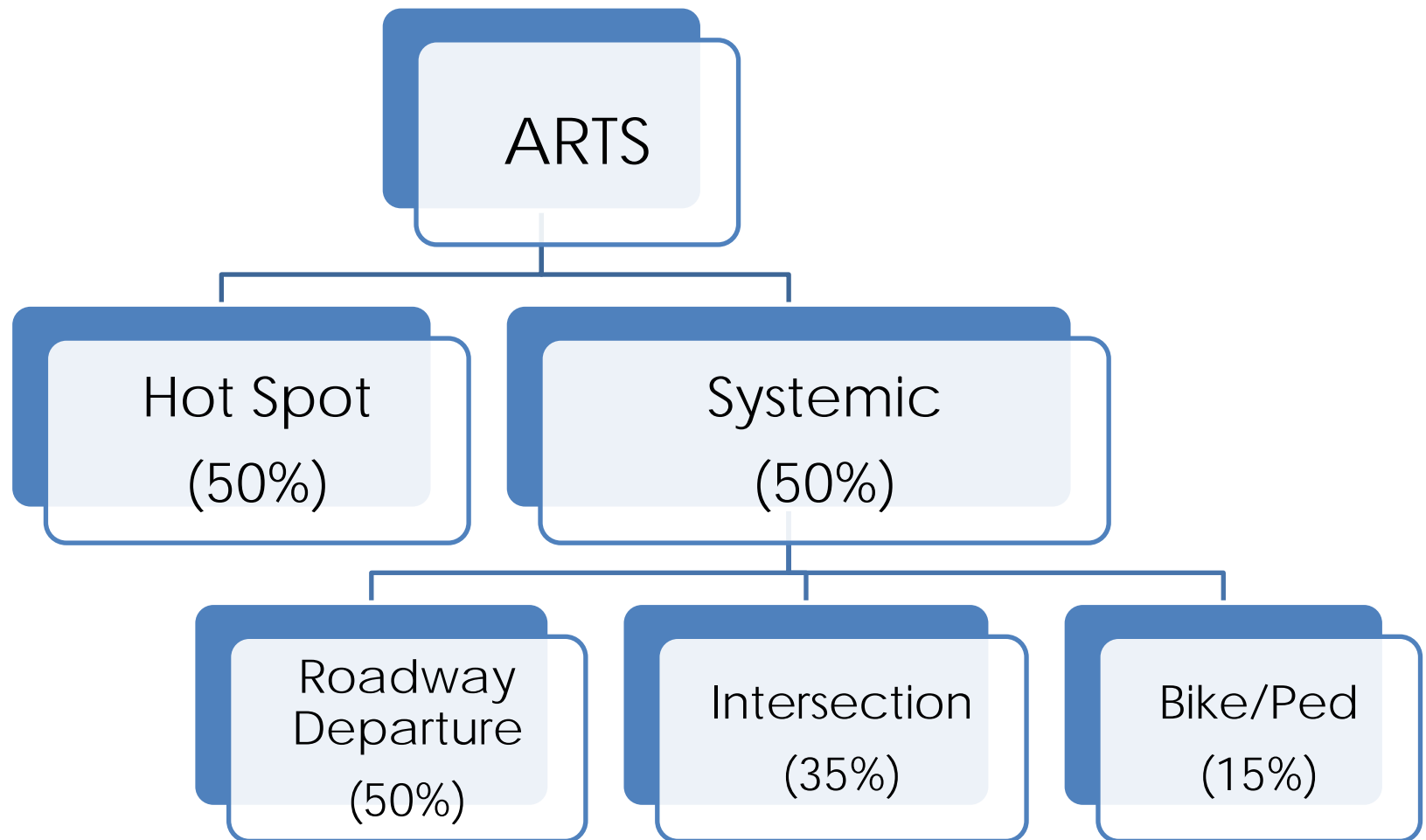


*Approximate allocations based on 2011-2015 data





ARTS program – Funding Split Goals

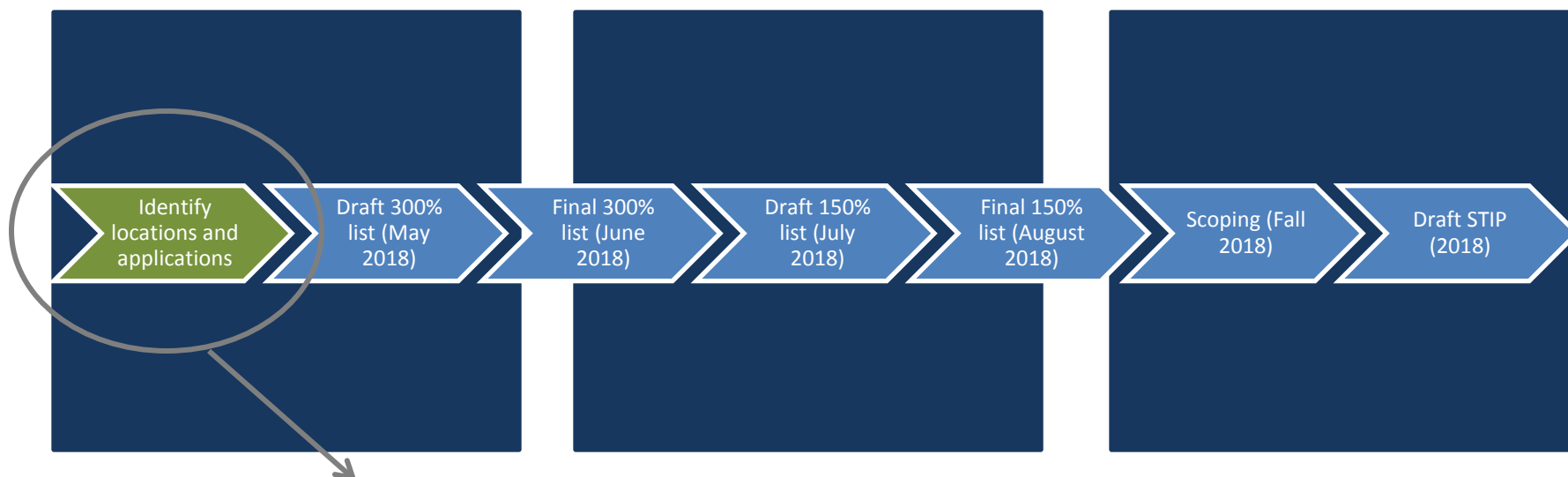


Numbers in () represent approximate funding split (statewide)



Anticipated ARTS Timeline

2022-2024 STIP



Engaging local agency's is a key component

- Local knowledge of the roadway network and existing safety concerns
- Many of the proposed projects will need their support





What's Different?

'17-'21 ARTS vs. '22-'24 ARTS

- Simplified applications for **both** hot spot and systemic projects (previously just systemic)
- Updated and additional countermeasure crash reduction factors
- State Funded Local Projects (SFLP)
- Consultant available to help local agencies select and apply for projects (previously consultant only developed potential project lists)





Applications (Hot Spot and Systemic)

- Benefit Cost worksheet
- Project Description
- Traffic Volumes
- Identification of problems
- Proposed Mitigations that directly address problems
- Aerial Vicinity Map
- Crash Data
- Warrant Studies (if needed)
- Collision Diagram

Form Date: 8/25/2017

ODOT ARTS Application Form

Oregon Department of Transportation's All Roads Transportation Safety (ARTS)			
Project Information			
Agency:			County:
ODOT Region:		City (if applicable):	
Contact Person Information			
Name (Last, First):			
Position/Title of Contact Person:			
Email:		Telephone:	
Address:			
City:		Zip Code:	
Project Information			
<u>Project Location on Local Agency Facility</u>			
Street Name (and/or Route Number):			
Intersecting Cross Street(s) or MP Range:			
<u>Project Location on State Highway</u>			
Route No.:	Hwy No.:	Highway Name:	
MP From:		to	
Project Description:			
- Be Brief (limited to size of description box)			
- See Instructions			
Average Daily Traffic:			
(See Instructions)	ADT (Major Rd)	ADT (Minor Rd)	ADT Year Collected
Hotspot or Systemic			





Project Selection



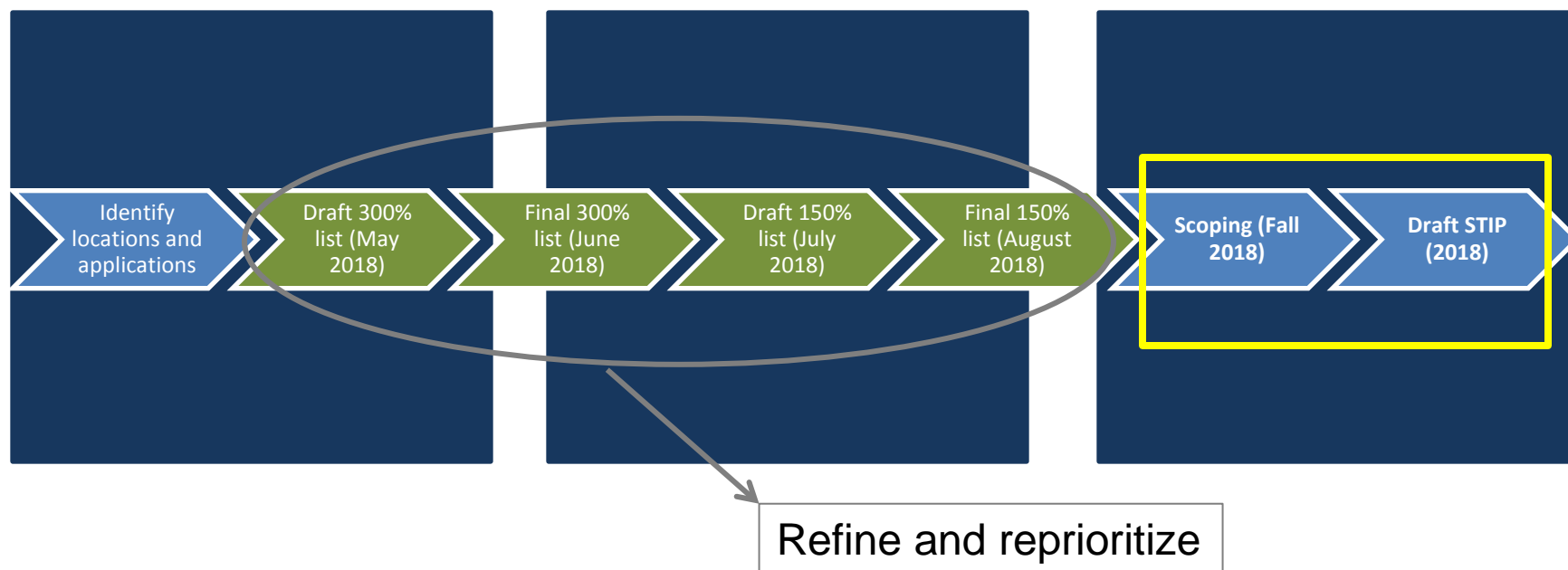
Applications are prioritized and refined





Anticipated ARTS Timeline

2022-2024 STIP



Questions ?

Thank you

Christina McDaniel-Wilson, P.E.
Highway Safety Engineer
(503) 986 – 3573

ARTS Website:

<http://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx>

OREGON TRAFFIC CONTROL DEVICES COMMITTEE Members



as of January 11, 2018

<p>Chairperson</p> <p>Brian Barnett, P.E., PTOE, City Traffic Engineer City of Springfield 201 South 18th Street Springfield, OR 97477-5241</p> <p>(541) 726-3681 bbarnett@springfield-or.gov</p>	<p>Vice-Chairperson</p> <p>Joseph Marek, P.E., PTOE, Traffic Engineering Supervisor Clackamas County 150 Beavercreek Road Oregon City, OR 97045-4302</p> <p>(503) 742-4705 joem@co.clackamas.or.us</p>
<p>Secretary</p> <p>Mike Kimlinger, P.E., Interim State Traffic-Roadway Engineer ODOT Traffic-Roadway Section 4040 Fairview Industrial Drive SE, MS #5 Salem, OR 97302-1142</p> <p>(503) 986-3606 michael.j.kimlinger@odot.state.or.us</p>	<p>Janet Hruby, P.E., PTOE, Project/Traffic Engineer City of Bend 575 NE 15th Street Bend, OR 97701-4400</p> <p>(541) 322-6336 jhruby@bendoregon.gov</p>
<p>Lt. Patrick Huskey, Lieutenant, Patrol Services Division Oregon State Police, General Headquarters 3565 Trelstad Avenue SE Salem, OR 97317-9614</p> <p>(503) 932-3316 cell patrick.huskey@state.or.us</p>	<p>Darrin Lane, P.E., County Traffic Engineer Linn County 3010 Ferry Street SW Albany, OR 97322-3988</p> <p>(541) 967-3919 dlane@co.linn.or.us</p>
<p>Karl MacNair, P.E., Transportation Manager City of Medford 411 W 8th Street, Modular Bldg. Medford, OR 97501-3105</p> <p>(541) 774-2115 karl.macnair@cityofmedford.org</p>	<p>Pam O'Brien, P.E., PTOE, Senior Transportation Engineer DKS Associates, Inc. 720 SW Washington Street, Suite 500 Portland, OR 97205-3503</p> <p>(503) 243-3500 pjo@dksassociates.com</p>
<p>Julia Uravich, P.E., PTOE, County Traffic Engineer Marion County 5155 Silverton Road Salem, OR 97305-3899</p> <p>(503) 588-5036 juravich@co.marion.or.us</p>	<p>Jeffrey Wise, P.E., PTOE, Region Traffic Manager ODOT Region 5 Headquarters 3012 Island Avenue La Grande, OR 97850-9497</p> <p>(541) 963-1902 jeff.wise@odot.state.or.us</p>