

OREGON TRAFFIC CONTROL DEVICES COMMITTEE

Meeting Agenda

March 15, 2019

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

9:00 – 9:10	Welcome / Building Orientation / Introductions / Approve Previous Minutes	Pam O'Brien
9:10 – 9:15	Business from the Audience <i>Public Comment on Non-Agenda Topics</i>	Pam O'Brien
9:15 – 9:45	Bicycle Detector Confirmation Light Findings and PBOT's Consideration of Improving the 9C-7 Stencil <i>Information / Discussion</i>	Peter Koonce
9:45 – 10:15	2019 Signal Policy & Guidelines Update <i>Information / Discussion</i>	Julie Kentosh
10:15 – 10:25	BREAK	
10:25 – 10:40	Update on Proposed Developments for New Speed Setting Process <i>Video link Public Hearing HB2702 SB397 SB558</i> <i>Information / Discussion</i>	Doug Bish Mike Kimlinger
10:40 – 10:55	Legislative Update <i>Information</i>	Eric Leaming
10:55 – 11:05	MUTCD Comment Review Planning <i>Information / Discussion</i>	Eric Leaming
11:05 – 11:25	Sign Policy & Guidelines Update, W6-1 & W6-2 (Divided Highway Warning Signs) <i>Information / Discussion / Recommendation for Approval</i>	Marie Kennedy
11:25 – 11:40	Roundtable <i>Local Jurisdiction Issues - Discussion</i>	All
11:40 – 11:45	Not-on-Agenda Items	Pam O'Brien
11:45 – 11:50	Agenda Items for Future Meetings	Pam O'Brien

2019 OTCDC Meeting Schedule

<i>Date</i>	<i>Location</i>
January 18	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem
March 15	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem
May 17	Possibly w/ITE, TBD
July 19	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem
September 20	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem
November 15	ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem

Oregon Traffic Control Devices Committee

[January 18, 2019](#)

Meeting Minutes

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

Members Present: [Pam O'Brien](#), Chair, DKS Associates; [Karl MacNair](#), Vice-Chair, City of Medford; [Mike Kimlinger](#), Secretary, ODOT State Traffic-Roadway Engineer; [Brian Barnett](#), City of Springfield; [Darrin Lane](#), Linn County; [Joseph Marek](#), Clackamas County; [Jeff Wise](#), ODOT Region 5; [Tristan Wood](#), Columbia County

Members Present via SKYPE: [Janet Hruby](#), City of Bend; [Patrick Huskey](#), OSP

Others Present: Doug Bish, Marie Kennedy, Julie Kentosh, Eric Leaming, Kathi McConnell, Christina McDaniel-Wilson, Bethany Veil, ODOT Traffic/Roadway Section; Ian Amweg, Washington County; Kevin Hottmann, City of Salem; Jabra Khasho, City of Beaverton; Matthew Machado, City of Portland; Eric Niemeyer, City of Springfield

Introduction/Building Orientation/Approval of Minutes

Chair Pam O'Brien called the meeting to order at 9:00 a.m. and then asked attendees to introduce themselves (see above).

Joe Marek then moved, Karl MacNair seconded, and the committee approved the [November 16, 2018 minutes](#).

Business from the Audience/Public Comment

None.

2019 Signal Policy & Guidelines – Yellow Change and Red Clearance Intervals

Julie Kentosh provided an [informational update](#) on proposed changes for 2019 Traffic Signal Policy and Guidelines. The most notable change being considered is change to yellow and red clearance intervals. This would be in accord with ODOT's Research Project SPR 773 from 2016 which would use an operational speed as recommended in NCHRP Report 731 instead of the posted speed as a basis for kinematic equations for

signal timing. ODOT is among the small minority of states which do not allow for moving through an intersection on yellow lights if it is safe to stop, which needs to be considered in how Oregon implements NCHRP 731. Julie went over current timing and considerations and proposed timing and considerations for yellow and red intervals.

Other changes being drafted include bike guidance (crossing time, minimum green, etc.), updated right turn phasing guidance (and left turn phasing guidance), updated preliminary signal operation design (PSOD) form, leading pedestrian interval (LPI) worksheet, and adaptive signal timing guidance.

The committee and others attending asked clarifying questions. The 2019 SP&G will be signed by the OTCDC Chair and by the State Traffic-Roadway Engineer and is expected to be out after several other OTCDC meetings, perhaps in September. ODOT anticipates implementation date guidelines to be reasonable, in the 3-5 year range. Eric Niemeyer advocated leaving the red clearance interval as-is because extending it would have drivers become aware of the extension and be more likely to run a red light, anticipating they can safely do so. Julie said ODOT will probably cut the table off at some point and allow for engineering judgment to address this concern, looking at intersection width. Changes to the flashing DON'T WALK times will be considered. Brian Barnett noted in states which allow entering the intersection throughout the yellow time, the red interval needs to be long enough to allow clearance through the intersection, whereas this isn't the case for states like Oregon, which may need consideration even though drivers from other states may not expect things to be different here. Mike suggested Oregon may be able to use the difference between Oregon and other state laws as a good justification for shorter red clearance intervals. Another consideration was brought up by Doug Bish. Using the Safe Systems approach, at speeds 30 mph and below, crashes would not likely be serious or fatal. Brian Barnett indicated he was concerned about all crashes, not just serious and fatal. Julie noted the ITE study said all states should define what a large intersection is, which leaves us room to set policy accordingly.

A question to be considered is where three section heads with flashing yellows may take more time for drivers to comprehend the light is not flashing yellow arrow. The speed of cross-street drivers also needs to be considered. Brian Barnett recalled Jim Hanks had in the past note drivers aren't kinematic, so the human factor needs to be considered, not adhering too strictly to the kinematic approach. Eric Niemeyer noted there is much research out there suggesting it's not so clear cut on what the yellow and red clearance should be. He recommended members look at this research. He agreed to provide the committee with links to the other sources of data to be sent out to the members.

Pat Huskey said he agreed the human factor must be considered in signal timing policy; what's on paper may not be as cut and dried as might appear to be the case, given human behavior.

Julie will return to the committee with further updates in future meetings.

Update on Proposed Developments for New Speed Setting Process

Mike Kimlinger briefed the committee on the latest information on the proposal, referring to committee presentations (see box below), activity at the January 17th Oregon Transportation Commission meeting in Salem (video is not yet available).

- [Quarterly Highway Safety Report on Speed and Highway Safety](#)
- [Quarterly Highway Safety Report on Speed and Highway Safety PowerPoint Presentation](#)
- [Report on Speed Increases in Eastern Oregon PowerPoint Presentation](#)
- [Preliminary Analysis of Speed Limit Changes in Oregon](#)
- [Highway Speed Limit Increase Map](#)
- [Report on Speed Increases in Eastern Oregon](#)
- [Speed Setting Methodology](#)
- [Speed Setting Methodology PowerPoint Presentation](#)

Mike brought up a report by the Insurance Institute for Highway Safety (IIHS) entitled "[Lowering the speed limit from 30 to 25 mph in Boston: effects on vehicle speeds](#)". He noted the report was brought up at the OTC meeting and is being acclaimed by some in the community although the data presented in the report is not necessarily conclusive one way or the other. One of the issues is the way the data is calculated. Another is the study only works off a year's worth of data. Mike encouraged members to read the report prior to reading [TheNewspaper story](#) on the report. The report is sure to come up in local jurisdictions over the coming months if it hasn't already.

Doug Bish noted ODOT's focus was on securing OTC approval to move forward with stakeholders to come up with a proposal to make changes in how speed zoning is done in Oregon, so ODOT wasn't really talking about other concepts also brought up at the meeting.

Dr. Chris Monsere's [study](#) on the effects of [increased speed limits on highways in Eastern Oregon](#) only had a year's worth of crash data to work with, so the reported minor increases in speeds and crashes is not necessarily statistically significant. Dr. Monsere tried to make the one-year sample size and the problem with this clear to the Commission. It's not clear every member on the Commission understood the significance of this.

ODOT hopes to have a completed report early next year to bring back to the OTC for approval.

In response to a question regarding the NCUTCD activity on speed zoning in a new MUTCD, Mike said there is a list of currently approved proposals, including [on speed zoning](#), at the NCUTCD website.

Janet Hruby was interested in changes to the definition of residential speed zones to take into consideration of how new developments are happening in the urban fringe.

Mike said this issue is on his list but it is a 'different lift' because the residence district definition is in Oregon law, not Oregon Rule.

NCUTCD Update Including MUTCD

Mike Kimlinger and Eric Niemeyer reported on the three-day NCUTCD meeting and work being done by the technical committees with Mike going first. The first thing is FHWA believes they are going to be getting permission to move forward with a Notice of Proposed Amendment (NPA) to the MUTCD between now and probably June. The Trump Administration wants to move the Manual forward before the next presidential election. Working within this timeline, the MUTCD amendment needs to be completed by the end of 2019 in order to meet this deadline. With this approximately six-month window, Mike has asked Eric Leaming to put together a list of things to be looked at to send out for members interested in being involved in making comments on the NPA when it's out. Mike encouraged members to look at the NCUTCD website and [proposed changes](#) approved through the NCUTCD level to meet the mid to late December deadline.

Mike Kimlinger said early indications are FHWA HQ will be more consistent in addressing deviations to the MUTCD for all jurisdictions Mike noted Oregon spent a lot of time and effort proposing changes to the 2009 Manual which were not accepted; so he suggested Oregon try not to focus on any but the most important issues this time.

Eric Niemeyer reported on the Pedestrian Control Features Task force. The task force committee propose ped buttons be required at all marked signalized crosswalks. The Signals committee reduced this to a "should" condition.

Mike said the general feeling at the meeting was impatience at the delay and concern about the short timeline to get through the process.

Doug reviewed prior practice on MUTCD review, dividing it up into chapters for subcommittee review prior to having all exceptions dealt with at the committee level.

Legislative Update

Eric Leaming updated the committee on bills ODOT Traffic-Roadway is tracking for the [2019 Regular Session](#). These were the relevant bills Traffic-Roadway was aware of working with our Director's office as of 10:35 AM on 1/18/2019):

- [HB 2083](#) – Parks Funding for Bike/Ped Projects
- [HB 2236](#) – Farm tractors on state highways
- [HB 2314](#) – Motorcycle Lane Splitting
- [HB 2545](#) – Headlights when raining or foggy
- [HB 2682](#) – Bike Lanes through Intersections
- [HB 2702](#) – City of Portland Speed Authority

- [SB 397](#) – Designate lower speeds on Eastern Oregon highways without an engineering investigation
- [SB 528](#) – Firefighter Memorial Sign Program (two similar memorial bills may be introduced)
- [SB 558](#) – Lower residential speeds in all cities
- [SB 559](#) – Fixed photo radar in all cities
- [SB 560](#) – Mobile photo radar in all cities

Eric noted “speed bump study” bills (2019 session: [HB 2112](#), [HB 2403](#), [HB 2404](#), [HB 2405](#), [HB 2591](#), [HB 2592](#)) are what Legislative Council drafts with a very broad “relating to” clause (bill’s scope) so the bill can be “gut-n-stuffed” with something entirely different later on in session. These may turn into something of interest to OTCDC, or they may not.

Roundtable

Joe Marek said there have been three meetings looking at alternative methods on school speed setting.

Joe said he was having local issues regarding speeds when the county accepts a recommended speed different than the requesting citizen wanted.

Joe Marek said he was in a TRB meeting yesterday on Rural Road Research Road Map and was excited about some of the opportunities for rural roads which might include funding. He mentioned NCHRP RESEARCH REPORT 861 in regard to this, which is temporarily [linked here](#). The research ([NCHRP PROJECT 20-122](#)) objectives of this research are to (1) identify critical rural transportation issues that can be addressed by research through NCHRP and other research programs; (2) produce a research roadmap; and (3) submit, by November 1, 2018, at least five problem statements drawn from the research roadmap that are appropriate for consideration for NCHRP funding in the FY 2020 program. With the current 20-122 work, the scope has expanded and will likely be broader than the 861 work. During the stakeholder input sessions, there were far more and broader issues identified with respect to rural transportation so the research team has been working on trying to fit all of these needs in.

Tristan Wood said he’s working on getting his first driver (speed) feedback sign and was interested in advice. Joe Marek said his staff would be willing to be helpful. He will provide a link to more information Clackamas County’s policies on the signs. There was further discussion on what to do and what to avoid in the use of these signs by committee members. Joe will also hook up Tristan on their purchasing source.

Brian Barnett said Springfield was having continuing success with their PHB’s as modified.

Janet Hruby asked about how to get data from the driver feedback signs. Joe said the signs come with a software program and they're starting to get requests for data. He is just starting to work on this.

NOA Discussion

Pam O'Brien noted speed zoning was a big part of the discussion today. In relation to this she said there's also performance measures in regard to travel time. Joe said there is not a direct correlation.

Mike Kimlinger said he'd not wait for the next meeting if there's anything new on the MUTCD. Eric Leaming will let members know when we learn anything new. Mike would like members to let ODOT know who they'd like to have serve on the subcommittees and whether there's anything else that needs to be considered for the MUTCD. ODOT will create a new spreadsheet for looking at comments during the MUTCD review. There will be changes in all parts of the Manual so there's much work to be done. FHWA will provide a list of changes.

Agenda Items for Future Meetings

- Legislative Update
- PBOT - Bicycle Detector Confirmation Light Findings
- PBOT - Consideration of Improving the 9C-7 Stencil

Adjournment

Pam O'Brien adjourned the meeting at 11:33 a.m.

Next Meeting: March 15, 2019 at 9:00 a.m. at the [TLC Building in Salem](#).