

Oregon Traffic Control Devices Committee

[November 19, 2021](#)

TEAMS-Only Meeting (due to Covid-19)

Meeting Minutes

Members Present via TEAMS: [Joseph Marek](#), Chair, Clackamas County; [Mike Kimlinger](#), Secretary, ODOT State Traffic-Roadway Engineer; Scott Miller for [Brian Barnett](#), City of Springfield; [Laurel Byer](#), Benton County; [Janet Hruby](#), Vice Chair, City of Bend; [Michael Iwai](#), Oregon State Police; [Patrick Marnell](#), Q-Free; [Karl MacNair](#), City of Medford; [Jeremy Morris](#), Klamath County

Members Absent: [Brian Barnett](#), City of Springfield; [Jeff Wise](#), ODOT Region 5

Others Present via TEAMS: Nick Fortey, FHWA; Fahad Alhajri, Brendan Baggett Frank Belleque, Doug Bish (Retired ODOT), Roger Boettcher, Scott Cramer, Kevin Haas, Angela Kargel, Marie Kennedy, Justin King, Eric Leaming, Christina McDaniel-Wilson, Jiguang Zhao, ODOT Traffic/Roadway Section; Peter Schuytema, ODOT TPAU; Dan Dorrell, ODOT Region 3; Scott Beaird, Kittelson & Associates; John Fasana, Sarah Owens; Washington County; Steve Gallup, Lane County; Terry Hockett, Kevin Hottmann, City of Salem; Bret Jones, City of Eugene; Peter Koonce, Matthew Machado, Charles Radosta, City of Portland; Jabra Khasho, City of Beaverton; James Philp, Jackson County

Policy Bullets for Further Dissemination:

None

Note: All links to documents on our FTP site need to be opened via Internet Explorer

Introductions/TEAMS Orientation/Approval of Minutes

Chair Joseph Marek called the meeting to order at 9:00 a.m. Members introduced themselves. Other attendees logged in to Teams chat as their introduction. The [September 17, 2021 OTCDC minutes](#) were approved after motion by Patrick Marnell, second by Janet Hruby.

Public Business from the Audience/NOA Items

None

Select Chair & Vice Chair for 2022 / Review Proposed Meeting Schedule for 2022

Decision: Joe Marek moved, Laurel Byer seconded Janet Hruby as 2022 OTCDC chair; the committee voted approval.

Decision: Jeremy Morris moved, Laurel Byer seconded Patrick Marnell as 2022 vice chair; the committee voted approval

The committee came to consensus to set [2022 OTCDC meetings](#) on the third Friday of alternating months after the initial yearly meeting to be on Friday, January 28, 2022. Pre-meeting agenda item and supporting material handouts deadlines are available at the link above.

Review / Approval of Stop Sign Guidance for Sign Policy

Marie Kennedy [updated](#) signing guidelines for STOP signs at low volume side roads. She did more research on the matter, developed by including US Forest Service guidance on this kind of road. It will be in the [Sign Policy and Guidelines](#) in the Regulatory Signs section. Criteria for the ADT and extended crash records were discussed.

Decision: Karl MacNair moved to approve stop sign guidance for the Sign Policy. Jeremy Morris seconded, and the committee voted approval

Continuing Agenda Item: brief reports from committee members relaying whether or not their local traffic control device meetings feel ODOT, through the OTCDC is helpful to their local operations

Joe Marek said the AOC is pleased with the level of information they are receiving from OOT.

Mike Kimlinger discussed the status of the new speed zoning rules regarding context of the roadway and how this is going over in the jurisdictions. Largely, it seems to be going okay. Mike also discussed the new OAR's being developed and progress towards getting it done. We're expecting the new rules to go to the OTC for review/approval in March, 2022. Other discussion was on getting something agreeable to help make roads appear to be best driven at slower speeds when the road jurisdiction wants slower speed limits. The TRB is looking into this question.

Roundtable

Mike Kimlinger spoke to an issue regarding a recent traffic crash into a worker in a work zone on state highways and experimentation on using VMS signs for getting traffic to be more careful in these areas. He's looking for more effective short messages to use in these higher speed cases.

Jeremy Morris talked about unincorporated suburbs asking for more speed limit signs everywhere. This would be expensive with minimal benefit added. He likes the approach of having law enforcement needing to agree with need for more signs.

Jeremy Morris also noted the first roundabout in Klamath County on an ODOT project. He has issues about warning speed rider signing and curve riders on the approaches to the roundabout. He thinks we should have more discussion about this and maybe language in the Oregon Supplement to help encourage these. Kevin Haas said warning signs are a part of the overall signing plan for a project. This includes guide signs downstream so the warning riders shouldn't be looked at in isolation.

Joe Marek said in his county they are using temporary radar speed feedback signs to help folks get used to slower speeds in roundabouts. It's not cheap but it can be very helpful. Less than adequate law enforcement presence is an issue in this, like other cases where traffic safety is an issue. Automated camera enforcement might be a remedy in these cases, although they can raise the ire of citizens. Joe Marek said maybe the topic can be brought up in OASIS through the AOC. Mike Kimlinger said he'd ask his staff to look at putting together a workshop on the subject in a few months regarding approval of designs.

Joe Marek with Clackamas County provided some information on a traffic safety software package called Vision Zero Suite from [DiExSys](#). This software uses the principles from the Highway Safety Manual to allow the user to perform network screening, diagnostics and predictive analyses to improve roadway safety. This system will be up and running in early 2022 if the Committee is interested in a presentation. ODOT is also looking at AASHTOWare which is quite a bit more expensive.

NOA Topics

None

Agenda Items for Future Meetings

- NCUTCD Updates

Adjournment

The meeting adjourned at 10:16 a.m.

Next Meeting: January 28, 2022 at 9:00 a.m. by [Microsoft Teams](#)