

# Oregon Traffic Control Devices Committee

[January 28, 2022](#)

TEAMS-Only Meeting (due to Covid-19)

## Meeting Minutes

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

*Members Absent:* [Jeff Wise](#), ODOT Region 5

*Others Present via TEAMS:* Nick Fortey, FHWA; Fahad Alhajri, Brendan Baggett, Frank Belleque, Douglas Bish, Retired ODOT), Keith Blair, Roger Boettcher, Adam Bradford, Jered Carpenter, Craig Chadwick, Dean Chess, Scott Cramer, Rich Crossler-Laird, Dan Dorrell, William Fitzgerald, Rodger Gutierrez, Kevin Haas, Grayson Isbell, Katie Johnson, Angela Kargel, Marie Kennedy, Justin King, Eric Leaming, Christina McDaniel-Wilson, Christopher Primm, Laura Prusakiewicz, Peter Schuytema, ODOT; James Hoodenpyl, ODOF; Scott Batson, Matthew Machado, City of Portland; Billy Bush, OSP; Ed Chastain, Retired; Steve Gallup, Lane County; Dan Hazel, City of Hillsboro; Terry Hockett, Kevin Hottmann, City of Salem; Bret Jones, City of Eugene; Jabra Khasho, City of Beaverton; Carl Lund, City of Lake Oswego; Sarah Owens; Washington County; James Philp, Jackson County; Lani Radtke, Marion County Lee Rodegerdts, Kittelson & Associates; Massoud Saberian, TAI

### **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 Janet Hruby called the meeting to order just after 9:00 a.m. Members introduced themselves. Other attendees logged in to Teams chat as their introduction. The [November 19, 2021 OTCDC minutes](#) were approved after motion by Patrick Marnell, second by Karl MacNair.

## **Public Business from the Audience/NOA Items**

None

## **VMS Manual Update**

Departing from the agenda order, Marie Kennedy gave her [presentation](#) updating the VMS Manual for ADA compliance and with other changes. Any comments may be emailed to [Marie.KENNEDY@odot.oregon.gov](mailto:Marie.KENNEDY@odot.oregon.gov).

## **Roundabout Signing & Pavement Markings Best Practices**

Kevin Haas introduced the topic and asked to speak to Roundabout signing. Frank presented [information](#) on best practices for pavement marking for Roundabouts. Marie Kennedy [presented](#) information on signing Roundabouts. Attendees provided further information and asked clarifying questions.

Additional comments on roundabout best practices in pavement markings and signing should be emailed to: [kevin.j.haas@odot.oregon.gov](mailto:kevin.j.haas@odot.oregon.gov).

## **MUTCD Publication Update**

Mike Kimlinger reported status of the new MUTCD publication. The NPA and then the IIJA which came out for funding indicates the MUTCD team has until about January to March of 2023 before they are required to publish the MUTCD. This is in conjunction with the way the PROWAG rulemaking is moving forward. It's anticipated PROWAG will have a final rule in September time frame. There are provisions in PROWAG, if it does move forward as written, which will need to be incorporated into the current new version of the MUTCD. They intend to do this for those things in PROWAG Rulemaking which affect traffic control devices and pedestrian use. In the new funding package (IIJA) the MUTCD will be updated more regularly. More to come on this as we get past this first NPA and move into the timeline of the new federal funding package.

## **NCUTCD Annual Meeting Update**

Mike Kimlinger reported the attendance was about half the usual with mixed mask usage. There wasn't a lot of new business. Several things were probably more talked about than others in the meetings.

Rail crossings with roundabouts was a topic and fish hooks and rail crossings as well. Brian Walsh out of Washington DOT who chairs the technical committee is going to look

into this. They'll be looking at what should arrows be. Do we really need the fishhook or should we move it out of practice. It's optional now but maybe we shouldn't even have them.

Roundabout success goes back to where they were a treatment to mediate or fix some of the issues the existing traffic control created. It remains to be seen how we get to using them where there's nothing at the location today and we want to put something like a roundabout there within 300 or 400 feet of a rail crossing. It could be a contentious discussion.

Connected and automated vehicles were also one of the major topics. Also, some discussion around the 6 inch striping requirement in the MUTCD's NPA. There were no straight answers heard about the recommendation from the committee. There probably ought to be some threshold where six inch striping is required and where it's optional. FHWA gave no response on this.

There was continued discussion around machine vision having to do with connected and automated vehicles. One of the very interesting things brought out was the fact these cameras capture images all the time. As you buy your vehicle you sign a release saying the company can have all those images. So they are collecting all of the video image from all of the cameras worldwide and turning it into essentially a real time map of what's going on out there. This asset may be very useful for traffic control if the technology can be used in the public sector without a heavy cost paid to private owners.

Pedestrian stuff was a pretty big piece of the discussion in several different venues, including temporary traffic control. Maintenance of temporary traffic control for pedestrians was a pretty big topic at the Technical Committee for them.

Another thing which was demonstrated was around pedestrian push buttons. [Polara](#), as a provider of these has developed a touchless push button with a sensor which is able to detect motion anywhere from just a few inches out to nearly two feet. It activates the push button with all of the basic activation features which touching the button has. They went through this development because of Covid concerns and appear to have a pretty robust product now. The only drawback is serving those who are vision and hearing impaired. They would need to actually have their hand on the button to get the vibrotactile response, but it gives the ability for all other users to not need to touch a button. We may be able in some circumstances to have some sort of passive detection, but this isn't as well developed yet.

**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**

Janet asked for schedule for updates of ODOT pubs. Mike mentioned regular updates occur, for example Standard Drawings are updated/reissued twice a year, and we can

bring summaries of those to this meeting. One area we have made a lot of updates is pedestrian access standards. Mike asked his discipline leads to talk about updates they have completed recently or are currently working on.

Frank Belleque:

- The [Traffic Line Manual](#) is on a yearly update cycle now.
- Two bigger things I am hoping to update guidance on this year are Sinusoidal Rumble Strips and Traffic Separator Curb Systems.
- The Traffic Line Manual is open to comments at any time

Marie Kennedy:

- [Sign Policy](#) should be out by the end of February. I would like to do yearly updates to all four of my manuals, but I am struggling with the resources available.

Eric Leaming:

- The [ODOT Traffic Manual](#) is on an annual update cycle.
- The most recent changes (January 2022) included significant updates to crosswalk guidelines and process.
- We anticipate updates for speed feedback signs for the January 2023 edition.

Christina McDaniel-Wilson:

- Updating Data, Tools, Guidance and Safety Plans: Safety Investigations Manual, HSIP Guidance, Intersection Safety Implementation Plan and SPIS

Christopher Primm:

- Updating [Traffic Signal Policy and Guidelines](#) with clerical and minor changes, and will now be updated annually.

Laura Prusakiewicz:

- [Speed Zone Manual](#) Updates
  - It is being updated in parallel with the writing and adopting of the new OARs surrounding local agency delegated authority.
  - There were also some outstanding edits needed to be added after the last big update
- [Speed Zoning OAR](#) Updates
  - The new OARs and amended OARs surrounding local agency delegated authority are on track to head to the OTC in March
  - Once the new OARs are approved we plan to also roll out training which is currently being developed

- The aim is to provide enough training to those wishing to request the delegation so they will feel confident in their ability to complete the investigation and write the report in line with the OARs

### **Roundtable**

None

### **NOA Topics**

Patrick Marnell said the ITE Group was working on getting a nominee for new membership slot on the OTCDC, expected within a month or two.

### **Agenda Items for Future Meetings**

- None (Manual Updates Scheduled?)

### **Adjournment**

The meeting adjourned about 10:50 a.m.

**Next Meeting:** March 18, 2022 at 9:00 a.m. by [Microsoft Teams](#)