

Oregon Traffic Control Devices Committee

March 17, 2023

Hybrid TEAMS-TLC Building

Meeting Minutes

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

Members Absent: [Jered Carpenter](#), ODOT Region 3; [Cord Wood](#), Oregon State Police

Others Present via TEAMS: Nick Fortey, FHWA; Brendan Baggett, Frank Belleque, Roger Boettcher, Craig Chadwick, Scott Cramer, Kevin Haas, Katie Johnson, Angela Kargel, Marie Kennedy, Justin King, Christine LaFleur, Eric Leaming, Christina McDaniel-Wilson, Christopher Pimm, Laura Prusakiewicz, Peter Schuytema, ODOT; Arturo Alvarado, Erica Edwards, Sarah Owens, Marcos Zarate-Garcia; Washington County; Scott Beaird, Kittelson & Associates; Steve Gallup, Lane County; Terry Hockett, Kevin Hottmann, City of Salem; Jabra Khasho, City of Beaverton; Peter Koonce, Matthew Machado, City of Portland, Chris Low, Susie Serres, City of Hillsboro; Carl Lund, Marion County; Scott Miller, City of Springfield; James Philp, Jackson County; Massoud Saberian, TAI

Policy Bullets for Further Dissemination:

None

* **Note:** the process for gathering documents from the FTP site has changed. Internet explorer is no longer supported by Microsoft and therefore it cannot be used to access ODOT's FTP site. So, we can't give links to these documents in the text of these minutes. Instead, please copy and paste the link ftp://ftp.odot.state.or.us/OTCDC_SHARED/OTCDCMeetingRefDocs/Mar_17_2023_OTCDC_Handouts into a Windows File Explorer window. You will not be able to double click any of the documents then appearing to open it. Instead, you will have to copy any necessary documents to your local network or computer and then open them from there.

Introductions/TEAMS Orientation/Approval of Minutes

Chair Patrick Marnell called the meeting to order at 9:00 a.m. Members and other attendees introduced themselves via TEAMS Chat. The November 18, 2022 minutes were approved after motion by Karl MacNair, second by Jeremy Morris.

Public Business from the Audience/NOA Items

None

NCUTCD Annual Meeting and MUTCD Update

Eric Leaming shared highlights of the NCUTCD meeting from January 11-13 and preparations for the new MUTCD.

- FHWA has a deadline of May 15, 2023 to issue a final rule on the new MUTCD in IJA; however, there are a significant number of comments that need to be addressed which is likely to change the process and require additional time. When published, FHWA will provide guidelines/training related to substantial conformance. This will set the scope of work for ODOT and OTCDC developing the Oregon supplements.
- The new MUTCD and Oregon Supplements will be effective in Oregon when the OTC adopts them through an update to OAR 734-020-0005; FHWA sets a 2-year deadline (after the final rule becomes effective) for states to adopt the new MUTCD (e.g. if the final rule is effective in June 2023, then Oregon has until June 2025 to adopt the new MUTCD). The OTCDC will serve as the rules advisory committee for this rulemaking process.
- PROWAG is also close to being published. When FHWA adopts PROWAG, this will likely trigger a MUTCD revision by FHWA.
- Future MUTCD revisions are proposed to be on shorter schedule (every 4 years per IJA).

Safe Systems Approach Update

Christina McDaniel-Wilson shared some background and an introduction to the safe systems approach. The presentation focused on the safe systems principles, elements with some examples of the safe systems approach ODOT is seeing in practice. It represents a shift in the way we think and our approach roadway design and safety-- mainly accommodating human mistakes and keeping impacts on the human body at a tolerable level. Some Key takeaways for the Safe System Approach (SSA) are:

- “Principles Based” (6 Principles)
- Achieving a Safe System requires all elements to be strengthened (5 elements)
- Safe Roads is a continuum, not an absolute – this means designing and

operating roads to continually approach a safe system by implementing features for the intended use

- There is no perfect catch-all transportation system, but we can reduce risks
- Lastly, it's not enough to strengthen one layer of Safe Systems, a redundant system is essential because individual elements alone are not sufficient to protect the road user

Some examples of the SSA we're seeing in practice include:

- All Roads Transportation Safety (ARTS) Program- The goal of the ARTS program is to reduce the frequency of fatal and serious injuries on all public roads through a data-driven process that is blind to jurisdictional ownership
- Blueprint for Urban Design (BUD)- federal guidelines and principles utilizing a performance based, context sensitive, practical design approach to provide flexibility (where warranted) to produce appropriate designs to accommodate all modes of transportation affecting all urban roadway users
- Speed Zoning Update- Shifts the focus away from 85th% speeds and considers location and context in the speed setting process
- Intersection Safety and Implementation Plan- Incorporates Safe Systems principles and aligns with HSM methodologies
- Vulnerable Road User (VRU) assessment- data driven analysis of vulnerable road users that incorporates Safe Systems Approach

Legislative Session Update

Eric Leaming shared legislative bills ODOT Traffic-Roadway Section is tracking. These bills are listed on Oregon ITE's legislative issues page. Bills of note:

- HB-2095 – Extends mobile photo radar to all cities, allows modification of residential speed limits by ordinance.
- HB-3202 – Requires shielding on outdoor lighting fixtures (including streetlights), minimum brightness, maximum color temperature, compliance date.
- HB-3248 – Allows ATVs (Type 1, Type III, and Type IV) to operate on all highways (city streets, county roads, state highways), except interstates, if the ATV is registered and meets vehicle equipment standards.
- SB-422 – Allows motorcyclists to travel between travel lanes under certain conditions.
- SB-1011 – Increases speed limits highways and county roads to 60 mph; 70 mph on I-5.

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

Nothing new.

Roundtable

Nothing brought up.

NOA Topics

Peter Koonce – Portland is exploring [new technology](#) for visually impaired pedestrians at crosswalks. It's early on and there are concerns such as the technology is only available on I-Phones.

Frank Belleque – [reported on](#) a FHWA Webinar - Maintaining Pavement Marking Retro reflectivity and subsequent Final Rule on the matter. There are three handouts in the FTP site linked at the top of this document.

Kevin Haas – Mike Kimlinger's status/Kevin acting as OTCDC Secretary, Angela Kargel as STRE while Mike continues to act as ODOT's Chief Engineer.

Agenda Items for Future Meetings

Carl Lund, Marion County – retroreflective vehicle mounting – Carl would be interested in findings, Joe Marek said he'd be happy to share on a field trip.

Further email additions to future agenda items is permitted.

Adjournment

The meeting adjourned about 11:16 a.m.

Next Meeting: November 17, 2023 at 9:00 a.m. (May, July and September meetings were cancelled) by [Microsoft Teams](#)