

OREGON TRAFFIC CONTROL DEVICES COMMITTEE

2023 ANNUAL REPORT SUMMARY

January 1, 2023 – December 31, 2023

Committee composition at the beginning of the year consisted of Chair, [Patrick Marnell](#), Q-Free; Vice Chair, [Karl MacNair](#), City of Medford; Secretary, [Kevin Haas](#), Interim Secretary for [Mike Kimlinger](#), ODOT State Traffic-Roadway Engineer; [Brian Barnett](#), City of Springfield; [Laurel Byer](#), Benton County; [Jered Carpenter](#), ODOT Region 3; [Janet Hruby](#) City of Bend;; [Joseph Marek](#), Clackamas County; [Jeremy Morris](#), Klamath County; [Cord Wood](#), Oregon State Police

Membership Changes

- ✓ Ali Eghtedari, ODOT Region 5 Engineer replaced Jered Carpenter, ODOT Region 3 Engineer on December 7, 2023
- ✓ Evan Sether, OSP replaced Cord Wood, OSP on December 7, 2023
- ✓ Patrick Marnell reached the end of his term December 7, 2023, ITE has been asked to replace him with Maggie Linn, currently representing under-represented ITE member and to name a new under-represented member from ITE to the OTCDC

Traffic Control Device Decisions, Discussions and Recommendations

- ✓ 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 IIJA; 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 an MUTCD revision by FHWA.
 - ✓ Future MUTCD revisions are proposed to be on shorter schedule (every 4 years per IIJA).
- ✓ 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
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- ✓ Eric Leaming showed the handout on MUTCD/ODOT Supplement update in reviewing the process of getting Oregon into using the new MUTCD which will involve receiving FHWA’s new Rule adopting the MUTCD and then working through the process of adopting Oregon Supplements. This will involve volunteers on the OTCDC and local jurisdictions going through the manual and working up supplements. Eric said he’d send the list started last year of volunteers and sections of the manual they volunteered for.
 - ✓ Marie Kennedy talked about Weight Limit signs in the next Sign Policy and Guidelines. There was some discussion on the difference between weight restrictions for regular trucks and emergency vehicles.
 - ✓ Frank Belleque presented new standards for sinusoidal rumble strips that will be posted in the Traffic Line Manual. Frank plans to finalize the update after the end of the month for the Traffic line Manual to be Published effective January 1st, 2024. Last minute comment are welcome by the end of the month.

- ✓ Frank Belleque brought up the topic of curve advisory signing to get an idea of how many agencies are still using the Rieker software to complete their MUTCD requirements. There were multiple agencies still using the equipment and looking forward to the continuing use of it over the next couple years. Frank Belleque notes that ODOT is extending their contract with Rieker until July 2027. After that contract timeline ODOT is unsure if the amount of use of Rieker by ODOT and local agencies will still warrant for ODOT to pay for the contract.
- ✓ Taundra Mortensen reported Final Rule text for PROWAG has been finalized and published by the US Access Board in Aug 2023. PROWAG is not enforceable under the ADA until adopted by the regulatory authorities US DOT and US DOJ. Adopted standards by US DOT and US DOJ must be consistent and cannot provide less accessibility. Adoption paths for ADA under Title II regardless of funding is by US DOJ, and adoption path with federal funding is by US DOT, and for public transit is US DOT. US DOT is anticipating NPRM in 2024 to adopt PROWAG. Until then agencies have some flexibility in determining how to comply with the general obligation under Title II to ensure facilities are accessible and useable.

Note MUTCD is no longer referenced in PROWAG, but applicable sections are directly in the final rule text (slight modifications) that provide higher accessibility as deemed by US Access Board.

ODOT has largely adopted the bulk of the draft PROWAG requirements and either meets or exceeds them. ODOT will be reviewing the final rule, has attended some trainings by the US Access Board, and will be making some adjustments to Oregon Standards Drawings, and ODOT Design Manuals. 2023/2024 Design Manuals has adopted draft PROWAG requirements contained within the manuals and will undergo revisions over the next couple of years.

