

**The next meeting date will be Wednesday, August 13, at the
MnDOT Waters Edge Office, Conference Room 403 from 12:30pm to 3:00pm.**

**MINNESOTA COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES
JULY 9, 2014
WATERS EDGE**

Members				Guests			
Janelle Anderson	X	Chris Byrd	X				
Heather Lott	X	Paul St. Martin	X				
Diane Colton	X	Tim Plath	X				
Tiffany Dagon	X	Tim Chalupnik					
Ryan Barney	X	Howard Preston	X				
Will Stein	X	Tom Sohrweide	X				
Jon Krieg	X						
Joe Gustafson	X						
Mark Sehr							

Explained Absence:

Tim Chalupnik
Mark Sehr

Unexplained Absence:

cc:

Susan Groth
Kristi Sebastian

Meeting started at 12:30 PM

Announcements

None

Business from the Floor

New members of the MCUTCD: Introduced Diane Colton. She is the new Traffic Standards Specialist. She replaces Ken Schroepfer who retired in January.

Correction to the Minutes

None

Old Business

1. FHWA Update

The 2017 edition of the MUTCD should be finalized and noticed in the Federal Register in October 2016. Review of the document should occur in November 2016 and the Final Rule for the new edition published in May or June of 2017 (Attachment 1).

Will and Heather are working on how to sign Reduced Conflict Intersections (RCIs) also

known as J-Turn Intersections.

Will and Heather are also working on signing for MnPASS and HOT Lanes. They are becoming more complex – currently there is not a lot of guidance.

Will discussed the possibility of potential ADA complaints on section 4E.11 of the MUTCD.

The section currently states:

“Following the audible walk indication, accessible pedestrian signals shall revert to the pushbutton locator tone (see Section 4E.12) during the pedestrian change interval.”

The intent is that there should NOT be an audible pedestrian change interval indication (count down) after the audible walk indication but rather signals should revert to the pushbutton locator tone.

2. **Requests for Experimentation, Conditional Use and Interpretation**

Janelle announced that the City of Minneapolis wants to use flashing yellow/red beacons at marked pedestrian and school crossings. Their initial request to use just the flashing red beacons was denied by the FHWA. The City has added a flashing yellow phase prior to the flashing red phase and wants to use special design signs. The FHWA has not yet responded to this revised request.

Janelle also discussed Gore Diversion Indicators. MnDOT maintenance is considering using these at areas where guardrail is frequently hit. These indicators are currently used only in Europe and have not been crash tested in the United States. Cost may also be a factor – it will cost approximately \$3000 in shipping alone as the units must be shipped from overseas. It is unclear whether maintenance wants to proceed with this idea.

New Business

1. **MN MUTCD 2B.40 Far-Right One-Way Signs**

Joe Gustafson discussed a concern that the use of far-right one-way signs in some situations should not be allowed, particularly at signalized locations with narrow medians (Attachment 2). The signs may be confusing to the motorist and unneeded. Joe will draft some potential new language for that section of the MN MUTCD.

2. **Law Enforcement Rep on MCUTCD?**

Janelle discussed the possibility of having a law enforcement representative on the MCUTCD. Discussion concluded that it was not necessary as the committee generally discusses engineering issues not enforcement issues. The committee would be open to inviting a person from law enforcement to the meetings as needed.

3. **Stop Lines (3B.16) and MN Statutes (169.30)**

Janelle explained the need to clean up language regarding stop lines in both MN Statute 169.30 and the MN MUTCD section 3B.16.

MN Statute 169.30

(b) Every driver of a vehicle shall stop at a stop sign or at a clearly marked stop line before entering the intersection, except when directed to proceed by a police officer or traffic-control signal.

3B.16 Stop and Yield Lines

GUIDANCE:

Stop lines should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal.

The Golden Valley City Engineer has indicated to Janelle that Golden Valley enforcement personnel interpret the statute such that vehicles must always stop at a stop line (bar). For example, they believe that if a signal at an intersection should “go dark”, vehicles are required to stop at the stop lines.

Other discussion regarding stop lines included: is a stop line is needed at a crosswalk that has a strong visual presence and are stop lines needed/required at ramp meters.

Will stated that his office has discretion with MUTCD GUIDANCE statements and that he can work with the Committee to change the language in section 3B.16.

Janelle will ask MnDOT’s legislative liaison office to address the language in MN Statute 169.30 for the next session.

4. **MRT Bike Trail Sign**

Heather discussed the Mississippi River Trail signs and requested that they be added to the MN MUTCD and also to the TEM. The committee agreed to include the signs in both documents. Will stated that the signs are grandfathered in as long as the tag line is gone.

5. **Legislative Updates**

Janelle, Ken and Heather went over some of the bills that passed the last “unsession” of the legislature (Attachment 3).

Three memorial highways (TH 36, 61, 8) and one memorial bridge require signs.

Work Zones (laws effective August 1, 2014).

1. The definition of “Work Zone” can be found in Sec. 4. Minnesota Statutes 2012, section 169.011.
2. Work zone speed violations are now \$300.
3. Speed limits in work zones on roads having an established speed limit of 50 mph or greater will be adjusted to 45 mph when at least one lane or portion of a lane of traffic is closed in either direction and works are present. This does not apply when:
 - Positive barriers are placed between workers and the traveled portion of the highway;
 - The work zone is in place for less than 24 hours
 - A different speed limit for the work zone is determined by the

road authority following an engineering and traffic investigation and based on accepted engineering practice; or

- A different speed limit for the work zone is established by the commissioner on trunk highways and temporary trunk highways, and local authorities on streets and highways under their jurisdiction.

4. The road authority shall erect signs identifying the speed limit and indicated the beginning and end of the speed limit zone.

Ken will write up MN MUTCD revision wording and will bring it to the committee for review. They are still discussing signing options/issues and are trying to add flexibility to the signing to make it easier for contractors.

Community Destination Signing (Two Harbors)

This bill allows Two Harbors to establish a community destination sign pilot program for wayfinding within the city to destinations or attractions of interest. The proposed signs do not meet the requirements of the MUTCD (some are for retail businesses, allows for 5 destinations per sign instead of 3, etc.). See Attachment 4.

Road Guard Rules

The final Motorcycle Road Guard rules have been approved (Attachment 5).

Speed Limit Study

The legislature has mandated that MnDOT review all two-lane state highways with speeds of 55 mph and consider raising the speed to 60 mph within the next five years.

5) TEO Signing Committee/TEO Executive Committee

The following signing topics have been approved by the TEO Executive Committee (Attachment 6):

- 1) #397 – Memorial Highway and Bridge Signing
- 2) Guidelines for the use of LED STOP and YIELD Signs
- 3) Outlet Malls

Round Robin:

No updates.

The meeting was adjourned at 2:45 PM.

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