

MINNESOTA COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES
APRIL 8, 2015 MEETING MINUTES
WATERS EDGE

Members				Guests			
Janelle Anderson	x	Howard Preston					
Chris Byrd	x	Mark Sehr					
Diane Colton	x	Tom Sohrweide	x				
Tiffany Dagon	x	Paul St. Martin					
Joe Gustafson	x	Will Stein	x				
Jon Krieg	x	Scott Thompson	x				
Heather Lott	x						
Tim Plath	x						
Scott Poska	x						

Explained Absence:

Mark Sehr
Howard Preston
Paul St. Martin

Unexplained Absence:

cc:

Susan Groth
Kristi Sebastian

Meeting started at 12:30 PM

Announcements

None

Business from the Floor

None

Corrections to the Minutes

None

Old Business

- FHWA Updates. Will Stein

1) Umlauts/Punctuation

Issue – when the city of Lindstrom’s highway city/population sign was updated it did not include umlauts above the O. On the old sign, a Lindstrom city engineer cut out reflective material and attached umlauts to the sign. Are umlauts allowed?

Kevin Sylvester from the FHWA stated that punctuation is addressed in [Sec. 2A.13, Word Messages](#), of the MUTCD. Punctuation is customarily not used in highway signing because it is not essential to comprehension and does not provide the road user additional navigational benefit. This is a GUIDANCE statement.

Questions raised include: Is punctuation different than a letter? Is an umlaut considered punctuation?

The Star Tribune ran several stories covering this issue. On April 15, 2015, Governor Dayton issued [Executive Order 15-08](#) directing MnDOT to utilize certain special characters on roadway signage.



2) **Rectangular Rapid Flash Beacon (RRFB) at Free Right**

Issue (Will Stein to Bruce Friedman FHWA)

MnDOT has a few locations where they have large intersections with free-rights that are also serving some visually-impaired pedestrians, and they're having difficulty traversing the free-rights. They asked me if RRFBs could be tried and I said no since these are YIELD controlled (and they no longer include crosswalk markings, as MnDOT's data is showing markings to negatively affect safety thru free-rights). Question: would an experiment with RRFBs here be appropriate....

Answer from Bruce Friedman (see attached email for full discussion)

Condition 2c of the [IA-11 memorandum](#) says, "An RRFB shall not be used for crosswalks across approaches controlled by YIELD signs, STOP signs, or traffic control signals. This prohibition is not applicable to a crosswalk across the approach to and/or egress from a roundabout."

Thus, if a crosswalk is marked on a right-turn channelized lane and if the YIELD sign is placed downstream from the crosswalk at the location where drivers need

to yield to vehicles on the intersecting roadway, RRFBs may be used under the terms of IA-11 (no experimentation is needed).

It was noted that RRFBs are being used at Highway 13 and Cliff Road at free rights.

3) Dual Language

Issue: Displaying alternative or supplemental languages on traffic signs.

See attached draft FHWA policy: Proposed Dual-Language Signing Parameters.

• Requests for Experimentation UpdateJanelle Anderson/Heather Lott

1) MnDOT using symbol signs at rest areas.

MnDOT’s request to use symbol signs at rest areas was denied by the FHWA in a letter dated February 13, 2015 (copy attached).

Heather discussed what MnDOT will be doing instead of using the symbol signs including:

- MnDOT will put signs for amenities (words not symbols) between REST AREA exit signs and REST AREA XX mile signs.
- Allow 3 signs spaced 800 ft apart
- 6 amenities on 1 structure
- Will put phone and teletype signs if needed on pole

The rest area amenity symbol signs were brought to the Traffic Control Devices Pooled Fund Consortium for consideration in their human factors study on various symbol signs. The group agreed to include them in their study. Not all of them may be studied, but the ones they will look at will be decided at a later time.

New Business

1) Allowing portable speed bumps.....Jon Krieg

What does the committee think of portable speed bumps

- They are on MnDOT’s approved products list
- They are high maintenance – someone needs to be out there monitoring

- 2) **Mast Arm/Overhead Street Name Designs and EV Charging Signing...** Heather Lott
Mast Arm/Overhead Street Name Designs
Current design does not match the MUTCD – it has been redesigned with better measurements (see attached).

EV Charging Signing

Heather shared draft guidelines for signing EV high power stations on MnDOT freeways. The memo was approved by the Executive Committee on April 29, 2015 (copy attached).

- 3) **NCUTCD proposal for changes to the MUTCD – Section 2B.18 Movement Prohibition Signs (see attached for full document).**

From the proposal:

SUMMARY:

Section 2B.18 paragraph 03 and 04 discuss the use of the NO LEFT TURN and NO RIGHT TURN signs and that they be placed either over the roadway or at the left hand corner or right hand corner of the intersection. However the language does not provide clear direction in terms of lane use when using these signs. The photo below depicts a situation where it can be confusing to the driver to see a NO LEFT and NO RIGHT TURN sign at the same tee intersection.



DISCUSSION:

What the photo above is trying to depict is that the left lane is for left turns and the right lane is for right turns. Lane use signs and markings is the way to convey this information. Sections 2B.19, 2B.20, 2B.21, and 2B.22 provide information on lane use sign applications. For example, an R3-8 sign could be used or a RIGHT LANE MUST TURN RIGHT or LEFT LANE MUST TURN LEFT (R3-7) signs. Pavement markings showing lane use could be

used. Accordingly, Section 2B.18 needs to be revised so that it is clear that turn prohibitions apply to an approach and not for a specific lane.

Comments:

- Language says “except at intersections” – why?
- Language needs to be reworded, new language is confusing
- Janelle will let Sue know the committee doesn’t think the wording is clear and that we have suggestions for improvements.

Round Robin

None

**The next meeting date will be Wednesday, May 13, 2015
MnDOT Waters Edge Conference Room 176 from 12:30pm to 3:00pm**