

MINNESOTA COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES
NOVEMBER 18, 2015 MEETING MINUTES
WATERS EDGE

Members				Guests	
Janelle Anderson	X	Mark Sehr		Ken Johnson – CO Traffic	
Chris Byrd	X	Tom Sohrweide	X	Jeff Morey – CO Traffic	
Diane Colton	X	Paul St. Martin			
Joe Gustafson	X	Will Stein			
Jon Krieg	X	Josie Tayse	X		
Heather Lott	X	Scott Thompson			
Tim Plath	X				
Scott Poska	X				
Howard Preston	X				

Explained Absence:

Paul St. Martin
 Will Stein
 Scott Thompson

Unexplained Absence:

Mark Sehr

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

- 1) **FHWA Updates**.....Will Stein
 Janelle shared information from Will regarding the timeline for the next MUTCD. It is not known whether or not the National Committee is done. Janelle stated that they are continuously making changes – we do not know if they’ve gone through and decided on shalls/musts/shoulds/oughts.

- 2) **Requests for Experimentation Update**Janelle Anderson
 There was a new request in September from Metro Transit/City of St. Paul. They are requesting a flashing blank-out LRT warning sign for the Green Line LRT (W10-7).

New Business

1) MN MUTCD Definition Modification *Highway Work Zone* and *Work Zone*.....Ken Johnson

Last year the legislature created a statutory definition of **Work Zone** ([MN Statute 169.011, Subd 95](#)). Ken Johnson has recommended that the definition currently in the MN MUTCD for Highway Work Zone be deleted, and a new definition for **Work Zone** be added. The current definition of Highway Work Zone includes the clause, “when workers are present” – the new statutory definition does not include this clause.

Ken wrote the following definition:

Work Zone – Statutorily defined as a segment of street or highway for which: a road authority or its agent is constructing, reconstructing, or maintaining the physical structure of the roadway, which may include, but is not limited to, shoulders, features adjacent to the roadway, and utilities and highway appurtenances, whether underground or overhead; and any of the following applies: official traffic-control devices that indicate the segment of street or highway under construction, reconstruction, or maintenance, are erected; one or more lanes of traffic are closed; a flagger is present; a construction zone speed limit is established; or a workers present speed limit is in effect. See MN Statute 169.011, Subdivision 95.

Group Discussion (all agreed to replacing Highway Work Zone with Work Zone definition):

- Is it clear that it is OR vs AND – could someone make the case that it is an AND?
- Maybe restore the bullet structure.
 - o Other definitions in the document don’t have bullets.
- What happens if the statute is modified?
 - o We can modify the definition if that happens.
- Maybe put an OR between statements?
 - o We will add “OR”.

2) NCUTCD Technical Committee Recommendations (7 proposals for modifications to the MUTCD).....Janelle Anderson

15B-BIK-01 Numbered Bike Route Signing

15B-BIK-02 Service Signs for Bikeways

No Comments

15B-GMI-01 Acknowledgement Signs

Pg. 3, Letter D (lines 114-115)

- Heather didn’t agree that it’s necessary to go bigger on expressway and freeway signs.
- It is a shall.
- This is language for a static sign.
- Joe - makes sense for a static sign, doesn’t make sense for a CMS sponsor message.

- It says that if states decide to do it this is what they have to do.
- Howard - we could oppose but could be a losing battle – each state is different.
- This may not even get in the MUTCD – it is a proposal

Pg. 5, Section 2L.02 Applications of Changeable Message Signs, Lines 207-218

- The group is opposed to lines 207-218 in its entirety.

15B-RR-01 Edge Line Markings

No Comments

15B-RR-02 Stop Line Markings

No Comments

15B-RW-01 Climbing Passing Lanes

Joe – (from email sent 11/9/15)

Thanks for sending these out in advance. I haven't gone through them word-for-word, but I took the most interest in the Climbing/Passing Lanes. I plan to be at the meeting but wanted to share my thoughts in advance just in case I can't attend. My two thoughts on that one:

- 1) I support what they are suggesting, especially clarity that the indicator signs should be green unless they convey a specific regulation, e.g. slower traffic keep right. However this has implications for Minnesota where some agencies use black and white signs that say "Truck Lane", "Passing Lane", "Bypass Lane", etc which do not state any particular regulation. I agree with the NCUTCD that such signs, if used, should not be black and white, because they are informational rather than regulatory. However, I oppose the use of "Bypass Lane" signs entirely, be they green or black, because they were developed to solve the problem that no longer exists: Specifically that the old "Right Turn Lane" signs were informational in nature and did not specify a regulation, and drivers were confused about when it was okay to pass on the right. The statewide conversion to the use of "Right Lane Must Turn Right" signs solved this problem.
- 2) We recently installed numerous Lane Reduction Transition Arrows around the county, some of them in climbing/passing lanes. In determining the location for those, we found that the placement distances suggested by the MUTCD are extremely excessive for non-freeway arterial roads. The placement location guidance for these arrows should be revisited.

Pg. 2, Line 65

- Cross out "be"

Page 3, new Figure 2A-5

- Joe – liked this figure – provides clarity.
- Ken – delineators should be optional on the left side of the figure (dashed pavement markings).

Pg. 8, Lines 269-270

- Ken – Paragraph should be moved to after line 284 (just before the Standard section). Group agreed.

Pg. 11, Section 3F.04 Delineator Placement and Spacing

- Ken – Paragraph 03, delineators should be optional. Group agreed.

15B-RW-02 Unsignalized Intersections

Howard

- Most changes don't affect the state system, it's more for cities and counties.
- Trying to acknowledge NO control at extremely low volume intersections is best.
- Most crashes occur at controlled intersections.
- Best control is the least control
- There are too many stop signs – if there isn't a reason to stop drivers won't stop.

Joe

- Line 97 – Change to “ Roundabouts, traffic circles, and other circular”
- Line 212 – Eliminate this?
- Line 361, Paragraph A. Is this the same as before? Make this one sentence, get rid of the period and put “that are” susceptible (do for both A. and B. paragraphs).

3) Round Robin

Heather

Peter Buchen attended a meeting with a representative from Apple Valley regarding autistic child signs. It was requested that we add that sign to the MN MUTCD. He let them know that the city could choose to install the sign on their own. They wanted a meeting to get it added.

Howard

RR Stop/Yield

Railroad Crossing Safety Review – data shows that the density of crashes at active and passive control is identical. Crash history of yield or stop control is identical to 3 digits. Railroads often think there is an advantage to having signs. There is no difference from a safety perspective. There is no safety advantage to swapping yield signs to stop signs.