

MINNESOTA COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES
JANUARY 13, 2016 MEETING MINUTES
WATERS EDGE

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

Explained Absence:

Tom Sohrweide
 Paul St. Martin

Unexplained Absence:

Mark Sehr

cc:

Kristi Sebastian

Meeting started at 12:30 PM

Announcements

None

Business from the Floor

None

Corrections to the Minutes

Minutes were not attached.

Old Business

- 1) FHWA Updates.....Will Stein
 None
- 2) Requests for Experimentation UpdateJanelle Anderson
 None

New Business

- 1) **FHWA - Request for Comments on the future direction of the MUTCD – Janelle Anderson**
 Janelle explained the FHWA’s request for comments document that asks for responses to 10 questions regarding the future direction of the MUTCD. The group discussed and offered comments/suggestions regarding the 10 questions. Janelle has put together a draft response document and has sent it to the committee for review (copy attached). The deadline for comments to Janelle is January 29th.

2) FHWA – MUTCD - Redefinition of Traffic Control Devices (see attached) – Will Stein

Will discussed the *INFORMATION AND ACTION: MUTCD - Redefinition of Traffic Control Devices* email sent by Kevin Sylvester of the FHWA. The email explains that some local jurisdictions have been considering passing laws that redefine the meanings of traffic control devices for certain classes of vehicles.

The email clarifies that since the MUTCD carries the force of law, redefining the meanings of traffic control devices would violate Federal regulations.

There was some question as to whether or not this applies to emergency vehicles – Will wasn't sure and will check.

3) FHWA – MUTCD – CMS Messages (see attached) – Will Stein

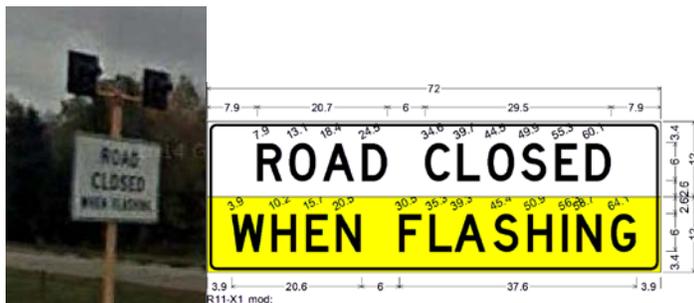
Will discussed the *INFORMATION AND ACTION: MUTCD – CMS Messages* email sent by Mark Kehrli of the FHWA. The email states that some jurisdictions have started to use public polling to determine safety campaign messages that they will display on their changeable message signs.

The email clarifies that although public feedback is important, messages displayed should ultimately be based on engineering judgement/considerations- particularly those stated in [MUTCD Sec. 1A.02](#).

4) MnDOT District 7 Updating NIRCO Flashers – Two Signing Options (see attached) – Scott Thompson

MnDOT's District 7 (Mankato) has been awarded ITS funds to update their Non-Interstate Road Closure (NIRCO) flashers. Part of the update includes refreshing the signing. They are considering two signing options (all signs would still have flashers):

1. Duplicate the existing black and white sign.
2. Change the sign to a white and yellow sign



Discussion:

Are the existing signs are conspicuous enough?

Does the yellow background make the sign easier to read?

Is there a need for conspicuity enhancements when there are flashing lights?

Not sure that yellow is more legible than white.

Some states are putting yellow over white (move over law signs).

Scott said the plan would be to have the sign drawn up – maybe larger lettering, maybe add “State Law”.

The group did not see a problem with changing the sign.

5) Roundabout signing (R1-6A in-street pedestrian crossing signs, MN MUTCD Section 2B.12) – Scott Poska

Scott discussed the R1-6A sign as it relates to roundabout signing. [Section 2B.12](#) of the MN MUTCD states that *The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.*

At issue is the post-mounting. It is currently being done – the signs are good to use in urban areas as they (the signs) are not very wide.

Comments:

Joe - As written, the MN MUTCD says the signs can't be post-mounted on the right or left – okay in the median?

Ken – This was a result of a study in Richfield ([Effect of Signing and Lane Markings on the Safety of a Two-Lane Roundabout – Report 2014-04](#)). The concern was that ped signs on the right would obscure yield signs.

Question was asked whether a “Request to Experiment” needs to be done in order to post-mount the signs.

Scott – If we're violating a standard maybe it needs to be looked into at the next level.

Howard – Asked if anyone was aware of information that the median signs changed anything. Research on pedestrian warning signs says it doesn't help but may actually make it worse in some situations (higher volume/wider roads). The notion of relying on signs to guarantee pedestrian safety is misguided. Other inherent features of roundabouts provide a safety environment that has nothing to do with signs.

Ken – It may be worth reconvening the roundabout group to discuss signing. Apparently we're violating the MN MUTCD with the TEM Figure 6.27 (see attached). Would like to avoid having to do Requests to Experiment. We may need to pull the figure or leave the sign out of the diagram.



R1-6a

6) Round Robin

Heather shared information from the NCUTCD annual meeting that took place Jan 6-8 in Arlington, VA.

Interoperability of toll roads/transponders

By October 2016, the goal is that transponders will be operable cross-country. The committee is coming up with a symbol design that would show if a particular transponder is operable – the same symbol would be displayed at a toll area.

Internet addresses not allowed on signs except for carpools.

You can use a tag line on signs that people could search on.

Joe is leading a TAP – will research signing and striping to control speeds around roundabouts. If anyone would like to be on the panel let him know.

Joe fun fact – according the acceptable abbreviations in the front of the MUTCD, you can only use the abbreviation for the word Ahead (AHD) with the word fog – Fog AHD.

**The next meeting date is Wednesday, Feb 10, 2016
MnDOT Waters Edge Conference Room 403 from 12:30pm to 3:00pm**