

Minutes: Minnesota Committee on Uniform Traffic Control Devices

April 14, 2021 1:00 – 3:00

Microsoft Teams Meeting

Attendance

- Sara Buermann, Wright County
- Diane Colton, MnDOT
- Joe Gustafson, Washington County
- Tiffany Kautz, MnDOT
- Jon Krieg, Hennepin County
- Tim Plath, City of Eagan
- Scott Poska, Alliant Engineering
- Howard Preston
- Mark Sehr, Rock County
- Tom Sohrweide, SEH
- Scott Thompson, MnDOT
- Josie Tayse, MnDOT
- HunWen Westman, City of St. Paul

Guests

- Terry Haukom, MnDOT
- Ken Johnson, MnDOT
- Michelle Moser, MnDOT
- Ted Ulven, MnDOT

I. Membership Update/Introductions – Tiffany Kautz

II. Corrections/Updates to the Minutes – Tiffany Kautz - No corrections

Motion to approve the minutes made by Howard Preston, Seconded by Scott Poska

VOTE: Motion passed.

III. MN MUTCD Revision Update/Timeline, Revision 9 – Diane Colton

No Update

A. Current list:

1. Appendix C – remove Appendix C and all references to it from the MN MUTCD.
2. Figure 2M-12 – remove (was supposed to have been removed in Rev 8).
3. 2C.12 – review One-Direction Large Arrow language.

IV. Request for Experimentation Update – Tiffany Kautz

No Update

V. Review of Action Items from Previous Meeting – Tiffany Kautz

Action Item: Joe will draft some language regarding a trapped lane turning into a turn lane for discussion at our next meeting. DONE

VI. NPA Update/Timeline – Comments Due May 14, 2021

- A. Additional Items to Review? - None
- B. Topics from the City Engineers Association - None

VII. NPA Topics for Discussion – Tiffany Kautz

- A. Trapped lane turning into a turn lane (from 1/13/2021 meeting)

An example location in Washington County: <https://goo.gl/maps/PNUN8B8GnkUMJtmu8>

Issues with the language in 2C.42 (New 2C.47), P8 (Lane Ends Sign)

- Current standard says “In dropped lane situations, regulatory signs (see Section 2B.20) shall be used to inform road users that a through lane is becoming a mandatory turn lane. The W4-2, W9-1, and W9-2 signs shall not be used in dropped lane situations.”
- The use of regulatory signs is insufficient for a dropped lane situation. Through traffic must be advised that the lane is ending as a mandatory turn with sufficient warning to execute a lane change in heavy traffic. A regulatory sign placed at such distance is often upstream of other streets or driveway access points and does not command sufficient attention from motorists. It is imperative to have a warning sign available for dropped lane situations on conventional roads, analogous to the function of the W9-7 sign available for freeways and expressways to supplement the R3-33 regulatory sign.
- One potential option is to permit the use of a “Right/Left Lane Ends” sign for lane drop situations if accompanied by a supplementary plaque indicating the distance or location (e.g. “AT FIRST STREET” or “AT SIGNAL”)

The proposed MUTCD language changes the order of the statements, but does not change the requirement (Text-Mark up, page 142, Line 44 to 48):

44 **Standard:**

45 **The W4-2 and W9-1 signs shall not be used in dropped lane situations. In dropped lane situations**
46 **on conventional roads at intersections, regulatory signs (see Section 2B.20/2B.30) shall be used to inform**
47 **road users that a through lane is becoming a mandatory turn lane. The W4-2, W9-1, and W9-2 signs**
48 ~~shall not be used in dropped lane situations.~~ **Reversed order of sentences**

Discussion:

Committee agreed that this is an issue and agreed that this issue should be addressed.

Motion:

Delete “The W4-2 and W9-1 signs shall not be used in dropped lane situations.” (Blue Text) from line 45.

Add Option: The W4-2 and W9-1 signs may be used in advance of regulatory signs in dropped lane situations to provide road users with adequate time to execute a lane change in heavy traffic prior to the lane drop.

Add Guidance: When the W4-2 and W9-1 are used in dropped lane situations, a supplementary plaque should be installed below the sign to indicate the distance to, or location of, the lane drop.

Motion to make the changes listed above made by Scott Thompson, seconded by Howard Preston.

VOTE: Motion passed.

VIII. Future Meeting

IX. Next Meeting

Next meeting is on April 28th

X. Round Robin

Howard

Teaching the traffic class at the U this year – assignment for the class was for everyone to find 4 signs to recommend for removal – 40% of those found were mostly stop signs, right and left turn signs, 60% were warning signs – deer, a double arrow sign in front of a building.

Motion to adjourn meeting made by Jon Krieg, seconded by Howard Preston.

VOTE: Motion passed.

Meeting adjourned at 1:45 pm.

XI. Future agenda items (to be discussed after NPA):

Modification to 2D.29 – Tiffany Kautz, Josie Tayse

Add an exception (to 1st Standard, 1st paragraph) for signed township route and (maybe) National Forrest routes.

2I.5.1 Public Water Access Signs – Tiffany Kautz, Josie Tayse

Working with DNR to establish guidelines regarding sign placement. Tiffany and Josie talking with DNR about this section.

2C.27 Low Clearance Signs – HunWen Westman

- First Option in MN MUTCD states “The Low Clearance sign **should** be installed on **and** in advance of the structure. If a sign is placed on the structure, it **should** be a rectangular shape.....”
- MUTCD states “The Low Clearance sign **may** be installed on **or** in advance of the structure. If a sign is placed on the structure, it **may** be a rectangular shape.....”

2B.13 Speed Limit Sign (R2-1)-Tiffany Kautz

Add in Option for Citywide signs.