

Agenda: Minnesota Committee on Uniform Traffic Control Devices

February 24, 2021 1:00 – 3:00

NPA Special Meeting

Microsoft Teams Meeting

Attendance

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

Guests

- Rashmi Brewer
- Ken Johnson, MnDOT
- Ethan Peterson, MnDOT

I. Membership Update/Introductions – Tiffany Kautz

II. Corrections/Updates to the Minutes – Tiffany Kautz

A. Comments on NPA for MCUTCD spreadsheet.

Action Item: Tiffany will post the MCUTCD comments spreadsheet to the MN MUTCD website.

Motion to approve minutes Tom Sohrweide, Jon Krieg seconded.

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** – Diane will set up additional meetings. - DONE
- **Action Item:** Joe will come up with language to allow for flashing speed plaques in response to NPA 2C.13 - Line 1 page 128 which states, “The vehicle speed displayed on the changeable portion of the sign shall not flash or change color”. DONE
- **Action Item:** Joe will come up with language regarding the mounting height and locations of the Vehicle Speed Feedback Plaques as it relates to NPA, 2C.13 – Lines 42-44, page 127 which states: “When used as a warning to motorist of their speed in relation to the posted speed limit, the Vehicle Speed Feedback Plaque (W13-20P) shall be mounted below a Speed Limit (R2-1) sign (see Section 44 2B.23). DONE
- **Action Item:** Joe will come up with language to allow for flashing speed plaques in response to NPA 2C.13 - Line 1 page 128 which states, “The vehicle speed displayed on the changeable portion of the sign shall not flash or change color”. DONE

VI. NPA Update/Timeline

A. Additional Items to Review?

- 3C Crosswalks
Motion to review Section 3C - Crosswalks made by Joe Gustafson, seconded by HunWen Westman.
VOTE: Motion passed.
- 3H.03 Aesthetic Treatments in Crosswalks
Motion to review section 3H.03 made by HunWen Westman, Joe Gustafson seconded.
VOTE: Motion passed.
- 4F.17 Yellow change and Red Clearance Intervals
The new manual is proposing language regarding clearance intervals at traffic signals based on new ITE language. Controversy on this. It appears that the manual strongly recommends that it be used.
Motion to review section 4F.17 made by Joe Gustafson, seconded by Scott Poska.
VOTE: Motion passed.

B. Possible discussion at the February 24th meeting for items that may come up from the City Engineering Traffic meeting on February 11th.

- **Action Item:** Add to next meeting agenda.

VII. NPA Topics for Discussion – Tiffany Kautz

A. 2C.13 – Vehicle Speed Feedback Sign (W13-20, W13-20aP)

1. NPA: 2C.13

- Review language from Joe

Draft language for consideration for the Driver Feedback Signs:

Regarding the digital display, change language to (page 128, Line 1)

The vehicle speed displayed on the changeable portion of the sign may flash (see Section 2A.20) or display an alternate color when the displayed speed is in excess of the posted speed. The changeable portion of the sign may be configured to prevent display of speed readings significantly in excess of the posted speed limit and instead display a preset maximum value, a word message, or a blank display.

Regarding positioning, add an option statement that says:

When used in a temporary application such as being mounted to a construction vehicle, portable trailer, or temporary structure, the W3-20P plaque may be utilized without an accompanying R2-1 sign.

Motion to approve the new language including the reference to “See Section 2A.20” made by Joe Gustafson, seconded by Jon Krieg.

VOTE: Motion passed.

B. In-street pedestrian crossing signs.

1. NPA: 2B.20, Preamble #66

The NPA requires that to use the in-street pedestrian crossing signs, the pedestrian warning sign with a down arrow must be used. MnDOT does not believe the warning sign needs to be used.

Discussion:

- Concerns with only being able to use 1 per location,
- Roundabouts – block the yield sign,
- Want to keep the flexibility with use at unmarked crosswalks and in a temporary basis without the warning sign.

Action Item: Joe will develop language regarding the use of in-street pedestrian crossing signs for discussion at next meeting.

C. Lane Reduction Arrow

1. NPA: 3B.12
2. I believe this issue may have gone away.
3. See write-up for current MN MUTCD and justification

D. Lane Reduction Layout and Lane Reduction Arrow

1. NPA: 3B.12 and 2C.47
2. MnDOT would like an option to use the MERGE with an arrow sign instead of the W4-2 sign.
3. There some discrepancies between the figures shown Chap 3B and Chap 2C

Discussion:

- The figure in the signing section and the figure in the pavement markings section differ greatly.
- MnDOT would propose to allow the MERGE with Arrow sign.
- Joe – concern that they’re changing the symbol sign to mean where the taper starts. All should be advance signs.
- Joe - the W9-1 could be used as an additional enhancement. The other two can be used interchangeably.
- Joe – might be worth comparing this with the work zone layouts – what’s the right sign to use to mark the start of the taper. Curious to know how this aligns with work zones in the new manual.
- Ken – our zipper merge layout – prior to the merge point we use stovepipe.
- Joe – whatever comment we make we should make reference to work zones so that they are the same.
- The Merge with an Arrow sign has never been in the manual – Minnesota has been using it, however. Research has shown that people understand the sign.

Motion to allow the use of the Merge with Arrow Sign instead of the Symbol Sign W4-2 made by Joe Gustafson, Scott Poska seconded.

VOTE: Motion passed.

E. Striping Cycle:

1. NPA: 3A.04
2. See write-up for current MN MUTCD and justification

Discussion

- Line 29 page 337 - Normal width line changed from 4 to 6 inches wide to 6 inches wide.
- Jon – lots of discussion on this at the national committee. NACE (National Association of County Engineers) contingent up in arms about this one because of impact on budgets. Some rural roadways with little traffic volume choose to put in edge lines - they aren’t required to do so. Contractors have told them it could be an 50% increase in cost to go from 4 to 6 inches. Many will choose not to put these in.
- Jon – we use 6 inches on all our edge lines.

- Tiffany – MnDOT also looking at going to 6-inch lines.
- Sara – Wright county already uses 6" on our edge lines.
- Mark – will increase cost without that much of a difference.
- Scott – this will include centerlines.
- Jon – easier for connected vehicles to use – although we're years away from that.
- Scott – suggest that it be revised to an option or a should – not a shall.

Motion to make the normal width line 6 inches a Guidance statement rather than a Standard statement for roadways other than freeways, expressways, or ramps made by Scott Thompson, Jon Krieg seconded.

VOTE: Motion passed.

F. Stop and Yield Lines

1. NPA: 3B.19, page 357, line 4.
2. Current MN MUTCD (section 3B.16) allows a STOP line to be omitted at a signal when a crosswalk marking is present. Also, allows the omission of a STOP line at Freeway Entrance Ramps.

3B.16 - Statement in current MN MUTCD that allows for the stop line to be omitted:

A stop line may be omitted on an approach to a traffic control signal if a crosswalk line of at least 24 inches in width is in place for that approach.

Stop lines may be omitted prior to Freeway Entrance Ramp Control Signals.

Discussion:

- Joe – would support keeping the exemption particularly at a signal. Stop lines are maintenance intensive. Feel like it should be an option to not have to paint the line.
- Jon – we use video detection so doesn't affect us. We don't do stop bars at crosswalks. Minneapolis has started doing that. They suggest that drivers are less likely to drive pass into the crosswalk if there is a stop bar. Support having the option to not do it.
- Joe – can see upsides to doing it in an urban area. Don't believe it's a requirement in a rural area – might deter agencies to mark the crosswalk if they only have to mark the stop bar.
- This is our opportunity to ask to have this statement allowed.

Motion to add the following statement (from the current MN MUTCD) to the first Option statement in the new NPA: "A stop line may be omitted on an approach to a traffic control signal if a crosswalk line of at least 24 inches in width is in place for that approach." Motion made by Joe Gustafson, Jon Krieg seconded.

VOTE: Motion passed.

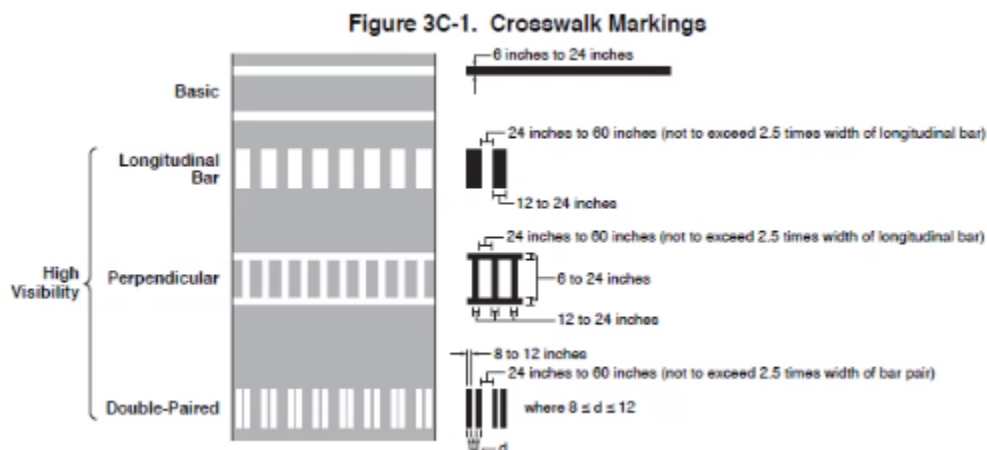
Additional motion to include “Stop lines may be omitted prior to freeway entrance ramp control” made by Joe Gustafson, seconded by Scott Thompson.

VOTE: Motion passed.

G. Crosswalk Blocks and Crosswalks

1. NPA: 3C.06 – Longitudinal Bar Crosswalks
2. See write-up for current MN MUTCD and justification

New Figure 3C-1 Crosswalk Markings:



Discussion:

- MnDOT’s typical marking doesn’t meet these criteria. Line 39, page 371 of NPA – bar has to be 12-24 inches. MnDOT installs some up to 36”.
- Joe – we have started using the double-paired – instead of doing 3 x 6 blocks we’re staying on that same pattern but with 12” bars with 12” space between.
- Joe – line 40, change 2.5 to at least 3.

Motion to change page 371, line 37 to “The width of an individual longitudinal bar shall not be less than 12 inches or greater than **36**” (from 24”) made by Joe Gustafson, HunWen Westman seconded.

VOTE: Motion passed.

H. Traffic Signals, proposed language that would not allow Preemption confirmation lights to flash.

1. NPA 4E.01, lines 10-11, page 431
 - EVP flashing lights – there is a section in the MUTCD that says you can’t have flashing lights next to traffic signals unless there is an exemption. Currently EVP indicator lights are exempt. The NPA is proposing to remove this language.
 - There is no explanation why this is being removed. The change wasn’t apparent – the section was not crossed out.

10 Except for the flashing vehicular and pedestrian signal indications ~~and the preemption confirmation~~
11 ~~lights~~ that are expressly allowed by the provisions of this ~~Chapter Part~~, flashing displays shall not be
12 used within or adjacent to any signal indications.

Discussion

- Joe – a concern for us. Lots of agencies and surround states use flashing.
- Tiffany – 4F.19 section discusses distinctive indications:

3 A distinctive indication may be provided at the intersection to show that an emergency vehicle has been
4 given control of the traffic control signal (see Section 11-106 of the “Uniform Vehicle Code”). In order to
5 assist in the understanding of the control of the traffic control signal, a common distinctive indication may be
6 used where drivers from different agencies travel through the same intersection when responding to
7 emergencies.

8 *Guidance:*

- Tiffany – should it just say that distinctive indications may flash.
- MnDOT’s comment is to leave in “and the preemption confirmation lights”.

Motion to leave “and the preemption confirmation lights” in the text made by Scott Poska, Scott Thompson seconded.

VOTE: Motion passed.

Meeting adjourned.

VIII. Future Meeting

- A. Trapped lane turning into a turn lane (from 1/13/2021 meeting)
- B. Height of Portable Work Zone Signs (Tabled from 2/10/2021 meeting)
- C. Chapter 2L (page 316) – Changeable Message Signs (from 2/10/21 meeting)

IX. Next Meeting

Next meeting is on **March 10, 2021.**

X. Round Robin

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.....”