

## Minutes: Minnesota Committee on Uniform Traffic Control Devices

July 8, 2020 1:00 – 3:00

Skype Meeting

### Attendance

- Diane Colton, MnDOT
- Joe Gustafson, Washington County
- Tiffany Kautz, MnDOT
- Mike Martinez, HDR
- Tim Plath, City of Eagan
- Scott Poska, Alliant Engineering
- Mark Sehr, Rock County
- Tom Sohrweide, SEH
- Will Stein, FHWA
- Josie Tayse, MnDOT
- Scott Thompson, MnDOT
- HunWen Westman, City of St. Paul

### Guests

- Ken Johnson, MnDOT
- Michelle Moser, MnDOT
- Jeff Morey, MnDOT
- Ted Ulven, MnDOT
- Girma Feyissa, State Aid
- Mark Wagner, MnDOT
- Sara Pflaum, MnDOT

### 1) Membership Update/Introductions

Michelle Moser was introduced as the new State Work Zone Engineer. She will be joining us for work zone related topics.

### 2) Corrections/Updates to the Minutes

None

### 3) Review of Action Items from Previous Meeting

#### Recap of Vote for 2B.36 and 3G.1. – Tiffany Kautz

- Vote for 2B.36: Passed: (9-yes, 2-no (Thompson, Rauchle), 2-abstain (Sehr, Westman)
- Vote for 3G.1: Passed (11-yes, 0-no, 2-abstain (Sehr, Westman)

#### Update on “A Guide to Establishing Speed Limits in School Zones” from Part 7 of the MN MUTCD -

Mark Wagner, Assistant State Traffic Safety Engineer.

Mark will be heading up group leading the effort to update the guide. The group will include representatives from a variety of offices. Mark will schedule the meetings and send out an introductory email at the end of July.

There are three people interested from the MCUTCD - Tom, Joe and Howard.

Version control will be added once the guide is updated. When completed, the guide will be brought back to the MCUTCD regarding referencing in the MN MUTCD.

#### 4) FHWA Updates – Will Stein

Thank you to Tiffany for setting up the nice Interim Approval self-reporting website.

FHWA still having difficulty getting people with active experiments to fulfill the 6 month reporting requirements. If anyone has ideas on how we can get folks to do the progress updates and final evaluation reports let Will know.

**Action Item:** Tiffany will set a meeting with Will to discuss some ideas for active experiment reporting.

#### 5) Request for Experimentation Update – Tiffany Kautz

Have had a couple of people inquire about potential requests.

#### 6) 2I.5 Rest Area Other Roadside Area Signs – Tiffany Kautz

Recommend removing WAYSIDE REST sign designs. The WAYSIDE REST designs are an MN design. Is the WAYSIDE REST a MnDOT program or a State program?

Recommendation to remove all Minnesota wayside sign designs from the MN MUTCD.

- The MN MUTCD will be more consistent with the Fed MUTCD
- The sign designs are shown in the MN MUTCD but there is no supporting language or guidance
- The wayside rest program is a MnDOT program, MnDOT TEM includes appropriate guidance for wayside rests.

Vote for removal:

For: 9

Opposed: 0

**Action Item:** WAYSIDE REST (D5-X1, D5-X1a, D5-X2, D5-X1b, D5X1b, and D5-X1c) sign designs will be removed with the next update to the MN MUTCD.

#### 7) 2I.5.1 Public Water Access Signs - Josie Tayse, Tiffany Kautz

Recommend deleting this section.

- Minnesota only language.
- Public Water Access sign is a DNR sign – not found in their sign design manual.
- Fourth paragraph of the STANDARD statement says that the DNR shall install the sign on its own structure.

Discussion:

- Is there value having it in the MN MUTCD as a way to give MnDOT leverage over what the DNR can potentially place within the right-of-way. The section gives some criteria on the sign and how it is to be installed.
- Makes sense to remove the first sentence of the fourth paragraph in the STANDARD.

- The public water access sign should not be attached to a regulatory sign structure. Modify language as appropriate.
- Recommended moving this section to the Recreational and Cultural Interest Area Signs (2M)

**Action Item** – Based on the input received, Tiffany and Josie will review and modify section 2I.5.1 and review section 2M as possible new MN MUTCD location for section 2I.5.1. They will bring their recommendations to the next meeting.

**8) 3F.4.1 Intersection Delineator – Josie Tayse**

This is a Minnesota only section.

- Who is using the cylindrical design – can the language be more general.
- Under the support section it talks about a cylindrical design and dimensions.
- Instead can it just reference a 360 degree reflective delineator?

Discussion

- Instead of calling it a cylinder can we call it something else like a wrap around – a 360 degree reflective delineator.
- These can be wrapped around a square tube, u-channel post.
- Are they compliant with the fed manual? Is there a MUTCD compliant way to do the delimitation?
- It is a stand-alone delineator – not an enhanced conspicuity device.
- Skeptical of newer square style vs delineator that has more surface area for reflectivity.

**Action Item:** Josie and Tiffany will make the language more general and bring back to the group. Photos of delineators are attached.

**9) Appendix C – Sign List –Tiffany Kautz, Diane Colton**

Recommending removal.

- Current version not ADA compliant
- Control F feature available for searching.
- Feds don't have this.
- Use tables at beginning of each chapter instead.

Vote to remove.

No – 0

Yes – 9

**Action Item:** Section will be removed with the next update to the MN MUTCD.

**10) 6F Updates:**

**10a) Add Section: 6F.24.2 BIKE LANE CLOSED Sign (W20-X5) and BIKES MERGE Sign (W20-X21) – Ken Johnson**

SUPPORT

The BIKE LANE CLOSED (W20-X5) sign and BIKES MERGE (W20-X21) sign is used to notify approaching vehicular traffic and bicycle traffic that a bike lane is ending and that bicycles will be merging into the through traffic lanes. This may be caused by work in the bike lane or if traffic will be diverted into the bike lane downstream due to work in the roadway.

#### GUIDANCE

The BIKE LANE CLOSED (W20-X5) sign and the BIKES MERGE (W20-X21) sign should be placed in advance of the shoulder taper preceding the closed bike lane.

### **10b) Add new 6F.8.1 Section – Ken Johnson**

#### 6F.8.1 LANE CLOSED Sign

#### GUIDANCE

The LANE CLOSED sign on or above a Type III barricade should be used to indicate the end of a merging taper.

#### OPTION

If an arrow board in the arrow or chevron mode is placed at the end of the merging taper, omit the LANE CLOSED sign assembly.

NOTE: I did not include sign numbers as they will be changing.

### **10c) Add new 6F.8.2 Section – Ken Johnson**

#### 6F.8.2 BIKE LANE CLOSED Sign

#### GUIDANCE

The BIKE LANE CLOSED (W20-X5) sign on or above a Type III barricade should be used when closing a bike lane. When used, the BIKE LANE CLOSED assembly should be placed at the end of the shoulder taper that is used to close the bike lane.

VOTE to include new sections discussed in 10a, 10b, 10c:

No: 0

Yes: 9

**Action Item:** The three sections will be included in the next revision of the MN MUTCD.

### **11) Round Robin**

Sarah Pflaum will be included on the review committee for the **A Guide to Establishing Speed Limits in School Zones** document.



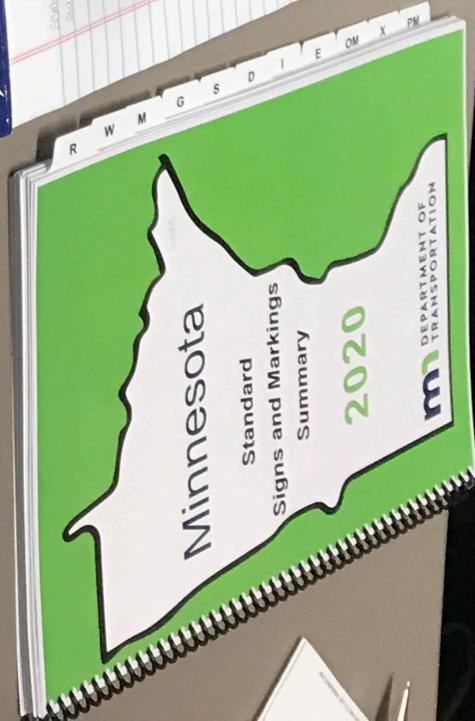
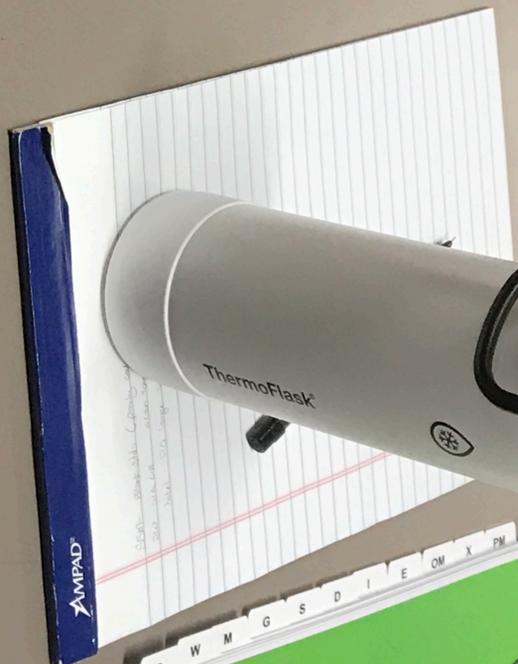
ThermoFlask

MINNESOTA  
Signs and Markings  
Summary  
2020  
Mn  
DEPARTMENT OF  
TRANSPORTATION

Zimmer

CONTINENTAL  
MEDICINE

HIWAY  
TRAFFIC CONTROL SYSTEMS





STOP

J&T  
10

NO STOPPING  
OR PARKING  
EXCEPT AS SHOWN  
HEREIN



16