

## TRAFFIC SIGNAL SUBCOMMITTEE

Thursday, February 25, 2021  
ONLINE

### MINUTES

#### 1. WELCOME AND INTRODUCTIONS

Mr. Bo Zhou welcomed everyone to the first Signal Subcommittee meeting of 2021.

#### 2. REVIEW OF PREVIOUS MEETING NOTES

Notes from the previous meeting on October 15, 2020 were approved without any modifications.

#### 3. NOTICE OF PROPOSED AMENDMENTS (NPA) FOR THE MUTCD

FHWA recently released the proposed NPA for updating the MUTCD. The last time it was done was in 2009. Mr. Ben Myrick (MDOT SHA/OOTS) provided an overview of the proposed changes in some of the sections that relate to signals that they reviewed. This is an opportunity to provide comments and feedback on the proposed changes before they become the final rule.

Here is a link to the rulemaking docket: National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Revision <https://www.regulations.gov/docket/FHWA-2020-0001/document>.

The consensus is that the document is very tedious and will take a lot of time and effort to read and review and find the appropriate and relevant sections. Mr. Dilip Patel also noted that the order of the sections in the signals chapter have been rearranged making it even more challenging. In addition, it is not easy to find the figures associated with the various sections. They are provided here for your reference (<https://www.regulations.gov/document?D=FHWA-2020-0001-0005>).

Mr. Myrick provided a summary of the signal sections that he and his team reviewed and key takeaways from each:

4F.08 – allows use of one or two yellow arrows with FYA.

4C.02 – weakens language requiring a study to justify a signal

4D.02 – strengthens language suggesting pedestrian signals at all marked crosswalks

- 4D.10 – improved guidance for portable/temporary traffic signals
- 4E.02 – requires all arrows to be 12 inches
- 4F.01 – contains some discussion supporting FRA
- 4F.02 – clarifies left turn trap that can occur with overlapping right turn arrows
- 4F.16 – guidance on use of balls vs. arrows at T intersections
- 4F.17 – modifies Y + AR guidance to support changes to ITE guidance
- 4F.19 – provides guidance to not cut off pedestrian clearance during pre-empts
- 4G.04 – guidance for operation when exiting flashing mode
- 4H – new section on bicycle signals. Lacks any guidance on clearances
- 4I.04 – guidance to not countdown pedestrian signals into the AR clearance
- 4J.01-03 – lower pedestrian volumes to warrant PHB. Additional guidance on operation

For more information regarding these sections, please reach out to Mr. Myrick or Mr. Patel at OOTS.

Mr. Keith Riniker (Mead & Hunt) observed that there are several interesting additions to the proposed rulemaking that involves vehicle to infrastructure (V2I), CAV, avoiding decorative crosswalks, etc. that might be of interest to this and other groups. He also offered to provide their internal review and comments that they had compiled for MDOT SHA.

OOTS will take a lead in reviewing and compiling comments from all MDOT offices for Maryland and forward it to FHWA. If any of the members of the Signal Subcommittee have feedback or comments, they were asked to send them to OOTS by April 15.

#### **4. NEW MDOT SPECS FOR SIGNAL POLES AND FOUNDATIONS**

Mr. Zhou (Anne Arundel County DPW) opened this discussion by observing that the state has new specifications for poles and foundations that took effect in 2020 – and how the county and state have prior agreements in place to maintain each other’s infrastructure in some situations – but they do not include these new standards.

Mr. Roger Hale (TS&T) noted that the new standard, which includes 6 anchor bolts, will have a significant impact on cost given the increased weight and increased cost of steel and suggested it might be better to go with the old standard if possible.

Mr. Cedric Ward (MDOT SHA/OOTS) noted that while he has not reviewed the new contract agreements, typically, the state will provide any new equipment for signals that the county is required to maintain/replace – but he suggested this could be discussed further offline.

#### **5. ROUNDTABLE DISCUSSION**

Mr. Bala Akundi (BMC) provided a quick recap of the Active Cycle Management workshop that was held in December 2020. A summary of the workshop was sent to committee members

and is available upon request to anyone. He also noted that there will be a Signal Forum in 2021 – most likely as a joint event with ITSMD.

## **ATTENDANCE**

Adison Zoretic, Maryland Dept of Transportation State Highway Administration (MDOT SHA)  
Amy Beall, Carroll County Department of Public Works (DPW)  
Andrew Burke, Metropolitan Washington Council of Governments (MWCOCG)  
Bala Akundi, Baltimore Metropolitan Council (BMC)  
Ben Myrick, MDOT SHA  
Bo Zhou, Anne Arundel County DPW  
Cedric Ward, MDOT SHA  
Dilip Patel, MDOT SHA  
Eddie Bostic, Century Engineering  
Hiwot Habtemariam, MDOT SHA  
Jim Lampe, Control Technologies  
John Concannon, JMT  
Keith Riniker, Mead & Hunt  
Koby Nachenberg, Jacobs  
Kristen Haas, STV  
Liam Flynn, Cubic  
Matt Allen, Wallace Montgomery  
Minseok Kim, MDOT SHA  
Raj Sharma, Baltimore City DOT  
Robert Evans, Wallace Montgomery  
Robin Fish, Mead & Hunt  
Roger Hale, TST  
Seth Young, STV  
Subin George, Howard County