I. WELCOME

The meeting was called to order at 4:35 PM CDT by Committee Chair Brent Ogden.

II. INTRODUCTIONS

The meeting was held at the 2019 ITE Annual Meeting at the Austin Hilton Hotel in Austin, TX. There were eighteen participants in person and five joining by phone:

<table>
<thead>
<tr>
<th>In Person</th>
<th>By Phone</th>
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<tbody>
<tr>
<td>• Brent Ogden</td>
<td>• Steve Venglar</td>
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<tr>
<td>• Tom Lancaster</td>
<td>• Karen Hankinson</td>
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<tr>
<td>• Douglas Noble (ITE)</td>
<td>• Dee Chappell (FRA)</td>
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<td>• Lisa Fontana (ITE)</td>
<td>• Steve Laffey</td>
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<td>• Kelly Morton (FHWA)</td>
<td>• Phil Poichuk</td>
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<td>• Joaquin Siques</td>
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IV. ITE COMMITTEE ITEMS

1. Committee Vice Chair

ITE has requested that this Committee select a Vice Chair. The Vice Chair would substitute in the absence of the Chair and would potentially become Chair if the position becomes vacant. There was a brief discussion of selection procedures during which no sentiment was expressed for a formal process. Brent Ogden stated that Karen Hankinson had expressed interest in the position and asked if anyone else might be interested. No one else indicated interest. The Committee then voted unanimously to appoint Karen as Vice Chair, pending ITE Coordinating Council approval.

2. Liaison to AREMA

Brent suggested that our Committee appoint a representative to AREMA to assist in coordination with them to obtain input from railroad signaling practitioners. AREMA Committee 36 meets twice a year, one in the fall and once in the spring. Doug Noble suggested that, alternatively, AREMA be invited to send a representative to our Committee. Jason Field of Moffatt and Nichol was suggested as a possible AREMA representative because of his experience with highway/rail grade crossing safety. Brent agreed to extend an invitation to Jason.

3. Professional Development Committee

ITE has asked that we appoint a member of our Committee to the ITE Professional Development Committee. The Development Committee assists with evaluating and promoting webinars and meeting presentations. Nicole Jackson expressed interest and was appointed by Brent as our representative to the Development Committee.

4. Conference Session Update

Our Committee’s presentations were included along with two others which were highly rated for a session entitled “Railroad Grade Crossings – Safe as They Can Be?” scheduled on Wednesday morning July 24, with Kelly Morton as moderator. Speakers will include Darryl Puckett from Texas A & M, who will speak on automated warning announcements at pedestrian crossings, James Robertson from Lee Engineering who will speak on accommodating pedestrians at preempted traffic signals, Brent Ogden from Kimley-Horn who will speak on the US DOT Grade Crossing Handbook, and Tom Lancaster from Lancaster Engineering who will speak on the ITE Recommended Practice for Preemption of Traffic Signals Near Grade Crossings.

5. MUTCD Report

Rick Campbell reported that a Notice of Proposed Amendment (NPA) for a new edition of the MUTCD is expected late this year or early next year. If it is issued this year, it will probably add an extra day to the NCUTCD meeting in January 2020.
There was a discussion of upcoming MUTCD compliance dates regarding railroad traffic control devices, particularly the requirements for Crossbuck Assemblies and retroreflective strips on Crossbuck supports, for which the compliance date is the end of 2019. Nicole will prepare a description of these requirements and their compliance dates for Lisa Fontana, who will publicize them in places such as the ITE Newsletter, the ITE Journal, and our railroad crossing website.


The technical draft of the Handbook, which will be entitled Highway-Rail Crossing Handbook, Third Edition, has been completed and the document is in pre-production. Kelly Morton reported that there will soon be an announcement regarding the publication date.

Dee Chappell reported that she and Kelly will have a presentation on the new Crossing Handbook. Dee also said that the FRA is asking for comments on blocked crossings (Docket No. FRA-2019-0004-N-10).

7. Update of Recommended Practice for the Preemption of Traffic Signals Near Grade Crossings

Tom Lancaster reported that the draft RP was completed and has been through the peer review process; the formal public comment period closed June 26. The RP Task Force is now in the process of reviewing the comments and revising the RP accordingly. The proposed final RP will then go through the peer review process again.

8. Status Report on Web Page

Joaquin Siques reported that our web page is now managed by ITE and the Committee can easily make periodic updates (links, meeting minutes, etc.). Kelly Morton will send the presentations from our presentation session on July 24 to ITE for posting on our web site.

V. POTENTIAL FUTURE COMMITTEE ACTIVITIES

- **Second Train Coming Sign:** There was a discussion of the future of the proposed Second Train Coming sign. Any further progress will probably require a research project to develop an acceptable sign symbol and auditory message. A problem statement will be required, to obtain funding for this research, which could possibly involve a driver simulation laboratory. Phil Poichuk stated that in Canada some human factors work has been done and the results favored active blank-out/changeable pictogram signs indicating the direction the train was approaching from.

Rick Campbell stated that the track circuits required for a sign showing the direction of approaching trains would be complicated and expensive unless the railroad is electrified, but notification of the presence of a second train without indicating its direction might be feasible. It was reported that some Second Train Coming signs have been installed as experiments in Elmhurst, IL, but there is no before/after data. There was a discussion
regarding the use of PTC to detect trains approaching a crossing. Rick stated that this is not currently possible because PTC is an overlay system which is not “vital” (with regards to fail-safe design) per se and as such would not be appropriate to activate a critical warning sign.

- **Use of Alternative Design Road Gates:** Brent mentioned that Los Angeles Metro has installed a prototype left-turn gate which uses a conventional parking lot gate to control left-turns from South Flower Street into the Interstate-10 on-ramp (a high collision location). Metro is also piloting installation of a similar gate, or conventional railroad gate to control illegal right-turns-on-red at busway intersections along the Orange Line, which have high violation rates. The collision rate at the South Flower Street location appears to have decreased based upon data to date. Brent wondered if we should publicize this practice. Kelly said that she has some funds for publicizing new ideas such as this.

- **Best Practices:** Brian Gilleran questioned whether these practices are truly “Best Practices”. ITE staff commented that a more defensible term would be “Noteworthy Practices”, especially if there is little or no formal before-and-after research or peer review. This led to the suggestion that the reporting of some noteworthy practices could be the topic for a future presentation at an ITE Annual Meeting of emerging guidance and/or applications.

- **Delineation:** Kurt Anderson mentioned some work that CTC has performed for MTA in New York, including the use of flexible posts to supplement edge lines across railroad crossings. They have some before/after crash data for this work, which might be suitable for an ITE presentation.

- **Roundabouts Near Crossings:** Another possibility might be a joint session with a roundabout group. Lisa commented that this may be too limited for an entire panel; maybe just add a roundabout presentation to a session on Noteworthy Practices targeted to a larger audience.

Lisa Fontana will advise Brent of the presentation proposal submittal deadline for the ITE 2020 Annual Meeting. Brent will send an email to all Committee members asking for volunteers for presentations at the Annual Meeting. He will also prepare a Developing Trends report for ITE.

### VI. OTHER BUSINESS

Kelly Morton reported that pursuant to the train-bus collision in Biloxi, the NTSB asked the FHWA to disseminate information regarding “humped crossings”. They have done so, but welcome suggestions for additional dissemination. Brian Gilleran noted that due to the wide variety of truck configurations, there is no generally-accepted guideline for geometric vertical alignment design of roadways at railroad crossings that would apply to all vehicles.
VII. UPCOMING COMMITTEE MEETINGS

- Conference Calls TBD
  - Conference Planning Follow-up
  - RP Comments Discussion (if needed)