I. WELCOME

The meeting was called to order at 10:35 AM EST by Committee Chair Brent Ogden.

II. INTRODUCTIONS

The meeting was held at the 2019 TRB Annual Meeting at the Washington Convention Center in Washington, DC. There were thirteen participants:

<table>
<thead>
<tr>
<th>In Person</th>
<th>By Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brent Ogden</td>
<td>Steve Venglar</td>
</tr>
<tr>
<td>Gene Russell</td>
<td>Kelly Morton</td>
</tr>
<tr>
<td>Lynn LaMunyon</td>
<td>Tom Lancaster</td>
</tr>
<tr>
<td>Leanna Belluz</td>
<td>Lisa Fontana</td>
</tr>
<tr>
<td>Gordon Meth</td>
<td>Steve Laffey</td>
</tr>
<tr>
<td>Scott Knebel</td>
<td>Jason Field</td>
</tr>
<tr>
<td></td>
<td>Leah Russell (for Karen Hankinson)</td>
</tr>
</tbody>
</table>

III. ITE ANNOUNCEMENTS

Lisa Fontana-Tierney provided a brief synopsis of key ITE activities:

- The new Parking Generation Manual, 5th Edition should be available by the end of January. About 60 percent of the data is new and it includes more urban data. It will be available in an electronic format including a web-based app.

- ITE is working with FHWA to develop a series of workshops on speed management. A workshop will be held at the ITE Annual Meeting this summer.

- A recommended practice for traffic signal change intervals should be available this spring.

IV. ITE COMMITTEE ITEMS

1. Conference Sessions Update

The ITE 2019 Annual Meeting will be in Austin, Texas, from July 21 to July 24. Lisa Fontana has proposed a technical session for our Committee which would include presentations on the Grade Crossing Handbook (by Brent Ogden) and the Preemption Recommended Practice (by Tom Lancaster) as well as two other grade crossing-related topics for which abstracts have been submitted. Lisa will send copies of the two abstracts to Brent. Lisa asked that Brent suggest a moderator for our session. Kelly Morton of FHWA was mentioned as a possibility.
The committee will need to develop topics for the 2020 Annual Meeting (New Orleans) at the summer meeting which will most likely be held in Austin.

2. MUTCD Report

At the NCUTCD meeting last week (January 9 to 11), FHWA reported that a Notice of Proposed Rulemaking (NPRM) for a new edition of the MUTCD might be forthcoming this year but did not provide any dates. Because it is early in the inter-government review process, suggestions for additional revisions to the MUTCD are still possible for a limited time.

If the NPRM is issued after the NCUTCD meeting in June 2019, comments by the NCUTCD to the document might have to be formulated based on email and telephone discussions, depending on when the comment docket is closed. If the NPRM is not published before the 2020 elections, the next version of the MUTCD may be significantly further delayed.

Brent reported that the Railroad/Light Rail Transit Technical Committee discussed the definition of Right-of-Way Transfer Time (RWTT) and decided to recommend a revised definition. The new definition will specify how the transfer time is calculated, rather than referencing the “worst case” condition.

The RR/LRT Technical Committee discussed the use of dimensions for the height of the crossbuck sign. There were comments that the height should be provided in AREMA guidance rather than an MUTCD standard.

The RR/LRT Committee also discussed guidelines for the maximum allowable gap between the ends of gate arms, which is not currently specified by MUTCD nor FRA requirements, even though “90 percent” of roadway and/or “2 feet between gates / 1 foot to median” are nominally considered.

Gene Russell initiated a discussion regarding roundabouts near grade crossings. He reported that in Europe there are many grade crossings within and adjacent to roundabouts. He said that there is a French report discussing the operation of roundabouts near grade crossings, and it is available in English as well as French. Gene said he will try to obtain copies of the report and distribute it to the Committee.

The RR/LRT Committee discussed the use of the Low Ground Clearance sign and the use of a standard or guideline for roadway grade profiles at crossings to reduce the possibility of vehicles becoming stuck on humped crossings. Comments were made that due to the extremely large variation in vehicle designs, it would be difficult to develop a universal profile standard. It was reported that AASHTO has a profile guideline, but it is so conservative that a large proportion of existing crossings could not meet the guideline. Research materials regarding road profiles was distributed to the RR/LRT Committee members for consideration.

Brent reported that a final version of the Handbook incorporating all the review comments has been submitted to FHWA. Kelly Morton stated that preparation of the Handbook for publication is proceeding as planned, but at this time there is no specific date set.

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

Tom Lancaster reported that responses to comments on the RP draft have been completed, and a final draft submitted to ITE. ITE has indicated it may publish the proposed RP in February 2019 in the ITE Journal, inviting comments from any ITE member. After that, it can proceed to publication.

V. WEB PAGE

Brent reported that our Committee’s web page is generally up-to-date and includes the presentations from the Annual Meeting in Minneapolis. There was a short discussion regarding the use of a LinkedIn page for our Committee – it could be used to direct attention to the ITE page but may not be able to host materials for download. Brent will talk with Joaquin Siques about increasing our use of the ITE Community, particularly regarding the Recommended Practice. Scott Knebel committed to increase our activity on social media and will keep Brent informed.

VI. POTENTIAL FUTURE COMMITTEE ACTIVITIES

Brent suggested that potential topics for future activities could include Another Train Coming (ATC) signs, left-turn gates at LRT crossings, and more information on preemption including queue cutters and pre-signals, and roundabouts. Potential venues for these activities includes Informational Reports (IRs), Fact Sheets, ITE Journal Articles, Webinars, and Task Force driven research.

It was suggested that a Webinar might be an appropriate way of distributing information regarding preemption, and a mini-guidebook or fact sheet might be useful as a summary of the upcoming Recommended Practice. Jason Field said that he has a previously-prepared 45-minute presentation on preemption issues and indicated he would be willing to develop a webinar.

Gordon Meth explained that it typically costs $149 to view an ITE webinar, because ITE relies on these as a source of revenue. (However, the price is “per site” which means that a group can view the presentation provided the site is enrolled.) Typically, a brief outline of the webinar objectives is prepared and submitted to ITE about six to eight weeks in advance of the webinar, and an agreement is signed. A few days before the webinar, the presentation slides are sent to ITE. The webinars are typically scheduled for Tuesdays or Thursdays from 3:00 to 4:30 EST. It is advisable to publicize a webinar to potentially interested people in addition to the usual
announcements by ITE. There is usually no charge for using an ITE webinar to host a Committee meeting.

Brent discussed the use of parking-garage type automatic gates across left-turn lanes to prevent vehicles from turning across LRT tracks when an LRT vehicle is approaching. Los Angeles Metro has deployed a prototype at a high-accident location where there is a left-turn across the tracks into a freeway on-ramp. A loop detector is used at the stop line in the left-turn lanes to detect the presence of vehicles. If a vehicle is detected on the stop line, the gate is not lowered to avoid damage to the vehicle and the gate. Brent reports that after about a year there have been no collisions at this location. This might be a good subject for an Informational Report. Brent stated that Metro has the relevant data for this pilot study.

It was suggested that a meeting session topic could be Emerging Technologies, which could include left-turn lane gates.

Brent reported that there was considerable discussion in the NCUTCD RR/LRT Committee regarding the Another Train Coming sign, but there was no consensus on the best approach. Brent mentioned that both he and Tom Lancaster have observed technology commonly used throughout Japan to warn drivers of a second train coming. When the first train approaches, a red arrow is illuminated indicating the direction of the train. When the train has passed, the arrow is extinguished. If a second train approaches before the first train has passed, a second red arrow is illuminated indicating the direction of the second train, and the frequency of the crossing bell increases. This provides both a visual and audible warning of a second train, and indicates the direction of the second train, providing an effective warning for both drivers and pedestrians.

A comment was made that information regarding roundabouts near grade crossings was difficult to find. Gene Russell offered to provide information for committee members to review. It was suggested that this might be a good topic for an Informational Report, possibly including information from the French publication.

It was mentioned that our web page can include links to YouTube videos on this or other subjects.

A question was raised regarding the issue of wheelchair wheels being caught in track flangeways. No one is aware of any work done on this by ITE. There have been experiments using rubber strips as flangeway covers, but they require frequent maintenance, particularly in cold climates. Bicycle crossings also have the same issue. More research on this subject is needed.

VII. OTHER BUSINESS

Gene Russell reported that there is an ASCE Transportation Conference in Alexandria, Virginia, June 9 to June 12, 2019. They are looking for speakers on “smart grade crossings”. If anyone is interested, they should contact Gene directly: geno@ksu.edu
VIII. UPCOMING MEETINGS

- Spring (Conference Call) – April or May (Date TBD)
- Joint ITE International and Texas District Annual Meeting and Exhibit, Sunday July 21 – Wednesday July 24, 2019 at the Hilton Austin (Austin, TX)