

# OREGON TRAFFIC CONTROL DEVICES COMMITTEE

## 2011 ANNUAL REPORT SUMMARY

January 1, 2011 – December 31, 2011

### Membership Changes

- ✓ [Massoud Saberian](#) was elected as 2011 Chairperson for the OTCDC
- ✓ [Joseph Marek](#) was elected as 2011 Vice-Chairperson for the OTCDC
- ✓ Committee composition at the beginning of the year: [Massoud Saberian](#) Chair, City of Lake Oswego; [Joseph Marek](#), Vice-Chair, Clackamas County; [Bob Pappe](#), Secretary, ODOT State Traffic Engineer; [Brian Barnett](#), City of Springfield; [Ed Chastain](#), Lane County; [Mark Davie](#), OSP; [Alex Georgevitch](#), City of Medford; [Joel McCarroll](#), ODOT Region 4; [Charles Radosta](#), ITE, Kittelson & Associates ; [Cynthia Schmitt](#), Marion County
- ✓ [Pam O'Brien](#), DKS Associates was selected by ITE to replace Charles Radosta of Kittelson & Associates in July
- ✓ [Massoud Saberian](#) Chair, City of Lake Oswego announced his resignation to take a job in Washington State in October. [Joseph Marek](#) took over as Acting Chair.
- ✓ [Mike Caccavano](#), City of Redmond was selected by the League of Oregon Cities to succeed Massoud on the committee in November.

### Traffic Control Device Decisions, Discussions and Recommendations

- ✓ Continued reviewing and completed involvement in updates to the new 2009 federal [Manual on Uniform Traffic Control Devices](#) (MUTCD) and preparing a new companion [Oregon Supplements](#) to the Manual. A byproduct of this included updating of the 2006 [Oregon Temporary Traffic Control Handbook](#) (OTTCH). This process consumed much of the time for committee and subcommittee members inside and outside of formal committee meetings throughout most of 2011. Final approval of each document was given by the Oregon Transportation Commission by administrative rule at their December, 2011 meeting.

- ✓ Received a [presentation](#) from Brian Genovese of JRH Transportation Engineering regarding the application of ODOT policy for yellow change and red clearance intervals in Springfield. The application was included as part of the signal modifications and timing upgrades associated with Lane Transit District's EmX Gateway Extension bus rapid transit (BRT) system, that became operational on January 9, 2011. Discussed ODOT policy on change/clearance intervals based on ITE definition and process.
- ✓ Were briefed on ODOT's new [Smart Work Zone project](#), which is subsequent to FHWA's release of the [Work Zone Safety and Mobility Rule](#). There is a [specification](#) that guides projects through the bidding process. Further information is available through *In The Zone* newsletters and other resources available on ODOT's [Traffic Control Plans](#) webpage.
- ✓ Received a presentation by Professor Chris Monsere on the first phase of Portland State University research on bike boxes entitled "[An Evaluation of Bike Boxes at Signalized Intersections in Portland, OR](#)". Findings that support bike boxes included compliance and understanding is high, pedestrians are benefiting from reduced crosswalk encroachment, conflicts were reduced, yielding behavior was increased and there were improved perceptions of safety. It's unclear whether there was an increase in bike lane encroachment and whether there is a benefit in coloring the bike boxes. The next phase of the study will work with a longer video collection at 14 locations and will include a view of signal indications to look at conflicts and arrival patterns on green. The full report can be downloaded [here](#).
- ✓ Approved 2 revisions in (in April and December) to the Sign Policy and Guidelines. These [Policy Updates](#) can be reviewed on the SP&G webpage or in the monthly meeting summaries for the OTCDC.