

# Oregon Traffic Control Devices Committee

May 13, 2011

## Meeting Minutes

[Roth's IGA conference facility](#), 1130 Wallace Rd. NW, Salem

Members Present: [Massoud Saberian](#), Chair, City of Lake Oswego; [Joseph Marek](#), Vice-Chair, Clackamas County; [Bob Pappé](#), Secretary, ODOT State Traffic Engineer; [Brian Barnett](#), City of Springfield; [Ed Chastain](#), Lane County; [Alex Georgevitch](#), City of Medford; [Joel McCarroll](#), ODOT Region 4; [Charles Radosta](#), ITE, Kittelson & Associates; [Cynthia Schmitt](#), Marion County

Members Absent; [Mark Davie](#), OSP

Others Present: Nick Fortey, FHWA; Doug Bish, Scott Cramer, Rodger Gutierrez, Kevin Haas, Mike Kimlinger, Justin King, Kathi McConnell, Gary Obery, Chris Rowland, Heidi Shoblom, Zahidul Siddique, ODOT Traffic/Roadway Section; Tamara Abbott, Oregon State Parks; Jim Renner, Oregon Travel Info Council; Mike Coleman, Kittelson & Associates; Ed Fischer, retired ODOT; Miguel Guzman, Washington County; Kevin Hottmann, City of Salem; Jabra Khasho, City of Beaverton; Peter Koonce, City of Portland; Haregu Nemariam, DEA; Karen Odenthal, Julia Uravich, Marion County; Mojie Takallou, University of Portland; Michael Tomasini, DKS Associates

### **Introduction – Approval of Minutes – Additional Agenda Items**



Chair person Massoud Saberian called the meeting to order. All attendees then introduced themselves. The committee then addressed the November 2010, January and March 2011 meeting minutes. Joe Marek moved, Cindy Schmitt seconded, and the committee approved the November 19, 2010 meeting minutes. Bob Pappé moved, Alex Georgevitch seconded, and the committee approved the January 21, 2011 meeting minutes. Joe Marek moved, Cindy Schmitt seconded, and the committee approved the March 11, 2011 meeting minutes.

### **Public Comment**

There were no public comments.

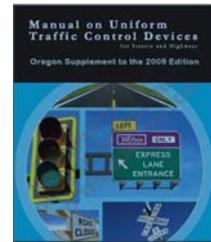
## **Non Agenda Items**

Katie said she had additional information on the Stop Lines at signalized intersections in response to concerns raised by Mojie Takallou. Mike Kimlinger said he wanted to introduce the new State Sign Engineer, Heidi Shoblom.

[\(Listen - Meeting Intro\)](#)

## **MUTCD Supplements**

Kevin Haas then reviewed meetings held with FHWA and proposed changes to the Supplements regarding bicycle signals and other issues. He said the goal today is to resolve issues discussed at the March meeting in the [draft MUTCD Supplements](#).



**Bicycle signals** -- The first issue to be addressed was bicycle signals. Kevin Haas announced that the Legislature passed [SB 130 authorizing bicycle signals](#). Assuming the Governor approves, bicycle signals will be recognized in the next Oregon Vehicle Code. Still, FHWA is concerned that even with the legislation, it's presumptuous to go forward with these signals without an experimental program. So at the meeting with FHWA a couple weeks ago (Nick Fortey, Bob Pappe, Peter Koonce, Rob Burchfield, Gary Obery and Kevin Haas attending), they sought to figure a way to do an experimental program like the flashing yellow arrows program. FHWA is trying to make the process as painless as possible. The proposal coming out of that meeting is to remove all bike signal language from the supplements this time around, including Section 1A.13 and Part 4. He asked Peter and Gary to review what the discussion with FHWA covered.

Peter Koonce said Portland was concerned that they know exactly where the goal posts are for FHWA so that they don't have an experience like they had with the HAWK signal experiment where after five years of experimentation, the feds said there wasn't enough data. He doesn't think this should be about being painless, but instead figure out what is the right thing to do in order to acquire sufficient data to support future actions.

Gary Obery added that the intent is to allow any city that wants to participate in the project to join it and there needs to be a process that lays out how much data is needed and to make the experiment function like the flashing yellow arrow process or the bike box process.

Kevin said he has heard that Salem, Eugene and Springfield are interested in participating with locations. ODOT will participate and help in the experimental approval for local jurisdictions but will need them to come forward with money to help cover the costs of the research study. Peter Koonce says he thinks we should get as many locations as possible and then have the researchers figure out how they pair out and classify and put it all together. There is value in studying existing locations and adding others in as well; collecting 'before' data where possible for new locations. There is

some 'before' data for the Interstate and Oregon signal that showed that compliance went from 25% to upwards of 90% five years ago. Peter thinks with further experience the compliance has really improved. Kevin said Gary Obery will be the key contact for ODOT. Peter Koonce recommended others review the bike box study as an example of how to do a good job.

Kevin Haas said this is a good opportunity for Oregon to help shape the national policy on bike signals like we did with flashing yellow arrows. He hopes as this gets going, other jurisdictions can join up with a letter to FHWA with their locations and intention to follow the parameters set up so it will be relatively painless for others to join in. He said he'd like to see a motion from the committee to drop all the bike signal language in the draft Supplements with the understanding that all those issues are going to be addressed in the experimentation plan. Joe Marek asked if there would be a notation about the study in the Supplement.

Nick Fortey said FHWA recognizes bike signals are going to happen. They think there are unknown parameters they would like some information on and they will work with the jurisdictions to set up an experimental plan that will accommodate all concerns and get the bike signals out under the process of an experimental thing so he's fine with putting a support statement in the Supplements that it is going to happen.

Decision: Charles Radosta moved to remove all references to bike signals in the Supplement with the understanding that there is going to be statewide experimentation project, and giving Kevin editorial liberties to add a support statement to that effect. Joel McCarroll seconded and the committee voted approval.

Kevin Haas said the next item is **Section 2A.11** on Sign Dimensions on page 7 of the Supplement. The issue is an option statement adopted at the November meeting to allow more flexibility because guide signs conforming to the guidance provide in Chapter 2E can end up with signs sizing up to 25% smaller than the dimensions given in Table 2E-1. FHWA has concerns with the language as proposed. Nick Fortey said that the issue has been referred to FHWA and the plan is to produce an errata in the next week or so to address the discrepancies that will resolve Oregon's concerns. Kevin Haas said ODOT proposes eliminating this Supplement in view of FHWA's intention to issue the errata and with the intention as outlined in these minutes of revisiting the issue if the errata doesn't satisfy the committee when it comes out. Some members suggested instead retaining the Supplement while giving ODOT authority to remove the Supplement if the errata turns out to be adequate. Bob Papp made it clear that ODOT supports removing the Supplement, that they feel that engineering judgment can be used in those cases where it becomes an issue, and that the issue isn't important enough to hold up Supplement approval.

Decision: Brian Barnett moved to retain the Supplement to Section 2A.11 with authority given for ODOT to remove it if the errata meets Oregon's needs or if it causes an inability to get the Supplements adopted by the Commission with support from FHWA.

There will be email notification to the committee if that happens. Bob Pappé seconded, and the motion passed.

**Section 2D.43**, regarding overhead signs was agreed to at the March meeting but Kevin Haas said FHWA still has issues with it. The whole issue, he said is that overhead signing is preferred to post-mounted signing. We've clarified that the minimum is 8 inches uppercase and 5 inches lowercase.

**Section 2D.43 Street Name Signs (D3-1 or D3-1a)**

[Insert new Option and Support paragraphs following Section 2D.43, P7, as shown below:]

*Guidance:*

*If overhead Street Name signs are used, the lettering should be composed of initial upper-case letters at least 12 inches in height and lower-case letters at least 9 inches in height.*

Option:

Where engineering judgment determines that structural limitations such as the load capacity of the mast arm or lateral spacing of signal heads prevent the prescribed dimensions for overhead Street Name signs from being met, the lettering on overhead Street Name signs may be reduced to initial upper-case letters at least 8 inches in height and lower-case letters at least 5 inches in height.

Support:

Overhead Street Name signs are more visible to drivers and are preferred over post-mounted Street Name signs at signalized intersections. Some road authorities have overhead structures with limited load capacity. Allowing reduced letter sizes results in smaller overhead Street Name signs that can be accommodated on these smaller structures.

Nick said that the lowercase should actually calculate out to 6 inches. He also suggested the Option statement should be moved to Guidance. He's wanting something that makes it clear to designers that they should try to use the largest possible size, not just go straight to 8 inches and 6 inches. He thinks there should be more criteria to make clear that one is better than the other and that maybe in some cases a post-mounted sign is preferable, possibly more visible. Maybe advanced street name signs should be suggested as a possibility in some circumstances. He said he can't give the committee all those circumstances, better for them to decide. He agrees with the committee's concept but thinks it goes too far in the other direction from the Manual.

Brian said this supplement is specifically related to overhead signs at an intersection; this is in place for the guidance on page 162 that says "*If overhead Street Name signs are used, the lettering should be composed of initial upper-case letters at least 12 inches in height and lower-case letters at least 9 inches in height.*" We're just adding a clarification to that statement, and not taking a position one way or the other beyond that. Our supplement just says if you're doing an overhead mounting and you can't meet the text size, do this.

Nick said it still seems to lean too far to just doing an overhead. He thinks if you can change the lowercase to 6 inches and something that clarifies that you don't go from 12 inches to 8 inches; that the biggest letter size possible should still be used.

Kevin Haas recalled that the discussion at the March meeting is that overhead signs were preferable if we could at least get 8 inch and 6 inch letter heights. And they're more preferable because they're more visible than post-mounted signs. Joel added that if anything, we might just want to add a support statement that when going to reduced letter heights, you should look at other types of supplemental signing, such as advance street name signs.

Nick asked how you make it clear that you should go to as large a letter size as possible, rather than going down to 8 inches. He'd rather see something that starts out with the maximum size possible and then works down. Massoud noted the Supplement starts with saying "Where engineering judgment determines...", pointing out that it's an engineer making a judgment to fit a situation and to come up with a solution. You're allowed to fall back to this position.

Kevin Haas asked if it would help if we changed the guidance statement at the beginning to a standard and allow it to be modified by the option below and we give it more credence that the standard is not just guidance, the standard is at least 12 inches and 9 inches? Then you could modify it, he suggested, with the option if necessary? Nick asked how that works from a practitioner's standpoint?

Joel says he thinks it's fine as is. It defines what the standard is and defines what the absolute lower limit is and like anything, you try to go to what fits in the middle there. Some people will go to the minimum and strengthening the Supplement wording won't change that.

Alex Georgevitch agreed, saying that sign designers try to fill their sign blanks so there shouldn't be a concern that they will make them smaller letters than needed to fit.

Decision: Brian moved that in the third sentence of the Option statement be changed to read as follows:

*Where engineering judgment determines that structural limitations such as the load capacity of the mast arm or lateral spacing of signal heads prevent the prescribed dimensions for overhead Street Name signs from being met, the lettering on overhead Street Name signs may be reduced. Larger sizes are preferred, the minimum initial upper-case letters at least 8 inches in height and lower-case letters at least 6 inches in height.*

Alex Georgevitch seconded the motion, and the committee voted unanimously in favor.

Charles suggested also removing the first support statement about overhead signs being preferred since that was discussed earlier. However, Kevin Haas noted that the committee just added that statement at the last meeting. Nick still said he'd be more comfortable without it. It was pointed out that the wording is "preferred", not required,

and an engineering judgment will be made. Nick Fortey suggested it might be changed to "are *often* more visible" but the committee consensus was that it was not a significant distinction.

Moving to **Section 4D.05**, Application of Steady Signal Indications, Kevin Haas noted that this is not a new requirement, having been in the 2003 MUTCD. He said it's our understanding that there are no jurisdictions in Oregon that deliberately time their permissive signals with "yellow traps". It only happens during a preemption sequence with emergency vehicles or railroad preemption. He recalled that the unanimous opinion of the committee is that nobody wants to see the expense of these signs when there's no perceived safety benefit of the signs given Oregon's standard practice of not permitting the yellow trap condition. This sign was mainly intended to address jurisdictions that deliberately time their signals with yellow trap conditions. Ours are extremely rare, only involving emergency preemption sequences. He said Nick Fortey is still getting direction from FHWA HQ that this is a requirement, a standard. We just don't think it applies to us since it's not our practice to do the yellow trap.

Members agreed that they avoid the yellow trap and that they find it extremely difficult to explain to citizens what the signs mean anyway. Nobody was able to identify any location where a yellow trap is timed into a signal installation or where there might be any safety issue other than the rare emergency preemption sequence.

Ed Fischer said that in 2003 when the signs came out, we did not have the flashing yellow arrow approved. It was still experimental. The discussion at the National Committee regarding this sign did not include emergency preemption, it was primarily set up to address what was called the Dallas Phasing. He voted against the sign as a member of the Committee because he didn't think it was a good sign to have. It was put in there because there were a lot of people still recognizing that the trap was still possible with the doghouse display. Our operation in Oregon, even with the doghouse was to not allow the trap with few, if any exceptions. Now, with the flashing yellow arrow, that pretty much goes away completely. He's not sure why this emergency preemption is now being discussed as one of the reasons we have to put the sign in. He's not aware if Scott Wainwright has discussed that with Nick Fortey or not but it was never intended to be put up everywhere we have emergency preemption.

Nick Fortey said he has similar concerns about the sign and its application for emergency preemption. He would like to be able to address that condition narrowly by answering whether the yellow trap occurs in any case other than emergency preemption conditions. He'd like having an argument that it's not otherwise an issue in Oregon in order to address the emergency preemption case separately. He'd like to convince FHWA to issue an interpretation that says that for emergency vehicles, this sign is not required.

Kevin Haas said that even if there were jurisdictions that time a yellow trap outside emergency preemption conditions, Oregon's supplement as a Standard prohibits doing the yellow trap.

Nick asked if that applies to pre-existing signals. Kevin Haas and Massoud Saberian agreed that any such jurisdiction would be covered by the prohibition either way. Brian said it's better to eliminate the yellow trap than to warrant it. Gary said every traffic engineer is doing all they can to eliminate any yellow traps.

Nick asked what the options were for eliminating the yellow trap under emergency preemption conditions. The only option appears to bring all directions to a red signal first before honoring the preemption. This would give any vehicle in front of the emergency vehicle less opportunity to clear the intersection and the emergency vehicle would have a harder time getting to the intersection. Ed Fischer stated that the preemption problem doesn't really exist, nobody is able to recall any situation where it has actually been an issue.

The committee agreed that railroad preemption is still an issue but there is no easy answer.

Nick Fortey said he'd like some kind of position paper; he'd like to take this issue forward and it would be beneficial. Gary Obery said he thought we could summarize the issues and write something down for FHWA that discusses the pro's and con's of them. Nick said he was comfortable with the emergency vehicle preemption issue but he's not quite comfortable with the railroad preemption issue. He doesn't understand that one well enough, and if or how railroad signal timing can be adjusted. He'd like to isolate how much of an issue this is.

Ed Chastain said he thinks that with the pedestrian clear-out time, the opposing turns will be terminated well in advance of the train approaching. Brian said that this would require bringing in ODOT Rail Division and having them re-write every Rail Crossing Order. It is doable but the crossing orders are pretty prescriptive.

Kevin Haas suggested the consensus is to keep this Supplement as is and for someone in ODOT to submit a white paper or some supporting documentation to FHWA on how we address preemption and the yellow trap issue. Scott asked if we could get further information on why the feds initiated the sign so we can address their points. It was pointed out that with Ed Fischer having been on the National Committee, we have that data.

Action item: Bob Pappé committed ODOT to working with Nick towards producing the documentation he needs to take the issue forward.

[\(Listen - MUTCD Review Pt 1\)](#)

After a break Kevin Haas brought up **Section 4E.11** on Accessible Pedestrian Signals and Detectors which FHWA still has an issue with. This was put in the Oregon Supplement because Eugene and Springfield have an issue with the Standard. ODOT and other jurisdictions intend to follow the Standard when signals are separated by

more than ten feet. Kevin said ODOT proposes to drop the Supplement but he wanted Brian Barnett and others who want this Supplement to address why it should be retained.

Brian said that the accessibility community in his jurisdiction is very clear that they prefer the speech messages. They believe that it's more appropriate for all settings to have a consistent method of doing their way-finding guidance. They believe they get more useful information that way. The equipment modulates the volume based on ambience so it's always at that "sweet spot" of volume and gives specific guidance that they find helpful. He would hate to have to go to the percussive system on new installations when his community doesn't want it and he'd hate to have to go back and retrofit it either with scarce resources, further irritating the community it's supposed to serve. He doesn't think the research is there to justify requiring this. He doesn't understand why at 10 feet the speech becomes less useful than the percussive tones. there are other factors of traffic dynamics and ambient noise from adjacent land uses that should go into the decision. So it seems like an arbitrary standard that repels him.

Peter Koonce said he thinks this is an area where there has been a bunch of research in the accessible pedestrian signal and referenced the work of [Jan Barlow](#). They have a pretty good sense of what the speakers are going to provide in terms of that sense of message that works for the blind community. He feels pretty good about the research in this area.

Kevin Haas said if we decide to drop the Supplement, there are some avenues as far as deviating from the standard such as using Section 1A.13 and documenting deviation on a case-by-case basis for each intersection, or having local governing bodies adopt a policy that states the way they will deal with accessible pedestrian signals in order to support the citizens of their community. Either way may give them coverage and help them avoid liability without having to go through the Supplement process to deal with specific jurisdictions that aren't satisfied with the MUTCD Standard.

Kevin Hottman said that Salem supports Eugene and Springfield in the request to allow speech walk messages where pedestrian signals are separated by a distance of at least ten feet. There are many instances where different pedestrian signal distances vary at an intersection, which would result in both voice and percussive tones operating at the same intersection. This could cause confusion. They would like the ability to use one system for the whole intersection so users will have an expectation and be familiar with that intersection. He said that they have also received complaints from pedestrians that think the pedestrian button is broken where they are using the percussive tones. This shows that people are confused about the audible pedestrian signals.

Joel asked if this relates just to red-yellow-green traffic signals or does it tie back to RFB's? Kevin Haas said it was just for the red-yellow-green signals because later on it specifies the speech walk messages required and they don't cover RRFB's.

Gary Obery said he became opposed to this Supplement because the research shows you have to raise the sound level for a speech walk signal by 15 decibels for people to understand what is being said. If you raise the decibels too much, you may disserve the blind community because they will not be able to hear other ambient sounds and make the same sense of intersection sounds.

Nick Fortey says FHWA looks at it as a Standard for which they have national research that supports the percussive tone and the importance of the Standard for consistency. The research has been vetted both through FHWA and other national committees looking at access and ability for sight-impaired individuals.

Gary Obery said that it was his understanding that in most cases, the same unit can be made percussive or speech with a setting so the hardware doesn't need to be changed out to switch to percussive.

Kevin Haas asked if Springfield and Salem would be willing to document each case as they go along or have their local government write policy to allow them to deviate from the Standard. Brian said he in no way wanted to have to document each case or the added expense of doing so. He said that going through the government policy angle would also be a big job, a challenge from the workload perspective. And once he goes down that road, he's concerned that they may want to further meddle with deviating from the MUTCD. In terms of being consistent, he asked why the MUTCD doesn't ask for the percussion tone regardless of the distance. We can't always have consistency, circumstances often dictate otherwise and he's got a few.

Massoud said he liked the flexibility but that if some cities start adopting their own variations, that can snowball very quickly and kill off uniformity. Cindy Schmitt said she likes having the option but she's not sure about putting it in the Standards. She thinks that when there is a lot of research done, it doesn't make sense for us to choose to ignore the research. She likes the verbal message and is dealing with the question on an installation where they're trying to interpret the MUTCD as to what it says they need to do there. The complaints that they're getting are from the sighted community who sees the inconsistency with what they see going on. So she's frustrated with it but doesn't think it's appropriate to change our standards unless we have our own research to debate research. And if the FHWA isn't going to go along with it, we're spinning our wheels anyway.

Joel said if we take this Supplement out, would Springfield be out of compliance? Kevin Haas said only new installations would have to comply. There is no compliance date in the new Manual for this.

Kevin Hottman said he was in agreement with Springfield on the options Kevin Haas suggested. He said Salem has pretty much used speech with their installations so far and has had complaints from citizens in the few instances they've had recently where they installed the percussive signals.

Joel McCarroll agreed that consistency was a compelling argument. He hasn't seen the research or how it was evaluated.

Rodger Gutierrez asked how many have read the NCHRP Best Practice research on Accessible Pedestrian Signals? It resulted in two reports,

NCHRP 117A <http://www.trb.org/Main/Public/Blurbs/159938.aspx> and  
NCHRP 117B <http://www.trb.org/Main/Public/Blurbs/159956.aspx>

Rodger thought the research was not as compelling as it could be. For example they included both sight impaired and cognitive impaired people without breaking out any difference in their experience. They also didn't account for other cues the test subjects may have picked up and relied upon such as traffic noise.

Peter Koonce said that research always has holes, flaws but that this area has better research than traffic engineers often have to deal with and while it's tough and Brian's points are well taken, he thinks maybe it's best to move on. Maybe it would be better to ask for it to be a Should statement to provide for flexibility rather than a Shall statement.

Joel McCarroll said it was hard for him to disagree or agree based on his own experience since he can't put himself into the shoes of the sight impaired.

Nick Fortey made it clear that if this Supplement remains, it will be a problem for FHWA when it comes time to give their blessing to the Supplements.

Joe Marek asked Nick what FHWA would do if individual jurisdictions didn't follow the MUTCD in a case like this. Nick said the Feds would not go to the jurisdiction, they would go to the state and tell the state that they need to communicate how they're going to fix the situation that otherwise jeopardizes state receipt of federal highway funds. He said there's no indication in the research that the two alternatives are equally valid approaches to pedestrian safety.

Brian said he agreed with Rodger's impression of the research. He quoted Paul Box in the latest ITE Journal "A Standard is the last refuge of the incompetent". He said candidly that is what he thinks he's hearing right now.

Charles Radosta suggested that we leave this subject be for now and have ODOT try to come up with an option and support statement to the MUTCD Standard as a replacement for this Supplement at the next meeting. Brian Barnett said he recognized the wisdom in that approach.

Action Item: Kevin Haas will work with ODOT staff to bring an Option/Support statement back to the next meeting for Section 4E.11.

Moving to Part 9, Kevin Haas brought up **Section 9B.01** on application and placement of signs. He said in discussions with Nick, it was asked that we drop the change in the Standard and include instead a support statement or option that doesn't require temporary bike event signs to be retro-reflectorized and add a cross-reference in Part 6. Kevin Haas suggested we might also just drop the Supplement and address it in the Sign Policy and Guidelines. Brian said he was okay with dropping this Supplement but with a reference in Part 6 for it.

Decision: Brian moved to give Kevin Haas editorial liberties to transform this Supplement from a Standard, leaving the original MUTCD Standard as given, and turn the support statement into an option statement, retaining the sign illustrations, with an added reference in Part 6 to the same effect. Joel McCarroll seconded, and the committee voted in favor.

Regarding **Section 9C.02 and 9C.04** on Markings, Kevin Haas had a proposal to modify the language in the Oregon Supplement for Section 9C.02 and Section 9C.04 to deal with contra-flow bicycle lanes and the repeal of OAR 734-020-0055 which states "A bicycle lane as defined by ORS 801.155(6) shall be separated from the adjacent roadway by a single, solid eight-inch wide white stripe."

Kevin Haas proposed to delete the supplement to 9C.02 completely. He said it's not needed since we are proposing to repeal OAR 734-020-0055 and define bicycle lanes in the Oregon Supplement under the supplement for Section 9C.04 which carries more legal standing than the OAR.

Section 9C.04 Markings For Bicycle Lanes

[Revise text from Section 9C.04, P1 through P6, as shown below:]

Support:

Pavement markings designate that portion of the roadway for preferential use by bicyclists. Markings inform all road users of the restricted nature of the bicycle lane.

**Standard:**

**Longitudinal pavement markings shall be used in conjunction with bicycle lane symbol markings or Bike Lane signs (see Section 9B.04) to define bicycle lanes. An 8 inch wide longitudinal white line shall be used to separate motor vehicle lanes from bicycle lanes traveling in the same direction. Double yellow longitudinal lines shall be used to separate motor vehicle lanes from bicycle lanes traveling in the opposite direction.**

*Guidance:*

*If used, bicycle lane ~~word~~, symbol, and ~~or~~ arrow markings (see Figure 9C-3) should be placed at the beginning of a bicycle lane and at periodic intervals along the bicycle lane based on engineering judgment.*

**Standard:**

**If the bicycle lane symbol marking is used in conjunction with ~~word or~~ arrow messages, it shall precede them.**

Option:

If the word, symbol, and/or arrow pavement markings shown in Figure 9C-3 are used, Bike Lane signs (see Section 9B.04) may also be used, but to avoid overuse of the signs not necessarily adjacent to every set of pavement markings.

**Standard:**

**A through bicycle lane shall not be positioned to the right of a right turn only lane or to the left of a left turn only lane unless conflicting movements are controlled by a traffic control signal.**

Kevin Haas said he added language to Paragraph 2 to clarify the 8-inch wide white line for same direction traffic versus the double yellow line for contra-flow bike lanes. This is consistent with language found in Part 3 of the MUTCD. No width needs to be specified for the double yellow since Section 9C.02 already requires markings to conform with the widths specified in Section 3A.06. We only call out the 8-inch width for white lines because that's the standard for Oregon and allows us to repeal OAR 734-020-0055.

Joel McCarroll moved and Brian Barnett seconded adopting Kevin Haas's proposed changes regarding Section 9C.02 and 9C.04.

Doug Bish interjected that Oregon Statute says that the shoulders and bike lanes are not part of the roadway which is significant because in this case that would mean on the left side of the road you'd put a single yellow line for a fog stripe (an edge line in MUTCD terminology). He proposed that instead of doing a double yellow, that we use a wide yellow line and then distinguish it from a regular 4-inch stripe by also adding bike symbols or signs.

Zahidul Siddique said the problem with this is that we do have pull-outs. It would curtail that. Doug said you cannot drive on the shoulder. Joel said the Manual prohibits the use of a single line to separate lanes of traffic traveling in opposite directions. Kevin Haas agreed. However, Doug said that under Oregon law, it is not a bike lane. It is off the roadway. Brian Barnett pointed out that the cyclist is still a vehicle. Doug Bish said that under Oregon law, bikes can ride in the roadway if there is no bike lane but that they must use the bike lane if there is one.

Joel called for his motion again and Kevin Haas was asked to read it again, which he did. He was asked if he wanted to specify that the double yellow lines are 4-inch. He said no, he was purposely leaving it unspecified so that people can refer to Part 3 of the Manual for what widths to use. He repeated that the proposal included deleting the Supplement for Section 9C.02.

At this point, Cindy Schmitt said she'd like to revisit Doug's issue because it does become significant what you're calling a travel lane or not. By putting the double yellow line, you're clearly saying there's two travel lanes there. Joel said that legally, there

may be a distinction, but practically, what problem would it solve? Cindy said she can't think of a specific example but there have been situations where the distinction in Oregon law between what is shoulder and what is travel lane has been very important. She'd like to go back and review the ORS and the language of the MUTCD. Her understanding is still that if you put in the double yellow, you are saying you have opposing travel lanes and maybe that's not right but it needs to be looked at more carefully. She asked if there is time to look into this more.

Kevin Haas suggested getting a legal opinion from Dale Hormann at DOJ on the issue. Doug Bish said the issue is further complicated because Oregon law and the MUTCD have different definition of roadway. Joel said we're defining who's space is whose and that is important.

Bob Pappé said he'd also like to hear from the Attorney General's office to get more clarity on the issues. At this point, Brian rescinded his second and Joel then withdrew his motion.

Action Item: ODOT will go to the Attorney General and ask for guidance on the issues involved.

Nick Fortey had a question regarding Interstate Oasis signing in Section 21.04 and whether there ought to be a Shall condition for ramp signing rather than a Should condition. He is concerned about making sure the signs are out there and visible in the middle of nowhere so that truckers can count on seeing them. Jim Renner suggested putting their heads together. He said it sounds like Nick is asking to have the Administrative Rule amended to make the Should a Shall. He said the origin of the problem is the difference between the MUTCD in paragraph 7 Standard saying that the legend should say INTERSTATE OASIS whereas the Administrative Rule adopted in 2008 only required the word OASIS in order to comply with the MUTCD. The Should conditions actually went back to the Federal Register language in 2006 which used the Should condition for ramp signing.

Action Item: Nick Fortey and Jim Renner will get together and see if they can't address Nick's concerns. They will come back to the committee if further work on the Supplements is needed.

[\(Listen - MUTCD Revw Pt 2\)](#)

## **NOA's**

Katie Johnson reported on [her response](#) that addresses issues Mojie Takallou brought out at the last meeting regarding the Supplement in **Section 3B.16** on Stop and Yield Lines. That Supplement says we won't require Stop Bars at signalized intersections. Mojie had previously referred to a research [report](#) written by Charlie Zegeer which he thought backed up the safety value of mandating the Stop Bars. She reviewed ODOT's

response in which it was decided that ODOT still supports the Supplement, and that the available research supports that and the cost to go along with Mojie's suggestion to include the Stop Bar at all times would be considerable. ODOT will support further research into the issue.

Joel suggested there is still an issue as to whether a wider crosswalk would help deal with vehicles entering into the crosswalk, adding a greater buffer to increase pedestrian safety. We say a 10-foot crosswalk should be used in Section 3B.16 but not in 3B.18. Cindy Schmitt didn't want to get too prescriptive on it so that there is flexibility in practice.

Agenda Item and Action Item: Unfortunately, Mojie Takallou had to leave the meeting early so he wasn't available to respond so the issue will be revisited at the July meeting.

Katie will address the 10 foot crosswalk width omission in Section 3B.18.

The next meeting is July 15<sup>th</sup> at ODOT's TLC Building in Salem

### **Meeting Adjourned**

The meeting adjourned at 11:49 A.M.

[\(Listen - NOA & Close\)](#)