

Oregon Traffic Control Devices Committee

July 16, 2010

Meeting Minutes

ODOT Region 2 Mount Hood Room

Salem, Oregon

Members Present: [Ed Chastain](#), Chair, Lane County; [Massoud Saberian](#), Vice-Chair, City of Lake Oswego; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Brian Barnett](#), City of Springfield; [Robin Lewis](#), City of Bend (via teleconference); [Joel McCarroll](#), ODOT Region 4; [Joseph Marek](#), Clackamas County; [Charles Radosta](#), ITE, Kittelson and Associates

Members Absent: [Mark Davie](#), OSP; [Cynthia Schmitt](#), Marion County

Others Present: Nick Fortey, FHWA; Doug Bish, Scott Cramer, Rodger Gutierrez, Kevin Haas, Katie Johnson, Mike Kimlinger, Kathi McConnell, Gary Obery, Amanda Westmoreland, ODOT Traffic-Roadway Section; Dave Lanning, ODOT Rail Division; Jim Renner, Oregon Travel Info Council; Tamera Abbott, Oregon State Parks; Miguel Guzman, Washington County; Terry Hockett, Kevin Hottmann, City of Salem; Renee Hurtado, DKS Associates; Jabra Khasho, City of Beaverton; Tom Larsen, City of Eugene

Introduction – Approval of Minutes – Additional Agenda Items



Chairperson Ed Chastain called the meeting to order and all attendees introduced themselves. Brian Barnett then moved to accept the minutes from the June meeting. Ed Fischer seconded and the committee voted in favor with one abstention from Massoud Saberian. Two non-agenda items for later discussion were identified.

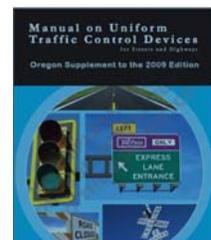
PUBLIC COMMENT

There were no public comments.

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

MUTCD Supplements – Sub-Committee Reports

Kevin Haas then resumed review and supplement drafting for the [2009 MUTCD](#). Kevin briefly reviewed an early draft of the [Supplements](#) to the 2009 Manual. As requested by various subcommittee members, the Supplements will be in the style of visible corrections to the MUTCD – strikeouts and additions, etc. applied against the original document text. This makes it clearer what was being changed from the original 2009 document without having to place the two versions side by side and search for differences. The committee agreed it was quite helpful at least during the review process.



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

PART 2 – Signs

The floor was then turned over to Mike Kimlinger and Jim Renner from the Travel Information Council for more review of Section 2, starting with [Motorist Service](#) Signs,

Section 2I.02 – General Service Signs for Conventional Roads – This proposal would continue a Supplement from the previous Manual (Section 2D.45) that deletes 24-hour pharmacy signs (D9-20) from the allowable General Service Signs. Jim Renner said TIC has supported that view. He said that in the 2009 Manual, the D9-20/D920aP is allowed as a sixth possible legend. The Travel Info Council is already struggling to deal with five legends and only four potential spaces for advanced signing.

Decision: Ed Fischer moved, Brian Barnett seconded, and the committee voted in favor of retaining this supplement as written for the 2009 Manual.

Section 2I.03 – General Service Signs for Freeways and Expressways – This proposal is the Interstate version of Section 2I.02 prohibiting the use of pharmacy signs on freeways/expressways.

Decision: Brian Barnett moved, Joe Marek seconded, and the committee voted in favor of this supplement as written.

Section 2I.04 – Interstate Oasis Signing – Jim Renner introduced this section which is essentially meant to follow OAR 733-030-0450 in stating that the word “INTERSTATE” is not required for “INTERSTATE OASIS” signs. The committee generally agreed that the format for this Supplement should be more like that used for Section 2B.13, wherein the OAR is summarized as a support statement following changes to the Standard in accordance with Oregon law/Oregon administrative rule.

Decision: Ed Fischer moved, Brian Barnett seconded, tabling this supplement for rework. Jim Renner said that would be needed for all his supplements since he had done them all in the same format. A friendly amendment was to accept this Supplement and any others that the committee agreed with in concept pending rework as suggested (with support from ODOT staff). The motion passed unanimously.

Section 2J.02 – Application – Jim said the concept was that ODOT does not have to follow the order of signing in this section of the MUTCD for Specific Service Signs when that’s not practically possible.

Decision: Ed Fischer moved the concept, Joel McCarroll seconded, changing the standard to a guidance statement along with a support statement. The motion passed unanimously.

Section 2J.03 – Logos and Logo Sign Panels – The first change to this section was to make it clear that a word message sign (business name) constitutes a graphic for purposes of the Section. The committee agreed that an option statement isn’t needed, a support statement should be adequate with a summary of OAR 733-030-0011(14).

Decision: Brian Barnett moved the concept, Ed Fischer seconded, and the motion passed unanimously.

Kevin Haas suggested that he will work with Jim Renner and Mike to put together the whole package of concepts approved today prior to bringing it back to a later meeting.

The next proposed change to Section 2J.03 (line 9 guidance), was addressed to inserting option and support statements in accordance with OAR 733-030-0080(2). The guidance says government agencies that elect to allow supplemental messages on logo sign panels should develop a statewide policy for such messages. The committee agreed that since ODOT meets minimum standards, there is no need for this part of the proposed Supplement.

The last proposed change to Section 2J.03 (line 16 standard) would add option and support statements to the Standard “A logo sign panel shall not display the symbol/trademark or name of more than one business.” to indicate Oregon’s rule permitting duplicate logo plaques on panels where one business provides more than one service (like food and gas). The committee supported the concept but thought it should be reworked.

Decision: Ed Fischer moved the concept by striking the standard statement and citing OAR 733-030-0011(7) and OAR 733030-0021(4) as support. Brian Barnett seconded and the committee voted in favor.

Under Section 2J.05 – Size of Lettering/Panels – Jim Renner said that Oregon’s OAR 733-030-0045(3) allows a narrower sign panel on conventional highways than the MUTCD minimum Standard.

Decision: Ed Fischer moved and Brian Barnett seconded approving the concept in a re-worked supplement that complies with the OAR. The committee voted in favor.

Section 2J.09 – Specific Service Trailblazer Signs – The Manual inserts a new section which addresses what Oregon has previously called Supplemental Logo Signs – a sign with a word message. Oregon also has had a different definition of a trailblazer as a single message word message, while the MUTCD is talking about multiple word message logo boards. This may take a little more work to match the OAR requirements in our supplements.

Decision: Ed Fischer moved and Massoud Saberian seconded approving the concept in a re-worked supplement that supports the OAR. The committee voted in favor.

Section 2J.10 – Signs at Intersections – Jim said that where TODS and LOGOS are needed at the same intersection, only the TOD-type sign design shall be used. In Oregon, the two are kept on separate signs.

Decision: Ed Fischer moved and Brian Barnett seconded approving the concept in a re-worked supplement that supports the OAR. The committee voted in favor.

Section 2J.11 – Jim said that there was an interest inserting a reference to statute to reinforce the Travel Info Council’s authority for doing logo and TOD signs and to insert a standard as per the requirements of ORS 377.805(1) for state highways (or previously state highways). The proposed Standard would say that the TIC shall by regulation prescribe the size, shape, color, lighting and lettering of and manner of displaying messages on TODS, logo signs and motorist information signs. The committee wasn’t sure there was value in adding this supplement as written since it’s already defined in statute and can’t bind local road authorities. They thought guidance might be more appropriate.

Decision: Ed Fischer moved to table this item and bring it back after being reworked as a support statement. Joel McCarroll seconded and the motion carried.

Section 2K.01 – Jim said this reiterates what was said under 2J.10 about where LOGO and TOD signs are used together at the intersection of conventional highways.

Decision: Ed Fischer moved to approve the concept of 2K.01. Brian Barnett seconded and the motion carried.

Section 2K.07 – This item, like Section 2J.11 inserts Option and Support statements under ORS 377.805 in State Policy.

Decision: Ed Fischer moved to table this item and bring it back after being reworked as a support statement. Brian Barnett seconded and the motion carried.

Kevin Haas said he hoped to have something mocked up for the September 24th meeting for the committee to look at and approve.

[*\(Listen – TODS/LOGO/Motorist Info\)*](#)

Following a break the committee resumed review of Part 2.

Mike Kimlinger started with Section 2A.12 on symbols. The proposal was to delete the standard section, lines 8-10 and the option section, line 11 and add a support subsection after line 12 which allows a symbol used in one sign category to be used within a different sign category to provide flexibility for signing unique situations with a common symbol which is preferred over word messages.

Nick Fortey said he understood the intent but suggested this supplement might benefit from being a little better defined. Katie said that perhaps it could be added as an option statement if no other symbol or standard sign can fit an application and a word message is not desired. The existing Standard statement would be left in with option to address those limited circumstances where the Standard may be set aside.

Decision: Brian Barnett moved to table this supplement for further work in accordance with Katie's suggestion. Ed Fischer seconded and the motion passed.

Section 2C.52 – The New Traffic Pattern Ahead Sign (W23-2) proposal would delete the Option Section, line 1 and replace it with a new Option and Support Statement. The temporary sign should have an orange background rather than a yellow background.

Decision: Ed Fischer moved to approve this supplement. Massoud Saberian seconded and the motion carried.

Section 2B.17 – Higher Fines Signs and Plaque (R2-6P, R2-10, and R2-11) Mike suggested more flexibility was needed and would be provided by deleting the Standard section, line 2 and replacing it with an option and support section. The option allows omission of the END HIGHER FINES ZONE (R2-11) if the end of the zone is clearly indicated by a sign such as the standard termination signing for roadwork, safety corridor, school zone, etc.

Decision: Joel moved approval of the supplement. Charles Radosta seconded and the motion passed.

Mike then moved to Section 2A.11 on Dimensions with a proposal to insert an Option statement in 2A.11 line 3 to deal with problems with minimum sign size being too big for some locations. It would generally say that if we're following the rest of the directions in the MUTCD for clarity and visibility/readability, a smaller sign should be an option. Brian Barnett moved acceptance of the proposal with the addition of the word "Guide" following "For all other highway types,..". He withdrew this motion during further discussion.

After discussion, the committee agreed in concept but thought some word-smithing for clarity would help. Kevin Haas suggested that striking most of Paragraph 2 in Section 2A.11 and turning Mike's proposed language into a support statement for that paragraph.

Decision: Charles Radosta moved that the supplement strike all but the first sentence of Section 2A.11 paragraph 2 and turn Mike's proposed language into a support statement to that paragraph. Ed Fischer seconded, and the motion carried.

Section 2D.36 – Destination and Distance Signs – Mike said there are cases where a smaller route shield would be desirable. The proposed supplement change would lower it from 18 inches to 12 inches.

Decision: Ed Fischer moved to approve this supplemental change in Paragraph 3 as proposed. Massoud Saberian seconded and the motion was passed.

Regarding Section 2D.43 which has a guidance statement with compliance date on larger font for overhead street name signs, Mike said he doesn't plan to offer a supplement unless the committee wants it. He noted FHWA's response to questions that the compliance dates are not in error. FHWA said the statements "are recommended practice, but are effectively de-facto requirements in the absence of engineering study or judgment that justifies deviation from the provision."

The committee was skeptical about the "de facto requirements" claim and Ed Fischer expects this to change in response to National Committee pressure at some point. He said if Oregon does any statement, it would be stating that any such changes would be conditional. When replacing a device, the appropriate level of evaluation would be done. Brian Barnett was in favor of pushing back with a supplement that strikes the compliance dates. The committee asked for staff to work on a supplement for a future meeting.

Mike, referring to the change in 2A.11, asked if this covered Section 2E.14. The committee agreed that it does and no cross referencing to 2A.11 was needed in Section 2E.14.

Section 2E.20 on Signing for Option Lanes at Splits and Multi-Lane Exits would require huge sign bridges to the degree of overkill in interchanges like that at Going Street northbound and distance. The committee agreed to table further discussion in order to go on to other sections of the MUTCD. There is improved decision making by drivers in some circumstances but the requirement is too broad and a supplement will need to be developed to make it less sweeping. Kevin Haas suggested everything in Chapter 2E be solved by doing a supplement to 2E.32 on interchange classification and moving the B part of major interchanges down to intermediate interchanges and simplifying the whole thing. Whether there are other ramifications to such a solution will be considered.

Just prior to breaking for lunch, Amanda Westmoreland asked committee guidance on whether they want to see major changes to the OTTCH just before or as soon as possible before the October meeting. There are many changes to be proposed. The committee agreed they would like to see them in a “track changes” format about a month ahead of the October meeting.

[\(Listen – Signing-Section 2A-2E\)](#)

AASHTO Update

Ed Fischer reported on the AASHTO Standing Committee on Highways [AASHTO Resolution](#) that has recently been approved by all layers of AASHTO. It is regarding Section 1A.09 of the 2003 edition of the MUTCD and 1A.13(A) in the new manual. It asks FHWA to remove the new language from the 2009 MUTCD that prohibits any deviation from MUTCD standards based on engineering judgment and engineering studies and replace it with the original section of Section 1A.09 of the 2003 MUTCD.

“...while this Manual provides Standards, Guidance, and Options for design and application of traffic control devices, this Manual should not be considered a substitute for engineering judgment.”

At the full National Committee meeting, on Thursday, a report was given by the chairperson on the edit committee. They are looking at developing a new definition of “engineering judgment” and “engineering study”, and a replacement term for “prevailing speed”.

There is a Uniform Vehicle Code task force [working to address](#) the vacuum brought on by the demise of the National Committee on Uniform Traffic Laws and Ordinances ([NCUTLO](#)) a year ago. They are looking at the advisability of some portion of AASHTO taking over the mission and duties of NCUTLO and that may devolve to the NCUTCD. In recent editions of the MUTCD, efforts spearheaded by Ray Pusey to have the Manual reflect the wording of the Uniform Vehicle Code has significantly increased the size of it. It may end up needing to be broken up into multiple volumes.

There is also a discussion going on to determine if any of the current MUTCD Standards should be downgraded to Guidance. Also, Gene Hawkins at Texas Transportation Institute is heading a task force examining the structure of the Manual in terms of what is a “traffic control device”.

The next meeting of the NCUTCD will be in Arlington in January.

[\(Listen – AASHTO Update\)](#)

Part 4 – Highway Traffic Signals

Gary Obery, briefing on proposed supplements to Part Four, started on on Section 1A.13 in which he proposed inserting a definition for Bicycle Signal Head: *a three section, red, yellow and green, signal head, which contains a bicycle symbol located on each signal lens, installed to control bicycle traffic at a traffic control signal to alternately stop and proceed.*

Decision: Joel moved approval of the supplement. Ed Fischer seconded and the motion passed.

Section 4D.03 – Provisions for Pedestrians – Gary said that the subcommittee didn't like the language for closing a crosswalk at signalized intersections and proposed language to clarify that No Pedestrian Crossing signs shall be posted in accordance with ORS 810.080 and a barrier or other physical feature should be provided when possible to the crossing movement. The committee discussed this for some time prior to deciding to turn the guidance into a standard statement that says the signs shall be installed and adding the guidance to include barrier /other physical feature. Additionally, a support statement should be added to cite ORS 810.080.

Decision: Ed Fischer moved, and Joel McCarroll seconded that the guidance statement be turned into a standard with additional guidance and support statements as discussed above. The committee voted unanimously in favor.

Section 4D.04 – Meaning of Vehicular Signal Indications – Gary proposed inserting a support statement at the beginning of the section, and adding and removing language from Section 4D.04, Paragraph 3, Item C.1 in accordance with ORS 811.260 and 811.360 which permits vehicles to turn when appropriate on either a red ball or red arrow after stopping (and allowing for pedestrian right-of-way).

Decision: Joel McCarroll moved and Charles Radosta seconded accepting the supplement as submitted. The committee voted in favor.

Section 4D.05 – Application of Steady Signal Indications – Gary said this supplement was needed because Oregon only allows a yellow trap only during a preemption sequence without use of the W25 sign. It deletes text from Section 4D.05, para 3, Item B.4(b) and inserts the language "The operation only occurs during a preemption sequence.". This would also not require use of W-25 Sign that notes that oncoming traffic has extended green time.

Ed Fischer doesn't like the sign for reasons of it being unclear to many drivers.

Decision: Joel McCarroll moved and Ed Fischer seconded that this portion of the supplement be approved on the basis that Gary will double-check that this timing plan is not being used other than the occasional preemption situation. The motion passed.

Decision: Charles Radosta moved, and Ed Fischer seconded the removal of the Oncoming Traffic Has Extended Green Time (W25) sign in Section 2C.48. in concept. The motion carried.

Gary went on to Item D of the same section. The point of the proposed supplement is to make clear that in Oregon it is legal to make a turn on a red arrow after stopping. This would be done by removing the text that says these turns are prohibited except as described in Item C.2 in Paragraph 3 of Section 4D.04, and adding a support statement saying that turning after stopping is permitted as stated in Item C.2 in Paragraph 3 of Section 4D.04 of the Oregon Supplements.

Decision: Brian Barnett moved and Ed Fischer second accepting this amendment. The committee voted in favor.

Another option was suggested to be added after Paragraph 7 stating that a bicycle signal head may be used when an engineering study finds that a significant number of conflicts between bikes and motor vehicles occur – or are expected to occur – at the intersection and that other less restrictive measures would not be effective.

Decision: Joel McCarroll moved, Ed Fischer seconded and the committee voted in favor of this supplement.

Section 4D.06 – Signal Indications – Design, Illumination, Color and Shape: Gary proposed deleting the text “for pedestrian signal heads and lane use control signals” and add language in order to clarify that bike signals should display the image of a bicycle. The proposal added some confusion with the pedestrian signal but the committee agreed with the general idea. They came up with a modified addition so it reads as follows: “Each signal indication, except those used for pedestrian signal heads, bicycle signal heads and lane use control signals shall be circular or arrow.”

In addition, the proposed statement, “Bicycle signals shall display the image of a bicycle.”, should be broken out as a separate standard statement.

Decision: Brian Barnett moved that the concept be approved as above. Ed Fischer seconded and the committee voted in favor.

Section 4D.07 – Size of Vehicular Signal Indications – Gary suggested adding an Item G to paragraph 3 that allows another option for circumstances where retaining an 8-inch signal would be an option when there is serviceable life left to the signal structure which might otherwise need to be replaced to accommodate upgrading to 12-inch lenses.

Decision: Ed Fischer moved to approve, and Charles Radosta seconded and the committee voted in favor.

A certain amount of discussion regarding whether to remove Option F: “The circular indications in a signal face installed for the sole purpose of controlling a bikeway or a bicycle movement.”, resulted in no action as the committee felt that language in Section 4D.06 makes it clear that bike signals shall have a bicycle image within the circular shape.

A proposal to add the following option to paragraph 3 received immediate support: “Near-side supplemental BICYCLE heads, if used, may utilize displays as small as 3.9 inches.”

Decision: Joel McCarroll moved, Ed Fischer seconded and the committee voted in favor of this option statement.

Similarly, the next housekeeping proposal to note items A through G rather than through F in Section 4D.07, P4 was quickly approved.

Decision: Joel McCarroll moved, Ed Fischer seconded and the committee voted in favor of this housekeeping change.

Section 4D.18 – Signal Indications for Permissive Only Mode Left-Turn Movements – Gary said the subcommittee didn’t think the option of allowing a flashing red arrow for a permissive left turn since we don’t have these in Oregon. The proposal is to replace that text with a new Standard statement that a flashing left-turn RED ARROW shall not be used.

Decision: Joel moved, Brian seconded and the committee approved striking Section 4D.18, paragraphs 4, 5 and 6

Decision: Ed Fischer moved, Charles Radosta seconded and the committee approved inserting revised text with the new standard prohibiting flashing left turn red arrows.

Section 4D.20 – Signal Indications for Protected/Permissive Mode Left-Turn Movements – Gary Obery said this is the same sort of issue, signal indications for protected/permissive left turn movements, and the flashing red arrow.

Decision: Ed Fischer moved, Joe Marek seconded and the committee approved accepting this supplement

Section 4D.22 – Signal Indications for Permissive Only Mode Right-Turn Movements – Section 4D.23 – Signal Indications for Protected Only Right-Turn Movements, Section 4D.24 – Signal Indications for Protected/Permissive Only Mode Right-Turn Movements – Joel McCarroll pointed out that these are all on the same general subject matter and could be approved at the same time as Section 4D.20 above.

Decision: Joel McCarroll moved, Ed Fischer seconded and the committee approved approving these supplements.

Section 4D.24 – Preemption and Priority Control of Traffic Control Signals – Gary Obery said the subcommittee wanted to make the language more restrictive, to prohibit shortening or omission of any pedestrian walk interval and/or pedestrian change intervals, which is in line with the current Oregon Supplements.

Decision: Joe Marek moved, Charles Radosta seconded, and the committee approved this supplement.

Section 4E.11 – Accessible Pedestrian Signals and Detectors – Walk Indications – Gary Obery said this would give the option of giving a speech WALK message if the signals are not separated by a distance of at least 10 feet rather than just a percussive tone.

Decision: Brian Barnett moved, Ed Fischer seconded, and the committee approved this supplement.

Section 4I.02 – Design of Freeway Entrance Ramp Control Signals – Gary Obery said the subcommittee wants to delete this standard that requires ramp meters to be placed overhead since Oregon's side-mounted ramp meters are working just fine. Ed Fischer agreed that the existing system works just fine. Joel McCarroll suggested that adding guidance that clarifies that an overhead signal will be provided over the center of the interior lanes if more than two lanes are involved if they're operated such that green signals are not always displayed to all lanes on ramp.

Decision: Joel McCarroll moved, Ed Fischer seconded, and the committee approved this supplement with the additional language as suggested.

Section 4L.03 – Warning Beacon – Gary said this item would maintain the minimum of 15 feet height but allow a higher maximum of 25.6 feet.

Joel McCarroll moved, Ed Fischer seconded, and the supplement was approved.

Gary said he was still waiting for further discussion on a couple other items with Scott Wainwright and he expects to be back with them at the next meeting.

[\(Listen - Part 4\)](#)

PART 9 – Traffic Control for Bicycle Facilities

Rodger Gutierrez started to brief the committee on proposed changes to Part 9, beginning with Section 9A.01 – Requirements for Bicyclist Traffic Control Devices. The proposal was to insert a guidance subsection that would refer to the ODOT Pedestrian & Bicycle Program website and ODOT Sign Policy & Guidelines website. The question of whether a specific web URL should be included, risking issues if the website changes, and whether a specific version of the SP&G needed to be listed for legal reasons. Kevin Haas said he saw no reason the information at the links can't be updated as any changes to the SP&G come along and the committee agreed that omitting the spelled out website and simply hot linking it in the electronic version of the document would be sufficient.

Decision: With those modifications, Ed Fischer moved approval of the guidance section. Joel McCarroll seconded, and the motion carried.

Section 9B.01 – Application and Placement of Signs - Rodger Gutierrez said his subcommittee proposed removing the second standard statement which states that “All signs shall be retroreflectorized for use on bikeways, including shared-use paths and bicycle lane facilities.”. It would be replaced with extensive new options, guidance, standard and support subsections so that all bicycle event route signs won't be required to be retro-reflectorized. There is a lot of resistance by event providers to invest in the retroreflectorization for what is usually a temporary daytime event.

After extended discussion the following was proposed by Ed Fischer and seconded by Joel McCarroll with friendly amendments included:

Leave the standard statement in paragraph two as is.

After that, insert the Options as originally proposed:

Bicycle Event signs for daylight use only CG 20-21, CG20-21L, CG 20-21LA, CG 20-21T, CG 20-21R, CG 20-21RA, CW11-1, CW-11-1A, CW 15-15, CW 15-15A, CW 17-1 and CW 17-2 may omit retroreflectorization.

Support:

Bicycle event signs are for short-term and daylight use only.

Decision: Ed Fischer Moved, Joel McCarroll seconded, and the committee voted in favor of the supplement as amended above.

Section 9B.03 – STOP and YIELD Signs (R1-1, R1-2) - Rodger Gutierrez proposed inserting a new standard subsection after lines 1 and 2 stating that BICYCLE STOP and BICYCLE YIELD signs shall be installed on shared use paths at points where bicycles are required to stop or yield and the sign could be visible to motorists who are not required to stop or yield.

Kevin suggested they should be options instead. Joel thought they might be better added to the guidance statement in paragraph 4, that an alternative to shielding would be to add stop or yield signs for bicyclists. Kevin thought adding it as an option after paragraph 4 might be best.

Decision: The committee agreed to table this item and have Kevin wordsmith the supplement for approval at the next meeting.

Section 9B.20 – Bicycle Guide Signs (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c, D11-1, D11-1c) - Rodger Gutierrez suggested adding a guidance subsection at the beginning of the section regarding the application and placement of bicycle signs regarding Bike Route Guide signs and Bicycle Destination signs and specifying preferred signs should be used over others. The point is to be consistent with ODOT's standards in the Sign Policy and Guidelines.

Ed Fischer said that he liked the concept but was of the feeling that there should be some illustration provided in some format as part of the supplement. It should be made easier for the reader of the document. Others agreed. Kevin pointed out that the MUTCD and the Sign Design manual are separated for a reason so the illustrations in the Supplement shouldn't be offered as a substitute.

Decision: Joel McCarroll moved to approve the first guidance statements on Bike Route Guide signs and Ed seconded. The committee then decided to look at the rest of Section 9B.20 before taking a vote. The committee also seemed generally in favor of the next guidance statement on Bicycle Destination signs.

Kevin said he was wondering if all this would be better in the Pedestrian and Bicycle Guide and some sort of blanket statement that refers to that policy. Various jurisdictions may be more or less restrictive than others in their own policy and too long a list of signs can get confusing and excessive for the Oregon Supplements. Joe Marek agreed and other related issues came up. Joel said that a bike route sign without a destination sign doesn't make a lot of sense. In the end the committee decided they should table the proposal and come back to it at the start of the next meeting.

[\(Listen - Part 9\)](#)

Cleaning up the Sign Policy and Guidelines

Katie Johnson introduced the committee to a spreadsheet system that ODOT has been working on and numerous signs that may duplicate or nearly duplicate the MUTCD. The point is to take on a long-delayed need to decide whether all the signs ODOT has brought forward should be deleted, retained, modified or discussed further. A program is being developed that committee members can do from their own workplaces and the full committee can deal with it further at the next meeting. The program will be emailed to committee members.

Ed Fischer advised the committee that June Ross would like to brief the OTCDC on ongoing research projects at a future meeting.

The meeting adjourned at about 4:30 p.m.

[\(Listen - NOA's to Mtg Adjourn\)](#)

Next Meeting Date

September 24, 2010, [ODOT Region 4](#), Building K, Deschutes River Room, 63055 N. Highway 97, Bend