

Oregon Traffic Control Devices Committee

September 23, 2009

Meeting Minutes Marion County Public Works Salem, Oregon

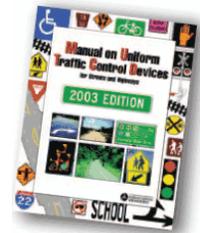
Members Present: [Brian Barnett](#), Chair, City of Springfield; [Ed Chastain](#), Vice-Chair, Lane County; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; [Ethan Wilson](#), OSP; [Robin Lewis](#), City of Bend (via phone); [Joseph Marek](#), Clackamas County; [Charles Radosta](#), ITE, Kittelson and Associates; [Massoud Saberian](#), City of Lake Oswego; [Cynthia Schmitt](#), Marion County

Member Absent: [Joel McCarroll](#), ODOT Region 4

Others Present: Doug Bish, Debby Corey, Scott Cramer, Rodger Gutierrez, Kevin Haas, Katie Johnson, Mike Kimlinger, Francesca Love, Sheila Lyons, Gary Obery, Greg Stellmach, ODOT Traffic-Roadway Section; Bill Hilton, ODOT District 10, Edward Scrivner, ODOT MCTD, Tamera Abbott, Oregon State Parks; Nick Fortey, FHWA; Ken Chichester, Cycle Oregon; Terry Hockett, Kevin Hottmann, City of Salem; Tom Larsen, City of Eugene; Michael Mills, Washington County

Introduction – Approval of Minutes – Additional Agenda Items

Chairperson Brian Barnett called the meeting to order. Ed Fischer introduced himself and then introduced our newest member, Ethan Wilson representing the Oregon State Police. Other committee members and attendees introduced themselves. Joe Marek then moved to accept the minutes from May 7, 2009. Charles Radosta seconded and the committee voted unanimously in favor.



PUBLIC COMMENT

There were no public comments.

NEW BUSINESS

Bike Event Signing

ODOT Bike/Ped Facility Specialist Rodger Gutierrez introduced the [agenda item](#) regarding issues with bike events and the signing issues various groups are having with it throughout the state. The intent is to seek OTCDC approval of [event sign requirements](#) for bike events statewide. Rodger introduced Ken Chichester for Cycle Oregon. Ken gave a brief description of [Cycle Oregon](#) and the nature of its events. He said they just finished their 22nd year on September 19th with a [week-long ride](#) of over 2000 riders from the 40 states and around the world. He illustrated the issue by pointing out that the last two bicycle events they've put on had to go through 18 governmental entities requiring permits and several variations on signing for

the events. They would like standards regarding signs approved, sign size and sign wording, He described the geographically spread out nature of their events over several days and many roads. They would prefer black on orange signage in the 3 foot range to keep from encroaching on the roadway. They also need to use directional signing/pavement marking in order to guide bicyclists. They have used bright pink paper arrow signs to denote turns on existing sign posts that are installed in the morning and removed in the evening. This is their version of [Dan Henry pavement markings](#). In some cases when the arrows aren't permitted on sign posts, they may place them on available trees or other objects. Some jurisdictions want type 3 barricades, which they don't have a big enough truck to carry enough of. Some want them to hire someone to drive stakes in the shoulder which isn't practical. Some will allow them if adhered to the pavement They would like guidance permitting this temporary use on sign posts if they are removed each evening.

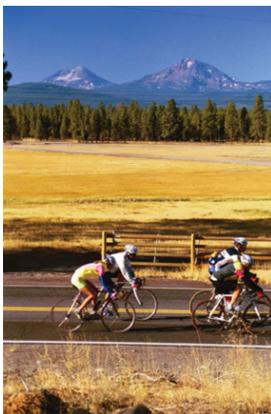


Bill Hilton, ODOT District 10 Operations Coordinator briefed the committee on the [kind of events](#) ODOT deals with in central Oregon which isn't limited to bicycle events. Bill is interested in having limited signing that is versatile and doesn't overly increase sign inventory. They like the idea of temporary signs where wording can be varied with Velcro add-on's. A lightweight A-Frame made out of corrugated plastic with a Velcro spot for an arrow is one possibility. Signing for these events is crucial to provide guidance and safety for all involved. Bill also noted that for daytime events, reflective sheeting is not needed, which saves considerable money.

Joe Marek said that previous OTCDC work has gotten bike race signing fairly well standardized but signs for other events are not. He noted that there is a real difference between competition and ride events. He is interested in getting that and thinks it is a good time to do so.

Kevin Haas said that he was concerned about too much verbiage on signs where symbols are recommended by the MUTCD and easier for people to recognize.

Cindy noted the variation in organization/experience for events Marion County deals with, which leads to complaints, accidents and even fatalities, so signing can be important. Also, any standards set should be clear enough that they will work for large and small local events. She said sign size shouldn't be mandated in order to facilitate local needs. Marion County doesn't allow people to put signs on county sign posts or on other objects in the right of way. She noted that even when permits have specific rules to keep signing reasonable and removed somehow compliance isn't obtained and enforcing non-compliance isn't easy.



Ed Fischer said it seems there are two different types of signs under discussion – one is to warn approaching motorists on the highway, which ODOT should be standardizing, the other is more for participants, and are intended more to provide guidance to participants in the event. He isn't sure that OTCDC can or necessarily should be able to issue binding rules for local jurisdictions on the second category.

Cindy pointed out that the word "EVENT" is important to delineate the difference between the casual case of bike riders using the road and actual formal events. Ken said that he thinks "EVENT" has the problem of sounding like it's in a limited area, rather than an ongoing stretch of roadway.

Consensus for the traffic control signs seemed to center around optional words or symbols for bikes or pedestrians, the word “TRAFFIC” and optionally “ON ROADWAY”, NEXT XX MILES”, “CROSSING ROADWAY”, etc. on orange diamond signs signifying the temporary nature of the event.

Cindy suggested a subcommittee get together to narrow down some options for consideration at the next meeting. She noted that sign size, guidance for event coordinators, route markers also need to be considered. The committee agreed that the subcommittee would consist of Kevin, Haas, Rodger Gutierrez, Bill Hilton, Bill Brownlee Joe Marek, Charles Radosta, and Ken Chichester. They may run suggestions through other event coordinators for input.

Object Markers

Katie Johnson noted her [background information](#) and said she was looking at whether Oregon needs a MUTCD Supplement or something ODOT-specific on object markers and their use. She surveyed the committee on which of the markers are used by jurisdictions around the state.

The current Oregon Supplement to the MUTCD is silent on the issue, deferring to the MUTCD. ODOT pretty much uses just type 3 other than [Region 2](#). There was no common marker usage around the table so committee consensus is to leave the MUTCD alone. ODOT will say preferred ODOT policy is for Type 3 use.

Figure 3C-1. Object Markers and End-of-Roadway Markers



Sign Policy and Guidelines Update

State Sign Engineer Greg Stellmach gave a [presentation](#) on his two latest recommendations for updates to ODOT’s [Sign Policy and Guidelines](#). The first was an expansion of the “BYPASS PHOTO ENFORCED” signs from the Interstates to other highways. Ed Scrivner from ODOT Motor Carrier Transportation Division (MCTD) said that the new sign has been wildly successful and the word is out that attempting to bypass Oregon scales is a bad idea. The proposed change would add a standard sized design for NHS routes.



Joe Marek said that the current sign may cause some concern to other drivers who don’t know what it means. Ed Scrivner said that the sign is mounted in conjunction with “ALL TRUCKS OVER 20,000 POUNDS MUST ENTER”. Historically, all vehicles were required to use the scale but that hasn’t been the case for some time. The committee gave the proposal approval.

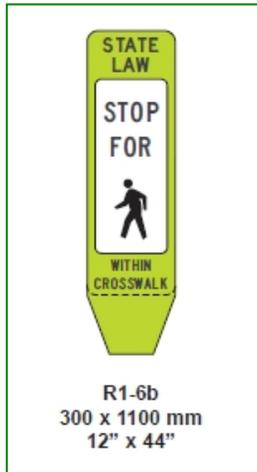
The second proposal was an addition to PART VI on work zones on Page 6-1. The proposal was to change the existing language for use of the BE PREPARED TO STOP sign. The new language would be as follows:

“The BE PREPARED TO STOP sign (W3-4) may be used to warn of stopped traffic caused by a traffic control signal or in advance of a section of roadway that regularly experiences traffic

congestion within a work zone. The W3-4 shall be placed in advance of the FLAGGER AHEAD sign (W20-7, W20-7a, CW23-2,) when used.”

The problem this addresses is that it used to say the sign may only be used in conjunction with the “FLAGGER AHEAD” sign. It reinforces MUTCD Part 2 language in Part 6. The committee approved this change to the Sign Policy and Guidelines.

In-Street Crosswalk Warning Sign



Greg’s next [discussion item](#) was the option to either add a modified version of the MUTCD’s [R1-6a](#) sign (replacing the STOP sign symbol with just the word “STOP”) and add it to the Sign Policy or to add R1-6 without the words “STATE LAW” but with the YIELD symbol. Greg produced an example of another state, Minnesota, who is using the word “STOP” on their sign number R1-6b rather than the STOP sign symbol.

Ed Fischer disagrees with using the STOP sign as a symbol where it doesn’t mean “Stop here at all times”. He said he’s also seen people stop for the YIELD symbol when there wasn’t the need. Nick Fortey said he understood Ed’s concern but felt the STOP sign is more obvious and takes less thinking to translate the message, and he’d prefer to err on the side of caution to protect pedestrians. Ethan Wilson said he preferred the word rather than the STOP symbol. Ed Chastain said he preferred the MUTCD version – the stop symbol – because of the quicker comprehension possible. Cindy would be more concerned about the STOP symbol if it were as big an actual STOP sign on R1-6a.

As to the other (YIELD) option (R1-6), it will not be used because, as Kevin Haas pointed out, the Oregon supplements to the MUTCD does not allow it.

The committee discussed the competing issues and issues with all the R1-6 sign variations to comply with both the MUTCD and Oregon law. No decision was made about changing or using the existing MUTCD variations.

Bike Signals (Policies and Standards)

Following up on Rob Burchfield’s [agenda item](#) on bicycle signals from the January OTCDC meeting, Gary Obery said he was looking for a decision and support for an Oregon standard for bike signals. There is no national standard, so having a standard for the state would be a good start. He [displayed](#) some examples of these signals from around the world. The goal is to provide an exclusive bicycle phase in the signal cycle, with signals that can help prevent crashes where, for example, turning vehicles “right hook” bicyclists. The signals need to be intuitive, unambiguous in their display, distinct from vehicle and pedestrian displays, and of an appropriate size and visibility for bicyclists. They would be used in cases where other treatments such as positioning the bike lane between the through lane and right turn lane are not desired.



[House Bill 2681](#), introduced in the 2009 Legislature on behalf of the Bicycle Transportation Alliance would have added bicycle signals as authorized traffic control devices and prescribed appropriate bicycle reaction to these signals. The bill languished in the House Transportation Committee after one [hearing](#) and ultimately perished when the Legislature adjourned.

Ethan Wilson and Ed Fischer said they preferred a bike-shaped signal rather than a green ball in order to prevent confusion to motor vehicle drivers.



Gary reviewed the proposed ODOT policy [for bike signals](#) utilizing the bike profile shape. It would go into the Traffic Signal Policy and Guidelines. The idea is to providing guidance including basis for installation, warrants, using other alternatives when possible, standard display, standard practices etc. The signal display would be 8-inches or smaller. Scott Cramer displayed an 8-inch and 12-inch signal head for comparison purposes. Joe Marek stated that the 8-inch head was probably the minimum needed for visibility on the far side of an intersection. Joe said that an option for a near-side display was needed. He also likes the countdown addition so bicyclists will know they've been detected and have an indication of how long it will be for the green light.

Gary's source for the warrants was the Caltrans MUTCD. The committee considered whether the proposed warrants would adequately address Oregon envisioned applications, including lower bike volumes. The committee discussed methods of signaling turns, use of the backboard for supplemental word or symbol messages and other pros and cons of various signal configurations and signal standards/operations/warrants. The committee would like to see the hardware in operation next to regular signals out on the street to help see what would work best, whether that be a video or a field trip. The committee agreed that a November 20th meeting in Portland would be a good opportunity to visit a bike signal in the field. Ed would also like to take a proposal to the NCUTCD Signals Technical Committee for adding bicycle signals to the MUTCD.

Signal Preemption OAR

Doug Bish reviewed the [work](#) ODOT and other stakeholders have been doing on updating administrative rules for signal preemption (OPTICOM-like) devices. The proposed change would allow signal preemption system users to come to agreement about setting priorities for system activation, or they could default to all users having the same priority. This could mean that emergency fire vehicles are on an equal footing with other vehicles if all parties agreed.

Other proposed changes require that training for all authorized operators in the operation and limitations of emergency preemption devices, that lights and sirens must be activated when using the system, and that setting the emergency vehicle transmission in park or employing the parking brake will deactivate the preemption signal.

Rob Burchfield pointed out that in the Portland Metro area, that light rail needs to be a stakeholder to be sure they are given preemption priority since they cannot stop quickly and are used to cascading green lights through the city. There are also busses that get priority over cross traffic but not preemption.



The committee gave input for what the final product should look like, including issues of overlap where different jurisdictions may use the same roads/signal preemption. The consensus was that giving equal priority if there is no agreement on different priority is the best option. Ed Fischer pointed out that Oregon law requires that ODOT shall write rules regarding priority, giving consideration to the weight of the vehicle

Non-Agenda Items

There were no non-agenda items brought forward.

Future Agenda Building

- Red Light Running Camera Guide
- Signing issues at Rail Grade Crossings
- Rectangular Rapid Flashing Beacons & Other Pedestrian Facilities
- SPIS on All Public Roads
- Tourism Visitor Info Signing
- US Access Board ADA Rule Production
- Ed Fischer's European Pedestrian Safety Tour
- Bike Signals
- Bike or Other Event Signing
- Legislative Concepts for 2011 Legislature

The committee adjourned just prior to noon.

Next Meeting Date

October 27, [Best Western Hood River Inn](#), 1108 East Marina Way, Hood River