

# Oregon Traffic Control Devices Committee

May 9, 2008

## Meeting Minutes

Century Hotel

Tualatin, Oregon

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

Members Absent: [Robin Lewis](#), City of Bend

Others Present: Doug Bish, Debby Corey, Jan Gipson, Kevin Haas, Katie Johnson, Sheila Lyons, Gary Obery, Greg Stellmach, ODOT Traffic-Roadway Section; Sue D'Agnese, Christine Miles, ODOT Region 1; Rob Burchfield, Tom Caufield, Roger Geller, Dave Hutson, Matthew Machado, City of Portland; Mike Coleman, Chris Tiesler, Kittelson & Associates, Nancy Flye, City of Lake Oswego, Miguel Guzman, Washington County, Kevin Hottmann, City of Salem; Pam O'Brien, DKS; Randy Wooley, retired City of Beaverton

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



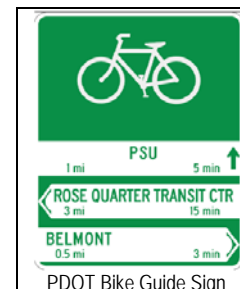
Chairperson Cynthia Schmitt, called the meeting to order. Members and other attendees introduced themselves. Joel McCarroll was attending via speakerphone. Alan Hageman then moved to accept the March 21, 2008 meeting minutes. Ed Fischer seconded and the committee voted unanimously in favor.

Cindy announced the retirement of Alan Hageman from the OTCDC due to new commitments. Ed Fischer presented him with a certificate of appreciation and the committee gave him their thanks for his years of service. The OSP has not yet determined who will replace Alan but that word should be out soon.

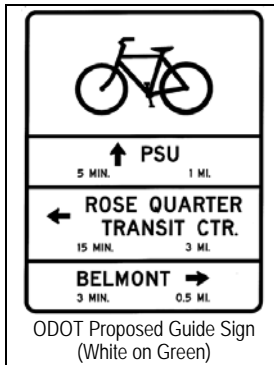
### OLD BUSINESS

#### Bike Guide Signs

Sheila Lyons reviewed the [history](#) and evolution of bike route destination signing in Oregon, and specifically the differences between the style used by the City of Portland, the design proposed by the draft MUTCD, and the compromise ODOT has designed for use on the state highway. Portland



has received grants from ODOT Pedestrian and Bicycle Program for 400 new signs and would like to put their version of the sign on ODOT ROW in about 70 locations. Portland would like Oregon to adopt Portland Bikeway Network signs as an approved Oregon standard to make that possible.



Roger Geller discussed Portland’s reasons for the sign font and design that the city has been using. Portland signs allow for longer city destinations, distance and travel time with a smaller font and use of the arrow as part of the sign blade style. The Portland design uses a standard size aluminum sheet that minimizes the variety of sign stock they must keep on hand. Their experience is that bicyclists understand the signs. He said the smaller font isn’t an issue for bikes traveling at lower speeds than automobiles and there is concern about mixing sign styles at city street intersections with state highways.

Ed indicated that he would want to use ODOT’s sign on state right-of-way, which he said is a good compromise with the MUTCD because it has the arrows, adds the travel time, and is more consistent in layout with the Portland model. He thinks ODOT’s arrows might be slightly enlarged to increase their visibility and value as an easily understood symbol. The committee indicated that they thought it would be ok for the city to continue to use their design on city streets with the ODOT design on state right-of-way. Committee consensus was that the difference in signs wouldn’t be significant to bicyclists. The committee noted that the Portland sign and the ODOT sign did not have the distance and time shown the same way and recommended that the one of the signs be modified to be the same as the other

Decision: Ed Fischer moved and Ed Chastain seconded adopting ODOT’s compromise for low speed environments on state highways with mile and distance information in the same order as Portland has it, with the size of the sign the same as Portland has it. We will also look at using larger arrows on the signs. This could come back as a supplement to the new MUTCD. The motion carried unanimously.

### **Bike Boxes, Request to Experiment**

Rob Burchfield from the City of Portland gave the committee a [proposal](#) seeking support for the city’s [request](#) to FHWA for permission to experiment with “[bike boxes](#)” in January, 2008. He described what bike boxes are, and provided a [listing](#) and diagrams for each intersection where the city wants to use them. As part of putting it in context, Rob noted Portland’s history of increasing bike use and safety issues. He said the city hoped the boxes would address the issue of “right hook crashes” in which bicyclists are struck by vehicles making a right turn at an intersection. He said the recent crashes in Portland were probably an anomaly but still were capturing public concern and generating demand for action to prevent future such crashes. The city also hopes to encourage more people to ride bicycles who now are reluctant to do so for safety reasons. Portland’s pavement marking plan includes reaching out to delineate the bike-vehicle conflict area in the intersection. Rob’s presentation also included



FHWA's initial [response](#) to the request which included the [recommendation](#) of FHWA's Bicycle Technical Committee. The committee also considered Portland's [response](#) to FHWA concerns over the proposed experiment, including an [enclosure](#) and letters of [support](#) for the proposal from certain Oregon elected officials. Cindy Schmitt expressed concern about impact on operations including the no right turn on red, especially in congested areas. She also had concern about moving bikes out of their lanes into the bike box in front of the vehicle stop bar and resulting traffic delay.

Ed Fischer referred to his 11/21/2007 [memo](#) in which he expressed concerns about the bike boxes. At that time, his opinion was that they should not be placed on state highways or any arterial road. Ed said he was thinking about high volume, high speed facilities such as Barbur Boulevard, 82<sup>nd</sup> Avenue, and Powell Boulevard. However he is not opposed to experimentation. Ed is curious about findings such as level of delay for non-bicycle traffic and safety concerns regarding slick pavement markings after they're worn for a few seasons. Ed said that he thought that the committee should support not the bike boxes per se, but the experimentation to answer questions such as these.

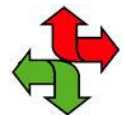


The "WAIT HERE" legend was questioned and Rob said it was to reinforce that drivers needed to stay out of the box at the stop line. Rob said that they had considered STOP HERE, but didn't think that was an appropriate message. Questioned about the choice of green as the pavement marking color, Rob said it was in accordance with other experiments now going on elsewhere and because blue is now reserved for handicapped markings. Seasonal bike use decline was an issue which Roger Geller responded to by noting that with increased ridership, winter bike use now is more than summer bike use used to be.

Decision: Charles Radosta moved and Ed Chastain seconded supporting the experimentation on city streets. Ed Fischer will draft a letter for Cindy and Ed to sign and send to FHWA documenting the committee position.

### **Draft 2009 MUTCD Review Subcommittees**

Ed Fischer advised the committee that he hoped to see either support or definite concerns or doubts about proposed comments for the committee to make on the new draft Manual. If there are objections to anything, we'll reconsider it at a future meeting. Other items will be considered approved. Kevin Haas coordinated committee review of a [spreadsheet](#) detailing subcommittee work on the draft MUTCD revision the committee has been working on for 2009. He reminded all attending that ODOT encourages all jurisdictions to also submit their own comments, especially those not included in the committee's final comments to FHWA. Only the shaded parts of the spreadsheet were recommended by the subcommittees as comments that should be forwarded by the OTCDC. Kevin explained the spreadsheet layout and then had subcommittee chairs go over their respective sections.



Jan Gipson briefed the committee on Part 7 (Schools) and Part 9 (Bicycles). Jan said the comments section for those suggestions showed specific wording for suggested changes when her subcommittee had any. The committee agreed to go forward with proposed submissions on to Sections 7B.03, 7B.14, 7B.16, and 7D.05 (two items). Section 7B.12 was put aside for

further discussion in relation to table 2C-4, and Section 7C.03 was rejected although it may become a supplement.

The committee agreed with proposed comments in Part 9 on Section 9A.03 and 9B.06. Sections 9B.20 and 9C.07 were rejected as not being critical to Oregon. The committee decided that Section 9B.20 could be covered with a supplement the same way that it is done currently. They also decided that 35 MPH could be considered for use of the sharrow, but that we might consider a supplement that was guided by traffic volumes instead.

Katie Johnson briefed the committee on Part 3 (Markings). The committee agreed to accept all shaded proposed comments: Section 3B.03, 3B.04 (3 items), 3B.09 (2 items), 3B.16, 3B.18, 3B.20, and 3B.27

The committee then agreed to hold off further review until the June meeting.

### **Future Meeting Dates**

The committee then considered and agreed on future meeting dates as delineated below, followed by adjourning at 11:42 a.m.

June 6, 2007 - The State Fire Marshall's office at [4760 Portland Road NE, Salem](#) from 9:00 a.m. to 2:30 p.m.

July 18, 2008 - ODOT Region 4 Office (Bend)

September 19, 2008 - \*[Marion County](#), 5155 Silverton Road, NE., Salem)

October 20, 2008 - \*(Canyonville, OR)

November 21, 2008 - \*

*\* The ACTS Transportation Safety [Conference](#) will be held October 20-22 at the Seven Feathers Conference Center in Canyonville. The committee tentatively decided to replace either the September or November OTCDC meeting with the October meeting. We will finalize that decision at our July 18<sup>th</sup> meeting.*