Introduction/Building Orientation/Approval of Minutes

Chair Pam O'Brien called the meeting to order at 9:00 a.m. and then asked attendees to introduce themselves (see above).

Joe Marek then moved, Darren Lane seconded, and the committee approved the January 18, 2019 minutes with three minor changes in the first paragraph on page 2.

Business from the Audience/Public Comment

None.

Bicycle Detector Confirmation Light Findings and PBOT's Consideration of Improving the 9C-7 Stencil

Peter Koonce and Oliver Smith provided PowerPoint information on Portland’s efforts to improve bike infrastructure with smarter traffic control devices. Portland is trying to
design a system for all users. Their work is partly inspired by work in Austin, Texas. This has been done with FHWA Request to Experiment 4(09)-63 (E). They’ve experimented under ODOT SPR Project 825. They’ve worked with blue ‘tattle-tale’ lights to acknowledge bike detection, pavement stencils over detection devices, signs, signals and push buttons. The lights are triggered by loop detectors. Other detection strategies have not proven as effective as the loops.

Portland has partnered with PSU and OSU, done mail and intercept surveys on blue light comprehension, sign alternatives and countdown timer alternatives with measurable success. They’ve also worked on variations of the 9C-7 Bicycle Stencil and the R10-22 Bicycle Sign.

Gary Obery said ODOT has done some testing in partnership with the City of Salem with similar results including a learning curve for bicyclists.

2019 Signal Policy & Guidelines – Yellow Change and Red Clearance Intervals

Julie Kentosh provided an informational update on proposed changes for 2019 Traffic Signal Policy and Guidelines. She wanted to concentrate on one of six bullets regarding bike guidance – crossing time, minimum green, etc. Julie discussed the manuals which have information on signals – the Signal Policy and Guidelines, NCHRP’s Report 812, A Discussion of Basic Signal Timing Elements, and the Traffic Signal Design Manual.

Julie asked for discussion of what kind of policy we want, which manual(s) does it best fit in, and other thoughts from attendees. Reliability/accuracy of current technology and possibilities for new technology was discussed. The consensus was the Signal Policy should have something to the effect of we should accommodate bikes crossing intersections.

There was discussion on shortcomings of current technology, possible new technology and what issues we can practically foresee for some of them. In regard to the difficulty of finding new, better technology, Kevin said there’s a new research project just selected for funding that’s based on detecting and establishing an evaluation frame for when a vendor promises capabilities, and whether they come through on them.

Joe said he was glad Julie is working on this issue. Julie will return to the committee with further updates in future meetings.

Update on Proposed Developments for New Speed Setting Process

Doug Bish and Mike Kimlinger briefed the committee on the latest information on the proposal, referring to committee presentations (see box below), activity at the January 17th Oregon Transportation Commission meeting in Salem (video is here). The OTC gave the go ahead to move forward with changing some of our rules such as flexibility in urban areas to give more consideration to vulnerable users.
The NCHRP 17-76 (Guidance for the Setting of Speed Limits) process has experienced some delays in getting out a draft report. This may delay getting adequate guidance to move forward on. We may have more information in June after the AASHTO meeting in Columbus, Ohio.

The last week has been busy in the Legislature and speed bills are in flux. Possible amendment to HB 2702 is being negotiated to where Portland would relax their proposal and ODOT would delegate the authority to set speeds for cities which are certified and follow the guidance from the Roundtable. ODOT would set up the criteria and make sure local jurisdictions are following it. Whether they issue their own orders (or even if there are orders) is still under discussion. Oversight for these new orders is also going to need discussion.

The Legislature is looking at expanding the ability of all cities to set 20 MPH residential speed limits. They are also looking at allowing residential speed limits on roads in front of new developments having access to residences at the back of the houses. Doug will ask Government Relations whether there is an amendment which can be shared with the Committee. Monday afternoon is the next Transportation Committee public hearing on these bills.

ODOT plans to make changes in the Administrative Rules which will have to do with differences in setting speeds regarding rural/urban context and the process for each, which will be related to the NCHRP 17-76 research process. Accommodating bicyclists on rural roads is an ongoing issue. The SZRP Panel is expected to be used in the Oregon Administrative Rule changing process regarding speed limits.

Legislative Update

Eric Leaming updated the committee on bills being considered during the current legislative session. The deadline to file most bills was February 26th so most of what the Legislature is dealing with has been set. The Session is set to end by June 30th but they can do a special session afterwards if they want. March 29th is the deadline for scheduling a work session on a bill. If a work session isn’t held by April 9th for a bill, it is defunct for the session, unless it’s in a committee that is exempt from those deadlines (such as the Joint Committee on Transportation).

| SB 397 | Speeds on Rural Eastern Oregon Highways (a sheriff can ask for a speed limit on specific road(s) east of the Cascades in smaller population counties). No meetings or work sessions currently scheduled |
| HB 2702 | Speed setting authority on Portland Roads No meetings or work sessions currently scheduled |
| SB 558 | Residence District Speeds – amendments in process |
HB 2236 – Low-Speed Vehicles on Highways No meetings or work sessions currently scheduled

SB 559 – Fixed Photo Radar in All Cities Proposed amendment by Portland changing definition of high crash corridor. Scheduled for hearing on March 22nd

SB 560 – Mobile Photo Radar in All Cities – Scheduled for hearing on March 22nd

HB 2770 – Automated Vehicles - No meetings or work sessions currently scheduled

HB 2682 – Bike lanes through intersections – proposed amendment clarifying bikes can go through intersections where there is a bike lane on both sides of road and bike lanes continue through the intersection – safety for bicyclists is a difficult issue on this subject due to bikes rapidly approaching other (right-turning) vehicles from behind - Scheduled for hearing on March 27th

HB 2314 – Motorcycle Lane Splitting – Hearing held February 20th with a lot of testimony evenly split

HB 2846 – Jurisdictional Transfers – of ODOT highways to cities and counties – new bill – No hearings scheduled yet

SB 528 – Roadside Firefighter Memorial Signs – passed out of House Veterans and Emergency Preparedness, scheduled for House Floor on March 18th

HB 3213 – Safety Corridors on County Roads (fines double added) – No hearing scheduled yet.

Joe Marek noted a safety related bill, SB 942 which eliminates requirement for children under 2 years of age to be in rear-facing seats.

MUTCD Comment Review Planning

Eric Leaming brought forward the current list of identified volunteers for MUTCD Review when the new Manual comes out later this year. He encouraged all jurisdictions to contribute further members to all the MUTCD Sections except, maybe, Signals. Send Eric an email to volunteer. Portland said they will send a list this afternoon. Number of meetings hasn’t been decided yet, it will depend on the changes to be dealt with. The comment period is expected to close by the end of December. So once the draft is out, the committees/OTCDC will have to move fast. Priorities may need to be set, based upon issues identified and time to do the review work.

Sign Policy & Guidelines Update, W6-1 & W6-2 (Divided Highway Warning Signs)

Marie Kennedy updated the committee on a proposed change to the Sign Policy and Guidelines. The existing Guidance in the MUTCD is adequate for the signs and the current language is largely an oversight. The committee consensus was the change made sense.
Decision: Joe Marek moved, Brian Barnett seconded and the committee voted in favor of cutting Oregon-specific language out of the Sign Policy and Guidelines so the only guidance for W6-1 & W6-2 signs will be in the MUTCD.

**Roundtable**

None

**NOA Discussion**

Mike Kimlinger brought up information he’s been hearing about rule/regulations, standards prepared on Small Cell/5G by the FCC, effective last October to make additional spectrum available for 5G services. They are updating regulations to facilitate the 5G industry which may adversely affect the ability of local jurisdictions to regulate for how they impact on local communities. The industry is allowed to install their facilities pretty much anywhere.

Mike encouraged everybody to look into this on-line. Some links in addition to what you find on line are below.

- FCC Fact Sheet
- More than a dozen cities are challenging the FCC over how to deploy 5G cell sites
- Riverdale Park Maryland Draft Ordinance authorizing wireless and wireline broadband deployment in public rights-of-way
- OATOA - Oregon Association of Telecommunications Officers and Advisors

The committee discussed the new regulations. ODOT will find a way to update OTCDC members and interested others of anything new/significant we learn.

Tina Bailey of Hillsboro said she’s actively working on this for her city and provided the following information: There’s a larger organization working to modify or overturn regulations which adversely affect cities. Tina said the appeal is now in the 12th District Court. Hillsboro has set standards which restrict use of signal equipment for 5G infrastructure. You can’t regulate what may affect public health. You can encourage use of certain facilities over others. If a jurisdiction doesn’t have something in place now, the industry can come in and request a permit which must be addressed within 60 days. The City of Tigard is also heavily involved in this.

**Agenda Items for Future Meetings**

- Connected and Autonomous Vehicles, Panasonic demos (Galen McGill)
- MUTCD Update
• PBOT - Bicycle Considerations at Traffic Signals at top of a T-Intersection
• Update on Proposed Developments for New Speed Setting Process
• Legislative Update

Adjournment

Pam O’Brien adjourned the meeting at 11:59 a.m.

Next Meeting: May 17, 2019 at 9:00 a.m. at the TLC Building in Salem (the Joint OTCDC-ITE meeting is not going to work out this year)