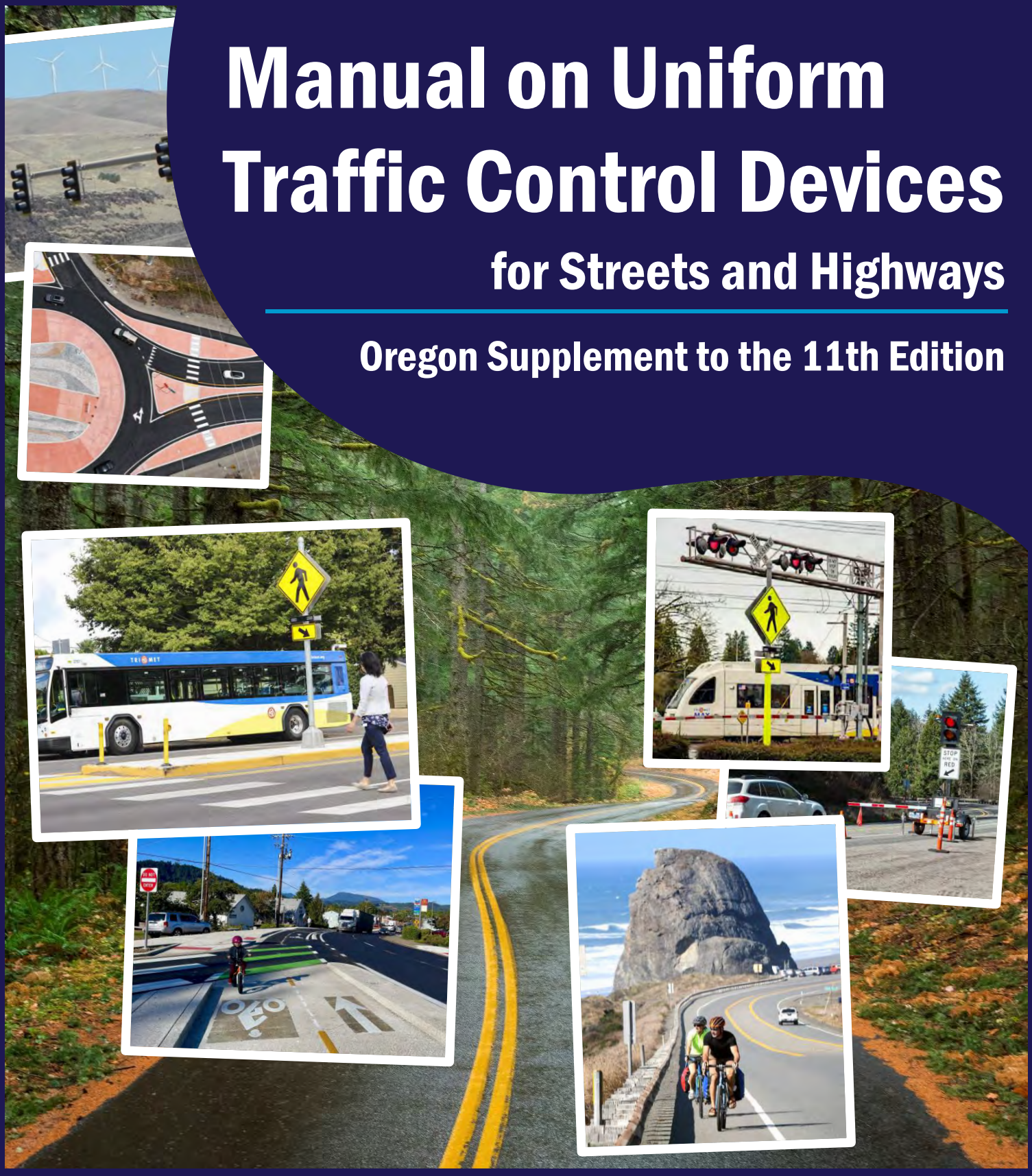
Manual on Uniform Traffic Control Devices

for Streets and Highways

Oregon Supplement to the 11th Edition



January 2026

Adopted by the Oregon Transportation Commission in OAR 734-020-0005

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Introduction

Using uniform traffic control devices promotes safe travel on Oregon's transportation network by:

- Helping road users quickly recognize, understand, and predictably react to a device's message,
- Giving road users, law enforcement officers, and courts the same interpretation of a device's message, and
- Helping road authorities efficiently manufacture, install, maintain, and administer devices on their transportation networks.

Applicable statutes and rules

The Manual on Uniform Traffic Control Devices (MUTCD), approved by the Federal Highway Administration, is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel under 23 CFR 655.603(a), per 23 U.S. Code Sections 109(d) and 402(a).

Under Oregon Revised Statute (ORS) 810.200, the Oregon Transportation Commission adopts the MUTCD, the Oregon Supplement to the MUTCD, and the Oregon Temporary Traffic Control Handbook as Oregon's traffic control device manual and specifications by reference in Oregon Administrative Rule (OAR) 734-020-0005.

ORS 810.210 requires road authorities to place, maintain, and control traffic control devices that conform to the manuals adopted in OAR 734-020-0005 on all state highways and public roadways under the jurisdiction of cities and counties in Oregon.

Traffic control devices that are newly installed or reconstructed must conform to the manuals adopted in OAR 734-020-0005 upon installation. Unless noted otherwise, existing devices that do not conform to these manuals must be replaced with compliant devices at the end of their serviceable life. See Section 1B.03 in the MUTCD 11th Edition for more information on the compliance of traffic control devices.

Purpose

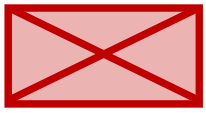
The MUTCD is the national standard for traffic control devices. However, there are cases where the national standard conflicts with state law or a state chooses to deviate from the national standard for specific reasons approved by the Federal Highway Administration. The Oregon Supplement to the MUTCD holds Oregon's deviations to the national MUTCD.

How to Use the Oregon Supplement to the MUTCD

This document supplements the 11th Edition of the MUTCD approved by the Federal Highway Administration in 88 Fed. Reg. 87672 (December 19, 2023). Use both the MUTCD and Oregon Supplement to the MUTCD when applying traffic control devices in Oregon.

The Oregon Supplement to the MUTCD uses the organization and section numbering of the MUTCD. Sans serif text in brackets with grey background shows instructions on how to apply the Oregon Supplement within the MUTCD. Red strikethrough text shows MUTCD material that the Oregon Supplement removes. Blue underlined text shows material that the Oregon Supplement adds. Table I-1 shows examples of how these materials appear in the Oregon Supplement to the MUTCD.

Table I-1: Types of Materials in the Oregon Supplement to the MUTCD

Description	Format	Example
Instructions on applying the Oregon Supplement.	[Sans serif font in brackets with grey background]	[Revise Section 2B.11 as follows:]
Text the Oregon Supplement removes.	~~Red strikethrough~~	~~Yield Here to Pedestrians signs may be used in advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to yield.~~
Part of a figure the Oregon Supplement removes.		
Text the Oregon Supplement adds.	Blue underlined	ORS 811.028 requires that drivers stop for pedestrians crossing a roadway within a marked or unmarked crosswalk.
Part of a figure the Oregon Supplement adds		

Related Documents

The Federal Highway Administration's Standard Highway Signs, ODOT Sign Policy and Guidelines, and ODOT Traffic Signal Policy and Guidelines have design details for signs and traffic signals.

The MUTCD, Oregon Supplement to the MUTCD, and other ODOT documents related to traffic control devices are available at the websites in Table I-2.

Table I-2: Websites for the MUTCD and Related Documents

Description	Website
MUTCD	https://mutcd.fhwa.dot.gov/
Oregon Supplement to the MUTCD	https://www.oregon.gov/ODOT/Engineering/Pages/MUTCD.aspx
Standard Highway Signs	https://mutcd.fhwa.dot.gov/kno-shs_2024.htm
Other ODOT documents related to traffic control devices	https://www.oregon.gov/odot/Engineering/Pages/Traffic.aspx

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CHAPTER 9E. MARKINGS

PART 1
GENERAL

[The Oregon Supplement to the MUTCD makes no changes to Part 1.]

PART 2
SIGNS

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

Section 2B.19 Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)

[Revise Section 2B.19 and insert Paragraph 12A as shown below:]

Support:

01 The R1-5 series signs are intended to mitigate the scenario that can place pedestrians at risk by blocking other drivers' view of pedestrians and by blocking the pedestrians' view of the vehicles approaching in the adjacent lanes.

Standard:

02 **~~Yield Here to (~~Stop Here for~~)~~ Pedestrians (~~R1-5, R1-5a,~~ R1-5b, R1-5c, ~~R1-5d,~~ and R1-5e) signs (see Figure 2B-2) shall be used if ~~yield (~~stop~~)~~ lines are used in advance of a marked crosswalk only where it crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk. The legend STATE LAW shall not be displayed on the R1-5 series signs.**

Guidance:

03 *If ~~yield (~~stop~~)~~ lines and ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, the signs should be placed 20 to 50 feet in advance of the nearest edge of the crosswalk (see Section 3B.19 and Figure 3B-16(OR)).*

Standard:

04 **When used with a School Crossing assembly within school zones (see Part 7), the ~~R1-5a and~~ R1-5c sign~~s~~ shall be used in place of the R1-5 and R1-5b signs in accordance with Paragraph 2 of this Section.**

05 **When used with a Trail Crossing assembly (see Section 2C.54), the ~~R1-5d and~~ R1-5e sign~~s~~ shall be used in place of the R1-5 and R1-5b signs in accordance with Paragraph 2 of this Section.**

Guidance:

06 *When ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians signs are provided in advance of a crosswalk across a~~n~~ multi-lane approach, parking should be prohibited in the area between the yield (stop) line and the crosswalk.*

07 *Yield (stop) lines and Yield Here to (Stop Here for) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.*

Option:

08 ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians signs may be used in accordance with Paragraphs 2 through 4 of this Section even if ~~yield (~~stop~~)~~ lines are not used.

09 A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward-pointing arrow (W16-7P) plaque at the crosswalk location where ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians signs have been installed in advance of the crosswalk.

Standard:

10 **If a W11-2 sign is post-mounted at the crosswalk location where a ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians sign is used on the approach, the ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians sign shall not be placed on the same post as the W11-2 sign.**

Option:

11 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians sign on the approach to the same crosswalk.

12 In-Street Pedestrian Crossing signs and ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians signs may be used together at the same crosswalk.

Support:

12A ORS 811.028 requires that drivers stop for pedestrians crossing a roadway within a marked or unmarked crosswalk.

Section 2B.20 In-Street and Overhead Pedestrian and Trail Crossing Signs (R1-6 and R1-9 Series)

[Revise Section 2B.20 Paragraph 01 and insert Paragraph 01A as shown below:]

Option:

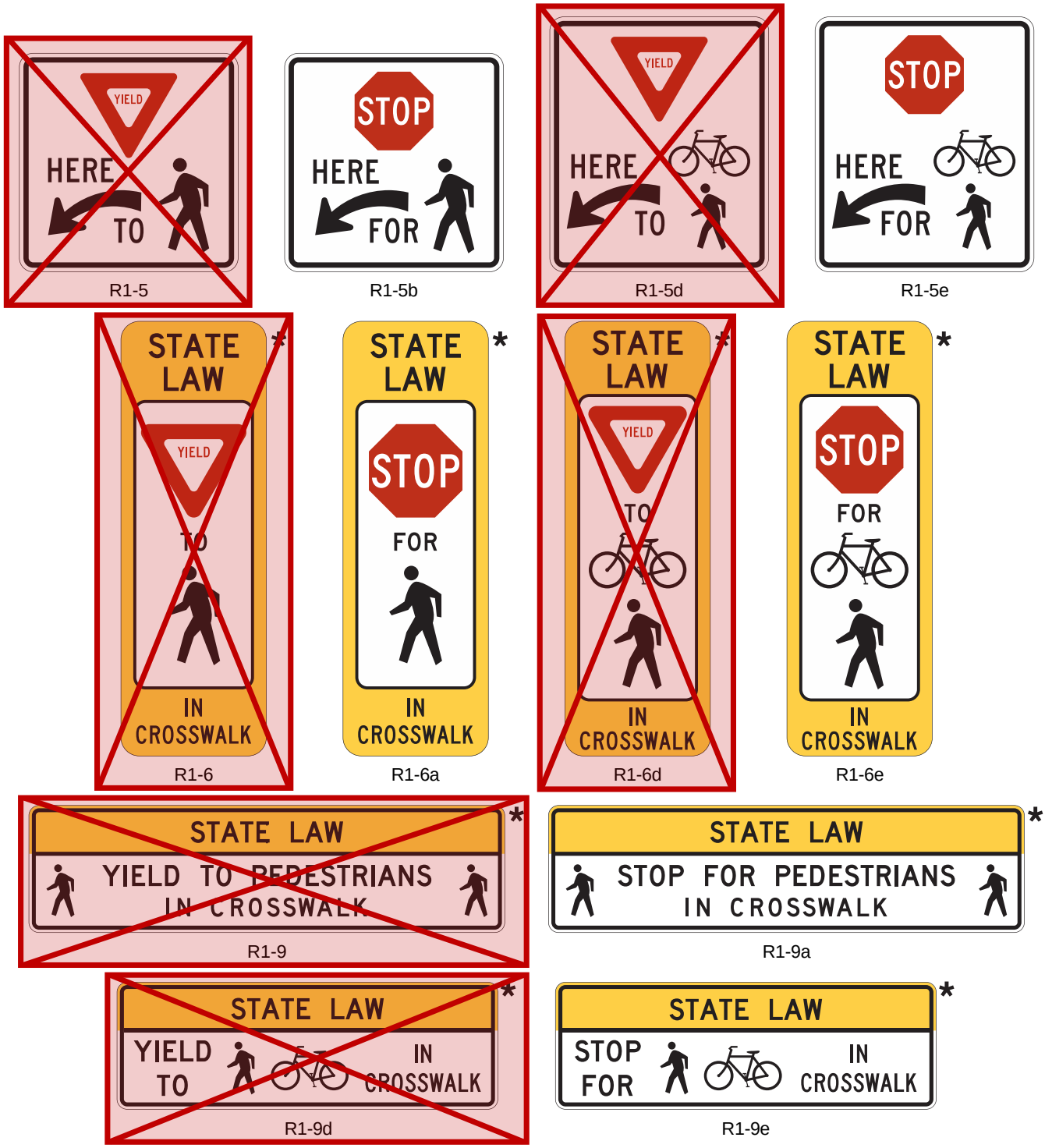
01 The In-Street Pedestrian Crossing (~~R1-6 or~~ R1-6a) sign (see Figure 2B-2), In-Street Trail Crossing (~~R1-6d or~~ R1-6e) sign (see Figure 2B-2), the Overhead Pedestrian Crossing (~~R1-9 or~~ R1-9a) sign (see Figure 2B-2), or the Overhead Trail Crossing (~~R1-9d or~~ R1-9e) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized crosswalk. The legend STATE LAW may be displayed at the top of the R1-6 series and R1-9 series signs if applicable. On the R1-6 series signs, the legends STOP ~~or YIELD~~ may be used instead of the appropriate STOP sign ~~or YIELD sign~~ symbol.

Support:

01A ORS 811.028 requires that drivers stop for pedestrians crossing a roadway within a marked or unmarked crosswalk.

[Revise Figure 2B-2 as shown below:]

Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs



* The legend STATE LAW is optional. A fluorescent yellow-green background color may be used instead of yellow for this sign.

Signs are not shown in proportion to their designated sizes.

Section 2B.21 Speed Limit Sign (R2-1)

[Revise Section 2B.21 Paragraph 16 and insert Paragraph 16A as shown below:]

Standard:

16 **Speed Limit signs ~~indicating the statutory speed limits~~ shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Support:

16A The standard has been changed for clarity to show the intent of installing a speed limit sign for the location only and not installing a sign showing all statutory speed limits throughout the state.

Section 2B.59 Traffic Signal Signs and Plaques (R10-5 through R10-30)

[Revise Section 2B.59 Paragraph 16 as shown below:]

Option:

16 Where conditions might warrant additional emphasis to drivers turning at a signalized intersection where potential pedestrian conflicts might not be readily apparent, a Turning Vehicles ~~Yield to (~~Stop for~~)~~ Pedestrians (~~R10-15,~~ R10-15a) sign (see Figure 2B-28) may be used.

Section 2B.60 No Turn on Red Signs (R10-11 Series, R10-17a, and R10-30)

[Revise Section 2B.60 Paragraph 08 and insert Paragraph 08A as shown below:]

~~*Guidance:*~~ Option:

08 Where turns on red are permitted and the signal indication is a steady RED ARROW, the RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign (see Figure 2B-28) ~~*should*~~ may be installed adjacent to the RED ARROW signal indication.

Support:

08A ORS 811.360 allows vehicular traffic facing a steady RED ARROW signal indication to make certain turns after stopping without a RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign. Making the sign optional supports guidance in Section 2A.20 to minimize sign proliferation to maintain sign effectiveness.

Section 2B.69 Photo Enforced Signs and Plaques (R10-18, R10-18a, R10-19P, R10-19aP)

[Insert Paragraph 06A as shown below after Section 2B.69 Paragraph 06:]

Support:

06A ORS 810.434 through ORS 810.444 allows traffic safety cameras in certain jurisdictions. When used, the law requires certain signs that advise road users that photographic equipment enforces traffic regulations. For speed enforcement, the law also requires signs that provide drivers with information about their current rate of speed (see Section 2C.13 for Vehicle Speed Feedback Signs and Plaques).

CHAPTER 2C. WARNING SIGNS AND OBJECT MARKERS

Section 2C.69 Photo Enforced Plaques (W16-10P and W16-10aP)

[Insert Paragraph 01A as shown below after Section 2C.69 Paragraph 01:]

Support:

01A ORS 810.434 through ORS 810.444 allows traffic safety cameras in certain jurisdictions. When used, the law requires certain signs that advise road users that photographic equipment enforces traffic regulations. For speed enforcement, the law also requires signs that provide drivers with information about their current rate of speed (see Section 2C.13 for Vehicle Speed Feedback Signs and Plaques).

PART 3
MARKINGS

CHAPTER 3A. GENERAL

Section 3A.04 Functions, Widths, and Patterns of Longitudinal Pavement Markings

[Revise Section 3A.04 Paragraph 03 as shown below:]

Guidance:

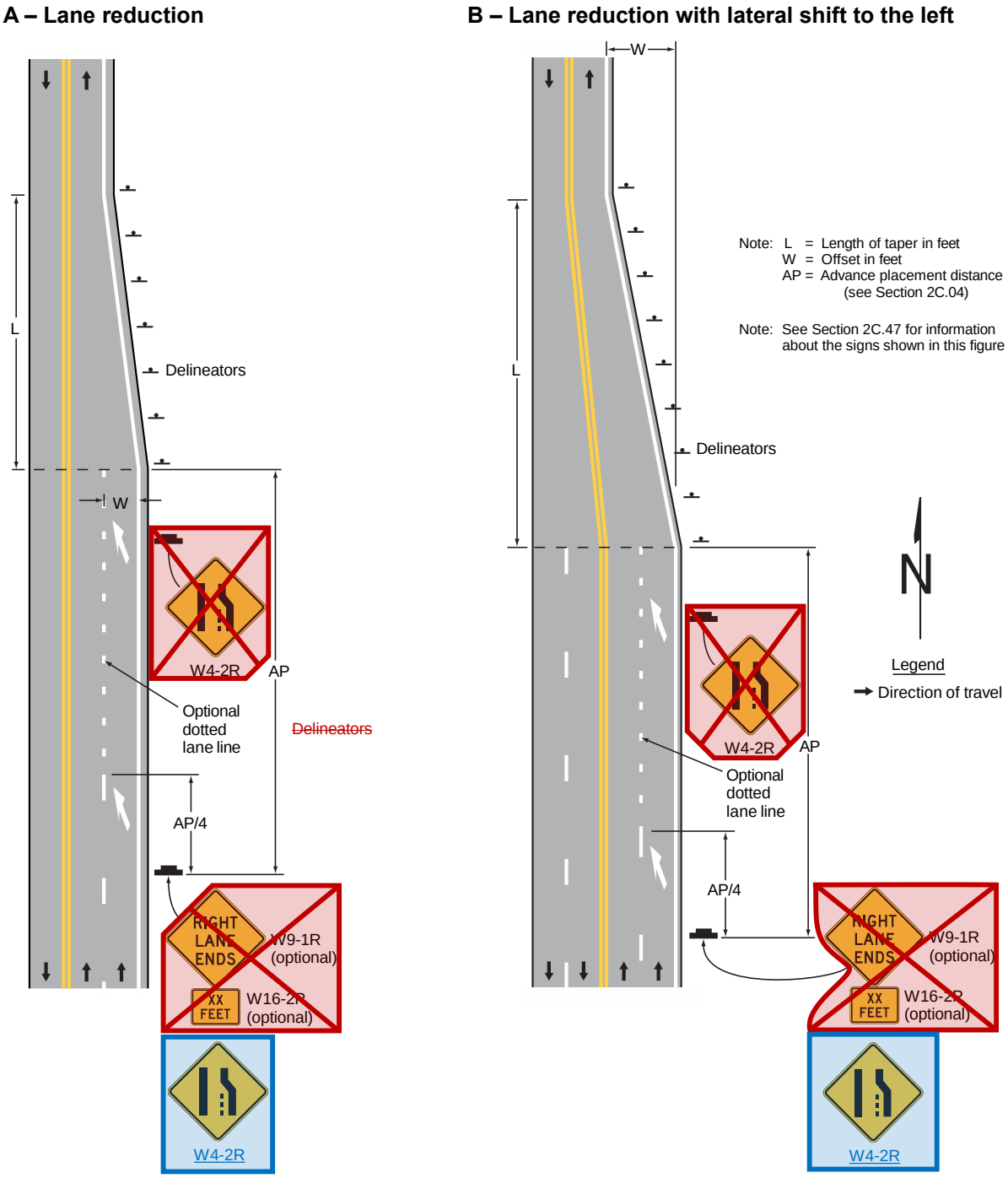
03 *To be recognized as a double line rather than two separate, disassociated single lines, the discernible space separating the parallel lines of a double line should not exceed 12 inches ~~two times the line width of a single line~~.*

CHAPTER 3B. PAVEMENT AND CURB MARKINGS

Section 3B.12 Lane-Reduction Transitions

[Revise Figure 3B-14 as shown below:]

Figure 3B-14. Examples of Applications of Lane-Reduction Transition Markings



Section 3B.19 Stop and Yield Lines

[Revise Section 3B.19 as shown below:]

Option:

01 Stop lines may be used to indicate the point behind which vehicles are required to stop in compliance with a STOP (R1-1) sign, a Stop Here for Pedestrians (R1-5b) sign, a Stop Here for School Crossing (R1-5c) sign, a Stop Here for Trail Crossing (R-5e) sign, or some other traffic control device that requires vehicles to stop, except YIELD signs that are not associated with passive grade crossings.

Standard:

02 **Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.**

03 **Except as provided in Section 8C.03, stop lines shall not be used at locations where drivers are required to yield in compliance with a YIELD (R1-2) sign~~, a Yield Here to Pedestrians (R1-5) sign, a Yield Here to School Crossings (R1-5a) sign, a Yield Here to Trail Crossings (R1-5d) sign, or at locations on uncontrolled approaches where drivers or bicyclists are required by State law to yield to pedestrians~~.**

~~*Guidance:*~~

04 **Stop lines or a marked crosswalk shall ~~*should*~~ be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal (see Section 4D.08).**

Option:

04A If a marked crosswalk is used at an intersection controlled by a traffic control signal, a separate stop line may be installed if engineering judgment determines a need, such as accommodating truck turning radii or at highly skewed approaches.

Support:

04B Lack of stop lines or crosswalks used at traffic control signals negatively affects the safety, operation, and efficiency of the intersection. However, separate stop lines used with a marked crosswalk at a signalized intersection are unnecessary, as the near-side crosswalk marking adequately performs the same function as a stop line without vehicular encroachment into the crosswalk (when a typical 10-foot-wide crosswalk is used) and without confusing road users.

Guidance:

05 *Stop lines should be 12 to 24 inches wide.*

Option:

06 Stop lines may be omitted at ramp control signals.

Support:

07 Section 4J.02 contains information regarding the use and application of stop lines in conjunction with a pedestrian hybrid beacon.

Standard:

08 **If used, a yield line pavement marking shall not be installed without a Yield (R1-2) sign~~, a Yield Here to Pedestrians (R1-5) sign, a Yield Here to School Crossings (R1-5a) sign, a Yield Here to Trail Crossings (R1-5d) sign,~~ or some other traffic control device that requires vehicles to yield ~~(see Figure 3B-16)~~.**

09 **Yield lines shall not be used at locations where drivers are required to stop in compliance with a STOP (R1-1) sign, a Stop Here for Pedestrians (R1-5b) sign, a Stop Here for School Crossing (R1-5c) sign, a Stop Here for Trail Crossing (R1-5e) sign, a traffic control signal, or some other traffic control device.**

10 **Yield lines shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.**

Option:

11 If a yield line marking is used on a bicycle facility, a Bicycles Yield to Pedestrians (R9-6) sign (see Section 9B-12) may be used.

Guidance:

12 *The individual triangles comprising the yield line should have a base of 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.*

13 *If used, stop ~~and yield~~ lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections~~, except for yield lines at roundabouts as provided for in Section 3D.04 and at midblock crosswalks~~. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way.*

13A *If a yield line is used at channelized-right turn lane with a marked crosswalk, the yield line should be placed beyond the marked crosswalk (see Drawing A in Figure 3B-16(OR)).*

Standard:

14 **If ~~yield (~~stop~~)~~ lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians (R1-5 series) signs (see Section 2B.19) shall be used.**

Guidance:

15 *If ~~yield (~~stop~~)~~ lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, the ~~yield (~~stop~~)~~ line should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Drawing B in Figure 3B-16(OR)).*

16 *If ~~yield or~~ stop lines are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, parking should be prohibited in the area between the ~~yield or~~ stop line and the crosswalk.*

Support:

17 Section 9B.12 contains information for providing signing applicable to bicyclists also subject to a yielding requirement at a crosswalk that crosses an uncontrolled approach.

Guidance:

18 *~~Yield (stop)~~ Stop lines and ~~Yield Here to (~~Stop Here for~~)~~ Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a circular intersection.*

Support:

19 Section 8C.03 contains information regarding the use of stop lines and yield lines at grade crossings.

Option:

20 Stop and yield lines may be staggered longitudinally on a lane-by-lane basis (see Drawing D in Figure 3B-13).

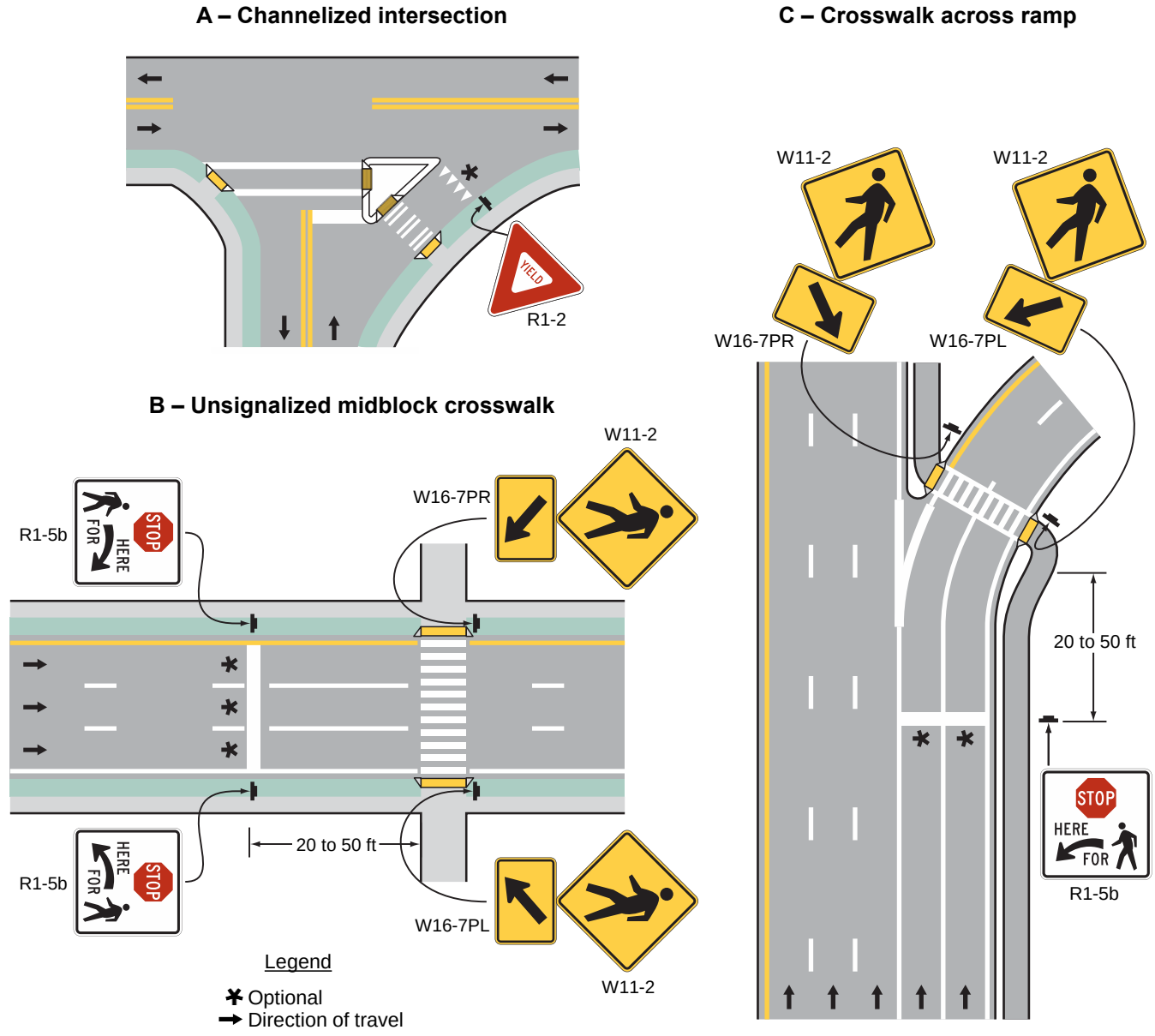
Support:

21 Staggered stop lines and staggered yield lines can improve the driver's view of pedestrians, provide better sight distance for turning vehicles, and increase the turning radius for left-turning vehicles.

21A ORS 811.028 requires that drivers stop for pedestrians crossing a roadway within a marked or unmarked crosswalk.

[Replace Figure 3B-16 in its entirety with Figure 3B-16(OR):]

Figure 3B-16(OR). Examples of Stop Line Applications



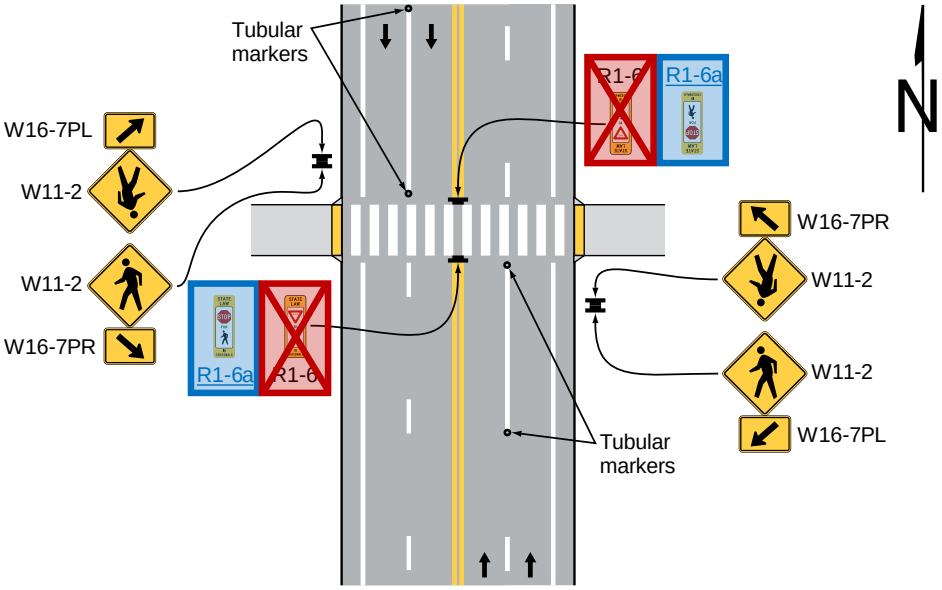
CHAPTER 3I. CHANNELIZING DEVICES USED FOR EMPHASIS OF PAVEMENT MARKING PATTERNS

Section 3I.02 Tubular Markers

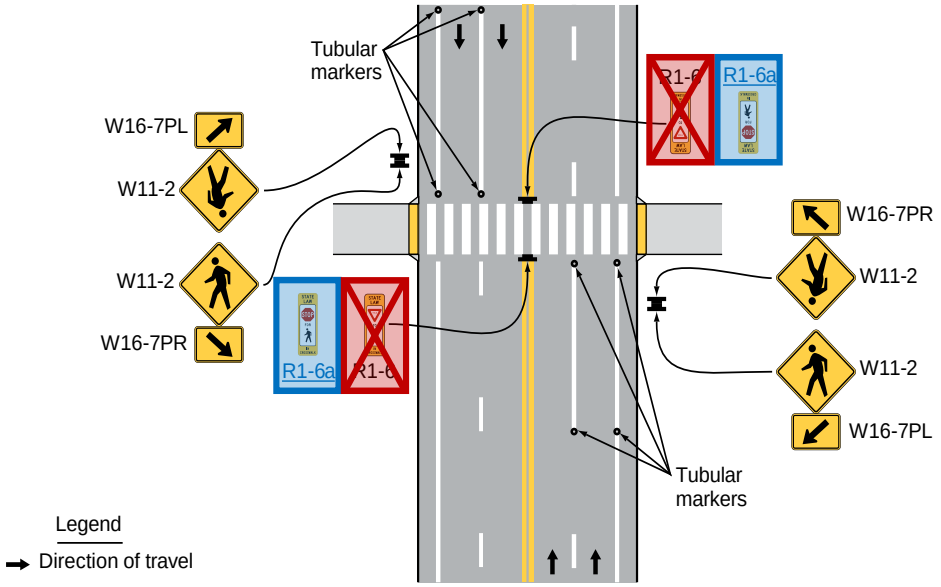
[Revise Figure 3I-1 Details C and D as shown below:]

Figure 3I-1. Examples of Tubular Markers Supplementing Pavement Markings in Advance of an Unsignalized Crosswalk (Sheet 2 of 2)

C – Tubular markers supplementing lane lines with in-street pedestrian crossing sign on centerline



D – Tubular markers supplementing edge and lane lines; in-street pedestrian sign crossing on centerline



PART 4
HIGHWAY TRAFFIC SIGNALS

CHAPTER 4A. GENERAL

Section 4A.02 Meanings of Signal Indications

[Insert Paragraph 01A as shown below after Section 4A.02 Paragraph 01:]

Support:

01A ORS 811.260 and 811.360 governs the appropriate driver response to traffic control devices in Oregon and the conditions when a vehicle turn is permitted at a traffic control signal. ORS 811.365 prohibits U-turns at an intersection that is controlled by a highway traffic signal unless posted otherwise.

Section 4A.03 Meanings of Steady Vehicular Signal Indications

[Revise Section 4A.03 Paragraph 01 Item A as shown below:]

Standard:

A. Steady green signal indications shall have the following meanings:

1. Vehicular traffic facing a CIRCULAR GREEN signal indication is permitted to proceed straight through or turn right or left ~~or make a U-turn movement~~ except as such movement is modified by lane-use signs, turn prohibition signs, lane markings, roadway design, separate turn signal indications, or other traffic control devices.

Such vehicular traffic, including vehicles turning right or left or making a U-turn movement, shall yield the right-of-way to:

(a) Pedestrians lawfully within an associated crosswalk, and

(b) Other vehicles lawfully within the intersection.

In addition, vehicular traffic turning left or making a U-turn movement to the left shall yield the right-of-way to other vehicles approaching from the opposite direction so closely as to constitute an immediate hazard during the time when such turning vehicle is moving across or within the intersection.

[Revise Section 4A.03 Paragraph 01 Item C as shown below:]

Standard:

C. Steady red signal indications shall have the following meanings:

1. Vehicular traffic facing a steady CIRCULAR RED signal indication , unless entering the intersection to make another movement permitted by another signal indication, shall stop at a clearly marked stop line; but if there is no stop line, traffic shall stop before entering the crosswalk on the near side of the intersection; or if there is no crosswalk, then before entering the intersection; and shall remain stopped until a signal indication to proceed is displayed, or as provided below.

Except when a traffic control device is in place prohibiting a turn on red ~~or a steady RED ARROW signal indication is displayed~~, vehicular traffic facing a steady CIRCULAR RED signal indication is permitted to enter the intersection to turn right, or to turn left ~~from a one-way street~~ into a one-way street, after stopping. The right to proceed with the turn shall be subject to the rules applicable after making a stop at a STOP sign.

2. **Vehicular traffic facing a steady RED ARROW signal indication shall not enter the intersection to make the movement indicated by the arrow and, unless entering the intersection to make another movement permitted by another signal indication, shall stop at a clearly marked stop line; but if there is no stop line, before entering the crosswalk on the near side of the intersection; or if there is no crosswalk, then before entering the intersection; and shall remain stopped until a signal indication or other traffic control device permitting the movement indicated by such RED ARROW is displayed or as provided in the next paragraph.**

   ~~When~~ Except when a traffic control device is in place ~~permitting~~ prohibiting a turn on red ~~a steady RED ARROW signal indication~~, vehicular traffic facing a steady RED ARROW signal indication is permitted to enter the intersection to make the movement indicated by the arrow signal indication, after stopping. The right to proceed with the turn shall be limited to the direction indicated by the arrow and shall be subject to the rules applicable after making a stop at a STOP sign.

3. **Unless otherwise directed by a pedestrian signal indication or other traffic control device, pedestrians facing a steady CIRCULAR RED or steady RED ARROW signal indication shall not enter the roadway.**

Section 4A.05 Meanings of Bicycle Symbol Signal Indications

[Revise Section 4A.05 Paragraph 01 Item A as shown below:]

Standard:

01 **The following meanings shall be given to bicycle symbol signal indications for bicyclists:**

A. Bicyclists facing a steady GREEN BICYCLE signal indication are permitted to enter the intersection ~~only to make the movement indicated~~ to proceed straight through or turn right or left except as such movement is modified by the lane-use arrow(s) displayed on the Bicycle Signal sign (see Section 9B.22) that is located immediately adjacent to the signal face.~~,~~ Bicyclists proceeding into the intersection during the display of the steady GREEN BICYCLE signal indication shall yield the right-of-way to:

1. **Pedestrians lawfully within an associated crosswalk, and**
2. **Other vehicles lawfully within the intersection.**

[Insert Paragraph 01A as shown below after Section 4A.05 Paragraph 01:]

Support:

01A ORS 811.260(3) allows bicyclists to proceed straight through or turn right or left on a GREEN BICYCLE signal indication, unless a sign prohibits a movement.

CHAPTER 4D. DESIGN FEATURES OF TRAFFIC CONTROL SIGNALS

Section 4D.02 Provisions for Pedestrians

[Revise Section 4D.02 Paragraph 05 and insert Paragraphs 05A and 05B as shown below:]

~~*Guidance:*~~ **Standard:**

05 **Where certain pedestrian movements are prohibited at a traffic control signal location, a sign giving notice of the prohibition shall be used.** ~~*No Pedestrian Crossing (R9-3) sign (see Section 2B.57) should be used if it is impracticable to provide a barrier or other physical feature to physically discourage the pedestrian movements.*~~

Guidance:

05A *A barrier or other physical feature to physically discourage the prohibited pedestrian movements should be provided when a crosswalk is closed at a traffic control signal location.*

Support:

05B ORS 810.080 details the requirements for regulating pedestrian traffic on highways in Oregon.

CHAPTER 4F. STEADY (STOP-AND-GO) OPERATION OF TRAFFIC CONTROL SIGNALS

Section 4F.19 Preemption Control of Traffic Control Signals

[Revise Section 4F.19 Paragraphs 03 and 04 and insert Paragraph 04A as shown below:]

Standard:

03 **During the transition into preemption control~~, the~~:**

A. The yellow change interval, and any red clearance interval that follows, shall not be shortened or omitted.

B. Any pedestrian change interval shall not be shortened or omitted unless the shortening or omission results from a railroad preemption or drawbridge preemption as documented in a highway-rail or highway-LRT grade Crossing Order or drawbridge preemption.

Option:

04 During the transition into preemption control~~:~~, any pedestrian walk interval may be shortened or omitted.

~~A. Any pedestrian walk interval and/or pedestrian change interval may be shortened or omitted.~~

~~B. The red clearance interval, if any, may be omitted so that the return to the previous green signal indication follows a steady yellow signal indication in the same signal face.~~

Support:

04A OAR 734-020-0320(5)(e) prohibits the termination of an active pedestrian or vehicular clearance interval by emergency preemption or bus priority.

CHAPTER 4I. PEDESTRIAN CONTROL FEATURES

Section 4I.06 Pedestrian Intervals and Signal Phases

[Insert Paragraph 02A as shown below after Section 4I.06 Paragraph 02:]

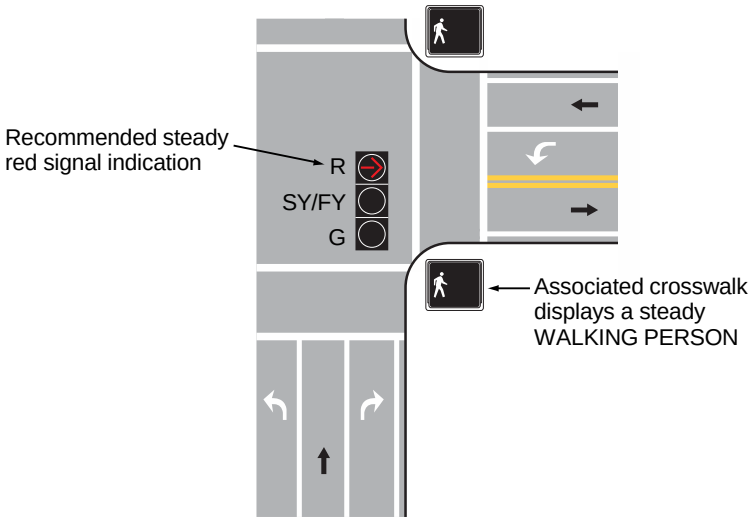
Guidance:

02A *When the pedestrian signal heads with an associated crosswalk are displaying a steady WALKING PERSON (symbolizing WALK) signal indication, a steady red signal indication should be shown to any left turn and right turn movement that is operated with a signal face with Flashing Yellow Arrow indication. See Figure 4I-5(OR).*

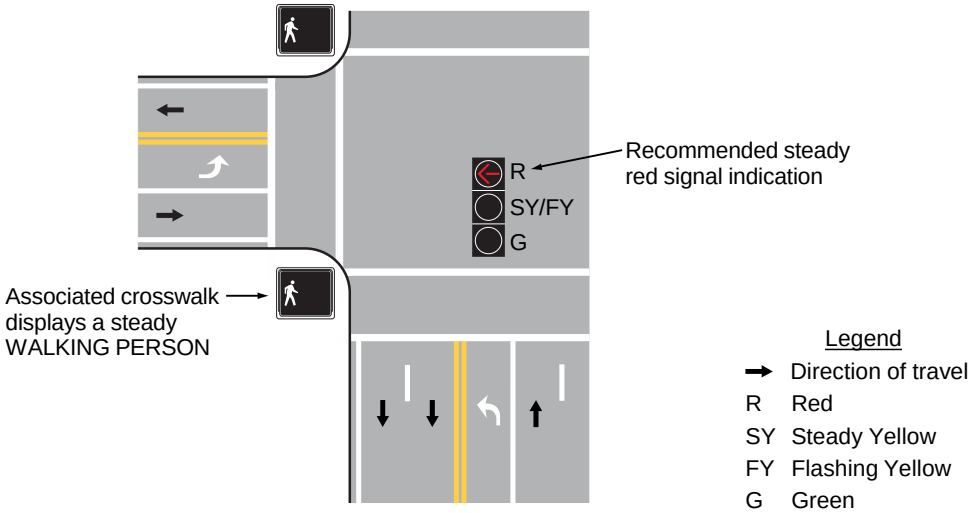
[Insert Figure 4I-5(OR) as shown below after Figure 4I-4:]

Figure 4I-5(OR). Pedestrian WALK Interval and Flashing Yellow Arrow Signal Face

A – Right turn movement operated with a signal face with flashing yellow arrow indication



B – Left turn movement operated with a signal face with flashing yellow arrow indication



PART 5

TRAFFIC CONTROL DEVICE CONSIDERATIONS FOR AUTOMATED VEHICLES

[The Oregon Supplement to the MUTCD makes no changes to Part 5.]

PART 6
TEMPORARY TRAFFIC CONTROL

OREGON TEMPORARY TRAFFIC CONTROL HANDBOOK

The Oregon Temporary Traffic Control Handbook (OTTCH) is a separate publication from the Oregon Supplement to the MUTCD and covers applications of Part 6 for work zones of 72 hours or less. ODOT and local agencies are free to adopt more restrictive requirements for Part 6 applications in work zones greater than 72 hours as part of their agency's traffic control policy manual and/or specifications.

PART 7
TRAFFIC CONTROL FOR SCHOOL AREAS

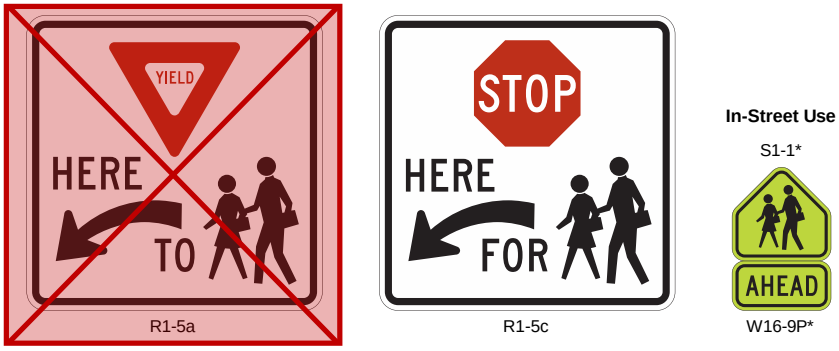
CHAPTER 7B. SIGNS

Section 7B.02 School Area Signs and Plaques

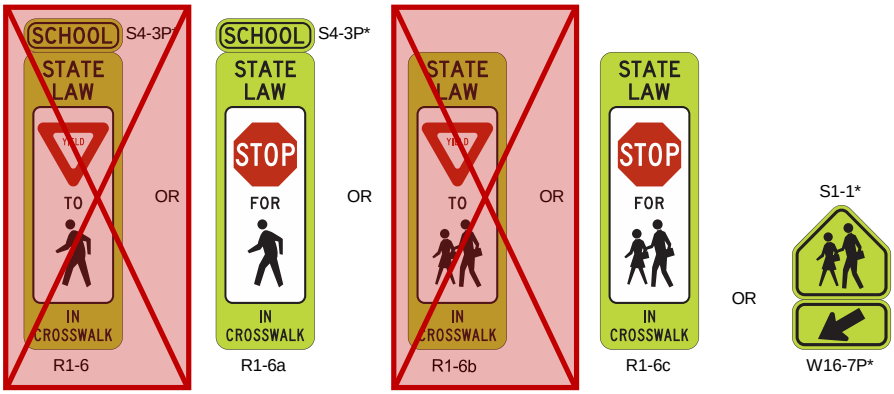
[Revise Figure 7B-1 Details B, C, and D as shown below:]

Figure 7B-1. Signs in School Areas and at School Crossings (Sheet 2 of 2)

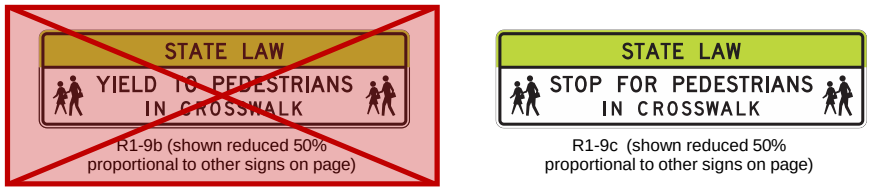
B – Signs in advance of the school crossing



C – In-street signs at the school crossing



D – Overhead signs at the school crossing



Notes:

1. The use of the STATE LAW legend is optional on the R1-6 series and R1-9 series signs (see Section 7B.03).
2. The use of the SCHOOL plaque above the R1-6 and R1-6a signs is optional.
3. Signs are shown in proportion to their designated sizes unless otherwise noted.

*Reduced size signs for in-street use (see Section 7B.03):

S1-1	12 x 12 inches
S4-3P	12 x 4 inches
W16-7P	12 x 6 inches
W16-9P	12 x 6 inches

Section 7B.03 School Crossing Signs

[Revise Section 7B.03 Paragraphs 11, 12, 13, and 14 and insert Paragraph 14A as shown below:]

Option:

11 A ~~Yield Here To (~~Stop Here For~~)~~ School Crossing (~~R1-5a or~~ R1-5c) sign (see Figure 7B-4) may be used, in accordance with the provisions of Section 2B.19, in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach within school zones.

12 The In-Street Pedestrian Crossing (~~R1-6 or~~ R1-6a) sign (see Section 2B.20 and Figure 7B-1) or the In-Street School Crossing (~~R1-6b or~~ R1-6c) sign (see Figure 7B-1) may be used at school crossings on approaches that are not controlled by a traffic control signal, a pedestrian hybrid beacon, or emergency-vehicle hybrid beacon. If used at a school crossing, a 12 x 4-inch SCHOOL (S4-3P) plaque (see Figure 7B-1) may be mounted above the sign. The STATE LAW legend on the R1-6 series signs may be omitted.

13 The In-Street Pedestrian Crossing (~~R1-6 or~~ R1-6a) sign or In-Street School Crossing (~~R1-6b or~~ R1-6c) sign may be used at intersections or midblock crossings with flashing beacons.

14 The Overhead School Crossing (~~R1-9b or~~ R1-9c) sign (see Figure 7B-1) may be used at school crossings on approaches that are not controlled by a traffic control signal, pedestrian hybrid beacon, or an emergency-vehicle hybrid beacon. The STATE LAW legend on the R1-9 series signs may be omitted.

Support:

14A ORS 811.028 requires that drivers stop for pedestrians crossing a roadway within a marked or unmarked crosswalk.

Section 7B.05 School Speed Limit Signs and Plaques

[Insert Paragraph 03A as shown below before Section 7B.05 Paragraph 03:]

Support:

03A The "Speed Zone Manual" published by ODOT provides guidance on establishing reduced school speed limit zones in Oregon. "A Guide to School Area Safety" published by ODOT provides additional guidance and explanations related to applying school speed zones and other safety treatments near schools in Oregon. ORS 811.111 and ORS 811.235 address school speed zones.

[Insert Paragraphs 09A, 09B, and 09C as shown below after Section 7B.05 Paragraph 09:]

Option:

09A The ALL YEAR plaque (S4-7P) may be added to the School Speed Limit Assembly as a top plaque with the SCHOOL (S4-3P) plaque if the school operates on a 12-month schedule.

09B A SCHOOL DAYS bottom plaque may be used in combination with the S4-1P bottom plaque indicating specific periods of the day that the special school speed limit is in effect per Oregon law.

Support:

09C ORS 811.111 defines the different conditions for reduced school speed limit zones in Oregon.

CHAPTER 7D. CROSSING SUPERVISION

Section 7D.01 Adult Crossing Guards

[Insert Paragraph 04A as shown below after Section 7D.01 Paragraph 04:]

Support:

04A The "Oregon Traffic Patrol Manual for Schools" published by the Oregon Department of Education under ORS 339.660 and OAR 581-021-0100 provides information regarding the organization, administration, and operation of school traffic patrol programs in Oregon.

PART 8

TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS

CHAPTER 8A. GENERAL

Section 8A.01 Introduction

[Insert Paragraphs 10A, 10B, and 10C as shown below after Section 8A.01 Paragraph 10:]

Standard:

10A **Authority to alter, construct, or eliminate a highway-rail or highway-LRT grade crossing, including those traffic control devices in approach to and at the crossing that affect the safety of the crossing, shall be obtained from the State through issuance of a Crossing Order by the Rail Division of the Oregon Department of Transportation.**

Support:

10B ORS 824.200 through ORS 824.256 vests exclusive authority in the State through the Rail Division of the Oregon Department of Transportation to control and regulate the construction, alteration, and protection of highway-rail and highway-LRT grade crossings (in semi-exclusive alignments).

10C A crossing order is written authorization issued by the State of Oregon through the Rail Division of its Department of Transportation granting or denying applications from public road authorities or railroads seeking to alter, construct, change protective devices, or eliminate highway-rail or highway-LRT grade crossings (in semi-exclusive alignments). Crossing Orders prescribe the time and manner of such alteration, change, installation, or alteration, and the terms and conditions thereof.

Section 8A.03 Traffic Control Systems and Practices at Grade Crossings

[Insert Paragraphs 08A and 08B as shown below after Section 8A.03 Paragraph 08:]

Standard:

08A **Recommendations and Engineering Studies produced by the diagnostic team are not binding and shall not constitute final approval of the statutory authority.**

Support:

08B ORS 824.200 through ORS 824.256 vests exclusive authority in the State through the Rail Division of the Oregon Department of Transportation via the issuance of a Crossing Order to control and regulate the construction, alteration, and protection of highway-rail and highway-LRT grade crossings (in semi-exclusive alignments).

Section 8A.05 Engineering Studies at Grade Crossings

[Revise Section 8A.05 Paragraph 02 as shown below:]

~~Option~~ **Standard:**

02 **The regulatory agency with statutory authority ~~(if applicable) may~~ shall approve the grade crossing traffic control system before it is used at the grade crossing.**

CHAPTER 8B. SIGNS

Section 8B.04 Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings

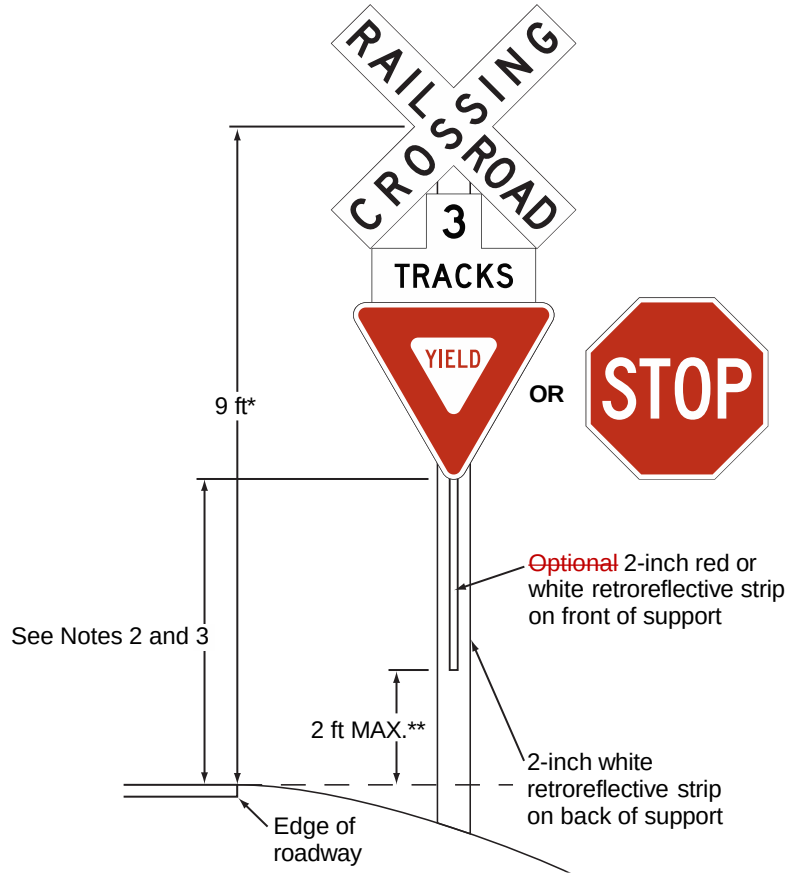
[Revise Section 8B.04 Paragraph 19 as shown below:]

~~Option:~~ **Standard:**

19 **If a YIELD or STOP sign is installed on the same support as the Crossbuck sign, a vertical strip of red (see Section 2A.11) or white retroreflective material that is at least 2 inches wide ~~may~~ shall be used on the front of the support from the YIELD or STOP sign to within 2 feet above the near edge of the roadway.**

[Revise Figure 8B-2 as shown below:]

Figure 8B-2. Crossbuck Assembly with a YIELD or STOP Sign on the Crossbuck Sign Support



* Height may be varied as required by local conditions and may be increased to accommodate signs mounted below the Crossbuck sign

** Measured to the elevation of the near edge of the roadway

Notes:

1. YIELD or STOP signs are used only at passive crossings. A STOP sign is used only if an engineering study determines that it is appropriate for that particular approach.
2. Mounting height shall be at least 4 feet for installations of YIELD or STOP signs on existing Crossbuck sign supports.
3. Mounting height shall be at least 5 feet for new installations in rural areas and at least 7 feet for new installations in areas where parking or pedestrian movements are likely to occur.

[Insert Section 8B.28 as shown below after Section 8B.27:]

Section 8B.28 Private Crossing Sign

Standard:

01 **Private crossings, including farm crossings, that are not equipped with flashing light signals or automatic gates shall install a STOP (R1-1) sign with private crossing sign (see Figure 8B-6(OR)) on each side of the crossing as shown in Figure 8B-7(OR).**

Support:

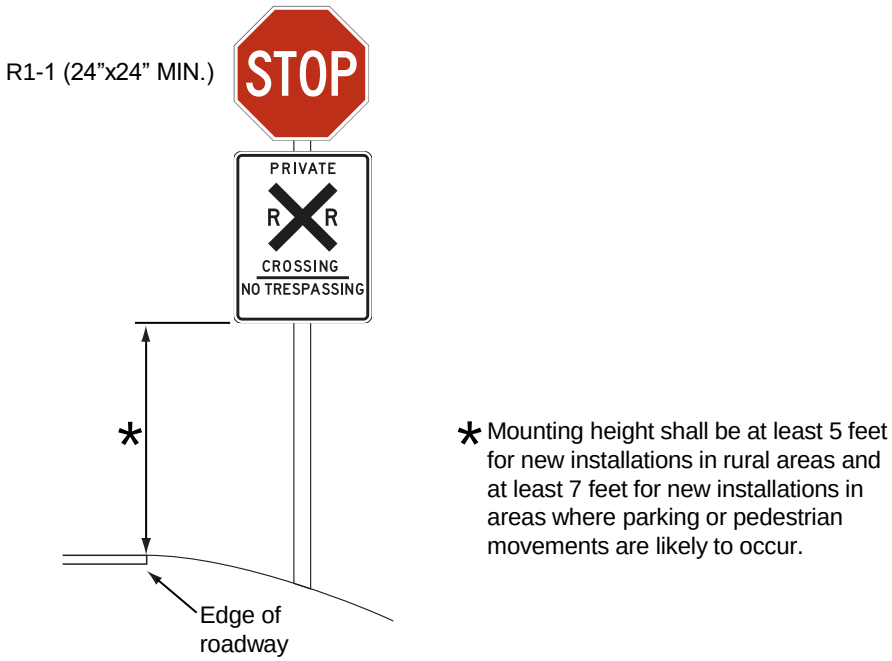
02 The statutory authority regulates private crossing sign requirements according to OAR 741-110-0060.

Figure 8B-6(OR). Private Crossing Sign

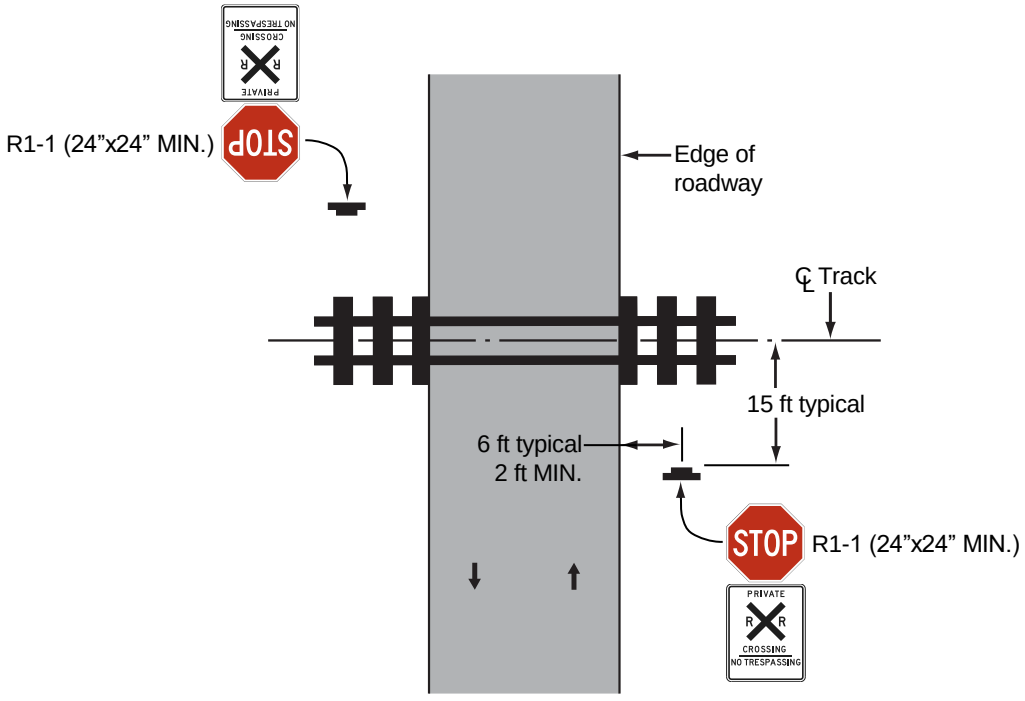
Size: 24” x 30”
Font: 2D
Colors: Legend – Black
Background – White (retroreflective)

Optional text area may include any of the following in font 1D:
1. NO TRESPASSING
2. Name of the railroad from which permission must be secured for use of the crossing
3. Permit number

Figure 8B-7(OR). Private Crossing Sign Placement



A – Private Crossing Sign on Stop Sign Support



B – Private Crossing Sign Placement

CHAPTER 8C. MARKINGS

Section 8C.02 Grade Crossing Pavement Markings

[Revise Section 8C.02 Paragraphs 02, 03, and 04 as shown below:]

Standard:

02 **Except as provided in Paragraph~~s~~ 3 ~~and 4~~ of this Section, grade crossing pavement markings shall be placed in each approach lane on all paved approaches to highway-rail grade crossings ~~where signals or automatic gates are located, and at all other grade crossings where the posted or statutory highway speed is 40 mph or higher~~.**

03 **Grade crossing pavement markings shall ~~not~~ be required at highway-rail grade crossings ~~where the posted or statutory highway speed is less than 40 mph if~~ unless the Diagnostic Team determines that other installed devices provide suitable warning and control.**

04 ~~**Grade crossing pavement markings shall not be required at highway-rail grade crossings in urban areas if the Diagnostic Team determines that other installed devices provide suitable warning and control.**~~

Section 8C.03 Stop and Yield Lines

[Revise Section 8C.03 as shown below:]

~~*Guidance:*~~ **Standard:**

01 ~~*On*~~ **Except as provided in Paragraph 02A of this section, on paved roadway approaches to passive grade crossings where a STOP sign is installed in conjunction with the Crossbuck sign, a 24-inch-wide stop line ~~*should*~~ shall be installed to indicate the point behind which motor vehicles are required to stop or as near to that point as practicable.**

~~Option:~~

02 ~~On~~ **Except as provided in Paragraph 02A of this section, on paved roadway approaches to passive grade crossings where a YIELD sign is installed in conjunction with the Crossbuck sign, ~~a yield line (see Section 3B.19) or~~ a 24-inch wide stop line ~~may~~ shall be installed to indicate the point behind which motor vehicles are required to yield or stop or as near to that point as practicable.**

Option:

02A The stop line may be omitted if a marked crosswalk (transverse style only, see Figure 3C-1), stop line for a marked crosswalk, or stop line for a signalized approach is present and can serve the function of indicating where motor vehicles are required to stop for pedestrians or a traffic signal and the rail crossing.

Support:

02B Providing a single stop line location when a rail crossing is located very near to a crosswalk or signalized approach reduces pavement marking clutter and confusion to the road user.

Guidance:

03 *If a ~~yield line (see Figure 3B-16) or~~ stop line is used at a passive grade crossing, it should be a transverse line at a right angle to the traveled way and should be placed no closer than 15 feet in advance of the nearest rail.*

Standard:

04 **~~On~~ Except as provided in Paragraph 02A of this section, on paved roadways at grade crossings that are equipped with active control devices such as flashing-light signals, automatic gates, or traffic control signals, a 24-inch-wide stop line (see Section 3B.19) shall be installed to indicate the point behind which motor vehicles are or might be required to stop.**

Guidance:

05 *If a stop line is used at an active grade crossing where road users are controlled by flashing-light signals, it should be a transverse line at a right angle to the traveled way and should be placed approximately 8 feet in advance of the flashing-light signals or automatic gate (if present), whichever is farther from the track(s), but no closer than 15 feet in advance of the nearest rail (see Figure 8C-1).*

06 *If a stop line is used at an active grade crossing where road users are controlled by a traffic control signal, it should be a transverse line at a right angle to the traveled way and should be placed no closer than 15 feet in advance of the nearest rail.*

Standard:

07 **If a stop line is used at an active grade crossing where road users are controlled by a traffic control signal, it shall be placed such that the lateral and longitudinal positions of the signal faces for the approach comply with the provisions of Sections 4D.07 and 4D.08.**

CHAPTER 8D. FLASHING-LIGHT SIGNALS, AUTOMATIC GATES, AND TRAFFIC CONTROL SIGNALS

Section 8D.02 Flashing-Light Signals

[Revise Section 8D.02 Paragraph 05 as shown below:]

~~Option:~~ **Standard:**

05 **At highway-rail grade crossings, bells or other audible warning devices ~~may~~ shall be included in the assembly and ~~may be~~ operated in conjunction with the flashing-light signals to provide additional warning for pedestrians, bicyclists, and/or other non-motorized road users.**

Section 8D.15 Use of LRT Signals for Control of LRT Vehicles at Highway-LRT Grade Crossings

[Insert the following option and support paragraphs after Section 8D.15 Paragraph 05:]

Option:

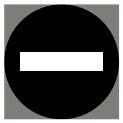
05A LRT/BRT traffic control signals may display the signal indications illustrated in Figure 8D-3(OR).

Support:

05B Like Figure 8D-3, the indications in Figure 8D-3(OR) are unique to not be confused with standard traffic control signal indications.

[Insert Figure 8D-3(OR) as shown below after Figure 8D-3:]

Figure 8D-3(OR). Light Rail Transit and Bus Rapid Transit Signal Indications



White Horizontal (flashing)

Confirmation of call to controller

White Triangle (solid or flashing)

Prepare to stop

CHAPTER 8E. PATHWAY AND SIDEWALK GRADE CROSSINGS

Section 8E.03 Pathway and Sideway Grade Crossing Signs and Markings

[Revise Section 8E.03 Paragraph 02 as shown below:]

Standard:

02 **The ~~minimum~~ sizes of sidewalk grade crossing signs that are intended to be viewed only by sidewalk users and of pathway grade crossing signs shall be the exact sizes as shown in the shared-use path column in Table 9A-1 (delete "minimum" in the Table 9A-1 title when applying this standard).**

Section 8E.07 Active Traffic Control Systems

[Revise Section 8E.07 Paragraph 03 as shown below:]

Standard:

03 **If used at a pathway or sidewalk grade crossing, an active traffic control system (see Section 8D.01) shall include flashing-light signals with a maximum diameter of 8 inches (see Figure 8E-7) on each approach to the crossing.**

PART 9

TRAFFIC CONTROL FOR BICYCLE FACILITIES

CHAPTER 9B. REGULATORY SIGNS

Section 9B.01 STOP and YIELD Signs (R1-1 and R1-2)

[Revise Section 9B.01 Paragraph 05 as shown below:]

Guidance:

05 *Where conditions require shared-use path users or bicyclists on separated bikeways, but not roadway users, to stop or yield, the STOP or YIELD sign should be placed or shielded so that it is not readily visible to roadway users or a BICYCLE STOP (OBR1-1) or BICYCLE YIELD (OBR1-2) sign should be used (see Figure 9B-1(OR).*

[Insert Figure 9B-1(OR) as shown below after Figure 9B-1:]

Figure 9B-1(OR). Regulatory Signs and Plaques for Bicycle Facilities

OBR1-1

OBR1-2

OBR4-19

Section 9B.15 Bicycle Passing Clearance Sign (R4-19)

[Insert the following option and support paragraphs after Section 9B.15 Paragraph 04:]

Option:

04A The Oregon Bicycle Passing Clearance (OR4-19) sign (see Figure 9B-1(OR)) may be used to remind drivers to give extra space when they pass bicycles per ORS 811.065.

Support:

04B Oregon does not have a specific passing clearance that drivers must provide when passing people on bicycles that can be displayed on Sign R4-19. Instead, ORS 811.065 describes this as "a distance that is sufficient to prevent contact with the person operating the bicycle if the person were to fall into the driver's lane of traffic." The passing clearance requirements in ORS 811.065 do not apply where the motor vehicle lane is adjacent to a designated bicycle lane, where the driver is traveling at 35 miles per hour or less, or where a person on a bicycle is turning left and the driver passes on the right.

CHAPTER 9D. GUIDE AND SERVICE SIGNS

Section 9D.01 Bicycle Destination Signs (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c, D2-1a, D2-2a, and D2-3a)

[Revise Section 9D.01 Paragraph 01 as shown below:]

Support:

01 The purpose of Bicycle Destination (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, ~~and~~ D1-3c, OBD1-1c, OBD1-2c, and OBD1-3c) signs (see Figure 9D-1 and Figure 9D-1(OR)) and Bicycle Distance (D2-1a, D2-2a, and D2-3a) signs (see Figure 9D-1) is to provide guidance to bicyclists traveling along a bikeway network directing them to typical bicycle destinations or points of interest. The smaller size of Bicycle Destination and Distance signs can deemphasize the messages to motorists, especially when the direction(s) or destination(s) displayed provides access to routes or pathways where the use of motor vehicles is prohibited or discouraged. Examples include, but are not limited to:

A. Bicycles can go in a direction counter to conventional traffic,
B. Access to a separated bikeway or shared-use path from a street,
C. Access to a bicycle route,
D. Bicycles are directed to another roadway or bikeway that facilitates a parallel or alternative route to the same destination, or
E. Access to a sidewalk that provides connectivity between bicycle facilities.

[Revise Section 9D.01 Paragraph 05 as shown below:]

Option:

05 Bicycle Destination and Distance (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c, D2-1a, D2-2a, ~~and~~ D2-3a, OBD1-1c, OBD1-2c, and OBD1-3c) signs may be installed to provide direction, destination, and distance information as needed for bicycle travel. If several destinations are to be shown at a single location, they may be placed on a single sign with an arrow (and the distance, if desired) for each name. If more than one destination lies in the same direction, a single arrow may be used for the destinations.

[Revise Section 9D.01 Paragraphs 19 and 20 and insert Paragraph 20A as shown below:]

~~*Guidance:*~~ Option:

19 Travel times ~~*should not*~~ may be used on Bicycle Destination signs.

Support:

20 Travel times can vary greatly for bicyclists based on a variety of factors including individual speed, bicycle type, and type of facility. Research on bicycle travel time, trip purpose, and route choice is available from Portland State University at http://dx.doi.org/10.15760/trec.151.

20A State and local agencies in Oregon developed design details for Bicycle Destination signs prior to their introduction in the MUTCD. Figure 9D-1(OR) shows examples of these signs.

[Insert Figure 9D-1(OR) as shown below after Figure 9D-1:]

Figure 9D-1(OR). Guide Signs for Bicycle Facilities

OBD1-1c

OBD1-2c

OBD1-3c

CHAPTER 9E. MARKINGS

Section 9E.01 Bicycle Lanes

[Revise Section 9E.01 as shown below:]

Support:

01 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:

02 **Longitudinal pavement markings and bicycle lane symbol ~~or word~~ markings (see Figure 9E-1) shall be used 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.**

Guidance:

03 *The first symbol ~~or word~~ marking in a bicycle lane should be placed at the beginning of the bicycle lane and downstream symbol ~~or word~~ markings should be placed after major intersections. Additional symbol ~~or word~~ markings should be placed at periodic intervals along the bicycle lane based on engineering judgment.*

~~Option:~~ *Guidance:*

04 *An arrow marking (see Figure 9E-1) ~~may~~ should be used in conjunction with the bicycle lane symbol ~~or word~~ marking, placed downstream from the symbol ~~or word~~ marking.*

Option:

05 Where the bicycle lane symbols ~~or word markings~~ are used, Bicycle Lane signs (see Section 9B.04) may also be used, but not necessarily adjacent to every set of pavement markings in order to avoid overuse of the signs.

Support:

06 Section 3H.06 contains information on green-colored pavement for use in bicycle lanes.

Standard:

07 **The bicycle symbol ~~or BIKE LANE pavement word~~ marking and the pavement marking arrow shall not be used in a shoulder.**

08 **A portion of the roadway shall not be established as both a shoulder and a bicycle lane.**

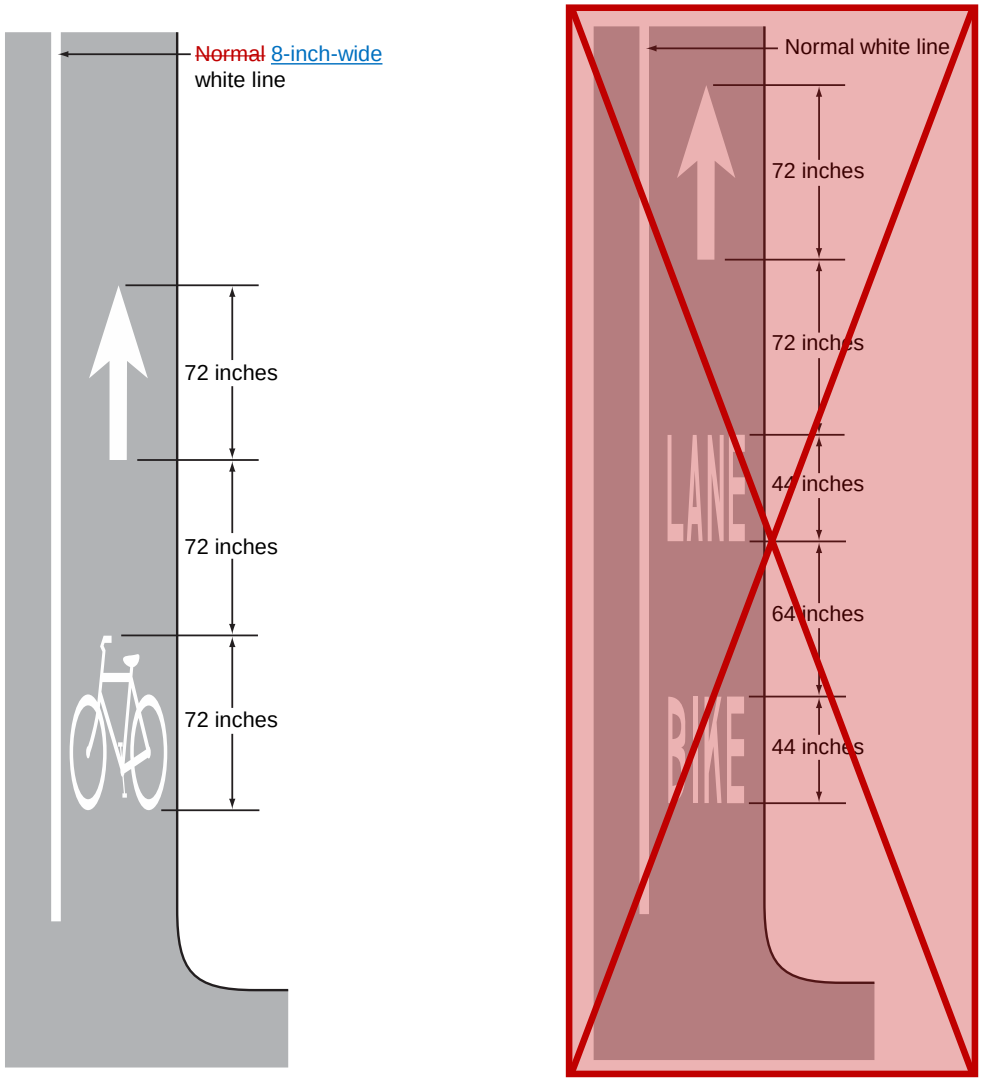
Support:

09 Where a shoulder is provided or is of sufficient width to meet the expectation of a highway user in that it can function as a space for emergency, enforcement, or maintenance activities, or avoidance or recovery maneuvers, Section 9B.16 contains information regarding the Bicycles Use Shoulder Only sign that can be used to denote locations on a freeway or expressway where bicycles are permitted on an available and usable shoulder.

10 Examples of pavement markings for bicycle lanes on a two-way street are shown in Figure 9E-2(OR).

[Revise Figure 9E-1 as shown below:]

Figure 9E-1. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes



A – Bike symbol ~~**B – Word legends**~~

Section 9E.02 Bicycle Lanes at Intersection Approaches

[Revise Section 9E.02 Paragraph 11 and insert Paragraph 11A as shown below:]

Guidance:

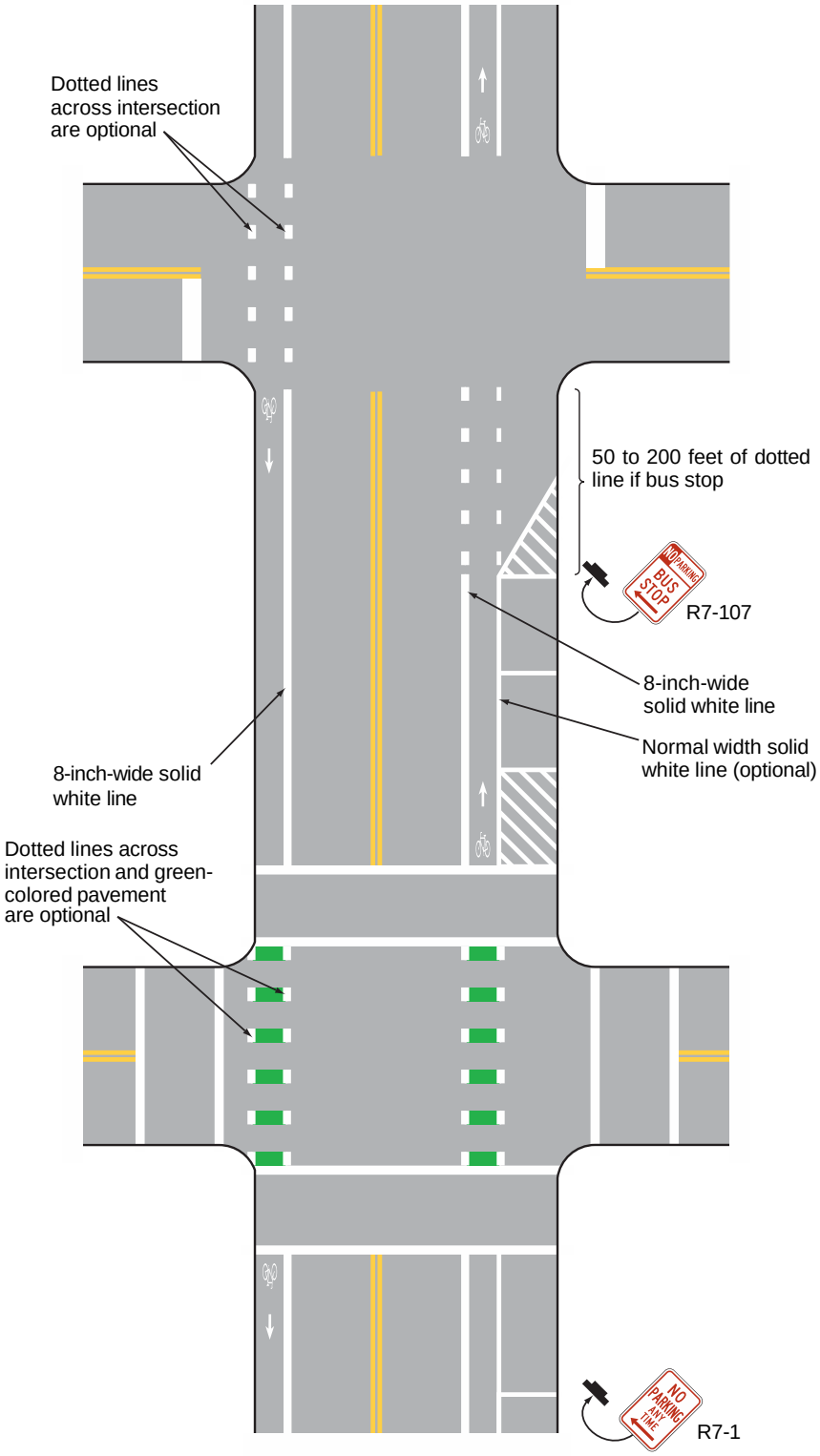
11 *The longitudinal line defining a bicycle lane should be ~~dotted~~ solid on approaches to intersections (see Figure 9E-2(OR) ~~where turning vehicles are permitted to cross the path of through moving bicycles (see Figure 9D-7)~~.*

Support:

11A ORS 811.435 and ORS 811.440 do not allow drivers to merge into a bicycle lane in preparation for a turn.

[Replace Figure 9E-2 in its entirety with Figure 9E-2(OR):]

Figure 9E-2(OR). Example of Pavement Markings for Bicycle Lanes on a Two-Way Street



Section 9E.07 Separated Bicycle Lanes

[Revise Section 9E.07 Paragraph 11 as shown below:]

Standard:

11 **Directional arrows shall be used in conjunction with the bicycle lane symbol ~~or word~~ marking in separated bicycle lanes, placed downstream from the symbol ~~or word~~ marking.**

Section 9E.12 Bicycle Box

[Revise Section 9E.12 Paragraph 01 as shown below:]

Option:

01 A bicycle box (see Figure 9E-12(OR)) may be used to increase the visibility of stopped bicycles on the approach to a signalized intersection during the portion of the signal cycle when a red signal indication is being displayed to motor vehicles in the approach lane(s) that is behind the box.

[Revise Section 9E.12 Paragraphs 05 and 06 as shown below:]

Guidance:

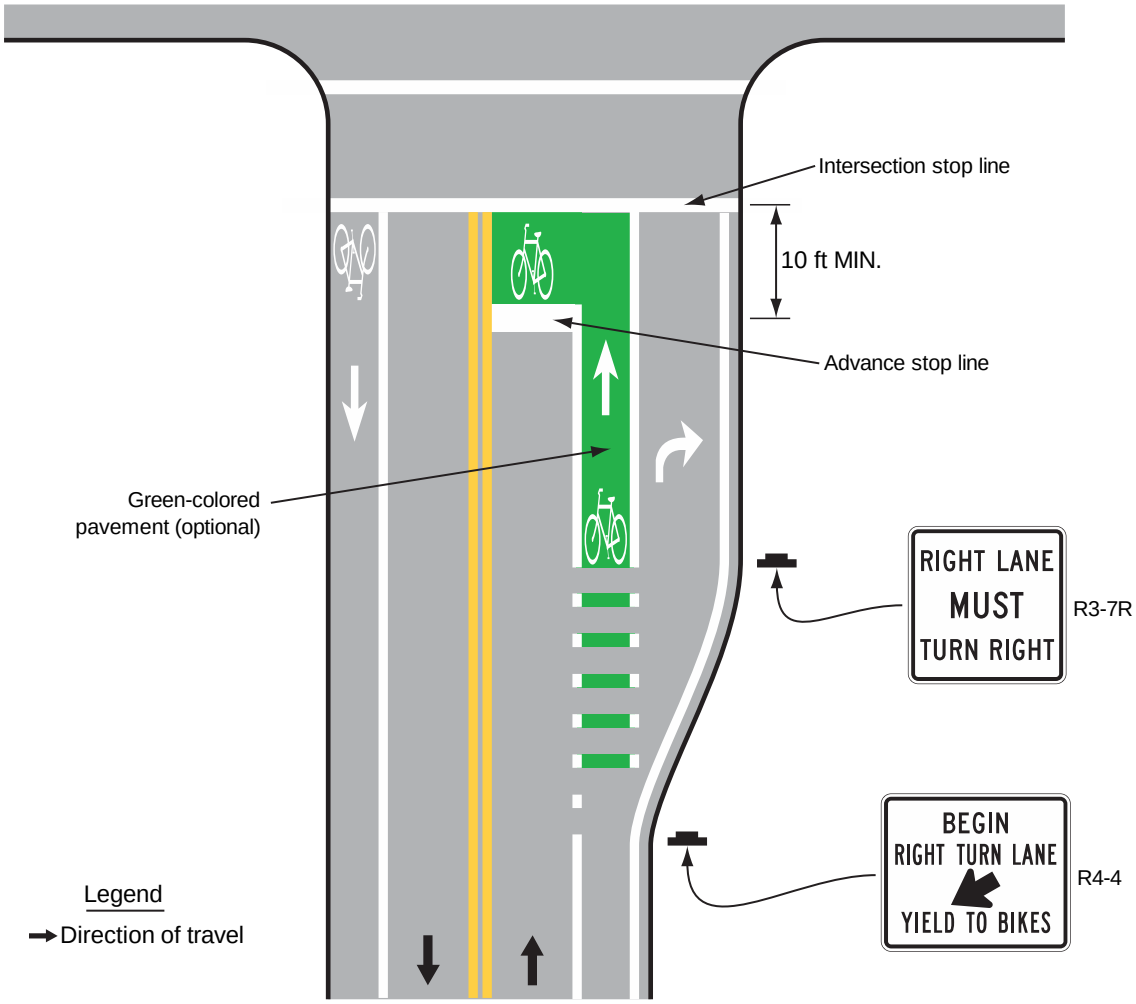
05 *~~A bicycle box should not be contiguous with a crosswalk.~~ A stop line on the downstream end of the bicycle box should be used to mark the location where bicycles are required to stop.*

Standard:

06 **If used, the distance from the upstream edge of the bicycle box that is nearest to the stop line for motor vehicles to the downstream edge of the bicycle box that is nearest the crosswalk or intersection shall be at least 10 feet. At least one bicycle symbol marking (see Figure 9E-12(OR)) shall be used in the bicycle box.**

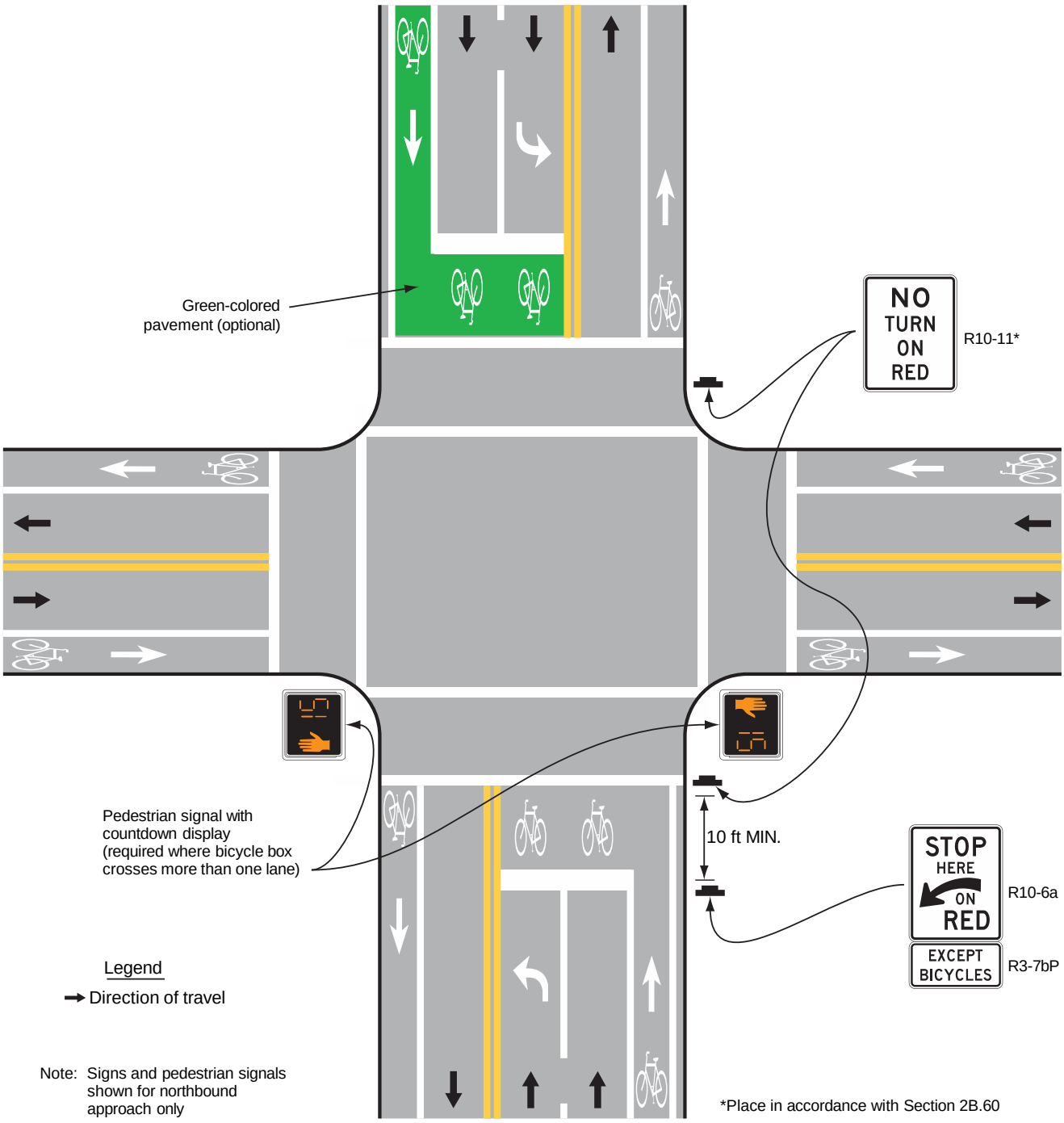
[Replace Figure 9E-12 in its entirety with Figure 9E-12(OR):]

Figure 9E-12(OR). Examples of Intersection Bicycle Boxes (Sheet 1 of 2)



A – Bicycle box across one lane

Figure 9E-12(OR). Examples of Intersection Bicycle Boxes (Sheet 2 of 2)



B – Bicycle box across multiple lanes

Section 9E.13 Shared-Use Paths

[Insert Paragraph 05A as shown below after Section 9E.13 Paragraph 05:]

Support:

05A Installing crosswalk markings alone might not result in positive safety outcomes. Section 3C.02 recommends adding other traffic control devices and other measures designed to improve pedestrian safety to a marked crosswalk under certain conditions to reduce the potential for a pedestrian-involved crash. Section 9B.01 has information about assigning priority where shared-use paths cross roadways.

Section 9E.15 Bicycle Detector Symbol

[Insert Paragraph 03A as shown below after Section 9E.15 Paragraph 03:]

Option:

03A Smaller size bicycle detector symbol and word markings than shown in Figure 9E-16 may be used.

Section 9E.17 Raised Devices

[Revise Section 9E.17 Paragraph 08 as shown below:]

Guidance:

08 *If used in ~~buffer~~ separated bicycle lanes, channelizing devices should be placed in the buffer space and at least 1 foot from the longitudinal bicycle lane pavement marking.*