

OREGON TRAFFIC CONTROL DEVICES COMMITTEE

Meeting Agenda

May 15, 2020

Via SKYPE meeting

| | | |
|---------------|---|-----------------------|
| 9:00 – 9:10 | Welcome / Introductions / Approve Previous Minutes / Navigating Skype | Karl MacNair |
| 9:10 – 9:15 | Business from the Audience <i>Public Comment on Non-Agenda Topics</i> | Karl MacNair |
| 9:15 – 9:45 | Speed Zoning OAR Update <i>Information</i> | Doug Bish |
| 9:45 – 10:05 | Medford's Implementation of 20 mph in Residence Districts <i>Information</i> | Karl MacNair |
| 10:05 – 10:10 | EV Vehicles, Signing for Stations <i>Information</i> | Marie Kennedy |
| 10:10 – 10:30 | ORS 801.220, Crosswalk Definition <i>Discussion</i> | Janet Hruby |
| 10:30 – 10:45 | Continuing Agenda Item: brief reports from committee members relaying whether or not their local traffic control device meetings feel ODOT, through the OTCDC is helpful to their local operations. Mike wants to report up his chain of command as to how useful we are being to our local partners. Brian suggested any communications he has are ad hoc. He thinks better reporting might be available from the League of Oregon Cities, APWA and ITE. Mike asked members to think about it before the next meeting, and about anyway the OTCDC can expand its sphere of influence more productively around the state. | All Committee Members |
| 10:45 – 10:55 | Roundtable <i>Local Jurisdiction Issues - Discussion</i> | All Committee Members |
| 10:55 – 11:00 | Not-on-Agenda Items | Chair |
| 11:400– 11:05 | Agenda Items for Future Meetings | Chair |

2020 OTCDC Meeting Schedule

| <i>Date</i> | <i>Location</i> |
|---|--|
| January 17 | ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem |
| March 20 (Cancelled) | ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem |
| May 15 | Via Skype |
| July 17 | ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem |
| September 18 | ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem |
| November 20 | ODOT TLC Bldg., Alsea Conf. Rm., 4040 Fairview Ind. Dr., Salem |

Oregon Traffic Control Devices Committee

January 17, 2020

Meeting Minutes

ODOT TLC Bldg., Alsea Conference Room
4040 Fairview Industrial Drive, Salem

Members Present: Pam O'Brien, Chair, DKS Associates; Karl MacNair, Vice-Chair, City of Medford; Mike Kimlinger, Secretary, ODOT State Traffic-Roadway Engineer; Brian Barnett, City of Springfield; Nathan House, Oregon State Police

Present via skype: Janet Hruby, City of Bend; Joseph Marek, Clackamas County; Jeff Wise, ODOT Region 5; Tristan Wood, Columbia County

Members Absent: Darrin Lane, Linn County

Others Present: Frank Belleque, Doug Bish, Keith Blair Scott Cramer, Roger Gutierrez, Kevin Haas, Katie Johnson, Angela Kargel, Marie Kennedy, Justin King, Eric Leaming, Kathi McConnell, Sarah McCrea, Gary Obery, ODOT Traffic/Roadway Section; Terry Hockett, Kevin Hottman, City of Salem, Peter Koonce, Matthew Machado, Charles Radosta City of Portland; Eric Niemeyer, City of Springfield; Massoud Saberian, ETRC, LLC; Christopher DeLorto, HDR; Lani Radtke, Marion County; David Hurwitz, OSU; Chris Monsere, PSU

Introductions/Building Orientation/Approval of Minutes

Chair Pam O'Brien called the meeting to order at 9:01 a.m., and had introductions of all attendees present and present via Skype. (The last meeting minutes from July 2019 were approved at the end of the meeting after motion and second from Brian Barnett and Pam O'Brien.)

Selection of 2020 Chair & Vice Chair / Review Proposed 2020 Meeting Schedule

Pam introduced new member, Nathan House, representing the Oregon State Police. Pam also noted the re-appointment to new terms for Joe Marek and Karl MacNair. Then she turned to elections of the 2020 Chair and Vice-Chair of the committee.

Brian Barnett nominated Karl MacNair as chair and Pam O'Brien seconded. Pam nominated Tristan Wood as vice-chair, and Brian seconded. The committee voted in favor of both nominees. Pam then turned over the gavel to Karl MacNair to continue the meeting.

Karl asked for review and consensus approval of the 2020 meeting schedule. Starting next year, the January meeting should be scheduled to avoid conflict with the NCUTCD meeting. The same goes for the May OASIS meeting. For this year, the committee approved the meeting schedule.

Business from the Audience/Public Comment

None.

Bicycle Considerations at Traffic Signals (Defining an Intersection)

Peter Koonce gave a [presentation](#) on PBOT's work to revisit traffic control needs and the Bicycle Signal Interim Approval. The MUTCD Section 1A.13 definition of intersections and the conditions of the Interim Approval for bike signals don't fit well for locations like the Naito Parkway and other urban streets in Portland. Peter said he wanted feedback from the committee in terms of what constitutes an intersection in a bike-ped application. The committee agreed more work was needed to persuade FHWA to make these definitions more amenable to situations like this in Portland. This would make it possible to better address details of traffic control for bikes and pedestrians at signalized intersections for better compliance.

Bicycle Signal Research, a Peek into NCHRP 20-07 Initial Findings

David Hurwitz and Chris Monsere gave a [presentation](#) of their research. It was focused on road user understanding of bicycle signal faces on traffic signals. The presentation included provision of a link to their final report, online map and detailed location list: http://web.cecs.pdx.edu/~monserec/bicycle_signals.htm. The research work culminated in a list of recommendations for further research and three research needs statements.

Bus Signals in a City with LRT

Peter Koonce gave a [presentation](#) on traffic signal displays for buses to improve travel with easier, faster, more reliable service, carrying capacity. Their research seeks to determine the best signals for bus use, which will not distract other vehicles and not be confused with light rail signals. PBOT has to work with the desires of Tri-Met and other governmental entities, as well as the demands of the MUTCD in order to find a workable signal solution. He asked for OTCDC input on possible solutions for PBOT consideration. Although the Oregon Supplement to the MUTCD Part 10 recognizes Tri-Met's existing hardware, statewide uniformity moving forward is a concern as well. Mike Kimlinger said he would like PBOT to reserve the red-yellow-green and circular shapes, arrows for motor vehicles so drivers aren't confused by bus signals.

Sign Policy and Guidelines Update

Marie Kennedy [presented](#) proposed SP&G rules for electric vehicle charging signs in response to more requests from charging station providers for the signs. ODOT is also being asked to come up with criteria for when the posting of these signs is permitted. The committee commented that vehicle manufacturers are already providing navigation programs in their vehicles to guide drivers to available charging, so these signs are not necessarily needed at all. Usually, it is sellers, not drivers who request the signs and they see signs already out there. The committee suggested more information needs to be sought from ODOT's electric vehicle steering team. In the meantime Marie will continue to say "yes, if", with the proposed requirements, perhaps including illumination to the requirements. This will be brought back to the committee when more information is available.

Interim Approval for Optional Use of Red-Colored Pavement for Transit Lanes

Eric Leaming [reported](#) FHWA's Interim Approval for Optional Use of [Red-Colored Pavement](#) for Transit Lanes, with the provision that providers keep track of where this is done and agree to remove the colored pavement if the Interim Approval is withdrawn. ODOT will apply to have all Oregon included as approved for this the red pavement color statewide. Committee members will be advised when this has been approved.

MUTCD Update and January NCUTCD Meeting

Mike Kimlinger noted that there is nothing new on providing a new MUTCD for review. It continues to be promised "soon". More information will be provided when available. Mike briefly went over discussion on increasing striping width on highways in order to help automated vehicles to recognize edge lines. This would be expensive and may not be needed given the increasing pixel capacities of new cameras coming online.

Speed Zoning OAR Update

Doug Bish [reported](#) on ODOT's work to change OAR 734-020-0014 and OAR 734-020-0015 for discussion with the committee. Doug said he would be giving the same presentation at a public hearing of the Speed Zone Review Panel later in the day. ODOT's proposals closely mirror the draft presentation of the report the NCHRP will be publishing. That report is based on and builds from NCHRP Report 855.

ODOT is also intending to allow other cities to use Portland's abbreviated speed zoning process on local and collector roads.

The Legislature is in the Legislative Concept phase of possibly making new law that allows local jurisdiction to do more of their own speed zoning in their February session. It's too soon to be very specific about that.

Not-on-Agenda Items

Mike Kimlinger would like the committee to consider adding a new continuing agenda item to future meetings for brief reports from committee members. The reports would relay whether or not their local traffic control device meetings feel ODOT, through the OTCDC is helpful to their local operations. Mike wants to know so he can report up his chain of command as to how useful we are being to our local partners. Brian suggested any communications he has are ad hoc. He thinks better reporting might be available from the League of Oregon Cities, APWA and ITE. Mike asked members to think about it before the next meeting, and about any way the OTCDC can expand its sphere of influence more productively around the state.

Pam announced that Randy McCourt has retired from DKS. However, he will be the ITE International President for the next year and remain on the NCUTCD for a couple more years.

Brian Barnett announced Eric Niemeyer has taken a new position so Springfield has a position opening. Brian thanked Eric for his helpful service, noting that he's helped everyone to look more thoughtfully at the reasons we do what we do with traffic control devices.

Agenda Items for Future Meetings

Karl MacNair said Medford is looking at how they will implement new 20 mph residential speeds and will be happy to report on it at a future meeting.

Joe Marek said Clackamas County is looking at adding wider 6-inch stripes on select rural roads. He may report on the effect of this at a future meeting.

Adjournment

After approving the July 19, 2019 minutes, the meeting adjourned at noon.

Next Meeting: March 20, 2020 at 9:00 a.m. at the [TLC Building in Salem](#)



New Speed Zoning Process

What has changed?

April 2020



Recent National Activity

National Association of City Transportation Officials issues policy:

“State rules or laws that set speed limits at the 85th percentile speed should be repealed”



National Transportation Safety Board

recommends removing the guidance that speed limits should be set within 5 mph of the 85th percentile speed



Why are things changing?

A group of Cities and Counties met with ODOT to discuss possible changes to speed zoning-

- What is working?
- What is not working?
- How can we improve Safety?
- How can we improve the Process?
- What is happening nationally?



Points of Discussion

- 85th percentile speeds do not work well within urban areas
- Using prevailing speeds of motor vehicles do not produce good outcomes for vulnerable users such as pedestrians
- Suggest a change to speeds based on considering Land Use type (Context)
 - More pedestrians = lower speeds
- The City of Portland had been testing an alternative method of investigation



National Cooperative Highway Research Program Report 855 – What is Context?

Land use



National Cooperative Highway Research Program Project 17-76

- Purpose to identify and describe Factors that influence operating speeds
- Provide guidance for making informed decisions related to establishing speed limits



Big things that are New

- Use of more 50th percentile speeds
 - 50th percentile = average speed
- Context is used inside of cities
 - Drivers respond to what the land use is
 - Denser land use = more pedestrians = slower speeds
- Rural Communities
 - Not all communities in Oregon are within incorporated city limits
 - Some are along 55 and 65 mph highways
- Alternative Investigations
 - An abbreviated investigation
 - Now it can be used on lower class roadways



New method



Inside City Limits -
speeds based on
context and 50th
percentile speeds

Outside City Limits
speeds based on
85th and/or 50th
percentile speeds

Flexibility for rural
communities to
use 50th
percentile speeds



Speed Ranges for Inside City Limits

| Context > | Urban Core/CBD | Urban Mix | Suburban Commercial and Residential | Suburban Fringe |
|---------------|----------------|------------------|-------------------------------------|-------------------|
| Roadway Class | | | | |
| Arterial | 20-25 Low | 25-30 Med Low | 30-35 Med High | 35-45 High |
| Collector | 20-25 Low | 25-30 Med Low | 25-35 Med | 30-40 Med High |
| Local | 20-25 Low | 20-25 Low | 25-35 Med | 25-35 Med |



Proposed Target Posted Speeds Outside City Limits

| Roadway | Rural Highways | Rural Communities |
|--------------------------------|--------------------------------------|---------------------------------------|
| State Highways | 85 th percentile +/-5 mph | 50 th percentile +/-10 mph |
| Non-state Arterials | 85 th percentile +/-5 mph | 50 th percentile +/-10 mph |
| Non-State collectors or locals | 50 th percentile +/-5 mph | 50 th percentile +/-10 mph |



Some things have not changed

- Still requires an engineering study be completed
 - All studies require speeds, crash data and roadway data
- 85th percentile speeds will still be used on rural high speed roadways and expressways
 - Only 15% of the drivers are exceeding this speed
- Still have special provisions for lowering speeds if there is a higher than usual crash history





Safety

Compliance

All Users

Reasonable and Safe

Thank you!



RESIDENTIAL SPEED LIMITS

OTCDC May 15, 2020



MEDFORD
PUBLIC WORKS

WHY NOT 20 EVERYWHERE?

Slower is safer but...

- No evidence that posting lower speed limits lowers actual speed
- No clear policy direction
- Concerns about increasing speed differentials
- Many urbanizing areas in Medford are still fairly rural



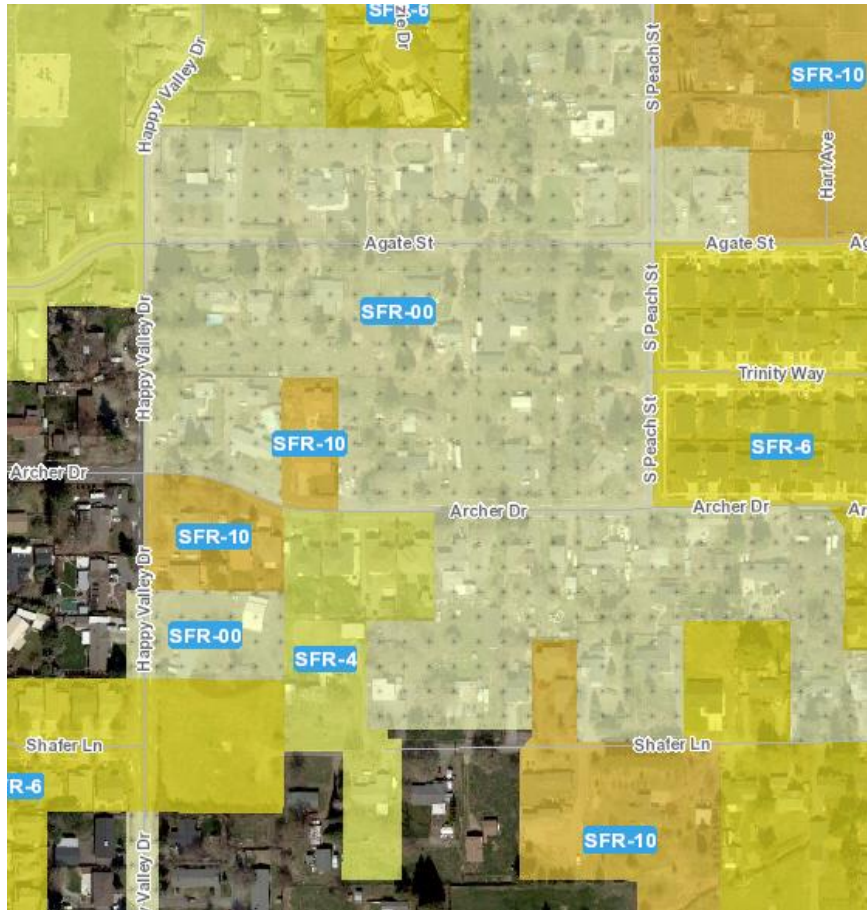
EXCLUSIONS

Arterials & (most) Collectors



EXCLUSIONS

SFR-00 Zoning (more rural areas)



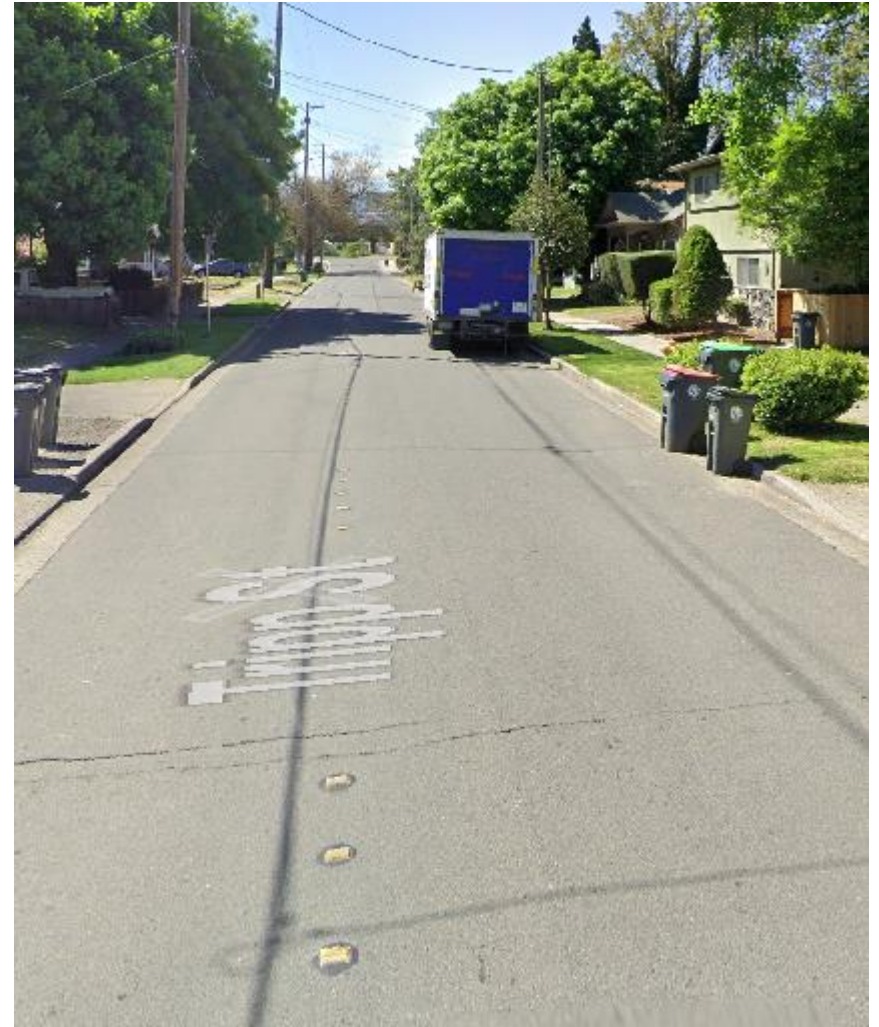
EXCLUSIONS

Likely to increase the speed differential



Allowances

Narrow Streets



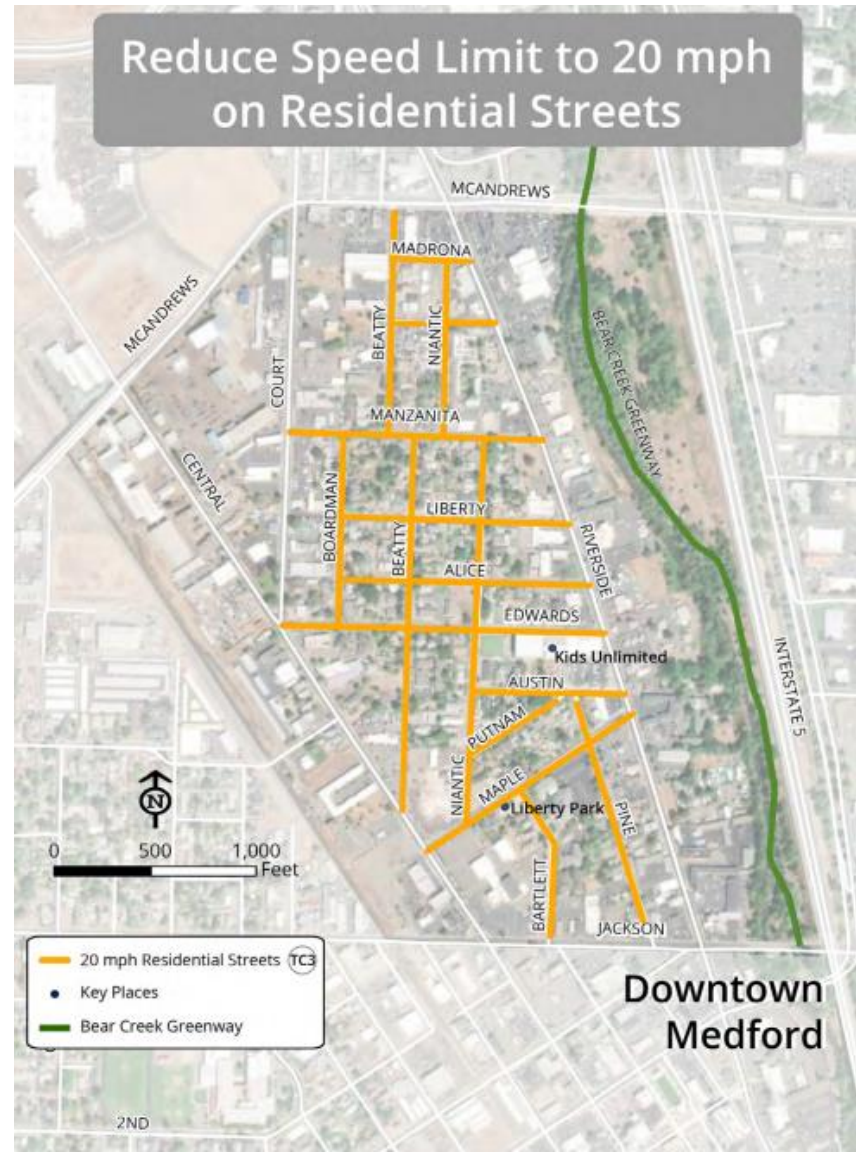
Allowances

Neighborhood bikeways (including some collectors)



Allowances

Part of an adopted plan





**THANK
YOU**

City of Medford | Public Works
200 S. Ivy Street, Medford, OR 97501



MARKING ONE SIDE OF A CROSSWALK



ORS 801.220 CROSSWALK



“Crosswalk.” “Crosswalk” means any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway that conform in design to the standards established for crosswalks under ORS 810.200 (Uniform standards for traffic control devices).

Whenever marked crosswalks have been indicated, such crosswalks and no other shall be deemed lawful across such roadway at that intersection.

Where no marked crosswalk exists, a crosswalk is that portion of the roadway described in the following:

(1)Where sidewalks, shoulders or a combination thereof exists, a crosswalk is the portion of a roadway at an intersection, not more than 20 feet in width as measured from the prolongation of the lateral line of the roadway toward the prolongation of the adjacent property line, that is included within:

(a)The connections of the lateral lines of the sidewalks, shoulders or a combination thereof on opposite sides of the street or highway measured from the curbs or, in the absence of curbs, from the edges of the traveled roadway; **or**

(b)The prolongation of the lateral lines of a sidewalk, shoulder or both, to the sidewalk or shoulder on the opposite side of the street, if the prolongation would meet such sidewalk or shoulder.

(2)If there is neither sidewalk nor shoulder, a crosswalk is the portion of the roadway at an intersection, measuring not less than six feet in width, that would be included within the prolongation of the lateral lines of the sidewalk, shoulder or both on the opposite side of the street or highway if there were a sidewalk. [1983 c.338 §36]



WHATS THE ISSUE?



Application of “such crosswalk (the marked crosswalk) and no other is a legal crossing when only one side of an intersection is marked.

1. Civil liability - ORS affords different liability for pedestrians in a crosswalk ORS 811.028 (vehicle yield) than outside of crosswalk ORS 814.040 (ped yield)
2. Treatment of the unmarked side
 - Does this mean the unmarked crosswalk is illegal
 - If illegal does it need to be closed
 - What constitutes closed?
3. Public Understanding/ Reception of Implementation



INTERPRETATIONS



“such roadway”
= one side

• sections (1) and (2) describe crosswalk scenarios on only one side (opposite sides of the street, prolongation of lateral lines) so its not legal to cross outside the markings on that side (ie farther in the shoulder or in the intersection)

“such roadway”
= both sides

- sections (1) and (2) aren’t specific and a roadway is continuous with potential for marked crosswalks on each side

? Which one?
No case law or trial court decisions



OPTIONS



- Clarify ORS
- Create statewide policy
- Leave up to Agencies
 - May have different interpretations

DRAFT POLICY FOR UNMARKED SIDE



Mark both sides

- engineering evaluation supports marking and there are ramps or ramps will be installed prior to marking





DRAFT POLICY FOR UNMARKED SIDE



No action needed

- Both ends have detached sidewalk/ no ramps
- One end has detached and one end has attached sidewalk/ no ramps





DRAFT POLICY FOR UNMARKED SIDE



Needs closure sign or remove ramps

- One or both ends has attached or detached sidewalk with ramps.
 - Watch for non – directional ramps





DRAFT POLICY FOR UNMARKED SIDE



May need closure sign

- Both ends have attached sidewalk/ no ramps

Possibly



no – median



installed -rrfb



DRAFT POLICY FOR UNMARKED SIDE



Needs barrier and closure sign

- Crosswalk is identified as unsafe and is closed





COB NEXT STEPS



- Adopt policy/standard for new construction
- Identify how many and when to retrofit existing
- Identify funding
- Develop public communications plan
 - Accessibility groups
 - Ramp removal/ signing

OTHER AGENCY APPROACHES



Any comments?

- Other cities? Counties?
- ODOT – developing policy update?