OREGON TRAFFIC CONTROL DEVICES COMMITTEE

2020 ANNUAL REPORT SUMMARY

January 1, 2020 – December 31, 2020

Committee composition at the beginning of the year consisted of 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; Janet Hruby, City of Bend; Darrin Lane, Linn County; Joseph Marek, Clackamas County; Jeff Wise, ODOT Region 5; Tristan Wood, Columbia County

Membership Changes

ü Lt. Nathan House, representing the Oregon State Police was selected to replace Lt. Patrick Huskey in August of 2019 but no meetings were held until 1/17/2020.

ü Karl MacNair, City of Medford, was elected as OTCDC Chair for 2020 at the January 17, 2020 meeting.

ü Tristan Wood, Columbia County, was elected as OTCDC Vice-Chair for 2020 at the January 17, 2020 meeting.

ü Laurel Byer, Benton County, was selected to replace Darrin Lane, Linn County by the Association of Oregon Counties on 10/29/2020

ü Tristan Wood, Columbia County, was elected as OTCDC Chair for 2021 at the November 20, 2020 meeting.

ü Joseph Marek, Clackamas County, was elected as OTCDC Vice-Chair for 2021 at the November 20, 2020 meeting.

Traffic Control Device Decisions, Discussions and Recommendations

ü Heard a presentation from Peter Koonce 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.

ü Heard a presentation by David Hurwitz and Chris Monsere of their research focused on road user understanding of bicycle signal faces on traffic signals. It included provision of a link to their final report, online map and detailed location list. The research work

culminated in a list of recommendations for further research and three research needs statements.

ü Heard a [presentation](#) on traffic signal displays from Peter Koonce 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.

ü Heard Marie Kennedy present [proposed SP&G rules](#) for electric vehicle charging signs due to more requests from providers. ODOT is also being asked to come up with criteria for when the posting of these signs is permitted. Vehicle manufacturers are already providing navigation programs in their vehicles to get drivers to available charging, but some older and cheaper EV's don't have that capability. Marie will continue to say "yes, if", with the requirements, including illumination criteria.

ü Heard Eric Leaming [report](#) on 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.

ü Heard Doug Bish [report](#) on ODOT's work to change OAR 734-020-0014 and OAR 734-020-0015. The 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 will allow other cities to use Portland's abbreviated speed zoning process on local and collector roads.

ü Heard Doug Bish update his report on the [new speed zoning process](#) which went into effect as of May 1st, including the national and local history leading up to this. Kevin Haas says the final report for NCHRP Project 17-76 is in its final draft. It closely follows Oregon's new process. Doug expects the Legislature may set law which allows more delegation to local jurisdictions in the future.

ü Heard Karl MacNair [presentation](#) on how Medford is responding to the new allowance in state law where cities can pass an ordinance to sign certain residential streets 20 MPH. To avoid increases in speed differentials by drivers obeying and not obeying the lower speed, they have excluded certain streets. They have only allowed this for narrow streets and narrow bikeways (including collectors) or when it is part of an adopted plan.

ü Heard Janet Hruby [discuss](#) the ORS and civil liability, engineering decisions on whether both or just one side of an intersection is marked with crosswalks in the City of Bend. Their attorneys lean toward it needing to be marked on both sides although there is no case law available.

ü Heard Peter Koonce update on bicycle detector discussion with his ["Blue Light Special"](#) presentation.

- Heard Peter Koonce [presentation](#) on issues with red light running cameras and yellow signals.

- Heard Mike Kimlinger discuss [guidance on where crosswalks are located](#) on the State Highway System, referring to a draft Bulletin for the purpose.

- Heard Peter Koonce, with David Hurwitz of OSU, present bike lane design research, [Guidance](#) which will outline safety and operational considerations for left-turn phasing decisions to enhance transportation corridors.

- Heard a [presentation](#) about Portland's Healthy Business Program which illustrated ways they try to help Portland businesses survive the Covid-19 pandemic.

- Heard an [update](#) from Christina McDaniel-Wilson on ODOT's All Roads Transportation Safety (ARTS) Program. The goal of the program is to reduce the frequency of fatal and serious injuries on all public roads through a data-driven process which is blind to jurisdictional ownership.

- Heard [statistics](#) on the impacts of Covid-19 on traffic behavior from Christina McDaniel-Wilson. This included NHTSA reports and key findings from them.

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