

NCUTCD BTC meeting, January 3, 2018

Minutes prepared by John S. Allen, edited by BTC

Attendance

BTC members:

Bill DeSantis, Chair	Rock Miller
Patrick Baxter	Richard Moeur
DeWayne Carver	Theo Petritsch
Dongho Chang	Luciano Rabito
Ted Curtis	Stewart Robertson
Mike Cynecki	John Schubert
Josh DeBruyn	Bill Schultheiss
Cindy Engelhart	Gary Smart
Bill Fox	Ron Van Houten
Michael Jackson	Mighk Wilson
Dwight Kingsbury	Ron van Houten
Peter Koonce	

(John Allen, recording secretary of the BTC, had planned to attend the meeting but had to cancel at the last minute due to illness. He was able to listen to most of the meeting via Skype and is preparing the minutes based on his notes and notes by Bill DeSantis, Josh DeBruyn and Stewart Robertson.)

Guests:

Drew Gingras, Vanasse Hangen Brustlin, Washington, DC
Bryan Katz, Research Committee
Dave Kirschner, FHWA MUTCD team
Ken McLeod, League of American Bicyclists
Josh Mehlem, Fox Tuttle Hernandez (prospective member)
Andrea Renny, City of Monterey, California (prospective member)
Katy Sawyer, City of Pittsburgh
Craig Schoenberg, Toole Design Group (prospective member)

BTC business

Chair Bill Desantis called the meeting to order at 1:02 PM. There was a round of introductions.

Lee Stuart missed 3 meetings, did not respond to communication, terminated membership. Craig Williams is no longer available to participate, withdrew from the BTC, may participate via e-mail.

Michelle DeRobertis has moved to Italy to pursue a Ph.D and was invited to continue participating via e-mail.

Mehlem, Renny and Schoenberg have submitted applications for Technical Membership which will be considered by the Executive Board at tonight's meeting. DeSantis also recommended that

all other current BTC members be reappointed for another 2-year term as Technical Members of the BTC. Government/non-government ratio is 16/9 for total membership of 25.

A Council vote will held Thursday at this meeting for a new National Committee chair.

DeSantis noted that we should anticipate that National-Committee leadership positions will experience more frequent turnover than in the past. We should also anticipate an ongoing effort promoted by the NC to provide more opportunities for younger members to expand their professional and leadership skills as the next generation of NC leaders.

DeSantis provided his perspective as BTC will be focused on the NC's mission to assist in the development of Standards and Guidance for the MUTCD as the national standard. A specific goal will be to grow the BTC while maintaining a diverse makeup of members.

Updates

National Transportation Safety Board Study on Speed

The Edit Committee recommended changes for use of the word "speed" in Chapter 9 of the MUTCD. There are 47 pages of proposed changes for use of the word "speed" in the entire MUTCD. The NTSB has made recommendations regarding setting of speed limits. The general tone of the NTSB Safety Study is that speed limits may generally be too high from a safety perspective.

Section 2B.13 in the MUTCD provides "Guidance." Speed comes under purview of the Regulatory and Warning Signs Technical Committee, which has asked the BTC for input.

Discussion: Changing signs alone may not change speeding culture, though signs combined with enforcement have been shown to be effective. In connection with the Vision Zero effort, some cities are finding that they would have to raise speed limits when performing speed-zoning studies following the 85th Percentile rule. In towns and cities, the 85th Percentile may not be appropriate. USLIMITS (?) includes guidance to use 50th Percentile depending on context.

Schultheiss will draft a statement on behalf of the BTC supporting the recommendations of the NTSB to send to RWSTC. Van Houten made a motion for this and Engelhart seconded it.

Database of Proposals

NCUTCD wants a searchable database of proposals that would be available to the public by June 2019, so practitioners could more readily determine what changes have been submitted to FHWA. The EC Chair also suggested that each TC prepare a "running" version of its specific Part that includes all previously approved changes. Petritsch volunteered to lead the BTC effort. DeSantis will start from a 2012 proposal that provided a review of current Part 9 Standards. This document will serve as the base. Desantis will create the working document and pass it off to Petritsch; is looking for volunteers.

Edit Committee Request

The Edit Committee Chair had requested suggestions from each TC to get new and revised MUTCD language into practice. DeSantis reviewed a list developed via e-mail and sent it to the BTC for comments. One of the suggestions was to remove the MUTCD from the rulemaking process. There was a discussion of this option. Who owns the MUTCD? Now it is the FHWA but

it could be the NCUTCD: this would require additional funding. Would it still have the clout it has now? Moeur: the AASHTO Green Book doesn't go through Federal rulemaking but is recognized in Federal code 23 CFR 625. DeSantis will make a presentation at tomorrow's BTC (?), meeting, send around a revised version via e-mail and ask for any final comments by the end of January, and then send it to Gene Hawkins (Edit Committee chair).

Pooled-fund study recommendations

Rail Flangeway Gap Hazard Warning Sign

Cynecki provided an update on the rail/flangeway gap bicycle warning study. Alternative 2 in the TFHRC report (word sign) had the highest comprehension, "Bicycles Cross Tracks with Care". DeBruyn added that there was a distinct difference between the hazard and the consequence. How do we cover all hazards with one image or message? Cynecki provided an example of a city's being sued due to bicycle crashes from LRT tracks in the street: the city had used a W8-10 sign with a word-message supplemental plaque. There is probably a better sign out there that was not been tested. The catapulting-bicyclist image sign was not tested. The topic was tabled until additional guidance can be provided by study-team member Bryan Katz.

Bicycle Passing Law sign

States are getting many requests and want to know what the MUTCD sign will likely be. Alternatives 2 and 3 showed the best comprehension (mostly words but with a bicycle image). Alternatives 4 and 5 suffered some erroneous interpretations that bicyclists must stay away from other traffic. Schultheiss made a motion to modify the Alternative 3 sign to make it read like a sentence, as with other image/word combo signs in Chapter 9, "Motorists Shall Give 'bike symbol' 3 feet clearance." Van Houten will conduct a study this spring in Lansing, Kalamazoo and South Bend comparing Alternative 3 (preferred sign from study) and our modified Alternative 3.

Buffered Bike Lane Proposal Revision

It appears that there will be changes in the next AASHTO Bike Guide to clarify at what buffer widths it is appropriate to provide chevron markings for buffered bike lanes. Fox and Mehlem provided updated Figure 9C – XXs (examples of pavement markings for buffered bicycle lanes) and text edits from the June 2014 proposal. Wording should indicate that spacing of markings inside the buffer may vary. We have to go to Markings with the changes.

Bike Lane Extension Proposal Revision

The original proposal for bike-lane extensions through intersections is from June 2014. Fox and Mehlem provided an updated figure showing modifications including chevron markings, dashed lines, and green color between dashed lines. Proposed updates are to take out stop bars on the major street crossing the side street; change wording from "side street" to "side street/major driveway"; and change the title so it does not appear to apply only to a buffered/separated bicycle lane.

Right Turns Yield to Bicyclists in-road sign

Van Houten presented an idea for a Right Turns Yield to Bicyclists in-road sign, a variation of the R1-6 in-road yield to bike/ped sign but focusing on right turns and bicycles. Is this a duplicate of an R10-15? There was a discussion of where this sign can be applied and how it

would work for motorists but not be a hazard to bicyclists. Van Houten will take input from the BTC and give the proposal some more thought.

Adjournment

The meeting adjourned at 5 PM to make way for the Pedestrian Task Force.

NCUTCD BTC meeting, January 4, 2018

Minutes prepared by John S. Allen, edited by BTC

Attendance

BTC members:

Bill DeSantis, Chair	Richard Moeur
Patrick Baxter	Theo Petritsch
DeWayne Carver	Luciano Rabito
Dongho Chang	Andrea Renny
Ted Curtis	Stewart Robertson
Mike Cynecki	Craig Schoenberg
Josh DeBruyn	John Schubert
Cindy Engelhart	Bill Schultheiss
Bill Fox	Gary Smart
Michael Jackson	Ryan Snyder
Dwight Kingsbury	Ron Van Houten
Peter Koonce	Mighk Wilson
Josh Mehlem	Ron van Houten
Rock Miller	

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Guests:

Bill Nesper, LAB
Drew Gingras, Vanasse Hangen Brustlin, Washington, DC
Gene Hawkins, new National Committee Chair.
Dave Kirschner, FHWA MUTCD team
Anyesha Mookherjee, Maryland State DOT
Katy Sawyer, City of Pittsburgh

BTC business

Chair Bill DeSantis called the meeting to order at 1:00 PM.

Josh Mehlem, Craig Schoenberg and Andrea Renny were approved by the Executive Board and are now Technical Members of the BTC.

Yield to bicycles and pedestrians sign.

There was a discussion of the Figure 9C-6 that would accompany the modified R10-15 (R10-15b).

The BTC chose to remove proposed text stating a range of distances from the stop line, leaving the distance from stop line to engineering judgment. Regulatory and Warning Signs Technical

Committee got an R10-15b sign approved with a stop sign (Stop for Pedestrians), so the bicycle sign may need to be modified to the R10-15c. Rock Miller advised that this change should be an Edit Committee responsibility.

Josh Mehlem made agreed-upon changes listed above in the graphic. (See DeSantis's e-mail of 7:56 AM, January 4, 2018).

Standing Bicycle TC/Signals TC Task Force

This standing task force is to meet on Wednesday at 10:00 AM of each NCUTCD meeting week. Rock Miller is BTC lead with Patrick Baxter and Dongho Chang. Moeur offered to notify Bob Garrett of the existence of the joint task force so that meeting space can be arranged at each meeting. The R10-15b figure will be sent to Signals TC for concurrence.

Edit Committee

DeSantis appointed DeWayne Carver to be his replacement on the Edit Committee; Dwight Kingsbury will continue as the other BTC Edit Committee member. Kingsbury provided a summary on the Edit Committee meeting. The Edit Committee wants tech committees to identify any suggested changes to the list of reference documents in section 1.11 of the MUTCD (<https://mutcd.fhwa.dot.gov/htm/2009r1r2/part1/part1a.htm#section1A11>). There was a discussion in the Edit Committee as to whether busways should be in Part 2 or Part 8. This requires further discussion.

Pedestrian Task Force

BTC members who attended the Pedestrian Task Force gave a summary of the previous evening's meeting. DeSantis stated that if any additional ideas concerning pedestrian crossings should be sent to Ron Van Houten.

Pooled Fund Study

Bryan Katz of the Research Committee gave a report on the results of recent Pooled Fund studies.

Comprehension and legibility are the two primary characteristics evaluated. If the results are close on these two characteristics then there is a side-by-side analysis.

Bicycle Detour or Pedestrian/Bicycle Detour Sign

A Bicycle detour sign was approved in 2001. The sign should be placed so motorists cannot see it if it does not apply to motorists.

Bicycle Passing Law Sign

There was very little comprehension difference between Alternatives 2 and 3. Katz felt that there is some flexibility in modifying the order of signs used in the research. He will send the research approach and criteria to Van Houten for use in his research on a revised sign layout.

Rail Flangeway Gap Hazard Bicycle Warning

Katz indicated that the Pooled Fund Study committee is willing to accept a change to the word message, but focused on not having a sign such as the catapulting bicyclist sign that shows the consequence of the hazard. None of the signs tested very well. There was a discussion of a plaque to use with current rail crossing signs. There is a need to modify the text in the draft proposal and potentially come up some language that can be used with the W10-12 sign.

Bicycle Surface Condition Warning Sign Proposal

Mike Cynecki gave an update on a proposal for a W8-XX "Bicycle Cross Tracks With Care" warning sign. There was a discussion of a draft proposal to include this sign in Section 9B.17, Bicycle Surface Condition Warning Sign. Draft text included reference to the W10 series Advance Grade Crossing warning signs. Cynecki is to revise the draft.

Bicycle Pavement Markings Detector Symbols

Ted Curtis provided a presentation of results of a Request to Experiment in Columbia, Missouri. Simulator tests of bicyclists found that the green ball with a Wait Here for Green word message is preferred. A modified Columbia symbol also was tested. Vendor input resulted in additional options including increased size of the Here For wording and a helmeted-bicyclist pavement marking.

Option 1: retain the existing 9C-7 and add text and the R10-22 sign; Option 2: use the new marking and allow its use without the sign.

There were objections to going with Option 1, with the helmeted bicyclist. It was suggested to add a 1" white line outlining the green ball symbol.

Peter Koonce presented results of a Portland Study: Portland implemented the modified Columbia symbol at a test intersection. A postcard survey showed that 9C-7 plus text, Wait on Line for Green, was most readily understood as a detection zone.

BTC's current proposal was to remove the R10-22 sign and replace the current 9C-7 figure with the modified Columbia pavement marking symbol. After discussion, it was determined to keep the current R10-22 sign and add the modified Columbia pavement marking symbol as an Option rather than replace the existing 9C-7. This proposal will be developed, and sent out for an online vote.

Intersection Crossing Pavement Markings Treatment

The BTC reviewed modified drawings based on yesterday's discussion. The proposal will be sent out for an online vote.

Proposals Related to Recent Separated Bike Lane Design Guide Publications

Patrick Baxter provided a presentation comparing the *MassDOT Separated Bike Lane Guide* and *FHWA Separated Bike Lane Design Guide* to the current MUTCD. He will provide a draft of

modifications of the Options and Guidance for use of Shared-Use Path Restriction Sign R9-7 to apply to separated bike lanes.

Bike Lane Extension

The figure was modified as discussed on Wednesday: there were some minor modifications.

BTC Support for Changes to Section 2B.13 Reference to Speed

Schultheiss presented a draft support statement for NTSB recommendations for changes to 2B.13. Recommendation is to specifically call out the USLIMITS2 tool as an option. Once complete, DeSantis will send the proposal out for an electronic vote. After BTC discussion, he made modifications in the draft support statement document.

AASHTO Bike Guide

Schultheiss also provided a brief update on the AASHTO Bike Guide.

Adjournment

The meeting adjourned at 6:15 p.m.. Next meeting will be June 20-22 at the Renaissance Marriott Stapleton in Denver, Colorado, a couple days before the ITE meeting in Keystone, Colorado.