

NCUTCD BTC meeting, Wednesday, June 8, 2016

Minutes by John S. Allen, edited by BTC

Attendance

BTC members:

Richard Moeur, Chair
Dongho Chang
Ted Curtis
Mike Cynecki
Josh DeBruyn
Bill DeSantis
Bill Fox

Dwight Kingsbury
Peter Koonce
Stewart Robertson
Bill Schultheiss
Ron van Houten
Mighk Wilson

Guests:

David Kirschner (FHWA)
Patrick Baxter (City of Cambridge MA)

Scott McGolpin (Santa Barbara County CA)

BTC Business

Richard Moeur convened the meeting at 1 PM.

The January 2016 Minutes were approved.

There is no update yet on the NCUTCD Web site; NCUTCD is still looking for vendors. BTC will continue current practice. *(Note: in August 2016, the graphic layout of the BTC site was updated to match the revised NCUTCD site.)*

Government/Non-Government balance: BTC must have a minimum of 50% plus one member meeting government-member criteria. The BTC now has 13 government/12 non-government members and is in compliance. Government eligibility is active public-sector employee or retired public-sector employee with at least 20 years of public-sector service meeting the NCUTCD criteria. All active members are in good standing for attendance eligibility requirements. Prospective members are expected to attend at least one meeting prior to applying for BTC membership.

The June 2017 meeting will be June 28-30 at the Sheraton Pittsburgh Union Square.

The June 2018 meeting will be in June in Keystone, Colorado

The June 2019 meeting should be the Midwest but date and location are not yet determined.

Technical Items

Update Shared-Lane Marking Guidance

After discussion there was agreement to use green colored pavement under SLMs.

The Standard statement (in a draft BTC proposal) is being relocated to later paragraphs.

Lateral positions are based on ITE Traffic-Control-Devices Handbook guidance. Revised guidance is for a 12-foot offset at on-street parking.

Longitudinal spacing standard: the proposed new Guidance has 50-foot minimum spacing. There was discussion on changing to Guidance to allow for use for intersection crossings, and agreement to change longitudinal Standard statement to Guidance and fold in with current Guidance with maximum spacings of SLMs; to add a new Option to provide ability to space SLMs less than 50 feet within intersections; and to add a new Guidance paragraph for maximum spacing after intersections.

For installation of SLM with R4-11 (Bicycle May Use Full Lane sign): there was some concern that a R4-11 sign would contradict a SLM not in the center of a lane. There was agreement to change the Standard statement to a Guidance statement.

The proposed new Standard statement for prohibited uses was revised to delete item E, use with longitudinal markings. Other items were revised.

- New Option for use at intersection approaches: no objections, leave as is.
- Figure with green backing: no objection
- Figures for use on intersection approaches: revise, distinguish between an approach with or without a bike lane. There was agreement to leave the figure as is, with the SLM in the center lane.

The BTC agreed that the proposal is ready for transmittal to RWSTC.

Moeur reported later that the Markings TC approved the proposal with minor format changes and change of Shall to Should in a Guidance Statement

Regulatory Signs for Bicycle Signals

Review of Turner-Fairbank Highway Research Center's draft report on regulatory signs for bicycle signals ("Motorists' and Bicyclists' Comprehension of Proposed Bicycle Signal Signs", by Sewall and Perez) revealed issues:

- Figures show near-side overhead signals- not US practice
- There are unanswered questions re legality, bicyclist and motorist behavior.
- Why wasn't the BICYCLE SIGNAL sign tested?

FHWA would like any additional BTC review comments by end of June 2016 through BTC Google Group email. Signs are used with bike signals to facilitate bike movements, especially left turn from right-side bike lane. Research seems to indicate that misunderstanding of sign has not shown a tendency for increase in crashes so FHWA would be inclined to approve experimental use.

Interim Approval Recommendations

Kirschner (FHWA) Bike boxes and two-stage turn boxes are likely FHWA candidates for interim approvals. FHWA wants more data on application, legality and placement of the two-stage turn

queuing box. A sign for the 2STQB is not going to be included in the interim approval at this point because there is limited data. (*Note: Interim Approval IA-18 on bike boxes was issued October 12, 2016.*)

Modifications to IA-16 on bicycle signals is being led by Bruce Friedman. The Signals TC will make a recommendation to FHWA to adopt the original NCUTCD language in lieu of the IA content.

The Temporary-Traffic-Control proposal sent to FHWA in 2013 was discussed by FHWA but there was no discussion on whether it will receive an interim approval.

To Forward to Council

The BTC selected three proposals for forwarding to Council for possible Interim Approval recommendation

- Two-Stage Turn Box (Attachment #44 to the June 2014 transmittal to FHWA)
- Advanced Stop Line (Bike Box) (Attachment #37)
- Turning Vehicles Yield to Bicycles (Attachment #45)

Recommended for interim approval to be forwarded by other TCs:

- Bicycle Signals - Revised (Attachment #49); also endorse Signals TC requesting clarification for the Bike Signal interim approval.
- Bicycle Facility Typical Temporary-Traffic-Control Applications (Attachment #6 to the June 2013 transmittal to FHWA)

Discussion reaffirmed that a number of devices and/or applications described in NCUTCD proposals developed by the BTC may already be used under the present Manual, but should be described in the next edition.

ON ROAD Plaque and BIKES MERGE Signs

BTC agreed with the proposal that was discussed online. (See e-mail discussion culminating on May 26.) Regulatory and Warning TC wants to see proposals for the ON ROAD and BIKE MERGE signs. Moeur will take them to that TC to on Thursday.

Bicycle Merge

BTC agreed with the proposal that was discussed online. (See e-mail discussion culminating on June 6.)

Raised Devices

Delete reference in MUTCD Guidance language, 9c.04 paragraph 11 to remove restriction on raised devices. DeSantis will update the proposal.

Updates

Moeur brought up the BTC proposal-priority list to review the status of other proposals.

Curtis gave an update on his Wayfinding pavement marking and traffic signal detection research projects. (Columbia MO)

Adjournment

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

NCUTCD BTC meeting, Thursday, June 9, 2016

Minutes by John S. Allen, edited by BTC

Attendance

BTC members:

Richard Moeur, Chair
Dongho Chang
Ted Curtis
Mike Cynecki
Josh DeBruyn
Bill DeSantis

Dwight Kingsbury
Peter Koonce
Bill Schultheiss
Ron van Houten
Mighk Wilson

Guests:

Patrick Baxter (City of Cambridge MA)
Geoff Giffin (Signals TC)
Gene Hawkins (NCUTCD Vice-Chair)

David Kirschner (FHWA)
Monica Suter (Signals TC)

Moeur convened the meeting at 1 PM.

Signals TC Coordination

Monica Suter from Signals Technical Committee gave a presentation about bicycle signal and sign comprehension. Signals TC pulled together a Task Force to discuss the Turner-Fairbank draft study (see Wednesday minutes) and developed a list of questions for additional research: signal lens size, shape, color, back-plate use, interpretation as protected vs. permissive. BTC suggested signal location and vertical and horizontal separation from other signals. There is a safety concern with a lens mounted lower than 8 feet. Other items added to the list for review include operation of the signal. Suter will bring BTC additions to Signals TC for its input, then the list of questions will go to the Research TC. Koonce will be the contact on research for the BTC.

Moeur has indicated to John Fisher that BTC's goal and intent is for Bike Signal interim approval to match what BTC and Signals sent to FHWA. Fisher understood our concern.

Discussion of the General Session

FHWA is exploring revisions to the MUTCD in lieu of a full update. Additional interim approvals also are possible. Comments in response to a request published December 22, 2015 ranged from too much to too little support. Support statements might be toggled in an electronic version. States must have supplements due to the prescriptive nature of the MUTCD and to address state-specific laws and practices.

Interim approvals raise concerns about uncertainty. Additional experience may lead to their being adopted or not.

The Edit Committee describes its work on Sites Open to Public Travel as “complete.”

The Edit committee wants to have each TC review its use of the word “speed” and wants a list of all approved proposals from each TC since the 2009 NPA.

There was a discussion of the experimental process.

Marc Jacobson is new webmaster of the NCUTCD Web site. AASHTO still hosts it but NCUTCD has control over it. NCUTCD has a Twitter account and Facebook page, but the Board will look into how they will be used and managed.

The BTC’s list of proposed interim approvals was approved unanimously.

Pedestrian Task Force Report

There was no support for a separate and co-equal Pedestrian Technical Committee (discussed at the January BTC meeting), as it would take members from other TCs.

Additional information is in the Pedestrian Task Force minutes.

Raised Devices

Version 0.11 of proposal: mention of specific devices will be omitted, to allow use of devices which do not conflict with FHWA design guidance. The proposal will be distributed to the BTC for an e-mail vote; then to the Markings TC in January, 2017 and to sponsors in the spring.

Bicycle Facilities at Signalized T Intersections

There are few conflicts with other movements on the through leg, other than with crossing pedestrians; however, pedestrian groups oppose changes. There might be a research problem statement and a change in 9B.03. Hawkins: bicycle yield under a stop sign? This is efficient for bicyclists.

Bicycle Merge Sign, Share the Road Plaque

After some discussion, Regulatory and Warning Signs TC agreed to send the bicycle merge sign to sponsors.

RWSTC felt that the on-road plaque was not a solution. A motion to take W16-1, the Share the Road plaque, out of the MUTCD was rejected by RWSTC. BTC was asked to develop a problem statement to study the On Road plaque and Share the Road plaques. Wilson, Cynecki and Curtis volunteered to develop a problem statement for research.

Community Wayfinding Signs

Non-standard colors and designs are being used by local agencies, but as long as information is presented in legible and uniform manner, the purpose is fulfilled.

Moeur worked with a Pima County "Valley Path" group to develop a series of signs through the local council of governments. Bicycle symbol is 5" high, sign 18x24. Google <Fort Collins Wayfinding> for something that ALTA was doing: download Wayfinding Document 1 and scroll to pages 30-40.

Two options:

- create exceptions in 2D/9D for bicycles? Problematic.

- Revise 2D.50 and expand to bicycles – Guide and Motorist Information TC coordination needed - Schultheiss will develop a proposal to modify 2D.50.

Adjournment

The meeting adjourned at 5 PM. Next meeting is January 4-6, 2017.