

KEIZER TRAFFIC SAFETY- BIKEWAYS-PEDESTRIAN COMMITTEE

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WHAT IS THE MUTCD?

Manual on Uniform Traffic Control Devices (MUTCD)

- Current Edition: 11th Edition (December 2023)
- Previous Edition: 10th Edition (a.k.a. 2009 Edition)

The MUTCD is the national standard for traffic control devices – those signs, signals, and pavement markings we see on all streets, highways, and pedestrian and bicycle facilities open to public travel.

SUMMARY OF RECENT UPDATE

Yield and Stop Signs

Section 2B.06

- STANDARD:

Yield and stop signs shall not be used for speed control.



SUMMARY OF RECENT UPDATE

All-Way Stop Control Warrants

Section 2B.12 – 2B.17

- Reduced warrants for 3-leg intersections
- Adds sight distance warrant for turning onto the uncontrolled approach

SUMMARY OF RECENT UPDATE

Speed Limits

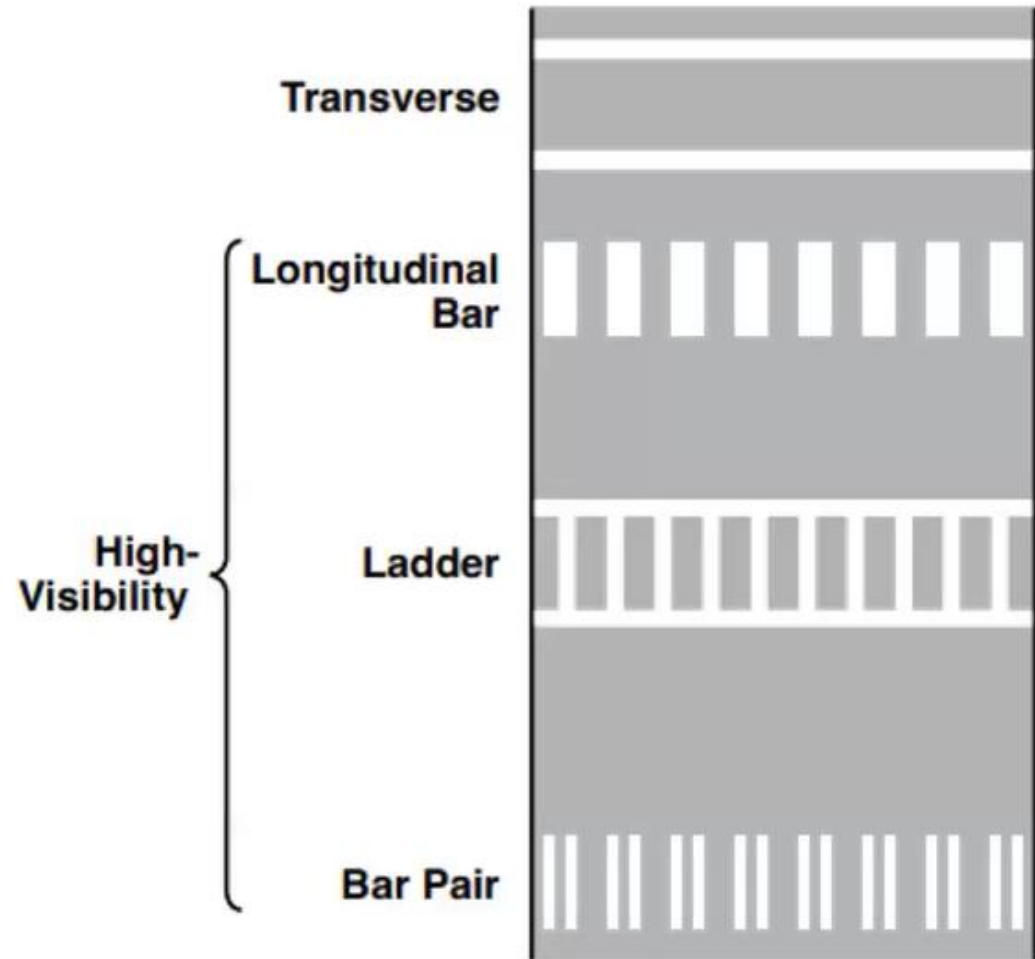
Section 2B.21

- Provisions apply to non-statutory speed limits (i.e., speed limits not set by state or local statute)
- Still require an Engineering Study, but...
 - > Emphasizes role of site context, roadway type, and function
 - > Includes range of consideration and factors
 - Ped and bike activity, crash history, land use, intersection spacing, road geometric, traffic volumes, others
 - Use of 85th percentile speed not required

SUMMARY OF RECENT UPDATE

Marked Crosswalks

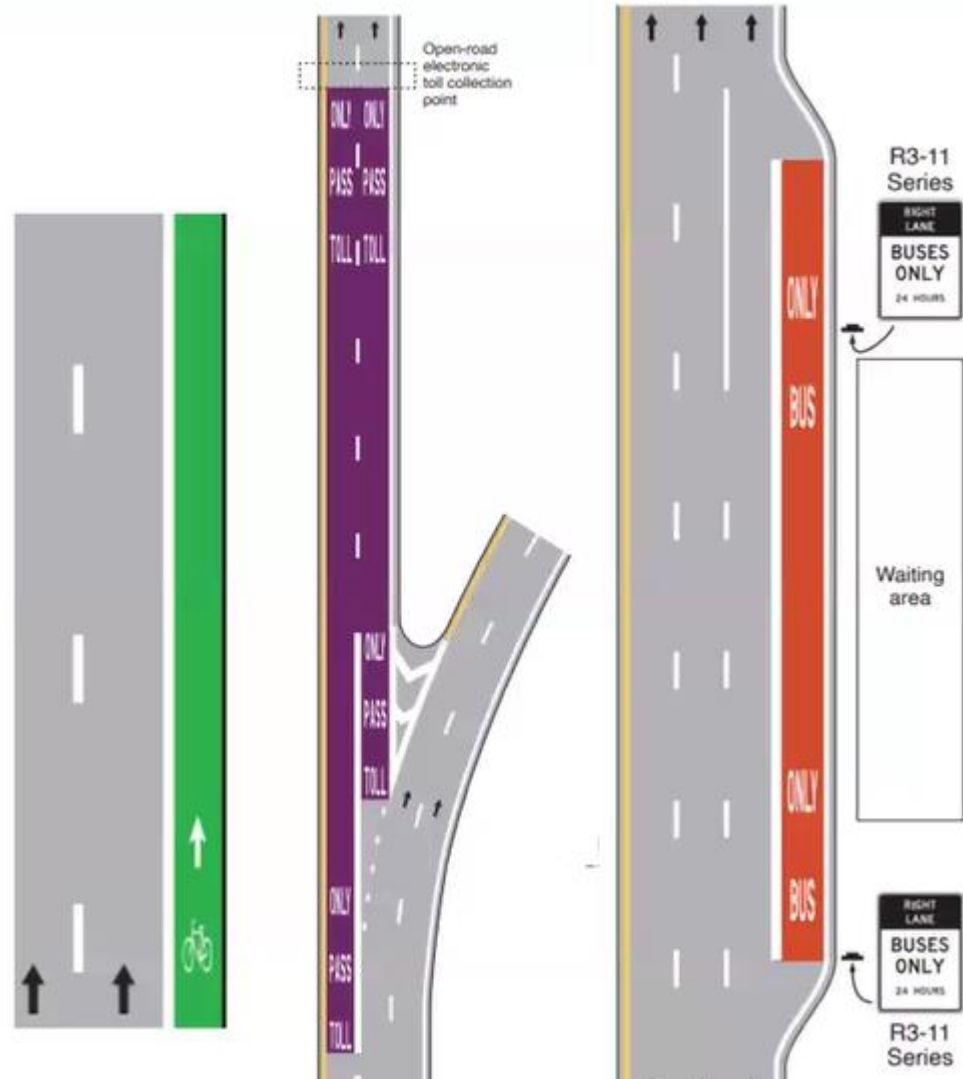
- Recommended at locations controlled by traffic control signals
- Uncontrolled crosswalks:
Revised criteria for engineering study
 - > Number of approach lanes
 - > Presence of median
 - > Ped and bike volumes
 - > Traffic Volume, Speeds
 - > Location, frequency of transit stops
 - > Other



SUMMARY OF RECENT UPDATE

Colored Pavements

- New colored pavements for special-purpose lanes
 - > Green – bicycle lanes
 - > Red – bus lanes
 - > Purple – Electronic toll collection-only lanes



SUMMARY OF RECENT UPDATE

Traffic Signal Warrants

- From STANDARD to GUIDANCE
- Other factors may be considered as part of the engineering study to justify installation
- Agencies have more flexibility to consider other relevant factors in addition to the current numerical warrant analysis
- Warrant 7 – Crash Warrant
 - > Updated criteria
 - > Consideration for urban and rural contexts
 - > Option for agencies to calibrate criteria based on local safety performance

SUMMARY OF RECENT UPDATE

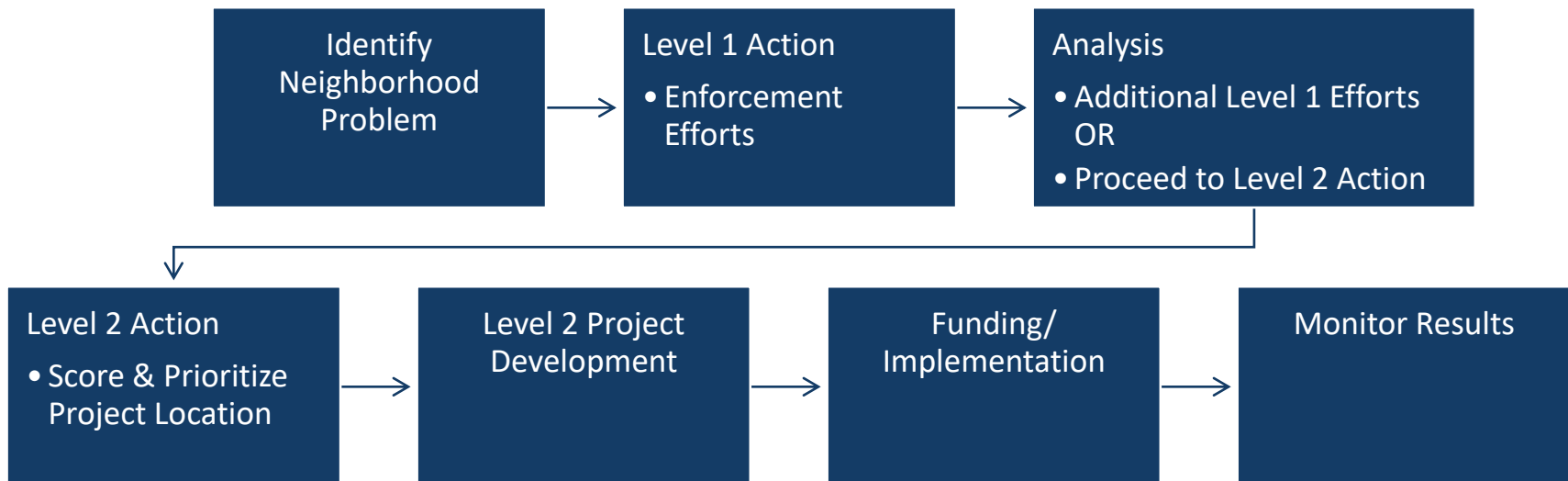
Bicycles

- MUTCD Part 9 (Bicycle Facilities) has been greatly expanded; many new options for agencies. Previously these were under interim approval but are now available for use without any special approval:
 - > Green pavement in bike lanes
 - > Easier left turns with two-stage turn boxes
 - > Improved bicyclist visibility at intersections
 - > Buffer-separated bike lanes
 - > Bicycle-specific signal faces

WHAT IS THE KEIZER NTM PROGRAM?

Neighborhood Traffic Management Program

- The Keizer NTM Program addresses traffic safety issues (particularly speeding and cut-through traffic) on a city-wide basis by implementing traffic calming measures that increase safety for pedestrians, bicyclists, and motorists.
- NTM Program Process:



HOW THE CITY'S NTM PROGRAM MIGHT BE AFFECTED BY THE MUTCD UPDATE?

- Allow setting lower speed limits on neighborhood streets that have speeding issues (must be based on an engineering study recommendation).
- Stop signs cannot be used for speed control.
- Placement of marked crosswalk installation at uncontrolled locations must be based on an engineering study