



Edge Line Rumble Stripe Timeline and Summary

November / December, 2009

- Ø In an effort to address the high number of fixed object crashes on rural roadways, representatives from ODOT Executive Management and the Offices of Systems Planning & Program Management, Roadway Engineering, Pavements, Traffic, and Multi-Modal Planning met to discuss the systematic improvement of rural 2-lane roadways. The system wide installation of edge line rumble stripes was expected to provide a 20-35% reduction in run-off road crashes.



Edge Line Rumble Stripes in District 3

December/January, 2009/2010

- Ø ODOT researched rumble stripe designs and effectiveness by reviewing NCHRP reports, the available research of other states and by contacting other state traffic and safety engineers.
- Ø ODOT districts began reviewing potential rumble stripe locations to determine:
 - The presence of adequate shoulder width
 - Pavement condition able to accept treatment
 - Necessary coordination with scheduled projects
 - Outstanding issues that would prevent the installation of edge line rumble stripes.

January, 2010

- Ø ODOT contacted selected bike advocates for their input on rumble stripes.

February / March, 2010

- Ø Draft design and location criteria were approved by ODOT executive management.
- Ø ODOT compared known cross-state bike routes with potential edge line rumble stripe locations. Districts were notified of conflicting locations and areas with less than a 4' shoulder were removed.

March, 2010

- Ø Construction plans were filed by districts for 11 district wide edge line rumble stripe projects.

April / May, 2010

- Ø ODOT developed rumble stripe fact sheets that were distributed to the districts and intended for the general public.
- Ø The Offices of Multi-Modal Planning and Communications began receiving requests for additional information from bicycle advocates regarding ODOT's systematic edge line rumble stripe program.

- Ø ODOT met with members of NOACA and NOACA's bike committee to address their concerns over rumble stripes in their region.
- Ø Rumble stripe projects were added to MPO Transportation Improvement Programs where applicable.
- Ø The Office of Multi-Modal Planning, Systems Planning & Program Management, Roadway Engineering, Traffic and Executive Management agreed upon the final design and location selection criteria.

May, 2010

- Ø ODOT attended the 2nd statewide bike advocacy meeting. This meeting included an in depth discussion of rumble stripes with representatives from the majority of the advocacy organizations from across the state.

May / June, 2010

- Ø 9 of the 11 edge line rumble stripe construction projects were let and awarded. Two projects were let and rejected based on high bid prices.

August, 2010

- Ø The League of American Bicyclists made this a priority on their agenda for reform.

Bicycle Outreach & Accommodation

Opportunities for outreach utilized and available through:

- Ø The normal MPO TIP process (all projects within MPO areas were included on their TIP)
- Ø Bike advocacy groups were contacted through the state Bike / Pedestrian Planner, Office of Multi-Modal Planning
- Ø Fact sheets were distributed to districts and MPOs



Bicycles users were accommodated through location selection and design considerations:

- Ø The depth of the rumble stripe was set at 3/8", which is the minimum depth necessary to meet auditory requirements.
- Ø A standard pattern of 12' gaps every 50' was adopted to allow bicycle traffic to move in and out of shoulder areas as necessary.
- Ø The standard width of the edge line rumble stripe was set to 6", in most locations, to allow more shoulder area and minimize the impact of rumble stripes on bicycle users who prefer to ride on the shoulder.
- Ø Impacts to areas of known heavy bicycle use or designated and recognized bicycle routes were eliminated or minimized depending on the available shoulder width.