



**California Traffic Control Devices Committee (CTCDC)  
Agenda Item Report**



<b>Meeting Date:</b> August 1, 2024 <b>Item Number:</b> 24-09	<b>From:</b> Noel Casil, City of Rancho Palos Verdes
<b>Sponsored By:</b> Kevin Murai, Caltrans	<b>Presented By:</b> Claude Strayer, Fehr & Peers
<b>Description:</b> Proposal to add "NO BICYCLES / SCOOTERS/ MOTORCYCLES/ MOTOR-DRIVEN CYCLES " sign to CA MUTCD Chapter 2B and "BICYCLES / SCOOTERS/ MOTORCYCLES/ MOTOR-DRIVEN CYCLES" detour signs to CA MUTCD Chapter 6F.	

**Recommendation:**

Motion by the committee to recommend inclusion of the proposed "NO BICYCLES / SCOOTERS/ MOTORCYCLES/ MOTOR-DRIVEN CYCLES" signs to CA MUTCD Chapter 2B (changes to the CA MUTCD Figure 2B-11 and Section 2B.39) and inclusion of the proposed " NO BICYCLES / SCOOTERS/ MOTORCYCLES/ MOTOR-DRIVEN CYCLES detour signs to CA MUTCD Chapter 6F (changes to the CA MUTCD Figure 6F-5 and Section 6F.59).

**Agency Making Request/Sponsor:**

Noel Casil, City of Rancho Palos Verdes / Kevin Murai, Caltrans

**Background:**

Following the 2022-2023 rainy season, the Landslide Complex's movement in the City of Rancho Palos Verdes has accelerated exponentially and a state of local emergency has been declared. Due to consecutive seasons of above average rainfall, land movement has caused fissures, sinkholes, cracking, and more on Palos Verdes Road South as it traverses the Landslide Complex area. Despite existing bicycle warning signs, City staff have been anecdotally informed of bicycle crashes. Also, despite consistent and recently increased signage, riders of bicycles and motorcycles continue to use Palos Verdes Road South, and that the land movement is creating frequent localized deviations in the road, which can be navigated safely in cars and trucks, but that are more dangerous for the stability of 2-wheeled vehicles such as bicycles and motorcycles. Therefore, signage specifically prohibiting access by bicyclists, scooters, motorcycles, and motor driven cycles is being proposed for use during the temporary prohibition, per Council Resolution 2024-39. Currently, portable changeable message signs (PCMS) are being utilized to convey the prohibitory messages but there has been issues with battery theft. Additionally, in order to facilitate a clear detour for these users, custom static sign messages are needed to convey the message.



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### **Attachments:**

Attachment A – City of Rancho Palos Verdes City Council Resolution Temporarily Prohibiting Travel by Bikes, Motorcycles, and other Two Wheeled Vehicles on Palos Verdes Drive South

Attachment B – Proposed sign addition to Chapter 2B, Figure 2B-11 of the CA MUTCD

Attachment C – Proposed changes to Chapter 2B, Section 2B.39 of the CA MUTCD

Attachment D – Proposed sign addition to Chapter 2B, Figure 6F-5 of the CA MUTCD

Attachment E – Proposed changes to Chapter 6F, Section 6F.59 of the CA MUTCD

Attachment F – Field Pictures (June 2024)



# ATTACHMENT A



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Attachment A – City of Rancho Palos Verdes City Council Resolution Temporarily Prohibiting Travel by Bicycles, Scooters, and Motorcycles on Palos Verdes Drive South

RESOLUTION NO. 2024-39

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES, TEMPORARILY PROHIBITING TRAVEL BY BICYCLES, MOTORCYCLES AND OTHER TWO WHEELED VEHICLES ON PALOS VERDES DRIVE SOUTH WITHIN THE LANDSLIDE COMPLEX DUE TO THE ACCELERATED RATE OF LAND MOVEMENT**

WHEREAS, the Greater Portuguese Bend Landslide Complex (the Landslide Complex) encompasses four historically active landslide areas in the City: the Portuguese Bend Landslide (PBL), the Abalone Cove Landslide (ACL), the Klondike Canyon Landslide (KCL), and the Beach Club Landslide (BCL). However, it also includes areas outside of the City's historical boundaries of those known landslides predominantly uphill from the Portuguese Bend and Abalone Cove landslides, within the Ancient Portuguese Bend Landslide Complex as mapped by various agencies (i.e., U.S. Geological Survey, California Geological Survey) and other researchers.

WHEREAS, following the 2022-23 rainy season, the Landslide Complex's movement has accelerated exponentially. Therefore, on October 3, 2023, the City Council of the City of Rancho Palos Verdes adopted Resolution No. 2023-047 based on its authority pursuant to Section 8610 et seq. and Section 8630 et seq. of the Government Code, and Chapter 2.23 of the Rancho Palos Verdes Municipal Code, declaring a state of local emergency for the Landslide Complex based on the accelerated movement of the land. The declaration of emergency was renewed as required by law and currently applies.

WHEREAS, following the City Council's declaration of a local emergency, the City experienced another record-setting rainy season.

WHEREAS, since the City Council's declaration of a local emergency, the City Geologist, Mike Phipps of Cotton, Shires, and Associates, Inc. (CSA) has been regularly conducting field mapping throughout the Landslide Complex; observing conditions at various locations, and reviewing survey and rainfall data.

WHEREAS, the City Geologist most recently reported to the City Council on May 7, 2024, in summary, that the Landslide Complex continues moving at unprecedented rates, predominantly in response to the two consecutive seasons of significantly above average rainfall.

WHEREAS, the City Geologist stated that land movement continued to manifest at the ground surface in the form of landslide scarps, fissures, grabens/sinkholes, tensional cracking, shear zones and thrust features; and that due to the continued acceleration, the ground movement features have continued to enlarge, expand, widen, or grow depending on the type of feature and location, which also affects Palos Verdes Drive South (PVDS) as it traverses the Landslide Complex area.



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WHEREAS, the City Geologist summarized that road conditions on PVDS continue to be adversely impacted due to differential rates of land movement ranging from about 5 to 8 inches per week, at the time of the report to the City Council on May 7, 2024.

WHEREAS, traffic signs on PVDS in the landslide area include various signs warning of the landslide conditions, with some specifically directed at bicyclists and motorcyclists. Out of an abundance of caution, Staff (through a consultant), conducted a review of signs on PVDS. As a result, additional signs were installed, including signs installed on June 1, 2024 specifically directed at bicyclists and motorcyclists.

WHEREAS, despite the existing bicycle warning signs, Staff have been anecdotally informed of bicycle crashes, and at least one claim has been filed against the City (which was prior to the additional bicycle and motorcycle signs installed on June 1).

WHEREAS, Section 8610 of the Government Code provides the local disaster council with broad powers to "develop plans for meeting any condition constituting a local emergency or state of emergency, including, but not limited to, earthquakes, natural or manmade disasters specific to that jurisdiction, or state of war emergency...."

WHEREAS, Chapter 2.24 designates the City Council, the director of emergency services, the assistant director of emergency services, and the chiefs of emergency services as the City's Disaster Council.

WHEREAS, the director of emergency services (the city manager), "[i]n the event of the proclamation of a local emergency [...], the director [of emergency services] is empowered: a. To make and issue rules and regulations on matters reasonably related to the protection of life and property as affected by such emergency...."

WHEREAS, the City Council finds that despite consistent and recently increased signage, riders of bicycles and motorcycles continue to use PVDS, and that the land movement is creating frequent localized deviations in the road, which can be navigated safely in cars and trucks, but that are more dangerous for 2-wheeled vehicles such as bicycles and motorcycles.

WHEREAS, the City Council finds that the safety of bicycle and motorcycle riders is a compelling interest.

WHEREAS, the City Council finds that in order to further the City's compelling interest in the safety of riders, it is appropriate to temporarily route bicycles and motorcycles away from the portion of PVDS within the Landslide Complex, until such time as the City may be able to slow the land movement

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sufficiently to reduce the frequency and severity of road deviations to minimize the risk of injury.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

Section 1: The above recitals are true and correct and incorporated herein by reference.

Section 2: Until further notice, the portion of PVDS within the Landslide Complex shall be closed to bicycle and motorcycle traffic. This prohibition will expire in 180 days, unless extended by the City Council on the same basis as stated in this Resolution.

Section 3: Updates on the rate of movement and repair of PVDS will be provided at each City Council meeting where the Council is considering extending the local state of emergency, including an assessment of the relative safety of traveling on PVDS by bicycles and motorcycles through the Landslide Complex, with the purpose of lifting the prohibition as soon as possible.

Section 4: This Resolution shall be effective immediately upon adoption by the City Council upon a majority vote.

PASSED, APPROVED and ADOPTED this 18<sup>th</sup> day of June 2024.

  
John Cruikshank, Mayor

Attest:

  
Teresa Takaoka, City Clerk

STATE OF CALIFORNIA            )  
COUNTY OF LOS ANGELES    ) ss  
CITY OF RANCHO PALOS VERDES )

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I, Teresa Takaoka, City Clerk of the City of Rancho Palos Verdes, hereby certify that the above Resolution No. 2024-39 was duly and regularly passed and adopted by the said City Council at a regular meeting thereof held on June 18, 2024.

  
Teresa Takaoka, City Clerk

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# ATTACHMENT B

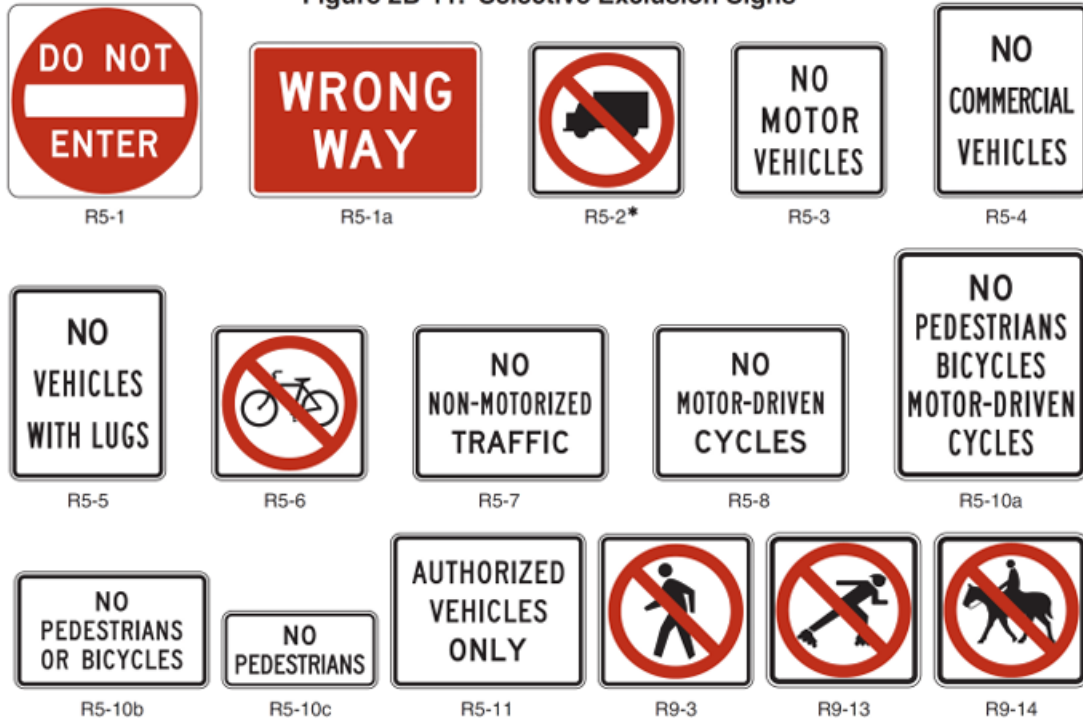


Attachment B – Proposed sign addition to Chapter 2B, Figure 2B-11 of the CA MUTCD

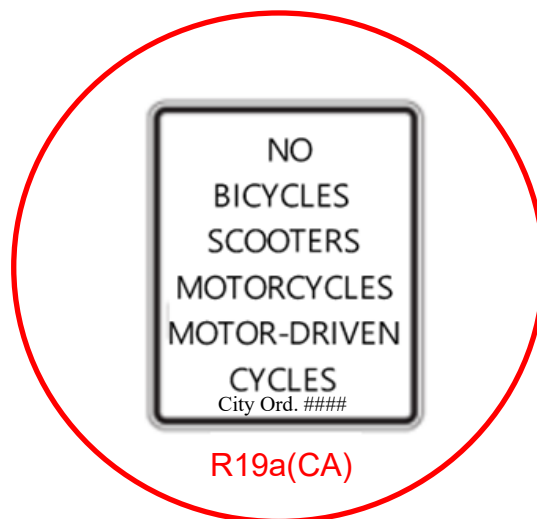
California MUTCD 2014 Edition  
(FHWA's MUTCD 2009 Edition, including Revisions 1,2, &3, as amended for use in California)

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Figure 2B-11. Selective Exclusion Signs



\* An optional word message sign is shown in the "Standard Highway Signs and Markings" book



R19a(CA)



**Attachment C – Proposed changes to Chapter 2B, Section 2B.39 of the CA MUTCD**

**Proposal:**

Note:

- Black text is consistent with the Federal MUTCD.
- Blue text is current text as amended for use in California.
- ~~Struck-out red text~~ is to be deleted from the CA MUTCD.
- Red text is newly proposed text.

Modify Section 2B.39 as shown:

**Section 2B.39 Selective Exclusion Signs**

Support:

01 Selective Exclusion signs (see Figure 2B-11) give notice to road users that State or local statutes or ordinances exclude designated types of traffic from using particular roadways or facilities.

**Standard:**

**02 If used, Selective Exclusion signs shall clearly indicate the type of traffic that is excluded.**

Support:

- 03 Typical exclusion messages include:
- A. No Trucks (R5-2),
  - B. NO MOTOR VEHICLES (R5-3),
  - C. NO COMMERCIAL VEHICLES (R5-4),
  - D. NO TRUCKS (VEHICLES) WITH LUGS (R5-5),
  - E. No Bicycles (R5-6),
  - F. NO NON-MOTORIZED TRAFFIC (R5-7),
  - G. NO MOTOR-DRIVEN CYCLES (R5-8),
  - H. No Pedestrians (R9-3),
  - I. No Skaters (R9-13),
  - J. No Equestrians (R9-14), ~~and~~
  - ~~K. No Hazardous Material (R14-3) (see Section 2B.62).~~

Option:

04 Appropriate combinations or groupings of these legends into a single sign, such as NO PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES (R5-10a), ~~or~~ NO PEDESTRIANS OR BICYCLES (R5-10b), **or NO BICYCLES SCOOTERS MOTORCYCLES MOTOR-DRIVEN CYCLES (R19a(CA))** may be used.

**Standard:**

**04a The R19a(CA) sign, if used, shall include the local agency and the adopted resolution or ordinance number, which temporarily prohibits bicycles, motorcycles, and other two-wheeled vehicles on a segment of a highway. The sign shall not be used where there is no adopted resolution or ordinance by local agencies.**



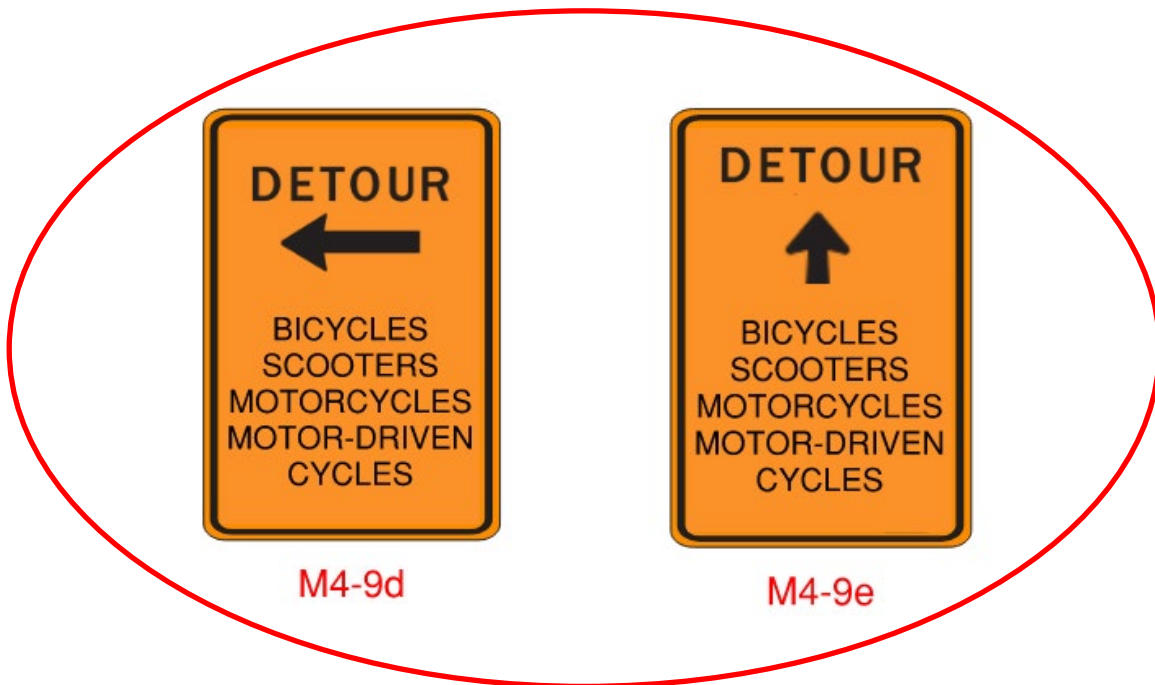
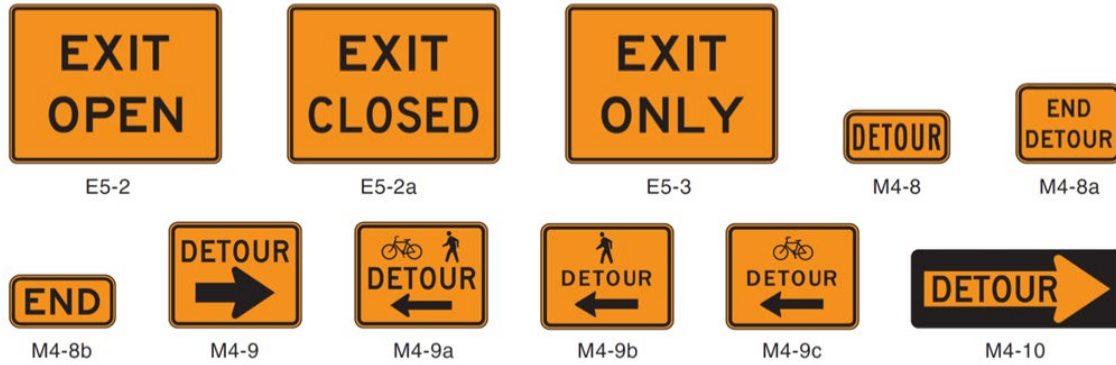
# ATTACHMENT D

Attachment D – Proposed sign addition to Chapter 2B, Figure 6F-5 of the CA MUTCD

California MUTCD 2014 Edition  
(FHWA's MUTCD 2009 Edition, including Revisions 1,2, &3, as amended for use in California)

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Figure 6F-5. Exit Open and Closed and Detour Signs





# ATTACHMENT E

## Attachment E – Proposed changes to Chapter 6F, Section 6F.59 of the CA MUTCD

### Proposal:

#### Note:

- Black text is consistent with the Federal MUTCD.
- Blue text is current text as amended for use in California.
- ~~Struck-out red text~~ is to be deleted from the CA MUTCD.
- Red text is newly proposed text.

Modify Section 6F.59 as shown:

### Section 6F.59 Detour Signs (M4-8, M4-8a, M4-8b, M4-9, M4-9a, M4-9b, M4-9c, ~~M4-9d, M4-9e,~~ and M4-10)

#### Standard:

**01 Each detour shall be adequately marked with standard temporary route signs and destination signs.**

#### Support:

01a Refer to CVC 21363 for detour signs.

#### Option:

- 02 Detour signs in TTC incident management situations may have a black legend and border on a fluorescent pink background.
- 03 The Detour Arrow (M4-10) sign (see Figure 6F-5) may be used where a detour route has been established.
- 04 The DETOUR (M4-8) sign (see Figure 6F-5) may be mounted at the top of a route sign assembly to mark a temporary route that detours from a highway, bypasses a section closed by a TTC zone, and rejoins the highway beyond the TTC zone.

#### Guidance:

- 05 *The Detour Arrow (M4-10) sign should normally be mounted just below the ROAD CLOSED (R11-2, R11-3a, or R11-4) sign. The Detour Arrow sign should include a horizontal arrow pointed to the right or left as required.*
- 06 *The DETOUR (M4-9) sign (see Figure 6F-5) should be used for unnumbered highways, for emergency situations, for periods of short durations, or where, over relatively short distances, road users are guided along the detour and back to the desired highway without route signs.*
- 07 *A Street Name sign should be placed above, or the street name should be incorporated into, a DETOUR (M4-9) sign to indicate the name of the street being detoured.*

#### Option:

- 08 The END DETOUR (M4-8a) or END (M4-8b) sign (see Figure 6F-5) may be used to indicate that the detour has ended.

#### Guidance:

- 09 *When the END DETOUR sign is used on a numbered highway, the sign should be mounted above a route sign after the downstream end of the detour.*
- 10 *The Pedestrian/Bicycle Detour (M4-9a) sign (see Figure 6F-5) should be used where a pedestrian/bicycle detour route has been established because of the closing of a pedestrian/bicycle facility to through traffic.*

**Standard:**

11 If used, the Pedestrian/Bicycle Detour sign shall have an arrow pointing in the appropriate direction.

**Option:**

12 The arrow on a Pedestrian/Bicycle Detour sign may be on the sign face or on a supplemental plaque.

13 The Pedestrian Detour (M4-9b) sign or Bicycle Detour (M4-9c) sign (see Figure 6F-5) may be used where a pedestrian or bicycle detour route (not both) has been established because of the closing of the pedestrian or bicycle facility to through traffic.

14 The Bicycle, Scooter, Motorcycle, Motor-Driven Cycle Detour (M4-9d and M4-9e) may be used where a detour route for these users has been established due to the selective exclusion of these users on a roadway by local ordinance.

**Guidance:**

14 The DETOUR (M4-8) sign should be placed on tangent sections at intervals not to exceed 0.25 miles and at major intersections.

**Option:**

15 In urban areas, the M4-8 signs may be placed at every intersection.

**Guidance:**

16 The DETOUR with Arrow (SC3(CA)) sign should be used for unnumbered highways, for emergency situations, for periods of short duration, or where, over relatively short distances, road users are guided along the detour and back to the desired highway without route markers.

17 The (FWY) DETOUR with Arrow (SC9(CA)) sign should be used to inform motorists of the direction to follow for a detour. The words FWY DETOUR may be substituted for DETOUR, where applicable.



# ATTACHMENT F



Attachment F - Field Pictures (June 2024)







