



California Traffic Control Devices Committee (CTCDC) Meeting

Thursday, August 4, 2022 (09:00 am to End)



MEETING AGENDA

WebEx Information

<https://cadot.webex.com/cadot/onstage/g.php?MTID=ef8d8ba4b61a4f3cf5ba5efe9852a4d5c>

You may also call in using the number and access code below.

Note: Call-in participants will not be able to make comments during the meeting.

Phone: (408-418-9388), Access code: (2484 741 2229)

The Meeting is open and public/local agencies are invited to attend. For further information regarding this meeting, please contact **Johnny Bhullar** at (916) 662-2397, or email Johnny.Bhullar@dot.ca.gov. Additional information on CTCDC can be found at <https://dot.ca.gov/programs/safety-programs/ctcdc>.

Organization Items

1. Introduction

Please state:

- Your name
- CTCDC Role: Voting/Alternate Member, Committee staff or Presenter.
- Name of Business or organization you are representing

2. Membership

- As of July 1, 2022, Yue Wang is Acting Office Chief, in Office of Safety Systems & Devices for Caltrans Division of Safety Programs. Yue Wang replaces Lee Haber, as Voting Member and Caltrans Representative. Refer to page 5 for more details.
- New LOCC Appointment of Mr. Andrew Maximous, Mobility and Traffic Engineering Manager, City of Culver City, as Alternate Member on CTCDC representing southern Californian cities. Refer to pages 6 through 8 for more details.

3. Approval of Minutes of the May 5th 2022 Meeting

[May 5th, 2022 CTCDC Meeting Minutes](#)

4. Public Comments

At this time, members of the public may comment on any item not appearing on the agenda. Matters presented under this item cannot be discussed or acted upon by the Committee at this time. For items appearing on the agenda, the public is invited to make comments at the time the item is considered by the Committee.

- A. Public comment on items not appearing on the agenda shall be limited to a maximum of 5 minutes each. Total public comment period prior to agenda items shall not exceed 20 minutes. The 20 minutes can be proportioned accordingly if there are more than four speakers wishing to speak. Or an additional public comment period on items not appearing on the agenda can be heard after all agenda items are heard.



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- B. Public comment on agenda item shall be limited to 3 minutes.
- C. During public comments, a member of public may speak only once per agenda item unless specifically requested by a majority of the CTCDC to come back and comment again.
- D. Longer comments should be provided in writing 10 days prior to the meeting.

Local agencies conducting experiments should incorporate public feedback (if any input was received) in the status report and/or the Final Report. The merits of an experiment's success will be based on the identified problem or issue the Local/State Agency has identified when requesting permission to experiment. Local/State policies decision are not for CTCDC debate or CTCDC public comment as the CTCDC evaluates the technical merits of the experiment and how well it addressed the identified problem or issue.

When addressing the Committee, for the record please state:

- Your name
- Business or organization you are representing
- Optional: To receive information related to CTCDC meetings, please submit your contact information via email to Johnny.Bhullar@dot.ca.gov

5. Updates on items under experimentation

Discussion and direction to agencies on experimentation requests, including:

- Status update on active experiments
- Experimentation Process
- Sponsor Responsibilities

Refer to pages 9 through 20 for more details.

Agenda Items

6. Public Hearing

Prior to adopting rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to Section 21400 of the California Vehicle Code, the Department of Transportation is required to consult with local agencies and hold public hearings.

6a. Consent Items (minor discussion with vote expected)

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Sponsor/Lead</u>	<u>Page</u>
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		None		



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6b. Action Items (Continuing discussion from prior meetings with vote expected)

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Sponsor/Lead</u>	<u>Page</u>
21-16	Assembly Bill (AB-43) on Traffic Safety Signed by Governor 10-08-2021 relating to speed limits	Caltrans	Yue Wang / Johnny Bhullar	21

6c. Information Items (New items that may be voted on or brought back as an Action Item in a future meeting)

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Sponsor/Lead</u>	<u>Page</u>
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		None		

6d. Request for Word Message Signs Approval

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Sponsor/Lead</u>	<u>Page</u>
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		None		

6e. Request for Experimentation

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Sponsor / Lead</u>	<u>Page</u>
16-08	Request for Closure of Experiment with the Diagonal Down Yellow Arrow Lane Use Control Signal Indications on Freeway	Caltrans District 4	Yue Wang / Johnny Bhullar	23
16-23	Request for Closure of Experiment with Green backed sharrow	City of Goleta	Bryan Jones / (Julie Jang)	24
17-16	Request for Closure of Experiment on Internally Illuminated Raised Pavement Markers	LA Metro	David Fleisch/ (Basilia Yim)	25



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7. Next Meeting

Scheduled for November 3, 2022

Discussion on conducting in-person meetings. Refer to pages 26 & 27 for more details.

8. Adjourn

2. Membership

As of July 1, 2022, Yue Wang is Acting Office Chief, in Office of Safety Systems & Devices for Caltrans Division of Safety Programs. Yue Wang replaces Lee Haber, as Voting Member and Caltrans Representative.

From: [Kress, Monica L@DOT](mailto:Kress.Monica.L@DOT)
To:
Subject: Announcement: Yue Wang Temporary Office Chief in Safety Programs Division
Date: Tuesday, June 21, 2022 9:20:26 PM
Attachments: [image001.jpg](#)

I am pleased to announce the appointment of Yue Wang as the Acting Office Chief for the Office of Safety Systems and Devices effective July 1, 2022.

Yue currently serves as the Branch Chief of Work Zone Operations at the HQ Division of Traffic Operations where he leads seven statewide programs: Work Zone Specification and Standard Plan, Work Zone Safety, Transportation Management Plan, District Traffic Management Support, Emergency Traffic Management, Pedestrian and Bicyclist Accommodation, and Work Zone Data Exchange/Lane Closure System.

Prior to this position, Yue served as research liaison at the Division of Research, Innovation and System Information where he played instrumental role in several statewide innovation and implementation efforts on work zone safety, pavement recycling, and smart infrastructure. He advanced several high visibility projects such as the SAC 5 Corridor Enhancement Project and Palo Alto testbed for connected and automated vehicles. Yue started his Caltrans career in the District 4 Division of Project Management, and later worked in the D4 Division of Traffic Operations.

Before joining Caltrans, Yue worked at University of Texas Center for Transportation Research as Research Scientist and British Petroleum (Houston) as project manager. Yue earned his Ph.D. degree in Transportation Engineering from the University of Texas at Austin, a master's degree in Civil Engineering from the Florida International University, and an MBA degree in Management Information System from the China University of Petroleum.

In his personal life, Yue likes gardening, traveling, and spending time with family and friends.

Please join me in congratulating Yue and wishing him success in this new assignment.

*Many thanks to the seniors in this office who have spent a week or so as acting Office Chief in the last month: Sarah Horn and Yu-Ying Chu!
I also want to congratulate Lee Haber, the former chief over this office, on his promotion to the District 7 Chief Safety Officer!*

Monica Kress-Wooster, PE
Deputy Division Chief, Traffic Safety
Caltrans Division of Safety Programs


2. Membership (Continued)

New LOCC Appointment of Mr. Andrew Maximous, Mobility and Traffic Engineering Manager, City of Culver City, as Alternate Member on CTCDC representing southern Californian cities.

MEMBER AGENCIES –

California Department of Transportation
California Highway Patrol
California State Association of Counties
League of California Cities
California State Automobile Association
Automobile Club of Southern California

California Traffic Control Devices Committee



July 14, 2022

Andrew Maximous, PE, TE
Mobility & Traffic Engineering Manager
Culver City, CA

Dear Mr. Maximous:

Congratulations on your recent appointment by the League of California Cities (LOCC) as the Alternate member, for the Southern California Cities on the California Traffic Control Devices Committee (CTCDC). As you may be aware, Mr. Jason Welday, Director of Engineering/City Engineer, City of Rancho Cucamonga is currently the voting member representing LOCC for the Southern California Cities. Your appointment is as an Alternate member to Mr. Jason Welday, and to represent LOCC in voting member capacity if Mr. Welday is not attending the CTCDC meeting. The expectation of an alternate member is to attend all regular CTCDC meetings and participate, to stay current on the agenda items and discussions.

The next CTCDC meeting is scheduled on August 4, 2022.

I will schedule an introductory meeting to familiarize you with the CTCDC meetings and the process involved in revising the CA MUTCD. The following website is a good tool to find out about CTCDC future meetings and other information about the CTCDC:

<https://dot.ca.gov/programs/safety-programs/ctcdc>

If you need additional information, please call me at (916) 662-2397.

Sincerely,

Gurinderpal Bhullar
Gurinderpal (Johnny) Bhullar
Executive Secretary, CTCDC

cc: David Fleisch – Chair, CTCDC
Robert Bronkall, Vice-Chair, CTCDC
Yue Wang, Caltrans CTCDC Representative
CTCDC Members
CTCDC Files

Address: Division of Safety Programs, CTCDC Executive Secretary, California Department of Transportation, MS 36, 1120 N Street, Sacramento, CA 95814

2. Membership (Continued)

From: Bhullar_Gurinderpal_S@DOT
To: Maximous_Andrew
Cc: Zachary_Seals; Fleisch_David; "bbronkall@co.humboldt.ca.us"; Wang_Yue@DOT; Shaikh_Fjaz@DOT; Halog_Janelle@DOT
Subject: FW: League of California Cities Southern California Alternate Appointee
Date: Thursday, July 14, 2022 4:34:00 PM
Attachments: [image001.png](#)
[Appointment of Andrew Maximous LOCC Alternate Member on CTCDC \(Signed\).pdf](#)

Mr. Maximous,

Congratulations on your recent appointment by the League of California Cities (LOCC) (per Mr. Zachary Seals email below) as the Alternate member, for the Southern California Cities on the California Traffic Control Devices Committee (CTCDC). I would like to welcome you to join the CTCDC and thank you in advance for accepting this nomination and volunteering to assist the CTCDC in our efforts to improve safety of all road users in California.

Please find attached, your CTCDC appointment letter for the Alternate member position, to represent the Southern California Cities on the CTCDC.

I will have Janelle from our office schedule an introductory meeting with you to familiarize you with the CTCDC meetings and the process involved in revising the CA MUTCD. I will also discuss your role and responsibilities as an alternate member on the CTCDC. Information on the CTCDC, including meeting agendas and minutes, brochure with member listings, annual reports and other details are available on the CTCDC web page available per following web link:
<https://dot.ca.gov/programs/safety-programs/ctcdc>

The next CTCDC meeting is scheduled to be conducted on August 4, 2022.

If you have any questions, please feel free to call me at (916) 662-2397.

Gurinderpal (Johnny) Bhullar, P.E., T.E.

Editor, CA MUTCD & Secretary, CTCDC
Legal Liaison & Speed Management
Office of Traffic Safety Systems & Devices
Caltrans, Division of Safety Programs
1120 N St., Sacramento, CA 95814
[916-662-2397 \(Cell.\)](tel:9166622397)
johnny.bhullar@dot.ca.gov
[CA MUTCD Contacts](#)

[Traffic Engineering HQ Contacts | Caltrans](#)

From: Zachary Seals <zseals@calcities.org>
Sent: Tuesday, June 14, 2022 9:58 AM
To: Bhullar, Gurinderpal S@DOT <johnny.bhullar@dot.ca.gov>
Cc: Maximous, Andrew <Andrew.Maximous@culvercity.org>
Subject: League of California Cities Southern California Alternate Appointee

2. Membership (Continued)

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Gurinderpal,

I am excited to let you know that our Executive Director has approved the appointment of Andrew Maximous, P.E, T.E as the Southern California Alternate Appointee. Andrew is the Mobility & Traffic Engineering Manager for Culver City. I have copied Andrew onto this email so that you can contact with more information on the CTCDC and responsibilities. I appreciate your patience with the extended time for this appointment.

Thank you,

Zach Seals

Administrative Associate, Member Services
League of California Cities
Office: 916-658-8204
zseals@calcities.org | www.calcities.org



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5. Updates on items under experimentation

Discussion and direction to agencies on experimentation requests, including:

- Status update on active experiments

Status of Active CTCDC Experiments					
Item #	Description	Status & Report Received	Agency	Sponsor	CTCDC Meeting Approval
15-12	Traffic Calming in Treatments in Princeton, CA	Terminated Status Report	County of Colusa	Mike Sallaberry	6/4/2015
16-08	Diagonal Down Yellow Arrow Lane Use Control Signal Indications on Freeway	Request Closure Status Report	Caltrans District 4	Yue Wang	3/3/2016
16-09	Messages and Graphics on Dynamic Message Signs on Freeway	Status Report	Caltrans District 4	Yue Wang	3/3/2016
16-23	Green backed sharrow in Goleta, CA	Request Closure Not Implemented	City of Goleta	Bryan Jones	9/1/2016
16-25	Through lane bicycle box, City of South Pasadena	Status & Final Report Needed	City of South Pasadena	Mike Sallaberry	9/1/2016
17-15	Red colored pavement markings for Transit Only Lanes in left turn only lanes	Need Closure Final Report	City of Santa Rosa	Pratyush Bhatia	8/10/2017
17-16	Internally Illuminated Raised Pavement Markers	Need Closure Final Report	LA METRO	David Fleisch	8/10/2017
18-15	Modified 4-section traffic control and R10-15b sign	Status & Final Report Needed	City of San Diego	Doug Bilse	8/9/2018
19-05	Bidirectional Pavement Marking	Plan Extension Status Report	Caltrans HQ	Yue Wang	1/31/2019
19-08	Non-standard traffic control device for Highway 1 bus on Shoulder	Status Report	SCCRTC	Yue Wang	8/8/2019
19-11	Red colored transit-only lanes	Extended (5/5/22) Status Report	City of Los Angeles	Jason Welday	11/14/2019
20-08	Modified 4-section traffic control, 3-section bicycle traffic control, and modified R10-15b Sign	Status Report Needed	City of Imperial Beach	Jason Welday	7/9/2020
20-09	Variable Speed Advisory (VSA) sign	Status Report Needed	Caltrans DRISI	Yue Wang	7/9/2020
20-12	Orange contrasted temporary pavement delineation in construction zones	Plan Extension Status Report	Caltrans District 11	Yue Wang	7/9/2020
20-13	Part-time travel on left shoulder	Status Report Needed	Caltrans District 5	Yue Wang	7/9/2020

5. Updates on items under experimentation (Continued)

- Experimentation Process

**CTCDC AGENDA ITEMS should contain
the following information**

Public Hearing and Experimentation

Recommendation to CA MUTCD Revisions (Public Hearing):

- Sponsor name
- Public agency making request
- Recommendation (Proposed Revision to the CA MUTCD)
- Summary (Executive Summary)
- Background
- Discussion
- Attachment

Recommendation for Experimentation:

- A statement indicating the nature of the problem.
- A description of the proposed change, how it was developed, the manner in which it deviates from the standard, and how it is expected to be an improvement over existing standards.
- Any illustration, photograph, or video which would help explain the experimental device or use of this device.
- Any supporting data as to how the experimental device was developed, if it has been tried, in what ways it was found to be adequate or inadequate, and how this choice of device or application was arrived at.

Specific Guidelines for Experimental Proposal:

A specific proposal shall be submitted for each request. This proposal may be submitted with the initial request or may be a follow-up to specific comments by the Committee. The proposal, after approval by the Committee, shall become an integral part of the approved experimentation. Each proposal shall include:

- Scope:** A detailed description of the experimentation, locations of installation, and number of experimental projects.
- Work Plan:** A description of the proposed plan of study; the variables that are to be measured; the criteria against which the devices are to be evaluated; observations, measures and data which will be collected; whether the experimentation will be carried out in the field or under laboratory conditions; how installations of the experimental device or application will be made; the indication if any adverse effects on safety or traffic operations can be anticipated, together with the means that may be taken to minimize them; and the factors which will be held constant or measured and controlled in order to ensure that the true effects of the device are measured.
- Time Periods:** Time periods for experimentation shall normally not be less than six months nor more than two years.

11/17/2010

5. Updates on items under experimentation (Continued)

- Experimentation Process

- D. Evaluation Procedures:** The Committee shall approve criteria which will be used to evaluate experimental devices or applications. To permit meaningful comparisons with standard installations, advice from specialists such as human factor experts, statisticians, etc., may be included.
- E. Reporting:** A written status report must be forwarded to the sponsor 45 days prior to each public meeting. A final report must be completed within 90 days of the terminal date of the experimentation and forwarded to the Executive Secretary. Status reports shall describe the progress of the work, any particular deviation from the work plan and anticipated time of conclusion. The final report shall contain, as a minimum, the basic information on the problem, the preliminary investigations, the proposed solutions, the study procedures, the detailed analysis of the data, the results of the work, a discussion of the results, and whatever conclusions are drawn. If a change in the California MUTCD is proposed, specific wording of this change should be included.
- F. Administration:** All experimentation proposals shall include the agency sponsoring the study, the agency conducting the study, and the name and titles of principal researchers. There must be proof of professional traffic engineering capabilities and other related professional expertise to perform the experimentation and related evaluation processes.

TERMINATION OF EXPERIMENTATION:

The project must terminate at the end of the approved period unless an extension is granted, and all experimental devices and applications must be removed unless specific permission is given for continued operation. The Committee may, at any time, terminate approval of experimentation if significant safety hazards are indicated to be directly or indirectly attributable to the experimentation. Approval of any experimentation may also be terminated if no status report is received 45 days prior to each public meeting or no final report is received within 90 days of the terminal date of the experimentation.

REMOVAL OF EXPERIMENTATION INSTALLATIONS:

All experimentation installations shall be removed upon termination of the experiment when a decision is made by the Committee that a change in the California MUTCD to permit the device is not warranted.

11/17/2010

5. Updates on items under experimentation (Continued)

- Sponsor Responsibilities

July 17, 1997

CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE

SPONSORS RESPONSIBILITIES

I. SCREEN PROPOSALS FOR APPLICABILITY

- A. Explain to the applicant why the CTCDC was formed, how it functions, and what is expected of the applicant. Encourage the applicant to attend a convenient meeting unrelated to his topic.
- B. Determine if the proposal is a traffic control device and not a design feature of the road or some other type of device. If you are uncertain, contact the Executive Secretary for advice or bring the proposal before the full Committee for discussion. Determination of whether a device constitutes a traffic control device need not be agendized for discussion.
- C. Distinguish whether the device is a new traffic control device or a new product. (Refer to the Product Approval Flow Chart or call the Executive Secretary for assistance.)
- D. Determine whether the proposal requires an experiment to establish validity.

II. INTRODUCTION OF NON-EXPERIMENTAL PROPOSALS

- A. Inform the applicant that it is the objective of the Committee to be both thorough and responsive. Therefore the proposal must be accompanied by adequate information for the Committee to make a decision.
- B. Verify that the applicant has a supporting agency or sponsorship that sees sufficient merit in the proposal to bring the device before the Committee.
- C. Inform the applicant that the proposal must be in writing and include a definition of the problem that the proposal is intended to resolve; an indication of how the proposal will correct the problem; and a demonstration of how the proposal is at least equal to or better than any existing authorized traffic control device. The written material should be received by the Executive Secretary at least 60 days prior to the meeting.
- D. If a proposal involves another entity's area (Such as the State Bicycle Advisory Committee.) refer the applicant to that entity first. Their review and comments should be included in the written proposal to the Committee.
- E. Verify that the applicant or a knowledgeable representative will appear at the initial meeting for which his device has been agendized to respond to questions.

5. Updates on items under experimentation (Continued)

- Sponsor Responsibilities

III. INTRODUCTION OF EXPERIMENTAL PROPOSALS

- A. Refer the applicant to the Committee Secretary to obtain a copy of the “Guidelines for Experimentation.” The applicants written request for permission to experiment shall be in accordance with the “Guidelines for Experimentation.”
- B. The sponsor needs to pay particular attention to the following critical items from the “Guidelines for Experimentation:”
 - Any written material, for an agenda, should be received by the Executive Secretary at least 60 days prior to the meeting.
 - Make sure that the Secretary receives written verification from the supporting agency .
 - Verify that the applicant, or a knowledgeable representative, will appear at the initial meeting for which his device has been agendized to respond to questions.
 - Have the applicant develop some type of time-activity chart in order to estimate the schedule of milestone events and the total time required for experimentation.

IV. MONITORING AND FINAL REPORT OF EXPERIMENTS

- A. It is the sponsor’s responsibility to obtain a written status report, using the prescribed form, at least 60 days prior to each Committee meeting. Normally three times a year. The applicant does not have to appear in person to present status reports.
- B. At the Committee meeting, the sponsor should be prepared to comment on the status of the project when a significant event occurs (Such as a substantial deviation from the schedule.) or to notify the Executive Secretary that the applicant wishes to appear before the Committee.
- C. Prior to the preparation of the final report, remind the applicant to review the “Guidelines for Experimentation” and to answer all of the questions and issues previously identified by the Committee. The final report is to be received by the Executive Secretary at least 60 days in advance of the meeting. The applicant, or a knowledgeable representative, must be available at the meeting to answer any questions.

JKletzman/WTanda 9/97

5. Updates on items under experimentation (Continued)

- 15-12 Evaluation of Traffic Calming in Treatments in Princeton, CA (Mike Sallaberry)
Status: 3/8/2022 Caltrans District 3 Office of Traffic Safety informed that these treatments were not effective, and speeds actually increased. In response to these results and complying with the Experiment Application Proposal Step 8 for Removal of Treatment which states "If the team, Caltrans, or FHWA determines that the treatment constitutes a safety hazard, the treatment will be removed before the end of the study", Caltrans District 3 removed the treatment and terminated the experiment. Caltrans District 3 Director informed the County of the experiment's results and termination of the experiment. This experiment was being conducted as part of a joint effort between Caltrans District 3 Traffic Operations Branch, and the Colusa County Department of Public Work. Caltrans District 3 terminated the experiment and informed Colusa County. Pursuing Colusa County PWD, the applicant for this experimentation request, to provide report with final results of the experimentation, informing termination of the experiment.

Scott M. Lanphier, PE, CFM
Director of Public Works+
1215 Market Street
Colusa, CA 95932
slanphier@countyofcolusa.org

- 16-08 Request for Permission to Experiment with the Diagonal Down Yellow Arrow Lane Use Control Signal Indications on Freeway (Monica Kress-Wooster)
Status: 7/15/2022 Caltrans District 4 received FHWA approval in 2016 for this experiment. FHWA requested Caltrans to collect baseline data for one year before beginning to test variations of the diagonal down arrow. The baseline collection period concluded in the fall of 2017. This baseline period included lane use control signal displaying yellow "X" in accordance with CA MUTCD to advise merging out of a blocked downstream lane. Richmond San Rafael Bridge part-time lane, adjacent to the study corridor, was implemented in 2018. This part-time lane corridor implemented lane control to open/close the part-time lane daily for incident management on an advisory basis with actively CHP enforcement. Due to motorist confusion concerns, Caltrans management and CHP decided to pause this experiment until safety implications of the newly installed part-time lane could be evaluated. Caltrans intended to resume experimentation in 2020, but recent public health pandemic and increased vandalism of power systems of the lane control signs in this experiment, has impacted Caltrans' ability to conduct field studies. Given these unfortunate circumstances, Caltrans District 4 Traffic Operations requested immediate closure of this experiment.

David Man
Chief of System Operations
Division of Traffic Operations – Caltrans Bay Area
(510)314-5335 (c)



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- 16-09 Request for Permission to Experiment with the Messages and Graphics on Dynamic Message Signs on Freeway (Monica Kress-Wooster)
Status Date: 7/21/22 Caltrans District 4 received FHWA approval in 2016 for this experiment. Citing potential driver comprehension issues, FHWA requested Caltrans to remove the congestion map or graphical route information panels (GRIP), and transit agency logos such as Bay Area Rapid Transit (BART) until human factors studies show potential benefits. Caltrans partnered with UC Berkeley PATH to conduct the requisite studies. UC Berkeley PATH developed a multistage lab environment study to measure drivers' interpretation and comprehension of different designs and conducted experimentation and research in 2018. It included analyzing comprehension and response to the MUTCD compliant 3-line travel time message (baseline), graphical route information panels (GRIP), and the 5/6-line information messages along with studies of various non-MUTCD compliant symbols or legends. A driving simulator was used to evaluate driver comprehension more realistically in an actual environment. At conclusion, Caltrans Headquarters requested FHWA approval to move forward with a controlled field evaluation or test of the GRIP and other graphics concepts. FHWA Headquarter staff in Washington DC didn't approve the requests, citing data in the UC Berkeley human factor study does not justify further field evaluation using the actual message signs along I-80. Evaluations involving the GRIP concepts are paused. If FHWA provides support, Caltrans will resume experimentation of the GRIP and other non-compliant graphics. Final Report of the extensive research by UC Berkeley PATH, dated 10/30/2020, was provided as a reference. Caltrans continued to experiment with the use of text or approved graphic messages up to six lines on the IDBs. Caltrans continues to evaluate the six-line displays and has not completed the processing of analyzing data associated with the instances the Department utilized messages with four or more lines.

David Man
Chief of System Operations
Division of Traffic Operations – Caltrans Bay Area
(510)314-5335 (c)

- 16-23 Request to experiment with Green backed sharrow in Goleta, CA (Bryan Jones)
Status: 3/10/2022 City no longer needs to install the Greenback Sharrow on Hollister Avenue in Old Town and requests closure of this experiment. Preparations for the experiment began in 2016 with traffic counts and video data collection for "before condition" with standard white shared lane markings on Hollister Avenue. Installation of the experimental green-backed sharrow was on hold following completion of a pavement rehabilitation project scheduled in Spring of 2016. City completed "before conditions" data collection in 2017 and waited for pavement project planned for Summer 2017 to install Green backed sharrow markings. Pavement project delayed to Summer 2018. The pavement project delays continued, resulting in the city choosing not to install the sharrow markings and deciding to not to implement the experiment.

Julie Jang
jjang@cityofgoleta.org | 805-690-5121
Assistant Engineer | ADA Coordinator
Public Works | City of Goleta

- 16-25 Request to experiment with through lane bicycle box, City of South Pasadena (Mike Sallaberry)
Status Date- 6/25/2018-The project is in the final stage 85% complete. The outstanding items are signage and push ped-buttons. The project is anticipated to be complete early July 2018.
Status Date- 1/18/2018 – The project is out for bid. The bid opening will be on January 30, 2018.
Status Date-10/11/2017- Before study has been completed. The engineering plans are being reviewed. The project is planned to be advertised in November and the project should be complete by January.
Status Date-7/17/2017
The "Before" study will be conducted sometime in the late summer or early autumn of this year after school starts. The "After" study will be conducted after construction, preferably at the same time of year as the "Before" study.
Status Date-1/19/2017
City of South Pasadena is in the process of collecting the "Before" Data
Margaret Lin
Principal Management Analyst
City of South Pasadena
MLin@southpasadenaca.gov

- 17-15 Request for Experimentation-Red colored pavement markings for Transit Only Lanes in left turn only lanes (Pratyush Bhatia)
Status: 7/13/2020 City submitted report titled "Transit Mall Survey Analysis 2018-2020", which constitutes as the Final Report for this experiment. The report includes results from survey conducted in four consecutive years: July 2017, June 2018, July 2019, and June/July 2020. The survey results indicate that this experiment was successful in reducing, but not eliminating unauthorized entry into the Transit Mall. Additional infrastructure and devices would be needed to eliminate unauthorized user entry.
Status Date – 7/13/2020 - There appears to be a trend of less vehicles entering the Transit mall. Over a 56-hour surveillance period, we had 52 vehicles enter the mall or 0.92 cars per hour, verse our 2019 data after the markings were installed of 1.03 cars per hour.
Status Date-10/15/2019- we are still seeing a decrease in the number of errant vehicles in the Transit mall. Over a 31-hour surveillance period, we had 31 vehicles enter the mall or 1.03 cars per hour, verse our 2018 data after the markings were installed of 1.54 cars per hour.
Status Date-1/11/2019- Data will be collected in May, 2019



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Robert M. Sprinkle | Deputy Director – Traffic Engineering
Traffic Engineering Division | 69 Stony Circle | Santa Rosa, CA 95401
Tel. (707) 543-3817 | Fax (707) 543-3801 | rsprinkle@srcity.org

17-16 Request to Experiment with Internally Illuminated Raised Pavement Markers
LA Metro (David Fleisch)

Status: 9/10/2018 LA Metro prepared and submitted Final Report on this experiment (FHWA Experiment # 8(09)-8(E)) addressed to FHWA (Duane Thomas) dated 9/10/2018 by Lia Yim & Jonathen Hofert of LA Metro. Report conclusion generally indicated that IIRPMs have the potential to significantly reduce the average number of left-turn violations and encourages road users to comply with traffic control devices. The research did encounter data limitations that prevented a more robust analysis. LA Metro opted to use gates due to lack of compliance with IIRPMs.

Ms. Basilia Yim
Transportation Planning Manager
Los Angeles County MT A
One Gateway Plaza
Los Angeles, CA 90012-2952

18-15 Request for experimentation with modified 4-section traffic control and R10-15b sign
(Andrew Maximous)

Status Date-5/18/2020- The project is currently in plan check phase.

Status Date-10/15/2019- The proposed bikeway project that is featuring the experiment is currently at plan check with the permitting City (San Diego, CA).

Izzad "Izzy" Loh, PE
Chen Ryan Associates
3900 Fifth Avenue, Suite 310 | San Diego, CA 92103
O: (619) 795-6086 | D: (619) 345-0674
iloh@chenryanmobility.com

19-05 Request to Experiment with Bidirectional Pavement Marking
(Monica Kress-Wooster)

Status: Caltrans District 11 to pursue request for extension from CTCDC to continue to experiment with these pavement markings.

Status Date-6/26/2021- We will need to ask for an extension on this Pilot.

Status Date-5/19/2020- the first of three contracts to install is going to Construction in June (approx. 15 ramps), the second likely in August (another 15 ramps) and the third in D3 on Nov-December 2021 (remaining 10 ramps).



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TROY BUCKO
HQ Division of Safety Programs
Office of Safety Devices and Systems
Traffic Signs and Engineering Support/Safety Systems and Devices
Traffic Safety Devices Engineer
916-956-9267

- 19-08 Request to Experiment Non-standard traffic control device for Highway 1 bus on Shoulder project
(Monica Kress-Wooster)
Status: Caltrans District 5 informs states CEQA issue is being resolved.
Status Date-10/8/2020- Over the last several months, the RTC and Caltrans District 5 staff have been working to advance the design and project approvals for three segments of the proposed improvements.

District 5 Caltrans and SCCRTC
Sarah Christensen
Sr. Transportation Engineer
Santa Cruz County Regional Transportation
schristensen@sccrtc.org
(831) 460-3200

- 19-11 Request to Experiment Red colored transit-only lanes
Status: 5/5/22 LADOT proposed expanding its experiment with red colored transit-only lanes to determine if they continue to reduce violations of transit-only lane restrictions and reduce delays to transit vehicles at the CTCDC meeting on 5/5/22. CTCDC approved request to expand experiment to additional locations and 6-month time extension.
Status Date-6/26/2021- After considerable delay, we finally installed the remainder of the experimental sections of red bus lanes, just a couple weeks ago. We will be collecting our first round of post-installation data this summer and will do our best to submit the first report by the provided August 7 deadline.
Status Date-5/18/2020- FHWA approved but it took them several months. We only recently ordered material and only for one block of installation. We have not received or installed it yet.

Tim Frémaux
Senior Transportation Engineer
Valley and Western District Operations
Los Angeles Department of Transportation
(818) 473-4688
Tim.fremaux@lacity.org

- 20-08 Request for experimentation with modified 4-section traffic control, 3-section bicycle traffic control, and modified R10-15b Sign (Doug Bilse)
Status: 4/21/21 FHWA requested City of Imperial Beach to modify experiment request by removing the modified R10-15 sign, as it was researched through the pedestrian and bicyclist pooled fund study, which found that a word message sign was more effective at communicating the intended message.
Status Date-10/14/2020- The City of Imperial Beach officially submitted the FHWA MUTCD Experimental Request last Wednesday (October 14), to FHWA; specifically, David Kirschner and Duane Thomas from their offices. Because the request was just submitted last week, we're still in the process of waiting to hear back on any comments or requests by FHWA.
Ryan Whipple; T.E.
Senior Traffic Engineer
Ryan.Whipple@wsp.com
- 20-09 Request for experimentation of the performance of Variable Speed Advisory (VSA) sign (Monica Kress-Wooster)
Status: 10/7/2020 Caltrans DRISI was working with FHWA to check the status on Caltrans' request to get permission to experiment and evaluate the performance of Variable Speed Advisory (VSA) on State Route 99. Request was submitted on 7/27/20 and waiting response. Matthew Zeller of FHWA/Office of Operations confirmed that FHWA/ MUTCD Team had received the request for experimentation and will get back to Caltrans.
Status Date-5/18/2020- We are currently working with FHWA to check the status on Caltrans' request to get permission to experiment and evaluate the performance of Variable Speed Advisory (VSA) on State Route 99. We submitted our request on July 27, 2020 and we have not heard back. Matthew Zeller of FHWA/Office of Operations confirmed that FHWA/ MUTCD Team have received the request for experimentation and will get back to Caltrans as soon as possible.
Hassan Aboukhadijeh,
Office of Traffic Operations Research
Division of Research, Innovation and System Information
California Department of Transportation (Caltrans)
Phone: (916) 227-6216
Email: hassan.aboukhadijeh@dot.ca.gov
- 20-12 Request for approval of orange contrasted temporary pavement delineation in construction Zones
Status: Caltrans District 11 to pursue request for extension from CTCDC to continue to experiment with these pavement markings.
Status Date-6/26/2021- We will need to ask for an extension on this Pilot.
Status Date-9/30/2020- FHWA had provided approval to the request for experimentation
Status: 7/24/20 Caltrans District 11 requested FHWA approval to experiment with these orange contrasted temporary pavement delineation.



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Troy Bucko-Division of Safety Programs
Brian Hadley, C.E.
Branch Chief - District 11
Traffic Safety & Operations, North Region
(619) 688-3256 office
(858) 518-3505 cell

20-13 Request for approval of part-time travel on left shoulder

Status: 4/8/21 Revised the status report submitted on 3/26/21 for corrections regarding the revision of "END TRAVEL ON SHOULDER" to "SHOULDER DRIVING END" for one sign.
Status Date-3/26/2021- Status report submitted showing deviations from the previous work plan approved in July 2020 CTCDC meeting. Sign package revised August 2020, ConOps finalized January 2021, and alternative selection completed March 2021.

Roger D. Barnes
Senior Transportation Engineer
Traffic Operations Branch Chief
Caltrans, District 5 – San Luis Obispo
(805) 549-3473 office



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6. Public Hearing

6a. Consent Items (minor discussion with vote expected)

None

6b. Action Items (Continuing discussion from prior meetings with vote expected)

Item 21-16 Assembly Bill (AB-43) on Traffic Safety Signed by Governor 10-08-2021 relating to speed limits

Recommendation:

Motion by committee to recommend inclusion of the proposed changes to the CA MUTCD Section 2B.13 "Speed Limit Sign (R2-1)", Table 2B-101(CA) and Table 2B-102(CA) to comply with 9 of the total 16 Assembly Bill AB-43's (on Traffic Safety) provisions revising Vehicle Code Sections beginning January 1, 2022.

Requesting Agencies/Sponsor:

Johnny Bhullar, Caltrans / Yue Wang, CTCDC member

The proposal is provided as attachment to the agenda



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6c. Information Items (New items that may be voted on or brought back as an Action Item in a future meeting)

None

6d. Request for Word Message Signs Approval

None



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6e. Request for Experimentation

Item 16-08 Request for Closure of Experiment with the Diagonal Down Yellow Arrow Lane Use Control Signal Indications on Freeway

Recommendation:

Motion by committee to approve closure of this experiment in response to Caltrans' District 4 Traffic Operations' (experimenting agency) letter dated August 8, 2021, addressed to CTCDC Chair, and email dated July 15, 2022, addressed to CTCDC Secretary, requesting immediate closure of experiment.

Requesting Agencies/Sponsor:

David Man (Caltrans) / Yue Wang, CTCDC Member

The request for closure of experiment is provided as attachment to the agenda.



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6e. Request for Experimentation (Continued)

Item 16-23 Request for Closure of Experiment with Green backed sharrow

Recommendation:

Motion by committee to approve closure of this experiment, that was never implemented, in response to City of Goleta's (experimenting agency) email dated March 10, 2022, requesting closure of experiment.

Requesting Agencies/Sponsor:

Julie Jang (City of Goleta) / Bryan Jones, CTCDC Member

The request for closure of experiment is provided as attachment to the agenda



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6e. Request for Experimentation (Continued)

Item 17-16 Request for Closure of Experiment on Internally Illuminated Raised Pavement Markers

Recommendation:

Motion by committee to approve closure of this experiment, based on conclusions in the Final Report on this experiment submitted (dated 9/10/2018) by Basilia Yim & Jonathen Hofert of LA Metro, ending experimentation efforts with the completion of this experiment.

Requesting Agencies/Sponsor:

Basilia Yim (LA Metro) / David Fleisch, CTCDC Member

The request for closure of experiment is provided as attachment to the agenda

7. Next Meeting

Scheduled for November 3, 2022

Discussion on conducting in-person meetings, including:

- Caltrans transitioning out of Emergency Telework, allowing resuming of in-person meetings
- In-person meetings build collaboration, aid in transfer of knowledge, and building partnerships
- Compliance with all applicable state and local COVID-19 requirements, protocols, guidelines, ordinances, procedures, reporting, masking guidelines and social distancing practices
- Considerations for choosing In-person or virtual meetings based on agenda item specifics:
 - how many items?
 - are any items sensitive or complex in nature?
 - Any items time sensitive, requiring decision?
 - estimated short meeting duration
 - Any items with potential issues of increased public interest?
 - Other similar aspects
- In-person meeting locations be based on convenience in accessing facility:
 - Proximity to airport
 - Availability of parking
 - Public access
 - Facility meeting ADA compliance
 - Facility size to accommodate anticipated attendees
- Any other considerations relevant to the meeting format and location

References:

- Caltrans COVID-19 Information and Resources
- Cal/OSHA's COVID-19 Prevention Emergency Temporary Standards:
<https://www.dir.ca.gov/dosh/coronavirus/ETS.html>

Safety Alert – In-Person Meetings

Now that we have transitioned out of Emergency Telework, and into our permanent Telework Program you may start to have in person meetings again. These meetings build collaboration, aid in transfer of knowledge, and building partnerships on teams. The Office of Employee Health and Safety has created a resource to utilize in your meeting preparation.

IN PERSON MEETINGS DURING PERMANENT TELEWORK

What Should You Do Prior To Holding In Person Meetings?

- Review the [Caltrans COVID Injury and Illness Prevention Program](#) and [Cal/OSHA Emergency Temporary Standard COVID-19 Protocols](#)
- Remind all attendees of the [COVID-19 testing requirements](#) for unvaccinated and non disclosed staff
- Read and understand all Masking Guidelines and local health ordinances as applicable
- Read and understand [COVID Reporting Procedures](#)
- Encourage social distancing and the use of sanitizer wipes to clean desk surfaces after use

HO_Health_Safety@dot.gov

Office of Employee Health and Safety
We are on the web! See us at: <https://hs.onramp.dot.ca.gov/covid-19-information-and-resources>