

CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE (CTCDC) AGENDA
July 9th, 2020 (09:00 A.M. to END)

WebEx Information

<https://cadot.webex.com/cadot/onstage/g.php?MTID=e380bb43b648f20a904c2f7905f3a2a8c>

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: 1-408-418-9388, Access code: 146 369 1140

The Meeting is open and public/local agencies are invited to attend. For further information regarding this meeting, please contact Vijay Talada at (916) 653-1816, or email vijay.talada@dot.ca.gov. Additional information on CTCDC can be found at <https://dot.ca.gov/programs/traffic-operations/ctcdc>.

Organization Items

1. Introduction

2. Membership

- a. Ms. Monica Kress-Wooster is the Caltrans voting member
- b. Mr. Andrew Maximous has resigned from the committee. LOCC is in the process of appointing a voting member to the CTCDC.
- c. Mr. Richard Moorehead has been appointed as the Northern California Alternate, representing the CEAC, to the CTCDC.
- d. Mr. Virendra Patel has been appointed as the Northern California Alternate, representing the League of California Cities, to the CTCDC

3. Approval of Minutes of the November 14th, 2019 Meeting

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.

1. 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.
2. Public comment on agenda item shall be limited to 3 minutes.
3. 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.
4. 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, address, and business or organization you are representing.

5. Items under Experimentation**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.

Consent Items (minor discussion with vote expected)

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

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>Lead</u>	<u>Page</u>
20-01	IA 22: Interim Approval for the optional use of red-colored pavement for Transit Lanes	Caltrans	Monica Kress-Wooster	10
20-02	Revise CA MUTCD Section 2J.11 regarding specific service signs	Caltrans	Monica Kress-Wooster	11-12
20-03	Proposed Changes to the CA MUTCD-Exit Plaques	Caltrans	Monica Kress-Wooster	13-15
20-04	Proposed Changes to the CA MUTCD-Memorial Sign Policy Change	Caltrans	Monica Kress-Wooster	16

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

None

Request for Experimentation

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Lead</u>	<u>Page</u>
20-05	Request for approval of two new word message signs	District 5 Caltrans	Monica Kress-Wooster	17
20-06	Request for approval of a non-standard word message sign MAX FINE \$150	District 8 / County of San Bernardino	Monica Kress-Wooster	18
20-07	Request for approval of express lane signs	LACMTA/ District 7	Monica Kress-Wooster	19-21
20-08	Request for experimentation with modified 4-section traffic control, 3-section bicycle traffic control, and modified R10-15b Sign	City of Imperial Beach	Doug Bilse	22
20-09	Request for experimentation of the performance of Variable Speed Advisory (VSA) sign	DRISI	Monica Kress-Wooster	23
20-10	Request for experimentation with active “Red Signal Ahead” warning sign	City of Glendora	Doug Bilse	24
20-11	Request for approval of proposed temporary overhead sign and proposed HOV 2 Discount sign	District 4 Caltrans	Monica Kress-Wooster	25
20-12	Request for approval of orange contrasted temporary pavement delineation in construction zones	District 11 Caltrans	Monica Kress-Wooster	26
20-13	Request for approval of part-time travel on left shoulder	District 5 Caltrans	Monica Kress-Wooster	27
20-14	Request for approval of usage of new word message sign recommended by the FHWA (Push or Wave at Button for)	County of Santa Clara	Robert Bronkall	28

7. **Next Meeting**
November 5, 2020

8. **Adjourn**

5. Items under Experimentation

- 15-12 Evaluation of Traffic Calming in Treatments in Princeton, CA (Mike Sallaberry)
Status: 1/11/2019- Final report is being drafted.
Status: 6/20/2018 Caltrans is currently re-surfacing the southern portion of the experimental segment of the project. They should have the experimental striping back in place by the end of next week. Once the striping is replaced, we will collect one more round of data as the visual impact of new pavement with new striping may prove to be a better combination. I'd expect a final report to Caltrans, CTCDC, and FHWA by the end of the calendar year.
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 Date 6/25/2018 District 4 has not implemented experimental graphics yet on the LUS on I-80 due to the opening of the Richmond San Rafael Bridge 3rd Lane Project opening to traffic on April 20, 2018. The RSR Bridge also has the same lane use signs that control the part-time lane, and RSR Bridge connects to the I-80 corridor. Caltrans did not want to confuse the drivers with diagonal down yellow arrows on I-80, when the RSR Bridge 3rd Lane LUS displayed Yellow X. Caltrans is reaching out to FHWA to add RSR Bridge to the experiment.
Status Date- 08/04/2017 Before data is being collected. The data will be collected till fall 2017.
Status Date-08/31/2016 FHWA had provided approval to the request for experimentation
David Man
Caltrans District 4-Senior Transportation Engineer – Electrical
- 16-09 Request for Permission to Experiment with the Messages and Graphics on Dynamic Message Signs on Freeway (Monica Kress-Wooster)
Status Date- 6/25/2018 District 4 has started displaying some experimental messages during major incidents with no reported issues. We are moving forward with testing the 4-5 line experimental travel time messages along with BART transit travel times this summer – the experimental messages will be ON throughout the day. Caltrans had some technical delays with BART on exchanging the travel time information from their system, but all issues appeared to be resolved. UC Berkeley recently completed the human factors lab testing of the GRIP aka Congestion Maps display, and researchers are proceeding with driver simulation studies with hopes to submit results to FHWA at the end of 2018 with the goal of live field testing in 2019. The UC Berkeley Study is managed by DRISI.
Status Date- 08/04/2017 Before data is being collected. Experimental six line display message concepts on the six information display boards will be displayed in fall 2017
Status Date-12/9/2016 FHWA had provided approval to the request for experimentation
David Man
Caltrans District 4-Senior Transportation Engineer – Electrical

- 16-23 Request to experiment with Green backed sharrow in Goleta, CA (Bryan Jones)
Status: 6/29/18 The City has had some delays with our pavement maintenance program for this year and next year. It had been identified that the area of Hollister Ave where we had identified for placement of the Green-backed sharrows was in need of an overlay. We wanted to wait until after the pavement rehabilitation before placing the sharrows since they are expensive to put down. I can provide more information and a schedule for placement once the pavement maintenance projects are scheduled. The pre-construction counts and observations have been completed, the sharrows have not been placed yet.
Status: 11/16/2017 Green backed share lane markings were not installed and agency is waiting for the completion of the slurry seal project which is scheduled to be completed in spring-summer 2018.
Status Date-7/17/2017- The City has completed the before conditions observations. Currently waiting to place the Sharrows until after a needed slurry seal is placed in the project area and it is anticipated that the slurry will be placed late this summer.
Status Date-1/10/2017
The experiment is ongoing. Traffic counts and video data were collected for the before condition observations with standard white shared lane markings on Hollister Avenue in the fall of 2016. The installation of the experimental green-backed sharrows will occur in the next couple months following completion of a roadway surface rehabilitation project that is scheduled for spring of this year on Hollister Avenue.
Thank you,
Teresa

Teresa Lopes, PE
Senior Project Manager
City of Goleta
P (805) 961-7563
F (805) 685-2635
tlopes@cityofgoleta.org

- 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 Date-10/15/2019- we are still seeing a decrease in the amount 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

Robert M. Sprinkle
Transportation and Public Works - Traffic Engineering
69 Stony Circle, Santa Rosa, CA 95401
Tel. 707-543-3817
rsprinkle@srcity.org

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

Status Date-1/14/2019 Metro put out Bids and they are expecting to receive in on January 22, 2019. Once a contractor is chosen, Metro will proceed with the installation.
Status Date-6/21/2018: The design is complete and mylar plans are circulating at the moment for approval signature.
Status Date –10/4/2017 In the process of Designing plans.

Naree Kim, P.E.
Senior Engineer
Transportation Systems
1700 Carnegie Avenue, Suite 100
Santa Ana, CA 92705
T 949.270.9566
M 949.374.0418
E nxk@iteris.com

- 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

- 18-18 Proposal for experimental use of red pavement markings at a railroad at-grade crossing
(Monica Kress-Wooster)
Status Date-4/8/2020- FHWA denies experiment
Status Date-1/11/2019- Pending FHWA approval
Stan Chow
Transportation Engineer
California Department of Transportation
Division of Research, Innovation and System Information
(916) 227-6277
- 19-05 Request to Experiment with Bidirectional Pavement Marking
(Monica Kress-Wooster)
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).
Troy Bucko
HQ Division of Traffic Operations
Office of Traffic Safety Program
Traffic Safety Investigations Branch
916-654-5975
Troy.bucko@dot.ca.gov
- 19-08 Request to Experiment Non-standard traffic control device for Highway 1 bus on Shoulder project
(Monica Kress-Wooster)
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 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

6. Public Hearing

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

Item 20-01 IA 22: Interim Approval for the optional use of red-colored pavement for Transit Lanes

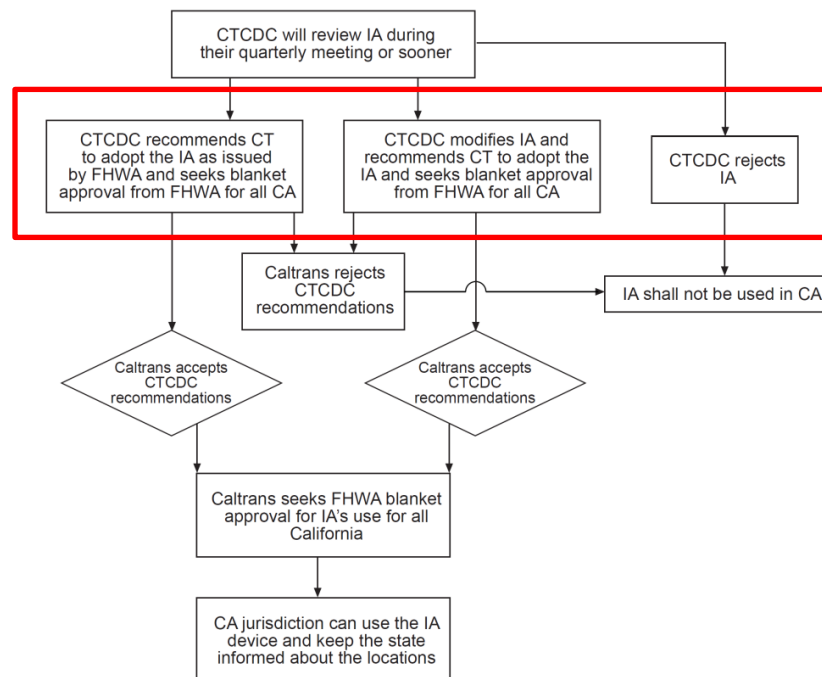
Recommendation: Request CTCDC to review and provide recommendation on IA 22

Agency Making Request/Sponsor: Caltrans/ Monica Kress-Wooster, CTCDC member

Interim Approval for the optional use of red-colored pavement for Transit Lanes was issued by FHWA in December 4, 2019. This Interim Approval is pending CTCDC recommendation. The below flowchart shows the process for the use of Traffic Control Devices in California which have Interim Approval by FHWA.

The red box below indicates the the possible actions to be taken by the CTCDC. If CTCDC recommends Caltrans to adopt the IA, Caltrans may seek blanket approval from FHWA for California.

Figure 1A-101 (CA). Process for the Use of Traffic Control Devices in California Approved as Interim Approval (IA) by FHWA



Refer attachment for the IA 22: Interim Approval for the optional use of red-colored pavement for Transit Lanes

Item 20-02 Revise CA MUTCD Section 2J.11 regarding specific service signs

Recommendation: Revise the policy in CA MUTCD Section 2J.11 regarding Specific Service signs.

Requesting Agencies/Sponsor: Caltrans/ Monica Kress-Wooster, CTCDC member

Background: Business Logo Signing Program is designed to direct motorists not familiar with the area to "FUEL," "FOOD," "LODGING," "CAMPING," and "EV CHARGING" services at or near rural freeway interchanges.

- Originally established in 1978, the program was initially limited to the rural areas that were located along Interstate 5 and was intended to aid motorists in identifying the relatively few or far between services in those areas.
 - In 1992, the Legislature (AB1257) expanded the program to include all freeways in the State but imposed a 5,000-person population cap.
 - Subsequently in 2002, the Legislature (AB1923) additionally **prohibited Caltrans from removing** business logos placed **before January 1, 2003**, in areas of **population between 5,000 and 10,000** people.
 - Approved by the Governor in August 2013, AB 178 required Caltrans to report to the Legislature whether the logo program should be extended or expanded to other urban areas with population more than 5000.
- April 2020, Caltrans submitted final report to the Legislature, and did not recommend expanding the business logo sign program to other urban areas because of the number of signs that could be requested at a single location and their potential effects on driver distraction.

While preparing report for legislature, it was discovered that the policy for removal of Specific Service signs when the population levels exceed 10,000 is not contained in State law, but rather in the current CA MUTCD Revision 5. This language was carried over from Traffic Manual 1996 to MUTCD 2003 California Supplement Department of Transportation, Division of Traffic Operations and subsequently to CA MUTCD Revision 5.

STREETS AND HIGHWAYS CODE - SHC

DIVISION 1. STATE HIGHWAYS [50 - 897] (Division 1 enacted by Stats. 1935, Ch. 29.)

CHAPTER 1. Administration [50 - 227.1] (Chapter 1 enacted by Stats. 1935, Ch. 29.)

ARTICLE 3. The Department of Transportation [90 - 155.7] (Heading of Article 3 amended by Stats. 1977, Ch. 579.)

101.7. (a) The department shall adopt rules and regulations that allow the placement, near exits on freeways located in rural areas, of information signs identifying specific roadside businesses offering fuel, food, lodging, electric vehicle charging facilities, camping services, approved 24-hour pharmacy services, or approved attractions, and that prescribe the standards for those signs.

(b) The department shall provide equal access to all business applicants.

(c) (1) (A) Except as provided in paragraph (2), the department shall not approve the placement of a sign within an urban area designated by the United States Bureau of the Census as having a population of 5,000 or more.

(B) The department may not remove an information sign that was placed before January 1, 2003, due solely to population growth in an urban area that results in a population of 5,000 or more but less than 10,000.

(2) (A) Notwithstanding paragraph (1), the department, until January 1, 2021, shall allow the placement of information signs along State Highway Route 65 within, or at exits leading to, the City of Lincoln and along Interstate 80 within, or at exits leading to, the City of Truckee.

(B) The authorization in this paragraph with respect to information signs along Interstate 80 within, or at exits leading to, the City of Truckee, shall apply only to incorporated areas with a population density of less than one person per acre surrounded entirely by land of the Tahoe National Forest.

(C) On or before January 1, 2020, the department shall report to the transportation committees of the Senate and Assembly on the implementation of this paragraph. The report shall describe the implementation and any benefits of, or concerns regarding, that implementation, and shall include recommendations as to whether or not the period of this program should be extended and whether or not the authorization for information signs under this section should be expanded to urban areas having a population of 5,000 or more.

Proposal:

~~Struck-out blue~~ text is to be deleted from the CA MUTCD.

Red text is the proposed policy

Section 2J.11 Signing Policy

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Standard:

⁰⁴ ~~No new Specific Service (SG42 Series(CA)) signs shall be installed in a geographic area with a population over 5,000 as identified on maps prepared by Caltrans based on the most recent United States Bureau of Census data.~~

⁰⁵ ~~When a geographic area exceeds a population of 5,000, Specific Service signs in that area, which were in place prior to the population increase, shall remain in place until the end of the sign's useful service life. new census data shows population levels exceeding 10,000. The Specific Service signs shall then be removed.~~

Item 20-03 Proposed Changes to the CA MUTCD-Exit Plaques

Recommendation: Revise the CA MUTCD to make the placement of exit plaques/panels on guide signs a Standard.

Requesting Agencies/Sponsor: Caltrans/Monica Kress-Wooster, CTCDC member

Background: The FHWA has issued an Official Ruling No.2(09)-150(I) regarding the placement of LEFT plaques. The Ruling states that the Exit Number (E1-5P) plaque, Left Exit Number (E1-5bP) plaque, and LEFT (E1-5aP) plaque shall not be incorporated into the legend of an Advance Guide, Exit Direction, or Preferential Lane Entrance Direction sign. They shall be placed above and abutting the signs to which they apply” (<https://mutcd.fhwa.dot.gov/regdetails.asp?id=359>).

Proposal:

Note: ~~Red~~ text is proposed text.

~~Struck out black~~ text indicates federal text not applicable in California.

~~Struck out blue~~ text is to be deleted from the CA MUTCD.

1.

Section 2E.21: Design of Overhead Arrow-per-Lane Guide Signs for Option Lanes

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Standard:

⁰⁷ Overhead Arrow-per-Lane guide signs used on freeways and expressways shall include one arrow above each lane and shall be designs in accordance with the following criteria:

...

- l. For numbered exits, the Exit Number (E1-5P) or Left Exit Number (E1-5bP) plaque shall be ~~used at~~ **placed above and abutting** the top of the sign in accordance with Section 2E.31. For unnumbered left exits, the LEFT (E1-5aP) plaque shall be ~~used at~~ **placed above and abutting** the top left edge of the sign.

2.

Section 2E.22: Design of Freeway and Expressway Diagrammatic Guide Signs for Option Lanes

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Standard:

⁰² Diagrammatic guide signs used where an option lane is present at a freeway or expressway split or multi-lane exit shall be designed in accordance with the following criteria:

...

- E. For numbered exits, the Exit Number (E1-5P) or Left Exit Number (E1-5bP) plaque shall be ~~used at~~ **placed above and abutting** the top of the sign in accordance with Section 2E.31. For unnumbered left exits, the LEFT (E1-5aP) plaque shall be ~~used at~~ **placed above and abutting** the top left edge of the sign.

3.

Section 2E.31: Interchange Exit Numbering

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Standard:

⁰² Interchange numbering shall be used in signing each freeway interchange exit. Interchange exit numbers shall be displayed with each Advance Guide sign, Exit Direction sign, and Exit Gore sign. The exit number shall be ~~displayed~~ **placed** on a separate plaque ~~at~~ **above and abutting** the top of the Advance Guide or Exit Direction sign. The exit number (E1-5P) plaque (see Figure 2E-22) shall be 30 inches in height and shall include the word EXIT and the appropriate exit number in a single-line format. Suffix letters shall be used for exit numbering at a multi-exit interchange. The suffix letter shall also be included on the exit number plaque and shall be separated from the exit number by a space having a width of between 1/2 and 3/4 of the height of the suffix letter. Exit numbers shall not include the cardinal initials corresponding to the directions of the cross route. Minimum numeral and letter sizes are given in Tables 2E-2 through 2E-5. If used, the interchange numbering system for expressways shall comply with the provisions prescribed for freeways.

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Guidance:

⁰⁷ Exit number (E1-5P) plaques should be ~~added to~~ **placed above and abutting** the top right-hand edge of the sign for an exit to the right.

Standard:

⁰⁸ Because road users might not expect an exit to the left and might have difficulty in maneuvering to the left, a left exit number (E1-5bP) plaque (see Figure 2E-22) shall be ~~added to~~ **placed above and abutting** the top left-hand edge of the sign for all left-hand exits (see Figures 2E-14 and 2E-15). The word LEFT on the E1-5bP plaque shall be a black legend on a yellow rectangular sign panel and shall be centered above the word EXIT.

Support:

^{08a} The left exit number (E1-5bP) plaque and LEFT (E1-5aP) plaque are to be placed above and abutting the signs to which they apply, with their left edges aligned with those of the signs for left-side movements. Refer to MUTCD – Official Ruling No.2(09)-150(I) – Position of Exit Number and LEFT Plaques on Signs.

...

Option:

³¹ ~~The single line EXIT XX panel (G70-2(CA)) may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a one or two digit exit number/suffix.~~

³² ~~The single line EXIT XXXX panel (G70-3(CA)) may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a three or four digit exit number/suffix.~~

³³ ~~The two line EXIT XX panel (G70-4(CA)) may be used as an alternate to the single line EXIT XX panel (G70-2(CA)) when an existing sign cannot accommodate the single line format. It may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a one or two digit exit number/suffix.~~

³⁴ ~~The two line EXIT XXXX panel (G70-5(CA)) may be used as an alternate to the single line EXIT XXXX panel (G70-3(CA)) when an existing sign cannot accommodate the single line format. It may be~~

~~attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide signs that identifies an interchange that has been assigned a three or four digit exit number/suffix.~~

~~Guidance:~~

~~³⁵ The EXIT panels (G70-2(CA), G70-3(CA), G70-4(CA), and G70-5(CA)) should be located toward the top left edge of the sign for a left exit and toward the top right edge for right exits.~~

4.

Section 2E.33: Advance Guide Signs

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Standard:

⁰³ For numbered exits to the left, a left exit number (E1-5bP) plaque (see Figure 2E-22) shall be ~~added to~~ **placed above and abutting** the top left-hand edge of the sign.

⁰⁴ For non-numbered exits to the left, a left exit number (E1-5aP) plaque (see Figure 2E-22) shall be ~~added to~~ **placed above and abutting** the top left-hand edge of the sign.

5.

Section 2E.36: Exit Direction Signs

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Standard:

⁰⁹ For numbered exits to the left, a left exit number (E1-5bP) plaque (see Figure 2E-22) shall be ~~added to~~ **placed above and abutting** the top left-hand edge of the sign.

¹⁰ For non-numbered exits to the left, a left exit number (E1-5aP) plaque (see Figure 2E-22) shall be ~~added to~~ **placed above and abutting** the top left-hand edge of the sign.

6.

Section 2G.10: Preferential Lane Guide Signs - General

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Standard:

²⁷ When the entry point is on the left-hand side of the general-purpose lanes, a LEFT (E1-5aP) plaque (see Figure 2E-22) shall be ~~added to~~ **placed above and abutting** the top left edge of the Advance Guide and Preferential Lane Entrance Direction signs. The LEFT plaque shall not be used on a preferential lane regulatory sign.

Refer Attachment for Figures

Item 20-04 Proposed Changes to the CA MUTCD-Memorial Sign Policy Change

Recommendation: Revise the CA MUTCD as below:

- 1) add an optional nickname in quotation marks for memorial or dedication signs.
- 2) remove the flexibility of changing the wording of memorial signs after legislation approval.

Requesting Agencies/Sponsor: Caltrans/Monica Kress-Wooster, CTCDC member

Proposal:

Note: Red text is proposed text.

~~Struck-out blue~~ text is to be deleted from the CA MUTCD.

Section 2M.10 Memorial or Dedication Signing

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Standard:

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06 Memorial or dedication signs shall be rectangular in shape. The legend displayed on memorial or dedication signs shall be limited to the name of the person **with an optional nickname in quotation marks if stated in the concurrent resolution**, or entity being recognized and a simple message preceding or following the name, such as “Dedicated to” or “Memorial Parkway.” Additional legend, such as biographical information, shall not be displayed on memorial or dedication signs. Decorative or graphical elements, pictographs, logos, or symbols shall not be displayed on memorial or dedication signs. All letters and numerals displayed on memorial or dedication signs shall be as provided in the “Standard Highway Signs and Markings” book (see Section 1A.11). The route number or officially mapped name of the highway shall not displayed on the memorial or dedication sign.

Guidance:

....

22 When the highway is a State facility, the following procedure should be followed when legislation includes a provision that either memorial signs or plaques be purchased and installed at no cost to the State.

23 The District Director will:

- ~~A. Contact the sponsor of the legislation to determine appropriate wording for the signs or plaques.~~
- B. Prepare an estimate of cost for the signs or plaque installation, and submit the estimate to the sponsor.
- C.
- D.

Request for Experimentation

Item 20-05 - Request for approval of two new word message signs 1. Look Left-Right-Left Before Pulling Out and 2. Watch for Entering Vehicles

Recommendation: Request CTCDC for approval to the proposed word message sign

Agency Making Request/Sponsor: Caltrans District 5/Monica Kress-Wooster, CTCDC member

The proposal is provided as attachment to the agenda.

Item 20-06 - Request for approval of a non-standard word message sign MAX FINE \$150

Recommendation: Request CTCDC for approval to the proposed word message sign

Agency Making Request/Sponsor: District 8 and County of San Bernardino/Monica Kress-Wooster, CTCDC member

The proposal is provided as attachment to the agenda.

Item 20-07 Request for approval of usage of two roadside signs:

1. [511 Logo] / VANPOOLS / CALL 511 / FOR / TOLLING / INFO
2. EXPRESS / LANE / BUSES & / ENROLLED / VANPOOLS / NO TOLL

Recommendation: Request CTCDC for approval to the proposed word message signs

Agency Making Request/Sponsor: LACMTA and District 7/Monica Kress-Wooster, CTCDC member

The Los Angeles County Metropolitan Transportation Authority (LACMTA) requests approval to utilize a modified traveler information sign and a modified regulatory sign as traffic control device variants to inform users of an anticipated change to Express Lanes toll policy.

BACKGROUND

In April 2008, the US Department of Transportation entered an agreement with California Department of Transportation (Caltrans) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) to conduct a one-year congestion pricing pilot demonstration project that included conversion of existing High Occupancy Vehicle (HOV) lanes on I-10 and I-110 into High Occupancy Toll (HOT) lanes, branded the Express Lanes. The Express Lanes on I-10 opened to the public on February 23, 2013, and became permanent through the action of California Senate Bill 1298 in 2014. In April 2018, the Metro Board of Directors adopted a motion requesting that Metro Staff work with Caltrans and other stakeholders to develop a pilot program (Pilot) exclusively for the I-10 ExpressLanes that would modify the toll policy to grant toll-free travel only to buses, enrolled vanpools, and HOVs with at least 5 occupants (HOV5). In January 2019, Metro Staff reported back to the Board on the potential impacts of the Pilot, key decision points and milestones for implementation, and a summary of feedback from corridor users regarding the Pilot. At that time, the Board authorized Metro Staff to develop a detailed Pilot implementation plan, and in January 2020 the completed plan was presented to the Board and approved for implementation. The final version of the Pilot implementation plan included two phases, with Phase One having toll-free travel for buses and enrolled vanpools, and with Phase Two adding toll-free travel eligibility for HOV5 vehicles as well. The signage to support the first phase of the Pilot is the subject of this CTCDC agenda item.

PROBLEM STATEMENT

As part of the Pilot, the sponsors seek appropriate, clear, and concise signage to designate the new toll-exempt vehicle classes in the ExpressLanes. No current signage variant in the MUTCD exists that can effectively communicate a toll policy wherein buses and vanpools enrolled in the program are eligible to receive toll-free travel.

Furthermore, given the complexities of the criteria for qualifying for the toll exemption and enrolling in the program for toll-free travel if those criteria are satisfied, the sponsors seek appropriate, clear, and concise signage to direct potentially qualifying users to additional information about the toll policy, without attempting to capture and communicate those full details on roadside signage directly. No current signage variant in the MUTCD exists to direct potential toll-exempt vehicle classes—in this case, vanpools—to informational resources that provide additional instructions for obtaining toll-free travel.

PROPOSED SOLUTION

LACMTA is proposing a variant of SG49A(CA) that reads: “VANPOOLS CALL 511 FOR TOLLING INFO.” The pictograph of the travel information service or program that is providing the travel information is incorporated above the text on the sign. This design approach was taken to align with the guidance provided in Section 2I.10 of the CA MUTCD.

Additionally, LACMTA is proposing a sign with a black legend and border on a white background that reads: “BUSES & ENROLLED VANPOOLS NO TOLL.” The sign would include a header with white legend on green background that reads, “EXPRESS LANE.” This regulatory sign is supported by California Streets and Highways Code §149.9 (a), which grants tolling authority to LACMTA for the HOT lanes on I-10.

Renderings of the proposed signage are shown in Figure 1. Additional specifications are provided in Attachments A and B.

Figure 1: Renderings of proposed signage



These specific sign designs and precise wording choices were developed in consultation with representatives from FHWA, Caltrans Headquarters, and Caltrans District 7 Division of Traffic Operations. Review, discussion, and refinement occurred over several months and included consideration of several alternates before arriving at the designs shown in Figure 1. Among the Caltrans Staff that were consulted in development of these signs are:

- Joe Rouse, Chief, Office of System Operations, Caltrans Traffic Operations, Headquarters Office
- Shafiqul Islam, Chief, Office of System Performance, Division of Traffic Operations, Caltrans District 7
- Dawn Helou, Managed Lanes Branch Chief, Division of Traffic Operations, Caltrans District 7
- Lewis Yee, Senior Transportation Engineer, Division of Traffic Operations, Caltrans District 7
- Richard Khaw, Traffic Design, Caltrans District 7

Among the FHWA staff that were consulted in development of these signs are:

- Jesse Glazer, ITS & Operations Engineer, FHWA California-South Office
- Steve Pyburn, Senior Safety and ITS Engineer, FHWA CA Division

On March 2, 2020, FHWA delivered to LACMTA a finding that the proposed signage shown in Figure 1 was not in conflict with the MUTCD and was therefore acceptable to FHWA.

OBJECTIVE

Properly communicate to the target corridor users—specifically, vanpools and buses—the designated source of additional information regarding toll policy in the Express Lanes.

WORK PLAN

The roadside signs will be designed and installed as part of the implementation of the I-10 Express Lanes Pilot. Installation will occur in the vicinity of Express Lanes access points and intermittently

throughout the Express Lanes. Exhibit C shows a typical access point installation, and Exhibit D shows a typical mainline installation. The approximate estimated number of installations by sign type for this Pilot are: 14 installations of the modified traveler information signs and 21 installations of the modified regulatory signs.

The anticipated deployment schedule is provided below.

Deployment Schedule

All timeframes are estimates only, and are subject to change.

1. Sign Fabrication 2020 Q4 – 2021 Q1
2. Sign Installation..... 2021 Q2
3. Minimum Operational Period 2021 Q3 – 2022 Q4

Thank you for your consideration of this request. LACMTA is looking forward to working with the Committee to identify signage that is both acceptable to the CTCDC and responsive to the needs of the Pilot. Please feel free to contact me if you have any further questions or comments.

Sincerely,

Shahrzad Amiri, Executive Officer, Congestion Reduction

Los Angeles County Metropolitan Transportation Authority

Attachments:

- A. Exhibit A: Proposed Traveler Information Sign
- B. Exhibit B: Proposed Regulatory Sign
- C. Exhibit C: Typical Ramp Installation
- D. Exhibit D: Typical Mainline Installation

Item 20-08 Request for experimentation with modified 4-section traffic control, 3-section bicycle traffic control, and modified R10-15b Sign

Recommendation: Request CTCDC to grant approval to the request for experimentation

Agency Making Request/Sponsor: City of Imperial Beach / Doug Bilse, CTCDC Alternate member, City of Carlsbad

The proposal is provided as attachment to the agenda.

Item 20-09 Request for experimentation with Variable Speed Advisory (VSA) sign

Recommendation: Request CTCDC to grant approval to the request for experimentation

Agency Making Request/Sponsor: Division of Research, Innovation and System Information (DRISI)
/ Monica Kress-Wooster, CTCDC member

The proposal is provided as attachment to the agenda.

Item 20-10 Permission for Experimentation with active “RED SIGNAL AHEAD” warning sign

Recommendation: Request CTCDC to grant approval to the request for experimentation

Agency Making Request/Sponsor: City of Glendora / Doug Bilse, CTCDC Alternate member, City of Carlsbad

The proposal is provided as attachment to the agenda.

Item 20-11 Request for approval of proposed temporary overhead sign and 2) Request for approval of proposed sign

Recommendation: Grant approval for:

- 1) Temporary overhead sign panel for Alameda County I-880 Express Lanes
- 2) HOV 2 Discount sign panel for Alameda County I-880 Express Lanes

Agency Making Request/Sponsor: Metropolitan Transportation Commission (MTC) and Caltrans District 4 / Monica Kress-Wooster, CTCDC Voting member

The proposal is provided as attachment to the agenda.

Item 20-12 Request for approval of orange contrasted temporary pavement delineation in construction zones

Recommendation: Request CTCDC to grant approval to the request for experimentation

Agency Making Request/Sponsor: District 11 Caltrans / Monica Kress-Wooster, CTCDC member

The proposal is provided as attachment to the agenda.

Item 20-13 Request for experiment - Part-time travel on left shoulder

Recommendation: Request CTCDC to grant approval to the request for experimentation

Agency Making Request/Sponsor: District 5 Caltrans / Monica Kress-Wooster, CTCDC member

The proposal is provided as attachment to the agenda

Item 20-14 Request for approval of usage of new word message sign recommended by the FHWA (PUSH OR WAVE AT BUTTON FOR)

Recommendation: Request for approval of usage of new word message sign

Agency Making Request/Sponsor: County of Santa Clara / Robert W. Bronkall, CTCDC member

The proposal is provided as attachment to the agenda

7. **Next Meeting**

November 5, 2020

8. **Adjourn**