



**California Traffic Control Devices Committee
Agenda Item Report**



Meeting Date: November 03, 2022 Item Number: 17-15	From: Robert Sprinkle, Deputy Director, Transportation and Public Works, City of Santa Rosa
Sponsored By: Pratyush Bhatia, Transportation and Operations Manager, City of Dublin	Presented By: Gurinderpal (Johnny) Bhullar, PE, TE, Secretary, CTCDC
Description: Request for Closure of Experiment Red Colored Pavement Markings for Transit Only Lanes in Left Turn Only Lanes.	

Recommendation:

Motion by committee to approve closure of this experiment based on email by Robert Sprinkle dated October 3, 2022, requesting closure of experiment.

Agency Making Request/Sponsor:

City of Santa Rosa / Pratyush Bhatia, LOCC, CTCDC Member

Background:

City of Santa Rosa requested approval from CTCDC to conduct an experiment using red colored pavement markings for Transit Only Lanes in left turn only lanes at two locations entering a transit mall. CTCDC provided approval in CTCDC's August 10, 2017, meeting.

City submitted status report titled "Transit Mall Survey Analysis 2018-2020" on 7/13/2020 and another status report titled "Transit Mall Survey Analysis 2018-2021" on 7/29/21, which constitutes as the Final Report for this experiment. The report includes results from survey conducted in five consecutive years: July 2017, June 2018, July 2019, June/July 2020, and July 2021.

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. The results of this experiment, based on review of the Final Report, indicate partial success. They do not result in recommending a change to California Manual on Uniform Traffic Control Devices (CA MUTCD), due to the narrow application and uniqueness of the two locations (entering a transit mall) where this experiment was implemented and the nature of this road user confusion. Replicating the partial success of this experiment would be questionable since other locations may not be comparable to this facility or the driver confusion associated with roadway configuration at this location.

Another reason for no action to change CA MUTCD is that this experiment did not result in eliminating all unauthorized users.



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The experimental pavement markings can remain in place and are not required to be removed since the experiment did not indicate safety concerns due to the implementation of the experiment, was partially successful and resulted in reduction in the amount of unauthorized vehicle entries.

Attachments:

Attachment A – City of Santa Rosa email dated October 3, 2022.

Attachment B – Transit Mall Survey Analysis 2020.



ATTACHMENT A



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Attachment A – City of Santa Rosa email dated October 3, 2022.

From: [Sprinkle, Rob](#)
To: [Bhullar, Gurinderpal S@DOT](#); [Shaikh, Ejaz@DOT](#)
Cc: [Mcnew, Robert D@DOT](#); [Vanmidde, Michael](#); [Koslen, Yuri](#)
Subject: RE: [EXTERNAL] CTCDC Experimentation Status Report
Date: Monday, October 3, 2022 1:44:30 PM
Attachments: [image001.png](#)
[image004.png](#)

EXTERNAL EMAIL. Links/attachments may not be safe.

Good afternoon,

Confirming that we are closing the experiment.

Thank you,

Robert Sprinkle | Deputy Director – Traffic Engineering

Transportation and Public Works | 69 Stony Circle | Santa Rosa, CA 95401
 Tel. (707) 543-3817 | Fax (707) 543-3801 | rsprinkle@srcity.org



From: Bhullar, Gurinderpal S@DOT <johnny.bhullar@dot.ca.gov>
Sent: Sunday, October 2, 2022 9:39 PM
To: Sprinkle, Rob <RSprinkle@srcity.org>; Shaikh, Ejaz@DOT <Ejaz.Shaikh@dot.ca.gov>
Cc: Mcnew, Robert D@DOT <Robert.Mcnew@dot.ca.gov>; Vanmidde, Michael <MVanMidde@srcity.org>; Koslen, Yuri <YKoslen@srcity.org>
Subject: RE: [EXTERNAL] CTCDC Experimentation Status Report

Rob,

Thank you for your response and concurrences per your email below.

Can you please confirm on closing this experiment, which will allow us to complete and file the experiment request? Based on the survey results of the past years, I do not believe there is going to be a marked difference in the results and conclusions, so collecting and reporting on future years data will potentially be redundant. Closing of the experiment will also remove your agency's obligation to collect and report survey data. Typically, experimentation period is 2 years for the actual field implementation of the traffic control device, which can be extended by requesting the CTCDC for an extension along with reason for the extension. In this experiment, unless I am missing something, I do not see a reason to extend this experiment due to the reasons cited above.

Please let me know if you disagree and wish to continue with the experiment. If you do wish to continue, I will request you to make such request and we can add it to the CTCDC agenda for the



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upcoming November 3rd meeting.

Thank you again for your response below.

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.)

johnny.bhullar@dot.ca.gov

[CA MUTCD Contacts](#)

[Traffic Engineering HQ Contacts | Caltrans](#)

From: Sprinkle, Rob <RSprinkle@srcity.org>
Sent: Wednesday, September 28, 2022 11:55 AM
To: Shaikh, Ejaz@DOT <Ejaz.Shaikh@dot.ca.gov>
Cc: Mcnew, Robert D@DOT <Robert.Mcnew@dot.ca.gov>; Bhullar, Gurinderpal S@DOT <johnny.bhullar@dot.ca.gov>; Vanmidde, Michael <MVanMidde@srcity.org>; Koslen, Yuri <YKoslen@srcity.org>
Subject: RE: [EXTERNAL] CTCDC Experimentation Status Report

EXTERNAL EMAIL. Links/attachments may not be safe.

Thank you. Confirming I understand the results and confirming that we will continue to retain the red lane markings to discourage access to the Transit Mall.

Thanks again,

Rob

Robert Sprinkle | Deputy Director – Traffic Engineering

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ATTACHMENT B

Attachment B – Transit Mall Survey Analysis 2020.

Transit Mall Survey Analysis 2018-2020

Introduction

The 2nd Street Transit Mall is the location of many bus transfers between the various transit agencies of Sonoma County. This area is designed to accommodate only public transport, rather than private vehicles. A survey was conducted four consecutive years; July 2017, June 2018, July 2019 and June/July 2020. Private vehicles were observed to determine if they were being deterred from entering the Downtown Transit Mall with the existing regulator signage and roadway markings. Unauthorized entry was monitored closely usually in two-hour increments to determine the effectiveness of current infrastructure in preventing private vehicle access.



This is an overhead view of the Transit Mall. The lanes circled in red indicate “no turn lanes” or “transit only” lanes installed to prevent private vehicles from entering the Transit Mall before the 2018 surveys. As can be seen from the map, there is appropriate infrastructure to prevent left turns coming into the Transit Mall, which was installed in June 2018. However, right turns into the Transit Mall from both sides lack the equivalent signage to prevent unauthorized entry.

Summary

The addition of the “transit only” red road markings have greatly helped to reduce unauthorized entry into the Transit Mall. Ever since additional signage was implemented on both sides of the Transit Mall in early June 2018 (before 2018 surveys were conducted), there has been a significant reduction in the amount of unauthorized vehicle entries. However, additional infrastructure updates are still needed to ensure that unauthorized entry is as close to zero as possible. There are still many cars that turn right into the Transit Mall from both B Street and Santa Rosa Avenue. There is usually very little activity in the



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morning hours and around noon. Peak hours are in the afternoons between 3 and 5 pm. Most of the unauthorized traffic is coming from Santa Rosa Avenue, where there is no infrastructure or relevant signage to prevent incoming traffic southbound. Additionally, many vehicles are coming in at different times than the police patrols. Because of this, none of the vehicles that passed through in the first three years of conducting this survey were ever stopped, but in 2020 a significant number of cars were stopped by Santa Rosa Police. Many of the private vehicles are also pulling into the parking lot across from the Transit Mall kiosk at 520 Third Street. However, these vehicles were not included in the data. It should be noted that in 2020 due to COVID-19, there was significantly less transit activity in the Transit Mall than in past years.

Results

Overall, there appears to be a trend of less vehicles entering the Transit Mall. Much of the reason may be attributed to the new signage and infrastructure changes near the Transit Mall, as these were only created in June of 2018. In 2018, the newly installed signage contributed to a 12% decrease in unauthorized entry in the first year. Since the initial survey were conducted there appears to be a 46% decrease in the number of vehicles per hour entering the Transit Mall area.

The majority of unauthorized traffic is coming from Santa Rosa Avenue in all four years of observations.

Year	# of vehicles observed	# of Hours survey conducted	Observed Vehicles/hour	Percent Change	Direction of Travel	
					From Santa Rosa Ave	From B Street
2017	49	28.5	1.72		27	22
2018	43	28.0	1.54	11%	31	12
2019	32	31.0	1.03	33%	23	9
2020	52	56.3	0.92	10%	31	21
Total				46%		