

**CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE (CTCDC) AGENDA**  
**February 8<sup>th</sup>, 2018 (9:00 A.M. to end)**  
**Santa Monica Public Library**  
**Multipurpose Room**  
**601 Santa Monica Blvd**  
**Santa Monica, CA 90401**

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](mailto:vijay.talada@dot.ca.gov). Electronic copies of this meeting Agenda and minutes of the previous meetings are available at <http://www.dot.ca.gov/hq/traffops/engineering/ctcdc/index.htm>.

### **Organization Items**

#### **1. Introduction**

#### **2. Membership**

Southern California County Representatives to CTCDC

- Voting Member-David Fleisch, Ventura County
- Alternate Member-Zoubir Ouadah, San Diego County

AAA Northern CA, NV, UT

- Emma Olenberger's last day with AAA was January 12<sup>th</sup>, 2018 and John Moreno is the interim representative

#### **3. Approval of Minutes of the November 2<sup>nd</sup>, 2017 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. Chairperson will ask for a show of hands from the audience present who would like to speak on non-agendized items. 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**

- 13-07 Request to Experiment with Bike Boxes - by National City Andrew Maximous  
 Experiment Closeout: Final Report has been submitted and can be accessed at:  
<http://www.dot.ca.gov/trafficops/ctcdc/docs/BikeBoxPostImplementationReport.pdf>  
 Agency/Sponsor: National City/Andrew Maximous

**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>Pages</u>
18-01	Update to Section 6F.109(CA) Construction Funding Identification (C47(CA) Series) Signs	Caltrans	Tong	9-10

**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>
18-02	Proposal to delete paragraph 07 in Section 1A.09 of the CA MUTCD	Caltrans	Tong	11
18-03	Proposed edits Section 4I.02 of CA MUTCD	Caltrans	Tong	12-13

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

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Lead</u>	<u>Page</u>
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**7. Request for Experimentation**

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Lead</u>	<u>Page</u>
18-04	Request to install a new regulatory sign related to school buses	California Highway Patrol	Lt. Hatfield	14-15
18-05	Request for approval of Proposed deviation from the State Standard sign panel SG49C (CA)	SANDAG	Tong	16-17

**8. Discussion Items**

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Lead</u>	<u>Page</u>
18-06	Discussion on placing retroreflective material on the sign support for all School Zone signs and “Do Not Enter” and “Wrong Way” signs	Caltrans	Tong	18-19
18-07	IA 11 –Interim Approval for optional use RRFB - Termination	Caltrans	Tong	20
18-08	Report on Changes to the Minimum Yellow Light Change Interval Timing for Signalized Intersections	Safer Streets L.A	Bahadori	21

**9. Tabled Items**

<u>Agenda Item</u>	<u>Description</u>	<u>Submitted by:</u>	<u>Lead</u>
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**10. Next Meeting**

May 10, 2018

45 Stony Point Road, Santa Rosa, CA

**11. Adjourn**

## 5. Items under Experimentation

Some reports are available at: <http://www.dot.ca.gov/hq/traffops/engineering/ctcdc/status.htm>

### 11-19 Experiment with 2<sup>nd</sup> advance California Welcome Center Destination Sign (Duper Tong)

7/21/2017: Chamber of commerce has informed the CTCDC that they will begin the experiment closeout process after completing the collection of data till the end of 2017.

Status 3/29/2017: Experiment is ongoing. Data collection is under progress.

**Debbie Manning**

President & CEO

El Dorado Hills Chamber of Commerce

California Welcome Center

2085 Vine Street, Suite 105

El Dorado Hills, CA 95762

### 12-9 Request to Experiment with Yellow LED Border on Pedestrian Signal (Duper Tong)

Status-1/17/2018-Equipment has been installed in D4, and D1 has received the devices

Status-10/3/2017 –Equipment is in the process of being installed to collect before data.

Status-5/18/2017-CTCDC approved the expansion of the experiment

Status: 1/18/17 – Additional locations are being pursued to install this device and collect additional data as per FHWA guidance.

The complete report is posted on the following website:

<http://www.dot.ca.gov/hq/traffops/engineering/ctcdc/reports.htm>

Joel T. Retanan, P.E., Chief

Division of Research, Innovation and System Information, Caltrans

Ph: (916) 654-8174

### 12-21 Request to Experiment with In-Roadway Warning Lights (IRWL) System that would supplement existing traffic signals along the Metro Gold Line (LA Metro) (David Fleisch)

Status: 1/16/2018: Data is being analyzed

Status: 10/2/2017: Data collection is complete and is currently being analyzed

Status: 3/29/2017: Data collection is in progress

Status: 3/10/2017: LA Metro has received FHWA approval regarding request to modify experiment

Status: 1/11/2017: *8(09)-8(E)-Red In-Roadway Lights at LRT Grade Crossings-Los Angeles, CA (Reference# HOTO-1)*

Lia Yim

LA Metro

Transportation Planning Manager

Countywide Planning & Development, Active Transportation

213.922.4063

[YimB@metro.net](mailto:YimB@metro.net)

- 15-12 Evaluation of Traffic Calming in Treatments in Princeton, CA (Mike Sallaberry)
- Status: 1/17/2018 In the process of drafting the final report  
Status: 10/04/2017 Data collection is complete. Next steps would be to start the experiment close out process by preparing the Final Report.
- Scott M. Lanphier, PE, CFM  
Director of Public Works+  
1215 Market Street  
Colusa, CA 95932  
slanphier@countyofcolusa.org
- 16-07 Request to experiment with modified signage and pavement markings requiring vehicles to stop behind light rail vehicles stopped to board or alight passengers (Mike Sallaberry)
- Status: 1/17/2018 The SFMTA is currently preparing the final report for the experiment but we are able to provide an update on the main findings. In fall 2016, before the experimental treatments were installed, 72% of vehicles stopped behind the train when doors were open. The final compliance rate improved marginally with the treatments, achieving a compliance rate of 74%. There were no reported collisions at these 5 test locations during the six-month study period, but given the results of the evaluation, the SFMTA will close out the experiment.  
Status Date-10/5/17- Currently reviewing video data to check the vehicle compliance rate. Scheduled to complete analysis by the end of the month and a recommendation to be provided after November, 2017.  
Status Date-4/4/17 After data is being collected  
Status Date-2/8/17 Installation of the Pavement markings was under way and pictures were provided on 2/13/17  
Robert Lim, SFMTA
- 16-08 Request for Permission to Experiment with the Diagonal Down Yellow Arrow Lane Use Control Signal Indications on Freeway (Duper Tong)
- 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 (Duper Tong)
- 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: 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](mailto:tlopes@cityofgoleta.org)

16-25 Request to experiment with through lane bicycle box, City of South Pasadena (Mike Sallaberry)

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](mailto:MLin@southpasadenaca.gov)

16-33 Request to experiment with non-standard striping detail at Express lanes (Duper Tong)

Status Date -8/10/2017- Provided an in person status report at the Aug 10<sup>th</sup>, CTCDC meeting

Status Date -3/29/2017 -Experimental striping was installed on March 20, 2017

David Thomas

Riverside County Transportation Commission  
[DThomas@RCTC.org](mailto:DThomas@RCTC.org)

- 17-15 Request for Experimentation-Red colored pavement markings for Transit Only Lanes in left turn only lanes (Pratyush Bhatia)

Status Date –10/4/2017 In the process of obtaining bids.

Status Date –08/28/2017-FHWA approval was received

Massoud Saberian, PE,  
Transportation and Public Works - Traffic Engineering  
69 Stony Circle, Santa Rosa, CA 95401  
Tel. 707-543-3818

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

Status Date –10/4/2017 In the process of Designing plans.

Sam Morrissey, MBA, PE, TE  
Associate Vice President  
Transportation Systems  
801 S Grand Ave | Suite 530  
Los Angeles, CA 90017  
T213.802.1724



## 6. Public Hearing

### Consent Items (minor discussion with vote expected)

#### Item 18-01 Update to Section 6F.109(CA) Construction Funding Identification (C47(CA) Series) Signs – and include a Senate Bill 1 (SB1) version with SB1 logo.

**Recommendation:** Update Chapter 6F, as proposed, and adopt sign specification with the SB1 logo, on the C47C(CA) sign.

**Requesting Agencies/Sponsor:** Tong, CTCDC Voting Member (Caltrans)

### Background

The Senate Bill 1 (SB1) Project Funding Identification (C47C(CA)) Sign was approved through the California State Transportation Agency (CalSTA) Office, after a final version was approved from the Governor's Office. This is the approved sign for use on projects for State Highways, and local streets and roadways that are funded by SB1. The sign comes in two sizes:

- Freeway and expressway size sign is 144" x 90" (12 feet by 7.5 feet)
- Conventional highway, and local roadway size is 2/3<sup>rds</sup> size: 96" x 60" (8 feet, by 5 feet)



C47C (CA)

Senate Bill 1 Project Funding Identification Sign

The sign is available for use, and is posted on the Office of Traffic Engineering website for Project Funding Identification signs: <http://www.dot.ca.gov/trafficops/tcd/pfi.html>. With this sign specification, there are two vector graphics files in (.pdf), and (.jpg) file formats that are critical to the details required to manufacture the sign, one for the SB1 Logo, and the other for the custom, service-marked “**BE WORK ZONE ALERT** <sup>SM</sup>” safety message on the bottom of the sign. The sign specification, and two vector graphics files are attached with this ACTION ITEM. If there are any additional questions, please contact Don Howe, in the Office of Traffic Engineering, at (916) 654-2634, or by e-mail at [don.howe@dot.ca.gov](mailto:don.howe@dot.ca.gov).

Policy language update required: Beginning with CHAPTER 6F. TEMPORARY TRAFFIC CONTROL ZONE DEVICES, [Section 6F.109 \(CA\) Construction Funding Identification \(C47 \(CA\) Series\) Signs](#), adding paragraphs 04-06:

### **Proposal**

Note: **Red** text is proposed text.

**Blue** text is existing text in the CA MUTCD.

### **Section 6F.109(CA) Construction Funding Identification (C47(CA) Series) Signs**

Option:

**01** For use on projects with estimated contract costs of \$750,000 or more and 50 working days or more, or 70 working days minimum when Saturdays or holidays are counted as working days, the Construction Funding Identification (C47(CA) Series) signs may be used to identify funding sources for a highway project. Formats of the sign series are flexible to include federal, state and/or local agency funding sources. See Figure 6F-101(CA).

**Standard:**

**02** **If used, header panel shall include local agency pictograph and legend designed to fit within fluorescent orange portion, or shall include legend “Your Tax Dollars AT WORK” with a scaled image of the SLOW FOR THE CONE ZONE (SC19(CA)) sign to fit. Installation shall be placed in advance of temporary traffic control zone signs, one sign installed in each direction on up to two approaches.**

*Guidance:*

**03** *Information on the sign should include type of project, such as Highway Construction, Highway Repair, Highway Improvement, Bridge Construction, Bridge Repair, or Roadside Work; types of funding, such as FEDERAL HIGHWAY TRUST FUNDS, STATE HIGHWAY FUNDS, STATE TRANSPORTATION BOND FUNDS, and/or COUNTY (CITY, RTPO, OR MPO) TRANSPORTATION FUNDS; and anticipated year of completion, according to established contract completion schedule.*

**Support:**

**04** In 2017, the California Legislature, and Governor authorized transportation funding initiative Senate Bill 1 (SB1). This transportation funding initiative will generate additional infrastructure funds for state and local transportation improvements. Projects funded by this funding initiative will be identified by SB1 Project Funding Identification (C47C(CA)) signs.

*Guidance:*

**05** *When used on SB1 funded projects, the C47C(CA) sign should be sized appropriately for the facility, and include the header panel message: “YOUR TAX DOLLARS AT WORK – REBUILDING CALIFORNIA,” SB1 logo, internet address (URL) [www.rebuildingca.ca.gov](http://www.rebuildingca.ca.gov), and the “BE WORK ZONE ALERT<sup>SM</sup>” safety message. The URL should provide road users specific details for SB1-funded projects typically found on project funding identification signs, per paragraphs 01 and 03, above.*

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

**Item 18-02 Deletion of paragraph 07 in Section 1A.09 of the CA MUTCD**

**Recommendation:** Solicit feedback from the committee on the proposed changes to the CA MUTCD.

**Requesting Agencies/Sponsor:** Duper Tong, CTCDC Voting Member (Caltrans)

**Background**

At the August 10th, 2017 CTCDC meeting, a representative of the California Legislative Council for Professional Engineers requested that the Paragraph 7 of Section 1A.09 be deleted. CTCDC members had requested that this matter be placed on subsequent CTCDC agenda for action.

**Proposal**

Note: **Red** text is proposed text.

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

**Section 1A.09 Engineering Study and Engineering Judgment**

Support:

01 Definitions of an engineering study and engineering judgment are contained in Section 1A.13.

01a ~~Refer to CVC 627 for definition and requirements of "Engineering and Traffic Survey". It is also abbreviated in this manual as E&TS.~~

**Standard:**

02 **This Manual describes the application of traffic control devices, but shall not be a legal requirement for their installation.**

*Guidance:*

03 *The decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. Thus, while this Manual provides Standards, Guidance, and Options for design and applications of traffic control devices, this Manual should not be considered a substitute for engineering judgment. Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of roads and streets that the devices complement.*

04 *Early in the processes of location and design of roads and streets, engineers should coordinate such location and design with the design and placement of the traffic control devices to be used with such roads and streets.*

05 *Jurisdictions, or owners of private roads open to public travel (see definition in Section 1A.13), with responsibility for traffic control that do not have engineers on their staffs who are trained and/or experienced in traffic control devices should seek engineering assistance from others, such as the State transportation agency, their county, a nearby large city, or a traffic engineering consultant.*

Support:

06 As part of the Federal-aid Program, each State is required to have a Local Technology **Technical** Assistance Program (LTAP) and to provide technical assistance to local highway agencies. Requisite technical training in the application of the principles of the MUTCD is available from the State's Local Technology **Technical** Assistance Program for needed engineering guidance and assistance.

~~07 In California, Traffic Engineers are classified under a title act and not under a practice act. Traffic engineers can conduct studies but a Civil Engineer must sign plans for traffic control devices that will be placed in the field, per the Professional Engineers Act.~~

**Item 18-03 Proposed edits Section 4I.02 of CA MUTCD**

**Recommendation:** Adopt proposed changes

**Agency Making Request/Sponsor:** Caltrans/ Duper Tong, CTCDC voting member

**Background**

In January 2013 Caltrans requested an official interpretation regarding the required number of signal faces for the ramp control signals. Section 4I.02, of the MUTCD said, "If only one lane is present on an entrance ramp or if more than one lane is present on an entrance ramp and the ramp control signals are operated such that green signal indications are always displayed simultaneously to all of the lanes on the ramp, then a minimum of two signal faces per ramp shall face entering traffic." The MUTCD also said, "If multiple lanes are present on an entrance ramp and the ramp control faces are operated such that green signal indications are not always displayed simultaneously to all of the lanes on the ramp, then the following shall apply: A. If there are two separately-controlled lanes, a minimum of two signal faces shall be provided for each of the two lanes, with both mounted overhead, both mounted at the side of the roadway on a single pole, or a combination thereof."

FHWA replied to Caltrans' request in February 2013 (Interpretation 4(09)-29 (I) – Required Number of Ramp Control Signal Faces) stating, "For separately-controlled multi-lane ramps, Paragraph 4 of Section 4I.02 in the 2009 MUTCD requires one signal face mounted over the approximate center of each lane. Based on this paragraph, for a two-lane entrance ramp where the green indications are not displayed simultaneously to each lane, providing one signal face centered over each lane would be sufficient to comply with the MUTCD." FHWA advised Caltrans that "if you install one ramp control signal face for each separately controlled lane of a two-lane entrance ramp, your installation will be compliant with the MUTCD despite what is stated in Interpretation 4(09)-6. The provisions of Interpretation 4(09)-6 would give you the added flexibility of mounting the one required signal face for each of the lanes either overhead or on a pole at the side of the ramp."

Based on the official interpretation by FHWA, Caltrans recommends the proposed updates in red text be incorporated into the next revision of the CAMUTCD to be consistent with the National MUTCD and FHWA's official ruling 4(09)-29 (I) – Required Number of Ramp Control Signal Faces.

**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.

**Section 4I.02 Design of Freeway Entrance Ramp Control Signals****Standard:**

- 01 Ramp control signals shall meet all of the standard design specifications for traffic control signals, except as otherwise provided in this Section.
- 02 The signal face for freeway entrance ramp control signals shall be ~~either a two-section signal face containing red and green signal indications or a three-section signal face containing red, yellow, and green signal indications.~~
- 03 If only one lane is present on an entrance ramp or if more than one lane is present on an entrance ramp and the ramp control signals are operated such that green signal indications are always displayed simultaneously to all of the lanes on the ramp, then a minimum of two signal faces per ramp shall face entering traffic. **The minimum number of upper signal heads faces per ramp shall not be less than the total number of lanes at the limit line for viewing by approaching motorists. For**

side-mounted signals, the same number of lower heads faces shall also be provided for viewing by stopped motorists at the limit line.

~~04 If more than one lane is present on an entrance ramp and the ramp control signals are operated such that green signal indications are not always displayed simultaneously to all of the lanes on the ramp, then one signal face shall be provided over the approximate center of each separately-controlled lane.~~

04a If multiple lanes are present on an entrance ramp and the ramp control faces are operated such that green signal indications are not always displayed simultaneously to all of the lanes on the ramp, then the following shall apply:

A. If roadside mounted signal faces are installed ~~If there are two separately-controlled lanes,~~ a minimum of two signal faces shall be provided for each of the two lanes, with both mounted overhead, both mounted at the side of the roadway on a single pole (see Paragraphs 9 and 10 below), or a combination thereof.

B. If overhead mounted signals faces are installed ~~If there are three or more separately-controlled lanes,~~ one signal face shall be provided over the approximate center of each separately-controlled lane.

Guidance:

05 ~~Additional side-mounted signal faces should be considered for ramps with two or more separately-controlled lanes~~ overhead mounted ~~upper~~ signal faces.

Standard:

06 Ramp control signals shall be located and designed to minimize their viewing by mainline freeway traffic.

Option:

07 Ramp control signals may be placed in the dark mode (no indications displayed) when not in use.

08 Ramp control signals may be used to control some, but not all, lanes on a ramp, such as when non-metered HOV bypass lanes are provided on a ramp.

Standard:

09 The required signal faces, if located at the side of the ramp roadway, one for each lane may shall be mounted such that the height above the pavement grade at the center of the ramp roadway to the bottom of the signal housing of the lowest signal face is between 4.5 and 6 feet.

Option:

10 For entrance ramps with only one controlled lane, the two required signal faces may both be mounted at the side of the roadway on a single pole, with one face at the normal mounting height and one face mounted lower as provided in Paragraph 9, as a specific exception to the normal 8-foot minimum lateral separation of signal faces required by Section 4D.13.

Guidance:

11 ~~Regulatory signs with legends appropriate to the control, such as XX Vehicle (S) Per Green or XX VEHICLE(S) PER GREEN Each Lane- 1 CAR (2 CARS) PER GREEN (R89(CA)) or 1 CAR (2 CARS) PER GREEN EACH LANE (R89-1(CA)) or 1 CAR (2 CARS) PER GREEN THIS LANE (R89-2(CA)) (see Section 2B.56), should be installed adjacent to the ramp control signal faces. When ramp control signals are installed on a freeway-to-freeway ramp, special consideration should be given to assuring adequate visibility of the ramp control signals, and multiple advance warning signs with flashing warning beacons should be installed to warn road users of the metered operation.~~

Support:

12 Refer to Section 2G.102(CA) for regulatory signs for HOV lanes at metered ramps

## 7. Request for Experimentation

### Item 18-04 Request to install a new regulatory sign related to school buses

**Recommendation:** Grant approval to request for sign installation

**Requesting Agencies/Sponsor:** California Highway Patrol/ Lt. Rick Hatfield, CTCDC Voting Member

The California Highway Patrol (CHP) requests permission to install the new regulatory sign shown in this proposal to indicate loaded school buses are not required to stop at the scales.

#### 1. PROBLEM STATEMENT

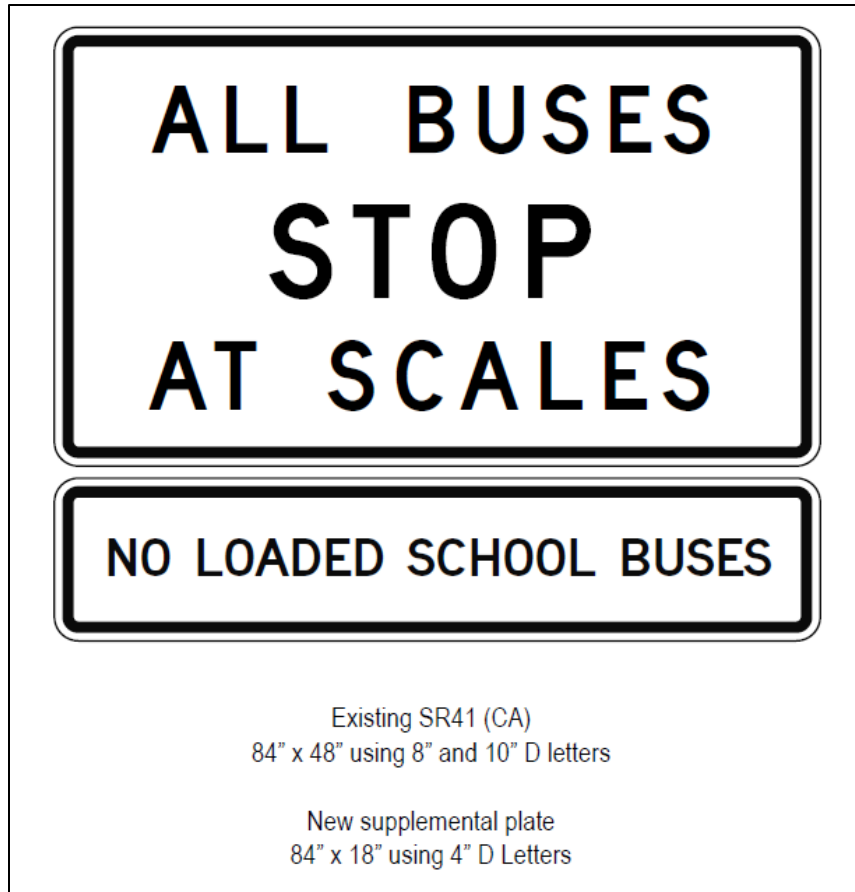
Currently, regulatory signage requiring all buses to stop at scales exists; however, there is not a sign that directs loaded school buses to bypass scales. The intention of the existing regulatory sign is to require all charter buses, transit buses, and empty school buses to enter scales. It is not the CHP's intention to require loaded school buses to enter.

#### 2. PROPOSED SOLUTION

The CHP proposes to install new "No Loaded School Buses" signage (Figure 1) at the following locations:

- a. Eastbound Interstate 80 - Cordelia Commercial Vehicle Enforcement Facility (CVEF), Cordelia, CA
- b. Northbound Interstate 101 - Gilroy CVEF, Gilroy, CA
- c. Southbound Interstate 15 - Mountain Pass CVEF, Nipton, CA

The CHP proposes to install the signs below the existing State Route (SR) 41 (CA) sign which states "All Buses Stop at Scales."



**Figure 1 – SR41 (CA) with Proposed “No Loaded School Buses” sign.**

### 3. OBJECTIVE

The objective of the proposal is to receive approval to install a “No Loaded School Buses” sign.

### 4. SCHEDULED INSTALLATION

- Installation – April 1, 2018

Thank you for your consideration of this request. The CHP is looking forward to receiving a positive response from the Committee. Should you have any questions regarding this matter, please contact Captain Sean Duryee, of my staff, at (916) 843-3400.

Sincerely,  
E. L. FALAT, Chief

**Item 18-05 Request for approval of proposed deviation from the State Standard sign panel SG49C (CA)**

**Recommendation:** Grant approval to modify the SG49C(CA) sign  
**Requesting Agencies/Sponsor:** SANDAG/ Duper Tong, CTCDC Voting Member



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December 22, 2017

California Department of Transportation  
Office of Traffic Engineering  
P.O. Box 942873  
Sacramento, CA 94273-0001  
Attn: Vijay Talada P.E.

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

RE: Approval Request for the San Diego Association of Governments - SG49C sign panel deviation

Mr. Talada,

This letter serves as request for approval of our proposed deviation to the State Standard sign panel SG49C, by the San Diego Association of Government (SANDAG) as part of our recently approved Call Box Right-Sizing plan.

SANDAG has received approval to proceed with the Call Box Right-Sizing plan from both the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans).

Our request is to modify the wording as follows:

511	511
FREEWAY	ROADSIDE
ASSIST	ASSISTANCE
CALL 511	CALL 511
(Original)	(Proposed)

The proposed deviation is driven by the regions Motorist Aid Services program that uses the line "Roadside Assistance" and includes motorist calling 511 and choosing "Roadside Assistance" to obtain service. To alleviate potential confusion on the public's part, our program has been using the term "Roadside Assistance" rather than "Freeway Assist" to identify the service. If you require additional information on this project, please contact met at 619-710-4052.

Sincerely,

AARON J. MORENO  
Project Manager  
Motorist Aid Services

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico





**8. Discussion Items**

**Item 18-06 Discussion on placing retroreflective material on the sign support for all School Zone signs and “Do Not Enter” and “Wrong Way” signs**

**Recommendation:** Solicit feedback from the Committee

**Requesting Party/Sponsor:** Caltrans/ Duper Tong, CTCDC Voting member

**Existing Text in CA MUTCD**

**Section 2A.15 Enhanced Conspicuity for Standard Signs**

Option:

<sup>01</sup> Based upon engineering judgment, where the improvement of the conspicuity of a standard regulatory, warning, or guide sign is desired, any of the following methods may be used, as appropriate, to enhance the sign’s conspicuity (see Figure 2A-1):

...

...

K. Adding a strip of retroreflective material to the sign support in compliance with the provisions of Section 2A.21.

....

...

**Section 2A.21 Posts and Mountings**

...

...

Option:

<sup>03</sup> Where engineering judgment indicates a need to draw attention to the sign during nighttime conditions, a strip of retroreflective material may be used on regulatory and warning sign supports.

**Standard:**

<sup>04</sup> **If a strip of retroreflective material is used on the sign support, it shall be at least 2 inches in width, it shall be placed for the full length of the support from the sign to within 2 feet above the edge of the roadway, and its color shall match the background color of the sign, except that the color of the strip for the YIELD and DO NOT ENTER signs shall be red.**

Support:

<sup>05</sup> Refer to Caltrans’ Highway Design Manual Section 309.1 for horizontal clearances. See Section 1A.11 for information regarding this publication.

Figure 2A-1. Examples of Enhanced Conspicuity for Signs

A – W16-15P plaque above a regulatory or warning sign if the regulation or condition is new



B – Red or orange flags above a regulatory, warning, or guide sign



C – W16-18P plaque above a regulatory sign



D – Solid yellow, solid fluorescent yellow, or diagonally striped black and yellow (or black and fluorescent yellow) strip of retroreflective sheeting around a warning sign



E – Vertical retroreflective strip on sign support



F – Supplemental beacon



**Item 18-07 IA 11 –Interim Approval for optional use RRFB - Termination**

**Recommendation:** Solicit feedback from the committee

**Requesting Agencies/Sponsor:** Caltrans, Duper Tong, CTCDC Voting member

**Background**

FHWA has terminated Interim Approval 11.  
Refer attached memo dated December 21, 2017

Per FHWA:

[https://mutcd.fhwa.dot.gov/res-interim\\_approvals.htm#term2003](https://mutcd.fhwa.dot.gov/res-interim_approvals.htm#term2003)

*Interim Approval 11 was issued during the time that the 2003 MUTCD was in effect. Interim Approval 11 was not incorporated into the 2009 MUTCD and the FHWA does not intend to incorporate it into any future edition of the MUTCD. Interim Approval 11 was terminated by the FHWA in a memorandum dated December 21, 2017 and is no longer in effect. It is listed here only for historical information. The installation of any new or replacement rectangular rapid flashing beacons by any highway agency, including those agencies who received the FHWA's approval to use rectangular rapid flashing beacons under Interim Approval 11, shall be prohibited. However, any existing rectangular rapid flashing beacon that was installed prior to December 21, 2017, that complies with the terms of Interim Approval 11 may remain in place until it reaches the end of its useful service life.*

- *Interim Approval IA-11 Termination Memorandum [[HTML](#), [PDF](#)]*
- *[Frequently Asked Questions](#) related to the termination of IA-11*
- *Informational Brief: Treatments for Uncontrolled Marked Crosswalks [[HTML](#), [PDF](#)]*
- *ARCHIVED INFORMATION: Interim Approval (IA-11) Memorandum [[HTML](#), [PDF](#)]*

Caltrans has applied for and received statewide blanket approval to use RRFBs on August 10, 2011 ([http://www.dot.ca.gov/trafficops/camutcd/docs/RRFB-IA-11-83\\_REPLY\\_CA\\_Statewide.pdf](http://www.dot.ca.gov/trafficops/camutcd/docs/RRFB-IA-11-83_REPLY_CA_Statewide.pdf)).

**Item 18-08 Report on Changes to the Minimum Yellow Light Change Interval Timing for Signalized Intersections**

**Recommendation:** Solicit feedback from the committee

**Requesting Agencies/Sponsor:** Hamid Bahadori, Automobile Club, S. CA

**Background**

In 2013, the CTCDC formed a Subcommittee of 19 members, chaired by Hamid Bahadori, inclusive of a broad spectrum of stakeholders and traffic experts to review the protocols for determining the minimum yellow light change interval timing for signalized intersections. The subcommittee issued a series of recommendations for changes to the Standards and Guidance Statements for the minimum yellow light change interval for the through movement. These recommendations were adopted by Caltrans and incorporated into the 2014 revision of the California MUTCD. Jurisdictions were mandated to comply with the new protocols by August 1, 2015 for intersections enforced with automated enforcement systems (red light cameras) and by August 1, 2017 for all other intersections throughout California. Due to lack of time and a need for further study, the subcommittee did not offer recommendations for changes to the Standards for the minimum yellow light change interval for exclusive turn movements and agreed to defer that discussion to a later date. The CAMUTCD does not currently contain a Standard for determining the minimum yellow light change interval for exclusive turn movements.

Subcommittee member Jay Beeber, Executive Director of Safer Streets L.A., has reviewed the violation data from numerous red light camera locations throughout California where the yellow interval was adjusted in response to the newly mandated protocols. Mr. Beeber will provide a short presentation as to the effect these signal timing changes have had on violation rates in the two plus years since the new protocols have been in place. Mr. Beeber will also briefly discuss an updated theory for accurately determining the minimum yellow light change interval for turning lanes which he presented at the 2016 ITE International Convention.

The Committee may wish to consider forming a new subcommittee to review the Standards for determining the minimum yellow light change interval for exclusive turn movements for report back to the Committee with recommendations.

**9. Tabled Items**

Agenda Item	Description
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**10. Next Meeting**

May 10, 2018  
45 Stony Point Road, Santa Rosa, CA

**11. Adjourn**