

**AGENDA**  
**CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE (CTCDC)**  
**October 20, 2011 Meeting (Start Time 9 a.m.)**  
**2729 Prospect Park Dr, City Hall (American River South)**  
**Rancho Cordova, CA 95670**

**Organization Items**

- 1 Membership**
- 2 Introduction**
- 3 Approval of Minutes (July 20<sup>th</sup>, 2011 Meetings)**
- 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. Any person addressing the Committee will be limited to a maximum of five (5) minutes so that all interested parties have an opportunity to speak. When addressing Committee, please state your name, address, and business or organization you are representing for the record.

**Agenda Items**

**5 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 (CVC), the Department of Transportation is required to consult with local agencies and hold public hearings.

	Page #s
11-3 NO PARKING VEHICLES FOR SALE, Amendment to Section 2B.39 and Figure 2B-16(CA) and new Parking-Series sign required by a change in the CVC – Proposed by LA DOT	(Continued) (Fisher) 5-17
11-15 Proposed to adopt new Pedestrian Signal Plaques and Text - Proposed by LA DOT	(Introduction) (Fisher) 18-22
11-16 Proposed edits in FINAL DRAFT 2011 CA MUTCD in Chap 2H, Sect's 2H.04, 2H.08 and Figure 2H-5 (CA) – Proposed by Caltrans	(Introduction) (Henley) 23-27
11-17 FHWA's Proposed Revision of the 2009 MUTCD – Definition of Standard and Use of Engineering Judgment	(Introduction) (Henley) 28-33
11-18 FHWA's Proposed Revision of the 2009 MUTCD – Compliance Dates (Table I-2) - Proposed by Caltrans	(Introduction) (Henley) 34-48
11-14 Proposal to amend CTCDC By-Laws to expand the membership of the CTCDC by including two additional voting members representing non-motorized highway users- Proposed by Caltrans	(Continued) (Henley) 49-53
11-1 CA MUTCD Revision (2011 Final Draft) to include National MUTCD 2009, CTCDC recommendations, errors/errata and editorial changes - Proposed by Caltrans	(Continued) (Henley) 54-55

**6 Request for Experimentation**

11-19 Request to experiment with 2<sup>nd</sup> advance California Welcome Center Destination Sign – Requested by Caltrans/ El Dorado Chamber (Introduction) (Henley) [56-62](#)

**7 Information Items**

11-20 Interim Approval on Colored Bike Lane, Electric Vehicle Charging And Rectangular Rapid Flashing beacons (Introduction) (Henley) [63-67](#)

**8. Tabled Items**

11-5 Request to Experiment with New Bicycle Pavement Marking (Requested by the City of Palo Alto) (Introduction) (Knowles)

**9 Next Meeting**[68](#)**10 Adjourn**

ITEM UNDER EXPERIMENTATION

- 06-2 Experiment with Colored Bike Lane (Wong)  
(Proposed by the City of San Francisco)  
**Status:** San Francisco has completed material testing and determined that thermoplastic is the best colored pavement treatment material for the experimental installations based on durability, visibility, slip-resistance and estimated lifecycle costs. Beginning in April 2011, dashed retroreflective green thermoplastic was added to the dashed portion of bicycle lanes at six intersection approaches on Market Street. Photos can be viewed here:  
<http://sf.streetsblog.org/2011/04/28/sfmta-crews-begin-filling-in-green-bikeway-gaps-on-market-street/>
- Data will be collected at the Market Street locations to determine if the treatment has any impact on merging behavior between motorists making right turns and bicyclists continuing straight through intersections. Market Street was selected as the first installation location to coordinate with ongoing improvements to bicycle facilities along Market Street, which is the highest-use bicycle facility in San Francisco.
- The revised schedule for the remainder of the experiment is as follows:  
June-July 2011 – Collect "before" data prior to installation of green retroreflective thermoplastic (except for Market Street locations described above)  
August -September 2011 - Install green retroreflective thermoplastic  
October-November 2011 – Collect "after" data following installation of green retroreflective thermoplastic  
January 2012 - Draft report  
February 2012 - Final report
- 07-19 Wildlife Corridor Signage (Babico)  
(Proposed by the County of San Bernardino)  
**Status:** The applicant still searching for someone to do study for the Federal Highway folks. The type of study that they requested would cost many thousands of dollars. Applicant is looking for a college student that could make the study part of his curriculum.
- 08-7 Request for Experimentation with new Warning Sign for Bicyclists (Wong)  
(Proposed by the City/Co of San Francisco)  
**Status:** No change since their last report. The City and County of San Francisco would like to bring this experiment to a close and therefore will analyze collision data collected before and after the installation of this experimental warning sign and submit the results to the Committee within the next 12 months for its evaluation.
- 08-21 Proposal to Experiment with Regulatory Sign “BIKES IN LANE” with Bicycle Symbol (Originally submitted as “Bike May Use Full Lane”) (Henley)  
**Status:** No New update. Caltrans District 5 still looking for funding for the human factors study. The signs have been well received and there are no negative issues to report at this time. State collision data is not yet available, however, collision data obtained from the City of Santa Cruz up to 09/01/09, shows that there have been 3 bike related collisions since the signs went up, 5 in the year previous, and 7 in the year prior to that.

- 09-9 Request to Experiment with Steady Red Stop Line Light (Fisher)  
**Status:** See report on the following website under “Status Report – Ongoing Experiments”  
<http://www.dot.ca.gov/hq/traffops/signtech/newtech/index.htm>
- 09-14 Experiment request for the Usage of “TRANSIT LANE” in lieu of “CARPOOL” Signage (Henley)  
**Status:** The project is in planning stage
- 09-21 Request for Permission to Experiment with Separated/Protected Bikeway (Fisher)  
On the Left Side of Two One-Way Streets in the City of Long Beach (Rte 9-112E)  
**Status:** See report on the following website under “Status Report – Ongoing Experiments”  
<http://www.dot.ca.gov/hq/traffops/signtech/newtech/index.htm>
- 10-3 Experiment with Second Train Warning Sign “Additional Train May Approach” with a Symbol Sign (Submitted by City of Riverside) (Fisher)  
**Status:** See report on the following website under “Status Report – Ongoing Experiments”  
<http://www.dot.ca.gov/hq/traffops/signtech/newtech/index.htm>
- 10-10 Request for Permission to Experiment with modified SPEED HUMP (W17-1) Signs (Knowles)
- 11-3 Request to Experiment with Buffered Bicycle Lanes on 2<sup>nd</sup> St.between Bayshore & PCH in Naples (Fisher)
- 11-4 Request for Permission to Experiment with Round Rapid Flashing Beacon (Fisher)

**Pending Items for Caltrans Action**

- 07-1 Proposal to revise the sizes for the Supplemental School Plaques (S4-3, W16-7p and W16-9p)  
**Status:** No update received.

**11-3 NO PARKING VEHICLES FOR SALE, Amendment to Section 2B.39 and Figure 2B-16(CA) and new Parking-Series sign required by a change in the CVC**

Jaime de la Vega  
GENERAL MANAGER

**CITY OF LOS ANGELES**  
CALIFORNIA



**ANTONIO R. VILLARAIGOSA**  
MAYOR

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August 9, 2011

Mr. Devinder Singh  
Executive Secretary, CTCDC  
Caltrans  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Mr. Singh:

Enclosed is a proposal for a new parking-series sign, necessitated by a change in the California Vehicle Code. This matter, Item 11-3, was heard at the July 20, 2011 meeting and was continued based on comments received.

I request that Item 11-3 be scheduled for the October 20, 2011 meeting of the CTCDC. I further request that the proposed sign and text be incorporated into the 2011 California MUTCD.

  
John E. Fisher, P.E., PTOE  
Assistant General Manager

JEF:je  
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Enclosures

Recommendation

That the CTCDC adopt the attached sign and text for incorporation into the 2011 California MUTCD as follows:

1. Include the sign in Figure 2B-24(CA);
2. Include the following text in Sections 2B.46 and 2B.47, as shown in red in the attachments. (The text shown in green was approved at the CTCDC meeting on July 20, 2011.)

Requesting Agency

City of Los Angeles Department of Transportation (John E. Fisher).

Sponsor

John E. Fisher, CTCDC Chair representing the League of California Cities, Southern Counties.

Background

Section 22651.9 was recently added to the California Vehicle Code (CVC). It is attached. This section allows a vehicle to be impounded when it is advertised for sale, under specified conditions, pursuant to an ordinance or resolution listing the applicable streets.

Some cities would find it necessary to post signs to advise of the streets affected by the restriction and to aid in enforcement.

Accordingly, a proposed sign has been developed for optional use by jurisdictions, upon adoption of an ordinance or resolution, pursuant to CVC Section 22651.9. The proposed sign uses standard symbols with clarifying text. Note that the format of the proposed sign and the proposed text are somewhat different from those submitted for the CTCDC meeting of July 20, 2011, based on to comments received.

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**V C Section 22651.9 Removal of Vehicles for Sale  
Removal of Vehicles for Sale**

22651.9. (a) Any peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or any regularly employed and salaried employee, who is engaged in directing traffic or enforcing parking laws and regulations, of a city, county, or city and county in which a vehicle is located, may remove a vehicle located within the territorial limits in which the officer or employee may act when the vehicle is found upon a street or any public lands, if all of the following requirements are satisfied:

(1) Because of a sign or placard on the vehicle, it appears that the primary purpose of parking the vehicle at that location is to advertise to the public the private sale of that vehicle.

(2) Within the past 30 days, the vehicle is known to have been previously issued a notice of parking violation, under local ordinance, which was accompanied by a notice containing all of the following:

(A) A warning that an additional parking violation may result in the impoundment of the vehicle.

(B) A warning that the vehicle may be impounded pursuant to this section, even if moved to another street, so long as the signs or placards offering the vehicle for sale remain on the vehicle.

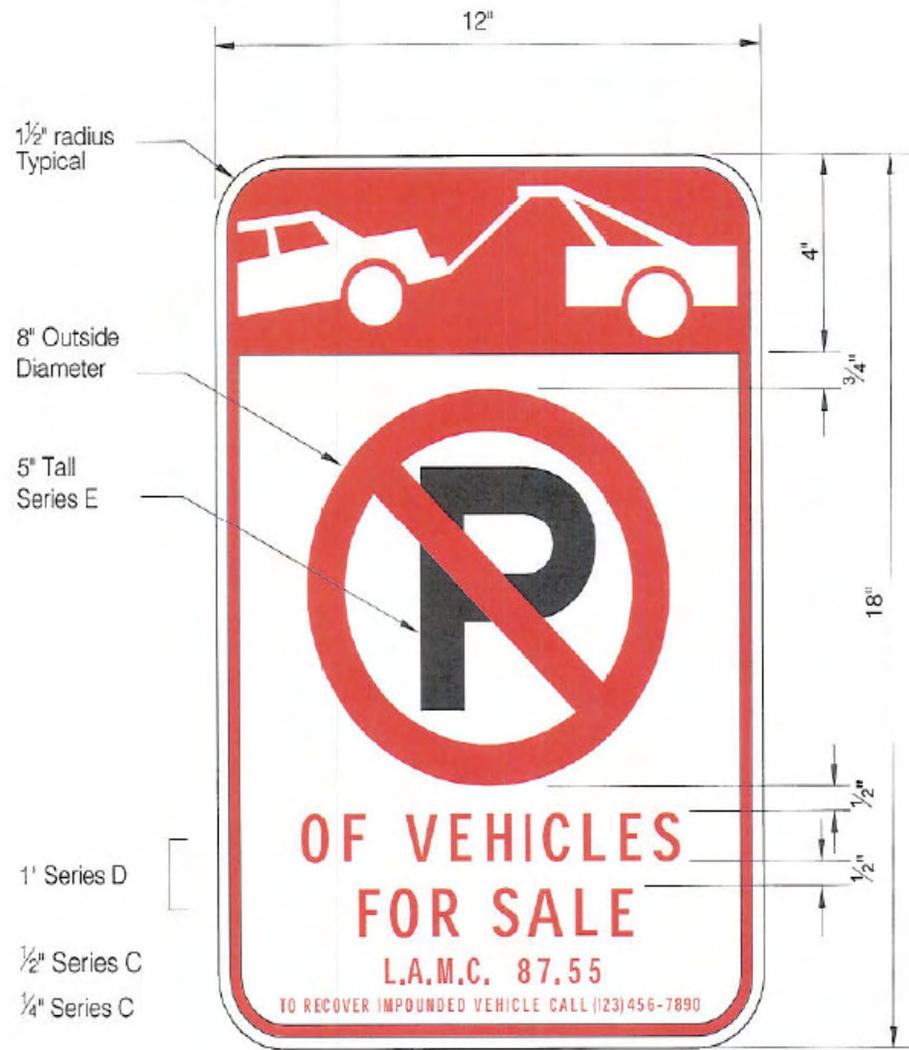
(C) A listing of the streets or public lands subject to the resolution or ordinance adopted pursuant to paragraph (4), or if all streets are covered, a statement to that effect.

(3) The notice of parking violation was issued at least 24 hours prior to the removal of the vehicle.

(4) The local authority of the city, county, or city and county has, by resolution or ordinance, authorized the removal of vehicles pursuant to this section from the street or public lands on which the vehicle is located.

(b) Section 22852 applies to the removal of any vehicle pursuant to this section.

Added Ch. 481, Stats. 1993. Effective September 27, 1993.



**Section 2B.46 Parking, Standing, and Stopping Signs (R7 and R8 Series)**

Support:

01 Signs governing the parking, stopping, and standing of vehicles cover a wide variety of regulations, and only general guidance can be provided here. ~~The word “standing” when used on the R7 and R8 series of signs refers to the practice of a driver keeping the vehicle in a stationary position while continuing to occupy the vehicle.~~ CVC Section 463 defines “parking”, which involves the standing of a vehicle, whether occupied or not. However, the temporary loading or unloading of merchandise or passengers is not considered parking. CVC Section 587 defines “stopping”, which involves the cessation of vehicle movement. Typical examples of parking, stopping, and ~~standing~~ loading signs and plaques (see are shown in Figures 2B-24, 2B-24(CA) and 2B-25.) are as follows:

- 1. ~~NO PARKING ANY TIME (R7-1);~~
- 2. ~~NO PARKING X:XX AM TO X:XX PM (R7-2, R7-2a);~~
- 3. ~~NO PARKING EXCEPT SUNDAYS AND HOLIDAYS (R7-3);~~
- 4. ~~NO STANDING ANY TIME (R7-4);~~
- 5. ~~XX HOUR PARKING X:XX AM — X:XX PM (R7-5);~~
- 6. ~~NO PARKING LOADING ZONE (R7-6);~~
- 7. NO PARKING BUS STOP (R7-7, R7-107, R7-107a);
- 8. ~~RESERVED PARKING for persons with disabilities (R7-8);~~
- 9. ~~VAN ACCESSIBLE (R7-8P);~~
- 10. Pay Station (R7-20);
- 11. ~~Pay Parking (R7-21, R7-21a, R7-22);~~
- 12. ~~Parking Permitted X:XX AM TO X:XX PM (R7-23);~~
- 13. ~~Parking Permitted XX HOUR(S) XX AM — XX PM (R7-23a);~~
- 14. XX HR PARKING X:XX AM TO X:XX PM (R7-108);
- 15. ~~NO PARKING ANYTIME/XX HOUR PARKING X:XX AM — X:XX PM (R7-200, 7-200a);~~
- 16. ~~TOW AWAY ZONE (R7-201P, R7-201aP);~~
- 17. ~~THIS SIDE OF SIGN (R7-202P);~~
- 18. EMERGENCY SNOW ROUTE NO PARKING IF OVER XX INCHES (R7-203);
- 19. NO PARKING ON PAVEMENT (R8-1);
- 20. ~~NO PARKING EXCEPT ON SHOULDER (R8-2);~~
- 21. ~~No Parking (R8-3, R8-3a);~~
- 22. ~~EXCEPT SUNDAYS AND HOLIDAYS (R8-3bP);~~
- 23. ~~ON PAVEMENT (R8-3cP);~~
- 24. ~~ON BRIDGE (R8-3dP);~~
- 25. ~~ON TRACKS (R8-3eP);~~
- 26. ~~EXCEPT ON SHOULDER (R8-3fP);~~
- 27. ~~LOADING ZONE (R8-3gP);~~
- 28. ~~X:XX AM TO X:XX PM (R8-3hP);~~
- 29. EMERGENCY PARKING ONLY (R8-4);
- 30. ~~NO STOPPING ON PAVEMENT (R8-5);~~
- 31. ~~NO STOPPING EXCEPT ON SHOULDER (R8-6);~~ and
- 32. EMERGENCY STOPPING ONLY (R8-7).

Refer to CVC 21112 through 22658 regarding the authorities for the various parking, stopping and loading signs.

**Parking Regulations**

Option:

Parking on freeway which have full control of access and no crossing at grade may be prohibited under CVC 21960.

Parking on other State highways may be restricted or prohibited under CVC 22505 and 22506.

Support:

The Department of Transportation's District Director is authorized to issue orders prohibiting or restricting the parking of vehicles on State highways. The District Director is also authorized to approve ordinances or resolutions of local authorities prohibiting or restricting parking on State highways.

The delegation of maintenance activities to local authorities is usually exercised under the authority of Streets and Highways Code Section 130. Under a proposal to delegate maintenance and parking regulation authority under CVC Section 22506, the Department retains the authority to regulate parking under the three conditions specified in CVC Section 22505(a). The District Director of Transportation is authorized to make this delegation of authority.

### **Policy on Parking Restrictions**

#### *Guidance:*

*No Stopping Any Time – Stopping should be prohibited at locations where the prohibition would reduce the risk of collisions or where parking would unduly interfere with the movement of traffic.*

*No Parking Anytime – Parking should be prohibited at locations where the prohibition is necessary to accommodate other activities and objectives, such as street sweeping, snow removal, public safety or preferential parking.*

#### *Option:*

Major factors that may be considered for No Stopping Anytime include:

- Narrow roadway width.
- Restricted visibility at intersections for pedestrian and vehicular traffic.
- Narrow shoulder width.
- Conversion of a parking lane to a through lane or right-turn lane.

#### *Support:*

Limited Time Parking - The Department of Transportation does not issue orders for limited time parking.

#### *Option:*

On State highways, limited time parking restrictions may be initiated by local authorities and approved by the Department. Parking prohibitions between certain hours may also be initiated by local authorities.

#### **Standard:**

**Before time limit parking regulations are approved in rural areas, consultation shall be made by the enforcement agency that the regulation will be actively enforced.**

### **Special Signs**

#### *Option:*

The OK TO PARK ON BRIDGE (R22(CA)) sign may be used to inform motorists that parking is permitted on a bridge. Refer to CVC 22500(k).

#### *Guidance:*

*The PARK PARALLEL (R24(CA)) sign should only be used where diagonal parking is prevalent, in violation of CVC 22502.*

#### **Standard:**

**The SCHOOL BUS ONLY w/ Double Arrow (R24A(CA)), TAXICAB ONLY w/ Double Arrow (R24B(CA)) and TOUR BUS ONLY w/ Double Arrow (R24C(CA)) signs shall be used to inform motorists of location of stands for use by school buses, taxicabs and tour buses, respectively. Refer to CVC 21112.**

**The MAIL DEPOSIT ONLY w/ Double Arrow (R24D(CA)) sign shall be used to inform motorists of curb restrictions at locations for depositing mail in an adjacent mailbox. Refer to CVC 21458(a)(3)(B).**

**The BLOCK WHEELS TO CURB (R24E(CA)) sign shall be used to inform motorists when parking on a hill to block the wheels of the vehicle by turning them against the curb, or by other means, when leaving it to stand unattended upon any grade exceeding 3 percent. Refer to CVC 22509.**

#### *Option:*

The PARK OFF PAVEMENT (R25(CA)) sign may be used where it is likely that vehicles may stop on the traveled way and interfere with through traffic. It may also be used as a temporary sign in snow areas where parking is permitted.

**Standard:**

**The LOADING ONLY 7AM TO 6PM EXCEPT SUNDAY 30 MINUTE LIMIT w/ Double Arrow (R25A(CA)) sign shall be used to inform motorists of curbside restrictions at locations for loading or unloading passengers or freight for the time as specified by local ordinance. Refer to CVC 21458(a)(2).**

**The following signs shall be used to inform motorists of curbside restrictions at locations for loading or unloading of passengers for the time as specified by local ordinance. Refer to CVC 21458(a)(3)(A).**

- **Passenger Loading ONLY 5 MINUTE LIMIT w/ Double Arrow (R25B(CA)) sign**
- **PASSENGER LOADING ONLY 5 MINUTE LIMIT w/ Double Arrow (R25C(CA)) sign**
- **School Passenger Loading ONLY 7AM TO 4PM SCHOOL DAYS 5 MINUTE LIMIT w/ Double Arrow (R25D(CA)) sign**
- **PASSENGER LOADING ONLY 7AM TO 4PM SCHOOL DAYS 5 MINUTE LIMIT w/ Double Arrow (R25E(CA)) sign**
- **School Bus Passenger Loading ONLY w/ Double Arrow (R25F(CA)) sign**
- **Tour Bus Passenger Loading ONLY w/ Double Arrow (R25H(CA)) sign**

**The CAR SHARE PARKING ONLY PERMIT REQUIRED w/ Double Arrow (R25J(CA)) sign shall be used to designate certain streets or portions of streets for the exclusive parking privilege of vehicles participating in a car share vehicle program or ridesharing program. Refer to CVC 22507.1.**

**Option:**

The NO PARKING ANY TIME with arrow (R28(CA)) or without arrow (R26(CA)) signs may be used to inform motorists of a parking prohibition at a specific location. The NO PARKING ANY TIME with arrow (R28A(CA)) or without arrow (R26A(CA)) signs may be used where a larger size is desirable.

CVC Section 21718 prohibits the stopping, parking or leaving of any vehicle upon a freeway. Large NO PARKING ANY TIME (R26(CA)) or EMERGENCY PARKING ONLY (R8-4) signs may be installed on freeways which have full control of access and no crossing at grade to inform traffic that stopping, parking or leaving of any vehicle upon a freeway is prohibited.

The Tow-Away No Parking (R26K(CA)) sign may be used to inform motorists of a parking prohibition and tow-away zone at a specific location.

The NO STOPPING FIRE LANE (R26F(CA)) sign may be used to inform motorists of a designated fire lane. Refer to CVC 22500.1.

**Standard:**

**The NO STOPPING ANY TIME (R26(S)(CA)) sign or Tow-Away NO STOPPING ANY TIME (R26L(CA)) sign shall be used to inform motorists of a No Stopping Zone at a specific location where red curb marking is not used.**

**Option:**

The NO STOPPING ANY TIME (R26A(S) (CA)) sign may be used where a larger size is desirable.

The NO PARKING ON BRIDGE (R27(CA)) sign may be used only where parking is prevalent in violation of CVC 22500(k). The NO PARKING ON BRIDGE (R27A(CA)) sign may be used where a larger size is desirable.

The NO STOPPING ANY TIME with arrow (R28(S)(CA)) sign may be used to inform motorists of no stopping zones. Use only where the beginning and ending points of the prohibition are not otherwise indicated. The NO STOPPING ANY TIME with arrow (R28A(S)(CA)) sign may be used where a larger size is desirable.

**Standard:**

**The NO STOPPING BUS ONLY w/ Arrow (R28C(CA)) sign shall be used to inform motorists of no stopping zones at bus stops.**

**On State highways, the NO PARKING VEHICLES OVER 6' HIGH w/ Double Arrow (R28D(CA)) or NO STOPPING VEHICLES OVER 6' HIGH w/ Double Arrow (R28D(S)(CA)) sign shall be used to inform motorists of a parking or stopping prohibition, which applies only to vehicles 6 feet or more in height. Refer to CVC 22505.**

Option:

The R28D(CA) or R28D(S)(CA) sign may be installed within 100 feet of an intersection to improve the visibility of the motorists in accordance with CVC 22507, except where parking would obstruct the applicable sight distance as determined by a qualified engineer.

**Standard:**

**The NO PUBLIC PARKING SUBJECT TO CITATION AND REMOVAL AT OWNER'S EXPENSE (R28E(CA)) sign shall be used to inform motorists of a parking prohibition on private property. Refer to CVC 22658.**

**The No Parking VEHICLES OVER 5 TONS (R28F(CA)) sign shall be used to inform motorists of a parking prohibition in a residential district for commercial vehicles having a manufacturer's gross vehicle weight rating of 5 tons or more. Refer to CVC 22507.5.**

**The No Stopping/No Parking Specific Hours (R29(CA)) sign shall be used to inform motorists of a stopping and parking prohibition during certain hours at a specific location.**

**The No Parking Specific Hours (R30(CA) and R30A(CA)) signs shall be used to inform motorists of a parking restriction during certain hours at a specific location.**

**The No Parking 10AM TO 12 PM WEDNESDAY STREET SWEEPING (R30B(CA)) sign shall be used to inform motorists of a parking prohibition for the purpose of street sweeping. Refer to CVC 22507.6.**

**The No Parking 2AM TO 6AM EXCEPT BY PERMIT (R30C(CA)) or No Parking 2AM TO 6 AM CITYWIDE EXCEPT BY PERMIT (R30D(CA)) sign shall be used to inform motorists of a parking prohibition between the hours of 2 a.m. and 6 a.m. Refer to CVC 22507.5.**

**The symbol Tow-Away No Stopping 4 to 6 PM (RYY(CA)) sign shall be used to inform motorists of a stopping restriction in a tow-away zone at a specific location during specific hours.**

*Guidance:*

*When used, the R30D(CA) sign should be posted below the City Limit (G9-5(CA)) sign or downstream from a freeway off ramp. Refer to CVC 22507.5.*

**Standard:**

**The No Parking w/Double Arrow (R30E(CA)) sign shall be used to inform motorists of a parking restriction at a specific location.**

**The No Stopping Specific Hours School Days (R30F(CA)) sign shall be used to inform motorists of a stopping prohibition during certain hours at a specific location in a school zone area.**

Option:

The No Parking/Parking Specific Hours (R31(CA) and R32B(CA)) and No Stopping/Parking Specific Hours (R31(S)(CA)) signs may be used to inform motorists of a stopping/parking prohibition during certain hours and a parking time limit during other hours at a specific location. The R31(S)(CA) sign is used for stopping prohibitions, generally during peak traffic hours.

The Limited Hour/Minute Parking Specific Hours (R32(CA)) sign may be used to inform motorists of a parking time limit with specific hours and/or minutes during certain hours at a specific location.

**Standard:**

**The 2 HOUR PARKING 8AM TO 6 PM DISTRICT 7 PERMITS EXEMPT (R32C(CA)) sign or 30 MINUTE PARKING 2AM TO 6 AM DISTRICT 3 PERMITS EXEMPT (R32D(CA)) sign shall be used to inform motorists of a parking time limit designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use, under which the residents and merchants can be issued a permit or permits that exempt them from the prohibition or restriction. Refer to CVC 22507.**

**A combined 2 HOUR PARKING 8AM TO 4 PM – PASSENGER LOADING ONLY 4PM TO MIDNIGHT 5 MINUTE LIMIT w/ Double Arrow (R32E(CA)) sign shall be used to inform motorists of a parking time limit with specific hours and of curb restrictions at locations for loading**

**or unloading of passengers for the time as specified by local ordinance. Refer to CVC 21458(a)(3)(A).**

**The 2 HOUR PARKING 8AM TO 6 PM MOTORCYCLE PARKING ONLY w/ Double Arrow (R32F(CA)) sign shall be used to inform motorists of a parking time limit with specific hours for motorcycles. Refer to CVC 22503.5.**

Option:

The Tow-Away No Stopping/No Parking Specific Hours (R37(CA)) sign may be used to inform motorists of no stopping and parking prohibitions and tow-away zone at a specific location.

The Tow-Away No Parking/Limited Hour Parking Specific Hours (R38(CA)) sign may be used to inform motorists of a parking restriction and tow-away zone at a specific location.

The Tow-Away No Stopping/Limited Hour Parking Specific Hours (R38(S)(CA)) sign may be used for stopping prohibitions, generally during peak hours.

Support:

Local agencies may adopt, by resolution or ordinance, the restriction of parking and the impounding of vehicles for sale, subject to the requirements of CVC Section 22651.9. Under these requirements, a vehicle may be impounded if a parking violation was received within the last 30 days and a warning was issued.

Option:

The No Parking of Vehicle For Sale (RSS-X(CA)) signs may be posted to inform motorists that the parking of vehicles for sale is prohibited and that vehicles may be impounded, as prescribed in CVC Section 22651.9.

Guidance:

If used, the applicable municipal code or county code should be shown on the RSS-X(CA) signs to assist enforcement personnel in identifying the appropriate parking infraction, due to the special requirements prescribed in CVC Section 22651.9.

**Standard:**

**The combined TOW-AWAY NO STOPPING 7AM TO 9 AM - PASSENGER LOADING ONLY ALL OTHER TIMES 5 MINUTE LIMIT w/ Double Arrow (R38A(CA)) sign shall be used to inform motorists of no stopping and parking prohibitions and tow-away zone at a specific location during specific hours and of curb restrictions at locations for loading or unloading of passengers for the time as specified by local ordinance. Refer to CVC 21458(a)(3)(A).**

Option:

The NO PARKING OF COMMERCIAL VEHICLES EXCEPT BY PERMIT (R39(CA)) sign may be used on any roadway in which local ordinance or resolution per CVC Section 22505 and 22507 has been established to prohibit parking of commercial vehicles.

**Standard:**

**If used, the R39(CA) sign shall be used to identify only those street or highway locations, either State or local, upon which parking of commercial vehicles is prohibited, except by permit, as established by the local ordinance or resolution.**

**The NO DOUBLE PARKING ANYTIME COMMERCIAL VEHICLES INCLUDED (R39-1(CA) or R39-2(CA)) sign shall be used to inform motorists of a parking prohibition in a business district for commercial vehicles where a local agency has adopted an ordinance per CVC 22502(c).**

**The Accessible Parking Only (R99(CA)) sign in combination with MINIMUM FINE \$250 (R99B(CA)) plaque; or, Accessible Parking Only Minimum Fine \$250 (R99C(CA)) sign shall be used in on-street and off-street parking facilities to designate stalls for vehicles with a special identification license plate or a distinguishing placard for persons with disabilities.**

Support:

The R99(CA) sign in combination with the R99B(CA) plaque; or, R99C(CA) sign, blue pavement markings and International Symbol of Accessibility Marking, are required for enforcement of these parking areas. Refer to CVC 22511.7 and 22511.8.

**Standard:**

**The VAN ACCESSIBLE (R7-8b) sign shall be mounted below the Accessible Parking Only (R99(CA)) sign in combination with MINIMUM FINE \$250 (R99B(CA)) plaque; or, Accessible Parking Only Minimum Fine \$250 (R99C(CA)) sign of the parking space for persons with disabilities designated as the van accessible space as provided in the California Building Code Section 1129B.**

Option:

The TOW-AWAY SPECIAL PLACARD OR LICENSE PLATE REQUIRED (R100A(CA)) sign may be used with the R99(CA) sign in combination with the R99B(CA) plaque; or, R99C(CA) sign to inform motorists that their vehicle will be towed away if they do not have a special identification license plate or a distinguishing placard for persons with disabilities.

**Standard:**

**The Disabled Tow-Away (R100B(CA)) sign shall be placed immediately adjacent to, and visible from, the stall or space, or at each entrance to an off street parking facility to inform motorists that their vehicle will be towed away if they park in designated stalls or spaces without a special identification license plate or a distinguishing placard for persons with disabilities. The sign shall include the address where the towed vehicle can be reclaimed and the telephone number of the local traffic law enforcement agency. Refer to CVC 22511.8 and 22511.9.**

Option:

The DISPLAY OF VEHICLES FOR SALE PROHIBITED (SR26(CA)) sign may be used on any roadway in which local ordinance or resolution per Streets and Highway Code, Section 731 has been established to prohibit the display of vehicles for sale.

**Standard:**

**If used, the SR26 (CA) sign shall be used to identify only those street or highway locations, either State or local, upon which display of vehicles for sale is prohibited, as established by the local ordinance or resolution.**

Option:

The TOW-AWAY NO PARKING WHEN SNOW REMOVAL CONDITIONS EXIST (SR49(CA)) sign may be used to prohibit or restrict the parking or standing of vehicles on designated streets or highways, or portions thereof, for the purpose of snow removal. Refer to CVC 22510.

*Guidance:*

*The SNOW NOT REMOVED BEYOND HERE (SR20-1(CA)) sign should be erected at the beginning of the snow season and removed in the spring when the road is opened. The SR20-1(CA) sign should be placed at a location that will provide a motorist the opportunity to turn around.*

Option:

The CHAIN INSTALLATION ONLY (R74(CA)) sign may be erected where parked vehicles interfere with normal winter operations.

*Guidance:*

*The R74(CA) sign should be turned or covered at the end of the chain requirement season.*

**Standard:**

**The CHAINS REQUIRED (X MILE (X MILES)) AHEAD (R75(CA)) sign shall be used to give advance notice that chains are required ahead.**

**The CHAINS REQUIRED (R76(CA)) sign shall be used at the beginning of chain control areas and intermittently as needed.**

Support:

The R76(CA) sign is installed in combination with the Speed Limit (R2-1), R79(CA) and R80(CA) signs.

Option:

The ON SINGLE AXLE DRIVE VEHICLE WITH TRAILER (R76-1(CA)) sign may be used when road conditions are such that only single drive vehicles with trailers need chains.

**Standard:**

**When used, the R76-1(CA) sign shall be mounted below the CHAINS REQUIRED (R76(CA)) sign.**

The NO EXCEPTIONS (R77(CA)) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (R76(CA)) signs when chains are required with no exceptions.

The END CHAIN CONTROL (R78(CA)) sign shall be used to advise the motorist that the chain control area has ended.

The AUTOS & PICKUPS SNOW TIRES OK – CARRY CHAINS (R79(CA)) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (R76(CA)) signs when chains are required but autos and pickups with snow tires are exempted from using chains.

The 4-W DRIVE WITH SNOW TIRES OK – CARRY CHAINS (R80-1(CA)) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (R76(CA)) signs when chains are required.  
Support:

Vehicles with four wheel drive and snow tires on all four wheels are exempt from using chains.

### Section 2B.47 Design of Parking, Standing, and Stopping Signs

Support:

01 Discussions of parking signs and parking regulations in this Section apply not only to parking, but also to ~~standing~~ loading and stopping.

**Standard:**

02 The legend on parking signs shall state applicable regulations. Parking signs (see Figures 2B-24 and 2B-25) shall comply with the standards of shape, color, and location.

03 The colors in parking signs shall conform to their associated curb zone colors. Where parking is prohibited at all times or at specific times, the basic design for parking signs shall have a red legend and border on a white background (Parking Prohibition signs), except that the R8-4 and R8-7 signs and the alternate design for the R7-201aP plaque shall have a black legend and border on a white background, and the R8-3 sign shall have a black legend and border and a red circle and slash on a white background. Where an exclusive zone is established for passenger loading or mail deposit, the signs shall have a black legend on a white background. Where an exclusive zone is established for freight or passenger loading, the signs shall have a black legend on a yellow background. Where an exclusive zone is established for disabled persons, the signs shall have a white legend on a blue background, as shown on the R99(CA) sign.

In zones where vehicles can be towed for violating the posted prohibition restriction, the “Tow-Away” message or symbol shall be used. Where the “Tow-Away” symbol is used in a 12-inch width format, it shall be as shown in the R26K(CA) sign. When it is used in an 18-inch width format, it shall be shown in the RYY(CA) sign.

04 Where only limited-time parking or parking in a particular manner are permitted, the signs shall have a green legend and border on a white background (Permissive Parking signs).

*Guidance:*

05 Parking signs should display the following information from top to bottom of the sign, in the order listed:

- A. Any tow-away message or symbol.
- ~~A.~~ B. The restriction or prohibition;
- ~~B.~~ C. The times of the day that it is applicable, if not at all hours; and
- ~~C.~~ D. The days of the week that it is applicable, if not every day.
- E. Qualifying or supplementary information.
- F. Exemptions to the restriction or prohibition.
- G. The appropriate municipal or county code on selected signs, when deemed necessary in order to aid enforcement personnel in identifying the appropriate infraction.

~~G.~~ H. The phone number to call to recover an impounded or towed vehicle.

06 If the parking restriction applies to a limited area or zone, the limits of the restriction should be shown by arrows ~~or supplemental plaques~~. If arrows are used and if the sign is at the end of a parking zone, there should be either no arrows or a single-headed arrow pointing in the direction that the regulation is in effect. If the sign is at an intermediate point in a zone, there should be a double-headed arrow pointing both ways. When a single sign is used at the transition point between two parking zones, it should display a right and left arrow pointing in the direction that the respective restrictions apply.

07 Where special parking restrictions are imposed during heavy snowfall, Emergency Snow Route (R7-203) signs (see Figure 2B-24) should be installed. The legend will vary according to the regulations, but the signs should be vertical rectangles, having a white background with the upper part of the plate a red background.

**Standard:**

08 Where parking spaces that are reserved for persons with disabilities are designated to accommodate wheelchair vans, a VAN ACCESSIBLE (R7-8P R7-8b) plaque shall be mounted below the R7-8 R99(CA) sign. The R7-8 R99(CA) sign (see Figure 2B-24 2B-24(CA)) shall have a green blue legend and border and a white wheelchair symbol on a blue square, all on a white background. The R7-8P R7-8b plaque (see Figure 2B-24 2B-24(CA)) shall have a green blue legend and border on a white background. Refer to California Code of Regulations Title 24, Section 1129B.4.

**Option:**

09 To minimize the number of parking signs, blanket regulations that apply to a given district may, if legal, be posted at district boundary lines.

~~10 As an alternate to the use of arrows to show designated restriction zones, word messages such as BEGIN, END, HERE TO CORNER, HERE TO ALLEY, THIS SIDE OF SIGN, or BETWEEN SIGNS may be used.~~

11 Where parking is prohibited during certain hours and time-limited parking or parking in a particular manner is permitted during certain other time periods, the red Parking Prohibition and green Permissive Parking signs may be designed as follows:

- A. Two 12 x 18-inch parking signs may be used with the red Parking Prohibition sign installed above or to the left of the green Permissive Parking sign; or
- ~~B. The red Parking Prohibition sign and the green Permissive Parking sign may be combined (see Figure 2B-24) to form an R7-200 sign on a single 24 x 18 inch sign, or an R7-200a sign on a single 12 x 30 inch sign.~~

12 At the transition point between two parking zones, a single sign or two signs mounted side by side may be used.

**On any sign, the words "Tow-Away" may be used interchangeably with the Tow-Away symbol.**

**On any sign, the words NO PARKING may be used as an alternative to interchangeably with the No Parking symbol.** The supplemental educational plaque, NO PARKING, with a red legend and border on a white background, may be used above signs incorporating the No Parking symbol.

14 Alternate designs for the R7-107 sign may be developed such as the R7-107a sign (see Figure 2B-24). Alternate designs may include, on a single sign, a transit logo, an approved bus symbol, a parking prohibition, the words BUS STOP, and an arrow. The preferred bus symbol color is black, but other dark colors may be used. Additionally, the transit logo may be displayed on the bus face in the appropriate colors instead of placing the logo separately. The reverse side of the sign may contain bus routing information.

~~15 To make the parking regulations more effective and to improve public relations by giving a definite warning, a TOW AWAY ZONE (R7-201P) plaque (see Figure 2B-24) may be appended to, or incorporated in, any parking prohibition sign. The Tow Away Zone (R7-201aP) symbol plaque may be used instead of the R7-201P word message plaque. The R7-201aP plaque may have either a black or red legend and border on a white background.~~

**Guidance:**

16 If a fee is charged for parking and a midblock pay station is used instead of individual parking meters for each parking space, pay parking signs should be used. Pay Parking (R7-22) signs **The R7-108 and PAY AT STATION Plaque** (see Figure 2B-24) should be used to define the area where the pay station parking applies. Pay Station (R7-20) signs (see Figure 2B-24) should be used at the pay station or to direct road users to the pay station.

**Standard:**

17 **If the pay parking is subject to a maximum time limit, the appropriate time limit (number of hours or minutes) shall be displayed on the Pay Parking (R7-21 or R7-21a) and Pay Station (R7-20) signs.**

## Option:

~~18 In rural areas (see Figure 2B-25), the legends NO PARKING ON PAVEMENT (R8-1) or NO STOPPING ON PAVEMENT (R8-5) are generally suitable and may be used. If a roadway has paved shoulders, the NO PARKING EXCEPT ON SHOULDER sign (R8-2) or the NO STOPPING EXCEPT ON SHOULDER sign (R8-6) may be used as these signs would be less likely to cause confusion. The R8-3 symbol sign or the word message NO PARKING (R8-3a) sign may be used to prohibit any parking along a given highway. Word message supplemental plaques may be mounted below the R8-3 or R8-3a sign. These word message supplemental plaques may include legends such as EXCEPT SUNDAYS AND HOLIDAYS (R8-3bP), ON PAVEMENT (R8-3cP), ON BRIDGE (R8-3dP), ON TRACKS (R8-3eP), EXCEPT ON SHOULDERS (R8-3fP), LOADING ZONE (with arrow) (R8-3gP), and X:XX AM TO X:XX PM (with arrow) (R8-3hP).~~

19 Colors that are in compliance with the provisions of Section 2A.10 may be used for color coding of parking time limits.

*Guidance:*

20 *If colors are used for color coding of parking time limits, the colors green, red, and black should be the only colors that are used.*

**11-15 Proposed to adopt new Pedestrian Signal Plaques and Text**

Jaime de la Vega  
GENERAL MANAGER

**CITY OF LOS ANGELES**  
CALIFORNIA



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August 9, 2011

Mr. Devinder Singh  
Executive Secretary, CTCDC  
Caltrans  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Mr. Singh:

Enclosed is a proposal for new pedestrian signal plaques.

I request that the matter be scheduled for the October 20, 2011 meeting of the CTCDC. I further request that the proposed described plaques and related text be incorporated into the 2011 California MUTCD.

John E. Fisher, P.E., PTOE  
Assistant General Manager

JEF:je

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Enclosures

### Recommendation

That the CTCDC adopt new pedestrian signal plaques and text for incorporation into the 2011 California MUTCD, as follows:

1. Add eight new plaques to Figure 2B-26 that are similar to the R10-3b through R10-3i signs but without the arrow and "Push Button To Cross" and "Push Button To Cross Maple Drive" message. (Existing Figure 2B-26, Sheet 1 of 2, is attached.)
2. Label the eight new signs as R10-3j through R10-3q, or as determined by Caltrans.
3. Adopt new text in Section 2B.52 as shown in red text in the attachment.

### Requesting Agency

City of Los Angeles Department of Transportation (John E. Fisher).

### Sponsor

John E. Fisher, CTCDC Chairman, representing the League of California Cities, Southern Counties.

### Background

Section 4E.09, paragraph 09 of the MUTCD states, "At locations with pretimed traffic control signals or non-activated approaches, pedestrian push buttons may be used to activate the accessible pedestrian signals". I received an inquiry from the County of Marin and the City of San Francisco regarding the applicable plaques that should be mounted on the push button detector unit for this purpose. In response, I noted that Figure 2B-26 shows no corresponding plaques to be used where the sole purpose of the push button is to activate accessible pedestrian features but not to place a call for pedestrian signal timing. There is a sign used by the City of Los Angeles Department of Transportation (LADOT) but it is not shown in Figure 2B-26.

I contacted Scott Wainwright of the FHWA's MUTCD Team. Mr. Wainwright indicated that its exclusion was an oversight and will be considered for the next edition of the MUTCD. He also indicated that the sign used by LADOT, which excludes the "push button" legend, would be acceptable. A copy of his response is enclosed.

The "push button" legend appears as an auxiliary message to eight educational plaques, R10-3b through R10-3i. Proposed signs R10-3j through R10-3q would exclude the "push button" legend. A copy of proposed sign R10-3m, incorporated into the push button detector unit, is attached.

Adoption of these plaques into the 2011 California MUTCD would provide near-term, helpful guidance to agencies that plan to deploy accessible pedestrian signals.

Figure 2B-26. Pedestrian Signs and Plaques (Sheet 1 of 2)



**Section 2B.52 Traffic Signal Pedestrian and Bicycle Actuation Signs (R10-1 through R10-4, and R10-24 through R10-26)****Standard:**

**01 Traffic Signal signs applicable to pedestrian actuation (see Figure 2B-26) or bicyclist actuation (see Figure 9B-2) shall be mounted immediately above or incorporated into the pushbutton detector units (see Section 4E.08).**

**Support:**

02 Traffic Signal signs applicable to pedestrians include:

- A. CROSS ONLY ON GREEN (symbolic circular green) (R10-1);
- B. CROSS ONLY ON (symbolic walk indication) SIGNAL (R10-2);
- C. Push Button for Walk Signal (R10-3 series); and
- D. Push Button for Green Signal (R10-4 series).

**Option:**

03 The following signs may be used as an alternate for the R10-3 and R10-4 signs:

- A. Push Button to Cross Street Wait for Walk Signal (R10-3a); or
- B. Push Button to Cross Street Wait for Green Signal (R10-4a).

04 The name of the street to be crossed may be substituted for the word STREET in the legends on the R10-3a and R10-4a signs.

**Guidance:**

*05 The finger in the pushbutton symbol on the R10-3, R10-3a, R10-4, and R10-4a signs should point in the same direction as the arrow on the sign.*

**Option:**

06 Where symbol-type pedestrian signal indications are used, an educational sign (R10-3b) may be used instead of the R10-3 sign to improve pedestrian understanding of pedestrian indications at signalized intersections. Where word-type pedestrian signal indications are being retained for the remainder of their useful service life, the legends WALK/ DONT WALK may be substituted for the symbols on the educational sign R10-3b, thus creating educational sign R10-3c. The R10-3d educational sign may be used to inform pedestrians that the pedestrian clearance time is sufficient only for the pedestrian to cross to the median at locations where pedestrians cross in two stages using a median refuge island. The R10-3e educational sign may be used where countdown pedestrian signals have been provided. In order to assist the pedestrian in understanding which pushbutton to push, the R10-3f to R10-3i educational signs that provide the name of the street to be crossed may be used instead of the R10-3b to R10-3e educational signs.

**Support:**

Pedestrian pushbuttons are used to actuate pedestrian signal timing, to activate accessible pedestrian signals or both. See Section 4E.09 regarding the application of accessible pedestrian signals and detectors.

The R10-3j through R10-3q signs have applications as described for the corresponding R10-3b through R10-3i signs, except where the pedestrian signal timing is non-actuated and the pedestrian push buttons are used solely to activate accessible pedestrian signals.

**Option:**

The R10-3j through R10-3q signs may be used where pedestrian pushbuttons activate accessible pedestrian signals and the pedestrian signal timing is non-actuated.

07 The R10-24 or R10-26 sign (see Section 9B.11) may be used where a pushbutton detector has been installed exclusively to actuate a green phase for bicyclists.

08 The R10-25 sign (see Figure 2B-26) may be used where a pushbutton detector has been installed for pedestrians to activate In-Roadway Warning Lights (see Chapter 4N) or flashing beacons that have been added to the pedestrian warning signs.

Support:

09 Section 4E.08 contains information regarding the application of the R10-32P plaque.

**Standard:**

**The PUSH BUTTON FOR PEDESTRIAN WARNING LIGHTS – CROSS WITH CAUTION (R62E(CA)) sign (see Figure 2B-26(CA)) shall be mounted immediately above or incorporated in the pedestrian push button unit where In Roadway Warning Lights are installed and a pedestrian actuated system is used.**

**11-16 Proposed edits in FINAL DRAFT 2011 CA MUTCD in Chap 2H, Sect's 2H.04, 2H.08 and Figure 2H-5 (CA)**

**Proposal: Recommends adopting revised Section 2H.04, 2H.08 and Figure 2H-5(CA)**

**Requesting Agency/Sponsor: Caltrans**

**Background:**

The Caltrans Division of Maintenance Adopt-A-Highway program provided edits to the 2011 CA MUTCD draft, which were not discussed at the July Workshop. The following suggested edits to the 2011 CA MUTCD simplify existing language to be consistent with the CA Code of Regulations, the “*Adopt-A-Highway Recognition Panel Design Guidelines*,” which are incorporated by reference into the California Code of Regulations (see Title 21, Division 2, Chapter 23, Section 2630 (b)).

**Proposal:**

Caltrans recommends various edits to update the 2011 CA MUTCD DRAFT, with changes to Chapter 2H, GENERAL INFORMATION SIGNS, currently shown on *FINAL DRAFT* pages:

<u>PAGE</u>	<u>SECTION</u>	<u>Brief description</u>
507	2H.04	Minor edit to Para 03
509	2H.08	Minor edit to Para 01
510	2H.08	Add two option paragraphs, and make minor edits to CA-only paragraph
511	2H.08	Delete option paragraph for - El Camino Real AAH sign discontinued
515	Fig 2H-5(CA)	Various edits needed, including updated Figure title, delete S16-8(CA), update copy on two signs
516	Table 2H-1(CA)	Add new CA-only table of Adopt-A-Highway sign sizes

**REQUESTED CHANGES TO THE CA MUTCD BY CALTRANS DIVISION OF MAINTENANCE – Limited content language currently exists in Chap 2D, Sections 2D.48 General Information Signs for edit #1, Otherwise, proposed edits in FINAL DRAFT 2011 CA MUTCD in Chap 2H, Sect’s 2H.04, 2H.08**

<p><b>2010 CA MUTCD, Section 2D.48 General Information Signs (I Series)</b></p> <p>Guidance:                  General information signs should not be installed within a series of guide signs or at other equally critical locations, unless there are specific reasons for orienting the road user or identifying control points for activities that are clearly in the public interest. On all such signs, the designs should be simple and dignified, devoid of any advertising, and in general conformance with other guide signing.</p>	<p>1. Page 507 of 2011 FINAL DRAFT, <b>Section 2H.04 Miscellaneous Information Signs</b>, change to text in paragraph 03 of 2009 MUTCD language:</p> <p>...On all such signs, the design should be simple and dignified, devoid of any tendency toward <b>flamboyant</b> advertising, and in general compliance with other signing.</p> <p>(Rationale: There is no technical metric qualifier for “flamboyant.”)</p>
<p>Currently, there is no 2010 CA MUTCD policy language re: Acknowledgment Signs - - Chapter 2H, Section 2H.08 is a new Chapter, and Section in 2009 MUTCD / 2011 CA MUTCD. The following language is what is in 2009 MUTCD:</p> <p><b>Section 2H.08 Acknowledgment Signs</b></p> <p>Support:                  01 Acknowledgment signs are a way of recognizing a company, business, or volunteer group that provides a highway-related service. Acknowledgment signs include sponsorship signs for adopt-a-highway litter removal programs, maintenance of a parkway or interchange, and other highway maintenance or beautification sponsorship programs.</p>	<p>2. Page 509 of 2011 FINAL DRAFT, <b>Section 2H.08 Acknowledgment Signs</b>, changes to text in paragraph 01:</p> <p>Acknowledgment signs are a way of recognizing <del>an company, business, or volunteer group</del> <b>entity</b> that provides a highway-related service. Acknowledgment signs include <del>sponsorship</del> <b>courtesy</b> signs for <del>the Department's Adopt-A-Highway litter removal Programs, maintenance of a parkway or interchange, and other highway maintenance or beautification</del> <b>programs</b>.</p>

<p><b>2009 MUTCD Standard language Caltrans recommends modifying with options:</b></p> <p><b>Standard:</b>          09 <b>In addition to the general provisions for signs described in Chapter 2A and the sign design principles covered in the “Standard Highway Signs and Markings” book (see Section 1A.11), acknowledgment sign designs developed by State or local highway agencies shall comply with the following provisions:</b></p> <p><b>A. Neither the sign design nor the sponsor acknowledgment logo shall contain any contact information, directions, slogans (other than a brief jurisdiction-wide program slogan, if used), telephone numbers, or Internet addresses, including domain names and uniform resource locators (URL);</b></p> <p><b>B. Except for the lettering, if any, on the sponsor acknowledgment logo, all of the lettering shall be in upper-case letters as provided in the “Standard Highway Signs and Markings” book (see Section 1A.11);</b></p>	<p>3. Page 510 of 2011 FINAL DRAFT,  <b>Section 2H.08 Acknowledgment Signs:</b></p> <p>a. Add a California Option below standard to item 2H.08, Standard A:*</p> <p>Option:  <span style="color: red;">Entities that operate exclusively on the Internet and whose legal name is the same as appears in their web address’ domain name, may be permitted to display their name on their recognition panel.</span></p> <p>b. Add a California Option to item 2H.08, Standard B:*</p> <p>Option (continue in 2<sup>nd</sup> paragraph):  <span style="color: red;">All upper-case letters may be used. Initial upper-case and lower-case letters may be used. Combining large and small upper-case or displaying some words in all upper-case and some in upper- and lower-case is not permitted.</span></p>
<p>Proposed CA MUTCD 2011 DRAFT language:</p> <p>Option:  <span style="color: blue;">The Adopt-A-Highway (S32(CA)) sign may be installed at each end of a section of State highway that is being maintained by agreement with Department of Transportation through the provisions of either funds or services.</span></p>	<p>c. Change text in existing CA-only option paragraph:</p> <p>Option:  <span style="color: red;">The Adopt-A-Highway (S32 (CA)) sign may be installed at <b>near the beginning of</b> each <del>end</del> of a section of State highway that is being maintained under <b>an Encroachment Permit (Adopt-A-Highway), form TR-0121.</b> <del>by agreement with Department of Transportation through the provisions of either funds or services.</del></span></p>

\*This text is taken directly from the “Adopt-A-Highway Recognition Panel Design Guidelines,” which are incorporated by reference into the California Code of Regulations. (See Title 21, Division 2, Chapter 23, Section 2630 (b).)

4. Page 511 of the 2011 CA MUTCD *FINAL DRAFT*,  
**Section 2H.08 Acknowledgment Signs (continued):**

- a. Remove Option:

~~The El Camino Real Adopt-A-Highway (S16-8(CA)) sign may be placed to acknowledge the contribution made toward the repair, restoration and maintenance of new mission bell markers. The Adopt-A-Highway guidelines in Section 2H.08 will apply. (Rationale: This element of the Caltrans Adopt-A-Highway Program has been discontinued.)~~

5. Page 515 of the 2011 CA MUTCD *FINAL DRAFT*,  
 b. Change title of Figure 2H-5 (CA), as follows:

~~Examples of Acknowledgment Sign Designs~~ Designs[sic]  
**Adopt-A-Highway Program Sign Components.**

- c. Remove the discontinued sign S16-8 (CA)  
 d. Change the words in the S32 (CA) to read:



- e. Remove the words in S32B (CA) Recognition Panel overlay, so that it is a blank panel.

6. Corrections to California Signs Chart 2010, in anticipation of a 2011 Sign Chart update, and the 2011 CA MUTCD, Chapter 2D, Table 2D-101(CA). California Guide Signs:

- f. Remove the SG25A (CA)

(Rationale: An Adopt-A-CALL BOX program may be operated by local agencies with Service Authorities that sponsor CALL BOX, but it is not a part of the Caltrans Adopt-A-Highway program.)

- g. Remove S16-8 (CA)

(Rationale: This part of the Caltrans Adopt-A-Highway Program has been discontinued.)

- h. Insert the blank recognition panel item, S32B (CA)

- i. Change wording on S32 (CA) to read:



- j. Add to Chap 2H, a supplemental CA-only table:

**Table 2H-1 (CA) General Information Sign Sizes – Adopt-A-Highway Signs**  
 (see Attachment #1)

## ATTACHMENT #1

**Table 2H-1(CA). General Information Sign Sizes – Adopt-A-Highway Signs**

Sign	Sign Designation	Section	Conventional Road	Freeway or Expressway
Adopt-A-Highway	S32(CA)	2H.08	36 x 30*	54 x 42*
Adopt-A-Highway Symbol	S32A(CA)	2H.08	10 x 12*	15 x 18*
Adopt-A-Highway Recognition Panel	S32B(CA)	2H.08	30 x 15*	45 x 21*
Litter Removal	S32-1(CA)	2H.08	15 x 18*	15 x 18*
Wildflower Planting	S32-2(CA)	2H.08	15 x 18*	15 x 18*
Tree Planting	S32-3(CA)	2H.08	15 x 18*	15 x 18*
Graffiti Removal	S32-4(CA)	2H.08	15 x 18*	15 x 18*
Vegetation Control	S32-5(CA)	2H.08	15 x 18*	15 x 18*

\* The size shown is the maximum size for the corresponding roadway classification. The size of the sign and Adopt-A-Highway logo should be appropriately reduced where shorter legends are used.

## **11-17 FHWA's Proposed Revision of the 2009 MUTCD – Definition of Standard and Use of Engineering Judgment**

### **Background:**

On August 2, 2011, a Notice of Proposed Amendments was published in the Federal Register, proposing to revise Sections 1A.09 and 1A.13 of the 2009 MUTCD to clarify the definition of Standard statements in the MUTCD and clarify the use of engineering judgment and studies in the application of traffic control devices.

The deadline for comments to the docket is October 3, 2011.

The proposed text for this revision of the 2009 MUTCD is attached on the next page and can also be viewed at the following weblinks:

[http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/def\\_standard\\_eng/031011rev09mutcdtext.pdf](http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/def_standard_eng/031011rev09mutcdtext.pdf)

[http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/def\\_standard\\_eng/031011rev09mutcdtext.htm](http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/def_standard_eng/031011rev09mutcdtext.htm)

<http://www.gpo.gov/fdsys/pkg/FR-2011-08-02/pdf/2011-19511.pdf>

<http://www.gpo.gov/fdsys/pkg/FR-2011-08-02/html/2011-19511.htm>

As part of the comment process, Caltrans via correspondence with FHWA is supporting this proposed revision and further encouraging FHWA to make this revision an official change to the 2009 MUTCD before the January 15, 2012 deadline to adopt the original 2009 MUTCD. The reason for this request is that Caltrans has revised the California MUTCD by incorporating the 2009 MUTCD and will be making it official sometime before January 15, 2012. If FHWA makes this proposed revision official shortly after the January 15, 2012 date, Caltrans will have to revise the just released California MUTCD.

### **Recommendation:**

Caltrans hereby seeks conditional recommendation from the CTCDC that if FHWA makes this revision official before January 15, 2012 and it is substantially the same as is proposed, Caltrans be allowed to incorporate this revision into the final California MUTCD that will be made official on or before January 15, 2012. If there is a substantial change to the official version as compared to the proposed revision and/or the next CTCDC meeting is held before the January 15, 2012 deadline, then Caltrans will not incorporate this revision but bring it back to the CTCDC for their review and recommendation.

### **Attachments:**

1 page - proposed text for this revision of the 2009 MUTCD

4 pages - Notice of Proposed Amendments published in the Federal Register.

**The following 6 pages also available on the following weblinks:**

[http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/def\\_standard\\_eng/031011rev09mutcdtext.pdf](http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/def_standard_eng/031011rev09mutcdtext.pdf)

<http://www.gpo.gov/fdsys/pkg/FR-2011-08-02/pdf/2011-19511.pdf>

### **Proposed Revisions to Sections 1A.09 and 1A.13 of the 2009 MUTCD**

(Proposed new text is shown in blue with underlining; text proposed for deletion is shown in red with strikeout.)

#### CHAPTER 1A. GENERAL

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

Support:

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

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.

Option:

04 When an engineering study or the application of engineering judgment determines that unusual site-specific conditions at a particular location make compliance with a Standard statement in this Manual impossible or impractical, an agency may deviate from that Standard statement at that location.

Guidance:

~~05~~ 05 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.

~~06~~ 06 Jurisdictions, or owners of private roads open to public travel, 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:

~~07~~ 07 As part of the Federal-aid Program, each State is required to have a Local 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 Technical Assistance Program for needed engineering guidance and assistance.

##### Section 1A.13 **Definitions of Headings, Words, and Phrases in this Manual**

Standard:

01 When used in this Manual, the text headings of Standard, Guidance, Option, and Support shall be defined as follows:

- A. Standard—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type. The verb “shall” is typically used. The verbs “should” and “may” are not used in Standard statements. Standard statements are sometimes modified by Options. ~~Standard statements shall not be modified or compromised based on engineering judgment or engineering study.~~

**No other revisions are proposed for Section 1A.13**



All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/airports_airtraffic/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the Northwest Mountain Regional Office of the Federal Aviation Administration, Air Traffic Organization, Western Service Center, Operations Support Group, 1601 Lind Avenue, SW., Renton, WA 98057.

Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

#### The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying Class E airspace extending upward from 700 feet above the surface at Blythe Airport, Blythe, CA. Additional controlled airspace is necessary to accommodate aircraft using the RNAV (GPS) standard instrument approach procedures at Blythe Airport. This action would enhance the safety and management of aircraft operations at the airport.

Class E airspace designations are published in paragraph 6005, of FAA Order 7400.9U, dated August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in this Order.

The FAA has determined this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation; (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified this proposed rule, when promulgated, would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code, Subtitle 1, Section 106, describes the authority for the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it creates additional controlled airspace at Blythe Airport, Blythe, CA.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

#### **PART 71—DESIGNATION OF CLASS A, B, C, D AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

#### **§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and

effective September 15, 2010 is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### **AWP CA E5 Blythe, CA [Modified]**

Blythe Airport, CA  
(Lat. 33°37'09" N., long. 114°43'01" W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Blythe Airport, and within 4 miles south and 1.2 miles north of the 264° bearing from the airport extending from the 6.7-mile radius to 10 miles west of the airport. That airspace extending upward from 1,200 feet above the surface within an area bounded by lat. 33°50'00" N., long. 114°21'00" W.; to lat. 33°42'00" N., long. 114°17'00" W.; to lat. 33°41'30" N., long. 114°07'30" W.; to lat. 33°27'00" N., long. 114°09'00" W.; to lat. 33°28'00" N., long. 114°13'00" W.; to lat. 33°28'30" N., long. 114°28'00" W.; to lat. 33°26'00" N., long. 115°04'00" W.; to lat. 33°53'00" N., long. 115°07'00" W.; to lat. 34°15'00" N., long. 114°50'00" W.; to lat. 34°15'00" N., long. 114°28'00" W.; to lat. 33°52'00" N., long. 114°29'00" W., thence to the point of beginning, and that airspace within a 15.8-mile radius of Blythe Airport extending clockwise from the 124° bearing to the 227° bearing from Blythe Airport.

Issued in Seattle, Washington, on July 19, 2011.

**John Warner,**

*Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2011-19498 Filed 8-1-11; 8:45 am]

**BILLING CODE 4910-13-P**

#### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Highway Administration**

#### **23 CFR Part 655**

[FHWA Docket No. FHWA-2010-0170]

RIN 2125-AF41

#### **National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Revision**

**AGENCY:** Federal Highway Administration (FHWA), (DOT).

**ACTION:** Proposed rule; request for comments.

**SUMMARY:** The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated in our regulations, approved by the Federal Highway Administration, and recognized as the national standard for traffic control devices used on all streets, highways, bikeways, and private roads open to public travel. The FHWA proposes to

revise certain standards, guidance, options, and supporting information relating to traffic control devices in Part 1 (General) of the MUTCD. The proposed changes are intended to clarify the definition of Standard statements in the MUTCD and clarify the use of engineering judgment and studies in the application of traffic control devices.

**DATES:** Comments must be received on or before October 3, 2011. Late-filed comments will be considered to the extent practicable.

**ADDRESSES:** Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue, SE., Washington, DC 20590, or submit electronically at <http://www.regulations.gov> or fax comments to (202) 493-2251. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Page 19477-78) or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Hari Kalla, Office of Transportation Operations, (202) 366-5915; or Mr. William Winne, Office of the Chief Counsel, (202) 366-1397, Federal Highway Administration, 1200 New Jersey Ave., SE., Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Electronic Access and Filing**

You may submit or retrieve comments online through the Federal eRulemaking portal at: <http://www.regulations.gov>. Electronic submission and retrieval help and guidelines are available under the help section of the Web site. It is available 24 hours each day, 365 days each year. Please follow the instructions. An electronic copy of this document may also be downloaded from the Office of the Federal Register's

home page at: <http://www.archives.gov> and the Government Printing Office's Web page at: <http://www.access.gpo.gov/nara>.

**Background**

In the December 16, 2009, Final Rule<sup>1</sup> adopting the 2009 edition of the MUTCD, the FHWA made clarifying revisions to the text of Section 1A.09 and to the definition of Standard in Section 1A.13 to remove conflicting language and provide consistency in the intended use of engineering judgment and engineering studies. The Final Rule deleted the following 2003 MUTCD text from the GUIDANCE in Section 1A.09 of the 2009 MUTCD: "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 application 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 \* \* \*". Additionally, in paragraph 1 of Section 1A.13, the following sentence was added to the definition of Standard: "Standard statements shall not be modified or compromised based on engineering judgment or engineering study."

It was not the intention of the FHWA to change the longstanding meaning of Standard or remove the appropriate application of engineering studies or engineering judgment where the language of a particular Standard explicitly or implicitly requires it.

Subsequent to the issuance of the Final Rule for the 2009 MUTCD, the FHWA received correspondence and resolutions from the American Association of State Highway and Transportation Officials (AASHTO) and the National Committee on Uniform Traffic Control Devices (NCUTCD), and letters from several State DOTs, expressing concerns that the removal of language from Section 1A.09 and the addition of the sentence to the Section 1A.13 definition of Standard had the effect of removing the flexibility of highway agencies to address field conditions. The FHWA agrees with some of the concerns and especially believes that, even with the clarifications adopted in the 2009 MUTCD, the language concerning the

appropriate use of engineering studies and engineering judgment in relation to Standards in the MUTCD is still unclear. Therefore, the FHWA is proposing amendments to Section 1A.09 and to paragraph 1 of Section 1A.13 at this time.

**Proposed Amendment**

The text of this proposed revision of the 2009 edition of the MUTCD is available for inspection and copying, as prescribed in 49 CFR part 7, at the FHWA Office of Transportation Operations (HOTO-1), 1200 New Jersey Avenue, SE., Washington, DC 20590. Furthermore, the text of the proposed revision is available on the MUTCD Internet Web site <http://mutcd.fhwa.dot.gov>, showing the current MUTCD text of Section 1A.09 and paragraph 1 of Section 1A.13 with proposed additions in blue underlined text and proposed deletions as red strikeout text. The complete current 2009 edition of the MUTCD is also available on the same Internet Web site. A copy of the proposed revision is also available at <http://www.regulations.gov> under the docket number noted above.

This NPA is being issued to provide an opportunity for public comment on the desirability of these proposed amendments to the MUTCD. Based on the comments received and its own experience, the FHWA may issue a Final Rule concerning the proposed changes included in this notice.

It should be noted that on April 22, 2010, an NPA was published in the **Federal Register**,<sup>2</sup> proposing to revise the 2009 MUTCD by adding Standards, Guidance, Options, and Support information regarding maintaining minimum retroreflectivity of longitudinal pavement markings. The deadline for comments to that docket has passed and the FHWA is currently reviewing the docket comments received. In the April 22, 2010, NPA, it was noted that the proposed revisions regarding maintaining minimum retroreflectivity of longitudinal pavement markings would be designated as Revision 1 to the 2009 edition of the MUTCD. Actual designation of revision numbers will depend on the relative timing of any Final Rules that may be issued by the FHWA as a result of the April 22, 2010, NPA, this NPA, or any other rulemakings related to the MUTCD. Whichever of the Final Rules is issued first would be designated as Revision 1

<sup>1</sup> 74 FR 66732, December 16, 2009. This Federal Register notice can be viewed at the following Internet Web site: <http://edocket.access.gpo.gov/2009/pdf/E9-28322.pdf>.

<sup>2</sup> 75 FR 20935, April 22, 2010. This Federal Register notice can be viewed at the following Internet Web site: <http://edocket.access.gpo.gov/2010/pdf/2010-9294.pdf>.

and subsequent Final Rules will be numbered accordingly.

The FHWA requests that commenters cite the Section number and paragraph number of the proposed MUTCD text for which each specific comment to the docket about the proposed text is concerned, to help make the FHWA's docket comment review process more efficient.

A summary of the proposed changes in Part 1 of the MUTCD is included in the following discussion.

#### Discussion of Proposed Amendments to the MUTCD

1. In Section 1A.09 Engineering Study and Engineering Judgment, the FHWA proposes to add a new GUIDANCE paragraph stating that 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. This proposed GUIDANCE reinstates one of the GUIDANCE sentences in the 2003 MUTCD that was removed in the final rule for the 2009 MUTCD.

Additionally, the FHWA proposes to add a new OPTION paragraph stating that when an engineering study or the application of engineering judgment determines that unusual site-specific conditions at a particular location make compliance with a Standard statement in this Manual impossible or impractical, an agency may deviate from that Standard statement at that location. The FHWA believes that the addition of this flexibility is needed in limited cases because some STANDARD statements in the MUTCD cannot possibly address all the various unusual field conditions that, while relatively rare, do exist on the street and highway network in ways that can make it impossible or impractical to meet the precise requirements at such a particular location. It is not intended that a highway agency be authorized to adopt or implement broad policies or practices that deviate from a Standard on a blanket basis jurisdiction-wide, region-wide, on all highways of a particular class, or using similar criteria. The MUTCD provisions that are STANDARDS are intended to be mandatory, as opposed to merely recommended. As such, it is inappropriate to deviate from a STANDARD for any reason other than an engineering determination that the unusual site conditions at a particular location make it impossible or impractical to meet the explicit requirement of the STANDARD at that location.

2. In Section 1A.13 Definitions of Headings, Words, and Phrases in This

Manual, the FHWA proposes to modify Paragraph 1 by removing the sentence that was added to the definition of Standard in the Final Rule for the 2009 MUTCD. The sentence proposed for removal currently states "Standard statements shall not be modified or compromised based on engineering judgment or engineering study." The FHWA believes that, with the proposed additional clarifying language in Section 1A.09, this sentence would no longer be needed.

#### Rulemaking Analysis and Notices

##### *Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures*

The FHWA has determined that this action would be a significant regulatory action within the meaning of Executive Order 12866 and within the meaning of U.S. Department of Transportation regulatory policies and procedures because of the significant public interest in the MUTCD. The proposed changes in the MUTCD would provide additional clarification, guidance, and flexibility in the application of traffic control devices. The FHWA believes that the uniform application of traffic control devices will greatly improve the traffic operations efficiency and roadway safety. The standards, guidance, and support are also used to create uniformity and to enhance safety and mobility at little additional expense to public agencies or the motoring public. These changes are not anticipated to adversely affect, in any material way, any sector of the economy. In addition, these changes would not create a serious inconsistency with any other agency's action or materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. It is anticipated that the economic impact of this rulemaking would be minimal; therefore, a full regulatory evaluation is not required.

##### *Regulatory Flexibility Act*

In compliance with the Regulatory Flexibility Act (Pub. L. 96-354, 5 U.S.C. 601-612), the FHWA has evaluated the effects of these changes on small entities and has determined that this action would not have a significant economic impact on a substantial number of small entities. This proposed rule would provide clarification and additional flexibility.

##### *Unfunded Mandates Reform Act of 1995*

This proposed rule would not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4, 109 Stat. 48, March 22,

1995). The proposed changes provide additional guidance, flexibility, and clarification and would not require an expenditure of funds. This action would not result in the expenditure by State, local, and tribal governments, in the aggregate, or by the private sector, of \$140.8 million or more in any 1 year (2 U.S.C. 1532).

##### *Executive Order 13132 (Federalism)*

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 13132 dated August 4, 1999, and the FHWA has determined that this action would not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this rulemaking will not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions. The MUTCD is incorporated by reference in 23 CFR Part 655, subpart F. These proposed amendments are in keeping with the Secretary of Transportation's authority under 23 U.S.C. 109(d), 315, and 402(a) to promulgate uniform guidelines to promote the safe and efficient use of the highway. The overriding safety benefits of the uniformity prescribed by the MUTCD are shared by all of the State and local governments, and changes made to this rule are directed at enhancing safety. To the extent that these proposed amendments override any existing State requirements regarding traffic control devices, they do so in the interest of national uniformity.

##### *Executive Order 13175 (Tribal Consultation)*

The FHWA has analyzed this action under Executive Order 13175, dated November 6, 2000, and believes that it would not have substantial direct effects on one or more Indian tribes; would not impose substantial direct compliance costs on Indian tribal governments; and would not preempt tribal law. Therefore, a tribal summary impact statement is not required.

##### *Executive Order 13211 (Energy Effects)*

The FHWA has analyzed this action under Executive Order 13211. Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a significant energy action under that order because it is not likely to have a significant adverse effect on the supply, distribution, or use of energy. Therefore, a Statement of Energy Effects under Executive Order 13211 is not required.

*Executive Order 12372 (Intergovernmental Review)*

Catalog of Federal Domestic Assistance program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.

*Paperwork Reduction Act*

Under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501, et seq.), Federal agencies must obtain approval from the Office of Management and Budget for each collection of information they conduct, sponsor, or require through regulations. The FHWA has determined that this action does not contain collection information requirements for purposes of the PRA.

*Executive Order 12988 (Civil Justice Reform)*

This action meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

*Executive Order 13045 (Protection of Children)*

The FHWA has analyzed this action under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. The FHWA certifies that this action would not concern an environmental risk to health or safety that may disproportionately affect children.

*Executive Order 12630 (Taking of Private Property)*

The FHWA does not anticipate that this action would affect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

*National Environmental Policy Act*

The agency has analyzed this action for the purpose of the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347) and has determined that it would not have any effect on the quality of the environment.

*Regulation Identification Number*

A regulation identification number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and

October of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

**List of Subjects in 23 CFR Part 655**

Design standards, Grant programs—transportation, Highways and roads, Incorporation by reference, Signs, Traffic regulations.

Issued on: July 27, 2011.

**Victor M. Mendez,**  
*Federal Highway Administrator.*

In consideration of the foregoing, the FHWA proposes to amend title 23, Code of Federal Regulations part 655 as follows:

**PART 655—TRAFFIC OPERATIONS**

1. The authority citation for part 655 continues to read as follows:

**Authority:** 23 U.S.C. 101(a), 104, 109(d), 114(a), 217, 315, and 402(a); 23 CFR 1.32; and, 49 CFR 1.48(b).

**Subpart F—Traffic Control Devices on Federal-Aid and Other Streets and Highways—[Amended]**

2. Revise § 655.601(a), to read as follows:

**§ 655.601 Purpose.**

\* \* \* \* \*

(a) Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 Edition, with Revision(s) number \_\_\_\_ [revision number to be inserted] incorporated, FHWA, dated \_\_\_\_ [date to be inserted]. This publication is incorporated by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 and is on file at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). It is available for inspection and copying at the Federal Highway Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590, telephone 202-366-1993, as provided in 49 CFR part 7. The text is also available from the FHWA Office of Operations Web site at: <http://mutcd.fhwa.dot.gov>.

\* \* \* \* \*  
[FR Doc. 2011-19511 Filed 8-1-11; 8:45 am]

**BILLING CODE 4910-22-P**

**GENERAL SERVICES ADMINISTRATION**

**41 CFR Chapter 301**

[FTR notice 2011-01; Docket No. 2011-0002; Sequence 5]

**Federal Travel Regulation (FTR): Temporary Duty (TDY) Travel Allowances: Notice of Public Meeting; Correction**

**AGENCY:** Office of Governmentwide Policy, General Services Administration (GSA).

**ACTION:** Notice of Public Meeting; correction.

**SUMMARY:** The General Services Administration (GSA) published a notice in the *Federal Register* on July 20, 2011 (76 FR 43236), announcing a public meeting to industry and the general public in an effort to streamline travel policies, incorporated travel efficiency and effectiveness, and incorporated industry best practices. The document contains incorrect dates.

**FOR FURTHER INFORMATION CONTACT:** Ms. Marcerto Barr, GSA, 1275 First Street, NE., Washington, DC 20417; telephone: (202) 208-7654; or email: [Marcerto.Barr@gsa.gov](mailto:Marcerto.Barr@gsa.gov).

**Corrections**

In the *Federal Register* of July 20, 2011, in FR Doc. 2011-18305 (76 FR 43236), the following corrections are made:

1. On page 43237, in the first column, correct the **DATES** caption to read:

**DATES:** The meetings will take place on September 20, 2011 and September 21, 2011.

2. On page 43237, in the second column, in the first, third, and fourth paragraphs remove "August 23, 2011" and add "September 6, 2011" in its place.

Dated: July 27, 2011.

**Craig J. Flynn,**

*Deputy Director, Office of Travel, Transportation & Asset Management.*

[FR Doc. 2011-19482 Filed 8-1-11; 8:45 am]

**BILLING CODE 6820-14-P**

**11-18 FHWA's Proposed Revision of the 2009 MUTCD – Compliance Dates (Table I-2)****Background:**

On August 31, a Notice of Proposed Amendments was published in the Federal Register, proposing to revise most of the target compliance dates for upgrading existing traffic control devices in the field that do not meet the current MUTCD standards.

The deadline for comments to the docket is October 31, 2011.

The Federal Register notice, which provides detailed discussion of the FHWA's proposal, can be viewed at:

<http://www.gpo.gov/fdsys/pkg/FR-2011-08-31/pdf/2011-22006.pdf>

<http://www.gpo.gov/fdsys/pkg/FR-2011-08-31/html/2011-22006.htm>

After reading the Federal Register notice, to submit a comment to the docket, please go to

[www.regulations.gov](http://www.regulations.gov)

Table I-2 of the 2009 MUTCD, marked up to show proposed revisions, can be viewed here:

[http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance\\_dates/mutcd09prorevtbli2mu.pdf](http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance_dates/mutcd09prorevtbli2mu.pdf)

[http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance\\_dates/proprevtbli2markup.htm](http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance_dates/proprevtbli2markup.htm)

The clean text version of the proposed Table I-2 of the 2009 MUTCD can be viewed here:

[http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance\\_dates/mutcd09prorevtbli2cl.pdf](http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance_dates/mutcd09prorevtbli2cl.pdf)

[http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance\\_dates/proprevtbli2cleantxt.htm](http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance_dates/proprevtbli2cleantxt.htm)

As part of the comment process, Caltrans via correspondence with FHWA is supporting this proposed revision and further encouraging FHWA to make this revision an official change to the 2009 MUTCD before the January 15, 2012 deadline to adopt the original 2009 MUTCD. The reason for this request is that Caltrans has revised the California MUTCD by incorporating the 2009 MUTCD and will be making it official sometime before January 15, 2012. If FHWA makes this proposed revision official shortly after the January 15, 2012 date, Caltrans will have to revise the just released California MUTCD.

**Recommendation:**

Caltrans hereby seeks conditional recommendation from the CTCDC that if FHWA makes this revision official before January 15, 2012 and it is substantially the same as is proposed, Caltrans be allowed to incorporate this revision into the final California MUTCD that will be made official on or before January 15, 2012. If there is a substantial change to the official version as compared to the proposed revision and/or the next CTCDC meeting is held before the January 15, 2012 deadline, then Caltrans will not incorporate this revision but bring it back to the CTCDC for their review and recommendation.

**Attachments:**

2 pages - clean text version of the proposed Table I-2 of the 2009 MUTCD.

5 pages - Table I-2 of the 2009 MUTCD, marked up to show proposed revisions.

7 pages - Notice of Proposed Amendments published in the Federal Register.

**The following 14 pages also available on the following weblinks:**

[http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance\\_dates/mutcd09prorevtbli2cl.pdf](http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance_dates/mutcd09prorevtbli2cl.pdf)

[http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance\\_dates/mutcd09prorevtbli2mu.pdf](http://mutcd.fhwa.dot.gov/knowledge/09mutcdproposedrev/compliance_dates/mutcd09prorevtbli2mu.pdf)

<http://www.gpo.gov/fdsys/pkg/FR-2011-08-31/pdf/2011-22006.pdf>

**Table I-2. Target Compliance Dates Established by the FHWA**

2009 MUTCD Section Number(s)	2009 MUTCD Section Title	Specific Provision	Compliance Date
2A.08	Maintaining Minimum Retroreflectivity	Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign retroreflectivity at or above the established minimum levels (see Paragraph 2)	2 years from the effective date of this revision of the 2009 MUTCD
2A.19	Lateral Offset	Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher (see Paragraph 2)	January 17, 2013 (date established in the 2000 MUTCD)
2B.40	ONE WAY Signs (R6-1, R6-2)	New requirements in the 2009 MUTCD for the number and locations of ONE WAY signs (see Paragraphs 4, 9, and 10)	December 31, 2019
2C.06 through 2C.14	Horizontal Alignment Warning Signs	Revised requirements in the 2009 MUTCD regarding the use of various horizontal alignment signs (see Table 2C-5)	December 31, 2019
2E.31, 2E.33, and 2E.36	Plaques for Left-Hand Exits	New requirement in the 2009 MUTCD to use E1-5aP and E1-5bP plaques for left-hand exits	December 31, 2014
4D.26	Yellow Change and Red Clearance Intervals	New requirement in the 2009 MUTCD that durations of yellow change and red clearance intervals shall be determined using engineering practices (see Paragraphs 3 and 6)	5 years from the effective date of this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
4E.06	Pedestrian Intervals and Signal Phases	New requirement in the 2009 MUTCD that the pedestrian change interval shall not extend into the red clearance interval and shall be followed by a buffer interval of at least 3 seconds (see Paragraph 4)	5 years from the effective date of this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
6D.03*	Worker Safety Considerations	New requirement in the 2009 MUTCD that all workers within the right-of-way shall wear high-visibility apparel (see Paragraphs 4, 6, and 7)	December 31, 2011
6E.02*	High-Visibility Safety Apparel	New requirement in the 2009 MUTCD that all flaggers within the right-of-way shall wear high-visibility apparel	December 31, 2011
7D.04*	Uniform of Adult Crossing Guards	New requirement in the 2009 MUTCD for high-visibility apparel for adult crossing guards	December 31, 2011
8B.03, 8B.04	Grade Crossing (Crossbuck) Signs and Supports	Retroreflective strip on Crossbuck sign and support (see Paragraph 7 in Section 8B.03 and Paragraphs 15 and 18 in Section 8B.04)	December 31, 2019

8B.04	Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings	New requirement in the 2009 MUTCD for the use of STOP or YIELD signs with Crossbuck signs at passive grade crossings	December 31, 2019
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\* MUTCD requirement is a result of a congressional mandate.

Note: All compliance dates occurring after January 31, 2011 that were previously published in the MUTCD and that do not appear in this table have been deleted.

**Table I-2. Target Compliance Dates Established by the FHWA**

2009 MUTCD Section Number(s)	2009 MUTCD Section Title	Specific Provision	Compliance Date
2A.08	<u>Maintaining</u> Minimum Retroreflectivity Levels	Implementation and continued use of an assessment or management method that is designed to maintain <u>traffic regulatory and warning</u> sign retroreflectivity at or above the established minimum levels ( <u>see Paragraph 2</u> )	January 22, 2012 (c) <u>2 years from the effective date of this revision of the 2009 MUTCD</u>
2A.08	Minimum Retroreflectivity Levels	Replacement of regulatory, warning, and post-mounted guide (except street name) signs that are identified using the assessment or management method as failing to meet the established minimum levels	January 22, 2015 (c)
2A.08	Minimum Retroreflectivity Levels	Replacement of street name signs and overhead guide signs that are identified using the assessment or management method as failing to meet the established minimum levels.	January 22, 2018 (c)
2A.19	Lateral Offset	Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher ( <u>see Paragraph 2</u> )	January 17, 2013 (a) ( <u>date established in the 2000 MUTCD</u> )
2B.03	Size of Regulatory Signs	Increased sign sizes and other 2003 MUTCD revisions to Table 2B-1 (*)	December 22, 2013 (b)
2B.09	YIELD Sign Applications	Changes in YIELD sign application criteria from the 1988 MUTCD to the 2003 MUTCD (*)	January 17, 2011 (a)
2B.10	STOP Sign or YIELD Sign Placement	Signs mounted on the back of STOP or YIELD signs should not obscure shape of STOP sign, with exception for DO NOT ENTER signs (2003 MUTCD Sections 2B.06 and 2B.10) (*)	December 22, 2013 (b)
2B.11	Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)	New Section 2B.11 in the 2003 MUTCD (*)	December 22, 2013 (b)
2B.13	Speed Limit Sign (R2-1)	Color of changeable message legend of YOUR SPEED legend	December 22, 2013 (b)
2B.26	Reversible Lane Control Signs (R3-9e through R3-9i)	Removal of the R3-9e and R3-9e signs that had been included in the 2000 MUTCD (2003 MUTCD Section 2B.25)	December 22, 2013 (b)
2B.40	ONE WAY Signs (R6-1, R6-2)	New requirements in the 2009 MUTCD for the number and locations of ONE WAY signs ( <u>see Paragraphs 4, 9, and 10</u> )	December 31, 2019
2B.55	Photo Enforced Signs and Plaques (R10-18, R10-19P, R10-19aP)	New signs (2003 MUTCD Section 2B.46) (*)	December 22, 2013 (b)

2C.04	Size of Warning Signs	New sizes in the 2003 MUTCD for the W1 Series arrow signs, the W12-2a low clearance signs, the W7 Series runaway truck signs, and the W10-1 advance grade crossing sign (*)	December 22, 2013 (b)
2C.06 through 2C.14	Horizontal Alignment Warning Signs	Revised requirements in the 2009 MUTCD regarding the use of various horizontal alignment signs (see Table 2C-5)	December 31, 2019
2C.13	Truck Rollover Warning Sign (W1-13)	New W1-13 sign (2003 MUTCD Section 2C.11)	December 22, 2013 (b)
2C.20	NARROW BRIDGE Sign (W5-2)	Elimination of symbol sign (2003 MUTCD Section 2C.16)	December 22, 2013 (b)
2C.30	PAVEMENT ENDS Sign (W8-3)	Removal of symbol sign (2000 MUTCD Section 2C.23)	January 17, 2011 (a)
2C.38	Reduced Speed Limit Ahead Signs (W3-5, W3-5a)	Removal of R2-5 Series Reduced Speed Ahead signs and use of W3-5 or W3-5a warning signs instead (2003 MUTCD Section 2C.30)	December 22, 2013 (b)
2C.40	Merge Signs (W4-1, W4-5)	New Entering Roadway Merge sign (W4-5) (2003 MUTCD Section 2C.31)	December 22, 2013 (b)
2C.41	Added Lane Signs (W4-3, W4-6)	New Entering Roadway Added Lane sign (W4-6) (2003 MUTCD Section 2C.32)	December 22, 2013 (b)
2C.42	Lane Ends Signs (W4-2, W9-1, W9-2)	New design of W4-2 sign (2003 MUTCD Section 2C.33)	December 22, 2013 (b)
2C.46	Intersection Warning Signs (W2-1 through W2-8)	New design of Circular Intersection (W2-6) sign (2003 MUTCD Section 2C.37)	December 22, 2013 (b)
2C.49	Vehicular Traffic Warning Signs	New symbol signs W11-1, W11-5, W11-5a, W11-6, W11-11, and W11-14 (2003 MUTCD Section 2C.40)	December 22, 2013 (b)
2C.50	Non-Vehicular Warning Signs	Elimination of crosswalk lines from crossing signs and use of diagonal downward pointing arrow (W16-7P) supplemental plaque if at the crossing (2003 MUTCD Section 2C.41)	January 17, 2011 (a)(b)
2C.61	Photo Enforced Plaque (W16-10P)	New plaque (2003 MUTCD Section 2C.53) (*)	December 22, 2013 (b)
2C.63	Object Marker Design and Placement Height	Width of stripes on Type 3 striped marker (2003 MUTCD Section 3C.01)	December 22, 2013 (b)
2D.43	Street Name Signs (D3-1 or D3-1a)	6-inch letter height for lettering on post-mounted Street Name signs (except on multi-lane streets with speed limits greater than 40 mph) (2000 MUTCD Section 2D.38)	January 9, 2012 (a)
2D.43	Street Name Signs (D3-1 or D3-1a)	8-inch letter height on post-mounted signs on multi-lane streets with speed limits greater than 40 mph and 12-inch letter height on overhead signs (2003 MUTCD Section 2D.38)	December 22, 2013 (b)

2D.44	Advance Street Name Signs (D3-2)	Requirements of new Section 2D.39 in the 2003 MUTCD	December 22, 2018 (b)
2D.45	Signing on Conventional Roads on Approaches to Interchanges	New requirement in the 2009 MUTCD for multi-lane approaches to interchanges to have guide signs to identify which direction of turn is to be made for access to each direction of the freeway or expressway	December 31, 2019
2E.31, 2E.33, and 2E.36	Plaques for Left-Hand Exits	New requirement in the 2009 MUTCD to use E1-5aP and E1-5bP plaques for left-hand exits	December 31, 2014
2G.01 through 2G.07	Regulatory Signs for Preferential Lanes	Requirements for regulatory signs for preferential lanes (2003 MUTCD Sections 2B.26 through 2B.28) (*)	December 22, 2013 (b)
2G.11 through 2G.15	Preferential Lane Guide Signs	New Section 2E.59 in the 2003 MUTCD (*)	December 22, 2013 (b)
2H.02, 2H.03	Reference Location Signs, Intermediate Reference Location Signs, and Enhanced Reference Location Signs	Location and spacing of Reference Location signs and design of Intermediate Reference Location signs (2003 MUTCD Sections 2D.46 and 2E.54)	December 22, 2013 (b)
2I.07	Radio Information Signing	New Channel 9 Monitored (D12-3) sign (2003 MUTCD Section 2D.45)	December 22, 2013 (b)
2I.08	TRAVEL INFO CALL 511 Signs (D12-5 and D12-5a)	New TRAVEL INFO CALL 511 Sign (D12-5) (2003 MUTCD Section 2D.45)	December 22, 2013 (b)
2J.05	Size of Lettering	Minimum height of letters and numerals on Specific Service signs (2000 MUTCD Section 2F.05)	January 17, 2011 (a)
2N.03	Evacuation Route Signs (EM-1 and EM-1a)	New design and size of EM-1 sign (2003 MUTCD Section 2I.03)	December 22, 2018 (b)
3B.04, 3B.05	White Longitudinal Pavement Markings	New requirement in the 2009 MUTCD for dotted lane lines for dropped lanes and for acceleration, deceleration, and auxiliary lanes	December 31, 2016 or resurfacing, whichever occurs first
3B.18	Crosswalk Markings	Gap between transverse lines of a crosswalk (2003 MUTCD Section 3B.17)	December 22, 2013 (b)
4D.01	General	Location of signalized midblock crosswalks	December 22, 2013 (b)
4D.26	Yellow Change and Red Clearance Intervals	New requirement in the 2009 MUTCD that durations of yellow change and red clearance intervals shall be determined using engineering practices (see Paragraphs 3 and 6)	December 31, 2014 <u>5 years from the effective date of this revision of the 2009 MUTCD</u> , or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first

4D.31	<del>Flashing Operation — Transition Out of Flashing Mode</del>	<del>Duration of steady red clearance interval in change from red-red flashing mode to steady (stop-and-go) mode (2003 MUTCD Section 4D.12)</del>	<del>December 22, 2013 (b)</del>
4E.06	Pedestrian Intervals and Signal Phases	New requirement in the 2009 MUTCD that the pedestrian change interval shall not extend into the red clearance interval and shall be followed by a buffer interval of at least 3 seconds ( <a href="#">see Paragraph 4</a> )	<del>December 31, 2014</del> <a href="#">5 years from the effective date of this revision of the 2009 MUTCD</a> , or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
4E.07	<del>Countdown Pedestrian Signals</del>	<del>Pedestrian countdown hardware requirements</del>	<del>December 22, 2013 (b)</del>
5C.05	<del>NARROW BRIDGE Sign (W5-2)</del>	<del>Elimination of symbol sign</del>	<del>December 22, 2013 (b)</del>
6D.03*	Worker Safety Considerations	New requirement in the 2009 MUTCD that all workers within the right-of-way shall wear high-visibility apparel ( <a href="#">see Paragraphs 4, 6, and 7</a> )	December 31, 2011
6E.02*	High-Visibility Safety Apparel	New requirement in the 2009 MUTCD that all flaggers within the right-of-way shall wear high-visibility apparel	December 31, 2011
7B.11	<del>School Advance-Crossing Assembly</del>	<del>Use of AHEAD (W16-9P) plaque or distance plaque (W16-2P or W16-2aP) (2000 MUTCD Section 7B.08)</del>	<del>January 17, 2011 (a)</del>
7B.12	School Crossing Assembly	Elimination of crosswalk lines from crossing signs and use of diagonal downward pointing arrow (W16-7P) supplemental plaque (2000 MUTCD Sections 7B.08 and 7B.09)	January 17, 2011 (a)
7B.16	Reduced School Speed Limit Ahead Sign (S4-5, S4-5a)	Removal of R2-5 Series Reduced Speed Ahead signs and use of S4-5 or S4-5a warning signs instead (2003 MUTCD Section 7B.12)	December 22, 2018 (b)
7D.04*	Uniform of Adult Crossing Guards	New requirement in the 2009 MUTCD for high-visibility apparel for adult crossing guards	December 31, 2011
8B.03, <a href="#">8B.04</a>	Grade Crossing (Crossbuck) Signs (R15-1) and <del>Number of Tracks Plaque (R15-2P) at Active and Passive Grade Crossings</del> <a href="#">Supports</a>	Retroreflective strip on Crossbuck <a href="#">sign and support</a> (2000 MUTCD Section 8B.02) (*) ( <a href="#">see Paragraph 7 in Section 8B.03 and Paragraphs 15 and 18 in Section 8B.04</a> )	<del>January 17, 2011 (a)</del> <a href="#">December 31, 2019</a>

8B.04	Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings	New requirement in the 2009 MUTCD for the use of STOP or YIELD signs with Crossbuck signs at passive grade crossings	December 31, 2019
<del>8B.19 and 8C.02 through 8C.05</del>	<del>LRT Approaching-Activated-Blank-Out Warning Sign, Flashing Light Signals, and Automatic Gates</del>	<del>Automatic gates, flashing-light signals, and blank-out signs at highway-LRT crossings per Part 10 of the 2000 MUTCD. (*)</del>	<del>January 17, 2011 (a)</del>
8C.09	Traffic Control Signals at or Near Highway-Rail Grade Crossings	Pre-signals (2003 MUTCD Section 8D.07)	December 22, 2013 (b)
8C.12	Grade Crossings Within or In Close Proximity to Circular Intersections	New requirement in the 2009 MUTCD for study of grade crossings near roundabouts	December 31, 2014
9B.18	Bicycle Warning and Combined Bicycle/Pedestrian Signs (W11-1 and W11-15)	Elimination of crosswalk lines from crossing signs and use of diagonal downward-pointing arrow (W16-7P) supplemental plaque if at the crossing (2000 MUTCD Section 9B.15)	January 17, 2011 (a)

\* MUTCD requirement is a result of a congressional mandate.

Notes: [All compliance dates occurring after January 31, 2011 that were previously published in the MUTCD and that do not appear in this table have been deleted.](#)

Unless otherwise noted, dates are as established in the Final Rule for the 2009 MUTCD:

(a) Date established in the Final Rule for the 2000 MUTCD

(b) Date established in the Final Rule for the 2003 MUTCD

(c) Date established in the Final Rule for Revision 2 of the 2003 MUTCD

(\*) Provisions may have been revised in the 2009 MUTCD



54156

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entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This proposed rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This proposed regulation is within the scope of that authority as it would establish Class E airspace at Danville Airport, Danville, PA.

#### Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, effective September 15, 2010, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

##### AEA PA E5 Danville, PA [New]

Danville Airport, PA  
(Lat. 40°56'90" N., long. 76°38'64" W.)

That airspace extending upward from 700 feet above the surface within a 10.7-mile radius of Danville Airport.

Issued in College Park, Georgia, on August 19, 2011.

Mark D. Ward,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2011–22317 Filed 8–30–11; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### 23 CFR Part 655

[FHWA Docket No. FHWA–2010–0159]

RIN 2125–AF43

#### National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Revision

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Notice of proposed amendments; request for comments.

**SUMMARY:** The MUTCD is incorporated in our regulations, approved by the Federal Highway Administration, and recognized as the national standard for traffic control devices used on all streets, highways, bikeways, and private roads open to public travel. The FHWA proposes to revise certain information relating to target compliance dates for traffic control devices. Consistent with Executive Order 13563, and in particular its emphasis on burden-reduction and on retrospective analysis of existing rules, the proposed changes are intended to reduce the costs and impacts of compliance dates on State and local highway agencies and to streamline and simplify the information.

**DATES:** Comments must be received on or before October 31, 2011. Late comments will be considered to the extent practicable.

**ADDRESSES:** Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue, SE., Washington, DC 20590, or submit electronically at <http://www.regulations.gov> or fax comments to (202) 493–2251. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act

Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Page 19477–78) or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Hari Kalla, Office of Transportation Operations, (202) 366–5915; or Mr. William Winne, Office of the Chief Counsel, (202) 366–1397, Federal Highway Administration, 1200 New Jersey Ave., SE., Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access and Filing

This document, the notice of and request for comments, and all comments received may be viewed online through the Federal eRulemaking portal at <http://www.regulations.gov>. Electronic submission and retrieval help and guidelines are available under the help section of the Web site. It is available 24 hours each day, 365 days each year. Please follow the instructions. An electronic copy of this document may also be downloaded from the Office of the Federal Register's home page at: <http://www.archives.gov> and the Government Printing Office's Web page at: <http://www.access.gpo.gov/nara>.

To help make the FHWA's docket comment review process more efficient, the FHWA requests that commenters cite the Section number identified in Table I–2 for any comment to the docket about a specific proposed revision to the text of the table.

#### Background

When new provisions are adopted in a new edition or revision of the MUTCD, any new or reconstructed traffic control devices installed after adoption are required to be in compliance with the new provisions. For existing devices in the field that do not comply with the new MUTCD provisions, 23 CFR 655.603(d)(1), authorizes the FHWA to establish target compliance dates for compliance of particular existing devices. Table I–2 in the Introduction of the 2009 edition of the MUTCD lists 58 specific provisions for which the FHWA has established target compliance dates for upgrading existing devices in the field via the Federal rulemaking process in Final Rules issued in 2000,<sup>1</sup> 2003,<sup>2</sup> 2007,<sup>3</sup> and 2009.<sup>4</sup>

In the absence of a specific target compliance date, existing devices in the

<sup>1</sup> 65 FR 78923, December 18, 2000.

<sup>2</sup> 68 FR 65496, November 20, 2003.

<sup>3</sup> 72 FR 72574, December 21, 2007.

<sup>4</sup> 74 FR 66732, December 16, 2009.

field that do not meet the new MUTCD provisions are expected to be upgraded by highway agencies over time to meet the new provisions via a systematic upgrading process as required by 23 CFR 655.603(d)(1), but there are no specific dates for required completion of the upgrades. Systematic upgrading programs enable highway agencies to prioritize traffic control upgrades based on a variety of factors such as relative safety needs, costs, and available resources. Agencies can decide, where appropriate, to defer upgrading certain non-compliant devices until the device wears out, is damaged or destroyed, or is replaced.

In response to concerns about the potential costs and impact of previously adopted MUTCD compliance dates on State and local governments in the current economic climate, on November 30, 2010, the FHWA published in the **Federal Register** a Request for Comments<sup>5</sup> on traffic control device compliance dates. The FHWA asked for responses to a series of seven questions about compliance dates, their benefits and potential economic impacts, especially economic hardships to State and local governments that might result from specific target compliance dates for upgrading certain non-compliant existing devices.

By the end of the comment period, the FHWA received 592 letters to the docket. The comments were submitted by 360 private citizens, 168 local government highway agencies, 28 State DOTs, 16 industry representatives, 6 national associations representing practitioners, 5 national associations representing safety advocates, 5 elected officials, and 4 traffic engineering consultants.

The overwhelming majority of comments from all responders addressed the target compliance dates associated with maintaining minimum levels of sign retroreflectivity and with minimum letter heights for street name signs. There were also many comments from private citizens expressing concerns about requiring the use of mixed-case lettering for street name signs and other guide signs.

Comments from private citizens were evenly balanced between support for and opposition to compliance dates for upgrading existing signs that do not meet minimum levels of retroreflectivity. Often emphasizing the current economic climate, local highway agencies predominantly expressed concerns about the target compliance dates for sign retroreflectivity because of economic

concerns. Similarly, State DOTs and national associations representing practitioners generally suggested that all dates should be eliminated or extended because of current economic conditions. Representatives of the traffic control materials industry and national safety associations supported retaining all existing compliance dates for safety reasons, often specifically citing concerns about the needs of older road users. Also, a variety of comments indicated confusion about target compliance dates in general and that the number and complexity of compliance dates listed in Table I-2 makes it difficult for agencies to understand what is required in order to take appropriate actions.

In general, the FHWA has intended that target compliance dates coincide with the useful service life of the devices that would need to be replaced to meet any new requirements, thus minimizing economic and logistical impacts on highway agencies. This approach is consistent with Executive Order 13563 and in particular its emphasis on the avoidance of unjustified costs. Some comments indicated that variations in climate and other environmental conditions around the country may result in considerably longer useful service lives of certain devices than the estimates used by the FHWA in establishing the compliance dates. In such cases, compliance dates can create an undue burden for the agency, requiring device replacement before the end of actual useful service life.

The FHWA has carefully reviewed and considered all of the comments received in response to the request for comments. It has decided to propose revisions to Table I-2 to simplify it and reduce the impacts of target compliance dates on agencies by eliminating, extending, or otherwise revising most of the dates. This approach is consistent with the requirements of Executive Order 13563, including its emphasis on consideration of benefits and costs (sections 1(a) and 1(b)), its requirement of an open exchange of information with stakeholders (section 2(a)), and, in particular, its call for retrospective analysis of existing rules, including streamlining and modification to make such rules less burdensome (section 6). This approach is also consistent with Presidential Memorandum, Administrative Flexibility, which calls for reducing burdens and promoting flexibility for State and local governments.

#### *Proposed Amendment*

Of the 58 items for which target compliance dates are currently listed in Table I-2, the FHWA proposes to eliminate altogether the compliance dates for 46 items (8 that have already expired and 38 that have future compliance dates) and to extend and/or revise the dates for 4 items. We are not proposing a change for the dates for the other eight items, which actually represent only six specific requirements in the MUTCD, since three of the eight items are all related to the required use of high-visibility apparel by workers in the right-of-way. For these six requirements, the compliance dates would remain in effect.

A summary of the specific proposed changes in Table I-2 of the MUTCD is included in the following section.

The text of this proposed revision to the 2009 edition of the MUTCD is available for inspection and copying, as prescribed in 49 CFR part 7, at the FHWA Office of Transportation Operations (HOTO-1), 1200 New Jersey Avenue, SE., Washington, DC 20590. Furthermore, the text of the proposed revision is available on the MUTCD Internet Web site <http://mutcd.fhwa.dot.gov> and on the docket for this rulemaking at <http://www.regulations.gov>. The proposed text is available in two formats. The first format shows the current MUTCD text of Table I-2 with proposed additions in blue, underlined text and proposed deletions as red strikeout text. The second format shows a "clean" version of Table I-2, with all the proposed changes incorporated. The complete 2009 edition of the MUTCD is also available on the same Internet Web site.

This NPA is being issued to provide an opportunity for public comment on the desirability of these proposed amendments to the MUTCD. The FHWA is interested in receiving comments regarding the safety benefits provided by traffic device uniformity, the costs and other burdens associated with achieving compliance for existing non-compliant devices, and the proposed revisions, extensions, eliminations, and retention of compliance dates outlined in this notice. In all cases, and consistent with Executive Order 13563, section 2, the FHWA seeks comments not only on its proposals but also on possible alternative approaches. Based on the comments received and its own experience, the FHWA may issue a Final Rule concerning the proposed changes included in this notice.

<sup>5</sup> 75 FR 74128, November 30, 2010.

Discussion of Proposed Amendments to Table I-2

1. The FHWA proposes to eliminate target compliance dates, which were based on estimated useful service lives, for 33 items in Table I-2 that were established in the Final Rules for the 2000 and 2003 editions of the MUTCD, that have not yet expired. These 33 target compliance dates proposed for elimination are for provisions in Sections 2B.03, 2B.10, 2B.11, 2B.13, 2B.26, 2B.55, 2C.04, 2C.13, 2C.20, 2C.38, 2C.40, 2C.41, 2C.42, 2C.46, 2C.49, 2C.61, 2C.63, 2D.43 (two provisions), 2D.44, 2G.01 through 2G.07, 2G.11 through 2G.15, 2H.05 and 2H.06, 2I.09, 2I.10, 2N.03, 3B.18, 4D.01, 4D.31, 4E.07, 5C.05, 7B.16, and 8C.09. These items mostly involve new or revised sign designs, including larger letter heights and/or larger sizes for some signs, and certain other changes in traffic control device design, location, or operation that have made some existing devices in the field obsolete. Based on comments received and other communications with State and local highway agencies, the FHWA believes that these 33 dates in Table I-2 may create fiscal and logistical burdens on highway agencies. Based on comments received, the FHWA believes that agencies can better organize and track the replacement or upgrade of these devices in the ordinary course of implementation of their systematic upgrading programs. Additionally, highway agencies are in the best position to make decisions on device replacements based on actual useful service lives in their particular climates and environments, rather than having a universal compliance date based on estimated useful service life. The FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance for existing non-compliant devices, and the proposed elimination of these compliance dates. The FHWA also requests comments on alternative approaches, such as extending rather than eliminating these compliance dates.

2. The FHWA proposes to eliminate the target compliance dates for three items in Table I-2 that were established with the Final Rule for the 2009 edition of the MUTCD. Although these dates were recently established, the FHWA believes their elimination is warranted based on consideration of specific concerns raised in responses to the November 30, 2010, Request for Comments, as explained below. For each of these three items, the FHWA requests comments on the safety

benefits, the costs, and other burdens associated with achieving compliance for these existing non-compliant devices, and the proposed elimination of these compliance dates.

The December 31, 2019, target compliance date would be eliminated for a provision in Section 2D.45 that requires multilane conventional road approaches to interchanges to have guide signs to identify which direction of turn is necessary for access to each direction of the freeway or expressway. Agencies expressed confusion about this date because they interpreted it as requiring the replacement of existing overhead sign structures (which typically have a very long useful service life, well beyond 10 years) in order to install the required new signs. The MUTCD allows post-mounted signs to be used to provide the needed information to road users about turn directions at the interchange, even if overhead sign structures are present for other signs. The FHWA believes that eliminating this target compliance date will reduce the confusion. Highway agencies will still need to install the required signs under their systematic upgrading programs, but will not have a specific date by which this must be accomplished.

The target compliance date of December 31, 2016, or at resurfacing, whichever comes first, would be eliminated for provisions in Sections 3B.04 and 3B.05 that require dotted, rather than broken, lane lines for dropped lanes and for acceleration, deceleration, and auxiliary lanes. Some agencies indicated that they have durable markings for lane lines that have a useful service life that will extend beyond the 2016 date. Some agencies also use recessed or inlaid markings, for which it is not practical to change the marking pattern from broken to dotted until the next resurfacing occurs, but resource constraints will cause the resurfacing cycle to exceed 7 years. Some agencies also indicated it would be very difficult to meet the 2016 compliance date because of the large number of individual pavement marking layout drawings for individual existing intersections and interchanges that need to be revised to show the locations and lengths of dotted lane lines before crews can be instructed to revise the markings in the field. Eliminating this target compliance date would allow agencies to implement the new marking requirement when existing lines become significantly worn to the point they can be marked over without causing road user confusion, or when resurfacing occurs.

The December 31, 2014, target compliance date for the provision in Section 8C.12 that requires a traffic queuing study of grade crossings within 200 feet of roundabouts or other circular intersections would be eliminated. Based on knowledge gained from frequent interactions with State and local agencies, the FHWA believes that there are extremely few existing roundabouts or other circular intersections within 200 feet of a grade crossing and that those that do exist have likely already been studied for queuing issues as a part of or subsequent to their original design. As roundabouts are increasingly being given consideration as an alternative to installing a traffic signal, any such considerations at locations near grade crossings will be required by the language in Section 8C.12 to be studied as a part of the process of evaluating whether to construct a roundabout.

The FHWA requests comments on the safety benefits, the costs, and other burdens associated with the proposed elimination of these compliance dates. The FHWA also requests comments on alternative approaches, such as extending rather than eliminating these compliance dates.

3. The FHWA proposes to eliminate from Table I-2 eight items for which the previously established target compliance dates have expired. These dates (pertaining to certain provisions in Sections 2B.09, 2C.30, 2C.50, 2J.05, 7B.11, 7B.12, 8B.19 and 8C.02 through 8C.05, and 9B.18) were established in the Final Rules for the 2000 and 2003 editions of the MUTCD. Elimination of these items from the table is consistent with the FHWA's previous practice of eliminating target compliance dates from subsequent MUTCD editions after they have expired. Based on frequent communications and interactions with numerous State and local highway agencies, the FHWA believes that most agencies have already upgraded these devices as their useful service lives have been reached. Although some of these non-compliant devices might still exist in the field, they are expected to be replaced with compliant devices under agencies' systematic upgrading programs. The FHWA requests comments on this proposal.

4. The FHWA proposes to revise the January 22, 2012, target compliance date that was established in December 2007, with the Final Rule for Revision 2 of the 2003 edition of the MUTCD, for the Section 2A.08 provision that requires agencies to implement an assessment or management method designed to maintain sign retroreflectivity at or above the established minimum levels.

This compliance date does not require any signs to be replaced by a given date. It requires highway agencies to implement an assessment or management method for maintaining sign retroreflectivity by the compliance date in accordance with section 406 of the Department of Transportation and Related Agencies Appropriations Act, 1993 (Pub. L. 102-388; October 6, 1992). The compliance date for this requirement would be extended to a date 2 years after the effective date of the Final Rule for this proposed revision of the MUTCD. This would provide agencies with an estimated additional 1 to 2 years to implement their chosen assessment or management method. Additionally, the FHWA proposes to make the new compliance date apply only to implementing an assessment or management method for regulatory and warning signs. The requirement in the MUTCD language to implement a method for all types of signs would remain, but there would not be a specific target compliance date for required implementation of the method for signs other than regulatory and warning signs. Based on our subject matter expertise and experience with the benefits and impacts of traffic control devices, the FHWA believes that, because of the critical safety nature of the messages they convey, especially for older road users, regulatory and warning signs constitute the highest priority for assessing retroreflectivity of existing signs. The proposed revisions to the compliance date and its applicability will provide relief and enable agencies to determine when their resources will allow them to add signs other than regulatory and warning signs to their retroreflectivity assessment or management method.

Additionally, the FHWA proposes to eliminate the two existing target compliance dates for replacement of signs that are identified using the assessment or management method as failing to meet the established minimum retroreflectivity levels. The January 22, 2015, date for regulatory, warning, and post-mounted guide (except street name) signs and the January 22, 2018, date for street name signs and overhead guide signs would both be eliminated. Without specific compliance dates for these items, agencies will still need to replace any sign they identify as not meeting the established minimum retroreflectivity levels.

The FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance with this requirement, and the proposed revisions of these compliance dates. The FHWA also

requests comments on alternative approaches, including retention of the current compliance dates and extending rather than eliminating some of them.

5. The FHWA proposes to revise the target compliance date of December 31, 2014, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first, that applies to provisions on timing requirements for vehicular yellow and red clearance intervals in Section 4D.26 and pedestrian clearance intervals in Section 4E.06. These compliance dates were established with the Final Rule for the 2009 edition of the MUTCD. As noted in that Final Rule, the compliance dates were established to achieve a more rapid implementation of these new requirements at existing locations, because safety studies found that significant crash reductions were achieved where the required timing methods were used to determine the yellow and red clearance intervals, and because the FHWA believes that the new requirements for pedestrian clearance intervals are needed to provide a buffer between pedestrian movements and vehicular movements. The compliance dates were based on what FHWA believed to be the typical signal retiming frequency of about 5 years. Some agencies commented that current budgetary constraints have made it difficult to retime all of their traffic signals on a 5-year cycle. The FHWA proposes to extend the existing compliance date to a date of 5 years after the effective date of the Final Rule for this proposed revision of the MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first. This would provide agencies with an estimated additional 2 years to implement the new requirements of Sections 4D.26 and 4E.06 at any locations that have not already been made compliant under a previous intersection or corridor retiming.

The FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance for these existing non-compliant devices, and the proposed revision of this compliance date. The FHWA also requests comments on alternative approaches, including retention of the current compliance dates and extending them for a longer period.

6. The FHWA proposes to revise and extend the compliance date for the provisions in Sections 8B.03 and 8B.04 that require a retroreflective strip on the back of Crossbuck signs and on the front and back of supports for Crossbuck signs at passive grade crossings. The

existing compliance date of January 17, 2011, was established with the Final Rule for the 2000 edition of the MUTCD. The 2003 edition of the MUTCD eliminated the requirement to install the retroreflective strips on the fronts of Crossbuck sign supports, if a *Yield* or *Stop* sign is present along with the Crossbuck sign. During the last decade, the FHWA was considering establishing requirements to add a *Yield* or *Stop* sign at all passive railroad crossings. The addition of a *Yield* or *Stop* sign could necessitate replacing the Crossbuck support post in order to achieve minimum mounting heights. As a result, many railroad companies and highway agencies have deferred installing the retroreflective strips until a final decision was made on this issue in order to avoid unnecessary expense and to achieve the economies of sending sign crews to crossings only once rather than twice. The December 2009 Final Rule for the 2009 MUTCD did incorporate the requirement for YIELD or STOP signs at passive crossings in Section 8B.04, and a target compliance date for adding these signs at existing crossings was established as December 31, 2019. The January 12, 2011, compliance date for the retroreflective strips provided railroads and public agencies with only 1 year after the final decision on the rule for *Yield* or *Stop* signs to install the retroreflective strips at the thousands of crossings where such work was deferred.

The FHWA proposes to extend the target compliance date for the retroreflective strips to December 31, 2019, to coincide with the date for adding *Yield* or *Stop* signs with Crossbuck signs at passive grade crossings. As noted in the Final Rule that established the target compliance date for the retroreflective strips, the addition of such strips provides safety benefits that justify having a target compliance date, but having a single compliance date for both the retroreflective strips and the *Yield* or *Stop* signs at grade crossings is more practical. The FHWA also proposes to adjust the item for Section 8B.03 in Table I-2 to more accurately reflect that the requirements for retroreflective strips are in Section 8B.04 as well as in Section 8B.03 and to accurately reflect that the compliance date was also intended to apply to the retroreflective strips on the backs of the Crossbuck signs.

The FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance for these existing non-compliant devices, and the proposed revision of this compliance date. The

FHWA also requests comments on alternative approaches, including retention of the current compliance dates and extending them for a longer period.

7. The FHWA proposes to retain the existing target compliance dates in Table I-2 for eight items that we deem to be of critical safety importance, based on existing evidence and our subject matter expertise and experience in traffic control device matters. For each of these eight items, the Final Rules establishing the compliance dates clearly identified the safety justification for such compliance dates. These justifications remain valid, as summarized below. For each of these eight items, the FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance for these existing non-compliant devices, and the proposed retention of this compliance date. The FHWA also requests comments on alternative approaches, including extension of the current compliance dates.

The January 17, 2013, compliance date for Section 2A.19 provisions requiring crashworthiness of existing sign supports on roads with posted speed limits of 50 mph or higher was established in the Final Rule for the 2003 edition of the MUTCD to be consistent with information previously communicated to jurisdictions in a variety of training and presentations by the FHWA Office of Safety regarding roadside safety and countermeasures for run-off-the-road crashes. Eliminating fixed-object hazards such as non-crashworthy sign supports on high-speed roads remains a critical safety need due to the deaths and severe injuries that high-speed run-off-the-road crashes can result in when a non-crashworthy sign support is struck. Therefore, the 10-year period for compliance from the 2003 Final Rule is proposed to be retained.

The Final Rule for the 2009 edition of the MUTCD established new requirements in Section 2B.40 to install additional *One Way* signs at certain types of intersections and established a December 31, 2019, compliance date for adding the required signs at existing intersections where the signs are not in place in the required number and location. This 10-year period was established because of the demonstrated safety issues associated with wrong-way travel on divided highways, research on the needs of older drivers, and because the additional signs would provide significant safety benefits to road users. These safety benefits justify retaining the existing compliance date for

installing the critically-needed *One Way* signs at existing intersections.

In Sections 2C.06 through 2C.14, revised requirements on the use of various horizontal alignment warning signs and determinations of advisory speed values were adopted in the Final Rule for the 2009 edition of the MUTCD and a compliance date of December 31, 2019, was established for any required revisions in posted advisory speeds and for installing any newly-required horizontal alignment warning signs that are not currently in place at existing curves. This 10-year compliance date was established because of the demonstrated safety issues associated with run-off-the-road crashes at horizontal curves. Fatalities at horizontal curves account for approximately 25 percent of all highway fatalities, yet horizontal curves are only a small portion of the Nation's highway mileage. The more rational and uniform posting of advisory speeds and the installation of the required additional horizontal alignment warning signs at existing locations will provide significant safety benefits to road users and a 10-year period for achieving compliance is remains appropriate.

The Final Rule for the 2009 edition of the MUTCD established new requirements in Sections 2E.31, 2E.33, and 2E.36 for the use of black-on-yellow "*Left*" or "*Left Exit*" plaques on guide signs for all left-hand freeway and expressway exits and established a compliance date of December 31, 2014, for adding such plaques to existing guide signs. This 5-year target compliance date was established to address a recommendation of the National Transportation Safety Board as a result of a significant safety concern exhibited with left-hand exits. The installation of these plaques at all existing left-hand exits within 5 years is necessary to achieve critical safety improvements for road users at left-side exits. The installation of these plaques generally does not require replacement of the existing sign or sign supports and this change affects relatively few existing locations throughout the country.

The Final Rule for the 2009 edition of the MUTCD also established new requirements in Sections 6D.03, 6E.02, and 7D.04 that all workers, including flaggers and school crossing guards, within the right-of-way of all highways, not just Federal-aid highways, must wear high-visibility apparel, and established a 2-year target compliance date of December 31, 2011. Required compliance of apparel for workers, including law enforcement officers, on Federal-aid highways has been in effect

since November 24, 2008. The 2-year target compliance date for these three provisions applicable to non-Federal-aid highways was established to be consistent with the 2-year compliance period that was previously established for workers on Federal-aid highways. The December 31, 2011, compliance date remains appropriate for this low-cost, but highly critical, safety requirement and no changes are proposed to the compliance dates for Sections 6D.03, 6E.02, and 7D.04.

In Section 8B.04, as discussed above, a new requirement was adopted in the Final Rule for the 2009 edition of the MUTCD to require the use of either a *Yield* or *Stop* sign with the Crossbuck sign at all passive grade crossings, and a target compliance date of December 31, 2019, was established for adding these signs at existing crossings. This 10-year compliance date was established to promote increased safety at passive grade crossings, especially during nighttime hours. Although the new requirements involve conducting engineering studies for some locations and installing signs that do not currently exist at existing grade crossings, the existing 10-year target compliance date for installation of the required additional signs at existing locations remains appropriate.

#### Conclusion

The proposed revisions to Table I-2 are intended to reduce the regulatory burden and provide increased flexibility to State and local highway agencies and to enable those agencies to make decisions on when to replace or upgrade existing noncompliant devices in accordance with their own local environmental conditions and the competing priorities in their communities for a wide variety of safety-related measures that might be needed in the context of limited budgets. The proposed revisions also simplify procedures for traffic control device replacements and reinforce the principle that most noncompliant traffic control devices can be replaced in the ordinary course of routine maintenance and/or when the useful life of such devices has expired. The few items for which target compliance dates are proposed to be retained or extended are, based on FHWA's experience and subject matter expertise on traffic control device issues, considered to be essential for statutory or safety reasons and/or of relatively low-cost to implement.

It is important to understand that elimination of a compliance date for a given Standard contained in the MUTCD does not eliminate the

regulatory requirement to comply with that Standard. The Standard itself remains in the MUTCD and applies to any new installations, but the firm fixed date for replacing noncompliant devices that exist in the field is eliminated.

On April 22, 2010, a separate NPA was published in the *Federal Register*<sup>6</sup> proposing to revise the 2009 edition of the MUTCD regarding maintaining minimum retroreflectivity of longitudinal pavement markings. The deadline for comments to that docket has passed and the FHWA is currently reviewing the docket comments received. In that NPA, FHWA suggested that the proposed revisions regarding maintaining minimum retroreflectivity of longitudinal pavement markings would be designated as Revision 1 to the 2009 edition of the MUTCD. Actual designation of revision numbers will depend on the relative timing of any Final Rules that may be issued by the FHWA as a result of the April 22, 2010, NPA, this NPA, and any other NPAs regarding the MUTCD.

#### *Rulemaking Analysis and Notices*

*Executive Order 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures*

The FHWA has determined that this action would be a significant regulatory action within the meaning of Executive Order 12866 and within the meaning of DOT regulatory policies and procedures due to the significant public interest in issues surrounding the MUTCD. This action complies with Executive Orders 12866 and 13563 to improve regulation. In particular, this action is consistent with, and can be seen as directly responsive to, the requirements of Executive Order 13563, and in particular its requirement for retrospective analysis of existing rules (section 6), with an emphasis on streamlining its regulations. This approach is also consistent with Presidential Memorandum, Administrative Flexibility, which calls for reducing burdens and promoting flexibility for State and local governments.

The proposed changes in the MUTCD would reduce burdens on State and local government in the application of traffic control devices. They would provide additional clarification, guidance, and flexibility to such governments. The uniform application of traffic control devices will greatly improve roadway safety and traffic

operations efficiency. The standards, guidance, options, and support are also used to create uniformity and to enhance safety and mobility. The proposed changes in this rulemaking will not require the expenditure of funds, but rather will provide State and local governments with the flexibility to allocate scarce financial resources based on local conditions and the useful service life of its traffic control devices. It is anticipated that the economic impact of this rulemaking would be minimal and indeed costs and burdens will be reduced, not increased; therefore, a full regulatory evaluation is not required.

As noted, this action streamlines existing significant regulation to reduce burden and promote the flexibilities of State and local governments under Executive Order 13563. In response to concerns about the potential impact of previously adopted MUTCD compliance dates on State and local governments in the current economic climate, the FHWA published a Request for Comments on traffic control device compliance dates. The FHWA asked for responses to a series of seven questions about compliance dates, their benefits and potential economic impacts, especially economic hardships to State and local governments that might result from upgrading certain non-compliant existing devices. The responses received from that notice were considered in the development of this proposal. The FHWA anticipates that this proposed rulemaking will reduce the impacts of compliance dates on State and local highway agencies and will streamline and simplify information contained in the MUTCD.

#### *Regulatory Flexibility Act*

In compliance with the Regulatory Flexibility Act (Pub. L. 96-354, 5 U.S.C. 601-612), the FHWA has evaluated the effects of these changes on small entities and anticipates that this action would not have a significant economic impact on a substantial number of small entities. This proposed rule would reduce burdens and provide clarification and additional flexibility, and would not require an expenditure of funds.

#### *Unfunded Mandates Reform Act of 1995*

This proposed rule would not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4, 109 Stat. 48, March 22, 1995). On the contrary, the proposed changes provide additional guidance, flexibility, and clarification and would not require an expenditure of funds.

This action would not result in the expenditure by State, local, and tribal governments, in the aggregate, or by the private sector, of \$140.8 million or more in any 1 year (2 U.S.C. 1532). Further, in compliance with the Unfunded Mandates Reform Act of 1995, FHWA will evaluate any regulatory action that might be proposed in subsequent stages of the proceeding to assess the effects on State, local, and tribal governments and the private sector.

#### *Executive Order 13132 (Federalism)*

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 13132 dated August 4, 1999. This action would increase flexibility for State and local governments. The FHWA has determined that this action would not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this rulemaking will not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions. The MUTCD is incorporated by reference in 23 CFR part 655, subpart F. These proposed amendments are in keeping with the Secretary of Transportation's authority under 23 U.S.C. 109(d), 315, and 402(a) to promulgate uniform guidelines to promote the safe and efficient use of the highway. The overriding safety benefits of the uniformity prescribed by the MUTCD are shared by all of the State and local governments, and changes made to this rule are directed at enhancing safety. In general, the proposed amendments increase flexibility for States and local governments. To the extent that these proposed amendments override any existing State requirements regarding traffic control devices, they do so in the interest of national uniformity.

#### *Executive Order 13175 (Tribal Consultation)*

The FHWA has analyzed this action under Executive Order 13175, dated November 6, 2000, and believes that it would not have substantial direct effects on one or more Indian tribes; would not impose substantial direct compliance costs on Indian tribal governments; and would not preempt tribal law. Therefore, a tribal summary impact statement is not required.

#### *Executive Order 13211 (Energy Effects)*

The FHWA has analyzed this action under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have

<sup>6</sup> 75 FR 20935, April 22, 2010.

determined that it is not a significant energy action under that order because it is not likely to have a significant adverse effect on the supply, distribution, or use of energy. Therefore, a Statement of Energy Effects under Executive Order 13211 is not required.

*Executive Order 12372  
(Intergovernmental Review)*

Catalog of Federal Domestic Assistance program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.

*Paperwork Reduction Act*

Under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501, *et seq.*), Federal agencies must obtain approval from the Office of Management and Budget for each collection of information they conduct, sponsor, or require through regulations. The FHWA has determined that this action does not contain collection information requirements for purposes of the PRA.

*Executive Order 12988 (Civil Justice Reform)*

This action meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

*Executive Order 13045 (Protection of Children)*

The FHWA has analyzed this action under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. The FHWA certifies that this action would not concern an environmental risk to health or safety that might disproportionately affect children.

*Executive Order 12630 (Taking of Private Property)*

The FHWA does not anticipate that this action would affect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

*National Environmental Policy Act*

The agency has analyzed this action for the purpose of the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4347) and has determined that it would not have any effect on the quality of the environment.

*Regulation Identification Number*

A regulation identification number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

**List of Subjects in 23 CFR Part 655**

Design standards, Grant programs—transportation, Highways and roads, Incorporation by reference, Signs, Traffic regulations.

Issued on: August 23, 2011.

**Victor M. Mendez,**  
*Administrator.*

In consideration of the foregoing, the FHWA proposes to amend title 23, Code of Federal Regulations part 655 as follows:

**PART 655—TRAFFIC OPERATIONS**

1. The authority citation for part 655 continues to read as follows:

**Authority:** 23 U.S.C. 101(a), 104, 109(d), 114(a), 217, 315, and 402(a); 23 CFR 1.32; and, 49 CFR 1.48(b).

**Subpart F—Traffic Control Devices on Federal-Aid and Other Streets and Highways—[Amended]**

2. Revise § 655.601(a), to read as follows:

**§ 655.601 Purpose.**

\* \* \* \* \*

(a) Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 Edition, with Revision(s) number \_\_\_\_\_ [revision number to be inserted] incorporated, FHWA, dated \_\_\_\_\_ [date to be inserted]. This publication is incorporated by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 and is on file at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). It is available for inspection and copying at the Federal Highway Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590, telephone 202-366-1993, as provided in 49 CFR part 7. The text is also available from the FHWA Office of

Operations Web site at: <http://mutcd.fhwa.dot.gov>.

\* \* \* \* \*

[FR Doc. 2011-22006 Filed 8-30-11; 8:45 am]

**BILLING CODE 4910-22-P**

**DEPARTMENT OF THE INTERIOR**

**Bureau of Indian Affairs**

**25 CFR Chapter I**

**No Child Left Behind School Facilities and Construction Negotiated Rulemaking Committee—Notice of Meeting**

**AGENCY:** Bureau of Indian Affairs, Interior.

**ACTION:** Notice of meeting.

**SUMMARY:** In accordance with the Federal Advisory Committee Act, the Bureau of Indian Affairs is announcing that the No Child Left Behind School Facilities and Construction Negotiated Rulemaking Committee will hold its seventh and final meeting in Washington, DC. The purpose of the meeting is to finalize the language and appearance of a final report to Congress and the Secretary as required under the No Child Left Behind Act of 2001.

**DATES:** The Committee's seventh meeting will begin at 8 a.m. on September 19, 2011, and end at 12:30 p.m. on September 22, 2011.

**ADDRESSES:** The meeting will be held at the Residence Inn Capitol Marriott, 333 E Street, SW., Washington, DC 20024.

**FOR FURTHER INFORMATION CONTACT:** The Designated Federal Official, Michele F. Singer, Director, Office of Regulatory Affairs and Collaborative Action, Office of the Assistant Secretary—Indian Affairs, 1001 Indian School Road, NW., Suite 312, Albuquerque, NM 87104; telephone (505) 563-3805; fax (505) 563-3811.

**SUPPLEMENTARY INFORMATION:** The No Child Left Behind School Facilities and Construction Negotiated Rulemaking Committee was established to prepare and submit to the Secretary a catalog of the conditions at Bureau-funded schools, and to prepare reports covering: The school replacement and new construction needs at Bureau-funded school facilities; a formula for the equitable distribution of funds to address those needs; a list of major and minor renovation needs at those facilities; and a formula for equitable distribution of funds to address those needs. The reports are to be submitted to Congress and to the Secretary. The Committee also expects to draft

**11-14 Proposal to amend CTCDC By-Laws to expand the membership of the CTCDC by including two additional voting members representing non-motorized highway users**

**Proposal:** Requesting to approve amended CTCDC By-Laws to include two additional voting members representing non-motorized highway users

**Requesting Agency/Sponsor:** Wayne Henley, Caltrans

Background: The California Department of Transportation (Caltrans) is firmly committed to the implementation of Complete Streets. Caltrans has the authority, after consulting with local agencies and conducting public hearings, to develop traffic control device standards for public roadways in California. To ensure that non-motorized traffic control issues are recognized and addressed while developing traffic control device standards, Caltrans would like to expand the membership of the California Traffic Control Devices Committee (CTCDC) by including two additional voting members representing non-motorized highway users. Caltrans requests that the CTCDC review and modify its bylaws and operating procedures to reflect this change. Caltrans will present this proposal, as well as suggested modifications to the bylaws, in an information item at the CTCDC meeting on July 20, 2011. It is our intent to appoint the two new members after consulting with the CTCDC and the non-motorized highway user community.

**Amended By-Laws**

BY-LAWS (Amended September 12, 2011)

CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE

ARTICLE I  
NAME

The name of this organization shall be the California Traffic Control Devices Committee. It was formed pursuant to acceptance by the parent organizations in 1968.

ARTICLE II  
PURPOSES

The Committee shall:

- a. ~~Represent those local agencies referred to in California Vehicle Code Section 21400 and is designated as the entity which the California State Department of Transportation shall consult~~ Advise the California State Department of Transportation on standards and policy for official traffic control devices in California, thereby fulfilling the requirements of California Vehicle Code Section 21400. The committee is to take into account the needs of all users of streets, roads and highways specified in Government Code Section 65302(b), prior to advising the California State Department of Transportation.
- b. Promote the uniform and functional design and application of traffic control devices.
- c. Gather, disseminate, and exchange information among **stakeholders**. ~~State, national and local agencies having responsibilities relative to traffic control devices.~~

- .
- d. Serve as a forum to review and evaluate proposals of responsible agencies **concerned with traffic control devices**. ~~on behalf of their respective local authorities (as defined in Section 385 of the California Vehicle Code) concerning experimentation with traffic control devices.~~
  - e. ~~Obtain and report to the parent organizations the consensus on legislation, research and development, and practices regarding traffic control devices.~~  
**Periodically advise the parent organizations on significant issues regarding traffic control devices that are exclusive to California.**
  - f. ~~Advise the California State Department of Transportation on standards and policy for traffic control devices in California, and to encourage their use.~~
  - g. Encourage research and development of traffic control devices.
  - h. Review the California ~~State Department of Transportation~~ **Manual on Uniform Traffic Control Devices** pertaining to traffic control devices, and advise the California State Department of Transportation in the revisions thereof.
  - i. To assist the California State Department of Transportation in interpretation of the **Federal Highway Administration** Manual on Uniform Traffic Control Devices and other Federal publications.

### ARTICLE III

#### MEMBERSHIP AND ORGANIZATION

The membership of the Committee shall consist of six parent organizations. It is the intent that Committee members shall represent both urban and rural areas distributed geographically throughout the State, and to this end dual representation is authorized to the County State Association of Counties and League of California Cities.

The parent organizations shall consist of the following:

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

The parent organizations shall each designate in writing one delegate and one alternate except that:

- a. The California State Association of Counties and League of California Cities shall each designate two delegates and two alternates. ~~The State of California Department of Transportation shall designate three delegates and three alternates, one of whom will represent road users and two of whom will represent non-motorized road users.~~ Only designated alternates may act in the absence of the appointed delegate.

## ARTICLE IV

### PRACTICES

#### Section 1 - Voting

Each delegate is entitled to one vote. A concurring vote of ~~six~~ **seven** delegates shall be required on all policy decisions pertaining to Article II Paragraph a.

#### Section 2 - Officers

The officers of the Committee shall consist of a chairperson, and a vice chairperson.

~~The chairperson and vice chairperson of the Committee shall be elected to serve for two calendar years.~~ **The chairperson and vice chairman are to be nominated, elected and to take office at the first meeting of the calendar year of the two-year term. The representatives of the California Highway Patrol and the California Department of Transportation are not eligible to be chairperson and vice chairperson.** It shall be the chairperson's duty to moderate the meetings. The vice chairperson shall preside in the absence of the chairperson. If both are absent, a temporary chairperson shall be chosen at the meeting.

A secretary shall be appointed by the California State Department of Transportation. It shall be his/her duty to maintain Committee files, publish an agenda prior to each meeting, keep and publish minutes of the meetings, distribute pertinent action of national committees and other agencies to members, transmit actions of the Committee to members and other interested agencies, and to perform such other duties as may be assigned by the chairperson or by vote of the Committee.

#### Section 3 - Non-Voting Membership

Other organizations and individuals concerned with traffic control devices may be invited to attend meetings, particularly if agenda items are of special interest to them. Technical consultants may be invited to participate in the activities of the Committee as needed. Legal services shall be provided by the California State Department of Transportation.

## ARTICLE V

### PROCEDURES

#### Section 1 - Meetings

The Committee shall hold at least three public meetings each year and at such additional times as may be designated by the chairperson or requested by seven or more of the delegates. The meeting places shall be determined by the chairperson **and consecutive meeting locations should be alternated between Northern and Southern California.** Seven delegates or their designated alternates shall constitute a quorum.

**Delegates who miss three consecutive meetings or three of the most recent six meetings will be relieved of their service to the CTCDC.**

Section 2 - Procedure

The following rules of procedure shall define the routine internal operation of the Committee:

- To carry out the purposes of this Committee.
- To publish an annual report of the Committee's activities.

Section 3 - Amendments

These By-laws may be amended by ~~three-fourths~~ **seven** votes of the ~~eight~~ **ten** delegates, either at a meeting or by letter ballot.

These By-laws, or any amendments thereof, shall become effective upon the approval of the parent organizations.

ARTICLE VI  
ADOPTION

These By-laws of the California Traffic Control Devices Committee are hereby approved by the parent organizations:

CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION

_____	Director	_____
NAME	Title	Date

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

_____	Commissioner	_____
NAME	Title	Date

CALIFORNIA STATE ASSOCIATION OF COUNTIES

_____	<u>Executive Director</u>	_____
NAME	Title	Date

LEAGUE OF CALIFORNIA CITIES

_____	<u>Executive Director</u>	_____
NAME	Title	Date

AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

_____	<u>President</u>	_____
NAME	Title	Date

CALIFORNIA STATE AUTOMOBILE ASSOCIATION

_____	<u>President</u>	_____
NAME	Title	Date

**11-01 California MUTCD Revision (2011 Final Draft) to include National MUTCD 2009, CTCDC recommendations, errors/errata and editorial changes.****Background:**

Caltrans has completed revisions to the current California MUTCD in response to discussions of four CTCDC workshops in 2010 and the final workshop on July 21<sup>st</sup> & 22<sup>nd</sup> in Long Beach, while reviewing the National MUTCD 2009 edition.

In addition to the adoption of National MUTCD 2009, Caltrans has included the following topics in this revision:

- All traffic control device policies that have been made official since January 21, 2010 and posted on the CA MUTCD web site at the following web link as “New Policy Directives”:  
<http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy.htm>
- All errors/errata and editorial changes that have been submitted for the California MUTCD since its issuance on January 21, 2010. These changes are minor and correct existing current policy. They do not constitute any change to current policy.

The National MUTCD 2009 was not effective immediately in California, California had a maximum of 2 years from the January 15, 2010 effective date to incorporate these changes into the California MUTCD. The revised California MUTCD (2011 FINAL DRAFT) incorporating the National MUTCD 2009 needs to be issued on or before January 15, 2012.

Caltrans held five workshops to discuss this revision and changes incorporating the National MUTCD 2009 per topics and locations as per below:

- WORKSHOP #1: [April 14, 2010 \(Sacramento\)](#) – Part 1 (General), Part 5 (Low-Volume Roads), Part 7 (Schools) & Part 9 (Bicycles)
- WORKSHOP #2: [June 9 -10, 2010 \(Costa Mesa\)](#)- Part 2 (Signs)
- WORKSHOP #3: [August 31 & September 1, 2010 \(Santa Ana\)](#) - Parts 3 (Markings) & 6 (TTC Work Zones)
- WORKSHOP #4: [October 19-20, 2010 \(Sacramento\)](#) - Parts 4 (Traffic Signals) & 8 (Railroad Xing)
- WORKSHOP #5: [July 21-22, 2011 \(Long Beach\)](#) – Focused on submitted public comments on all parts for the draft CA MUTCD 2011 that was posted online and made available for comment.
- 

Caltrans has completed the FINAL DRAFT of CA MUTCD 2011 revision. It is available for public review and comment and was posted online on September 9, 2011 with a deadline for submitting public comments of October 10, 2011.

It is available at the following web link:

[http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca\\_mutcd2011\\_draftrevisions.htm](http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd2011_draftrevisions.htm)

FHWA California Division office is reviewing the California MUTCD (2011 Final Draft) revisions to ensure these revisions are in substantial conformance with the National MUTCD. Caltrans and FHWA will issue a joint letter to make the revised California MUTCD (2011 Final Draft) the official traffic control device manual for California pending final CTCDC recommendation.

Caltrans hereby seeks recommendation from the CTCDC to formally adopt this revised California MUTCD 2011 FINAL DRAFT as the official traffic control device manual for California at the October 20, 2011 CTCDC public meeting. It is anticipated that pursuant to receiving this recommendation from

CTCDC, Caltrans will make any last changes recommended by CTCDC at this meeting and issue the official California MUTCD 2011 sometime by end of 2011. The deadline for adopting the National MUTCD 2009 is January 15, 2012.

**11-19 Request to experiment with 2<sup>nd</sup> advance California Welcome Center Freeway Destination Sign**

**Proposal:** Caltrans/El Dorado Hills Chamber of Commerce request to approve the location of two California Welcome Center signs on U.S. 50, approximately 15 miles from El Dorado Hills

**Agency Making Request:** Caltrans/El Dorado Hills Chamber of Commerce

**Sponsor:** Wayne Henley, CTCDC member representing Caltrans

**California Welcome Center Signs (SG47(CA) Series) –(Current Policy)**

Option:

The CALIFORNIA WELCOME CENTER (SG47(CA) Series) signs may be placed directing to a statewide network of visitor information centers as designated by the California Office of Tourism to encourage tourism in California and provide benefits to the State economy.



SG47A (CA)



SG47B (CA)



SG47C (CA)



SG47D (CA)

**Standard:**

The facilities signed shall have a principal function of providing statewide tourist information. Centers that can be so designated shall include, but not be limited to, centers operated by convention centers and visitor bureaus, chambers of commerce, federal, state or local governments, or private entities.

Designation of an entity as a California Welcome Center shall be based on conditions established by the Office of Tourism through written agreement with the entity. The SG47(CA) Series signs shall have a yellow welcome center logo, and a white legend and border on a blue background.

Guidance:

The SG47(CA) Series signs should be placed as separate installations with the individual welcome centers being charged directly for the initial and ongoing cost and fees related production, maintenance and permitting of the signs.

Facilities should be within 4.8 km (3 mi) in urban areas and 8.0 km (5 mi) of a State highway and have reasonably direct access from, and return to, the highway.

**Standard:**

**Follow-up signing, if necessary, shall be placed by local jurisdictions before these signs are placed on the State highway.**

**If operated only on a seasonal basis, where criteria cannot be met during closed periods, signs shall be covered or removed as directed by the Office of Tourism.**

**Option:**

The CALIFORNIA WELCOME CENTER X MILES (SG47A(CA)) sign may be placed on the nearest freeway approximately 3.2 km (2 mi), or more as appropriate, in advance of the exit to a California Welcome Center that has been established under the authority of the California Office of Tourism.

The CALIFORNIA WELCOME CENTER with Arrow (SG47C(CA)) sign may be placed at a freeway ramp terminal, conventional highway or local road to provide direction to a California Welcome Center that has been established under the authority of the California Office of Tourism.

The CALIFORNIA WELCOME CENTER X MILES with Arrow (SG47D(CA)) sign may be placed at a freeway ramp terminal to provide direction and distance to a California Welcome Center that has been established under the authority of the California Office of Tourism.

**Guidance:**

The distance on the SG47D(CA) sign should be no more than 4.8 km (3 mi) from the State highway.

**Support:**

The Welcome Center will be charged directly for the initial and ongoing cost and fees related to production, maintenance and permitting of the SG47A(CA), SG47B(CA), SG47C(CA) and SG47D(CA) signs.

**Background:**

**Caltrans could have asked the CTCDC to make a recommendation for the additional optional California Welcome Center (CWC) sign in advance of the CWC without going through the experimentation process. However, the El Dorado Hills Chamber of Commerce (EDHCofC) stated that it has data on the number of CWC visitors based on the one advance freeway destination sign, and, they believe that a second advance freeway destination sign from each approach will generate more visitors. The EDHCofC plans to collect data for a two year time-period and will submit to the CTCDC for evaluation. If a second CWC freeway destination sign contributes to increasing the number of visitors to the CWC, then, CTCDC should consider recommending a change in policy to allow up to two advance CWC signs from each approach. Caltrans and EDHCofC will work on this task together.**

**The following proposal is submitted by the EDHCofC:**

September 1, 2011

Devinder Singh, Executive Secretary

California Traffic Control Devices Committee – MS36

P.O. Box 942874

Sacramento, CA 94274-0001

**Re: Request to approve the location of two California Welcome Center signs on U.S. 50, approximately 15 miles from El Dorado Hills**

Dear Mr. Singh:

**Proposal:** Caltrans/El Dorado Hills Chamber of Commerce request to approve the location of two California Welcome Center signs on U.S. 50, approximately 15 miles from El Dorado Hills

**Agency Making Request:** Caltrans/El Dorado Hills Chamber of Commerce

**Sponsor:** Wayne Henley, CTCDC member representing Caltrans

**Nature of Problem:** The California Business, Transportation and Housing Agency, Division of Tourism issued a Request for Proposal for bids to develop California Welcome Centers and accepted a bid from the El Dorado Hills Chamber of Commerce. One of the specifications within the EDHCofC proposal (accepted by the State) was that California Welcome Center signs be situated 15 miles prior to the center's exit. However, those signs have not yet been installed.

In order to fulfill the state's obligation to place California Welcome Center signs as contracted, approval of their location is requested of the California Traffic Control Devices Committee. Additionally, it has been proposed that placement of these signs (since they have not existed since opening of the Welcome Center in 2010) provide Caltrans with the opportunity to test what influence early notice to motorists of California Welcome Centers has on increasing visitation to California Welcome Centers.

**Background:** In 2009, the California Business, Transportation and Housing Agency (BTH) Division of Tourism approved a proposal submitted by the EDHCof C (in response to a BTH Request For Proposal) to

finance, develop and operate a California Welcome Center. On page 12 of its proposal, the EDHCofC specified that it would fund the placement of highway signs as follows:

- Two signs will be placed 15 miles from the center, after the Rancho Cordova exit (heading east) and after the Placerville exit (heading west).
- Two signs will be placed 1.5 to 2 miles from EDH, after the Bidwell Street exit (heading east) and after the Bass Lake exit (heading west).
- Two "Next Exit" signs will be placed before Exit 30A (heading east) and before Exit 30 (heading west).

Subsequently, the California Department of Transportation (Caltrans) placed – as funded by the EDHCofC – California Welcome Center highway signs 1.5 to 2 miles from and directly in advance (Next Exit) of Exit 30A and 30, but did not place signs 15 miles distant from these exits, as specified in the approved proposal. By accepting the EDHCofC's proposal, the State of California obligated itself to install all signs proposed by the EDHCofC.

The EDHCofC specifically proposed signs at 15, 1.5 to 2 and "Next Exit" distances in order to adequately notice motorists of the location of the California Welcome Center, because of the unusual character and function of a California Welcome Center. EDHCofC determined that each of these signs was necessary to alert motorists far enough away for them to decide to stop to plan their journeys through California.

A significant consideration by the EDHCofC in deciding to submit a proposal for a California Welcome Center was the higher visibility the State of California provides to its official state travel planning centers (California Welcome Centers). In return for that increased exposure, EDHCofC is obligated to pay the State an annual fee (\$5,000), and design, build and operate the California Welcome Center in compliance with State guidelines. It is estimated that to do so, EDHCofC has invested \$200,000. This is much more costly than to operate a normal tourist information center, but the cost is offset by sponsors who similarly seek the higher visibility of being in a California Welcome Center.

Therefore, a pivotal consideration to EDHCofC of whether to submit a proposal was whether the center would be identified early enough to attract financial support from sponsors who would underwrite its development and continued operation. By not fulfilling its acceptance of the EDHCofC's proposal, the State of California has not held up its side of the bargain and jeopardized support for the center, as well as the initial investment.

The proposed placement of highway signs at 15 miles was based on historic precedent. The EDHCofC consultant who prepared the proposal was John Poimiroo, former Deputy Secretary for Tourism of the California Trade and Commerce Agency (now a function within BTH). Mr. Poimiroo had worked closely with Senator Hershel Rosenthal (author of the bill) and BTH to craft the original California Welcome Center law.

Mr. Poimiroo explains that at the time the bill was being reviewed, Caltrans had asked the California Trade and Commerce Agency, Division of Tourism for assistance in determining how best to sustain financial support for the improvement and sustainment of California Highway Safety Rest Areas (see attached email). Signs alerting motorists to state rest areas are commonly placed 20 to 30 miles distant from them. It was agreed that California Welcome Centers (as officially sanctioned state travel planning centers) would be identified similarly to California Highway Safety Rest Areas. Coincidentally, Mr. Poimiroo also worked with Senator Mike Thompson to craft the Tourist Oriented Directional Signs (TODS) law, which similarly specified that TODS signs could appear on state highways up to ten miles from the tourism service facility.

The rationale for this was that unlike local Tourist Information Centers (which have no obligation to provide travel information beyond their immediate area) California Welcome Centers are required by the State of California to represent all of California and therefore require greater notice in order to plan a stop. CWCs are also greatly limited in number (only 20 exist across the state). Therefore, it became the practice that the first Welcome Centers be identified at distances similar to how California Highway Safety Rest Areas were noticed. Early California Welcome Centers (depending upon their resources) placed signs from 13 (Ontario) to 19 miles (Rohnert Park) distant. CWC Santa Rosa still has signs at that distance.

So, it was with this knowledge that the EDHCofC requested two signs at 15 miles from El Dorado Hills. When its proposal was accepted by BTH without comment, it believed every aspect of the proposal had been accepted and proceeded soliciting sponsors to fund and develop the center in response to the proposal.

It has been recently suggested that installation of the two additional California Welcome Center signs now, provides CalTrans with the additional opportunity to study to what extent placement of signs at from 10 to 15 miles distant increases visitation to a California Welcome Center. Considering that BTH studies have documented that CWCs benefit the State of California by encouraging travelers to stay longer and spend more in California, such a study could determine the economic value of providing the same early notice to other California Welcome Centers.

**Proposal:** It is proposed that two California Welcome Center signs be authorized to be placed on U.S. 50 at approximately 15 miles from El Dorado Hills exits at Latrobe Road and El Dorado Hills Boulevard, and that a study be conducted thereafter to determine whether the signs contributed to increased visitation, for the purpose of providing guidance as to whether placement of signs at such distance should be provided for other future California Welcome Centers.

**Time period and location:** California Welcome Center law requires that operators of Welcome Centers pay for the signs and their installation. The signs' maintenance and replacement remains as an obligation of the Welcome Center and they are permanent as specified within the RFP, as long as the California Welcome Center remains operating. It is requested that the California Traffic Control Devices Committee authorize the placement of two California Welcome Center signs on U.S. 50 following the

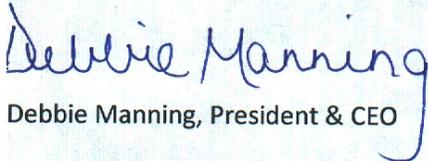
Zinfandel Road onramp (east bound) in Rancho Cordova and following the Missouri Flat Rd. onramp (west bound) near Placerville.

**Evaluation plan:** California Welcome Center El Dorado Hills opened in 2010. It has since kept monthly visitation records (Appendix A). The effect of placing the additional California Welcome Center signs will be assessed each month following their installation by comparing change in visitation to the Welcome Center in relation to historical record and other environmental factors (overall highway traffic, highway or arterial road construction, California Tourism growth or decline, etc.).

**Progress report and final report:** California Welcome Center El Dorado Hills will provide the Committee with reports every six months for two years from the installation of the signs to help determine what change in Welcome Center visitation can be attributed to the installation of the signs. A final report, two years following installation of the signs will summarize any effect on visitation from the additional signs.

**Termination of the Study:** The study will end 24 months after the additional signs are installed.

Sincerely yours,



Debbie Manning, President & CEO

El Dorado Hills Chamber of Commerce

California Welcome Center, El Dorado Hills



2085 Vine St., Ste. 105  
 El Dorado Hills CA  
 (916) 358-3700 ♦ www.visitcwc.com

APPENDIX A

Guest Visits - May 1, 2010-August 30, 2011

	Local	California	Other usa	Intl.	Total
May	72		16	4	92
June	517		275	91	883
July	441		522	119	1082
August	170		784	112	1066
September	419		254	167	840
October	657	171	294	117	1239
November	992	197	122	47	1358
December	3208	108	70	20	3406
January	252	118	81	12	463
February	449	263	84	11	812
March	279	183	117	47	626
April	279	177	158	65	679
May	297	198	172	83	750
June	419	248	415	99	1181
July	603	196	285	106	1190
August	228	157	279	112	776
				<b>TOTAL</b>	<b>16,443</b>

Events

Santa Nov-Dec	3742
Wine Tasting Feb 16th	196
Wine Tasting June 29th	109

\*12,701 x \$15 per person = \$190,515.00

10% stay one additional night  
 1270.10 x 125 = \$158,762.50

10% return  
 1270.10 x 500 = \$635,050.00

**Total Revenue = \$984,327.50**

Based on CCTC formula

\*Does not include Santa visitors

**11-20 Interim Approval on Colored Bike Lane, Electric Vehicle Charging Symbol sign and Rectangular Rapid Flashing beacons**

**Note:** The blanket use of RRFB in California will be applicable only after the approval is granted by the FHWA (**which is August 10, 2011 see letter attached below**), because the use of RRFB in California was not an official device before this request. In addition, California Traffic Control Devices Committee (CTCDC) and Caltrans appreciates the City of Santa Monica and the City of Coachella for comparing the RRFB with Round Rapid Flashing Beacon to see if more options could be made available for the safety of pedestrians in California.

**DEPARTMENT OF TRANSPORTATION**

## DIVISION OF TRAFFIC OPERATIONS

1120 N STREET, MS 36

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4551

FAX (916) 653-6080

TTY (916) 653-4086

*Flex your power!  
Be energy efficient!*

August 5, 2011

Mr. Mark R. Kehrl  
Director, Office of Transportation Operations  
Federal Highway Administration  
1200 New Jersey Avenue, S.E., HOTO-1  
Washington, DC 20590

Re.: Interim Approval Request

Dear Mr. Kehrl:

As per the provisions of Section 1A.10 of the 2003 edition with Revision 1 & 2 December 2007 of the Manual on Uniform Traffic Control Devices and the Interim Approval process, the California Department of Transportation hereby requests approval to use the following devices on a blanket basis statewide, including all local jurisdictions within California:

- Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (RRFB)
- Interim Approval for Optional Use of an Alternative Electric Vehicle Charging General Service Symbol Sign
- Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes

We understand that if approval is granted, in accordance with Section 1A.10, any local jurisdiction using these devices under this statewide interim approval is required to inform the California Department of Transportation of such use. Also, they must agree to terminate the use if it becomes apparent that there are significant safety concerns.

The blanket use of RRFB in California will be applicable only after the approval is granted by the FHWA, because the use of RRFB in California was not an official device before this request. In addition, California Traffic Control Devices Committee (CTCDC) and Caltrans appreciates the City of Santa Monica and the City of Coachella for comparing the RRFB with Round Rapid Flashing Beacon to see if more options could be made available for the safety of pedestrians in California.

If you have any questions, please contact me at (916) 654-6246 or via e-mail [wayne.henley@dot.ca.gov](mailto:wayne.henley@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Wayne Henley".

WAYNE HENLEY, Chief  
Office of Signs, Markings and External Support

*"Caltrans improves mobility across California"*



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**AUG 1 2 2011**

1200 New Jersey Avenue, SE  
Washington, D.C. 20590

In Reply Refer to:  
HOTO-1

Mr. Wayne Henley  
California Department of Transportation  
Division of Traffic Operations  
Office of Signs, Markings and External  
Support  
1120 N Street, MS 36  
Sacramento, CA 94273-0001

Dear Mr. Henley:

Thank you for your letter of August 5 requesting approval to use green colored pavement in marked bike lanes and bike lane extensions statewide on all highways in California, including all local jurisdictions. Your request is made under the provisions of Section 1A.10 of the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD) and our Interim Approval Memorandum IA-14 dated April 15, 2011.

Your request is approved, subject to the terms and conditions of the referenced Interim Approval memorandum and to your agreement to comply with Item D of Paragraph 18 of Section 1A.10 of the MUTCD. Please develop and periodically update a list of all locations where green colored pavement is installed in California.

Your specific approval has been assigned the following number and title: "IA-14.10 – Green Colored Pavement for Bike Lanes – California Statewide." Please reference this number and title in any future correspondence.

Thank you for your interest in improving highway safety. If we can be of further assistance on this matter, please contact Mr. Bruce Friedman at [bruce.friedman@dot.gov](mailto:bruce.friedman@dot.gov).

Sincerely yours,

A handwritten signature in black ink, appearing to read "Mark R. Kehrli".

Mark R. Kehrli  
Director, Office of Transportation  
Operations



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**AUG 10 2011**

1200 New Jersey Avenue, SE  
Washington, D.C. 20590

In Reply Refer to:  
HOTO-1

Mr. Wayne Henley  
Chief  
California Dept. of Transportation  
Division of Traffic Operations  
Office of Signs, Markings and External  
Support  
P.O. Box 942873  
Sacramento, CA 94273

Dear Mr. Henley:

Thank you for your letter of August 5 requesting approval to use alternative Electric Vehicle Charging General Services symbol signs on all highways in California, including all local jurisdictions. Your request is made under the provisions of Section 1A.10 of the 2009 edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD) and our Interim Approval Memorandum IA-13 dated April 1, 2011.

Your request is approved, subject to the terms and conditions of the referenced Interim Approval memorandum and to your agreement to comply with Item D1 (restoration of sites following issuance of a Final Rule) of Paragraph 18 of Section 1A.10 of the MUTCD. Please develop and periodically update a list of all locations where alternative Electric Vehicle Charging General Services symbol signs are installed in California. Your specific approval has been assigned the following number and title: "IA-13.3 – Alternative Electric Vehicle Charging General Services Symbol Sign – California." Please reference this number and title in any future correspondence.

Thank you for your interest in improving highway safety. If we can be of further assistance on this matter, please contact Mr. Kevin Sylvester at [kevin.sylvester@dot.gov](mailto:kevin.sylvester@dot.gov).

Sincerely yours,

Mark R. Kehrli  
Director, Office of Transportation  
Operations



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**AUG 10 2011**

1200 New Jersey Avenue, SE  
Washington, D.C. 20590

In Reply Refer To: HOTO-1

Mr. Wayne Henley  
Chief  
Office of Signs, Markings, & External  
Support  
California Department of Transportation  
P.O. Box 942873  
Sacramento, CA 94273-0001

Dear Mr. Henley:

Thank you for your letter of August 5 requesting approval to use Rectangular Rapid Flashing Beacons (RRFB) on a blanket basis at uncontrolled pedestrian and school crosswalk locations statewide in California, including State highways and all local jurisdictions' roadways. Your request is made under the provisions of Section 1A.10 of the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD) and our Interim Approval memorandum IA-11 dated July 16, 2008.

Your request is approved, subject to the terms and conditions of the referenced Interim Approval memorandum and to your agreement to comply with Item D.1. of Paragraph 18 of Section 1A.10 of the MUTCD. This approval is granted on a blanket basis for all locations in California at which the California Department of Transportation and local highway agencies install RRFBs under the technical conditions contained in IA-11. Please develop and periodically update a list of all locations where RRFB are installed in California. Local jurisdictions that install RRFB under this Interim Approval should inform your office of such installations so you can maintain a comprehensive list of locations. Your specific approval has been numbered "IA-11-83 - RRFB - California Statewide." Please reference this number in any future correspondence.

Thank you for your interest in improving pedestrian safety. If we can be of further assistance on this matter, please feel free to contact Mr. Scott Wainwright of our MUTCD Team by e-mail at [scott.wainwright@dot.gov](mailto:scott.wainwright@dot.gov) or by telephone at 202-366-0857.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Mark R. Kehrli".

Mark R. Kehrli  
Director, Office of Transportation  
Operations

**7 Next Meeting**

**8 Adjourn**