

APPENDICES

Appendix:

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BICYCLE TRANSPORTATION POLICIES AND STATUTES

Bicycle Technical Guidelines

- 1. California Vehicle Code Sections 21960 and 23330**
- 2. California Streets and Highway Code Section 887-894**
- 3. California Assembly Concurrent Resolution**
- 4. Caltrans Deputy Directive 64-R1, October 2, 2008**
- 5. Caltrans Director's Policy Context Sensitive Solutions, January 29, 2001**

California Vehicle Code Sections Restricting Bicycle Use

Freeways and Expressways: Use Restrictions

21960. (a) The Department of Transportation and local authorities, by order, ordinance, or resolution, with respect to freeways, expressways, or designated portions thereof under their respective jurisdictions, to which vehicle access is completely or partially controlled, may prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other nonmotorized traffic or by any person operating a motor-driven cycle, motorized bicycle, or motorized scooter. A prohibition or restriction pertaining to bicycles, motor-driven cycles, or motorized scooters shall be deemed to include motorized bicycles; and no person may operate a motorized bicycle wherever that prohibition or restriction is in force. Notwithstanding any provisions of any order, ordinance, or resolution to the contrary, the driver or passengers of a disabled vehicle stopped on a freeway or expressway may walk to the nearest exit, in either direction, on that side of the freeway or expressway upon which the vehicle is disabled, from which telephone or motor vehicle repair services are available.

(b) The prohibitory regulation authorized by subdivision (a) shall be effective when appropriate signs giving notice thereof are erected upon any freeway or expressway and the approaches thereto. If any portion of a county freeway or expressway is contained within the limits of a city within the county, the county may erect signs on that portion as required under this subdivision if the ordinance has been approved by the city pursuant to subdivision (b) of Section 1730 of the Streets and Highways Code.

(c) No ordinance or resolution of local authorities shall apply to any state highway until the proposed ordinance or resolution has been presented to, and approved in writing by, the Department of Transportation.

(d) An ordinance or resolution adopted under this section on or after January 1, 2005, to prohibit pedestrian access to a county freeway or expressway shall not be effective unless it is supported by a finding by the local authority that the freeway or expressway does not have pedestrian facilities and pedestrian use would pose a safety risk to the pedestrian.

Amended Sec. 6, Ch. 722, Stats. 1999. Effective January 1, 2000.

Animals, Vehicles, Bicycles, and Motorized Bicycles

23330. Except where a special permit has been obtained from the Department of Transportation under the provisions of Article 6 (commencing with Section 35780) of Chapter 5 of Division 15, none of the following shall be permitted on any vehicular crossing:

(a) Animals while being led or driven, even though tethered or harnessed.

(b) Bicycles, motorized bicycles, or motorized scooters, unless the department by signs indicates that bicycles, motorized bicycles, or motorized scooters, or any combination thereof, are permitted upon all or any portion of the vehicular crossing.

(c) Vehicles having a total width of vehicle or load exceeding 102 inches.

(d) Vehicles carrying items prohibited by regulations promulgated by the Department of Transportation.

Amended Sec. 8, Ch. 722, Stats. 1999. Effective January 1, 2000.

CALIFORNIA STREETS AND HIGHWAYS CODE - 2006
SECTION 887-888.8 & 890-894.2 & 30112.

887. As used in this chapter, "nonmotorized transportation facility" means a facility designed primarily for the use of pedestrians, bicyclists, or equestrians. It may be designed primarily for one or more of those uses.

887.2. The department, in cooperation with local agencies, shall publish a statewide map illustrating state highway routes available for the use of bicyclists and, where bicyclists are prohibited from using a state highway, illustrating, in such a case, safe, alternate routes available to the bicyclist.

887.4. Prior to December 31 of each year, the department shall prepare and submit an annual report to the Legislature summarizing programs it has undertaken for the development of nonmotorized transportation facilities, including a summary of major and minor projects. The report shall document all state funding for bicycle programs, including funds from the Bicycle Transportation Account, the Transportation Planning and Development Account, and the Clean Air Transportation Improvement Act. The report shall also summarize the existing directives received by the department from the Federal Highway Administration concerning the availability of federal funds for the programs, together with an estimate of the fiscal impact of the federal participation in the programs.

887.6. Upon the request of a public agency, as defined by Section 6500 of the Government Code, the department may enter into an agreement with the agency for the construction and maintenance of nonmotorized transportation facilities which generally follow a state highway right-of-way where the department has determined that the facility will improve safety and convenience for bicyclists.

The department's contribution, if any, to the cost of constructing the nonmotorized facilities shall be based upon a finding that the traffic safety or capacity of the highway will be increased. The agreements may provide for the handling and accounting of funds, the acquisition or conveyance of right-of-way, maintenance, and any other phase of the project.

887.8. (a) After consulting with the law enforcement agency having primary traffic law enforcement responsibility with respect to the state highway, the department may construct and maintain nonmotorized transportation facilities approximately paralleling that highway.

(b) Where the traffic safety or capacity of the highway would be increased, the department shall pay for the construction and maintenance of nonmotorized transportation facilities approximately paralleling the highway.

(c) The Legislature finds and declares that the construction and maintenance of nonmotorized transportation facilities constitute a highway purpose under Article XIX of the California Constitution, and justify the expenditure of highway funds and the exercise of the power of eminent domain therefor.

888. The department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for nonmotorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route or such a route exists.

888.2. The department shall also incorporate nonmotorized transportation facilities in the design of freeways on the state highway system along corridors where nonmotorized facilities do not exist, upon a finding that the facilities would conform to the California Recreational Trails System Plan specified in Section 5070.7 of the Public Resources Code or upon a finding, following a public hearing, that the facilities would conform to the master plans of local agencies for the development of nonmotorized facilities and would not duplicate existing or proposed routes, and that community interests would be enhanced by the construction of the facilities.

The department shall establish an annual priority list of projects to be funded pursuant to this section, which shall primarily benefit bicyclists rather than other highway users.

888.4. Each annual budget prepared pursuant to Section 165 shall include an amount of not less than three hundred sixty thousand dollars (\$360,000) for the construction of nonmotorized transportation facilities to be used in conjunction with the state highway system.

888.8. The department may enter into any agreements, execute any documents, establish and manage any accounts or deposits, or take any other action that may be appropriate to receive and expend funds from the federal government in connection with state or local agency bicycle programs and nonmotorized transportation projects for which federal funds are available. The department may undertake demonstration projects and perform technical studies.

890. It is the intent of the Legislature, in enacting this article, to establish a bicycle transportation system. It is the further intent of the Legislature that this transportation system shall be designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills.

890.2. As used in this chapter, "bicycle" means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having either two or three wheels in a tandem or tricycle arrangement.

890.3. As used in this article, "bicycle commuter" means a person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.

890.4. As used in this article, "bikeway" means all facilities that provide primarily for bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Class I bikeways, such as a "bike path," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Class II bikeways, such as a "bike lane," which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Class III bikeways, such as an onstreet or offstreet "bike route," which provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

890.6. The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic traffic control devices, drainage, and general safety. The criteria shall be updated biennially, or more often, as needed.

890.8. The department shall establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted.

891. All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8.

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

(c) A map and description of existing and proposed bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

891.4. (a) A city or county that has prepared a bicycle transportation plan pursuant to Section 891.2 may submit the plan to the county transportation commission or transportation planning agency for approval. The city or county may submit an approved plan to the department in connection with an application for funds for bikeways and related facilities which will implement the plan. If the bicycle transportation plan is prepared, and the facilities are proposed to be constructed, by a local agency other than a city or county, the city or county may submit the plan for approval and apply for funds on behalf of that local agency.

(b) The department may grant funds applied for pursuant to subdivision (a) on a matching basis which provides for the applicant's furnishing of funding for 10 percent of the total cost of constructing the proposed bikeways and related facilities. The funds may be used, where feasible, to apply for and match federal grants or loans.

891.5. The Sacramento Area Council of Governments, pursuant to subdivision (d) of Section 2551, may purchase, operate, and maintain callboxes on class 1 bikeways.

891.8. The governing body of a city, county, or local agency may do all of the following:

(a) Establish bikeways.

(b) Acquire, by gift, purchase, or condemnation, land, real property, easements, or rights-of-way to establish bikeways.

(c) Establish bikeways pursuant to Section 21207 of the Vehicle Code.

892. (a) Rights-of-way established for other purposes by cities, counties, or local agencies shall not be abandoned unless the governing body determines that the rights-of-way or parts thereof are not useful as a nonmotorized transportation facility.

(b) No state highway right-of-way shall be abandoned until the department first consults with the local agencies having jurisdiction over the areas concerned to determine whether the right-of-way or part thereof could be developed as a nonmotorized transportation facility. If an affirmative determination is made, before abandoning the right-of-way, the department shall first make the property available to local agencies for development as nonmotorized transportation facilities in accordance with Sections 104.15 and 887.6 of this code and Section 14012 of the Government Code.

892.2. (a) The Bicycle Transportation Account is continued in existence in the State Transportation Fund, and, notwithstanding Section 13340 of the Government Code, the money in the account is continuously appropriated to the department for expenditure for the purposes specified in Section 892.4. Unexpended moneys shall be retained in the account for use in subsequent fiscal years.

(b) Any reference in law or regulation to the Bicycle Lane Account is a reference to the Bicycle Transportation Account.

892.4. The department shall allocate and disburse moneys from the Bicycle Transportation Account according to the following priorities:

(a) To the department, the amounts necessary to administer this article, not to exceed 1 percent of the funds expended per year.

(b) To counties and cities, for bikeways and related facilities, planning, safety and education, in accordance with Section 891.4.

892.5. The Bikeway Account, created in the State Transportation Fund by Chapter 1235 of the Statutes of 1975, is continued in effect, and, notwithstanding Section 13340 of the Government Code, money in the account is hereby continuously appropriated to the department for expenditure for the purposes specified in this chapter. Unexpended money shall be retained in the account for use in subsequent fiscal years.

892.6. The Legislature finds and declares that the construction of bikeways pursuant to this article constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefor.

893. The department shall disburse the money from the Bicycle Transportation Account pursuant to Section 891.4 for projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:

(a) New bikeways serving major transportation corridors.

(b) New bikeways removing travel barriers to potential bicycle commuters.

(c) Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings.

(d) Bicycle-carrying facilities on public transit vehicles.

(e) Installation of traffic control devices to improve the safety and efficiency of bicycle travel.

(f) Elimination of hazardous conditions on existing bikeways.

(g) Planning.

(h) Improvement and maintenance of bikeways.

In recommending projects to be funded, due consideration shall be given to the relative cost effectiveness of proposed projects.

893.2. The department shall not finance projects with the money in accounts continued in existence pursuant to this article which could be financed appropriately pursuant to Article 2 (commencing with Section 887), or fully financed with federal financial assistance.

893.4. If available funds are insufficient to finance completely any project whose eligibility is established pursuant to Section 893, the project shall retain its priority for allocations in subsequent fiscal years.

893.6. The department shall make a reasonable effort to disburse funds in general proportion to population. However, no applicant shall receive more than 25 percent of the total amounts transferred to the Bicycle Transportation Account in a single fiscal year.

894. The department may enter into an agreement with any city or county concerning the handling and accounting of the money disbursed pursuant to this article, including, but not limited to, procedures to permit prompt payment for the work accomplished.

894.2. The department, in cooperation with county and city governments, shall adopt the necessary guidelines for implementing this article.

30112. The department and commission shall consider the inclusion of bicycle and pedestrian facilities on each new toll bridge designed and constructed pursuant to this division, including appropriate connections thereto. Such facilities shall be included on each such new bridge if the commission finds that they are economically and physically feasible. If the commission finds such facilities are not feasible, it shall report its findings to the Legislature at least one year prior to commencement of construction, including the facts on which the commission based its decision.

The cost of the bicycle and pedestrian facilities on the approaches to the toll bridge shall be paid by the commission as a part of the cost of construction of the toll bridge, unless the cost of such facilities is to be paid by a governmental agency other than a state agency. The feasibility study for such facilities shall reflect whether the commission or a governmental agency other than a state agency shall pay the cost of such facilities.

The Legislature finds that the increased use of the bicycle is a desirable activity which should be encouraged by the improvement of access available to that mode of transportation. It is the intent of the Legislature, in enacting this section, to provide for the use of toll bridges by both pedestrians and bicycles, wherever this is economically and physically feasible.

Assembly Concurrent Resolution No. 211

RESOLUTION CHAPTER 120

Assembly Concurrent Resolution No. 211—Relative to integrating walking and biking into transportation infrastructure.

[Filed with Secretary of State August 20, 2002.]

LEGISLATIVE COUNSEL'S DIGEST

ACR 211, Nation. Integrating walking and biking into transportation infrastructure.

This measure would encourage all cities and counties to implement the policies of the California Department of Transportation Deputy Directive 64 and the United States Department of Transportation's design guidance document on integrating bicycling and walking when building their transportation infrastructure.

WHEREAS, Bicycling and walking contribute to cleaner air; and

WHEREAS, Bicycling and walking provide affordable and healthy transportation options for many of the 10 million Californians who do not possess a driver's license; and

WHEREAS, The State Department of Health Services has declared that more than 40,000 Californians annually die from causes related to physical inactivity; and

WHEREAS, The United States Centers for Disease Control has determined that changes in the community environment to promote physical activity may offer the most practical approach to prevent obesity or reduce its comorbidities. Automobile trips that can be safely replaced by walking or bicycling offer the first target for increased physical activity in communities; and

WHEREAS, Bicycling and walking contribute to safeguarding our coast from offshore oil drilling and enhance California's energy independence and national security by reducing our reliance upon imported oil; and

WHEREAS, Designing roads for safe and efficient travel by bicyclists and pedestrians saves lives; and

WHEREAS, Bicyclists and pedestrians pay sales taxes which provide for the majority of local transportation spending; and

WHEREAS, Local demand for funding from the Bicycle Transportation Account, the Safe Routes to School, and the Transportation Enhancement Activity Programs far exceeds available moneys; and



WHEREAS, The best use of limited financial resources is to include bicycle and pedestrian elements into roadway projects where feasible; and

WHEREAS, Bicycling and walking reduce traffic congestion in California; and

WHEREAS, In February 2000, the United States Department of Transportation issued a design guidance statement titled, “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach-A United States Department of Transportation Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure;” and

WHEREAS, In March 2001, the California Department of Transportation issued Deputy Directive 64 titled “Accommodating Non-Motorized Travel” which states that “The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices. The Department adopts the best practices concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure;” now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That in order to improve the ability of all Californians who choose to walk or bicycle to do so safely and efficiently, the Legislature of the State of California hereby encourages all cities and counties to implement the policies of the California Department of Transportation Deputy Directive 64 and the United States Department of Transportation’s design guidance document on integrating bicycling and walking when building their transportation infrastructure.



DEPUTY DIRECTIVE

Number: DD-64
*Refer to
Director's Policy* 05 - Multimodal
Alternatives Analysis
06 - Caltrans'
Partnerships
Effective Date: 3-26-01
Supersedes: New

Title: Accommodating Non-Motorized Travel

POLICY

The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.

DEFINITION/ BACKGROUND

The planning and project development process seeks to provide the people of California with a degree of mobility that is in balance with other values. They must ensure that economic, social and environmental effects are fully considered along with technical issues, so that the best interest of the public is served. This includes all users of California's facilities and roadways.

Attention must be given to many issues including, but not limited to, the following:

- Safe and efficient transportation for all users of the transportation system
- Provision of alternatives for non-motorized travel
- Support of the Americans with Disabilities Act (ADA)
- Attainment of community goals and objectives
- Transportation needs of low-mobility, disadvantaged groups
- Support of the State's economic development
- Elimination or minimization of adverse effects on the environment, natural resources, public services, aesthetic features and the community
- Realistic financial estimates
- Cost effectiveness

Individual projects are selected for construction on the basis of overall multimodal system benefits as well as community goals, plans and values. Decisions place emphasis on making different transportation modes work together safely and effectively. Implicit in these objectives is the need to accommodate non-motorized travelers as an important consideration in improving the transportation system.

RESPONSIBILITIES

Deputy Director, Planning and Modal Programs:

- Ensures that the needs of non-motorized travelers are incorporated into the program element of Transportation Planning and the modal elements of the statewide strategy for mobility.
- Ensures that liaison exists with non-motorized advocates to incorporate non-motorized needs into all program areas including project and system planning.
- Ensures that the needs of the non-motorized travelers are incorporated in Personal Movement Strategies.

Deputy Director, Project Delivery:

- Ensures that projects incorporate best practices for non-motorized travel in the design and construction of Capital projects.

Deputy Director, Maintenance and Operations:

- Ensures that the transportation system is maintained and operated in a safe and efficient manner with the recognition that non-motorized travel is a vital element of the transportation system.
- Ensures that the needs of non-motorized travelers are met in maintenance work zones.

District Directors:

- Ensure that best practices for non-motorized travel are included in all district projects and project planning.
- Ensure that best practices for non-motorized travel are implemented in maintenance and travel operations practices.

Chief, Division of Design:

- Ensures that project delivery procedures and design guidance include the needs of non-motorized travelers as a regular part of doing business.
- Ensures that all Project Delivery staff is trained and consider the needs of the non-motorized traveler while developing and designing transportation projects.

Chief, Division of Planning:

- Ensures incorporation of non-motorized travel elements in transportation plans, programs and studies prepared by Transportation Planning.
- Ensures planning staff understand and are trained in the principles and design guidelines, non-motorized funding sources and the planning elements of non-motorized transportation.
- Coordinates Caltrans projects with non-motorized interest groups.
- Ensures incorporation of non-motorized travel elements in Corridor Studies prepared by Transportation Planning.

Chief, Division of Environmental Analysis:

- Ensures that non-motorized travel groups potentially affected by Caltrans projects are identified and have the opportunity to be involved in the project development process.
- Advocates effectively for all reasonable project-specific best practices that support or promote non-motorized travel.

Chief, Division of Maintenance:

- Ensures State-owned facilities are maintained consistent with the needs of motorized and non-motorized travelers.
- Provides guidance and training to those maintaining roadways to be aware of and sensitive to the needs of non-motorized travel.

Chief, Division of Traffic Operations:

- Ensures that the transportation system is operated in accordance with the needs of all travelers including non-motorized travel.
- Provides training and guidance on the operation of the transportation facility consistent with providing mobility for all users.

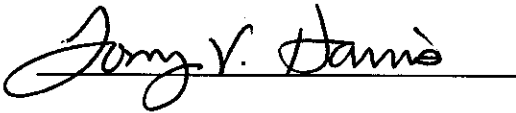
- Recommends safety measures in consideration of non-motorized travel on California's transportation system.

Chief, Division of Local Assistance:

- Ensures that Local Assistance staff, local agencies and interest groups are familiar with funding programs that are available for non-motorized travelers.
- Ensures that program coordinators responsible for non-motorized travel modes are familiar with non-motorized issues and advocate on behalf of non-motorized travelers.

APPLICABILITY

All Caltrans employees who are involved in the planning, design, construction, maintenance and operations of the transportation system.

A handwritten signature in cursive script, reading "Tony V. Harris", is written over a horizontal line.

TONY V. HARRIS
Chief Deputy Director

DIRECTOR'S POLICY

Effective Date: 11-29-01

TITLE Context Sensitive Solutions

POLICY

The Department uses “Context Sensitive Solutions” as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.

INTENDED RESULTS

In towns and cities across California, the State highway may be the only through street or may function as a local street. These communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality. In natural areas, projects can fit aesthetically into the surroundings by including contour grading, aesthetic bridge railings, and special architectural and structural elements. Addressing these needs will assure that transportation solutions meet more than transportation objectives.

The Department can be proud of the many contributions it has made to improve highways that are main streets and the aesthetics of its highways and structures; however, there is a strongly expressed desire across California for this concept to be the norm.

Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. They require careful, imaginative, and early planning, and continuous community involvement.

The Department's *Highway Design Manual*, Federal Highway Administration (FHWA) regulations, FHWA's *Flexibility in Highway Design* publication, and the American Association of State Highway Transportation Officials' *A Policy on Geometric Design of Highways and Streets* all share a philosophy that explicitly allows flexibility in applying design standards and approving exceptions to design standards where validated by applying sound engineering judgment. This design philosophy seeks transportation solutions that improve mobility and safety while complementing and enhancing community values and objectives.

RESPONSIBILITIES

Director:

- Creates an environment in which innovative actions, such as context sensitive solutions, can flourish.
- Recognizes and highlights individuals, teams, and projects that advance the goals of this policy.
- Encourages staff to conduct and participate in meetings and conferences to expand the knowledge of context sensitive solutions internally and externally.

Chief Counsel: Evaluates and provides opinions on legal issues associated with context sensitive solutions.

Deputy Director, Maintenance and Operations; Chiefs, Divisions of Traffic Operations and Maintenance:

- Support context sensitive solutions in the maintenance and operation of transportation facilities.
- Revise manuals and procedure documents to facilitate the application of context sensitive solutions.
- Initiate and coordinate research to enable context sensitive solutions.

Chief, Division of New Technology and Research:

- Conducts research and develops and improves techniques and materials to enable context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief Engineer (Deputy Director, Project Delivery):

- Supports context sensitive solutions in the design and construction of transportation facilities.
- Encourages innovation and flexibility in design.
- Ensures projects are well coordinated to support the application of context sensitive solutions through the life of projects.

Chief, Division of Engineering Services:

- Conducts research and develops and improves techniques and materials to enable context sensitive solutions.
- Trains staff in the application of context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief, Division of Project Management: Ensures resources are distributed to enable implementation of context sensitive approaches.

Chiefs, Divisions of Right of Way and Construction:

- Train staff in the application of context sensitive solutions.
- Revise manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief, Division of Design:

- Works in cooperation with district and other functional units to develop guidance on design flexibility.
- Identifies good examples of the application of context sensitive solutions to share with departmental and local agency staff.
- Initiates and coordinates research to enable context sensitive solutions.
- Trains staff in the application of context sensitive solutions.

- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief, Division of Environmental Analysis:

- Facilitates coordination with resource agencies to assure facilities and activities are in harmony with the surrounding environment.
- Ensures communities have the opportunity to be actively involved in the environmental stage of the project development process.
- Ensures context sensitive commitments are sustained, as warranted, as a project moves through the environmental approval process.
- Trains staff in the application of context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief Financial Officer (Deputy Director, Finance); Chief, Division of Transportation Programming:

- Support the inclusion of context sensitive solutions when programming transportation projects.
- Communicate the importance of context sensitive solutions to the California Transportation Commission.
- Facilitate district development of funding partnerships for context sensitive solutions.

Deputy Director, Administration: Supports context sensitive solutions in the planning, design, construction, maintenance, and operation of offices, maintenance stations, and other departmental support facilities.

Deputy Director, Planning and Modal Programs: Supports context sensitive solutions in the planning of transportation programs and facilities.

Chief, Division of Local Assistance:

- Facilitates training of local agencies in the principles of context sensitive solutions.
- Trains staff in the application of context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief, Division of Transportation Planning:

- Develops and maintains community planning guidance.
- Trains staff in the application of context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.
- Works with regional transportation planning agencies, metropolitan transportation organizations, counties, cities, and the private sector to support and incorporate context sensitive solutions in planning, programming, and developing transportation facilities and services.

District Directors:

- Provide leadership in the application of context sensitive solutions in all planning, programming, project development, construction, maintenance, and operational activities of the district.
- Proactively ensure early and continuous involvement of stakeholders.
- Are responsive to requests by local communities, resource and other agencies, and the general public for context sensitive solutions.
- Assure that context sensitivity is applied to local and other projects within the State right-of-way.
- Train staff in the application of context sensitive solutions.

APPLICABILITY

All employees and others involved in the planning, development, construction, maintenance, and operation of State transportation and support facilities.

Originally Signed by

11-29-01

JEFF MORALES
Director

Date Signed

B

MTC RESOLUTION #3765
ROUTINE ACCOMMODATION

Bicycle Technical Guidelines

Date: June 28, 2006
W.I.: 1125
Referred by: POC

ABSTRACT

Resolution No. 3765

This resolution sets forth MTC's regional policy for accommodation of bicycle and pedestrian facilities during transportation project planning, design, funding and construction.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 9, 2006.

MTC page on the Routine Accommodations:

http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

Date: June 28, 2006
W.I.: 1125
Referred by: PC

RE: Regional Policies for Accommodation of Bicycle and Pedestrian Facilities In Transportation Project Planning, Design, Funding and Construction

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3765

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

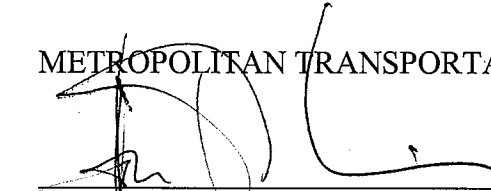
WHEREAS, MTC adopted Resolution No. 3427 in 2001 which adopted the 2001 Regional Transportation Plan and the 2001 Regional Bicycle Plan for the region; and

WHEREAS, MTC adopted Resolution No. 3681 in 2005 which adopted the Transportation 2030 Plan including Calls to Action to address bicyclist and pedestrian transportation needs during project development; and

WHEREAS, MTC recognizes that coordinated development of pedestrian and bicycle infrastructure offers cost savings in the long term and opportunities to create safe and convenient bicycle and pedestrian travel; now, therefore, be it

RESOLVED, that MTC adopts the Recommendations from the study *Routine Accommodation of Pedestrians and Bicyclists in the Bay Area*, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 28, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

Attachment A
Resolution No. 3765
Page 1 of 2

Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Study Recommendations

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, which include wheelchair users, and bicyclist needs into all projects where bicycle and pedestrian travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. To promote local bicyclist and pedestrian involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where bicyclists and pedestrians are permitted.

FUNDING and REVIEW

4. MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. MTC's fund programming policies shall ensure project sponsors consider the accommodation of bicyclists and pedestrians consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.

6. TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund bicycle and pedestrian facilities needed for new roadway or transit construction projects that remove or degrade bicycle and pedestrian access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.
7. MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate bicycle and pedestrian facility needs and to identify its accommodation associated with regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input to ensure that routine accommodation is considered at the earliest stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
10. MTC and its partner agencies will monitor how the transportation system needs of bicyclists and pedestrians are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

11. Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.



DISCONTINUED SIGNS IN THE MUTCD (CA)

Bicycle Technical Guidelines

- 1. Table I-102 (CA) Deleted California Signs,
No Compliance Date**
*(i.e. signs may be used until the end of their
useful life)*
- 2. Table I-103 (CA) Deleted MUTCD Signs**
*(i.e. signs may be used until the end of their
useful life)*

Table I-102(CA) Deleted California Signs - No Target Compliance Dates (Sheet 1 of 5)

California Code	Title/Description	Comment
R6-1(CA)	AUTOS WITH TRAILERS - TRUCKS 55 MAXIMUM	Replaced by two separate signs: TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) & ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA))
R6-2(CA)	TRUCKS - AUTOS WITH TRAILERS RIGHT 2 LANES ONLY	Replaced by two separate signs: TRUCKS 3 AXLES OR MORE RIGHT 2 LANES ONLY (R6-3A(CA)) & ALL VEHICLES WHEN TOWING RIGHT 2 LANES ONLY (R6-4A(CA))
R10(CA)	ONE WAY (Pentagon shape)	Use ONE WAY (R6-1) (Rectangular shape)
R13(CA)	NO TURN ON RED word message	Use symbolic No Turn On Red (R10-11)
R20E(CA)	SEMI OVER 38 FT KINGPIN TO REAR AXLE	Use No Trucks Variable Message (R20-1(CA)) or TRACTOR-SEMIS OVER (X FEET) KINGPIN TO REAR AXLE NOT ADVISED (SW48(CA))
R41(CA)	RIGHT TURN ONLY	Use Right Turn Arrow ONLY (R3-5R)
R42(CA)	LEFT TURN ONLY	Use Left Turn Arrow ONLY (R3-5L)
R49(CA)	NO PED CROSSING - USE CROSSWALK	Use No Pedestrian Crossing (R9-3a) & USE CROSSWALK (R9-3b)
R49A(CA)	NO PED CROSSING - CROSS HERE	Use No Pedestrian Crossing (R9-3a) & USE CROSSWALK (R9-3b)
R67A(CA)	2 WAY TURN LANE	Use Two-Way Left Turn Only (R3-9a or R3-9b) symbol signs
R68(CA)	PASSING LANE AHEAD	Use PASSING LANE (X MILES) or AHEAD G69(CA)
R82(CA)	BUS CARPOOL LANE (HOV) AHEAD	Refer Caltrans HOV Guidelines 2003 Edition
R83(CA)	(HOV) BUS CARPOOL LANE AHEAD	Refer Caltrans HOV Guidelines 2003 Edition
R83A(CA)	6AM-9AM MON-FRI	Refer Caltrans HOV Guidelines 2003 Edition
R84(CA)	BUS CARPOOL LANE (HOV) ENDS	Refer Caltrans HOV Guidelines 2003 Edition
R84A(CA)	___ MILE	Refer Caltrans HOV Guidelines 2003 Edition
R85(CA)	(HOV) BUS CARPOOL LANE ENDS	Refer Caltrans HOV Guidelines 2003 Edition
R86-1(CA)	(HOV) CENTER LANE BUSES AND CARPOOLS ONLY 6AM-9AM 3PM-6PM MON-FRI	Refer Caltrans HOV Guidelines 2003 Edition
R87(CA)	(HOV) BUSES AND CARPOOLS WITH 3 OR MORE 6AM-9AM (Down Arrow) MON-FRI	Refer Caltrans HOV Guidelines 2003 Edition
R91A(CA)	MOTORCYCLES OK	Refer Caltrans HOV Guidelines 2003 Edition
R93(CA)	CARPOOL IS 3 OR MORE PERSONS PER VEHICLE	Refer Caltrans HOV Guidelines 2003 Edition
R93-1(CA)	CARPOOL IS 3 OR MORE PERSONS PER VEHICLE	Refer Caltrans HOV Guidelines 2003 Edition
R94A(CA)	MOTORCYCLES OK	Refer Caltrans HOV Guidelines 2003 Edition
R96A(CA)	NO PED XING	Use NO PEDESTRIAN CROSSING (R9-3)
R96C(CA)	PEDESTRIANS PROHIBITED	Use No Pedestrian Crossing (R9-3a)
R100(CA)	SPECIAL PLACARD OR LICENSE PLATE REQUIRED	Use TOW-AWAY SPECIAL PLACARD OR LICENSE PLATE REQUIRED (R100A(CA))
SR4(CA)	SCHOOL SPEED LIMIT 25 WHEN CHILDREN ARE PRESENT	Use School Speed Limit Assembly C - SCHOOL (S4-3), Speed Limit (R2-1) & WHEN CHILDREN ARE PRESENT (S4-2)

Table I-102(CA) Deleted California Signs - No Target Compliance Dates (Sheet 2 of 5)

California Code	Title/Description	Comment
SR14(CA)	SPEED ENFORCED BY AIRCRAFT (Plane symbol)	Use SPEED ENFORCED BY AIRCRAFT (R48-2(CA)), word message, no symbol
SR21-1(CA)	CAMPING PROHIBITED	Miscellaneous
SR38(CA)	CARPPOOL PARKING ONLY	Refer Caltrans HOV Guidelines 2003 Edition
SR50(CA)	CARPPOOL VIOLATION \$___ MINIMUM FINE	Refer Caltrans HOV Guidelines 2003 Edition
SR52A(CA)	NO VEHICLES ON TRACKS	Use DO NOT DRIVE ON TRACKS (R15-6a)
W16(CA)	GROOVED PAVEMENT	Changed to GROOVED PAVEMENT (SW45) on 6/17/87, change wasn't reflected in 1996 TM
W53(CA)	NOT A THROUGH STREET	Use DEAD END (W14-1) or NO OUTLET (W14-2)
W75(CA)	LANE ENDS MERGE LEFT (RIGHT)	Use Lane Ends (W4-2)
W75A(CA)	(HOV) LANE ENDS MERGE RIGHT	Use (HOV) LANE ENDS MERGE LEFT (RIGHT) (W75-1(CA))
W80(CA)	XING	Use Vehicular/Nonvehicular Traffic (W11 series) symbol signs and/or Diagonal Downward Pointing Arrow (W16-7p) plaque.
W82A(CA)	TROLLEY XING	Use Light Rail Transit (Trolley) Crossing W82(CA)
W84(CA)	TURNOUT 1/4 MILE	Never approved
SW1-2(CA)	OPPOSING TRAFFIC DOES NOT STOP	Use CROSS TRAFFIC DOES NOT STOP (W4-4P) with alternate message per section 2C.50.
SW8-1(CA)	TRUCKS CROSSING TO SCALES	None
SW14-1(CA)	FLOODED DURING STORM	Use SUBJECT TO FLOODING (W55B(CA))
SW21-1(CA)	FIRE STATION WATCH FOR TRUCKS	Use Emergency Vehicle (W11-8) symbol sign
SW21A(CA)	FIRE STATION	Use Emergency Vehicle (W11-8) symbol sign
SW21C(CA)	FIRE STATION	Use Emergency Vehicle (W11-8) symbol sign
SW24(CA)	School Symbol - SCHOOL	Use School Advance Warning (S1-1)
SW29(CA)	NARROW SUBWAY	Narrow application
SW30(CA)	ISLANDS	Miscellaneous
SW31(CA)	DIPS	Use DIP (W8-2) with NEXT X Miles (W7-3a) plaque
SW42(CA)	Double Head Arrow (Diamond shape)	Use Two-Direction Large Arrow (W1-7)
SW43(CA)	Single Head Arrow (Diamond shape)	Use One-Direction Large Arrow (W1-6)
SW53(CA)	___ WAY SIGNAL	Not commonly understood
SW56A(CA)	GOLF CART XING	Use Golf Cart (W11-11) symbol sign
G7-3(CA)	Street Name (FAIR OAKS BLVD)	Use Street Name (D3 or G7-1(CA))
G18(CA)	MT. WHITNEY FISH HATCHERY	Miscellaneous
G32-1(CA)	3-Head Arrow	Use Directional Arrow Auxiliary (M6 Series)
G62(CA)	SPEEDOMETER CHECK AHEAD	Miscellaneous
G63(CA)	MILE 0	Miscellaneous
G64(CA)	END CHECK	Miscellaneous
G66-14A(CA)	EMERGENCY MEDICAL CARE	Use EMERGENCY MEDICAL CARE (D9-13c)
G66-16(CA)	Hospital symbol - HOSPITAL	Use Hospital (D9-2)
G66-20(CA)	NATURAL GAS	Use Compressed Natural Gas (G66-22A(CA)), Liquefied Natural Gas (G66-22B(CA)) or LP GAS (G81-52(CA))
G66-21B(CA)	NEXT EXIT	Use NEXT RIGHT/LEFT (G58(CA))
G70(CA)	PASSING LANE AHEAD	Use PASSING LANE (X MILES) or AHEAD G69(CA)

Table I-102(CA) Deleted California Signs - No Target Compliance Dates (Sheet 3 of 5)

California Code	Title/Description	Comment
G70-1(CA)	445A	Use Single Line EXIT XXXX (G70-3(CA))
G70-2.2(CA)	EXIT 444	Use Single Line EXIT XX (G70-2(CA))
G70-3.2(CA)	EXIT 445A	Use Single Line EXIT XXXX (G70-3(CA))
G81-1(CA)	HIGHWAY PATROL	Use Highway Patrol (G66-57(CA))
G81-4(CA)	PHONE WATER	Use Telephone (D9-1) & Drinking Water (RG-050)
G81-7(CA)	HOSPITAL PHONE with Arrows	Use Telephone (D9-1) & Hospital (D9-2) with Directional Arrow Auxiliary (M6 series)
G81-9(CA)	HOSPITAL WATER PHONE with Arrows	Use Telephone (D9-1), Hospital (D9-2) & RG-050 with Directional Arrow Auxiliary (M6 series)
G81-11(CA)	HOSPITAL WATER PHONE with Arrows	Use Telephone (D9-1), Hospital (D9-2) & RG-050 with Directional Arrow Auxiliary (M6 series)
G81-13(CA)	HOSPITAL WATER PHONE with Arrows	Use Telephone (D9-1), Hospital (D9-2) & RG-050 with Directional Arrow Auxiliary (M6 series)
G81-15(CA)	HOSPITAL WATER PHONE with Arrows	Use Telephone (D9-1), Hospital (D9-2) & RG-050 with Directional Arrow Auxiliary (M6 series)
G81-17(CA)	HIGHWAY PATROL NEXT RIGHT	Use Highway Patrol (G66-57(CA)) & BRAKE CHECK AREA (G58(CA))
G81-27(CA)	CARPPOOL VANPOOL INFO CALL ...	Use Carpool Information (SG19(CA)) or Park & Ride Facility/Carpool Information (SG20(CA))
G81-58(CA)	HOSPITAL	Use Hospital (D9-2)
G91-1(CA)	SKIING	Use Skiing (Bobbing) (RS-030), Skiing (Cross Country) (RS-040) or Skiing (Downhill) (RS-050)
G91-4(CA)	CAMPING BOATING	Use Camping (Tent) (RM-010), Camping (Trailer) (RM-020), Motorboating (RW-070), Ramp (Launch) (RW-080), Rowboating (RW-090) or Sailboating (RW-100)
G91-7(CA)	CAMPING SKIING with Arrows	Use Skiing (Bobbing) (RS-030), Skiing (Cross Country) (RS-040), Skiing (Downhill) (RS-050), Camping (Tent) (RM-010) or Camping (Trailer) (RM-020) with Directional Arrow Auxiliary (M6 series)
G91-9(CA)	CAMPING PICNICKING BOATING with Arrow	Use Camping (Tent) (RM-010), Camping (Trailer) (RM-020), Picnic Area (RM-120), Motorboating (RW-070), Ramp (Launch) (RW-080), Rowboating (RW-090) or Sailboating (RW-100) with Directional Arrow Auxiliary (M6 series)
G91-11(CA)	SKIING BOATING CAMPING with Arrows	Use Skiing (Water) (RW-110), Camping (Tent) (RM-010), Camping (Trailer) (RM-020), Motorboating (RW-070), Ramp (Launch) (RW-080), Rowboating (RW-090) or Sailboating (RW-100) with Directional Arrow Auxiliary (M6 series)
G91-13(CA)	PICNICKING BOATING CAMPING with Arrow	Use Camping (Tent) (RM-010), Camping (Trailer) (RM-020), Picnic Area (RM-120), Motorboating (RW-070), Ramp (Launch) (RW-080), Rowboating (RW-090) or Sailboating (RW-100) with Directional Arrow Auxiliary (M6 series)

Table I-102(CA) Deleted California Signs - No Target Compliance Dates (Sheet 4 of 5)

California Code	Title/Description	Comment
G91-15(CA)	BOATING SKIING PICNICKING with Arrows	Use Skiing (Water) (RW-110), Picnic Area (RM-120), Motorboating (RW-070), Ramp (Launch) (RW-080), Rowboating (RW-090) or Sailboating (RW-100) with Directional Arrow Auxiliary (M6 series)
G91-17(CA)	PICNICKING NEXT RIGHT	Use Picnic Area (RM-120) with NEXT RIGHT/LEFT (G58(CA))
G91-19(CA)	CAMPGROUND 1/4 MILE	Use Camping (Tent) (RM-010) with Distance Ahead (W16-2 series and W16-3 series) plaques
G94-3(CA)	AIRPORT	Use Airport (I-5) or Conventional Airport (G94-1(CA))
G97A-2(CA)	CALTRAIN	Use AMTRAK (G97A(CA)) with CALTRAIN word message option
SG11(CA)	STATE FIRE STATION	Use CDF FIRE STATION NEXT RIGHT (SG38(CA))
SG12(CA)	STATE RANGER HDQTRS	Use Ranger Station (RG-170)
SG13(CA)	INTERMOUNTAIN CONSERVATION CAMP	Miscellaneous
SG36(CA)	BUCKLE UP with symbol	Use Seat Belt (SR15(CA)) symbol sign
SG37(CA)	HIGHWAY MAINTENANCE COURTESY OF ---	Use Adopt-A-Highway (S32(CA) series)
SG40(CA)	CALL BOX ___ MILE SPACING NEXT ___ MILES	Obsolete
SG46(CA)	MOTORIST AID CALL BOX AHEAD	Obsolete
SG49(CA)	CALL 511 TRAVEL INFO	Use TRAVEL INFO CALL 511 (D12-5)
S4-1.1(CA)	THIS FOUNTAIN HAS BEEN CONSTRUCTED...	Miscellaneous
S11-1(CA)	LITTER REMOVAL NEXT 2 MILES (with Plaque)	Use Adopt-A-Highway (S32(CA) series)
S11-2(CA)	WILDFLOWERS (with Plaque)	Use Adopt-A-Highway (S32(CA) series)
S11-3(CA)	TREE PLANTING (with Plaque)	Use Adopt-A-Highway (S32(CA) series)
S11A(CA)	ADOPT-A-HIGHWAY	Use Adopt-A-Highway (S32(CA) series)
S13(CA)	CARE FOR CALIFORNIA with Symbol	Campaign is over
S14(CA)	CARE FOR CALIFORNIA with Symbol	Campaign is over
S15(CA)	CARE FOR CALIFORNIA with Symbol	Campaign is over
S31(CA)	HIGHWAY WORKERS - GIVE 'EM A BRAKE	Miscellaneous
C10(CA)	SLIDE AHEAD	Use ROAD WORK, ROAD CLOSED, DETOUR, ONE LANE ROAD, RIGHT LANE CLOSED (W20 series) or NARROW LANES (C12(CA)), LANE CLOSED (C30(CA)), LANE CLOSED AHEAD (SC10(CA)), etc instead of identifying condition.
C13(CA)	END CONSTRUCTION	Use END ROAD WORK (G20-2)
C18(CA)	ROAD CONSTRUCTION AHEAD	Use ROAD (STREET) WORK (W20-1)
C21(CA)	SINGLE LANE AHEAD	Use RIGHT LANE CLOSED AHEAD (W20-5) or RIGHT TWO LANES CLOSED AHEAD (W20-5a)
C23A(CA)	ROAD WORK AHEAD (Square shape)	Use ROAD (STREET) WORK (W20-1)
C24A(CA)	SHOULDER WORK AHEAD (Square shape)	Use RIGHT (LEFT) SHOULDER CLOSED XXX FT (W21-5)

Table I-102(CA) Deleted California Signs - No Target Compliance Dates (Sheet 5 of 5)

California Code	Title/Description	Comment
C32(CA)	END SURVEY WORK	Use END ROAD WORK (G20-2)
C33(CA)	BLASTING ZONE 1000 FT	Use BLASTING ZONE AHEAD (W22-1)
C36(CA)	PREPARE TO STOP	Use BE PREPARED TO STOP (W3-4)
C39(CA)	ACCIDENT AHEAD	Use ROAD WORK, ROAD CLOSED, DETOUR, ONE LANE ROAD, RIGHT LANE CLOSED (W20 series) or NARROW LANES (C12(CA)), LANE CLOSED (C30(CA)), LANE CLOSED AHEAD (SC10(CA)), etc instead of identifying condition.
C41(CA)	Uneven Lane symbol	Use UNEVEN LANES (W8-11) word message sign
C41A(CA)	UNEVEN LANES (Rectangular)	Use UNEVEN LANES (W8-11) (Diamond) word message sign
SC2-1(CA)	ONE LANE ROAD	Use ONE LANE ROAD (W20-4)
SC4(CA)	SECOND RAMP CLOSED AHEAD	Use ___ EXIT - RAMP CLOSED (SC8(CA))
SC6(CA)	NOTICE - THIS RAMP WILL BE CLOSED TEMPORARILY - (Dates & Times)	Use RAMP CLOSED (More than one day) (SC6-4(CA))
SC6-1(CA)	ON (Day - Date - Time)	Use Day/Month Plaque (SC6A(CA)) or Time Plaque (SC6B(CA))
SC6-2(CA)	WEEKDAYS (Day - Date - Time)	Use Day/Month Plaque (SC6A(CA)) or Time Plaque (SC6B(CA))
SC14(CA)	RIGHT LANE	Use DETOUR (M4-9 series) or Directional Arrow Auxiliary (M6 series)
SC17(CA)	TRAFFIC BREAK DO NOT PASS	Use DO NOT PASS (SC13(CA))

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Table I-103(CA). Deleted MUTCD Signs - No Target Compliance Dates (Sheet 1 of 2)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
M1-4	None	U.S. Route	2D.11, 2E.25
M1-5	None	State Route	2D.11
R1-6a	None	In-Street Pedestrian Crossing	2B.12
R2-2	None	Truck Speed Limit	2B.14
R2-5	None	Reduced Speed Ahead	Introduction, Page I-4
R3-1a	None	No Right Turn Across Tracks	8B.06, 10C.09
R3-2a	None	No Left Turn Across Tracks	8B.06, 10C.09
R3-9c	None	Reversible Lane Control	Introduction, Page I-4
R3-9e	None	Reversible Lane Control	Introduction, Page I-4
R3-10	None	Preferential Only Lane	2B.26, 2B.28
R3-10a	None	Preferential Only Lane	2B.26, 2B.28
R3-10b	None	Preferential Only Lane	2B.26, 2B.28
R3-11	None	Preferential Only Lane	2B.26, 2B.28
R3-11a	None	Preferential Only Lane	2B.26, 2B.28
R3-11b	None	Preferential Only Lane	2B.26, 2B.28
R3-11c	None	Preferential Only Lane	2B.26, 2B.28
R3-12	None	Preferential Only Lane	2B.26, 2B.28
R3-12a	None	Preferential Only Lane	2B.26, 2B.28
R3-12b	None	Preferential Only Lane	2B.26, 2B.28
R3-13	None	Preferential Only Lane	2B.26, 2B.28
R3-13a	None	Preferential Only Lane	2B.26, 2B.28
R3-14	None	Preferential Only Lane	2B.26, 2B.28
R3-14a	None	Preferential Only Lane	2B.26, 2B.28
R3-14b	None	Preferential Only Lane	2B.26, 2B.28
R3-15	None	Preferential Only Lane	2B.26, 2B.28
R3-15a	None	Preferential Only Lane	2B.26, 2B.28
R3-17	None	BIKE LANE	9B.04
R3-17a	None	AHEAD	9B.04
R3-17b	None	ENDS	9B.04
R10-6a	None	STOP HERE ON RED	2B.45
R10-11a	R13(CA)	NO TURN ON RED	2B.45
R10-11b	None	NO TURN ON RED	2B.45
R10-16	None	U-TURN YIELD TO RIGHT TURN	2B.45
R10-17a	None	RIGHT (LEFT) ON RED ARROW AFTER STOP	2B.45
R12-2	None	AXLE WEIGHT LIMIT X t (XX TONS)	2B.49
R12-3	None	NO TRUCKS OVER X t (XX TONS) EMPTY WT	2B.49
R12-4	None	WEIGHT LIMIT X t (XX TONS) PER AXLE, X t (XX TONS) GROSS	2B.49
R12-6	None	METRIC	2B.49
R14-2	None	Hazardous Material Route	2B.52
R14-3	None	Hazardous Material Prohibition	2B.52
R14-4	None	National Network	2B.53
R14-5	None	National Network Prohibition	2B.53
R15-3	None	EXEMPT	8B.05, 10C.10

Table I-103(CA). Deleted MUTCD Signs - No Target Compliance Dates (Sheet 2 of 2)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
W1-4b	None	Reverse Curve (2 lanes)	6F.45
W1-4c	None	Reverse Curve (3 lanes)	6F.45
W1-13a	None	Truck Rollover Warning	Introduction, Page I-4
W3-1a	None	STOP AHEAD	2C.29
W3-2a	None	YIELD AHEAD	2C.29
W4-1a	None	Entering Roadway Merge	Introduction, Page I-4
W5-4	None	RAMP NARROWS	6F.26
W6-1a	None	DIVIDED HIGHWAY	2C.18
W6-1b	None	DIVIDED ROAD	2C.18
W6-2a	None	DIVIDED HIGHWAY ENDS	2C.19
W6-2b	None	DIVIDED ROAD ENDS	2C.19
W9-2	W75(CA)	LANE ENDS MERGE LEFT (RIGHT)	2C.33
W10-6	None	WARNING LOOK BOTH WAYS	Introduction, Page I-6
W13-4	None	ON RAMP	6F.25
W13-5	None	Curve Speed	2C.06, 2C.36
W16-13p	None	WHEN FLASHING	2C.29
W20-7a	None	Flagger	6F.29
W24-1a	None	Double Reverse Curve (2 lane)	6F.45
W24-1b	None	Double Reverse Curve (3 lane)	6F.45
W25-1	None	ONCOMING TRAFFIC HAS EXTENDED GREEN	2C.39
W25-2	None	ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN	2C.39

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***BICYCLE SIGNAL HEAD
WARRANTS PER MUTCD (CA)***

Bicycle Technical Guidelines

MUTCD California Section on Use of Bicycle Signal Head

Section 4C.102(CA) Bicycle Signal Warrant

Guidance:

A bicycle signal should be considered for use only when the volume and collision or volume and geometric warrants have been met:

1. Volume; When $W = B \times V$ and $W \geq 50,000$ and $B \geq 50$.

Where: W is the volume warrant. B is the number of bicycles at the peak hour entering the intersection. V is the number of vehicles at the peak hour entering the intersection. B and V shall use the same peak hour.

2. Collision; When 2 or more bicycle/vehicle collisions of types susceptible to correction by a bicycle signal have occurred over a 12-month period and the responsible public works official determines that a bicycle signal will reduce the number of collisions.

3. Geometric; (a) Where a separate bicycle/ multi use path intersects a roadway. (b) At other locations to facilitate a bicycle movement that is not permitted for a motor vehicle.

Section 4D.104(CA) Bicycle Signals

Support:

A bicycle signal is an electrically powered traffic control device that may only be used in combination with an existing traffic signal. Bicycle signals shall direct bicyclists to take specific actions and may be used to improve an identified safety or operational problem involving bicycles. Refer to CVC 21450.

Standard:

Only green, yellow and red lighted bicycle symbols, shall be used to implement bicycle movement at a signalized intersection. The application of bicycle signals shall be implemented only at locations that meet Department of Transportation Bicycle Signal Warrants (see Section 4C.102(CA)).

A separate signal phase for bicycle movement shall be used.

Guidance:

Alternative means of handling conflicts between bicycles and motor vehicles should be considered first.

Two alternatives that should be considered are:

1. Striping to direct a bicyclist to a lane adjacent to a traffic lane such as a bike lane to left of a right-turn-only lane.

2. Redesigning the intersection to direct a bicyclist from an off-street path to a bicycle lane at a point removed from the signalized intersection.

A bicycle signal phase should be considered only after these and other less restrictive remedies have had an adequate trial with enforcement and with the result that the collision frequency has not been reduced

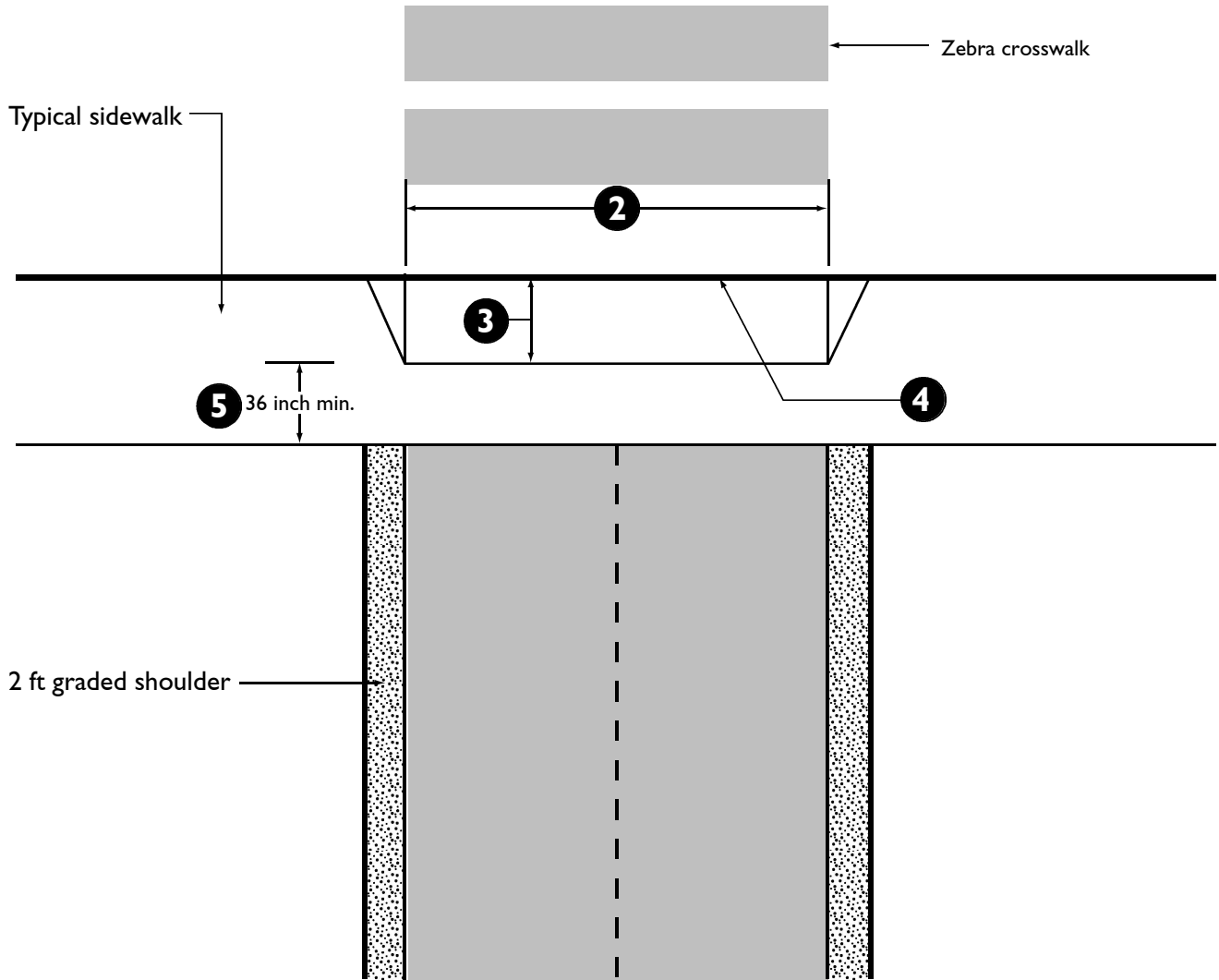


TRAIL DESIGN CHECKLISTS

Bicycle Technical Guidelines

- 1. Trail Review Checklist from the *Contra Costa County Trail Review Study***
- 2. Figure 9-1 Ramp Design from the *Contra Costa County Trail Design Resource Handbook March 2001***

Figure 9-1
RAMPS



1. Ramp should align with trail and crosswalk.
2. Ramp width should be same as trail width.
3. Ramp slope should be 5% maximum.
4. Ramp lip should be flush with pavement (vertical difference of 0.25 inch maximum).
5. All applicable ADA or Title 24 guidelines should be met such as maintaining 36 inch clear space or design flair in accordance with ADA guidelines.



ACRONYMS

Bicycle Technical Guidelines

ACRONYMS

AASHTO	American Association of State Highway Transportation Officials
ABC	Across Barrier Connection
ADA	American with Disabilities Act
ADT	Average Daily Traffic
APBP	Association of Pedestrian and Bicycle Professionals
BAC	Bicycle Advisory Committee
BART	Bay Area Rapid Transit
BEP	Bicycle Expenditure Program
BPAC	Bicycle Pedestrian Advisory Committee
BRT	Bus Rapid Transit
BTG	Bicycle Technical Guidelines (VTA)
Caltrans	California Department of Transportation
CBD	Central Business Districts
CBP	Countywide Bicycle Plan
CDT	Community Design and Transportation Program (VTA)
CIP	Capital Improvement Program
CTCDC	California Traffic Control Devices Committee
CVC	California Vehicle Code
DOT	Department of Transportation
FHWA	Federal Highway Administration
HDM	Highway Design Manual (Caltrans)
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
MTC	Metropolitan Transportation Commission
MUTCD	Manual of Uniform Traffic Control Devices
MUTCD-CA	California Manual of Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Program
ODOT	Oregon Department of Transportation
PCC	Portland Cement Concrete
PTG	Pedestrian Technical Guidelines (VTA)
PVC	Polyvinyl Chloride
ROW	Right-of-Way
RTP	Regional Transportation Plan (MTC)
SAFETEA-LU	Safe Accountable Flexible Efficiency Transportation Equity Act: A Legacy for Users (2005)

SHC	Streets and Highways Code
SPVD	Self-Powered Vehicle Detector
TAC	Technical Advisory Committee
TDMG	Uniform Interjurisdictional Trail, Design, Use, and Management Guidelines (Santa Clara County Parks Department)
TEA-21	Transportation Equity Act for the 21st Century (1998)
TTC	Temporary Traffic Control
VPD	Vehicles Per Day
VTA	Valley Transportation Authority
VTP 2030	Valley Transportation Plan 2030 (Santa Clara County's Long-Range Transportation Plan)

ACKNOWLEDGEMENTS

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Thank you also to:

Nick Saleh, California Department of Transportation
Ellen Fletcher, Silicon Valley Bicycle Coalition
Keith Meyer, Rajappan and Meyer Engineers
Ben Razeghi, URS Corporation

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