



May 13, 2021

Docket Management Facility  
US Department of Transportation  
1200 New Jersey Ave S.E.  
West Building Ground Floor Room W12-140  
Washington, DC 20590-0001

**RE: Federal Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways Review [Docket No. FHWA-2020-0001]**

Dear Acting Administrator Pollack:

On behalf of 13 toll operators in major cities throughout California, the California Toll Operators Committee (CTOC) respectfully requests that FHWA revisit the MUTCD by providing additional guidance and clarity regarding signage for priced managed lanes. CTOC is a collaborative organization composed of California's toll facility operators/owners and is the primary resource for interoperability and coordination among tolling facilities, and education and advocacy regarding tolling in California. CTOC members communicate regularly on issues of interoperability, technology, operating policies, customer service, the legislative, administrative, and regulatory framework for tolling, and other issues affecting tolling in California.

Revising the MUTCD to address specific signage issues will allow toll operators to implement uniform signage amongst various toll facilities throughout the state, leading to consistency and improved customer experience overall. As regional priced managed lanes continue to expand and interagency toll facility connections begin to take place, guidance regarding consistent and uniform signage is critical. CTOC would like to call attention to the following signage issues that should be addressed in the updated MUTCD:

- **Provide further guidance on signage related to continuous access priced managed lanes.** The proposed MUTCD provides limited guidance on continuous access priced managed lanes. Existing figures can be adapted to provide guidance, which would be helpful for consistency of design. Specifically, there are no figures that represent examples of 1) signing for an added continuous access contiguous or alternating



continuous access and buffer-separated priced managed lane and 2) signing for a general purpose lane that becomes a continuous access contiguous or alternating continuous access and buffer-separated priced managed lane (similar to figures 2G-2 and 2G-3). These types of priced facilities require different placement of signs and frequency of signs than barrier-separated facilities and can benefit from a complementary overhead and post-mounted sign strategy to reduce overall signage costs.

- **Create a new sign showing three priced destinations.** For Figure 2G-18, FHWA should create an R3-48b version of the pricing sign where the bottom line indicating minimum occupancy requirement for toll free travel message (i.e., 'HOV 2+ No Toll') is replaced with a third priced destination. As an agency's priced managed lanes networks expand and come together, it is important for the agency to have cost-effective options to show the toll to multiple destinations. For example, if an agency's priced managed lane continues in one direction, but also has a priced spur in a different direction, this may allow flexibility for the agency to price both directions on the same sign and reduce the need for adding an additional pricing sign. The minimum occupancy requirement for toll free travel message (i.e., 'HOV2+ No Toll') can be signed in the median.

**We respectfully request that FHWA revisit the proposed MUTCD to address CTOC's concerns regarding signage as noted above.** Several CTOC toll operators may also decide to submit their own separate MUTCD comments specific to their respective needs. CTOC is more than willing to discuss our comments with FHWA if necessary.

Thank you,

DocuSigned by:

*Joe Wire*

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Joe Wire, Chair

California Toll Operators Committee

DocuSigned by:

*Shahrzad Amiri*

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Shahrzad Amiri, Co-Chair

California Toll Operators Committee