



California Traffic Control Devices Committee Agenda Item Report



Meeting Date: November 03, 2022	From: Gurinderpal (Johnny) Bhullar, PE, TE, Secretary to CTCDC
Item Number: 22-09	
Sponsored By: Yue Wang, PE, Caltrans	Presented By: Gurinderpal (Johnny) Bhullar, PE, TE, Secretary to CTCDC
Description: Informational item on Strategic Highway Safety Plan's (SHSP) Speed Management/Aggressive Driving (SM/AD) Challenge Areas Action Item 7 (SC.7): Formalize existing traffic control device uses in the CA MUTCD.	

Recommendation:

None.

The CTCDC is being informed of this item to make CTCDC members aware of the effort undertaken by Caltrans to pursue this action, which may potentially identify non-standard traffic control devices that would require future CTCDC agenda item development and reviews.

Agency Making Request/Sponsor:

Caltrans.

Background:

In March 2021, the SHSP Steering Committee and Executive Leadership approved new SM/AD action item SC.7 to incorporate in the 2020-2024 SHSP. SC.7 aims to formalize existing traffic control device uses in the California Manual of Uniform Traffic Control Devices (CA MUTCD).

This action item will proactively review existing installations that are commonly being deployed throughout the State but not currently included in the CA MUTCD and did not go to the CTCDC or Federal Highway Administration (FHWA) for approval as a request to experiment.

Caltrans developed and conducted a survey to understand how agencies are implementing traffic control devices. Caltrans is analyzing whether any of these devices can be incorporated into the CA MUTCD without the need for experimentation or they would require CTCDC and FHWA experimentation.

This action item is also evaluating existing installations that were implemented outside of the CTCDC process to identify existing traffic control devices for potentially incorporating them in the CA MUTCD using the standard procedure.

Attachments:

Attachment – Approved SHSP Action SC.7.



ATTACHMENT



Attachment – Approved SHSP Action SC.7.



Challenge Area: Steering Committee

Co-Leads: Steering Committee

Action Title: **SC-7.** Formalize existing traffic control device uses in the CA MUTCD.

Action Lead(s): Johnny Bhullar, Caltrans Traffic Safety

Thank you for your participation in the 2020-2024 California Strategic Highway Safety Plan. Complete the fields in this document for each proposed action. Grey boxes indicate areas that should be filled out.

SHSP actions should be bold, high-impact actions that reduce fatalities and serious injuries related to the 16 challenge areas. Consider why the action should be part of the SHSP, such as:

- Innovative
- Requires partnerships
- Improves existing data
- Expands or improves existing effective program
- Applies proven countermeasures

Each action should be **SMART**, as defined below:

SPECIFIC – clear action statement

MEASURABLE - identified performance measures

ACHIEVABLE – committed resources by responsible organization(s)

RELEVANT - statewide significance and data-driven issue and countermeasure

TIME-CONSTRAINED - achievable within SHSP timeframe

Additionally, each action must align with the **Four Guiding Principles**. Each action or action development process is required to align with the Integrate Equity Guiding Principle, as well as align with at least one of the remaining Guiding Principles. See further guidance on the Four Guiding Principles at the end of this worksheet.

Required: **Must align with at least 1 of the following 3:**

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
INTEGRATE EQUITY	IMPLEMENT SAFE SYSTEM APPROACH	DOUBLE DOWN ON WHAT WORKS	ACCELERATE ADVANCED TECHNOLOGY

Indicate which of the 5 E's of traffic safety that this action applies to.
(Can choose more than one)

<input type="checkbox"/> EDUCATION	<input type="checkbox"/> EMERGENCY RESPONSE
<input type="checkbox"/> EMERGING TECHNOLOGIES	<input type="checkbox"/> ENFORCEMENT
<input checked="" type="checkbox"/> ENGINEERING	



PART I: ACTION DESCRIPTION

SPECIFIC – clear action statement

- Be specific on what will be accomplished, and the need being addressed.
- Describe alignment with at least two Guiding Principles.

Please describe your action.

- *What will be accomplished by the action?*
- *What need is being addressed by the action?*

The California Traffic Control Devices Committee (CTCDC) process for experimentation keeps local agencies clear of liability issues. This item will proactively review existing installations that are commonly being deployed throughout the State but not currently included in the CA MUTCD and did not go to the CTCDC.

The action team will develop and conduct a survey to understand how agencies are implementing traffic control devices, then analyze whether updates to the CA MUTCD should be made through the CTCDC or whether Statewide experiments should be created.

The action leads will collaborate with representatives from Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations (MPOs), California League of Cities and County Engineers Association of California (CEAC) to provide outreach to their agencies to provide personnel for the advisory group.

The action team and advisory group will evaluate existing installations that were implemented outside of the CTCDC process and formalize effective existing traffic control device uses in the CA MUTCD.



PART II: ALIGNMENT WITH GUIDING PRINCIPLES

Guidance on how actions can align with each of the Four Guiding Principles is provided at the end of this worksheet.

*Describe the action's alignment with the **Integrate Equity** guiding principle (required).*

The creation of Statewide standards provides more resources to all communities to utilize. The MUTCD standards can create a baseline for traffic control devices that prioritizes safety.

The development of the standards and conducting of the survey for agencies will include representatives from all land-use contexts (i.e. urban, semi-urban, and rural) who represent different demographic and socioeconomic portions of the population.

*Describe the action's alignment with the **Implement Safe System Approach** guiding principle (if applicable).*

Developing approved standards for traffic control devices ensures their implementation in the field, creating a safer transportation network.



Describe the action's alignment with the **Double Down on What Works** guiding principle (if applicable).

Not applicable

Describe the action's alignment with the **Accelerate Advanced Technology** guiding principle (if applicable).

As the CA MUTCD standards for traffic control devices are developed, the use of new and emerging technologies through Intelligent Transportation Systems (ITS) can enhance the efficiency and effectiveness of the transportation network.



PART III: ABILITY TO EXECUTE

MEASURABLE - identified performance measures

- *What will be measured to indicate the completion of the action?*
- *What will be measured to indicate the effectiveness of the action?*
- *How and when will this information be collected?*
- *Who will collect and process the performance measures?*

This action will be measured complete with the approval of updates to the CA MUTCD. The effectiveness of this action will be measured by the number of traffic control devices that remain in use without proper approvals.

ACHIEVABLE – committed resources by responsible organization(s)

- Identify the process and resources anticipated to complete the action
 - Define requested resources or potential obstacles
 - Document endorsement by those responsible for the implementation
- *What type of resources are needed to complete this action (e.g. funding, staffing, change in rule, regulation, etc.)? Be specific in identifying agencies, organizations, or advocates that are responsible for assisting in this action.*
 - Personnel or a committee including regional and local representation to review existing guidance and develop standards to be included in the CA MUTCD.
 - FHWA approval is required for additions to the CA MUTCD if they are inconsistent with the National MUTCD.



- *What partners have agreed to support this action?*

Caltrans Division of Safety Program

- *What resources needed to complete this action are not in place? What actions are anticipated to be needed to get those resources?*

Caltrans staff is leading the development of the action and will utilize a development committee to support this action. Collaboration from various traffic safety stakeholders in California would be included to provide diverse viewpoints and create a collaborative perspective for implementation of this action. The engagement approach will be developed based on input received from representatives from Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations (MPOs), California League of Cities and County Engineers Association of California (CEAC).

- *Please describe any potential obstacles or risks for completing the action.*

New technologies and case studies (as they relate to their effectiveness) will continue to emerge, creating a need for continuous review and update.



PART IV: IMPACT

RELEVANT - statewide significance and data-driven issue and countermeasure

- Documentation of effectiveness or justification of innovation approach
- Discuss the potential reduction in fatalities and serious injuries based on the collision factors targeted by the action
- Discuss when the reduction should be expected

- Discuss the potential reduction in fatalities and serious injuries based on the outcomes expected by the action. Use data driven results if possible, specifically the SHSP Data Dashboard.

Traffic control devices help to mitigate conflict at intersections by providing clear rules of right-of-way. The implementation of standards for these devices can help create uniformity and familiarity. Based on the unknown variety of recommendations that will come from this action, defining a percentage of reduction in fatalities and serious injuries is incalculable.

- When would the reduction in fatalities and serious injuries be expected?

Reduction in fatalities and serious injuries would be expected after approval of the traffic control devices are documented and the new traffic control devices begin to be used.

TIME-CONSTRAINED - achievable within SHSP timeframe

- Preference toward 1 to 2-year timeframe
- Recognize that bold, innovative ideas may take longer to accomplish but should still be within the 2020-2024 timeframe

- When is the action planned to be completed (Month & Year)?

December 2022

- Describe any potential obstacles to completing the action by December 2024.

None known