

TRAFFIC OPERATIONS POLICY DIRECTIVE	NUMBER 05-04	PAGE 1 OF 4
KARLA SUTLIFF, DIVISION CHIEF <i>(Signature)</i> <i>Karla Sutliff for Division Chief</i>	DATE ISSUED 03/14/05	EFFECTIVE DATE 03/14/05
SUBJECT The use of CROSS TRAFFIC DOES NOT STOP Plaque (W4-4p) for 4-way stop to 2-way stop conversions.	DISTRIBUTION <input type="checkbox"/> All District Directors <input checked="" type="checkbox"/> All Deputy District Directors - Traffic Operations <input type="checkbox"/> All Deputy District Directors - Maintenance <input type="checkbox"/> All Deputy District Directors - Construction <input type="checkbox"/> All Deputy District Directors - Design <input type="checkbox"/> All Deputy District Directors - Transportation Planning <input type="checkbox"/> Chief, Division of Engineering Services <input checked="" type="checkbox"/> Chief Counsel, Legal Division <input checked="" type="checkbox"/> Publications (California Supplement Website) http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/index.htm <input type="checkbox"/> Headquarters Division Chiefs for:	
DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	IF YES, DESCRIBE	
WILL THIS DIRECTIVE BE INCORPORATED IN THE MUTCD 2003 CALIFORNIA SUPPLEMENT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, DESCRIBE Section 2C.50 CROSS TRAFFIC DOES NOT STOP Plaque (W4-4p)	

DIRECTIVE

The following is added to MUTCD 2003 California Supplement in Section 2C.50:

Guidance:

The CROSS TRAFFIC DOES NOT STOP (W4-4p) plaque (see Figure 2C-8) should be used in combination with a STOP sign at two-way stop-controlled intersections when a conversion from four-way stop to two-way stop operations is implemented.

POLICY DIRECTIVE

IMPLEMENTATION

This directive applies to all stop-controlled intersections open to the public in California when a conversion from four-way stop to two-way stop operations is implemented.

If checked, see continuation page(s).

DELEGATION

Persons or entities responsible for operating and maintaining stop-controlled intersections on roadways open to the public in California.

If checked, see continuation page(s).

BACKGROUND

This directive is the result of California Traffic Control Devices Committee's (CTCDC) recommendation (at their December 8, 2004 meeting) to Caltrans based upon a request from the Older Californian Traffic Safety Task Force.

Established in March 2003, the Older Californian Traffic Safety (OCTS) Task Force is a joint project of the California Highway Patrol and the Center for Injury Prevention Policy and Practice at San Diego State University. The OCTS Task Force has a diverse, interdisciplinary membership representing both the public and private sectors. The OCTS Task Force currently has seven workgroups that are charged with implementing the recommendations from the OATS Report. The goal of the Transportation Safety Workgroup is to establish roadway infrastructure and land use practices that promote safety. To accomplish this goal, the workgroup is implementing action items from the OATS report: 1) incorporating design features recommended in the Federal Highway Administration (FHWA) Highway Design Handbook on Older Drivers and Pedestrians into Caltrans manuals; 2) providing training to transportation professionals on this FHWA handbook; and 3) establishing and enhancing pedestrian priority in transportation projects. The workgroup consists of representatives from the Department of Transportation, the Federal Highway Administration, the California Highway Patrol, the Department of Health Services, the Traffic Safety Center at the University of California at Berkeley, and the Office of Traffic Safety.

FHWA's "Highway Design Handbook For Older Drivers and Pedestrians" contains more details, background, rationale, supporting evidence, research and references for this recommendation. It is identified as I.L.(3) in this publication. The Handbook is available at the following web sites:

<http://www.tfhr.gov/humanfac/01103/coverfront.htm>

<http://www.fhwa.dot.gov/tfhr/safety/pubs/older/intro/index.html>

DEFINITIONS

When used in this Traffic Operations Policy Directive, the text shall be defined as follows:

- 1) **Standard** - a statement of required, mandatory, or specifically prohibited practice. All standards text appears in **bold** type. The verb **shall** is typically used. Standards are sometimes modified by Options.
- 2) Guidance - a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgement or engineering study indicates the deviation to be appropriate. All Guidance statements text appears in underlined type. The verb should is typically used. Guidance statements are sometimes modified by Options.
- 3) Option - a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements text appears in normal type. The verb may is typically used.
- 4) Support - an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements text appears in normal type. The verbs shall, should and may are not used in Support statements.

ATTACHMENTS

None
