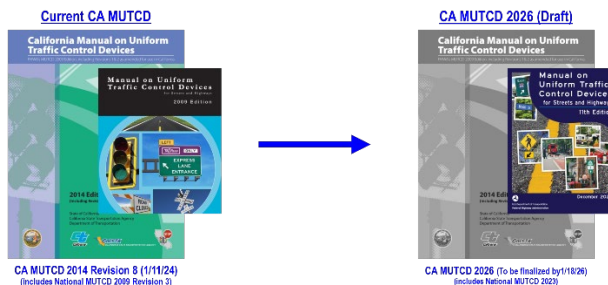


California MUTCD 2014 Revision 8 Compare (Draft)



The National MUTCD 2023 is published by Federal Highway Administration's (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. On December 19, 2023, a Final Rule adopting the National MUTCD 2023 was published in the Federal Register with an effective date of January 18, 2024. States must adopt the National MUTCD as their legal State standard for traffic control devices within two years from the effective date.

Caltrans has begun to prepare the initial draft version of CA MUTCD 2026 to revise California MUTCD 2014 Revision 8 (current) to be in substantial conformance with FHWA's National MUTCD 2023 (11th Edition). Initial draft chapters of CA MUTCD 2026, as they are completed, are being posted on the webpage and open to public for review and providing comments.

This "Compare" document has been prepared by Caltrans to share the outcome (in CA MUTCD 2026) of California specific additions (shown in blue color text and blue margin lines) and California specific revisions (shown as black strikethrough text and blue margin line) that are included in the current CA MUTCD (2014 Revision 8). This document identifies California specific contents that are incorporated into CA MUTCD 2026 initial draft version and contents that are not incorporated and provides brief explanation, if they aren't incorporated. This document is being provided for ease in comparison, when reviewing CA MUTCD 2026 initial draft.

Though every effort has been made by Caltrans to ensure accuracy of this document, the inherent variances between National MUTCD and California MUTCD, along with moving of contents and reorganization undertaken by FHWA in the National MUTCD 2023, there may be unintentional errors or omissions in this document or some contents may have been overlooked.

Reference documents and information related to California's National MUTCD 2023 review and adoption efforts is available at the following websites:

- National MUTCD 2023 - <https://mutcd.fhwa.dot.gov/>
- California MUTCD 2014 Revision 8 - <https://dot.ca.gov/programs/safety-programs/camutcd>
- National MUTCD 2023 review (including CA MUTCD 2026 Drafts) - <https://dot.ca.gov/programs/safety-programs/camutcd/nmutcd>

Text changes reflected in CA MUTCD 2026 initial draft version, when compared to current CA MUTCD 2014 Revision 8, are provided as follows:

- **Unedited black text** - The unedited National MUTCD text is shown in "Times New Roman" font and black color. This black text shown without the strikethrough, represents National MUTCD text that is adopted in California as-is, without any revisions. FHWA has provided compare documents for any changes to this text, comparing the National MUTCD 2009 and 2023 editions. They are available separately, and not included in this compare document.
- **Strikethrough black text** - Text portions of the National MUTCD content that are not applicable in California are showing with a strikethrough of the black text and a blue margin line on the right side. This compare document includes identification of these changes.
- **Blue text** - The California text additions, including new paragraphs, and enhancements are incorporated into the combined document at appropriate locations and show in "Arial Narrow" font and blue font color with a blue margin line on the right side. This compare document includes identification of these changes

This "compare" document uses the current California MUTCD (2014 Revision 8) and uses color highlights for only California specific text revisions (black strikethrough text) and California added text (blue text), to indicate their disposition in CA MUTCD 2026 initial draft version. Comments are provided only for text that has been revised before it is incorporated or text that has been deleted and not incorporated into this CA MUTCD 2026 initial draft version. Meaning of the highlighting colors used are as follows:

- **Bright Green** – Incorporated as-is, no change in policy
- **Turquoise** – Incorporated with revisions, may or may not be a change in policy
- **Pink** – Deleted and not incorporated, potential change in policy.

CHAPTER 7D. CROSSING SUPERVISION

Section 7D.01 Types of Crossing Supervision

Support:

- 01 There are three types of school crossing supervision:
 - A. Adult control of pedestrians and vehicles by adult crossing guards,
 - B. Adult control of pedestrians and vehicles by uniformed law enforcement officers, and
 - C. Student and/or parent control of only pedestrians with student and/or parent patrols.
- 02 Information regarding the organization, administration, and operation of a school safety patrol program is contained in the "AAA School Safety Patrol Operations Manual" (see Section 1A.11).

Section 7D.02 Adult Crossing Guards

Option:

01 Adult crossing guards may be used to provide gaps in traffic at school crossings where an engineering study has shown that adequate gaps need to be created (see Section 7A.03), and where authorized by law.

02 Adult Crossing Guards may be assigned at designated school crossings to assist school pedestrians at specified hours when going to or from school. The following suggested policy for their assignment applies only to crossings.

Guidance:

03 *An Adult Crossing Guard should be considered when:*

- A. *Special situations make it necessary to assist elementary school pedestrians in crossing the street.*
- B. *A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period.*

Criteria for Adult Crossing Guards

Support:

04 Adult Crossing Guards normally are assigned where official supervision of school pedestrians is desirable while they cross a public highway, and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.

Option:

05 Adult crossing guards may be used under the following conditions:

- 1. At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and
 - a. In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or
 - b. In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school.Whenever the critical (85th percentile) approach speed exceeds 40 mph, the guidelines for rural areas should be applied.
- 2. At stop sign-controlled crossing:
Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.
- 3. At traffic signal-controlled crossings:
 - a. Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or
 - b. Where justified through analysis of the operations of the intersection.

Legal Authority and Program Funding for Adult Crossing Guards

Option:

06 Cities and counties may designate local law enforcement agencies, the governing board of any school district or a county superintendent of schools to recruit and assign adult crossing guards to intersections that meet approved guidelines for adult supervision.

Support:

07 There are various methods for funding a school adult crossing guard program. One of these methods is through the use of fines and forfeitures received under the Penal Code. Disposition of these fines and forfeitures is defined in CVC Sections 42200 and 42201.

08 An example of these dispositions by cities and counties is as follows:

- A. Disposition by cities (CVC 42200). Fines and forfeitures received by cities and deposited into a "Traffic Safety Fund" may be used to pay the compensation of school crossing guards who are not regular full-time members of the police department of the city.
- B. Disposition by county (CVC 42201). Fines and forfeitures received by a county and deposited in the road fund of the county may be used to pay the compensation of school crossing guards, and necessary equipment and administrative costs. The board of supervisors may adopt standards for crossing guards and has final authority over the total cost of the crossing guard program.

Section 7D.03 Qualifications of Adult Crossing Guards

Support:

01 High standards for selection of adult crossing guards are essential because they are responsible for the safety of and the efficient crossing of the street by schoolchildren within and in the immediate vicinity of school crosswalks.

Guidance:

02 *Adult crossing guards should possess the following minimum qualifications:*

- A. *Average intelligence;*
- B. *Good physical condition, including sight, hearing, and ability to move and maneuver quickly in order to avoid danger from errant vehicles;*
- C. *Ability to control a STOP paddle effectively to provide approaching road users with a clear, fully direct view of the paddle's STOP message during the entire crossing movement;*
- D. *Ability to communicate specific instructions clearly, firmly, and courteously;*
- E. *Ability to recognize potentially dangerous traffic situations and warn and manage students in sufficient time to avoid injury.*
- F. *Mental alertness;*
- G. *Neat appearance;*
- H. *Good character;*
- I. *Dependability; and*
- J. *An overall sense of responsibility for the safety of students.*

Training Programs for Adult Crossing Guards

Guidance:

03 Adequate training should be provided in adult crossing guard responsibilities and authority. This function can usually be performed effectively by a law enforcement agency responsible for traffic control.

04 Training programs should be designed to acquaint newly employed crossing guards with their specific duties, local traffic regulations, and crossing techniques. Training workshops may be used as a method of advising experienced employees of recent changes in existing traffic laws and program procedures. For example, crossing guards should be familiar with the California law which provides that any person who disregards any traffic signal or direction given by a non-student school crossing guard authorized by a law enforcement agency, any board of supervisors of a county or school district shall be guilty of an infraction and subject to the penalties of Section 42001 of the CVC (Section 2815).

Section 7D.04 Uniform of Adult Crossing Guards

Standard:

01 **Law enforcement officers performing school crossing supervision and adult crossing guards shall wear high-visibility retroreflective safety apparel labeled as ANSI 107-2004 standard performance for Class 2 as described in Section 6E.02.**

Section 7D.05 Operating Procedures for Adult Crossing Guards

Standard:

01 Adult crossing guards shall not direct traffic in the usual law enforcement regulatory sense. In the control of traffic, they shall pick opportune times to create a sufficient gap in the traffic flow. At these times, they shall stand in the roadway to indicate that pedestrians are about to use or are using the crosswalk, and that all vehicular traffic must stop.

02 Adult crossing guards shall use a STOP paddle. The STOP paddle shall be the primary hand-signaling device.

03 The STOP (R1-1) paddle shall be an octagonal shape. The background of the STOP face shall be red with at least 6-inch series upper-case white letters and border. The paddle shall be at least 18 inches in size and have the word message STOP on both sides. The paddle shall be retroreflectorized or illuminated when used during hours of darkness.

Option:

04 The STOP paddle may be modified to improve conspicuity by incorporating white or red flashing lights on both sides of the paddle. Among the types of flashing lights that may be used are individual LEDs or groups of LEDs.

05 The white or red flashing lights or LEDs may be arranged in any of the following patterns:

- A. Two white or red lights centered vertically above and below the STOP legend,**
- B. Two white or red lights centered horizontally on each side of the STOP legend,**
- C. One white or red light centered below the STOP legend,**
- D. A series of eight or more small white or red lights having a diameter of 1/4 inch or less along the outer edge of the paddle, arranged in an octagonal pattern at the eight corners of the STOP paddle (more than eight lights may be used only if the arrangement of the lights is such that it clearly conveys the octagonal shape of the STOP paddle), or**
- E. A series of white lights forming the shapes of the letters in the legend.**

Standard:

06 If flashing lights are used on the STOP paddle, the flash rate shall be at least 50, but no more than 60, flash periods per minute.

Option:

07 The 24 x 24 inch size of the STOP (C28A(CA) paddle may be used where greater emphasis is needed and speeds are 30 mph or more.

Support:

08 See Section 6E.03 for details on STOP paddles and rigid staff.

Section 7D.101(CA) School Safety Patrols

Legal Authority

Standard:

01 For all purposes "School Safety Patrols" shall mean "Student Patrols" as referenced in this California MUTCD.

02 School Safety Patrols shall be authorized by the local school board. School authorities shall be responsible for organizing, instructing and supervising patrols with the assistance of the local police.

Support:

03 The California Education Code, Sections 49300 to 49307, and the California Code of Regulations, Sections 570 to 576 and 632, authorize the development of School Safety Patrols and outline rules for implementing these programs within the state.

Uniforms:

Standard:

04 The use of the School Safety Patrol uniforms and insignia shall adhere to the following regulations (California Code of Regulations 576):

- (a) A school safety patrol member (except a member of the R.O.T.C. or California Cadet Corps on traffic duty in his official uniform) shall wear, at all times while on duty, the basic standard uniform specified in this section,**

except that the rainy day uniform may be worn under appropriate weather conditions. Only the optional additions specified in this section may be added to the uniform.

- (b) The basic standard uniform for patrol members is the white or fluorescent orange Sam Browne belt and either an overseas type federal yellow or fluorescent orange cap or a yellow or fluorescent orange helmet. Optional additions to the basic standard uniform are any or all of the following:
- (1) Colored piping on the federal yellow cap.
 - (2) Colored striping on the yellow helmet.
 - (3) A red or fluorescent orange upper garment
 - (4) Insignia or a special badge identifying the organization, to be worn on the left breast, left arm, or cap.
- (c) The rainy-day uniform is a federal yellow raincoat and a federal yellow rain hat. The Sam Browne belt may be worn over the raincoat.
- (d) The insignia, or special badge and cap shall be worn only during official school safety patrol duty, except that the governing board may authorize members of the school safety patrol to wear the uniform and insignia for special school safety patrol functions.

Operating Procedures

Standard:

⁰⁵ Student patrols shall be carefully selected. They shall be students from the fifth grade or higher and shall be at least 10 years of age. Refer to California Code of Regulations Section 571.

Guidance:

⁰⁶ Leadership and reliability should be determining qualities for patrol membership.

Standard:

⁰⁷ Parental approval shall be obtained in writing before a student is used as a member of a student patrol. Refer to California Education Code Section 49302.

Support:

⁰⁸ School Safety Patrols control children, not vehicles.

Standard:

⁰⁹ School Safety Patrols shall stop children back of the curb or edge of the roadway and allow them to cross only when there is an adequate gap in traffic (see California Code of Regulations Sections 570 to 576 and 632 for School Safety Patrols operating procedures and requirements).

Criteria for Student Patrols:

Option:

¹⁰ A student patrol may be established at locations where an existing traffic control device, police officer or adult crossing guard is in operation. They may also be used where there are adequate crossing gaps in vehicular flow at an uncontrolled crossing and it is desirable to use student patrols to guide the school pedestrians.

Support:

¹¹ To determine the frequency and adequacy of gaps in the traffic stream, refer to Section 7A.03.