



**California Traffic Control Devices Committee (CTCDC)  
Agenda Item Report**



<b>Meeting Date:</b> November 7, 2024 <b>Item Number:</b> 24-14	<b>From:</b> Laura Wells, City of San Jose
<b>Sponsored By:</b> Pratyush Bhatia, LOCC	<b>Presented By:</b> Laura Wells, City of San Jose
<b>Description:</b> Request for Proposed Changes to Table 2B-105(CA) Safety Corridor Definition Requirements	

**Recommendation:**

Motion by committee to approve amendments to CA MUTCD Table 2B-105(CA) Safety Corridor Definition Requirements.

**Agency Making Request/Sponsor:**

Laura Wells, City of San Jose / Pratyush Bhatia, League of California Cities (LOCC)

**Background:**

The City of San Jose's Department of Transportation (the City) is proposing changes to the CA MUTCD's Table 2B-105(CA) Safety Corridor Definition Requirements. Pursuant to Assembly Bill 43 (Speed Limits) and Assembly Bill 645 (Speed Safety Systems Pilot), cities looking to implement provisions in these policies are required to use standards of a safety corridor under CVC Section 22358.7. This CVC section requires that safety corridors need to comply with the updated language in the 2014 California MUTCD Revision 7; the updated language specifically refers to Table 2B-105(CA). The City's proposed changes to Table 2B-105(CA) are described below.

The use of "can" in the *Crash Weighting* category is inconsistent with the "shall" requirement in line 12o in Section 22358.7(a)(1). The proposed language in this table category is intended to reflect the Standard in line 12o and to distinguish this category from the proposed "may" options in the *Crash Density* and *Maintenance* categories.

Under the *Crash Density* category, the City proposes the term "can" be changed to "may". The term "may" would be consistent with the use of "may" in the CA MUTCD relative to options a local authority may use. While the use of "can" was intended to provide flexibility, it could be open to legal interpretation and mean that a local authority only has "the ability to" take certain actions; particularly as Table 2B-105(CA) is titled "Safety Corridor Definition Requirements". The City also proposes that the corridor options in this category be expanded to include "contiguous". Evaluating corridor segments on an "overlapping" basis could be challenging and overly cumbersome for many cities.



## California Traffic Control Devices Committee (CTCDC) Agenda Item Report



For consistency, the City is also proposing the term “can” be changed to “may” in the *Maintenance* category.

The City has also included a few spelling corrections in the table.

### **Attachments:**

Attachment A – CA MUTCD Table 2B-105(CA) Update



# ATTACHMENT A



**Attachment A – CA MUTCD Table 2B-105(CA) Update**

Red text indicates proposed language change to CA MUTCD

Strikethrough red text indicates proposed language deletion

Blue text indicates current CA MUTCD language

**Table 2B-105(CA). Safety Corridor Definition Requirements**

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	<p>Crash weighting <del>can</del> shall be developed using fatal and serious injury crash data and <del>other</del> at least one of the following suggested weighting factors to prioritize safety corridors. <del>Suggested weighting factors are as follows:</del></p> <ul style="list-style-type: none"> <li>Crash severity*: Fatal Crashes, Serious Injury Crashes</li> <li>Mode: Pedestrian-bicycle related crashes, vehicle/other</li> <li>Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen</li> <li>Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey</li> <li>School proximity (within 0.25 miles) based on the California School Campus Database</li> </ul> <p>* While the occurrence of fatal and/or serious injury crashes are required for establishing a Safety Corridor, crash severity is provided as an optional weighting factor to prioritize safety corridors within a jurisdiction’s overall roadway network.</p>
Crash Density	<p>Each roadway segment block <del>can</del> may be converted into ~ 0.25 mile overlapping or contiguous “corridor” segments to create a consistent unit of measurement and assess the concentration of linear patterns of injuries within a defined distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) “corridor” segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.</p>
Maintenance	<p>The jurisdiction <del>can</del> may establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.</p>