



California Traffic Control Devices Committee Agenda Item Report



Meeting Date: November 03, 2022	From: Stan Slavin, PE, OSD
Item Number: 22-10	
Sponsored By: Yue Wang, PE, Caltrans	Presented By: Michael C. Robinson, PE, Caltrans
Description: Revisions to Pedestrians Intervals and Signal Phases to comply with Assembly Bill AB-2264 (effective January 1, 2023), which includes requirements for leading pedestrian interval and accessible pedestrian signals and detectors at state traffic signals.	

Recommendation:

Motion by committee to recommend inclusion of the proposed changes to the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 4E.06 "Pedestrians Intervals and Signal Phases" to comply with Assembly Bill AB-2264 (effective January 1, 2023).

Agency Making Request/Sponsor:

Caltrans / Yue Wang, Caltrans CTCDC Member

Background:

Assembly Bill AB-2264 titled "Pedestrian crossing signals" authored by Bloom (A), Haney (A), and Portantino (S), was approved by Governor and filed with Secretary of State on September 23, 2022.

AB-2264 amends the Vehicle Code Section 21450.5 to require state-owned or operated traffic-actuated signals upon first placement or replacement to include leading pedestrian interval (LPI) with accessible pedestrian signals (APS) and detectors. Existing state-owned or operated traffic-actuated signals will be required by AB-2264 to have leading pedestrian interval installed when maintenance work is performed.

The inclusion of maintenance work is not clear who performs the work. Electrical Maintenance does not adjust signal timing and therefore cannot implement LPI. Traffic signal timing changes are performed by signal operations who periodically perform field investigations and operational reviews. The CA MUTCD update needs to be clear that maintenance work performed on traffic signals refer to signal operations work.

Requiring LPI to be installed at existing traffic signals without APS contradicts recommendations to accommodate visually impaired pedestrians. The CA MUTCD update needs to be clear that traffic signal locations without APS requiring LPI need to have APS available before enabling LPI.



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Refer to the following for more background and information on AB-2264:

1. Text of AB-2264 Pedestrian Crossing Signals:

https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2264

2. AB-2264 Bill Analyses:

https://leginfo.ca.gov/faces/billAnalysisClient.xhtml?bill_id=202120220AB2264

3. AB-2264 Today's Law As Amended:

https://leginfo.ca.gov/faces/billCompareClient.xhtml?bill_id=202120220AB2264&showamends=false

Attachments:

Attachment A – AB-2264 Pedestrian Crossing Signals

Attachment B – Proposed Revisions to CA MUTCD Section 4E.06



ATTACHMENT A



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Attachment A – AB-2264 Pedestrian Crossing Signals.



Assembly Bill No. 2264

CHAPTER 496

An act to amend Section 21450.5 of the Vehicle Code, relating to pedestrians.

[Approved by Governor September 23, 2022. Filed with Secretary of State September 23, 2022.]

LEGISLATIVE COUNSEL’S DIGEST

AB 2264, Bloom. Pedestrian crossing signals.

Under existing law, a pedestrian control signal showing a “WALK” or approved “Walking Person” symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under existing law, a pedestrian facing a flashing “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol with a “countdown” signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol, as specified.

Existing law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a traffic-actuated signal, as specified, existing law requires the traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway.

This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, and to include the installation, activation, and maintenance of an accessible pedestrian signal and detector, upon the first placement or replacement of a state-owned or operated traffic-actuated signal. The bill would also require an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residential, business, or business activity district, a safety corridor, a school zone, or an area with a high concentration of pedestrians and cyclists, as specified. These requirements would not apply when prohibited by the California Manual on Uniform Traffic Control Devices. The bill would, for these purposes, define a “leading pedestrian interval” as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic, and define “accessible pedestrian signal and detector” as an integrated device that communicates information about the “WALK” and “DON’T WALK” intervals at signalized intersections in nonvisual



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formats, including audible tones, speech messages, and vibrotactile surfaces, to pedestrians who are blind or have low vision.

The people of the State of California do enact as follows:

SECTION 1. Section 21450.5 of the Vehicle Code is amended to read:
21450.5. (a) A traffic-actuated signal is an official traffic control signal, as specified in Section 445, that displays one or more of its indications in response to the presence of traffic detected by mechanical, visual, electrical, or other means.

(b) Upon the first placement of a traffic-actuated signal or replacement of the loop detector of a traffic-actuated signal, the traffic-actuated signal shall, to the extent feasible and in conformance with professional traffic engineering practice, be installed and maintained to detect lawful bicycle or motorcycle traffic on the roadway.

(c) Cities, counties, and cities and counties shall not be required to comply with the provisions contained in subdivision (b) until the Department of Transportation, in consultation with these entities, has established uniform standards, specifications, and guidelines for the detection of bicycles and motorcycles by traffic-actuated signals and related signal timing.

(d) (1) Upon the first placement or replacement of a state-owned or operated traffic-actuated signal, a traffic-actuated signal shall be installed and maintained to have a leading pedestrian interval, and shall include the installation, activation, and maintenance of an accessible pedestrian signal and detector that complies with sections 4E.08 to 4E.13 of the California Manual on Uniform Traffic Control Devices in effect on December 31, 2022.

(2) An existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming shall have a leading pedestrian interval programmed when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the traffic-actuated signal is in any of the following areas:

- (A) A residential district.
- (B) A business district.
- (C) A business activity district.
- (D) A safety corridor.
- (E) A school zone.

(F) An area with a high concentration of pedestrians and cyclists, as determined by the Department of Transportation pursuant to Section 22358.7.

(3) The requirements in paragraphs (1) and (2) do not apply when prohibited by the California Manual on Uniform Traffic Control Devices.

(4) As used in this subdivision, a “leading pedestrian interval” means an official traffic control signal that advances the “WALK” signal for three to seven seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic.



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(5) As used in this subdivision, an “accessible pedestrian signal and detector” means an integrated device that communicates information about the “WALK” and “DON’T WALK” intervals at signalized intersections in nonvisual formats, including audible tones, speech messages, and vibrotactile surfaces, to pedestrians who are blind or have low vision.

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ATTACHMENT B



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Attachment B – Proposed Revisions to CA MUTCD Section 4E.06.

Standard:

Except as provided in paragraph #, upon the first placement or replacement of a state-owned or operated traffic-actuated signal that is equipped with pedestrian crosswalks, a traffic-actuated signal shall be installed and maintained to have a leading pedestrian interval, and shall include the installation, activation, and maintenance of an accessible pedestrian signal and detector that complies with sections 4E.08 to 4E.13.

Except as provided in paragraph #, existing state-owned or operated traffic-actuated signals shall be configured to include a leading pedestrian interval as part of a field investigation or operational review that are performed on traffic-actuated signals in any of the following areas:

- (A) Residential district.
- (B) Business district.
- (C) Business activity district, as determined by the CVC Section 22358.9.
- (D) Safety corridor.
- (E) School zone.
- (F) An area with a high concentration of pedestrians and cyclists, as determined by CVC Section 22358.7.

Existing state-owned and operated traffic actuated signals that require leading pedestrian interval and are not equipped with accessible pedestrian signal and detectors shall be scheduled for upgrade to include accessible pedestrian signal and detectors with leading pedestrian interval.

Support:

State-owned or operated traffic-activated signals that do not have conflicting movements with pedestrians do not require leading pedestrian interval for those movements that are not in conflict. For example, for a T-intersection with a one-way minor street feeding into major street, there would be no conflicting movement from the major street into the minor street, and therefore, no benefit from adding a leading pedestrian interval for the crosswalk on the minor street.