STATE OF CALIFORNIA• DEPARTMENT OF TRANSPORTATION

POLICY DIRECTIVE

TR-0011 (REV 9/2006)

TRAFFIC OPERATIONS POLICY DIRECTIVE	NUMBER: 10-01	PAGE: 1 of 8
ROBERT COPP, DIVISION CHIEF (Signature)	DATE ISSUED: July 30, 2010	EFFECTIVE DATE: July 30, 2010

SUBJECT:

Inclusion of the following new (Optional) signs in the California Manual on Uniform Traffic Control Devices (California MUTCD)

- **NO IDLING COMMERCIAL VEHICLES AND ALL BUSES sign (R61(CA))**
- **NO IDLING All Buses and Commercial Vehicles symbol sign (R62(CA))**

DISTRIBUTION

- ☒ All District Directors
- ☒ All Deputy District Directors - Traffic Operations
- ☒ All Deputy District Directors - Maintenance
- ☒ All Deputy District Directors - Construction
- ☒ All Deputy District Directors - Design
- ☐ All Deputy District Directors - Transportation Planning
- ☐ Chief, Division of Engineering Services
- ☒ Chief Counsel, Legal Division
- ☒ Publications (California MUTCD Website) www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd.htm
- ☐ Headquarters Division Chiefs for:

DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT?	☒YES ☐NO	IF YES, DESCRIBE Amends Chapter 2B of the California MUTCD
WILL THIS DIRECTIVE BE INCORPORATED IN THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES	☒YES ☐NO	IF YES, DESCRIBE Chapter 2B - Section 2B.39 & Figure 2B-16 (CA)

DIRECTIVE

Pursuant to the authority granted to the California Department of Transportation (Department) in Section 21400 and 21401 of the California Vehicle Code (CVC), the following new signs shall be included in Part 2 of the California MUTCD, dated January 21, 2010;

California Code	MUTCD Code	Title of Sign	California MUTCD Section
R61(CA)	None	NO IDLING COMMERCIAL VEHICLES AND ALL BUSES sign	2B.39
R62(CA)	None	NO IDLING All Buses and Commercial Vehicles symbol sign	2B.39

IMPLEMENTATION

In this section, for purposes of clarity, italic text is used to denote text that is being added to the California MUTCD. All other formatting as defined under the Definitions section of this Policy Directive is still applicable.

The following policies shall be included in the California MUTCD:

Section 2B.39 Parking, Standing, and Stopping Signs (R7 and R8 Series)

NO IDLING COMMERCIAL VEHICLES AND ALL BUSES (R61 (CA)) sign, and NO IDLING All Buses and Commercial Vehicles symbol (R62 (CA)) symbol sign
Option:
NO IDLING COMMERCIAL VEHICLES AND ALL BUSES R61(CA) or NO IDLING All Buses and Commercial Vehicles R62(CA) symbol sign may be placed to remind commercial vehicle operators that idling is prohibited for commercial vehicles and all buses for a duration greater than 5 minutes (CCR Title 13, 2480 and 2485).

Standard:
If used, the NO IDLING COMMERCIAL VEHICLES AND ALL BUSES (R61 (CA)) sign, or NO IDLING All Buses and Commercial Vehicles (R62 (CA)) symbol sign shall be placed in areas where idling commonly occurs.

Support:
CCR Title 13, Sections 2480 and 2485, of the California Code of Regulations prohibit unnecessary idling of commercial vehicles and all buses for a duration greater than 5 minutes. The sign locations will be determined by Air Resources Board representatives and officials of the law enforcement agency responsible for enforcement and the jurisdiction who owns the roadway will install the signs.

The objective is to provide uniform applications of signs statewide. If there are any questions regarding implementation, districts are encouraged to consult with the Office of Signs, Markings and External Support, Signs Branch of Headquarters Division of Traffic Operations.

DELEGATION

No new delegations of authority are created under this policy.

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BACKGROUND

The revision of existing signs and inclusion of new signs in the California MUTCD is a common practice based upon need. The Department, pursuant to CVC Section 21400, must conduct public hearings before it can revise existing traffic control device policies and approve new signs for use on public roadways. The California Traffic Control Devices Committee (CTCDC) is the forum used to satisfy this requirement.

The purpose of this directive is to implement AB 233, which was approved by the Governor October 13, 2007. It added Section 43011.5 to the Health and Safety Code and Section 4755 to the Vehicle Code, as follows:

(a) The State Air Resources Board's Emission Reduction Plan for Ports and Goods Movement, adopted April 2006, states that goods movement activity, including trips made by diesel-fueled trucks, contributes to increases in cancer risk, premature deaths, hospitalizations for respiratory and cardiovascular causes, bronchitis, asthma attacks, and other respiratory symptoms.

(b) The State Air Resources Board identified particulate matter emissions from diesel-fueled engines as a toxic air contaminant in 1998. The state board subsequently developed a risk reduction plan that included a goal of reducing the public health risk from diesel particulate matter by 85 percent by 2020, and began to develop regulations designed to further reduce diesel particulate matter emissions from diesel-fueled engines and vehicles.

(c) As part of its efforts to reduce diesel emissions, the State Air Resources Board has adopted regulations to control idling of diesel-fueled vehicles, including buses and trucks. Additional enforcement measures are needed to ensure consistent enforcement of these and other regulations.

SEC. 3. Section 43011.5 is added to the Health and Safety Code, to read:

43011.5. (a) Every three years, the state board shall review its existing enforcement of diesel emission control regulations and anticipated enforcement needs for future diesel emission control regulations for manufacturers, owners, or operators of on-road and off-road vehicles and engines to implement the state board's Diesel Risk Reduction Plan and Emission Reduction Plan for Ports and Goods Movement, and develop a strategic plan for consistent, comprehensive, and fair enforcement of these regulations. (b) The state board shall consult with the districts and the public in developing the plan, and shall review the plan at a public board meeting. (c) The plan shall include, but is not limited to, all of the following:

(1) An assessment of the need for additional staff and technology resources at the state board to ensure that the appropriate resources are available to ensure consistent enforcement of diesel emission control regulations for on-road and off-road vehicles and engines throughout the state and in areas where diesel emissions are concentrated.

(2) Goals for inspection frequency for the next three years to promote the maximum level of compliance with diesel emission control regulations for on-road and off-road vehicles and engines.

(3) An education and outreach component to increase public awareness and understanding of the diesel regulations identified in subdivision (a). **The education and outreach component shall include the <u>placement of signs</u> and other materials in multiple languages where appropriate in locations where significant numbers of idling trucks and engines have been found, especially locations near schools and residential communities, to ensure that operators of trucks traveling through the state and other affected individuals and businesses are aware of the state's diesel engine idling requirements.** *(Bold and <u>underlined</u> font added for emphasis, regarding " . . . placement of signs." State Air Resources Board staff supports a prohibited symbol sign to address signs in multiple languages requirement.)*

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(4) A training program for local enforcement staff, including, but not limited to, outreach to highway patrol, local police, and local air district staff on enforcement of the state's diesel engine idling requirements through workshops, educational material, and training sessions in northern and southern California. (d) The state board shall submit the plan prepared pursuant to subdivision (a) to the relevant legislative policy and fiscal committees by January 1, 2009, and every three years thereafter.

The Department of Transportation pursuant to CVC Section 21400 must conduct public hearings before it can revise existing traffic control device policies. The CTCDC is the forum used to satisfy this requirement.

On April 15, 2010 the California Air Resources Board (ARB) presented its proposal to adopt "NO IDLING COMMERCIAL VEHICLES AND ALL BUSES" signage to the CTCDC (see item 08-18 of the April 15, 2010 agenda packet: <http://www.dot.ca.gov/hq/traffops/signtech/newtech/agenda/Agenda041510.pdf.>). At this meeting, the CTCDC recommended revisions, as reflected in the Implementation section of this document.

This directive will be retired when it is incorporated into the next revision of the MUTCD.

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 judgment or engineering study indicates the deviation to be appropriate. All Guidance statements text appears in underline type. The verb should is typically used. Guidance statements are sometime 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.

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ATTACHMENTS

Sign specifications for R61(CA) and R62(CA) signs:

NO IDLING COMMERCIAL VEHICLES AND ALL BUSES (R61(CA)) sign: Page 6 of 8

NO IDLING All Buses and Commercial Vehicles (R62(CA)) symbol sign: Page 7 of 8

Gridded symbol graphics for Bus and Commercial Vehicle symbols
(per Standard Highway Signs Book, FHWA): Page 8 of 8

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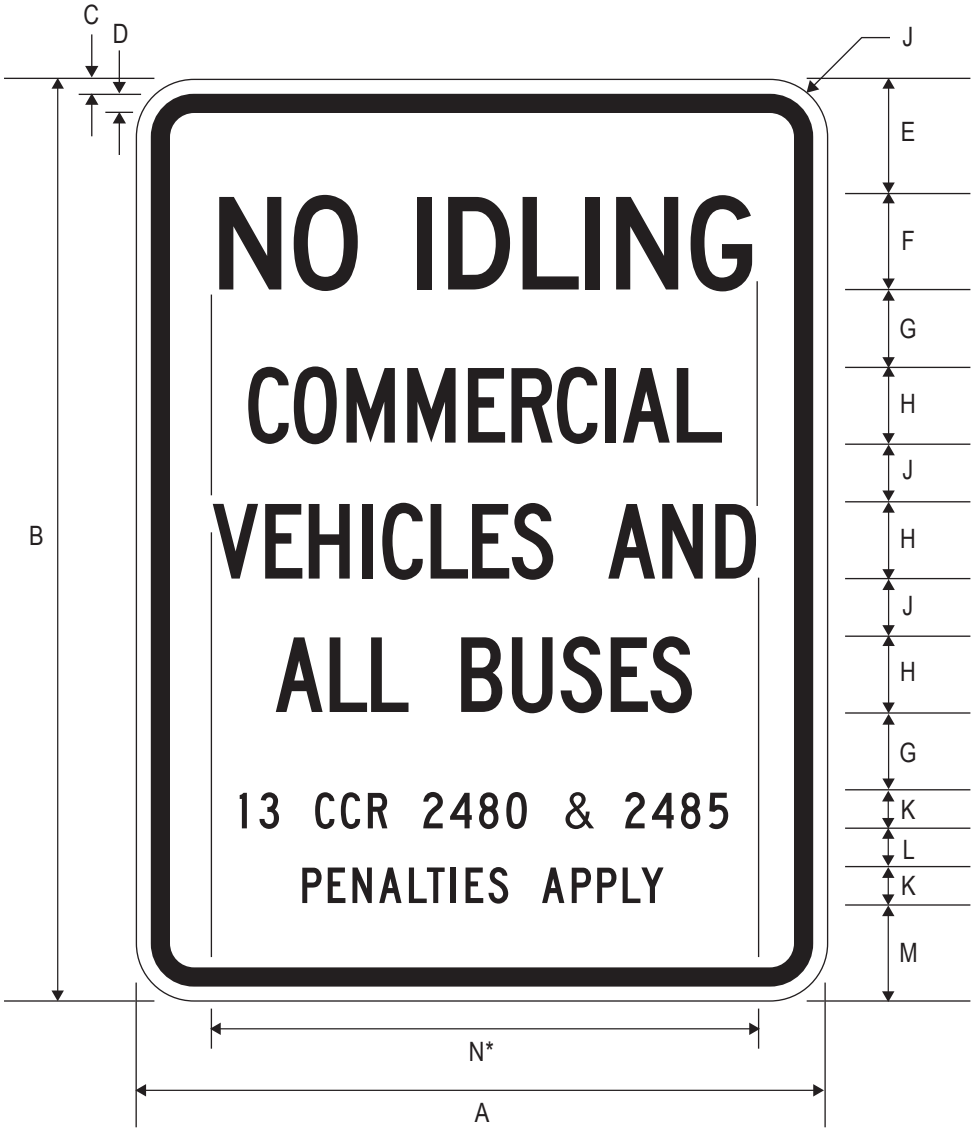

SR61 (CA)

* Maximum text width for all lines.

ENGLISH UNITS

A	B	C	D	E	F	G	H	J	K	L	M	N
18	24	.375	.5	3	2.5D	2	2C	1.5	1	1C	2.5	14.25

COLORS: BORDER & SYMBOL - BLACK
BACKGROUND - WHITE (RETROREFLECTVE)

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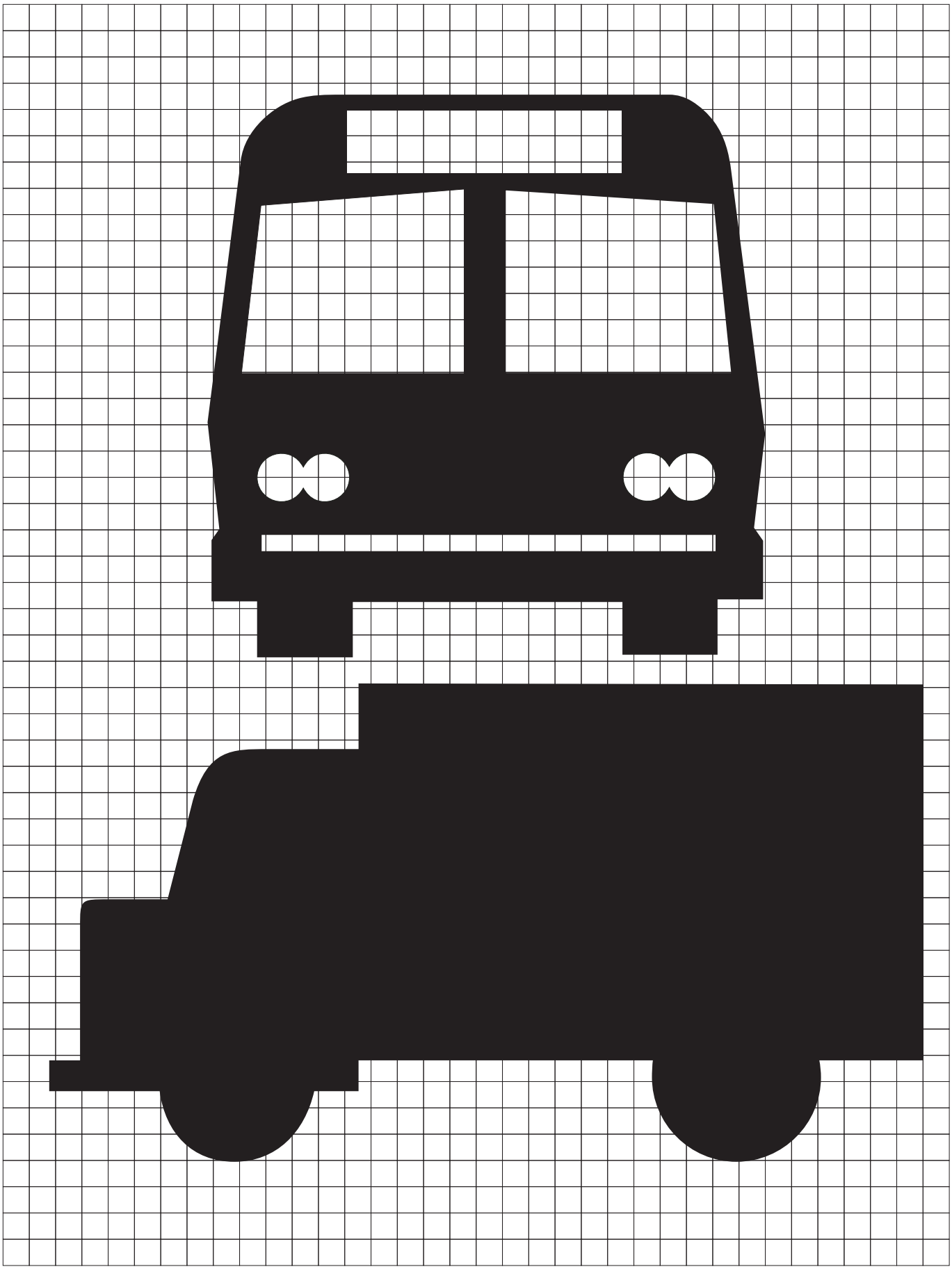
SR62 (CA)

* Optically space symbol about centerline.

ENGLISH UNITS

A	B	C	D	E	F	G	H	J	K	L	M	N	P
18	24	.375	.5	1.75	2.5D	1.875	10	14.475	1C	.75	1.5	1.375	14.15

COLORS: CIRCLE & DIAGONAL - RED (RETROREFLECTVE)
SYMBOL & BORDER - BLACK
BACKGROUND - WHITE (RETROREFLECTVE)

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