

## **PROJECT FACT SHEET**

### **Project Title: Policy Update on Use of Intersection Control Strategies** (Via Traffic Operations Policy Directive or TOPD)

The Department (Caltrans) is leading a statewide effort to update and consolidate the individual traffic engineering policies that govern the use of signal, stop and yield "control" at major access points into a holistic decision-making framework that is:

- **driven by system performance outcomes; especially safety and operational impacts and benefits**
- influenced by life-cycle cost analysis

Rather than replace the existing policies & procedures, the Department will issue guidance in early 2013 to update the approach to the selection of intersection traffic control strategies for major state highway access points by identifying the best "control" alternatives and a two-step evaluation process. The updated approach / process will emphasize:

- **the consideration of yield-control with circular intersection geometry** (i.e. the modern roundabout) as a standard design practice and highly effective form of intersection control; in fact, there are now over 2,000 roundabouts in the U.S. and the Department recognizes them as a best practice or treatment for major intersections
- **context and the needs of essential and vulnerable highway system users** (e.g. commercial trucks, emergency responders, farm equipment, pedestrians, bicyclists, etc)
- **the role of safety performance analysis for practical "control" alternatives** in order to inform decision-makers on how their choice (signal, stop or yield control) is expected to affect collision frequency and severity
- **streamlined decision-making and documentation requirements for the use of yield-controlled roundabouts**

**The updated approach for the evaluation and selection of intersection control will be established via issuance of a policy directive in early 2013, and supported by a 6 month "roll-out" campaign prior to a mid-year effective date (possibly July 1<sup>st</sup>). The directive and its updated decision-making process will likely be identified by the same title adopted by other state DOT's: "Intersection Control Evaluation" or *ICE*.**

**ICE will be applied during the broader transportation planning and capital project development business processes that propose the construction of new intersections, or modification of existing intersections (including interchanges).** The policy & process will be monitored, evaluated and adjusted before it is proposed for inclusion in the CA MUTCD as early as the 2015 calendar year.

NOTE: This policy project has been formally endorsed by the California Strategic Highway Safety Plan Executive Committee, whose members include representatives from numerous transportation, public safety and health organizations across the state.