


TRAFFIC OPERATIONS POLICY DIRECTIVE

TR-001 (REV 6/2021)

TRAFFIC OPERATIONS POLICY DIRECTIVE	NUMBER: 21 - 06	PAGE: 1 of 3
JASVINDERJIT S. BHULLAR, DIVISION CHIEF (Signature) 	DATE ISSUED: June 24, 2021	EFFECTIVE DATE: June 24, 2021
SUBJECT: Touch-free Accessible Pedestrian Signal (APS)	DISTRIBUTION <input checked="" type="checkbox"/> All District Directors <input checked="" type="checkbox"/> All Deputy District Directors - Traffic Operations <input type="checkbox"/> Chief Counsel, Legal Division Headquarters Division/Program Chiefs for: <input checked="" type="checkbox"/> Maintenance <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Design <input type="checkbox"/> Planning <input type="checkbox"/> Safety Programs <input checked="" type="checkbox"/> Additional: <u>Americans with Disabilities Act Infrastructure Program</u>	
DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, DESCRIBE Supersedes TOPD 12-01 and Memo "Installation of Accessible Pedestrian Signals", dated September 18, 2014	
WILL THIS DIRECTIVE BE INCORPORATED IN A DEPARTMENT MANUAL, GUIDELINE OR STANDARD PLAN? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, DESCRIBE Caltrans Standards, Electrical Systems Design Manual	

DIRECTIVE

Touch-free Accessible Pedestrian Signals (APS) shall be installed and activated at signalized pedestrian crossings on the State Highway System (SHS) as a public health safety enhancement and to minimize the spread of contact-related pathogens.

TRAFFIC OPERATIONS POLICY DIRECTIVE**IMPLEMENTATION**

Touch-free APS shall be installed at new signalized pedestrian crossings on the SHS for Capital projects, Encroachment Permit projects, and HM-funded projects.

When a touch-free APS is installed at an existing signalized pedestrian crossing, or in response to an ADA access request, on the SHS, all APS at that location shall be upgraded to Touch-free APS.

When performing maintenance and repair activities, Maintenance should consider using Touch-free APS.

Installation of touch-free APS should not require upgrading of other ADA components (e.g. curb ramps or sidewalks) unless those components are disturbed.

Unsignalized pedestrian crossings at signalized intersections (e.g. intersections with free-right turns) may remain unsignalized.

This guidance applies to Traffic Signals, In-Roadway Warning Lights, Rapid Rectangular Flashing Beacons and Pedestrian Hybrid Beacons.

Touch-free APS shall be installed at signalized pedestrian crossings on the SHS within project limits according to the following schedule:

- Capital Outlay Support (COS) projects that have a Ready to List (RTL) date on or after October 18, 2021
- Encroachment Permit projects that have been approved on or after October 18, 2021
- HM-Funded projects that have an RTL date on or after October 18, 2021

COS projects that are in Construction or have an RTL date before October 18, 2021 may adhere to this policy.

For adoption prior to October 18, 2021, the Office of System Management's [Electrical non-standard special provisions \(NSSPs\)](#) for Touch-free APS shall be used.

DELEGATION

No new delegations of authority are created under this policy.

BACKGROUND

In response to a growing need to advance the implementation of public health safety enhancements, the California Department of Transportation has developed specifications for a Touch-free APS to minimize the spread of contact-related pathogens. The Touch-free APS allows the pedestrian the option to place a "call" to cross the street by either using the pedestrian push button or by waving their hand in front of the Touch-free APS.

TRAFFIC OPERATIONS POLICY DIRECTIVE**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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