TRAFFIC CONTROL FOR BUSWAYS

Proposed Additions to MUTCD
Chapter 8E. Busway Grade Crossings

- Proposed revision submitted to FHWA in June 2014.
- Intended for next edition of MUTCD.
Important:

These recommendations were submitted to FHWA by the NCUTCD. The recommended changes, if approved by the FHWA, must go through the Federal rule-making process.
These recommendations might be:

- Included in the next MUTCD as is.
- Included with minor modifications.
- Included with major modifications.
- Not used at all.
What is the approval process?
Figure 1A-2. Process for Incorporating New Traffic Control Devices into the MUTCD

- Experiment successful (see Figure 1A-1)
- Analytical or laboratory study results and/or non-U.S. experimentation
- Request for change from jurisdiction or interested party

FHWA review

- Jurisdiction restores experiment site to original condition
- Further experimentation required?

Interim approval?

FHWA notifies interested parties (if any)

FHWA issues Interim Approval with technical conditions for use, and posts on MUTCD website

Jurisdictions apply for and receive Interim Approval

Jurisdictions deploy devices under Interim Approval conditions

- Final Rule different from Interim Approval?

State Manuals must be in substantial conformance with the National MUTCD within 2 years as specified in 23 CFR 655.609(a)

FHWA publishes Final Rule

FHWA reviews comments

Docket comment period

FHWA prepares Final Rule

FHWA publishes Notice of Proposed Amendment in Federal Register

FHWA prepares Notice of Proposed Amendment

Jurisdictions restore sites of Interim Approval to previous condition and/or comply with Final Rule

No action required

See Figure 1A-1
Busway Definition

A roadway or a traffic lane limited to buses that is located in a separate right-of-way along a street or railroad right-of-way where other motor vehicles, pedestrians, and bicycles cross only at designated locations.
Support:

The design and operation of a busway is similar to light-rail transit in a semi-exclusive alignment.
Guidance:

Highway-busway grade crossings should be equipped with an active busway grade crossing warning system unless an engineering study indicates that the use of STOP signs or YIELD signs alone would be adequate.
Option:

A Bus Only Lane sign may be used on a roadway lane limited to only bus use to indicate the restricted use of a lane.
Bus-Activated Turn Prohibition Signs

Blank-out Turn Prohibition sign may be used with:

- Blank-out Bus Approaching symbol sign, or
- Blank-out BUS COMING sign, or
- Both.
Guidance:

A Highway-Busway Grade Crossing Advance Warning sign **should** be used on each highway in advance of every busway grade crossing except in business or commercial areas where active highway-busway grade crossing traffic control devices are in use.
Option:

A Busway Warning sign with a one-direction arrow for one-way busways or a two-direction arrow for two-way busways may be used at the crossing point of highway-busway grade crossings where there are no active traffic control devices.
Option:

A Bus Approaching-Activated Blank-Out warning sign **may** be used at signalized intersections near busway grade crossings or at crossings controlled by STOP signs.
Guidance:

- Bus movements at busway grade crossings that are equipped with traffic control signals **should** be controlled by special bus signal indications.
- Bus signals that are used to control only bus movements **should** display the light rail transit signal indications illustrated in Figure 8C-3.
<table>
<thead>
<tr>
<th></th>
<th>Three-Lens Signal</th>
<th>Two-Lens Signal</th>
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<tbody>
<tr>
<td><strong>SINGLE LRT ROUTE</strong></td>
<td>STOP (-)</td>
<td>STOP (-)</td>
</tr>
<tr>
<td></td>
<td>PREPARE TO STOP</td>
<td>Flashing</td>
</tr>
<tr>
<td></td>
<td>GO (1)</td>
<td>GO (2)</td>
</tr>
</tbody>
</table>

(1) Flashing symbol for preparation to stop.
(2) GO symbol with a number in parentheses for two-lens signal.
Option:

Bus signals may be used at busway grade crossings and at intersections where buses operate in mixed traffic in conjunction with standard traffic control signals where special bus signal phases are used to accommodate turning bus vehicles or where additional bus clearance time is desirable.
Option:

Automatic gates may be used to supplement traffic control signals at highway-busway grade crossings.
Option:

A pathway-busway grade crossing may be controlled using bus signals for the busway approaches and pedestrian signals for the pathway approaches if the operation of the busway provides for the bus to be able to stop before entering the pathway.
Option:

A Busway Warning sign may be used at pathway-busway grade crossings with no active traffic control devices.
Next Edition of MUTCD?

- May 2016: publish Notice of Proposed Amendment
- November 2016: end of comment period
- October 2017: publish final Federal Register notice
- June 2018: publish new MUTCD