

**RESCINDED  
JANUARY 2024**

This Recommended Change to the MUTCD was rescinded by the NCUTCD Council on January 12, 2024.

Attachment No. 25

RRLRT No.04

APPROVED BY NCUTCD COUNCIL ON JANUARY 19, 2007

**TECHNICAL COMMITTEE:** Railroad and Light Rail Transit Technical Committee

**DATE OF ACTION:** January 19, 2007

**TOPIC:** 10A.01 Introduction

**ORIGIN:** Railroad and Light Rail Transit Technical Committee

**DISCUSSION:** In response to modifications approved by the national committee on January 18, 2007, for 5F.01, the first support paragraph of 10A.01 is proposed to be modified to provide uniformity in the manual.

**STATUS:** APPROVED BY NCUTCD COUNCIL ON JANUARY 19, 2007

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### **Section 10A.01 Introduction**

Support:

Part 10 provides standards and guidelines for the design, installation, and operation of traffic control devices at grade crossings of highway traffic and light rail transit vehicles to promote safety, and the effective, integrated movement of all traffic. The principles in Section 8A.01 are the same but, because light rail vehicles sometimes operate along streets and highways in mixed traffic with automotive vehicles, the traffic controls and associated standards and guidelines for highway-light rail transit grade crossings presented in Part 10 can be different than those presented in Part 8.

Light rail transit is a mode of metropolitan transportation that employs light rail transit vehicles (commonly known as light rail vehicles, streetcars, or trolleys) that operate on rails in streets in mixed traffic, in semiexclusive rights-of-way, or in exclusive rights-of-way. Grade crossings with light rail transit can occur at intersections or at midblock locations, including public and private driveways.

An initial educational campaign along with an ongoing program to continue to educate new drivers is beneficial when introducing light rail operations to an area and, hence, new traffic control devices.

Deleted: facilitate the reasonably safe, orderly, and

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Light rail alignments can be grouped into one of the following three types:

- A. **Exclusive:** A light rail transit right-of-way that is grade-separated or protected by a fence or traffic barrier. Motor vehicles, pedestrians, and bicycles are prohibited within the right-of-way. Subways and aerial structures are included within this group. This type of alignment does not have grade crossings and is not further addressed in Part 10.
- B. **Semiexclusive:** A light rail transit alignment that is in a separate right-of-way or along a street or railroad right-of-way where motor vehicles, pedestrians, and bicycles have limited access and cross at designated locations only.
- C. **Mixed-Use:** An alignment where light rail transit operates in mixed traffic with all types of road users. This includes streets, transit malls, and pedestrian malls where the right-of-way is shared.

**Standard:**

**Where light rail transit and railroads use the same tracks or adjacent tracks, the traffic control devices, systems, and practices for highway-rail grade crossings described in Part 8 shall be used.**

**Support:**

Section 8A.01 contains a set of definitions, most of which also apply to Part 10