

STANDARD OPERATING PROCEDURES

OPERATION AT PAVEMENT MARKERS

Certain pavement markers (such as lines to mark the center of the street, lane markers, lines to indicate crosswalks, and arrows to indicate turns) help to ease the flow of traffic and promote safety for all drivers. Bus Operators are required to operate in accordance with the rules regarding these markers.

Other pavement markers are for the specific use of bus operation and are explained in this folder. When there are unusual conditions such as illegally parked cars or temporary obstructions, these standards may not apply and the Operator must use his own best judgment.

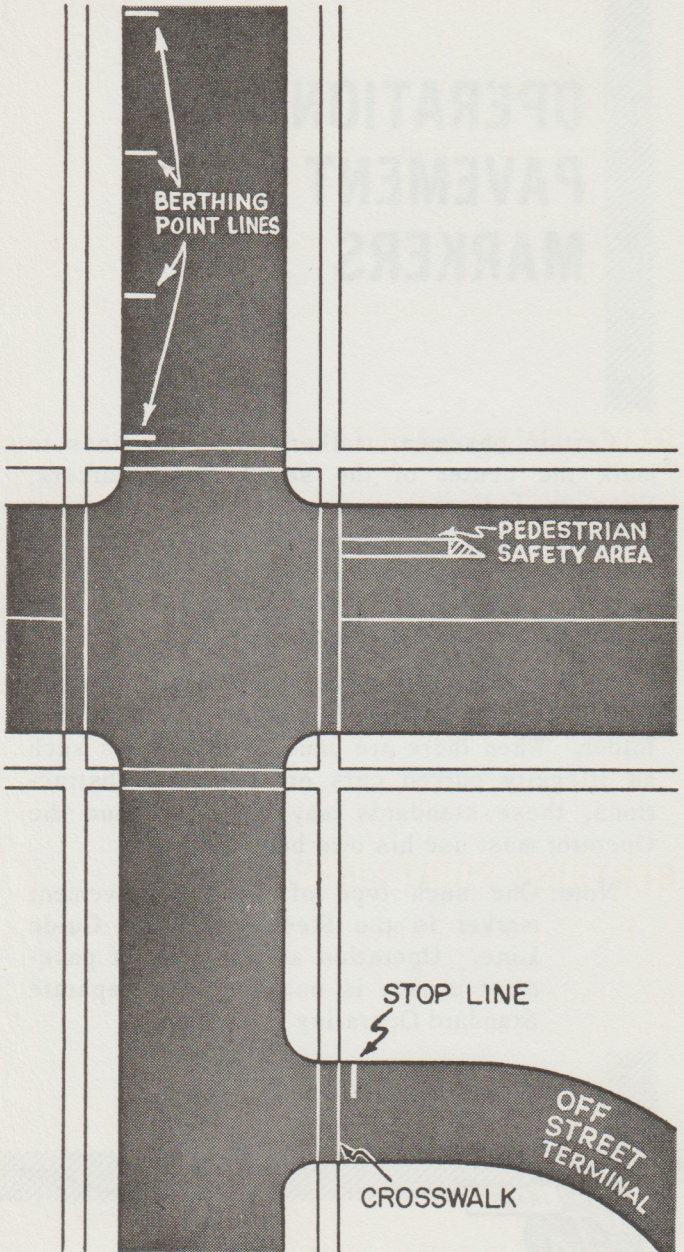
Note: One such type of special pavement marker is the Steering Column Guide Line. Operation at this type of pavement marker is outlined in a separate Standard Operating Procedure.

METROPOLITAN

TRANSIT



SPECIAL PAVEMENT MARKERS FOR BUS OPERATION



STOP LINES

Stop lines are solid lines of various length placed at a right angle to the direction of travel.

They are placed at the following locations:

1. Exits from "off-the-street" terminals. A positive stop must be made at the line before proceeding into traffic.
2. At some berthing points. The furthestmost line in a series of Berthing Point Lines may be a Stop Line.
3. At the beginning of most Steering Column Guide Lines. A stop is made at the Stop Line before proceeding on the guide line.

PEDESTRIAN SAFETY AREAS

Pedestrian Safety Areas are located where buses stop in the traffic lane without coming to the curb. The areas are outlined by solid lines with the leading triangular portion being cross-hatched.

These areas are for the use of passengers and pedestrians only, and buses may not be operated over them.

BERTHING POINT LINES

Berthing Point Lines are at some locations where several buses are required to wait. They are similar to the lines that are used to mark off parking spaces for autos.

When stopping at a Berthing Point Line:

1. The front bumper of the bus should be exactly on the line.
2. Stops should always be made at the furthestmost line in the area to allow following buses to pull in berthing spaces behind.

3. As leading buses pull out of the berthing spaces, following buses should move up.

CROSSWALKS

Crosswalks are areas outlined with solid lines and are located at "off-the-street" terminals where a path is provided for pedestrian use. They are either extensions of sidewalks or areas provided for pedestrians in walking to or from bus loading points.

Operators must exercise caution when operating over a crosswalk and must not park or stand within the area.

HIGH WATER MARKS

High water marks are solid yellow bars painted on curbs in underpasses. The purpose is to indicate to the Bus Operator whether it is safe to enter an underpass when water has accumulated.

1. When the water level is at or below the high water mark, proceed slowly through the underpass.
2. When the water level is above the high water mark, stop. Do not enter the underpass. Call the Dispatcher for instructions.

