




CTA

A yellow octagonal sign with a black border, featuring the letters 'CTA' in a bold, black, sans-serif font. A white rectangular strip is attached to the top of the sign.



**pavement
markers**

A yellow octagonal sign with a black border, featuring the words 'pavement markers' in a bold, black, sans-serif font. Two white rectangular strips are attached to the left side of the sign.





painted

pavement

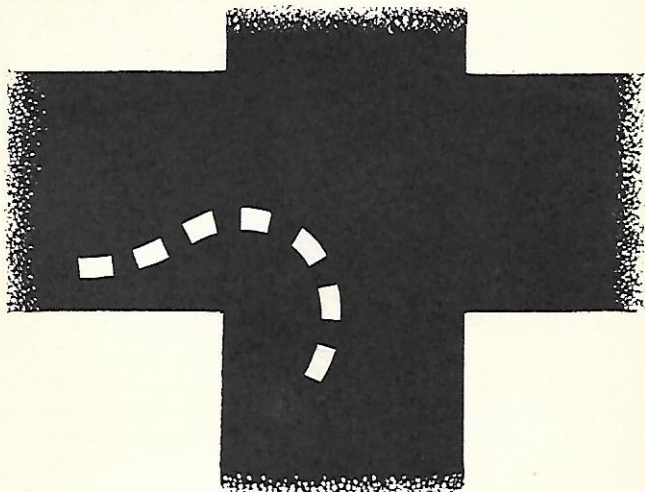
markers

To facilitate the flow of traffic and to promote safety for motorists and pedestrians, the City of Chicago and the Chicago Park District paint various types of lines on the streets and boulevards. To mention only a few, there are center lines and lane markers to keep vehicles in their own traffic lanes; lines to indicate where turns are to be made and where stops are required; lines that mark off parking spaces; and lines indicating pedestrian crosswalks and safety zones.

Chicago Transit Authority also paints lines on public streets as well as on CTA property. These lines are intended to assist Operators in avoiding accidents and to contribute toward ease in operation. The purpose of this folder is to describe the various types of lines painted by CTA, to explain their indications, and to give instructions for their use.

steering column guide lines

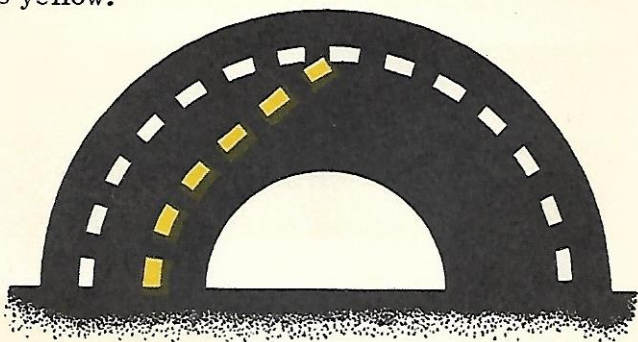
Steering Column Guide lines are dashed lines six inches wide and two feet long with a two-foot gap between dashes. These lines serve as a guide to Bus Operators at locations where, because of limited space, turning movements are hazardous.



At street locations where buses make turns, white Steering Column Guide lines guide the Bus Operator around obstacles, such as posts, columns, high curbs, vehicles in legal parking zones, and other fixed objects. Generally, the guide line starts in the curb lane and guides the Operator around a corner so that a vehicle approaching from the rear cannot get between the bus and the curb. At locations where parking is permitted at the curb, the guide line starts in the lane adjacent to the parking space.

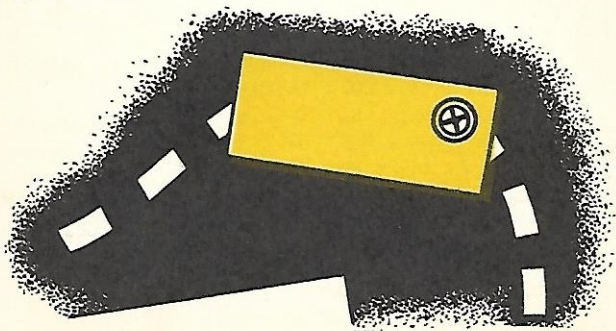
Where possible, the guide line is painted so that the bus does not cross the center line of the street. Where buses must cross the center line and where traffic is heavy, such as at signal-controlled intersections, a Stop Line is painted for vehicles approaching the turning bus. Vehicles stopped at this Stop Line do not interfere with the turning movement of the bus.

At "off-the-street" terminals, Steering Column Guide lines guide the Operator to the proper loading point in addition to guiding him around fixed objects such as poles and high curbs and away from other buses using the same terminal. The guide line of the normal routing is white; a by-pass route around standing buses is yellow.



When operating on a steering column guide line, align the steering column or horn button on the guide line, drive slowly (approximately 2 M.P.H.) and be on the alert for pedestrians and other street traffic. Do not deviate from the guide line to go around pedestrians or vehicles; wait until it is clear to proceed.

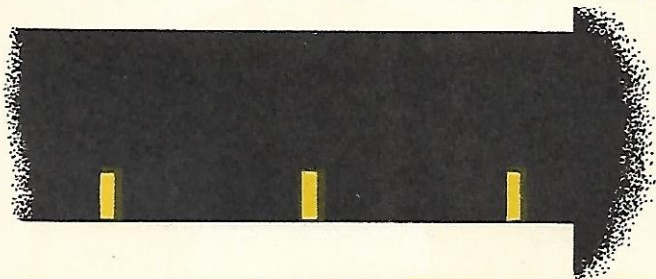
Operating on the guide line does not relieve the Operator from responsibility for the safe operation of his vehicle.



berthing point lines

Berthing Point Lines are similar to city-painted lines that mark off parking spaces. They are solid yellow, 6 inches wide by varying

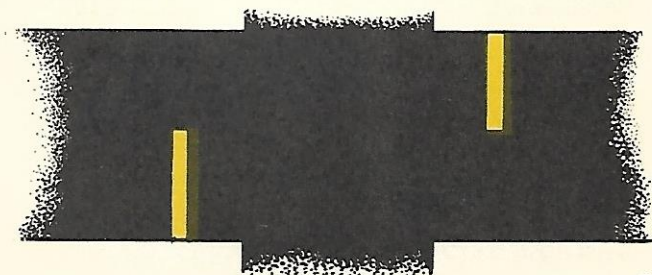
lengths, and are at a right angle to the direction of travel. Generally they are painted at locations where several buses are required to wait. The front of the bus should be directly on the line. Bus Operators should pull up to the furthestmost line to allow following buses to fill in the berthing spaces behind. As leading buses pull out of the berthing spaces, following buses should move up.



stop lines

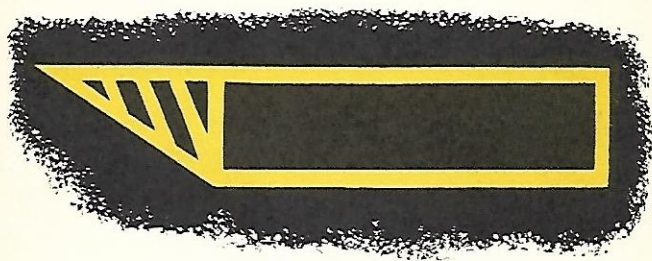
Stop Lines are solid yellow, 18 inches wide by varying lengths, at a right angle to the direction of travel. Stop Lines may be painted at such locations as signal-controlled intersections, stop signs, and CTA intersections. They may also be painted at the beginning of Steering Column Guide Lines or they may be used in place of the furthestmost Berthing Point Line. Whenever it is necessary to make a stop at these locations, the Stop Line indicates that the stop must be made at or before the Stop Line, not beyond it. At "off-the-street" terminals a positive stop is required at the Stop Line before proceeding.

On trolley bus lines, generally at terminals, Stop Lines are painted at locations where there are electric trolley switches. A positive stop must be made at the Stop Line before crossing under the electric trolley switch.



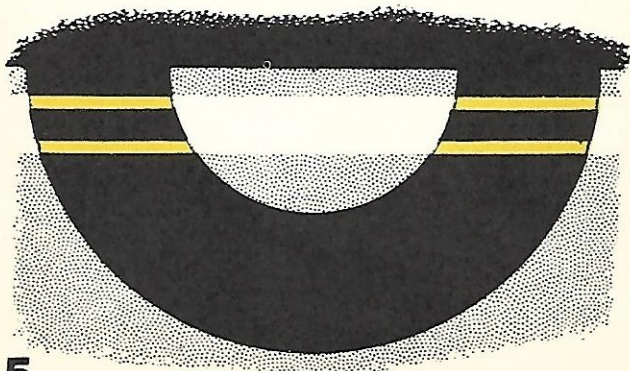
pedestrian safety areas

Pedestrian safety areas are outlined with lines, 6 inches in width. At street locations, generally at streetcar stops, the area is outlined with white or yellow lines, and its leading portion, triangular in shape, is crosshatched with lines. At "off-the-street" terminals these areas are outlined, and may be cross-hatched, with yellow lines. The areas are for the use of pedestrians only, and buses may not be operated over the areas.



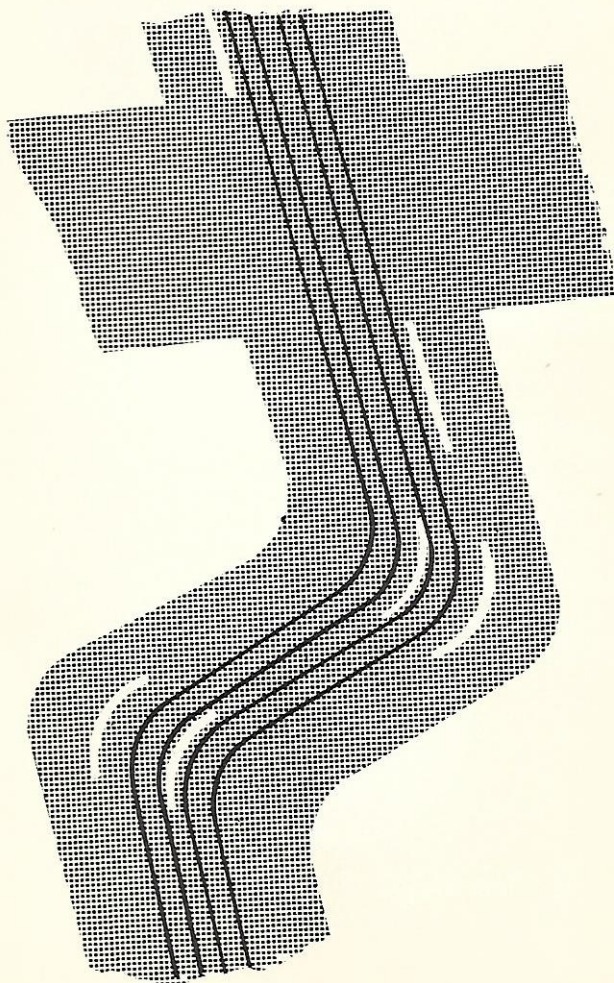
crosswalks

Crosswalks at "off-the-street" terminals are areas outlined with solid yellow lines, 6 inches in width. They are painted to indicate a path for pedestrian use. Operators must exercise extreme caution when operating over a crosswalk and must not park or stand within the area.



clearance lines

Clearance lines are solid white lines, 6 inches in width and are used in connection with streetcar operation. The line indicates the maximum overhang of the streetcar. It is an aid to the Motorman in gauging his clearance when passing parked or standing vehicles. On curves, the line is an aid to the Conductor in warning vehicles and pedestrians to stay clear of the turning streetcar.



Training P-39-7/55