



National Committee on Uniform Traffic Control Devices

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Attachment No. 2
Item No.: 18A-RR-01

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE: RRLRT Technical Committee
ITEM NUMBER: 18A-RR-01
TOPIC: Another Train Coming
ORIGIN OF REQUEST: RRLRT Technical Committee
AFFECTED SECTIONS OF MUTCD: New Section 8C.XX (following 8C.07 Wayside Horn Systems)

DEVELOPMENT HISTORY:

- Approved by Technical Committee: 01/04/2018, 06/21/2018 (with changes indicated)
- Approved by NCUTCD Council: 06/22/2018

This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:

This proposed change to MUTCD provides support and options for a new traffic control device whose purpose is to provide warning of another train approaching a grade crossing closely following a prior train.

DISCUSSION:

Nationally, the rail industry has seen an increase in pedestrian fatalities and injuries at multiple track grade crossings, especially near station stops where an inattentive pedestrian steps into the path of an oncoming train. This condition typically occurs when a train stops just beyond a grade crossing at a station platform. In many cases, the view of an approaching train on another track is obstructed by the stopped train. Errant pedestrians may conclude that the conventional warning devices remain active because of the stopped train when in fact they are operating due to the approaching train on another track. The rail industry has already installed a variety of devices intended to provide warning of another train coming with no standardization. In other cases, the conditions that lead up to an incident involving another train coming are ignored. The purpose of this proposed change is to provide awareness of the condition to a diagnostic team and provide options for traffic control devices which may be used to provide additional warning.

30 **RECOMMENDED MUTCD CHANGES**

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32 The following present the proposed changes to the current MUTCD within the context of the
33 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
34 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
35 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
36 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
37 comments may be provided with the MUTCD text. These comments are indicated by
38 **[highlighted light blue in brackets]**.

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40 **Section 8C.XX Another Train Coming (following 8C.07 Wayside Horn Systems)**

41 **Support:**

42 01 Conflicts between crossing users pedestrians and multiple trains can occur at multi-track
43 crossings as well as near station platforms when a train meets or overtakes a stopped or moving
44 train on sidewalks, pathways, and at crossings in station areas where If the grade crossing
45 warning system has been activated by a prior train, grade crossing users may might not consider
46 the arrival of another train on a different track and may fail to look both ways before crossing
47 each track.

48 **Option Guidance:**

49 02 The decision to provide notification of another train coming at a multi-track sidewalk or
50 pathway crossing should be made by a diagnostic team. In making this determination, the
51 diagnostic team should additionally consider the ~~If a diagnostic team determines that there is a~~
52 need to warn grade crossing users at a multi-track crossing that additional trains may be on
53 approach to the crossing, supplemental warning devices may be installed. Factors that may be
54 considered in the determination include pedestrian utilization, and pedestrian collision history,
55 train speeds and volumes, ~~speeds and operations~~ operating plans and/or schedules, and the
56 presence of a nearby station or transit center.

57 03 ~~The LOOK sign (R15-8) may be used at passive crossings as provided for in Section 8B.17.~~

58 04 Placement of the ANOTHER TRAIN COMING sign should be determined by the diagnostic
59 team. The sign, if used, should be located to provide the best visibility to approaching
60 pedestrians.

61 **Option:**

62 05 If the diagnostic team determines there is a need to provide notification of another train
63 coming, aAn ANOTHER TRAIN COMING (Example 1-Figure 8C-XX) train-activated blank-
64 out warning sign may be used to warn of the approach of another train. The ANOTHER TRAIN
65 COMING sign may be ~~phased (flashed)~~ in accordance with the requirements of Section
66 4S.01. ~~Section 2L~~ when activated, and may be supplemented with an audible sound which is
67 distinguishable from a normal railroad crossing bell, or with a verbal message.

68 06 ~~The ANOTHER TRAIN COMING sign may be mounted on a flashing light signal support~~
69 ~~below the flashing lights, on a separate support adjacent to the flashing lights, or on the back side~~
70 ~~of a flashing light signal support on the left side of the grade crossing. If there are no flashing~~
71 ~~lights, the sign may be installed where flashing lights would otherwise be located, or at a location~~
72 ~~determined by the diagnostic team to have adequate visibility which may include mounting on~~
73 ~~traffic signal infrastructure.~~

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Example 1 Figure 8C-XX. Another Train Coming Sign



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Section 8C.XX Another Train Coming (following 8C.07 Wayside Horn Systems)

Support:

01 Conflicts between pedestrians and multiple trains can occur at multi-track crossings on sidewalks, pathways, and at crossings in station areas where grade crossing users might not consider the arrival of another train on a different track.

Guidance:

02 The decision to provide notification of another train coming at a multi-track sidewalk or pathway crossing should be made by a diagnostic team. In making this determination, the diagnostic team should additionally consider the pedestrian utilization, and pedestrian collision history, train speeds and volumes, operating plans and/or schedules, and the presence of a nearby station or transit center.

03 Placement of the ANOTHER TRAIN COMING sign should be determined by the diagnostic team. The sign, if used, should be located to provide the best visibility to approaching pedestrians.

Option:

04 If the diagnostic team determines there is a need to provide notification of another train coming, an ANOTHER TRAIN COMING (Figure 8C-XX) train-activated blank-out sign may be used. The ANOTHER TRAIN COMING sign may be flashed in accordance with the requirements of Section 4S.01.

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